



## Tim Ryley's Diary

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.  
So I had to get busy and learn  
15 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  
Sailors from Ships in Port, together with ~~men~~ soldiers  
30 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 Diary (cont.)

- 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  
40 muskeg & Plank sidewalks & was to become
- 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  
45 So our Captain stopped the ship & had the
- Cutter lowered. The deer came alongside  
the Cutter, where they were hauled in the boat  
& brought onboard. They became pets  
for the crew & ~~when~~ were quite tame, we  
50 gave them to Beacon Hill Park on our return
- 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  
55 with aiming mortar Tube rifle. The rifle is mounted
- 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  
60 piped. One man went to get the rifle & another  
man to take down the Target. The rifle had been
- 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  
65 serious it was & Jack kept talking away.
- 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  
70 Operate, a room in a building ashore was
- 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



## Tim Ryley's Diary (cont.)

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 *to them* that

it was his duty to read the Burial Service *when no Chaplain was on the Ship*, but if  
the Ships' Coy agreed, there was a Russian Greek  
Orthodox Priest who would conduct the  
85 Burial Service in English. of course the ships Coy  
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  
90 from Dutch Harbour to UnaAlaska & were met at  
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  
95 Service, everything went off fine until the firing of  
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 *from the Davit* into the  
100 Water. There was immediately a cry of "man overboard"  
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  
105 Engine Room Telegraph to Stop & then ran aft to let  
go the Stern lifebuoy, Stopping a ship at sea

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



## Tim Ryley's Diary (cont.)

- with the man in it & it wasn't long before the Life Boat Crew secured it together with the Lifebuoy & brought it ~~it~~ <sup>& the man</sup> back to the ship. The Officer of the Watch was complimented on the manner he had handled the situation  
115 & the Officer of the Watch (*O.O.W.*) thanked the Signalman
- & 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  
125 good calling down instead, it happened
- 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  
130 of the stern line, this Wire hawser led from the
- 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  
The Whaler was just going over where this  
135 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  
140 life, & sang out, "Boat Capsized" but that
- 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  
145 wanting to know what had happened, on being



## Tim Ryley's Diary (cont.)

- informed, & by that time, the crew where already in the boat & being lowered. The Signalmen went with them to direct the boat to where the Whalers crew were floundering about, & there the job commenced
- 150 of picking all the <sup>crew</sup> up out of the water & securing
- the Boat <sup>Gear</sup> etc. & towing it back to the ship  
Everybody in the boat was either praising the Signalmen <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
- 155 the boat drew up alongside the ship, The 1<sup>st</sup> Lieutenant
- 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 (*Lieutnant*) on being informed <sup>it was Signalmen Ryley</sup> who called away the Life Boat Crew
- 160 (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)
- he again shouted for the Signalmen 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
- 165 Bunting would be rewarded, & it was with
- 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
- 170
- 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
- 175 Signalmen a good calling down & quickly let him
- 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
- 180 was to have all the ship's Coy aft & told them



## Tim Ryley's Diary (cont.)

- 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*) Allgrove 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
- 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



## Tim Ryley's Diary (cont.)

- 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
- 220
- & 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
- 225
- & 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
- 230
- 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
- 235
- by the Candn Govt in 1910  
when H.M.C.S Rainbow arrived  
with Comdr Stewart ~~4907~~  
Things now began to move in the  
Dockyd
- 240
- 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
- 245
- Mr Jack Davies Caretaker  
Coxsn of Motor launch & Truck Driver  
Mr Purdy Civilian Guard  
on the Main Gate  
Residing at the Naval Hospital
- 250
- as Caretaker, (which is now HMCS Naden)  
was Mr Porter  
The Pacific Squadron had left Esquimalt 1904  
& returned to England leaving behind the  
H.M.S. "Shearwater" for the Seal Patrol in the
- 255



## Tim Ryley's Diary (cont.)

- 260 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  
H.M.S. Egeria also remained at Esquimalt,  
for Survey Duties of the BC Coastlines
- 265 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  
You work all day & what do you get
- 270 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  
knees for the Capt to take them off, but
- 275 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  
the Negroes had all been returned to
- 280 the West Indies  
The Shearwater always returned  
to Esquimalt & the Capt ~~always~~ took over  
the C in C Office in the Dockyard  
The Captain's arm must have got
- 285 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  
The Captain had 3 hobbies which he
- 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





## Tim Ryley's Diary (cont.)

- 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
- 295
- Catch it for the Capt. so one of the ratings  
made a grab for it, & took it to the  
Capt'n Cabin & it wasn't long before he  
came out again, as the Capt was quite  
angry because he had spoilt a fine specimen,
- 300
- 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
- 305
- 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
- 310
- 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
- 315
- 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.
- 320
- When it came to stamps, there was a very high  
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
- 325
- 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
- 330



## Tim Ryley's Diary (cont.)

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)*

335 Can~~n~~ Govt took it over as H.M.C. Dockyard

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  
340 A high brick wall extended past the Prison to

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  
345 harbour to discharge Cargo.

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.  
350 Rear Admiral Kingsmill, Director of Naval Service,  
arrived from Ottawa

for the transfer of the Dockyd from the R.N.  
to the RCN. An elaborate ceremony had  
been arranged for the Transfer. Officer & men  
355 from R.N. Ships & H.M.C.S. Rainbow, together with  
the Guard were all lined up near the flag Pole

when it began to rain heavy & so the Officer  
& Guard went into the entrance of the Shipwrights  
shop & a (Ldg Seaman Jack Sales <sup>For the RCN</sup>) & (Ldg Signalman R. Ryley)  
360 Leading Signalman Tim Ryley for the R.N.  
performed the Ceremony of hauling the

Union Jack down for the R.N. & re-hoisting  
for the R.C.N.  
Sergeant Argue arrived with 6 Constables  
365 of the Dominion Police to take over  
Police duties in the Dockyard early in 1911.



## Tim Ryley's Diary (cont.)

- They couldn't have sent a man more dedicated to his job than the Sgt. I think he <sup>thought he</sup> was there not only to Police the Dockyd but also that everything in the Dockyd revolved round him, even the C in C & friends
- 370
- 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
- 375
- 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
- 380
- & woe betide any man found with the smallest article that even resembled a (rabbit) and even if its ears were tucked in, & ~~resembled~~ <sup>looked like</sup> a little present, he would have a hard time explaining it
- 385
- Just to give you an idea of what duty 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~~ <sup>former Guard</sup> to find other quarter
- 390
- in Cabin No 1, these cabins were just beyond the Prison Bldg; Now to get the story just figure it this way. <sup>The ex Civilian Guard</sup> was still living with the Police & doing the catering etc. & more than half the cooking. One of the Police was a
- 395
- young fellow from back east & it was his 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
- 400
- but the ex Guard came to his rescue & saw



## Tim Ryley's Diary (cont.)

that he got fed alright.

405 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                      Ans:      Good you guessed it  
have taken it from our                      Right the first time  
Coal shed

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

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  
425 with eyes that showed a policemen's lot is not a happy one

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  
430 up to now, (this wasn't the first time I had been

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  
435 C in C, when the C in C arrived he asked



## Tim Ryley's Diary (cont.)

- 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
- 440
- 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
- 445
- & 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
- 450
- 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
- 455
- 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
- 460
- 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.
- 465
- 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  
Comdr Hose took over Capt of "Rainbow" 191(?)
- 470



## Tim Ryley's Diary (cont.)

& 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 <sup>commissioned</sup> 1908 – 1910  
later came out to Esquimalt as S.N.O in Charge of  
H.M.C.S. NADEN

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The S.S. "KARLUK" was brought from San Francisco  
to Esquimalt by Capt PEDERSEN for the <sup>Arctic</sup> Explorer  
V. Steffenson, after being refitted & Provisioned  
The "Karluk" <sup>Capt Robt BARTLET took over command and</sup> sailed from Esquimalt for the Arctic  
& got crushed in the ice & was lost. (SANK)

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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) <sup>put on the ice</sup> as much of the  
Provisions & Stores as possible, <sup>& made a Camp</sup> before the ship sank.

485

Capt Bartlet with an Esquimo travelled from  
the wreck to Alaska & with the aid of  
Capt Pedersen in the S.S. "King & Wiring" <sup>at Kamchatca</sup> arranged for  
the rescue of the crew of the "Karluk"  
Dr MacKay & some of the Professors

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who had also got on the ice left the Camp  
to try for land & were never heard of again.  
V.J. Steffanson who was away from  
the Ship doing some exploring made his  
way back to civilization.

495

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

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  
opportunity to leave San Francisco

505



## Tim Ryley's Diary (cont.)

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

515 made the trip from W to E  
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  
them from being destroyed by fire

520 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  
Comdr Hose who was now head of the Naval Service  
came out from Ottawa to personally than all hands

525

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

when "Rainbow" left Esquimalt for San Francisco sea, & he immediately  
530 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  
Guard Ships to Patrol the entrance to the harbour by  
"Malaspina" & "Galiano"

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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



## Tim Ryley's Diary (cont.)

- completed <sup>before the Cadet arrived</sup> which entailed laying flooring  
making Class rooms, Galley, & Mess Room  
Dormitory etc, Comdr Nixon was <sup>the</sup> 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  
555 pay a visit to Esquimalt, & the ship
- 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  
560 purse, & it fell in the Water
- 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  
565 routine was a check up. The Diver was ready
- 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  
570 the purse, but after about 5 tries going backwards
- & 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)  
575 he gave the signal to be hauled up
- & 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  
580 Changed during the last 50 years, the men





## Tim Ryley's Diary (cont.)

employed as Guards on <sup>the</sup> Gate received \$45.00  
per month, & living Quarters

585 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

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  
590 holidays <sup>given</sup> & a Pension scheme established

Previous to 1912 ~~at~~ 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  
595 transporting stores etc, Mr Jack Davies

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  
600 Clay pipe, & then we were off at the  
rate of from 10 – 15 miles per hour

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  
605 in the Dockyd about this time whilst the

Shearwater was undergoing refit & having  
a refridgerator installed, previously  
Ships of this class had no refridgeration  
The Ch. Engr was inspecting one of  
610 the Amonia Cylinders, so he called

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  
615 was that the Chief Stoker had hardly

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  
620 who was a diver to go down after it.



## Tim Ryley's Diary (cont.)

(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)

625 It wasn't long before ~~the Diver after receiving permission~~ got dressed in his Diving Suit  
& ~~permission given~~ & he was in the water.

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.  
630 & ~~it wasn't~~ The visitors on the jetty was given

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  
635 was the purse in his hand, as he was

hauled up out of the water, & the crowd gave the Diver a big cheer, also thanks from the American Visitor for recovering her purse.  
640 The Dockyd & Fire Engine was housed in a shed at the head of the Dockyd Jetty & attended

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 behold, with the ~~old~~ Chief GI up in the Drivers  
645

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 out the Orders from his high perch on the fire Engine was something worth listening to. It went like this  
650

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 was trusting to luck that they would not let  
655 him go full speed down the hill, especially when



## Tim Ryley's Diary (cont.)

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

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  
685 where they were met with the Russian Priest

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

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  
695 to Skagway, 2 Deer which must have



## Tim Ryley's Diary (cont.)

- 700 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
- 705 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
- 710 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
- 715 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?)
- 720 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 <sup>pulling</sup> on drag ropes, (all the same as
- 725 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  
The Chief would give the order & away they
- 730 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  
Then the fun commenced, by various remarks
- 735 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  
knew they wouldn't let him go, because he wasn't  
a bad sort as G.I.s go.



## Tim Ryley's Diary (cont.)

- 740 A sad accident happened whilst the Shearwater was at Dutch Harbour, after doing Seal Patrol in the Bering Sea, The Chief G.I was taking a Guns crew to Aiming Morris Tube practice he had just finished giving a talk on the subject, when the Pack up &
- 745 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 went off & the poor fellow taking down
- 750 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 assisted by a Dr from a U.S.S. Rush performed an Operation, but he must have been bleeding
- 755 internally, & died whilst undergoing the operation. Jack was buried in a Cemetary at Unalaska which is not far by water from Dutch Harbour The Burial Service was read in *English*
- 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)