



Van Arty Association and RUSI Van Members News June 2, 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.

World War 2 - November 1940

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

May 28th: Narvik is taken by an Allied assault – the first Allied victory on land during the war – although its German defenders continue to maintain a defensive perimeter outside the town. King Leopold III surrenders his Army to Germany without informing the British and French – who have to scramble to protect their evacuation sites (where another 17,800 men are brought off). The King's declaration is also against the will of his people, his government and his army; and the Belgians refuse to let him resume the throne at the war's end.

May 29th: The Germans push on the Dunkirk perimeter at all points and an air battle erupts over the evacuation site, where three destroyers are sunk as 47,310 men are evacuated, and the French decide to let their troops leave too.

May 30th: The Panzer troops hemming in Dunkirk thin out to redeploy for the next lunge southwards, 53,820 men are shipped out, as is General Alan Brooke who commanded II Corps with some distinction. The Luxembourg government-in-exile takes stock of its resources – a few hundred of its citizens have made it out of the continent and the largest unit they will comprise is a half-battery of artillery that is later attached to a Free Belgian Brigade, where they will fight in France in 1944.

May 31st: Ferocious air fighting continues over Dunkirk and the British lose two more destroyers and many smaller ships, but 68,010 men leave France. Roosevelt introduces a 'billion dollar defense program' to expand American capabilities. The British force in Bodo is evacuated by sea. A number of measures begin in Britain to confuse potential Fallschirmjager and fifth columnists that might land there."

June 1940: Britain by Itself. *General: Allied shipping losses include 140 ships of 585,500 tons (Dunkirk cost a lot) and the U-Boats claim 58 of these losses.*

June 1st: 64,500 men come out of Dunkirk today at the cost of 4 RN Destroyers, and five more are damaged while the Germans push in hard on the perimeter, particularly at Beruges. The French XVI Corps takes total control of the perimeter. The Norwegians are informed by the British and French of the coming departure of their expeditionary forces. Captain Harold

Marcus Ervine-Andrews, of the East Lancashires, commanded a company on the Dunkirk perimeter at the Canal de Burgues. When the Germans staged an assault river crossing and enveloped his position, Captain Ervine-Andrews clambered up on a barn roof and personally accounted for many of the enemy with a rifle and a Bren gun to act as a rear guard. When the barn was fully burning, he and the eight men remaining withdrew, wading over a mile in water up to their necks. For this action, he is awarded the Victoria Cross.

Ottawa Shelves Fight with Wounded Veterans over Disability Payments

BY BETHANY LINDSAY, VANCOUVER SUN JUNE 1, 2015



Daniel Scott, 28, of Surrey, while serving in Afghanistan. The federal government has shelved its legal battle with a group of wounded veterans fighting for fair disability payments.

VANCOUVER — The federal government has shelved its legal battle with a group of wounded veterans fighting for fair disability payments. Six injured Afghanistan veterans had filed a potential class-action suit in B.C. Supreme Court in 2012, arguing that they deserved disability payments in line with what any other worker would receive through workers' compensation. They were granted the right to sue in 2012, but Ottawa chose to appeal that decision. The lawsuit and the government's appeal were put on hold Monday morning in the B.C. Court of Appeal. A so-called "abeyance agreement," signed May 27, stipulates that the veterans will work with the federal government on reforms to the current system.

The agreement says that the former soldiers and Ottawa "mutually agree that veterans are best served by immediate, constructive and cooperative efforts to address veterans' well-being in a manner that focuses on care, compassion and respect, rather than through lengthy litigation." One of the plaintiffs in the case is Daniel Scott of Surrey, who lost his left kidney, spleen and part of his pancreas when a mine exploded accidentally in Afghanistan in 2010. He received a lump sum of \$41,000 for his injuries from Veterans Affairs. His mother calculated that the payment was equivalent to about \$140 per month over 25 years, or about a 10th of what workers' compensation would have paid for the same injuries. A decade ago, injured veterans received disability pensions that were slightly more generous than workers' compensation. But the New Veterans Charter, which took effect in 2006, instituted lump-sum payments and capped the amount of compensation that veterans could receive.

The abeyance agreement notes that a bill that addresses some of the veterans' concerns has

been tabled in the House of Commons, and other reforms have been enacted since the lawsuit was filed. Legal action by both sides will be suspended until May 15, 2016, when the lawsuit will be settled if the veterans are satisfied that the government has made adequate reforms .

Building for National Shipbuilding Procurement Strategy

David Donald 28 May 2015

On 1 September this year Irving Shipbuilding is scheduled to cut the first metal for the recapitalisation of the RCN as part of the National Shipbuilding Procurement Strategy. NSPS provides for the construction of five or six Arctic Offshore Patrol Ships (AOPS), and 15 Canadian Surface Combatants (CSC) to replace the current Halifax- and Iroquois-class vessels. As a first



step, Irving will begin building the AOPS vessels later this year at its Halifax, Nova Scotia, shipyard. A CAD2.3 billion build contract was signed for five AOPS vessels in January, with incentives to deliver six. The first, to be named RCNS Harry DeWolf, is scheduled to launch in 2018, with others following at intervals of about nine months. Able to carry a CH-148 Cyclone or CH-149 Cormorant helicopter, the AOPS vessels will be 103m long and be able to operate throughout the Northwest Passage

during the four-month transit season, as well as guard its approaches year-round.

Following on from AOPS is the CSC programme, the jewel in the crown of NSPS. Irving was reaffirmed as prime contractor for CSC in January, and is engaged with government in defining the programme. From June, the government will draw up a list of international companies qualified to act as warship designer and combat systems integrator. To qualify, those companies must demonstrate their experience and competence in the relevant arenas. Although the vessels will be built in Canada, CSC envisions the adaptation of an existing vessel to meet Canadian requirements. It is expected that both warship designer and combat systems integrator will be selected in early 2017, if not before. From that point CSC will evolve as a series of design spirals involving the government, the prime contractor and its major partners, with special attention being paid to maximising capability while remaining within the budget. CSC is being created using the design-to-build approach that has been successfully applied to the AOPS vessels.

To cater for the new programmes, Irving Shipbuilding is investing CAD300 million in its facilities at Halifax. Included are a steel assembly area, unit assembly workstations, low and high assembly areas, dedicated paint shop and a 47m high Ultra hall for block and mega-block assembly. Overall, the assembly, paint and Ultra areas will result in a building of 408m length. A land level construction point will be where vessels are erected, with a launch barge area alongside. An outfitting pier will allow vessels to be completed once they have been launched.

Carrying the Load

28 May 2015

Oshkosh Defense has brought its offering for Canada's MSVS SMP (Medium Support Vehicle System – Standard Military Pattern) programme and is showing it to the public for the first time at CANSEC. The vehicle is based on the HEMTT (Heavy Expanded Mobility Tactical

Truck) vehicle that has been selected by more than 20 countries, including the USA. Oshkosh's bid for the Canadian requirement involves key partners such as DEW Engineering, General Dynamics Land Systems -Canada and Link Suspensions of Canada -Raydan Division.



Oshkosh is offering a family of vehicles for MSVS SMP, comprising versions configured for cargo, cargo with material handling crane, cargo mobile repair truck and gun tractor. As well as high-performance drivetrain, the vehicle has a

state-of-the-art armour protection system. The Canadian requirement specifies five years of in-service support. Alongside the MSVS SMP, Oshkosh (outside display 3025) is presenting the HET (Heavy Equipment Transporter) A1 that is employed for transporting heavy armoured vehicles. On its hall display (Booth 1001), Oshkosh is presenting the GIPS (Global Integrated Product Support) range of offerings. They include training services, instruction manuals, maintenance and repairs, parts supply and fleet restoration services.

Problems Facing Canada's Defence Procurement are Systemic

From helicopters to fighter jets, the most poorly executed military procurement ever undertaken – anywhere. John Ivison | May 28, 2015



A Canadian soldier jumps into Halifax harbour from a Sea King helicopter as he participates in advanced amphibious training from the Shearwater Jetty in Halifax on Tuesday, July 30, 2013.

THE CANADIAN PRESS/Andrew Vaughan

Fifty two years ago, Bob Dylan released *Blowing in the Wind*, Lester B. Pearson was elected 14th prime minister of Canada, JFK was assassinated and the Sea King maritime helicopters entered service. For the past 25 years, we've been trying to replace them in what has been called "the most poorly executed military procurement ever undertaken –

anywhere." But, hang out the bunting, the wait is over. "In June, we expect delivery of the first block one C148 Cyclone Maritime helicopters... It will mark the beginning of the long-awaited retirement of the Sea Kings," Diane Finley, the public works minister told the CAN-SEC industry conference in Ottawa Thursday. Readers with prodigious memories will remember Brian Mulroney signed a contract to purchase 50 EH101 helicopters to replace the Sea Kings back when Progressive Conservatives still roamed the earth. That contract was cancelled by Jean Chrétien's government, at a cost of \$478-million, and the long process to replace the Sea Kings with the Sikorsky Cyclones began. The consequences of such delays, in a

world where inflation runs at around 7% a year, were predictable. As Sheila Fraser, the then-auditor general noted in a critical 2010 report, costs for the project nearly doubled to \$5.7-billion in the period after it was finally given the green light in 2003.

The Lockheed Martin F-35 Lightning II, Also known as Joint Strike Fighter (JSF) in flight.



The blame was placed squarely on National Defence staff, who “under-estimated and under-stated” the complexities of the project. In other words, the politicians were like mushrooms – kept in the dark and fed BS. This brings us neatly to another project where the military’s enthusiasm for the shiniest toy in the store persuaded officials to “under-state” costs and complexities – the efforts to replace Canada’s fighter jets. Finley and defence minister Jason Kenney were at CANSEC to promote the merits of the new Defence Procurement Strategy. Neither mentioned the words “fighter jets” nor “F35s.” It is the project that dare not speak its name.

What we do know is only in barest bones form, thanks to the new defence acquisition guide released this week by the government. It suggests that the contract for new fighter jets will be approved and awarded sometime between 2018 and 2020, with final delivery between 2026 and 2035 (the initial delivery schedule was 2017-22). The military has bought itself an extra five years by announcing a plan to extend the life-span of the current CF-18 fighters. But that’s one long delivery window.

There may be some upside to pushing back the replacement program. By 2025, it will be much clearer whether the F35 actually works – the U.S. will start flying the aircraft this year. Canada might also save money on each F35 aircraft, if it is in full production by the time its order lands – the price is around \$100-million per aircraft in 2016/18 but is projected to fall to unit price of a mere \$85-million. But those small blessings do not detract from the fact that the whole F35 episode was, in Tom Mulcair’s words, “a combination of arrogance and incompetence” that voters should bear in mind when they enter the polling booth in October. Punting it down the road will simply store up problems for whichever shade of government is set to inherit the blame. For one thing, the Conservatives maintain no decision has been taken on the contract. But by 2020, the options may well be limited. The Europeans have already warned that the Eurofighter Typhoon might be out of production if no new contracts come through, while Boeing’s Super Hornet may also have stopped production by then. This would likely see the F35 win by default.

Another major concern is the capital funding for the project, which has been static at \$9-billion for 65 aircraft. As with the \$33-billion National Shipbuilding strategy, escalating costs and delays are eating into budgets. “Inflation is going to push that to the point of unaffordability,” said David Perry, senior analyst at the Canadian Defence and Foreign Affairs Institute. Throw in a 20% depreciation in the value of the Canadian dollar and you have a project that is inevitably going to need to be re-financed by billions, even if there is some relief on the price per unit. There are specific political reasons why the fighter replacement project has been delayed. But the problems facing defence procurement are systemic. According to Perry’s analysis, one quarter of the money allocated by Parliament in any given year for defence projects goes unspent. He suggests that since 2007/8 exceptional delays have meant \$7.2-billion was not spent

as intended. His belief is that the military, in attempting to live up to its mandate of dealing with a “full range of threats” on land, sea and air, prioritizes everything, with the result that it prioritizes nothing.

There are just too many projects competing for too little time at Treasury Board and in Cabinet, with the result that, though Parliament consents to Defence’s capital budget, approval for specific projects are not granted. The new procurement strategy was designed with three objectives: to deliver the right equipment in a timely manner; streamline the process; and, leverage purchases to create jobs. While the pork-barreling associated with “industrial benefits” is indeed working well, there are few signs the process is moving in a more timely fashion. The prospects of a project being hi-jacked by the military are much reduced, thanks to new developments, such as the third party review panel for major defence projects announced by Kenney at CANSEC Wednesday. But their introduction has not streamlined the process – on the contrary. Since no party appears keen to increase defence spending to NATO’s 2% of GDP target – this year’s \$20-billion is just 0.89% of output – the failure to effectively spend capital budgets eats into operational capability. At some point, new kit needs to be funded, yet purchasing power is lost over time. There is an emerging belief that both capital and operational budgets should be more tightly focused on fewer areas of operation. As voiced by retired vice-admiral Ron Buck, this view holds the current strategy of being all things is “neither affordable nor viable in today’s fiscal reality.” \$20-billion might have paid for a gold-plated military back in 1963, when *Dr. No*, the first James Bond movie, hit the big screen. These days, you’re lucky if you get much change from a Walther PPK, 007’s weapon of choice.

LAV IIIs - Strengthened Backbone

27 May 2015

The company was awarded a CAD1.06 billion contract in October 2011 to upgrade 550 Canadian Army LAV IIIs in four variants: infantry section carrier, command post, observation post and engineer vehicle. The deal was later modified with a CAD151 million contract in September 2012 to provide for an additional 66 Reconnaissance variants. These vehicles will undergo a comprehensive upgrade under the LAV III Upgrade Project aimed at extending their service life through to 2035. The upgrades will be performed at facilities in London, Ontario, and Edmonton, Alberta, through to 2017. To date, more than 60 LAV 6.0 vehicles have been delivered to the army.

General Dynamics Land Systems-Canada (GDLS-Canada) is displaying the newly upgraded variant of its venerable LAV III 8x8 infantry fighting vehicle at CANSEC 2015 – the all-Canadian-designed LAV 6.0.

Since the LAV III entered service in 1997, it has been the ‘backbone’ of the Canadian Army’s armoured vehicle fleet. “The new LAV 6.0 represents the gold standard in light armour capability; we are proud to provide the world’s best light armoured vehicle,” said Doug Wilson-Hodge, corporate affairs manager at GDLS-Canada. Survivability enhancements include a new double-V hull for additional protection against mine and IED threats and energy-attenuating seats at all crew locations; the add-on ar-



mour package developed for the LAV III is retained. A more powerful 450hp engine replaces the LAV III standard 350hp, along with upgrades to the drivetrain and suspension. A digital fire control system (FCS) with back-drive that automatically corrects for target range and crossing speed replaces the earlier stabilised FCS, while the turret thermal sight and image intensification sight have been upgraded to extend their range and the gun control electronics are being improved.

The fully upgraded gross vehicle weight is 62,000lb (28,125kg) compared with 42,000 lb (19,050kg) for the LAV III; however, GDLS-Canada said testing has demonstrated that the 6.0 mobility is comparable to or better than that of the original 42,000 lb GVW LAV III platform. Wilson-Hodge confirmed that GDLS-Canada is positioning the LAV 6.0 for international competition, including, potentially, the UK Ministry of Defence's Utility Vehicle requirement, and plans to show it at DSEI 2015 in the UK in September. The company is also partnering with Thales to offer an 8x8 vehicle for the Australian Department of Defence's Land 400 Land Combat Vehicle System requirement.

15 Field Artillery Regiment RCA Yearbook

A new on-line project has recently been started by retired Colonel Leon Jensen, OMM, CD. The project is a compilation of yearbooks spanning the history of the regiment from its start in 1920 to the present day. Each individual yearbook is currently in a digital format and new material is being added almost daily. It is hoped that the yearbooks will eventually allow a person to access a particular year and find the names of the members that were enrolled that year, their rank, their position and any awards that they earned. In addition, any deployments overseas and the continued notable exploits that individuals have achieved after leaving the Regiment. While much of the information is brought in from the public domain, members that are currently serving and those that have retired are encouraged to email Col Jensen at LeonJ1@hotmail.com authorizing the use of their name and image in the project should they be provided from private sources. Any high resolution photographs with dates and stories would be most welcome. In addition, personal bios of dates enrolled, promoted, on course, etc are extremely valuable to the project.

The website <http://15rcayearbook.weebly.com/> is up and running and we would encourage you to view the material that has already been included (who has been the recipient of the most proficient member of the Sergeants' Mess all those years?) Take a look at who has already signed on and dig out some of your old photographs! Future plans include editorial meetings where we will bring a scanner along to record those photos.

New RSM, Royal Regiment of Canadian Artillery

CWO (Mr Gnr) R.J Beaudry has been appointed Regimental Sergeant Major, Royal Regiment of Canadian Artillery on 1 June 2015.

78 Fraser Highlanders Waterloo Dinner

Please see the poster at the end of the newsletter for the invitation to the 200th **Anniversary of Waterloo Dinner** being held on June 13th in the 15 Fd Regt Officers Mess. If you are interested in attending, reply to the contact person on the poster.

Who is it?

Last Week: This pic was taken in 1969 at Albert Head, where we could live-fire the 105's into Juan de Fuca Strait. The Jeep is a 1967 M38A1. On the far left is Sgt Ruth Thompson, no ID on the next over, 3rd from left is 2Lt Lea Hawley. We are not sure of the ID of the young soldier sitting on the bumper but, if asked to guess, I would think it is Vivian Lind.



This Week: The year 1982 was, for some, just yesterday. However, for those of a younger bent, it was sometime around the Jurassic Period. Let's see which you are with this photo that was taken in that memorable year of New Wave music and high inflation. The short note on the PVC negative sleeve states "Exercise Black Bear, '82". Given the uniforms, and the fact that the gun is not a 12 pdr, one can easily assume a 20th Century "82", as opposed to any earlier year of similar final digits.



The lads (and they seem all to fit that description), have detached the gun from a deuce-and-a-half, and are doing some pre-firing checks before deploying to a firing position. Were you one of these Cold War warriors? Do you know who they are, and what they are doing now? Have you an interesting account of "Exercise Black Bear", and were any harmed in the production of said operation?

Your musings, erudite or otherwise, can be sent to the editor, Major

(ret'd) Bob Mugford (bob.mugford@shaw.ca), who was actually alive in that distant year, or the author, too young to remember even that century (I lie!), John Redmond (johnd.redmond@telus.net). By the way, should you be interested in identifying artillery pieces, fuses, medals, etc., please be aware that the Museum of the 15th Field Regiment (RCA) has an excellent reference library that may be perused on-site Wednesday mornings, or by appointment.

From the 'Punitary'

Why is life the riddle of all riddles? Because we must all give it up.

Murphy's other Laws

If you don't say it, they can't repeat it.

Quotable Quotes

Daring ideas are like chessmen moved forward. They may be beaten, but they may start a winning game. - *Johann Wolfgang von Goethe*



Churchill Society of British Columbia

PATRON: RANDOLPH CHURCHILL

PRESENTS A SEMINAR:

“China: The Paradox of the Western Pacific and the Rise of the Military”

Thursday, June 25, 2015

Please join us on Thursday, June 25, 2015 to welcome our guest speakers Lew House and James Boutilier. This event will be in a different format from our Evenings With Churchill. The Seminar will commence at 5:00 p.m., include a light dinner and conclude by 8:00 p.m. The Seminar will focus on China’s activities and capabilities including its aggression in the South China Sea, its ballistic missile program and the reaction of the ASEAN countries. The initial presentation will be made by Lew House of Louisville, Colorado.



Lew House holds a Master of Physics (Nuclear) from Rensselaer Polytechnic Institute, Troy, New York, a Ph.D. in Astro-Geophysics from the University of Colorado, Boulder, Colorado and an M.A. in Military Studies from American University in Manassas, Virginia. Lew worked as a physicist at the Hanford Atomic Product Operations in Richland, Washington. His research, based on Admiral Rickover’s project for the first nuclear submarine reactor, served as a Master’s thesis for Rensselaer Polytechnic Institute. Mr. House, as Senior Scientist, served as NASA Principal Investigator in developing and managing the telescope on the NASA Solar Maximum Mission Satellite studying solar mass ejections. He served as NASA Principal Investigator on the Solar Maximum Repair Mission that performed the first in-space repair mission.

Mr. House has taught graduate courses in astrophysics and quantum physics. He has conducted joint research modeling the “Behavioral Power’ of nation states. Mr. House is the President of the Rocky Mountain Churchillians and lectures on a variety of topics on Winston Churchill. He is a member of the Society for Military History and the U.S. Naval Institute. Lew maintains his interest in geopolitics, military affairs, history, climate change, wargaming, flight simulation and builds his own high performance PC’s.

Commentary, particularly from the Canadian point of view, will be given by James Boutilier, Asia-Pacific Policy Advisor, Maritime Forces Pacific Headquarters.



Dr. James Boutilier is the Special Advisor (Policy) at Canada’s Maritime Forces Pacific Headquarters in Esquimalt, British Columbia. He is responsible for advising the Commander of Maritime Forces Pacific on matters of defence and foreign policy and maritime security in the Asia-Pacific region. Prior to his appointment at MARPAC, Dr. Boutilier spent twenty-four years on staff at the Royal Roads Military College in Victoria as Head of the History Department and then as Dean of Arts. During his time at RRMCC, he was instrumental in establishing the military and strategic studies degree program at the college and taught courses on naval history, contemporary Asia, the history of the Pacific, and strategic issues. He is also an adjunct professor of Pacific and Asian Studies at the University of Victoria and the President of the Maritime Awards Society of Canada.



Dr. Boutilier was born in Halifax, Nova Scotia, and attended Dalhousie University (BA History: 1960), McMaster University (MA History: 1962), and the University of London (PhD History: 1969). Dr. Boutilier served in the Royal Canadian Navy Reserve from 1956 to 1964 as a navigating officer and in the same capacity in the Royal Navy Reserve from 1964 to 1969. After completing his time with the RN, Dr. Boutilier taught at the University of the South Pacific in Suva, Fiji, from 1969 to 1971. Dr. Boutilier's field of expertise is Asia-Pacific defence and security, particularly with regard to maritime issues. He has published widely on international defence and security issues, including RCN in Retrospect (1982), and articles in professional monographs as well as the Asia-Pacific Defence Reporter and Canadian Institute of International Affairs journals. Some of his recent lectures have focused on the Canadian Navy's role in the Asia-Pacific, the new Asian security architecture, Northeast Asian security issues, and the new naval order in Asia.

Date: Thursday, June 25, 2015

Location: UBC Room, The Vancouver Club, 915 Hastings Street West, Vancouver, B.C.

Time: Wine and Cheese starts at 4:30 p.m., Program from 5:00 p.m. – 8:00 p.m. Light Dinner 6:30 p.m.

Cost: \$50 each for a Member of the Society, spouse, partner or an immediate family member;
\$65 each for a non-Member

The ticket cost includes a light dinner and one beverage ticket per attendee for 1 glass of wine or beer, or for 2 soft drinks. Additional drinks can be purchased from the bar.

Please inform our Administrator, April Accola, of your attendance by email at aprilaccola@hotmail.com, by mailing the attached form, by registering by phone at 778-321-3550 or online at www.winstonchurchillbc.org.

I look forward to seeing you on June 25. Please feel free to send this notice to any interested parties.

Ian E. Marshall, Secretary
Churchill Society of British Columbia



Fort Fraser Garrison

Greetings,

I request the company of my Officers, Miladies and Guests at our



Battle of Waterloo 200th Anniversary Dinner

Saturday, 13 June, 2015

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

1830hrs for 1930hrs

guest speaker: 2Lt. Shawn Wade, 15th FD RCA Cadets

tariff: \$50 pp (inc. wine with dinner and a unique "Waterloo Punch")

A portion of proceeds go to support the **KidSafe Vancouver Project**, a 78th Frasers charity.

dress: Summer Dress (short sleeve order, or 3B for military guests, Short Sleeve or Military Golf Shirts with Dress pants for other guests).

78th Frasers 3B: Bonnet, Tan shirt with Gold Lanyard, name tags and medal ribbons, Lovat green hose & red flashes and brogues.

RSVP: before Monday, 08 June - to jennmack@shaw.ca - only

yours aye,

Jim Barrett CD, Major

Officer Commanding the Garrison