

## Tim Ryley's Dockyard Recollections

### 1910

After leaving the R.N.

I was a Guard on the Main Gate  
of the Navy Yard Esquimalt

with 2 Sailors from the **HMCS** "Rainbow".

5 When the Canadian Govt (*Government*) took

Over. I got the 1<sup>st</sup> Appointment  
as Telegraphist for the Dockyard  
& after getting the Appointment  
I found out I did not know  
10 the American Code used on the

land Wire. The Continental Code  
used by Ships at sea was the  
Code I learnt in the Navy.

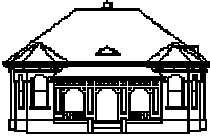
15 So I had to get busy and learn  
the American Code, All The Telegraph.

in the C.P.R. CNR. post office knew I  
had got the Appointment & all  
of them helped me out by making  
the messages nice & slow so that  
20 I could read them otherwise I could

not have held the job as a Telegrapher.  
I left England 23<sup>rd</sup> Oct 1906 to Commission  
HMS "Shearwater" at Esquimalt. ~~The "Shearwater" was~~  
The "Shearwater" was a sister ship to the "Condor"  
25 On a voyage from Esquimalt to Honolulu 2<sup>nd</sup> Dec 1901

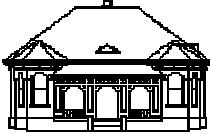
the ~~she~~ "Condor" was lost & never seen again, a lifebuoy belonging  
to the "Condor" is in St. Pauls Church Esquimalt.  
St Pauls Church was the Garrison Church where  
30 Sailors from Ships in Port, together with ~~men~~ soldiers  
from Work Point Bks (*Barracks*) attended Divine Service

The "Shearwater" with U.S. Ships "Bear" & Rush  
carried out Seal Patrols off the Unimack & Pribiloff  
Island in the Bering Sea. The Japs who had not  
signed the treaty where allowed to catch seals  
35 in the 3 mile limit American & Canadn (*Canadian*) 60 mile



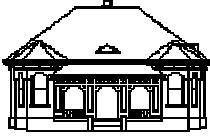
## Tim Ryley's Dockyard Recollections (cont.)

- 40 limit so we naturally patrolled near the Islands.  
After the Seal Patrol the "Shearwater" visited  
Skagway the harbour of Port Simpson &  
Prince Rupert, which at that time was mostly  
muskeg & Plank sidewalks & was to become
- 45 the Terminus of the C.N.R., a little incident  
happened on the trip down to Esquimalt.  
2 Deer which must have been chased into the  
water <sup>by wolves</sup> came swimming towards the ship  
So our Captain stopped the ship & had the
- 50 Cutter lowered. The deer came alongside  
the Cutter, where they were hauled in the boat  
& brought onboard. They became pets  
for the crew & ~~where~~ were quite tame, we  
gave them to Beacon Hill Park on our return
- 55 to Esquimalt  
The Northern Cruise was marred by  
a sad accident <sup>at Dutch Harbour</sup> The Chief Gunner had taken  
the Guns Crew to drill on the 47 Gun  
with aiming mortar Tube rifle. The rifle is mounted
- 60 on the Gun & Target fitted in a shield at the end  
of the muzzle, after the drill was over, The Chief gave  
a little talk on the subject, & then the return gear was  
piped. One man went to get the rifle & another  
man to take down the Target. The rifle had been
- 65 left loaded, & the poor fellow who was taking  
down the Target got the bullet in his stomach  
he took it quite calmly, & was conscious all  
the time, I dont think anyone knew how really  
serious it was & Jack kept talking away.
- 70 The doctor was ashore at the time so  
we put him in his hammock & he stayed  
there until the Dr came onboard. he consulted  
the Dr on the U.S.S. Bear & they decided to  
Operate, a room in a building ashore was



## Tim Ryley's Dockyard Recollections (cont.)

- quickly warmed up, & Jack was carried  
out for the operation, the last I heard  
him say as they left the ship, <sup>was</sup> " I guess Ill  
be opened up like a tin of Sardines".  
75 The Doctors did their best but I think he
- had been bleeding internally, anyhow he  
died whilst being operated on  
It was wise for the Capt (*Captain*) to make funeral  
arrangements, So he had all the Ships Coy (*Company*) called  
80 Aft on the Quarter Deck & explained matters <sup>to them</sup> that
- it was his duty to read the Burial Service <sup>when no Chaplain was on the Ship</sup>, but if  
the Ships' Coy agreed, there was a Russian Greek  
Orthodox Priest who would conduct the  
Burial Service in English. of course the ships Coy  
85 agreed , & poor old Jacks funeral was the finest
- ceremonies I have ever witnessed  
The ships Company were assembled in the  
Ships Boats "Cutter" & "Whaler" & towed by the Steam Pinnace  
from Dutch Harbour to UnaAlaska & were met at  
90 UnaAlaska by the Priest in all his regalia, with his
- choir & congregation of Aleuts ( a Type of Esquimo)  
They led the procession to the Graveyard singing  
in their language & then lined up for the Burial  
Service, everything went off fine until the firing of  
95 the 3 volleys of Rifle fire, which startled the Aleuts a bit
- I guess they had never been used to anything like that  
On coming down the inside passage from  
Alaska, a small skiff with a man in it fell <sup>from the Davit</sup> into the  
Water. There was immediately a cry of "man overboard"  
100 The only man on the Bridge was the Signalman of
- the watch, as the Officer of the watch had just gone  
down to the Chart Room which was underneath the  
Bridge, Bunting without any hesitation rang the  
Engine Room Telegraph to Stop & then ran aft to let  
105 go the Stern lifebuoy, Stopping a ship at sea



## Tim Ryley's Dockyard Recollections (cont.)

without the Captains order is not done, unless, there is a very good reason, & of course the mere fact of the ship stopping brought all the officers & Captain on Decks.

110 As luck would have it the <sup>sling by</sup> which <sup>the boat</sup> had been hoisted (a sling (*diagram*)) The rope broke & the Boat fell without Capsizing

with the man in it & it wasn't long before the Life Boat Crew secured it together with the Lifebuoy & brought it <sup>& the man</sup> back to the ship. The Officer of the Watch was complimented on the manner he had handled the situation & the Officer of the Watch (*O.O.W.*) thanked the Signalman

115

& also told him, that there was just one thing more to do, & that was to ring for the ship to go astern. I think the Signalman did a pretty good job by stopping the ship's engines.

120 The Officer was ~~pretty~~ very good & showed his

appreciation by paying for some dental work on the young mans teeth when we arrived back at Esquimalt There was another young fellow who thought he should <sup>have</sup> been given a medal, but got a good calling down instead, it happened

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like this  
The Whaler crew was leaving the ship to go ashore for fresh meat (the ship did not have a refridgerator at Acapulco) & on going round the stern got foul of the stern line, this Wire hawser led from the

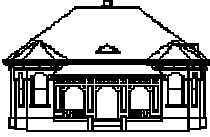
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stern of the ship to a rock about 100 ft <sup>away from the ship</sup> & would sag into the water with the rise & fall of the swell on the water

135 The Whaler was just going over where this Wire was <sup>submerged, & as it</sup> was rising caught the

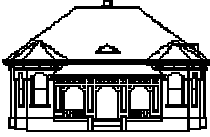
boat about the centre, & lifted it & the Crew clear out of the water, then things began <sup>to happen</sup> The boat capsized spilling all the Crew oars, & boats gear into the water, The Signalman came to life, & sang out, "Boat Capsized" but that

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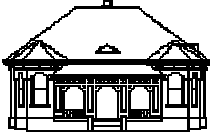
## Tim Ryley's Dockyard Recollections (cont.)

- 145 had no effect, so he tried "Man overboard" which had the same results, so he ran forward & sang out (Away lifeboats Crew) that got the Boats Crew out of there hammocks <sup>in a hurry</sup>, & the Coxswain wanting to know what had happened, on being
- 150 informed, & by that time, the crew where already in the boat & being lowered. The Signalman went with them to direct the boat to where the Whalers crew were floundering about, & there the job commenced of picking all the <sup>crew</sup> up out of the water & securing
- 155 the Boat <sup>Gear</sup> etc. & towing it back to the ship Everybody in the boat was either praising the Signalman <sup>saying he would be sure to get a medal</sup> (or pulling his leg), one of the two, for the smart work he had done, but when the boat drew up alongside the ship, The 1<sup>st</sup> Lieutenant
- 160 in a loud voice sang out, "Who called away the Lifeboats Crew" (now everybody in the boat said Bunting would get a lifesaving) Medal <sup>for sure</sup> The 1<sup>st</sup> L (*Lieutenant*) on being informed <sup>it was Signalman Ryley</sup> who called away the Life Boat Crew (Now a lifeboat, which is a job <sup>for the O.O.W. in very urgent case & to report it to</sup> ~~for~~ the Capt of the ship)
- 165 he again shouted for the Signalman to report to him in his cabin as soon as the boat was made fast to the boom. The crew as I said before was now more jubilant than ever that Bunting would be rewarded, & it was with
- 170 that feeling Bunting went to see No 1 in his cabin, if he had known what was coming he would not have been so elated, for the first words he heard, were "What right had he to call away a Life boats Crew" & he didn't make
- 175 matters any better by telling the 1<sup>st</sup> LT who also had the morning Watch, <sup>(and who should have been on Deck)</sup> that when he called out, there was no one on Deck, in fact I think it helped to make No 1 more angry, because he gave the Signalman a good calling down & quickly let him



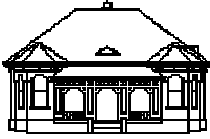
## Tim Ryley's Dockyard Recollections (cont.)

- 180 know that his position in the ship was to report to the proper authority. The 1<sup>st</sup> LT wasn't a bad fellow & all the ship's Coy liked him the 1<sup>st</sup> thing he did on joining the ship was to have all the ship's Coy aft & told them
- 185 he hoped it would be a happy Commission but there was one thing he would not have in his ship & that was swearing or any indecent language, (which he must have heard when he went for his usual walk around
- 190 the ship) & the next was breaking leave We left England Oct 23<sup>rd</sup> 1906 to commission the Shearwater on the Pacific Station at Esquimalt The Pacific Squadron had already *left this Station &* been recalled) the only ship left to Patrol the
- 195 Seal Fisheries etc in the Bering Sea was H.M.S. Shearwater, the Shearwater carried out patrol with ships from the U.S.A. U.S.S. Bear & U.S.S. Rush. On completion of the Patrol we would take a nice little
- 200 trip to Skagway *where they gave us a ride on the White Pass & Youkon Rly (Railway)* &, the inlets on & the B.C. Coast & return to Esquimalt Dockyd (*Dockyard*) for refit & get ready for the Southern Cruise when we visited all the interesting sea ports *San Diego*
- 205 & Islands such as Galapagos & Robinson Crusoe Island (*Negroes in* Slavery) So now we return to the history of Esquimalt Docky & what it was like in 1906. Comdr (*Commander*) Allgrod C in C (*Commander in Chief*)
- 210 The C in C for the Dockyd in 1907 was Comdr W G Crawford Capt of H.M.S. Shearwater & by the way his first Lt was Lt Brahaut who came out *later* to the R.C.N. as C in C



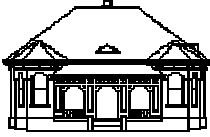
## Tim Ryley's Dockyard Recollections (cont.)

- 215 & lived at Naden. Comdr Brahauts  
1<sup>st</sup> enquiry was for any of the old  
hands who arrived with him on  
the Shearwater, he had a Photo of  
the Ships Coy & not only knew all
- 220 their names but also characteristics  
& what became of a lot of them  
Then therer was Lt Hodgson  
of H.M.S. Egeria the Surveying Ship  
Lt Hodgson organized Dance Club
- 225 & Sports of all kinds (?) rowing races etc  
Opened up the Shiprights shop  
& got the Sailors polishing up the  
floor with Candle wax at  
till it was just like glass
- 230 & all the Elite came from  
Victoria to the Dockyd for the  
Dances. The Dance Hall was  
decorated with foreign Ensigns  
& Signal Flags & a big Divers
- 235 Dress complete with Helmet & filling  
set up in the Doorway  
The above is just a little  
of the highlights at HMC Docky  
prior to being taken over
- 240 by the Candn Govt in 1910  
when H.M.C.S Rainbow arrived  
with Comdr Stewart ~~1907~~  
Things now began to move in the  
Dockyd
- 245 R.N. (Naval Yard 1906 – 1910  
H.M.C. Dockyard from Nov 7<sup>th</sup> 1910  
There were 3 families residing in the Dockyd  
in 1906. Mr. George Phillips Admiralty Agent & Manager & N.S.O.  
& Sup
- 250 Mr Jack Davies Caretaker  
Coxsn of Motor launch & Truck Driver  
Mr Purdy Civilian Guard  
on the Main Gate  
Residing at the Naval Hospital



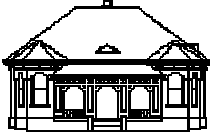
## Tim Ryley's Dockyard Recollections (cont.)

- as Caretaker, (which is now HMCS Naden)  
was Mr Porter  
The Pacific Squadron had left Esquimalt 1904  
& returned to England leaving behind the  
255 H.M.S. "Shearwater" for the Seal Patrol in the  
Bering Sea, & the Southern Cruise down the coast <sup>from Esquimalt</sup>  
to Valparaiso, & south sea Island <sup>of</sup> Juan Fernandes  
(ie) Robinson Crusoes Island, & the Galapagos  
260 H.M.S. Egeria also remained at Esquimalt,  
for Survey Duties of the BC Coastlines
- On a visit to the Galapagos Island  
it was found that the West Indian Negroes  
were living under the same condition as  
they were in the Song you can hear sung on the Radio  
265 You work all day & what do you get
- another day older & deeper in debt  
St Peter don't you call me cos I can't go  
For I owe my soul to the Company Store  
One of them came onboard & went on his  
270 knees for the Capt to take them off, but
- of course he could not do it, without Admty (*Admiralty*)  
Approval, however he had the <sup>Ships</sup> writer take  
everything down, of the Condition &  
reported it <sup>to the Admiralty</sup> & <sup>on</sup> the next visit we found  
275 the Negroes had all been returned to
- the West Indies  
The Shearwater always returned  
to Esquimalt & the Capt ~~always~~ took over  
the C in C Office in the Dockyard  
280 The Captain's arm must have got
- tired returning the salute from ratings has  
he walked to & from the Dockyd Office & he  
gave an Order that he did not require the  
Ship's Company to salute him after 10 AM  
285 The Captain had 3 hobbies which he



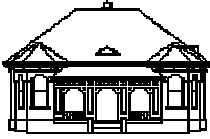
## Tim Ryley's Dockyard Recollections (cont.)

- 290 excelled in, they were Stamp collecting,  
Butterflies, & Piano Playing. On  
joining the Ship the first thing he had  
done was to have a baby Grand Piano  
fixed up in his day cabin & he
- 295 entertained the Consuls. & high Dignataries  
from the various Ports of Call on the  
trip south. One day whilst the ship  
was at Corinto, Nicaragua a large  
butterfly flew onboard, someone sung out
- 300 Catch it for the Capt. so one of the ratings  
made a grab for it, & took it to the  
Captn Cabin & it wasn't long before he  
came out again, as the Capt was quite  
angry because he had spoilt a fine specimen,
- 305 for when the man grabbed it half its feathers  
or whatever you call it came off.  
It was a sight worth seeing to  
see the Capt go ashore with his Butterfly Net  
& all dressed up for the occasion, & he
- 310 certainly had a fine collection of flies  
that he had caught in different Countries  
Now we come to the hobby of stamp  
collecting on which he was a past master  
no one could fool him on the value of stamps
- 315 In Lima Peru one of the men in  
the Post Office had a small box full of  
old stamps for Sale for 5 Sols=\$2.50  
So the <sup>Ships</sup> Postman brought them onboard to  
see if the Capt would like to buy them
- 320 The Capt brought out his Book on Stamps  
& quickly proved they were of no value to him  
and as the Postman had not paid for them, he  
was told to return them to the owner.  
When it came to stamps, there was a very high
- 325 priced Mexican Stamp he wanted, so whilst we  
were at Acapulco, The Postman was sent ashore  
to buy it. When he came back to the ship  
with the stamp the Capt noticed that one of  
the (diagram) <sup>missing</sup> tarrslated points was missing & the postman



## Tim Ryley's Dockyard Recollections (cont.)

- 330 had to return it & get a perfect stamp with all points showing, The Postmaster ashore did not like to have the stamp returned but after it was explained to him he carefully tore off another stamp with all points intact which the
- 335 Capt accepted for his collection.  
Now we come to the history of the Naval yard from 1906 to Nov 1910 when the *(information written here not meaningful)*  
Cand<sup>n</sup> Govt took it over as H.M.C. Dockyard
- 340 1906 The entrance to the Dockyd was like a well kept park, with a row of maple trees on either side of the road, <sup>but</sup> on the right hand side of the road the <sup>avenue of</sup> maple trees was broken by the Factory buildings  
A high brick wall extended past the Prison to
- 345 low tide mark <sup>at Royal Roads which</sup> served as the boundary line ~~which~~ that separated the Dockyard from the village of Esquimalt  
Sailing Ships bringing coal & Naval Stores from England anchored in Royal Roads before entering Esquimalt harbour to discharge Cargo.
- 350 The first Canadian Warship to arrive at Esquimalt 7 Nov 1910 was H.M.C.S. "Rainbow" ~~& considerable activity now commenced in the Docky~~ <sup>commanded by</sup> Capt Stewart R.N.  
Rear Admiral Kingsmill, Director of Naval Service, arrived from Ottawa
- 355 for the transfer of the Dockyd from the R.N. to the RCN. An elaborate ceremony had been arranged for the Transfer. Officer & men from R.N. Ships & H.M.C.S. Rainbow, together with the Guard were all lined up near the flag Pole
- 360 when it began to rain heavy & so the Officer & Guard went into the entrance of the Shipwrights shop & a (Ldg Seaman Jock Saler <sup>For the RCN</sup>) & (Ldg Signalmen R. Ryley)  
Leading Signalmen Tim Ryley for the R.N. performed the Ceremony of hauling the



## Tim Ryley's Dockyard Recollections (cont.)

Union Jack down for the R.N. & re-hoisting  
for the R.C.N.

365 Sergeant Argue arrived with 6 Constables  
of the Dominion Police to take over  
Police duties in the Dockyard early in 1911.

They couldn't have sent a man more  
dedicated to his job than the Sgt. I think  
he **thought he** was there not only to Police the Dockyd  
but also that everything in the Dockyd  
370 revolved round him, even the C in C & friends

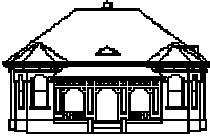
375 must have passes left at the Gate before  
they could enter. Some of the C in C guests  
were held up at the Gate until passes arrived  
for them. The C in C wrote to the Sgt  
asking him to use discretion, but the

380 Sgt wrote back "that the Domn (*Dominion*) Police  
"don't have to use discretion."  
On the men leaving work the Sgt  
would sit in the Guard House & search  
the men sent in by the Constable on duty

385 & woe betide any man found with the  
smallest article that even resembled a (rabbit) and  
even if its ears were tucked in, & ~~resembled~~ **looked like** a little  
present, he would have a hard time explaining it  
Just to give you an idea of what duty

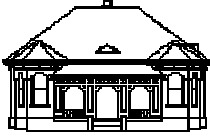
390 meant to him, The first thing he did on taking over  
the Guard House, was to take the room which was  
occupied by the Civilian Guard for his Office.  
This necessitated the ~~man~~ **former Guard** to find other quarter  
in Cabin No 1, these cabins were just beyond

395 the Prison Bldg; Now to get the story just  
figure it this way. **The ex Civilian Guard** was still living with the  
Police & doing the catering etc. & more than  
half the cooking. One of the Police was a  
young fellow from back east & it was his



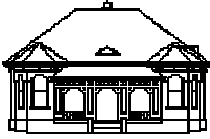
## Tim Ryley's Dockyard Recollections (cont.)

- 400 first time away from home,  
& when it came to cooking a dinner or  
even breakfast he didn't know the first thing  
& it looked as if he would starve to death  
but the ex Guard came to his rescue & saw
- 405 that he got fed alright.  
Now I guess a policeman has to go by  
the rules, because one cold winter night  
as the Constable was coming on duty about 12 p.m. & who  
should be coming out of the Guard House
- with a bucket of Coal but his friend the ex Civilian Guard who  
made his breakfast every morning.  
Now here was a case for the Police he thought  
so he had to ask all the questions such as
- 410 What was in the Bucket                      Ans      What does it look like
- Its coal & you must  
have taken it from our                      Ans:      Good you guessed it  
Coal shed    Right the first time
- 415 Go & put it back or                      Ans      This coal is going to make  
I'll report you                                      a nice little fire to warm up  
Cabin No 1  
& you just carry on &  
do your reporting
- 420 The next morning when I go for breakfast at  
the Guard House, The Sgt taps at his Office
- 425 window for me,  
He shows me the Constables Note Book  
reporting me for stealing Coal, & he would have to report it.  
Well I only had to look at that old face  
with eyes that showed a policemen's lot is not a happy one
- 430 so why explain anything, you knew whatever you said wouldn't  
stop the Report being sent in  
When I got to the Office the Superintendent  
rang for me, & asked me what I had been  
up to now, (this wasn't the first time I had been



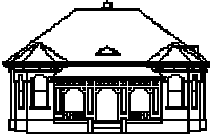
## Tim Ryley's Dockyard Recollections (cont.)

- 435 reported) so I gave the usual answer, nothing he said, read this, & here was the Sgts report & the Supt was a little upset about it because now their police report must go before the C in C, when the C in C arrived he asked
- 440 me what I had to say. I told him I wasn't stealing coal I was just taking a bucket full of coal which I did every night for my fire & if that was stealing well I have been taking coal from the Guard ever since the Police
- 445 took over my job at the Gate. The up shot of it was that I had to stop living with the Police at the Gate, & got a nice shack near the C in C Residence. The police didn't like me leaving for now they had to do their own catering
- 450 & cooking etc. & they weren't used to that kind of work The Supt Mr. G. Phillips gave a nice job in his Office <sup>as Telegraphist</sup> & now the Dockyard began to open up, Engl Camdr took over as Ch Eng <sup>of the Factory</sup> and Trademen <sup>were</sup> employed in the Factory Building, Shipwrights <sup>& Boat builders</sup> in Shipwrights
- 455 Shop & the yard was once again a scene of Activity Wilkinson Road Jail burnt down & the Prisoners were lodged in the Dockyd Prison There was Working Parties of the Prisoners under Guard
- 460 for work in the Dockyd. One day the Provision Store was accidentally locked up with the key inside, so Bob Bradley who was Guard <sup>of the Prisoners</sup> was asked if he had a man who would be able to get in & open up the Bldg
- 465 They had a Cat Burgler in the Gang & it didn't take him long to size up the situation, & by climbing up a down pipe, got through a window on the 2<sup>nd</sup> floor & had the door unlocked in no time.



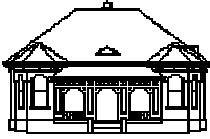
## Tim Ryley's Dockyard Recollections (cont.)

- Comdr Stewart R.N. who had brought out the "Rainbow" from England to Esquimalt stayed on for a short time & then returned to England to re-join the R.N
- 470 Comdr Hose took over Capt of "Rainbow"191(?)
- & C. in C. of the Dockyard, Comdr Hose later became Rear Admiral & head of the R.C.N. at Ottawa Lt Brabant R.N. 1<sup>st</sup> Lt of H.M.S. Shearwater **commissioned** 1908 – 1910
- 475 later came out to Esquimalt as S.N.O in Charge of H.M.C.S. NADEN
- The S.S. "KARLUK" was brought from San Francisco to Esquimalt by Capt PEDERSEN for the **Arctic** Explorer V. Steffenson, after being refitted & Provisioned
- 480 The "Karluk" **Capt Robt BARTLET took over command and** sailed from Esquimalt for the Arctic & got crushed in the ice & was lost. (SANK
- ALL HANDS SAVED)
- Capt Bartlet seeing the "Karluk" was doomed by being crushed in the ice, gave the order for the Crew to abandon Ship, & also to (land) **put on the ice** as much of the
- 485 Provisions & Stores as possible, **& made a Camp** before the ship sank.
- Capt Bartlet with an Esquimo travelled from the wreck to Alaska & with the aid of
- 490 Capt Pedersen in the S.S. "King & Wiring" **at Kamchatca** arranged for Dr MacKay & some of the Professors
- who had also got on the ice left the Camp to try for land & were never heard of again.
- 495 V.J. Steffanson who was away from the Ship doing some exploring made his way back to civilization.
- When world war one started Aug 1914 The H.M.C.S. Rainbow left Esquimalt to escort the H.M.S. "Algerine" & "Shearwater" from San Francisco back to Esquimalt where both ships had been fraternizing
- 500



## Tim Ryley's Dockyard Recollections (cont.)

- with the German Cruiser Leipizie  
The story we got in Esquimalt  
from the crews of the "Algerine" & "Shearwater" was  
that the "Leipizie" gave them every  
505 opportunity to leave San Francisco
- harbour because if she had followed them out to sea  
they would have been no match against her  
The (R.C.M.P) SS St. Rock with Capt Henry Larcen(?)  
510 Came to H.M.C Dockyard for refit &  
provisions for the historic cruise to find
- the N.W. Passage E to W  
Explorer Amundsen had already  
made the trip from W to E  
515 Now we come to the great fire  
which at the time looked as if the
- whole Dockyd was about to go up in  
smoke, only the fact that the Bldgs had  
slate or (metal ie Tin shingled roofs) saved  
520 them from being destroyed by fire  
The fire started in a large 2 storey
- wooden Building which housed the rigging loft  
Torpedo Shed, Shipwrights shop & Marine Ways for  
launching, & hauling up boats for repair etc  
525 Comdr Hose who was now head of the Naval Service  
came out from Ottawa to personally than all hands
- for their work at the fire  
When the 1<sup>st</sup> World War broke out in 1914  
Lt Cdr Pilcher became C in C of the Dockyd  
530 when "Rainbow" left Esquimalt for San Francisco sea, & he immediately  
set out to organize the Dockyd. Recruiting Office was
- opened & the Old Stone Frigate re-commissioned  
Bickford Signal Tower put in operation &  
Signal watches drawn up, arranged for  
535 Guard Ships to Patrol the entrance to the harbour by  
"Malaspina" & "Galiano"



## Tim Ryley's Dockyard Recollections (cont.)

- The C.G.S. "Galiano" was lost with **Capt Pope** and all hands, during a gale, whilst crossing Queen Charlotte Sound.
- 540 After the explosion in Halifax which destroyed Bldgs & caused heavy casualties, The R.C.N. College
- was transferred to Esquimalt, The Cadets came to H.M.C. Dockyd & the large Ordnance Bldg was taken over for use as a College for Cadet training & living quarters
- 545 All alterations to the Bldg were
- completed **before the Cadet arrived** which entailed laying flooring making Class rooms, Galley, & Mess Room Dormitory etc, Comdr Nixon was **the** C.O. of the College
- 550 The Cadets went through a strict discipline
- of training & it was from this College that some of the finest R.C.N. Officers came had attended Nearly every year an R.N. Ship would come over from the West Indian Station to pay a visit to Esquimalt, & the ship
- 555
- would be opened to visitors On one occasion as the visitors were going over the Gangway, a lady dropped her hand bag, which contained her purse, & it fell in the Water
- 560
- between the ships side & the Jetty. Some of the sailors sung out for a diver to go down after it, (this was before Scuba Diving) & before a R.N. Diver could go down, the usual routine was a check up. The Diver was ready
- 565
- to get into his diving dress, & it wasn't long before he had permission to go down A tide was running out & it was a 20 to 1 chance that the Diver would find the purse, but after about 5 tries going backwards
- 570



## Tim Ryley's Dockyard Recollections (cont.)

575 & forwards some where near <sup>where</sup> the purse should  
be, (& of course all the spectators on the jetty  
were watching his progress from the Air  
bubbles floating up <sup>to the Surface</sup> from his helmet)  
he gave the signal to be hauled up

580 & a big cheer went out, as the first  
thing the crowd saw was the ladys purse  
held high up in <sup>the Diver's</sup> hand  
To give a little idea as to how things have  
Changed during the last 50 years, the men

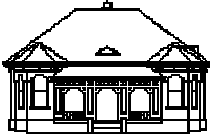
585 employed as Guards on <sup>the</sup> Gate received \$45.00  
per month, & living Quarters  
The working hours were 12 hours a day,  
7 days a week, No holidays, No Sick Pay  
No Pension, It was only after the Dockyard

590 opened up & the Office & outside staff  
joined up with the Civil Service Association  
of Ottawa that the working conditions  
began to change, Wages were raised, annual  
holidays <sup>given</sup> & a Pension scheme established

595 Previous to 1912 all Dockyd Stores where  
delivered to the Dyard by Charlie Jasper & Mr Martin  
with horse & Cart, about 1912 A Federal Motor Truck  
with hard rubber tires was supplied for  
transporting stores etc, Mr Jack Davies

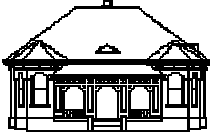
600 was appointed Truck Driver, the first thing  
Jack used to do after leaving the Dockyd Gate  
was to stop the Truck & light up his old  
Clay pipe, & then we were off at the  
rate of from 10 – 15 miles per hour

605 for Victoria to call at the various Stores  
& C.P.R. sheds to pick up merchandise  
& Stores etc for Ships & Establishments  
Another little incident that occurred  
in the Dockyd about this time whilst the



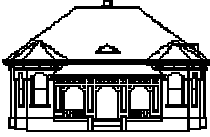
## Tim Ryley's Dockyard Recollections (cont.)

- 610 Shearwater was undergoing refit & having a refridgerator installed, previously Ships of this class had no refridgeration The Ch. Engr was inspecting one of the Amonia Cylinders, so he called
- 615 the Chief Stocker to come over & have a look at it, & take a smell to see if it was leaking, now I don't know what happened, The only thing I do know was that the Chief Stoker had hardly
- 620 put his nose near the Valve on the Cylinder, when he jumped back coughing & spluttering, & when he did manage to get his breath, it didn't bother him who was a diver to go down after it.
- 625 (This was before scuba diving & the diver had to get permission from the O.O.W. **Officer of the Watch** before the Diving Gear could be got out & allowed to Dive) It wasn't long before **the Diver after receiving permission** got dressed in his Diving Suit & ~~permission given~~ & he was in the water.
- 630 The tide was coming in, & it was doubtful if he would be able to find the purse **but** as luck would have it, it contained all her money, Passports, papers etc, which helped to make it sink to the bottom. ~~& it wasn't~~ The visitors on the jetty was given
- 635 an exhibition of a Navy Diver at work & was able to follow his progress under the water by the Air bubbles from his helmet which came up to the surface, & the next thing they saw was the purse in his hand, as he was
- 640 hauled up out of the water, & the crowd gave the Diver a big cheer, also thanks from the American Visitor for recovering her purse. The Dockyd & Fire Engine was housed in a shed at the head of the Dockyd Jetty & attended



## Tim Ryley's Dockyard Recollections (cont.)

- at fires in the Dockyd & the village of Esquimalt  
The Fire Engine was fitted with drag ropes &  
hauled along the road by seamen from R.N. ships  
in port, to see it in action was a sight to  
645 behold, with the old Chief GI up in the Drivers
- seat, now the Ch GI was one of the old school  
with a beard & moustache & he could out shout  
any Sgt Major on Parade, & to hear him sing  
650 out the Orders from his high perch on the fire Engine  
was something worth listening to. It went like this
- Man the drag ropes, Double, etc, until they got  
to the top of Signal Hill, & then the fun commenced  
when the Chief sang out Reverse Drag Ropes & he  
655 was trusting to luck that they would not let  
him go full speed down the hill, especially when
- he heard the lads singing, "Daddy's on the  
Engine let the blighter go" only the words were  
a little stronger than that, it's a wonder he  
didn't sing out HALT but he stuck to his seat  
660 & managed to hang on. A sad accident <sup>at Dutch Harbour</sup> happened
- Whilst the Chief G.I was instructing a class in Gunnery  
with the Morris Rifle aiming practice, this is where the Rifle  
is fitted on the 47 Gun & a target placed on the end of the  
muzzle of the Gun, The Quartermaster had piped  
665 Pack up & return gear. One of the ratings went to
- take of the Rifle, & another to take down the target  
The Rifle went off & the small bullet hit the man  
taking off the Target, Jack the man hit remained  
conscious all the time, so the Gun Crew carried  
670 him down, & put him in his hammock, The Doctor
- ordered a room in a building onshore to be warmed  
up to 70 (*symbol for degree*) & with the assistance of a Doctor from  
the U.S.S. Rev... Cutter performed an operation,  
but Jack must have been bleeding internally, & died.  
675 The funeral was arranged for a Russian
- Orthodox PRIEST to conduct the Burial Service from  
the English Prayer Book & the Grave to be  
in Unalaska which is not very far away by  
water from Dutch Harbour.  
680 On the day of the funeral all the Officers & men



## Tim Ryley's Dockyard Recollections (cont.)

except the ones required for duty on board attended.

It took all the Ship's boats, Cutter, Whalers etc  
& the Steam Pinnace towed them with their  
Ensigns flying at half mast to Unalaska  
where they were met with the Russian Priest

685

his Choir, & congregation of Aleuts  
who led the procession chanting &  
Singing in their language to the Graveside  
where the Burial Service was read &  
firing of the 3 Volleys by his shipmates.

690

It gave the Aleuts quite a start when  
the firing commenced, I don't suppose the  
had seen a service funeral before this one.  
On the trip down from Alaska  
to Skagway, 2 Deer which must have

695

been chased into the Lyn Canal by  
wolves, even tried to come alongside the  
ship after we had slowed down, so the Capt  
had the Cutter lowered, & the boats crew  
got the Deer into the boat & brought them

700

back to the ship & from the time they  
came onboard, until they were given to  
Beacon Hill Park they were quite tame,  
the men could feed them & they had  
a part of the Upper Deck to roam about on

705

whether the Ch. Engr was his superior Officer  
or not, rank was completely forgotten & it  
was man to man, he looked straight at the  
Ch. Engr & told him in no uncertain terms  
Don't you ever ask me to do anything

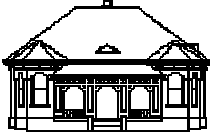
710

like that again, Sir, because if you do  
I'll refuse to do it  
(in other words the old boy was going to chuck his hand in,  
which was a very serious crime at that time in the R.N.  
& could you blame him for saying it?)

715

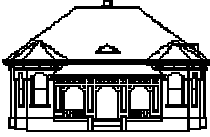
A Fire Engine was kept in a shed near the Dockyd  
jetty & a care & maintenance party was supplied  
from the R.N. Ship in harbour.  
The Fire Engine was hauled along to  
the fire by Sailors **pulling** on drag ropes, (all the same as

720



## Tim Ryley's Dockyard Recollections (cont.)

- a Gun Crew with a field gun.  
It was a sight worth seeing to see the  
Chief GI sitting in the drivers seat, on the fire Engine  
& all the sailors lined up on the drag ropes  
725 The Chief would give the order & away they
- would go at the double, everything went off fine  
until they got to the top of Signal Hill on Esquimalt Rd  
& the Chief would give the Order to reverse drag ropes  
which would help to reduce speed going down hill  
730 Then the fun commenced, by various remarks
- by the men, such as ("nows our opportunity let him go")  
or (Give him an extra push to see if he can hang on) etc  
The old boy took it all in good part I guess he  
735 knew they wouldn't let him go, because he wasn't  
a bad sort as G.I.s go.
- A sad accident happed whilst the Shearwater was  
at Dutch Harbour, after doing Seal Patrol in the  
Bering Sea, The Chief G.I was taking a Guns crew  
740 to Aiming Morris Tube practice he had just finished  
giving a talk on the subject, when the Pack up &
- return gear was piped, One of the Guns Crew  
went to take down the shield & Target off the Muzzle  
of the 47(?) Gun & another man went to take down the  
rifle, **which was fitted near the breach**. Unfortunately the rifle had been left loaded  
745 went off & the poor fellow taking down
- the Target got the bullet in his stomach, he  
remained conscious so they put him in his hammock  
until a **room in a** Building ashore was warmed up & the Dr  
750 assisted by a Dr from a U.S.S. Rush performed an  
Operation, but he must have been bleeding
- internally, & died whilst undergoing the  
operation.  
Jack was buried in a Cemetary at  
Unalaska which is not far by water from  
755 Dutch Harbour The Burial Service was read in **English**



## Tim Ryley's Dockyard Recollections (cont.)

- 760 by a Greek Orthodox Priest in  
full Regalia attended by his Choir  
of Aleuts who led the march from  
the landing to the Graveside chanting  
their Burial Song.
- 765 It was a very impressive sight at the  
Graveside, with the Aleuts lined up on one side  
of the Grave & the firing Party & men from the  
"Shearwater" on the other side, The Priest in his  
Regalia at the head of the Grave reading
- 770 in English the burial Service  
When it came to that part of the  
Service where the firing Party fires the 3 rounds  
& the Bugler sounds the last post  
The Aleuts were startled a little
- 775 when the firing commenced, I don't think  
any of them had attended a Naval funeral  
before  
(ie some of the above has already  
been written on a previous Page)