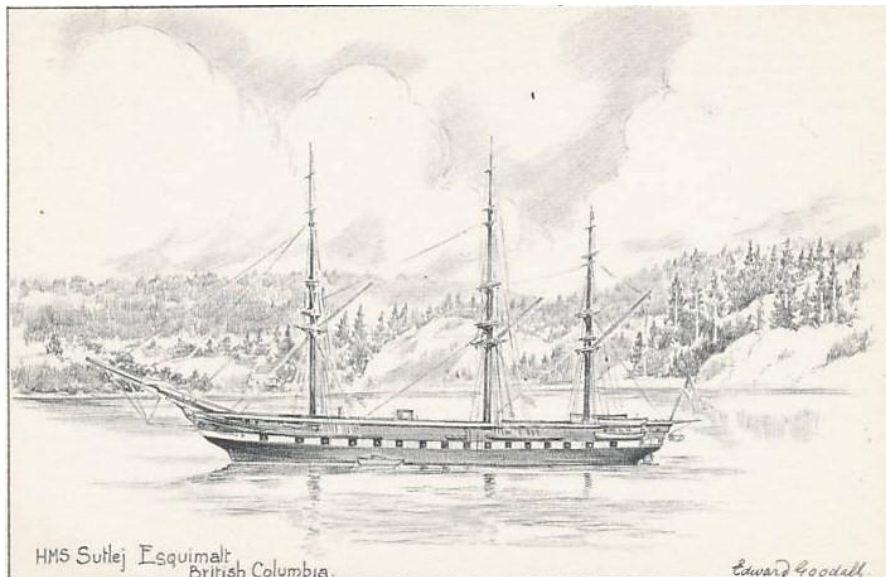




Esquimalt Remembers

The citizens of Esquimalt remember the Canadian Naval Service



Over 100 years of naval service



**Compiled by Jim MacMillan-Murphy
Esquimalt Heritage Advisory Committee**

The Motto, "Es-whoy-malth" is an anglicized version of the Indian for "a shoaling place" and from which the name Esquimalt was derived.

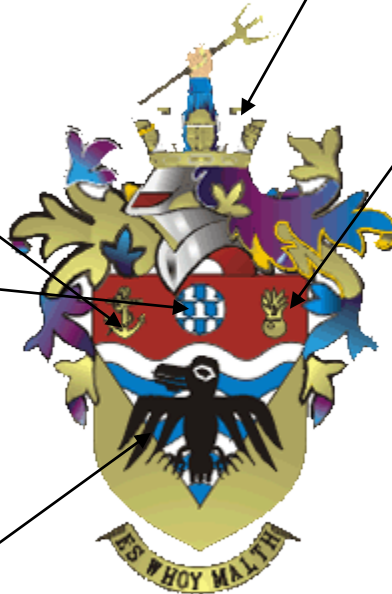
The people of Esquimalt have had a long and unique connection with the naval forces of Britain and Canada. We are so connected with the naval history that we proudly incorporated naval symbols within our coat of arms. As we examine our coat of arms we find

The crest is a tribute to the Royal Canadian Navy whose principal West Coast Base and training establishments are located in Esquimalt. It is derived from the crest in the Arms of Plymouth and Devonport, England but sufficiently differenced to be unique, and refers to the British Naval traditions upon which the Royal Canadian Navy is founded. It displays a Naval Crown, from out of which rises an arm clad in sailor's working rig, and holding aloft a Trident, a symbol of defence against enemies at sea

The roundel is flanked on one side by a golden anchor in reference to the British Navy and mercantile affairs generally, which were at one time vital to the maintenance of the white man's settlements on the West Coast

The roundel is shown in vair, originally made of squirrel furs, and is placed here in tribute to the Hudson's Bay Co. which was responsible for the establishment of the first white settlers at Esquimalt, and which traded mainly in furs at the time.

On the other side, the Grenade, the device of the engineers, is shown in tribute to the Royal Engineers who were responsible for many of the original installations at Esquimalt and also to the present day Army components in this area.



The V-shaped section on the shield with white and blue wavy lines is intended to represent the "shoaling place" or harbour of Esquimalt. The golden area surrounding it refers to the shores which, at certain times of the year, are golden with yellow bloom. The bird and principal charge is a heraldic interpretation of the Naden Raven and is placed here in tribute to the original inhabitants of the area, the Naden River people of the Haida Indians. The chief of the royal colours is suggestive of the loyalty of Esquimalt to British traditions and the Throne.



The History of Esquimalt and its Connection to the Military



The district now known as Esquimalt was settled about 400 years before the arrival of Europeans, by a First Nations people. The treaties of the Hudson's Bay Company, signed in 1843, refer to these people as the Kosampsom group, though they are now known as the Esquimalt Nation. The word Esquimalt is an alteration of "Ess-whoy-malth," a phrase usually translated as "place of the shoaling waters." The Songhees Nation, who have a reserve in Esquimalt, were originally located on the western shore of what is now Victoria Harbour, but were relocated in 1911. Both nations spoke a Coast Salish dialect called Lekwungen.

Captain Don Manuel Quimper of the Spanish Navy dropped anchor in Esquimalt harbour, in 1790, which his first mate named Puerto de Cordova after the 46th viceroy of New Spain. Quimper claimed the region for Spain, and placed a wooden cross on a hill. When the Spanish returned two years later, however, the cross had vanished. Control of the region eventually fell to the British.

The Hudson's Bay Company was looking for a new location for its western base of operations

in 1843. The company's chief factor, Sir James Douglas, was very fond of Esquimalt Harbour, but rejected it as a site for a fort because there were too many trees. Douglas chose a spot on the western shore of Victoria Harbour at the mouth of the Gorge Inlet. He called it Fort Camosun, after the Lekwungen name for the Gorge, Camossung, but later renamed it Fort Victoria in honour of the British queen Victoria. The creation of Fort Victoria and the ensuing need for a permanent naval base on British Territory in the North Pacific Region resulted in the use of Esquimalt Harbour as a facility for an increased naval presence.

The reality that Esquimalt possesses one of the finest natural harbours on the west coast of the Americas, and this fact was not lost upon the representatives of the Royal Navy who visited the area in the 1840s and 1850s. The first hydrographical survey of Esquimalt Harbour was made in 1846 by the HMS Pandora under the command of Lieutenant James Wood of the Royal Navy.



The Navy made use of Esquimalt Harbour from time to time, and even constructed three hospital buildings on Duntze Head in 1855 in preparation for treating men injured in the Crimean War, but it was not until 1865 that Esquimalt replaced Valparaiso, Chile as the headquarters of the Royal Navy's Pacific Squadron. In 1887, the naval dockyard was completed, giving the Royal Navy a state-of-the-art ship repair and refitting site on Canadian soil.

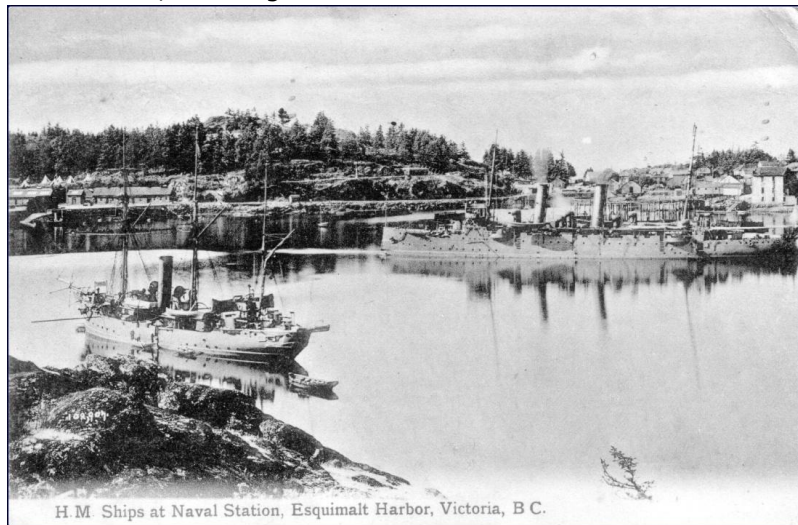
Ships continued to use Esquimalt Harbour to load and offload passengers and supplies. In 1852, sailors from a British naval ship, HMS Thetis, built a trail through the forest linking the harbour with Victoria Harbour and the fort. This trail, since paved over, is now one of Esquimalt's main streets, Old Esquimalt Road.

A small settlement grew up on the water's edge near the naval installation. But in 1858, the discovery of gold on the Fraser triggered a massive influx of people, who came to Fort Victoria to buy permits and supplies before setting out for the mainland. Many of these ships landed in Esquimalt Harbour. Some of these people stayed in the area, including a few

who opened up pubs, as well as some less-than-successful gold miners. With the growing population came the area's first building boom.

After 1855, when the Royal Navy began to use the lands along the south side of Esquimalt Harbour, they embarked on the development of a base in Esquimalt. The catalyst for this action was a need to handle the wounded from a potential battle, which the British Fleet anticipated would occur against the Russians during the Crimean War. With this in mind, Governor James Douglas was allotted a sum for construction of three hospitals, located near the present site of the Admiral's residence.

Also a small settlement began to grow up just to the east, in the shadow of Signal Hill. Its wharf and few small shops were there to supply Navy personnel with basic necessities, and its residents built their homes along Wharf Street, which ran south from the harbour. There are few descriptions of the village in those early days.



The 1880s brought some major changes to the region. In 1886, the Esquimalt and Nanaimo Railway was constructed through the centre of Esquimalt and in 1887 a fortress headquarters for coastal defence was established at Work Point

near the Victoria boundary. As Victoria grew and the Navy presence began to dominate the town's social life, Esquimalt became an attractive place for Victoria's wealthy business people to build their substantial homes.

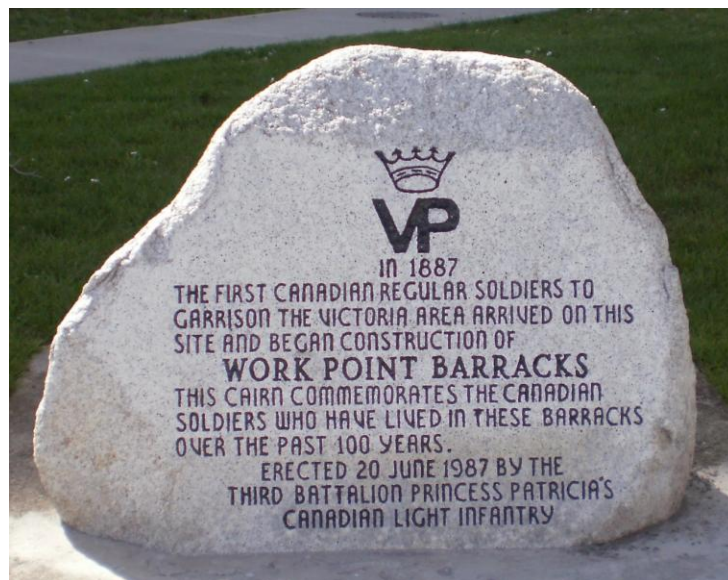


Favoured locations included the shoreline, the banks of the Gorge and the rocky hillsides near Old Esquimalt Road. More humble residential development took place in the southern part of the peninsula. Although the naval base was abandoned by the Royal Navy in 1905, it was revived as the West Coast base for the newly-created Royal Canadian Navy in 1910 and continued to play an important role in the life of the community.

On September 1, 1912, Esquimalt was incorporated as a city. After World War I, it became one of Canada's major shipbuilding capitals.

Both the Royal and Canadian Navies built on this site during three wars and three possible conflicts until present day. The base has grown to encompass in excess of 1,500 buildings and approximately 12,000 acres of land. By 1910, when the Naval Service Act became law, the Dominion of Canada had inaugurated its own naval service and also inherited the former Royal Navy Dockyards on the east and west coasts.

Naden, formerly HMCS Naden, was originally the site of four wooden huts built by the Hudson's Bay Company to house the Royal Engineers sent to Canada from 1858 to 1862 to survey the international boundary between the colony of B.C. and the United States. After completion of the survey, the huts were handed over to the Royal Navy, along with 10 acres of land (for use as a hospital). The huts were replaced by brick buildings in 1887 but continued in their role as a hospital; until 1906, when all imperial forces had returned to England. In 1915 the Canadian government took over these buildings and turned them into the 'Disabled Civil Re-establishment Hospital', which treated wounded servicemen and helped them return to civilian life. However, in 1919, the hospital was closed and these buildings became available once more; just in time to be selected as the site for the naval shore establishment in Esquimalt. By 1922, HMCS Naden was commissioned as a land holding. Subsequent expansions from 1925 to 1940 increased land holdings to the current level. Naden today is primarily a barracks and instructional site with the CF Fleet School Esquimalt (CFFSE) as the major unit.



Work Point Barracks, on the west side of the entrance to Victoria Harbour, was designated a headquarters for Canadian military district #11

in 1887. That year C Battery, Canadian Artillery came by troop train, the first to ever cross Canada from Quebec to Esquimalt, where they



were to instruct the military in gunnery and improve coastal defences. To do so they had to clear the forest and build their own barracks, some of which are still in use today. The first permanent infantry unit to garrison at Work Point was B Company, Princess Patricia's Canadian Light Infantry (PPCLI), from 1920 until 1939, when they shipped to England at the outbreak of war.

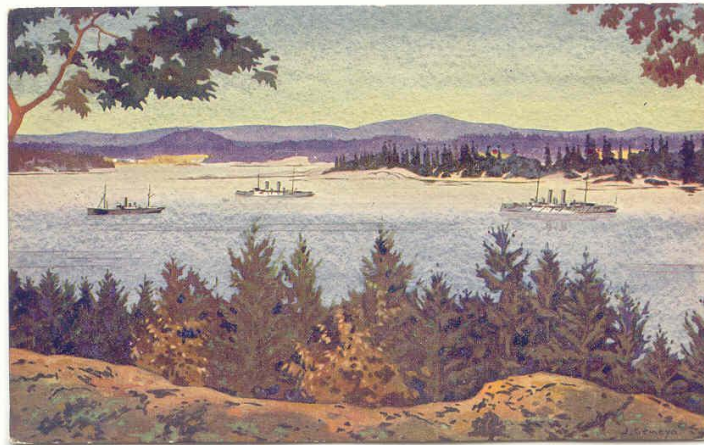
Work point became headquarters for coastal command during the second world War. It had

up to 10,000 troops being trained there at any one time. When the artillery and engineers left Work Point in 1957, 1 Battalion, PPCLI returned to the property and remained there until 1963. From 1963 to 1970, 2PPCLI was replaced by the Queen's Own Rifles of Canada. They were succeeded by 3 PPCLI, which has since been relocated to other bases. Work Point now houses Venture, the Naval Officer Training Centre.



The Veterans Cemetery was purchased in 1868 for \$250. It lies between the 12th and 17th holes of the Gorge Vale Golf course with access at 1200 Colville Rd. The department of Veterans Affairs took over the cemetery from the navy in 1947. The Cross of Sacrifice was unveiled in

1961 by the late Major-General George R. Pearkes, VC, CC, CB, DSO, MC, CD. The cemetery is still active accepting cremated remains of former service members and their spouses.




Over 100 years of naval history in Esquimalt

(as compiled by the author)

1846	HMS Pandora completed the first total survey of Esquimalt Harbour, by Lieutenant James Wood
1848	July HM frigate Constance used Esquimalt harbour as an anchorage, the first Royal Navy vessel to do so. Esquimalt is the Indian name meaning "a place gradually shoaling" and in the very early days, was spelt "Es-whoy-malth".
1859	February 13, HMS Tribune arrived from China with Royal Marines to reinforce the ships at Esquimalt for the San Jaun Island dispute
1863	June 25 HM gunboat Forward shells an Amerindian village on Kuper Island, British Columbia, after some colonists are killed, and pursues Chief Acheewan during this engagement Powder Monkey (Boy) Charles Glyddon is shot and killed. He is the only sailor killed in action during engagements with 1 st nations on this coast
1866	December 12, St. Paul's Naval church in Esquimalt consecrated
1869	10 June Governor Frederick Seymour, second Governor of the Colony of British Columbia from 1864 to 1866, and the first governor of the union of the two colonies, also named the Colony of British Columbia from 1866 to 1869. He died of dysentery aboard HMS Sparrowhawk and is buried in our veteran's cemetery.
1870	May 5, the flying squadron of Royal Naval Ships from Australia under the command of Rear Admiral Hornby
1871	July 20, British Columbia entered the Dominion of Canada and a salute was fired from HMS Zealous in Esquimalt.
1873	July 26, HMS Repulse arrived at Esquimalt, being the first newly commissioned flagship to arrive after the colony of British Columbia had entered the dominion of Canada.
1878	Most of the year was filled with fears of war with Russia; hence the Royal Artillery constructed the first earthwork batteries at Macaulay point and Brothers Island.
1887	July 20, the Esquimalt Graving Dock was first open, with the first entry, being HMS Cormorant. November 11, "C" Battery of the Royal Canadian Artillery arrived to clear the forest at Work Point, which will be the site of military barracks and military district 11
1888	"C" Battery called out for active service to suppress an native uprising at Hazelton on the Skeena River. They embarked on the HMS CAROLINE
1893	June 19, HMS Royal Arthur arrived at Esquimalt after the fastest passage ever made from Portsmouth which was 84 days August 19, "C" Battery, Royal Canadian Artillery left Work Point Barracks for Quebec
1894	March 23, Royal Marine Artillery occupy Work Point Barracks under Major Rawstorne, RMA
1895	Fort Macaulay completed by the Royal Engineers



1896	May 24, Point Ellice Bridge Disaster, with great loss of life. They were traveling to the Macaulay plain to watch the large review of imperial troops and Canadian militia.
1901	 <p>December 3, - The mystery referred to is that of the disappearance of HMS Condor, which sailed from Esquimalt naval base on December 2, 1901 to Honolulu. She was commanded by Captain C. Slater with a crew of 130, vanished never to be seen again. This was the only ship of war of the Royal Navy lost on the pacific station</p>
1907	January 01, in response to the changing requirements of imperial naval defence, Halifax, Nova Scotia, and Esquimalt, British Columbia, are no longer needed by the Royal Navy. The dockyard in Halifax transfers to the Dominion of Canada on this date. However, the terms of transfer are not considered appropriate, and renegotiations take place. The transfer is not completed until March 1908.
1909	March 29, George Foster (later Sir George), one of the most prominent members of the Conservative Party, introduces a resolution to establish a Canadian Naval Service. In responding, Sir Wilfrid Laurier wished the house to understand that Canada, as a self-governing Dominion was concerned by the question of control. He felt "the problem before us is the association of our small naval strength with the great organization of fleets of the mother country, so as to secure the highest efficiency and unity without sacrificing our right to the constitutional control of our own funds, and of any flotilla built and maintained at our own cost. " That resolution, approving the establishment of a Canadian Naval Service, was passed unanimously in the House of Commons in Ottawa.
1910	<p>January 12, The Naval Service Bill is introduced into the House of Commons. The government proposal is for a naval force of 11 ships, costing \$3,000,000.00 annually. Though the house is split, the Naval Service Bill passes on the third reading.</p> <p>May 04, The Naval Service Bill receives Royal Assent. It creates a Department of the Naval Service under the Minister of Marine and Fisheries, who will be the minister of the Naval Service, and authorizes the appointment of a Deputy Minister.</p> <p>A Naval Reserve Force and a Naval Volunteer Force are authorized, with both forces liable for active service in an emergency. A naval college is provided for in order to train prospective officers in all branches of naval science, strategy and tactics. The Naval Discipline Act of 1866, and King's Regulations and Admiralty Instructions are to apply to the service.</p> <p>Two old cruisers, HMCS Niobe and HMCS Rainbow are purchased from the Admiralty to be used as training ships. The naval college is established in Halifax.</p> <p>August 04, The light cruiser HMCS Rainbow, Canada's first warship commissions in the Canadian Naval Service at Portsmouth, England. She is paid off 1 June 1920.</p> <p>October 13, HM Dockyard and Admiralty House at Esquimalt are turned over to Canada by Britain as part of the establishment of the new Naval Service for the Dominion of Canada in 1910.</p> <p>November 07, The Apollo Class cruiser HMCS Rainbow arrives at home port of Esquimalt, British Columbia.</p> <p>November 09, The naval base at Esquimalt, British Columbia, passes from British to Canadian</p>



	hands.
1911	<p>January 30, His Majesty King George V allows the use of "Royal" for the Canadian Navy, and the abbreviation becomes RCN.</p> <p>May 04, His Majesty's Dockyard Esquimalt, British Columbia, transfers to Canadian control.</p> <p>In June Commander (later Rear-admiral) Walter Hose (1875-1965) is lent to the Canadian Naval Service and assumes command of the cruiser HMCS Rainbow.</p>
1913	In July Establishment of the Victoria Volunteers - the first naval volunteer force (unofficial) in Canada.
1914	<p>August 01, All Royal Canadian Navy Midshipmen are recalled from leave, and naval authorities in Halifax and Esquimalt are empowered to enrol volunteers. The cruiser HMCS Niobe and light cruiser HMCS Rainbow are ordered to prepare for operational duty.</p> <p>August 02, The Naval Service assumes control of all Canadian wireless stations. The Volunteer Reserve Company at Victoria, British Columbia, is ordered to report to the Esquimalt dockyard.</p> <p>August 04, The First World War begins with the British declaration of war against Germany. This declaration, the response to the German invasion of Belgium, includes Canada. The cruiser HMCS Rainbow puts to sea on her first operational cruise. Ammunition is distributed to shore defences, equipment is made ready and personnel are rounded up. The Victoria Times reports: "Esquimalt presented an animated appearance . . . Its busy streets remind one of the days, not far back, when the British fleet made Esquimalt its home port. Throughout the afternoon and well on into the evening, many Victorians and a number of the people visiting this city took the street cars to the naval town to look over what may be the scene of an engagement."</p> <p>August 04, At 2055, a telegram is received from Westminster announcing that war has been declared against Germany. That same evening, the cruisers HMCS Niobe and Rainbow are "placed at the disposal of His Majesty for general service in the Royal Navy." The patrol vessels CGS Canada and CGS Margaret are transferred from the Department of Customs to the Naval Service and are ordered to hoist the White Ensign, and all the naval and naval volunteer forces are placed on active service. Arrangements are made by Naval Service Headquarters to secure daily information concerning German cruisers near the Pacific Coast. HMCS Rainbow is already at sea and therefore the first ship of the Royal Canadian Navy to be at sea as a belligerent.</p> <p>August 05, The province of British Columbia purchases submarines CC-1 and CC-2 from a Seattle shipyard for Western defence. The Canadian Government provisionally grants 10 days grace for German merchantmen to leave Canadian ports. This is later extended to include Austro-Hungarian ships as well. That same day, the Navy League of Canada informs Naval Service Headquarters that it has rounded up 50 ex-ratings who are willing and able to crew HMCS Niobe. The Admiralty indicates that Canada will have first pick of the services of retired Royal Navy officers living in Canada.</p> <p>August 07, The grace days for German and Austro-Hungarian ships terminates and all ships must sail that day. Also, two submarines purchased by the British Columbia Government became the property of the Canadian Government and are placed at the disposal of the Admiralty. These are designated CC-1 (ex Iquique of Chile) and CC-2 (ex-Antofagasta of Chile).</p> <p>September 08, The sloop HMCS Shearwater commissions as a tender for submarines CC-1 and CC-2. Together they provide protection against a German cruiser which had been reported to be</p>









1914 Cont.	<p>in the area. The reported German ship proved to be a myth.</p> <p>November 01, The first Canadian naval casualties of the war, Midshipmen Cann, Palmer, Silver and Hathaway are lost in the armoured cruiser HMS Good Hope at Battle of Coronel, the victims of Admiral von Spee's squadron. After the battle, the light cruiser HMCS Rainbow will cooperate with the British-Japanese squadron, but this is short-lived as she really cannot keep up. However, for a time, when it was considered that von Spee and his squadron was heading north for a possible engagement with the British-Japanese squadron, the commanding officer of Rainbow sent: "Submit that Admiralty may be asked to arrange with Senior Officer of Allied Squadron ... that Canadian Ship Rainbow shall if possible, be in company with squadron when engaged with enemy." He is refused, with reasons, one of which was that there would be severe criticism if HMCS Rainbow is lost while engaging more 'modern' vessels</p>
1917	<p>June 21, The submarines CC-1 and CC-2, along with the sloop HMCS Shearwater, set out for Halifax, Nova Scotia, from Esquimalt, British Columbia.</p> <p>August 12, The submarines CC-1 and CC-2 and the sloop HMCS Shearwater are the first Canadian warships to use the Panama Canal.</p> <p>October 14, The submarines CC-1 and CC-2 and the sloop HMCS Shearwater arrive in Halifax, Nova Scotia, from Esquimalt, British Columbia. They are the first Canadian warships to transit the Panama Canal. Unfit for a transatlantic crossing, they remain at Halifax.</p>
1918	<div data-bbox="300 955 495 1081" data-label="Image"> </div> <p>October 30, The patrol vessel HMCS Galiano is wrecked in bad weather and lost with all hands while southern tip of the Queen Charlottes. She will be the only vessel lost by the Royal Canadian Navy in the First World War. Of the three bodies that washed ashore Seaman James Aird is buried in our veteran's cemetery.</p> <p>December 12, The submarines CC-1 and CC-2 are paid off to reserve.</p>
1919	<p>November 08, Admiral of the Fleet Lord John Jellicoe arrives in Esquimalt, British Columbia, to begin a review of Canadian naval defence requirements.</p>
1920	<p>March 24, The Canadian Naval Service accepts one light cruiser and two destroyers as replacements for the cruisers HMCS Niobe and Rainbow which are now useless for training. The replacement ships are the light cruiser HMCS Aurora and destroyers HMCS Patriot and Patrician.</p> <p>March 25, The Government decides that it is too early to decide on a permanent naval policy, so three ships would be accepted from the Admiralty to replace the cruisers HMCS Rainbow and Niobe and the naval service would be reorganized.</p> <p>May 26, Vessels to be transferred to the Royal Canadian Navy by Admiralty are the cruiser HMS Glasgow (the only survivor of the battle of Coronel, and who, at the battle of the Falkland Islands of 1914 helped to sink German cruiser SMS Leipzig [so long sought by the cruiser HMCS Rainbow] and not long afterwards, with the help of HMS Kent, dispatched German cruiser SMS Dresden) and the destroyers Patriot and Patrician. It was later noted that Glasgow, launched in 1910 was a coal-burner, and the Canadians would prefer oil-burners. The cruiser HMS Aurora was finally chosen. All these units had seen action in First World War.</p>



	November 01, The destroyers HMCS Patriot and Patrician and the light cruiser HMCS Aurora commission into the Royal Canadian Navy (RCN). The captain of Patrician is Lieutenant George C. Jones, a future Chief of Naval Staff, and the first graduate of the Royal Naval College of Canada to command a ship in the RCN, she was posted to Esquimalt. Patriot and Patrician are the first destroyers in the RCN. These three ships pay off 21 October 1927, 1 January 1928 and 1 July 1922 respectively.
1927	October 21, The destroyer HMCS Patriot pays off into reserve. The Government of Canada decides to build two destroyers to replace Patriot and Patrician, and asks the Admiralty for interim replacements. The destroyers HMCS Champlain (ex-HMS Torbay) and HMCS Vancouver (ex-HMS Toreador) are named and lent to the Royal Canadian Navy (RCN). There is already an HMS Vancouver (D33), a "V" Class destroyer, in the Royal Navy, but the Admiralty agreed to change her name and she became HMS Vimy. These are the first ships of the RCN, other than auxiliary types, which receive names associated with and suggested by the Dominion.
1928	January 01, The "M" Class destroyer HMCS Patrician is paid off. March 01, Both "S" class destroyers HMCS Champlain and HMCS Vancouver (to Esquimalt), commission into the Royal Canadian Navy. Both are paid off 25 November 1936.
1931	August 07, The destroyer HMCS Skeena (D59 later I59) arrives in Esquimalt, British Columbia.
1932	January 24, The destroyers HMCS Skeena (D59 and later I59) and HMCS Vancouver (D05/F6A/H55) land armed parties at Acajutla, El Salvador, to protect British nationals threatened by revolution.
1934	July 01, Rear-Admiral Walter Hose retires as Chief of Naval Staff and is replaced by Commodore 1st Class Percy W. Nelles. Admiral Hose's enthusiasm and drive result in a Canadian Navy which has grown steadily in strength and numbers since the early 20th Century. His greatest accomplishment is the formation of the naval reserves, especially the Royal Canadian Navy Volunteer Reserve (RCNVR), which was to be the mainstay during the Second World War. Commodore Nelles is a member of the original group of Canadian naval cadets who entered the profession in 1908 before the Naval Service had even been founded. They received their first training in CGS Canada.
1936	November 25, The "S" Class destroyers HMCS Champlain and Vancouver pay off and are sold for scrap.
1937	February 17, The "C" Class destroyers HMCS Fraser (H48) and St. Laurent (H83) commission into Royal Canadian Navy. HMCS Fraser is lost in collision 25 June 1940 and HMCS St. Laurent is paid off 10 October 1945. Both ships are posted to Esquimalt.
1939	May 30, HM King George VI presents King's Colours to the Royal Canadian Navy in Beacon Hill Park, Victoria, British Columbia. August 31, Two hours and forty-five minutes after receiving their orders, and thanks in part to the preparations made by their first lieutenants, the destroyers HMCS Fraser (H48) and St. Laurent (H83) sail from Esquimalt, British Columbia, for Halifax, Nova Scotia, 'with dispatch'. They arrive in Halifax in time for St. Laurent to form part of the escort for convoy HX-1 which sails 16 September 1939. September 15, The destroyers HMCS St. Laurent (H83) and Fraser (H48) arrive in Halifax, Nova Scotia, from Esquimalt, British Columbia.










1940	<p>June 21, The destroyer HMCS Fraser (H48) evacuates Free French troops and Lieutenant-Colonel G. P. Vanier (later Governor General) from Arachon, France.</p> <div data-bbox="300 346 495 472"></div> <p>June 25, The destroyer HMCS Fraser (H48) (ex: HMS Crescent) is lost after colliding with the cruiser HMS Calcutta in low visibility during evacuation of Dunkirk. 47 crewmembers are lost. Fraser's bridge remained impaled on Calcutta's bow.</p> <div data-bbox="300 588 495 714"></div> <p>October 19, The auxiliary minesweeper HMCS Bras D'or ((J06) disappears in the Gulf of St. Lawrence.</p> <div data-bbox="300 798 495 924"></div> <p>October 22, At about 0100 on the 22nd of October a blinding rain squall blows up, and it continues for twenty-five minutes. As the fog lifts, one of the convoy ships, the Port Fairy, discovers the destroyer HMCS Margaree (H49) just ahead of her and dangerously close on her starboard bow. Just as Port Fairy goes full astern, Margaree turns to port, and the merchantman's bow crashes into Margaree abeam the bridge, slicing her in two. Of crew of 181, 142 members are lost.</p> <p>December 01, The destroyer HMCS Saguenay (D79 later I79) is torpedoed in the Atlantic and 21 of her crew are lost. She is repaired and returned to action.</p>
1941	<div data-bbox="300 1270 495 1396"></div> <p>March 26, The armed yacht HMCS Otter (S04) lost by fire in Halifax approaches with the loss of 19 lives.</p> <div data-bbox="300 1449 495 1575"></div> <p>September 19, The first loss of a Canadian corvette. HMCS Levis (K115) was part of the escort for convoy SC-44, and in the early hours of September 19th, a torpedo strikes her forward on the port side, ripping the ship open to within 40 feet (12.2 m) of the stern, and killing seventeen men.</p> <div data-bbox="300 1690 495 1816"></div> <p>December 07, The Flower Class corvette HMCS Windflower (K155) collides with the Dutch merchant ship Zypenberg and sank. There are only 44 survivors.</p>



1942	<div data-bbox="300 220 495 336"> </div> <p data-bbox="300 310 1437 405">February 10, The Flower Class corvette HMCS Spikenard (K198), senior ship of the escort for convoy SC.67, is torpedoed and sunk by the submarine U-136 south of Iceland, with a loss of 77 of her crew.</p> <p data-bbox="300 436 1437 499">February 25, The Royal Mail Ship (RMS) Queen Elizabeth refits in Esquimalt, British Columbia, so as to carry 15,000 troops per trip.</p> <div data-bbox="300 531 495 646"> </div> <p data-bbox="300 621 1437 684">September 07, The armed yacht HMCS Raccoon is torpedoed by the submarine U-165 while escorting convoy QS-33 in the Straits of Belle-Isle. The entire crew was lost.</p> <div data-bbox="300 716 495 831"> </div> <p data-bbox="300 806 1437 869">September 11, The corvette HMCS Charlottetown (K244) is torpedoed in the St-Lawrence River; 55 survivors rescued.</p> <div data-bbox="300 900 495 1016"> </div> <p data-bbox="300 991 1437 1243">September 14, The destroyer HMCS Ottawa (H60) is torpedoed and sunk by the submarine U-91 while on convoy duty in the North Atlantic with a loss of 114 of her crew. Ottawa, one of the six original destroyers with which Canada starts the war, is torpedoed about midnight. There is every hope that she will survive, for the torpedo seems to not have done vital injury, and she remains afloat and on an even keel. However, between the time that her escort departs to help the crew of a torpedoed merchantman and Ottawa can get underway, another torpedo strikes the ship and she goes down quickly. By the time rescue arrives, five officers and 109 ratings are lost.</p>
1943	<div data-bbox="300 1306 495 1421"> </div> <p data-bbox="300 1396 1437 1491">February 06, The Flower Class corvette HMCS Louisburg (K143) is sunk by an Italian aircraft torpedo in the Mediterranean between Gibraltar and Algeria during Operation Torch with a loss of 38 men.</p> <div data-bbox="300 1522 495 1638"> </div> <p data-bbox="300 1612 1437 1707">February 22, The Flower Class corvette HMCS Weyburn (K173) is sunk by mine off Gibraltar while taking part in Operation Torch, the allied landings in North Africa. Her commanding officer and six other officers and ratings are lost.</p> <p data-bbox="300 1738 1437 1833">June 16, HMCS Waskesiu (K330), the first of 60 frigates built in Canada for the Royal Canadian Navy, commissions at Yarrows Shipyard in Esquimalt, British Columbia. She is paid off on 29 January 1946.</p>



	 <p>September 20, The destroyer HMCS St. Croix (I81) is sunk by a German acoustic torpedo with only 81 survivors. Later, HMS Itchen, which rescued the St. Croix's survivors, will also be lost, taking all but one of the remaining St. Croix's crew with her.</p>
1944	<p>February 21, The "V" Class destroyer HMCS Sioux (R64 and later 225) commissions into the Royal Canadian Navy. She is paid off 30 October 1963.</p> <p> 29 April The Tribal Class destroyer HMCS Athabaskan (G07) is lost in action</p> <p> May 07, The corvette HMCS Valleyfield (K329) is an example of the fact that the U-boat still proves to be a force to be reckoned with. At about 2330 on the 6th of May, she is approaching Newfoundland when there is the sudden warning of the presence of a submarine. As 'action stations' are sounded, a torpedo rips into the port side. The damage is such that the forecastle is twisted well to starboard, and within a minute is nearly at 90 degrees to the rest of the ship. The water temperature is 32 degrees. With the other ships a few miles ahead, it is some time before Valleyfield is missed and when her absence is finally noticed, it is the hunt for the U-boat which as always, takes precedence. It will be a further four hours before a rescue ship returns, and during that time, 125 members of the crew of 141 will perish.</p> <p> July 02, MTB-460 is lost to mines while patrolling the English Channel.</p> <p> July 08, MTB-463 is lost to mines while patrolling the English Channel.</p> <p> August 08, The corvette HMCS Regina (K234) is torpedoed and sunk off coast of Cornwall by the submarine U-667 with a loss of 30 of the crew.</p> <p> August 21, The corvette HMCS Alberni (K103) is torpedoed and sunk by the submarine U-480 near the Isle of Wight with a loss of 58 crewmembers.</p> <p>October 21, The cruiser HMCS Uganda (66 later 31) commissions in the Royal Canadian Navy, Canada's first cruiser since HMCS Aurora paid off in 1922. She will be re-named HMCS Quebec on 14 January 1952 and is paid off 13 Jun 1956.</p>





November 24, The Flower Class corvette HMCS Shawinigan (K136) is torpedoed in Cabot Strait by the German submarine U-1228. The ship is lost with all hands.



December 24, The Bangor Class minesweeper HMCS Clayoquot (J174) is torpedoed and sunk by U-807 with a loss of 8 of her crew.

1945



February 14, Most vessels of the 29th Motor Torpedo Boat Flotilla, based at Ostend, Belgium, and commanded by Lieutenant-Commander Tony Law, RCNVR, are destroyed by an accidental fire and explosion. Only three boats are saved, twelve boats are lost and over sixty members of the crews are killed.



February 22, The Flower Class corvette HMCS Trentonian (K368) is torpedoed and sunk by the submarine U-1004 in English Channel with a loss of 6 of the crew.



April 16, The Bangor Class minesweeper HMCS Esquimalt (J272) is torpedoed and sunk by submarine U-190 with a loss of 39 of her crew. She is the last Canadian ship lost in the Second World War.



1945 Cont.	<div data-bbox="750 222 980 621" data-label="Image"> </div> <p data-bbox="297 653 1425 779">August 09, Lieutenant Robert Hampton Gray, VC, DSC, RCNVR, flying from the aircraft carrier HMS Formidable attacks and sinks a Japanese destroyer in Onagawa Bay, Honshu, Japan. His aircraft crashes during the attack and he is posthumously awarded Canada's only 'naval' Victoria Cross of the Second World War for his skill and devotion to duty.</p> <p data-bbox="297 814 1338 877">November 15, The destroyer HMCS Crusader (R20 later 228) commissions into the Royal Canadian Navy. She pays off 15 January 1960.</p>
1947	<p data-bbox="297 911 1308 974">April 23, HMCS Malahat commissions as the Naval Reserve Division for Victoria, British Columbia.</p> <p data-bbox="297 1010 1344 1073">October 20, The destroyer HMCS Cayuga (R04 and later 218) commissions into the Royal Canadian Navy. She is paid off 27 Feb 1964.</p>
1950	<p data-bbox="297 1104 1390 1167">July 05, The destroyers HMCS Athabaskan (219), HMCS Cayuga (218) and HMCS Sioux (225) sail for their first tour of duty in United Nations Korean operations.</p> <p data-bbox="297 1203 1390 1266">December 04, A United-Nations force including the Canadian destroyers HMCS Cayuga (218), Athabaskan (219) and Sioux (225) cover withdrawal at Chinnampo, Korea.</p>
1951	<p data-bbox="297 1297 1357 1360">April 08, The "V" Class destroyer HMCS Sioux (225) sails for her second tour of duty in the United Nations Korean operations.</p> <p data-bbox="297 1396 1406 1459">June 19, The destroyer HMCS Cayuga (218) sails for her second tour of duty in United-Nations Korean operations.</p> <p data-bbox="297 1495 1383 1558">August 02, The destroyer HMCS Athabaskan (219) sails for her second tour of duty in United Nations Korean operations.</p>
1952	<p data-bbox="297 1587 1377 1650">May 25, The destroyer HMCS Crusader (228) sails for her first tour of duty in United Nations Korean operations.</p> <p data-bbox="297 1686 1419 1749">September 27, The destroyer HMCS Haida (215) sails for her first tour of duty in United Nations Korean operations.</p> <p data-bbox="297 1785 1425 1902">October 27-28, The destroyer HMCS Crusader (228) is the first Royal Canadian Navy ship to join the 'Trainbusters' club while on duty in Korea. She will eventually be the champion shooter of the club, with four destroyed trains to her credit. The destroyer HMCS Haida (215) will get two trains and so will her sister-ship HMCS Athabaskan (219) during their 1952 – 1953 patrols in</p>



	<p>Korea.</p> <p>October 29, The destroyer HMCS Athabaskan (219) sails for her third and final tour of duty in United Nations Korean operations.</p>
1953	<p>April 29, The Tribal Class destroyer HMCS Huron (224) sails for her second tour of duty in United Nations Korean operations.</p> <p>September 27, The icebreaker HMCS Labrador (50) arrives at Esquimalt, British Columbia, the first naval and deep draught vessel to negotiate the Northwest Passage.</p> <p>October 18, The destroyer HMCS Crusader ((228) sails for her second and final tour of duty in United Nations Korean operations.</p> <p>November 25, The destroyer HMCS Cayuga (218) sails for her third and final tour of duty in United Nations Korean operations.</p> <p>December 14, The Tribal Class destroyer HMCS Athabaskan (219) sails for her second and final tour of duty in United Nations Korean operations.</p>
1954	<p>November 07, The destroyer HMCS Sioux (R64 later 225) sails for her third and final tour of duty in United Nations Korean operations.</p>
1955	<p>February 25, The Honourable Ralph Campney, Minister of National Defence, announces that women will become a part of the permanent force in the Royal Canadian Navy. It had been the policy since 1951 that women would be enrolled in the Royal Canadian Navy (Reserve) only.</p> <p>September 24, The destroyer HMCS Sioux (225) returns to Esquimalt, British Columbia, the last Canadian ship to leave Korea.</p> <p>October 29, HMCS St. Laurent (205) commissions into the Royal Canadian Navy. She is the first-of-class for the new Canadian-built class of anti-submarine warfare destroyer escorts. She is paid off 14 Jun 1974.</p>
1957	<p>December 21, After being converted into Prestonian Class escort, the frigate HMCS Beacon Hill (303) re-commissions into the Royal Canadian Navy. She is paid off 15 September 1967.</p>
1958	<p>June 07, HMCS Restigouche (257), first-of-class and the 8th of the post war destroyer escort programme commissions. She is paid off 31 August 1994.</p> <p>July 15, The first Royal Fleet Review in Canada is held in Royal Roads, British Columbia, as Her Royal Highness Princess Margaret reviews the Pacific Command.</p>
1959	<p>February 17, The Restigouche Class destroyer HMCS Gatineau (236) commissions into the Royal Canadian Navy. She is paid off 1 July 1998.</p> <p>March 07, The Restigouche class destroyer HMCS Kootenay (258) commissions into the Royal Canadian Navy. She is paid off 18 December 1995.</p> <p>June 06, 1959 The destroyer HMCS Terra Nova (259) commissions into the Royal Canadian Navy. She is paid off 1st July 1998.</p> <p>November 07, The Restigouche Class destroyer HMCS Columbia (236) commissions into the</p>



	<p>Royal Canadian Navy. She is paid off 18 February 1974.</p> <p>November 14, The Restigouche Class HMCS Chaudiere (235) commissions into the Royal Canadian Navy. She pays off 23 May 1974.</p>
1962	October 06, The destroyer HMCS Mackenzie (261), first-of-class for her destroyer-escort programme, commissions into the Royal Canadian Navy. She is paid off 3 August 1993.
1963	<p>February 16, The Mackenzie Class destroyer HMCS Saskatchewan (262) commissions into the Royal Canadian Navy. She is paid off 28 March 1994.</p> <p>May 25, The destroyer HMCS Yukon (263) commissions into the Royal Canadian Navy. She is paid off 1st January 1994.</p> <p>June 25, HMCS Assiniboine (234) re-commissions in Esquimalt, British Columbia, as the first helicopter-carrying destroyer in the Royal Canadian Navy. She is paid off 14 December 1988.</p> <p>September 14, The destroyer HMCS Qu'appelle (264) commissions into the Royal Canadian Navy. She is paid off 4 April 1992.</p>
1964	December 19, The destroyer HMCS Annapolis (265) commissions into the Royal Canadian Navy. She is paid off on 1 July 1998. Currently, she is being readied as an artificial reef in British Columbia.
1965	February 15, At noon the White and Blue Ensigns are lowered for the last time in Her Majesty's Canadian Ships and shore establishments and officially retired. They are replaced by the new Canadian Flag which is used both as Ensign and Jack. The new Maritime Command Jack is introduced in 1968.
1968	December 02, The modernized Trench Class submarine HMCS Rainbow (75) commissions. She is paid off 31 December 1974.
1969	October 23, While conducting full power trials in European waters, an explosion in the main gearbox occurred onboard the destroyer HMCS Kootenay (258). The ship lost nine crewmen and more than 50 members were injured due to the explosion and the fire that followed. The ship was towed to Plymouth, Great Britain, before being towed to Halifax for repairs. Important changes to training and ship design were implemented following this incident.
1972	December 16, The Iroquois Class destroyer HMCS Huron (281) commissions into the Canadian Navy. She is paid off 31 May 2003 and eventually sunk as a target on 14 May 2007 off the west coast of Vancouver Island.
1973	<p>January 29, The Restigouche Class destroyer HMCS Terra Nova (259) sails for South East Asia to aid Canadian ICCS personnel in Vietnam should evacuation become necessary. The first and only naval peacekeeping fatality happened during this mission and Leading Seaman Ned Mennock (1st nations) died. He is buried in our veteran's cemetery</p> <p>November 03, The destroyer HMCS Algonquin (283) commissions into the Canadian Navy; she is still serving and is stationed at Esquimalt, British Columbia.</p>
1974	December 31, The modernized Trench Class submarine HMCS Rainbow (75) is paid off.
1990	August 24, The destroyers HMCS Athabaskan (282) and Terra Nova (259) and the



	replenishment ship HMCS Protecteur (509) sail from Halifax, Nova Scotia to participate in 'Operation Friction', the Canadian contribution to the United Nations action in the First Gulf War.
1993	August 23, The Halifax Class frigate HMCS Vancouver (331) commissions in Vancouver, British Columbia. She still is service and is stationed in Esquimalt, British Columbia.
1994	September 30, The Halifax Class frigate HMCS Regina (334) commissions in Esquimalt, British Columbia. She still is service and stationed in Esquimalt.
1995	June 23, The Halifax Class frigate HMCS Winnipeg (338) commissions. She is still serving and stationed in Esquimalt, British Columbia.
1996	September 28, The Halifax Class frigate HMCS Ottawa (341) commissions in Cornwall, Ontario. She still in service and stationed in Esquimalt, British Columbia.
1997	May 10, The Kingston Class minesweeper HMCS Nanaimo (702) commissions into the Canadian Navy. She is still serving and stationed in Esquimalt, British Columbia. June 21, The Kingston Class minesweeper HMCS Edmonton (703) commissions. She is still serving and stationed in Esquimalt, British Columbia.
1998	April 17, The Kingston Class minesweeper HMCS Whitehorse (705) commissions into the Canadian Navy. She is still in service and stationed in Esquimalt, British Columbia. April 18, The Kingston Class minesweeper HMCS Yellowknife (706) commissions into the Canadian Navy. She is still in service and stationed in Esquimalt, British Columbia.
1999	June 05, The Kingston Class minesweeper HMCS Brandon (710) commissions. She is still serving and stationed in Esquimalt, British Columbia.
2010	May 04, Canadian Naval Centennial, 100 years service to Canada, "Ready Aye Ready"





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Picture credits

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The Naval Museum of Manitoba – page 15
Naval Crown – Cover & page 20 John Webber and CFB Esquimalt Naval & Military Museum



**This publication is dedicated to
my father and every other sailor
who served on this naval station**

“Ready Aye Ready”

