



## CFB ESQUIMALT NAVAL &amp; MILITARY MUSEUM NEWSLETTER

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*CFB Esquimalt Naval & Military Museum is located at Naden on Canadian Forces Base Esquimalt, in the city of Victoria, which is situated on the southern tip of Vancouver Island, province of British Columbia, Canada.*

*The museum's goal is to collect, preserve, interpret and display the history and heritage of the naval presence on Canada's West Coast and of the military on Southern Vancouver Island.*

[www.navalandmilitarymuseum.org](http://www.navalandmilitarymuseum.org)

## Ship's Christmas Cards

*Note: this article is adapted by the author from his book Designs of Distinction, published last year.*

**F**ROM 1910 TO 1948, the RCN unlike the Royal Navy, had no official badges for HMC Ships. All such badges were unofficial but were often employed on Christmas Cards.

The use of ship's Christmas cards in our navy can be traced as far back as 1921 when it was a common practice among RCN officers to send Christmas

*Continued on page 3*

### HOLIDAY CLOSURES:

**Christmas Day & Boxing Day**

(Closed Monday, December 26 & Tuesday, December 27)

**New Year's Day** (Closed Monday, January 2)



## THE MUSEUM *Team*

### Museum Team

Debbie Towell – Curator

Joseph Lenarcik – Assistant Curator

Clare Sharpe – Museum Exhibit Designer/  
Administrative Assistant/Webmaster/  
Volunteer Coordinator

Tatiana Robinson – Archival Assistant

Mike Baran – Workshop staff



### Our Active Volunteers

Cecil Baker	Clarence Lockyer
Don Bendall	Brian McGregor-Foxcroft
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Janet Kay Curley	Zoila B. Proud
Dave Freeman	Greg Sharpe
Michael Harrison	Don Thomas
Bob Hewitt	Norm Truswell
Gerry Kennedy	Ed Widenmaier



*Hope this season  
brings you peace  
& serenity  
From your friends at  
CFB Esquimalt Naval  
& Military Museum*

YOU'RE CORDIALLY INVITED TO OUR  
**MUSEUM CHRISTMAS PARTY/POTLUCK**  
ON FRIDAY 09 DECEMBER, 2016,  
FROM 11 A.M. TO 2 P.M.  
IN THE DELAMERE CONFERENCE ROOM AT  
THE BACK OF NADEN BUILDING 37



## To Our Readers

IS YOUR *Headway* SUBSCRIPTION DUE?  
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*Thank You!*  
*Merci!*

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HMCS ALGONQUIN



HMCS ASSINIBOINE



HMCS PETROLIA



HMCS WOLF

Continued from page 1

cards to one another. Such cards often employed a version of their unofficial ship's badge. Whether this practice survived the early years of the Second World War is not certain.

By 1942, however, examples have been found that show the use of such cards by various ships' companies was again established. Many of these cards included a version of their ship's unofficial badge.

Jerry Proc supplied the image - top left - of the wartime badge of ALGONQUIN superimposed over a red maple leaf. This is the way it appeared on the cover of the ship's Christmas card for December 1944.

ASSINIBOINE also used her badge on the front of an undated

card - shown above. In this version, however, a photograph of the profile of the ship has replaced her name in the tally plate. Someone, probably the CO's friend Cdr Soulsby, RCN, has drawn a ribbon linking Newfoundland to Northern Ireland.

LA MALBAIE had a Christmas card in 1942 using a black and white drawing of a ship plus a naval crown on the front. In 1943 she employed a different design, the one described as Insignia 3 in Designs of Distinction.

The corvette ALGOMA used a variation of her badge featuring a baying wolf on her Christmas card

QUESNEL had a version of her totem pole on a Christmas card.

In lieu of her unofficial badge of

a Native maiden, MIRAMICHI had a maple leaf with a vessel inside the leaf.

The frigate BEACON HILL used the White Ensign instead of her Bugs Bunny badge and WASKESIU had the naval officer's cap badge.

MEDICINE HAT employed her badge consisting of a top hat and feather in a diamond frame with naval crown on top.

PETROLIA and WOLF had versions of their unofficial badges - seen above - but printed only in gold outline.

Many ships, however, simply employed a form of the rostral (naval) crown usually in blue, either on the back of the envelope or on the front of the card itself along with the ship's title and name. PRINCE DAVID, NIPIGON 1st and NORANDA are examples.

From 1948 onwards such cards - now bearing official badges - became popular once again but the tradition seems to have died out. If any reader has seen current examples of Christmas cards, the author requests you send him a note c/o the museum.

- © 2016 David Freeman





# Royal Navy Hospital in Esquimalt

Most readers will know of the hospital built here for the Royal Navy (RN) in 1855, the original purpose being to house sick and wounded seamen from the Crimean War. Research has revealed some interesting background to this story.

The RN has been associated with the west coast of North America since the 16th century when Drake sailed in this region. The survey of Esquimalt harbour by HMS PANDORA circa 1842 proved the harbour was deep enough to ensure a snug and safe port for HM Ships. Six years later, HMS CONSTANCE arrived as the first warship to take up station here.

The Crimean War commenced in the fall of 1854 and continued until the spring of 1856. The combatants were Russia against an allied force from Britain, France, the Kingdom of Sardinia and the Ottoman Empire. This war was fought mainly in, on and around the Crimea Peninsula in the Black Sea. This theatre of war is mainly recalled for Florence Nightingale, the Charge of the Light Brigade, the Thin Red Line of the Argyll and Sutherland Highlanders, and the incompetence of generals on both sides. There was, however, a Pacific element to this war.

By 1854, Russia had done little to settle Siberia or the Pacific Ocean



Crimean Huts, Dockyard c.1870.

Photo Catalogue No. VR999.675.9

territories like Alaska. To the Russians, their Pacific Ocean territories held small economic value, were sparsely settled and knowledge about this area was minimal. For example, from a maritime point of view, there were few sea charts and those that did exist lacked accuracy. On the Russian mainland, there were only two towns of any significance: Petravlovsk and Okhotsk.<sup>1</sup> In Alaska, Sitka, the major Russian settlement, was just a small fishing port.<sup>2</sup>

What concerned the British and French navies was a Russian naval presence in the north Pacific, the Okhotsk flotilla. With the commencement of hostilities, the two allies worried that this force might now interfere with British and French vessels such as traders and whalers operating throughout the Pacific.

The Okhotsk flotilla consisted of

three vessels: the frigate PALLADA of 60 guns, the frigate AURORA of 44 guns and the DVINA, an armed transport ship. Each winter, this flotilla made its home port in San Francisco.

It was not difficult for the allies to form a squadron. The British had ships on the China station and the French maintained warships in their island possessions in the Pacific.

In July 1854, an allied force arrived at Honolulu. Rear Admiral David Price, RN, commanded

the frigates PRESIDENT of 50 guns, TRINCOMALEE of 44 guns, AMPHITRITE of 40 guns and PIQUE of 36 guns, and a paddle steamer, VIRAGO.<sup>3</sup>

Auguste Despointes was the French Rear Admiral. His squadron had the frigates LA FORTE and L'EURIDYCE, the corvette L'ARTEMISE and the brig L'OBIGADO.

The Russians, learning of this menace to their flotilla and unknown to the allies, hid their three warships up various Siberian rivers.

Once the allied vessels made repairs and restored, the combined force sailed to Sitka, Alaska, but found no Russian vessels worthy of note. The force then sailed for Petravlovsk on the Kamchatka peninsula where they arrived on 29 August 1854. There Admiral Price, who was in overall command, scouted the harbour defences and





Crimean hut in front of Admiral's house.

Photo Catalogue No. VRB2008.18.139



Crimean Hut c1880.

Photo Catalogue No. VRB2008.18.138

ordered an attack the following day.

Petravlovsk had defences. They were not overly strong but were well sited and the Russians were determined defenders.

Once the allied ships commenced firing on 30 August 1854, Adm Price retired to his cabin in *PRESIDENT*. His side arm went off – the exact cause never determined – and he died. This caused the allied force to withdraw temporarily.

The next day the allies attacked again but this time, afraid of harming the vessels, Adm Despointes kept them at a range too far away to inflict any serious damage to the defences. Overnight, the Russians repaired the damage.

A few days later, a third attack commenced in concert with marines and naval shore parties landed to force the flanks. This attack was not well planned nor executed, resulting in just over 200 allied casualties, equally split between the two navies. The Russian casualties numbered about 100, mostly wounded. But they had held out against a superior force.

After this lack of victory, the allied

fleet departed Petravlovsk and sailed for their 1854 winter stations, the British to Esquimalt and the French to San Francisco.

In Esquimalt that year, the RN requested the Governor, James Douglas, to construct three wooden hospital buildings on Duntze Head. These were built the following year, 1855, and with that, the RN began its permanent residence ashore in Esquimalt. Valparaiso, Chile, was the only other port on the entire coast of the Americas that would harbour HM Ships but that port lay some 5,600 nautical miles (10,400 Kms) south, too far away to transport sick and wounded from the shores of Russia or even from Alaska.

Also in that year, allied naval forces made a second attempt to capture Petropavlovsk but on arrival, found the town deserted. The allied force then destroyed the fortifications and sailed for Sitka. There, no Russian vessels were sighted and the port was not harmed.

Other than a lot of patrolling throughout the Pacific and a few sightings of, but no engagements with,

Russian vessels, the year 1855 ended. Once again the two squadrons retired to their winter harbours.

In March 1856, the Crimean War came to an end but the RN hospital buildings in Esquimalt remained. During the next years, other buildings were constructed ashore.

The presence of the Royal Navy in Esquimalt continued until 1917 when the crews of HM Ships *ALGERINE* and *SHEARWATER* were required back in Britain. The ships were paid off and turned over to the RCN and after almost sixty years, the British presence in Esquimalt came to an end.

– © 2016 David Freeman

## End Notes

1. Vladivostok was only established in 1860.
2. The USA was to purchase the territory in 1867.
3. Other authors list different ships as being in Price's squadron.

## Sources:

Note: Information on the ships, their movements and their commanders were taken from the following reference:

Duckers, Peter. *The Crimean War at Sea. Naval Campaigns Against Russia, 1854-6.* Pen & Sword Books: Barnsley, South Yorkshire, 2011. ISBN 978-1-84884-267-0.

Photos from CFB Esquimalt Naval & Military museum collection.

*“Valparaiso, Chile, was the only other port on the entire coast of the Americas that would harbour HM Ships.”*



# Sheila Margaret Kidd - WREN Ventriloquist

When Sheila Kidd joined the Women's Royal Canadian Naval Service (WRCNS) on 04 July 1943, she brought a very unusual talent to the table, a skill the Navy was able to make good use of.

Just 20 when she signed up for wartime service, Kidd was already a professional ventriloquist who'd had three years' experience performing in clubs and theatres before entering the WRCNS. She was chosen to perform in the very popular Meet the Navy shows with her not-so-silent partner, a redheaded dummy named Spike Ryan.

Kidd had developed her ventriloquist abilities during her teen years, when she suffered from painful throat ulcers and discovered "I could talk without moving my lips," as she explained in an August 1943 newspaper write-up.

Her performances with Meet the Navy attracted good reviews, even though at the time, a female ventriloquist was considered a bit of an oddity. As one reviewer commented, 'For the first time in one's life one heard a girl ventriloquist, and a very skillful one, in the person of Sheila Kidd.'

Meet the Navy was not an easy gig, by the sound of

things. Mornings and afternoons and were spent in rehearsals, and there were sometimes multiple performances in a single day as the show made its way to cities and towns across Canada, and eventually to the UK.

In an interview with The Daily Star newspaper, Kidd observed that "Spike's a very boastful type", and went on to say that he had acquired "a personality all his own" since she'd joined the Navy. "Now he is a sailor through and

through," said Kidd, "but he's no as well-behaved as he might be."

You get the sense that Kidd might have been having a bit of fun with Spike at the officers' expense, as one Victoria newspaper noted:

"Navy discipline is the order of the day during rehearsals of 'Meet the Navy', but one rating in the show sasses the officers. He is 'Spike' and his best friend is Wren Sheila Kidd, girl ventriloquist. Wren Kidd is invariably respectful to the officers in the show, but the dummy Spike is unusually salty."

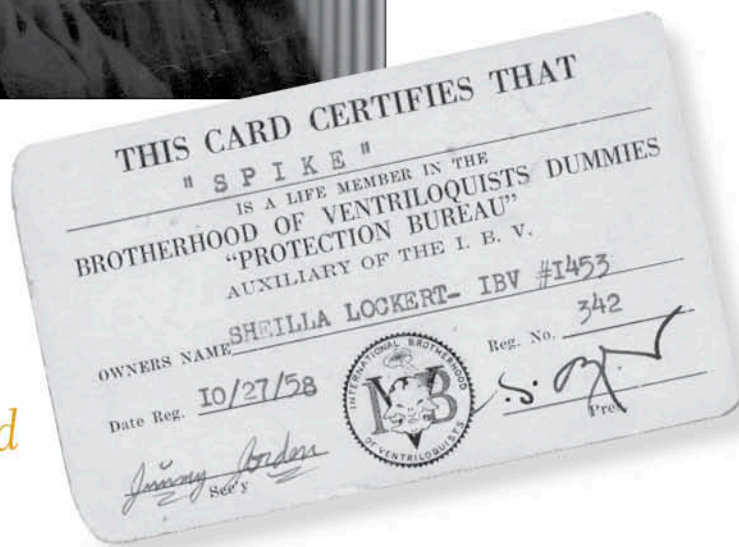
We know little or nothing about Sheila Kidd's life after she was discharged from the Navy at HMCS DISCOVERY, other than the fact that her mother, Mrs. Mona McMahon, lived in Vancouver, and that Kidd had agreed to serve in the Pacific in the event that the war continued. We would love to know if she continued in her showbiz career with Spike, or went on to another line of work.

- By Clare Sharpe,  
Museum Exhibit Designer/  
Webmaster/Social Media Marketing



Sheila Kidd and Spike.

*“Her performances with Meet the Navy attracted good reviews, even though at the time, a female ventriloquist was considered a bit of an oddity.”*





# The Living Legacy

## THAT IS

# SPARTAN III

It is a rare thing when one can reach out and actually touch a piece of naval history that is still living and functional, especially when it is in the form of an actual yacht still cruising the inland waters of Canada's West Coast. But there are a few such vessels still extant, and the motor yacht *Spartan III* is one such former participant of Canada's illustrious naval history that still lives on.

Many historians have argued that World War 2 was a close run thing for the allied nations. And this was especially true of the Battle of the Atlantic (the war's longest continuous battle), where allied navies were taxed almost beyond endurance as they escorted convoys across the Atlantic Ocean from North America to Great Britain. The transatlantic convoys were the life blood of Britain's survival, and the mainstay of its ability to conduct a successful war on many fronts. Winston Churchill once admitted that the U-Boat threat was one of his greatest concerns, and that until that threat was overcome the outcome of the whole war was in doubt.

When Canada entered the war in 1939 the Canadian

Navy consisted of a handful of destroyers and minesweepers. And only a few of those were equipped up-to-date to fight an antisubmarine battle. By war's end Canada possessed the third largest allied navy – but that's a story for another time. At war's outset Canada had to cobble together enough vessels to meet the challenges of the moment, and that required some ingenuity and quick action.

Initially the navy's only concern was the defense of the Canada's East Coast. And to meet this concern Esquimalt's destroyer force was diverted to Halifax. Only two at first, the HMCS FRASER and the ST. LAURENT, and then later, after a quick refit, the HMC Ships OTTAWA and RESTIGOUCHE joined the East Coast fleet to assist in convoy duty. That left two minesweepers, the NOOTKA and the COMOX to defend the West Coast. With so long a coastline its maritime defense force was inadequate; a situation made more acute on November 11th, 1941 when Japan declared war on the United States and her allies.

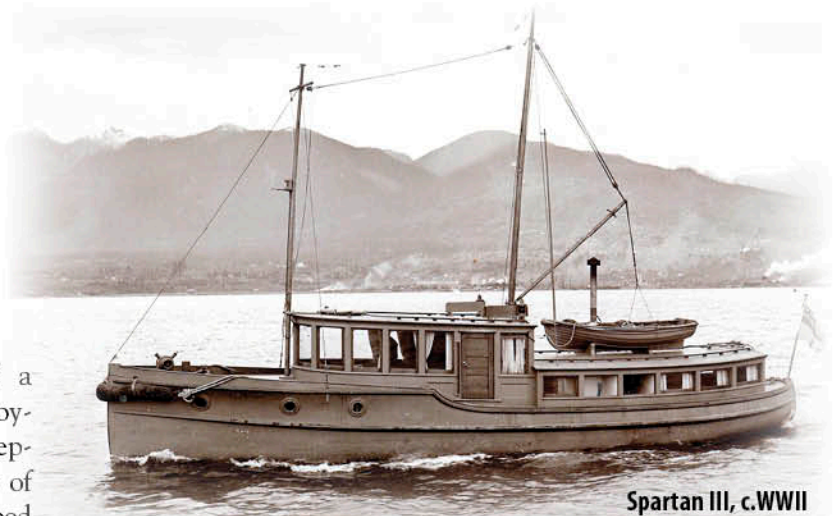
In anticipation of war's outbreak the Canadian gov-

ernment in 1938 had formed the Fishermen's Reserve (AKA: the Gumboot Navy). This force consisted of mainly coastal mariners and commercial fishermen and their vessels. Initially the force consisted of ten small vessels; this number grew over time to more than forty vessels being manned with a compliment of 475 officers and ratings. Their main task was to be the eyes and ears of the West Coast's meagre defense arrangements until a more permanent force could be provided. Later in the war (in 1943) the Fishermen's Reserve was rolled into the Royal Canadian Navy Voluntary Reserve (RCNVR).

Of the many small vessels that made up the numbers of the legendary Gumboot

Navy responsible for the West Coast's defense, *Spartan III* was one. The ship served under her own name for several months before becoming HC 99 and assigned to HMCS NADEN III. She was built by Rod Brothers' Boatyard on the Gorge Harbour, Victoria in 1926. Through the years she had had many owners, and is currently owned by David Sharrock, and is moored in Cowichan Bay. She is 45 feet in length, powered by a Gray Marine Diesel, was restored by her current owner in 1986, and was designated as a vintage vessel by the Maritime Museum of British Columbia in 1991. She is a proud and honored veteran of the Royal Canadian Navy.

– Brian McGregor-Foxcroft,  
Museum Volunteer



**Spartan III, c.WWII**



**Recent photo of Spartan III**

Photos provided courtesy of Mr. David Sharrock.





# Picturing Women's History

Photo credit: Photo Catalogue # VRP2002.172.176, CFB Esquimalt Naval & Military Museum.

**This was the photo that attracted the most Facebook likes (2,238 and counting) during our month-long series of posts for Women's History Month. It was captioned *Two Wrens (Women's Royal Canadian Naval Service members) in downtown Victoria, August 1945. We wish we knew their names - maybe you can help?***



that social media networks like Facebook and Twitter are just another way to connect with people interested in our history, people who might never have a chance to physically visit this museum and its archives. With this in mind, we embraced the concept with enthusiasm, and over the years have

likes now that Women's History month is at an end.

We also got some very positive comments from people who enjoyed the series, like the following remarks posted to our Facebook page by followers:

*"Thank you, the series was an education for us all, I shared many photos with my friends and family around the world."*

*"Thank you for all your hard work in providing all these pictures... greatly appreciated."*

Another commentator who is working on a commemorative project about women's service also told us she plans to use some of the images for a publication she's writing, and will be visiting our archives soon to find out what other photos may be available.

It's encouraging to know that these historic photos are being seen more widely than would previously have ever been possible, thanks to the many individuals and communities on Facebook who provide an audience far beyond the museum and archives here at CFB Esquimalt.

- By Clare Sharpe, Museum Exhibit Designer/  
Webmaster/Social Media Marketing

To mark Women's History Month in October, I decided to make a contribution by doing two things. The first was to develop and design for our visitors a temporary display of artifacts and stories about women's participation in the Canadian Women's Army Corps (CWACs) and the Women's Royal Canadian Naval Service (WRCNS). The second Women's History Month initiative this year was to share photos of servicewomen from the museum's collection on our Facebook page for CFB Esquimalt Naval and Military Museum.

Support for our Facebook posts has been growing steadily since the page was created on 21 August 2013. At the time the page began, we realized

featured thousands of pictures from the museum's database of scanned images. Proud to say, we have never felt the need to promote the page by paying to advertise and boost its circulation, which somehow seems like cheating. And during that time, we've had our fair share of Facebook friends and likes for images and information we've presented.

But the strong response we received to our month-long focus on photos of servicewomen for Women's History Month was unprecedented. A total of 62,266 people viewed and liked the 62 photos that were featured. Many of those people in turn shared the photos with other Facebook pages and groups, which greatly increased their reach. In fact they're still garnering view and





## How did you find out about us?

### Visitor Survey



Ok – I’ll warn you right now. This will be a discussion that will include the dreaded pie chart, but I’ll try to make it interesting for you by making my pie chart explode and maybe even appear 3-D with multiple colours. I’ll also talk about our Facebook page and Twitter feed. I know what you’re thinking right now: “oh please, not another article about statistics!” Cue eye-roll. While I tend to agree – I think you will be surprised about the results of the survey. I know I certainly was.

We decided to include a sheet in our visitor guest book so that while they were signing in, they could fill in our questionnaire while they were at it. We know that not every visitor we have will bother signing the guest book. Some just never want to give out what they feel may be personal information. But if one-third to one-half of our visitors do fill it out, it still gives us a pretty good cross-section of information.

Our little survey asked: How did you find out about us? They had four choices: Advertising/Newspaper, Website/Online, Tourism Victoria, and word of mouth. There were some visitors where none of that applied, in which case they answered in the comments section. In my fancy pie chart, comments are counted as: “Other” and included such observations as: drive by, sign on highway, AAA tour book, rack card at other location (this could be at another museum or in a hotel lobby).

Below are the results expressed in my exploding pie chart covering dates from March 14 to October 7, 2016:

I must admit that I was quite surprised to see that 47% of our visitors found out about us through word of mouth. It only goes to show you that if you build a great product, in this case a fantastic naval and military museum, your visitors will spread the word. You couldn’t get any better advertising than that.

I was also greatly surprised to see

that 21% of visitors found out about us through Tourism Victoria. I did have my doubts as to whether people truly made use of Tourism Victoria. I know my colleagues at other local museums, wonder too at the validity of paying to have their rack cards at tourism sites or even if it is necessary to continue to produce rack cards. This is especially the case with the rapid rise of information gathering through the Internet. I am pleased to be proven wrong.

Not so surprising was to see that 25% of visitors found out about us either through our website, Facebook page or Twitter feed. What’s nice about these three methods is they are relatively cheap when compared with all the other methods barring, of course, word of mouth. Currently we have 1325 followers on Facebook reaching over 3600 per week and 153 followers on Twitter earning over 3000 impressions a week. It only goes to show you the reach of our social media pages and website. In fact, many of our research inquiries and tour requests come to us through our own website. It will be interesting to see if the Internet begins to outpace Tourism Victoria as a means of learning about this museum.

Finally, of course, is “Advertising/Newspaper” and “Other”. Both of which seem to produce negligible results coming in at 5% and 2% respectively. Certainly this statistic really isn’t much to boast about. People just don’t seem to find out about us through what is commonly called “passive” advertising. Just driving by a sign, or seeing one of our rack cards or a naval artefact sitting in a location off-site does not translate into visitors coming through our doors.

Now that we know more about our audience, we will continue to interact with them on our website, Facebook page, and Twitter feed as well as at Tourism Victoria. We will re-examine this in another year to see whether the Internet continues to exceed more traditional formats. Thank you to all of our visitors. It is nice to see that our product is able to reach out to others through you. That is something money cannot buy.

– Debbie Towell, Curator





Photo Catalogue #VR991.38.67  
HMS Tiger mid 20s.

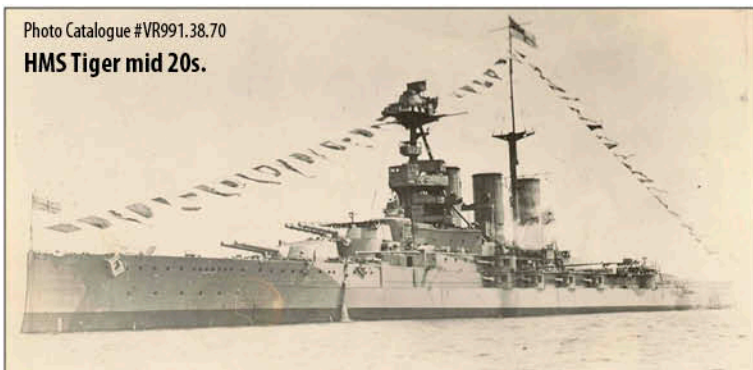


Photo Catalogue #VR991.38.70  
HMS Tiger mid 20s.

# The Battle of Jutland

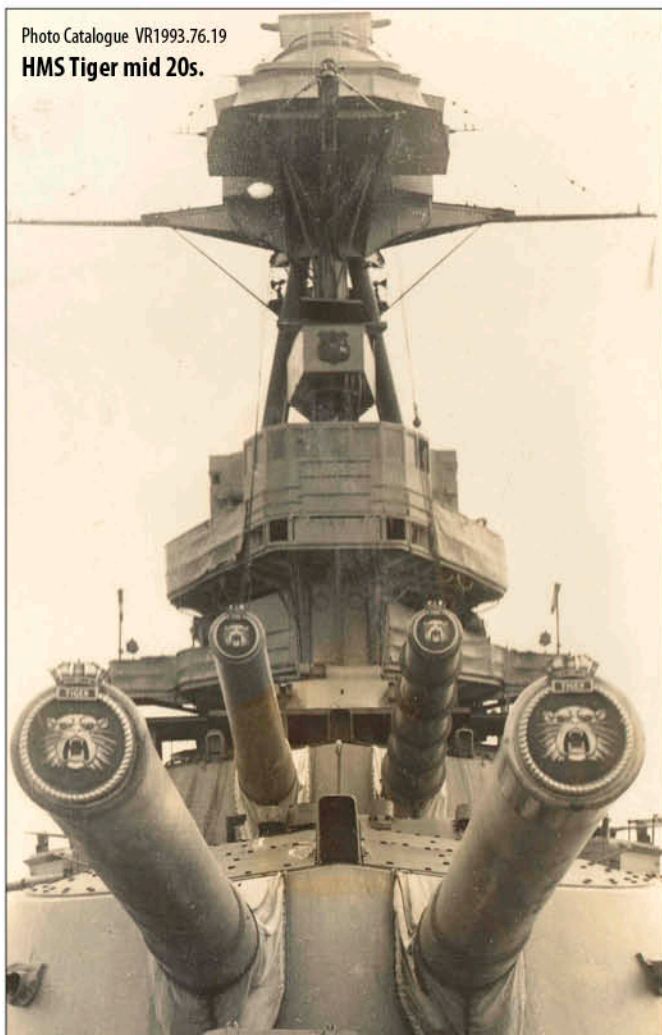


Photo Catalogue VR1993.76.19  
HMS Tiger mid 20s.

THIS ARTICLE will focus on items in our museum collection related to the Battle of Jutland. This topic was suggested to me by Oleksii Vasyliiev of Hilbre, Manitoba, who visited me while I was on vacation at my sister's farm in October. He had heard that I worked at a naval museum and he was interested in finding out what we had on the Battle of Jutland. I knew we had a few black and white photographs and I promised to get in touch with him once I had a chance to check our collection.

The first item I found was a colour photo of a bell cast from the main shaft bearing from HMS Tiger. Along with the bell was a bell pull. Both had been donated to our museum by Frank Johnson of Victoria, BC in 1992. This is not the only bell cast from metal from HMS Tiger. During the ceremonies at Roslyn, Scotland on May 28, 2016 to mark the centenary of the battle, they used a bell made from the hull of HMS Tiger.

The next items I found were three black and white photos taken from the stern of a ship during the Battle of Jutland. Their donor is unknown but all three had handwritten

comments. VR993.204.1 shows black smoke coming from three ships and someone has written on top of the photo "Battle cruisers hidden in smoke. Note splashes made by enemy salvos." VR993.204.2 shows two small ships trailing the photographer's ship with a line of identified Royal Navy ships on the distant horizon. One caption lists these ships "New Zealand, Invincible, Tiger, Princess Royal, Lion" followed by "Our destroyers attacking". On the bottom of the photo it says "Queen Mary's place in line. Taken just after she went down". Since HMS Queen Mary was sunk at 16:25 on May 31, 1916, we can assume this photo was taken then. However, it is the third photo that is the most intriguing. VR993.204.3 shows three destroyers sailing in formation behind the photographer's ship. The closest destroyer has G39 painted on its side. The caption reads "Destroyers with B. Cruiser Squadron at full speed at Jutland". The odd thing about this photo is that SMS G39 was a German destroyer assigned to escort Vice-Admiral Franz von Hipper's flagship SMS Lutzow. When SMS Lutzow was sunk, Hipper transferred



to SMS G39. This suggests that the photographer who took all three photos was most likely standing on the stern of Lutzow and that these photos were actually taken by the German navy not the British navy. In either case, our copies are all stamped on the back "National Defence Photo Copyright".

We also have two photographs of Admiral of the Fleet Viscount John Jellicoe's visit to Esquimalt, B.C. in 1919 as part of a tour of the British Empire to discuss postwar naval plans. These photos came to us from Sue Johnson of Victoria, B.C. One of these photos, VR994.68.45 shows Admiral Jellicoe and Cdr. Richard A. Howley exiting a brick building with a "Machine Shop" sign above the door. This image is also found on the Canadian War Museum website. In his report Jellicoe suggested several options for a post-war Canadian navy, including a fleet centered around battlecruisers and aircraft carriers, but all were

rejected by the Canadian government.

Finally we received two groups of photos of HMS Tiger from John McAvity of Vancouver, B.C. All were taken after WWII. The photos I selected for this article shows four of the ship's 13.5 inch guns (VR1993.76.19); a close-up of the 6 inch guns firing a broadside practise round (VR1991.38.67); and a profile view of HMS Tiger firing a royal salute (VR1991.38.70). All our photos of HMS Tiger date from the early 1920s when it was used as a training ship. It was finally decommissioned in 1931 in Roslyn, Scotland. In many ways it was a very lucky ship. During the Battle of Jutland it was hit twenty times but never in a critical spot. This and the fact that it was the last WWI battleship to be scrapped by the Royal Navy may have been factors in why one of the bells we have in our collection was cast from the metal of this ship.

- Joseph Lenarcik  
Assistant Curator

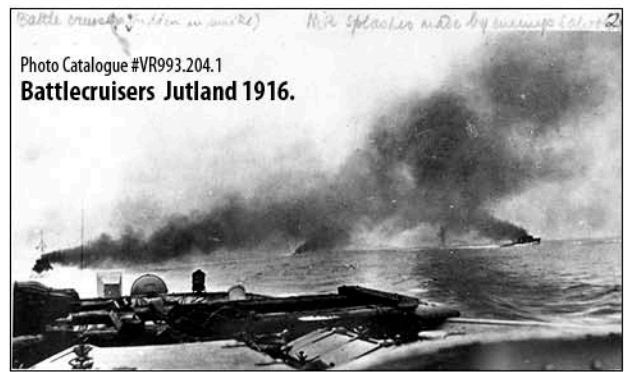


Photo Catalogue #VR993.204.1  
**Battlecruisers Jutland 1916.**



Photo Catalogue #VR993.204.3  
**Destroyers Jutland 1916.**



Photo Catalogue #VR993.204.2  
**Battlecruisers Jutland 1916.**



Photo Catalogue #  
VRP994.68.46  
**Adm. Jellicoe in  
Esquimalt Dkyd,  
c1919.**



Photo Catalogue  
#1992.089.001  
**Bell made from  
HMS Tiger,  
Jutland 1916**

Photo credits CFB Esquimalt Naval & Military Museum



## Write us...

We welcome your questions and comments with regard to any of the articles we have featured in this or past issues of *Headway*.

Please write to the museum at:

**CFB Esquimalt Naval & Military Museum**  
**P.O. Box 17000 Stn. Forces**  
**Victoria B.C. V9A 7N2**

Or email:

[curator@navalandmilitarymuseum.org](mailto:curator@navalandmilitarymuseum.org)

## CFB Esquimalt

NAVAL & MILITARY MUSEUM

### Stat holiday closures:

Christmas Day & Boxing Day  
(Closed Monday, December 26 & Tuesday, December 27)  
New Year's Day  
(Closed Monday, January 2).

### HOURS OF OPERATION

Monday to Friday  
10.00am - 3.30pm  
(Closed weekends & statutory holidays)

### SUGGESTED DONATION

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