

Van Arty Association and RUSI Van Members News 29 Nov 2022

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>

Upcoming events – Mark your calendars

The **2023 Army Gala. May 6, 2023**, at the Sheraton Wall Centre

Commemoration Cyprus 2024 – see poster section

- Nov 30 Wed 'Zoom' meeting
 RUSI(NS) Distinguished Speakers - see poster section
- Dec 01 RCA Association Coast to Coast Toast - see poster section
- Dec 03 St Barbara's Day Annual Special Guest Night - see poster section

The 2022 15th Fd Regt Annual St Barbara's Day Special Guest Night

Good News!! The Annual Dinner is back! Mark your calendar!! The Dinner will be held at the Armoury on **Saturday Dec 3, 2022**. Dress for the event is formal, as usual, and good news for retired members, you can wear your Mess Kit (if it still fits). Timing 1800hrs - Mess opens, 1900 - dinner starts. Payment \$125 required in advance – there will be no seats available for walk-ins. **For further information see invitation in poster section.**

Just a reminder – this is for serving and retired members and friends of the Regiment only (ie. one does not bring a 'date' to this event)

Free Virtual Tours of Juno Beach! See poster section

What is a Screw Gun?



GUNNERS
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(A/Sah) DRILL ORDER (CHAI)
GUNNER
HAYILDAR

Kipling's poem *Screw Guns* was published in 1890. The words are spoken from the perspective of a gunner in a Mountain Battery of the Royal Artillery stationed in India. The poem refers to the screw-guns as 'guns that are built in two bits' and are carried on the backs of 'old brown mules'. This refers to a specific weapon: the Ordnance RML 2.5-inch mountain gun, which was first used in combat in 1879, and remained in service until 1901 (though a few were brought out of retirement during the First World War in Africa).

The gun was 2.5" (63.5 mm) calibre, firing a shell that weighed a little over 7 pounds (3.4 kg) with a range of over three kilometres. The cannon was considered too small to be used on a conventional battlefield, but the whole point of it was that it could be carried into remote places where no other artillery could reach, and so could swing the tide of a battle. The gun was designed specifically to be broken down into several sections, so it could be carried on mule-back along narrow mountain trails where a conventional horse-drawn gun carriage could not go. The barrel and breech mechanism were made as separate pieces, each weighing about 90 kg — hence Kipling's phrase 'made in two bits' — and they were designed to screw together when the gun was assembled for use, hence 'screw-gun'. The gun's axle, wheels, and carriage also made up three additional mule-loads, so it required five mules in total to carry each gun. Each gun had a crew of nine (a sergeant and eight gunners). In addition, two more mules accompanied each gun, one carrying 16 rounds of ammunition for immediate use and the other engineering gear such as billhooks, axes, pickaxes, and sledgehammers for clearing paths. Six guns made up a battery, which also had additional ammunition mules.

The poem was made into a song which is often sung at Artillery Mess dinners.

From the official handbook published in 1888 by the Royal Arsenal in Woolwich, this is the procedure for assembling the gun:

From the Order of March, to come into Action

On the command 'Action Front', the chase mule remains stationary, the breech mule is brought up 3 yards to the left of the chase mule, the carriage mule 3 yards to the right of the position from which the breech mule moved [and so on, until everyone is in position].

1st Lift - At the word 'Lift' Nos 6 and 7 take off the axle and hold it on the left of the carriage mule, Nos 2 and 8 take off the right and Nos 3 and 9 the left wheel and place them on the axle. Nos 7, 8 and 9 lift the carriage and place it on the axle, No 7 lifting it at the point of the trail, and No 8 unshipping and passing the bearer to No 9. Nos 8 and 9 fasten the clips; Nos 2 and 3 put on linch pins and washers; No 6 takes off and ships elevating gear, No 4 brings up the dismounting block, and No 5 the trunnion block.

2nd Lift - No 5 unships and places the shifting bar; No 1 gives the word 'Lift,' Nos 1, 5 and 6 lift the breech and place it vertically in the dismounting block; No 1 removes bearer from bore, and wipes screw with oil rag; No 3 unships and places chase bearer; Nos 2, 3, and 4 lift the chase and place it on the breech, the feather being fitted into the recess, and the faces of the two parts brought evenly together; No 3 removes the chase bearer, No 2 screws up the junction nut, using the hammer if necessary, in which case No 3 places the trunnion block, No 4 steadies the muzzle portion, No 5 the breech. When the lines on the breech and nut correspond, No 1 gives the word 'Home'.

3rd Lift - At the word 'Lift' from No 1, Nos 4 and 5 lift at the breech, Nos 2 and 3 at the muzzle. The gun is lifted into the trunnion holes, Nos 2 and 3 fit cap squares, No 4 withdraws the shifting bar from the cascabel, and all the numbers take their places for 'Action'.

To summarise: 1st lift puts the wheels onto the axle then places the carriage onto the wheel and axle assembly; 2nd lift puts the two parts of the gun together; 3rd lift puts the gun barrel onto the carriage. While that procedure sounds complex, a well-trained crew could assemble the gun and be ready for action in less than twenty seconds.

Royal Canadian Air Force Prepares to Celebrate 100th Anniversary

The Royal Canadian Air Force is preparing to celebrate its 100th anniversary with celebrations across the country. You can't mention the Royal Canadian Air Force (RCAF) without paying tribute to Base Borden, the country's largest military training facility. "Base Borden is the birthplace of the RCAF, so it's exceptionally important that Borden hold the activities they are doing. They are definitely leading the way in getting ready for this centennial," said Col Maggie Jacula, the campaign manager for the RCAF 2024 celebrations.

April 1, 2024, will mark the 100-year anniversary of the RCAF, with a year of events to help mark the milestone. Specific plans are still being finalized, but the CFB Borden air show in June 2024 will be part of the celebrations. "We have this opportunity to both celebrate our rich history as well as let people know that the RCAF is an agile integrated and inclusive organization so we hope that people will be inspired both our past stories as well as looking forward to all the fun things the RCAF has in the next one hundred years" said Jacula. "1,884 pilots passed through Borden, and you can't talk about the air war in Western Europe in the latter half of 1917 and in 1918 without thinking about Borden's contribution to victory," said Dr Andrew Gregory, with the museum on the base.

Staff at the museum on the base call it one of the best-kept secrets in the country, and staff can't wait to get the celebrations underway. "We have one of the best military vehicle collections in the country, a lot of captured enemy pieces that were brought back by the armoured core," Gregory added. It's hoped the 100th anniversary of the RCAF will bring more attention to the military, the base and its museum. More detailed plans and celebrations are expected to be announced in the coming months.

Divers Find Long-Lost WW II Bomber in Nfld Lake

Stephen J Thorne *Defence Today* Sept 13, 2022



A diver hovers over the wreck of Liberator 589D on Sept. 5, 2022, 79 years after it crashed into Gander Lake on takeoff, killing all four aboard. Maxwel Hohn

On Sept 4, 1943, Wing Commander John M Young of the Royal Canadian Air Force was on the yoke taking off from his base in Gander, NL, with three crew aboard when an engine on his Liberator 589D is believed to have failed. The B-24 aircraft of Young's No 10 Squadron made a slow turn and barrel-rolled into Gander Lake. No one survived. After a brief, aborted recovery effort, it was the last anyone saw of Liberator 589D for 79 years. On Sept. 5, 2022, a team of veteran divers from Canada, the United States and France found the wreck lying upside down on a steep ledge nearly 50 metres below the surface, capping a nine-year quest by diver and researcher Tony Merkle.

"It is a really special dive for me," said Merkle, part of the 15-member team supported by The Royal Canadian Geographical Society (RCGS), the Shipwreck Preservation Society of Newfoundland and Labrador and Ocean Quest Adventures.

"I've never dived on a plane and since I discovered the site, it means a lot to me to share this part of Newfoundland history."



Shortly after takeoff, the aircraft plunged into the deep, tannic waters of the narrow lake. The crews of No 10 Squadron were U-boat hunters. And good ones at that. Flying British-supplied Westland Wapitis, Douglas Digbys and Consolidated B-24 Liberators, the sub hunters of No 10 set an RCAF record, mounting 22 U-boat attacks during the war. They sank three: *U-520* on Oct 30, 1942; *U-341* on Sept 19, 1943; and *U-420* on Oct 26, 1943. Based at Gander since April 1943, No 10 earned the nickname The North Atlantic Squadron. On that fateful day in 1943, however, the crew of 589D were not U-boat hunting. Squadron Leader John Grant MacKenzie, an ear specialist from the air force medical unit in Toronto, was to test Liberator noise levels. He never got the chance. Shortly after takeoff, the aircraft plunged into the deep, tannic waters of the narrow lake that snakes for some 50 kilometres a few hundred metres from the end of runway 27. It was suspected at the time that a foreign object, possibly a bird strike, had fouled the flight controls. "I'm a lucky man," a young medical officer was heard to say after the crash. "I was supposed to be aboard that aircraft!"

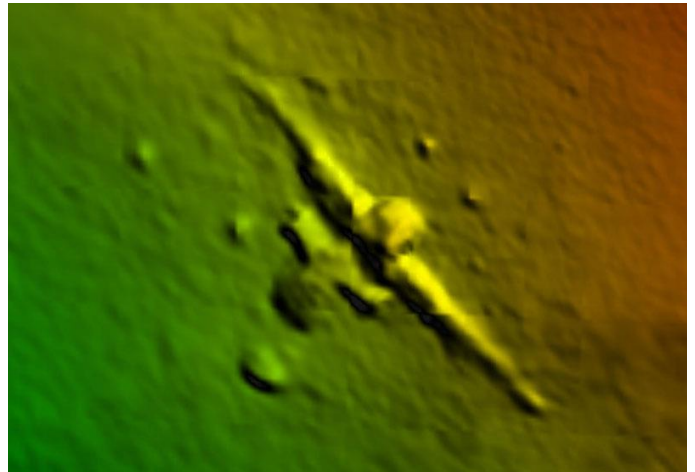


Squadron Leader John G MacKenzie is buried in Gander Commonwealth Graves in Gander. The names of Wing Commander John M Young, Flying Officer Victor E Bill and Leading Aircraftman Gordon Ward are engraved on a plaque in St Martin's Cathedral, Gander.

Immediately after the accident, military hard-hat divers found the Liberator resting on a ledge in Gander Lake. During the course of several dives, they recovered MacKenzie's body but, while trying to attach cables to the fuselage, the aircraft slipped off the ledge and sank beyond the divers' reach. Recovery and salvage efforts were abandoned after 12 days due to poor visibility, extreme depth and cold water. MacKenzie, a native of Lucknow, Ont, was buried in the Gander cemetery. The remains of Young of Toronto, Flying Officer Victor E Bill of

Winnipeg and Leading Aircraftman Gordon Ward of Toronto were never recovered. "It is not an easy dive. The water is cold and perpetually a blood-red color from tannins in the lake. Our mission was to try to find a verifying mark that could prove the identity of the wreck."

*Kirk Regular's 3D sonar scan from July 2022.
SONAR: Newfoundland & Labrador Shipwreck
Preservation Society*



Two months later, the dive team conducted six technical dives to photograph and survey the plane in its current resting place. Water temperatures were at 5 C and visibility was less than a metre in a dark tea-coloured world. "There is always a bit of nervousness around a dive of this nature," said diver Jill Heinerth, an RCGS explorer-in-residence, in an email interview with *Legion Magazine*. "The safety of our team is always in the front of my mind. "It is not an easy dive. The water is cold and perpetually a blood-red color from tannins in the lake. Our mission was to try to find a verifying mark that could prove the identity of the wreck." Even with 30,000 lumens of light, Heinerth's partner was unable to see her less than a metre away. A lumen is equal to about the light produced by one birthday



candle a foot away. A 60-watt bulb emits around 750-850 lumens.

*The Liberator's landing gear stands out nearly 50 metres below the surface of Gander Lake.
Jill Heinerth/Into The Planet.com*

"The past couple days have been incredibly exciting!" declared dive team member Maxwell Hohn, a videographer, in a Facebook post. "I'm still glowing with emotion to be one of the first people to

see and film this wreck in 79 years. “The dive was extremely challenging,” he said. “The tannic water reduced visibility to just 3 feet—swallowing any bit of light that we could throw at it. It was like descending into oil and very disorientating, which made it extremely difficult to film in 120-160 feet [37-48m] of water.” The divers had less than an hour total run time so had to keep the logistics of the dive as simple as possible. They found the aircraft upside down on a precarious ledge. The next drop is more than 250 metres to the lake bottom. “It is in a great state of preservation, but it is quite crumpled from the crash and early efforts to grapple the wreck for recovery,” said Heinerth. [Heinerth] lost more than 100 friends to diving accidents, the bulk of them while exploring shipwrecks, and she is acutely aware of the risks inherent to her profession.

*The portside light looks as good as new
on the wing of Liberator 589D.
Jill Heinerth/Into The Planet.com*



*The plane's .50-calibre ammunition wait to be fired.
Maxwel Hoh*



The Consolidated B-24 Liberator was among the most versatile heavy bombers of the war, famous for operations as diverse as U-boat hunting in the North Atlantic, where their introduction closed the mid-ocean gap in air cover, to the daring August 1943 low-level raid on the German-held oil refineries at Ploiești, Romania. No 10 Squadron lost seven aircraft and 24 aircrew in action; 27 more were lost in operational accidents, including the crash of 589D. RCAF markings, instrumentation and other details confirmed that the hulk found perched on the edge of an underwater cliff was 589D. Images and video from the dive are being donated to the Shipwreck Preservation Society of Newfoundland and Labrador for future educational outreach. The effort to locate the bomber was part of a broader RCGS project, dubbed “The Great Island Expedition.” The divers are hitting various locations across the island, including off Gros Morne National Park on the west coast of Newfoundland and in Conception Bay along the east coast, where several ships were sunk by U-boats in the fall of 1942. The team has also documented two US navy shipwrecks, [the WW II destroyer *Truxtun* and supply vessel *Pollux*](#), which both ran aground in a storm off the Burin Peninsula in February 1942; 203 sailors died. “The two wrecks were difficult to reach, but we have successfully gathered a lot of images and video to tell the story of their sinking and the heroism of rescuers in St Lawrence and Lawn, NL,” said Heinerth. A native of Mississauga, Ont., Heinerth is a renowned author, marine photographer and veteran of more than 7,800 dives into undersea caves and on wrecks worldwide. She’s lost more than 100 friends to diving accidents, the bulk of them while exploring shipwrecks, and she is acutely aware of the risks inherent to her profession. “I am incredibly proud of our team for completing six safe dives on the [aircraft] site and getting the images needed for confirmation,” she said.

The Stone Fleet

Patrick Browne *Historical Digressions* 23 Dec 2012



The first Stone Fleet headed towards their doom, December 1861

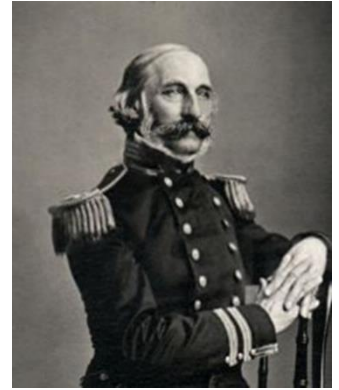
On November 20, 1861, a fleet of old whaling ships, 24 in number, departed from New Bedford, Massachusetts. The old

vessels which had once brought fortune to their owners in the form of whale oil and whale bone were now quite obsolete. Past their prime. But they nonetheless had one last duty to serve...this time as part of a war effort. Before their departure, holes had been drilled in their hulls just above the water line and temporarily plugged. They were laden with granite stones, gravel and dirt. During their final voyage, they would be crewed by the New England men who had run them as whalers. But there would be no return trip. These vessels were going to their graves. The whole concept of the Stone Fleet was cooked up by Assistant Secretary of the Navy Gustavus Fox. Confederate blockade runners from Charleston and Savannah had become a vexing problem. If the main channels of these harbors could be blocked, the problem might be solved. The Confederates saved him some trouble by sinking their own hulks in Savannah to protect the city from Union assault by sea. And so, the US Navy focused on Charleston. The naval officer in command of the operation was 54-year-old Captain Charles Henry Davis of Boston. Davis would go on to become perhaps the most accomplished naval officer from Massachusetts during the Civil War, responsible for the Union victory during the Battle of Memphis (while in command of a river flotilla) on June 6, 1862. By 1863, he would be promoted to Rear Admiral. He did not, however, regard the sinking of the Stone Fleet as one of his more glorious moments. "This is a disagreeable duty," Davis wrote his wife, "and one of the last I should have selected...The pet idea of Mr. Fox has been to stop up some of the southern harbors. I had always a special disgust for this business...I always considered this mode of interrupting commerce as liable to great objection and doubtful success."

This was well before the days of the concept of "total war." The notion of destroying, perhaps forever, the navigability of a major port was seen as a barbarous act at this time...something beyond the rules of "civilized" warfare. British diplomats would rail at this action, requiring Secretary of State Seward to do some agile tap-dancing to avoid increased hostility, stating that there were no plans to do such a thing again. French diplomats would call it, "vindictive vandalism," while Prussian officials would condemn it as "a crime and outrage to civilization." Predicting this reaction, Captain Charles Davis did not relish his task. But he went about it methodically and professionally, nonetheless. By the time the fleet reached him outside Charleston Harbor, they were nearly ready to sink on their own, having suffered a long, difficult voyage from New Bedford. Commanding the operation from the USS *Wabash*, a steam screw frigate, Davis oversaw the placement of the old whalers in a "checkerboard" formation of three lines. This was viewed as the most likely pattern to prevent the opening of new channels by the tide and to encourage the creation of new shoals that would block the harbor. Beginning on

December 19, 1861, the first of the whalers, the *Tenedos*, was sunk in the main channel within sight of Fort Sumter.

Captain USN Charles Henry Davis (1807-1877)



A correspondent from the *New York Times* described the scene as the plugs were knocked out and the vessels sunk one by one:

Who could help feeling melancholy at the reflection that the poor old vessels, which had traversed so many thousands of miles of ocean...through long years of dreary, tedious whaling voyages, were to be relentlessly destroyed? How venerable the doomed things now appeared! Short, broad, square-sterned, bluff-bowed...Queer old tubs, with queer fittings up, and quaint names set in elaborate beds of quale-carved work. Yet many of these fossil vessels were celebrated in their time...But away with sentiment. The old vessels are to be destroyed in the performance of a patriotic duty, and even when they are gone, their usefulness survives. A second channel leading into Charleston was blocked by another Stone Fleet in January 1862, this one consisting of 20 old whalers. Although all went according to plan with both fleets, the effort sadly turned out to be pointless. The harbor was blocked for a time, but the ocean is simply too mighty to be long deterred by some old wooden hulks. The Stone Fleets were soon pulverized by the tide, their timbers washed up on the shores of Charleston and were used for firewood.

The pointlessness of it caused Herman Melville to write the Old Sailor's Lament above. "Currents will have their way...A failure and complete was your Stone Fleet." The primary museum at the historical society where I work is known as the "King Caesar House." It belonged to Duxbury shipping magnate Ezra Weston II, or "King Caesar." When I first started working there, I learned of a persistent myth which was, I believe, even included in the house tour scripts at the time. It was often told that several of King Caesar's vessels were part of the Stone Fleet and met their fate in the sands of Charleston Harbor. It was a dramatic notion that I fancied at the time. And a plausible one. King Caesar was not involved in whaling (and he was almost 20 years in the grave by 1861), but many of his merchant vessels had been sold off to New Bedford whalers when he was finished with them. And several of the Stone Fleet vessels did indeed share the same names as some of King Caesar's vessels. A bit of research, however, showed that the names are just coincidence. The stats on the vessels do not match. None of them were King Caesar's. Just another bit of disappointment associated with the poor, old Stone Fleet!

Vancouver Gunners Website Update

RCA Association Membership - The RCA Association (RCAA) has been working on a membership card idea that highlights Gunners from the past. If you're a paid-up member of the Vancouver Artillery Association you should have received an email explaining the concept and how to take part in a trial that we're currently conducting. If you're not a paid-up member, you can still get in by forwarding your membership dues to our treasurer Doug Loney. Remember, that VAA membership also gets you your RCAA membership, preferred rates at TD Meloche home insurance and coverage with the National Firearms Association.

Ukrainian military use M101 howitzers, video on the web (*Same as the 105mm C2*) - OSINT researchers have released footage of the Ukrainian military using M101 105mm howitzers. The video was published on the Ukraine Weapons Tracker Twitter account. This is the first confirmation of their usage by the Ukrainian military. The M101 howitzers were transferred by Lithuania to Ukraine. Check out the [mil.in.ua website](http://mil.in.ua) here

<https://www.vancouvergunners.ca/whats-new/ukrainian-military-use-m101-howitzers-video-published-on-the-web>

Military Cross - Lieutenant James Boyd MacLachlan, MC - Lieutenant James Boyd MacLachlan, MC has been added to our nominal roll as a former member of 60th Battery, 15th Brigade, Canadian Field Artillery, Canadian Expeditionary Force. He was later transferred to the 1st Heavy Battery, Canadian Garrison Artillery where he was awarded the Military Cross.

<https://www.vancouvergunners.ca/whats-new/military-cross-lieutenant-james-boyd-maclachlan-mc>

The Fallen - Acting Bombardier Allen Arthur Thomas - Acting Bombardier Allen Arthur Thomas has been added to our list of The Fallen. Bombardier Thomas enlisted with the 31st Battery, 8th Brigade, Canadian Field Artillery at the beginning of World War I. He was wounded 3 November 1917 and died 18 December 1917. He is buried at St. Sever Cemetery Extension, Rouen, Seine-Maritime, France. Lest we forget.

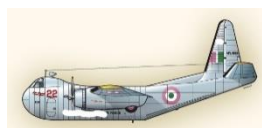
<https://www.vancouvergunners.ca/whats-new/the-fallen-acting-bombardier-allen-arthur-thomas>

The Regimental Museum is open from 10:00 until 12:00 every Wednesday. Please help keep our soldiers safe and do not attend if you feel the slightest symptom of illness. Our zoom channel will also be open from noon at <https://zoom.us/j/6802412956> and the secret passcode is pFPey6.

Remember – Stay healthy and stay safe!

Who (or What) Is It?

Last Week: The picture shows the mainstay transport aircraft of the Royal Newfoundland Air Force, the Budd C-93/RB-1 Conestoga. Sadly, other than RAF 125 (Newfoundland) Squadron, there was no RCAF. The entire article about the RCAF first appeared in the IPMS Canada Random Thoughts journal about 15 years ago, and is now available at: <https://www.vintagewings.ca/stories/the-pink-and-the-black>



It's a brilliant parody by Evad Yellamo, who deserves full credit. As for the Budd Conestoga, it was a pioneering aircraft, in spite of its rather ugly look, setting the pattern for modern military transports. But, only 20 were built, serving in the USN only from 1943 to 45, with survivors soldiering on in civilian guise for a few more years. They suffered from many mechanical problems, mostly related to their engines, not the overall design. However, as they were built of stainless steel (the Budd company being famous for streamlined railway carriages), one does survive in the desert in Tucson, AZ, still shiny.

This Week: There are several sayings associated with photographs. One is that there are a thousand stories for every photo, which might be true. Another is that photographs never lie.

This was proven untrue by generations of Soviet photographers and editors who, often rather crudely, airbrushed Politbureau members from history. Doing this is much easier today and has become a huge industry called “fake news” and “deep fakes”, hence Russia’s justification for invading Ukraine.



This week’s photo, however, is not one that falls into the latter category. Rather, it is definitely one of the “thousand stories” genre. What one can easily see is that the subject of the image is an armoured car of a type not known to have served with the Canadian Army. It appears a bit worse for wear, and, in addition to suffering from the attention of a graffiti artist, seems to be missing any armament. It could do with new tires, too.

Some of you who are literate in non-alphabetic scripts might have an advantage in identifying this armoured fighting vehicle, but that might not lead you to the correct answer. Nonetheless, we leave it to you, our erudite readers, to tell us what this automotive artefact is, with whom it served, and where and when. Send those ideas to the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John Redmond (john.d._redmond@telus.net). Tell us a thousand stories!

From the ‘Punitary’

Why did the upholsterer quit her job? She was worn out.

Murphy’s Other Laws

Don't expect the enemy to cooperate in the creation of your dream engagement.

Quotable Quotes

Life is trying things to see if they work. -Ray Bradbury

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. **Mess is CLOSED this Wednesday**

Join us to check up on your old lunch buddies. **Zoom lunch meetings will continue for those unable to attend the Mess for lunch.**

<https://zoom.us/j/6802412956> and the secret passcode is pFPey6



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.

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

Coast to Coast Toast – Dec 1, 2022



The Coast to Coast Toast in celebration of St. Barbara's Day

The RCA Association invites you to register for a virtual social event on 1 December at 7pm ET.

Here's what you can expect:

- Greetings from the Colonel Commandant,
- Greetings from the Regimental Colonel,
- a Toast to The Royal Regiment followed by
- a chance to catch up with other gunners in chat rooms labeled: The 60s, The 70s, The 80s, The 90s, & The 2000s.

Stay with us after the presentation when we will open the chat rooms for you to connect with other Gunners.

**The Coast to Coast Toast – Come for the Toast,
Stay for the Fellowship!**

[Register Now!](#)

Le Toast d'un océan à l'autre pour célébrer la Ste Barbe

L'Association de l'ARC vous invite à vous inscrire à un événement social virtuel le 1er décembre à 19h HE. Voici ce à quoi vous pouvez vous attendre :

- salutations du colonel commandant,
- salutations du colonel régimentaire,
- un toast au Régiment royal suivi par
- une chance de rattraper le temps perdu avec d'autres artilleurs dans les salles de réunions étiquetées : les années 60, les années 70, les années 80, les années 90 et les années 2000.

Les salles de réunion seront ouvertes après la présentation pour permettre aux artilleurs de partout de se rencontrer.

**Le Toast d'un océan à l'autre - Venez pour le toast,
restez pour la camaraderie !**

[Inscrivez-vous maintenant!](#)



The Royal Canadian Artillery Association
10 Lancewood Crescent

Brampton, Canada

exdir.rca.aarc@gmail.com

St Barbara's Day Annual Special Guest Night



The Commanding Officer
Lieutenant Colonel N.J. Watts, CD
and the Officers
of
15th Field Artillery Regiment
The Royal Regiment of Canadian Artillery

request the pleasure of your company
at their annual

ST BARBARA'S DAY **SPECIAL GUEST NIGHT**

to be held at the
BESSBOROUGH ARMOURY
2025 West 11th Avenue, Vancouver, BC

on
Saturday, the Third of December, 2022
at
six o'clock for seven o'clock in the evening

Dress. *Mess Kit or Formal attire, with decorations.*

**Retired members are authorized to wear Mess Kit.*

Tariff. \$125 - *Pre-payment is preferred: e-transfer to*
15rca100th@gmail.com

Credit card payment is also acceptable at the door.

RSVP by 22 November, 2022 to

mess15rca@gmail.com

Please indicate your Post Nominals, and associated
Regimental March. Please indicate meal choice
(beef, chicken, vegetarian, any allergies).

Questions. *To VPMC, Captain Chris Purdon*
mess15rca@gmail.com

Free Virtual Tours of Juno Beach!

JUNO BEACH CENTRE

SOYEZ NOS PREMIERS VISITEURS VIRTUELS!
VISITE VIRTUELLE GRATUITE
JUSQU'AU 16 DÉCEMBRE 2022

BE OUR FIRST VIRTUAL VISITORS!
FREE VIRTUAL VISIT
UNTIL DECEMBER 16, 2022

VISITE VIRTUELLE
DU PARC JUNO
ET SES VESTIGES DU
MUR DE L'ATLANTIQUE

VIRTUAL VISIT
JUNO PARK AND ITS
REMAINS OF THE
ATLANTIC WALL

New, Unique and Innovative!

Free Virtual Tour of Juno Beach & Bunkers

You're invited to discover Juno Beach and the remains of the Atlantic wall from the comfort of your own home with the JBC's new virtual tour!

Using interactive live 360° technology, a Canadian guide will take you on a live 45-minute guided tour, exploring Juno Beach and the preserved underground command and observation posts.



As part of the soft launch of this new program, you are invited to attend a virtual tour free of charge during November and December!

We hope to receive your feedback as we finalize the tour for its launch as a paid service in February 2023.

[**Register Now!**](#)

Nouveau, Unique et Innovant!

Visite virtuelle gratuite de la plage Juno & Bunkers



Vous êtes invité à découvrir Juno Beach et les vestiges du mur de l'Atlantique depuis votre ordinateur avec la nouvelle visite virtuelle du CJB !

À l'aide de la technologie interactive à 360 °, un guide canadien vous emmènera dans une visite guidée en direct de 45 minutes, explorant Juno Beach et les postes de commandement et d'observation souterrains préservés.

Dans le cadre du lancement de ce nouveau programme, vous êtes invité à faire une visite virtuelle gratuite durant les mois de novembre et décembre !

Nous espérons recevoir vos commentaires alors que nous finalisons la tournée pour son lancement en tant que service payant en février 2023.

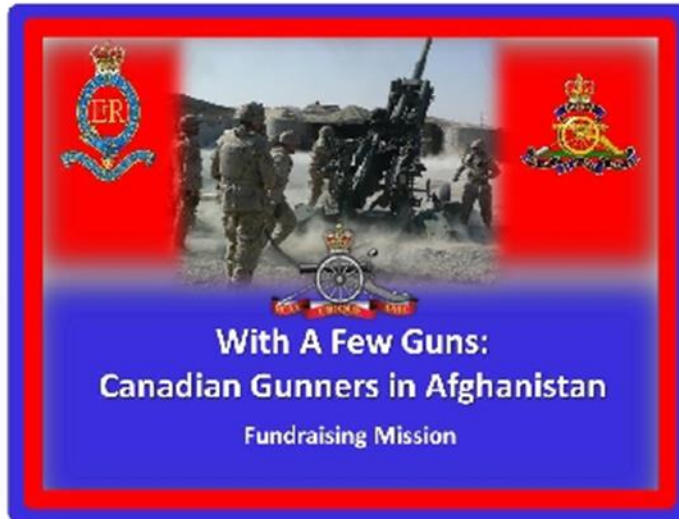
[S'inscrire maintenant !](#)



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With a Few Guns

“With a Few Guns” Calling For Support! Donate Now!



With a Few Guns will be an accounting of the contribution Canadian Gunners made to operations in Afghanistan from initial deployment in 2002 until withdrawal in March 2014. The book will not be an “official history” but will tell the story of the approximately 3,000 Gunners who served in Afghanistan, Regular Force and Reserves, in any and all positions, in any and all functions, as well as the stories of commanders and supported arms, and Gunner families.

We have three accomplished and exceptional authors:

Lieutenant-Colonel (Retired) Brian Reid

Colonel (Retired) Wolf Riedel

Mr. Mark Zuehlke

We are launching this fundraising initiative to cover expenses and get the book published, while keeping the price affordable. *With a Few Guns* is being written with the backing of the RCA Association, and all donations will be eligible for a tax receipt. Any monies donated in excess of what is needed will remain with the RCAA for support to the causes as espoused by the RCAA.

Our MISSION is to raise \$75,000 (+)

Questions may be directed to: WithAFewGuns@gmail.com

To Donate:

Go to: <https://rca-arc.org/>

Scroll down to: **Donate**

Go to : The Royal Canadian Artillery Association

Then donate to: RCAA Donation "With a Few Guns"

Commemoration Cyprus 2024



Commemoration Chypre 2024



Commemoration Cyprus 2024



Mission

...commémorer la contribution du Canada à la mission de l'ONU à Chypre à l'occasion du 50e anniversaire de la guerre de 1974.
...commemorate Canada's contribution to the UN mission in Cyprus on the 50th anniversary of the 1974 war.



WHAT - Cyprus 2024 Pilgrimage.

GOAL - to capture the history and stories from those who served in Cyprus with emphasis on the actions that took place during the 1974 war, **A FORGOTTEN WAR**.

WHEN - November 2024.

WHO - All Cyprus and Canadian Airborne Regiment Veterans and family members.

WHERE - Nicosia Cyprus, lodged at the Hilton Hotel.

COST - Pay as you go trip with individual costs in the \$5000 to 6000 range. Costs covered will include airfare, hotel with breakfast and expenses such as transportation.

TRAVEL - Will be arranged by professional travel agents, with pre and post tour travel options available.

PROGRAM - Seven days: three days of battlefield tours, three days of excursions, and one day of Remembrance.

FURTHER INFORMATION AND UPDATES ARE AVAILABLE BY JOINING THE CYPRUS 2024 FACEBOOK GROUP [Cyprus2024 | Facebook](#)

QUOI - Pèlerinage à Chypre 2024.

OBJECTIF - capturer l'histoire et les récits de ceux qui ont servi à Chypre en mettant l'accent sur les actions qui ont eu lieu là pendant la guerre de 1974, **UNE GUERRE OUBLIÉE**.

QUAND - Novembre 2024.

QUI - Tous les vétérans de Chypre, du Régiment aéroporté canadien et les membres de leurs familles.

OÙ - Nicosie Chypre, logés à l'hôtel Hilton.

COÛT - Voyage à la carte avec des coûts individuels inclus, environ \$5000 et 6000. Les coûts comprendront le billet d'avion, l'hôtel avec petit-déjeuner et les dépenses telles que le transport.

VOYAGE - Sera organisé par des agents de voyage professionnels, avec options de voyage avant et après la réunion.

PROGRAMME - Sept jours: trois jours de visites du champ de bataille, trois jours d'excursions et une journée du Souvenir.

PLUS D'INFORMATIONS ET MISES À JOUR SONT DISPONIBLES EN REJOIGNANT LE GROUPE FACEBOOK CYPRUS 2024 [Cyprus2024 | Facebook](#)

