

Van Arty Association and RUSI Van Members News Aug 17, 2021

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 your copy.

Newsletter online. 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 - Lunches suspended until further notice. Everyone stay safe!!

The 2021 BC Military Gala is CANCELLED. The Sheraton Wall Ctr is booked for Apr 23, 2022

Upcoming events – Mark your calendars (see Poster section at end for details)

Aug 18 Wednesday 'Zoom' Lunch meeting
Aug 25 Wednesday 'Zoom' Lunch meeting
Sept 01 Wednesday 'Zoom' Lunch meeting
Sept 08 Wednesday 'Zoom' Lunch meeting
Juno Beach Online Historical Tour - The Canadians in Normandy

Chinese Canadian Second World War Veteran Laid to Rest in Vancouver

George Chow Landed on Juno Beach in July 1944 at 22-years old



VANCOUVER, BC – August 17, 2021 – The 15th Field Artillery Regiment, Royal Canadian Artillery (RCA) laid one of their own to rest Monday at Forest Lawn Funeral Home in Vancouver. Second World War Veteran Warrant Officer Second Class (Retired) George Chow passed away last November 6, the day after his 99th birthday.

“George was proud of his service in the Canadian Armed Forces. He was proud to be a member of the 15th Field Artillery Regiment,” said Don Foster, Honorary Lieutenant Colonel (HLCol) of the 15th Field Artillery Regiment and a Director with the Juno Beach Centre, Canada’s Second World War memorial and museum in Normandy, France. “Even at the age of 99, he retained his trust, confidence and faith in his regiment. He felt that this was his home, like these were his soldiers.”



Chapel at Cemetery for George’s service. Photo by Bdr Albert Law

In August 1940, 18-year-old George went to the army recruiting centre at the Bay Street Armoury in Victoria to enlist, one of approximately 600 Chinese Canadians who volunteered to serve in the Second World War. After basic training he was transferred to the 16th Light Anti-Aircraft Battery in Windsor, ON then shipped to

Halifax to board a vessel for England.

*George’s medals
Photo by Bdr Albert Law*



George’s Anti-Aircraft Battery landed on Juno Beach in Normandy, France in early July 1944, a month after the D-Day invasion that turned the tide of the war against Hitler’s Nazi regime in favour of the Allies. His unit then moved inland where they saw action at Caen and other regions of France during the Battle of Normandy before heading into Belgium, the Netherlands and finally Germany. After the victory in Europe in May 1945, George volunteered to fight in the Pacific theatre where the war still raged, but before he shipped out, the Second World War ended when Japan surrendered three months later.



*Coffin on
funeral
gun
Photo by
Bdr
Albert
Law*



“Volunteers like George were the backbone of the Canadian Armed Forces during the Second World War, just as they are today,” said Foster. “As Canadians, we are extremely fortunate to have such dedicated men and women who are willing to step forward and serve our country.”



FAT, limber and 25pdr with George's coffin move through cemetery during service.

Photo by Bdr Albert Law

In 1953, George joined the 43rd Heavy Anti-Aircraft Regiment (RCA) now part of the 15th Field Artillery Regiment at Bessborough Armoury in Vancouver as a Gunnery Instructor,

working his way up the ranks to become a Warrant Officer Second Class.

George was honourably discharged in 1963 after dedicating a total of 15 years to military service, however he remained a fixture in the veteran community and his regiment up until his death. His funeral on Monday celebrated a man who gave so much to his country. One request George made personally before his passing was that his pallbearers be serving members of the 15th Field Artillery Regiment. “George believed that it was a privilege to wear the uniform,” said Foster. “Our serving members were honoured to carry him on his final journey.”

Once a Gunner, Always a Gunner!

ABOUT THE JUNO BEACH CENTRE

The Juno Beach Centre (JBC) is Canada's only Second World War museum on the D-Day landing beaches of Normandy, France. It was established in 2003 by veterans with a vision to create a permanent memorial to all Canadians who served during the Second World War, and to preserve this legacy for future generations through education. To learn more, please visit www.junobeach.org.

Media Contact:

Kate Carlson

Juno Beach Centre Association

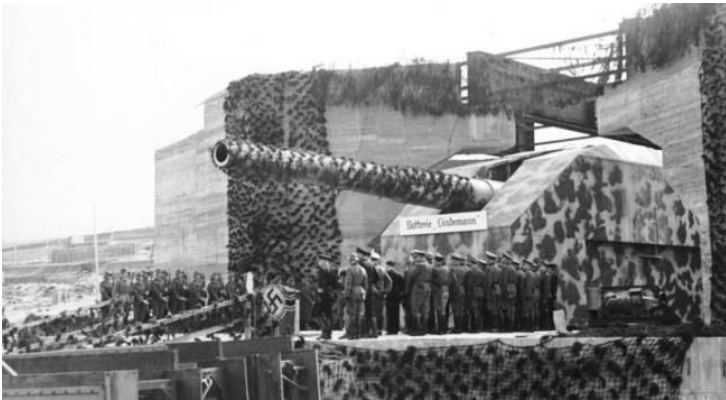
KateCarlson@junobeach.org

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Hitler's Four Year Artillery Bombardment of Southern England

"The Dover Strait became the scene of one of World War Two's longest-running battles."

Military History Now 12 February, 2016



German gun emplacements like this hurled hundreds of shells across the English Channel during World War Two.

(Image source: German Federal Archive)

The narrow span of water separating Dover, England from the Pas-de-Calais, France has long been one of the most strategically important locations in all of Europe. And at no time was that more the case than during the Second World War. Not only does the 21-mile gap connects the British Isles with the Continent, it's also a tight bottleneck through which ships travelling between the North Sea and the Atlantic must pass. So not surprisingly, the Dover Strait became the scene of one of World War Two's longest-running battles. Between 1940 and 1944, some of the heaviest artillery in the Axis arsenal hurled salvo after salvo of high-explosive shells at England's southeastern coast; Britain responded in kind. The ensuing long-range duel raged intermittently for more than four years, killing hundreds. Yet to this day, the fight for control of the English Channel remains one of the lesser-known chapters of World War Two.

A German railway gun along the French channel coast fires at England.

(Image courtesy the German Federal Archive)



The Nazi cannonade began within weeks of the Fall of France. Following Germany's stunning victory in June of 1940, Hitler ordered his military engineers to erect a network of batteries for some of the Third Reich's biggest guns along the French coast at Cape Gris Nez. While the *Fuhrer* hoped the weapons would close the sea lane to Allied shipping, he also imagined that his gun emplacements could provide fire support for a future cross-channel invasion of the British Isles.



Another one of the many high-calibre guns near Calais.
(Image source: WikiCommons)

Soon, the area around Calais was bristling with firepower. Nearly 20 pieces were added to six batteries running from Boulogne-Sur-Mer eastwards towards Calais and beyond. The guns ranged in size from comparatively “light” eight-inch cannons capable of lobbing explosives up to 33 kilometres, to massive 16-inch radar-controlled weapons, which could hurl one-ton projectiles more than 50 kilometres. Commanded by *Kriegsmarine* admirals, the guns were originally built for German battleships and heavy cruisers. Instead, the pieces would fight on dry land, each encased in massive bombproof concrete pillbox. For additional punch, the *Wehrmacht* rolled in an assortment of 21-cm howitzers and 28-cm railway guns. The consignment even included an updated version of the notorious 210-mm Paris Gun of 1918. Known as the K-12 (E), the 100-foot long artillery piece could hit targets up to 130 kilometres away. In all, nearly 75 high-caliber weapons were trained onto England’s southern coast. Before the end of August of 1940, the first of these guns began dropping shells onto the channel as well as British soil. And this was just the beginning.

An August 1940 newspaper reports on the first of many shellings of Dover.



For the next four years, the German military subjected the Dover Strait and the Kentish countryside to a battering of artillery. Some shells landed as far inland as Chatham – more than 50 kilometres from the coast. At least 1,000 attacks were recorded in just over four years (that’s an average of one every two days). Dover, which is easily observed from the French shoreline, bore the worst of it. Up to 10,000 buildings in and around the city were damaged by shellfire and more than 200 civilians were killed. Hundreds more were injured. Yet the real fury was reserved for coastal shipping. Civilian transports carrying goods from North Sea ports to harbours along the south coast of England were forced to pass within range of the German batteries. In fact, so much artillery was directed onto the waters of the Dover Strait, mariners dubbed the area Hellfire Corner. Amazingly, the cannonades only sank two ships in four years: a freighter named the *Sambut*, which went down on June 6, 1944 (of all days) and the *Empire Lough* two weeks later. Most skippers ran the white-knuckle gauntlet while travelling at flank speed. Yet despite the seemingly long odds of actually

suffering a direct hit from such a distance, merchant crews frequently refused to sail on vessels bound for the embattled stretch of water, which was also patrolled by e-boats and German bombers.



“Winnie” was a 14-inch British gun position near Dover in 1941.

(Image source: WikiCommons)

By the fall of 1940, British prime minister Winston Churchill ordered his military commanders to mount their own batteries on England’s southeastern coast to match the German threat.

Two 14-inch guns slated for installation on the battleship *HMS King George V* were added to turrets at the small town of St. Margaret’s at Cliffe just east of Dover. The village was evacuated and soon the 80-ton weapons, dubbed *Winnie* and *Pooh*, were lobbing shells onto the German positions opposite. It took up to 45 seconds for each of the guns’ 1,500-pound projectiles to reach their targets. A popular tale holds that Churchill himself was visiting the battery as a volley was going out. “A direct hit, sir,” one of the gunners proudly reported to the prime minister. “On what?” demanded Churchill. “France!” the officer replied. Four more emplacements sprang up around Dover in the months that followed. They housed a total of 12 large-caliber artillery pieces, many of which were capable or reaching the continent. Among them were two 15-inch naval guns and a trio of 13.5 inchers with an effective range of 38 kilometres. While the Allied guns were unable to knock out the German batteries, their shells did manage to destroy at least four enemy vessels between 1943 and 1944.

The German battleship Gneisenau along with more than 20 other surface vessels sped through the Dover Strait in early 1942. The British guns were waiting for them.



The Battle of the Channel peaked on Feb. 12, 1942, when a fleet of Axis warships *en route* to German waters made a surprise high-speed transit through the strait in broad daylight.

Under the Nazi plan, codenamed Cerberus, 20 destroyers and escorts, along with the heavy cruiser *Prinz Eugen* and battleships *Scharnhorst* and *Gneisenau*, slipped through an Allied air and sea cordon and sped before the guns of Dover. Low visibility prevented battery crews from getting a visual fix on the targets. Shore-based radar operators tracked the fleet and fed its position to two nine-inch guns at South Foreland, weapons that had an effective range of 27 kilometres. At precisely 12:19 p.m., the guns opened fire on the distant targets. Up to 33 shells were loosed

in just a few minutes; most fell miles away from the vessels, which were moving at nearly 30 knots. Royal Navy warships closed in on the convoy to press the attack but were repulsed by salvos from the Nazi battleships. *HMS Worcester* was crippled in the exchange; 27 of her crew were killed. As the battle raged, guns on the French shore began pounding the English batteries near Dover. Within the hour, the German flotilla had sailed out of range unscathed and the so-called Channel Dash was over.



The White Cliffs of Dover today.

Image via MHN.

The German guns were finally silenced in the weeks following D-Day when Calais fell to the Allies. On Sept. 26, 1944, British and Canadian troops closed in on the city. Knowing their batteries were about to be overrun, the German commanders ordered their artillery to unleash a final barrage on the English coast. As the day wore on, Dover was battered by as many as 50 shells. Five Britons died before the guns at Cap Gris Nis were finally silenced. Their last victim was a 63-year-old woman by the name of Patience Ransley. She was sheltering in a Dover area dugout known as Barwick's Cave when a 16-inch German shell blasted into the concrete roof of the structure. The elderly woman was crushed beneath a pile of debris.

Don't Hide a WWII Era Panther Tank in Your Basement

The man "insisted it was just "scrap metal." *Haley Britzky Task & Purpose Aug 9, 2021*



German Panther Tank.

via Jean-Pol Grandmont/Wikimedia Commons.

If there's a piece of you, no matter how small, that is wondering if you can get away with hiding a World War II-era tank in your home, might we suggest that you don't? An 84-year-old man in Germany has been ordered to pay a fine of 250,000 euros — roughly \$297,000 — after he was discovered to have an arsenal of World War II-era weapons in his cellar. The collection included a 40-ton Panther tank, dozens of rifles and machine guns, over 1,000 rounds of ammunition, a torpedo, mortar, and an 88mm anti-aircraft cannon, according to Germany's DPA news agency. The German Panther tank was introduced in 1943 and is believed to be one of the best German tanks in World War II. Likewise, the 88mm was a feared gun that was discovered to not only take out aircraft, but tanks as well, according to *We Are The Mighty*, and could hit targets from as far as nine miles away. The shocking discovery of the arsenal came in July 2015, according to the BBC, after local authorities were "reportedly tipped off about the cellar's contents by colleagues in Berlin, who had earlier searched the home for stolen Nazi art."



A German Panther tank taking a hurdle during a test drive before going into action on July 25, 1944. These tanks, the latest production in Germany are equipped with a 7.5 cm cannon, a defence weapon for close combat and three machine guns. (AP Photo)

Twenty soldiers were tasked with removing the tank from the man's home, which took almost nine hours. The man is unnamed due to Germany's strict privacy laws, according to Gizmodo. While the weapons had been kept in his cellar, one of the man's neighbors told local media that he'd "fired up the tank during the particularly bad winter of 1978-79 and helped plow his neighbors' snow," according to the Associated Press. Earlier this year the court was working to determine if the man was in violation of the War Weapons Control Act, a German law that regulates the manufacturing, sale, and transport of weapons of war. The important question, according to German media outlet NDR, was if the tank and other weapons were "at least partially still operational or not." The man claimed he purchased the Panther tank in England "and insisted it was just 'scrap metal,'" according to the Gizmodo report. His lawyers argued that none of the weapons were functional and were "demilitarized historical-museum objects that do not meet the criteria of a weapon of war," NDR reported. A court spokesman said in May that it appeared three of the four items designated as war weapons — the torpedo, mortar, and tank — were "no longer usable as" weapons of war, and therefore not classified as such, according to NDR. The anti-aircraft cannon, however, could potentially still be usable. The court ruled that the man was indeed in violation of the War Weapons Control Act, Gizmodo reports.

Re-enactors with the AA7 group in Poland gather around their Panzer V Panther tank replica based on a Russian T55, before the Battle of the Bulge's combat reenactment for the 70th anniversary commemorations in Bastogne, Belgium, Dec. 14, 2014.

(US Army photo by Visual Information Specialist Pierre-Etienne Courtejoie/Released)



The man has two years to find a museum to take the tank and anti-aircraft cannon off his hands and has been given a suspended sentence of 10 months. The BBC reported a museum in the US expressed interest in the tank, while "a number of German collectors" have approached the man over the other weapons in his collection. This isn't the first time questions about owning a tank have come up, surprisingly; in 2017, a Texas attorney was fighting his homeowner's association to be able to keep a World War II M4 Sherman tank parked in his neighborhood. "This particular tank landed at Normandy. It liberated Paris and ultimately went all the way to Berlin," Tony Buzbee told CBS-affiliate, KHOU. "There's a lot of history here." Between having to pay hundreds of thousands of dollars, or wading into the hell that is arguing with your homeowner's association, one thing is clear: It's probably not worth it to keep a tank at your house.

Vancouver Artillery Association Yearbook Updates

Yorke Island - The 192 CEF team has finished their work on Yorke Island. Talk about a fantastic contribution to the future! The safety of visitors has improved with the new handrails, the repairs of the overhead support structure and the install of the new flagpole. Great job!

Yorke Island Docent Package - Check out the photos and information compiled to provide a great tour. Spot any errors or omissions? Send me an email. https://www.vancouvergunners.ca/uploads/2/5/3/2/25322670/yorke_docent_package_as_at_15_aug_2021b.pdf

Seaforth Highlanders of Canada - I remember when he was a Bombardier. Congratulations to Lieutenant Colonel Kent Wickens, the new Seaforth of Canada Commanding Officer.

Warrant Officer Class II George Chow - The Vancouver Artillery Association assisted in fulfilling one of George's wishes which was to have his remains driven by his house one last time. The Field Artillery Tractor pulled the limber and funeral gun through the neighbourhood with the assistance of the Vancouver Police Motorcycle Squad, Burnaby RCMP. Harry Moon provided his CMP as backup should there be any mechanical problems. There weren't. Rounds Complete, George. Stand Easy.

VAA Virtual Lunch every Wednesday at Noon PDT - <https://zoom.us/j/710845848> - Drop in for 10 minutes or stay for an hour. Remember – Stay healthy and stay safe!

Who (or What) Is It?

Last Week: ISIS's Armored War Jeeps Are Professional Grade. The terror group is taking a page from US troops—and bolting armor to their trucks to deadly effect. Kimberly Dozier/David Axe *The Daily Beast*. Sep 12, 2017



ISIS is getting better at making armored vehicles, if one tricked-out Jeep Cherokee is any indication. And that could mean a tougher fight for US-led coalition forces as they evict the so-called Islamic State from Iraq and then begin their long-awaited advance on the militant group's self-declared "capital" in Ar Raqqa, Syria. Coalition forces recently captured the heavily modified, 2015-model Jeep in Mosul, where the coalition is inching closer to finally defeating ISIS forces in Iraq after six months of bloody fighting. The truck is remarkable for its "professional-grade," add-on armor, US Army Lt Gen Steve Townsend, commander of the US-led coalition in Iraq, told *The Daily Beast*. The engineering of the truck shows both the level of skill ISIS has been able to attract since it seized large swaths of territory in Iraq and Syria—and the level of skill ISIS may be able to export back to parts of the Mideast, Africa, and the West. Lacking its own sophisticated weapons factories and cut off from the international market, ISIS has borrowed a practice that US troops employed in 2003, fusing scrap metal onto their un-armored vehicles to guard against the then-new phenomenon of roadside bombs. The captured ISIS Jeep takes that concept much further. It boasts neatly welded metal plates, an opening at the top for a machine-gunner and firing ports along the sides for the

occupants' rifles. Those features are what "differentiates it from the usual junk seen driving around Iraq," Stijn Mitzer and Joost Oliemans, independent military experts who edit the Oryx blog, told The Daily Beast.

It's a practice that dates back to World War II, and possibly earlier. In 1940, the British military was short on purpose-built armored vehicles and feared a German invasion, so the Brits slapped sheets of steel armor on civilian trucks and deployed them to protect vital airfields. In the late 1970s and early 1980s, Chadian forces found themselves outgunned by the better-funded Libyan army in a drawn-out border war. Short of cash, the Chadians added heavy machine guns and missile launchers to 400 civilian pickup trucks. These "technicals," as they're now known, outmaneuvered the Libyans' tanks and armored personnel carriers. In Syria and Iraq, ISIS has elevated the technical to an art form, and the armored Jeep is but one example of that deadly art. ISIS has produced many hundreds of armored vehicles, often filling them with explosives and deploying them as suicide vehicle-borne improvised explosive devices, or "VBIED" in US military parlance. "In the narrow streets of Mosul, VBIEDs have seen huge successes against the Iraqi army, in some examples even driving out of garages in streets that were already thought to have been secured," Mitzer and Oliemans explained. As ISIS fighters find themselves increasingly boxed in by Iraqi forces in the city's close quarters, they are adapting by piling a bunch of vehicles on either side of the road to channel Iraqi forces through a single, narrow path—one that's lined with improvised explosive devices, if the cars themselves aren't packed with explosives. Or a sniper might lie in wait, sights trained on that narrow entry point.

Mad Max-style trucks can also function as attack vehicles and transports for foot soldiers. The armored Jeep was probably meant to be a personnel carrier, as indicated by its top turret and firing ports, Mitzer and Oliemans said. It's not uncommon for ISIS's technicals to fight in conjunction with suicide vehicles. The suicide driver will speed toward coalition lines and blow himself up, blasting a hole in coalition defenses for the technicals to rush through. The heavier armor on the trucks' fronts is largely impervious to small arms fire, posing "a significant problem for the defenders," according to Mitzer and Oliemans. To destroy the ever-improving technicals and VBIEDs, the coalition has sent in teams armed with Russian made rocket-propelled grenades (RPGs) and US- and European-made anti-tank guided missiles (ATGMs)—and also launched drones and manned warplanes to hunt the vehicles from the air. "The proliferation of RPGs and ATGMs in both Syria and Iraq means that most fronts have enough means to counter VBIEDs, on paper," Mitzer and Oliemans commented. "One of those [rockets] would have no trouble at all destroying the vehicle pictured," Eliot Higgins, an independent and keen observer of ISIS's weaponry who runs the Bellingcat blog, told The Daily Beast. Capt Delicia Battle, a coalition spokeswoman, said US and allied forces have destroyed 189 car bombs "of multiple types" since the start of the Mosul campaign last October. But ISIS is in no danger of running out of technicals and VBIEDs. The militant group maintains vehicle workshops across Iraq and Syria that can transform practically any truck—and even tractors and construction vehicles—into weapons of war.

ISIS's main technical factory, known simply as "The Workshop," is situated in Ar Raqqa. The Ar Raqqa facility "has produced a wide variety of professional designs that could even be said to be

on par with upgrades conducted by professional arms industries throughout the world," Mitzer and Oliemans said. As the fighting winds down in Mosul, coalition forces are turning their attention to Ar Raqqa, pummeling the city with air raids. Coalition artillery is moving within bombardment range. The Workshop has survived all of these attacks, so far, according to Mitzer and Oliemans. The facility and could continue to churn out improvised fighting vehicles like the tricked-out Jeep, adding heft and striking power to ISIS forces they prepare to defend their self-declared capital.

This Week: More fun photos of clanky armoured tanky thingies have been coming our way as of late. We always appreciate being sent such ideas for future quizzes and assure you that winged and floating devices are coming to a newsletter near you soon. However, we will stick to the ground for this week with a photo of what could easily have been the ruined wreckage of firecracker-destroyed toy tanks lying around the fallow fields of the suburbs of Ottawa back in the 1950s. We hasten to add that firecrackers were quite legal back then, and that most little boys had a good supply of them come Victoria Day. Woe betide any toy tank lacking a track or turret. They were perfect targets for re-enactments of El Alamein, sometimes complete with kerosene, for that added punch.



However, these are real relics of real armoured vehicles, languishing in a dump in a real country. That nation was once a favourite destination of Volkswagen Transporters filled with hippies, but has, alas, become less so in the past several decades. So, armour enthusiasts, what are these sadly neglected vehicles? Who owned them, and should one wish to play in one, where would one do so? If you think you know, contact the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John "Firecracker"

Redmond (johnd._redmond@telus.net). Tanks.

From the 'Punitary'

If two is company, and three's a crowd, what are four and five? Nine.

Murphy's Other Laws

Dreams will get you nowhere but a good kick in the pants will take you a long way.

Quotable Quotes

Ideas shape the course of history. - *John Maynard Keynes*

Wednesday Digital Video Lunch

No need to worry about COVID-19 when you go digital. Pop into our video lunch **at noon** on Wednesdays and say hi. All you need is a laptop, tablet or smartphone. These sessions are being hosted by the Vancouver Artillery Association and are **open to all – especially those who attended our Wednesday lunches**. Join us to check up on your old lunch buddies.

<https://zoom.us/j/710845848>

Password:- Ubique



Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile, desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference, huddle, and training rooms, as well as executive offices and classrooms. Founded in 2011, Zoom helps businesses and organizations bring their teams together in a frictionless

environment to get more done. Zoom is a publicly traded company headquartered in San Jose, CA.

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Use the link above on your computer Zoom program or dial in on your phone:
(778) 907 2071 Meeting ID: 710 845 848

Invite 2 friends! We have room for 100! See you on Wednesdays at noon. Bring your own lunch and beverage of choice.

JUNO BEACH CENTRE

Register Now for the Maple Leaf Route Webinar Series!

Inscrivez-vous maintenant à la série de webinaires « *Maple Leaf Route* » !

(Seulement en anglais)



Hosted by the [Laurier Centre for Military Strategic and Disarmament Studies](#), and in partnership with the [Canadian Battlefields Foundation](#) and the [Gregg Centre for the Study of War and Society](#), Juno Beach Centre Association is pleased to announce the Maple Leaf Route Webinar Series. Every two weeks from May to September, we will be following Canadian and British Commonwealth soldiers as they landed on D-Day in June 1944 and fought their way inland at the Battle of Normandy.

Registration is **FREE** and required for all webinars. Once you have registered, you will receive a confirmation e-mail containing a link to the webinar. All webinars begin at 7:00pm Eastern Time (ET) and are approximately 90 minutes in length. The webinar series will only be available in English. We apologize for any disappointment.

If you have any questions about the Maple Leaf Route Webinar Series, please e-mail Eric at eric.story@canadianmilitaryhistory.ca.

We look forward to seeing you at one of our webinars!

Organisée par le [Laurier Centre for Military Strategic and Disarmament Studies](#), et en partenariat avec la [Canadian Battlefields Foundation](#) et le [Gregg Centre for the Study of War and Society](#), l'Association Centre Juno Beach est heureux d'annoncer la série de webinaires « *Maple Leaf Route* ». Toutes les deux semaines, de mai à septembre, nous suivrons les soldats

canadiens et britanniques du Commonwealth qui débarquèrent le jour J en juin 1944 et se sont frayés un chemin à l'intérieur des terres lors de la bataille de Normandie.

L'inscription est **GRATUITE** et obligatoire pour tous les webinaires. Une fois inscrit, vous recevrez un e-mail de confirmation contenant un lien vers le webinaire. Tous les webinaires commencent à 19 h 00, heure de l'Est (HE) et durent environ 90 minutes. La série de webinaires ne sera disponible qu'en anglais; nous nous excusons pour toute déception.

Si vous avez des questions sur la série de webinaires « *Maple Leaf Route* », veuillez envoyer un courriel à Eric à eric.story@canadianmilitaryhistory.ca.

Nous avons hâte de vous voir à l'un de nos webinaires!



THE CANADIANS IN NORMANDY: ANOTHER GO-AROUND

Geoff Hayes, University of Waterloo

September 8 at 7:00 pm ET (le 8 septembre à 19 h 00 h HE)

[Register / Inscrivez-vous](#)

Hosted by the [Laurier Centre for Military Strategic and Disarmament Studies](#) in partnership with the [Canadian Battlefields Foundation](#), the [Gregg Centre for the Study of War and Society](#) and the [Juno Beach Centre Association](#), the Maple Leaf Route Webinar Series follows Canadian and British Commonwealth soldiers as they landed on D-Day in June 1944 and fought their way inland at the Battle of Normandy.

Registration is **FREE** and required for all webinars. Don't miss the next two webinars in this fascinating series:

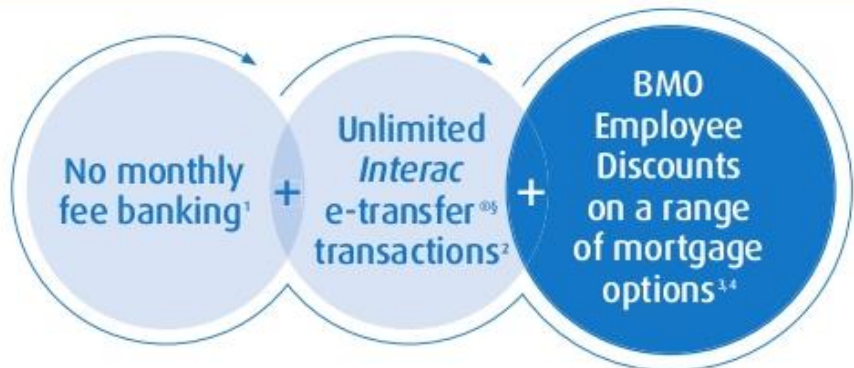
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What is the Canadian Defence Community Banking (CDCB) Program?

BMO and Canadian Forces Morale and Welfare Services have teamed up to offer the CDCB Program to eligible members of the defence community and their families.

Who is eligible for the CDCB Program?

Program benefits are exclusive to regular force personnel, reserves, recruits, military families, Veterans and retirees, as well as Department of National Defence (DND) and Staff of the Non-Public Funds civilian personnel, the RCMP and the Canadian Coast Guard.

Can BMO help me if I am relocated or deployed?

One way BMO can help is by covering your prepayment charges when you are relocated or deployed through the Integrated Relocation Program, and have to move or break your mortgage.

How does Canadian Forces Morale and Welfare Services (CFMWS) get funded by the BMO Support Our Troops MasterCard[®] program?

BMO pays royalties to CFMWS each quarter. CFMWS uses the royalties to fund the Support Our Troops National Summer Camp Programs and more.

How can I get help with home financing?

Visit a branch, find a Mortgage Specialist at mortgagelocator.bmo.com or call 1-866-548-7490 or collect from overseas at 514-877-7738 to get help with home financing.

How much can I save in bank fees with the CDCB Performance Plan Chequing Account?

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- International customers can call collect at 514-877-7738
- Find us on Social Media

Visit us in branch or at bmo.com/cdcb to learn more.



Scan the QR code to get more information.



¹The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included for free in your Bank Plan. ²The monthly Plan fee may still apply. Other transaction fees may apply if you have a Bank Plan that does not include unlimited everyday banking transactions. A cancellation fee may still apply when you cancel the transaction. ³Interac e-transfer[®] transactions are subject to maximum transfer dollar amounts. ⁴Applications and the amount you can borrow are subject to meeting BMO's usual credit criteria. ⁵Some conditions may apply. These special offers are not available for the 5-year or 10-year BMO Smart Fixed Mortgage or a Homeowner ReadLine. To qualify for the CDCB special rates on 5-year fixed and 5-year variable rate mortgage, you must have a Canadian Dollar Primary Chequing Account (Chequing Account) with a CDCB Performance or Premium Plan, and set up the Chequing Account as the funding account for the BMO Mortgage, and have one (1) recurring direct deposit into the Chequing Account. ⁶Some conditions may apply. ⁷We guarantee your interest rate for the selected fixed rate mortgage type and term for up to 130 days from the rate guarantee start date; if the mortgage is not funded within the 130-day period, the interest rate guarantee expires. Applicable to residential mortgages only and subject to Bank of Montreal standard lending criteria for residential properties. Longest rate guarantee of any major bank as of November 15, 2020. ⁸Plan, transaction, service and product fees may still apply. ⁹You're eligible for OnGuard[®] if you are a BMO customer who has a lead account¹⁰ with one of the following Bank Plans: Performance Plan, Premium Plan, Platinum Plan or Employee Plan. In addition, to qualify for OnGuard, you must be a Canadian resident who has reached the age of majority for your province or territory, and you must be registered for BMO Online Banking and/or Mobile Banking and you must have a valid email address on your BMO profile and your lead account must be in good standing. Customers with an eligible Bank Plan with the Kids or Teens discounted banking program do not qualify for OnGuard. All accountholders of a lead account with an eligible Bank Plan qualify for OnGuard[®] provided they meet the above-eligibility requirements. If you switch your lead account to an ineligible Bank Plan, then you will no longer qualify for the OnGuard[®] service. ¹¹The lead account is the one you designate to pay any fees required by your Bank Plan, for example, your monthly Plan fees and transaction fees. ¹²OnGuard[®] retail value is \$155.88 annually (charged at \$12.99 per month). ¹³OnGuard[®] is provided by Sigma Loyalty Group and Intersections Inc. Sigma Loyalty Group and Intersections Inc. Terms and conditions can be found at www.bmo.com/onguard/SIGconditions. ¹⁴CreditView[™] is a service provided to you by TransUnion. Using this service does not impact your credit score. This service is being made available to you as a customer of BMO ("Bank of Montreal") at no additional charge. ¹⁵You must be a Canadian citizen or landed immigrant enrolled in a Canadian or non-Canadian post-secondary school or university. Co-signer may be required. Subject to credit availability and verification of identity. ¹⁶Ongoing interest rates, interest-free grace period, annual fees and all other applicable fees are subject to change. Cash advances include balance transfers, cash-like transactions and Mastercard cheques. Visit your branch, call the Customer Contact Centre at 1-800-263-2263, or visit bmo.com/rates-fees for current rates and fees. ¹⁷The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included in the Performance Plan. Some non-BMO ATMs may charge you a convenience fee. The convenience fee is not a BMO fee and is added to the total amount of your withdrawal. You are responsible for the convenience fee that may be applied to your transaction.

¹⁸Registered trade-mark of Bank of Montreal. ¹⁹Interac e-Transfer is a registered trademark of Interac Inc. ²⁰OnGuard is a service of Sigma Loyalty Group. OnGuard[®] is a trademark of Sigma Loyalty Group Inc. Identity Guard[®] is a registered trademark of Intersections Inc. ²¹CreditView is a trademark of TransUnion LLC. ²²MasterCard is a registered trademark, and the circles design is a trademark of Mastercard International Incorporated. Used under license.