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A HISTORY

of

H.M.C.S. NADEN

1862 - 1952

by

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H.M.C.S. "NADEN", The Naval Barracks, Esquimalt.

Begun 21st January 1951 at the suggestion of Captain H.F. Pullen O.B.E. commanding the Training cruiser ONTARIO. Final revise 21st January, 1952, all by Major F.V. Longstaff, Convenor Maritime Committee, The B.C. Historical Association.

The land now occupied by NADEN was first used by Sappers of the Royal Engineers from 1858 until 1862 as their headquarters and barracks while making the international boundary survey between the Colony of British Columbia and the United States of North America. It was then handed over to the Royal Navy and fitted as a hospital for Ratings as severe cases landed 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 numbers of officers and ratings small, especially on shore, yet the training at sea was of a high quality (see my History of Esquimalt). The one destroyer and the mine sweeper were often on sea training cruises, short and long, year after year. The numbers of officers and ratings at the Barracks were often too few for the duties. It is difficult now to realize how tough the mere existance was in those far off days, but that was the time when the fine spirit of sea fighting efficiency was being hammered out into shape, and thus formed the foundation of the present magnificent Canadian Naval Service, whereof any officer or rating can well be proud.

Many men who joined as Boys in the early days are now Chief Petty Officers, Warrant Officers, and some have retired after 20 years of service. Some have also worked up to Commissioned rank. The Cadets also who joined in the early days and went through the tough training on the ships, are now Admirals, Commodores, and Captains and Commanders and some have retired.

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Each successive "Captain of NADEN" did very good work in those days but there is not room here to give all the details. All the time money was almost impossible to obtain from Ottawa and it was difficult to even get money to buy fuel oil for the annual trip to the Canal.

Sport, that is games between teams has always been considered important in the daily life of Canadian Officers and Ratings. In the early days of the Canadian Navy there were too few Officers and Ratings ashore to be able to form teams for football or baseball. But boxing and boat pulling was always being carried on. The playing fields of NADEN are compartively recent, the upper one (the old drill parade ground) was first used for games in 1942, while the lower one, bought from the Hudson Bay Company, was first used in 1943. Since 1946 the Divisional Teams have been possible only in the ships at sea, where the Divisions are more permament or shall we say less temporary. Hence the Officers get to know the men under their command. While in barracks there are separate teams for Officers, for C.P.O's and P.O's and Ratings, also each trade has its own team or teams. Today the Service urge is to Work hard and Play hard.

ORIGIN OF NAME

The original NADEN was a small wooden schooner with a screw engine and it was built in 1913 by the Wallace Shipyards Limited, North Vancouver, for the Hydrographich Survey of the Dominion Government. Length 60 feet, beam 20, draft 8.7 feet, tonnage 100. She was first employed as a tender to the Survey ship LILLOOET, and was fitted with a deckhouse for the drafting room for chart making. In 1918, being then laid up at New Westminster, she was loaned to the Naval Service and the cabin was removed and she was commissioned

as the 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 5th October for Seattle) as the Depot ship upon whose books the names of Officers and Ratings were borne when serving at Esquimalt.

NADEN RIVER AND HARBOUR

In 1922 the late Mr. George Phillips and the late Commander C.T. Beard, R.C.N., with the help of Mr. Bruce McKelvie, made a thorough investigation on the history of Naden River and Naden Harbour, and drew up a report on the same, to substantiate that the vessel was named after the RIVER and not after Mr. George E. Naden, the former Deputy Minister of Lands for B.C.

The word Naden was used by the Raven Clan of the Haida Indians, in connection with the River Naden, the largest on Graham Island, one of the Queen Charlotte Islands. This word NADEN comes from the Indian words "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 subdivision has remained on Graham Island and settled on NADEN RIVER.

NADEN HARBOUR is entered through VIRAGO SOUND, named after H.M. paddle sloop VIRAGO which surveyed this spot in 1853 under Commander J.C. Prevost R.N., and is three miles wide between the Capes Edenshaw to the East and NADEN to the West; and two miles deep to the narrow passage, which is 1½ miles long and about ½ mile wide, leading into the harbour. Inskip Point, named after Mr. G.H. Inskip, Master R.N. of the VIRAGO, lies on the East shore of VIRAGO Sound.

The inner anchorage, opposite KUNG VILLAGE on the western shore, just within the narrows, is in 10 fathoms at about 2 or 3 cables distant from the shore. This village has been abandoned several times for the new YA TEA village along the coast about 4½ miles northwest of VIRAGO SOUND. This site though difficult to land at with northerly winds, has been chosen because the Indians could get more trade there, as many Indians came across from the North, a distance of about 40 miles, and there is a rather prominent hill behind KLAS KWUN POINT by which the canoe-men doubtless shaped their course. 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, we reach NADEN HARBOUR, and it is landlocked, about 4 miles in length North and South, and two miles in width, with a depth of 8 to 12 fathoms. Low land, densly wooded with spruce and hemlock of fine growth, borders the whole harbour. The rise and fall of the tide is thirteen feet.

In 1889, on the 28th February in the House of Commons at Ottawa, we find that Mr. John Irving and others of British Columbia, praying the House to take such steps as will secure proper Postal communication by steamer between Victoria and Queen Charlotte Islands. The first postoffice in NADEN HARBOUR was opened on 1st October 1912 and the Pacific Whaling Company opened its station on the West side of the harbour in the Spring of 1911. From the Grand Trunk Pacific Railway time table of April 1914, it is shown that the steamer PRINCE JOHN leaves Prince Rupert on alternate Mondays at 10 P.M. and calling at NADEN HARBOUR at 11 A.M. on Tuesday. For many years NADEN HARBOUR has been completely deserted.

EARDY HOSPITAL

Let us return to Skinner's Cove and trace the early history of the old Naval Hospital. The first buildings on the shore of the Cove housed the survey detachment of the Royal Engineers, who from 1858 till 1862 had surveyed the International Boundary between the Colony of British Columbia and the United States of North America. The wooden huts were built by the Hudson Bay Company, who supplied the carpenters and the lumber. The survey Detachment was under the command of Lieutenant Colonel John Summerfield Hawkins R.E. and consisted of 65 Non Commissioned Officers and Sappers and arrived at Esquimalt in H.M. sailing corvette HAVANNAH, Captain T. Harvey R.N. on 12th July 1858. She was a Devonport ship having been commissioned on 2nd August 1855, carried 19 guns, was of 964 tons and was an old ship having been launched in 1811 at Liverpool at Wilson and Company yard. On shore there was a large hut for the officers and office, and three small huts for the Sapper's barrack rooms. The land had to be cleared of the thick forest by the Sappers. The Royal Engineers completed the hundreds of miles of the boundary survey in 1862 and left for England in April, and at once the Navy took over the huts and fitted them as a hospital, to be used instead of the original hut built on Duntz Head in 1856, one of the original three frame huts, the last of which was pulled down in 1937.

The admiralty appointed Assistant Surgeon Peter W. Wallace M.D. (borne on the books of the flagship GANGES) on the 26th January 1860 to the temporary hospital and with three hospital attendants. But in November 1863 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 huts were then used continuously until August 1869, then 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, this being done on 31st December, 1869. Although nominally closed, the buildings were still used when cases were landed from ships on the station. Again 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 17th February, 1872. From this date the Hospital was apparently considered as permanent, and the word "Temporary" then disappears from the records.

After twenty years of use the wooden huts began to show signs of wear, so that in 1887 brick buildings were begun, and a house for the medical officer was the first to be built of brick. Then came the construction of the officer's infection ward in 1892 and in 1894 but of wood. In 1888 the South ward was built of brick, then the North ward in 1889, the officer's ward in 1891 and the administration block in 1889, all of brick. The hospital stores room, staff quarters, lunatic room, kitchen, scullery and smoking room were added in 1890-94, brick and wood.

EARLY CHART OF HARBOUR.

The only chart of Esquimalt harbour showing the huts on the shore of Skinners Cove, its sheet number is 1901, was made by Lieutenant James Wood R.N. in command of H.M. survey brig PANDORA in 1849 and with corrections. Lieutenant Wood's commission was dated 1st October, 1841, and he was appointed to the PANDORA on 8th February, 1945, and did much survey work along the Pacific Coast. In a letter from Governor Douglas,

dated 7th April 1858 to the Colonial Office in London, he says that the Puget Sound Agricultural Company was paid £493.15.4 for the land and the cost of completing and painting the houses was £729.3.4, the work being done by the few mechanic of the Company.

The last surgeon to command the hospital was Staff Surgeon William F. Home M.D., who was borne on the books of the flagship GRAFTON, from 28th October 1902. She was the last flagship of the station, Rear Admiral A.K.Bickford C.M.G., being the Commander-in-Chief, the ship having relieved the WARSPITE. At the termination of her commission on the closing down of the Station she was under Captain J.E. Goodrich who then took her to China. Surgeon Home retired and set up practice in Victoria where he had many interests.

TRANSFER OF DOCKYARD

In 1910, on 9th November, Esquimalt Dockyard was transfered to Canada, and on 8th November of the same year the old cruiser RAINBOW, Commander J.D.D.Stewart R.N. arrived in Esquimalt harbour from Devonport. About a year later Commander W. Hose took over the command and set up a small office ashore in the Dockyard. He fathered the pioneer Company of Volunteer Reserves, and with a number of the Volunteers put to sea from Royal Roads anchorage at 1 A.M. on Monday 3rd August 1914 to go after the German cruiser LEIPZIG.

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 the first war. At last on the 3rd of September 1922, the new shore establishment to be known as H.M.C.S. "NAIDEN" was commissioned by Lieutenant Commander C.T.Beard, who made his home in the house of the Medical Officer at the rear of the old administrative building. It was

this administrative building which was at once told off as the Wardroom, but there were no funds provided for any repairs or alterations to the same. A Report had already been made by a Committee of Commander Beard, and Mr.George philips, which was sent to the Department of Naval Service and Mr. George Philips, which was sent to the Department of Naval Service at Ottawa, making suggestion as to the necessary alterations to be made in the old buildings. Thus was started the shore establishment which was to be gradually expended into the large barracks and schools for much of the training of the Officers and Ratings of the Canadian Navy. This was for the permanent Naval Force of Canada, the Reserve Force and the Volunteer Reserves Companies, now called Divisions. Sea training was essential but 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 the money came along. Gunnery training came first with a large woodenbattery building to house the small and large guns as from a Light Cruiser, in 1923 and the battery was in full use until the brick gunnery school was completed in 1939. In 1928 enough money had been provided to put up the first brick building which was the fine large Torpedo School in two floors. This was gradually equipped with home made models and sections of mines and torpedos. The three old hospital wards off the old parade ground became the first Mess Decks and the Petty Officers Mess.

The great advance was made in 1936 when the red brick building was put up to house the Ship Administration Staff for all the Departments. The large gymnasium with a wooden floor was build in 1936, and the foundation stone was laid by Commander G.C. Jones. At the harbour end of the large new parade ground was built the Grenville Block of red brick in 1939, the larger wing was for the Boys Mess Decks, while the smaller

Block was for the C.P.O. and P.O. Mess. In the same years was built the Anti Submarine School Block, as well as the Dental Clinic.

The Brick hospital was built in 1940, and this was of historical interest, as it closed the period of 35 years of neglect since there had been a Naval hospital in being in these grounds. For the old Naval hospital had been closed since 1903, when the last ships of the Royal Navy left the station. It can be said that the founder of the Canadian Naval Medical Service was Lieutenant Commander Archie McCallum V.D., M.D. who had served in H.M.C.S. GUELPH, from 24th August 1921, for Halifax Dockyard, under Commander John Thomas Shenton (R.N. retired Temp.) 1st July 1920. In 1925 after the GUELPH struck her flag Lieutenant Commander (Surgeon), went to the Volunteer Reserve until 1939 when he returned to active service, and rank of Surgeon Commander is dated 15th December 1932. The first Canadian Nursing Sisters were appointed on 4th December 1941. Between the two great wars the Naval Medical Service was provided by Captains of the Royal Canadian Army Medical Corps who served in the destroyers when required. Surgeon Commander A. McCallum M.D. was appointed to Naval Service Headquarters Ottawa on 14th February 1940.

The large wooden drill shed on the South side of the new parade ground was built in 1940, but in 1943 it was changed into the Mechanical Training centre. The present Education headquarters occupies one of the original wooden buildings of before 1923. In 1939 it was being used as a gymnasium and general utility hall for kitting of new entries. During the war it was occupied by a succession of Departments. The movie picture hall was also of pre 1923 vintage.

The Seamanship block was put up in 1941, but the first Seamanship house was over the water near the boat floats. The clothing store was also build in the same year. The new Signal School was built on the

highest ground in the barracks in 1941, while the Signal Bridge for ships in the harbour was moved to the roof of the main office block in the Dockyard in 1942. The Signal School is now called the Communication School, it includes the use of telegraph instruments, etc. The Wireless Office is also on the roof of the Main Office in the Dockyard, and touch is kept with Naval Headquarters at Ottawa and ships far out in the Pacific. The Ship's Bell which used to hang and be struck from the cement platform by the side of small old parade ground behind the old Wardroom. It is now hung in the Regulating Office by the Main Gate. There also was an old bell in the Old Wardroom.

The Swimming Pool, located in the South East corner of the barracks 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 in use until 1945, when the old hospital administration building, which became the Library, was vacated.

It is interesting to remember that the land of Naden Barracks was first occupied by Naval personnel in 1862, now nearly 90 years ago.

THE STORY OF THE CAPTAINS OF NADEN IS NOW TOLD.

The Office began as Senior Naval Officer Esquimalt and Captain of NADEN. Lieutenant Commander C.T.Beard R.C.N. was appointed to command of NADEN on 3rd September 1922. On the following 1st of November he was appointed Acting Commander. He lived in the Surgeon's house.

1924, on Saturday 21st June 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 were the battle cruiser REPULSE, and H.M. Australian light cruiser ADELAIDE from Sydney. Also the first light cruiser Squadron under Rear Admiral Hon. Sir H.G. Brand wearing his flag in DELHI, also DAUNTLESS,

PANAE and DRAGON. The battle cruisers docked at Ogden Point wharfs, while the light cruisers entered Esquimalt Harbour. On the 25th June the two battle cruisers and the ADELAIDE sailed for Vancouver City, and were cheered by hundreds of Japanese in their fishing boats off the mouth of the Fraser River. On the 5th July the battle cruisers arrived from Vancouver and when off Trial Island were joined by the Light Cruisers from Esquimalt.

1925. A new Captain took over on 1st February as Senior Naval Officer Esquimalt and as Captain of NADEN, Commander F.H. Brabant. In the same year on 1st December Commander P.W. Nelles took over S.N.O.Esquimalt and Captain of NADEN, and lived in the old Surgeons' House.

1928. The first brick building in the new barracks was the fine Torpedo School in two floors, put up near the main gate.

1929. On 23rd January Commander L.W. Murray became S.N.O.Esquimalt and Captain of Barracks. He carried on the training of Officers, Ratings and Reserves at sea and on shore.

1932. On the 27th June Commander V.G.Brodeur became S.N.O. Esquimalt and Captain of NADEN. He carried on the training of Officers and Ratings of the Active Service and those of the Reserves.

1934. On the 15th May Commander G.C.Jones became S.N.O.Esquimalt and Captain of NADEN. He laid the foundation stone of the brick gymnasium in May 1936 and carried on training afloat and ashore.

1936. The office of Senior Naval Officer Esquimalt was separated from that of Captain of NADEN. The first S.N.O. was Commander C.T.Beard appointed on 1st July. On 1st of September the Captain NADEN was Commander J.F.Oland, and house in barracks. Commander Beard lived in the old house in the Dockyard.

1938. There was a further change and the office changed from Senior Officer to Commanding Officer Pacific Coast and Dockyard, and his residence was the big house in the Dockyard. Captain V.G. Brodeur was appointed in October of the above year. He was promoted to Commodore on 1st January 1940. From then onwards the Captain of the NADEN had no exterior duties to distract him, and Commander R.I. Agnew was appointed to this Office on 4th November 1938, and was the last to live in the old Surgeon's house in the barracks. During these years the number of Officers and Ratings in the barracks had much increased in numbers.

1939. The visit of H.M. King George and Queen Elizabeth, on 30th May the King's silk Colour for shore special parade use was presented to the Western Command of the Royal Canadian Navy at a large parade at Beacon Hill. Captain V.G. Brodeur was in command of the parade. Lieutenant Commander E.P. Tisdall commanded the Colour Guard, while Lieutenant J.C. Hibbard carried the Colour. There was a total of 15 Officers and 639 Ratings were present. This was the last occasion that Officer's full dress uniform with heavy gold lace and cocked hat was worn on this coast. The Colour was first blessed by Bishop J.C.Cody assisted by Reverend A.B. Wood at the Barracks. At Beacon Hill parade ground Bishop H.E. Sexton assisted by Reverend A. Bischlager consecrated the Colour. Some prayers were also said by the Reverend J. Hood of the United Church. There was an illustrated Souvenir Programme issued by the Naval Service for the occasion.

WAR. Commodore V.G.Brodeur was in command of the Naval Forces on the Pacific Coast at the declaration of war in September 1939, and Commander R.I.Agnew was in charge of the Naval Barracks when the Reserves were called up, and a heavy strain was put on all the regular Officers and Petty Officers at this time.

1940. In this year the name of the Office was again changed, and

became "Commanding Officer Pacific Coast" with his residence in the Dockyard, when Commander W.J.H.BEECH was appointed on 4th September. On the 20th September he was appointed Acting Captain and Commodore 1st Class (while holding present appointment) to the NADEN additional for duty as C.O.P.C., the appointment read:--"Acting Captain and Commodore 1st 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.

1942. On the 28th November Commodore Beech was appointed to H.M.C. ship BURRARD additional as C.O.P.C. with officers and ratings pouring into the barracks, the Captain had increased responsibility and Commander W.B.L.Holms (Acting Captain) was appointed to command the NADEN on 20th July 1940. The large Cunard steamship QUEEN ELIZABETH was in the drydock from 22nd February until 3rd March 1942. Fortunately no Japanese plane came in to bomb her, but the Security Officer had many sleepless nights at that time. Captain Holms lived outside the Barracks. The construction of Blast Shelters began during September 1942 and was completed by Dockyard labour by June 1943.

1942. On the 3rd July Commander F.G.Hart (Acting Captain) was appointed Captain of NADEN.

1943. On the 31st August Rear Admiral V.G.Brodeur C.B.E. was appointed to H.M.C. ship BURRARD as additional for C.O.C.P. and he lived in Vancouver City, his headquarters being at Jericho Beach. There were several changes in Captains of NADEN. On 15th September Commander R.P. Kingscot (Temp) was appointed Captain. On 1st January 1944, Commander R. Jackson (act. temp) was appointed Captain. On the 22nd March, 1944 Commander G.F.McCrimmon (act) was appointed Captain of NADEN. Then on 15th February 1945 Commander T.G.Fuller D.S.C.(act.Temp) and an ill man,

was appointed to Captain of NADEN.

1945. V.E.Day. Victory Day. 8th May. A new Captain of NADEN was appointed, Captain R.I. Agnew C.B.E. on 1st November. On the 10th August Captain E.R. Mainguy C.B.E. brought the Canadian Cruiser UGANDA into Esquimalt from the 4th Cruiser Squadron on the coast of Japan under Rear Admiral P.J.P. Brind C.B.E., R.N. On the 27th November Captain H.W.Grant with Commander E.P. Tisdall brought H.M.C.S. "ONTARIO" from Hong Kong was brought into Esquimalt harbour.

1946. On 5th February Captain E.R.Mainguy sailed the UGANDA for the west coast of South America, when he hoisted sail off Cape Horne on goodwill cruise to American Countries.

1945. Rear Admiral V.G. Brodeur returned from BURRARD in Vancouver to the central Dockyard Offices on 1st November, but did not hoist his flag on the headquarters building until his return from leave on 17th November, when it was saluted by a guard of honour, by ratings from ONTARIO.

1946. On 11th March Captain J.C.I. Edwards C.B.E. was appointed to command NADEN, and housed in the house behind the new Wardroom. On 1st August Rear Admiral E.R.Mainguy O.B.E. was appointed to NADEN additional for C.O.P.C., and lived in the large house in the Dockyard. Many selected Officers from the Reserve transferred to the permanent Navy.

1948. On the 8th September Rear Admiral H.G. De Wolf C.B.E., D.S.C., D.S.O., was appointed to NADEN additional for C.O.P.C. and lived in the house in the Dockyard. Many ship movements and special barrack training carried on.

1950. On the 14th February Commodore G.R.Miles C.B.E. was appointed Captain of NADEN and lived in house behind the new Wardroom. He died

ashore on 18th February and was burried at sea with full Naval honours. On the 30th August Rear Admiral W.E. Creery C.B.E., was appointed to NADEN additional for Flag Officer Pacific Coast. Three destroyers were ordered to proceed to Korean waters at short notice, but did not sail until the 5th July, and most of them had no shake down cruise. Captain J.V. Brock D.S.C., was the senior officer in CAYUGA, Commander R.P. Welland D.S.C. in ATHABASKA, Commander P.D. Taylor in SIOUX.

1951. Commodore E.P.Tisdal was appointed to Captain of NADEN. Commodore K.F.Adams was appointed to NADEN on 5th November, on Commodore Tisdal going to ONTARIO. Commodore R.E.S. Bidwell C.B.E. followed Commodore Miles as a stop gap.

Central Offices. From 1918 to 1938 the different offices of the Departments of the Coast Headquarters had been housed in odd wooden and brick buildings, and even in the Naval barracks, which caused delay in staff work. But at last this was changed in the early part of 1938, when the new brick central building was opened so that all offices of the Dockyard and the Command were brought together under one roof. The construction of the building was begun in the Fall of 1937.

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