



Van Arty Association and RUSI Van Members News June 23, 2015

Wednesday Lunches

The 15 Field Officers Mess holds weekly lunches, serving a 5 course, 'homemade' meal for only \$15- you won't find a better meal - or a better deal, anywhere. If you are in the area on a Wednesday, drop in and join us for lunch.

The dress for Wednesday lunches is suit/blazer/sports jacket and tie. Dress for ladies is the equivalent. Your guests are always welcome but don't forget to tell them about dress requirements BEFORE they come.

NOTE: July 1 falls on a Wednesday this year so there will be no Wednesday lunch that day.

Some of you may have wondered why the floor around the bar is a little higher than the main floor. The original floor is covered with tiles that contain asbestos, a major job to remove, so the maintenance people decided to just cover it over with the wood flooring. Major renovations are being planned for the bar so the old flooring has to be removed. Sometime over the summer, we will have to shut down the lunches for at least a week so this can be done. Watch this space for details

World War 2 - June 1940

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

June 18th: The Canadian government introduces conscription, but declares that overseas service will remain voluntary. The Germans capture Belfort, Brest, Briare, Cherbourg, Colmar, Dijon, Le Creusot and Le Mans. De Gaulle surfaces in London and makes a plea for the French to fight on. The RAF bombs Hamburg and Bremen.

June 19th: The Panzers trundle into Brest, Nantes and Samur but evacuations continue from other ports.

June 20th: Estonia adopts a Soviet style government. The British submarine HMS Clyde puts a torpedo into Gneisenau off Norway and sends it limping off for extended repairs. Lyons and Vichy are captured by German troops as a French delegation heads off to the railway carriage at Compiègne that was used for the 1918 Armistice. Roosevelt brings in two Republicans, Henry R. Stimson and Frank Knox, to his cabinet. Stimson will be Secretary for War, Knox will handle the Navy.

June 21st: Italy attacks France, to find that the French border fortifications are intact; and heavy casualties ensue. Mussolini doesn't mind too much, the investment of his soldiers' blood is expected to result in the acquisition of French territory when it surrenders. The British work out

a cunning plan to jam/deflect the Knickebein radio beams used by the Luftwaffe to navigate at night; meanwhile Henry Tizard resigns as Churchill's Science Advisor to be replaced by Lord Cherwell.

June 22nd: France signs an armistice with Germany in the railway carriage at Compiegne where the Armistice of 1918 was signed, and the order passes to its troops to lay down their arms. Hitler is satisfied that Germany's humiliation of 1918 is avenged and orders the carriage and the commemoration site destroyed. As an additional humiliation the Germans stage a triumphal parade in Paris, taking pains to follow the exact route used for the French Army's triumphal procession in 1918. France is allowed to keep a vestigial state (Vichy France) which can control its overseas colonies and the fleet, the army is to demobilize and heavy financial fines are levied. Latvia follows its neighbours into the Soviet sewer and mass deportations begin in all three of the former nations – tens of thousands in all three countries disappear forever in the Soviet Gulag system.

June 23rd: Pierre Laval is made Deputy Premier by Petain while Weygand cashiers General DeGaulle.

June 24th: France signs an armistice with Italy, and the Italians get a slice of the French Riviera for their pains.

Tactical Armoured Patrol Vehicle Back On Course

ROBIN HUGHES 28 May 2015



Deliveries of the Canadian Army's Tactical Armoured Patrol Vehicle (TAPV) are expected to be back on course for March 2016, if not earlier, according to platform manufacturer Textron Systems.

Shown at CANSEC 2015 (outside display 3018), the new platform is scheduled to replace the RG-31 and LAV II Coyote vehicles currently in Canadian service and to complement the army's in-service Light Utility Vehicle Wheeled (G-Wagon). Announced in July 2009, the army will procure 500 TAPVs under a potential CAD1.2 billion programme. Although TAPV failed a series of reliability, availability, maintainability and durability (RAMD) tests in 2014 – specifically related to issues with steering and suspension – Michael Gelpi, vice president of Land Systems, Textron Systems, said that the design fixes to all issues are already complete, and the company will complete contractor confidence testing by the end of this month. “We are now simply proving these fixes to ensure that the next RAMD – scheduled to be conducted in August at the Nevada Automotive Test Centre –is completely successful,” said Gelpi.

The problems with the TAPV were outlined in an August 2014 briefing for then-Canadian defence minister Rob Nicholson. The two-page report noted that in 2014 the pre-production

TAPVs experienced a number of significant technical issues, which particularly affected mobility. Those problems included issues with suspension and steering. “As a corporation, we have conducted a thorough analysis and understanding of every single component to evaluate the changes to each component part,” said Gelpi. “Prior to going back to the RAMD, we are conducting multiple iterations of testing to validate that the changes we make are the right changes, and that RAMD in August is completely successful. “This will deliver an extremely reliable vehicle to the Canadian Army, incorporating the very best of what they require: high mobility, high reliability and high survivability.” If the August 2016 RAMD is successful, Gelpi expects the first vehicle to be delivered to the Canadian Army no later than March 2016, with an initial operating capability by June 2016 – “but we are working on dates that could potentially be sooner than that”, he added.

The Escaped Slave Who Became a Waterloo Hero

18 June, 2015



George Rose was born a slave in Spanish Town, the then capital of Jamaica, in the early 1790s. Little is known about his childhood, although it appears that he managed to escape and flee to England – where chattel slavery was unsupported by law – at around 20 years old. George’s British Army Service records show that he

joined the 2nd Battalion of the 73rd Regiment of Foot in August 1809. He joined up in London, and his occupation was listed as ‘labourer’. All slaves and former slaves who served in the army were guaranteed their freedom once their term of service ended. Black soldiers were paid the same as their white colleagues. Rose’s record described him as being “a man of copper colour”, 5’6” tall with black hair, and black eyes. Other black soldiers from that period were nearly always described as being of a “black” complexion, suggesting Rose may have had mixed parentage.

Rose’s unit sailed from Harwich in May 1813, and saw their first action in Swedish Pomerania. Rose and his unit then went on to serve in Flanders, Germany and the Netherlands, where George was wounded at Merksem during the allied advance on Antwerp. George’s unit fought in the Battle of Quatre Bras two days before Waterloo, suffering 53 casualties. The battalion had an even worse time at Waterloo, charged by French Cavalry 11 times during the eight hour battle. The 2nd/73rd lost 6 officers, with 225 men were killed or wounded, the 2nd heaviest casualties suffered by a line infantry regiment. Rose himself was badly injured from a gunshot wound to his right arm, for which he was awarded an additional two years’ service towards his pension.

After the allied victory at Waterloo, the battalion was part of the Army of Occupation in Paris before moving back to England and disbanding in 1817. George then transferred to the 42nd, the

famous 'Black Watch'. With the Black Watch Rose again saw extensive service, from Ireland to Gibraltar to Corfu and Malta. In 1829, while in Malta, Rose was promoted to a Corporal and in 1831 promoted to Sergeant. This made him the most senior black soldier known to be serving in a British regiment at the time and perhaps the only black senior non-commissioned officer of the 19th century. In 1836 the Regiment returned to Scotland and Rose left the Army the following year. After nearly 28 years of service, Sergeant Rose was discharged in Glasgow. By the end of his 14 year military career George was a highly experienced professional soldier and a veteran of numerous campaigns. He received 23p per day as a Chelsea out-pensioner, an unusually large sum and probably a reflection his ability, rank and experience. At his discharge, the Regimental Board described George Rose as an efficient, trustworthy and sober soldier. His medical report stated that he was unfit for further service because of an inguinal rupture (hernia) and his right arm.

At some point during his service, Rose became a devout Methodist. Methodism had strong links to abolitionism and numerous missionaries operated in the West Indies. Rose's faith may have actually aided his military career, as it would have prevented him in indulging in the soldierly vices that prevented promotion. It is likely that it also enabled him to become literate. Rose signed his own discharge papers, proving that he was literate by the time he left the army. This was rare for an enlisted man, let alone an escaped slave, as many soldiers simply signed with an 'X'. After discharge, Rose settled in Glasgow and became a minister with the Primitive Methodists regularly preaching on Glasgow Green. Early in his military career, George had married an English woman named Mary and the couple had at least two children, Jean and Obadiah. Mary appears to have been a dedicated army wife as census records show that Jean was born in Ireland in 1825, and Obadiah in Gibraltar in 1830. In 1849, Rose finally returned to Jamaica. Slavery had been abolished in the 1830s, and George spent 13 years working as a missionary before retiring from the active work in 1862. He died aged 82, on 27 July 1873, near his birthplace.

Divers, EOD Prepare to Salvage CSS Georgia

By Mass Communication Specialist 3rd Class Lauren Booher, Navy Expeditionary Combat Command Public Affairs 6/18/2015

VIRGINIA BEACH, Va. (NNS) -- Mobile Diving and Salvage Unit (MDSU) 2 and Explosive Ordnance Disposal Mobile Unit (EODMU) 6 conducted joint training at Joint Expeditionary Base Little Creek-Fort Story (JEBLC-FS) June 16 in preparation for the salvage of Civil War Ironclad CSS Georgia.

Hissing from pressure valves being released and muffled communication from underwater divers to the console operator fill the air. A supervisor holding stop watches shouts commands to tenders who pull or heave in large air hoses. "The purpose of this training was to take EOD techs who are already qualified divers and make them proficient in surface supply diving for the job we're about to undertake in Savannah, Georgia," said Senior Chief Navy Diver Steve Askew, a master diver assigned to MDSU 2. Divers from MDSU 2 and EODMU 6 technicians will work with the US Army Corps of Engineers (USACE) to bring up parts of the ship's armor

systems, steam engine components, small structure pieces and all her weapons, which include four cannons and upward of 50 projectiles -- either rifle shells or cannon balls. "During the first two weeks of the job, there will be one Navy Diver and one EOD technician diving together to retrieve unexploded ordnance and various artifacts," said Askew. Although EOD technicians are qualified in scuba and closed circuit rebreathers, they lacked the hardhat Kirby Morgan 37 (KM37) surface supply diving qualifications. The KM37 is a popular, bright yellow diving helmet used by the US Navy. "Anytime you're conducting underwater salvage you want to make sure you're giving the divers the maximum amount of protection that you can," said Askew. "This hardhat helmet gives them an unlimited air supply and allows them to stay down for longer periods of time."

The Savannah River has strong currents and low visibility, which divers have to take into consideration. While hardhat surface supply diving, divers can put on additional weight to stay down on the bottom. "The helmet and weight give divers the maximum amount of protection while working in the Savannah River's conditions that they wouldn't otherwise have with scuba



gear," said Askew. The goal of the training was to ensure that all procedures are the same and both units blend seamlessly together. "All of the dives yesterday were fine; they cleared," said Navy Diver 3rd Class Frank Ormonde, assigned to MDSU 2. "They [EOD technicians] were comfortable in the hard hats but didn't know some of the verbiage that we use for certain checks. Yesterday was a good day of working the kinks out, and today shows a lot more

proficiency." The joint training this week wraps up three months of training for the salvage operation, scheduled to take place from June 21 until Sept. 11. Although Sailors from MDSU 2 and EODMU 6 were focused during the training exercise, they were also very enthusiastic. "I'm really excited," said Ormonde. "I was born and raised military. I dreamt of becoming a Navy diver my whole life, it's my dream job. To get to work on a ship that's 150 years old and from the Civil War era, it's an opportunity that doesn't come around very often."

EOD Group 2, headquartered at Joint Expeditionary Base Little Creek-Fort Story in Virginia Beach, oversees all East Coast-based Navy EOD mobile units, including one forward-deployed mobile unit in Spain, as well as EOD Expeditionary Support Unit (EODESU) 2, EOD Training and Evaluation Unit (EODTEU) 2, and Mobile Diving and Salvage Unit (MDSU) 2. US Navy EOD is the world's premier combat force for countering explosive hazards and conducting expeditionary diving and salvage.

The ship was built in 1862 as the fast merchantman *Japan*. She had a round stern, iron frame, fiddle-bow figurehead, short, thick funnel and full poop. Being an iron hull, she was clearly unsuited to long cruises without dry-docking during a period when antifouling under-body

coatings were yet unknown. Commander [James Dunwoody Bulloch](#), a key Confederate procurement agent overseas, would have nothing to do with iron bottoms, but Commander [Matthew Fontaine Maury](#) settled for *Japan* because wood (which could be coppered) was being superseded in Great Britain by the new metal; consequently wooden new building contracts were not easy to buy up in British shipyards. After the war she was documented as the US merchant vessel SS *Georgia* in New Bedford, Massachusetts on August 5, 1865. She was reregistered in Canada in 1870 and was wrecked on the Maine coast in January 1875.

For more details on the ship, go to: [https://en.wikipedia.org/wiki/CSS_Georgia_\(1862\)](https://en.wikipedia.org/wiki/CSS_Georgia_(1862))

US Won't Care About Canada Until We Get More Serious About Military Affairs [Michael Den Tandt](#) | May 28, 2015



Harper and Barack Obama in Panama on April 11, 2015. THE CANADIAN PRESS

The reason Canada-US relations are so cool is partly our fault, Michael Den Tandt writes. US President Barack Obama could not give two figs about Canada, it is generally agreed. He has touched down here twice since winning the White House – once for five hours in 2009, which barely qualifies as a visit, and again in 2010 for G8 and G20 summits. Pfffft. It's a slight. Obama's relationship with Prime Minister Stephen

Harper, it is said, is glacial. Shoring up Canada-US relations, Republican aspirant Jeb Bush asserts, should be among the next Chief Executive's first priorities. But here's a thought: What if it's not, actually, all Obama's fault? What if Canada — not Harper personally, but the country — is also to blame? It's not a view you'll hear repeated much, with Ottawa preparing to fork over billions for a new Detroit-Windsor crossing. The Ambassador Bridge, now more than eight decades old, carries a quarter of all Canada-US trade, which in 2013 (including services as well as goods) totaled more than \$780-billion. It is falling down, in places. And it belongs to a single cantankerous billionaire, Manuel "Matty" Moroun, whose interests are his own. A second bridge is vital, for people on both sides of the border. Yet this country has had to assume the entire \$4-billion cost (minus projected returns from tolls). You call that fair? Or take Keystone XL. For years, this proposal by TransCanada Corp. to link Alberta's oil fields via pipeline with the US Gulf Coast was a key "ask" of Canadian politicians visiting Washington. Obama responded by repeatedly finding more important things to worry about, such as sorting his sock drawer. Keystone is now becalmed at least until after he leaves office. Another grievous snub. Canada was founded in a climate of rampant anti-American sentiment, as a reading of Sir John A. Macdonald's speeches makes evident. That reflexive prickliness and disdain, expressed in a thousand different ways, remains embedded in Canadian culture. When genuine irritants

emerge, they're seized upon as fresh evidence that we, valiant little polite folk that we are (not!), have been poorly treated.

But let's turn it around. When did Canada last extend itself for the United States? The Afghan mission was substantial, granted. Since then, there's been precious little. Canada makes its pro-forma contributions to international military efforts, such as sending half a dozen F-18s to Eastern Europe, or half a dozen more to drop bombs on the Islamic State of Iraq and the Levant. But if the currency of geopolitics is a country's contribution to the common weal, then Canada is a laggard. Defence Minister Jason Kenney boasts about nominal increases in defence spending on his party's watch, but it doesn't amount to much. The *Ottawa Citizen's* Lee Berthiaume calculated last fall that, adjusted for inflation since 2005, DND spending had not budged. By the most reliable measure, spending as a percentage of GDP, we lag Estonia and Albania. The NATO recommended standard is two per cent of GDP; The US spends four, the United Kingdom more than two, Australia 1.6, and Canada one per cent. Even now, with an election five months off and defence supposedly at issue, there is no meaningful debate, nor is there progress. The defence minister's contribution Wednesday at CANSEC, the conference of the Canadian Association of Defence and Security Industries, was to pledge a new "independent panel" to review major defence equipment purchases. He also unveiled an updated "defence acquisition guide," intended to "help Canadian Industry position themselves" to compete for future Canadian defence contracts. Further along in the preamble: "most of the initiatives listed have yet to be presented to the government of Canada for approval and consequently are subject to being amended or deleted altogether." Well then.

This December will mark three years since the F-35 sole-source purchase went bust, yet still there is no move to replace Canada's 1980s-vintage F-18 fighters. The army's long wait for trucks has become a protracted Zen meditation. The Navy has no supply ships and the federal cabinet, apparently fearing a tug-of-war between West, East and Quebec, is fiddling over a straightforward decision to approve a gap-filler, with refurbished commercial tankers. And the opposition New Democrat and Liberal defence critics, weighing in this week in *The Hill Times*, hammered Tory failings but were careful to offer no hard promises of their own. In Canada, a robust commitment to defence is not politically necessary for any federal party. Reason? This country's security isn't really at issue, in a geopolitical sense. There's a big fella to the south, a bruiser with a beef arm, to frighten off any bullies. So imagine you're sitting in the White House, or the US Embassy in Ottawa, gauging the tenor of debate across the spectrum. Do you deem Canada a serious player? It should be no surprise that Obama doesn't bother much with this country. Nor will any future president, campaign rhetoric aside. We get what we've paid for.

Creation of the Polar Medal

Governor General Announces the Creation of the Polar Medal

June 23, 2015

OTTAWA—His Excellency the Right Honourable David Johnston, Governor General of Canada, is pleased to announce that Her Majesty Queen Elizabeth II has approved the creation

of the Polar Medal. This new medal will celebrate Canada's Northern heritage and give recognition to persons who render extraordinary services in the polar regions and Canada's North. "Canada is a northern nation, and the North is integral to our identity and our sovereignty," said the Governor General. "The creation of the Polar Medal emphasizes the importance that our country places on strengthening our understanding of and connection to the North. Recognizing the outstanding contributions made by those working and living there, which is not without challenges and risks, will make our Canadian Honours System more comprehensive and better able to celebrate the full breadth of Canadian achievement." As an official honour created by the Crown, the Polar Medal will be part of the Canadian Honours System. The program will incorporate and replace the Governor General's Northern Medal.

Major Carl Gauthier, of the Directorate of Honours and Recognition section of the Department of National Defence, designed the medal and the Canadian Heraldic Authority completed the final artwork. The medal will be manufactured by the Royal Canadian Mint at their Ottawa facility. The Polar Medal consists of a silver octagonal medal that is 36 mm in diameter with a suspension bar adorned with a representation of the North Star, with limbs evoking strong winds, water currents and the aurora borealis. The obverse depicts a contemporary effigy of the Sovereign, circumscribed with the inscription in capital letters of the Canadian Royal Title and the word "CANADA", separated by two maple leaves. The edge of the obverse is decorated with small denticles. The reverse bears a representation of the Royal Canadian Mounted Police schooner St Roch depicted in the Arctic near a tall iceberg and two crew members standing on the ice. The medal is suspended from a watered white ribbon that is 32 mm in width.

Each subsequent award of the Medal to the same person will be indicated by a bar, which will be in silver with raised edges and bear a centred silver maple leaf. The new medal will elevate the way we recognize individuals who contribute to Northern communities and to our understanding of Northern Canada and its people. It will also highlight their achievements in polar exploration and scientific discoveries. The Governor General will preside over an inaugural presentation ceremony at a later date. Fact sheets on the Polar Medal and the creation of new Canadian honours are attached. For more information, visit www.gg.ca/honours.

Who is it?

Last Week: Another picture from the 1982 Black Bear exercise in Shilo, Man. G39 is the call sign of the Battery Commander of the 3rd Battery of an Artillery Regiment, in this case C Bty, 3RCHA. The vehicles are at an OP overlooking part of the exercise area, the vehicle occupants watching the activity below. The OP party is probably deployed in front of them.



The only soldier we can definitely identify is the one standing on the back of the rear carrier, wearing ear defenders and a scarf. He is Eric Tyldesley Gore who was RSM of the 15 Fd Regt at the time. Two of our readers tentatively identified the soldier in the hatch right above the G39 call sign. One thinks it might be Rusty Dyer, the second, says that it might

be Spud Leclair, but we have no confirmation of either at this time. The German soldier sitting on the front of G39 is probably an observer from the units on exercise. The two US soldiers on the back of the carrier are probably observing the activities on behalf of the US Army.

This Week: “There’s no life like it!”, or so we all sang back in the day. Even those not around when that jingo aired in the 1970s know it, as I learned a couple of years ago in Kingston, having uttered it to a group of young soldiers plodding on by. I got a good chuckle from them, followed by a %#%*! aimed at them by the kindly old NCO huffing and puffing behind the squad.



This shot was taken in Bessborough Armoury in the early 1970s, at a transitional point between the old battledress and the then fairly new (to the Reserves) combats. I’ll leave it to you as to which uniform looked sharper. When I showed this photo to a young friend, he said “Why, did they allow

_____ indoors back then in the 20th century?”. I’ll let you fill in the missing word.

In fact, there are a number of items in this photo that date it, and prove, uniforms aside, that it was not taken yesterday, but, rather, yesteryear. This week’s question is, “Can you spot what’s different then from now?”

Answers may be sent to the editor, or to the author, John Redmond (johnd.redmond@telus.net). We prefer electronically enabled replies, but if you prefer using messenger boys, that’s your problem. *For a photo you can zoom in on, email the editor at bob.mugford@shaw.ca*

From the ‘Punitentary’

Why did the computer want to wear glasses? It wanted to improve its websight.

Murphy’s other Laws

When all else fails, read the instruction manual.

Quotable Quotes

Opportunity may knock only once, but temptation leans on the doorbell. - *Anonymous*