



Van Arty Association and RUSI Van Members News Mar 20, 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.

Mar 21	VAA Wednesday
Apr 07	BCR St Julien Dinner
Apr 08	Vimy Day Parade
Apr 18	Seely Luncheon – Swartz Bay
May 26	VAA Artillery Day Gun Camp

World War 2 – 1943

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

Mar 21st: The New Zealander's attempt to flank the Mareth line is encountering resistance from tough terrain and not quite so tough Italians – who are not made of the stuff that comprised their brothers back at el Alamein.

Mar 22nd: The British/New Zealand advances at Wadi Zigzaou and the Tebaga gap are being held as the Germans commit all their panzers. The Soviets take Durovo on the approaches to Smolensk.

Mar 23rd: The Germans notice a marked improvement in American tactical performance and lose heavily in checking their advance at El Guettar; meanwhile, Montgomery pitches in Horrocks and 1st Armoured behind the New Zealanders. The luck of the British Submarine HMS Turbulent and its skipper Commander John Wallace Linton has been pushed too hard for too long. The submarine is reported overdue from its patrol off Sicily, but in two hard years of near constant operations in the Mediterranean, they have sunk over 90,000 tons of Axis

shipping and endured some 250 depth charge attacks. Linton is posthumously awarded the Victoria Cross for this record.

Mar 24th: The Chindit columns break up into small parties to return to India. Montgomery adds 4th Indian to the attacks on the Mareth Line's flank.

Mar 25th: Under heavy pressure at the Tebaga Gap and from the Americans at Maknassy, Von Armin begins to evacuate his infantry from the Mareth Line.

Mar 26th: The Axis defence at Tebaga Gap has been worn too thin and Horrocks takes 1st Armoured Division through it on a moonlit drive to El Hamma. There is a cruiser battle off the Komandorski Islands in the Bering Sea: Admiral McMorris has two cruisers and four destroyers, Admiral Hosogaya has four and five – each side badly damages a cruiser in a gun fight before the IJN breaks off and runs for it to the amazement of the Americans who thought they were about to get creamed. Laval stages a cabinet shuffle to increase his own power in the Vichy government. The highly aggressive Lieutenant Commander “Mush” Morton, in command of the submarine USS Wahoo, arguably blots the escutcheon of the US Navy when he shoots up the survivors of a torpedoed Japanese transport off New Guinea.

Mar 27th: The new RN Escort Carrier Dasher is lost to an accidental explosion before deployment. The Germans hold up Horrocks at El Hamma for long enough to let their infantry escape from the Mareth line. 2Lt Moana-Nui-a-Kiwa-Ngarimu of New Zealand's famed Maori Battalion led his men into one position on a ridge, personally destroying two machinegun posts. During the course of the night, the Germans launched several counter-attacks, but he fends them all off, despite being twice wounded. In the morning, only two men in his platoon were unwounded, and Lt Ngarimu was dead. He was posthumously awarded the Victoria Cross. The Americans begin a new attack at Fondouk.

Canada's Northern People Deserve Better Arctic SAR Capabilities

Colonel (Retd) Pierre Leblanc Mar 16, 2018

The Canadian Standing Senate Committee on Fisheries and Oceans met last month to study maritime search and rescue activities, including current challenges and opportunities. Colonel (Retired) Pierre LeBlanc, President, Arctic Security Consultants, addressed the committee a witness on the matter of search and rescue in the Arctic: The Canadian Arctic is actually larger than the whole of continental Europe. Part of Canada's SAR responsibility under the Arctic Council's Agreement on Cooperation on Aeronautical and Maritime Search and Rescue in the Arctic includes the North Pole, which is 4,463 kilometres from SAR aircraft based in Winnipeg. It is the equivalent of stationing the SAR assets for Newfoundland in Frankfurt, Germany. Yet, there are no major SAR assets in the Arctic. They are too far south, requiring a transit time that is too long for an area where time is critical. Increasing maritime traffic, made possible by the accelerating loss of Arctic sea ice, has led to some 178 vessels making a total of over 406 visits to the Arctic, including 32 Northwest Passage transits in 2017 alone. I have also raised

concerns with our aging Coast Guard icebreaker fleet on several occasions. All of our icebreakers are reaching the end of their design life and increasing demand for icebreaker service support is leaving the fleet stretched.

One of the challenges in the Arctic is acting fast enough because of the cold weather. If we were to have a *Costa Concordia* accident in the Arctic, the passengers who would jump, unprotected, into the frigid waters would be dead in minutes, while SAR aircraft would be hours away and Coast Guard vessels could be days away. Northern people expect and deserve more. They should not be forced to accept a much lower standard or quality of service of federal services. Arctic maritime accidents are not a theoretical exercise. Two cruise ships and one tanker have already run aground in the Arctic. Unfortunately, the deployment of SAR assets is based on historical facts rather than anticipated activity. Former Prime Minister Stephen Harper, during one of his trips to the Arctic, stated that Canada could not provide the same level of SAR service in the Arctic as in the South. That is true, but I say that we can certainly do better than what we have now. There are several opportunities to do better, and I'd like to name a few. All SAR air assets should be equipped with forward-looking infrared radar, such as the new search and rescue fixed-wing aircraft will have. It will make searching for survivors and vessels that much easier and faster against the cold water background. Canada has been investing in the Arctic Coast Guard Auxiliary, and this will increase SAR assets, but this investment needs to be long term.

For a number of years, it has been recommended, including by your own committee, to provide the Canadian Rangers with a maritime role. They could increase our SAR capabilities but also act as first responders to report illegal fishing, initiate action on marine spills and provide a sovereignty presence throughout the Arctic. Who could criticize the Inuit for doing so? They would reinforce our sovereignty position over the internal waters of the Arctic Archipelago. Resolute Bay could be further developed as a contingency facility that would increase our capacity to deal with a major accident for the recovery and extraction of survivors, and to deal with the environmental impact. The US Coast Guard positions helicopters in Alaska during the shipping season. We could do something similar. It has been recommended in the past to position air assets in Yellowknife to reduce the transit time to the Arctic. Those assets could also be deployed south if need be. The new Arctic offshore patrol ships will soon increase the SAR capability. They will need to deploy there during the shipping season. One of the most cost-effective actions Canada could take would be to direct preventive measures that will reduce the likelihood of expensive accident recovery and environmental impact, such as making reporting to NORDREG compulsory for all vessels over 30 tons and above, all vessels carrying passengers and all ships carrying dangerous cargo. Similarly, Canada could require all such vessels to be equipped with automatic identification systems. Those can be monitored from space.

Both measures will improve our Arctic domain awareness, a stated federal government priority. Other thoughts: Enforce the new Polar Code and request even higher standards of the International Maritime Organization; complete the selection of Arctic marine corridors and

make those compulsory; map the corridors to modern standards and provide them with navigational aids; ensure that the obsolete search-and-rescue mission management system is replaced with a modern system in a timely fashion; consider the use of drones as a cost-effective option to support local SAR; increase funding for the Civil Air Search and Rescue Association in the Arctic; and consider contracting civil aviation to provide Arctic search and rescue similar to the services provided by Cougar Helicopters to the oil and gas industry. All of the above recommendations are well supported by policies, and many echo your own Senate recommendations in 2009 and 2011.

USS Hartford, USS Connecticut Surface Together in the Arctic Circle

Cmdr. Corey B. Barker, Ice Exercise 2018 Public Affairs 3/13/2018

BEAUFORT SEA, Arctic Circle (NNS) -- Los Angeles-class fast attack submarine USS Hartford (SSN 768) and Seawolf-class fast attack submarine, USS Connecticut (SSN 22) both surfaced in the Arctic Circle March 10 during the multinational maritime Ice Exercise (ICEX) 2018 in the Arctic Circle north of Alaska. Both fast-attack submarines as well the UK Royal Navy submarine HMS Trenchant (S91), are participating in the biennial exercise in the Arctic to train and validate the warfighting capabilities of submarines in extreme cold-water conditions. "From a military, geographic, and scientific perspective, the Arctic Ocean is truly unique, and remains one of the most challenging ocean environments on earth," said Rear Admiral James Pitts, commander, Undersea Warfighting Development Center (UWDC).



*BEAUFORT SEA (March 10, 2018)
The Seawolf-class fast-attack submarine USS Connecticut (SSN 22) and the Los Angeles-class fast-attack submarine USS Hartford (SSN 768) break through the ice March 10, 2018 in support of Ice Exercise (ICEX) 2018. ICEX 2018 is a five-week exercise that allows the Navy to assess its operational readiness in the Arctic, increase experience in the region, advance understanding of the Arctic environment, and continue to develop relationships with other services, allies and partner organizations.*

(US Navy photo by Mass Communication 2nd Class Micheal H.

Lee

ICEX provides the U.S. Submarine Force and partners from the Royal Navy an opportunity to test combat and weapons systems, sonar systems, communications and navigation systems in a challenging operational environment. The unique acoustic undersea environment is further compounded by the presence of a contoured, reflective ice canopy when submerged. According to Pitts, operating in the Arctic ice alters methods and practices by which submarines operate,

communicate and navigate. "We must constantly train together with our submarine units and partners to remain proficient in this hemisphere," Pitts said. "Having both submarines on the surface is clear demonstration of our proficiency in the Arctic." In recent years, the Arctic has been used as a transit route for submarines. The most recent ICEX was conducted in 2016 with USS Hampton (SSN 767) and USS Hartford (SSN 768).

The first Arctic under-ice operations by submarines were done in 1947-49. On August 1, 1947, the diesel submarine USS Boarfish (SS-327), with Arctic Submarine Laboratory's founder Dr. Waldo Lyon onboard serving as an Ice Pilot, conducted the first under-ice transit of an ice floe in the Chukchi Sea. In 1958, the nuclear-powered USS NAUTILUS made the first crossing of the Arctic Ocean beneath the pack ice. The first Arctic surfacing was done by USS Skate (SSN 578) in March 1959. USS Sargo was the first submarine to conduct a winter Bering Strait transit in 1960. The units participating in the exercise are supported by a temporary ice camp on a moving ice floe approximately 150 miles off the coast of the northern slope of Alaska in international waters. The ice camp, administered by the Arctic Submarine Laboratory (ASL), is a remote Arctic drifting ice station, built on multi-year sea-ice especially for ICEX that is logistically supported with contract aircraft from Deadhorse, Alaska. The ice camp will be de-established once the exercise is over. ASL is an operational fleet support detachment of the Undersea Warfighting Development Center (UWDC). ASL is also the Navy Program Manager for the Submarine Arctic Warfare Program.

Miramar Volunteer Restores Last-of-its-Kind Plane

Dauntless determination: volunteer restores WWII plane

Lance Cpl Liah Kitchen | Marine Corps Air Station Miramar | April 26, 2017



The Douglas SBD-1 Dauntless, which is currently being restored by Robert Cramsie.

US Marine Corps photo by Lance Cpl. Jake McClung

MARINE CORPS AIR STATION MIRAMAR, Calif. -- Voices echoed through the old warehouse, bouncing off old, dusty military vehicles and aircraft in various states of restoration. Tucked away to the side of the warehouse rests a partially restored Douglas SBD-1 Dauntless dive bomber, thought to be the last surviving aircraft of its kind. Robert Cramsie, a restoration volunteer with the Flying Leatherneck Aviation Museum and a

board member of the Flying Leatherneck Historical Foundation, dedicated more than 2,500 hours since December 2012 to restoring the Dauntless, using only blueprints, salvaged parts and even fabricating parts by hand when needed. Cramsie is a former aircraft mechanic, who currently works at Northrop Grumman in San Diego as a production environmental test technician. “When you start with a portion of the aircraft that is trashed and slowly build it piece by piece, seeing where you started versus where it is when you finish is the most rewarding part of this project for me,” said Cramsie. Because of his outstanding volunteerism, Cramsie received the Northrop Grumman Excellence in Volunteerism Award from representatives of Northrop Grumman, Mission Systems, San Diego, during a ceremony at the Flying Leatherneck Museum Restoration Facility at Marine Corps Air Station Miramar, California, April 21. Cramsie received one of 11 awards given worldwide by Northrop Grumman in 2017 for the hours spent restoring the Dauntless. “Restoration projects like the Dauntless give members of the community the ability to come and experience a piece of history,” said Col Jason Woodworth, commanding officer of MCAS Miramar. “People who come and volunteer here whether they have affiliation with the military or not, should be encouraged to continue their service because they allow everyone to get close to and touch pieces of our history.”

The Dauntless was recovered from Lake Michigan in 1995, where it crashed during a training flight in November 1942. The plane, which suffered extensive physical damage and corrosion was shipped around the country before finally finding a home at the Flying Leatherneck Aviation Museum at MCAS Miramar to be restored. “The aircraft was in sad shape,” explained Cramsie. “The wings were removed and set aside with the right wing slightly crushed and the left wing severely damaged, the vertical stabilizer was missing, the left leading edge of the inboard wing was crushed, the belly has holes punctured in it and the doors were missing.” According to Cramsie, he plans to fully restore the Dauntless to a condition similar to when it came out of the factory in 1940, a process which may take many more years of work. “Seeing the pieces come together is really what keeps me going,” said Cramsie. “The work that I’m doing, at the end of the day, is about giving a piece of history back to the museum and to the Marine Corps.”

US Coast Guard Prepping to Carry Cruise Missiles on Icebreakers

Arctic Cold War and Russia build up. *By Carlo Muñoz - The Washington Times - January 17, 2018*

The Coast Guard’s proposed heavy icebreaker for the Arctic comes with something no previous model ever had: room for cruise missiles. While military control of the frozen tundras at the top of the world has become a political and national security imperative to Washington and Moscow for years, Coast Guard Commandant Paul Zukunft quietly confirmed last week that the service’s newest fleet of heavy icebreaker ships will be designed for the first time to carry heavy weapons. That announcement, just as Russia is beefing up its much-larger fleet of icebreakers plying the Arctic waters, is the clearest sign that a literal and figurative Cold War may be heating up at the top of the world. Backers of arming American icebreakers say the move is long overdue because the Coast Guard ships are the only American

heavy vessels able to traverse the massive glaciers and ice drifts that pockmark the Arctic waterways. Opponents say arming Coast Guard vessels sends a dangerous signal to Moscow that Washington is looking for a fight over the Arctic while there is a wary but real cooperation in place among the nations of the region. “This is not just about [new] icebreakers; this is part of a broader competition just below the surface,” said former Navy Capt. Jerry Hendrix, now a senior fellow at the Washington-based Center for a New American Security.



Supporters of arming icebreakers note that the Coast Guard ships are the only American heavy vessels able to traverse the massive glaciers and ice drifts that pockmark the Arctic waterways, but opponents say it sends a dangerous signal to Russia.

Budget hawks also say the cash-strapped Coast Guard may be trying to take advantage of rising tensions in the polar regions to pursue a potentially costly and ultimately unnecessary weapons program. Service leaders, including Adm Zukunft, have pushed back, arguing that the US cannot afford not to have an armed presence as the Arctic’s natural resources become more accessible and potentially strategic sea lanes open up. The Coast Guard now has just three icebreakers, including one that does primarily scientific research. Russia, with the world’s largest Arctic coastline and ports across the region, reportedly has at least 40 icebreakers, including four operational nuclear-powered icebreakers and 16 medium-sized craft. At a defense conference last week, the Coast Guard chief said the first of the new icebreakers could be ready in five years and cost less than \$1 billion. All told, the service is seeking six new icebreakers, including three of the largest size. “We’ve been able to find offsets to drive the cost down ... [and] reserve the space weight and power necessary to fully weaponize these and make these a capable platform offensively in the event this world changes in the next five, 10, even 15 years from now,” Adm Zukunft said. “You can’t project out the status quo,” he added, according to a report from Breakingdefense.com. Aside from Russia, other Arctic nations have already outfitted their icebreaker fleets with various types of weapons.

The Norwegian KV Svalbard heavy icebreaker is armed with a Bofors 57-mm multimiission deck gun that can be used to take out incoming missiles, attacking aircraft and light warships. Canadian forces are reportedly modeling the armaments for its new Harry DeWolf-class Arctic patrol ships on Norway’s Svalbard. The arsenal aboard Denmark’s Kund Rasmussen-class Arctic patrol ships, however, is much more advanced than those of its regional neighbors. The ship sports an Otobreda 76-mm super-rapid gun and two machine guns. The Danish icebreaker can also fire anti-air missiles and MU90 anti-submarine torpedoes. Adm Zukunft declined to

provide specifics on the types of weapons the new icebreaker ships would be able to carry during his remarks to the Surface Navy Association's annual symposium in Crystal City, Virginia, last week. But he has previously called for the ships to be equipped with cruise missile technology in the coming years. Coast Guard ship designers and engineers are drafting plans for the icebreakers, which are not expected to hit the fleet until 2030, with the modular weapons concept in mind. Moscow has unveiled plans to develop two new icebreaker vessels armed with cruise missiles, which are expected to enter the Russian fleet within the next two years. While remaining mum on the types of weaponry needed for the Coast Guard fleet based in the Arctic, Adm Zukunftdid note that the new icebreaker ships could be outfitted with a modular weapons system — one that can be installed and removed from the vessel's decks with minimal effort, depending on the mission's requirements. The Russian icebreaker vessels will not sport modular weapon systems, but rather embedded systems permanently affixed to the warship.

Analysts say US and Russian military strategists are responding to the evolving challenge of the Arctic — and the possibility that it could soon become much more valuable territory economically and militarily. The glacial territories in the Arctic remain “the quickest route between Russia and the US It is even the quickest route between North Korea and the US,” said Bryan Clark, former special assistant to the chief of naval operations. “There are a fair amount of military operations that happen in and around the Arctic,” said Mr Clark, now a senior fellow at the Washington-based Center for Strategic and Budgetary Assessments. In any international conflict involving the US, Russia or other state actors, “the Arctic would be at play.” The Coast Guard's call for arming icebreakers “certainly confirms [the threat] is real,” in the polar regions, said Capt. Hendrix. While the situation in the Arctic Circle poses challenges to Washington and its allies in the region, the US “is not really in an arms race with Russia” for control of the polar regions, despite the Coast Guard's call for weaponized icebreakers, said Mr Clark. Russia's expanding icebreaker fleet is driven more by domestic needs than the Kremlin's desire to flex its military might in the region, he said.

The Russian Arctic coastline dwarfs that of the US and its allies, requiring Moscow to invest in more and more capable icebreakers. Aside from traditional defensive operations, a significant portion of Russia's surface and submarine fleet are based in cold water ports, requiring a number of icebreaker ships to be on hand to ensure operations are carried out, said Mr Clark. But Russian President Vladimir Putin's aggressive military moves in Ukraine and Syria have some Western strategists wary of his ultimate plans for the Arctic as well. “The Russians have tried to assert a territoriality” in the Arctic, Mr Hendrix said, to preclude the US or its allies from operating in the region militarily while ensuring Moscow has exclusive mining and drilling rights into the seabed below the North Pole and surrounding areas. The move is similar to China's overtures against the US and its Pacific partners in the South China Sea, Mr Hendrix said. Russia has already petitioned the United Nations to recognize the entire continental shelf, portions of which already reside within the country's borders but extend into the polar regions, as Russian sovereign territory. “We can only assess [Russia] will behave as aggressively [in the Arctic] as they have in their other territorial claims,” Mr Hendrix said.

But comparing the competition in the Arctic to the scramble in the South China Sea “is a lot like apples and oranges,” said CSBA’s Mr Clark. Unlike the South China Sea, many of the projected oil and natural gas reserves in the Arctic fall in non-disputed areas with various nations holding certified claims to those areas. The level of uncertainty in the Arctic is not the same as in the Pacific, Mr Clark said. Further, Washington and Moscow have pursued a strategy of cooperation and bilateral engagement between their naval forces in the region. Weaponized icebreakers in the polar region have “nothing to do with the military situation in the Arctic,” which is more focused on submarine operations and intelligence, surveillance and reconnaissance missions, Mr Clark said. The siren call from the Coast Guard for modular cruise missiles aboard their icebreakers, to ward off Russian aggression akin to Chinese actions in the Pacific is guard officials “jumping on this South China Sea bandwagon” to generate support for the ships among congressional appropriators, Mr Clark said. Adm Zukunft “may have leaned a little too far out ahead of his skis” in calling for cruise-missile-equipped icebreakers, said Mr Clark, adding that the Coast Guard is essentially “creating a demand signal [for weapons] that just is not there.”

Vancouver Artillery Association Yearbook Updates

Another busy week on the Regimental website with the following updates.

Ted Edmonds photos – Part 2 Qualifying Course 1928 <http://www.vancouvergunners.ca/1928.html>

Ted Edmonds photos – Ft Osborne MB 1929 <http://www.vancouvergunners.ca/1929.html>

Ted Edmonds photos – Vancouver Island Exercise 1931 <http://www.vancouvergunners.ca/1931.html>

Ted Edmonds photos – Gov Gen Bessborough 1934 <http://www.vancouvergunners.ca/1934.html>

Ted Edmonds photos - Gun Camp, rifle training 1935 <http://www.vancouvergunners.ca/1935.html>

Ted Edmonds photos – Gas training 1937 <http://www.vancouvergunners.ca/1937.html>

The 1976 Yearbook was refreshed <http://www.vancouvergunners.ca/1976.html>

The 1977 Yearbook was refreshed <http://www.vancouvergunners.ca/1977.html>

The 1978 Yearbook was refreshed <http://www.vancouvergunners.ca/1978.html>

Okanagan Military Tattoo 2016 <http://www.vancouvergunners.ca/2016.html>

Point Grey Fiesta Days, Canada 150 Parade, Battle of Britain Parade, Glowing Hearts Concert, Santa Claus Parade <http://www.vancouvergunners.ca/2017.html>

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

Who Is It



Last Week: These cadets are possibly from the "Bessborough Battery" cadet corps, no longer in existence (1948-54). They were affiliated with No 5 Army Group RCA (Anti-Aircraft), on Nov 29, 1948. They have the distinction of being amongst the first corps to have young women, long before such was officially authorized in the

1970s. Their uniforms, the dress part, are also unique, as far as we know. Behind the group are the legs of a 3.7” AA gun.

This Week: Our series, “Name that long, loud object” continues with this odd chap. The photo, stolen from an excellent website, was taken by an old friend of ours, and has an interesting history. Judging from its mounting, it isn’t a mountain gun, nor is it from an armoured vehicle. The former, of course, would be one of Kipling’s famous “screw guns”, while the latter would not really be seen as proper artillery by some of our readers.



So, dear reader, can you tell us what this gun is? Can you also tell us where it is, and how it came to be there? It’s a story that tells us a lot about the world, and shifting allegiances. Yesterday’s

friend can become tomorrow’s enemy, and vice-versa. Moreover, sometimes they can use the gifts you gave them against you. Best not to trust anyone.

Send your ideas to our very relaxed and newly-bearded editor, bob.mugford@outlook.com or to the author, John Redmond (johnd._redmond@telus.net).

From the ‘Punitary’

What is the hardest part about sky diving? The ground!

Murphy’s Other Laws

People will believe anything if you whisper it.

Quotable Quotes

The most worth-while thing is to try to put happiness into the lives of others.

- *Robert Baden-Powell*



Vancouver Artillery Association
presents

Artillery Wednesday

Every Third Wednesday of the Month!
(Subject to holiday interference)

Wednesday, 21 March 2018

1030-1145 – Museum Open

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

1300-1500 – Website history working session

(Do these pictures match the other ones?)

1700-1830 – Pub Dinner *(location TBA)*

1830-2130 – 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

UPCOMING EVENT

Russia-Chinese Collaboration: The Ice Road in the Arctic

presented by

Dr. EVA BUSZA

Vice-President, Research and Programs
Asia Pacific Foundation of Canada

on the

22nd of March 2018

Simon Fraser University Harbour Centre room 2520

18:00 – 20:00

This interactive, roundtable discussion, provides a forum for dialogue between researchers, academic, practitioners, and law enforcement personnel under Chatham House rules to critically probe urgent and evolving issues in security and intelligence.

Attendance is open to MEMBERS ONLY. Membership is available on the CASIS Vancouver website.

Seating is limited. Please RSVP to info@casisvancouver.ca

For inquiries please contact
info@casisvancouver.ca

www.casisvancouver.ca



The Naval Officers' Association of British Columbia
Founded 1919

MONTHLY LUNCH PROGRAM

Wednesday March 28th, 2018

Officers Mess
Bessborough Armoury
2025 West 11th Avenue
Vancouver, BC.

1 130 am bar open
1200 noon lunch
1 pm speaker
4 course hot lunch
\$20 per person

Dress – Business attire, blazers tie etc

Speaker
Norm Lipinski is cancelled No Scheduled
speaker at this point

RSVP for lunch numbers please to dreese@telus.net or phone or text

778-227-8203 by 1600 hrs
Sunday March 25th 2018



SEELY LUNCHEON 2018
THE CANADIAN CAVALRY BRIGADE
The Battle of Moreuil Wood
30 March 1918

YOU AND YOUR GUESTS ARE MOST CORDIALLY INVITED TO ATTEND
THE 99TH COMMEMORATION
OF THE BATTLE OF MOREUIL WOOD WITH THE SEELY LUNCHEON IN HONOUR OF
MAJOR GENERAL THE RIGHT HONOURABLE JOHN EDWARD BERNARD SEELY,
1ST BARON MOTTISTONE CB, CMG, DSO, PC, TD, JP, DL.
COMMANDER OF THE CANADIAN CAVALRY BRIGADE WHO EXECUTED THE CHARGE ON
30 MARCH 1918.

ON THAT AUSPICIOUS DAY,
THE ROYAL CANADIAN DRAGOONS,
LORD STRATHCONA'S HORSE (ROYAL CANADIANS) AND
THE FORT GARRY HORSE SUPPORTED BY
THE ROYAL CANADIAN HORSE ARTILLERY
CONDUCTED THE LAST GREAT CAVALRY CHARGE OF WORLD WAR ONE

**The Seely Luncheon will commence at 1100hrs and conclude at approximately
1400hrs to meet ferry schedules**

18 April 2018

AT

SIDNEY NORTH SAANICH YACHT CLUB
SWARTZ BAY, BRITISH COLUMBIA

Dress

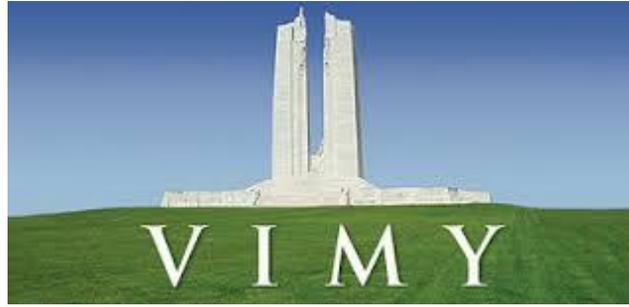
REGIMENTAL BLAZER AND TIE

Tariff - \$35.00

OUR INTENTION IS CAMARADERIE AND SOCIAL INTERACTION.

RSVP

DAVID SCANDRETT - SCAND@SHAW.CA



VANCOUVER VIMY DAY COMMITTEE

March 13, 2018

Greetings,

You or your delegate are cordially invited to attend and to place a wreath on behalf of your organization at the Vimy Day Commemoration at Mountain View Cemetery in Vancouver on Sunday, April 8, 2018.

Her Honour, the Lieutenant Governor of British Columbia, Judith Guichon, will attend.

Please confirm your attendance and order a wreath not later than **March 23, 2018**.

A wreath can be ordered from the Vancouver Poppy Fund at vancouverpoppyfund@telus.net that will include a ribbon on which your organization name is printed. Wreaths will be delivered in advance to Mountain View Cemetery.

Send the name and title of the individuals who are designated to place the wreath to lhccathcart@gmail.com not later than **April 3, 2017**. The order of wreath placement will be sent to you on April 5, 2018.

On April 8 we ask that you arrive by 10:10 a.m., park, directed to the ceremony area, shown your wreath and be seated by 10:30 a.m., to await the Army cadet parade and the arrival of the Lieutenant Governor.

Entry to the cemetery is 5455 Fraser Street, opposite 39th Avenue. If you require more information contact Cameron Cathcart @ lhccathcart@gmail.com or at 604 682 5453.

We look forward to your attendance at the Vimy Day Commemoration and Army cadet parade at Mountain View Cemetery on Sunday, April 8, 2018.

Thank you.

The Vancouver Vimy Day Committee

BCR St Julien Dinner



*The Commanding Officer
and Officers of
The British Columbia Regiment (Duke of Connaught's Own)
Request the Pleasure of Your Company at the Annual
St. Julien Dinner
to be held at The Drill Hall
on Saturday, April 7th, 2018*

*Dress: Mess Kjt / Black Tie
Timings: 1900 for 1930 Hours
Tariff: \$100 (Cheques Made Out to the "BCR Officers' Mess")
RSVP: With Enclosed Reply Card, or
Via email to the PMC, Maj Adam McLeod at: adamcleod@gmail.com*