



Van Arty Association and RUSI Van Members News Aug 1, 2017

Newsletters normally are emailed on Monday evenings. If you don't get a 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. Attendance has been down recently. Most of our regular attendees, who are retired, are slowly fading away and the next generation seems, by and large, to be too busy to attend. Guests are always welcome and we encourage members to bring their significant others. Dress - Jacket and tie, equivalent for Ladies

Renovations in the Officers Mess have started and are expected to take all summer (if not longer). During renovations, lunches will be held in the WO & Sgts Mess.

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

Aug 13 - Point Atkinson Tour
Sept 09 - WO & Sgts Mess Dinner

World War 2 - 1942

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

Aug 3rd: German troops renew their drive towards the Volga and south and east in the Kuban Valley. Churchill and General Brooke arrive in Cairo to look into the state of the 8th Army."

Aug 5th: Wolf Pack tactics reappear in the Battle of Atlantic as Convoy SC-94 is subjected to an eight-day running battle – it will lose 11 ships, but two U-Boats will be sunk and four damaged. Elements of Army Group A continue to push out of the Kuban valley.

Aug 6th: Alexander is chosen as Commander Middle East and 'Strafer' Gott is chosen as GOC 8th Army. Army Group B starts to make headway in cleaning out the Don Elbow, elements of Army Group A capture Tikhoretsk.

Aug 7th: The 1st Marine Division lands on Tulagi, Guvatu and Guadalcanal -- an American epic begins. US warships bombard the Japanese held island of Kiska in the Aleutian Chains. The British raise a joint Jewish and Arab Palestinian Brigade, while Gott is killed in aircraft crash and Montgomery is chosen to replace him as head of 8th Army. Japanese fighter ace Saburo Sakai shoots down three US Dauntless dive bombers, and then flies 600 miles back to Rabaul in great pain from an American machinegun bullet with one eye temporary blinded and likewise partly paralyzed. He will recover and go on to fly over 200 combat missions and make 64 kills (although he has already deliberately spared a C-47 full of refugees and wounded over New Guinea) and survives the war to be honored in Japan and America. He is awarded the Order of the Golden Kite.

Aug 8th: The Japanese airstrip on Guadalcanal is captured, as are the smaller islands of Guvatu and Tulagi but Admiral Fletcher withdraws USN carriers, leaving the Marines devoid of air support. Roosevelt and Churchill agree on Eisenhower as the leader for Operation Torch. Elements of Army Group B capture Surovniko.

The War Diary of C31 L/Sgt Charles D Phelan, A Battery, RCHA 1939 - 1945

Edited by BGen (ret'd) Robert P (Bob) Beaudry CD

Chapter 13. Chichester and Avisford House, Brixham, Borden, and London

16 Nov 1941. I was on the advance party which went to Chichester to prepare new billets for the Regiment. The billets were still occupied by the Brits, so we didn't have much to do at the start. We explored the town, and were promptly disgusted as it was the deadest town, with a 2200 hrs curfew, that we've struck yet.

20 Nov. The Regiment arrived, the Brits having finally moved out, and we began to make the place a bit more comfortable. We tore up a few boards to make benches and tables. Next, we scrubbed out the kitchen and mess hall, and literally used shovels to clear out the dirt.

1 Dec. We hardly had the place in decent shape than we were told to move again. "A" Bty moved about 10 miles to "Avisford House", a former boarding school, about three miles from Arundel. The main building had about 60 rooms, including a large ballroom which we converted into a games room. The first two floors were steam-heated and the top floor had a fireplace in every room. The gymnasium was made into a mess-room. Possibly the most appreciated feature of the billets is the plentiful supply of hot water and bathtubs.

8 Dec. We rolled out at 0230 hrs to go to Lewes Ranges, east of Brighton. It was bitterly cold and we stood around our guns, shivering, for hours. Our gun fired only two rounds all day, and to add insult to injury, I was on the fatigue party detailed to wash out the used cartridge cases, some 60 in all.

10 Dec. The MO decided it was time to remove a small bone from my nose. I was passed down the line from the RAP to the ADS to the MDS to the CCS, and finally to 1 Cdn General Hospital.

12 – 18 Dec. The Doc got around to operating on the old shnozze. He removed quite a large piece of cartilage and bone, after administering a large dose of cocaine. A few days later I had a chest X-ray, the results of which were “negative”. The MO also said he would discharge me to Brixham “for a week”. I wonder?

23 Dec. I was sent to the CMC at Borden, then to the Holding Unit, 1 CAHU, encumbered by my web, respirator, big pack, and two kitbags. I got a bed, but when I went to the QM to draw blankets I was intercepted and sent back to the Records Office. Here they told me I was in the wrong place so I had to pack and trudge back to the CMC.

24 Dec. The next morning, we prepared to go to Brixham and, for no good reason, I was placed in charge of the party. We travelled by ambulance to Basingstoke, where we piled into First Class coaches on the 1015 train. We reached Churston Station, where we were met by trucks and taken to our billets in Dolphin Holiday Camp. Here I got around to calling the roll and found there were three more of us than were on the roll. We arrived just in time for Christmas dinner, which was being served on the 24th. The messroom was decorated with streamers, and there was even a Christmas tree. We were served, by ancient custom, by the Officers, WOs, and Sgts. The menu was soup, salad, turkey with all the trimmings, plum pudding, and Canadian apples. From the Red Cross, we got a Christmas box containing knitted socks, candy, soap, cigarettes, razor blades, and shaving soap.

25 Dec. My third Christmas overseas. It was a holiday and there were no parades. I went to Mass in the recreation room. For dinner, we had roast pork with all the trimmings. I did very little for the next few days.

5 Jan, 1942. I was one of a group of Canucks who went to the Brixham town hall to give a children’s party for about 400 evacuees from London and Plymouth. They were between 3 and 11, and we gave them the time of their lives. All the kids ate until they were literally stuffed, and when they joined the community singing they nearly raised the roof.

6 Jan. I went by truck to the station and by train back to 1 CAHU, where I was assigned to D Bty. D Bty was the draft battery from which men are sent to the regiments. We did no guards, which was fine, and no parade ground stuff, which was wonderful, but lots of fatigues, which wasn’t so hot.

15 – 22 Jan. I was about due for leave, so I put in for one and surprisingly enough, got one for one week. I went to London and spent my time eating, sleeping, dancing, and seeing a few shows. An almost continuous drizzle cut my sight-seeing, but I had a good rest anyway.

25 Jan. There are queer conversations which go on in barracks. As I sit here in the barrack room, two of the boys are playing cribbage; between plays, one of them is trying to sell a sweater to a third. Three fellows in the far corner are tearing apart a clerk's course to which they have been assigned. Two others are discussing their female relationships – a topic which is normal. Another is dressing for a 1645hrs date – time now is 1725hrs. An argument develops over the cribbage score, then a discussion starts on the merits, or otherwise, of South African beer, of all things. - - - and so it goes!

29 Jan. I am on a draft back to Avisford House and back to the Regiment. Sgt Maj Paddy Roe put me into "C" sub under Sgt Sid Bestead, It is a good section and there are some swell guys in it.

Chapter 14. More Turnouts

30 Jan -12 Feb 1942. There were not too many training parades, and turnouts and guard duty each came about once a week. Each night the ladies of the WVS operated a canteen in the lounge, and we were able to buy tea, biscuits, and sandwiches at reasonable prices. On Saturday nights, Billy Christmas and his Canadian Swingsters played for a dance in the ball-room. The girls were mostly WAAFs from a nearby airfield, but it wasn't bad as far as service dances go.

13 Feb. We left late in the afternoon for new gun positions. These were near the coast, on the top of a small plateau reached by a steep, narrow road which clung precariously to the side of the cliff. The road was half clay and half chalk, and several patches of snow lay across the road. The truck ahead of us got stuck in the mud and we were treated to a beautiful sight as Brig Tremaine and Gen Pearkes, no less, got up to their knees in mud helping to pull the trailer out. A most pleasant sight, especially for those of us who were comfortably seated in the next truck.

1 Mar. Another Acs course started and I was on it. It will give me a chance to brush up on some rusty points.

3 Mar. About 1230 hrs, Lt Harrison and I went out to the Troop CP, which was a cowshed filled with mud, etc – mostly etc! We received orders to work out a fire plan for a barrage. After two hours, we reported back to the Bty CP that we were finished, and we were stood down.

4 – 25 Mar. The Acs course is turning out well and everyone seems to be doing OK.

26 - 28 Mar. We started another turnout, which have now become "attack" schemes. We did a couple of crash actions. The next day we did another crash action and prepared for tanks. We stood by for a couple of hours, but the infantry and an anti-tank regiment cleared the tanks out of the way, and we continued on. During the night, we travelled to a gun position on the top of a

big hill near Worthing. We got the guns in action and put up camouflage nets. Shortly after 0600 hrs we began to fire a theoretical barrage, ending with a few blanks. After a breakfast of tea and bacon, we got the welcome order: "Cease Fire. Limber Up." We packed up and got to Avisford House in time for the weekly dance.

2 – 3 Apr. At about 2130 hrs we suddenly got the order to "Stand to". The guns were rolled out to the gun positions near the house and the guards were doubled. By chance I was overlooked, and spent a comfortable night in bed. The GPO thought I was with the gun crew and the gun crew thought I was with the GPO, so neither looked for me. I kept out of the way all the next day until the "Stand Down" at 1600 hrs.

6 -7 Apr. In the afternoon, we began to take up our defensive positions around Avisford House. The positions have been in a state of readiness for some time. Gun pits have been dug and camouflaged, and are in the best shape of any I've seen. As I was working as an Ack on this scheme, I made my way to the Tp CP, a cowshed liberally scented with the usual aromas. By 2100 the guns were all in position, the Arty Boards plotted, and every thing was in readiness. I made my bed in a manger. About this time it began to rain and the cows began to wander in. It was funny to hear, all through the night, shouts of "Get out of here, you blankity blank", followed by a long "Moo". The next morning, we heard that there was to have been a theoretical concentration to be fired. Capt Johnson, the padre, was doing duty as the telephonist and got the orders a bit muddled up, so there was no concentration. We got the "Cease Fire" at about 0900hrs.

9 Apr. We were given an Intelligence Test. It was relatively simple, consisting of arithmetic, word association, and naming tools. Then we were given personal interviews during which we were asked about our family life, and what we would like to do in the Army and after discharge.

11 - 13 Apr. We moved off to take part in another mock war. I was going as GPOA, so rode in GA. We drove for two hours, then we rolled in and slept serenely until 0600 hrs. After our usual breakfast of fat bacon, lumpy porridge, and tea, we moved off, and reached our defensive positions near Avisford House. The guns were laid on line, guards were posted, and all preparations completed. A platoon of the 48th Highlanders took up a position on our flank to afford us local protection. We had a supper of bully beef, jam, bread, and tea. Shortly after the gun crews rolled out their blankets under "tents" constructed from newly acquired 30' by 30' tarpaulins. The next morning, we engaged various targets. After a dinner of the inevitable stew, jam, and tea we got the order: "Cease Fire."

17 Apr. Today we had our Acs exams which the oft-interrupted course had been leading up to. In the morning, we had the practical test, and somewhat to my surprise I managed to get 50 marks out of 50. In the afternoon, I took the written test and I got 41 marks out of 50, making a total of 91% on the entire exam. After the morning exam, I had gone to the Beaver End Tearoom, but was placed under arrest! Apparently, the MO had phoned to have me go out with

the water truck, and of course no one could find me. After I was found and arrested, I was taken to watch a very boring demonstration of seeing the water truck pump itself full of water. And I had to attend a lecture on Water Purification for Officers, NCOs, and Watermen (that's me). The officer who tried me, Lt Parker-Jarvis, had also been in the tearoom, which was out of bounds during duty hours, so I got off with a choke-off and one hour of dishwashing in the Sgts' Mess.

Tpt Cda's Arctic Drone Delayed 2 Years by Arms-Control Rules

International missile deal adds snag to procurement of Arctic patrol drone, documents show

Dean Beeby, CBC News Jul 14, 2017



Example of a SeaHunter unmanned aerial vehicle that was tested in Alma, Que., last month. The device is made by Griffon Aerospace, of Madison, Ala. (Griffon Aerospace)

Transport Canada's plan to patrol the Arctic with a drone has been delayed by at least two years, partly because the unmanned aircraft is so large it's considered a kind of missile and falls under complex arms-control rules. The \$39.5-million project, approved June 2015, was supposed to see a drone flying patrols by March next year. But CBC News has learned the so-called UAV — unmanned aerial vehicle — won't be delivered until at least April 2020, or almost five years after the project got the green light. The biggest snag is an international arms-control agreement, known as the Missile Technology Control Regime or MTCR, which Canada and 34 other countries have adopted. The regime was created in 1987 to halt the spread of potential weapon systems, such as missiles, that can deliver nuclear warheads and other weapons of mass destruction. UAVs were later added to the list.

The non-proliferation rules kick in when a payload is more than 500 kilograms, and the missile or UAV can travel more than 300 kilometres. Transport Canada is planning to acquire a large drone with cameras and other sensors that fall within those parameters, and the department may be required to purchase it through another MTCR-signatory government, such as the United States, rather than directly from a manufacturer. That would be a more complicated procurement process — no longer a standard competitive tender, but a sole-source, government-to-government deal such as through Washington's Foreign Military Sales program. "Most of the unmanned aircraft systems Transport Canada will consider fall under the Missile Technology Control Regime, which adds complexity to the procurement process," department spokeswoman Caitlin Jackson said in an email. The systems Canada is considering are designated under so-called Category I of the MTCR, technology that is highly restricted. "Category I items are subject to an unconditional strong presumption of denial, regardless of the

purpose of the export, and are licensed for export only on rare occasions," says the regime's website. The department had expected to issue a tender in April for an Arctic system, which includes a UAV, communications links, ground-control stations and sensor packages. But Jackson says the revised procurement process won't be completed until March next year.

A February 2017 briefing note for Transport Minister Marc Garneau, obtained by CBC News under the Access to Information Act, warns that "feedback from industry with regards to the project schedule has revealed that TC's (Transport Canada's) project timelines for manufacture and delivery after contract award are too optimistic." The drone for Transport Canada is expected to fly about 500 hours a year, supplementing manned aircraft already patrolling the Arctic, and will watch for oil pollution, ice formation, illegal fishing, and help with search and rescue. Operating in the Arctic will be tricky, since the unmanned drone will have to be piloted over the horizon, beyond the visual line of sight, with limited satellite support in the North. In the meantime, Transport Canada has signed a \$25,000 contract with Carleton University in Ottawa this year to produce a statistical model and simulation tool to determine the risk of potential collisions between any UAV and manned aircraft. That work is still in progress. And the department has hired Arctic UAV Inc., an Iqaluit firm, on a two-year contract ending March 31, 2019, to test-fly drones under conditions expected in the Arctic. This \$300,000 project began last month with tests on a new range at Alma, Que., using a medium-size SeaHunter drone from a U.S. manufacturer. The range is a restricted airspace that allows the safe testing of drones beyond visual line of sight. Arctic UAV Inc. will conduct its next series of tests in September at a location yet to be determined.

Jackson says the department is still evaluating the results of the initial Alma test but "initial indications are that it was a success." Transport Canada is ultimately planning to acquire a medium-altitude, long-endurance drone able to fly between 10,000 and 30,000 feet for as long as two days straight. An April 2016 internal briefing note, also obtained under access-to-information, set out the problems of Arctic flying, including "the shortage of readily available satellite communications links in Canada's far north, as well as the affordability of this type of communications technology; severe meteorological conditions including high winds, icing conditions and low temperatures; a lack of significant ground infrastructure, such as paved runways and aircraft hangars." Michael Byers, a political science professor at the University of British Columbia, says Transport Canada may also find flying an Arctic drone expensive compared with its manned aircraft. "Drones of that kind are not inexpensive to operate," he said from Vancouver. "Drones are not necessarily a less-expensive option."

Search Continues for Sunken Mystery Ship in North Cape

Was it a U-boat? Millicent McKay July 24, 2017

SUMMERSIDE, PEI - Myth or reality? What happened off the coast of North Cape, PEI on May 7, 1943, is still a question for naval historians and hobbyists like Oliver Engel. There were rumours of German submarines as well as Canadian and American forces in the area's waters. But there didn't seem to be a definite answer. Engel started his search for answers in 2006. "I

was in Charlottetown and happened to come across a map of sunken ships off the coastline of the Island. But there was also a submarine with a question mark,” explained the German national who holidays in PEI with his family every summer. He learned the submarine was possibly a German U-boat. Upon returning to Germany, after his holiday in 2006, Engel began to look for answers on the internet and through German resources. “There is a department in the Northern part of Germany. They were very helpful. They gave me a lot of information including photos of the submarine and an original crew list,” said Engel. He also learned about a secret mission involving a German ship, prisoners of war and an escape plan called Operation Elster (Magpie). “There was a POW camp in Fredericton, NB at the time, German forces planned to hide in the waters off North Cape while the prisoners were supposed to escape. When they did, they would travel to that area of the Island, get on the ship, and return home.” On his next holiday on the Island, Engel continued his search. He studied literature about the war, the Island and diving. He began to think maybe there really was something deep in the waters of North Cape. Eventually he made contact with an Ottawa man who had previously tried his hand at locating the sunken ship. He spoke of a naval exercise involving Canadian and American forces on May 7, 1943.



Oliver Engel, left, with his son Lars, in front of the recently installed information panels describing the myth of the sunken German U-boat off the coast of North Cape.

©Submitted photo/Oliver Engel

From there, Engel worked on building a list of local contacts that might be able to help in the search. One fisherman from the Tignish area showed him an original book from a lighthouse keeper with an entry on May 7; a Canadian Corvette sank a German submarine. That information solidified Engels’ desire to find out if there was indeed something there. And so, in 2012, Engel decided to look into the matter himself. He rented a 4125P side-scan, a portable 12-kilogram, high frequency sonar system that is dragged behind a boat. It can produce an image of the ocean floor in the area and what might be located where. Engel then enlisted the help of Alden Gaudet, a Tignish fisherman, who owned a boat and was willing to go out onto the waters. They searched the area in 2012 and 2013, but were unable to locate the ship. “The area is very big and it’s not so easy to find something right away.” Engel says there is about two to three days work of searching still to be completed before the entire area, where the ship is believed to be, will be covered. Engel put together a brochure about his search in hopes of spreading the word about the mystery. Now tourists and Islanders who come to North Cape can see large panels of the brochures put together that were recently installed. Engel hopes he will be able to pick up the search for the submarine over the next few years. “The issue is you need a side-scan. It’s a

very expensive piece of equipment. But at the same time, you need a boat, you need good weather, and more time.” “Maybe next year I’ll be able to continue this search. It’s a hobby of mine, but an interesting one.”

Vancouver Artillery Association Yearbook Updates

The war diaries updates from 100 years ago continue on our What’s New page

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

Check out the photos from the 85th battery in 1931 and 1934!

<http://www.vancouvergunners.ca/1931.html> <http://www.vancouvergunners.ca/1934.html>

There was a regimental wedding with sword party!

<http://www.vancouvergunners.ca/2017.html>

The nominal roll was updated with B’s from 68 Battery in Russia!

<http://www.vancouvergunners.ca/nominal-roll---b.html>

Keep those stories and pictures coming! Contact Leon Jensen at LeonJ1@hotmail.com

Who Is It

Last Week: The M55 SP 203mm (8”) Howitzer uses components of the M47 Patton tank, but



the automotive aspects are reversed. The engine is mounted in the front and is driven through a front-drive sprocket capable of a top speed of 30 mph. The driver's cupola is visible on the front left of the turret, and spare track blocks are stored on the turret front. Because the driver's seat is in the turret, a special seat is used to keep the driver facing forward, independent of the turret facing. The M55 was

deployed in NATO areas during the Cold War and used during the Vietnam War. In driver’s seat, Lt Col Bill Jackson, CO 15th Fd. L/R Col Theo DuMoulin, District Cmd, Hon Col 15 Fd, Aeneas Bell Irving, Lt Col Bill McKinney, District HQ Staff Officer, Col Fred Plahte, Asst COS/G3 Arty Wing, Fort Lewis and Col James Worthington, CO 2nd Div Arty Ft Lewis.

Picture taken on 20 May 1957 at Grey Army Airfield, Ft Lewis, at static display for US Armed Forces Day.

This Week: This week’s internationally-known (someone in the US read it a while back) quiz is a departure from large green and khaki things that make a lot of noise. It is both nostalgic and endearing, are all photos of tiny, little cadets. I should add that I was once one of those cute, cuddly characters, so know whereof I speak, or type. Indeed, had cadets not been invented by Wellington, or Baden-Powell, or whomever, then the wise authorities who run our lavish

armouries would have to have done so in order to have someone to blame every time a light fixture gets broken, or a window is cracked.



These plucky lads and some lasses (not sure about some of them, given the fashions of the time) are on parade in the distant year of 1982. Yes, they did have colour photography back then, but it was not on an SD card. Rather, one had to insert a very bulky device into the camera. This

device, called “film”, had very little memory, allowing only a pathetic 36, or even fewer shots. And, you couldn’t see them for hours, or even days later! How people existed in those days, I will never know. I haven’t a clue how they posted, or shared pictures.

Anyway, we’d just like some of the older readers to grab their magnifying glasses, and take look at these junior defenders of the Dominion. Please let us know if you recognize any of them. Did one of them become CDS? Let us also know if you recognize the locale, and the corps, and you’ll be eligible for our yearly Grand Draw (conditions apply). Send your answers to the editor, bob.mugford@outlook.com or to the author, ([johnd. redmond@telus.net](mailto:johnd.redmond@telus.net)), late of the Duke of Edinburgh’s Cadet Corps, Fort Churchill, MB.
(Email the editor for the original picture if you want to enlarge)

From the ‘Punitary’

What do you call a cow with no legs? Ground beef!

Murphy’s Other Laws

If something is worth doing, it is worth overdoing.

Quotable Quotes

"This is the precept by which I have lived: Prepare for the worst; expect the best; and take what comes." - *Hannah Arendt*