

# **H.M.C.S. NADEN**

## **Naval Barracks**



*A History of Its Work,  
Senior Officers  
and Ships*

By

**FREDERICK V. LONGSTAFF**



To Mr A.D. Johnston

9. Feb. 1957.

for kind help at funeral of my wife.

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## FOREWORD

**M**ORE than one hundred years ago the first British men-of-war entered British Columbia waters. They stood between the rival interests of Russia and the United States and ensured that what we know today as the "West Coast" would become and remain a part of the Dominion of Canada.

Much earlier were the associations of some of Britain's greatest seamen, from the first visit of Sir Francis Drake in 1597 to those of Captain James Cook in 1778 and Captain George Vancouver in 1792. In fact, Cook's DISCOVERY can be said to have been the first King's ship to have visited the coastal waters of British Columbia.

Four British men-of-war sailed into the Strait of Juan de Fuca in 1846, the year the Oregon Boundary Dispute was at its height. From that time until H.M. Dockyard, Esquimalt, was transferred to the Dominion Government in 1910, there has been a continuous record of British men-of-war serving on the West Coast. Brief traces of their story are to be found on the walls of St. Paul's Church, Esquimalt, and are worthy of reading.

I have happy memories of H.M.C.S. NADEN as a small two-masted training schooner at the time I was serving as a cadet in the Royal Navy College of Canada, then established in H.M.C. Dockyard, Esquimalt. She eventually became the name ship for the Canadian Naval shore establishment, and the name continues to this day.

Naden is in the direct tradition of all the "King's ships" which have visited or served on the Pacific Coast, from Drake's GOLDENHIND of nearly 400 years ago and since the Royal Canadian Navy came into being. An officer or man has not completed his naval education until he acquires a good knowledge of the history and traditions of his service. The author of this book has contributed more than anyone else to the knowledge of the maritime history of Canada's West Coast and is to be congratulated on his inexhaustible interest and enthusiasm.

Signed "H. F. PULLEN,"  
Rear-Admiral.

Ottawa, 17th November, 1954.

## ACKNOWLEDGMENTS

16th November, 1955.

**T**HE idea of a History of the NADEN came from Captain, now Rear-Admiral, Hugh F. Pullen, O.B.E., C.D., then commanding ONTARIO, while talking with him on January 31st, 1951. The author has been familiar with the officers of the ship since the shore establishment was commissioned and has his diary and other records to draw on. But it has been difficult to obtain many of the facts required to complete the story.

The author is indebted to many officers both active and retired, for vital information; Mr. Geoffrey Arnold Heal, who served as Civil Secretary to the many "Captains" of NADEN between the two wars, to Mr. I. S. Day who served between the wars on Intelligence staff, Major J. S. Matthews, Vancouver City archivist, Mrs. J. Hamilton (formerly Miss M. Wolfenden the Provincial Archives), Commander R. Ponder, R.C.N.V.R. ret., for mobilization information in 1914 when he was a C.P.O. in the Volunteers, also Captain Henry Evans, ret., who had early service at Esquimalt. Also active service officers, Captain (S) M. A. Davidson, Naval Secretary at Ottawa, Mr. E. C. Russell, naval historian Naval Headquarters; Lieutenant Commander (S) G. E. W. Woodford and Lieutenant R. P. Mylrea (P.T.).

In no sense was there ever a Pacific Squadron, because that implied a number of sister ships so that they could all manoeuvre together in formation and work at the same speed. From old letters and orders it has been found that the official title of the Station was, "Her Majesty's Ships and Vessels employed and to be employed on the Pacific Station". After years of searching it has been possible to compile a complete list of Admirals, Flagcaptains and Flagships for all the years of the Station's existence, and they are included in this little history. For notes on the admirals see pages 110 to 128 of "History of Esquimalt" published in 1941 and still obtainable.

The illustrations have been chosen with care, the picture of the sailing schooner NADEN has only been obtained after years of searching. The other pictures have for many years been in the possession of the author and he has the negatives of them. The first edition of the History of NADEN, of 50 copies, was published in 1952, and has been sold out for years.

FREDERICK V. LONGSTAFF.

Seabank,  
50 King George Terrace,  
Victoria, B.C.  
1955.



## FLAG OFFICERS PACIFIC STATION

**U**P to 1837 both coasts of South America were in the Brazils Station with headquarters at Rio. But at that time the increased British trade on the West Coast caused the Admiralty to cut off the Pacific Coast and form the new Pacific Station on September 4th, 1837. Valparaiso became the headquarters but the harbour of Callao was the safest anchorage. The use of Esquimalt as a base was begun by the erection of the three huts on Duntz head in 1856. The Naval Base at Esquimalt was authorized on June 29th, 1865:

The first flag officer to visit Esquimalt was Rear-Admiral Fairfax Moresby and he came to ensure the punishment of Fort Rupert Indians who had murdered some English merchant sailors in 1850. The flagship was the 50-gun frigate PORTLAND, which only anchored in the harbour from June 26th to July 4th, 1851.

	Promoted to Rear-Admiral's Rank	Appointed to Station
Ross, Charles Bayne Hodgson .....	4. 9.1837	10. 1.1837
Thomas, Richard .....	5. 5.1841	10. 1.1837
Seymour, George Francis .....	14. 5.1844	23.11.1841
Hornby, Phipps .....	25. 8.1847	9.11.1846
Moresby, Fairfax .....	21. 8.1850	20.11.1849
Price, David .....	17. 8.1853	6.11.1850
Bruce, Henry William .....	25.11.1854	30. 7.1852
Baynes, Robert Lambert .....	8. 7.1857	7. 2.1855
Maitland, Thomas .....	5. 5.1860	18. 6.1857
Kingcome, John .....	31.10.1862	10. 9.1857
Denman, Hon. Joseph .....	10. 5.1864	15. 1.1862
Hastings, Hon. John Fowler .....	21.11.1866	27. 4.1863
Farquhar, Sir Arthur .....	1.11.1869	2. 4.1866
Hillyar, Charles Farrel, C.B. ....	9. 7.1872	24. 5.1867
Cochrane, Hon. Arthur A. L. Pedro, C.B. ....	6. 6.1873	1. 4.1870
Hancock, George .....	15. 4.1876	20.10.1872
De Horsey, Algernon Frederick Rous .....	6. 8.1876	7. 5.1875
Stirling, Frederick Henly .....	21. 7.1879	22. 1.1877
Lyons, Sir Algernon McLennan, G.C.B. ....	10.12.1881	26. 9.1878
Baird, John Kennedy Erskine .....	13. 9.1884	31.12.1879
Culme-Seymour, Sir Michael, Bart. ....	4. 7.1885	6. 5.1882
Heneage, Sir Algernon Charles Fiaschi .....	20. 9.1887	7. 7.1884
Hotham, Sir Charles Frederick .....	4. 2.1890	6. 1.1889
Stephenson, Sir Henry Frederick .....	2. 3.1893	4. 8.1896
Palliser, Henry St. Ledger Bury .....	5. 3.1896	24. 6.1893
Beaumont, Louis Anthony .....	20. 3.1899	23. 8.1897
Bickford, Andrew Kennedy, C.M.G. ....	15.10.1900	22. 6.1899
Goodrich, James Edward Clifford (Commodore).....	15.10.1903	1. 1.1895

Flagship	Guns	Date Commissioned	Port	Type of Construction	Motive Power
PRESIDENT .....	50	July 1838	Ports.	Wood	Sail, ship.
DUBLIN .....	50	Dec. 1842	Ports.	Wood	Sail, frigate
COLLINGWOOD .....	80	Sept. 1844	Ports.	Wood	Sail, ship.
ASIA .....	84	Oct. 1849	Chatham	Wood	Sail, ship.
PORTLAND .....	52	Sept. 1850	Devonport	Wood	Sail, frigate.
PRESIDENT .....	50	June 1855	Chatham	Wood	Sail, frigate.
PRESIDENT .....	a second Captain.				
MONARCH .....	84	Mar. 1857	Sheerness	Wood	Sail, ship.
GANGES .....	84	Dec. 1859	Ports.	Wood	Sail, ship.
BACCHANTE .....	51	Mar. 1864	Ports.	Wood	Aux. steam, sail.
SUTLEJ .....	35	1862	Ports.	Wood	Aux. screw, sail.
SUTLEJ .....	a second Captain.				
ZEALOUS .....	20	Oct. 1866	Devonport	Wood	Arm., screw, sail.
ZEALOUS .....	recom. Panama 1870.				
REPULSE .....	12	July 1872	Ports.	Iron	Screw, sail.
REPULSE .....	fresh Captain.				
REPULSE .....	fresh Captain.				
SHAH .....	26	Nov. 1874	Ports.	Iron	Screw, sail. (Engaged HUASCAR).
TRIUMPH .....		Dec. 1878	Ports.	Iron	Screw, sail. (Replace SHAH).
TRIUMPH .....		May 1879	Ports.	Iron	Screw, sail.
TRIUMPH .....		1882	Ports.	Iron	Screw, sail. (Paid off Po. 13 Oct. 1882).
SWIFTSURE .....		Oct. 1882	Devonport	Iron	Screw, sail.
SWIFTSURE .....		1884	Devonport	Iron	Screw, sail.
TRIUMPH .....		Feb. 1885	Ports.	Iron	Screw, sail.
SWIFTSURE .....		Dec. 1889	Devonport	Iron	Screw, sail.
WARSPITE .....		Dec. 1891	Chatham	Steel	Armoured cruiser.
ROYAL ARTHUR .....		1893	Ports.	Steel	Armoured cruiser.
ROYAL ARTHUR .....		1893	Ports.	Steel	Armoured cruiser.
IMPERIEUSE .....		Jan. 1897	Ports.	Steel	Armoured cruiser.
WARSPITE .....		July 1899	Chatham	Steel	Armoured cruiser.
WARSPITE .....		July 1899	Chatham	Steel	Armoured cruiser.
GRAFTON .....		1902	Chatham	1st class	Armo'd cruiser.
GRAFTON .....		1902	Chatham	1st class	Armo'd cruiser.
BONAVENTURE .....		1903	Devonport	2nd class	cruiser.

FLAG CAPTAINS and date of appointment to ship.

PRESIDENT .....	SCOTT, James .....	30. 8.1837
DUBLIN .....	TUCKER, John Jervis .....	26. 6.1841
COLLINGWOOD .....	SMART, Robert K. H. ....	13. 8.1844
ASIA .....	STOPFORD, Robert Fanshawe .....	25. 8.1847
PORTLAND .....	CHADS, Henry Ducie .....	26. 8.1850
PRESIDENT .....	BURRIDGE, Richard .....	8. 8.1853
PRESIDENT .....	FREDERICK, Charles .....	6.12.1854
MONARCH .....	PATEY, George Edwin .....	28.12.1854
GANGES .....	FULFORD, John .....	25. 6.1857
BACCHANTE .....	MACKENZIE, Donald Mcleod .....	17. 4.1860
SUTLEJ .....	CONNOLLY, Matthew .....	18. 9.1862
SUTLEJ .....	COODE, Trevenen Penrose .....	2. 1.1864

ZEALOUS	DAWKINS, Richard	13.	9.1866
ZEALOUS	HUME, Francis Alexander	19.	1.1870
REPULSE	CURME, Charles Thomas	9.	7.1872
REPULSE	WILSON, Frederick William	7.	6.1873
REPULSE	CARTER, Richard	5.	7.1875
SHAH	BEDFORD, Frederick George Denham	14.	8.1876
TRIUMPH	BRADSHAW, Richard	11.	4.1878
TRIUMPH	BEDFORD, Frederick George Denham	2.12.	1878
TRIUMPH	MARKHAM, Albert Hastings		8.10.1879
SWIFTSURE	AITCHISON, Henry Compton	27.	3.1882
SWIFTSURE	BRAND, Thomas Seymour	7.	8.1884
TRIUMPH	ROSE, Henry	1.	1.1885
SWIFTSURE	HAMMET, James Lacon	24.	4.1888
WARSPITE	LAMBTON, Hon. Hedworth	4.	2.1890
ROYAL ARTHUR	TRENCH, Frederick Perceval	2.	3.1893
	(Died on coast, 10.5.1895).		
ROYAL ARTHUR	FINNES, Frank	30.	5.1895
IMPERIEUSE	ADAIR, Charles Henry	5.	3.1896
WARSPITE	WALKER, Thomas Philip	28.	3.1899
WARSPITE	KEPPEL, Colin Richard, C.B., D.S.O.		1.11.1900
GRAFTON	KEPPEL, Colin Richard, C.B., D.S.O.	22.	3.1902
GRAFTON	GOODRICH, James Edward Clifford		15.10.1903
BONAVENTURE	GOODRICH, James Edward Clifford		
	(Ordered home 5.11.1904)		

## STEERING WHEELS OF RAINBOW

**T**HIS cruiser, the seventh of the name, was sold at Esquimalt in 1920. After the naval store department had stripped her in the dockyard of all valuable gear she was towed to Seattle on September 25th having been bought by Neider and Marcus.

It is certain that the three wood hand steering wheels were removed from her at that time. They were thickly coated with naval white paint bearing her battle honours on the circumference of the wheels. No store department records have been found concerning the receipt or the issue of these three wheels. Some years afterwards a large wheel appeared in the Victoria Yacht Club and one at the National Museum at Ottawa, and lastly in the NADEN wardroom. In all cases unfortunately all paint had been removed down to the bare teak and then varnished. What a mistake!

The Curator of the War Museum, Captain H. A. Reiffenstein, has measured the wheel and here are the dimensions: over-all diameter  $72\frac{1}{2}$  inches, length of hand-spoke  $7\frac{1}{4}$  inches, diameter of wheel proper 58 inches; with rim approximate  $4\frac{1}{2}$  inches. The sides of the rim of the wheel are brass,  $2\frac{1}{4}$  inches wide, set into the wood. No lettering on wheel. There is no information about the transfer of the wheel to Ottawa.

Fortunately a naval group photograph was taken by the author in front of the three wheels in April, 1914, which shows the three wheels and some of ship names can be read. The group consists of three warrant officers and one civilian. Front from left to right, Mr. Ernest Haines (Gunner), Mr. Stanley Geary (pioneer Volunteer), back row right: Mr. Tome Cox (Gunner) and left Mr. Lewis S. Jones (Artificer Engineer).

## HISTORY OF H.M.C.S. NADEN

### LAND

(Begun 21st Jan., 1951)

**T**HE land now occupied by NADEN was first used by the Royal Engineers from 1858 to 1862 as their headquarters and barracks while making the International boundary between the Colony of British Columbia and the United States of North America. The barracks were then handed over to the Navy who was represented by Rear-Admiral John Kingcome, and were fitted as a hospital for ratings some of whom were taken in as serious cases from the frigates and corvettes in the days of the old sailing navy.

After many vicissitudes the developed bungalow hospital was handed over to the young Canadian Navy in 1910, the buildings having been closed since 1905. From 1922 until 1939, though the number of officers and ratings was small, especially on shore, yet the training at sea was of a high standard (see "Esquimalt Naval Base, A History of Its Work and Its Defence", 1941). The one destroyer and one minesweeper were often away on training cruises, short and long, year after year. The number of officers and ratings at the barracks was often too small for the duties. It is difficult now to realize how tough the mere existence was in those far-off days, but that was the time when the fine spirit of sea fighting efficiency was being hammered into shape, and this formed the foundation of the present magnificent Canadian Naval Service, whereof any officer or man can well be proud.

Many men who joined as boys in the early days are now Chief Petty Officers or Commissioned Officers, and others have retired after 20 or more years of service. The Cadets who joined at that time and who went through the tough training in the small vessels, are now Admirals, Commodores, Captains and Commanders, and some of these are now retired.

Each successive "Captain" of NADEN did good work in those days but there is not room enough here to give many details. As a rule it was impossible to obtain from Ottawa sufficient funds for normal maintenance. Moreover even obtaining sufficient money to buy oil fuel for the southern cruise was another difficulty.

Competitive sport has always been considered very important in the daily life of officers and men since the general abolition of sail and sail drill. NADEN has always been renowned for sport and competitions. Amongst old trophies are to be found one for "Inter-Service Bayonet Fighting Championship in 1923". The next to be found is "Victoria Riding Academy Polo Championship in 1924". Then comes "Inter-Service Track and Field Championship in 1926". The R.C.N. Soccer teams dominated Victoria and the Pacific Coast from as early as 1926.

The P. and R.T. department began its function in the ship in 1928, and the staff and facilities have been growing ever since. The following championships were won in the years shown after the titles:

Soccer, Victoria and B.C., 1936, 1937, 1938, 1940 and 1941.

Rugger, Victoria and B.C. Senior "B", 1937, 1938, 1940 and 1941.

Basketball, Victoria Senior "B" and B.C. finalists, 1940-41.

Hockey, Vancouver Island Senior, 1943.

Softball, B.C., 1943, 1944.

Baseball, Victoria, Junior, 1940; Senior, 1943.

In Boxing the R.C.N. has always played a prominent part and Lieutenant R. P. Mylrea, R.C.N., remembers as far back as 1937, when NADEN boxers won B.C. Championships. NADEN has also held Canadian Boxing and Western Canadian Championships and a naval boxer was on the Canadian Olympic team in 1948. Let Lieutenant Reginald P. Mylrea (P. and R.T.) of the NADEN speak: "... Today going back over my own service life to 1933, I can safely say that the ship's company, besides conducting their own inter-divisional and inter-ship leagues, have been represented in civilian leagues in baseball, softball, soccer, rugby, basketball, hockey and boxing. In addition the men have been active and in most instances dominated inter-service and tri-service sporting contests."

The P.T. department has fifteen photographs of sports groups, many of whom have no title or date, but here are the two which have information: Soccer B.C. Senior "B" Champions, 1937-38, A. Ross, captain of team, with Commander Oland in group. A second rugger team, with Commander Holms in group, 1940-41.

The organizing and conducting of sports of all kinds bears heavily on the staff of the P. and R.T. There are

eleven different types of competitions: rugger, lacrosse, softball, hockey, baseball, badminton, curling, bowling, golf, boxing, track and field. NADEN also forms clubs for command bowling, badminton, swimming, golf, sailing and shooting.

The playing fields of NADEN were made comparatively recently, the upper one (the old drill parade ground) was first used for games in 1942, while the lower one, bought from the Hudson's Bay Company, was first used in 1943.

#### **Origin of Name**

The original NADEN, a small schooner, was built in 1913 by the Wallace Shipyards Limited, North Vancouver, for the Dominion Hydrographic Survey. Length 60 feet, beam 20 feet, draft 8 feet 7 inches, tonnage 100. She was first employed as a tender to the survey vessel LILLOOET, and was fitted with a deckhouse for chart drawing. She laid up out of commission in 1918, at New Westminster. She was loaned to the Naval Service, when her cabin was removed and she was commissioned as a tender to the Naval College in the Dockyard for training in sail. She eventually succeeded the old cruiser RAINBOW (sold in 1920 and left Esquimalt on October 5th for Seattle) as the new DEPOT SHIP on whose books the names of officers and ratings were borne when serving at Esquimalt.

#### **Naden River and Harbour**

In 1922 the late Mr. George Philips and the late Commander C. T. Beard, R.C.N., with the help of historian Mr. Bruce McKelvie, made a thorough investigation of the history of the place names of Naden River and Naden Harbour, and drew up a report on the same. This information substantiated that the vessel was named after the river and not after Mr. George Naden, the former Deputy Minister of Lands for British Columbia.

The word NADEN was used by the Raven Clan of the Haida Indians in connection with the River Naden, the largest river on Graham Island in the Queen Charlotte Islands. The word NADEN comes from the Indian word "NE DAN XADA I", meaning Naden River People, a subdivision of the ECETAS, a family of the RAVEN CLAN of the HAIDA. Unlike the rest of the family this sub-division remained on Graham Island, settling on NADEN RIVER.

NADEN harbour is entered through Virago Sound (named after H.M. paddle sloop VIRAGO which was used by Commander J. C. Prevost, R.N., when surveying this locality in 1853, the Master being Mr. George H. Inskip),

is three miles wide between the Capes Edenshaw to the east and Naden to the west. It extends two miles to the narrow passage, which is one and a half miles long and half a mile wide, leading into the harbour. Inskip Point (named after the Master, Mr. G. H. Inskip, R.N.). The inner anchorage, opposite Kung Village on the western shore, just within the narrows, lies in 10 fathoms, at about 2 or 3 cables distance from the shore. This village has been abandoned several times for the new YA TEA village along the coast about  $4\frac{1}{2}$  miles northwest of Virago Sound. The site though difficult at which to land with northerly winds, has been chosen because the Indians could get more trade there with the many Indians who came across from the north, a distance of about 40 miles. A prominent hill behind Klas Kwun Point doubtless helped the canoe men to steer their course over the open ocean. The first move took place in 1870, and for a long time there have been very few families at Kung Village.

After passing from VIRAGO Sound, through the narrows, NADEN harbour is reached. It is landlocked, about four miles in length north and south, and two miles in width, with a depth of 8 to 12 fathoms. Low land, densely-wooded with spruce and hemlock of fine growth, border the whole harbour. The rise and fall of the tide is 13 feet.

In the year 1889 Captain John Irving, owner of a fleet of coastal steamers, and others, petitioned the Dominion Government for adequate postal communication between Victoria and the Queen Charlotte Islands. It was not until 1912, however, that a Post Office was opened at Naden harbour, the Pacific Whaling Company having established commercial operations at their station on the west side a year previously. The Grand Trunk Pacific Railway served Naden harbour with their steamer Prince John once a fortnight until economic conditions brought about by World War One made this an impossibility.

For many years Naden harbour has been completely deserted.

### **The Early Hospital**

Skinner's Cove is the name of the land where the huts of the Sappers were built. The first buildings on the shore of the Cove housed a survey detachment of the Royal Engineers, who, under Lieutenant-Colonel John Summerfield Hawkins from 1858 till 1862, were employed surveying the international boundary between the Colony of British Columbia and the United States of North America. The



wooden huts were built by the Hudson's Bay Company, who supplied the carpenters and materials.

The Survey Detachment consisted of 65 non-commissioned officers and sappers, under the command of Lieutenant-Colonel J. S. Hawkins, R.E., arrived at Esquimalt in H.M. Corvette HAVANNAH on July 12th, 1858. The HAVANNAH was a Devonport ship, commissioned on August 2nd, 1855, by Captain T. Harvey, R.N., carried 19 guns, was of 964 tons and had been launched in 1811 at Liverpool at the Wilson and Company Yard.

There was a large hut for the officers' quarters and office, with three smaller huts for the barrack rooms. The land had to be cleared of the thick brush and trees by the sappers. The Royal Engineers completed the hundreds of miles of the boundary survey by 1862 and left for England in April, when the Navy took over the buildings and fitted them as a hospital, to be used instead of the hut built on Duntze Head in 1855, which was one of the original three huts, the last of which was pulled down in 1939.

The Admiralty had previously appointed Assistant-Surgeon Peter W. Wallace, M.D., borne on the books of the flagship GANGES, to be in charge of the temporary hospital, on January 26th, 1860, giving him three hospital attendants. In November, 1863, however, Vice-Admiral John Kingcome urged the necessity of a Naval hospital being permanently established at Esquimalt.

When the Navy took over the huts from the Army in 1862 it also received ten acres of land. The hospital was then used continuously until August, 1869, when, on the representation of Rear-Admiral John Fowler Hastings, it was ordered to be closed. A trusty sick berth attendant was left in charge of the buildings and furniture on December 31st, 1869. Although nominally closed, the buildings were still used when cases were landed from ships. After nearly three years on the urgent representation of Rear-Admiral Sir Arthur Farquhar, the hospital was re-opened and Assistant Surgeon Edward L. Moss was appointed in charge on February 17th, 1872. From this date the hospital was apparently considered as permanent, for the word "temporary" then disappeared from the records.

After nearly thirty years the wooden huts began to show signs of wear, as in 1887 brick and frame buildings were started for the hospital.

A house for the medical officer was built in 1887, and in 1888 the south ward was built, the north ward being put

up in 1889, and the administrative block rose the same year. The officers' ward went up in 1891, the officers' infection ward in 1892 and 1894. The following departments were built during 1890 to 1894: store room, staff quarters, security block for deranged patients, kitchen, scullery and smoking room.

### **Chart of Harbour**

The only chart of Esquimalt harbour showing the huts on the shore of Skinner's Cove (number 1901 with corrections) was made by Lieutenant James Wood, R.N. (seniority October 1st, 1841) in command of H.M. Survey brig PANDORA in 1849, to which he was appointed on February 8th, 1845. The brig did much work along the whole Pacific coast. The PANDORA was the 4th of the name, and built at Woolwich in 1833, of 319 tons, from design by Captain Sir William Symonds, R.N.

The last surgeon to command the hospital was Staff-Surgeon William Edward Home, M.D., seniority August 20th, 1897, and he was borne on the books of the flagship GRAFTON from October 28th, 1902. The GRAFTON was the last flagship of the Pacific station, having relieved the flagship WARSPITE flying the flag of Rear-Admiral Andrew Kennedy Bickford, C.M.G. At the end of her commission on the station, when it closed down, she was under the command of Captain James Edward Clifford Goodrich, who took her to China. Surgeon Home retired from the service in Victoria and set up practice and he developed interests in public health work.

### **Transfer of Dockyard**

In 1910, on November 9th, Esquimalt Dockyard was transferred to Canada, the old cruiser RAINBOW, Commander James Denham Douglas Stewart (seniority June 13th, 1909) having reached Esquimalt harbour from Devonport the previous day. About a year later Commander Walter Hose, R.C.N., took over the command and set up a small office ashore in the Dockyard. He fathered the pioneer Company of the Royal Naval Canadian Volunteer Reserve in 1913 and 1914, and put to sea on Monday, August 3rd, 1914, in the RAINBOW to search for the German cruiser LEIPZIG, which, however, escaped her. The complement of the Canadian cruiser was completed with a large number of the new volunteers.

### **Restarting the Dockyard**

By the year 1922 the number of the employees in the Dockyard had been reduced to a skeleton establishment,

so that a fresh start could be made after World War One. By September 3rd, 1922, the new shore establishment to be known as H.M.C.S. NADEN was commissioned by Lieutenant-Commander Charles Taschereau Beard, R.C.N. (seniority November 14th, 1922), who made his home in the house of the Medical Officer, which was at the rear of the old administrative building.

It was this administrative building which was at once designated as the Wardroom but as yet there were no funds provided for repairs or alterations. A report had already been made by a committee consisting of Commander Beard, R.C.N., and Mr. George Phillips, which was forwarded to the Department of Naval Service at Ottawa, making suggestions as to the necessary alterations to be made to the old buildings.

Thus was begun the shore establishment which was to be gradually expanded into the present-day barracks and schools to be used for a large portion of the training of officers and men of the Royal Canadian Navy. This was for the permanent Naval Force of Canada, as well as for the Royal Canadian Naval Volunteer Reserve (then formed as complete half companies but now called Naval Divisions). Sea training was essential but for this there was only one small destroyer and a minesweeper, both of which made many short and long cruises.

The construction of new buildings for training purposes began as soon as appropriations became available. Gunnery training was first inaugurated in 1923 with a large wooden battery building to house great and small guns as out of a light cruiser. This battery was in full use until the brick gunnery school was completed in 1939. In 1928 enough money had been provided to build the first brick building which was the large torpedo school of two floors, now the electrical school. This building was gradually equipped with models and sections of mines and torpedoes. The three old hospital wards off the old parade ground became the first mess decks, the Petty-Officers' mess and sick bay.

A great advance was made in 1936 when the large square red brick building was put up to house the ship's administration staff for all departments. The large gymnasium with parquet floor was built that year, the foundation stone being laid by Commander George Clarence Jones, R.C.N. At the harbour end of the large new parade ground was built the Grenville block in 1939 of red brick; the larger one being for boys' mess decks, while the smaller one

was for the C.P.O.'s and P.O.'s messes. In the same year were built the anti-submarine school block, as well as the dental clinic, these being temporary buildings.

The brick hospital built in 1940 is of historical interest, as it closed a period of 35 years when there was no proper hospital block. As previously stated the old naval hospital had been closed in 1905, when the last of the Royal Naval ships left the Station. It may be said that the founder of the Canadian Naval Service was Surgeon Lieutenant-Commander Archie McCallum, V.D., M.D., who had served in H.M.C.S. GUELPH, from August 24th, 1921, for duty in Halifax Dockyard, under Commander John Thomas Shenton (R.N. ret.), appointed July 1st, 1920. In 1925 after GUELPH struck her flag, Surgeon Lieutenant-Commander McCallum reverted to the Volunteer Reserve until 1939, when he returned to active service. His rank of Surgeon-Commander is dated December 15th, 1932, and he retired as a Surgeon-Commodore about 20 years later. The first Nursing Sisters were appointed on December 4th, 1941. Between the two great wars the Royal Canadian Navy had no medical service and those responsible were Officers on loan from the Royal Canadian Medical Corps who served in the destroyers when required, ably supported by the Naval Sick Berth Branch comprising Chief P.O.'s and others. Surgeon-Commander McCallum was later appointed to Naval Headquarters, Ottawa, on February 14th, 1940.

The large wooden drill shed on the south side of the new parade ground was built in 1940, but in 1942 it was converted into the mechanical training establishment. The present educational training centre occupies a building opposite the old wardroom (now library) built in 1941. The original building referred to was used as a gymnasium in 1929.

The seamanship block was put up in 1941, but the first seamanship wooden house had been constructed over the water near the boat floats. The clothing store was built in the same year. The new signal school was erected on the highest ground in the barracks in 1941, while the signal bridge for visual signalling to ships in the harbour was moved to the roof of the main administrative building in the Dockyard the following year. The signal school is now called the Communication School because it includes the use of telegraph and radio instruments. The wireless office is also on the roof of the main office in the Dockyard, and touch is maintained through its facilities with Naval Headquarters at Ottawa, and with ships far out in the Pacific. The Ship's Bell which used to hang and be struck

on the cement platform by the side of the old small parade ground behind the old wardroom, is now hung in the Regulating Office by the Main Gate. There was also an old bell in the former wardroom. One of the three hand steering wheels from the cruiser Rainbow is now on the Wardroom stairs. The three wheels were photographed in May, 1914, when they were painted white and had the battle honours painted on them, but the white paint was unfortunately scraped off in an excess of zeal years ago.

The swimming pool, located in the south-east corner of the barracks and beyond the hospital was opened in 1945. The new Wardroom Block, outside the Main Gate, above the recreation ground, was built in 1944, but was not finished inside and was not in use until 1945, when the old hospital wardroom building was vacated. It is interesting to remember that the land upon which NADEN BARRACKS is built was first occupied by Naval personnel in 1862, 90 years ago.

## THE CAPTAINS OF NADEN

The office began as "Senior Naval Officer" Esquimalt, and the Captain of ship NADEN. The first "CAPTAIN" Lieutenant-Commander C. T. Beard, R.C.N., was appointed to the command of NADEN on September 3rd, 1922. On the following November 1st he was appointed Acting-Commander and with his family occupied the former Surgeon's house.

**1924.** On Saturday, June 21st, the Royal Naval Empire Squadron arrived from Australia under the command of Vice-Admiral Sir Frederick Field, K.C.B., C.M.G., wearing his flag in the battle-cruiser HOOD, and the other ships being the battle-cruiser REPULSE, and H.M. Australian light-cruiser ADELAIDE from Sydney. With these ships also came the first light cruiser squadron under Rear-Admiral the Honourable Sir H. G. Brand, wearing his flag in DELHI, the rest being DAUNTLESS, DANAE, and DRAGON. The battle-cruisers docked at Ogden Point wharfs, while the light-cruisers used Esquimalt harbour. On June 25th the two battle-cruisers and the ADELAIDE sailed for Vancouver City, being cheered by hundreds of Japanese in their fishing boats off the south mouth of the Fraser River. On July 5th the battle-cruisers outward bound from Vancouver City were joined off Trial Island by the light cruisers from Esquimalt. They then took their departure from these shores.

There have been two Empire Squadrons calling at Esquimalt, the Detached Squadron anchored in 1870 from May 5th to 28th under the command of Rear-Admiral Geoffrey Thomas Phipps Hornby, and the number of vessels was kept at six. The second visit came in 1924 as already described. The Flying or Detached Squadron of 1870 had already called at Cape Town, Melbourne, Sydney, Hobart and New Zealand. Admiral Hornby stated that the primary object was to be the instruction of officers and men in seamanship; the secondary one, that of showing to foreign countries and our Colonies that England could afford to man and equip a number of ships for training purposes only.

A good short outline of Objects of the 1924 Squadron is to be found in the reply by Admiral Field to an address of welcome at Cape Town on December 22nd, 1923. This

report was copied by the author from the official scrap book by permission. "I would like to tell you briefly," he continued, "the objects of this cruise as they were first thought of. First and foremost from the naval point of view, the object is to test the latest types of ships under every condition of climate and war efficiency, consequently we have a very heavy duty before us in that direction. Second, it was to give to us naval officers and men an opportunity of seeing the great trade routes and meeting the people of the Great Dominions so as to better understand *not only our future work in protecting them, but also their point of view and their general way of government, the conditions in the country and not in the seaports merely, so that we could take back greater knowledge to our own country.* Third, it was to give the people of the Dominions an opportunity of seeing some of the latest ships in the British Navy." Commander Beard as Senior Canadian Officer paid his respects to Admiral Field on behalf of Canada.

**1925.** A new Captain took over on February 1st as Senior Officer Esquimalt and as Captain of NADEN; he was Commander Francis Henry Brabant. In the same year on December 1st, Commander Percy Walker Nelles took over S.N.O. Esquimalt and Captain of NADEN, and also lived in the former Surgeon's house.

**1928.** The first brick building in the new barracks was the fine Torpedo School in two floors put up near the main gate. Many of the models for instructional purposes were made by the instructors.

**1929.** On January 23rd Commander Leonard Warren Murray became S.N.O. Esquimalt and Captain of the barracks. He was responsible for the training of Officers, Ratings and Reserves at sea and on shore.

**1932.** On June 27th Commander Victor Gabriel Brodeur became S.N.O. at Esquimalt and Captain of NADEN. He carried on the training both ashore and afloat of Officers and Ratings of the Active Service and those of the Reserves.

**1933.** In June a remarkable old wooden frigate visited Port Angeles and Seattle on a tour of the United States. She was the United States Naval ship CONSTITUTION, which had a long history, having been launched at Boston in 1797, of 2,200 tons, crew 475 and her original guns were 44, mostly long 24 pounders. Her main employment was to defeat the Algerian pirates during many years of fighting. The year 1855 marked the end of her really active service.

Up to 1896 she was used for a variety of training purposes. By 1927 Congress decided to rebuild and re-equip her according to early records. She was fitted with sails, which however were never used. When the topsails got wet they were loosed and let fall to dry out. When she had to proceed from one haven to another she was towed. When there was not room alongside a wharf she would anchor with her chain cable. When the anchor had to be weighed the capstan was manned by 60 sailors. The Captain who was Commander Louis J. Gulliver, U.S.N., invited Major F. V. Longstaff to give a display of slides of the old VICTORY in the wardroom while the ship lay at Seattle on Friday, June 9th.

**1934.** On May 15th Commander George Clarence Jones became S.N.O. Esquimalt and Captain of NADEN. He laid the foundation-stone of the brick gymnasium in May and also carried on the effective training of Officers and Ratings both afloat and ashore.

**1936.** The office of Senior Naval Officer Esquimalt was separated from that of Captain of NADEN. The first S.N.O. under this new plan was Commander C. T. Beard, who was appointed on July 1st and he lived in the house of the former Storekeeper in the Dockyard, Mr. James H. Innes. On September 1st, Commander John E. W. Oland, D.S.C., was appointed Captain of NADEN and lived in the Surgeon's house. The house in the Dockyard soon became known as the Admiral's house.

**1938.** There was a further office alteration and the office was designated Commanding Officer Pacific Coast and Dockyard. Captain V. G. Brodeur was appointed in October of that year, and he was promoted to Commodore on January 1st, 1940. From then onwards the Captain of the NADEN had no exterior duties to distract him, and Commander Ronald I. Agnew was appointed to this office on November 4th, 1938, and was the last Captain to live in the former Surgeon's house in the barracks. During these few years the number of Officers and Ratings in the barracks had greatly increased.

**1939.** The visit of His Majesty King George VI and Queen Elizabeth took place. On May 30th the King's silk colour for special shore parade use was presented to the Western Command of the Royal Canadian Navy at a large parade on Beacon Hill, when Captain V. G. Brodeur was in command. The guard of honour with the new colour was in command of Lieutenant-Commander Ernest P. Tisdal, while Lieutenant James C. Hibbard (now Rear-Admiral) carried



the colour. There was a total of 15 Officers and 639 Ratings on parade. This was the last occasion when officers' full dress uniform with the heavy gold lace and cocked hat was worn on this coast. The colour was first blessed by the Roman Catholic Bishop, the Right Reverend J. C. Cody, assisted by the Reverend A. B. Wood, Roman Catholic Chaplain at the barracks. At the Royal parade the Right Reverend Bishop Harold E. Sexton, Bishop of British Columbia, assisted by Chaplain A. Bischlager gave the colour Royal Consecration. Prayers were also said by the Reverend James Hood of the United Church. An illustrated souvenir programme was issued by the Naval Service for the occasion.

**WAR, 1939.** Commodore V. G. Brodeur was in command of the naval forces on the Pacific Coast at the declaration of war against Germany on 3rd September, 1939, while Commander R. I. Agnew was in charge of the Naval Barracks when the Reservists were reporting themselves, and a heavy strain was put on all the permanent officers and petty officers at this time.

**1940.** In this year the name of the Command was again changed and it became "Commanding Officer Pacific Coast". The new officer was Commander William James Robert Beech who was appointed to the post on September 4th. On September 20th he became acting Captain and Commodore First Class. His appointment read in part: "Acting Captain and Commodore First Class (while holding present appointment) of H.M.C. ship NADEN, additional for duty as Commanding Officer Pacific Coast and as Naval Superintendent of H.M.C. Dockyard, Esquimalt, B.C." Commander W. B. L. Holms appointed July 20th (Acting Captain) succeeded Commander Agnew as Captain of NADEN.

**1942.** On November 28th Commodore W. J. R. Beech was appointed to BURRARD additional as C.O.P.C. At this time large numbers of new entries were pouring into the barracks and being kitted up. Hence the building up of a training staff was slow and difficult. At this time a giant ship went into drydock here, namely the Cunard steamer QUEEN ELIZABETH which stayed from February 22nd to March 3rd, having come up from Australia. The officers and crew were well looked after with private hospitality for the former and a special programme was provided for the latter, who were pleased. Fortunately no Japanese planes came in to bomb her, but the Security Staff had sleepless nights during her stay. Captain W. B. L. Holms was the first "Captain of NADEN" to live outside

the barracks. The construction of blast shelters began during September and was completed by dockyard labour in June, 1943. On July 3rd Commander F. G. Hart (acting Captain), was appointed "Captain" of NADEN.

**1943.** A war measure took place on August 31st when Rear-Admiral V. G. Brodeur, C.B.E., was appointed to BURRARD as additional for C.O.P.C. and he lived in Vancouver City, his headquarters being at Jericho Beach. There were several changes in the "Captain" of NADEN. On September 15th Commander Robert Pringle Kingscot (temp. R.N. ret.), (acting Captain), was appointed "Captain" of NADEN. He was a great believer in sport and led the way in boxing, etc.

**1944.** The training facilities at NADEN were being strained to the utmost, and on January 1st Commander Ronald Jackson, R.C.N.R., was appointed "Captain" of NADEN, and he was succeeded on March 22nd by Commander Gordon F. McCrimmon, R.C.N.V.R. (acting).

**1945.** On February 15th Commander T. G. Fuller, D.S.C., R.C.N.V.R. (act. temp.), although suffering from ill health was appointed "Captain" of NADEN. The end of the war with Germany came on May 8th, and the Battle of the Atlantic was won at last. On November 1st Captain Ronald Ian Agnew returned to NADEN as "Captain". Let us here deal with the return home of ONTARIO from Hong Kong to Esquimalt under Captain Harold Taylor Wood Grant, D.S.C. (March 15th, 1945) on November 27th, 1945. On January 1st, 1946, Commander Ernest Patrick Tisdall was posted to the ONTARIO. On March 6th following Captain Frederick G. Hart was posted to the cruiser. On the following June 15th Commander J. V. Brock, R.C.N.V.R., was temporarily posted to the ONTARIO. Then on June 30th, 1947, Captain James C. Hibbard, D.S.C., was posted to the ONTARIO and he served in her for two years. The cruiser was now used for training cruises for men and officers. He was succeeded by Captain Hugh Francis Pullen, O.B.E., on July 14th, 1949, who continued using her as a training ship when every officer and man had training in boat pulling and steering, the falls getting worn out. Her next Captain was E. P. Tisdall, C.D., posted on August 25th, 1951, who continued the hard training. The next commander was Captain Duncan L. Raymond, C.D., posted on March 4th, 1953. The present Captain is David W. Groos, D.S.C., C.D.

**1945.** Let us return to the Dockyard Offices, for on November 1st, Rear-Admiral V. G. Brodeur, C.B., C.B.E.,

and C.O.P.C., returned from the war station at Jericho Beach to the Dockyard at Esquimalt. He did not hoist his flag until he returned from leave on the 17th, when he inspected a guard of honour from ONTARIO. His appointment terminated on July 31st, 1946. Now we come to the return of released prisoners. On October 9th the United States Transport ADMIRAL HUGHES arrived alongside the Songhees drydock with released prisoners from Hong Kong and other far eastern ports. The troops on landing at 2 p.m. were taken away in buses to Macaulay Camp where they were fitted out with Imperial uniforms and badges. On October 26th GLORY under Captain Anthony W. Buzzard, D.S.O., O.B.E., R.N., came alongside at the Songhees drydock with more released prisoners from Singapore and Hong Kong. Some of them were so ill they were brought ashore on stretchers. They were taken also to Macaulay Camp where they were also fitted out with Imperial uniforms and badges. Some of the injured men were taken to hospital, and the rest taken by rail across Canada to their homes in the Old Country.

On August 10th Captain E. R. Mainguy, O.B.E., brought UGANDA into Esquimalt having left the Fourth Cruiser Squadron under Rear-Admiral E. J. Patrick Brind, C.B.E., R.N., on the coast of Japan; the Canadian Government having given the officers and men the option of retiring or being discharged from the Service on the ending of the war. This prevented the UGANDA from seeing more active service on the coast of Japan. Other officers and men had to be taken into the ship to complete the crew.

**1946.** On February 5th Captain E. R. Mainguy sailed in the UGANDA along the west coast of South America, on a training cruise. This was a "good will" tour of the South American countries and as she anchored in the harbours of the capital cities advantage was taken to lay wreaths on the memorials of the National heroes. When off Cape Horn on March 20th the cruiser hoisted sails in the form of awnings and boat's sails, while a motor boat was lowered and photographs were taken showing the cruiser under her "sails". She returned to Esquimalt on May 17th. Here there was a change in command, for Captain Kenneth F. Adams was appointed to her on July 5th, 1946, until August 1st, 1947, when she was paid off and placed in Reserve for overhaul. At this time Captain Mainguy was promoted Commodore and re-appointed to UGANDA in command to date July 1st, 1946. Here is another change; Mainguy was appointed as Commodore UGANDA additional to date July 5th, 1946. On August 1st, 1946, Com-

modore Mainguy was appointed to GIVENCHY additional in the rank of Commodore (confirmed) but with the rank of Acting Rear-Admiral whilst holding appointment as Commanding Officer Pacific Coast and as Superintendent of Dockyard, Esquimalt (Vice Rear-Admiral Brodeur).

The Dockyard work was at last separated from the work of the Admiral, for on January 1st, 1947, we find Commodore Mainguy was appointed to GIVENCHY additional as C.O.P.C. retaining rank of Acting Rear-Admiral whilst holding appointment (the Dockyard appointment being deleted). In March, 1947, GIVENCHY was paid off as depot for Auxiliary Vessels establishment. The Commodore was appointed to NADEN additional as C.O.P.C., retaining rank of Acting Rear-Admiral whilst holding appointment to date March 3rd, 1947. At last the Commodore attained the substantive rank, for on July 1st, 1947, he was promoted to Rear-Admiral and re-appointed on the same date. In 1948 he was appointed to NADEN as F.O.P.C. to date May 1st. Rear-Admiral Mainguy was promoted to Vice-Admiral on December 1st, 1951. While on the Pacific Coast the Rear-Admiral resided in the Dockyard in what is now called the Admiral's House until September 7th, 1948. This house was built in 1873 for the use of the senior Civil Officer, who was Mr. J. H. Innes, the naval storekeeper and accountant. On March 13th, 1946, Captain John Crispe Englis Edwards, C.B.E., was appointed to command the NADEN; he was promoted to Commodore on January 1st, 1949, and held the command until February 13th, 1950. During this time many Reserve Officers were transferring to the Permanent Service on the change over to peace establishment.

On March 3rd, 1947, Captain (E) A. C. M. Davy was appointed Superintendent of the Dockyard. Previous to that date he was holding the appointment of Engineer Superintendent of the Dockyard, thus the Dockyard became an independent command, though such officers and men as for discipline came under the Commodore Naval Barracks. But most of the personnel were civilians. On April 1st, 1954, Commodore (E) Brian R. Spencer, the Superintendent of the Dockyard, was also appointed Commodore Superintendent, Pacific Coast. This officer is senior officer in command and is the only authority in the Pacific Naval Command who has the overall responsibility for ship and armament refits and repair, all supply (other than in H.M.C. ships and fleet establishment), all maintenance services, administration of civilian personnel throughout the Command. This includes responsibilities in

such places as Prince Rupert, Kamloops, Matsqui, Aldergrove, Lynn Creek, Vancouver, Patricia Bay, Colwood and Rocky Point.

**1948.** In this year a new F.O.P.C. arrived on September 8th to succeed Rear-Admiral Mainguy, namely Rear-Admiral Harry George De Wolf, C.B.E., D.S.O., D.S.C., and he brought a distinguished record including his period of command of HAIDA as a Commander in 1943 and 1944, when he was called "HARD-OVER HARRY" because he invariably turned the ship as if going round a corner. At that time he was described by a naval writer: "He was a mild-mannered, sandy-haired man, 42 years of age, of medium build, inconspicuous appearance, embarrassing observant glance and very few words."

The HAIDA and ATHABASKAN went out together from Plymouth on April 28th, 1944, their second time in action with surface craft and it was to be the last one for the ATHABASKAN. They were to intercept enemy shipping off the French coast at Ushant at night. The HAIDA made her first contact in early morning and soon after there was a flash over the ATHABASKAN showing she had been hit, and did not know whether it was torpedo or shell. The HAIDA was firing at two German (ELBINE class) destroyers, one of which was driven on the beach. HAIDA then turned and raced back to pick up survivors. Her "Captain" Lieutenant-Commander J. H. Stubbs, D.S.O., D.S.C., was on a Carley float but would not leave it until the last wounded man was put on board the HAIDA. This was impossible as fuel oil was over everything. The "Captain" started yelling: "Get out of it, HAIDA, get clear". The sun was coming up and the German aircraft would soon be operating. Commander Stubbs was lost with his ship. The HAIDA under Commander De Wolf did more fighting in the Channel. He was promoted to Captain on July 1st, 1944, and to Assistant Chief of Staff at Naval Headquarters on December 1st, 1944. He was then appointed to WARRIOR on January 18th, 1947, having been promoted to Commodore on January 1st. In 1948 on September 8th he was promoted Rear-Admiral and F.O.P.C. on the same day. There was much work to be done in changing the Reserve officers into Permanent Force officers. In 1950 on September 3rd the Rear-Admiral was posted to Assistant Chief of Staff at Ottawa, and on December 15th, 1952, he was posted to Naval Member of the Canadian Joint Staff (Washington).

A few words about the engineering work in ships and on shore. This had grown up from 1939 in conditioning

and repairs, so that Captain (E) Angus Downes Mathwin Curry was appointed to GIVENCHY on December 9th, 1941, for senior engineer on the Pacific Coast. The work continued to grow so that in 1948 a new Superintendent was appointed for the dockyard and coast in Captain (E) Brian Rolf Spencer on October 1st, 1952. His promotion to Commodore was made on July, 1953.

**1950.** The new "Captain" of NADEN had staff appointments at Ottawa, as Director of Plans from December, 1943, and then Chief of Naval Personnel as Commodore from March, 1946. This was Commodore George Ralph Miles, C.B.E., C.D., A.D.C., who came to NADEN on February 14th. He died suddenly on February 19th, 1951, but no successor could be appointed or found until March 6th, when Captain (Acting Commodore) Ernest Patrick Tisdall was appointed to NADEN. Commodore Tisdall was succeeded on August 24th by Commodore Roger Edward Shelford Bidwell, C.B.E., C.D., as officer commanding NADEN. On November 21st, 1951, Commodore Bidwell was promoted Rear-Admiral and to the command of the ships on the Atlantic Coast. There were thus four Commanding Officers of NADEN in 1951. The next Commodore of the Barracks (had been Captain of UGANDA from July, 1946, and MAGNIFICENT from September, 1949) was Commodore Kenneth Frederick Adams, C.D., A.D.C., who was appointed on November 14th, 1951, and he was posted to the command of the Volunteer Reserve Divisions of all Canada with headquarters at STAR at Hamilton, on April 8th, 1953.

**1953.** The next C.O. of NADEN had been Captain of MAGNIFICENT from October, 1951, and as Commodore Kenneth Lloyd Dyer, D.S.C., C.D., was appointed to the NADEN on April 9th till August 31st, 1954. The next F.O.P.C. had been captain of two destroyers, the SKEENA and then the IROQUOIS in the Arctic route where she helped to sink the German battleship SCHARNHORST. This was Rear-Admiral James Calcutt Hibbard, D.S.O., and bar, C.D., who was appointed on March 2nd, 1953, and confirmed Rear-Admiral on March 15th.

**1954.** The new "Captain" of NADEN came from the cruiser QUEBEC to which he had been appointed on January, 1952; this was Acting Commodore Patrick David Budge, D.S.C., C.D., who was appointed to NADEN on September 1st. A number of important events took place at Esquimalt and Victoria during this year: May 16th the fourth annual commemoration service for the "Battle of the Atlantic", which had been instituted in October, 1950,

was held in Christ Church Cathedral, a form of service was printed, and Rear-Admiral Hibbard read the Lesson and Chaplain Reverend Harry Raymer Pike, R.C.N., gave the stirring address. The officers and men brought their families with them. April 23rd, the large new barrack block was opened by Mrs. P. W. Nelles on July 21st. The Bermuda rigged ketch *ORIOLE* arrived from Halifax under sail, her "Captain" being Lieutenant-Commander E. T. Goggins, R.C.N., with executive officer Commander N. E. Smith, R.C.N. (R). She is to give sea training to the Cadets of the new shore training establishment in the Dockyard.

**1954.** On August 2nd H.R.H. The Duke of Edinburgh inspected the officers and men at special DIVISIONS of *NADEN*, before the thousands of guests and the public on stands in front of Wardroom building. The guard of honour was composed of Naval officers and men, with the ship's fine band. The parade was under the command of the Executive Officer, Commander G. H. Davidson, R.C.N., of the *NADEN*, and he had been supervising the drill training for weeks beforehand. On August 11th, the shore establishment named *VENTURE* in the Dockyard was commissioned by Captain Robert P. Welland, R.C.N., for the training of regular Naval Cadets for future naval executive officers, in number 130. The Arctic exploration ship *LABRADOR*, Captain Owen Connor Robertson, G.M., R.C.N., was alongside the Dockyard from September 27th to October 12th, on her way from the western part of the Arctic Ocean having come direct from Halifax along the northern coast of Canada, being the first vessel to make a complete passage from Halifax to Esquimalt. The *LABRADOR* then visited the City of Vancouver from October 12th to 16th, afterwards proceeded through the Canal to Halifax. The R.C.M.P. motor vessel *St. ROCHE* visited the Esquimalt Dockyard at the same time. The Captain of the *LABRADOR* reported little frost or ice during her passage, but of course she had speed which was a new factor in this navigation work. The large naval research Laboratories just completed and fitted were opened on October 8th by Doctor C. M. Solandt, and his staff moved in and continued their work. Many important subjects are being studied in these laboratories.

On October 7th the 150 Cadets in the new training establishment called *VENTURE*, which is naval in character and is an experiment to try and make good the dearth of junior naval officers which is showing itself, was inspected by Vice-Admirals E. R. Mainguy and H. E. Reid, Rear-Admirals V. G. Brodeur (retired), W. B. Creery (retired)

and Rear-Admiral J. C. Hibbard, F.O.B.C. It had been found that the ROYAL ROADS College did not produce nearly enough junior executive officers for the expanding naval service, hence the naval service is making this special effort of VENTURE to fill the shortage. The MAGNIFICENT under Commodore H. S. Rayner, D.S.C., arrived at Esquimalt on October 25th on a goodwill visit to educate the citizens of B.C. with regard to the meaning of air power over the sea, and enabled them to inspect the equipment of the ship. Thousands of citizens visited the ship and they had much explained about the many kinds of radar and aircraft.

Of the three destroyers in Korean waters two were returned in 1954 without being relieved, the last one to arrive being the CRUSADER which returned to Esquimalt on September 3rd, thus leaving only one destroyer on duty under the United Nations Command. Thus it is considered this is a suitable place in this history to give the story of the Canadian destroyers in Korean waters, from the bases of Esquimalt and Halifax. My thanks are due to Captain (S) M. A. Davidson, R.C.N., the Naval Secretary and Mr. E. C. Russell, Naval Historian at Ottawa for information about officers and ships.

On June 30th, 1950, the Prime Minister of Canada stated at Ottawa that Canada had placed some of her destroyers, in the first case the three at Esquimalt, under the control of the United Nations, Naval Command. There were under this command ships from the United States, Britain, Australia, New Zealand, France, Holland, Colombia and Thailand to repel the forces of the Northern Koreans from advancing to the south. The plan eventually worked out that five destroyers were required to maintain three on service in the war zone. The other two were required to keep the pot boiling, returning individual destroyers to Esquimalt or Halifax for relieving crews, repairing vessels and filling up with stores and ammunition. All the ships bound for Korean duty crossed the Pacific. Those from Halifax sometimes went via the Panama Canal, and some east coast destroyers returned via the Suez Canal.

The first three destroyers, a half flotilla under the command of Captain J. V. Brock, D.S.O., D.S.C., sailed from Esquimalt on July 5th, 1950, for Pearl Harbour on their way to Korea. They had already been "Stored" for a cruise to Europe, so that the new orders were only a change over in direction and to war service. CAYUGA carried the broad pendant of Captain Brock, the others were Commander W. P. Welland, D.S.C., with ATHABASKAN,



while Commander P. D. Taylor, D.S.C., took SIOUX. These three destroyers were the beginning of the maintenance of three vessels always on duty, being relieved singly from time to time. This war service on the indented and difficult coast of Korea gave a very practical sea training to the crews of these destroyers. This work was quite different to the "Battle of the Atlantic" where the sea was always rough and the weather cold, hunting submarines and aircraft. It was in fact fighting an enemy mainly on land which could be seen over the sights of guns, and with the aid of spotters. There were also landing raids and work in the shallow waters, in fog and snow.

The destroyers from each base provided eleven tours of duty in all, so that fighting services training was given to a large number of officers and men, which was the best possible kind of experience. Each tour of duty did not in most cases exceed one year, but because of constant firing of all guns, a vast amount of ammunition was used and the guns' crews became accurate shots. The complement of the first three destroyers had been completed since January, 1950, hence all preparations were made before they had orders to sail for Korea on July 5th.

Here are some notes of the services of the eleven "Captains" of destroyers: Captain J. V. Brock, D.S.O., D.S.C., C.D., appointed on May 10th, 1948, to BYTOWN, additional for Directorate of Naval Plans and Operations as Naval Member Joint Planning Staff. CAYUGA sailed from Esquimalt July 5th, 1950, and returned to Esquimalt from Korea on April 7th, 1951. He was then appointed to the Directing Staff of the National Defence College, Kingston, on July 16th, 1951.

Commander R. P. Welland, D.S.C. and bar, C.D., was appointed from NIOBE, additional for Royal Navy Staff Course January 15th, 1950. He was posted to ATHABASKAN which sailed from Esquimalt on July 5th, 1950. She returned from Korea on May 17th, 1951. He was appointed to NADEN, additional on staff of F.O.P.C., as Chief of Staff July 3rd, 1951.

Commander Patrick D. Taylor, D.S.C., C.D., was appointed to PHOENIX, additional for Damage Control Course May 22nd, 1950. He was posted to the SIOUX which sailed from Esquimalt on July 5th, 1950, for Pearl Harbour and Korea. She returned to Esquimalt on March 8th, 1951, and her "Captain" took her out again from Esquimalt on April 8th, 1951, for Korea and returned with her to the base on March 6th, 1952. He was then posted to

NIAGARA as Executive Officer and Assistant Naval Attaché to date April 25th, 1952. He was promoted to Captain on July 1st, 1952, and to Chief of Staff on staff of F.O.P.C. on August 21st, 1953.

Commander James Plomer, O.B.E., D.S.C., and bar, C.D., was appointed to NIOBE, additional for Royal Navy Staff Course, August 21st, 1950. He was posted to CAYUGA which sailed from Esquimalt on June 19th, 1951. She returned via Pearl Harbour to Esquimalt on June 14th, 1952. Commander Plomer was appointed to CORNWALLIS, as commanding officer and on the staff of the F.O.A.C., and as Officer-in-Charge New Entry Training July 28th, 1952.

Commander Dudley G. King, D.S.O., C.D., was appointed NADEN additional on staff of F.O.P.C., as Chief-of-Staff, September 7th, 1949. He was posted to ATHA-BASKAN, which sailed from Esquimalt on August 2nd, 1951. She returned to her base from Korea via Pearl Harbour on July 9th, 1952. He was appointed to BYTOWN as Director of Naval Plans and Operations September 12th, 1952.

Lieutenant-Commander John H. G. Bovey, D.S.C., C.D., was appointed to NIOBE additional for Royal Navy Staff Course, September 3rd, 1951. He was posted to CRUSADER which sailed from Esquimalt base on May 25th, 1952, for Pearl Harbour on her way to Korea. She returned to Esquimalt from Korea on July 1st, 1953, and he was promoted to Commander on July 1st, 1953, and appointed to BYTOWN, on the Staff of Chief of Naval Personnel as Director of Service Conditions and Welfare on August 12th, 1953.

Lieutenant-Commander William P. Hayes, C.D., was appointed to NIOBE as Staff Officer Gunnery on October 22nd, 1951. He was posted to CAYUGA, which sailed from her base at Esquimalt for Korea on November 25th, 1953, and she returned from Pearl Harbour to Esquimalt on December 16th, 1954. He had been promoted to Commander on January 1st, 1954, and was appointed to NADEN as Executive Officer on January 1st, 1955.

Commander John C. Reed, O.B.E., D.S.O., C.D., appointed to STADACONA, additional on staff of F.O.A.C., as Chief-of-Staff, March 16th, 1951, and posted to ATHA-BASKAN which sailed from Esquimalt for Korea on October 21st, 1952. She returned from Korea via Pearl Harbour to Esquimalt on December 11th, 1953, and he was appointed to NIAGARA, additional on Staff of Supreme

Allied Commander Atlantic as Assistant Director of Sea and Air Lines of Communication, with the rank of Acting Captain whilst holding the appointment, to date February 26th, 1954.

Lieutenant-Commander William H. Willson, D.S.C., C.D., was appointed to NADEN, additional for the staff of F.O.P.C., as Assistant Chief of Staff, May 8th, 1953. He was posted to CRUSADER which sailed from Esquimalt for Korea on October 18th, 1953. She returned after her tour of duty in Korea on September 3rd, 1954. He was promoted to Commander on July 1st, 1954, and afterwards appointed to NADEN as Reserve Training Commander on October 14th, 1954.

Commander Angus H. Rankin, C.B.E., C.D., was appointed to STADACONA as Officer-in-Charge Navigation School, March 12th, 1953. He was posted to SIOUX which sailed from her base at Esquimalt on November 7th, 1954, for Korean waters, and she returned to Esquimalt on September 24th, 1955, being the last Canadian ship in Korean waters under the U.N. Command.

The men of the complement of each destroyer who returned to Esquimalt on completion of her tour of duty had acquired increased skill-at-arms better prepared for their duties in Canadian Naval ships than ever. There is not room to mention the many officers, petty officers and men who also increased their skill in sea warfare, so that the notes on the positions each "Captain" held before and after his tour of duty in Korean waters are given as examples of the many experiences obtained.

The four destroyers based at Halifax contributed eleven tours of duty in Korean waters. NOOTKA, Commander Alexander B. F. Frazer-Harris, D.S.C. and bar, C.D., sailed from Halifax on November 25th, 1950, and returned home on August 21st, 1951. HURON, Commander Edward T. G. Madgwick, D.S.O., C.D., sailed from Halifax on January 22nd, 1951, and returned home on September 21st, 1951. IROQUOIS, Captain William Landymore, G.B.E., C.D., sailed from Halifax on April 21st, 1952, and returned from Korea on January 8th, 1953. HAIDA, Commander Dunn Lantier, D.S.C., C.D., sailed from Halifax on September 27th, 1952, and returned from Korea on July 22nd, 1953. NOOTKA, Commander Richard M. Steele, D.S.O., C.D., sailed from Halifax on December 30th, 1951, and returned on December 17th, 1952, from Korea. HURON, Commander Richard C. Chenoweth, M.B.E., C.D., sailed from Halifax on April 29th, 1953, and returned from Korea on

September 17th, 1954, but under Commander Thomas C. Pullen, C.D., to Halifax. IROQUOIS, Captain William Landymore, C.B.E., C.D., sailed from Halifax on April 29th, 1953, and she was brought back by Lieutenant-Commander Stuart G. Moore, C.D., from Korea on February, 1954. HAIDA, Acting Captain John A. Charles, C.D., sailed from Halifax on December 14th, 1953, and he handed over his ship at Hong Kong to Lieutenant-Commander Mark William Mayo who took her to Halifax on November 1st, 1954. HURON, Commander James C. Pratt, C.D., sailed from Halifax on August 1st, 1954. The HURON and IROQUOIS sailed for Halifax in company late in December, 1954, via the Suez Canal, arriving at Halifax on March, 1955.

## CHIEF OF NAVAL STAFF

The Chief of Naval Staff made a thorough tour of inspection of the Korean waters and front, using the air travel mostly, in 1953, leaving Ottawa on February 8 and returning on March 8.

Admiral Mainguy arrived at Tokyo on February 13 and went on board the ATHABASKAN the following day, the ship sailing for the Songjin area on the east coast of Korea. The two-day passage saw the first of many informal meetings with officers and men of the Canadian ships. The ATHABASKAN'S operations took her within 60 miles of the Russian border and the Admiral saw the coastal rail line where the CRUSADER and the HAIDA had smashed a couple of trains. A few salvos were fired into the nearby coastal gun, which fired the shell that hit IROQUOIS last October (1952).

Admiral Mainguy was on deck when the ATHABASKAN rescued the pilot of a U.S. Navy Panther Jet, ditched about two miles ahead of the ship on February 18. The same afternoon Admiral Mainguy, his staff and the rescued pilot were transferred by jackstay to U.S.S. VALLEY FORGE (carrier). After a visit on board and a briefing on naval aviation's role in the Korean war, he was flown off, with his staff, in a passenger-carrying Avenger and arrived at Seoul on Friday 20th.

Flown up to the line after a night at Commonwealth quarters at Seoul, Admiral Mainguy visited the Commonwealth division and the 25th Canadian Infantry Brigade. He visited the camp of the Royal 22nd Regiment, and was impressed by the smartness and high morale of the Canadian soldiers.

Flown to Inchon, Admiral Mainguy boarded HAIDA on the night of the 20th and sailed early the next day for the Haeju estuary. The ship fuelled at sea and took up night station guarding a friendly island. Heavy ice prevented a Sunday shoot on enemy gun positions and the ship proceeded to join the carrier task force in the Yellow Sea. The HAIDA was relieved by the CRUSADER and the Admiral and party transferred by helicopter to U.S.S. BATTAN, where they watched two strikes of Corsairs flying off before moving again by helicopter, to the CRUSADER.

The highlight of the visit to the CRUSADER was a bombardment of two gun emplacements and a troop concentration on the North Korean mainland. Aircraft reported four direct hits and the area well covered in the only daylight bombardment during Admiral Mainguy's visit.

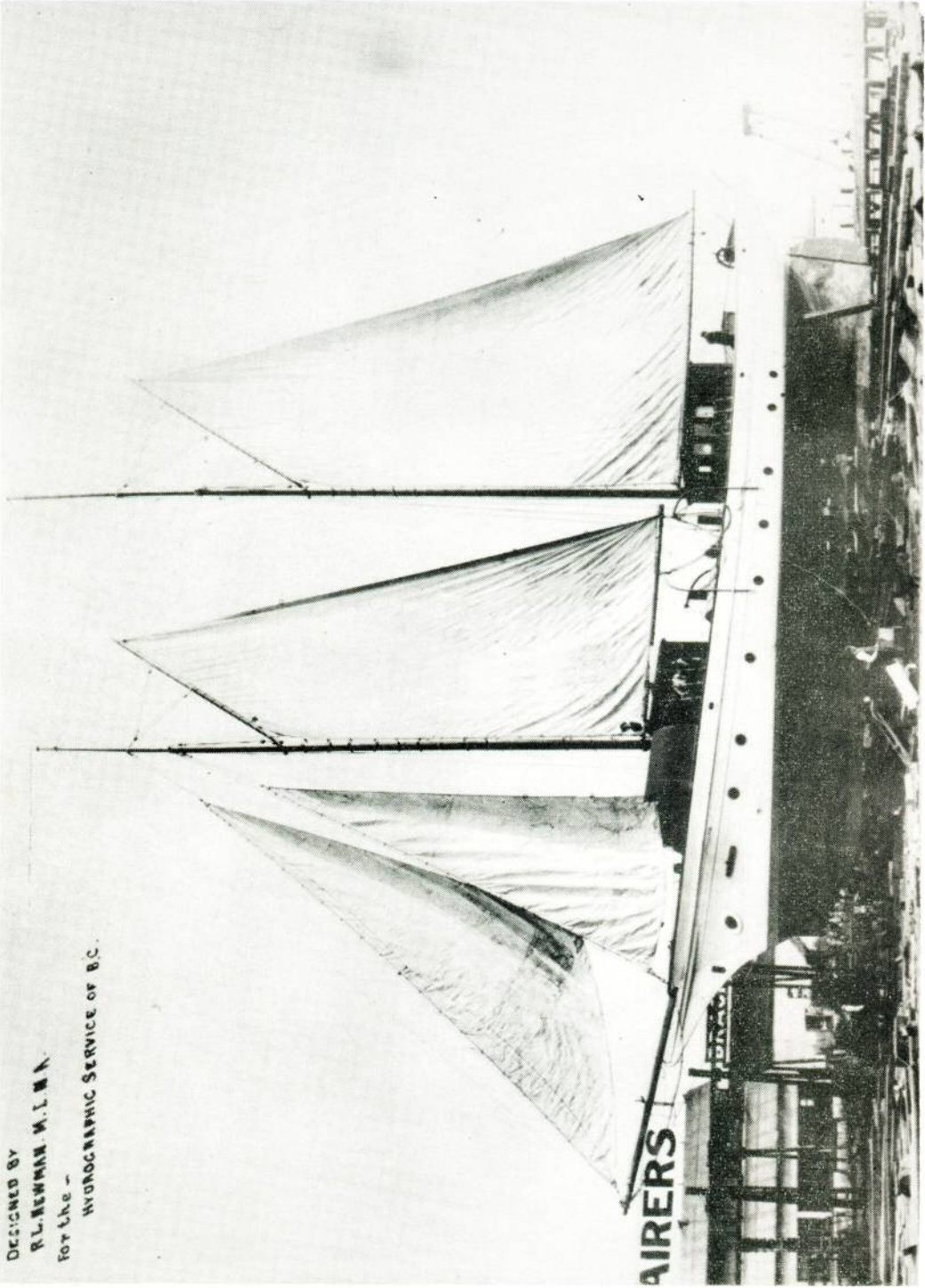
He was ashore on February 24 to meet west coast island of defence units and sailed that afternoon in the CRUSADER for Sasebo, Japan. He conferred with Royal Navy and United States Navy operational authorities and inspected shore facilities during his two-day visit in Sasebo. A one-day visit to Kiere to meet Canadian Army and Commonwealth naval authorities was followed by a visit to Tokyo where he met United Nations military and naval leaders. The Admiral left Tokyo for Canada by air on March 5, visiting at the West Coast for five days before returning to Ottawa.

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## STATISTICS

Up to the ceasefire on July 27, 1953, the Canadian destroyers had steamed 723,886 miles in the course of their duties with the United Nations Fleet and fired approximately 50,000 rounds of main armament ammunition and 70,000 rounds of close range ammunition. More than 3,500 officers and men of the R.C.N. gained operational experience at sea in the Korean war. A total of 53 awards was made by H.M. King George VI and Queen Elizabeth II to Canadian naval personnel. The awards consisted of one Distinguished Service Order; three officers of the Military Division of the Most Excellent Order of the British Empire; nine Distinguished Service Crosses; one bar to the D.S. Cross; two Distinguished Service Medals; four British Empire Medals and thirty-three Mentions in Dispatches, one of these awarded posthumously. The only operational casualties were suffered by IROQUOIS when, during a bombardment of enemy shore installations of the east coast of North Korea near Songjin, a Communist shore battery found the destroyer's range. In this action one officer and one man were killed, one man died in a few hours from wounds; three men were listed as "Injured—not serious" and seven were listed as having sustained "Minor injuries".

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R. NEWMAN W. I. M. A.  
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Sailing schooner NADEN.

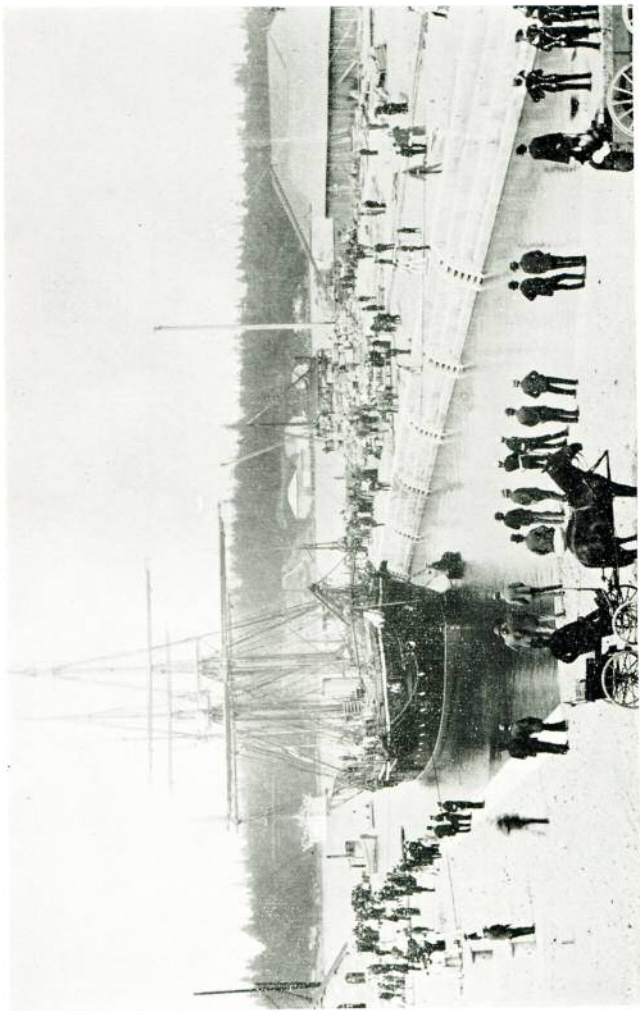


RAINBOW, three hand-steering wheels.





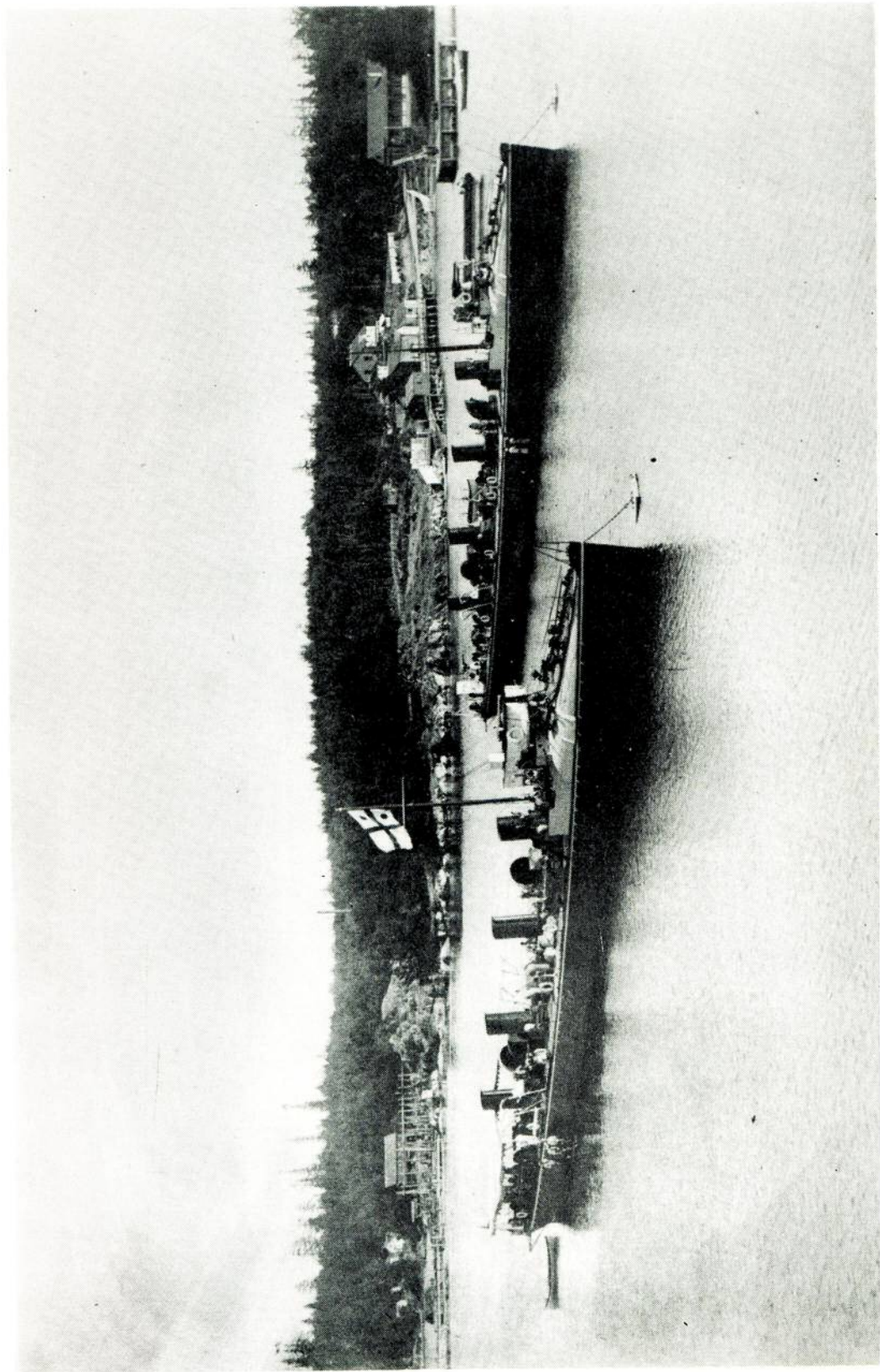
Parade of Volunteers in Dockyard.



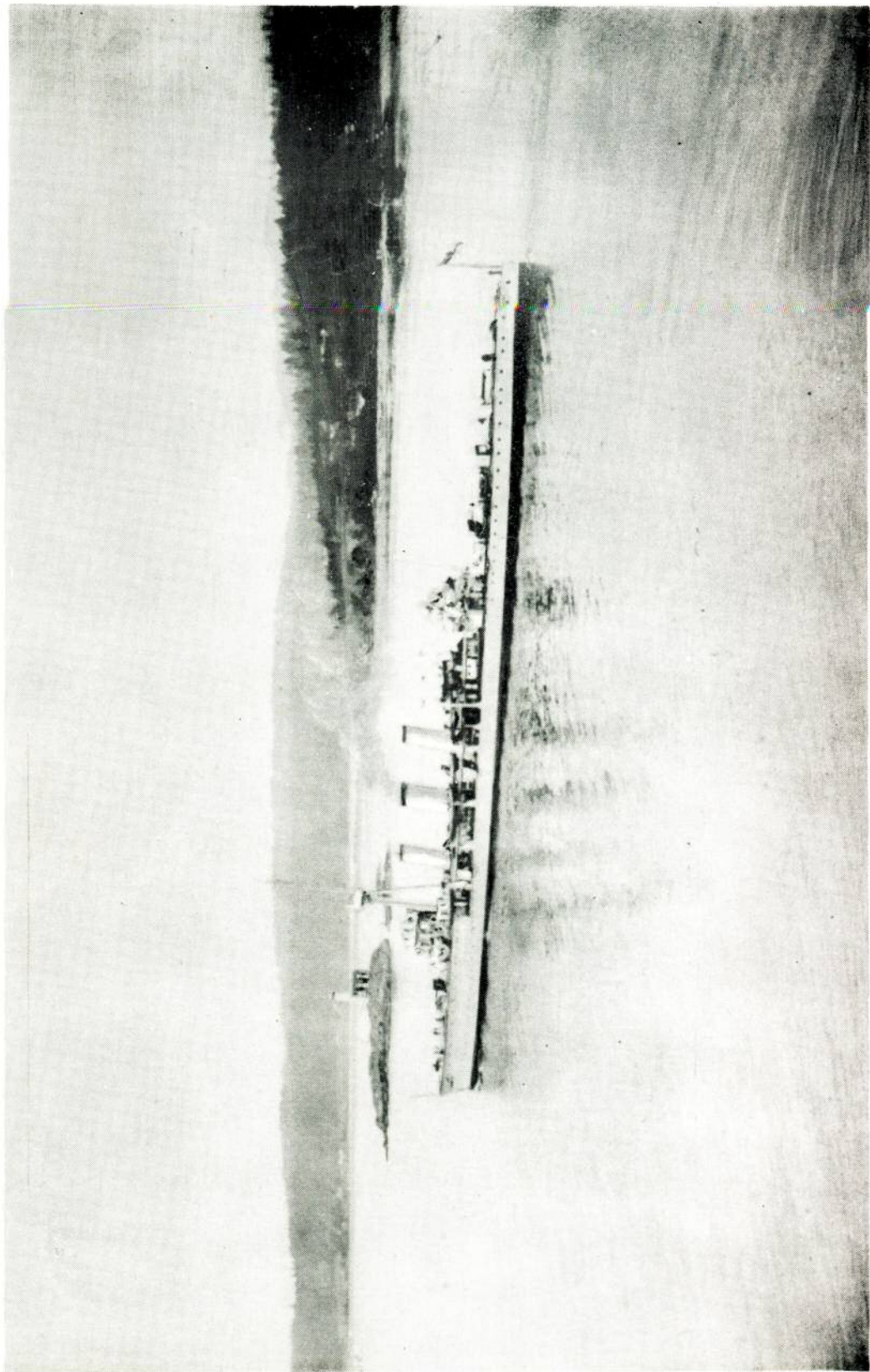
CORMORANT in drydock July 10th, 1887.



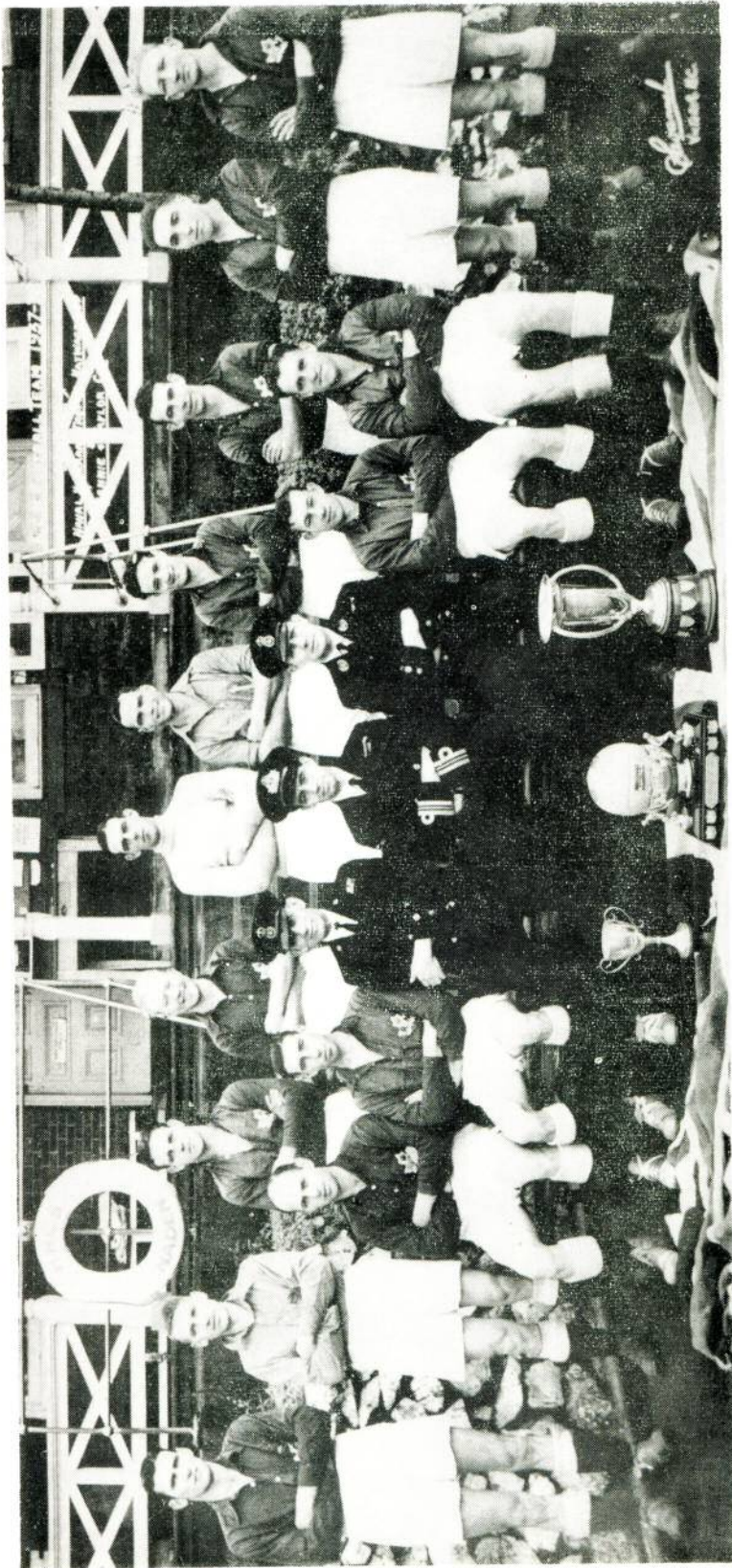
Torpedo Boat 39, Esquimalt July, 1885.



Destroyers SPARROWHAWK and VIRAGO, Esquimalt, 1898.



Cruiser AURORA, first Canadian ship, 1920.



Football group at NADEN, 1940.

## ESCORT SQUADRON

From the experience of escorting convoys in the North Atlantic throughout the Second World War, Canada has now two operational Escort Squadrons. The First Canadian Escort Squadron was formed on November 10th, 1953, and the Commander of the Squadron was Captain P. F. X. Russell, C.D., R.C.N., who also commanded ALGONQUIN. The Squadron at this time consisted of the ALGONQUIN and the frigate PRESTONIAN. The TORONTO commissioned at Lauzon, P.Q., on November 26th, 1953; and LAUZON commissioned at Sorel, P.Q., on December 12th, 1953, joined the First Escort Squadron early in the new year.

The Second Canadian Escort Squadron was formed January 1st, 1955, and consisted of the following ships: CAYUGA (senior officer), NEW GLASGOW, STETTLER, ATHABASKAN, JOINQUIERE and CRUSADER. The SIOUX was not a part of the Squadron. This Squadron Commander was Commander Geoffrey Huntley Davidson, C.D., R.C.N.

The rebuilt CRESCENT was commissioned by Captain P. D. Taylor at Esquimalt on October 31st, 1955, who then took command of the Squadron. On October 21st the ATHABASKAN, leading the Escort Squadron, had the honour of conveying H.R.H. Princess Mary from Esquimalt to Vancouver City. Rear-Admiral Pullen flew his flag in ATHABASKAN. The Second Canadian Escort Squadron on November 8th, 1955, was composed of the following ships: CRESCENT, Captain P. D. Taylor, D.S.O., C.D., R.C.N.; NEW GLASGOW, STETTLER, STE. THERESE, SUSSEXVALE and SIOUX. The SIOUX did not arrive at Esquimalt from Korea until September 24th, 1955. This Squadron is carrying on sea training all the time with the same crew in each vessel, which is important for higher training.

Rear-Admiral Hugh F. Pullen, O.B.E., C.D., is now the Flag Officer Pacific Coast and in the past the writer had talks with him in his study. Lieutenant-Commander H. F. Pullen was promoted Commander on July 1st, 1942, and in October, 1944, was appointed executive officer to UGANDA until November, 1945. On December 1st, 1945, Commander Pullen was appointed to Naval Headquarters at Ottawa as

Director of Naval Reserves, a post he held until September, 1947, when he was appointed commanding officer of NOOTKA and Captain (D) of the Canadian Destroyer Flotilla based at Halifax. He had been promoted Captain on January 1st, 1947. During the latter part of 1948 and early in 1949 he took a staff course, on completion of which he was appointed to command ONTARIO. Captain Pullen became Commodore on January 1st, 1951, and commanded ONTARIO on a training cruise to Australia. In October, 1951, Commodore Pullen was posted to command STADACONA at Halifax. His promotion to Rear-Admiral came on March 14th, 1953, before taking up on April 1st the appointment of Chief of Naval Personnel at Naval Headquarters, Ottawa. This he held prior to taking up the appointment on July 7th, 1955, as Flag Officer Pacific Coast. He has always taken great interest in the training of Sea Officers at Sea. He belongs to the Society for Nautical Research and takes a special interest in Naval History.



## BATTLE HONOURS OF EIGHT RAINBOWS

**T**HE inscription on the three wood hand-steering wheels under the poop of the eighth RAINBOW indicates that this ship name goes back to the days of Queen Elizabeth and Sir Francis Drake. In those days ship-names were chosen to express ideas and to inspire the people to do great deeds. It was Queen Elizabeth's way to give her ships "Telling" names. It has been said that the choice of energetic names for the ships of the Royal Navy was one of the means employed by the heroic Elizabeth to infuse something of her own dauntless spirit into the hearts of her subjects, and to show Europe at large how little she dreaded the mightiest armaments of her enemies. As a rule, in the case of her bigger ships, the Queen chose names that, in addition, carried an underlying meaning, or bore direct allusion to some national event of the hour. Contemporary names include "REVENGE", "REPULSE" (originally Dieu Repulse) "DEFIANCE", "WARSPITE", "SWIFT-SURE" (originally Swift-Suer, or Swift-Pursuer) and DREADNAUGHT.

Here are the honours from the three wheels: Spanish Armada, 1588; Cadiz, 1596; Brest, 1590; Lowestoft, 1665; North Foreland, 1666; Lagos Bay, 1759; Frigate Hancock, 1777; Frigate Hebe, 1782.

The first RAINBOW was a galleon of 480 tons and 54 guns, and was built at Deptford in 1586. A leading authority describes the real galleon as "a sailing ship—usually four-masted—with the ordinary rig of the time but with a hull built to some extent on galley lines, long for its beam, rather straight and flat, and with a beak-head low down like a galley's, instead of the overhanging forecastle of the ship". She formed part of the fleet under Drake in 1587, when he "singed the King of Spain's beard" at Cadiz. In the Armada fight the following year she bore a distinguished part. The RAINBOW also took part in the expedition against Cadiz in 1596. She was rebuilt in 1608, emerging as a 40-gun ship of 650 tons. In the Algiers expedition of 1621 she carried the flag of Rear-Admiral Sir Thomas Butto, and in the Cadiz expedition of 1625 (her third foray against that port), the flag of Lord Cromwell. She also took part in the expedition to La Rochelle in 1627. In the battle with the Dutch fleet in August, 1652, the original RAINBOW served as flagship of Sir George Ayscue. She

was also in the battle off the Kentish Knock, September 28th. In the great fight off Portland on February 18, 1653, she bore the flag of Vice-Admiral James Peacock. Her losses on the latter occasion were fifteen killed and thirty-one wounded. She took part in the action off the coast of Essex on June 3, and shared in the decisive defeat of the Dutch on July 31, 1653. In both these engagements she carried the flag of Rear-Admiral William Goodsoon.

The first ship next fought in the battle of Lowestoft in 1665. In 1666 she took part in the three days' fight off the North Foreland, and in the famous St. James's Day fight off the Galloper Sand, her casualties in the latter being eighteen killed and forty wounded. In the third Dutch war she fought at Solebay, in 1672 and in the three drawn battles of the following year. She had then been in active service for eighty-seven years, and was sold in 1680.

The second RAINBOW, a ship of 32 guns, was captured possibly from the French in 1697, and was sold in 1698. The third RAINBOW, of 40 guns, was built in 1747 and was present at the fight of Lagos Bay in 1759. On September 4, 1782, she captured the French 40-gun frigate HEBE, off the Isle of Bas (Batz). She was sold out of the service in 1802.

On January 2, 1809, the French corvette IRIS was captured off the Texel by the AIMABLE, and added to the Royal Navy as the RAINBOW. On February 13, 1810, this RAINBOW made a daring attack on the French 50-gun ship NEREIDE. She continued the fight until she was dismasted and then the NEREIDE made off. The fourth RAINBOW was sold out of the service in 1815. The fifth RAINBOW, a 28-gun frigate, was launched in 1823. She continued in service until 1838 when she, too, was sold. The sixth RAINBOW—and the first driven by steam—was a screw gunboat of 235 tons, 60 horse-power, mounted two guns and was built in 1856 for the Russian war in the Baltic. Over a hundred were so built, and the FORWARD which served on this station in 1859, was a sister vessel. She served as a tender to the AJAX at Kingston in 1863, to the WIVERN at Hull in 1870; was laid up at Chatham in 1873, and eventually sold out of the service in 1888.

This brings us to the seventh ship of the name, which was eventually acquired by the Royal Canadian Navy. The RAINBOW and her sisters (AELOUS, BRILLIANT, INDEFATIGABLE, INTREPID, IPHIGENIA, RETRIBUTION, PIQUE, SIRIUS and SPARTAN) were designed by Sir

William White, the pioneer of ocean steam cruising vessels. She was built at Palmers, at Jarrow in 1891, total cost £184,086. From 1906 until 1909 she was on the sale list at Devonport. In July, 1910, she is shown as refitting at Portsmouth, preparing for sale to the Canadian government.

Let us return to the subject of her three hand-steering wheels of wood. In May, 1914, the writer took some photographs of the Warrant officers at the break of the poop, with the three wheels in the background on the right-hand side. The gold letters of the battle honours showed up well on the white paint, and they can be read in the picture. The names of the men are as follows, front, right: Mr. Stanley Geary, pioneer volunteer; left, Mr. Ernest Haines, gunner; right back, Mr. James E. Cox, gunner; left, Mr. L. S. Jones, artificer engineer. The old cruiser was sold as scrap in 1920 to Naida and Marcus of Seattle. She was de-stored and stripped of all gear and fittings by the Naval Store Department at the Dockyard. She was towed away on September 25.

It would be some time after that year that the three wooden wheels began to find their way to the War Museum at Ottawa, the Royal Victoria Yacht Club and the Naden Wardroom. Unfortunately no trace of these fittings has been found in the store registers. Also someone had made the mistake of taking off the white paint and battle honours, thus removing traces of origin. Doctor W. K. Lamb, the Dominion Archivist says in his letter of March 31, 1954, that: "Captain H. A. Reiffenstein, the curator, has no information about the transfer of the wheel to Ottawa. He believes that it had been at Naval Headquarters for quite a time before it was brought to the Museum."

Commodore Walter Hose was fond of his old ship RAINBOW, hence it would be natural he would have one of her wooden steering wheels sent to Ottawa. He was succeeded on July 1, 1934, as Chief of Naval Staff by Commodore P. W. Nelles, hence it might have been this time when the wheel was sent to the Museum. The writer has inspected the wheel on the quarter deck of the Rainbow Cadets and is satisfied it is not from the old Cruiser.

## CORMORANT

The sloop-of-war CORMORANT had a close association with Esquimalt in 1887 and with an officer of the Royal Canadian Navy at Gibraltar in 1938, and her long life of 71 years was due to her being composite build, that is steel frame with teak covering.

She was barque rigged and had a screw with steam, being launched at Chatham in 1877, of 1130 tons. Her Captain was Commander Jasper E. T. Nicholls, who commissioned her at Chatham in May, 1885. One of her lieutenants was C. E. Kingsmill, who was posted to her at Portsmouth on June 5, 1885. He was promoted Captain on December 31, 1898, and retired as Rear Admiral on May 12, 1908. He was appointed Director of the Canadian Navy in 1910 and retired in 1921. He was born in 1855 at Guelph, Ontario, and in 1870 had become a midshipman in the Royal Navy.

The CORMORANT opened the old drydock in Esquimalt harbour on July 20, 1887, in the presence of Lieutenant-Governor Hugh Nelson and the Commander-in-Chief, Rear-Admiral Sir Michael Culme-Seymour.

Let us glance back over her forebears. The first CORMORANT was captured from the French in 1757 as a fire-ship of 16 guns. The second CORMORANT was launched in 1776 as a 14-gun sloop. The third CORMORANT was captured from the U.S.A. in 1781, her name being changed to RATTLESNAKE in 1783. The fourth CORMORANT was launched in 1794 as a 16-gun sloop. The fifth CORMORANT was captured from the French in 1796, but her name of ETNA was then changed to CORMORANT. The sixth CORMORANT was bought in 1804 as a 16-gun sloop, and sold in 1817. The seventh CORMORANT was launched at Sheerness in 1842 as a paddle sloop-of-war of 6 guns. The eighth CORMORANT was launched in Limehouse in 1856, wood, crew and 6 guns, being one of the large family of gunboats specially designed for the shallow waters of the Baltic. The ninth CORMORANT was launched at Blackwall in 1860, of 695 tons, 200 horse-power and 4 guns. She was commissioned in May, 1862, for the China station by Commander E. M. Buckle. She was sold at Hong Kong in 1870.

Let us return to the tenth CORMORANT in the new drydock in 1887. She returned home and was paid off in

September, 1889. In the following December she was commissioned for service at Gibraltar as tender to GOSHAWK, a screw gunboat of 430 tons, horse-power 480, which flew the flag of the senior officer at Gibraltar, Captain Henry C. St. John, from Bermuda. In June, 1900, the CORMORANT became flagship at Gibraltar, and her masts and engines were removed and she became a hulk fitted with living quarters. New books were opened on June 1, 1909, and again on July 1, 1918. On September 18, 1926, the B.C. Historical Association, through its Maritime Committee wrote to the C-in-C, Gibraltar, offering two large photographs of the CORMORANT at Esquimalt in 1887 to be hung in the old ship where all hands could see them. The Captain, Commander J. A. Scott, wrote thanking the B.C. Historical Association for the two pictures which were hung on the quarter deck under the poop. In 1948 on the request of Rear-Admiral De Wolf the writer sent a record of her forebears to that officer. It appears there is an entry in the Navy List of 1937 giving Lieutenant-Commander De Wolf as serving on the staff of the Admiral of the First Cruiser Squadron "for operations", dated December 20, 1937, in cruiser LONDON. During that time he visited the hulk residence several times. Recently Commander Kemp, R.N., the Admiralty Archivist, reported that her name had been changed to ROOKE, the name of a famous admiral who served from 1650 to 1709. The crew were then moved to the new naval barracks ashore. In 1948 the fine old hulk was sold and taken to Malaga where she was broken up, thus closing a life of seventy-one years.

## A NAVAL VOLUNTEER FORCE

**T**HE above is the exact title employed by the Canadian Government in 1914, and employed in official documents. The Royal Canadian Navy of today owes much to the Pioneer Company of Volunteers formed in 1913-1914. Some of the senior officers of today began their naval training as lower-deck volunteers after the restart in 1923. Much encouragement was given in those 1914 days by Commander Walter Hose (retired R.N., with experience of training reserves in Newfoundland), and his officers in the RAINBOW, for guns, rifles and boats were loaned by the Commander.

Recruiting in 1913 and 1914 for the permanent force in Canada was poor. The Chief Petty Officers and Officers of long service of today all joined after 1923, when the Peace Force was started with the two destroyers. Let us go back to the days of Queen Elizabeth the first, when she made great use of "Gentlemen Volunteers".

(Acknowledgments to "The R.N.V.R. Review" Horse Guards Parade, June 12th, 1954).

In the fifteenth and sixteenth centuries many Royal ships and others for exploration, fighting and trade were manned by "Volunteers" and professional sailors. There were several "Voluntary Gentlemen" serving as officers with Drake, Hawkins and Sir Richard Grenville of the REVENGE. In those days these landowner leaders or officers called themselves "Gentlemen Volunteers" in the free and easy conversation of those days.

This famous fight by Sir Richard in the little REVENGE took place on August 15th, 1591, near the Azores. He had a crew of 100 and the Spanish fleet consisted of 53 ships, which he fought for 15 hours and sank four ships and 1,000 men. It was not until the fight had lasted for 15 hours—a contest in which 53 ships and 10,000 men were opposed to one ship and 100 men—when the ammunition was all expended, when Sir Richard was mortally wounded, when his crew was reduced by one-half that the REVENGE fell a prize to the enemy. In this extraordinary encounter the Spaniards, it is said, actually lost four ships and 1,000 men while the prize captured at such a cost only added to their distress, for she sank soon after her capture with 200 Span-

iards on board. After the unequal contest was ended Sir Richard was carried to one of the Spanish ships, and two days later died of his wounds.

During the Elizabethan wars armed merchant ships were taken into the Royal Service for a few weeks at a time, under the command of their merchant masters and land-owner leaders. These small ships could only carry powder and food for a few weeks. The only employment for gentlemen in those days was fighting, either ashore or afloat. A few of the ships were Queens' ships with Queens' captains or seafaring leaders. Other ships were commanded by their merchant captains or professional sailors. Yet others were led by landowners who left the navigation and sailing to their sea captains.

In the war under the Duke of York in Flanders in 1793, a force of fishermen and longshoremen was recruited and placed under the command of Lieutenant Home Riggs Popham, R.N. Early in 1798 the raising of a naval volunteer force was suggested by Captain Home Riggs Popham, R.N. On March 14th, 1798, the King in council approved of a memorial from the Admiralty for the formation of a "Corps of Sea Fencibles" (Fencible means soldier liable only for defensive service) from the inhabitants of coast towns, ports, etc., under officers of His Majesty's Navy assisted by "Inferior Officers".

On July 24th, 1801, Vice-Admiral Lord Nelson was appointed Commander-in-Chief of a squadron to be employed in the Thames and Medway and off the coast of Sussex, Kent and Essex. The Sea Fencibles formed part of his command. He landed from his flagship H.M.S. MEDUSA, and inspected the Sea Fencibles at all the estuary towns. These Fencibles were exempt from the "Press".

Lord Nelson writing from the MEDUSA on August 6th, 1801, appealed to the Fencibles to man the floating batteries, pointing out that the true place to defend the country was at sea, but that the men would not be sent off their own coasts. At the Peace of Amiens (1802) the Sea Fencibles were dissolved.

When war broke out again the following year (1803) no effort was made at first to renew the previous arrangements, but soon the Board decided not only to reconstitute them, but to include other areas, such as South Wales and Ireland. On the threat of the French invasion of 1803, the Bretheren of the Trinity House provided and manned ten

frigates in the Lower Reaches of the River Thames for two years; they were manned by the Royal Trinity House Volunteer Artillery. On January 8th, 1806, at the River Funeral Procession of Vice-Admiral Lord Nelson, from Greenwich to Whitehall Stairs the procession was attended by a considerable number of gunboats and rowboats of the London River Fencibles.

In January, 1810, the Sea Fencibles were abolished; they numbered at that time 61 captains, 245 lieutenants and 23,455 men. A committee on manning the Navy reported on February 14th, 1853, in favour of creating a Coast Militia to be called the Royal Navy Coast Volunteers. These men were not to be forced to proceed when afloat more than 50 leagues from the shore of the United Kingdom. In case of emergency men might serve 100 leagues from the coast, but would then serve only one year.

During the Baltic and Crimean Wars the R.N.C.V. served in Her Majesty's ships, and were borne on the books as such and not as naval ratings. By an Act of 1856 the R.N.C.V. was put under the officers of Coast Guard for instructions, etc. Steam "Blockships" were employed for training these Coast Volunteers. The establishment of this force was 10,000, and 6,000 had already been enrolled from 1854 to 1858.

On April 3rd, 1873, the House elicited a statement from the Parliamentary Secretary addressed to the Admiralty that it was intended to allow the R.N.C.V. gradually to die out. This movement crystallized in the Royal Naval Artillery Volunteer Force Act of August 5th, 1873. Their duties were especially designed for Coast Defence, but entailed knowledge of boat work for "Torpedoes" (mines), floating batteries, etc. It was proposed to use a gun-vessel (the RAINBOW) moored near Somerset House. The uniform for officers was to be similar to the Royal Navy, but the gold stripes were to be wavy; R.N.A.V. on the buttons, which were to be half gold and half silver; Chief Petty Officers, silver buttons; Petty Officers, black horn; tapes on collars to be wavy; cap ribbon for seamen—R.N.A.V. with anchor and crown in centre. In February, 1878, the R.N.A.V. strength was as follows: London Brigade (1873), 384 men (including those at the batteries at Hastings and Brighton); Liverpool Brigade (1874), 506 men (including those at batteries at Bangor, Carnarvon and Southport). The Bristol Brigade (1874), 112 men. Total 1,002 men. They received no grant, and bought their own uniforms at a cost of £5 per head. For 14 years the expenses were met



from private funds. Members of the London Brigade, at their own expense, volunteered for service in South Africa for the Zulu war of 1878-79, and were attached to the ACTIVE'S Naval Brigade.

A special committee advised in 1891 that the R.N.A.V. be disbanded and a new Volunteer Force formed. The R.N.A.V. were unwilling to change their name or status. Eventually after various deliberations, the R.N.A.V. were disbanded on April 1st, 1892. Their strength on disbanding was 60 officers and 1,849 men. After disbandment yachts were acquired, officered and manned and sailed by ex-R.N.A.V. men, carrying out on board the discipline they had been accustomed to, and flying the flag of the Naval Volunteer Cruising Club.

The creation of the R.N.V.R. was largely the result of the great public interest and admiration for the Natal Naval Volunteers' outstanding service with the R.N. Brigade during the Siege and Relief of Ladysmith from 1899-1902 . . . coupled with the distinguished service of the New South Wales Naval Artillery Volunteers in the 1901 Boxer Rebellion in China. Public meetings were held all over the country to acclaim these forces and insist that their value be recognized officially. These meetings culminated in one held at the Mansion House by the Lord Mayor of London, at which he had the support of eight other Lord Mayors, more than 100 Mayors and Provosts, and over 100 Members of Parliament. On January 15th, 1902, a National Reserve Committee was set up by the Admiralty; with the result that the "Naval Forces Act" was passed on June 30th, 1903, establishing a force known as "The Royal Naval Volunteer Reserve".

Conditions of service were that every member had to sign on for at least three years, and to qualify to the regular naval standards. The uniform was similar to that worn in the Navy except that the taping on the collar and the rings on the officers' sleeves were wavy; this led to the now famous term "Wavy Navy". All the ratings' badges had the letters R.N.V.R. below them. Only the bare essentials of uniform were issued free; each rating had to produce at his own cost, socks, boots, oilskins, ditty box and cap box, overcoat; and, as his working blue jumper and trousers soon became worn, he often had to supply a new No. 3 suit as well. No travelling expenses or bounty were paid; and apart from his naval pay, when embodied for training in H.M. Ships (1s. 9d. a day for able seamen), he received no financial recompense whatever. A capita-

tion grant of £2.15s per annum was paid to the Division from Admiralty funds for each efficient rating on the books. This was insufficient for running the Division, and the commanding officer had either to put his hand in his pocket or raise funds locally by means of public subscriptions.

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### R.N.V.R. CONCLUSION

We thus find that the R.N.V.R. had become a living force drawing keen volunteers who were attracted to sea training in their evenings and spare time to become prepared to serve their country when wanted.

The Royal Naval Division in the 1914-1918 War had a magnificent spirit which it built up. While that pioneer Mr. Stanley Geary was doing a course of gunnery at "EXCELLENT" in May, 1917, he composed this verse:

#### Royal Naval Division Verse

We are Fred Carno's Navy,  
 We are the R.N.D.  
 We cannot shoot, we cannot fight,  
 What earthly good are we,  
 But when we get to Berlin,  
 The Kaiser he will say,  
 Hoch! Hoch! mein Gott!  
 What a b---y fine lot  
 Are the boys of the R.N.D.

(Dedicated to the Admiralty and War Office).

The Royal Naval Volunteer Reserve was formed in 1903, with Divisions at London, the Clyde, Bristol, Mersey and Sussex. Most of the officers were appointed in 1904. The Divisions were filled up with keen officers and ratings, who paid much of their way. In January, 1904, a young Civil Servant joined from Somerset House and by 1912 had passed and been promoted to Chief Petty Officer. His name was Stanley Geary which family name has had long associations with the Navy. One of his comrades was Russell Ponder, who joined the Division in April, 1905. Another Londoner joined the Division about this time and his name was G. H. Lifton, who came to Victoria about 1912.

One of Geary's objects in coming to Victoria was his ambition, and for which he had pledged himself on leaving London, namely to endeavour to initiate the formation of a Royal Naval Volunteer Reserve Force in Canada. Mr. Geary arrived at Victoria in May, 1913, and he first approached Commander W. Hose, R.C.N., to ascertain his attitude towards the formation of Naval Volunteers. The Commander was heartily in favour and promised whole-hearted support which he gave in no unstinted manner. The oldest pioneer Naval Volunteer was Doctor John Harper of St. Thomas' and Guy's hospitals, for he had joined the Royal Naval Artillery Volunteers about 1892. At that time the London Divisional ship was the old Baltic gun-boat RAINBOW, moored in Blackfriars reach in the Thames. This vessel was built in 1855 and disappeared from the Navy List in 1887, being the fifth of the name. In 1891 the sixth RAINBOW was launched at Jarrow by Palmers, and after many commissions was sold to the Canadian Government in 1910 at Portsmouth.

The year 1913, in Victoria, found a number of keen volunteers who felt the call of the sea and the urge to form Naval Volunteers in Canada. Here are the six men who signed the Memorial dated March 10, 1914: G. H. Lifton, former R.N.V.R., London; G. E. S. Edwards, South African War service; John Harper, R.N.A.V., 1882; S. Geary, R.N.V.R., 1904-1912, as C.P.O.; J. T. Bligh, ex-P.O., H.M.S. Ganges, Boys' training ship; H. G. Ogden, who had become keen on sea service. There was much talking about the formation of such a force, and one man gave the necessary leadership by writing to Premier Borden on May 19, 1913. The Premier replied to Mr. Geary on June 2, promising to place the representations before Hon. J. D. Hazen. On June 27, Mr. Geary wrote to Hon. Hazen who replied on July 7 promising an interview and willingness to lend a sympathetic ear to proposals. On July 20, Mr. Geary wrote to the Secretary of Hon. Hazen asking for fixture of promised interview. On July 23 came a reply from the Secretary informing him that the Minister would receive a deputation in Board of Trade rooms on July 24 at 4.30 p.m. Meanwhile Mr. Geary got interested people together and formed a deputation to meet the Minister and drew up a memorandum to submit with all their signatures attached. The meeting took place at the Board of Trade offices. "We had to wait while a conference was in progress, meanwhile the Minister's private Secretary came out to greet us. Immediately Jarvis and another rushed up to him and introduced themselves as Secretary and Chairman. Nobody had elected them and after listening to them for a few

minutes the young Secretary asked for Geary. The others had to stand aside and Geary was instructed to introduce the deputation to the Minister when they went into the meeting. This he did and the Minister then asked Geary to take the head of a long trestle table at which he and his deputy sat on Geary's left and the others opposite. The Minister was quite sympathetic but, could not give a decisive answer until he returned to Ottawa. Meanwhile in the Memorandum we had requested to be allowed to drill in the Navy Yard pending legislation, should legislation be necessary." He thought there would be no objection provided Commander Hose was agreeable. Another point that impressed him was this. He said: "I suppose you gentlemen want to be treated as the Militia and paid for each drill you do." I replied: "Oh, no sir", not if run upon the same lines as the R.N.V.R., England. Not only did we not get paid, except when afloat in H.M. ships, but we even paid for our rations while serving aboard our Training Ship." And I promptly handed him a copy of the "Blue Book" with the R.N.V.R. Regulations which he gladly accepted. And I honestly believe that not only did the point of "no pay" carry considerable weight but the Regulations became the foundation of the R.N.C.V.R.

On August 8, 1913, the Naval Volunteers were received aboard H.M. battle cruiser NEW ZEALAND, Captain Lionel Halsey, R.N., who complimented them on their efforts as pioneers, and wished them every success. On August 14 the first drill of the Naval Volunteers was held in the Dockyard. September 6 saw the first cricket match, Volunteers versus RAINBOW. The first football match was played on September 4 between the same teams. The first smoking concert was given by the Volunteers on October 18 in the naval canteen, guests coming from ALGERINE, SHEARWATER and RAINBOW. On November 20 a parade of the Volunteers in the Dockyard was inspected by Premier Sir Richard McBride and Speaker Eberts.

A great advance in public opinion came on January 24, 1914, with the passing of a resolution by Mr. William Blakemore and seconded by Mr. A. G. Sargison and carried unanimously at the Conservative convention as follows: "Resolved that this Convention is pleased to learn of the establishment of the Royal Naval Volunteers at Victoria, regarding it as the first practical step towards naval defence; and urges the Federal Government to grant official recognition to the organization at the earliest possible moment." Copies of this resolution will be sent to Premier

Borden, the Honourable J. D. Hazen and the Federal members for British Columbia.

January 29, 1914, the first public drill display by the Naval Volunteers was held in the Dockyard, including six-inch loader competition in which two teams from the Volunteers, two from ALGERINE and one from RAINBOW competed.

March 10, a deputation of Messrs. Lifton, Harper, Edwards, Ogden, Bligh and Geary waited on Sir R. McBride urging him to use his influence at Ottawa for immediate recognition.

MEMORIAL sent to SENATORS, CABINET MINISTERS and MEMBERS at OTTAWA, dated March 10, 1914.  
Honourable Sir:

re Naval Volunteers.

We take the liberty of approaching you in order that we may place before you, from the members' point of view, the present position of the Naval Volunteers. On July 24, 1913, a deputation of the proposed Naval Volunteers was received by the Honourable J. D. Hazen, Naval Minister, and Mr. Desbarats, Deputy Minister. The Honourable J. D. Hazen promised with the sanction of Commander Hose, R.C.N., to permit facilities for training in the Dockyard pending official legislation. This reply being looked upon in a favourable light, drills were commenced on August 14, 1913, the number of volunteers present being 33; since then drills have been carried on twice a week, Tuesdays and Thursdays; boat drill and field gun drill have been carried out from time to time on Saturdays.

November 20, 1913, Sir Richard McBride, K.C.M.G., Premier of B.C., visited the Naval Volunteers and witnessed various drills being carried out and again visited on January 29, 1914, witnessing Drill Display by Naval Volunteers, including six-inch gun loading competition against two crews from H.M.S. ALGERINE and H.M.C.S. RAINBOW. The total enrolled strength, namely combatants 120, non-combatants 20, and your attention is drawn to the Boy Bluejackets, number 33, who drill weekly, also a purely voluntary movement, which will become a valuable recruiting force for the Naval Volunteers. Drill comprises gunnery, seamanship, signalling, boat drill, rifle and field exercises and company drill.

We have from the first received every encouragement and help from Commander Hose and officers of the Royal

Canadian Naval Service, also from Captain Corbett and officers of the Imperial Service upon this station. In every case their time and talents have been ungrudgingly placed at our disposal and the staff of instructors told off have spared no efforts to render the corps efficient. We have from time to time added recruits to our ranks. But recruits will more readily join when the establishment is authorized. We are unable to hold out inducements to men to join, not knowing when we are to be officially recognized and to wear uniform.

During the period in which we have been drilling we have seen a Militia Regiment formed, officially recognized, officers appointed, and the force put on a proper footing; while apparently the question of forming a Naval Volunteer Corps still remains in abeyance. We therefore ask your valued assistance in pressing the matter forward and if possible, obtaining from the Naval Minister a definite and early pronouncement, as we feel an indefinite continuation of the present condition is calculated to frustrate the success of the movement. We suggest the establishment of the force need not necessarily await embodiment in any naval scheme which may be devised. We would also suggest that provision be made in the estimates for the establishment of a Divisional Band of about 30 musicians. May we respectfully draw your attention to the case of Cape Colony, which has no Naval Service apart from Naval Volunteers, and to that fact they have voluntarily offered their services wherever they may be required by the Royal Navy.

Again requesting the privilege of your valued support,

We have the honour to be Sir,

Your obedient servant,

G. H. Lifton, Hon. Secretary,

G. E. S. Edwards,

J. Harper,

S. Geary,

J. Bligh,

H. G. Ogden.

March 10, 1914.

## PRIVATE DIARY

Here are some interesting extracts from the writer's  
Diary of the early part of 1914:

- January 5, Stanley Geary started work in my flat as secretary.
- January 7, Letter to "Colonist" on subject of ships in Esquimalt Harbour. Saw Mr. Swayne about British Pacific fleet.
- January 20, Went to Dockyard at 8 p.m. for free gymnastics in which I joined for the first time with the volunteers. Also six-inch loader. Commander Hose made an announcement to them.
- January 22, To Dockyard for volunteer drill took part in gymnastics.
- January 27, Tuesday. To Dockyard, volunteers preparing for display.
- January 29, Thursday. In service uniform with Lieut. Pilcher to RAINBOW; saw Commander Hose and looked up some reference books. In evening with Ponder and Geary to Volunteer Drill Hall for display before Sir Richard McBride, see photograph in this book.
- February 2, Monday. Let Mr. Geary off to see Constable R. Ponder off to Cumberland.
- February 3, Tuesday. Meeting of B.C. Federation of the Navy League at Royal Victoria Theatre, on the stage with the Volunteers. Speech by Dean C. S. Quainton; capacity house.
- February 17, To the Dockyard volunteer drill on field gun.
- February 19, Thursday. Volunteers drilled with band.
- March 2, Saw Constable R. Ponder off by Grand Trunk Pacific steamer to Prince Rupert for Hazelton.
- March 5, Thursday. To Dockyard for volunteer drill.
- March 7, 3 p.m., to Dockyard. Volunteers at field gun drill. Geary and Mr. E. Haines to Cole Island for week-end.

- March 12, Tuesday, to Dockyard Volunteer drill, number present 54.
- March 13, Friday, with large camera on the RAINBOW, and took many photographs, groups, etc.
- March 15, Sunday. Took two photo albums to Commander Hose at old Navai Hospital on my first call.
- March 21, Saturday. Lunch and tea with Commander and Mrs. Hose in the old naval hospital. Took photographs.
- March 26, Thursday. To Dockyard. Volunteers parade, the last one that Mr. Geary attended before leaving for Government office at Hazelton.
- April 1, At Prince Rupert, saw Mr. Geary off on Grand Trunk Pacific train for Hazelton.
- April 23, To Dockyard. Volunteers at drill. I did cutlass drill.
- April 25, Saturday, to Dockyard, 3 p.m., fourteen of the volunteers went for pulling and sailing in second cutter of RAINBOW. Doctor Harper was the coxswain. Not much wind but put in a good practice in pulling together. Returned to the ship 6 p.m. and climbed up lower boom, and in dinghy to Dockyard.
- May 9, To Dockyard, 3.15 p.m., called volunteer cutter towards the wharf and took several photographs with volunteers. Doctor Harper in Command.
- June 10, To Dockyard where I heard Vice-Admiral Charles E. Kingsmill, Director of the Naval Service of Canada, address the naval volunteers, 9.40-10 p.m.
- July 9, Thursday. To Dockyard at 8 p.m. and saw 61 sets of kit issued to volunteers who put them on for the first time. Commander Hose, Lieut. Henry B. Pilcher, R.N., and Mr. James E. Cox, Gunner R.N., were also present.

**Note by author.**—By order of the Privy Council the Naval Volunteers were authorized on May 18. Hence it took 52 days to pass through the Treasury and then the uniform contractor and to have the kits shipped to the Coast.



July 20, Monday. Heard the RAINBOW was to leave for Vancouver at 10 p.m. Went to Dockyard at 2.30 p.m., found 50 dockyard workers under direction of Warrant Officers shipping guns, ammunition and stores. Work to prepare ship for sudden departure had begun 5 a.m. when the boilers had been ready for testing. Steam was started at noon. Over one hundred men from NIOBE came in S.S. PRINCESS ALICE (C.P.R.) 5.33 p.m. The men were told off. Fifty Royal Canadian Garrison Artillery came on and ship sailed for Vancouver at 10.12 p.m.

July 27, Monday. Twenty-six Volunteers from Vancouver arrived for RAINBOW as recruits, this afternoon. I went to RAINBOW in evening and saw Mr. E. Haines. There was Volunteer drill in Dockyard.

July 28, First uniform march of R.N.C.V.R. held in Canada. Paraded at Militia drill hall and marched through the city. Manned a field gun, small arm party and the 26 recruits from Vancouver under Lieutenant Lucas, all under Lieutenant H. B. Pilcher.

July 30, Thursday. Detachment of R.N.C.V.R. had reported today and were stowing six-inch shell in RAINBOW. She sailed for ROYAL ROADS at 8.45 p.m.

Here is an extract of a letter dated July 16 from Mr. Geary from the Provincial Government Office at Hazelton, sent to the author:

"Many thanks for yours of the 10th received last night. It would be difficult to adequately describe my feelings as I read it through. To think of the Naval Volunteers receiving their uniform, and already having the chance of a six-weeks' cruise on H.M.C.S. RAINBOW, and I myself being imprisoned or caged in a rotten little hole like this. When I first read your despatch, I felt like deserting the Government and coming straight away to Esquimalt to shout Rule Britannia. I only hope I get transferred to Victoria next month, or that an earthquake may remove some of the obstacles in the way."

Let us return to the author's own diary:

- August 2, Sunday. Royal Naval Canadian Volunteer Reserve in Victoria called out for duty in the Dockyard. Mr. Cox had been up all night. Mr. Reginald Wood, R.C.N., told me an important code message came 12.45 p.m. for Commander Hose from Ottawa. Brick Signal Tower (the Bickford) was put in commission. Acting commissions arrived for Lifton, Edwards and Ogden.
- August 7, Stanley Geary and Russell Ponder arrived from Hazelton as a result of a telegram from the Officer Instructor calling them out for duty with the Victoria Company, Naval Volunteers. At first Lieutenant Bertram Jones said they could not be taken on Number One Company, R.C.N.V.R., as it was already complete. At last I got them taken on as C.P.O. Instructors. Captain A. D. MacDonald (late R.A.) asked me to command the Number Three Company from Vancouver. I got it handed over to C.P.O.'s Geary and Ponder.
- August 8, Saturday. Number Three Company arrived from Vancouver about 4 p.m. and was put in cricket ground under Lieutenant Kenneth Harper, assisted by C.P.O.'s Geary and Ponder.
- August 15, Saturday. The New Senior Naval Officer was appointed in the person of Commander Charles W. Trousdale, R.N., from the SHEARWATER.
- August 16, Sunday. General muster for sorting out ratings at drill hall at 9.30 p.m. The men are gradually getting parts of kit.
- August 17, Monday. General muster of Volunteers about 3 p.m. for the Senior Naval Officer and entering up in Pay Books by the new Paymaster.
- August 21, Monday. The Senior Naval Officer informed me my services were no longer required in the Dockyard, so I returned to my flat. I left for England on Friday, September 4, to re-join my Territorial Battalion, the 5th Battalion the East Surrey Regiment from which I had been seconded in 1911.

## PRIVY COUNCIL

Here is a suitable place to give the official details of the Privy Council advising that a Naval Volunteer Force be organized forthwith. Privy Council Order number 1313 dated May 18, 1914, states: The Committee of the Privy Council have had before them a report, dated May 14, 1914, from the Minister of the Naval Service, stating that several petitions and representations have been received from persons and parties in the Dominion urging the organization of the Naval Volunteer Force.

The Minister observes that an independent organization of this nature has already been established in British Columbia, and has been carrying out drill and training, etc., under the direction of various officers of the Department of Naval Service, so that the time seems opportune for the organization of such a force on the following basis, viz:

1. The Officers, Petty Officers and men of the Naval Volunteers shall be persons who volunteer to enrol, to carry out the prescribed annual drill or training and to serve in the Naval Service when called out.
2. The Naval Volunteers, if called out in the event of an emergency, will be required:
  - (a) To serve in the vessels of the Naval Service of Canada or in those of the Royal Navy;
  - (b) As personnel for the examination, mine-sweeping and other subsidiary services at the different ports;
  - (c) As signalmen, wireless telegraphists and in such ranks and ratings as are required for establishments on shore.
3. The Force to be raised shall consist at present of twelve hundred men, together with the necessary Officers and Permanent Staff.
4. The training of the Naval Volunteers shall comprise seamanship, including handling of boats under oars and sail, knotting, splicing, rigging shearlegs and derricks; drill with guns and rifles, including firing practice; company and field gun drill; torpedo and electrical instruction; engineering and stokehold work; signalling, wireless telegraphy, first aid and kindred subjects.

This training shall be conducted in such manner as shall be prescribed by the Minister of the Naval Service from time to time.

The Committee, on the recommendation of the Minister of the Naval Service, advise that a Naval Volunteer Force be organized forthwith, in accordance with the provisions above set forth.

Signed: RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

Let us now deal with the authorization of the Naval Volunteer Force in Canada. The Order-in-Council was passed in May, 1914. But the first war came too soon to enable the formation of units to be well and truly laid. For at the end of the war in 1918 the Force had not survived as a unit.

A few years after the end of the war the Naval Service considered the time was ripe for a careful formation of units of the Volunteer Reserve across Canada, hence in 1923 steps were taken to gather officers and men with war service to be formed into units.

Here is the Order-in-Council number 139, dated January 31, 1923: "Whereas the Technical Officers of the Naval Service have recommended, with the concurrence of the Deputy Minister, that authority be granted to organize and maintain a Force of not more than 1,000 Volunteer Officers and men to be called the Canadian Naval Volunteer Reserve.

"Wherefore, His Excellency the Governor-General in Council, on the recommendation of the Minister of National Defence and under the provisions of Section 26, Chapter 43, of the Statutes of 1910 (The Naval Service Act), is pleased to authorize and doth hereby authorize the organization and maintenance of a Force of not more than 1,000 volunteer officers and men to be called the Canadian Naval Volunteer Reserve."

Original signed: "RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

## PERSONAL HISTORIES

Here are the personal histories of a few of the pioneer Naval Volunteers in Esquimalt after September, 1914. The SHEARWATER II was commissioned as mother ship to the two submarines by Captain T. G. Shenton, R.C.N., on September 6. Among her crew were C.P.O.'s Geary and Ponder, who were on her books as instructors. In a few weeks Mr. Geary proceeded to England and was commissioned in the Royal Naval Division at the Crystal Palace and appointed to the COLLINGWOOD battalion as Lieut. and Quartermaster to date December 12, 1914. Lieut. Geary served at the Dardanelles for a few months in 1916, where he was wounded. He later became a Lieut. in the R.N.V.R. in June, 1917, and in August of that year was posted to the HANNIBAL at Alexandria. He left this ship for England in January, 1919, and was demobilized on March 15, 1919. He was married in London in his father's old parish church and arrived back in Victoria in 1920.

Some months later the SHEARWATER II lost another of her Instructors, when C.P.O. Russell Ponder resigned and left Esquimalt for London on May 15, 1915. He spent some time at the R.N.V.R. Depot and was appointed as Lieutenant to EXCELLENT for gunnery course on November 12, 1915. On January 11, 1916, he was appointed to ALERT, additional to the small shallow draft gunboat GADFLY but on arrival at Basra he was sent to SNAKE-FLY, as the first Lieutenant. The duty on the Tigris was hard on everybody. While at Bagdad he could not obtain permission to apply for appointment of Chief of Police as that was a job under the Army. He returned to England and was placed in command of the drifter GUIDE ON in the Straits of Dover, to date April 23, 1918. Lieutenant Ponder was demobilized and returned to Victoria, B.C., where he re-joined the B.C. Police in July, 1919, being posted to Massett. On August 28, 1924, we find him appointed Lieutenant, R.C.N.V.R., and for duty as C.O. of the Prince Rupert half company which he organized. He remained in command until December, 1927, when he was transferred by the Provincial Police to Vancouver City. On October 5, 1931, he was attached to the DISCOVERY, the Vancouver Division but not for active duty other than training periods at NADEN, Esquimalt. In 1938 we find Lieutenant Commander R. Ponder, R.C.N.V.R. (ret.) as President of the Naval Officers Association of B.C.

On the outbreak of the Second Great War we find Lieutenant Commander Ponder appointed to NADEN, additional on September 5, 1939, as Naval Provost Marshal. On December 15, 1941, he was given the acting rank of Commander whilst holding this appointment. On October 27, 1942, he was appointed Drafting Commander at NADEN. On the following November 26, we find him appointed to GIVENCHY additional as Drafting Commander. He was promoted Acting-Commander July 1, 1944, and re-appointed. On March 29, 1945, he was promoted Commander R.C.N.V.R. and retired, services completed. He was awarded the Volunteer Officers Decoration on June 11, 1943. He died at Langley Prairie July 3, 1956.

We now deal with the Association services of Mr. S. Geary, who was prevented from active service by a serious wound received at Gallipoli. He put all his energy into the Royal Naval Volunteer Reserve and the Royal Naval Division Associations, and their annual outings to ships and battlefields. At the start of the Second War the two Associations met on December 14, 1939, and formed a War Comforts Fund. The Secretary of the Fund wrote to the Admiralty requesting them to nominate a small ship for them to adopt. Their reply was to ask the Association to adopt the HOOD, the largest warship in the world. From January, 1940, Mr. Geary became the honorary secretary of this combined Comfort Fund, which he worked till the end of the war. By 1946 the list of ships and shore stations adopted by the Fund consisted of 65 in all. The office was in Warwick House, Cockspur Street, near Trafalgar Square. Mr. Geary is now the Chairman of the Council of the R.N.V.R. Association. Up to 1945 the Comforts Fund despatched 185,896 articles to the 65 ships and establishments and spent £12,000 on comforts and gifts. Mr. Geary is still full of the real Volunteer Spirit of Service to encourage young men to train and be prepared to give voluntary service at sea when the country needs them.

So far as is known Paymaster Lieut.-Commander Henry Gouverneus Ogden, R.C.N. (R), is the only survivor of the three original commissioned Volunteers of 1914 at Esquimalt, having received his acting commission on August 2, 1914. He was posted to SHEARWATER, and later proceeded to England where he transferred to the Royal Naval Reserve in order to get Sea Service. From May to August, 1915, he served in VICTORY, Depot at Portsmouth as Assistant Paymaster. From September to November, 1915, he served in DAFFODIL, sloop, as Assistant Paymaster in charge on the coast of Ireland from Queenstown; from

November, 1915, to July, 1916, in COLLEEN, depot ship Queenstown. The sloops became tenders and accounts were transferred to a central ship. From July, 1916, to January, 1918, Paymaster Ogden was posted to GLORY as Assistant Paymaster at Murmansk; from February, 1918, to April, 1919, to IMPLACABLE as Paymaster Lieut. on the Northern Patrol; from April to November, 1919, in EGMONT, depot ship at Malta; then from November, 1919, to July, 1920, to the ARK ROYAL as Paymaster Lieutenant in charge while serving in Mediterrean, Somaliland and Black Sea operations (and this was by order of the Commander-in-Chief). He was then demobilized, and returned to Victoria.

For the Second Great War Mr. Ogden was appointed Paymaster Lieut. in R.C.N.(R) on October 20, 1939, and promoted to Lieut. Commander on January 1, 1943, on the staff of GIVENCHY, for charge of the Confidential Books.

The oldest Naval Volunteer in B.C. is the late Doctor John Harper, who was born in London, England, in 1865. His medical education was at St. Thomas' and Guys' Hospitals. When a young man he joined the old Royal Naval Artillery Volunteers in the London Brigade about 1892 which had the old Baltic gunboat RAINBOW moored off Somerset House as headquarters. He went to Zululand with his wife as District Surgeon from 1893 to 1903, came back to England in 1903 and to Victoria in 1908. He took his Yacht Master's certificate in London. During 1913 and 1914 he drilled with Pioneer Company Naval Volunteers at RAINBOW, and gave training in boat pulling. Eventually he went to England and was commissioned as Lieut. in the Royal Naval Volunteer Reserve on March 24, 1915, and was posted to EXCELLENT for a course. He was then commissioned, temporary, to the Royal Navy as Surgeon on December 5, 1916, posted to cruiser CARYSFORT on Cape station and to PEMBROKE at Chatham, 1916 to 1917. He then went to the armoured cruiser FURIOUS 1917-1919 and to VICTORY at Portsmouth 1919 to 1920. In that year he was demobilized and returned to Victoria, where he continued practice and went in for yachting. He owned for many years the sailing sloop FAYTH which was built in Hong Kong, and he won several prizes. He returned to England, 1932 to 1939, and set up practice near Brighton, returning to Victoria in the latter year.

Though Doctor Harper was over age for active service he was appointed medical officer to the cable ship RESTORER in 1941 and from 1941 to 1943 was in the auxiliary

transport EMPIRE WOODLARK in the same position, during which time he made several long passages. He returned to the RESTORER from 1946-1947 and then to the shore. He died at the Veterans' hospital on August 13, 1953.

The writer has obtained many historical facts about the naval staff at Esquimalt from Mr. Geoffrey Arnold Heal, who is still with us. He was trained at Summers and Payne, yacht builders of Southampton. He arrived at Victoria in spring of 1913 and got work at the Dockyard as a boat builder. When the war started he was put in the office, when Assistant Paymaster Arthur L. Withers, R.C.N.V.R., went to Ottawa, Rear-Admiral Story took him as Secretary and he was commissioned as Assistant Paymaster, R.C.N.V.R., and was promoted to Paymaster in April, 1918. He was demobilized on December 31, 1920, being the last Volunteer officer to be demobilized on the B.C. Coast.

Between the wars he carried on as civilian secretary to the many Senior Naval Officers. He rejoined the R.C.N. as Paymaster Lieut. (Temp.) on August 31, 1939, and was promoted Lieut. Commander, (S.B. "E"), January 1, 1943. He was discharged medically unfit in April, 1945.

Rear-Admiral H. F. Pullen asked the writer about the letters on Naval Buttons; and Commander Heal says he remembers clearly the only two patterns were first "R.C.N." and secondly "R.N.V.R.", as the Canadian Government did not have a special Volunteer die made.

The writer feels he has had the honour of recording the story of the pioneers of the Canadian Naval Volunteers from first-hand and he well remembers the days of 1913 and 1914.



## TORPEDO BOATS

It has been found that torpedo boats first arrived at Esquimalt on July 31, 1885, and this early date will surprise all readers. The collecting of the following facts has taken a long time and the credit for the ultimate success must go to the Provincial Archives.

The above mentioned torpedo boats were two in number, and the official names were number 39, and 40. But as the crews were obtained by volunteers from the flagship SWIFTSURE, they were locally called SWIFT and SURE. The two boats were brought in tow of the Corvette SATELLITE which had taken over this job from the corvette PELICAN at Acapulco. The two little craft were built by Yarrow at Poplar, length 100 feet, beam 12.5 feet, draught 4.5 feet, tons 40, indicated horse power 500, speed 20 knots, one torpedo tube, complement 15, guns two 1-inch Nordenfelt machine guns. They were built for the Chilean government and sent to Valparaiso in sections where they were assembled and tested. The growing Anglo-Russian friction concerning the frontier dispute on the Afghanistan frontier south of the Russian district of Penjdeh which is in the foothills about one hundred miles south of the old city of Merv, made the British Government anxious to obtain two such craft for the defence of Victoria, and generally to defend the coast of B.C. from any attention that a Russian squadron might feel inclined to give. The two Chilean craft were thought of and England made a liberal offer which was accepted. Volunteers were called for from the flagship, and Lieutenant Honourable Alexander Edward Bethell commanded the senior ship and Midshipman H. L. Clark commanded the other one. The Lieutenant was in 1908 Rear-Admiral the Hon. Sir A. E. Bethell, K.C.M.G., the C-in-C East Indies. The two craft while on their way up the coast called at San Francisco under tow of the corvette SATELLITE, 1462 tons. One of the Midshipmen was Bertram M. Chambers who became Admiral Retired in 1926, and wrote a book called "SALT JUNK". He says the corvette called in at the way ports, Magdalena Bay, San Pedro, San Louise Obispo and Port Orford. They stayed at San Francisco a few days, where a newspaper reporter got on board in the guise of a yachtsman and wrote a description as seen through the United States eyes, and this was printed in the San Fran-

cisco "Chronicle" of July, 1885. A picture of number 39 is in this little book, and it was taken soon after the boats arrived in Esquimalt.

After the British-Russian trouble in Central Asia at Penjdeh had subsided only one boat was kept in commission, and used for the training of stokers.

The other vessel was put into reserve. The only mention of their further use is to be found in the Colonist of May 24, 1890, when "a large number of people gathered yesterday morning on Beacon Hill cliffs overlooking the Straits of De Fuca to witness the tactics of H.M. torpedo boats, when a hulk was blown up by mine laid with an electric cable." The next mention is in 1905, when the Colonist of February 15, has a call for tenders to buy two small torpedo boats for junk. The tenders were sent home to the Admiralty and that from Bullen's was accepted.

In January, 1898, a second tactical trial of torpedo craft was made on this coast, namely the two 300-ton four-funnel torpedo boat destroyers, SPARROWHAWK and VIRAGO, of 30 knots and coal capacity of only 80 tons. The complement was 58, and they were built by Laird of Birkenhead in 1895. The small coal capacity meant a short radius of action, they were then of little use for trade protection.

The two craft had turtle deck forward and today would not be considered as destroyers at all. They had been present at the Spithead naval review of July, 1897, then were paid off at Devonport and recommissioned for the Pacific station, the SPARROWHAWK by Lieutenant Oscar V. de Satge and the VIRAGO by Lieutenant Edward A. Baird, both on August 10, 1897.

The photograph in the book shows the SPARROWHAWK flying the flag of Rear-Admiral Henry St. Leger Bury Palliser. Only one was kept in commission for the training of stokers and crew.

An earlier VIRAGO on this coast was a wooden gun-vessel propelled by side paddle wheels, where she served from 1851 to 1855, and did much work in the Queen Charlotte Islands under the command of Commander James Charles Prevost, R.N. She was the second vessel of the name, being built at Chatham in 1842 from the design of that skilled marine architect, Captain Sir William Symonds, R.N. She had six muzzle-loading guns, was of 1,060 tons and had engines of 300 horsepower. She was commissioned

at Devonport on August 5, 1851, by Commander William Houston Stewart (promoted Admiral 1881 and died 1901). In 1852 while serving in the frigate PORTLAND flagship of Rear-Admiral Fairfax Moresby, Commander J. C. Prevost was transferred into the VIRAGO at Valparaiso, relieving Commander Stewart. Prevost had already married Ellen Mary, eldest daughter of Admiral Moresby in 1842. After working off the Nass and the Skeena rivers he witnessed enough of the savage Indian life to be convinced of the necessity for a mission among these too-long-neglected tribes. They were almost constantly warring, tribe against tribe and had attacked ships and schooners, killing or capturing their crews, so that the services of this officer with his ship had been called into request on several occasions to punish them. Commander Prevost first communicated his report to the Editorial Secretary of the Church Missionary Society, at a meeting in Tunbridge Wells. This Secretary while sympathizing with the Officer informed him that there were no funds for this work, but asked for a report on the state of the Indians, which he inserted in the "INTELLIGENCE" with the result that the sum of £500 was received from two friends. In September, 1856, Captain Prevost commissioned the corvette SATELLITE and he was empowered to offer a free passage to a Missionary if the Society could find one. A young student was found, Mr. William Duncan, who sailed on December 23, 1856, and on June 13, 1857, the corvette arrived at Esquimalt and Duncan reached Fort Simpson on October 1, 1857. Duncan spent his life on the coast and did a fine job with the Indians at Metlakatla. Captain Prevost was also appointed first British Commissioner for settling the San Juan Boundary dispute between Britain and the U.S. Territory. He retired as Rear-Admiral in 1889 and died in London in 1891.

An earlier SPARROWHAWK, a screw gunvessel, the third of the name did pioneer work on the coast having been commissioned at Devonport on March 5, 1865, by Commander E. A. Porcher. She was built at Plymouth in 1855, was of 616 tons, with four guns, was a three-masted schooner with a swan bow and 200 horsepower screw engine. She sailed from Plymouth on April 1, 1865, called at Madeira, Rio, Falkland Islands, Valparaiso and Honolulu, which port she left on September 30, and arrived at Esquimalt October 30, nearly five months on the voyage.

The historical event in this SPARROWHAWK was the death of His Excellency Governor Frederick Seymour off Bella Coola on June 10, 1869, on her way south from Metla-

katla, where the Governor had settled disputes between the Nass and Tsimshian Indians. The gun-vessel reached Esquimalt on June 13, and the late Governor was given an official funeral at the Naval Cemetery on June 16. The SPARROWHAWK was re-commissioned by Commander H. W. Mist in 1868 and was sold out of the service on November 26, 1872, to Messrs. Corbitt and Macleay, of Oregon, for \$20,000 with an agreement that Messrs. S. P. Moody, Dietz and Nelson of Moodyville lumber mill were to have the engines. As a sailing vessel, the SPARROWHAWK made two or three voyages to China with lumber and was eventually lost in a typhoon in the China Sea.

The histories of other Captains and their ships cannot be told here, owing to lack of space, though a vast amount of data is on file, but it should be remembered that no navy ship came to Esquimalt without orders as to what her Captain was to do when she anchored there.

It has been recently discovered that three barquentine-rigged second-class cruisers used Esquimalt harbour between 1888 and 1897 carrying one second-class torpedo boat one on each bulwark. The writer has a photograph of the LEANDER with the SPARROWHAWK alongside and showing one second-class torpedo boat on the starboard bulwark above the torpedo boat destroyer. The two other cruisers similarly equipped were PHAETON and AMPHION. The LEANDER was built at Glasgow in 1882, the PHAETON at Glasgow in 1883, and the AMPHION at Pembroke in 1883. They were each of 4,300 tons and 5,000 horsepower. On their first commission each of the above cruisers was barquentine-rigged, but the yards were removed before the second commission, so from this fact we can date a photograph. It has not been found out how it was intended to use these little vessels in trade defence on the B.C. Coast. For this information search would probably have to be made in the Ship's Logs in the Public Record Office, on Chancery Lane, London; and in the Admiralty files dealing with the Pacific Station.

Esquimalt Harbour did not see destroyers between 1898 and 1921. The implementation by the Canadian Government of the Jellicoe Report was the acceptance by Canada of three ships, a flotilla leader and two destroyers in 1920. The Admiralty agreed to allot the best oil-burning ships, namely the AURORA, launched at Devonport in June, 1914, of 3520 tons, length 450 feet, and 30,000 horsepower. The destroyers PATRIOT and PATRICIAN were built in 1916, of 1004 tons, lengths 271 feet, 27,500 horsepower and 35 knots.

The three vessels were given the necessary repairs at Portsmouth. Great difficulty was experienced in finding enough ratings, most coming from Canada, a few from Great Britain and some loaned by the Admiralty. In order to show these three ships carried mostly Canadian officers here is a list of them taken from the Navy List of January, 1922. Those officers not Canadian are marked "R.N." The AURORA was commissioned at Devonport on November 1, 1920. Captain Henry G. H. Adams, C.B.E., R.N.; Lieutenant Commander Edmund G. Hallewell; Lieut. Raymond F. Bosanquet, R.N.; Lieut. Douglas B. Moffatt; Leonard W. Murray; Hubert J. F. Hibbard; John M. Grant; Edwin A. Thompson; Engineer Commander John F. Bell, O.B.E., R.N.; Engineer Lieut. Ninian Bannantyne; Paymaster Lieut. Commander John G. Elagar, D.S.C., R.N.; Surgeon Lieut. Albert G. Laroche, M.D.; Sub-Lieut. Roger E. S. Bidwell; Edward R. Mainguy; Paymaster Sub-Lieut. Marie J. O. Cossette; Gunner George Odell, R.N.; William A. Vinnicombe, R.N.; William D. Johnson, R.N.; Boatswain Bartholomew C. N. Wilson; Warrant Engineer James W. Keohane and Thomas H. Evans; Warrant Shipwright Charles H. Brown.

PATRICIAN, commissioned Portsmouth November 1, 1920. Lieut. George C. Jones; Arthur R. Pressey; Wallace B. Creery (Act.); Engineer Commander Hubert J. Napier Hemy; Gunner Michael Spillane, R.N. PATRIOT, commissioned at Portsmouth November 1, 1920. Lieut. Charles T. Beard; Ronald J. Agnew; Adrian M. Hope (Act.); Engineer Commander Angus D. M. Curry; Gunner Walter G. Smith.

The three ships arrived at Halifax on December 21, 1920. They arrived at Esquimalt on March 9, 1921. They sailed from Esquimalt by June 7, and arrived at Halifax on July 30. The PATRICIAN left Halifax and returned to the Pacific coast on October 1, 1922, arriving at Esquimalt on October 30.

In 1922, PATRICIAN accompanied PATRIOT to Pictou on September 13, for celebrations there . . . returned to Halifax September 21, to prepare for the passage to Esquimalt, on which station she had been placed. She sailed from Halifax October 1, for Esquimalt via Bermuda, Jamaica, Balboa, La Libertad, San Pedro, and arrived at Esquimalt October 30.. At La Libertad PATRICIAN was in company with CAPETOWN; her 3,600-mile passage was completed at Esquimalt. Her skipper was Lieutenant G. C. Jones, R.C.N., who was appointed to her command on October 3, 1920.

## CONCLUSION

The writer set out several years ago to re-write the history of the NADEN, but felt urged to give the list of the Admirals and Flagships on the Pacific Station. This was followed by an urge to give a history of the name "RAINBOW", and the pioneers of the NAVAL VOLUNTEERS before they are all forgotten. Then came the early torpedo boats and years have been spent in tracing up the true history of these little craft and the officers who commanded them. Hence the original plan has been greatly exceeded, and to finish off the job only the best illustrations have been used and nearly all are appearing for the first time.

The writer could go on writing of interesting officers and ships for many years, but he must bring the long passage to an end by anchoring in a secure haven.

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