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Canadian Forces Base Esquimalt
British Columbia

SOURCE: Ian Doull, Architectural History Branch

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Canadian Forces Base Esquimalt
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Volume 1 of 2

Ian Doull, Architectural History Branch

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INTRODUCTION

The Federal Heritage Buildings Review Office has been asked by the Department of National Defence to evaluate buildings which fall within the policy mandate at four component sites of CFB Esquimalt. These four, the Dockyard, Naden, Signal Hill, and Work Point Barracks, are the oldest of the 12 sites which now comprise the modern base (Figure 1). They have been identified by National Defence as priority sites for FHBRO attention, and together comprise approximately 200 eligible buildings. It is anticipated that National Defence will formally submit the balance of CFB Esquimalt sites for evaluation in succeeding fiscal years.

This report examines 82 buildings in the Dockyard (Figures 2-4). Ninety-three building freehold cards, each one representing an eligible building for evaluation, were submitted to the FHBRO by National Defence Headquarters. The resulting buildings list was augmented by the CFB Esquimalt base development engineer. During the site survey and through research, a number of DND-submitted structures were found to have been demolished, of insufficient age, of portable construction and unlocatable, or previously evaluated. The 82 buildings presented below therefore represent the net number of eligible structures submitted through these two sources.

The Dockyard is one of two CFB Esquimalt sites of Royal Navy origins. The historic core of the Dockyard and the modern base is the 30-acre site of the former Royal Navy Dockyard (Figures 2, 3), officially created in 1865 as a shore establishment and headquarters of the Royal Navy's Pacific Station. Abandoned by the Admiralty in 1905, the Dockyard became the west-coast base of the newly formed Royal Canadian Navy in 1910. With minor additions and modifications the former British installations remained adequate to serve the needs of Canada's navy until the

late 1930s, when wartime pressures resulted in the first of several site expansions and major building booms which occurred in the 1938-1944 period (Figure 4). The modern Dockyard, therefore, consists of two components: the original, highly homogeneous site which was developed by a foreign military power, and a more heterogeneous area which reflects a variety of Canadian building styles, types, and technologies. There have been few major Dockyard developments to date in the post-war period, although several are planned for the 1990s.

The report which follows is divided into two parts. The first summarizes the historical, architectural, and environmental development of the Dockyard in order to provide an overview of the principal significant elements. A number of building groups have been identified which share common design and environmental characteristics. The second part contains individual building reports which relate to each structure the major themes and elements developed and identified in Part I. Building reports are presented in the same general order in which the structures appear on the site, beginning in the oldest section of the Dockyard and moving eastward through the areas acquired in successive site expansions. This order of presentation has been chosen so as to illustrate as clearly as possible the progression of site, facilities, and architectural development of the Dockyard from the 1870s forward to the post-war period. Building reports have been prepared in two formats. The first corresponds to the standard FHBRO report, and addresses briefly each of the ten criteria. Shorter reports, using only the three principal FHBRO headings, have been employed for buildings which possess few apparent merits.

Sources

The eligibility of CFB Esquimalt buildings for FHBRO review has been determined, as noted above, on the basis of freehold building records and of supplementary lists provided by the base development engineer. Construction dates contained on the freehold cards have been verified against archival documents, building and site plans, dated photographs, and selected secondary sources. In a few instances errors of up to 30 years have been discovered in the freehold records; these have been documented, and alternate dates proposed, in each of the relevant building reports in Part II of this study.

Changes to building sites, as discussed in the individual building reports, have been determined on the basis of information contained on a series of Dockyard site plans dated from 1900 through 1986; these include plans dated at approximate two-year intervals for the crucial development period of 1938-1944. The site plans have been supplemented by photographs dated from the 1890s through the 1960s, only a few of which have been reproduced here. Reference citations to the site plans have been provided in instances where there have been revealed such significant changes as the addition or demolition of building components or adjacent structures, or the alteration of landscape features.

Further information has been gathered from two consultants' studies prepared for the Department of National Defence in 1974 and 1982. The first, Building Survey Report, Document 1: Dockyard, Signal Hill, by Stevenson Kellogg Ltd., is a multi-volume engineering study which documented the spatial and structural characteristics of all non-residential buildings at six CFB Esquimalt sites, including the Dockyard.¹ The study was intended to provide information on the structural integrity and re-use potential of Dockyard buildings in order to assist

in the process of base development planning. The second study, CFB Esquimalt Military Heritage, by F.D.H. Nelson and N.E. Oliver, evaluates pre-1939 buildings for their heritage value using a numerical scale, similar in principle to that of the FHBRO, to assess historical, architectural, and environmental factors.² The study was prepared by authority of, and with the co-operation of, the office of the base commander. The authors recommended that buildings rated of primary or secondary heritage importance be retained if at all possible, that maintenance or other interventions respect the original design integrity, and that the identified historic and special character areas be maintained in an appropriate manner. These studies, particularly the latter, have proven valuable for the historical and structural information they have provided on individual buildings. In addition, their recommendations that certain Dockyard buildings be given heritage status has resulted in a "local recognition factor" of the potential historical and architectural significance of these structures.

PART I: BACKGROUND ESSAYS

HISTORY

Thematic

The development of the Dockyard reflects a progression of defence-related phases in the evolution of Canada from colonial status to independent nationhood, with responsibility for its own naval defence and policy. For purposes of this report these phases have been condensed under general, chronological headings corresponding to: the Imperial defence of Pacific-coast British North America; the beginnings of joint Imperial-Canadian defence co-operation; and the assumption of sole responsibility by Canada for naval defence - the last beginning with the creation in 1910 of the Royal Canadian Navy. The Imperial defence era, beginning in the 1840s and terminating in 1871, corresponds to the creation of the Royal Navy Dockyard. During the subsequent period, ending with the withdrawal of the British naval and artillery forces in 1905-1906, the nearby Work Point Barracks site was established, and the submarine mining establishment was completed at Signal Hill and at Duntze Head in the Dockyard. A large number of permanent buildings and facilities were erected - many of which are extant. The era of exclusive Canadian control, commencing in 1910, encompasses both world wars and includes successive campaigns of extensive site and building development.

All three chronological phases are functions of the overall theme of naval defence - both of the Imperial defence of British North America and of the Dominion of Canada, and of the defence by the Royal Canadian Navy of the Canadian west coast. Within each building report the role of each building is described in terms of its direct or indirect relationship to the theme of naval defence.

I Esquimalt and Imperial Defence: 1840s to 1871

The Royal Navy's Pacific Station was organized in 1837 with its headquarters at Valparaiso, Chile. It became the largest in area of the British overseas naval stations, although it remained undermanned and of secondary global importance throughout most of its existence. At first the Pacific Station was concerned almost exclusively with security matters in South American waters.³ Part of the fleet moved into north Pacific waters for the first time in 1846 in response to the west-coast border dispute between the United States and Britain, subsequently settled by the Oregon Treaty. The threat of war between these two nations in the Juan de Fuca Strait brought the United States to the forefront as a potential expansionist aggressor, in response to which coastal and naval defence plans were developed over the next five decades. Territorial concerns were paralleled by those for the security of the increasingly active Hudson's Bay Company post at Victoria. Faced with the prospects of an intensified presence in British Columbia waters, the British Admiralty in 1846 ordered the surveying of the southern part of Vancouver Island, including the harbours of Victoria and Esquimalt. The results were published in the Admiralty charts of 1849. When Rear-Admiral Moresby visited Esquimalt in 1851 he recommended that the colonial authorities reserve "this Harbour of Esquimalt and its shores; the only place where a Naval Establishment can be formed, and admirably adapted to all its operations."⁴ Other naval commanders supported the proposal as a means by which to increase British prestige and establish a military power base in the north Pacific, on British territory.⁵

The de facto, although unofficial creation of the Esquimalt naval shore establishment was a consequence of British naval actions during the Crimean War. Following an engagement against Russian

forces at Petropavlovsk in 1854, British Admiral H.W. Bruce found himself hampered by the lack of supplies needed to replenish his warships and of hospital facilities in which to treat his wounded. In anticipation of a second naval confrontation the following year Bruce requested that Hudson's Bay Company Governor James Douglas make supplies available to the fleet upon its journey north from Valparaiso. The Admiral also suggested that "Your Excellency will probably be able to provide a building upon the arrival of the Squadron, that may serve as a temporary Hospital for the sick and wounded."⁶ Douglas ordered the construction of three frame buildings within a seven-acre land reserve at Duntze Head, in the northwest corner of the modern Dockyard (Figures 5, 6). One of the structures was placed in hospital use; the others became residential, office, and storage facilities.⁷ They stood on or near the site of the present Admiral's House. The "Crimean Huts," as they have come to be called, were the genesis of the naval base and the modern Dockyard, the nucleus around which subsequent Dockyard development evolved. The last survivor was demolished in 1939.⁸

The increased and prolonged presence of Royal Navy ships at Esquimalt Harbour created a need for an adequate supply base and appropriate storage facilities. As early as 1851, Pacific Squadron commanders complained of the exorbitant costs charged by the Hudson's Bay Company for provisions and general supplies.⁹ It also became necessary to have available a depot for ordnance supplies and related materiel. "Victualling stores" and ordnance were placed in the Duntze Head huts in 1863, and a magazine and a coaling depot were established nearby.¹⁰ By the time of its formal creation by Imperial order-in-council in 1865 the Duntze Head shore establishment already contained the structural and operational nucleus of the future Dockyard. The small permanent staff was headed by a civilian storekeeper, a common Admiralty

practice in its small overseas naval yards.¹¹ It further emphasized the initial principal role of the Dockyard as a depot rather than an industrial or a repair centre, or as an Imperial fortress such as Halifax. The base was known in its early years, at least informally, as "Her Majesty's Victualling Establishment at Vancouver Island."¹² By the mid 1870s the Dockyard was developing, albeit in microcosm, all of the supply and provisioning services and some of the repair capabilities needed to maintain the ships assigned to the Pacific Station.

Simultaneous with the issue of the 1865 order-in-council, the headquarters of the Pacific Station was transferred from Valparaiso to Esquimalt. This did not result in the addition of an administrative infrastructure or bureaucracy, or additional facilities, but merely designated the Esquimalt Dockyard as the home port and main supply depot of the commander of the Pacific Station's flagship. For official purposes the staff and work force of the Dockyard were borne on the books of the flagship. In subsequent years the location of the headquarters shifted occasionally back to Valparaiso, and for a short time the station was divided into northern and southern sections.¹³

The formal creation of the Esquimalt naval base marked a significant step in the growth of British commercial, economic, and strategic interests in the northwest coast area of North America. The naval presence served to guard against American encroachments or precipitous attacks upon British territory, and provided protection for the Hudson's Bay Company and the growing British colony on Vancouver Island.

However, the presence of the Royal Navy Dockyard created a critical security problem, the solution of which became a major issue both in the history of the base and in Imperial- Dominion

relations. The strategic importance of the supply depot to the Pacific Squadron made it an attractive target of attack by hostile forces. The issue was viewed with particular urgency because all ships of the station were frequently at sea together, leaving the Dockyard defenseless. The actual defence of shore facilities, including naval dockyards, was a War Office responsibility. In the opinion of the station commander an effective defensive artillery was vital if Esquimalt was to remain a permanent base. Rear Admiral Joseph Denman, commander of the Pacific Station from 1862 to 1866, expressed the opinion that Britain should adequately defend her interests in the region - both the Dockyard and the colonies - or abandon them entirely. In his view it would be exceedingly difficult to protect the naval yard and Vancouver Island settlements against attack by the United States, given their proximity to the border.¹⁴ The debate over the adequate level to which the base and coastal areas should be defended began in earnest in the late 1870s, involved the Dominion government and the various British agencies, and was never satisfactorily resolved. It was ended only by the abolition of the Pacific Station in 1904, and the subsequent withdrawal of the British Navy and defence personnel.

The coastal defence program and the Victoria-Esquimalt installations developed jointly by Canada and Britain in the 1890s were intended to provide defence support to the Royal Navy presence. Coastal artillery defence is therefore addressed as a secondary theme to that of naval defence. One of the results of the protracted struggle to develop a coastal defence scheme acceptable to the Dominion and provincial governments and the British Admiralty, War Office, and Colonial Office was the establishment of the Signal Hill and Work Point Barracks sites. Coastal defence is discussed generally in this report, for its relationship both to the naval defence theme and to specific

Dockyard installations and site development. It is more fully developed in the reports on Signal Hill and Work Point Barracks.

Issues relating to the Esquimalt naval yard figured prominently in the Terms of Union by which British Columbia joined Confederation in 1871. Their inclusion in the agreement reflected the fundamental importance of the base, in terms of its economic benefits and the defence provided by the ships stationed there, to the colony on the eve of its accession to provincial status. Concern over the future of the base was aroused in 1869 by the temporary removal of the Admiral's flagship to Valparaiso.¹⁵ The transfer of the flagship constituted the loss of the station headquarters to Esquimalt for the duration of its absence. The issue demonstrated to many British Columbians the tenuous nature of the Royal Navy presence on the Pacific coast, a situation which the colonial officials sought to address in their negotiations for Confederation with the Dominion of Canada.

The belief of British Columbians in the potential inter-national significance of the Esquimalt naval station originated early in the 1860s with the preliminary discussions for a transcontinental railway. The railway boosters of the day envisaged a two-fold purpose: the consolidation of British North American territory to preclude American settlement of the west and the consequent loss of the west-coast colonies, and the forging of an important link in the chain of Imperial defence communications. In wartime, Imperial troops could be dispatched to reinforce India and other far-eastern possessions by sailing from Britain to Halifax, traversing British North America by train, then boarding ships on the west coast to reach their ultimate destination. Esquimalt, because of its excellent harbour and the naval presence, was seen as the logical west-coast port of departure. The concept gained the early support of Sir John A. Macdonald in the formulation of

his vision of a transcontinental railway. Proposals were developed which created local expectations that the terminus of the still-unsurveyed railway would be located at or near Esquimalt.¹⁶

A second issue, independent of the railway but of equal value in the strategic enhancement of the base, was the construction of a drydock or "graving dock." The need for such a facility had become evident in the early 1860s. Local authorities urged the Admiralty to finance and build a drydock at Esquimalt which could serve both naval and commercial ships.¹⁷ It was believed that the dock would soon pay for itself through fees charged to private shippers and by the elimination of the costly voyages to the nearest facility at San Francisco.¹⁸ A Board of Officers was convened in 1867 to examine a number of potential sites, including Nanaimo, Burrard Inlet, and the several coves of Esquimalt Harbour in which a drydock might be located. The Board concluded that Esquimalt's Lang Cove provided the best location with respect to tides, and test borings confirmed the suitability of the underlying geology. The drydock was ultimately constructed at nearby Thetis Cove, outside the Dockyard boundaries, where subsequent testing performed in 1872 revealed superior geological conditions.¹⁹ It was begun as a joint venture between the Dominion and provincial governments, with Admiralty approval and sponsorship, and completed by the Dominion government in 1887.²⁰ The facility greatly increased the versatility of Esquimalt as a naval base, and elevated the Dockyard to elite status among the smaller, overseas Royal Navy bases. The drydock and its associated pumphouse (building D175) are, with residence no. D1, the oldest extant structures in the Dockyard. They were geographically incorporated into the Dockyard by the 1938 site expansion.

As negotiations progressed toward Confederation with British Columbia, the issues of the drydock and the trans-continental railway became inseparably linked with the future of the naval base. In the final Terms of Union, the Dominion government agreed to use its influence with Imperial authorities to secure the "continued maintenance of the naval station at Esquimalt."²¹ The government also pledged through the terms to guarantee a loan, for a period of ten years from the date of completion, to allow the province to build the drydock, and promised to complete the railway within ten years.²²

Through the Terms of Union, therefore, British Columbia sought to preserve the Royal Navy presence at Esquimalt, with its associated benefits for the provincial economy and for coastal defence. There were also implications for a new, international profile for the province through the naval base and railway link. In the words of historian Barry Gough:

By 1871, Esquimalt had assumed greater prominence in Imperial defence. Strategists began to view the base as the eventual terminus of the projected trans-continental Canadian railroad - a Northwest Passage by rail, so to speak - as well as a link in a telegraphic system to stretch eventually across British North America and the Pacific Ocean, thus reducing the remoteness of the northwest coast and enhancing the value of Esquimalt.²³

Thus British Columbia foresaw Esquimalt as a prospective bastion of Empire: an important transshipment point in an Imperial transportation and communications system, protected and supported by a strong Royal Navy presence.

II Esquimalt, Victoria, and Joint Imperial-Dominion Defence, 1871-1906

The second phase of the naval defence theme begins with the Confederation of British Columbia and the Dominion of Canada in 1871. The issues of planning and the determination of responsibility for the defence of the naval yard and the adjacent City of Victoria constitute major factors in the course of Dominion-Imperial relations between 1871 and 1906. At first a purely Imperial concern for the Admiralty and the War and Colonial Offices, coastal defence became a Dominion problem upon the entry of British Columbia into Confederation in 1871. The early post-Confederation period was characterized by conflict between Canada and Britain over responsibilities, financial and otherwise, for the defence of Esquimalt and the adjacent provincial capital and coastline. Only in 1893 was a joint defence agreement concluded between the two nations, and the defence installations were still under development when the Pacific Station was closed in 1905. It was also during the short period, from ca. 1895-1903, that the majority of extant Royal Navy Dockyard Buildings were erected.

The development of more powerful naval armaments, the invention of the ironclad, and the large-scale conversion of world navies to steam power revolutionized the art of naval warfare, and had equally fundamental implications for naval shore establishments. A world-wide chain of bases suddenly became essential for the Royal Navy to serve as coaling stations and supply and repair depots. As a result of a Royal Commission report published in 1859 an extensive fortification program of Royal Navy dockyards and victualling establishments was begun in Britain. Several years later the program was extended overseas to include the four Imperial Fortresses of Gibraltar, Malta, Bermuda, and Halifax.²⁴

In 1875, a report was prepared by the War Office at Admiralty request, never acted upon, for the defence of the coaling depots. Esquimalt received incidental reference as one of 11 overseas stations, but was mentioned as the only one which entirely lacked adequate defences.²⁵

In a supplementary report, the international coaling stations were ranked in order of importance, based on their locations in relation to the protection of maritime trade routes and to strategic needs. Esquimalt posed special and perplexing problems, and the case illustrated the conflicting criteria of the War Office and the Admiralty. The base lay remote from major trade routes. It was defensible in a physical sense, but at a cost likely to be out of proportion to its worth as a naval stronghold, at least in the opinion of the War Office, which would have ranked it last out of the twelve coaling stations. At Admiralty insistence it was ranked eighth.²⁶

Two high-level Imperial commissions of the late 1870s made additional recommendations for the defence of overseas naval installations. Each one addressed the case of Esquimalt as unique among the various naval yards and coaling stations. The Colonial Defence, or Milne Commission, of 1878, made recommendations which resulted in the construction, at Dominion initiative, of the first temporary defence batteries along the Victoria-Esquimalt coastline.²⁷ The second board of enquiry, a Royal Commission chaired by the Colonial Secretary Lord Carnarvon, is of interest here for the insights its report provides into the conflicting priorities of the various agencies responsible for defence. The view expressed by the Admiralty was that Esquimalt, the only western Pacific base in British territory, was essential to the operation of the Pacific Station. The War Office recognized the value of the base as a coaling station, but suggested that it be

moved several thousand yards across the harbour to a more secure location. For its part the Colonial Office maintained that the Pacific Station itself was redundant, and that Esquimalt should be abandoned and the squadron dispersed.²⁸ Finally, the Dominion government desired the continued protective presence of the Royal Navy, but regarded the naval station and its defences to be purely Imperial responsibilities.²⁹ Although the Commission recommended that Esquimalt be defended on a cost-sharing basis with Canada, the findings were not implemented. Only in 1893 was a joint defence plan implemented, by which time Esquimalt was the only overseas coaling station still without adequate defences.

The opening of the CPR to through traffic in 1886 and the inauguration of the drydock at Esquimalt the following year increased the strategic and operational value of the Dockyard to both the War Office and the Admiralty. The railway provided a means by which to rush troops and materiel to the Canadian west coast and hence to reinforce the British far-east possessions of Hong Kong and Singapore. The drydock, designed to accommodate the largest British warship of the day, ended the Royal Navy's dependence on the drydock at San Francisco. With these two new facilities in place, the Admiralty began to consider the renewal of buildings at the Dockyard and the expansion of the base.³⁰ The process had actually begun in 1885 with the construction of a single structure, the substantial, two-storey brick storekeeper's residence (now Admiral's House, D101). During the late 1880s and early 1890s the Admiralty expressed some lingering doubts over the wisdom of maintaining the Pacific Station headquarters at Esquimalt, due to its proximity to American ports frequented by United States naval vessels and its vulnerable location on the open Juan de Fuca Strait.³¹ Several alternate locations were considered in 1891, including Burrard Inlet, Torquart Bay on Barclay Sound (on the southwest coast of Vancouver Island), and a

sheltered harbour in the Queen Charlotte Islands. In 1892 the Admiralty finally concluded that Esquimalt presented the best available site.³² The large-scale replacement of wooden Dockyard buildings with those of permanent, masonry construction began shortly thereafter. Within a ten-year period the majority of brick buildings extant within the original 30-acre Royal Navy Dockyard were completed. From its original role as a stores depot the Dockyard now provided five specific services and facilities to the navy: those of naval and victualling stores, ordnance stores for the fleet and merchant cruisers, naval yard, and steam factory - the latter being the main industrial facility for repair work, building D51. Previously housed in temporary structures, these services were re-established in handsome, well-crafted buildings.

Following the implementation of the first joint coastal defence plan in 1893, work intensified to modernize and consolidate Dockyard facilities. The Royal Navy continued to play a significant policing role in the Pacific on behalf of Canada. The United States again emerged in the view of Admiralty strategists as a potential threat to British Columbia, over the issues of the Alaskan Panhandle border dispute and sealing in the Bering Sea.³³

The Admiralty's decision to abandon Esquimalt came abruptly in 1904, and brought a sudden halt to further development of the base. Indeed, the substantial Dockyard naval barracks known as the "stone frigate" (building D38) had been completed earlier in the same year. In the words of naval historian John Keegan, upon the appointment of Admiral Sir John Fisher as First Sea Lord in October 1904,

... the Royal Navy was plunged into the most radical reorganization it had ever undergone, designed to transform it from a sprawl of far-flung squadrons at the margins of empire to a rationalized instrument of world power...³⁴

The naval arms race against Germany compelled the Admiralty to concentrate its fleets in home waters, and to apply the considerable savings accrued through the closing of international stations to the building of Dreadnought-class battleships. Six overseas stations were amalgamated into two large bases; the Pacific Station was entirely abolished.³⁵ The formal closure of the Dockyard, hospital, and station headquarters at Esquimalt took place at sunset on 1 March 1905 with the departure of the commodore's flagship.³⁶

From 1905 until 1910 the Esquimalt Dockyard existed in a state of suspended animation. It stood virtually deserted, the only activity being the provision of the small quantity of stores required by the two small ships left on Pacific patrol. The balance of the stores, some 1,600 tons of naval supplies and ammunition, were transferred to Hong Kong. The victualling department (buildings D74-D76) and prison (building D26) were closed, and other miscellaneous supplies were auctioned off.³⁷ The Dockyard machinery, mostly the heavy equipment of the factory (building D51) and shipwrights' shops (buildings D113, D115), was maintained in a state of readiness to allow for reactivation on short notice. The adjacent coaling yard was kept opened and stocked.³⁸ The Dockyard was entrusted to an Admiralty agent who in 1905 was appointed principal caretaker and manager, and who occupied the Dockyard's principal residence, the Storekeeper's (now Admiral's) House.³⁹

While the Imperial artillery garrisons which withdrew from the Victoria-Esquimalt coastal defences in 1906 were immediately replaced by Canadian units, the Dockyard, still under Admiralty ownership, was not reopened. It was the Admiralty's immediate intention to keep possession of the yard and its installations against a potential future need arising from a redistribution of

the fleet. In the interim, it was proposed that the Dominion government be encouraged to lease the facilities, in order to provide the Admiralty with a return on its investment.⁴⁰

The deteriorating international situation during the opening decade of the century escalated into a full-scale naval arms race between Britain and Germany. In this period of imperialist sentiment and of widespread support for some form of imperial federation, some of the self-governing Dominions created their own small navies capable of integration with the Royal Navy in wartime, or contributed funds directly to the Admiralty toward the construction of British warships. Canadian Prime Minister Sir Wilfrid Laurier was faced with both fiscal and political constraints in determining an appropriate Canadian policy. While Canada had accepted the responsibility for garrisoning the Esquimalt coastal defences at the Colonial Conference of 1902, the government remained reluctant to assume the cost of maintaining the naval base, which the Admiralty estimated at about £7,000 annually.⁴¹ The political debate presented itself in two extreme and opposing opinions. One demanded the complete subservience of Canadian autonomy through direct financial contribution to the British navy, while the other denounced any naval policy as an unacceptable concession to imperialism.⁴² Realizing that Canada's only realistic option was to develop some form of naval policy, Laurier, personally opposed to direct contribution as tantamount to "tribute," chose a middle course to accommodate the principles of "allegiance to the British Crown" and pride in "local independence."⁴³ This sense of ambiguity was embodied in the Naval Service Bill, which, subsequent to its passage through Parliament, created the Royal Canadian Navy on 4 May 1910. A Department of Naval Service was formed under the Minister of Marine and Fisheries, who also became the Minister of Naval Service. Authority for the creation of a naval reserve and a

college was included in the Act. Section 23 of the Act allowed the governor-general-in-council to place the navy under direct Admiralty control in cases of emergency.⁴⁴

The ultimate composition and functional nature of the RCN was determined during a series of Imperial conferences. The Admiralty proposed a number of potential naval units, varying in size and costs, which the Dominions might consider as models for their own navies - all of which could be readily integrated into the Royal Navy. It was suggested, and agreed upon by Canadian representatives, that Royal Navy standards, ranks, and discipline would be adopted by a future Canadian navy. Royal Navy officers would be loaned to the Canadian force, RN volunteers would train Canadian ratings, and Canadian cadets would be accepted into Admiralty training schools. Most of these proposals were included in the Naval Service Act.⁴⁵

III The Development of Canadian West-Coast Naval Defence, 1910-1945

The third phase of the naval defence theme began with the implementation, in 1910, of the Naval Service Act. The Act provided for a small fleet of ships to be built and stationed at Esquimalt and Halifax. The Esquimalt Dockyard was formally transferred to Canadian control on 9 November 1910 (Figures 2, 8), and the following year the transfer of property ownership was concluded. The terms of transfer of the Dockyard and associated Royal Navy facilities contained indications of a lingering interest in the facilities by the Admiralty. Although an insignificant military force for the first decades of its existence, the RCN was politically contentious in the 1910-1914 period - reflective of conflicting imperialist and nationalist sentiments in Canada - and in the interwar period, when the naval service was threatened by budgetary starvation. For both political and financial reasons, the ships planned in 1910 were never built, and the RCN entered World War I with only two surplus British cruisers and two submarines. Except for a brief interval during World War I the Esquimalt Dockyard reverted to its earlier role as a stores depot, serving Canadian and British warships and Canadian fisheries vessels. For the most part the facilities inherited from the Royal Navy remained adequate to serve Canadian west-coast naval needs until the eve of World War II. Only at that time did the Dockyard site and facilities begin to expand, and the Dockyard regain and surpass the level of significance it had enjoyed under the Royal Navy.

The terms of transfer of the Esquimalt naval installations to Canada were designed to provide the Admiralty with certain residual proprietary rights and priority access to facilities. The terms afforded Canada "absolute latitude" with use of the

properties, subject to several conditions. Canada agreed to replace with facilities of equal value at the same location any buildings or sites which were changed, altered, or improperly maintained. The Admiralty would continue to stockpile coal at the coaling yard adjacent to the Dockyard. Free access to Dockyard repair and other facilities, except for materials and labour to be provided at cost, was to be afforded the Admiralty. It was further agreed that Canada would consult with the Admiralty prior to the initiation of non-military uses of the Dockyard or other properties.⁴⁶

The acquisition of bases on both coasts, virtually free of charge, permitted the Naval Service to devote all its resources toward shipbuilding and recruitment. Four cruisers and six destroyers were planned under the Naval Service Act to provide the core of the new Canadian fleet.⁴⁷ Two cast-off British warships, one of which was stationed on each coast, were purchased for training purposes; manned by Royal Navy officers, they were intended for interim use while the new ships were being completed. However, Laurier's government was defeated in the 1911 general election, in part because of its naval policy. New Conservative Prime Minister Borden cancelled the shipbuilding program and halted recruitment, preferring instead the extreme course of the direct contribution of 35 million dollars to the Royal Navy to build three Dreadnought-class battleships. The bill passed by the House of Commons to authorize the payment was defeated by the Senate. War intervened 14 months later, before the government proceeded with its naval policy.⁴⁸ As a result Canada entered World War I without a definitive policy for the naval service, and with only the two former Royal Navy ships and bases.

With virtually no growth in the RCN for the first decade of its existence, there was little change in the role and operation of

the Dockyard. Most of the yard's facilities remained closed until 1912.⁴⁹ During World War I Canada's efforts in recruitment, shore facilities operation, and general naval development were aimed at supplementing the Admiralty's activities rather than at the building of a Canadian naval force. While over 9,000 Canadians enlisted in the naval service during the war, all but 1,000 were destined for reserve duty with the Royal Navy.⁵⁰ The tiny Canadian fleet was augmented by the acquisition of two submarines and the construction of a few small patrol vessels.⁵¹ In accordance with the terms of transfer, Esquimalt's facilities were used by the Royal Navy for coaling, provisioning, naval stores, and repairs. While activity increased significantly at Esquimalt during the war, much of it consisted of provisioning and stores work performed for Department of Marine and Fisheries and other Canadian government ships and for those of the Royal Navy. This remained the principal duty of the Dockyard and coaling yard throughout the war; thus the Dockyard reverted to the principal role it fulfilled in the early Royal Navy era, that of a stores depot.⁵² Particularly after 1914, the allied navies in the north Pacific remained virtually unchallenged, and Esquimalt lay far from the scene of actual or probable hostilities.⁵³

The RCN endured the war and the immediate post-war period without benefit of a Canadian naval policy. Post-war demobilization was completed by July 1919, and by 1920 both military and civilian personnel of the Naval Service had been reduced to a total complement of 521. In March of that year, the Minister of the Naval Service ordered a virtual demobilization of the entire service except for essential personnel, so that a fresh start could be made toward reorganization on a pre-war basis.⁵⁴ The Esquimalt Dockyard was closed entirely for a two-year period, except for minimal provision of stores. In 1922 the Royal Naval College of Canada, which was housed in several Dockyard buildings, was permanently closed.⁵⁵

In 1922 the long-awaited government naval policy was formulated, which remained in effect and essentially unaltered until 1939. Implemented in 1922-1923, it was based on the maintenance of a small permanent force and a reserve of 1,500 officers and men.⁵⁶ The policy, which included further budget reductions, reflected both the prevailing attitudes of post-war disarmament, and Canada's responsibility to maintain at least a token naval force for coastal defence and to fulfill its role as the senior Dominion of the empire. The creation of the reserves had little impact on the operation or significance of the Dockyard. During this period, which lasted from 1922 through the mid 1930s, the Dockyard activities of the repair, provisioning, and deployment of warships became secondary to those of training naval reserves and developing training facilities. The Dockyard continued to perform the role of a small-scale naval base. Routine maintenance and the gradual modernization of equipment were performed, but before 1935 there were no new facilities or significant new buildings added to the yard. The focus of activity shifted to the adjacent HMCS Naden site where training programs were initiated in 1922.

In the mid 1930s, as Canada began to recover from the worst years of the Depression, prospects of a European war into which the nation might be drawn increased steadily. The Naval Service budget increased four-fold in the second half of the decade, to 8.8 million dollars by the end of 1939.⁵⁷ A program to augment and replace the existing small fleet was begun in 1935, and the authorized strengths of the RCN and of the reserve forces were increased. While its relative importance and functions did not change between 1935 and 1939, the Dockyard experienced the beginnings of growth and of accelerated modernization - the first since the withdrawal of the Royal Navy. In 1935 the navy took over the old Department of Public Works drydock situated outside the Dockyard boundary to the east, and adapted it for use as a

refitting basin.⁵⁸ Increased administrative functions were reflected in the construction in 1937-1938 of the "main office building," now the headquarters of Maritime Command Pacific, building D70. A new joint services magazine was constructed across Esquimalt Harbour at Colwood, and placed under control of an Inspector of Naval Ordnance who reported to the Dockyard commanding officer. Additional land was acquired to allow for Dockyard expansion eastward to encompass the drydock; part of the space was subsequently occupied by the boom defence and ship repair facilities (buildings D190, D190A).⁵⁹

The RCN entered World War II with 13 commissioned ships. By 1945 it had a complement of over 375 armed warships of various types, and many more patrol and harbour craft. The complement of personnel increased 25-fold.⁶⁰ This exponential growth had obvious implication for Canada's dockyards. Although the RCN's chief contribution to the war - the organization and protection of convoys - was exclusively an east-coast, Halifax-centred endeavour, the Esquimalt Dockyard played a proportionally greater role in the war effort than had been the case during World War I. In 1939 the Dockyard was little changed in appearance since its takeover by Canada 29 years earlier. The yard was capable of performing only minor ship repairs; more extensive refitting work required the use of the new Public Works drydock situated across the harbour and the hiring of civilian engineering firms. However, the Dockyard in 1939 was considered to be better prepared for war than its Halifax counterpart, due to the presence of more modern machinery and the recent completion of harbour boom defence installations and a torpedo storage depot.⁶¹ These were housed in buildings D190 and D191, situated near the old drydock.

In the first few months of the war all available ships and resources were devoted to the defence of Halifax and the

development of its facilities. However, the Japanese attack on Pearl Harbour in December 1941 immediately transformed the Pacific Ocean into an active theatre of war, in which Esquimalt became the principal base for coastal defence on the Pacific coast and a potential rear base for the Royal Navy should British-Japanese naval actions in the Pacific increase. Within a week of the Pearl Harbour attack, the Halifax-Esquimalt Planning Committee of DND met to formalize a number of provisional plans to modernize and upgrade the Dockyard so as to provide modern stores, administrative, industrial, and barracks facilities.⁶² By 1944 the Dockyard had been more than doubled in size (Figure 5).

During the early years of World War II the Esquimalt Dockyard became the administrative centre for the RCN on the west coast. At the outbreak of war the Captain-in-Charge at Esquimalt became the Commanding Officer Pacific Coast, responsible for all naval matters in the Pacific area in addition to his duties as Commander-in-Charge and Naval Superintendent of the Dockyard. In 1942 a new command organization was approved which relieved the Commanding Officer of his Esquimalt duties through the appointment of a separate Naval Officer in Charge of Administration at Esquimalt. Separate officers, all of whom reported to the latter, were placed in charge of ship repairs, ordnance, port defence, communications, and naval stores. The Commanding Officer Pacific Coast was subsequently transferred to Vancouver, from where the command was administered for the duration of the war.⁶³

By the autumn of 1944, with the defeat of Germany seemingly assured, the Department of National Defence began to develop plans for Canada's post-war military forces. The various RCN shore establishments, many of which had been created since 1939, had by this date reached their peak of development and were entering into a transitional period leading to post-war reduction or disposal.

In October 1944, an advisory committee of the deputy minister of DND responsible for the naval service proposed that three categories of shore establishments be created. Permanent bases would operate at full capacity for the duration of the war, and would continue to serve the post-war RCN on a reduced basis. One principal and one secondary base would be maintained on each coast, in addition to certain administrative and training facilities.⁶⁴ Esquimalt and Prince Rupert were ultimately chosen for the Pacific coast. A number of semi-permanent establishments, including that at Vancouver, would be maintained through the demobilization period after which their fates would be determined. Temporary establishments, including some 14 training bases, would be disposed of at the end of the war or before.⁶⁵

Demobilization was speedily achieved following the defeat of Japan in August, 1945. Planning for post-war military reductions had begun in July 1944, with the creation of a number of Final Discharge Establishments, one of which was based at the Esquimalt Dockyard. From a peak strength of 92,000 officers and ratings, both men and women, in January 1945, the navy's personnel strength was reduced to 10,000 by 1946. Over 600 vessels, from warships to small harbour craft, were sold or scrapped.⁶⁶ The immediate post-war period was one of consolidation for the Dockyard, with no new facilities constructed. New departments, such as the Pacific Naval Research Laboratory, were housed in existing, vacant buildings - in this case the Black Rock "army huts."⁶⁷ The creation of NATO and Canada's involvement in the Korean War resulted in a modest increase in Dockyard activity. In response to cold-war predictions of probable future conflict in Europe and the far-east, Canada began a dramatic rearmament of all three military services. By 1953 the total defence budget reached 1.9 billion dollars, a ten-fold increase since 1947.⁶⁸ The Esquimalt

Dockyard emerged from its period of retrenchment as new operational and research facilities were constructed, beginning in the mid 1950s.

IV Conclusion

In summary, the Esquimalt naval Dockyard was established as a stores depot and a convenient anchorage for Royal Navy ships of the Pacific Station. Warships were drawn into British Columbia waters in increasing numbers to defend the colony against potential seaborne attack. This factor, combined with the development of steam-powered, iron-hulled warships, resulted in the extensive construction of primary and secondary industrial buildings, and of victualling, administrative, medical (situated nearby), drydock, storage, and residential facilities. In 1871, while still in its formative stages, the yard was perceived to be of such vital importance to British Columbia that its continued existence became an issue in the negotiations for Confederation with the Dominion of Canada. At the time of its closure in 1905 the Esquimalt Dockyard was regarded as a small but well-equipped Royal Navy overseas base. Twenty-nine Royal Navy buildings are extant in the Dockyard, and are presented below for evaluation.

Almost three full decades elapsed before the Dockyard achieved, under Canadian control, the level of activity and significance it had enjoyed at the zenith of the Royal Navy presence. This was due both to the absence of naval engagements in the Pacific Ocean during World War I, and the lack of a definitive Canadian naval policy to guide the development of the force. From the creation of DND in 1924 through the mid 1930s the RCN remained the least significant, and the least funded, of the three military services. Only in 1937, 27 years after the creation of the RCN and acquisition of the Dockyard, did Canada begin to augment the

former Royal Navy facilities at the yard through new construction and site expansion.

Dockyard development in the first years of World War II was limited to the construction of new boom defence and ordnance facilities. However, the Pacific Ocean was transformed into an active theatre of war following the attack by the Japanese on Pearl Harbour in December 1941. Esquimalt became the principal and most completely equipped base for coastal defence on the Pacific coast, an active repair and supply base, and a potential rear base for Royal Navy and allied ships stationed in the Pacific Ocean. By 1944 the Dockyard had more than doubled in size, and new armaments, ship repair, and storage facilities had been constructed.

Following post-war retrenchment, new facilities were added to the Dockyard, beginning in the mid 1950s. In 1966, as part of the program to integrate Canada's armed forces, the Dockyard became the core site of the newly created CFB Esquimalt, composed of 12 former army and navy sites in the Victoria-Esquimalt area.

Local Development

The development of the Dockyard has progressed in a series of well-delineated phases, formally beginning with the construction of the Crimean huts in 1855 through the most recent site expansion in 1944. Concurrent with the early evolution of the Dockyard was the development of the adjacent Village of Esquimalt, situated between the Dockyard boundary wall and Signal Hill. The village became part of the Town of Esquimalt upon incorporation of the latter in 1912,⁶⁹ and was expropriated for Dockyard expansion purposes in December, 1941.⁷⁰

The first temporary facilities constructed by the Royal Navy at

Esquimalt consisted of makeshift coal sheds, saw pits, and shops erected in the early 1850s on Thetis Island, a short distance east of the future Dockyard on Constance Cove. In 1858 the island became the first land reserve specifically transferred to Admiralty ownership.⁷¹ It was subsequently united with the shoreline by landfill and was later occupied by the main naval coal sheds. In 1855 Hudson's Bay Company Governor James Douglas had erected the three Crimean huts on a seven-acre lot reserved for naval use but owned by the HBC (Figures 5-7). Four years later an augmented site of 17 acres was transferred to Admiralty ownership, to be further expanded to 30 acres upon the formal creation of the naval shore establishment in 1865.⁷² Although other off-site facilities were developed simultaneously, including the Cole Island magazine, the naval hospital at Naden, and the Thetis Island coal shed, the Dockyard proper operated from within the 1865 boundaries until the eve of World War II (Figures 8, 17).

The Village of Esquimalt was also founded in the mid 1850s, encouraged by land speculation which resulted from the early rumours that a naval base would be created nearby. The first sale of lots occurred in 1858, and the next year - after a considerable volume of construction had taken place - streets were formally laid out.⁷³ By the 1860s the village consisted of "a cluster of ship chandleries, dwellings, public houses, and brothels (Figure 9)."⁷⁴

Beginning in 1863, "the Ordinance (sic) and a very small quantity of Victualling Stores (were) placed in the store houses at Duntze Point."⁷⁵ By 1865, the Duntze Head shore establishment boasted a guardhouse and two small storehouses, in addition to the Crimean Huts and nearby magazine and coal sheds. More buildings were added the following year to house gun repair machinery, ordnance supplies, and ships' spars.⁷⁶ The Admiralty authorized the hiring

of a small staff, to consist of a combined paymaster-storesman, a naval clerk, steward, cooper, and storehouseman. The paymaster-storesman, a civilian, was placed in charge of the shore establishment.⁷⁷ In 1872, engineering, ordnance, seamanship, and shipwrights' sections were set up.⁷⁸ By 1873 the Dockyard contained some 46 structures (none extant), almost exclusively of wood, situated within the expanded site of 30 acres. The buildings housed facilities for performing minor repairs to ships and their equipment, including a "fitting house," and the factory (precursor of current building no. D51) which housed a "smithery," a smelter, and an engine house. A cooperage was also in operation. Storage warehouses had also been built for cable, chain, cordage and canvas, paint, timber, lumber, ordnance, victualling, and sail materials and supplies.⁷⁹

The existence of the naval yard brought stability to the Victoria-Esquimalt region through the almost continuous protective presence of Royal Navy warships. It also created a boom for area merchants and commercial enterprises, both in Victoria and in the growing service community of Esquimalt Village. In particular, the transfer of the station headquarters to Esquimalt brought immediate economic benefits to the nearby Town of Victoria:

Local merchants and government officials were very aware of the important role the base played in the local economy. It provided a ready and stable market and a source of employment; a stable element in the boom and bust fluctuations of a colonial economy then heavily dependent upon gold rushes.⁸⁰

The development of Dockyard facilities was concentrated on the northwestern tip of the peninsula to the north of the Crimean huts, where there was a small protected bay sheltered and hidden from the open waters of the Juan de Fuca Strait. By ca. 1882 the 53 wooden buildings, the ground levelling performed to date, the roads constructed, and the stores on hand were evaluated at £100,000.⁸¹

A notable phase in local development was the construction, between 1876 and 1886, of the drydock (Figure 10).⁸² Situated a short distance east (outside) of the Dockyard boundaries, between the yard and Thetis Island, the drydock occupied a fenced site of several acres of former Village of Esquimalt land. The facility was operated by the Dominion Department of Public Works. It was transferred to naval service ownership in 1935,⁸³ and physically incorporated into the Dockyard by the 1938 site expansion.⁸⁴

Following the opening of the drydock in 1887, the Admiralty began to contemplate the renewal and expansion of Dockyard buildings and facilities. Physical expansion of the site was rejected due to inflated land values created by construction of the drydock.⁸⁵ The decision to replace the existing buildings was made due to the increased fire hazard posed by the frame structures and the favourable cost-benefit of replacement as opposed to continued maintenance and repair (Figure 11).⁸⁶ Construction began in 1885 with the demolition of one of the Crimean huts and its replacement on the same site by the current Admiral's House (D101). In the 1890s the redevelopment process intensified, and continued at a high rate until ca. 1902, with new, permanent masonry structures replacing frame buildings, usually on the same sites. Virtually all of the extant Royal Navy buildings presented below for evaluation were constructed during this relatively short period.

In 1893, following the conclusion of the Anglo-Canadian agreement on coastal defence, three parcels of land - identified on the Admiralty site plan as "War Office Encroachments" - were severed from the Dockyard property at Duntze Head, Black Rock, and at an additional site located between the two (Figure 3).⁸⁷ These were controlled by the War Office and were used for artillery, submarine mining, and search-light installations. A fourth encroachment was subsequently created at Duntze Head. All

encroachments became Canadian army property in 1906, and reverted to naval service control after World War II.

By the time of its closure in 1905 the Dockyard was, in the words of a Royal Navy observer, "for its size very well equipped with repairing machinery, moulding and fitting shops, machinery etc., very commodious store-houses for all purposes, boat houses, etc."⁸⁸ In addition were the prison, several residences, barracks, the victualling, ordnance, works, stores, and shipwrights' departments, and miscellaneous administrative and service buildings.

The Royal Navy Dockyard site as described above, and the facilities it contained, remained largely adequate to serve the needs of the Canadian naval service from its creation in 1910 through the mid 1930s (Figures 12-14). Only modifications to existing structures and machinery, and the addition of a very few buildings, were performed during this period. In 1938 the first expansion of the Dockyard site since 1865 was undertaken (Figures 15-17). It included the acquisition of one lot on Hospital Road immediately south of the main gates (where buildings D11A-D11B and D29 now stand), and also the drydock and coal sheds.⁸⁹ The area immediately east of the drydock was occupied by the boom defence and torpedo workshop buildings (D190 and D191), and by the first phase of the ordnance depot (D192).

In December 1941 the RCN expropriated the balance of Esquimalt Village, thereby almost doubling the Dockyard area. The site was cleared of buildings and landscape features, except for the area along Haig Street, in the southern tip of the current Dockyard. The principal construction campaign took place in 1942. Jetties were enlarged or rebuilt. The former drydock, then in use as a refitting basin, was reactivated.⁹⁰ Early in 1943 new defence

requirements were forecast for the protection of shipping in the Juan de Fuca Strait. It was estimated that 40 warships of various types, all to be based at Esquimalt, would be required for this purpose. Accordingly, the base development program, begun in 1941-1942, was further expanded to accommodate the extra demands to be placed on the Dockyard. Additional facilities were needed in particular for ship repairs and for naval armament storage, inspection, and repair.⁹¹ The enlargement of the new Dockyard ordnance depot (building D192-192A-192B) and the construction of the shipwrights' shop (D143) date from this period, as does the conversion of the boom defence building (D190) to a ship repair facility and the construction of an extension to it (D190A). Another Dockyard expansion, this time into the existing army property and buildings at Signal Hill, was completed in April, 1944.⁹² The emphasis on the construction of heavy industrial buildings for ordnance and ship repairs left insufficient space in the Dockyard for new stores buildings to supplement those built or planned in 1942 (D210, D211). In 1944, a large reserve stores facility was built in Vancouver. From this point forward the operation of most existing Signal Hill buildings were incorporated into the naval Dockyard functions. With this final expansion the Dockyard occupied the maximum of available space, and reached its current size and configuration (Figure 18). Subsequent Dockyard development, which has been minimal, has occurred at the periphery of these established areas. Buildings 141, 149-149A-149B, and 215 - situated at the western base of Signal Hill (Figures 4, 18) - constitute the principal additions to the Dockyard in the post-war period.

ARCHITECTURE

All extant Dockyard buildings reflect the prevailing architectural design principles of the British Admiralty, the Canadian Department of Public Works, or the Royal Canadian Navy's Directorate of Works and Buildings and its successors. Both British and Canadian design regimes produced a broad range of formally designed and purely utilitarian buildings - the latter, more commonly, of frame construction. Only the most formal, durably constructed, and adaptable of the British structures survive, 29 in number. A more complete variety of Canadian-designed structures remains. Within each of the British and the two principal Canadian periods, similar aesthetic elements and motifs were employed in the design of a variety of functional types, be they industrial, administrative, residential, or warehouse facilities.

The general design influence of buildings in Britain's home yards on those constructed by the Royal Navy at Esquimalt is evident in a number of extant buildings both large and small. Similarities are noticeable in the choice and use of materials, quality and design of decorative features, and in the general massing and proportion in the case of larger warehouses and industrial buildings. The combination of these elements gives the area and its buildings a distinctive architectural character.

Although previously evaluated and therefore not directly addressed elsewhere in this report, one of the best examples of the influence of home yard building design at Esquimalt is exhibited by the main warehouse, no. D85 (1898, Figures 20-24). The majority of naval warehouses of historical interest in Britain, most of which were constructed in the late eighteenth and early nineteenth centuries, employed red brick laid in English bond,

with flooring carried on wooden beams and columns. Contrasting, lighter-coloured stone was frequently used for window and door surrounds, quoins, keystones, and string courses, and to highlight the fringes of pediments and gables. The latter frequently enclosed circular or elliptical windows.⁹³ Another common feature, evident in D85 and also in the design of the rum and salt meat stores, building D76-D77, is an extended gable or parapet which masks the roofline (Figure 19). The combination of these elements, together with regular fenestration and proportions of a three- to four-to-one ratio of length to width for the warehouses, served to create "an appearance of powerful simplicity."⁹⁴ The Esquimalt warehouse D85 exhibits most of these design elements. The two-storey brick portion of the building rests on a concrete base containing a basement (Figure 20). The exterior elevations are articulated by brick pilasters and feature a regular fenestration pattern of segmentally arched windows (Figure 21). Circular windows highlighted in light-coloured stone surrounds are contained within each gable (Figure 22). The principal doors feature quoin-like stone surrounds (Figures 23, 24). The massing, fenestration, contrasting base, and the decorative brickwork create a classical sense of proportion and symmetry. Although of much simpler design, other warehouses which exhibit the same design principles derived from British examples are the cordage and furniture stores, building D80, and the ordnance stores, building D77 (Figure 25).

An example of the composite massing found in a number of British naval yards is provided at Esquimalt by the former factory, building D51 (Figure 26). Before the demolition of its end and rear wings in the 1950s, the structure was composed of a two-storey hipped roof end unit, with three adjoining parallel gabled units and a rear addition with a large clerestory-type roof ventilator. Another element which is common to the British home

yards, but found more rarely at Esquimalt, is the use of quoins for door and window surrounds, as illustrated by the principal doors and windows of the warehouse D85, and the small Works Department building D57 (Figure 27).

Further common design elements of Esquimalt's extant Royal Navy structures which are not readily apparent in home yard buildings include the extensive use of rounded brick for corbelled friezes on large warehouses (D85, D77), industrial structures (D51), and small shops (D56, D57, D59). Distinctive and prominent label surrounds are featured on door and window openings of offices (D74, D65), the former storekeeper's house (D101), and some industrial structures (D51).

The design elements which are traceable to the Royal Navy's home yards were first extensively employed in Britain in Georgian-era industrial shops and warehouses. It has been noted that, although these elements had generally been superseded by newer and more technologically advanced architectural design principles by the early- to mid-nineteenth century, major buildings in the home dockyards continued to employ Georgian-era traditions, in aesthetic as well as in functional design.⁹⁵ This statement, given the examples noted above, may be equally applicable to the Esquimalt Dockyard buildings. The result of the repeated and combined application of these elements is the existence of a highly homogeneous group of buildings, most of which are readily identifiable as to their origin. The continued high degree of architectural integrity exhibited by the structures reinforces their distinctiveness from those of subsequent design periods.

Although most were designed as utilitarian industrial structures, the surviving Royal Navy Dockyard buildings exhibit competent design, both in general proportions and massing and in the

skillful use of detail. These factors have combined to produce well-crafted and visually pleasing structures. The aesthetic qualities of these buildings compare favourably with other late-nineteenth century structures designed for commercial, industrial, or warehouse purposes across Canada.

Canadian-designed Dockyard buildings fall into two chronologically based aesthetic categories, corresponding to Department of Public Works designs (1910-1941) and RCN Directorate of Works and Buildings-designed structures (ca. 1942-1945). The Department of Public Works-designed Dockyard buildings, most of which date from 1937-1941, employ the general design elements found in post offices, "federal buildings," and some private-sector warehouses and industrial structures of the 1920s-1940s. These features constitute a twentieth-century reinterpretation of classically derived design components. The common elements consist mainly of shallow brick pilasters with caps and bases of contrasting stone - either individually applied or in the form of continuous courses. In some cases the base is provided by the stone cladding of the entire ground storey, as in the example of the office building D70 (Figure 28). Raised stone-capped and stepped end parapets are commonly employed, in contrast to the plain parapets of Royal Navy-era structures. Decorative motifs provided by brick panels exhibiting geometrical patterns are used to enliven the somewhat austere elevations. In a similar manner to the Royal Navy buildings, these elements were employed in all functional building types, including administrative (D70), industrial (D190-D191, D192-D192A, Figures 29, 30), warehouse (D22, D83, Figure 31), and modest service buildings (D36-D36A, D102).

These buildings are competent representations of the types of designs employed by DPW across Canada during the same period, combining simple massing, classical organization of façade

components, and subtle use of decorative elements. The same fine sense of proportion, rhythm, and use of detail is employed in these Dockyard structures as in the more prominent public and commercial buildings of the day.

Buildings designed by the RCN's Directorate of Works and Buildings provide an obvious visual discontinuity with those of the Department of Public Works. The classical references were abruptly discarded in favour of the more International Style-influenced design elements which stressed the absence of historically derived detail, smooth wall surfaces, ribbon-like treatment of windows, and predominant horizontality (Figure 32). Projecting stairwell blocks and (occasional) rounded wall elements were employed to add visual contrast and interest to the structures. Again, these elements were used in the design of all building types, from warehouses (D211, D10), to administrative buildings (D214, D37, D49, D40), and training-residential structures (D11A-D11B, D29.)

These RCN-designed wartime buildings are well-designed examples of International Style architecture, both in their own right and within the national context of period building design. They demonstrate the familiarity of departmental architects with the principles of the style, and their abilities to combine and manipulate the various stylistic elements. The International Style as it is employed in the Dockyard is represented in its most basic form by the former minesweeping stores, building D10, and in its most sophisticated form by the guardhouse, building D214.

The ubiquitous World War II "wartime temporary," and wartime standard plan-type buildings are also present at the Dockyard, but in small numbers. The five extant Black Rock "army huts" (D217, D219, D222, D223, D244) are of standard plan-type frame, temporary

construction and appearance, but these were built by the army, which used standard-plan designs extensively. Building D178 is a rare example of an RCN-designed wartime temporary building in the tradition of RCAF and army wartime buildings with which the FHBRO is more familiar. While buildings D49, D50, D11A-D11B, and D29 were also built as frame temporaries, they were given aesthetic design elements consistent with contemporary permanent buildings, including D211, D214, and D8. It has been noted in a history of the RCN's civil engineering service that:

Whereas standard buildings were suitable for the RCAF for example, they were not generally appropriate for the RCN. A flying field or runway is necessarily flat, whereas a naval base or dockyard is generally located between a coast line and steeply sloping land. It is difficult, if not impossible, to construct standard buildings comfortably or economically on the uneven terrain which borders on deep inshore water.⁹⁶

It should be noted in summary that Dockyard buildings from each of the periods described above reflect quality contemporary designs, comparative examples of which were constructed by and for private- and public-sector use throughout the country. The Royal Navy structures are virtually unique in Canada by reason of the foreign influence over the design process, the combination of distinctive elements, and the high degree of integrity of the surviving structures.

While each of the Dockyard buildings was designed to house a specific function, very few - except for the offices and residences - maintain their original functions today. This factor illustrates the high degree of adaptability of the structures, some of which have been successfully transformed three or more times to enable them to house disparate uses. The subsequent occupants of building D38, for example, built in 1904 as the Dockyard barracks, have included denominational chapels, a dental

clinic, and most recently educational facilities and offices. In most cases the necessary alterations have been performed without measurable impact on the original aesthetic design of the structures.

With few exceptions, the craftsmanship exhibited in the construction of the Dockyard buildings is of a uniformly high level. Well-executed brickwork, in particular, is displayed in both large and small buildings of all development periods. The level of craftsmanship, together with the high potential for adaptability, has helped to ensure the survival of these structures over time and through successive uses.

All extant buildings at the Esquimalt Dockyard are products of two general design regimes: those of the British Admiralty, and of the Government of Canada. Within each of these broad-based, chronological periods a series of individual and/or corporate designers have been identified.

It remains unclear precisely to what degree and in what manner Admiralty instructions may have dictated the design of buildings and structures erected by the Royal Navy in the pre-1905 period at Esquimalt. It is known that all completed designs were subject to the approval of Admiralty engineers or architects, situated either locally or in London, and that at least the major buildings were designed according to Admiralty-prepared specifications.⁹⁷ Even small buildings, the victualling office (building no. D74) being one example, were illustrated in the "Annual Estimates of the Esquimalt Naval Yard" submitted to the Admiralty.⁹⁸

The names of five Admiralty-period building designers have emerged from the available surviving records of the Pacific Station, and from local secondary sources. Two are noteworthy for having

designed a series of naval buildings over time. The first is architect John Teague, who practiced in Victoria in the late nineteenth century and designed several of that city's most prominent buildings of the period, including hospitals, commercial buildings, hotels, and the Victoria City Hall.⁹⁹ His naval buildings at Esquimalt were among the most successful designs, if not the largest in size, of his many commissions. As a contractor, prior to commencing his architectural practice, Teague enjoyed a virtual monopoly on construction at the naval yard for over a decade prior to ca. 1875. Buildings erected during this period were exclusively of frame construction.¹⁰⁰ He later designed the storekeeper's house (building no. D101, 1885) and the Royal Naval Hospital at Naden (surviving buildings no. 20, 29, 35, 37, 39, 1887-1894, see FHBRO Report 88-154). Secondary sources credit Teague with much of the design work performed for the Dockyard between 1885 and ca. 1900, but this remains unsubstantiated.¹⁰¹ In his annual report of 1891, the Admiralty dockyard inspector stated that for the preceding three years, a period during which few buildings of consequence were erected, the design and supervision of all new Dockyard buildings had been in the hands of a local architect.¹⁰² This may suggest the involvement of Teague, or that Teague in a number of instances may have translated Admiralty specifications or sketches proposed by Dockyard shipwrights or other officials into working drawings.¹⁰³ It is known that tenders for a number of Dockyard construction projects executed in the 1880s and 1890s were advertised through Teague's office.¹⁰⁴

The other designer whose name is definitively associated with nine Dockyard buildings is engineer T. Woodgate, a civilian who held the position of "engineer in charge of works" - a reference to the Works Department whose buildings were erected in ca. 1898-1903. Woodgate's position was distinct from that of the Dockyard

engineer, a naval position, for whom Dockyard building no. D1 had been built in 1879 as an official residence. Woodgate designed the victualling office (D74), and several structures which conformed to more formal naval functional building types. These included the Bickford Tower (D118, FHBRO 87-138, recognized), the naval prison (D26), the lumber stores (D60, an equivalent to the Royal Navy timber shed functional type), and the ordnance, and furniture and cordage stores (D77, D80). These buildings were constructed to fulfill specific functions and presumably conformed to Admiralty specifications for such buildings, which were developed over time in response to the changing needs of the navy. Several of Woodgate's buildings, most notably the warehouse no. D85 (FHBRO 85-01, recognized), exhibit a particular proportion, symmetry, and treatment of wall surfaces and detail, which are found in a large variety of buildings in the Royal Navy's home yards. This suggests a process of design influence or transfer from the Admiralty headquarters in Britain; however, the precise nature and extent of this process remain unknown. An alternate explanation is that Woodgate, whose background is unknown, may have received his architectural training in Britain, perhaps with the Admiralty or the Royal Engineers.

Three other engineers are credited with the designs of individual buildings: R. Muler (no. D38); A.C.E. Perkins (no. D75); and H.C. Reid (no. D76).¹⁰⁵ Nothing is known of their backgrounds, or of other buildings they may have designed at the Dockyard or elsewhere. H.C. Reid was appointed assistant civil engineer at the Dockyard in 1895, and may have been Woodgate's immediate predecessor.¹⁰⁶

Design services for the Royal Canadian Navy, and hence the Esquimalt Dockyard, were provided by the federal Department of Public Works, from the creation of the RCN in 1910 through the

early years of World War II. Most of the work prior to 1938 consisted of repairs and renovations to existing Royal Navy structures. With the exception of several frame structures, long since demolished, the small heating plant, building D78, was the only permanent building erected within the Dockyard before the construction of the main office building, D70, in 1937-1938.¹⁰⁷

The Department of Public Works' monopoly over naval building design work was ended in 1940 with the creation of the navy's Directorate of Works and Buildings. The Directorate took over some of the duties of the Naval Engineer-in-Chief's office, which included building construction and maintenance, and also assumed most of the major building design work from Public Works.¹⁰⁸ The latter continued to provide support to the naval service design branch. The role of Public Works as the designer of several major Dockyard buildings in 1941, in particular nos. D192, D109, and D83, indicates that the Directorate of Works and Buildings was not yet fully operational by that date.¹⁰⁹ Public Works designed some buildings at the adjacent RCN Naden barracks as late as 1944.

ENVIRONMENT

The Dockyard area, in general terms, consists of a series of more-or-less discrete, self-contained, and homogeneous building groupings, in sub-areas encompassing all design periods and expansion phases. "Homogeneity," as used here, refers to general style, materials, construction period, and scale. Due to the nature of Dockyard development, new construction has tended to occur around the fringes of existing groupings, so that incompatible intrusions into given established areas have been minimal. This has resulted in a high degree of continued architectural and environmental integrity exhibited throughout the various parts of the Dockyard.

The northwesternmost major grouping of Dockyard buildings constitutes a discrete sub-area setting whose boundaries are created by Constance Cove and Esquimalt Harbour to the north and west, the Duntze Head terminal of Hospital Road to the south, and the cliff which extends between buildings D85 and D66 to the east (District "A", Figure 33). The street plan within this area exhibits a rough grid configuration, with the major access road to "A" Jetty (no. 121 on Figure 33) extending northward from Hospital Road. The buildings contained within this area consist of the large, former RN warehouses (D80, D85, D81, D77, D109) and ship repair shops (D115-D115B, D113, Figure 34). These large structures exhibit a high degree of homogeneity of scale, materials, and design elements (Figure 35). Enclosed within a small interior space are ancillary and service buildings D110-D111, D114, and D119 (Figure 36). There are virtually no inharmonious intrusions into the core of this area. Building D83, constructed in 1941-42, respects the materials and massing of the surrounding structures; D120, a metal-clad 1940s frame structure,

is situated at the periphery. Buildings D74, and D75-D76, which stand on the south side of Hospital Road, constitute visual extensions of this area.

Immediately to the west is the Works Department Yard and greater site area (District "B"), a distinct sub-area by virtue of topography, and building scale, massing, materials, general decorative motifs, and spatial distribution on the site. This area stands on high ground between the warehouse district to the west, and the drydock and 1940s industrial section eastward (Districts "C", "D"). Its boundaries are marked by building D70, which stands at the southwest corner, on Hospital Road; building D66, at the northwest corner; D71 to the northeast; and D51 at the southeast. The semi-random placement and uneven distribution of buildings are suggestive of organic, rather than planned growth. The area contains a series of large and small industrial shops, with several office buildings situated at the edges. The former Works Department Yard, an open area, stands here, enclosed by buildings D62, D63, D64, D65, and D71. Departmental buildings D56, D57, D58 and D62 appear to have been tightly fitted into the available space between building D60 and the former Dockyard wall. The buildings are highly homogeneous in materials, massing, scale, and decorative elements (D51, D55, D56, D57, D59, D62, Figures 37, 38). Structures of newer vintage and contrasting materials (D66, D71) are situated at the periphery.

The small area to the east (District "C") is a transitional zone between the major 1905 and 1940s Dockyard development areas. Bounded by the D56-D57-D59 linear row at the west; building D178 at the south; the "A" and "B" Jetty access road at the north; and the drydock at the east, this self-contained sub-area holds a heterogeneous collection of permanent masonry structures (D179, D174, D175), and World War II temporaries (D178, D172, D176), situated on steeply sloping, poorly landscaped terrain.

The major World War II heavy industrial zone (District "D") stands to the east of the drydock, north of Hospital Road (Figure 39). The principal structures, the D190-D191 and D192 building groups, were the largest industrial buildings constructed to 1945. They are highly homogeneous in materials, general massing, and decorative motifs, and stand on flat terrain bounded to the south by the Hospital Road linear row of buildings and to the east by the 1950s buildings D215 and D141.

The buildings situated on each side of Hospital Road (District "E"), from the guardhouse (D214) forward to building D50, constitute another discrete, highly homogeneous sub-area, of linear configuration (Figure 40). These structures (D214, D210, D211, D212, D213, D11A-11B, D29, D49, D50) were erected during World War II for administrative, light industrial, service, and storage functions, and share common massing and design elements. Only one contrasting structure, the 1930s frame building D188, stands within the area.

The roadway connecting Hospital Road with Black Rock contains a heterogeneous assemblage of buildings (District "F"), which represent a continuum of styles, materials, and scale, from the 1899 brick prison (D25) to the 1940s poured-concrete warehouse (D10). At the southern end of the road stands another highly homogeneous and self-contained sub-area (District "G"), consisting of the temporary, frame "army huts," situated on steeply sloping terrain under natural cover. The homogeneous grouping of residential buildings (District "H", D194-D198), stands a short distance eastward. Major isolated, freestanding buildings, including the Admiral's House (D101), Base Commander's House (D1), and stone frigate (D38), occupy self-contained sites and are not components of any particular grouping or sub-area.

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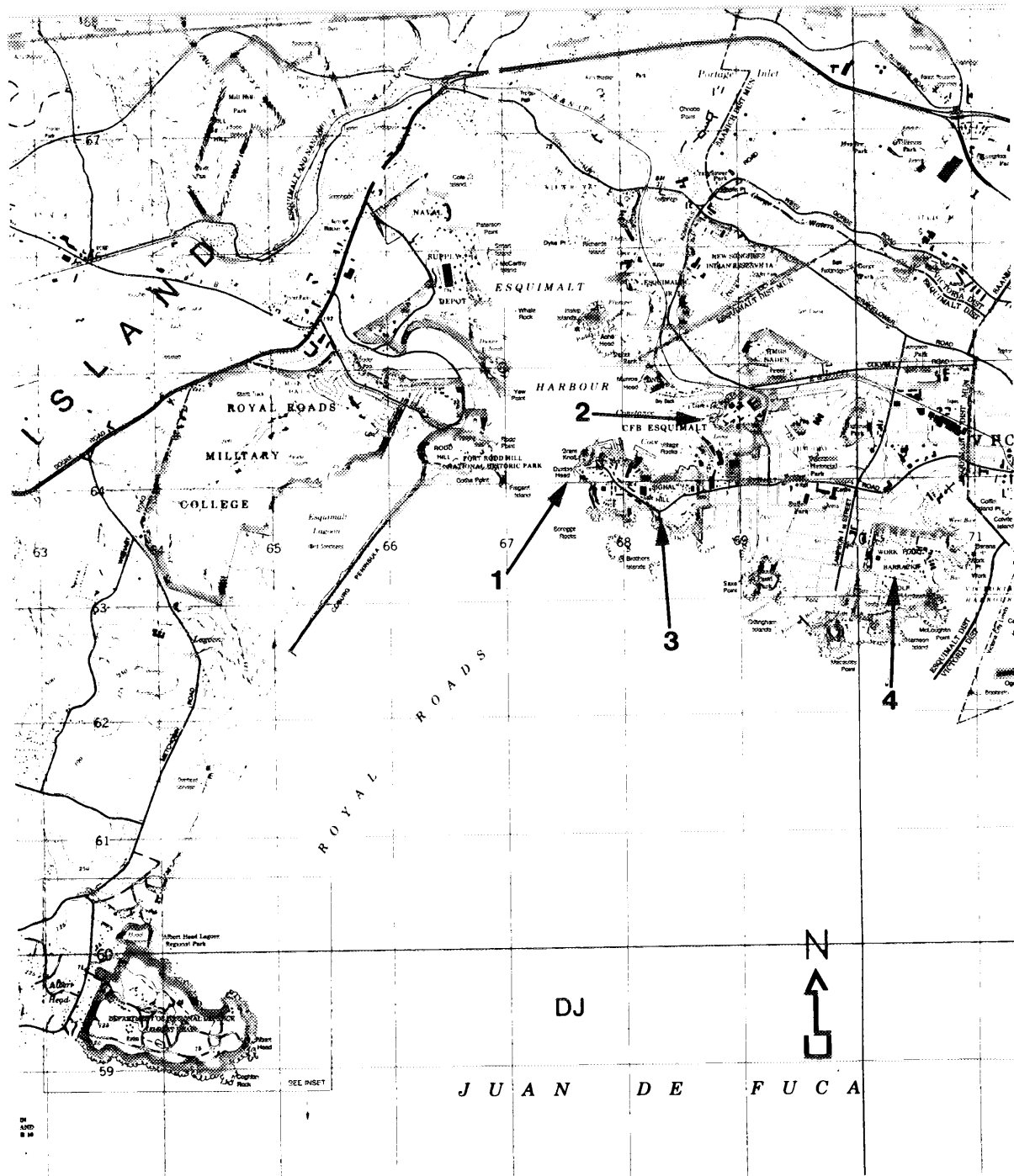
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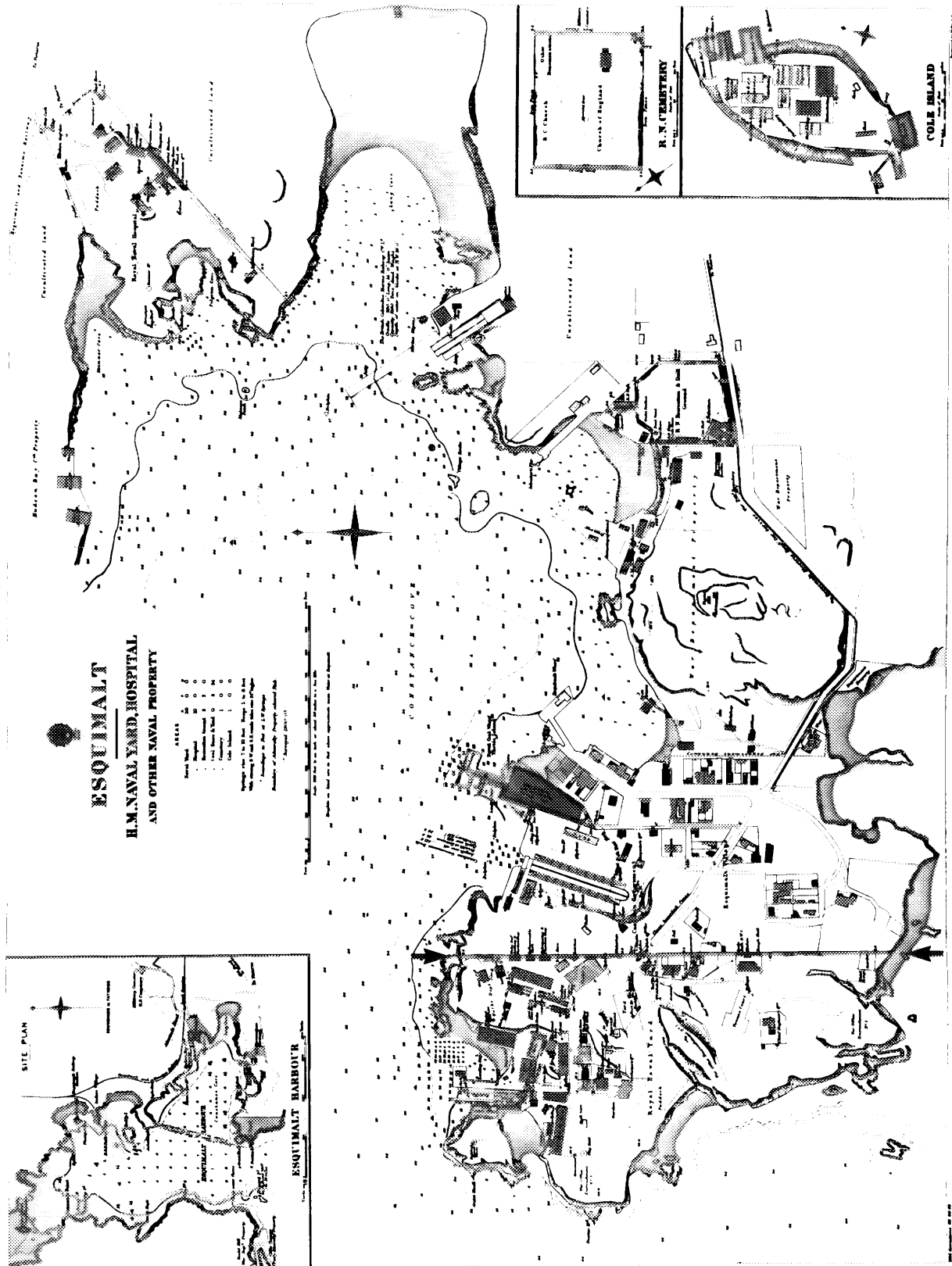
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DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



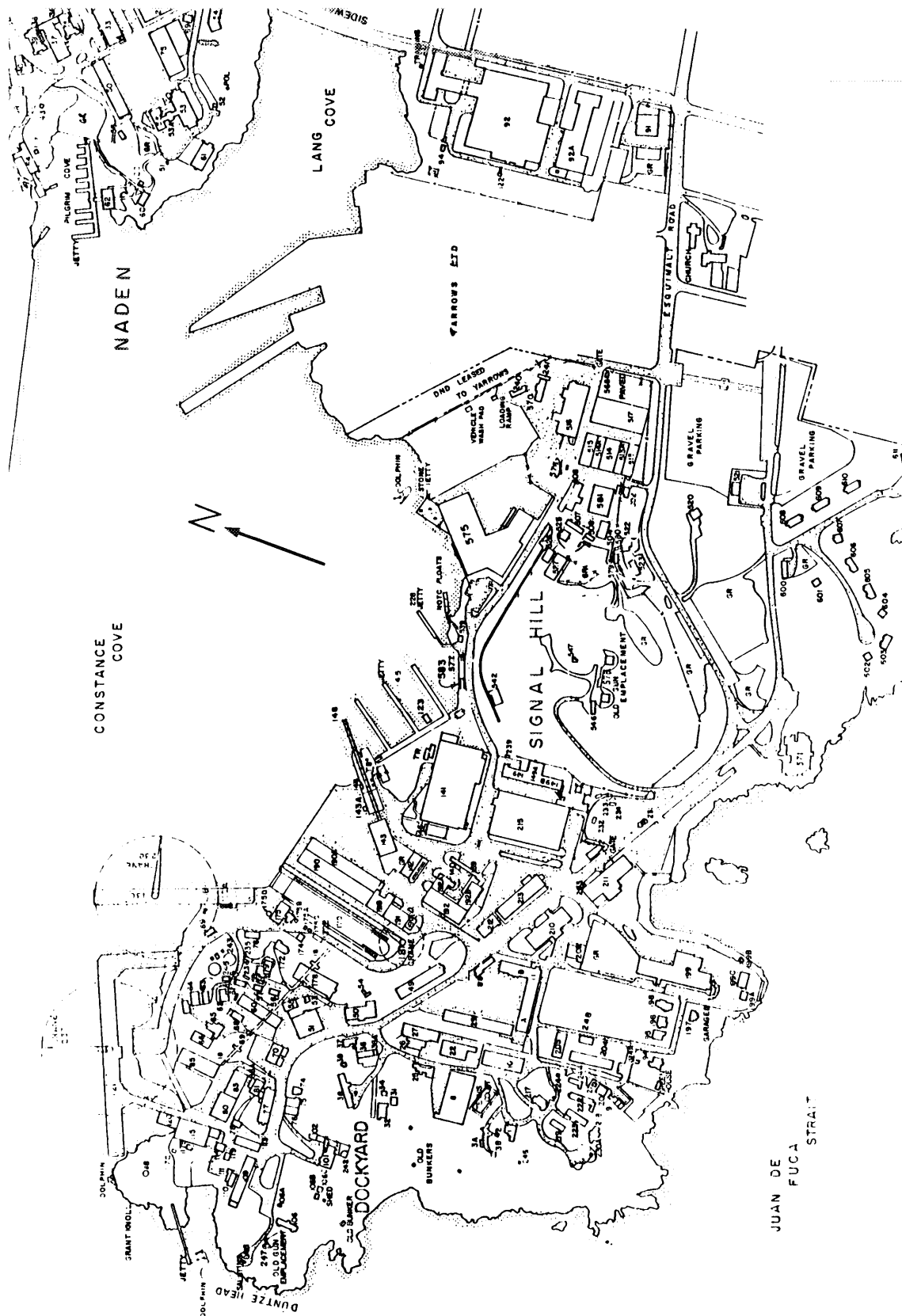
1 Canadian Forces Base Esquimalt, location of base components: Dockyard (1), Naden (2), Signal Hill (3), Work Point Barracks (4). (National Archives of Canada, NMC 80871.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Royal Navy Dockyard and adjacent facilities, 1903; arrows indicate Dockyard boundary. (NA, NMC 22909.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 CFB Esquimalt Dockyard, Signal Hill, Naden (section). (CFB Esquimalt, 1986.)

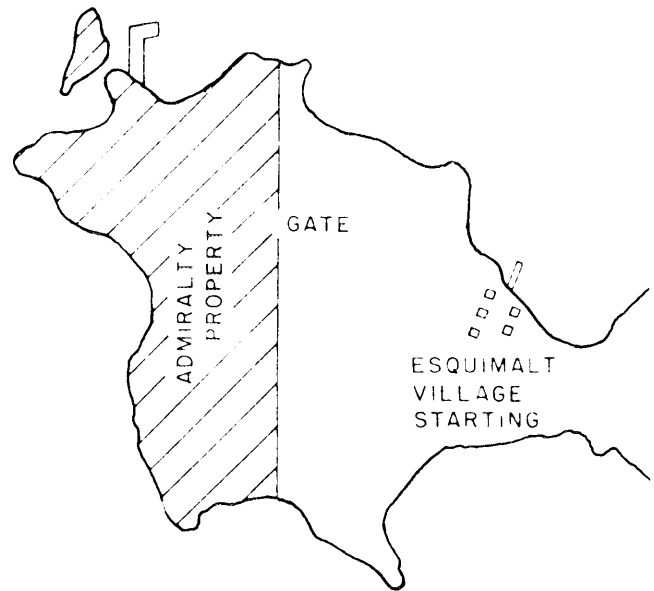
DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

1855



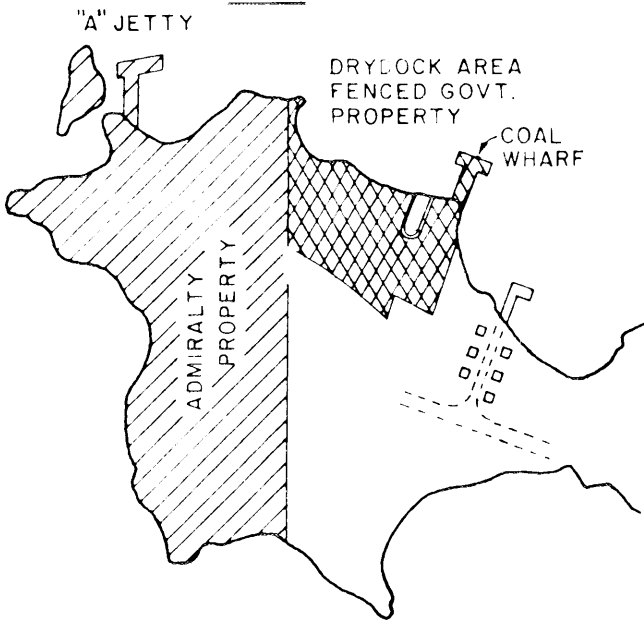
SEVEN ACRES LOANED TO R.N.
BY GOVERNOR DOUGLAS

1865

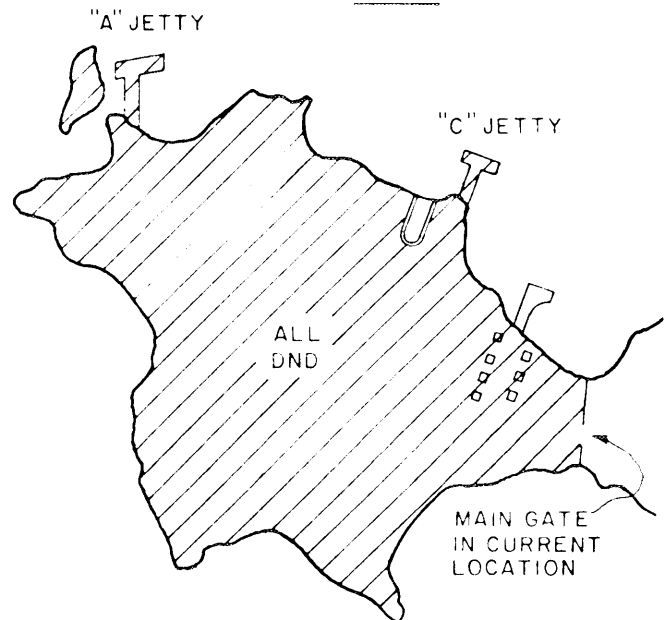


CREATION OF ROYAL NAVY
ESTABLISHMENT.

1885 (APPROX.)



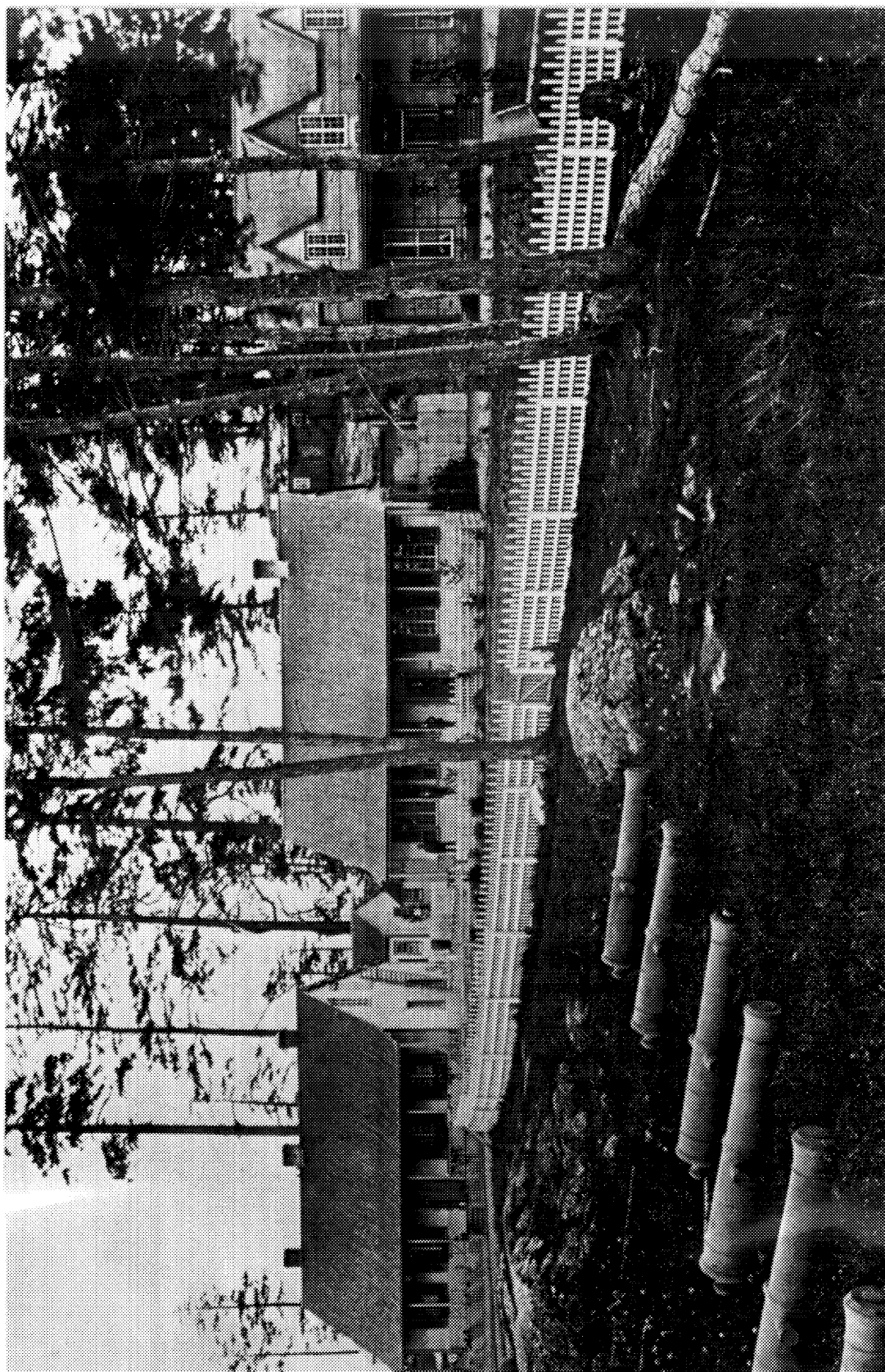
1942



EXPROPRIATION OF
ESQUIMALT VILLAGE

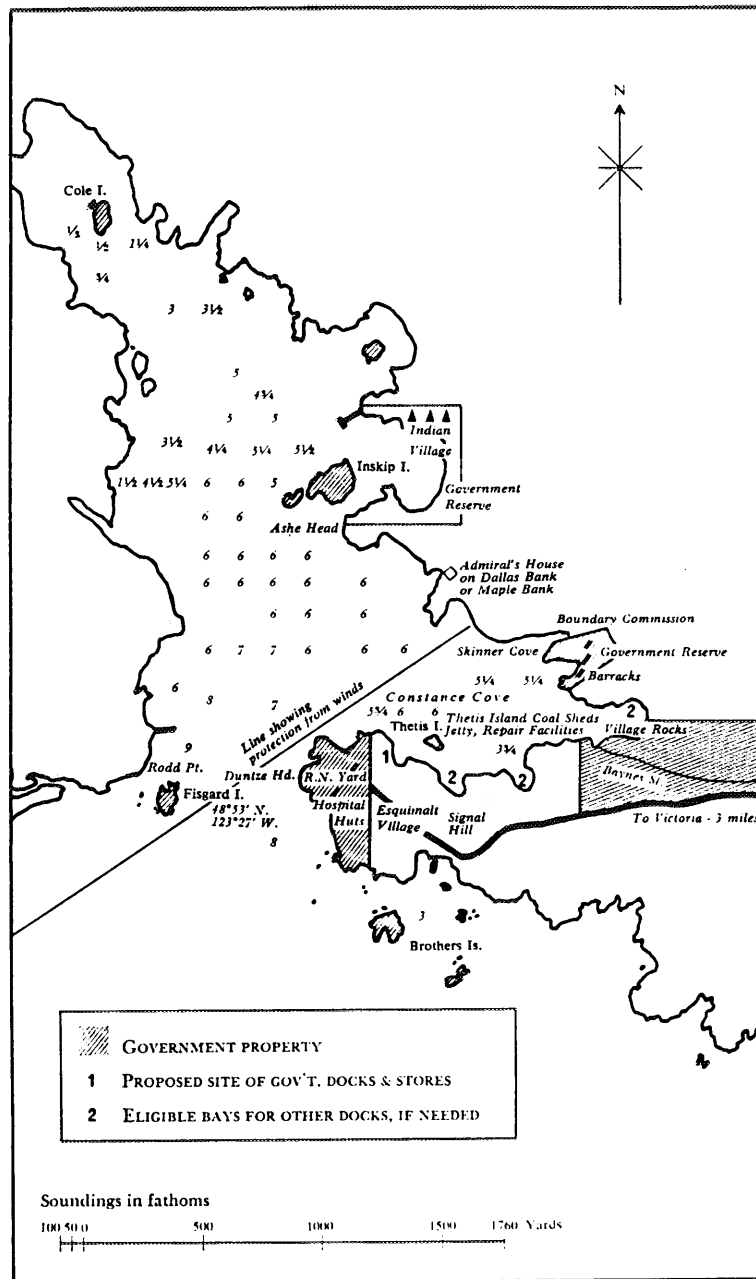
5 Evolution of Dockyard site, 1855-1942. (Eugene Witt and Jim Thomas, Ship Repair Adventure, HMC Dockyard, Esquimalt [Victoria: CFB Esquimalt, 1985], p. 26.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



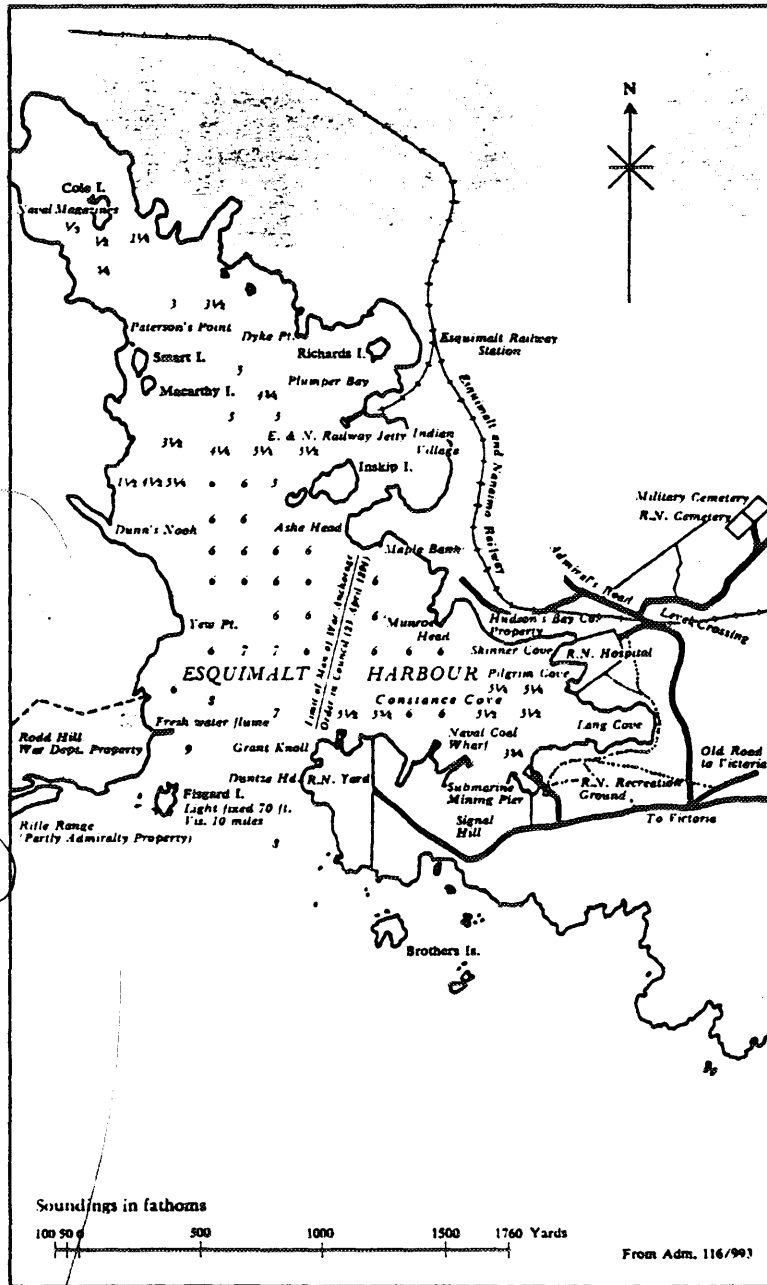
6 Dockyard Crimean Huts, ca. 1870. (British Columbia Archives and Records Service, HP15259.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Esquimalt Dockyard and naval base, 1860s. (Barry Gough, The Royal Navy and the Northwest Coast of North America, 1810-1914 [Vancouver: University of British Columbia Press, 1971], p. 183.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 Esquimalt naval base, 1910. (The Royal Navy and the Northwest Coast of North America, p. 225.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



Pioneer or Wharf St. Esq.

9 Pioneer or Wharf Street, Esquimalt Village, now Dockyard Road in the modern Dockyard. (BCARS, HP8841.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



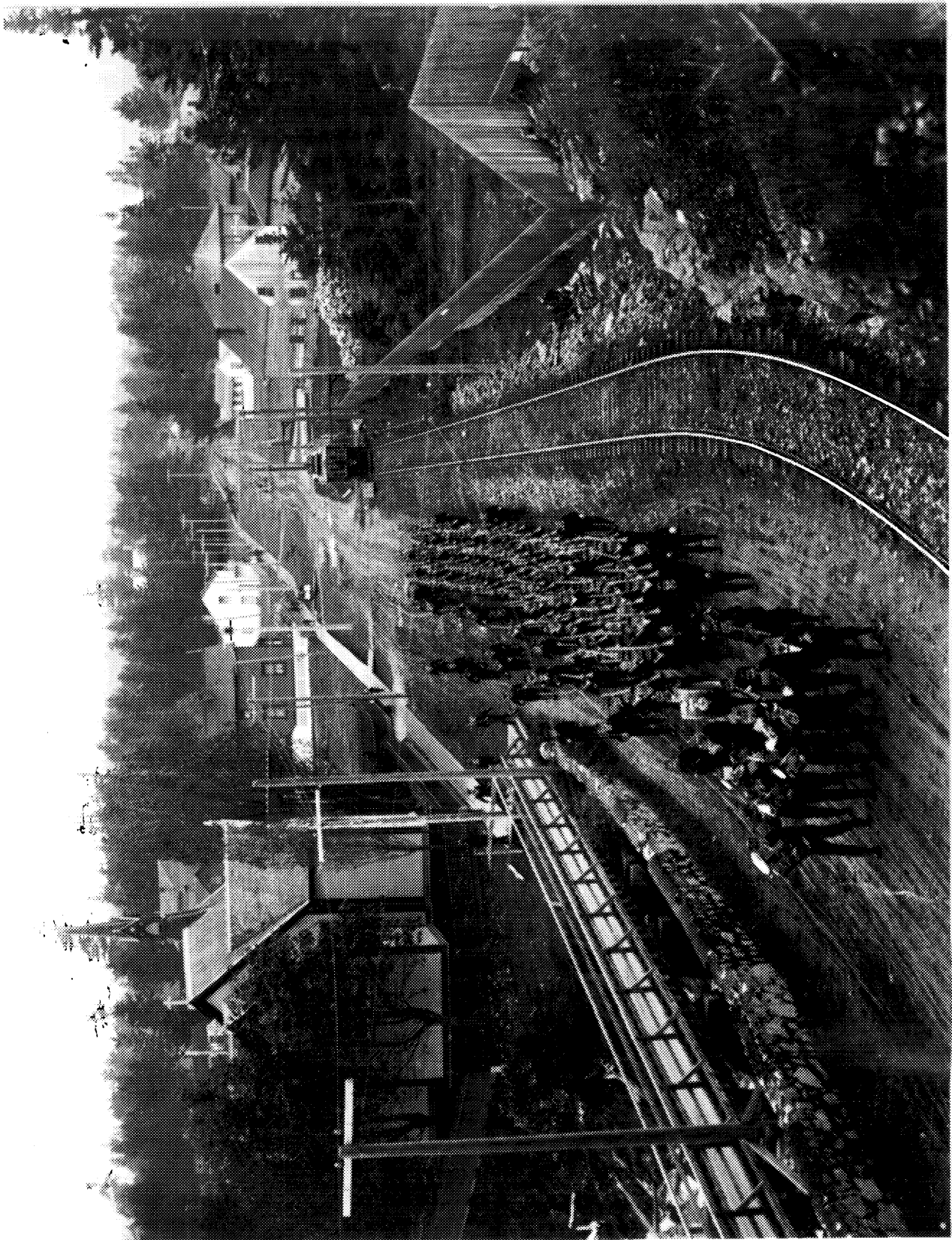
10 Esquimalt drydock and pumphouse, ca. 1900.
(BCARS, HP353343.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



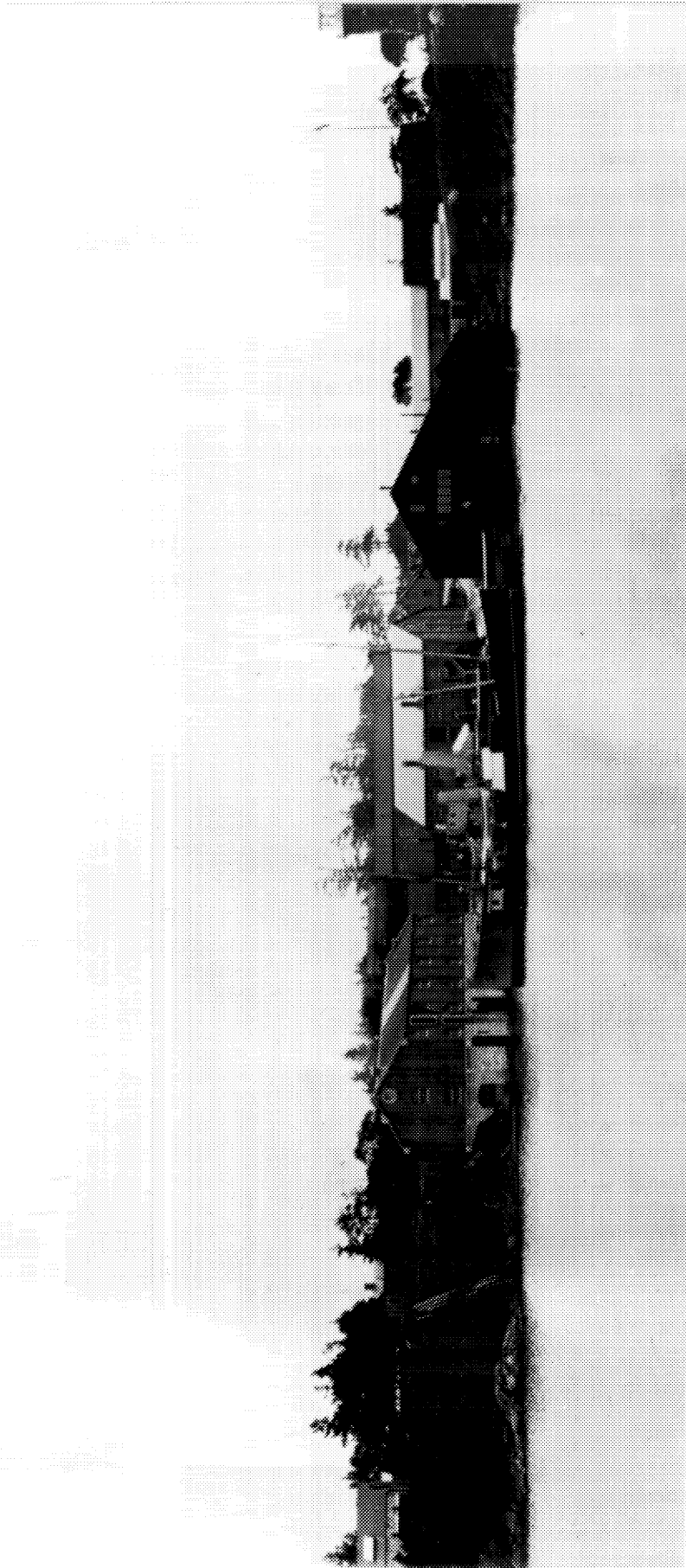
11 Frame ordnance building, precursor of D77, typical of Dockyard frame construction, ca. 1895. (BCARS, HP12115.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



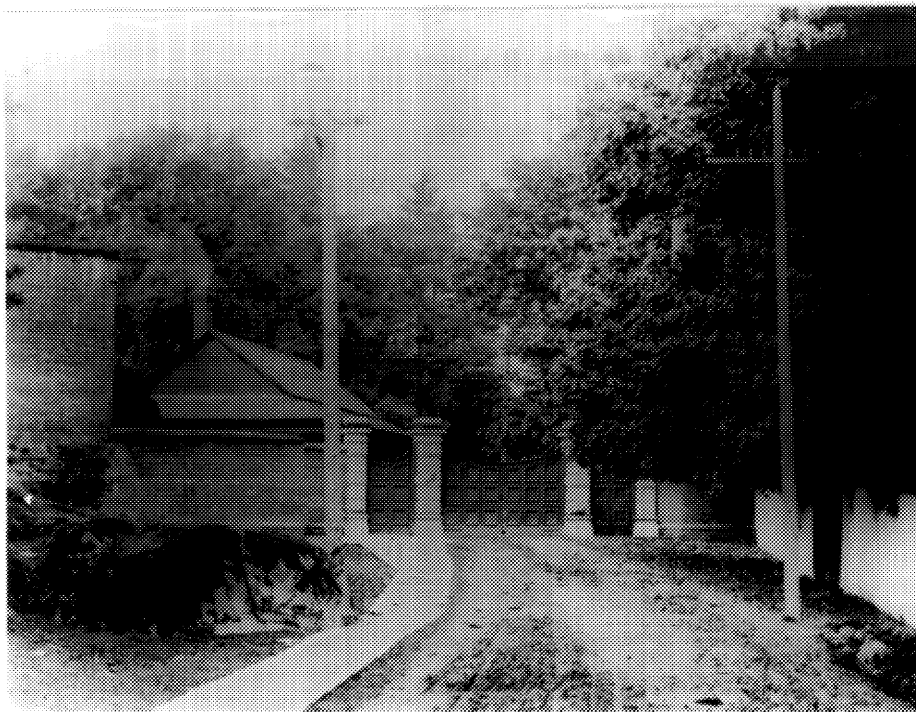
12 Hospital Road, looking northwest from approximate location of modern main gate, through Esquimalt Village toward RN Dockyard wall, ca. 1900. (BCARS, HP8803.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



13 Dockyard, principal
warehouses, looking south
toward "A" Jetty, 1914.
(BCARS, HP7823.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



14 Dockyard wall and main gate, 1916.
(Canadian Forces Photo Unit.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



15 Hospital Road, looking southeast from building D51, following removal of original Dockyard gate, February 1941. (NA, PA-176313.)



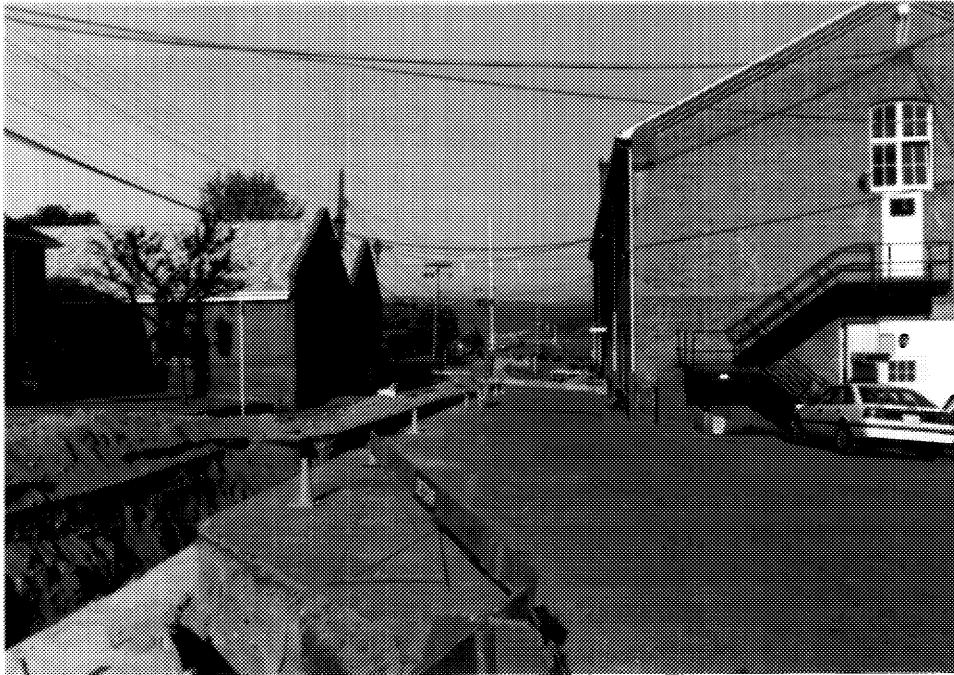
16 Dockyard Road, in newly expropriated Esquimalt Village, with building units D191, D192 at centre, Dockyard gate at left, January 1942. (NA, PA-131449.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

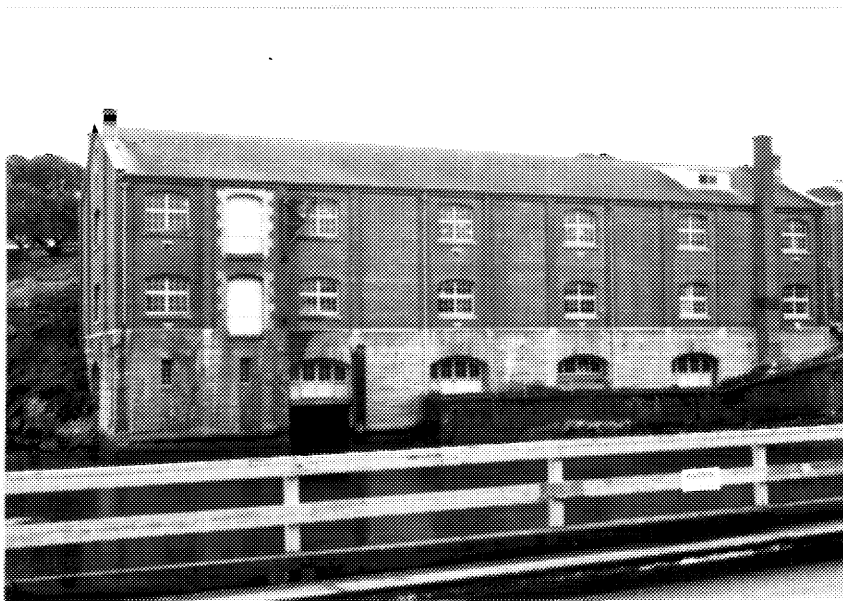


18 Dockyard, development and facilities, December 1945. (NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



19 Building D75-D76, left, showing raised gabled parapets. (Ian Doull, AHB, Parks, 1989.)

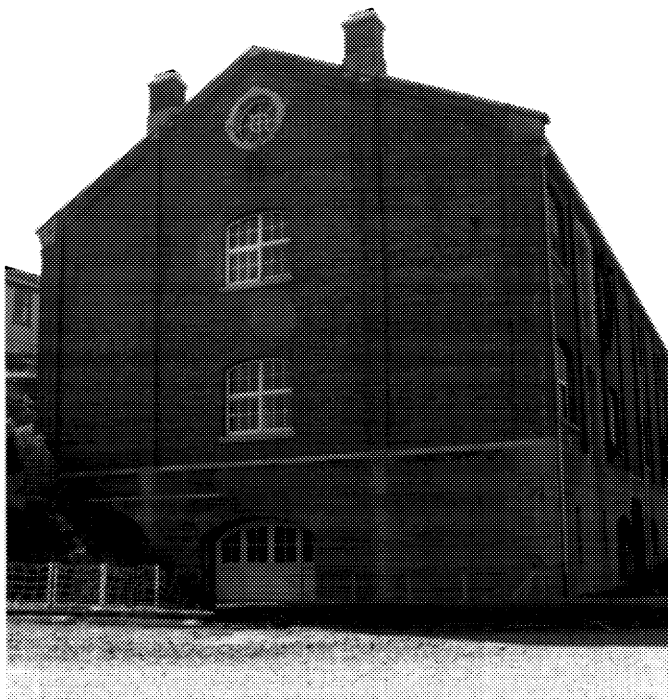


20 Dockyard warehouse D85, western elevation. (CIHB, Parks, 1974.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



21 Building D85, end (southern) and side (eastern) elevations, 1941. (NA, PA-176321.)



22 Building D85, end (northern) elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

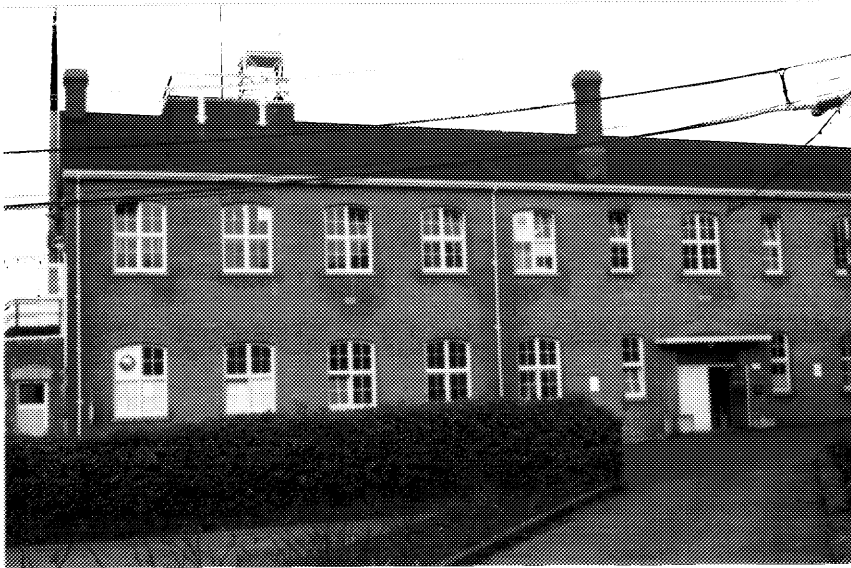


23 Building D85, southern elevation, detail. (CIHB, Parks, 1974.)



24 Building D85, western elevation, detail. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

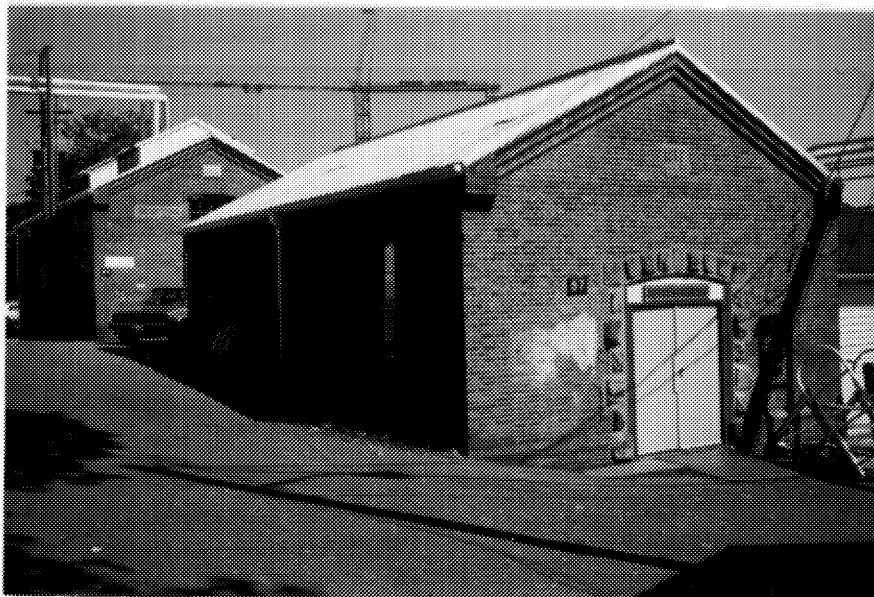


25 Building D77, main (southern) elevation.
(CIHB, Parks, 1970.)



26 Building D51, main (southern) elevation,
1953. (NA, PA-176353.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



27 Buildings D59, D57; note quoin door surrounds of D57, main (southern) elevation. (Ian Doull, AHB, Parks, 1989.)



28 Building D70, main (southern) elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

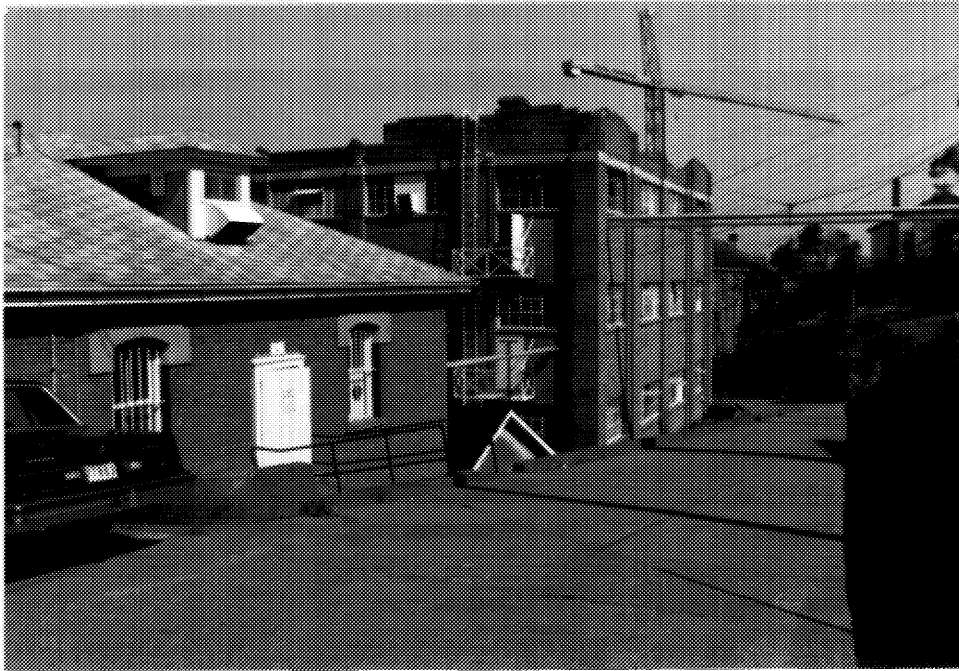


29 Building units D191-D191B, eastern elevation. (Ian Doull, AHB, Parks, 1989.)



30 Building D192-D192B, southern elevation, 1954. (NA, PA-176352.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

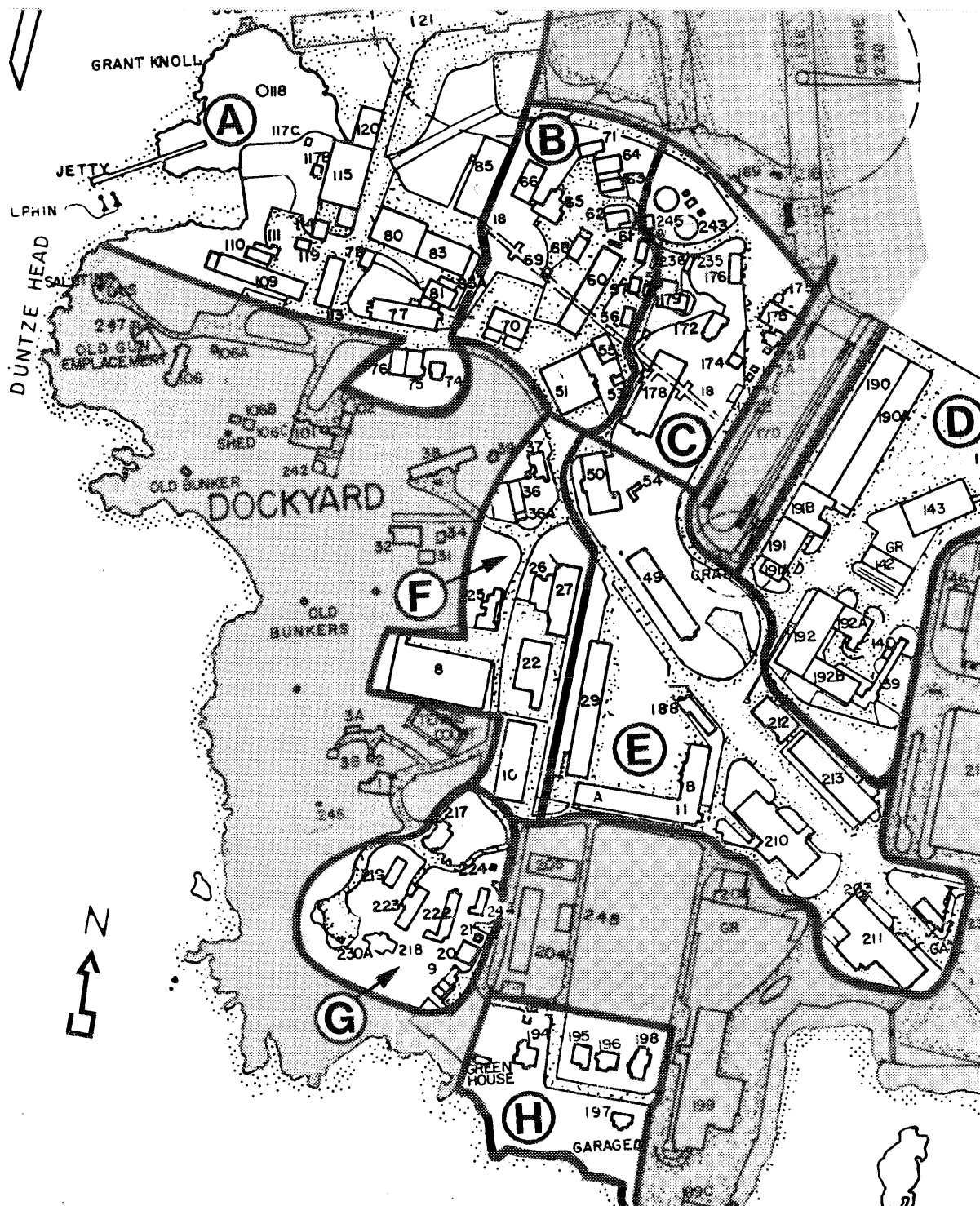


31 Building D83, southern and eastern elevations; D81 stands at left. (Ian Doull, AHB, Parks, 1989.)



32 Buildings D50, D211, D11A-D11B. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



33 Dockyard sub-areas, 1989. (CFB Esquimalt, 1986, adapted by Michel Benoit, CIHB, Parks.)

- | | | | |
|-------------|-------------------------|----|------------------------------------|
| District A: | RN Warehouses,
Shops | E: | W.W. II Administrative,
Service |
| B: | RN Works
Department | F: | Mixed-use Heterogeneous |
| C: | Transitional
Area | G: | W.W. II Army Huts |
| D: | W.W. II
Industrial | H: | W.W. II Residential |

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



34 Esquimalt Dockyard, looking eastward along Hospital Road (arrow), from its western terminus at Duntze Head, 1953. (NA, PA-169976.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

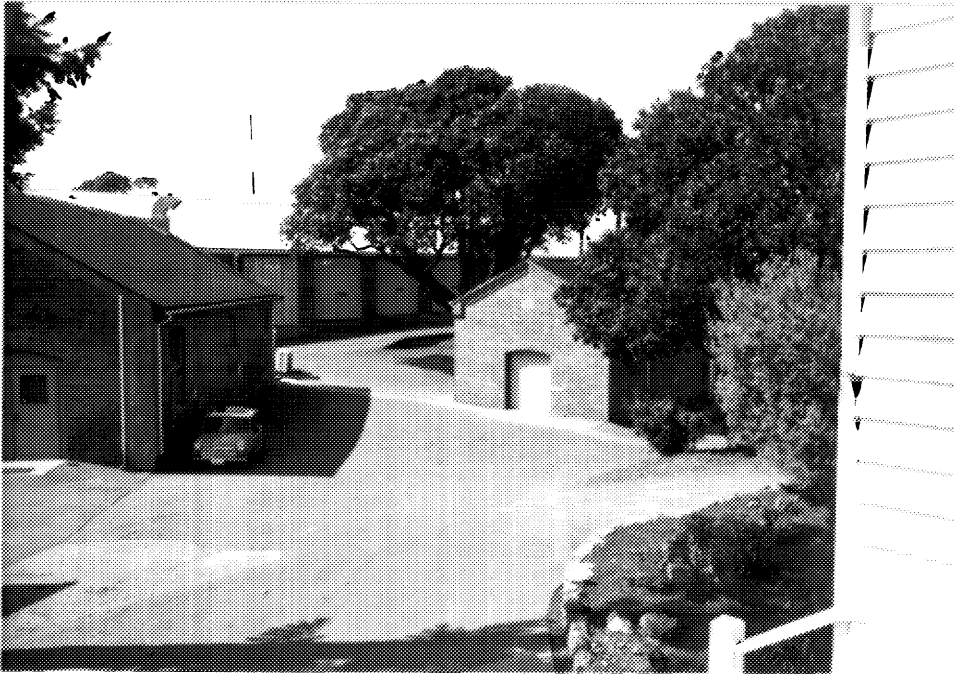


35 Hospital Road, western terminus at Duntze Head;
Buildings D109, D113, KD77 at left.
(Ian Doull, AHB, Parks, 1989.)



36 Buildings D109, D114, D115B, D113. (Ian Doull,
AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



37 Buildings D55, D60, D56, looking west from D178. (Ian Doull, AHB, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



38 Buildings D59, D57, D56, D55, D61. (Ian Doull, AHB, Parks, 1989.)



39 Drydock; building D175 at left, D190-D191B-D191 at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



40 Dockyard, looking north from Juan de Fuca Strait. Note linear grouping of World War II buildings extending diagonally, along Hospital Road; D194-D198 grouping at centre, bottom, 1960s. (Canadian Forces Photo Unit.)

PART II: BUILDING REPORTS

Building D109 (Former Sail Loft and Oil Stores, 1894, 1941)

HISTORICAL ASSOCIATIONS

Thematic

Building D109 was constructed as the Royal Navy sail loft and oil stores at Esquimalt. Although built at a time when the use of sails had been largely supplanted by steam propulsion, the manufacture and repair of sails is nevertheless a significant theme in naval defence, and one with which building D109 is directly associated. The structure was used as a sail loft and as a warehouse for various commodities until the 1950s. It now contains offices and workshops.¹

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D109 in its current configuration is the product of two principal construction campaigns. The first relates to the early period of comprehensive replacement of Dockyard buildings by the Royal Navy, which began in the early 1890s and extended until ca. 1902. The more recent phase, during which a new brick superstructure was added to the existing stone base, occurred in 1940, two years prior to the first major expansion phase of World War II.²

ARCHITECTURE

Aesthetic Design

Building D109 is a two-storey, elongated, rectangular structure, with a complete basement which is fully exposed on the rear

(north) elevation due to the sloping site (Figure 6).

The building possesses a minimum of aesthetic details, but derives a certain distinction and a pleasing appearance from its massing, regular fenestration pattern, raised end parapets, and contrasting coursed rubblestone basement (Figures 4, 6). The brick portion of the building rests on a stone belt course which tops the basement level of the eastern section, and a second stone course encircles the building above the second-floor windows. The building (as illustrated in Figure 2, 1913) was altered in 1941 by the demolition of the raised (western) frame section, and the construction of a one-storey (plus basement) brick replacement on the existing stone foundation. A complete second storey was then added (Figures 3-5).³ The extant brick superstructure is therefore of World War II vintage.

Functional Design

The basement storey consists of two principal divisions, each of which contains a combination of open shop-storage and partitioned office and storage areas (Figure 8). Stairways at each end of the building extend to the second storey. An entrance door is situated on the main (southern) elevation, and loading doors are located at the rear. The ground storey follows the same general pattern, with an exterior door on the end (western) elevation. The second storey features offices divided by a centre hall.

Craftsmanship and Materials

Both the store foundation walls and brick superstructure were well and competently constructed. The building appears to be in good condition.

Designer

The 1941 modifications to building D109 were designed by the Department of Public Works.⁴ The designer of the original structure is unknown.

ENVIRONMENT

Site

Building D109 is situated at the westernmost tip of Hospital Road, at its terminal point near Duntze Head (Figure 1). The main (southern) elevation is bordered by the road and by the broad expanse of landscaped area which extends to the shoreline (Figures 4, 5, 7). The road configuration and traffic island (Figures 1, 9) have existed since ca. 1940.⁵ During the 1941 expansion a small spar shed attached to the rear elevation near the western end was removed. Extensive land fill has deepened the site in this area (Figures 2, 3). The small buildings D110 and D111, which function as site features of D109, have stood since 1900 and ca. 1903, respectively (Figures 2, 3).⁶

Setting

Building D109 frames in the northern side of the open, greater Duntze Head area, and also effectively emphasizes the termination point of Hospital Road (Figures 1, 9). It screens the smaller and lower-situated buildings D110, D111, D114, and D119 from the formal setting of Duntze Head (Figures 10, 11).

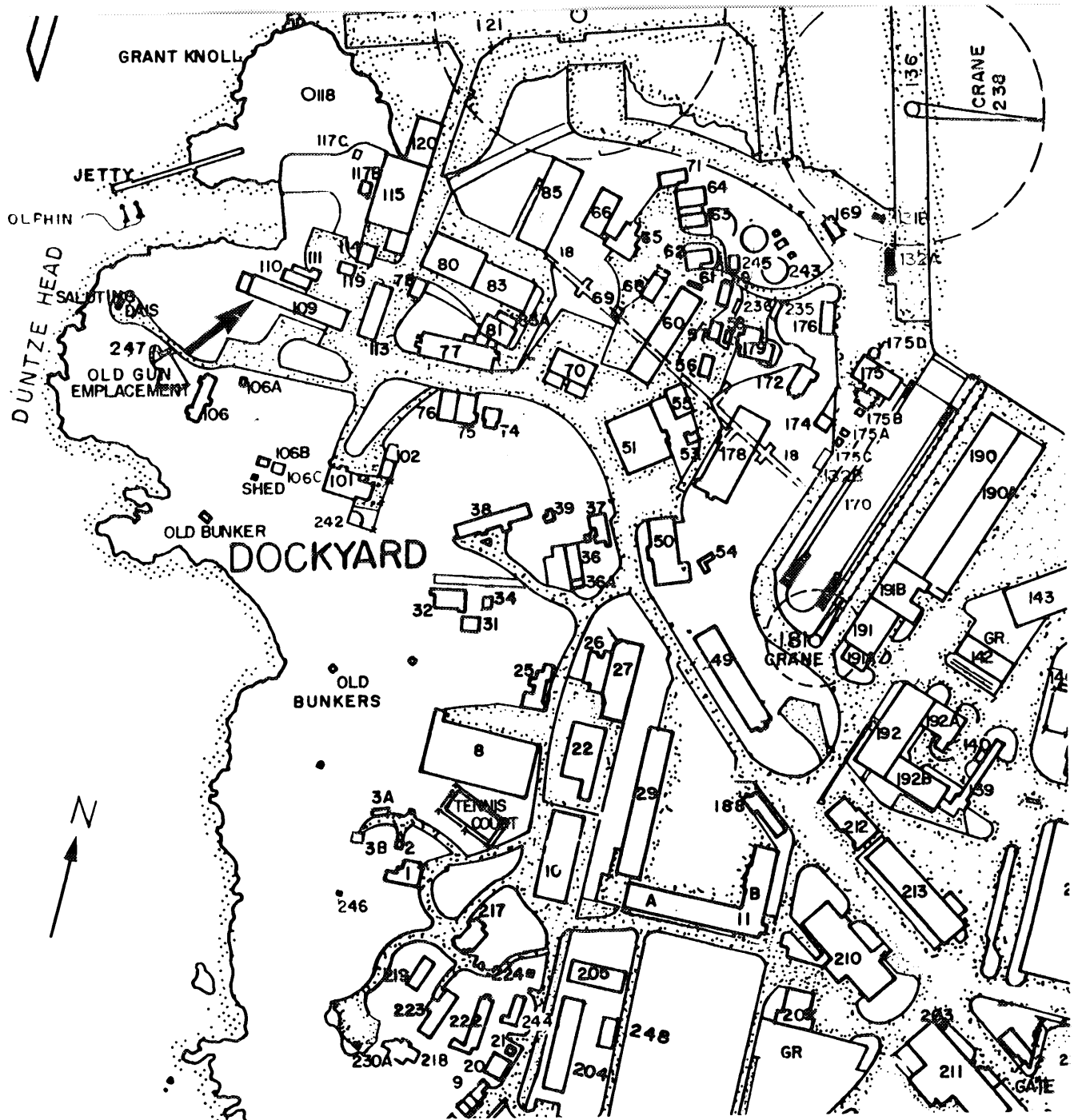
Landmark

Building D109 is visually prominent as the westernmost structure in the Dockyard, situated at the terminal point of the main Dockyard arterial road. It is equally visible from Esquimalt Harbour. The building has been identified as possessing heritage value.⁷

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 79-80.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, pp.79-80;
NA, RG 24, Vol. 5641, File NSS 48-1-4; Vol. 11,908, File AE
33-105-3.
- 3 Department of Public Works Annual Report, 1940-1941, p. 43.
- 4 Department of Public Works Annual Report, 1940-1941, p. 43.
- 5 NA, RG 24, Vol. 11,908, File AE 35-105-3.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 181.
- 7 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 79-80.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D109, former sail loft and oil stores, location.
(CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

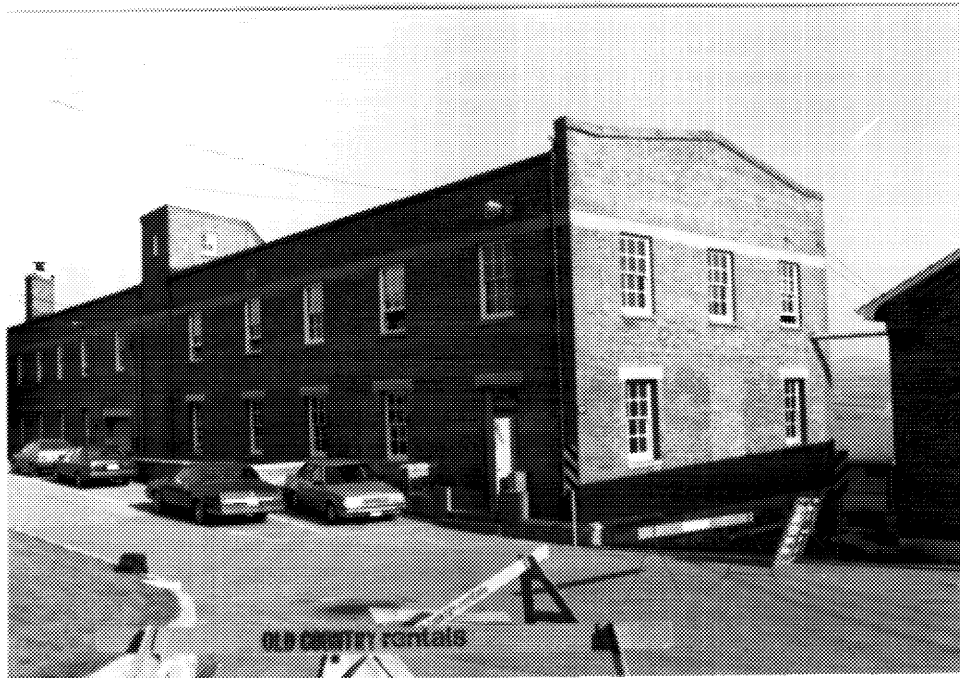


2 Building D109, rear (northern) elevation, with buildings D113, Crimean hut, Admiral's House (D101) at left, D110 at front, centre, 1913. (Canadian Forces Photo Unit.)

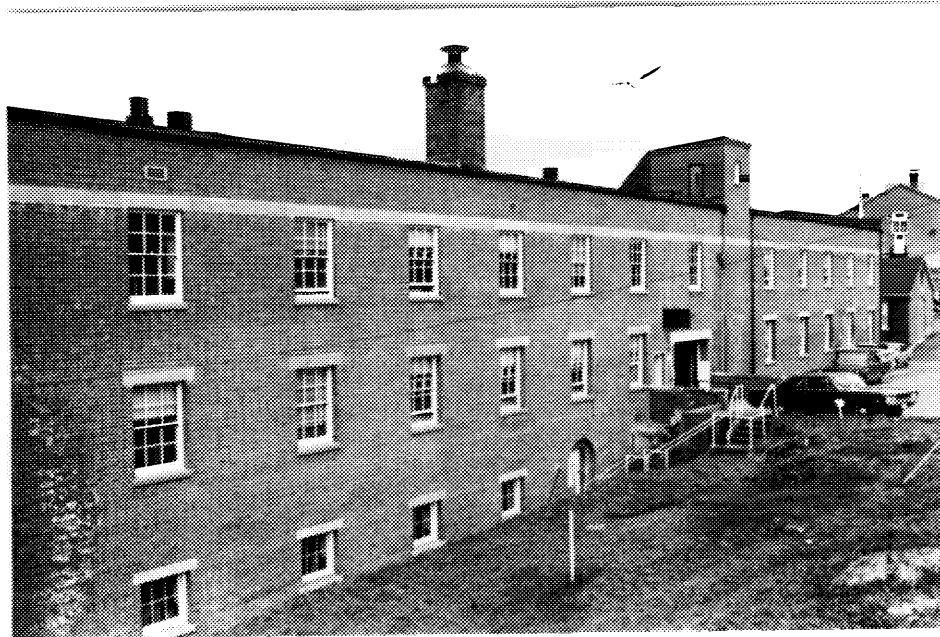


3 Building D109, rear elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D109, main (southern) and end (eastern) elevations. (Ian Doull, AHB, Parks, 1989.)



5 Building D109, main elevation. (CIHB, Parks, 1974.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

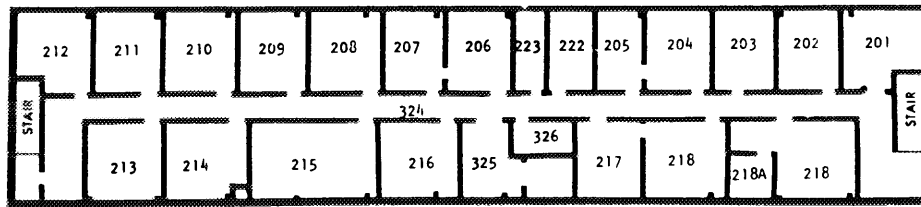
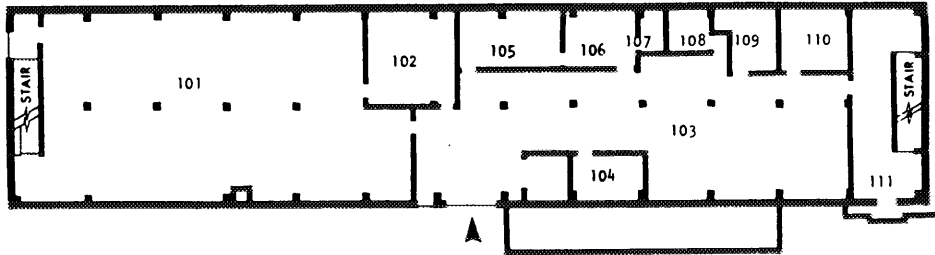
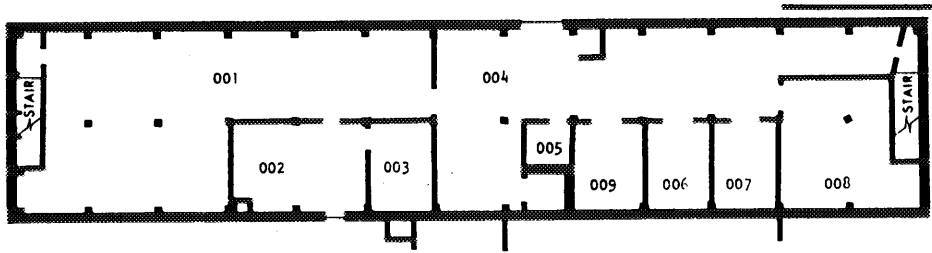


6 Building D109, rear elevation, and building D110. (Ian Doull, AHB, Parks, 1989.)



7 Building D109, side (western) elevation, looking north from Duntze Head to Bickford Tower and Grant Knoll. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



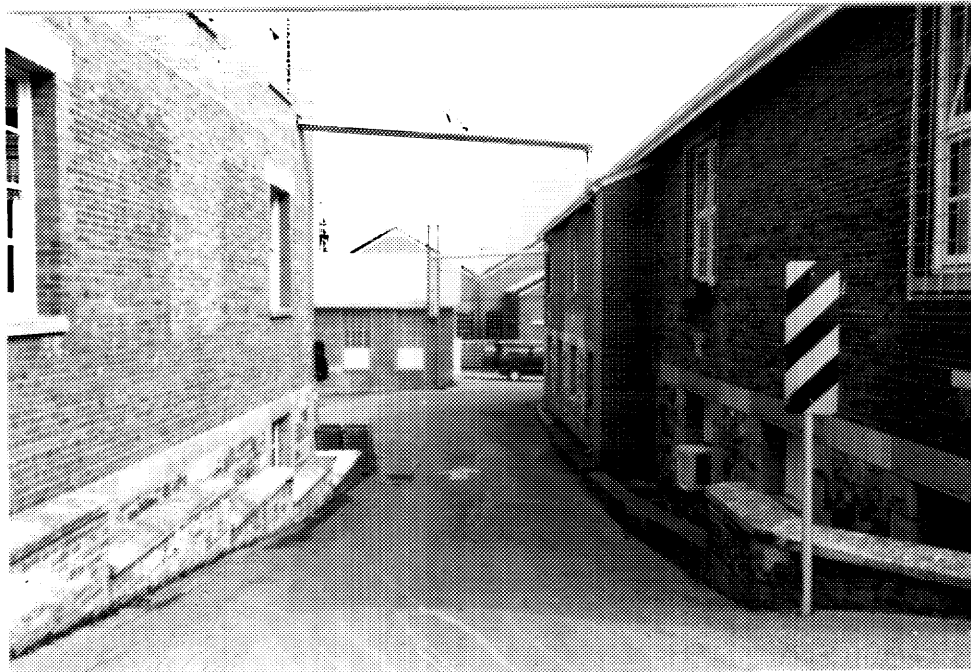
0 5 10 15 20

8 Building D109, plans. (Stevenson Kellogg Report, Vol. 1, pp. 245, 247, 249.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

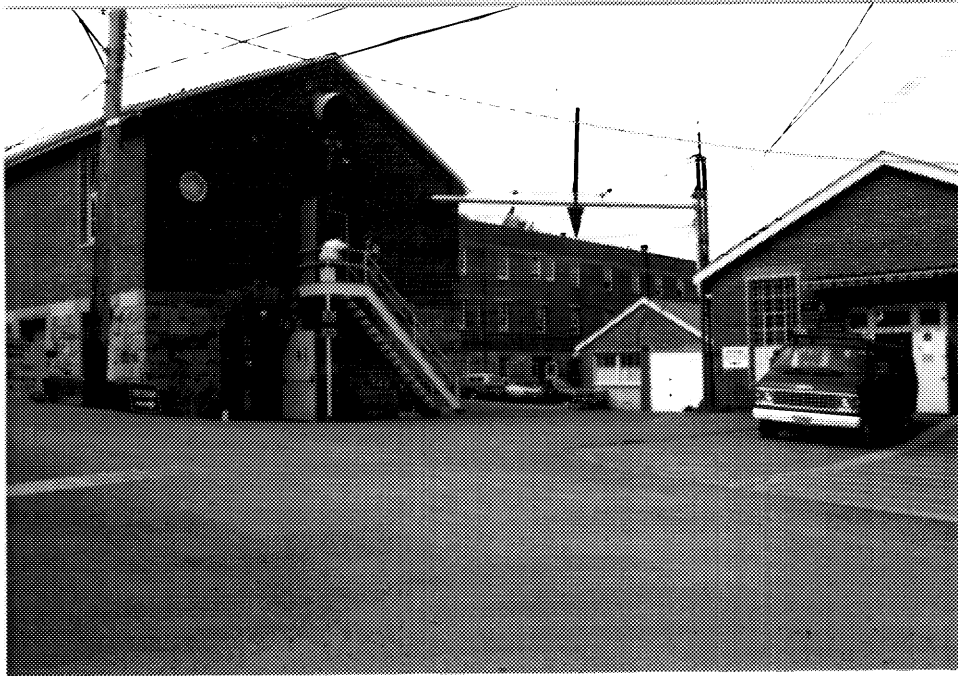


9 Building D109, left, at western end of Hospital Road near Duntze Head. (Ian Doull, AHB, Parks, 1989.)



10 Building D109, left; buildings D114, D115, D113. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



11 Buildings D113, D109 (rear elevation), D114, D119. (Ian Doull, AHB, Parks, 1989.)

**Building D110-111 (Former Canvas Painting Shed, Latrine; 1900,
ca. 1898 Respectively¹)**

HISTORICAL ASSOCIATIONS

These two attached structures were built by the Royal Navy to serve as a shed for painting canvas and as a latrine for the nearby sail loft, building D109. Neither is associated with the naval defence theme. Both sections were constructed during the major rebuilding of Dockyard facilities which occurred between ca. 1890-1902. The building is now used for storage.

ARCHITECTURE

Building D110-D111 is a simple one storey, rectangular, gabled structure with a flat-roofed addition - the D111 section - affixed to the north elevation (Figures 2-4). Two frame additions were built onto the D111 section's east and west ends during World War II (Figure 3).² The structure is somewhat garage-like in massing and appearance, and has no distinguishing features except for a segmentally arched opening and a corbelled frieze of rounded brick. A skylight, visible in historical photos, has been removed from D110 (Figure 2). The D110 section consists of a single, open interior space (Figure 5). The brick portion of the D111 section is divided into three small rooms, a plan which is evident in the 1913 photograph (Figure 2). The frame sheds open directly to the exterior. The craftsmanship appears to have been of adequate competence, as all parts of the structure appear to be in good condition. The designer of the D110 section is unknown; T. Woodgate designed the D111 section.³

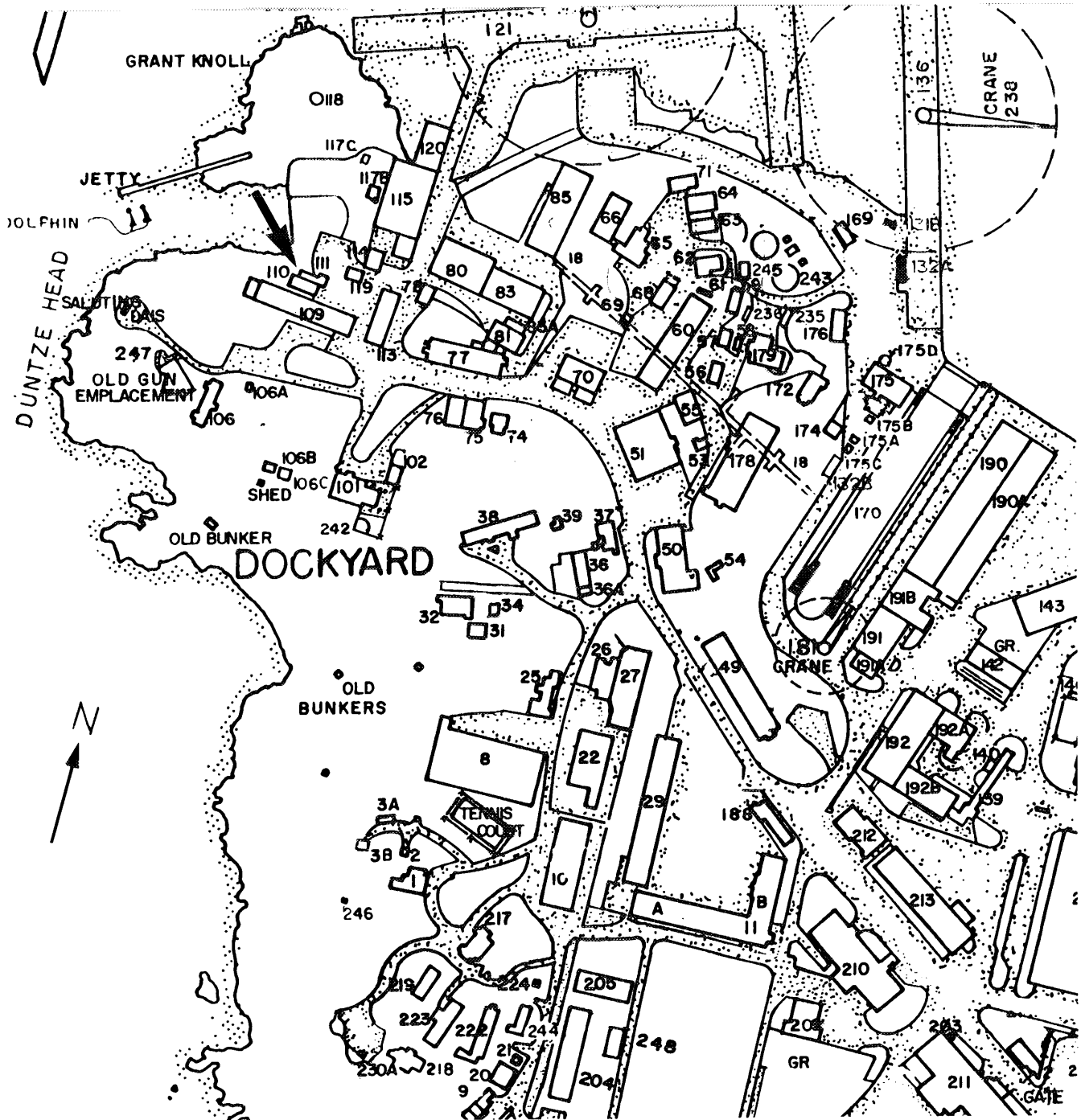
ENVIRONMENT

While possessing its own distinct site, building D110-D111 is, in a larger sense, a site feature of the adjacent building D109 (Figure 1). Several changes have occurred over time. The entire area has been levelled and graded, and landfill has been deposited in the former tidal area immediately to the north and west, enlarging the site (Figures 2, 4). A door was added in the northern elevation of D111. Some further changes occurred when the spar shed was removed from the nearby north elevation of D109 during its reconstruction of 1941,⁴ and as a result of the construction of the frame additions. The building is situated on the edge of an open workyard and parking area screened from Hospital Road by buildings D109 and D113. It is comparable in size with nearby buildings D114 and D119. The building is only visible from within the area of the larger site.

Endnotes

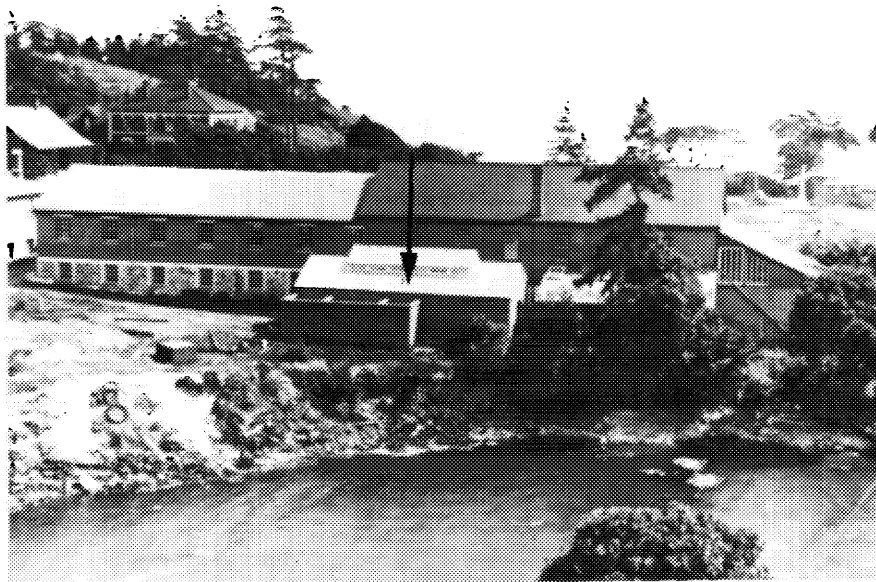
- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Date is determined by comparison of 1942 and 1944 site plans; courtesy CFB Esquimalt, and NA, RG 24, Acc. 83-84/167, Box 4104, File 9200-135/2, pt. 2.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 181.
- 4 Department of Public Works Annual Report, 1940-1941, p. 43.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

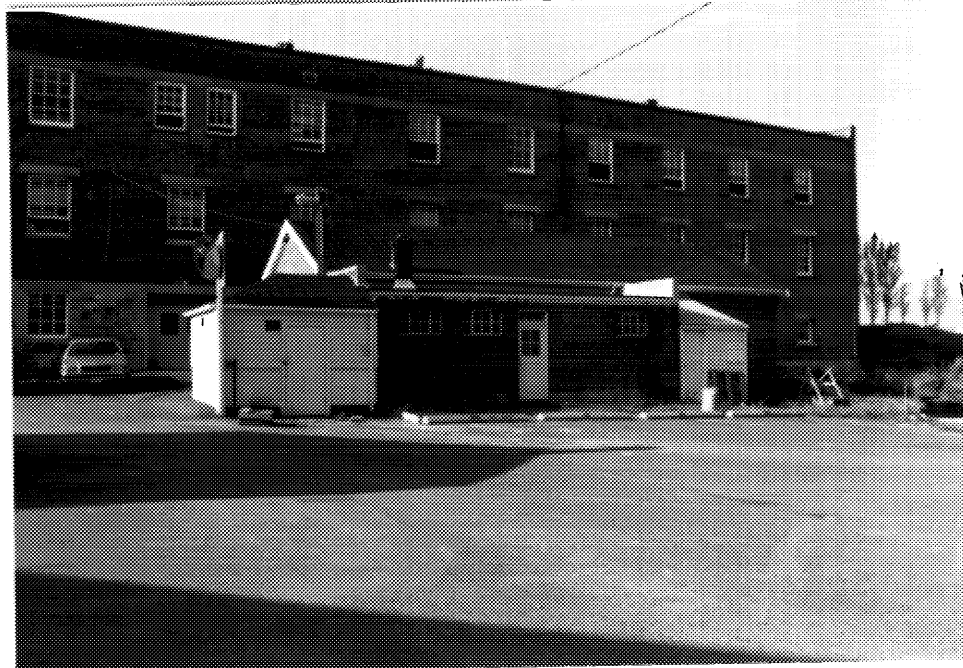


- 1 Building D110-D111, former canvas painting shed and latrine, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D110-D111 (centre), with building D109 at rear, 1913. (Canadian Forces Photo Unit.)

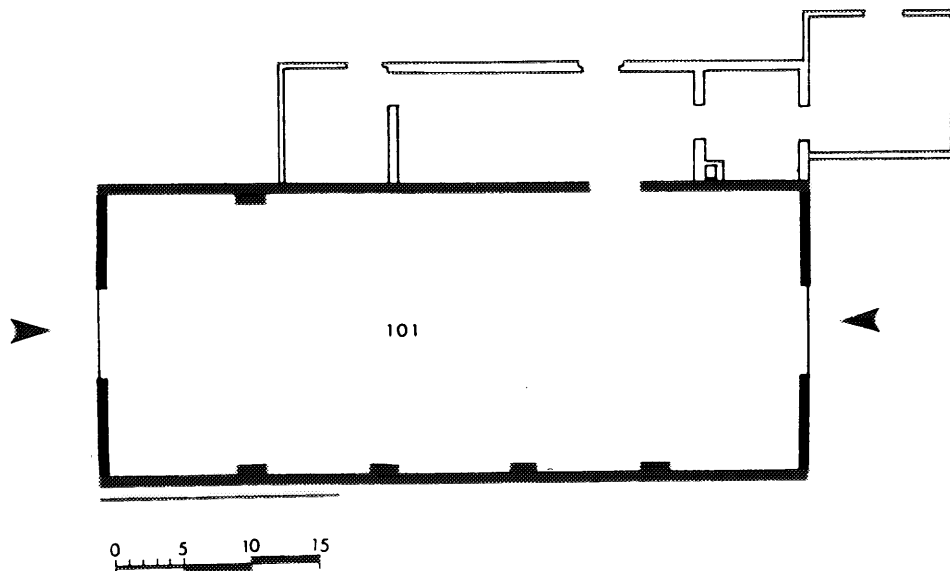


3 Building D110-D111, northern elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D110-D111, eastern elevation.
(Ian Doull, AHB, Parks, 1989.)



5 Building D110-D111, plan. (Stevenson Kellogg
Report, Vol. 1, p. 254.)

Building D113 (Former Shipwrights' Shop and Spar Shed, 1901)

HISTORICAL ASSOCIATIONS

Thematic

Building D113 was one of four buildings in the Royal Navy Dockyard shipwrights' department. The department was formally established in 1872.¹ Shipwrights were the skilled craftsmen who planned and supervised the construction and repair of ships, under the ultimate direction of naval engineers. The shipwrights' department, of which this building was an integral part, was directly associated with the operational maintenance of the Pacific Squadron. Building D113 also housed Royal Naval College of Canada classrooms in 1918-1922.² Created under the authority of the Naval Service Act of 1910, the college was first established at Halifax. It was moved to Esquimalt following the 1917 Halifax explosion and occupied a number of Dockyard buildings, all of which are identified today by means of plaques affixed near the main entrances. The college closed in 1922 due to budgetary restrictions. Building D113 was subsequently used as a carpenters' shop and Works Department offices.³ The building now contains offices.

Person/Event

On 9 November 1910 the formal ceremony for the transfer of the Dockyard and other Royal Navy properties at Esquimalt from Great Britain to Canada was held in building D113 (Figure 2). An honour guard from HMS Shearwater and HMCS Rainbow took part. While a contemporary magazine article identifies the sail loft (D109) as the venue for the ceremony,⁴ photographic evidence reveals that it was held in building D113.

Local Development

This building represents the same phase of local development as do most Royal Navy-era Dockyard buildings. It dates from the large-scale rebuilding period of ca. 1890-1902, during which temporary wooden structures were replaced with those of brick and stone.

ARCHITECTURE

Aesthetic Design

Building D113 is a one-storey end-gabled structure with a full basement, presenting a one-storey elevation to Hospital Road (Figure 3) and a two-storey elevation to the rear (north) due to the exposure of the basement by the sloping site (Figures 4, 5). The levels are emphasized by the use of contrasting stone for the foundation. The building is a standard example of the small shop-and-storage facilities found throughout the Royal Navy section of the Dockyard. Building D113 exhibits clean, simple lines and is well-proportioned. It displays the corbelled friezes and the circular openings within the gables which are characteristic of many Royal Navy Dockyard buildings (Figures 3-5). The former double-width main entrance on the main (southern) elevation, defined by a segmental arch, has been bricked in (Figure 3). A similar entranceway with a recessed brick panel occurs at the rear first-floor level; two more are located at the basement level (Figure 5). The original roof details, consisting of paired chimneys and a clerestory-type skylight, have been removed (Figure 10).

Functional Design

The ground storey appears to have been designed as an open space (Figure 2); the original basement plan is unknown. The basement now contains three small rooms arranged around an off-centre

north-end entrance hall, which opens into a series of large interconnected parallel rooms (Figure 7). The upper floor consists of a centre hall dividing a series of peripheral rooms, to the south of which are two large rooms. A second upper-storey entrance, possibly a later addition, is situated at the mid-point of the east (side) elevation (Figure 6).

Craftsmanship and Materials

This building is well constructed, and displays competent brick and stonework, particularly in the friezes and in the door and window surrounds. The main structure is of brick, with the basement walls composed of coursed rusticated granite. The lightwells which surround the building on both sides are of concrete and stone. The structure appears to be in good condition.

Designer

Building D113 was designed by the Dockyard engineer-in-charge-of-works, T. Woodgate.⁵

ENVIRONMENT

Site

The site slopes from south-to-north (front-to-back). The building is surrounded by paved roads on all sides, and reinforces the intersection for north-south traffic between Hospital Road and "A" Jetty (Figure 8). The only site feature consists of the lightwells with raised walls which extend along the eastern (side) wall and for a short distance along the western side (Figures 3, 4). Site changes consist of periodic resurfacing, the closing up of the main entry, and the removal of a small lavatory annex which was once affixed to the western wall.

Setting

Building D113s main elevation is aligned with those of buildings D109 and D77 which stand on either side (Figure 9). It is one of six former Royal Navy structures which line Hospital Road in the immediate area. The building is situated at an intersection. It frames part of the vista between the Admiral's House (D101) and "A" Jetty (Figure 8), and also forms part of the vista along Hospital Road toward Duntze Head. Its features are comparable with those of other buildings in the area.

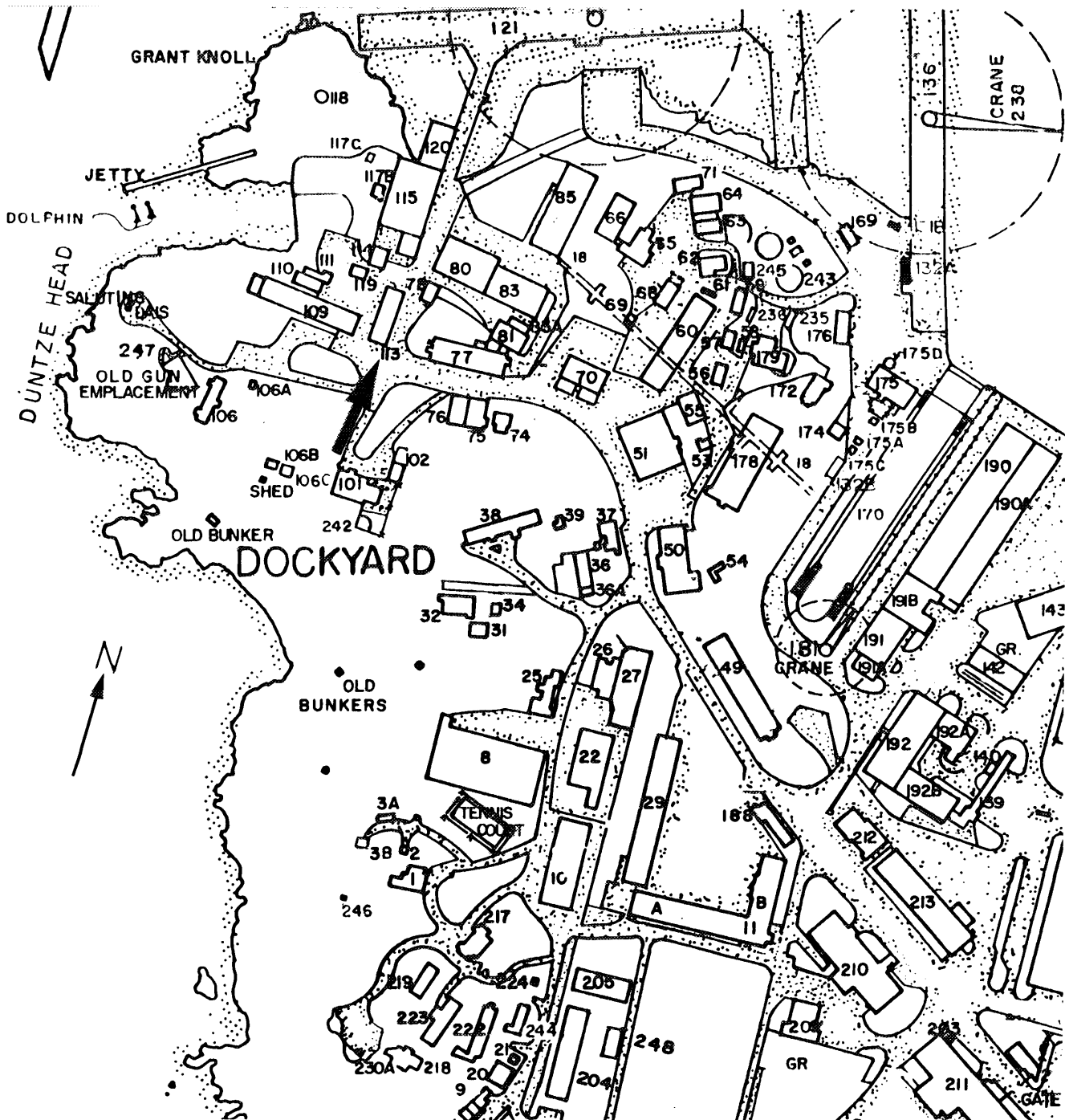
Landmark

Building D113 enjoys good visibility along both the north-south and east-west road axes. It has been identified as possessing primary heritage value (1982).⁶

Endnotes

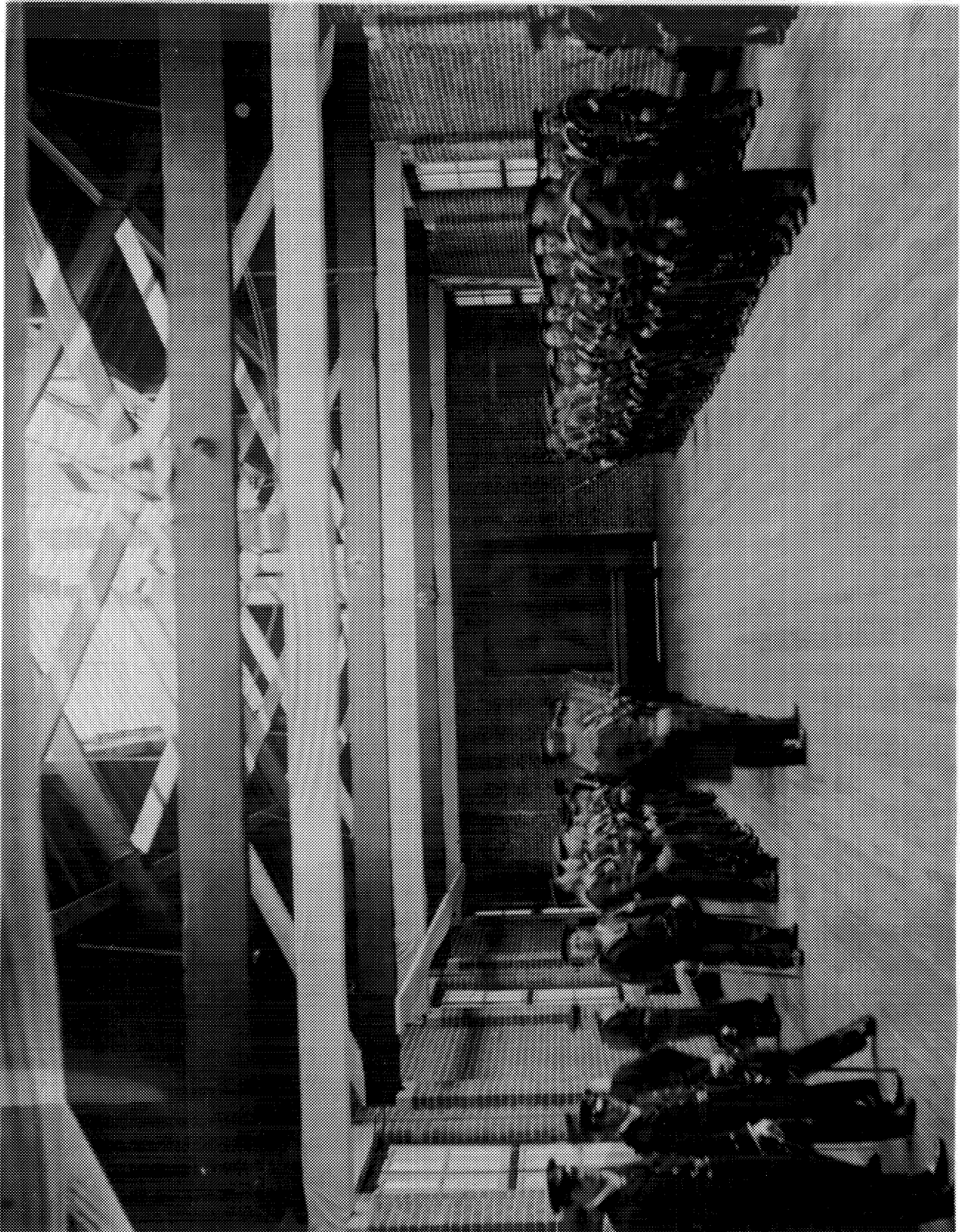
- 1 Little, "A Brief History of Esquimalt Harbour," n.p.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 44.
- 3 NA, RG 24, Vol. 11,908, File AE 33-102-3.
- 4 "The Transfer of Esquimalt," British Columbia Magazine, Vol. VI (November 1910), pp. 1011-1014.
- 5 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 181.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 44.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



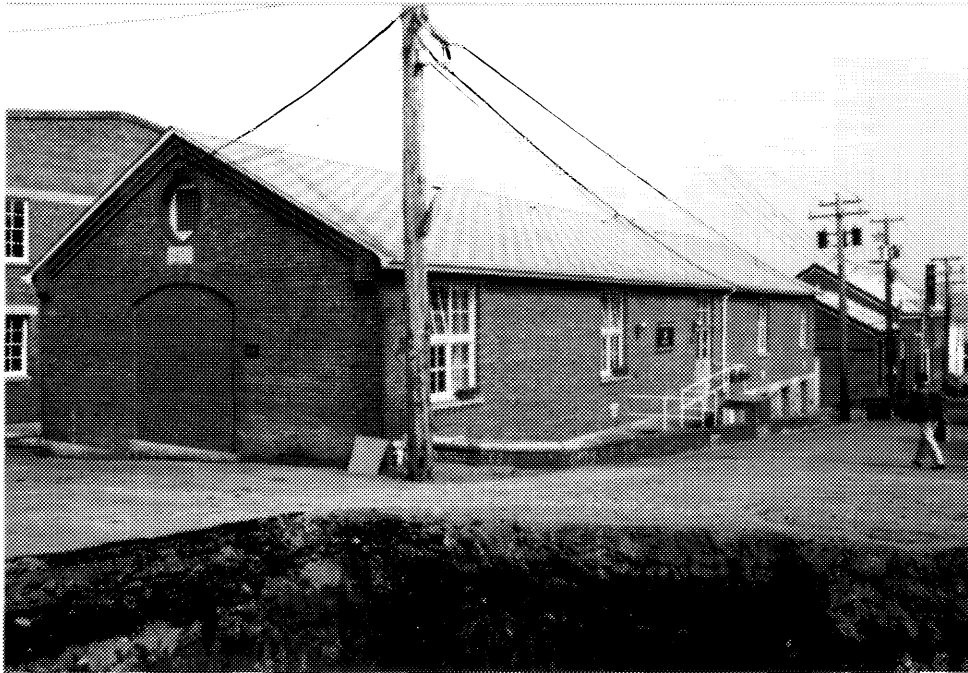
1 Building D113, former shipwrights' shop and spar shed, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Ceremony marking transfer of Dockyard from Britain to Canada, 9 November 1910. Building D113 is identified by skylight, fenestration. (British Columbia Archives and Records Service [BCARS], HP63274.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



3 Building D113, main (southern) and side (eastern) elevations. Building D109 is seen at left; buildings D115-D115B at right. (Ian Doull, AHB, Parks, 1989.)

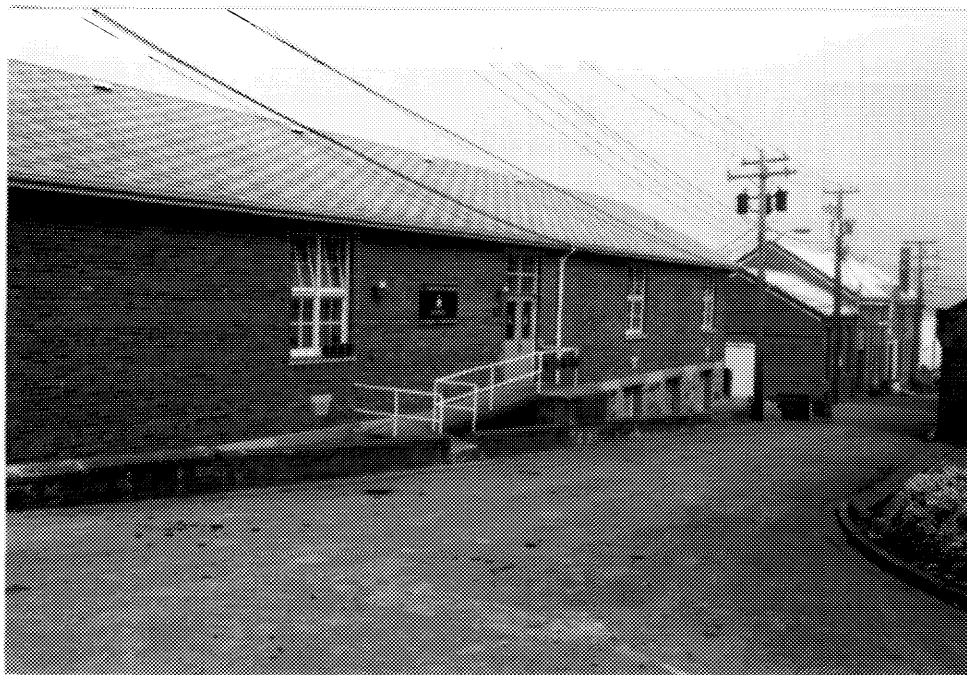


4 Building D113, main and side (western) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

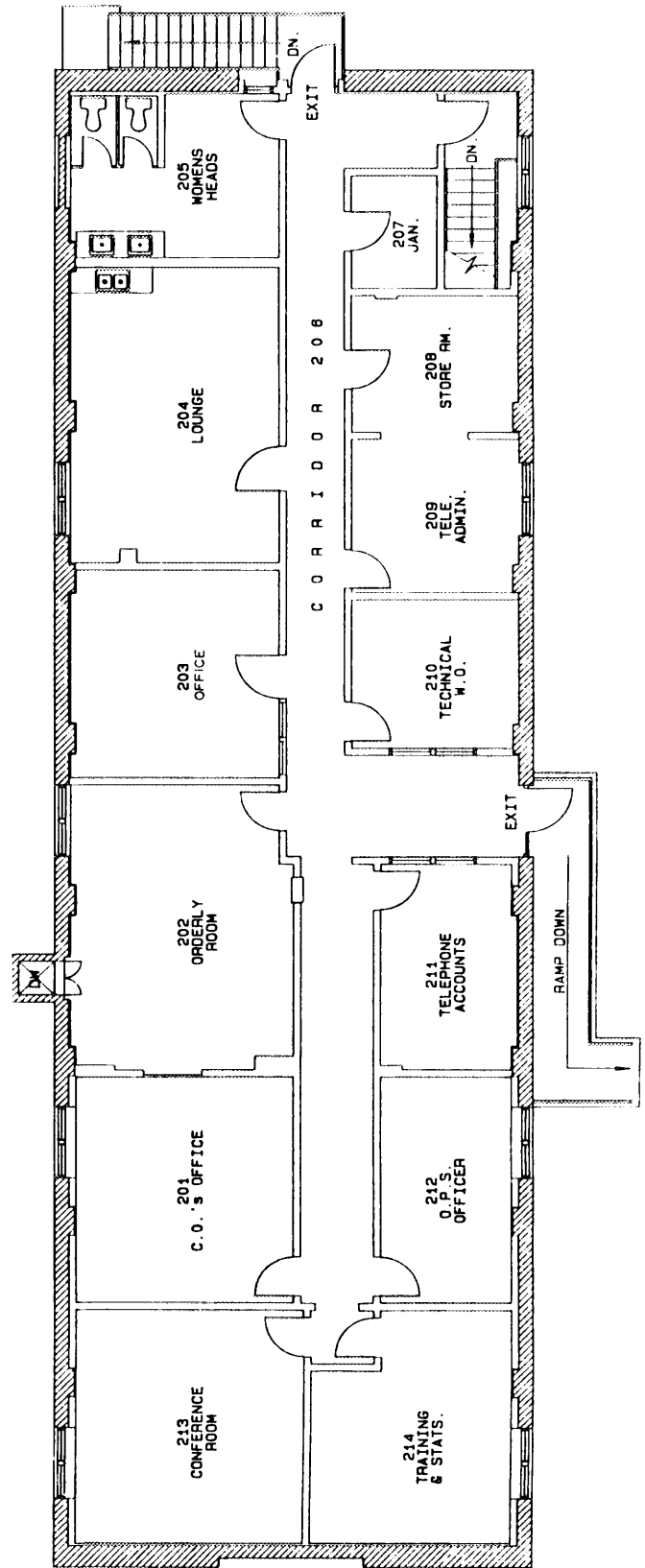
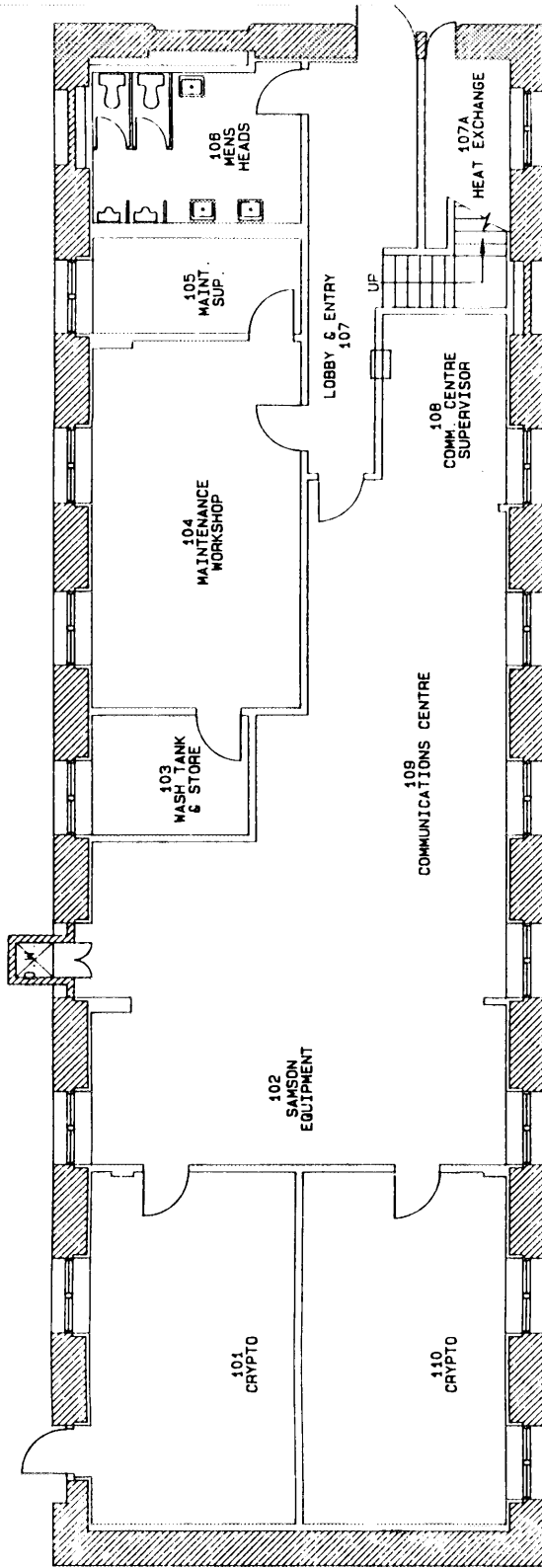


5 Building D113, rear (northern) elevation, with buildings D109, D110, D119 to right. (Ian Doull, AHB, Parks, 1989.)



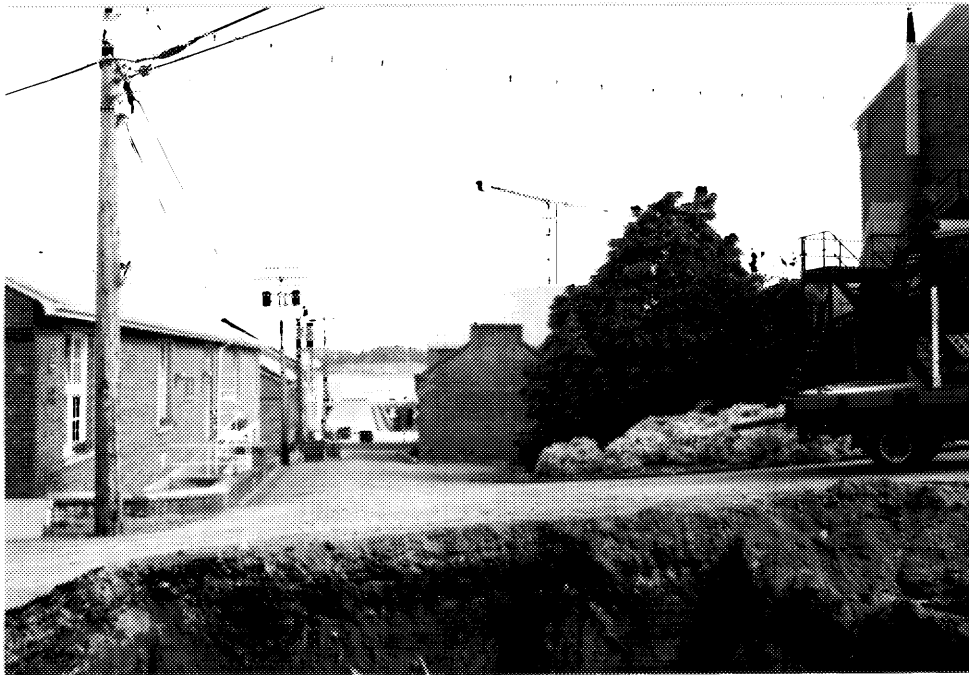
6 Building D113, side (eastern) elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D113, plans. (CFB Esquimalt.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 Building D113 at left, looking north to "A" Jetty; building D78 at centre, D77 at left. (Ian Doull, AHB, Parks, 1989.)



9 Buildings D109, D113, D77; looking east from vicinity of Duntze Head. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



10 Building D113, 1941, showing original chimneys and roof detail; building D109 appears at left. (NA, PA-176318.)

Building D77 (Former Ordnance Stores, 1901)

HISTORICAL ASSOCIATIONS

Thematic

The storage and provision of naval weaponry, the activity for which this building was constructed, is central to the themes of imperial and Canadian naval defence, and was one of the original and most important duties of the Esquimalt Dockyard. Ordnance supplies were stored in one of the Duntze Head huts as early as 1863, and in 1872 the Ordnance Department was formally set up.¹ Building D77 has housed other activities of thematic significance. In 1913 it became a drill hall for the first naval reserve units created in Canada. In 1918-1922 it served as a dormitory for the Royal Naval College of Canada, and subsequently as a temporary barracks for HMCS Naden.² In the mid 1930s, supplementary facilities were developed for ordnance storage and repairs. During World War II a new ordnance building, the D192-192A-192B group, was built, and D77 was converted for other uses. The building now contains offices.

Person/Event

On 3 September 1922 the commissioning ceremony for HMCS Naden was held in building D77.³ This marked the beginnings of the modern Naden component of CFB Esquimalt. It was installed in 1922 in the Royal Naval Hospital complex and served as Canada's first west-coast naval training establishment.⁴

Local Development

Building D77 represents the same phase of local development as the majority of the extant Royal Navy buildings in the Dockyard, having been constructed during the large-scale replacement of temporary buildings with permanent ones between ca. 1890 and 1902.

ARCHITECTURE

Aesthetic Design

Building D77 is a large and imposing two-storey, rectangular end-gabled structure. Its scale, general symmetry, and subtle detailing contribute to a pleasing, if somewhat austere design, and a suggestion that the building housed an important activity. The elongated plan imparts a horizontal emphasis, which is reinforced by the regular pattern of fenestration (Figures 3, 4). The gables feature corbelled brick friezes, characteristic of many other Royal Navy buildings nearby (Figure 3). Other common features include the segmentally arched windows. The principal pedestrian entranceway is centred in the main (southern) elevation. The eastern (side) elevation has a sliding loading door at ground level; above is a single doorway with an exterior metal stairway, both of which were added in 1944 (Figure 3).⁵ A number of small one-storey annexes, probably original, are affixed to the opposite side and rear elevations (Figure 4).

The original exterior design integrity has remained intact. Apart from the new door and stairway mentioned above, the only other significant change has been the replacement of an enclosed, columned main entrance vestibule with a small over-hanging roof (Figures 2, 5).

Functional Design

Little if anything remains of the original interior plan. The building has housed a variety of uses; by 1942 it had been partially subdivided⁶ and in 1944 the entire structure was gutted.⁷ Curiously, the fenestration, which has contributed to the adaptability of the building, is suggestive of an administrative rather than a storage use. The ground storey is now longitudinally bisected by a corridor which extends through

three-quarters of the length of the building, with access to the main entranceway (Figure 6). An eastern passageway leads to the adjacent and joined building D81. The eastern end of the floor contains a large and partially subdivided room indirectly accessible from the corridor. The central corridor extends the entire length of the second floor, with access to exterior doors at each end and to the central interior staircase.

Craftsmanship and Materials

Building D77 exhibits quality craftsmanship, particularly with regard to the execution of brickwork for the friezes and window surrounds. The exterior has remained in good condition with routine maintenance. It is unknown what structural upgrading, if any, was performed in 1944. The current structure is of unreinforced masonry.⁸

Designer

The former ordnance stores was designed by T. Woodgate, officer in charge of works.⁹

ENVIRONMENT

Site

The building's main (south) elevation stands without setback at the edge of Hospital Road (Figures 3, 4). At the rear the ground drops steeply over a rocky outcrop to the lower Dockyard level. Building D81 stands close to the northeastern (rear) corner (Figure 7), and the two are joined by a covered passageway (Figure 6). An outside stairway, in existence in some form since 1903, extends from the rear of the building to a lower courtyard. There is a setback of several feet between building D77 and the crossroads at each end. The eastern side is paved; the western side includes a small garden and rocky area (Figure 8). Changes

which have occurred to the site include the loss of the main-entrance portico, a new eastern door, resurfacing, and the probable addition of the landscaping.

Setting

The former ordnance stores is a dominant element in this section of the Hospital Road streetscape due to its size and location, and helps frame the eastern end of the vista toward Duntze Head and the harbour (Figure 9). The building in some measure unites the cluster of warehouses and former storage buildings below (to the north) with the D74-D76 grouping opposite, on the south side of Hospital Road (Figure 10).

Landmark

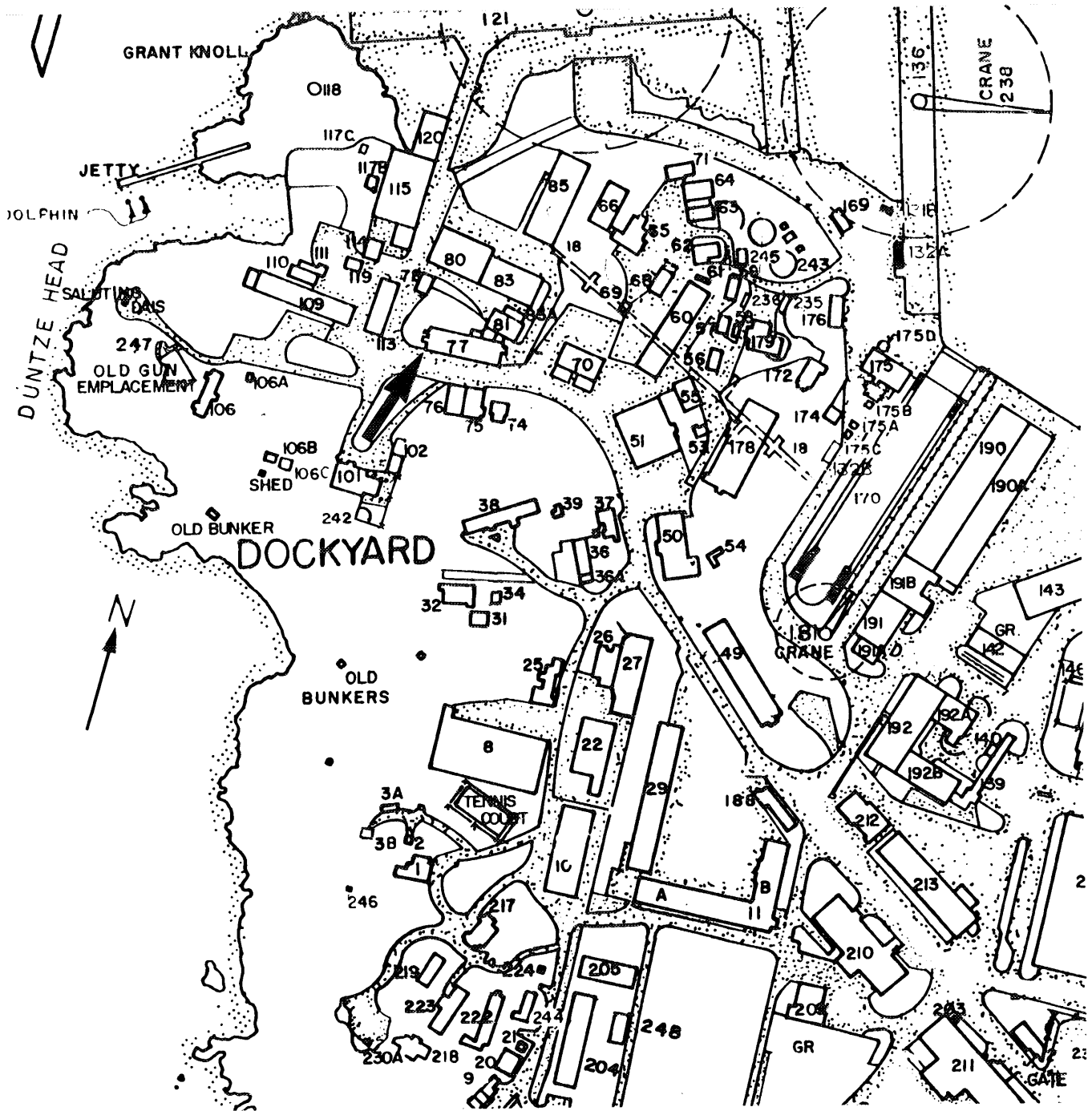
Building D77 is prominently located on Hospital Road (Figures 9, 10), and is equally visible from many points in the lower Dockyard area to the north, and also from Constance Cove. It has been identified as possessing primary heritage significance (1982).¹⁰

Endnotes

- 1 Troubetzkoy, "Extracts From the Esquimalt Naval Establishment Records, 1862-1881," p. 3; Little, "A Brief History of Esquimalt Harbour," n.p.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 35-36.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 36.
- 4 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 108-110.
- 5 NA, RG 24, Acc. 83-84/167, Box 4251, File 9060-112/2.
- 6 NA, RG 24, Vol. 11,908, File AE 33-105-3.
- 7 NA, RG 24, Acc. 83-84/167, Box 4251, File 9060-112/2.
- 8 Stevenson Kellogg Report, Vol. 1, p. 198.

- 9 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 180.
- 10 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 35.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D77, former ordnance stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D77, showing original entrance portico; building D113 is visible at the left. (BCARS, HP42814.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

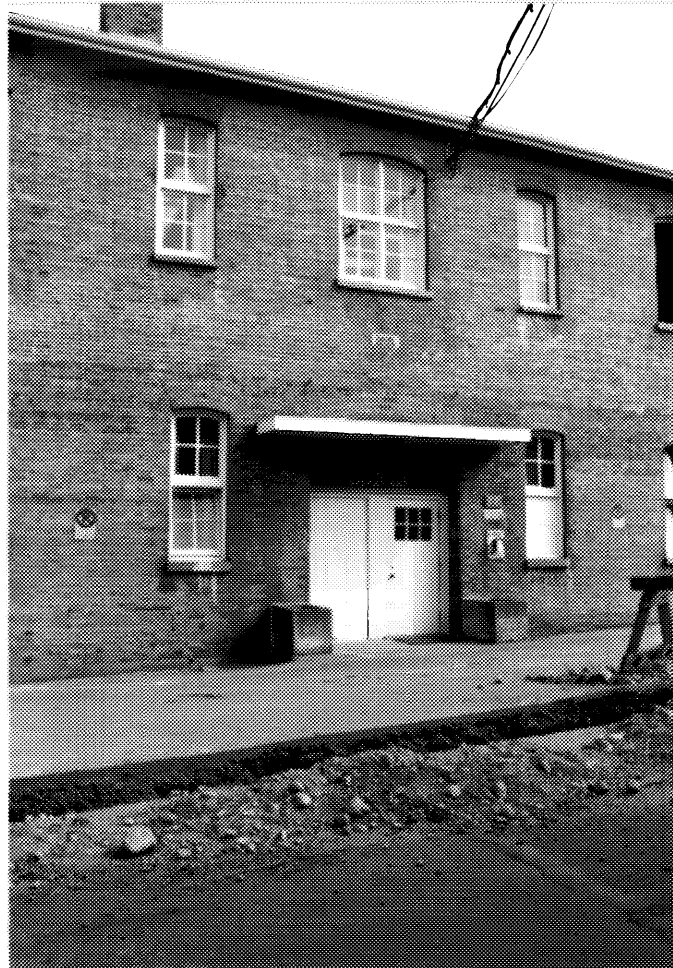


3 Building D77, main (southern) and side (eastern) elevations. (Ian Doull, AHB, Parks, 1989.)



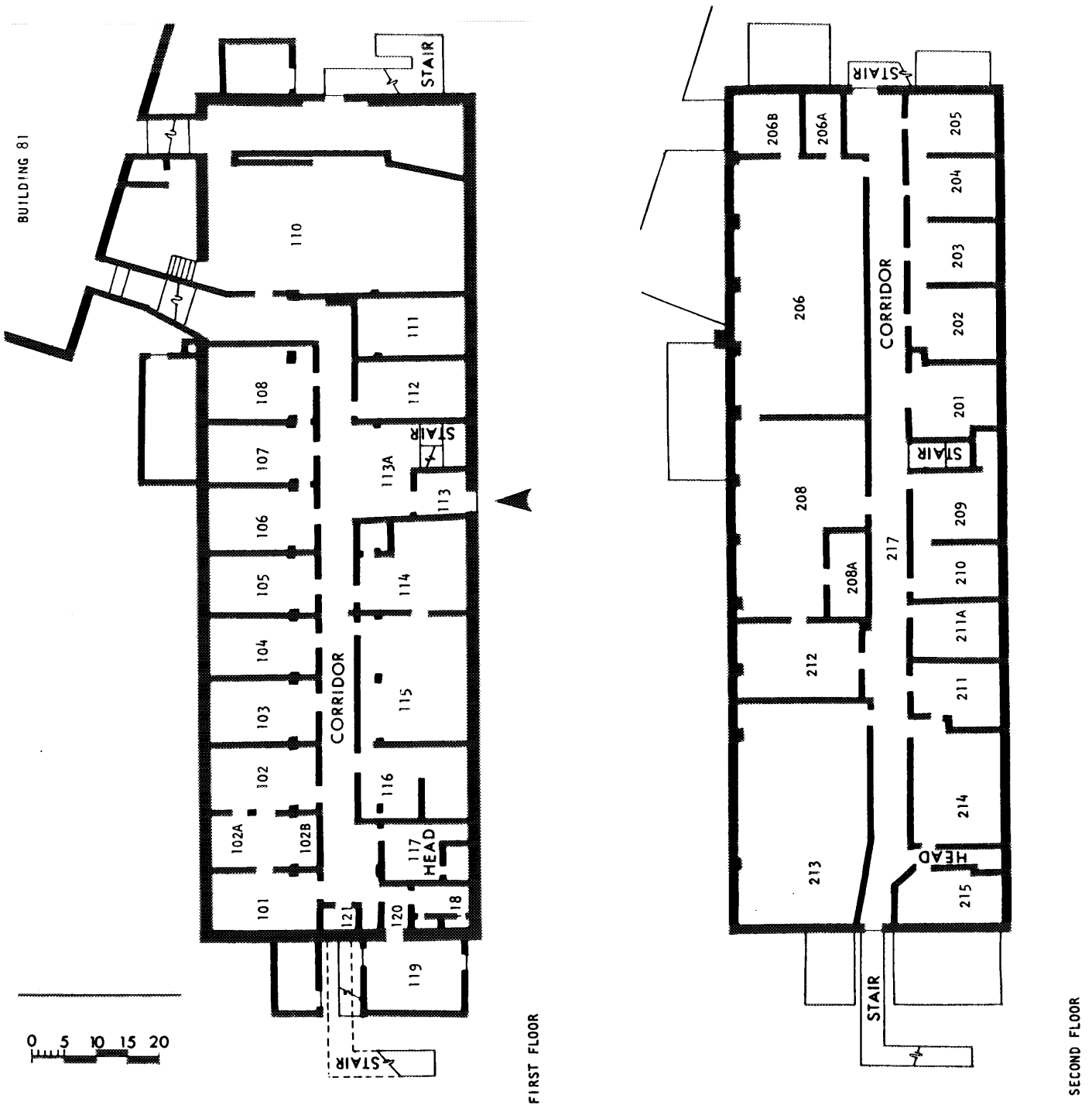
4 Building D77, main and side (western) elevations, looking east along Hospital Road. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D77, main entrance detail. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

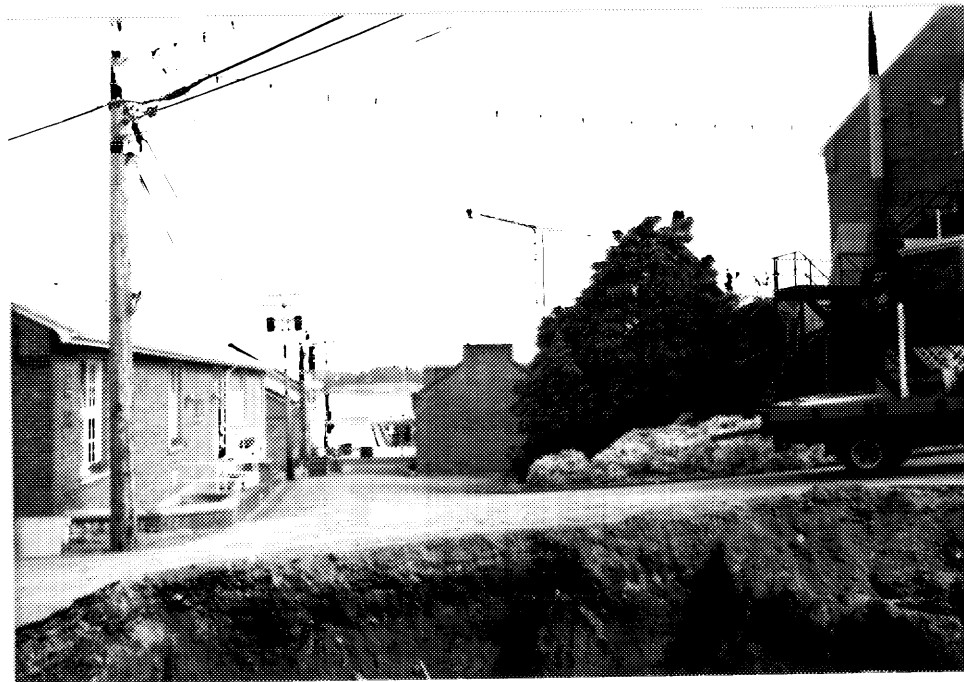


6 Building D77, plans. (Stevenson Kellogg Report, Vol. 1, pp. 199, 201.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D77, eastern elevation, with buildings D81, D83 at right. (Ian Doull, AHB, Parks, 1989.)



8 Building D77, western elevation and site features (at right); building D78 at centre, D113 at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



9 Building D77 (centre), building D70 at right, D74-76 at left, looking west to Duntze Head. (Ian Doull, AHB, Parks, 1989.)



10 Buildings D109, D113, D77 (left to right), from Duntze Head looking east. (Ian Doull, AHB, Parks, 1989.)

Building D81 (Former Electrical Stores, ca. 1889¹)

HISTORICAL ASSOCIATIONS

Thematic

Although records indicate that building D81 was constructed as an electrical stores, the structure may have been built for other purposes, as the Dockyard buildings received electrical services only in ca. 1902.² As a facility used to store electrical materials the building is indirectly associated with the principal themes represented by the Dockyard. Building D81 served as a stores facility for a variety of materials until ca. 1970. It was subsequently converted for use as high-security offices, a function it shares with building D77 to which it is now attached.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D81 is associated with the preliminary period of the comprehensive replacement of the Dockyard buildings which reached its peak between ca. 1895 and 1902.

ARCHITECTURE

Aesthetic Design

This two-storey rectangular structure resembles a house in general massing, placement of doors and windows, and roof type, rather than a building designed for industrial or storage use (Figures 2-4). It is the only extant Dockyard building to feature a hipped roof, which appears here complete with dormers. The heavy moulded window and door surrounds are similar to those found on other

Dockyard buildings, including D74, D65, and D101. Other anomalies relate to the building's fenestration with respect to the site, which seems to have been partially cut into a rock face (Figures 4, 5). The main (eastern) elevation contains the principal entrance on the second floor (probably added subsequent to construction), reached from the roadway by means of a ramp (Figures 4, 5). Two large ground-storey windows originally looked across a narrow space directly into a rubble wall; they were subsequently bricked in (Figure 5). The rear elevation features a brick annex, original to the building but subsequently modified, and a double vehicle access door now partially filled in. Despite the inconsistencies between design and stated original use, building D81 is a well-proportioned if unadorned structure, and presents an interesting architectural contrast to the surrounding shops and warehouses.

Functional Design

No information exists concerning the original plan. In current form, access from the exterior to the ground floor is provided only from the rear (western) courtyard. The interior is arranged in an approximation of a centre-hall plan (Figure 8). The second floor is connected to the adjacent building D77 by means of two enclosed passageways, and to the exterior by the door on the main elevation. The second-floor traffic flow pattern seems poorly conceived, but this may suit the purpose of the high-security operations centre which now occupies the building. In its original use the courtyard elevation may have served as the main elevation of the building (Figures 2, 3, 7).

Craftsmanship and Materials

Building D81 appears to be well-constructed and remains in good repair. The brickwork is well executed, although less detailing was employed by comparison with other nearby buildings.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Building D81 occupies a small and constricted site, defined by building D77, an embankment which carries a north-south access road, and building D83, on the south, east, and north respectively (Figures 1, 6). The western elevation faces an open, interior courtyard. A small open shed, extant before 1900, is affixed to the northern elevation, and was enclosed at an unspecified date (Figures 2, 3). The stairs leading from the western elevation of the building to the rear of D77 (Figure 7) date from at least 1903, but extra retaining walls were subsequently constructed. A freestanding ventilation device is now situated near the stairs.

Setting

Building D81 is an integral streetscape component of the north-south roadway which connects Hospital Road with the lower-level warehouses D83, D85, and D80 (Figure 6). It is of comparable materials, but of more modest size, than the surrounding buildings.

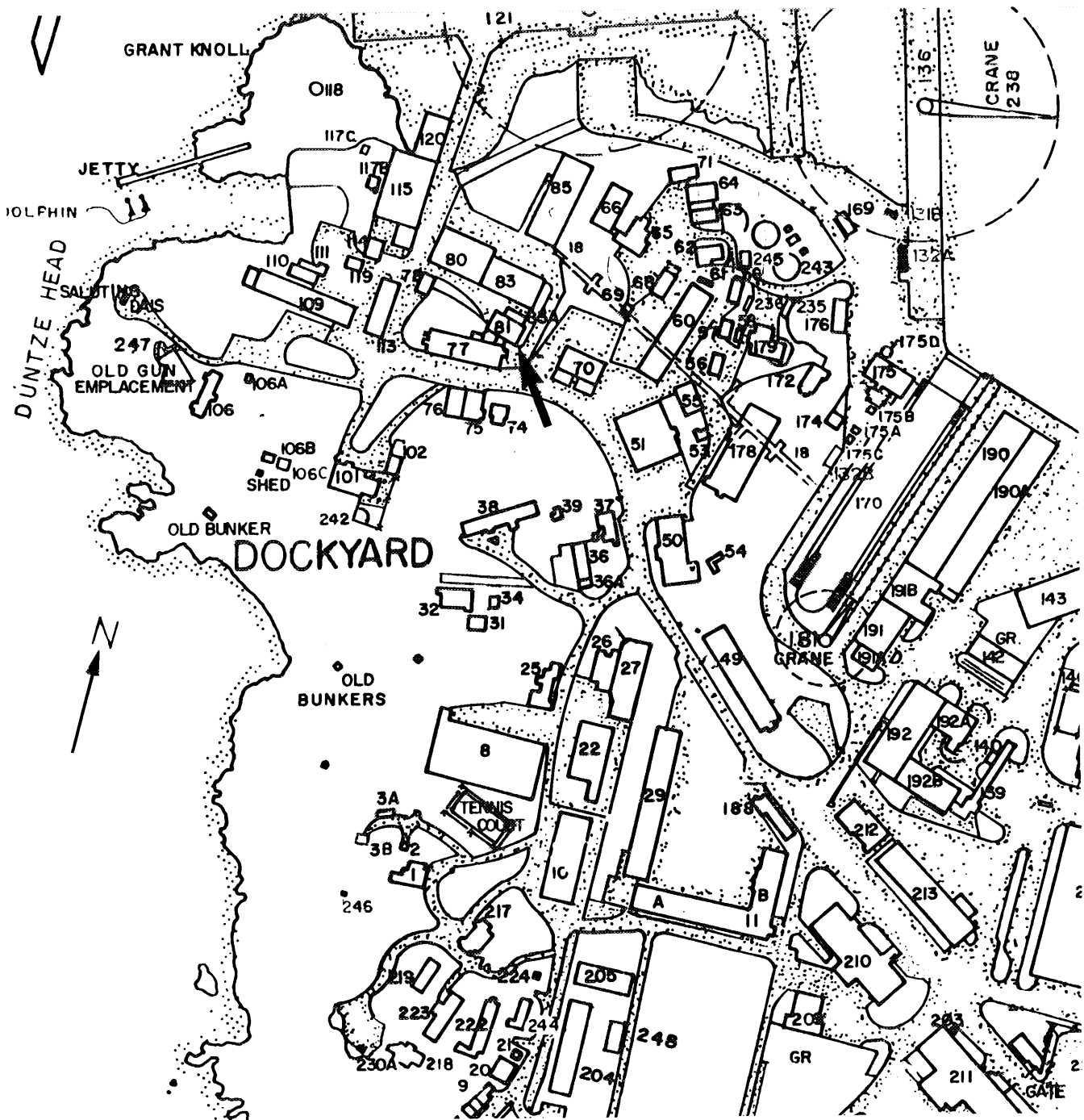
Landmark

Building D81 enjoys moderate visibility from Hospital Road near the intersection of the access road, and from the open area bordered by buildings D70 and D60. It has been identified as possessing heritage significance.³

Endnotes

- 1 NA, RG 24, Vol. 11,908, File AE 33-105-3.
- 2 NA, MG 12, Vol. 675, Case F541, "Esquimalt: Report of Inspection, 1901-02."
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 77.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D81, former electrical stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

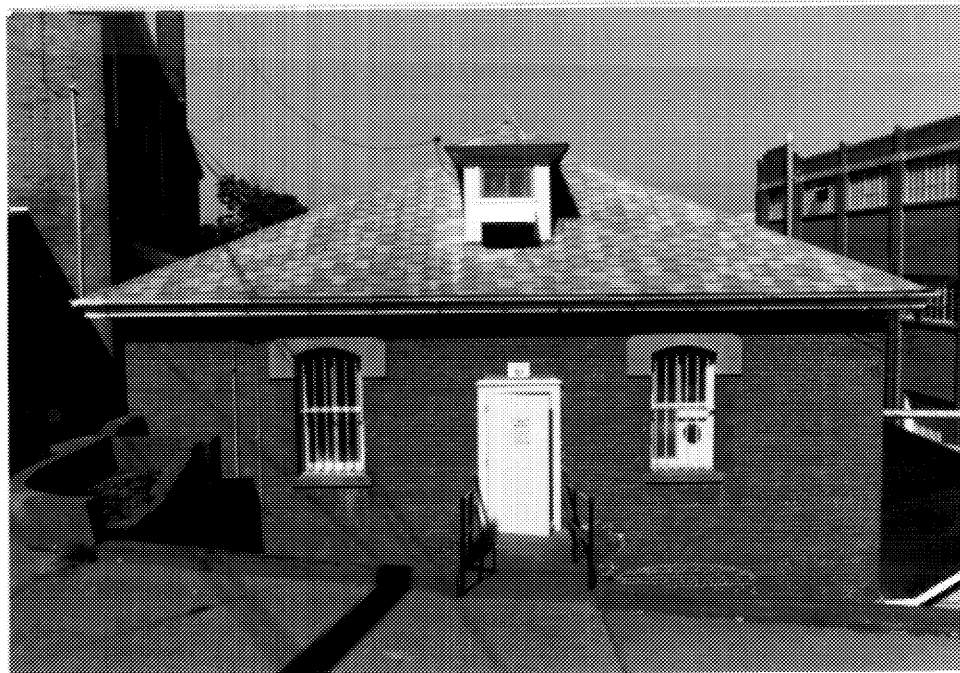


2 Building D81, western elevation, ca. 1890. (BCARS, HP8858.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

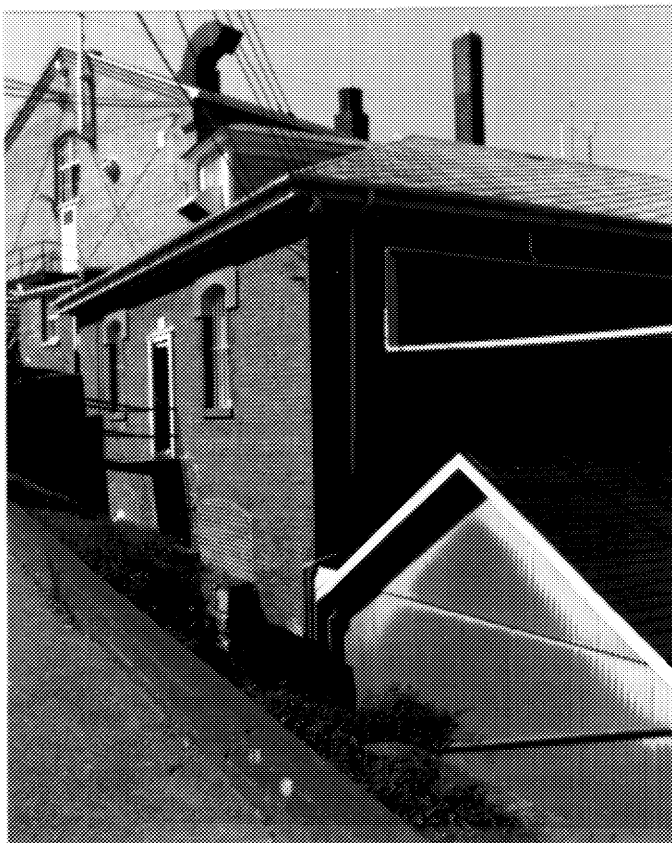


3 Building D81, rear (western) elevation. Note shed at left; building D70 stands behind, at left, D77 at right. (Ian Doull, AHB, Parks, 1989.)



4 Building D81 main (eastern) elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D81, main and side (northern) elevations; D77 at left. (Ian Doull, AHB, Parks, 1989.)

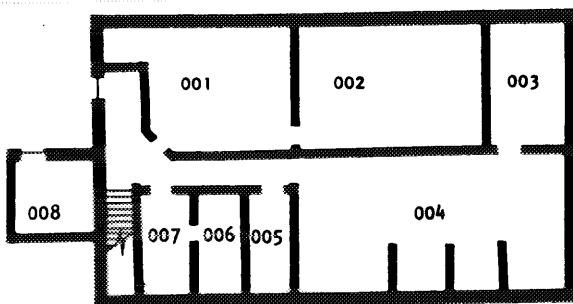


6 Building D81, centre; D74, D75, D77 stand at left, D83 at right. (Ian Doull, AHB, Parks, 1989.)

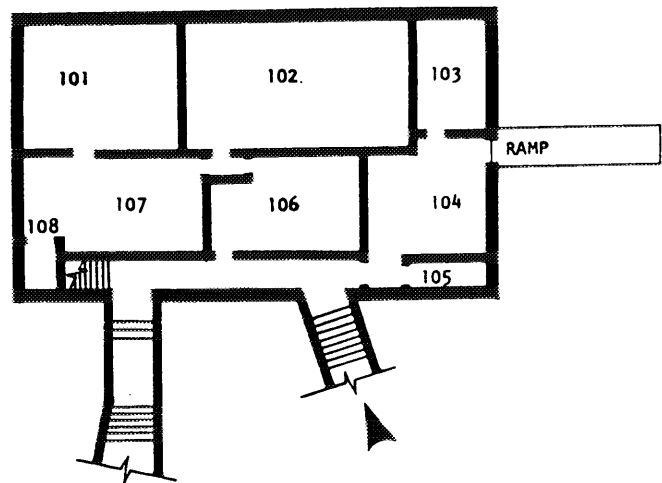
DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D81, rear elevation,
with stairs ascending to D77.
(Ian Doull, AHB, Parks, 1989.)



0 5 10 15 20



8 Building D81, plans. (Stevenson Kellogg Report, Vol. 1,
pp. 217, 219.)

Building D83 (Former Oil Stores, 1940-41)

HISTORICAL ASSOCIATIONS

Thematic

This building was constructed for oil storage, and was one of the principal warehouses in use at the Dockyard during World War II. Its function constitutes a supporting function, indirectly related to the principal Dockyard naval defence theme. The building now houses offices and shops.

Person/Event

No persons or events of historical significance are associated with these buildings.

Local Development

Building D83 represents the early phase of the expansion of Dockyard facilities during World War II, before the major site expansion and construction boom of 1942 and 1943. It also represents the last major instance of the demolition of an existing Royal Navy frame structure and its replacement with a "modern" masonry structure - a process which occurred on a large scale between ca. 1890 and 1902.

ARCHITECTURE

Aesthetic Design

Within the general context of warehouse architecture, building D83 is a well-proportioned, attractively designed three-storey structure, exhibiting the classically derived detailing typical of Public Works Department buildings of the period (Figures 2-4). Each exposed elevation is divided into multiple bays by brick pilasters which rise from a concrete base and terminate in

geometric motifs situated above a capping concrete course. Each exposed corner bay displays a tower-like treatment consisting of broadened pilasters and stepped parapets (Figure 2). The brick panels between the regularly spaced windows are bordered by vertically laid brick. The western elevation abuts building D80.

Functional Design

Each floor consists of a combination of open work areas and subdivided shop and office space (Figure 6). Principal entrances are centred in the north and south (long) elevations. An elevator and an adjacent stairwell are situated in the north-eastern section of the building. The structure is described as a "reinforced concrete framed brick building," with concrete foundations.¹

Craftsmanship and Materials

Building D83 exhibits quality craftsmanship, particularly in the execution of the brickwork, and remains in good condition.

Designer

The former oil stores was designed by the Department of Public Works.²

ENVIRONMENT

Site

Building D83 occupies the site of the former Royal Navy victualling stores and the adjacent cable storage tanks. The building is surrounded by pavement on its three exposed sides (Figures 1, 5, 7). It faces a roadway to the north (Figures 3, 5); a narrow laneway to the east which separates it from the base of the nearby cliff (Figure 7); and the interior courtyard to the south, framed by buildings D80, D83A, D81, D77, and D78. The

northern roadway has been widened to the northwest of building D83 by the infilling of the area beside (west of) building D85.

Setting

Although constructed almost 40 years after the adjacent RN warehouses D80 and D85, building D83 harmonizes with them in materials, scale, massing, and general design, while its aesthetic details identify it with a subsequent generation of architectural design (Figures 5, 7). It contributes to the homogeneity of the former warehouses and storage buildings clustered near the waterfront immediately east of "A" Jetty.

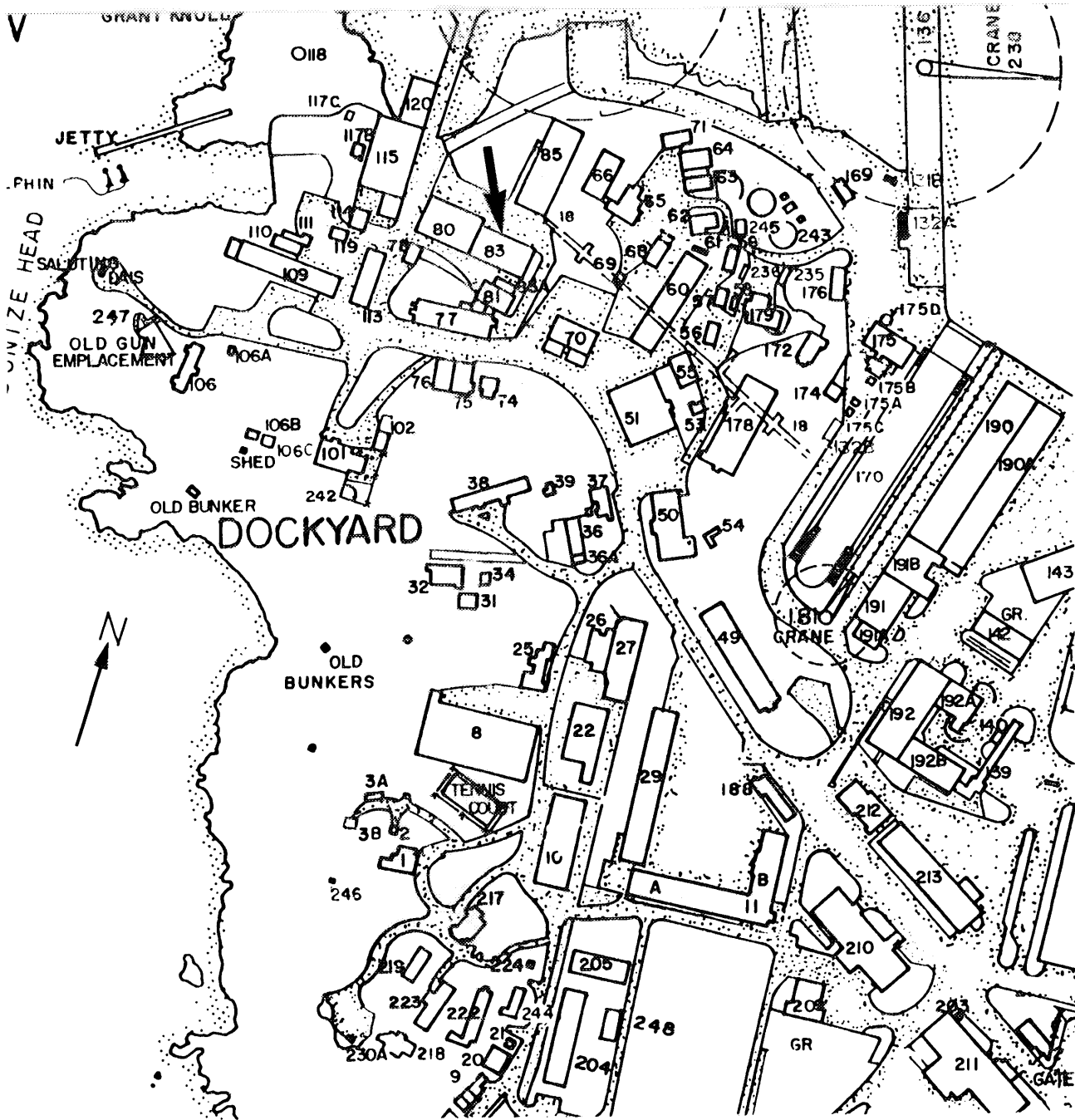
Landmark

Due to its location at the base of a hill and the positioning of adjacent structures, building D83 is only moderately visible from the Hospital Road thoroughfare. It can be seen from the high ground to the east, and from the vicinity of "A" Jetty.

Endnotes

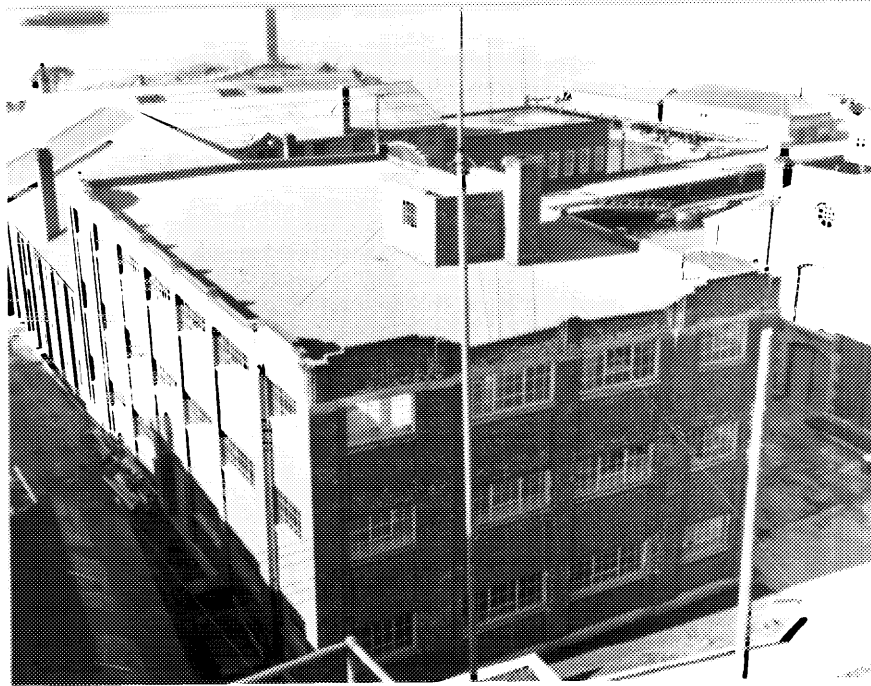
- 1 Department of Public Works Annual Report, 1940-41, p. 42.
- 2 Department of Public Works Annual Report, 1940-41, p. 42.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D83, former oil stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D83, end (eastern) and rear (southern) elevations, as completed, 1941. (NA, PA-176319.)



3 Building D83, main (northern) elevation; D85 stands at left, D80 at right, ca. 1972. (Canadian Forces Photo Unit.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

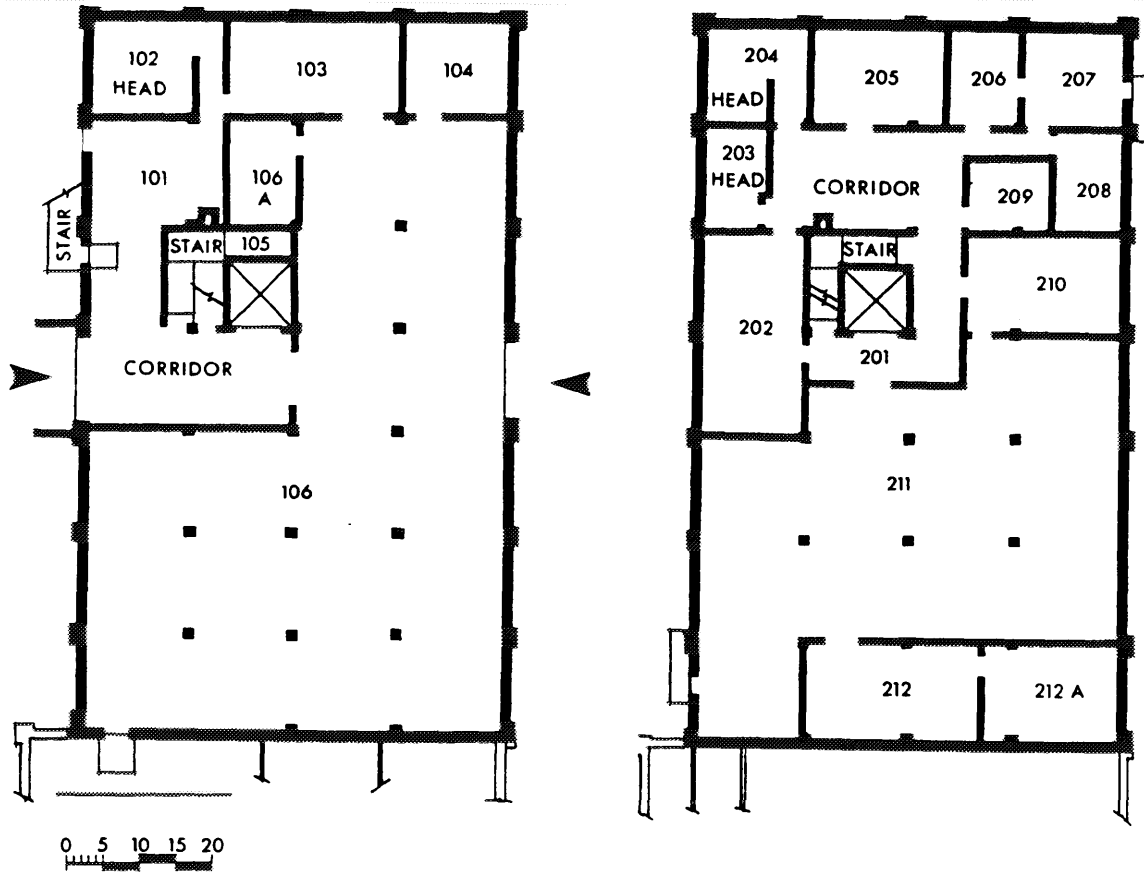


4 Building D83, eastern elevation, detail. (Ian Doull, AHB, Parks, 1989.)



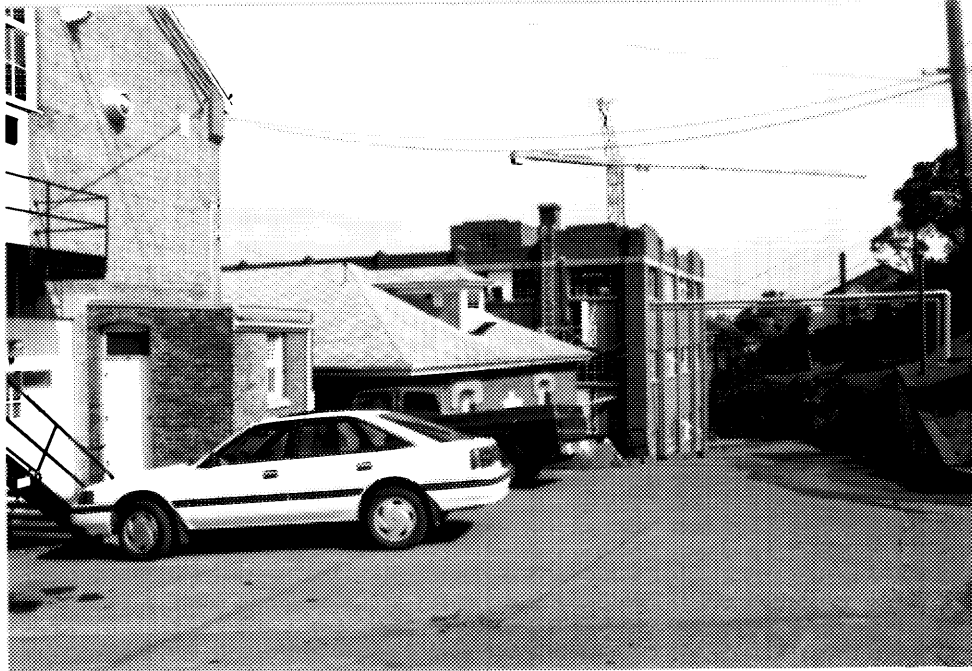
5 Buildings D83, D80, D115, D85. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D83, first- and second-storey plans.
(Stevenson Kellogg Report, Vol. 1, pp. 225, 227.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Buildings, D77, D81, D83, looking north from Hospital Road. (Ian Doull, AHB, Parks, 1989.)

Building D80 (Former Cordage and Furniture Stores, 1902)

HISTORICAL ASSOCIATIONS

Thematic

Building D80 was the third largest storage building erected by the Royal Navy at Esquimalt, after the main warehouse (D85) and the ordnance stores (D77). The nature of the commodities it was designed to hold makes building D80 indirectly associated with the principal theme of naval defence. The building provided storage space for a variety of materials until the 1950s. It now houses shops and a sailmakers' loft.¹

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D80 shares the same local development phase as the majority of Esquimalt's extant Royal Navy buildings, having been built during the rebuilding phase of the Dockyard which was at its peak between ca. 1895 and 1902.

ARCHITECTURE

Aesthetic Design

Building D80 is a well-proportioned two-storey end-gabled structure (Figures 2-4), and is a competent, if modest, example of warehouse design. It exhibits the same clean, simple lines, if not the detail and sheer volume, of the adjacent former main warehouse, building D85 (Figure 7). The symmetrical front and rear (north and south) elevations of building D80 are divided into

nine bays by brick pilasters which rise from grade to the roofline (Figures 2, 5). Each central bay features double-leaf freight loading doors on both storeys. The other bays contain segmentally arched windows. The western (end) elevation displays pilasters and an oculus framed within the gable (Figure 4); the eastern elevation is obscured by the adjacent building D83. These features contribute to a successful, pleasing design, well-suited to its intended use. Exterior changes have included the removal of the chimney stacks, and enlargement of a few window openings on the rear elevation, which faces the interior courtyard.

Functional Design

This building contains a series of small offices and shops on the ground floor (Figure 6), with an open loft occupying the second floor. The ground floor is effectively organized for efficient access and traffic flow. The northern section contains a number of interconnecting rooms arranged around a central corridor which leads from the main entrance. The balance of the floor is open. Access to the second storey is provided by both stairs and an elevator.

Craftsmanship and Materials

Building D80 exhibits competent, quality craftsmanship, particularly in the detail of the window and door surrounds. The building is of masonry construction, and appears to be in good condition.

Designer

The former cordage and furniture warehouse was designed by engineer-in-charge-of-works, T. Woodgate, who also designed the main warehouse, building D85.²

ENVIRONMENT

Site

The site of building D80 is paved on three sides, with no setback features (Figures 1, 5). The western (end) elevation stands at the edge of the access road to "A" Jetty (Figure 4). The main elevation faces a roadway, widened in the 1980s to a circulation area by infilling of the shoreline along the western side of building D85 (Figures 2, 3). The rear faces a courtyard enclosed by buildings D78, D81 and D77 (Figure 5). The eastern elevation abuts building D83, which was constructed in 1941-42 to replace an 1896 structure on the same site. Few changes appear to have occurred except for periodic resurfacing and the construction of D83.

Setting

Building D80 is one of a group of larger Dockyard buildings clustered on low ground near the water's edge in the vicinity of "A" Jetty (Figures 1, 8). The building is comparable in materials and general massing and scale with others in the grouping. Building D80 frames the northwest corner of the vista which extends from the higher elevation of the Admiral's House northward to "A" Jetty, and across Esquimalt Harbour.

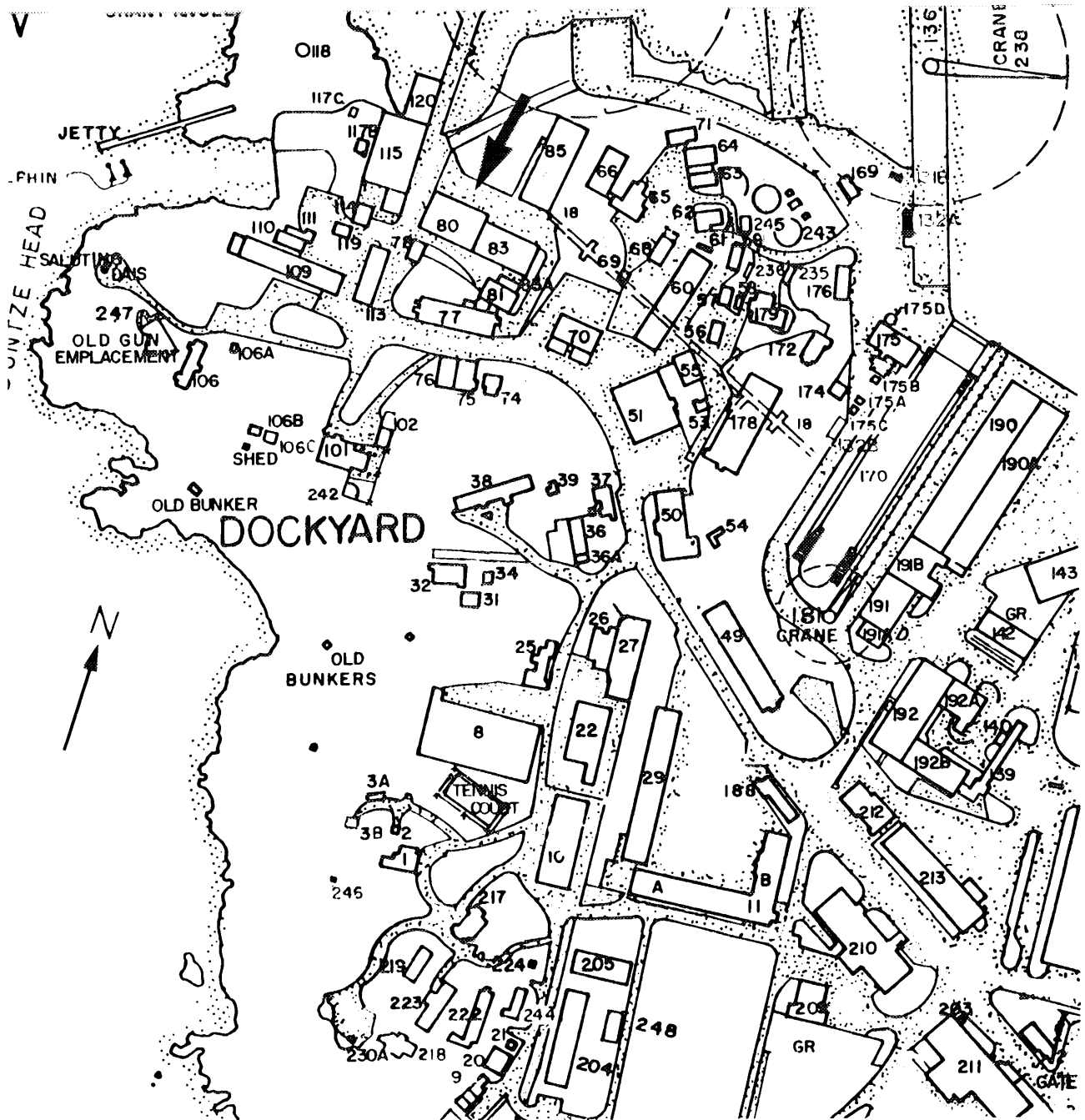
Landmark

Building D80 enjoys limited visibility from within the Dockyard, as it is situated on low ground in a densely built up area. It is most easily visible from Constance Cove and from the immediate area of the surrounding structures. Building D80 has been identified as possessing heritage significance (1982).³

Endnotes

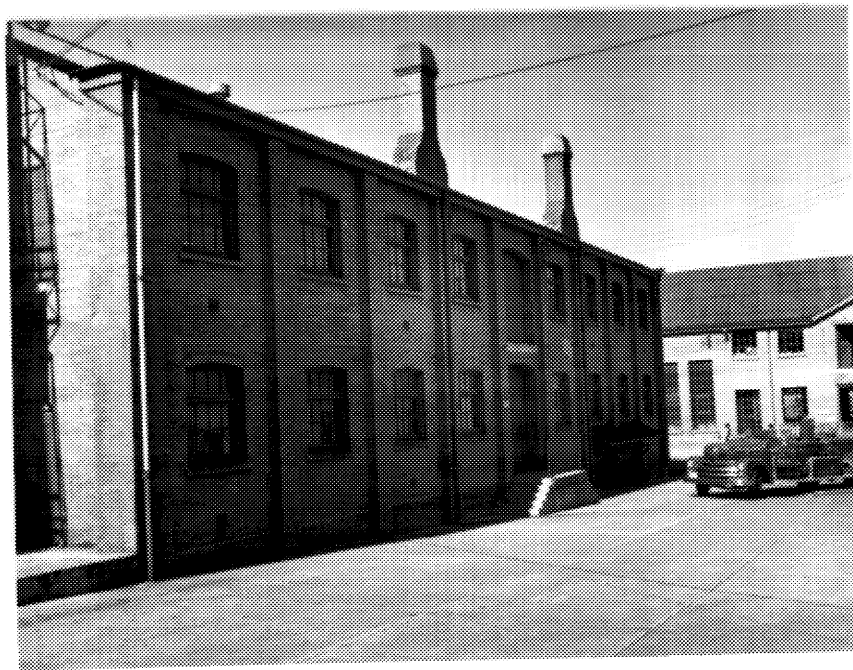
- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 76;
Stevenson Kellogg Report, Vol. 1, p. 206.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 36,
76.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 76.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D80, former cordage and furniture stores, location.
(CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D80, main (northern) elevation;
building D115 stands at right, 1953.
(NA, PA-176383.)



3 Building D80, main and end (western)
elevations; building D83 stands at left.
(Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

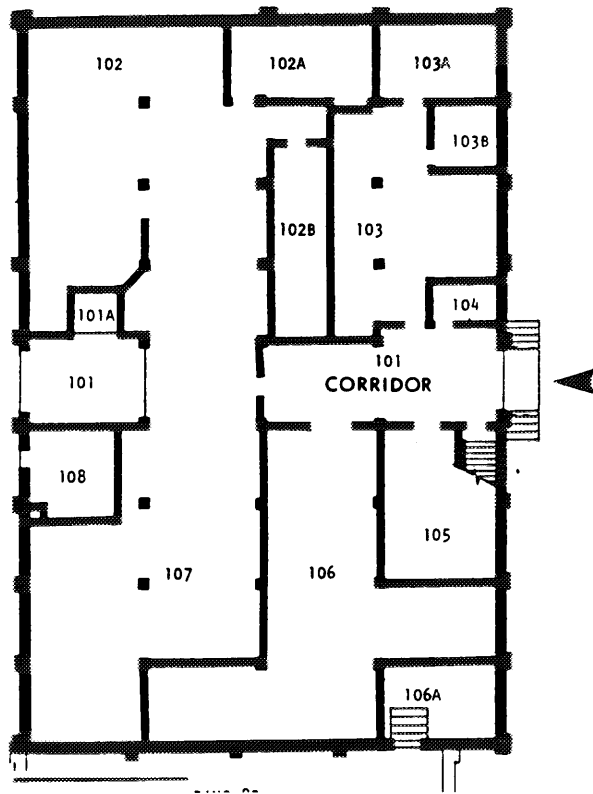


4 Building D80, end and rear (southern) elevations. (Ian Doull, AHB, Parks, 1989.)

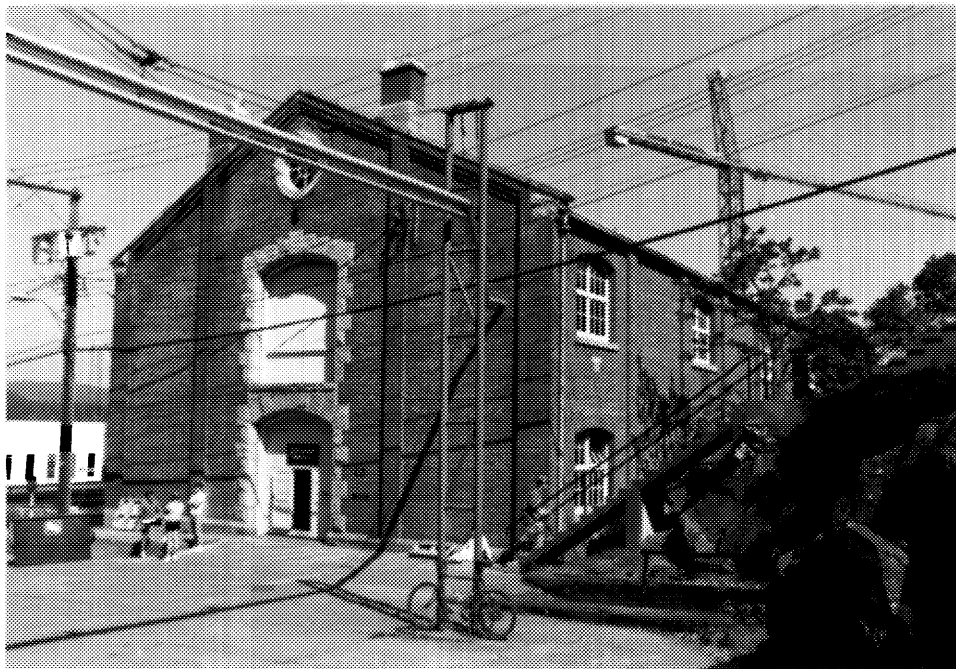


5 Building D80, rear elevation; building D83 stands at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D80, ground-storey plan. (Stevenson Kellogg Report, Vol. 1, p. 211.)



7 Building D85, former main warehouse. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 Buildings D85, D80, D109, D115, D120,
and unidentified frame structures,
from "A" Jetty, 1941. (NA,
PA-176358.)

Building D78 (Former Central Heating Plant, 1918)

HISTORICAL ASSOCIATIONS

This small building was constructed in 1918,¹ making it one of the earliest Canadian-built structures in the Dockyard. It was the central heating plant for buildings in the immediate area which had been converted for use by the Royal Naval College of Canada.² Building D78 functioned as a heating plant until the late 1930s, and has since been used for storage. It is one of many small buildings constructed over time to provide ancillary services to Dockyard activities. The building's construction date places it between major Dockyard development phases, but identifies it as a rare early example of permanent Canadian-sponsored construction in the Dockyard prior to ca. 1938.

ARCHITECTURE

Building D78 is a small but well-designed rectangular brick building. Each end elevation features a prominent gabled parapet, which surmounts a frieze of vertically coursed brick (Figures 2, 3). The western (side) elevation which faces the roadway contains large regularly spaced paired windows (Figure 4). The northern (end) wall contains a double garage door. The base of the originally tall chimney - visible on 1950s photographs - and a rooftop ventilator provide evidence of the building's original use (Figure 2). There are no interior subdivisions. Quality craftsmanship is evident in the brickwork, and in the continued good condition of the structure. The building was designed by the Department of Public Works.³

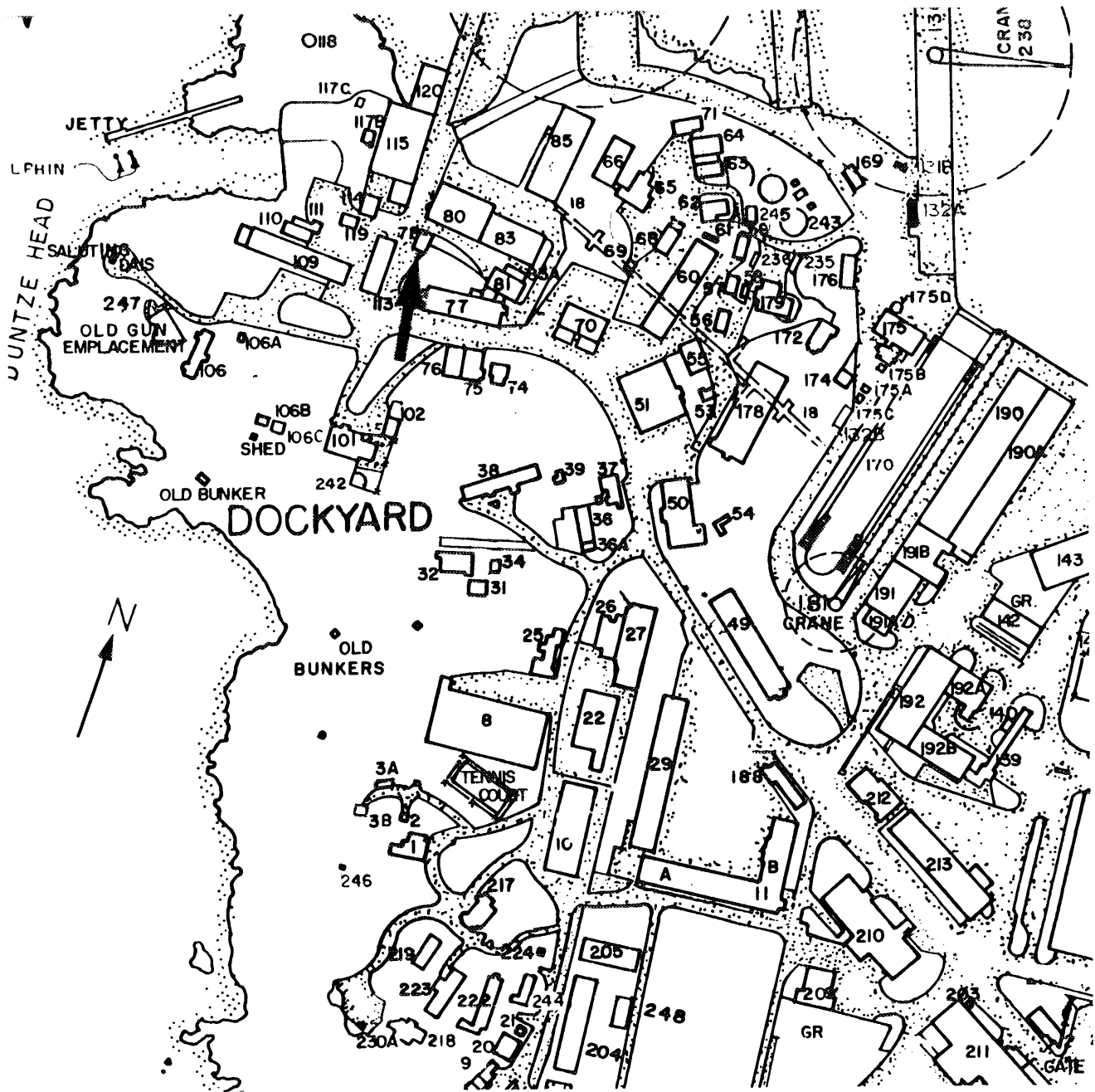
ENVIRONMENT

The streetside (west) elevation is separated from the roadway by a low curb (Figure 4). The front (north) faces a laneway leading to an interior courtyard. The rear and part of the west (side) elevations abut the base of a cliff on which is situated building D77 (Figure 3). An anchor storage rack, built by the Royal Navy and situated close to the eastern elevation, was removed after 1949.⁴ The building helps to frame in the western side of the courtyard enclosed by buildings D80, D83, D81 and D77 (Figure 1). It contributes to framing the vista from the Admiral's House northward to "A" Jetty and the harbour (Figure 6), and is comparable in scale to the nearby small buildings D114 and D119. It enjoys only limited visibility.

Endnotes

- 1 NA, RG 24, Vol. 11,908, File AE 33-200-20.
- 2 Department of Public Works Annual Report, 1918-1919, p. 19.
- 3 Department of Public Works Annual Report, 1918-1919, p. 19.
- 4 NA, RG 24, Acc. 83-84/167, File 9060-166/11, Vol. 2, and see Part I, Figure 3.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

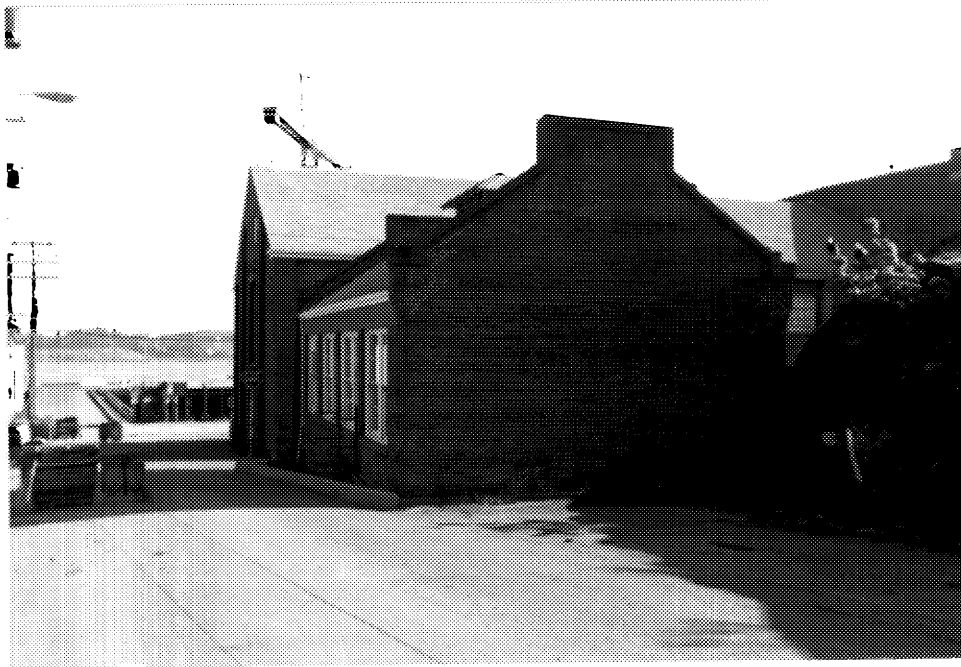


1 Building D78, former central heating plant, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D78, end (northern) and side (eastern) elevations. (Ian Doull, AHB, Parks, 1989.)

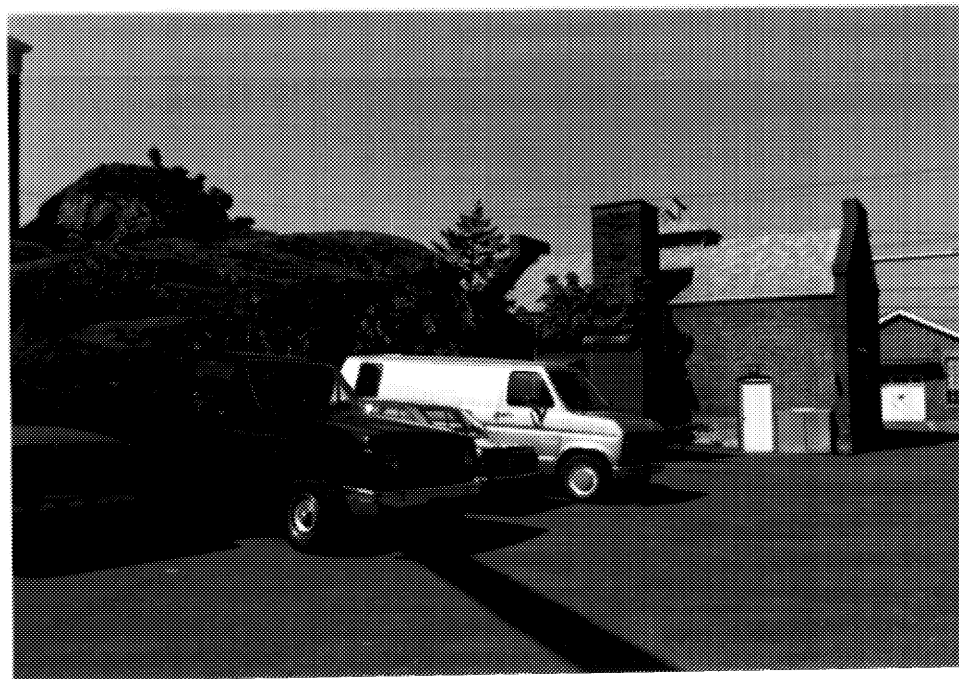


3 Building D78, end (southern) and side (western) elevations, looking north to "A" Jetty. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

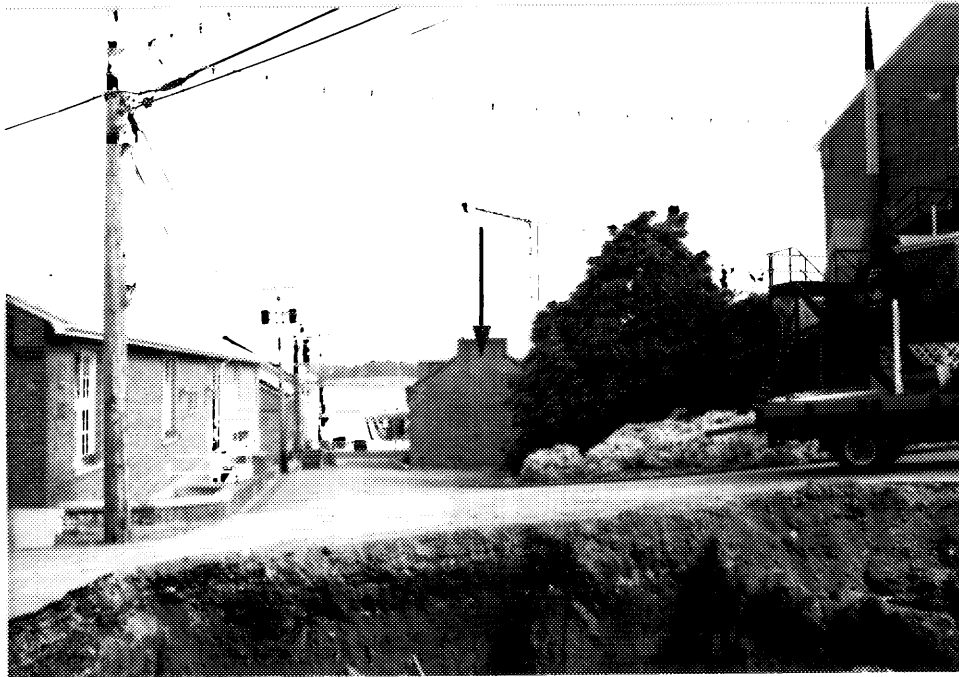


4 Building D78, side (western) and end elevations; entrance to courtyard is at left, building D77, above at right. (Ian Doull, AHB, Parks, 1989.)



5 Building D78, showing rock to southeast; building D77 at extreme left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D78, looking north to "A" Jetty;
D113 at left, D77 at right. (Ian Doull,
AHB, Parks, 1989.)

Building D106 (Former Artillery Officers' Quarters, ca. 1942)

HISTORICAL ASSOCIATIONS

This structure was built during World War II, probably in ca. 1942, as the officers' quarters serving the artillery company manning the Duntze Head battery.¹ It is now the Dockyard VIP quarters. The building illustrates the theme of wartime coastal defence, a Canadian army responsibility which constituted a protective, support activity for Dockyard operations. Building D106 was one of several temporary frame buildings erected at Duntze Head during the war, the balance of which have been demolished. The World War II Duntze Head battery, identified on base maps as building D105, was the most recent of three batteries established here; others were built in 1878 and ca. 1900. The section of Duntze Head on which D106 stands was severed from the Admiralty property in 1893 for use by the War Department. Identified as recently as 1949 on base maps as "War Office encroachment no. 3," the site became Canadian property after the British withdrawal and was reserved for artillery use.

ARCHITECTURE

Building D106 is an elongated, rectangular, one-storey gabled structure, of undistinguished design. Its regularly spaced windows and symmetrically arranged main (west) elevation contribute to a cottage-like effect which is suitable for the pastoral setting of Duntze Head (Figures 2, 3). The main elevation features two widely spaced sheltered entrances - one open, the other enclosed - connected by a railed walkway which was constructed in the 1960s or early 1970s. The rear elevation is broken by a central projecting heating room (Figure 4). The functional design presents an unusual floor plan and pattern of

room interconnection (Figure 6). Documents suggest that the building was designed to hold two suites.² One section now holds a living room, dining room, kitchen, hall, and bathroom; the other contains two bedrooms, bathroom, utility room, and hall. The sections are connected only by a single door which joins the kitchen with one of the bedrooms. Each section has two entrances, one each on the east and west elevations. The shiplap-clad frame building rests on a concrete pad foundation,³ and is in good condition. Historical photos suggest that the structure was originally clad in rough panelled siding. Building D106 has no known designer.

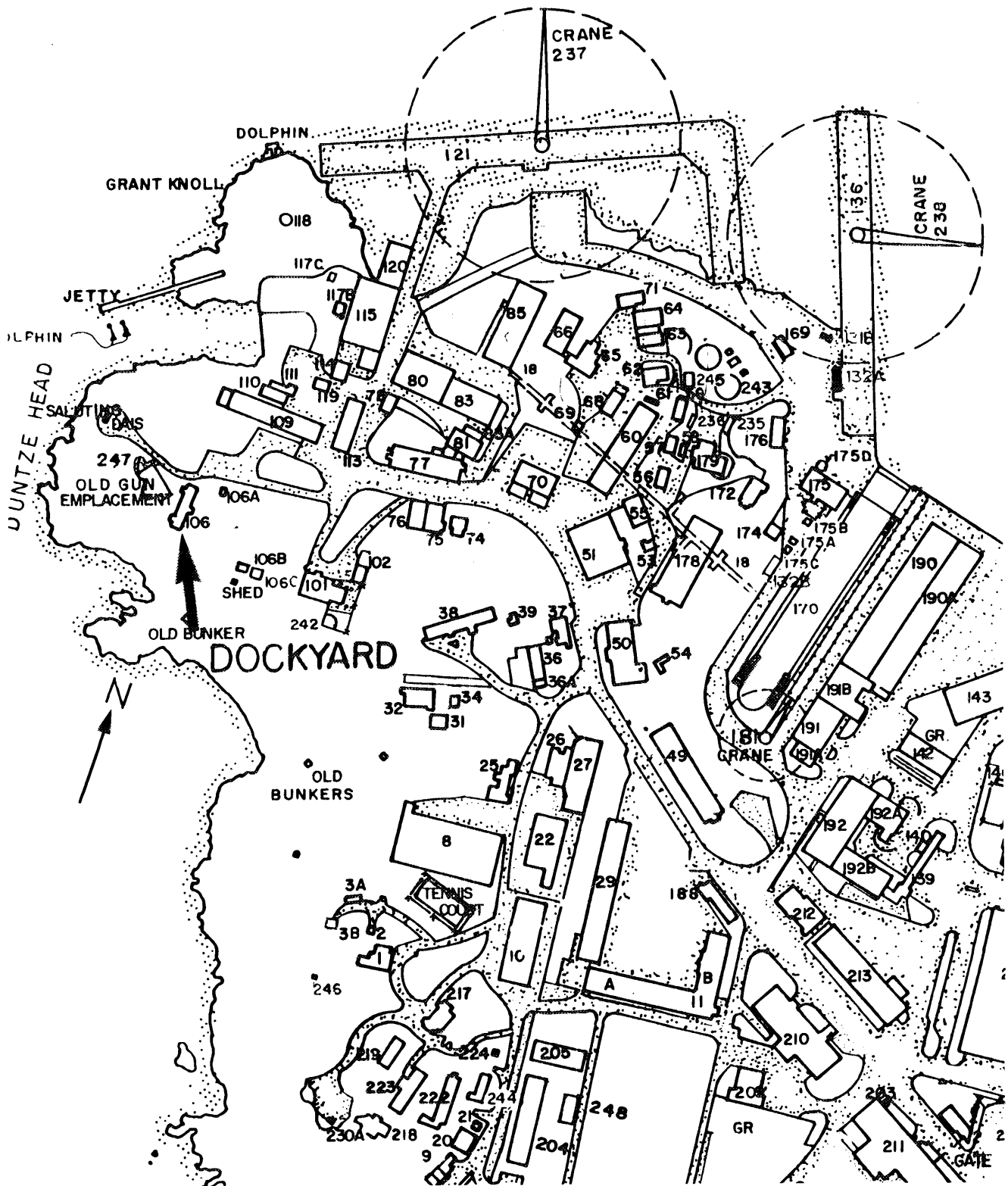
ENVIRONMENT

The site has undergone several changes since 1942, the effects of which have been to transform the immediate area from a rock-and-mud covered, crowded, and makeshift artillery site into a pleasant and well-landscaped residential enclave. A number of similar temporary shelters stood clustered a short distance to the northwest; all have been demolished. The gun emplacement stands immediately to the west and the Dockyard flagstaff to the north. The site is now a flat, landscaped area crossed by paved pathways, enclosed by wooden fences and hedges, and furnished with benches and other amenities (Figure 5). The gun emplacement has been refurbished and interpreted as a structure of historical interest. Building D106 is now a component of the formal, ceremonial area of Duntze Head, within the precincts of the Admiral's House, building D101 (Figure 1). Due to the nature of the landscaping, D106 is visible only from the pathway which leads from the top of Hospital Road westward to the Duntze Head saluting base.

Endnotes

- 1 Canadian Forces Base Esquimalt (Ottawa: Department of National Defence, 1979), p. 10.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.
- 3 CFB Esquimalt, HMCS Dockyard: Base Development Book (Ottawa: Department of National Defence, n.d. [ca. 1972]), Section 4, "Facilities Catalogue."

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

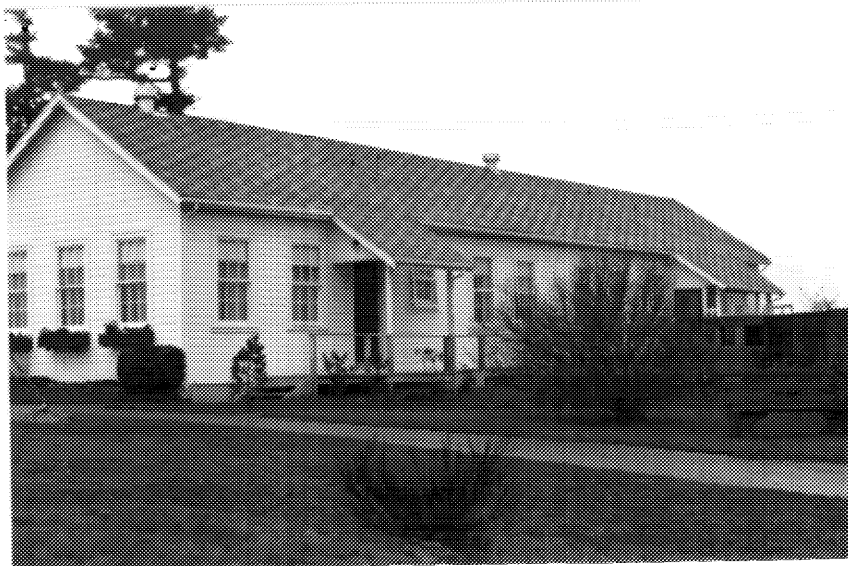


1 Building D106, former artillery officers' quarters, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D106, main (western) and side (northern) elevations, prior to construction of walkway between the entrance porches. (Canadian Forces Photo Unit.)

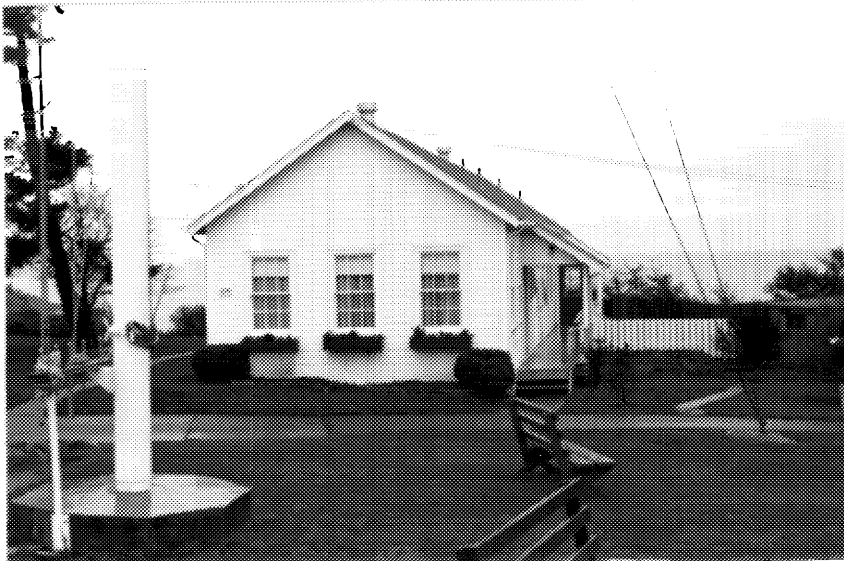


3 Building D106, main elevation with walkway. (CIHB, Parks, 1976.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

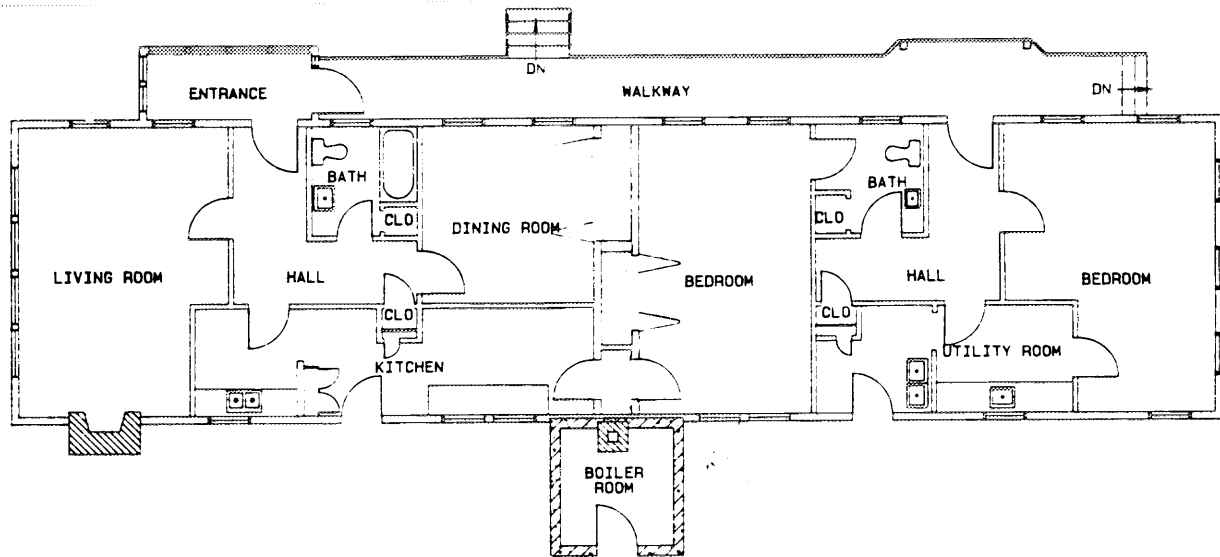


4 Building D106, rear (eastern) elevation. (CIHB, Parks, 1976.)



5 Building D106, site details. (CIHB, Parks, 1976.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D106, plan. (CFB Esquimalt.)

Building D101 (Former Naval Storekeeper's House, 1885)

HISTORICAL ASSOCIATIONS

Thematic

This distinguished house (Figures 2, 3) has served as the principal Dockyard residence for most of its existence, and as the ceremonial and social centre of the naval base since the mid 1930s. The house was built in 1885 as the home of the naval stores officer, the civilian manager of the Dockyard, and is now the official residence of the rear-admiral, Maritime Command Pacific.¹ It is thus directly associated with the theme of naval defence for both the British and Canadian periods. It was common practice for Royal Navy bases abroad to be placed in the charge of storekeepers or master shipwrights, who were directly responsible in turn to the senior naval officer of the station.² The largest of the overseas Royal Navy yards, the four Imperial fortresses of Malta, Gibraltar, Bermuda, and Halifax, were administered by Dockyard commissioners and had admirals permanently stationed ashore.³ Both officers were provided with imposing Dockyard residences. The Halifax admiral's house is now a museum (Figure 4).

When the Royal Navy withdrew from Esquimalt an Admiralty agent, one George Phillips, occupied building D101 as Dockyard caretaker. He transferred to Dominion service in 1910 as Civil Manager of the Dockyard, where he remained resident in the "Big House," as D101 was then called, until the end of his incumbency in 1917. From that year through 1920 the house was used as the sick bay for the Royal Navy College of Canada.⁴ The austerity measures forced upon the RCN in the early 1920s resulted in the closure of the house, because it was judged too costly to operate as an official residence for any single officer in the naval service. A series

of proposals, never implemented, were developed to convert the house for use as the Dockyard main office. Except for occasional use as a furniture storage facility the house stood vacant until 1936.⁵ After renovations, the house was occupied by the first of a succession of senior Canadian naval officers, and from that point it became the social centre of the RCN's Esquimalt establishment.⁶ The first admiral to live in the house was Rear-Admiral V.G. Brodeur, in 1945-46, and it is from that time that the residence has been officially known as the "Admiral's House."⁷

Person/Event

Of the series of senior naval officers who have lived in the Admiral's House, perhaps the most distinguished was Rear-Admiral E.R Mainguy, the occupant from 1946-48. In 1947 Mainguy was appointed to chair a commission convened to investigate a series of mutinies in the Canadian fleet. The resulting "Mainguy Report" recommended changes in grievance procedures which served to diffuse some of the prevailing tensions on RCN ships. Mainguy was made chief of naval staff in 1951.⁸

Local Development

The construction of the Admiral's House in 1885 marks the beginning of the large-scale reconstruction of the Dockyard by the Royal Navy, during which frame buildings were replaced by those of permanent masonry construction (Figures 5, 6). The reconstruction period peaked between ca. 1895 and 1902, and ended in 1904. The building of the house also marks the determination of the Admiralty, despite War Office reservations, to retain the Dockyard at its original location and as the permanent headquarters of the Pacific Station.

ARCHITECTURE

Aesthetic Design

The Admiral's House is an attractive, formal, and imposing residence which overlooks the harbour entrance at Duntze Head. The house consists of the main two-storey, hipped roof structure, and a one-and-one-half-storey gabled service and kitchen wing affixed to the eastern side (Figures 2, 5, 7, 8, 9). While the general massing of the main section is loosely inspired by the tradition of British classicism, the building exhibits predominantly Italianate elements, which include the brackets, segmentally arched windows with label surrounds (Figures 5, 7), and the columned entrance portico (Figure 10). The somewhat irregular placement of windows and doors reflects the eclectic tendencies of late nineteenth-century architects who felt freed from the rigid constraints of British classical design. The off-centre placement of the main (north) entrance may have been dictated by the location on the site of the now-demolished Crimean huts, so as to provide direct access from Hospital Road southward to the door (Figure 6). The prominent brackets supporting the eaves appear only over the second storey windows. In two cases the interior plan has determined the location and configuration of windows. The peculiarly shaped windows immediately east of the main entrance (Figure 3) were designed to illuminate the front staircase. The rear (south) projecting bay windows are features of the formal drawing room and dining room (Figure 11).

The interior details of the ground floor area of the main house have remained virtually intact. This includes the panelled elliptical archways of the drawing room and dining room bay windows and of the eastern dining room wall (Figures 12, 13), most fireplaces (Figure 14), door surrounds, freizes, and rosettes. The staircase with its distinctive newel post and panelling is

also original (Figure 16), although the ogee arch between the entrance hall and stairwell was created in 1936 from a much smaller opening (Figure 17).⁹ The ground storey of the service wing and the entire upper floor have been modernized - the latter in 1936, the former in that year and subsequently. Changes have included new upper-floor doors and mouldings, although most original fireplaces remain.

Exterior changes have included the removal of the widow's walk, the rebuilding of one chimney, and the installation of well-matched aluminum window sashes. The brick and stone have received several coats of paint. On the northern elevation of the service wing changes have involved removal of the verandah, broadening of the gable, and altering of the door and window openings on each floor (Figures 2, 3).¹⁰ Loss of the verandah has created a flat wall surface which more visibly contrasts from the principal elevation of the main house.

Functional Design

The original plan of the main section of the house has remained largely unchanged. It is unknown whether the conservatory illustrated on the original plan was ever constructed (Figure 19). The north-central bedroom on the second storey has been converted to a bathroom, without changing the location of walls. Both floors of the service wing have been redesigned in keeping with the changing needs of the occupants. The current stairway was installed in 1936, at which time the second floor was lowered by 2.5 feet to give additional height to the rooms. The former ground-storey furnace room, in the eastern end of the wing, was converted to storage and washroom space, and a modern heating system was installed in a newly excavated basement area.¹¹

Craftsmanship and Materials

The Admiral's House exhibits superior craftsmanship both in the interior and exterior of the structure. Quality brick and stonework are evident in exterior detailing, and competent carpentry is exhibited by the entrance portico. Equally competent plasterwork and joinery are exhibited in the interior ceiling and panelling. In the process of excavating for the new heating system in 1936 parts of the original stone foundation walls were replaced with concrete. A reinforced concrete platform and steps were also provided to the entrance porch.¹² The original roofing material of cedar shingles has long since been replaced with asphalt shingles.¹³

Designer

The Admiral's House was designed by prominent Victoria architect John Teague, who also designed the former Royal Naval Hospital complex at Naden (Figure 20).¹⁴ The Admiral's House was one of Teague's earlier residential designs, and was one of his most prestigious and successful projects. The 1936 renovation plans were prepared by C.F. Dawson, chief architect for the Department of Public Works Victoria office.¹⁵

ENVIRONMENT

Site

The site of the Admiral's House has been transformed from a small fenced area surrounded by makeshift buildings and an exterior ordnance storage yard into a large, formal, and impeccably landscaped site. Early photographs show the house in relation to two of the Crimean huts (Figures 5, 6). The western side-yard area was expanded in the post-1910 period by removal of the fence, and by the 1930s this part of the site was landscaped with lawns and pathways, and an extant greenhouse (Figures 22, 23). The two

Crimean huts were demolished in 1936 and 1939.¹⁶ The house was then open to full view from Hospital Road, and the northeastern driveway was installed. Shortly after the end of World War II the site assumed its current size and roadway pattern (Figure 24). Additional trees, gardens, hedgerows, stone enclosures, and the gazebo were added later (Figures 8, 9, 11, 24). The original entrances on the main elevation of the service-kitchen wing have been removed.

Setting

The scale, massing, and formal design of the Admiral's House create a sense of pre-eminence within the hierarchy of the Dockyard's industrial, administrative, and residential buildings. This is further supported by the isolation of the house on its large and well-defined site (Figure 1). The house's extreme setback from Hospital Road imparts a certain dignity, if not aloofness, to the building, a separation from the more functional daily activities of the Dockyard. The development of the adjacent Duntze Head area in the post-war period, with its saluting base from which the rear admiral takes the salute from naval ships on ceremonial occasions, may be seen as a functional extension of the role of the Admiral's House.

Landmark

The Admiral's House is a recognized landmark within the greater Victoria-Esquimalt community, despite the fact that the house is located within a secure site not regularly accessible to the public. Beginning in the summer of 1990, tour buses have been given access to specific areas within the Dockyard, with the Admiral's House and Duntze Head being their principal destinations.¹⁷ The house is visible from Constance Cove, along the vista which extends north from "A" Jetty; it is also visible from the entrance to Esquimalt Harbour, from Fisgard Lighthouse

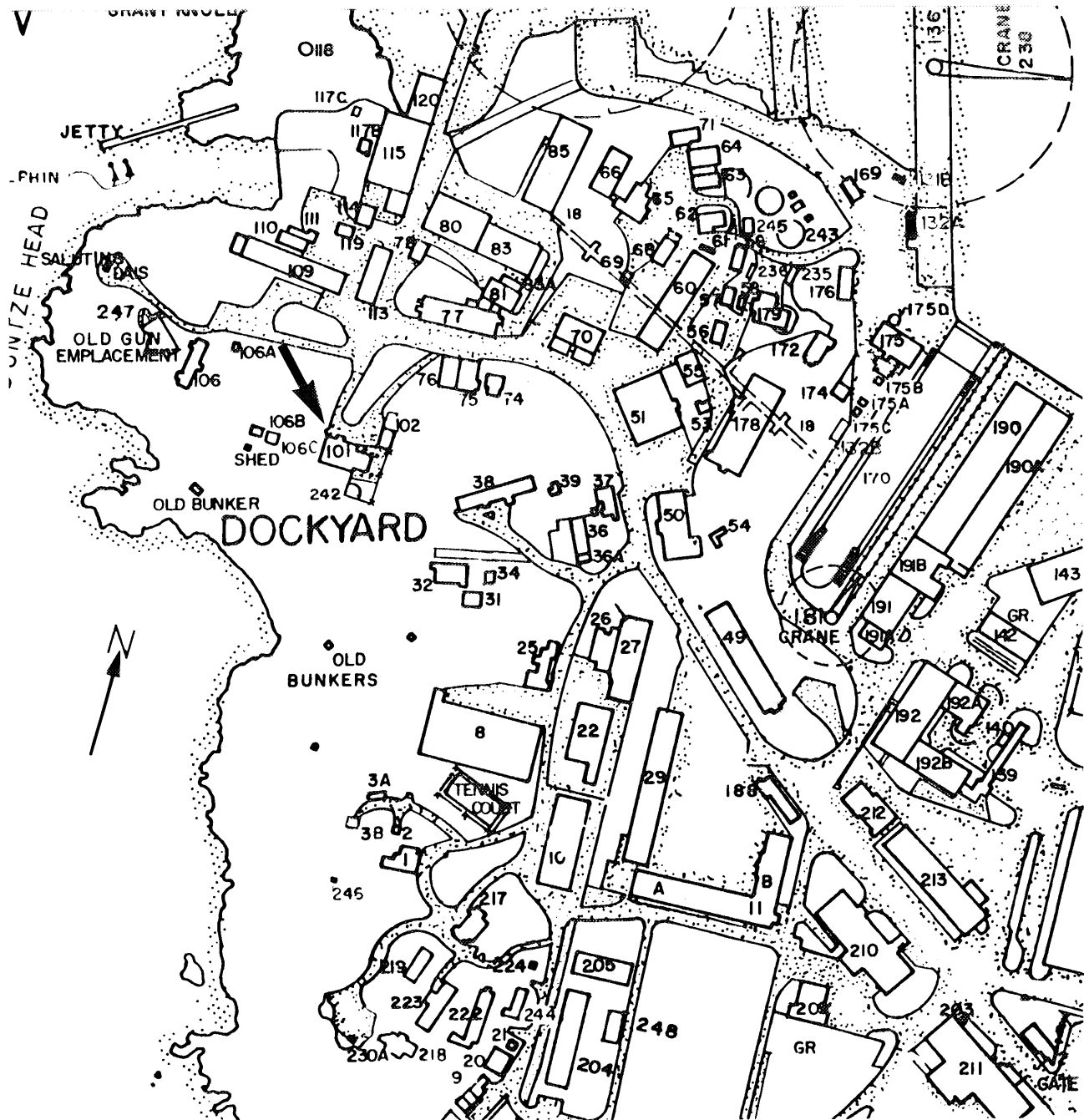
and some other vantage points within Fort Rodd Hill National Historic Site, and also from the Juan de Fuca Strait. The house has been identified as possessing prime heritage significance (1982).¹⁸

Endnotes

- 1 Nelson, "Admiral's House, HMC Dockyard, Esquimalt, B.C.", n.p.
- 2 Coad, Historic Architecture of the Royal Navy, pp. 97, 103.
- 3 Coad, Historic Architecture of the Royal Navy, pp. 96-108.
- 4 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 43.
- 5 NA, RG 24, Vol. 11,908, File AE 33-101-3.
- 6 NA, RG 24, Vol. 11,908, File AE 33-101-3.
- 7 Nelson, "Admiral's House, HMC Dockyard, Esquimalt, B.C.," n.p.
- 8 Canadian Encyclopedia, 1st. Edition, p. 1073; see also L.C. Audette, "The Lower Deck and the Mainguy Report of 1949," in The RCN in Retrospect, 1910-1968, pp. 235-249.
- 9 Department of Public Works Annual Report, 1936-37, p. 39.
- 10 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 43; Brian Klassen, CFB Esquimalt Naval Museum, in conversation with the author, 5 July 1990.
- 11 Department of Public Works Annual Report, 1936-37, p. 39; NA, RG 24, Vol. 11,848, File 16-1-1.
- 12 Department of Public Works Annual Report, 1936-37, p. 39.
- 13 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 14 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 42.
- 15 NA, RG 24, Vol. 11,848, File 16-1-1.
- 16 Madge Wolfenden, "Esquimalt Dockyard's First Buildings," British Columbia Historical Quarterly, Vol. X, No. 3 (July 1946), pp. 235-240.

- 17 Brian Klassen, in conversation with the author, 5 July 1990.
- 18 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 40-43.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D101, former naval storekeeper's house, location.
(CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



Front Elevation

D.N. 11. 6. 85 No 3187 Granhouse to be omitted
 " 3. 3. 96 . 1262 Granhouse may be altered to remain out cost of
 1212 must be changed to the Naval Storekeeper

Plan of proposed New Residence
 for Storekeeper
 Esquimalt Yard.

40

Sgt. Joe Teague
 Architect



- 2 Building D101 main (northern) elevation drawing,
 John Teague, architect, 1885. (Courtesy F.D.H.
 Nelson.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

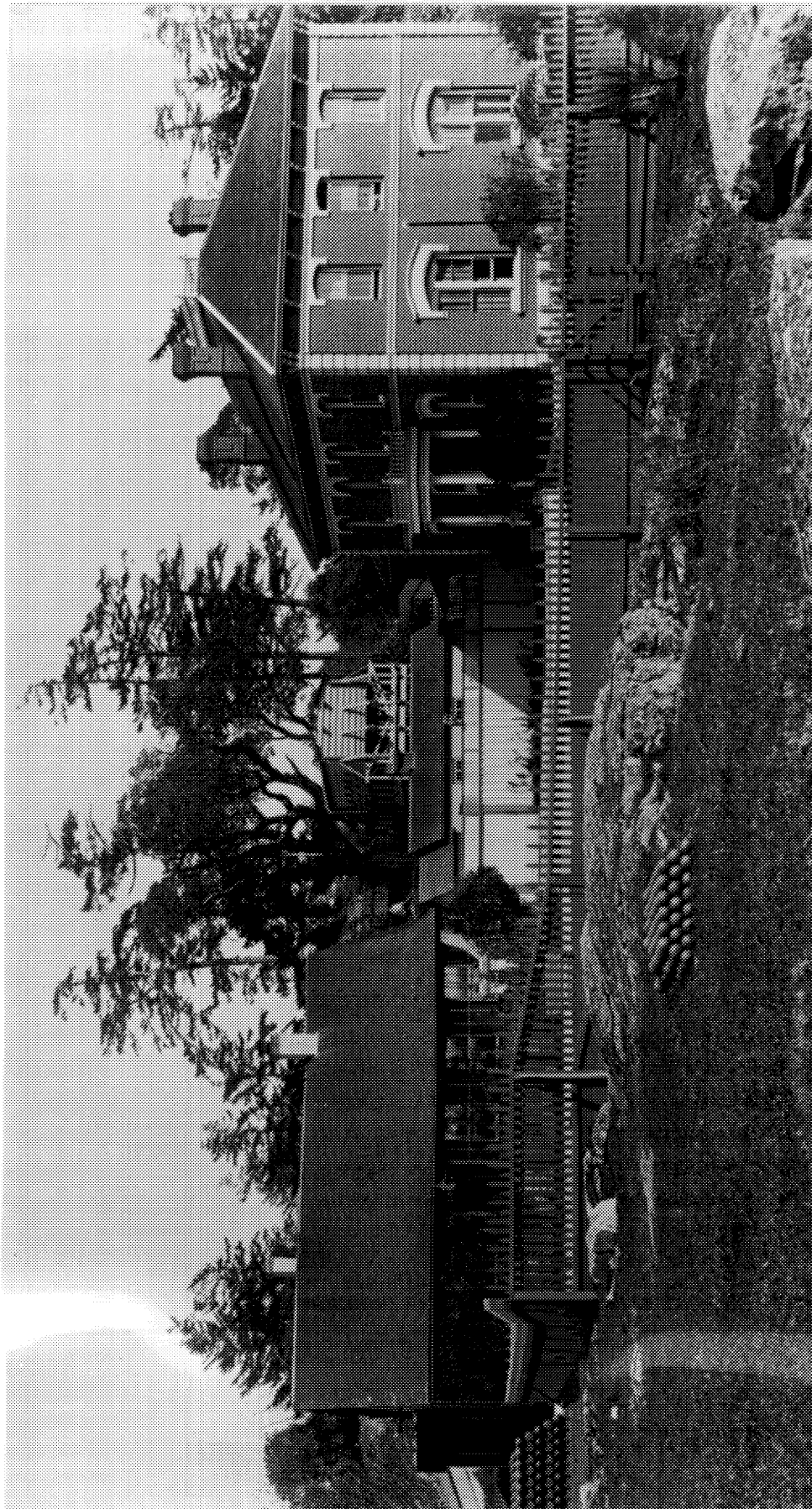


3 Building D101, main elevation, as altered, 1949. (NA, PA-176370.)



4 Admiralty House, Halifax, N.S., built 1814-1819. (CIHB, Parks, 1974.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D101,
showing site
details, and one of
the frame Crimean
Huts, n.d. (BCARS,
HP 7856.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D101, on site of one of the three original Crimean huts, the surviving examples of which stand at left, ca. 1890. (NA, C-134131.)



7 Building D101, main elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 Building D101, side (western) elevation.
(Ian Doull, AHB, Parks, 1989.)



9 Building D101, rear (southern) and side
(eastern) elevations. (Ian Doull, AHB, Parks,
1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



10 Building D101, main entrance portico. (Ian Doull, AHB, Parks, 1989.)

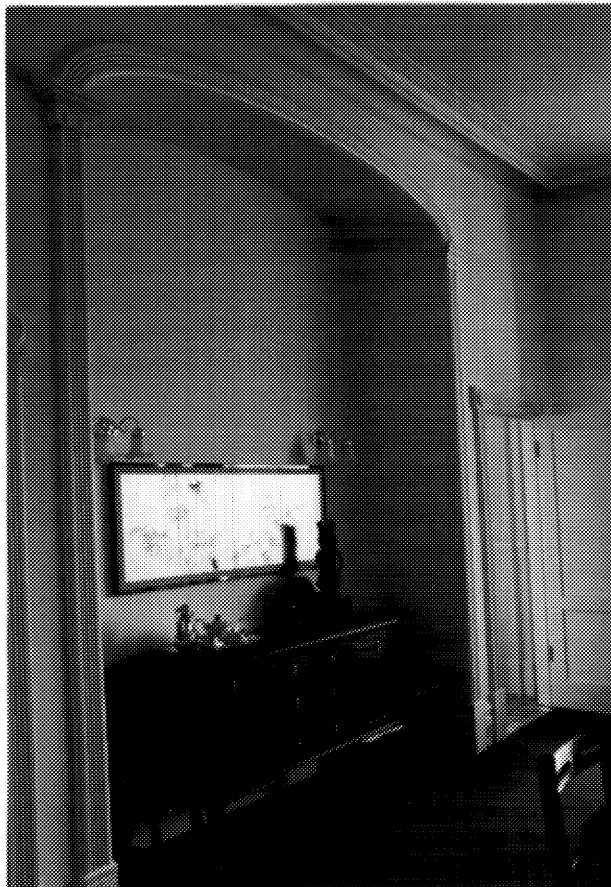


11 Building D101, side and rear elevations, and post-war gazebo, looking north. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



12 Building D101, detail of bay window, drawing room. (Ian Doull, AHB, Parks, 1989.)

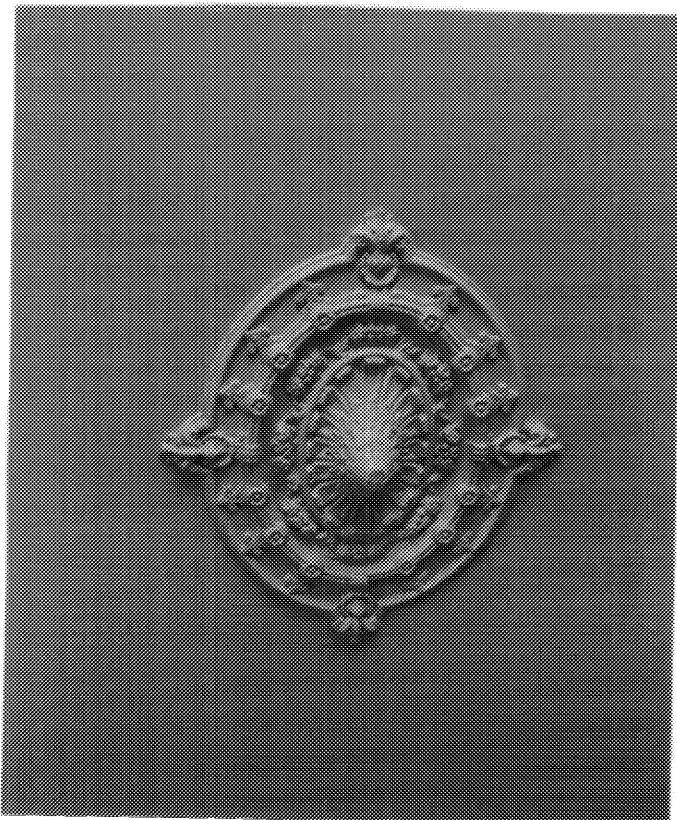


13 Building D101, dining room archway. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



14 Building D101, drawing room fireplace. (Ian Doull, AHB, Parks, 1989.)



15 Building D101, plaster rosette, dining room. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



16 Building D101, main staircase, detail. (Ian Doull, AHB, Parks, 1989.)



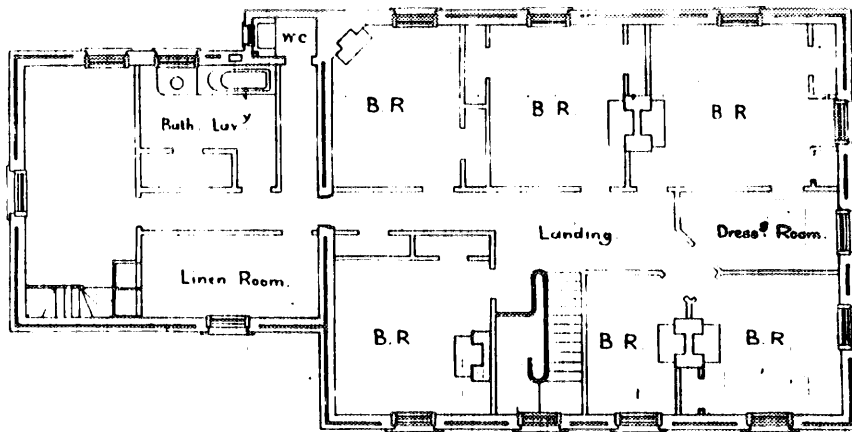
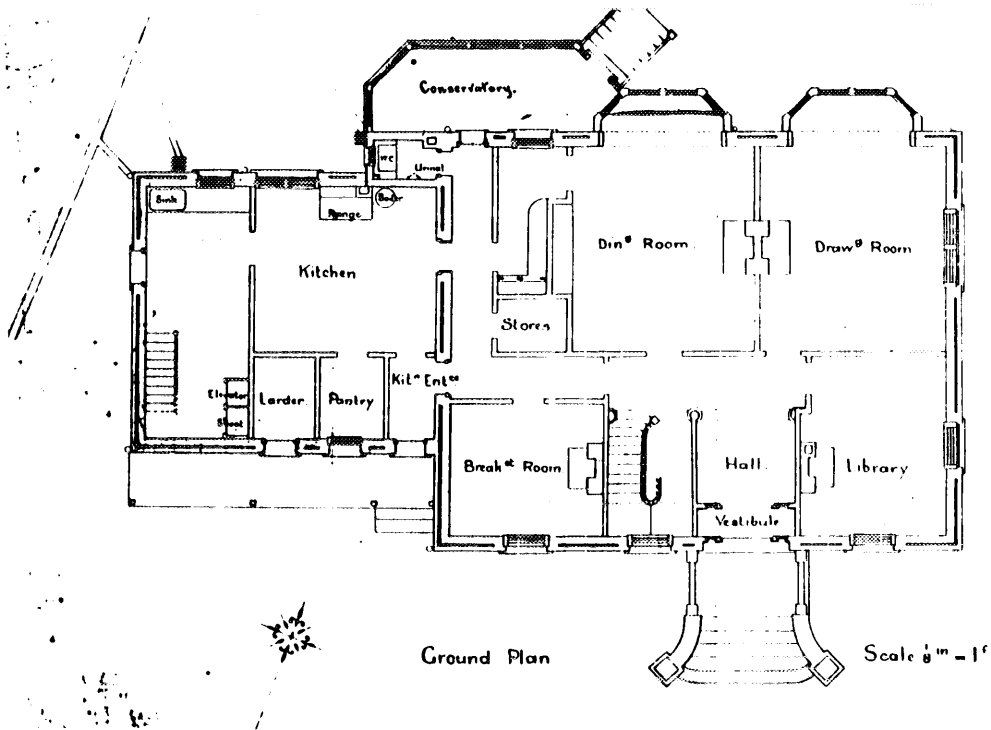
17 Building D101, archway to main staircase, from entrance hall. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



18 Building D101, main second-storey hallway, looking west from staircase. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



*Plan of proposed New Residence
for Storekeeper.
Esquimalt Yard.*

40
Sgt. Jno Teague
Architect.
1885

19 Building D101, plans, John Teague, architect, 1885.
(Courtesy F.D.H. Nelson.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



20 Building 20, Naden, former Royal Navy hospital officers' ward, John Teague, architect. (Ian Doull, AHB, Parks, 1989.)



21 Building D101, northeastern driveway, installed ca. 1939. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



22 Building D101, site details, looking west, 1942. (NA, PA-176340.)



23 Building D101, site details, looking north, 1942. (NA, PA-176339.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



24 Building D101, site details, looking south, 1953. (NA, PA-176381.)



25 Building D101, rear elevation, looking west, and greenhouse. (Ian Doull, AHB, Parks, 1989.)

Building D102 (Admiral's House Garage, 1939)

HISTORICAL ASSOCIATIONS

This three-vehicle garage was built in 1939 on the property of the Admiral's House (D101) for use of the occupants of the residence. It is unrelated to any themes associated with naval defence. The structure stands on the site of two earlier, freestanding garages which were either demolished or incorporated into the current building.¹ While the garage illustrates a minor episode in the evolution of the Admiral's House property it is unrelated to any significant phase in local development.

ARCHITECTURE

The garage is a one-storey, three-bay structure, which features raised, stepped parapets on the main and side elevations, and a sloping lean-to-roof (Figure 2). While of strictly utilitarian design, it does feature recessed brick panels, concrete piers, and is painted red and white to match the adjacent Admiral's House. The southernmost bay features an interior partition and is used for storage. The garage is of brick and concrete construction, and appears to be in good condition. Its designer is unknown.

ENVIRONMENT

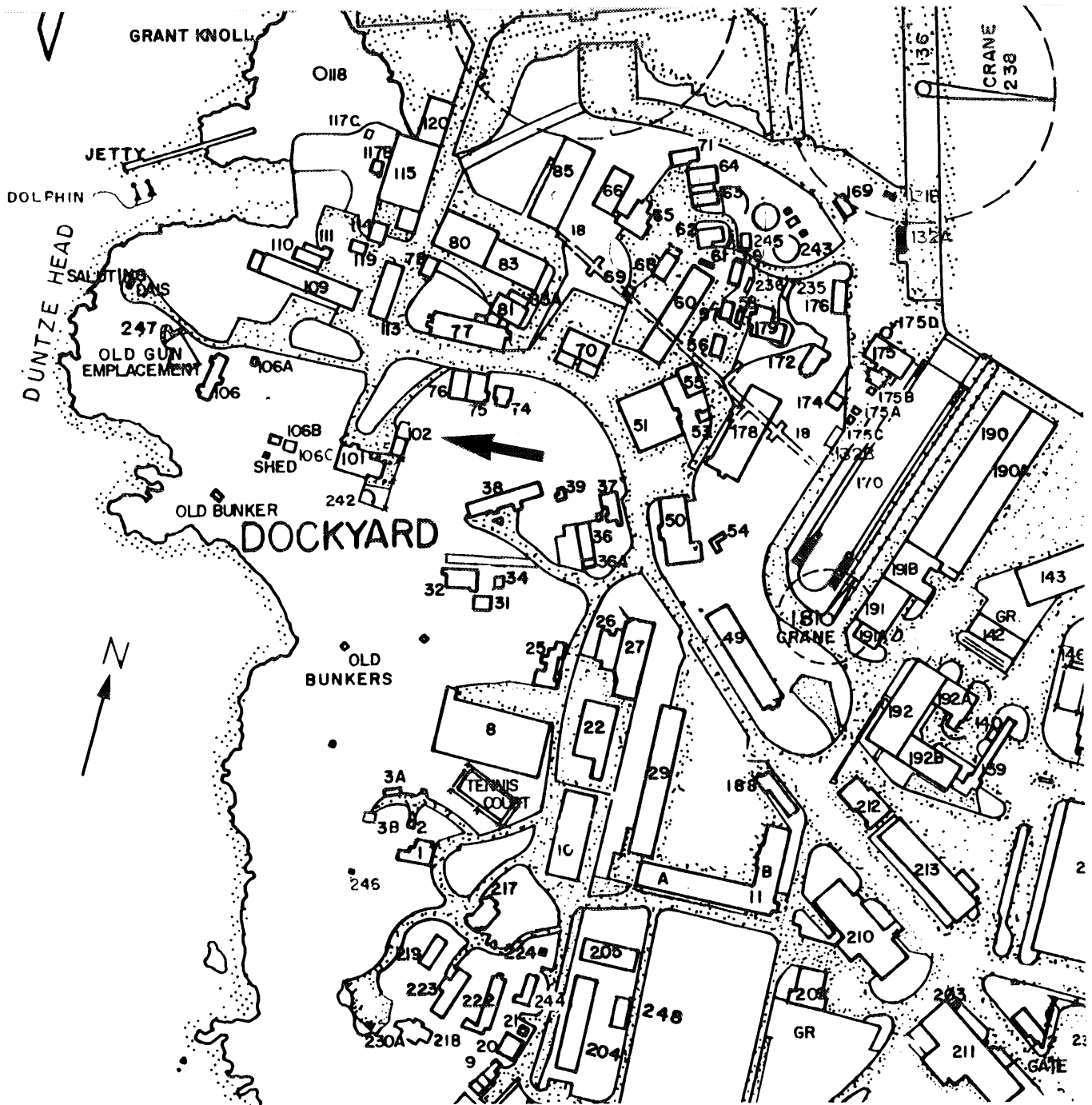
The garage functions in a larger sense as a site feature of the Admiral's House (Figure 1). It stands at the base of the hill which rises to a summit in the vicinity of building D38, and faces pavement to the front, and paved and gravelled areas on each side. Few changes are evident. The garage blends in unobtrusively with the surroundings of the Admiral's House, and is painted in matching colours. It is visible from the entrance to the main

driveway at Hospital Road, and from the southern area of the Admiral's House grounds.

Endnotes

- 1 Dockyard site plan, 1937, courtesy CFB Esquimalt.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D102, Admiral's House garage, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D102, main (western) and side (northern) elevations. (Ian Doull, AHB, Parks, 1989.)

**Building D75-D76 (Former Rum Stores, Salt Meat Stores, 1896,
1895)**

These two structures were built one year apart, for separate although related purposes, and were each designed by a different engineer. However, they are now physically joined and share a common median wall, and are therefore presented for evaluation as a single building.

HISTORICAL ASSOCIATIONS

Thematic

Each of these structures is directly associated with the important role of storing provisions for the "victualling" of the fleet. The provisioning of rum to sailors at sea evolved from a necessity, resulting from the inability to store fresh water for long periods, into a cherished tradition of both the British and Canadian navies which was discontinued only in March 1972 by Canadian Forces Maritime Command.¹ Salt meat was a dietary staple of the navy in the years before the development of efficient refrigeration. Unit D76 was constructed as the salt meat storehouse for the Esquimalt Dockyard victualling department. The structure became a general victualling store when salt meat was discontinued early in the twentieth century. It too was used to store rum for a time in the 1940s. Both structures are now occupied by offices of the high-security Pacific Command intelligence service.

Person/Event

No persons or events of historical significance are associated with these structures.

Local Development

Building D75-D76, like other Royal Naval buildings at Esquimalt, was erected during the large-scale rebuilding of Dockyard facilities which occurred between ca. 1890 and 1902.

ARCHITECTURE

Aesthetic Design

These structures exhibit a simple but distinctive design, and are good general examples of Royal Navy architecture. Each is a one-storey, rectangular, end-gabled unit, which together present a unified, flat-planed main (north) elevation to Hospital Road (Figures 2-4). The raised gabled parapets - common elements in period Royal Navy buildings in Britain and found elsewhere at Esquimalt - create an unusual height-to-width wall ratio for each unit of the building (Figures 2, 5). The D75 component features a segmentally arched double door opening on the main elevation, and a ventilator framed within the gable. Both openings feature moulded label surrounds. Rear window openings have been bricked in (Figure 5), while the surrounds remain, and the main entrance has been partially filled in to hold a single-leaf door (Figure 2). Hinged iron gates and fixed bars have been added to the entrance and side windows respectively. The D76 component exhibits similar features; here single-door openings, flanking the main door and once covered by horizontally-sliding leafs, have been converted to windows (Figures 3, 4, 6).

Functional Design

The original, predominantly open plan of this building has been transformed by its extensive subdivision into several small concrete-vaulted rooms. No details are available for security reasons.²

Craftsmanship and Materials

Each component displays quality craftsmanship, revealed in the continued good condition of the structures and in the competent execution of the brickwork.

Designers

Section D75 was designed by A.C.E. Perkins, while the designer of D76 was H.C. Reid; both men were civil engineers.³

ENVIRONMENT

Site

The D75-D76 building borders the south side of Hospital Road, without setback (Figure 2). The rear elevation abuts the base of the hillside which rises to the site of building D38 (Figure 5). The demolition in ca. 1936⁴ of one of the Crimean huts which stood a few feet from the west (side) elevation resulted in the more distinct delineation of the site boundary between D75-D76 and the Admiral's House property, which is now formally landscaped in this area and contains a driveway (Figure 7). The space between D75 and D74, on the east elevation, has been paved. In 1940 an attached shed was built on the southeast corner of D75 for storage and to house a fire pump.⁵ The principal site change for section D76 was the construction of the attached D75, and the conversion of the two flanking doors to windows.

Setting

Building D75-D76, along with the adjacent D74, forms a visually distinctive, tightly clustered group of buildings (Figure 1), which share common features of site, material, and detail. They stand in the outer precincts of the Admiral's House property, and frame the eastern end of the vista which extends to Duntze Head and the harbour (Figures 8, 9).

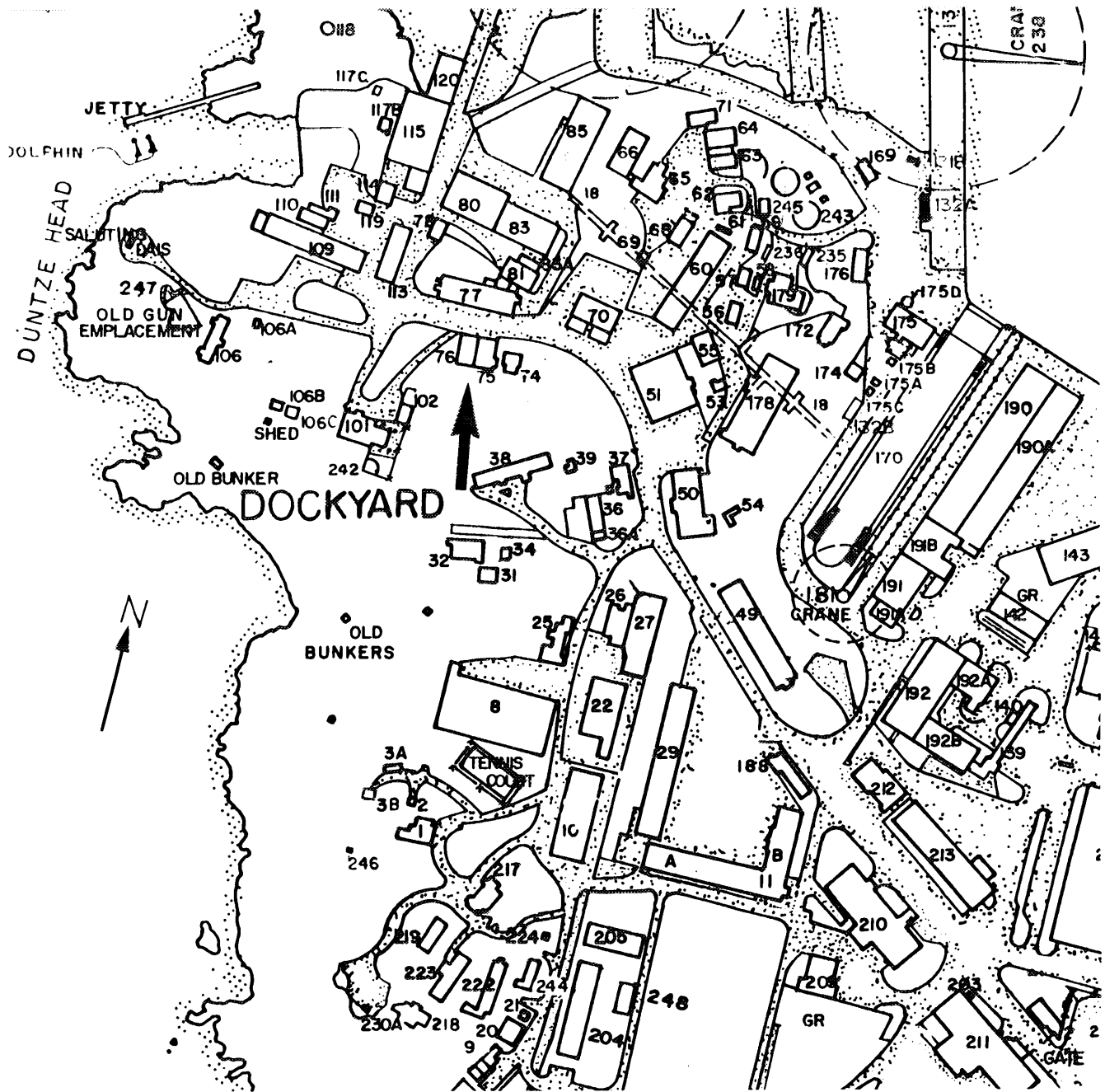
Landmark

Building D75-76 enjoys moderate visual prominence along the section of Hospital Road from Building D70 westward to Duntze Head. It has been identified as possessing heritage significance.⁶

Endnotes

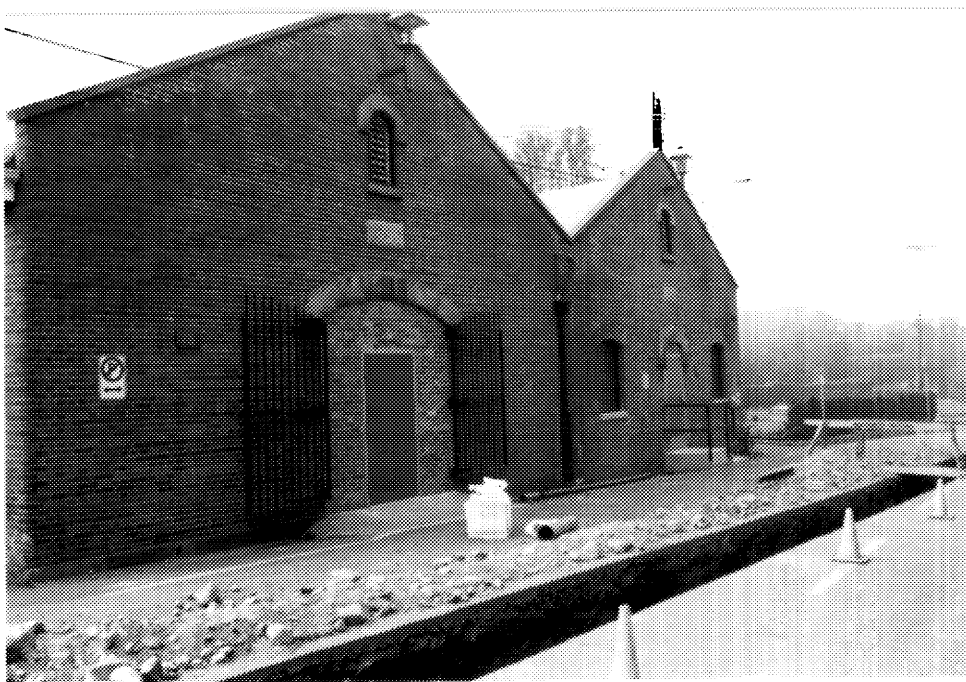
- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 33; Graeme Arbuckle, Customs and Traditions of the Canadian Navy (Halifax: Nimbus Publishing Ltd., 1984), pp. 106-109.
- 2 Wayne Townsend, CFB Esquimalt Drafting Department, in conversation with the author, 1 June 1990.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 74.
- 4 Wolfenden, "Esquimalt Dockyard's First Buildings," p. 240.
- 5 NA, RG 24, Vol. 11,908, File AE 33-105-3.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, p.74.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

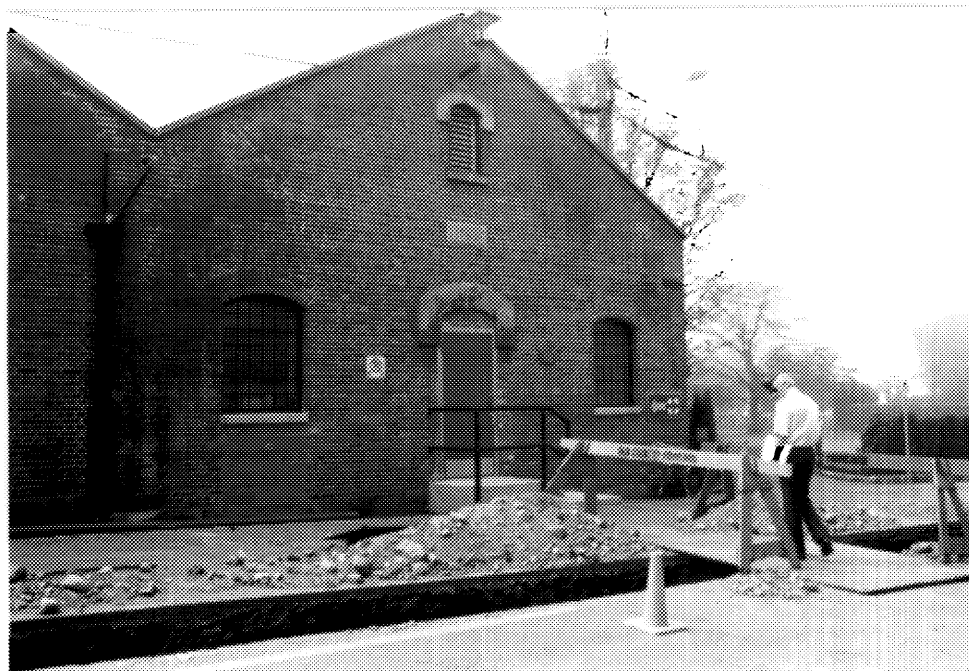


1 Buildings D75-D76, former rum and salt meat stores, location.
 (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Buildings D75-D76, main (north) elevation.
(Ian Doull, AHB, Parks, 1989.)



3 Building D76, main elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

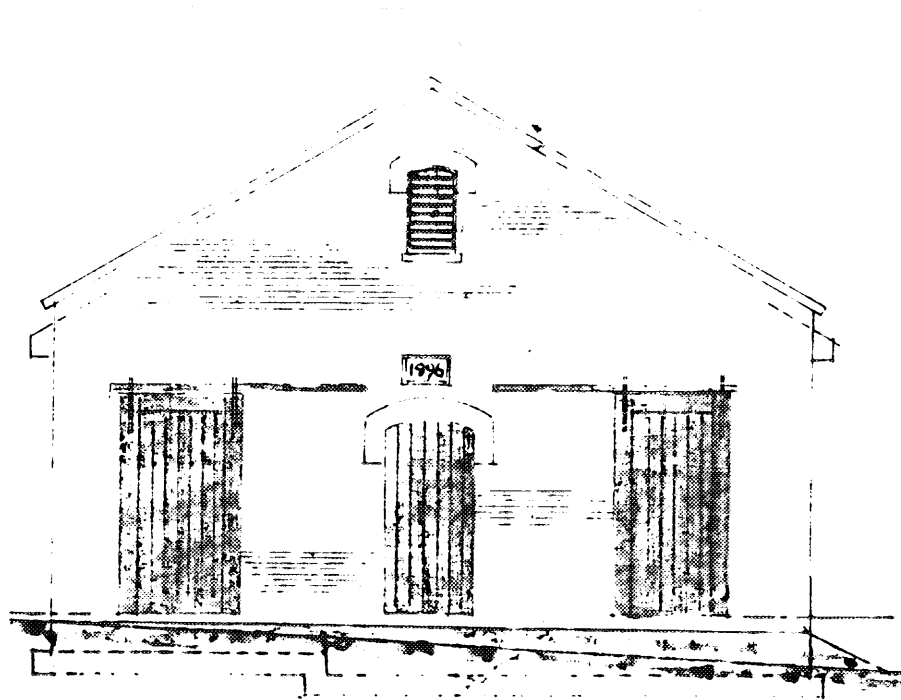


4 Buildings D75-D76. Note changes in door and window openings, performed since 1970. (CIHB, Parks, 1970.)



5 Buildings D75-D76, rear (south) elevation. (CIHB, Parks, 1970.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

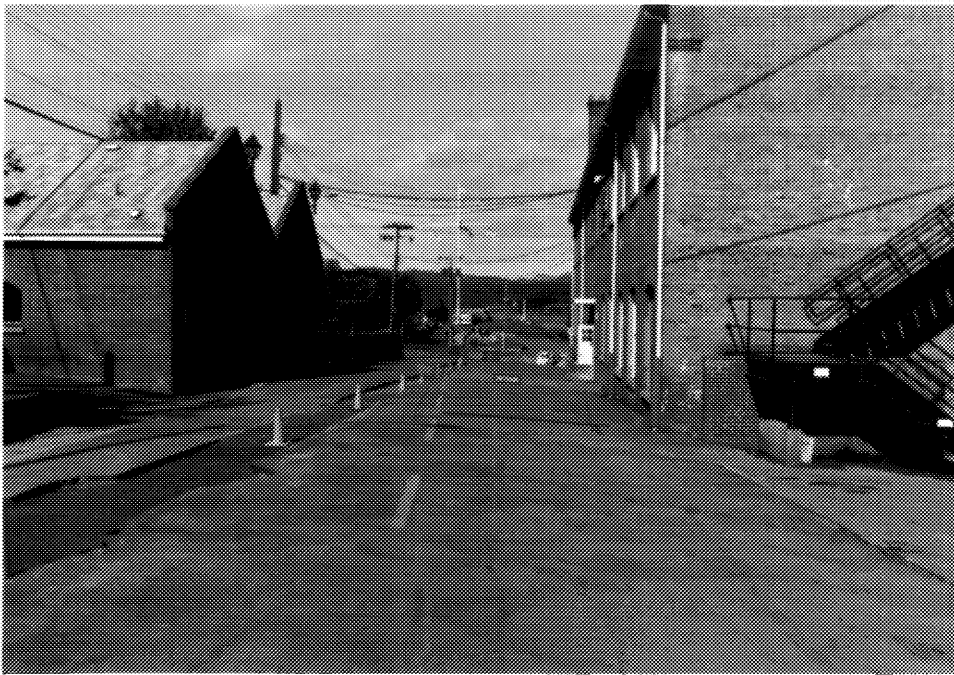


6 Building D76, original drawing of main elevation. (CFB Esquimalt.)



7 Building D76, front and side (west) elevations, with Admiral's House driveway entrance. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 Buildings D75-D76 (at left), building D77 opposite, looking west to Duntze Head. (Ian Doull, AHB, Parks, 1989.)



9 Buildings D75-D76, looking east from Duntze Head. (Ian Doull, AHB, Parks, 1989.)

Building D74 (Former Victualling Department Office, 1902)

HISTORICAL ASSOCIATIONS

Thematic

This small office was the administrative headquarters of the Royal Navy's Victualling Department at Esquimalt. It is directly associated with one of the original and most important functions of the Dockyard, the supplying of provisions to ships of the Pacific Station (upon its creation in 1865 the Dockyard was known as "Her Majesty's Victualling Establishment at Vancouver Island"¹). In the post-1910 era the building has housed other significant uses, including the Royal Naval College of Canada surgery (1918-1922),² and currently the office of Information Services, DND Pacific Command.

Person/event

No persons or events of historical significance are associated with this building.

Local Development

Building D74 shares the same local development phase as the majority of other Royal Navy buildings in the Dockyard, having been built during the comprehensive rebuilding of facilities, ca. 1890-1902.

ARCHITECTURE

Aesthetic Design

Building D74 is an small, one-storey, gabled brick structure with a frame lean-to annex added to the rear (south) elevation at some time before ca. 1937 (Figures 2, 6).³ Although simple and of modest size the building is well-proportioned, of pleasing

appearance, and exhibits the distinctive moulded label surrounds also found on buildings D65, D51 and D81 (Figures 2, 3). The eaves feature small returns. Unlike the majority of other Royal Navy-period buildings, the main door is raised above grade and is reached by a short flight of concrete stairs.

Functional Design

The original floorplan of the building survives intact (compare Figures 4, 5). The main door opens into a small vestibule, from which open in turn the three main rooms. An interior dividing wall between two offices contains a hearth serving each room. The building's original rear door now leads into the frame annex, which contains two rooms and has its own exit (Figure 5).

Craftsmanship and Materials

Both the original building and its shiplap-clad annex display competent craftsmanship, as revealed in the continued good condition of the structures.

Designer

Building D74 was designed by engineer T. Woodgate.⁴

ENVIRONMENT

Site

Building D74 is one of the few Royal Navy buildings to feature a formal setback - approximately five feet deep and landscaped with lawn, planting boxes, and gardens (Figures 2, 3). A sidewalk extends from the edge of the site south to building D37 (Figure 7). The roadway here was lined with mature trees, the last of which were removed in the early 1970s. The eastern boundary is created by the base of the hill which rises to the site of building D38. The western area, between buildings D74 and D75, has been paved (Figure 2).

Setting

Building D74 forms part of a visually interesting, tightly clustered grouping, together with the adjacent building D75-D76 (Figures 1, 6). These mutually reinforcing structures share common features of scale, materials, and details, and are situated on the south side of Hospital Road, in the outer precincts of the Admiral's House grounds. They frame the eastern end of the vista which extends westward toward Duntze Head and Esquimalt Harbour.

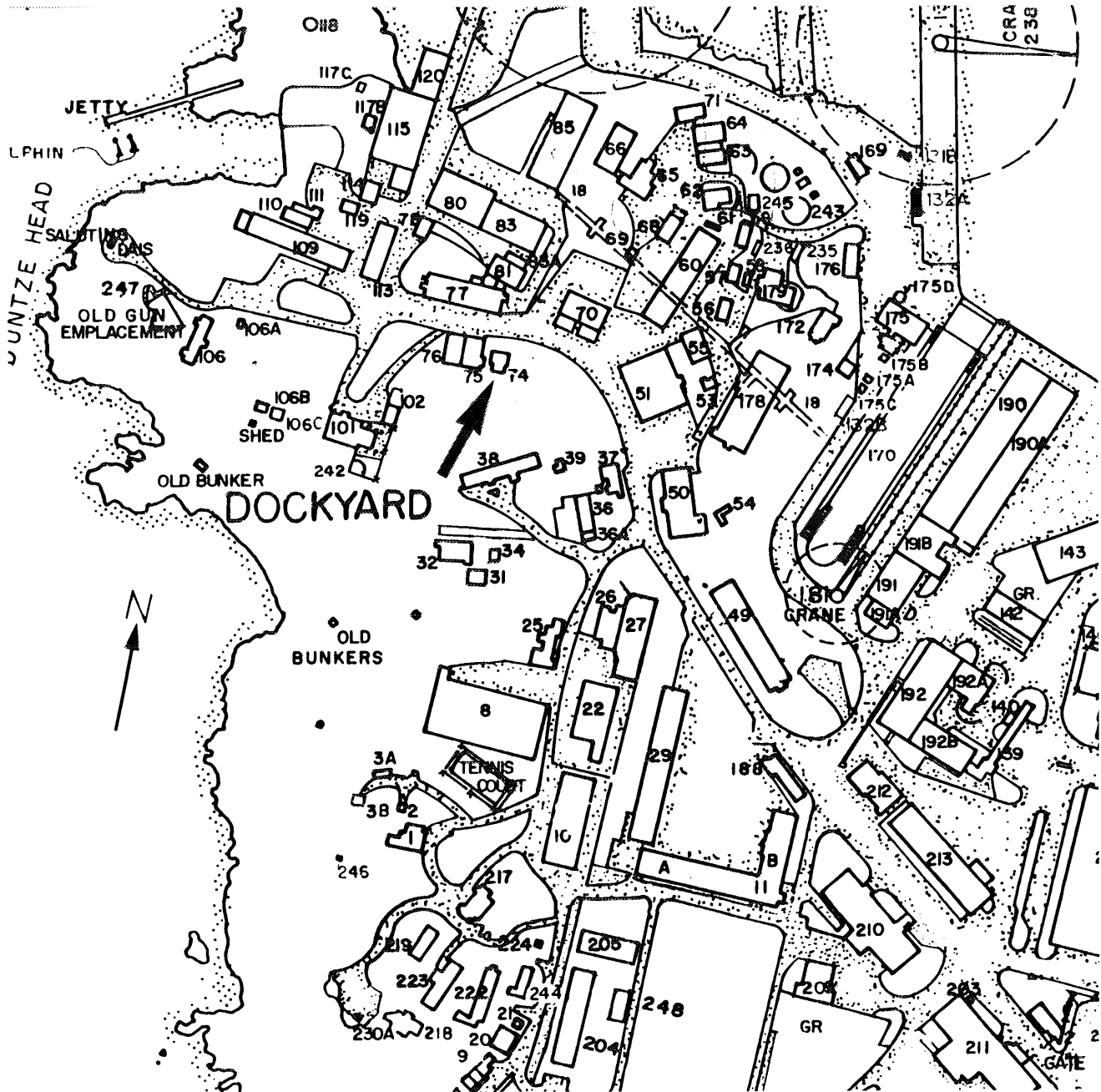
Landmark

Building D74 is visible along a short stretch of Hospital Road between buildings D77 and D70. It was identified as possessing heritage value (1982).⁵

Endnotes

- 1 Troubetzkoy, "Extracts From the Esquimalt Naval Establishment Records, 1862-1881," p. 5.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 33.
- 3 Dockyard site plan, 1937, courtesy CFB Esquimalt.
- 4 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 33.
- 5 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 33.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D74, former victualling department office, location.
 (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D74, main (north) and side (east) elevations; building D75 stands at extreme right. (Ian Doull, AHB, Parks, 1989.)



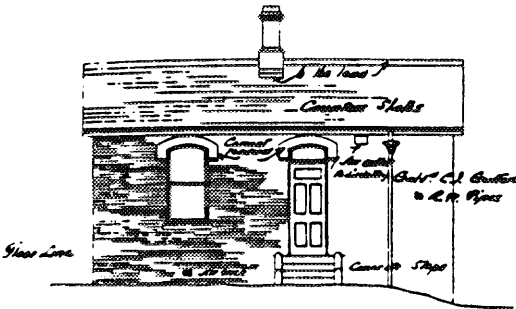
3 Building D74, main and side (west) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

Esquimalt. Naval Yard.

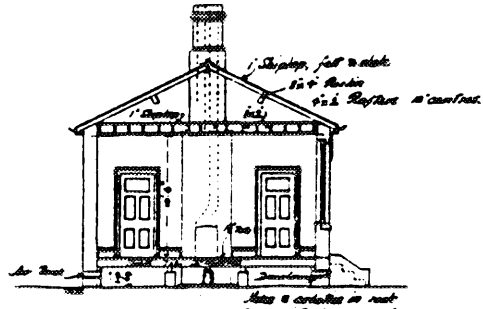
Annual Estimates. 1902-03.

Item C. Subhead K. Office for Victualling Depart^{mt}.



Delivered

North Elevation.

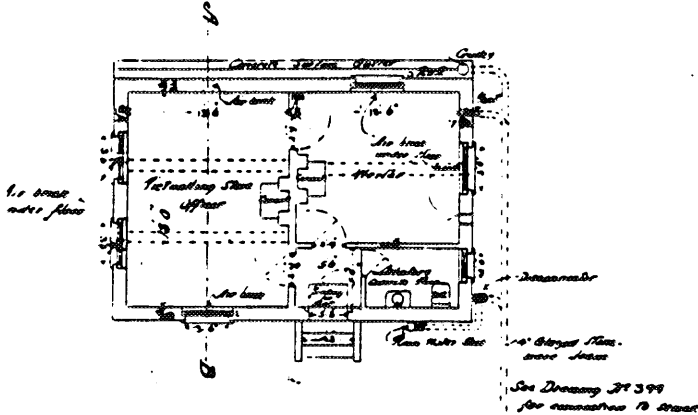


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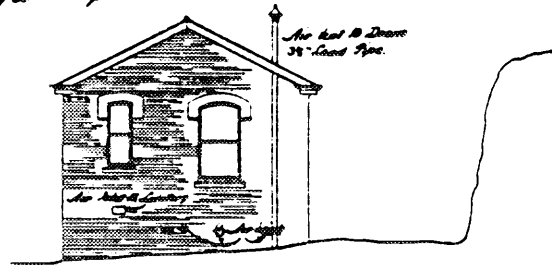
Section on line A.B.

The Drawing referred to in Agreement dated 14th October 1902.

John Allen Contractor.
J.P. Phillips Witness



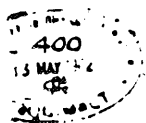
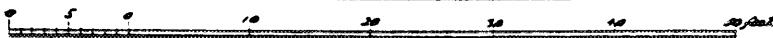
Plan.



Delivered

West Elevation

Scale 8 Feet to 1 Inch.

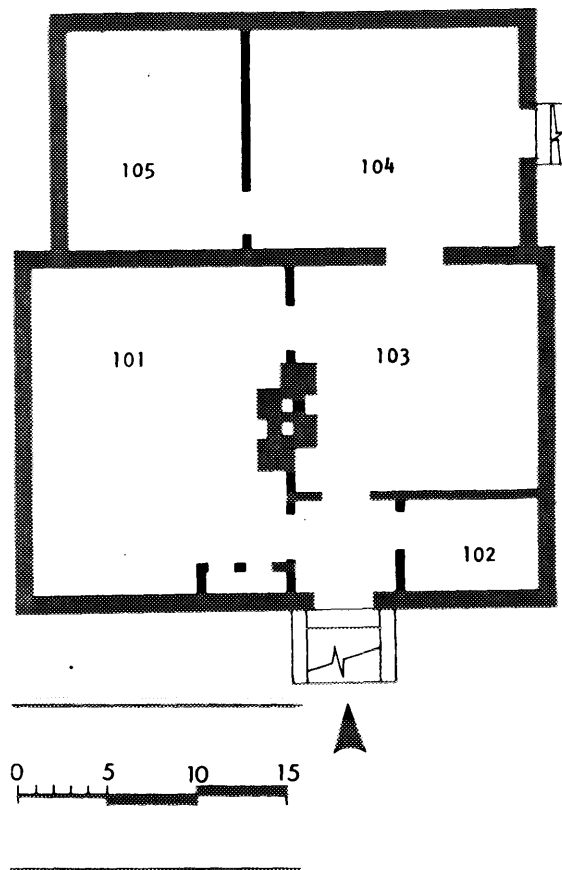


T. Woodgate.
Officer in charge of

A tracing of this set forwarded Sept 13 1901 18th July 1902

12/21 VAA-74.01

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D74, plan.
(Stevenson Kellogg Report,
Vol. 1, p. 187.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Buildings D74, D75-D76, looking west. Note temporary disruption caused by road repair. (Ian Doull, AHB, Parks, 1989.)



7 Buildings D74, D75, looking east toward building D51. (Ian Doull, AHB, Parks, 1989.)

Building D70 (Former Dockyard Main Office, 1937)

HISTORICAL ASSOCIATIONS

Thematic

This building was constructed in 1937 as the administration and command centre of the Dockyard, and contained the office of the officer-in-charge and his staff. It represents the first significant manifestation in the Dockyard of the build-up of naval powers and facilities in the years leading up to World War II. The building has continued in its command-centre role. It currently houses the headquarters of the commander, Maritime Forces Pacific, whose position is customarily held by a rear-admiral and who is the senior Canadian Forces officer in the Pacific region. The commander's official residence is the Admiral's House, D101. The Base Commander's offices are now situated in building no. 5, Naden.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D70 was the first significant structure built in the Dockyard by the Royal Canadian Navy after 27 years of Canadian occupancy of the site.¹ Construction of the building was the first step in the multi-phased wartime expansion of the Dockyard, during which both its area and number of buildings more than doubled.

ARCHITECTURE

Aesthetic Design

Building D70 is a two-storey, flat-roofed structure with a raised basement and a recessed, frame third-floor addition (Figures 2-5). The building is an example of the classically inspired design employed to varying degrees in federal buildings and post offices during the 1930s.² The principal classicizing elements consist of the three-stage horizontal organization of the building and the use of pilasters on the main elevation (Figure 2). The height-to-length ratio and the flat roofline impart a pronounced horizontal emphasis, reinforced on the main elevation by the heavy stone course which caps the pilasters and second-storey windows. This is counterbalanced by the vertical division of the elevation into five bays, with vertically-grouped paired windows. Modest detailing includes the checkerboard-pattern brick panels between the first-and second-storey windows (Figure 2). These elements contribute to a symmetrical and well-balanced design. The same design elements may be seen in the D190-D191 and D192 building groups. The third-floor frame addition adds to the building's visual distinctiveness, although no attempt was made to integrate it into the massing or design of the building (Figure 4).

Functional Design

The existing plan probably reflects much of the original interior layout (Figure 7). All floors consist of an east-west corridor which bisects the building, with offices arranged on each side. A central stairwell connects with the main door. The basement is adapted for storage and building services. Building D70 is one of the earliest, if not the first Dockyard building to employ partially reinforced concrete construction.³

Craftsmanship and Materials

Building D70 exhibits competent, quality craftsmanship, indicated by the execution of brick and stonework and its continued good condition. The structure is composed of brick and terra cotta. The raised concrete foundation features a bush-hammered finish. The main entrance framing and other decorative elements are of stone.⁴

Designer

Building D70 was designed by the Department of Public Works.⁵

ENVIRONMENT

Site

Building D70 occupies a large, irregularly shaped site on the north side of Hospital Road, and is set back approximately 20 feet from the road edge (Figures 1, 4). A rectangular area in front of the building, originally enclosed by a low retaining wall, is landscaped with lawn and plantings. Paved parking and circulation areas surround it on all other sides (Figure 4). The rear boundary is somewhat indistinct. A concrete retaining wall along an embankment defines the site to the west.

Setting

This building stands out from, and effectively compliments, the Royal Navy-era brick buildings which surround it. It is distinctive due to its darker brick and the design elements which articulate the main elevation. It is the only large building in the immediate area to possess formal landscape elements, reinforcing its image as a building which houses a particularly significant function.

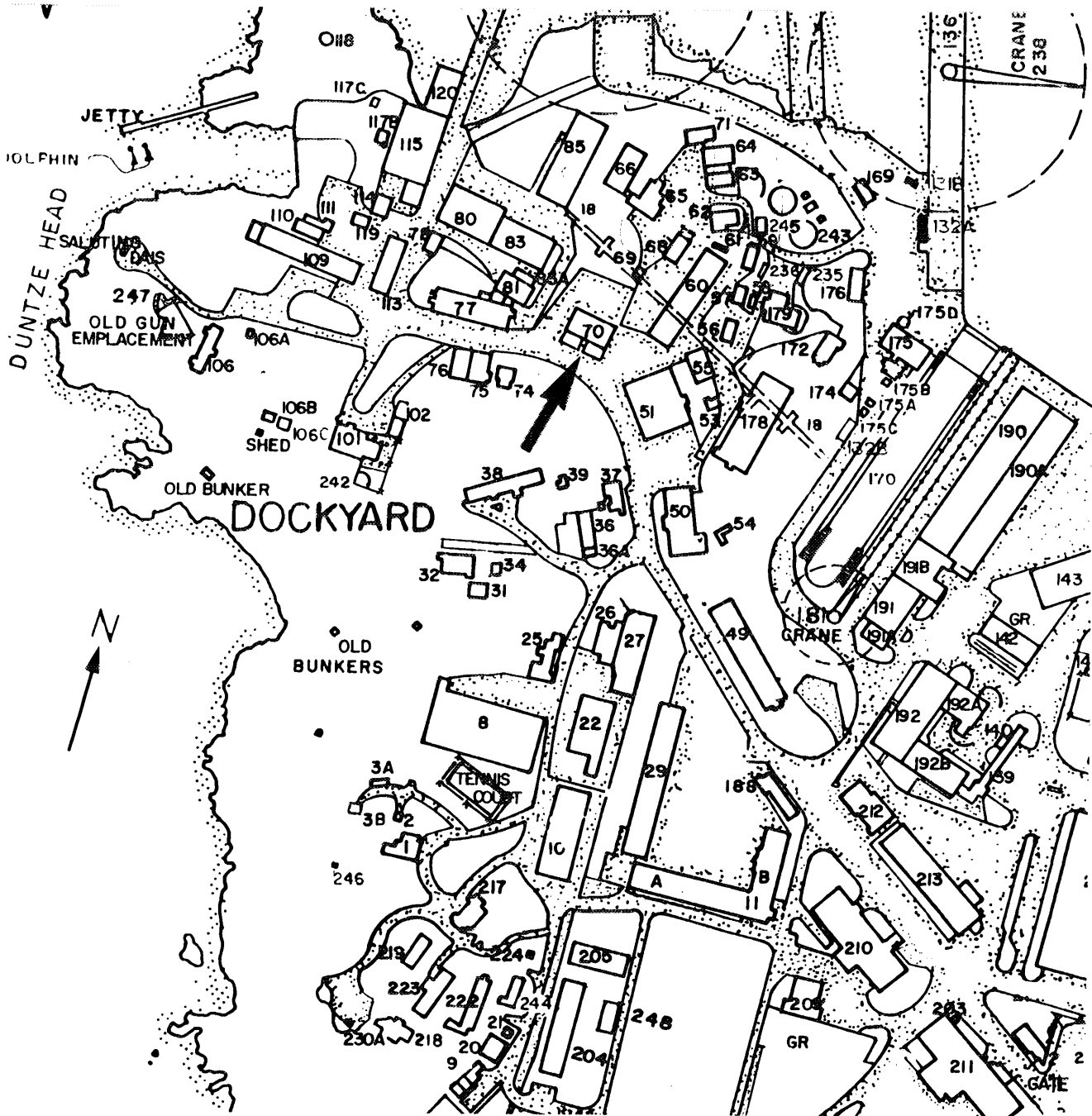
Landmark

Building D70 enjoys good visibility along Hospital Road from all points within the original Dockyard. Due to the curve in Hospital Road it marks the limit of the vista from the former position of the main gates toward Duntze Head (Figure 6). Its setback and its large open site increase its visibility. Building D70 has been identified as being of prime heritage value (1982).⁶

Endnotes

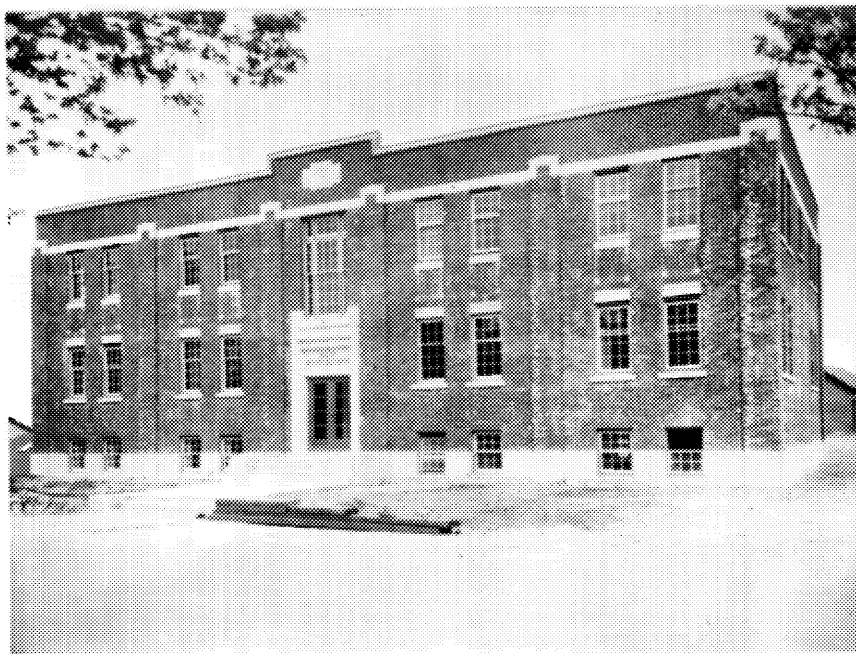
- 1 Construction of D70 within the original Dockyard required the demolition of some of the last temporary frame Admiralty buildings, including the former fleet dining room, reading room, and cooperage. NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Janet Wright, "Building in the Bureaucracy: Architecture of the Department of Public Works, 1927-1939," manuscript on file, Architectural History Branch, Parks, 1988, p. 93, and see also pp. 87-94.
- 3 Department of Public Works Annual Report, 1937-38, p. 51.
- 4 Department of Public Works Annual Report, 1937-38, p. 51.
- 5 Department of Public Works Annual Report, 1937-38, p. 51.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 32.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

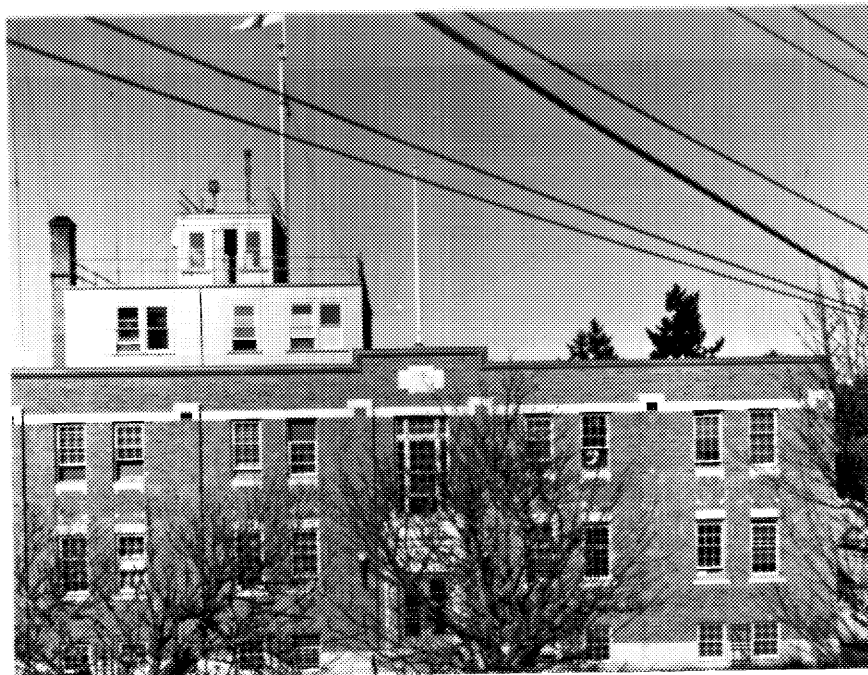


1 Building D70, former Dockyard main office, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D70, main (southern) elevation as completed in 1937, prior to landscaping. (NA, PA-124682.)



3 Building D70, showing first third-floor addition, 1941. (NA, PA-176320.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D70, main and side (east) elevations, with former Works Department buildings D69, D68 at right. (Ian Doull, AHB, Parks, 1989.)



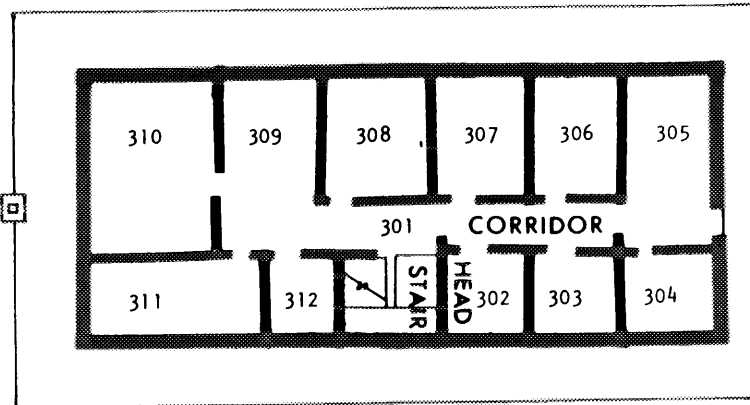
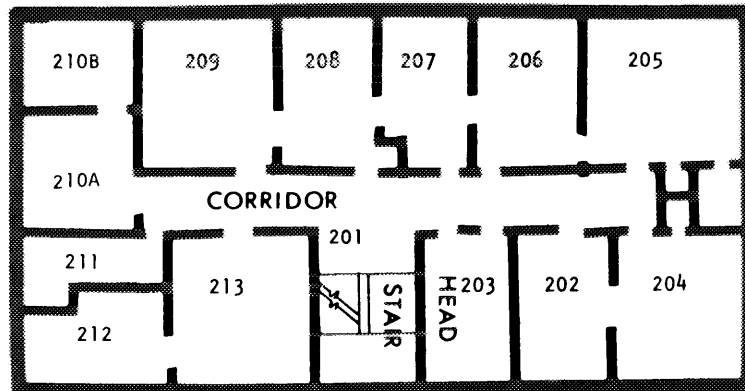
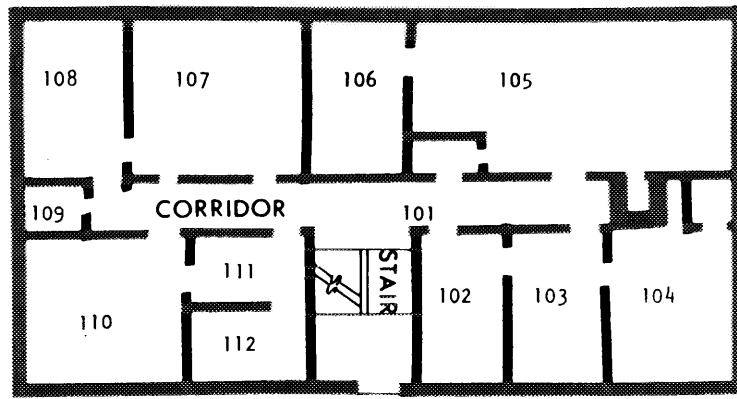
5 Building D70, looking northwest along Hospital Road; building D51 stands at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D70, terminating vista looking northwest into the original RN Dockyard area. Buildings D51, D50 stand at right, building D37 at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D70, plans, floors 1-3.
(Stevenson Kellogg Report,
Vol. 1, pp. 175, 177, 179.)

Building D51 (The "Factory," 1889, 1891, Completed 1903)

HISTORICAL ASSOCIATIONS

Thematic

The term "factory" was used historically in Royal Navy yards both in Britain and overseas to denote the principal industrial shop complex.¹ Begun in ca. 1866, the precursor of the current factory was already well established by 1873, and contained a smiths' shop, smelter, and steam engine which provided power to the shop machinery.² The engine was sent from England following the request by the rear-admiral-in-charge that a "small engine for driving the machinery now fixed in this yard" be supplied to facilitate repairs to naval guns.³ In addition to the engine and machinery a resident engineer was appointed to the yard to oversee the work. The factory machinery was also used in ship repair operations; the building is therefore directly associated with the naval defence theme.

The demands placed on the factory's services increased as steam-driven iron warships were assigned in greater numbers to the Pacific Station. The factory was rebuilt incrementally, in brick, beginning in ca. 1889 and by 1895 had tripled its original size.⁴ In 1891 the "steam factory" was listed in Admiralty directories as one of the five principal facilities/functions of the Esquimalt Dockyard.⁵ The factory provided all shop and metal-working facilities needed for the maintenance of the Pacific Squadron. The Works Department, particularly buildings D56 and D59, performed a similar role for the construction and repair of works and buildings within the Dockyard. When the Dockyard was transferred to Canadian control in 1911, the terms of transfer, embodied in an Imperial order-in-council, stipulated that a number of facilities including repair machinery - a probable reference to

the factory - be retained in a state of readiness for future use of the Royal Navy as needed, at cost.⁶

The factory continued in its original use through the end of World War II, although by the beginning of the war its facilities had been largely superseded by larger and more complex industrial buildings elsewhere in the Dockyard. Building D51 now houses a pipefitters' shop.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

The factory is one of the largest of the non-warehouse buildings erected by the Royal Navy at Esquimalt. It was also one of the first facilities to be opened after the formal establishment of the naval yard in 1865, and was for several decades the principal industrial building of the Dockyard. In keeping with its importance to the operation of the Pacific Station it was one of the first structures to be replaced in brick during the rebuilding period of ca. 1885-1902. The rapid growth of the factory between 1889 and 1903 is reflective of that importance and also of the increased volume of repairs during this period which required the services of its component shops.

ARCHITECTURE

Aesthetic Design

The factory is a composite structure, consisting of components exhibiting dissimilar massing and configuration, which nevertheless contribute to an interesting design for an industrial building. It consists of a two-storey hipped-roof section, and

two adjoining one-storey gabled sections (Figures 2, 3). A larger gabled end unit and a rear wing have been demolished (Figures 4, 5).

The main (western) elevation is unified by the similar configurations of door and window openings, all of which feature segmental arches and moulded label surrounds (Figure 3). These are repeated on openings in the gable ends and on the second storey of the end unit. The window surrounds are similar to those of the victualling office (D74) and Works Department office (D74). The gable sections feature corbelled friezes of rounded brick. The corners of the main elevations are marked by stone quoins. A cement string course separating the first and second storeys of the hipped-roof section continues on the north side as a projecting cornice, and may mark the position of the original roofline. Historical photos reveal that this section was built in two phases. The main elevations of the gabled sections are reinforced with distinctive brick buttresses. The unusual massing and comparative richness of detail make the factory one of the most distinctive of extant Royal Navy buildings in the Dockyard.

Functional Design

No information survives with respect to the original plan, but it may be assumed that alterations have been performed due to the age of the building and its succession of occupants. From ca. 1910-1920 the second storey contained offices; the steam engine, machine shops, and boiler shop were located directly below. Each of the three gabled sections contained separate shops, and in one the tops of two blast furnaces projected through the roof.⁷ In 1942 the parts of the building which now survive were divided into a "T" shape, with a large machine shop occupying the entire rear and projecting to the front through the middle unit (Figure 6). This plan persists today (Figure 7). Each of the three sections

has entranceways in the main elevation, and there are additional ones to the north and west. Some of the interior partitions are formed by substantial brick archways.

Craftsmanship and Materials

The decorative elements of the building, including the corbelled friezes, quoins, and surrounds, are well executed. Brick walls, vaults, and archways, in some places over one foot thick, remain in place in areas of the interior. Perhaps due in part to the heavy industrial uses this building has experienced, it has suffered structural problems which required remedial attention to the roof, walls, and some floors. There is evidence of exterior repair on the main elevation. The roof and floor supports were replaced in the 1950s due to extensive rot. The original flooring of brick and concrete was renewed with concrete at the same time, resulting in a change of floor levels.⁸ The balance of the structure was overhauled, and now appears to be in good condition.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Building D51 is bounded on the west and north respectively by Hospital Road and by the open yard between it and buildings D70 and D60 (Figure 1). The structure is surrounded by pavement, and stands without setback at the edge of the road (Figures 2, 3). Softer edges, in the form of grass or gravel strips, and lines of trees, once existed in places, particularly along Hospital Road. The site has been altered by the demolition of the factory's southern wing and conversion of the space to a parking lot, and by the removal of an annex which once connected it with building D55.

Setting

Building D51 constitutes a major visual discontinuity on Hospital Road as the arterial curves westward from the 1940s section of the Dockyard toward Duntze Head (Figure 8). It is the first easily visible Royal Navy-era building encountered within the original Dockyard boundaries, in contrast to the World War II frame structures immediately to the south (Figure 5). It thus creates an effective gateway into the former Royal Navy compound.

Building D51 encloses the southern end of the D55-59 linear building row, and frames the vista from Hospital Road northward to buildings D60 and D68, and the Works Department Yard.

Landmark

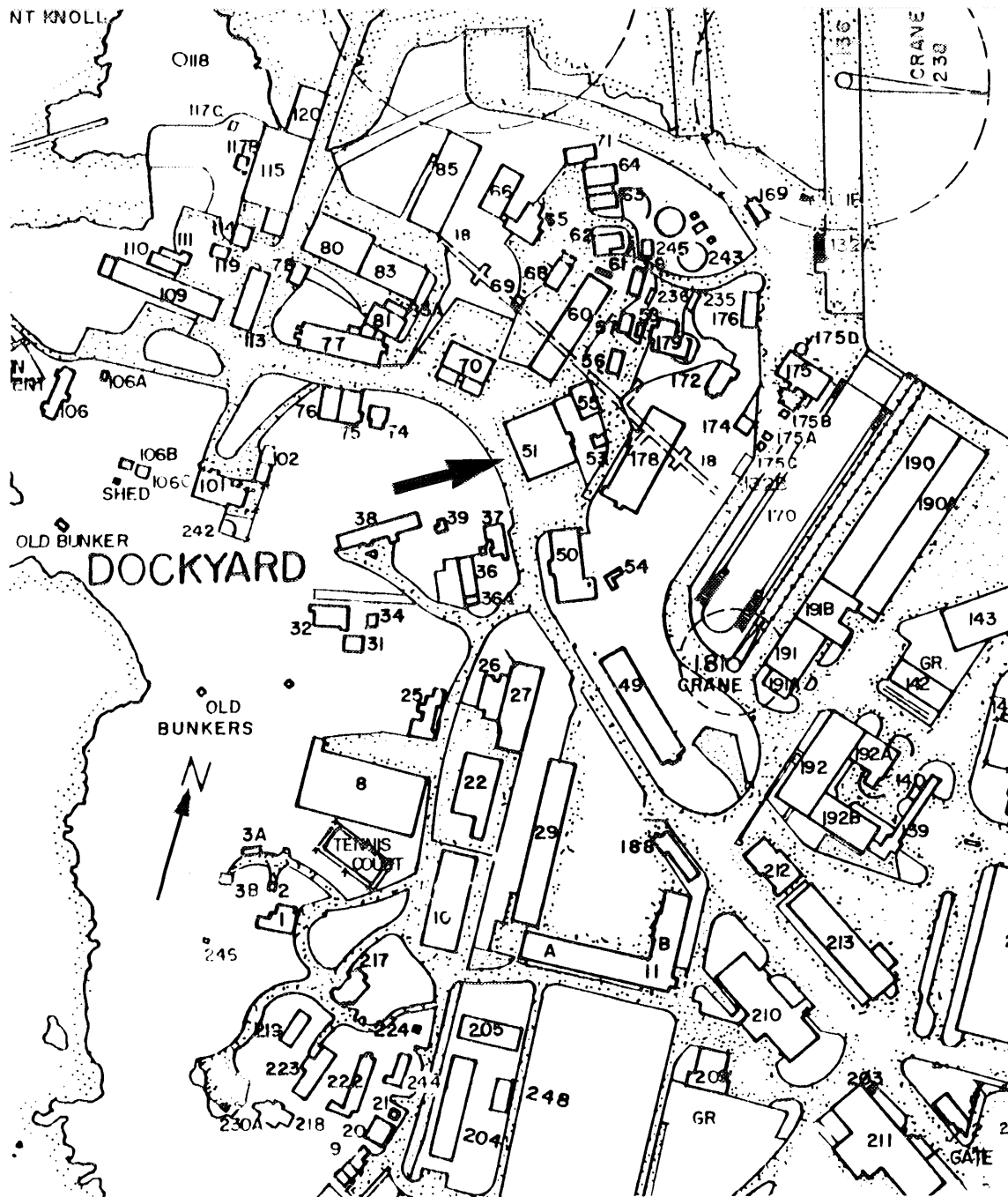
Building D51 is visually prominent within the original Dockyard due to its size and location on the main roadway. The structure has been recommended for retention as an historic building (1974),⁹ and is identified as possessing prime heritage significance (1982).¹⁰

Endnotes

- 1 Coad, Historic Architecture of the Royal Navy, pp. 37, 82.
- 2 Witt and Thomas, Ship Repair Adventure, p. 17.
- 3 Longstaff, Esquimalt Naval Base: A History of its Work and its Defences, p. 22.
- 4 Witt and Thomas, Ship Repair Adventure, p. 17.
- 5 NA, MG 12, Admiralty, Vol. 323, Case F189-1891 (Adm. 116-323).
- 6 Tucker, The Naval Service of Canada. Its Official History, Volume I, p. 160; NA, MG 12, Admiralty, Vol. 993, Case F369, Vol. 1 (Adm. 116-309).
- 7 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 31.
- 8 NA, RG 24, Acc. 83-84/167, File 9200-135/2-51, Vol. 1.

- 9 Stevenson Kellogg Report, Vol. 1, p. 101.
- 10 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 28.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

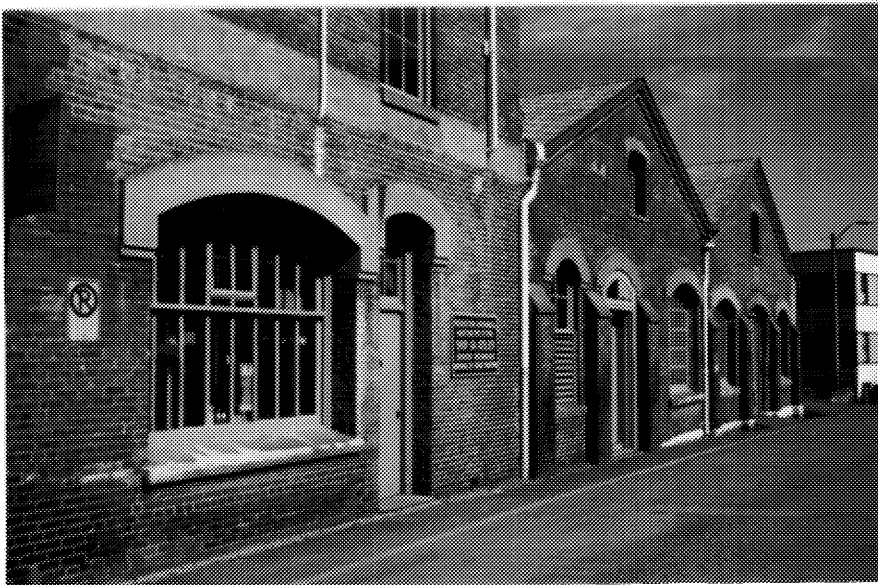


1 Building D51, former "factory," location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

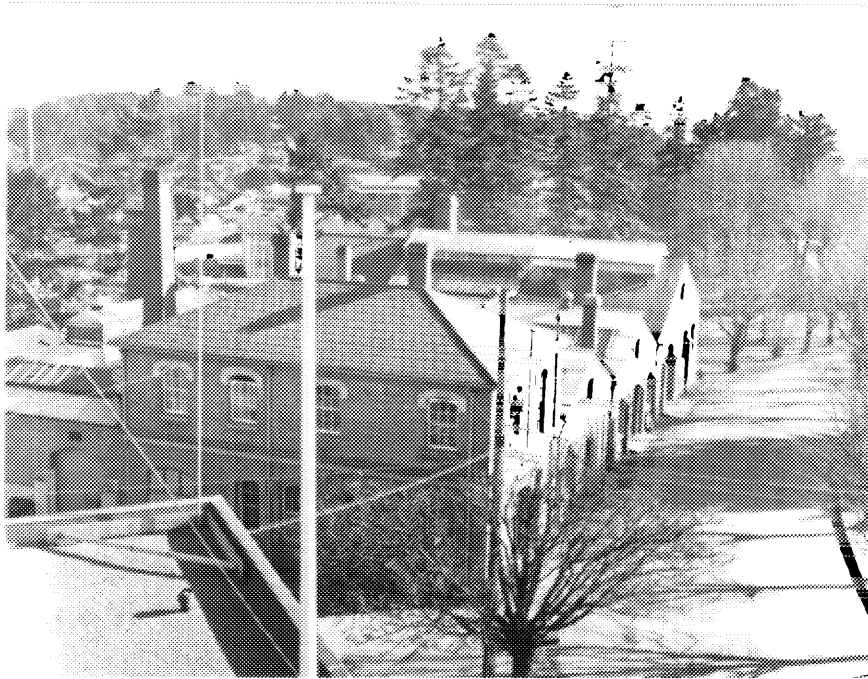


2 Building D51, main (western) and side (northern) elevations. (Ian Doull, AHB, Parks, 1989.)



3 Building D51, detail of main elevation; building D50 stands at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

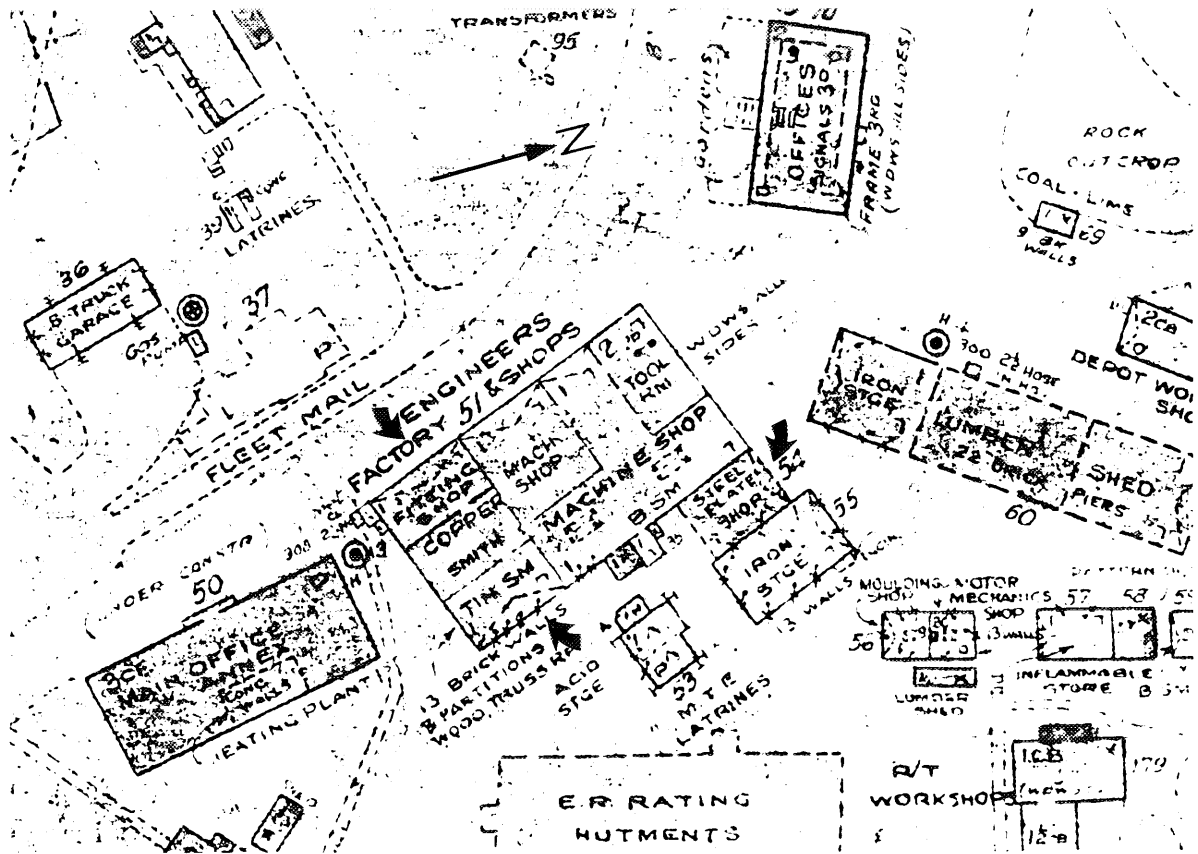


4 Building D51, showing chimney and roof detail, demolished end and rear wings, February 1941. (NA, PA-176322.)



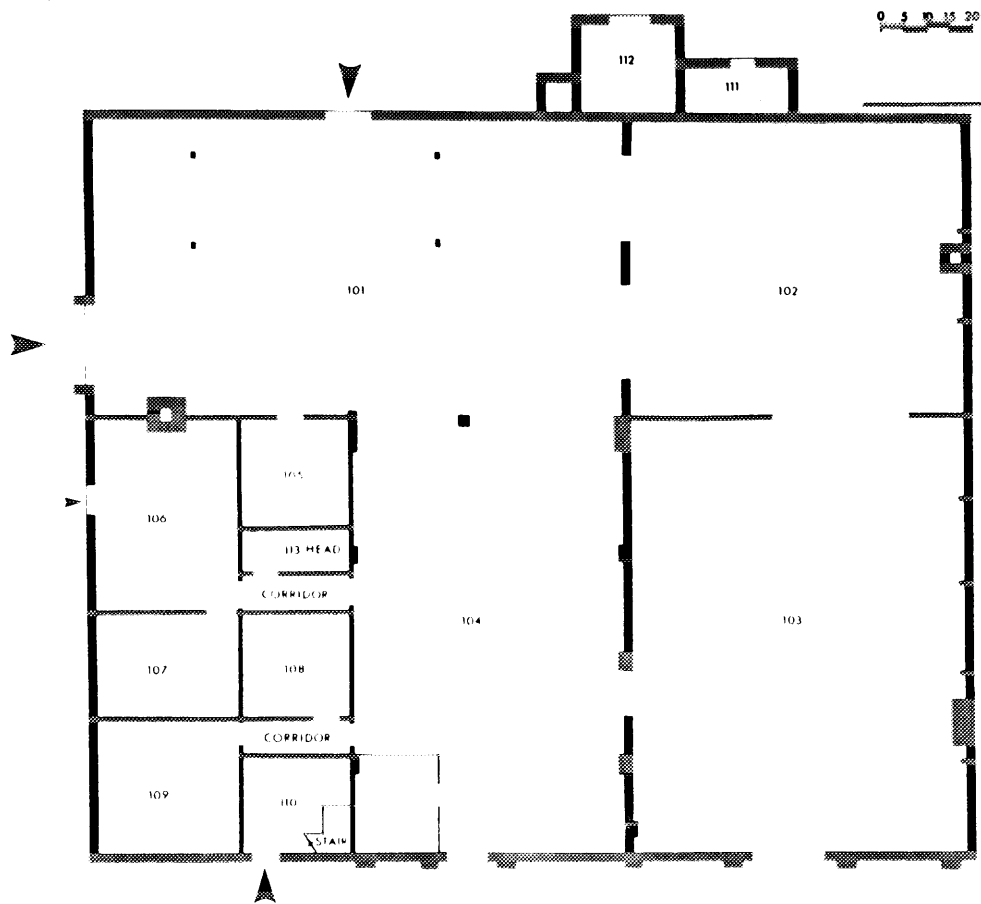
5 Building D51, main elevation, showing demolished southern wing; building D50 at right. (NA, PA-176372.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D51, site and interior plan, 1942. Arrows indicate demolished wings. (CFB Esquimalt.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D51, plan. (Stevenson Kellogg Report, Vol. 1, p. 97.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 Location of building D51, looking northwest into original Dockyard area; building D50 stands at extreme right. (Ian Doull, AHB, Parks, 1989.)

**Building D53 (Latrine and Acid Stores, 1903,¹ Subsequent
Extensions)**

HISTORICAL ASSOCIATIONS

This small latrine was built a short distance behind the factory. It bears no relationship to the principal Dockyard themes. By the early 1940s it had been enlarged to include an acid storage room;² it now contains a washroom and pesticide storage. It was begun during the turn-of-the-century Dockyard building replacement period.

ARCHITECTURE

Building D53 is a small, undistinguished, somewhat "L" shaped building, one storey in height with a flat roof and exposed concrete base (Figure 2). It is one of three freestanding latrines built by the Royal Navy in the Dockyard.³ Small windows appear on one elevation only. Decorative features consist of a vertical brick course partially encircling the building above the windows, and a raised parapet on one wall (Figures 2, 3). The interior consists of two subdivided sections, each with an exterior door (Figure 4); the rear (western) door was probably a recent addition. The building exhibits very simple but generally competent craftsmanship. There is no known designer associated with this structure.

ENVIRONMENT

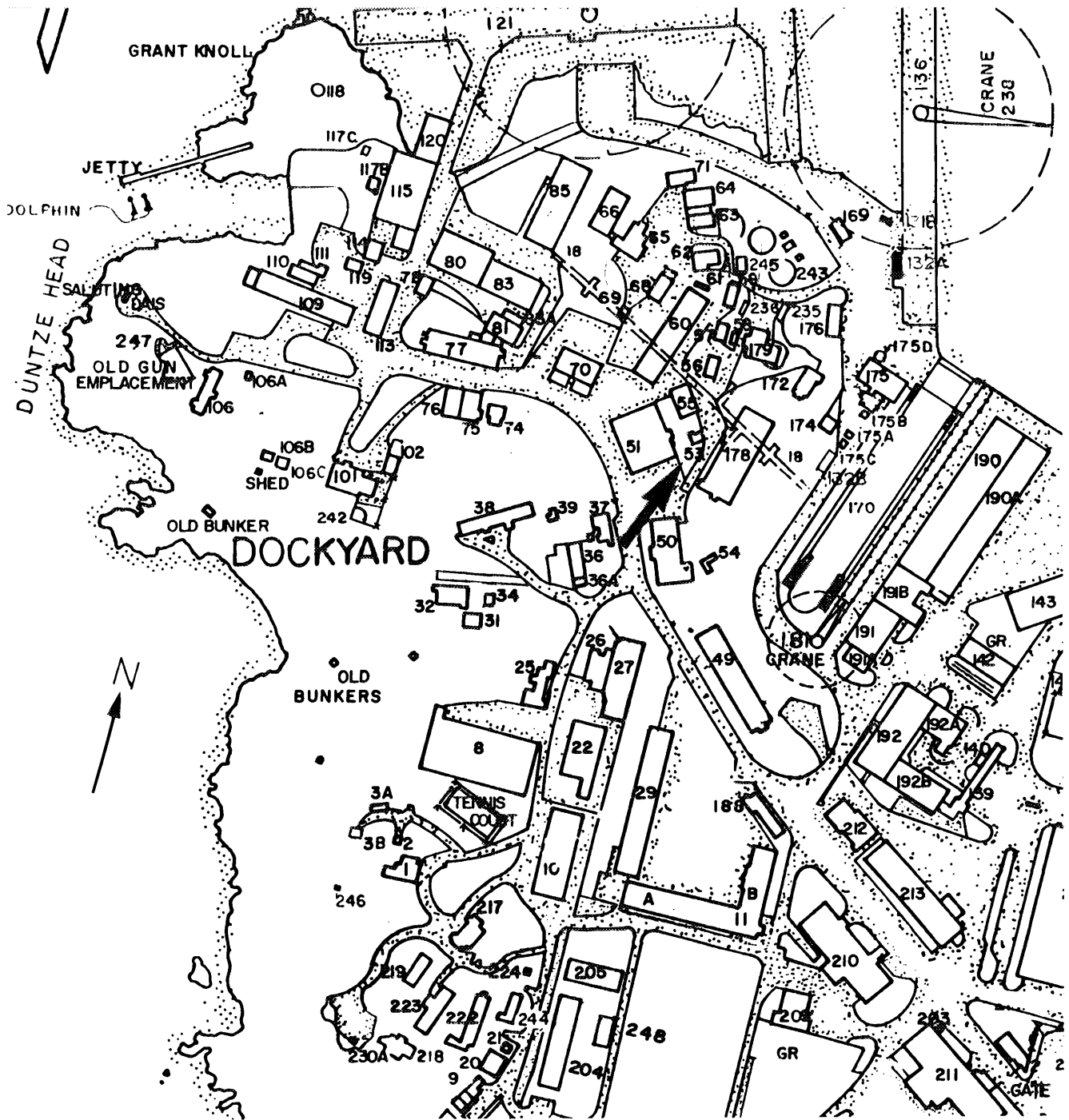
The site features of D53 include mature trees, and the remnants of rock outcroppings on the south side (Figures 2, 3); the other sides are paved. The eastern corner of the building marks the approximate location of the former Dockyard boundary. Along with

building D55 it constitutes a visual extension of the setting of Works Department buildings D56, D57, and D59 (Figure 1). The terrain rises to the east toward the World War II frame building D178. Building D53 continues the general scale of the adjacent Works Department shops; although functionally separate, it contributes to the homogeneity of the area. The building is visually obscure. It has been recommended for retention as a heritage building (1974).⁴

Endnotes

- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Site plan, March 1942, by comparison with plan of ca. 1937, both courtesy CFB Esquimalt.
- 3 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 4 Stevenson Kellogg Report, Vol. 1, p. 105.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D53, latrine and acid stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

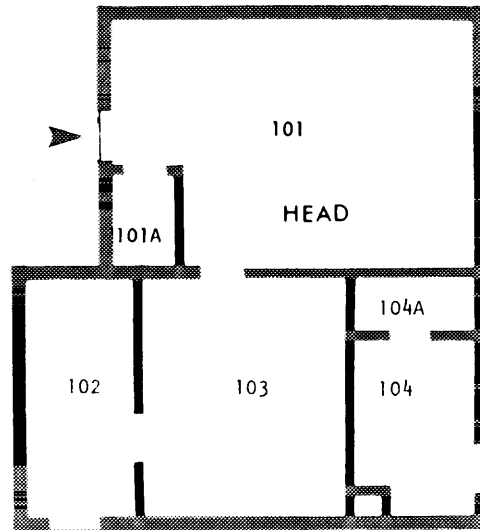


2 Building D53, main (northern) elevation;
buildings D178 and D51 to left and right.
(Ian Doull, AHB, Parks, 1989.)



3 Building D53, rear (southern) elevation;
buildings D55, D60 to right. (Ian Doull, AHB,
Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D53, plan.
(Stevenson Kellogg Report,
Vol. 1, p. 103.)

Building D55 (Factory Iron Stores, 1894)

HISTORICAL ASSOCIATIONS

Thematic

The factory iron stores was one of two iron stores built and used concurrently by the Royal Navy at Esquimalt, the other being the general Dockyard iron and lumber stores, D60.¹ Building D55 was a support facility to the factory in that it stored materials used in the factory's industrial shops, and is thus indirectly linked with ship repair activities. It now contains light industrial shops of the ship repair unit.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D55 was erected during the early phase of Dockyard building replacement which took place from 1885 to 1902.

ARCHITECTURE

Aesthetic Design

This building, although lacking many of the aesthetic details of the nearby factory and Works Department structures, is nevertheless comparable in general architectural qualities to its neighbouring buildings. It is a well-proportioned one-storey rectangular structure with a somewhat steeper gable than other buildings nearby. It features double doorways with segmental arches defined by brick voussoirs on the north and south (end) elevations (Figures 2, 3). The building has few windows, in keeping with its original storage function.

Functional Design

Although the interior is now partitioned into several rooms (Figure 4), it is possible that the building was not originally subdivided. There remain entrances at each end, with partitions arranged parallel to each end wall. The central area is open.

Craftsmanship and Materials

The building appears structurally sound, but there is evidence of spalling of the brick in some areas and of patching or replacement of brick in others. The exterior west wall, which faces the factory and was once joined to it by the now-demolished shearing shed (building D54), is faced with concrete. There are few details for which expert craftsmanship was required except for the voussoirs.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Building D55 is surrounded on all sides by paved parking and traffic circulation areas (Figures 2, 3). The site has been altered by the demolition of the shearing shed which once connected it to the rear of the factory.

Setting

Along with building D53, building D55 constitutes a visual extension of the combined sites of Works Department buildings D56, D57, and D59 (Figure 1). It also frames in the extreme southern end of the open area identified as an "historic courtyard" created by the iron and lumber stores (D60) and the D56-D57-D59 linear row.² Building D55 contributes to the homogeneity of the

immediate area by virtue of its design features and its continued integrity.

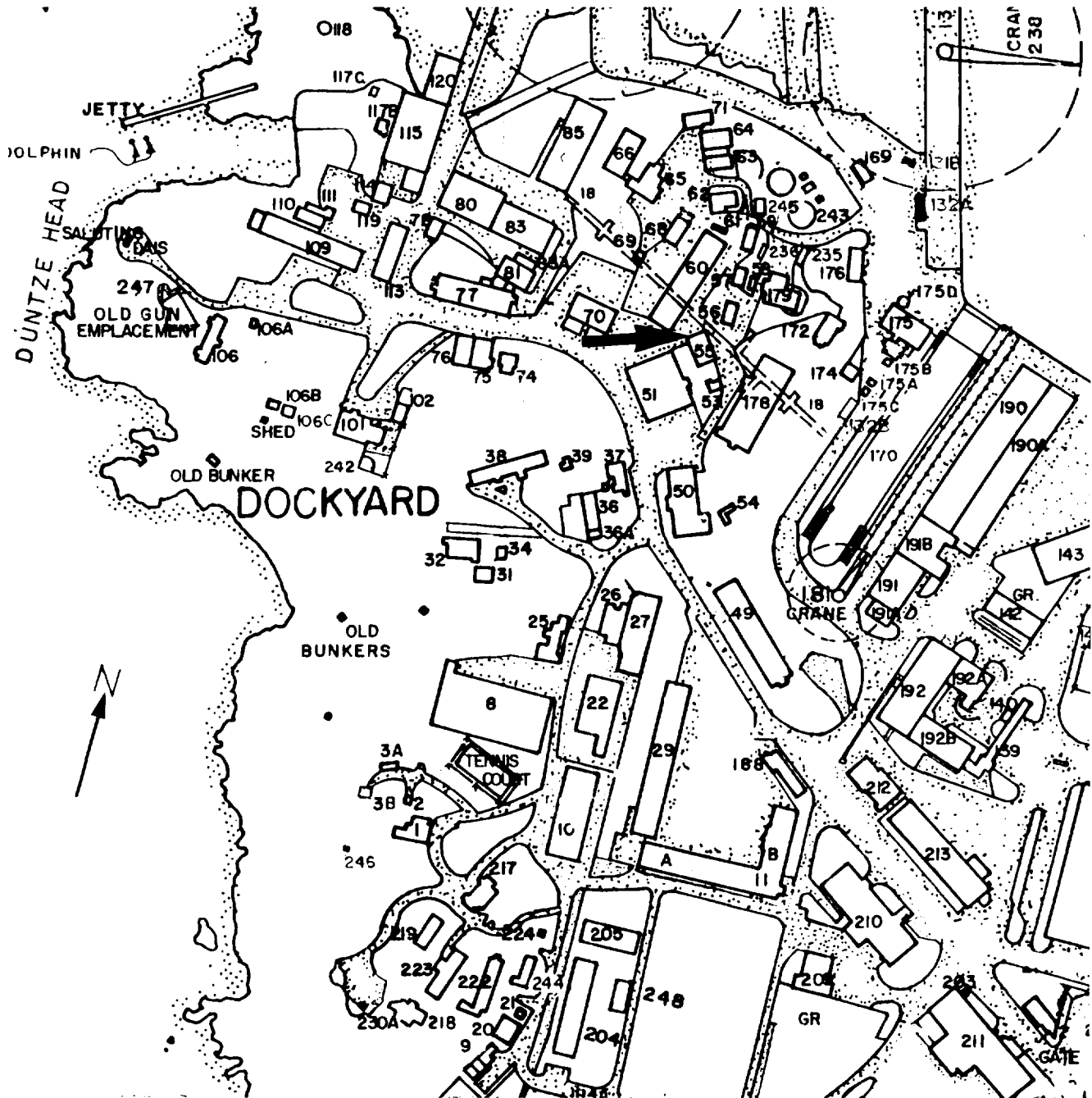
Landmark

Building D55 is visible only from within the historic courtyard. It has been recommended for retention as a heritage building.³

Endnotes

- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 83-84.
- 3 Stevenson Kellogg Report, Vol. 1, p. 109.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D55, former factory iron stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

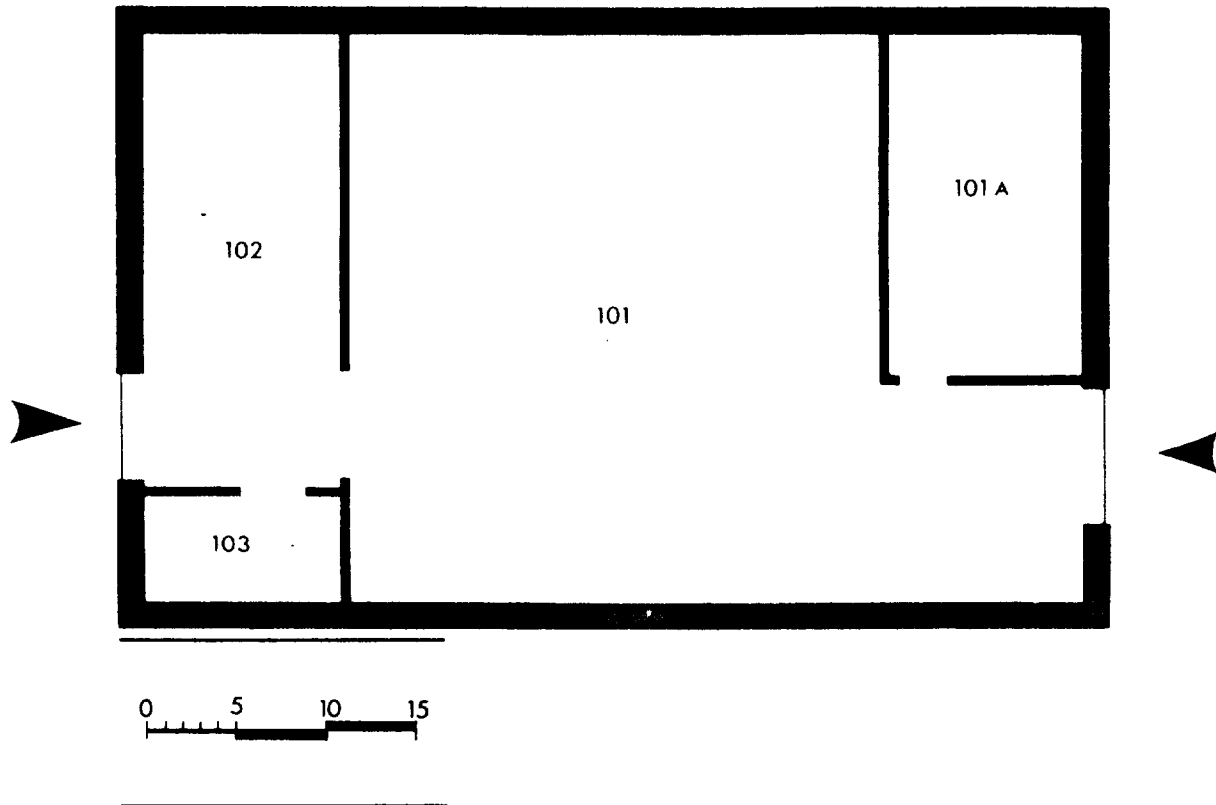


2 Building D55, end (south) and side (east) elevations; building D60 stands at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D55, end (north) and side elevations; building D51 stands at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D55, plan. (Stevenson Kellogg Report, Vol. 1, p. 107.)

FEDERAL HERITAGE BUILDINGS REVIEW OFFICE

BUILDING REPORT 89-202

TITLE: Dockyard, CFB Esquimalt (82 Buildings)
Canadian Forces Base Esquimalt
British Columbia

SOURCE: Ian Doull, Architectural History Branch

**Dockyard, CFB Esquimalt (82 Buildings)
Canadian Forces Base Esquimalt
British Columbia**

Volume 2 of 2

Ian Doull, Architectural History Branch

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242(2)	D172	Drydock Washroom
244(2)	D174	Washrooms
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205(2)	D244	RCN Canteen

Building D60 (Dockyard Iron and Lumber Stores, 1897, 1901¹)

HISTORICAL ASSOCIATIONS

Thematic

The iron and lumber stores building is directly associated with ship repair activities, identified as one of the five principal roles of the Esquimalt naval base in the operation of the Pacific Station.² The construction of the building at this particular time is probably indicative of an increase in repair services following the opening of the adjacent Canadian government drydock in 1887, and paralleling the expansion of the factory (building D51). Each of the several storage bays is now assigned to specific ships for storage of non-essential or seasonally required materials.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

The iron and lumber stores is one of the larger brick buildings erected by the Royal Navy during the most intensive period of Dockyard building replacement around the turn of the century. During the four-year period in which the two phases of the building were completed the main warehouse (D85), the various Works Department structures, and other significant buildings were constructed.

ARCHITECTURE

Aesthetic Design

The iron and lumber stores is a substantial, elongated, one-storey gabled building measuring approximately 175 feet by 45 feet.³ The building exhibits features common to many other Royal Navy structures of the period. The gables are highlighted by corbelled friezes of rounded brick (Figures 2, 4). An oculus is enclosed within the southern gable. Each end elevation features two large segmentally arched openings framed with brick voussoirs. Those at the southern end contain double-leaf wooden doors (Figure 2); those at the north hold loosely fitting wooden gates (Figure 4). The iron stores section, which occupies the southern third of the building, is enclosed and features flat-arched windows. The balance of the structure features large regularly spaced rectangular openings along each side, framed by substantial brick piers and shielded from the elements only by wooden slat gates. The spacing and proportions of the piers impart a particular sense of strength to the building (Figures 2, 3). The openings reach the ground on the western elevation, but are raised about three feet above grade on the eastern side, reflecting the adaptation of the building to the sloping topography (Figure 5).

Functional Design

The lumber stores section of D60 corresponds to a Royal Navy functional building type, found in the home yards and in several of the overseas bases, and commonly known as lumber seasoning sheds.⁴ The open sides, usually covered with slatted or louvred doors, were so designed to permit the free circulation of air through the interior - thus facilitating the slow drying of lumber stored on racks. Both sections of building D60 retain their original open plan, and are interconnected (Figure 6).

Craftsmanship and Materials

The building exhibits competent craftsmanship, reflected in the brickwork detail of the arches and friezes, and demonstrated by the continued good condition of the structure. The building features a concrete foundation and a concrete slab floor.

Designer

The iron and lumber stores was designed by T. Woodgate.⁵

ENVIRONMENT

Site

Like the adjacent Works Department buildings, building D60 is somewhat randomly oriented in relation to the main Dockyard arterial (Hospital Road) and the surrounding buildings (Figure 1). This has produced an irregularly shaped site, defined by the position of neighbouring structures which frame it on all sides (Figures 4, 7). The building is surrounded by paved roadways and parking areas; there are no formal edges between building and road. Few changes have occurred over time except for the periodic renewal of road surfaces and the demolition, ca. 1936-1940, of the frame dining shed, cooperage, reading room, and general stores, which stood parallel to and a short distance south of D60. The small metal-clad building D61 was erected in 1904, and stands within inches of the rear elevation.

Setting

Building D60 is one of the longest of the extant Royal Navy buildings in the Dockyard. The spatial distribution and orientation of buildings in this part of the Dockyard are suggestive of organic, rather than planned growth and development (Figure 1). The immediate surroundings are among the most congested of any area within the Dockyard. Building D60 separates

the D56-D57-D59 linear row from the balance of the original Dockyard area, and bisects the area of high ground between the original Admiralty boundary and the cliff which extends between the Works Department Yard and the lower Dockyard.

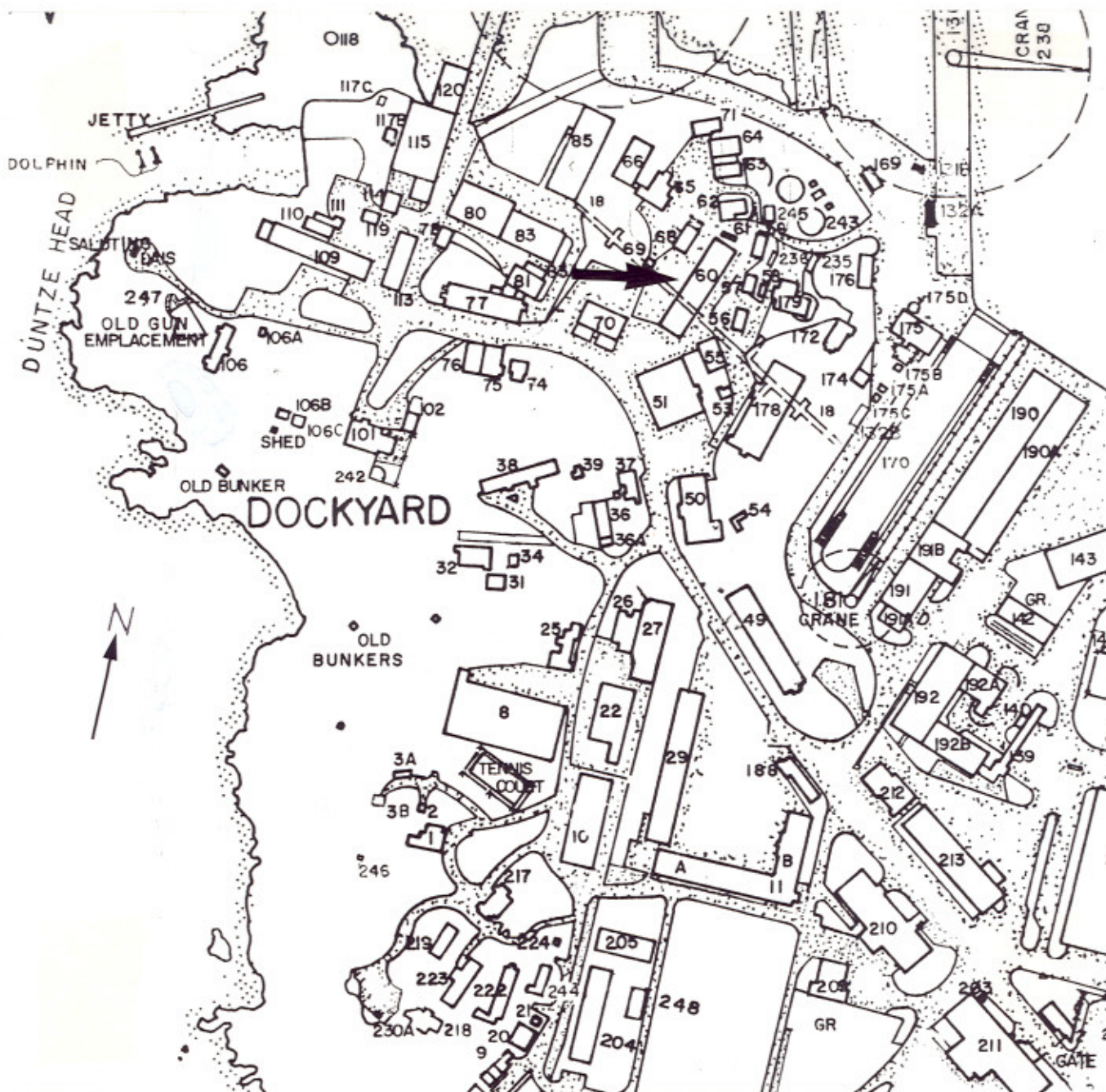
Landmark

Building D60 enjoys visual prominence from within the original Dockyard along Hospital Road, where it is visible through the vista framed by buildings D70 and D51. Due to its size and orientation it screens the view of most Works Department buildings from the road. It was recommended for retention as a heritage building (1974)⁶ and identified for its heritage value (1982).⁷

Endnotes

- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 NA, MG 12, Admiralty, Secretary's Dept., Case F189-1891 (Adm. 116-323).
- 3 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 4 Coad, Historic Architecture of the Royal Navy, pp. 45-46, 50.
- 5 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 66.
- 6 Stevenson Kellogg Report, Vol. 1, p. 129.
- 7 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 66.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D60, former Dockyard iron and lumber stores, location.
(CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D60, end (southern) and side (western) elevations; building D55 stands at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D60, western elevation; building D68 stands at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

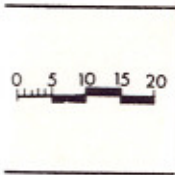
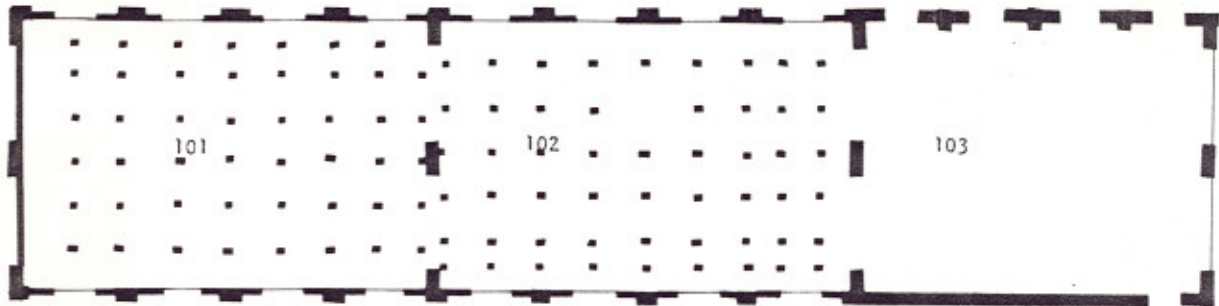


4 Building D60, arched openings on northern elevation, and building D61. (NA, PA-176351.)



5 "Historic courtyard" area, building D60 at right; buildings D59, D57, D56, D55, D51 (L-R). (Ian Doull,

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D60, plan. (Stevenson Kellogg Report, Vol. 1, p. 127.)



7 Building D60, southern elevation;
buildings D69, D68 to left, D56, D55 to
right. (Ian Doull, AHB, Parks, 1989.)

**Building D56 (Former Works Department Galvanizing and
Plumbers' Shops, (1900)**

HISTORICAL ASSOCIATIONS

Thematic

This modestly scaled building housed metal working and plumbing services of the Works Department. The department was the "public works department" of the yard, and functioned as the internal repair and maintenance unit for all Dockyard installations. Building D56 is therefore indirectly related to major Dockyard themes. The building now contains shops.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D56 was constructed during the final period of Dockyard redevelopment under the Royal Navy, during which most wooden buildings were replaced with permanent structures. The Works Department was the last major functional department added to the yard by the Royal Navy.

ARCHITECTURE

Aesthetic Design

Building D56 is a small, rectangular, one-storey end-gabled building. This well-proportioned structure exhibits a number of distinctive features, including corbelled friezes of rounded brick, segmentally arched door openings, and windows with hammered stone lintels and lug sills (Figures 2-4). It has experienced few alterations except for the removal of its chimney and roof dormers which contained clerestory windows, similar to those of building D59.

Functional Design

The end door gives access to a large room, while the side door opens into two smaller rooms; all rooms interconnect (Figure 5). The arrangement probably reflects the original division of space into two shops.

Craftsmanship and Materials

Competent, quality craftsmanship is displayed in the detailing of the brickwork for friezes and surrounds, and is reflected in the building's continued good condition after almost a century of use.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

The building is surrounded by pavement on all sides, and stands on the edge of a steep hill. The eastern wall marks the position of the original Dockyard boundary fence. There have been no evident site changes except for the removal of the fence and periodic resurfacing (Figures 2-4).

Setting

Building D56 is the southernmost in a linear grouping of three similarly scaled, mutually reinforcing Works Department buildings (D56-D57-D59, Figures 1, 3). The line continues in a northwesterly direction to enclose partially the Works Department Yard. The larger and more prominent iron and lumber stores (D60) stands a short distance to the west. Building D56 helps to enclose a small open area which has been referred to as a "historic courtyard" within the Dockyard (Figure 6).²

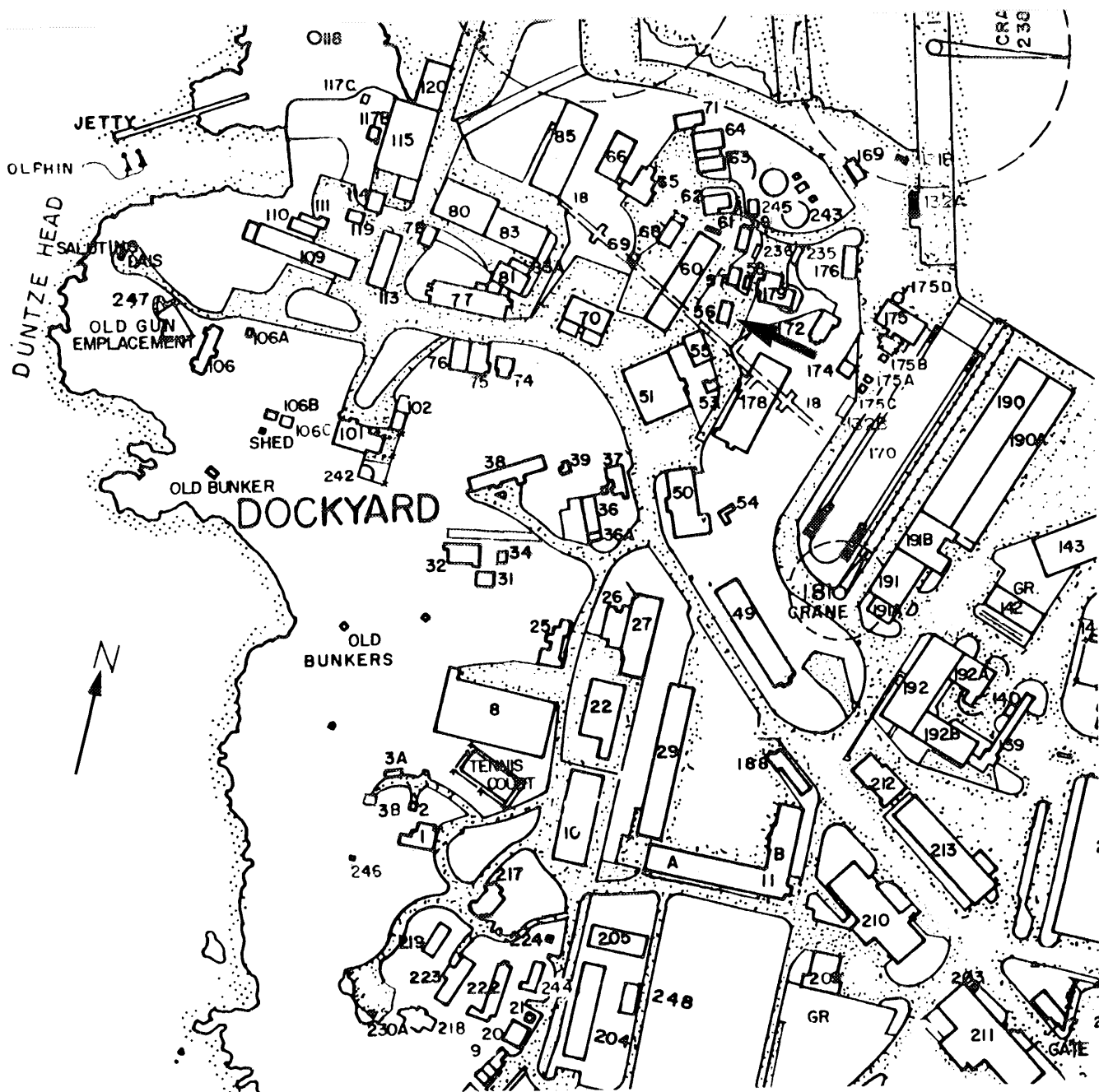
Landmark

Building D56 enjoys only limited local visibility. It has been recommended for retention and designation as a heritage building in consultants' studies prepared in 1974 and 1982.³

Endnotes

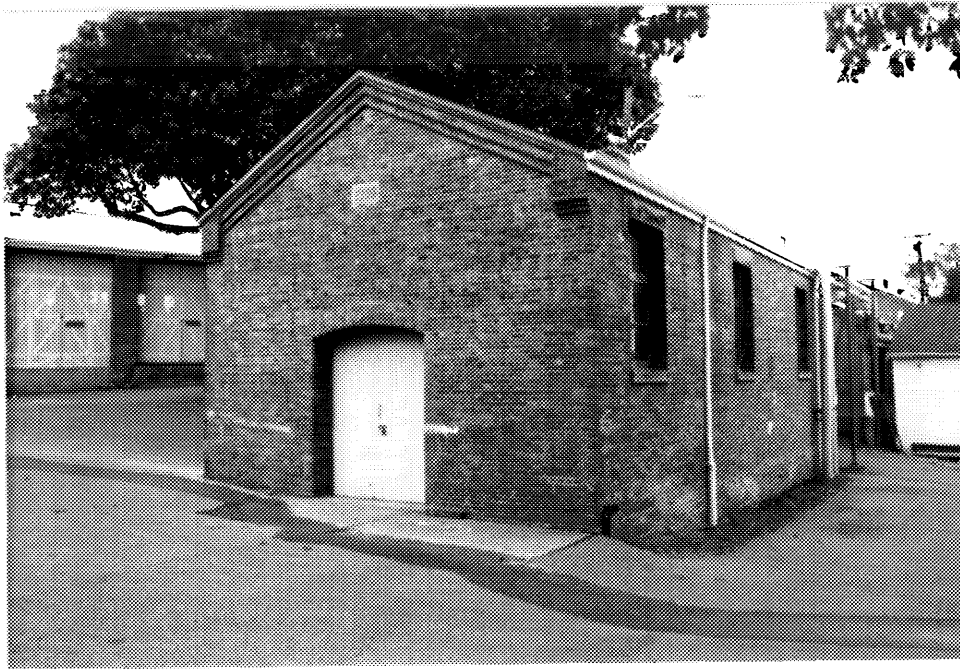
- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 83.
- 3 Stevenson Kellogg Report, Vol. 1, p. 113; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 63.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

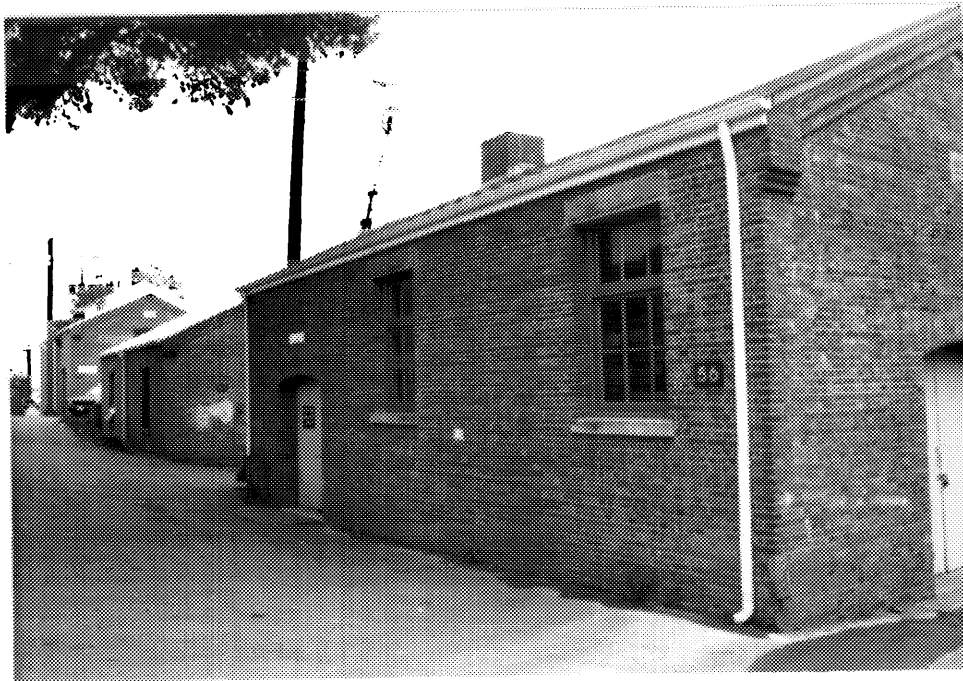


1 Building D56, former Works Department galvanizing and plumbers' shop, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D56, end (southern) and side (eastern) elevations; building D60 stands at left. (Ian Doull, AHB, Parks, 1989.)

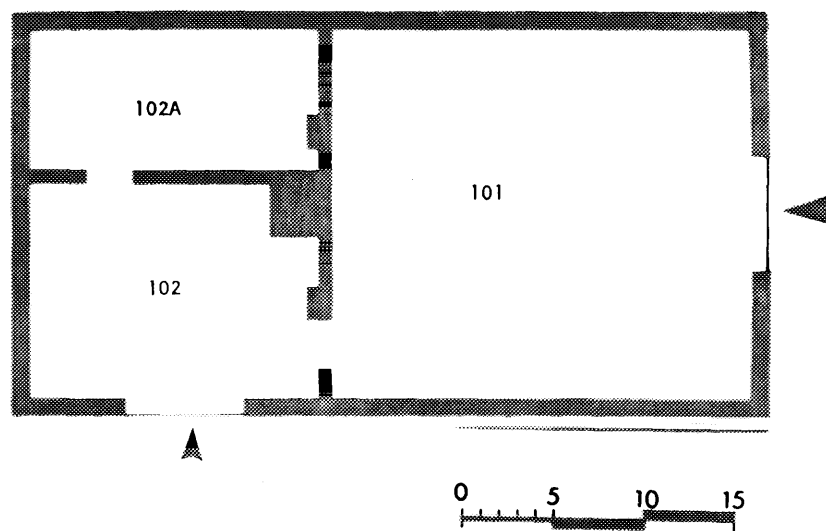


3 Building D56, end and side (western) elevations; buildings D57, D59 stand at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D56, end (northern) and side (eastern) elevations; building D55 stands at right. (Ian Doull, AHB, Parks, 1989.)



5 Building D56, plan. (Stevenson Kellogg Report, Vol. 1, p. 111.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 "Historic courtyard," from left to right:
buildings D59, D57, D56, D55, D51, D60.
(Ian Doull, AHB, Parks, 1989.)

**Building D57 (Former Works Department Inflammable Stores,
1898)**

HISTORICAL ASSOCIATIONS

Thematic

This small brick structure was designed to house inflammable materials used in other Works Department shops. As a storage facility it served a secondary function to other department buildings, and therefore bears no direct relationship to the principal Dockyard themes. The building now contains shops for jetty services.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Like the other Works Department buildings, D57 was constructed during the final major Dockyard redevelopment phase under Royal Navy ownership, and as part of the last functional department added to the Dockyard. The principal Dockyard warehouse, building D85, was begun in the same year.

ARCHITECTURE

Aesthetic Design

Building D57 is a rectangular, one-storey, end-gabled structure of similar proportions to adjacent buildings D56 and D59. It exhibits an unusual variety of decorative elements for a structure of such modest size and function, including corbelled friezes and segmentally arched doorways, and windows which feature distinctive quoin-like stone surrounds similar to those of warehouse D85

(Figures 2-5). The building rests on a widened brick base by which it is adapted to the sloping site (Figure 2).

Functional Design

The single entry door leads to a hallway with access to a large repair shop and a small office (Figure 6). The original plan may have consisted of a single room.

Craftsmanship and Materials

Competent, quality craftsmanship is displayed in the friezes of rounded brick and in the stone surrounds of windows and doors. The building remains in good condition.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

The site conditions resemble those of buildings D56 and D59. The structure is surrounded by pavement. Building D58, a small frame shed built ca. 1919 against the northern wall of D57, has since been moved to its eastern side (Figure 5). The eastern wall marks the approximate location of the boundary fence, which has been removed.

Setting

Building D57 is part of the D56-D57-D59 linear grouping of Works Department buildings, which extends to enclose the Works Department Yard to the northwest (Figures 1, 5, 7). The structure stands between the iron and lumber stores (D60) to the west, and the slope which drops down from the eastern wall; it is one of several buildings which enclose a "heritage courtyard" (Figure 7).²

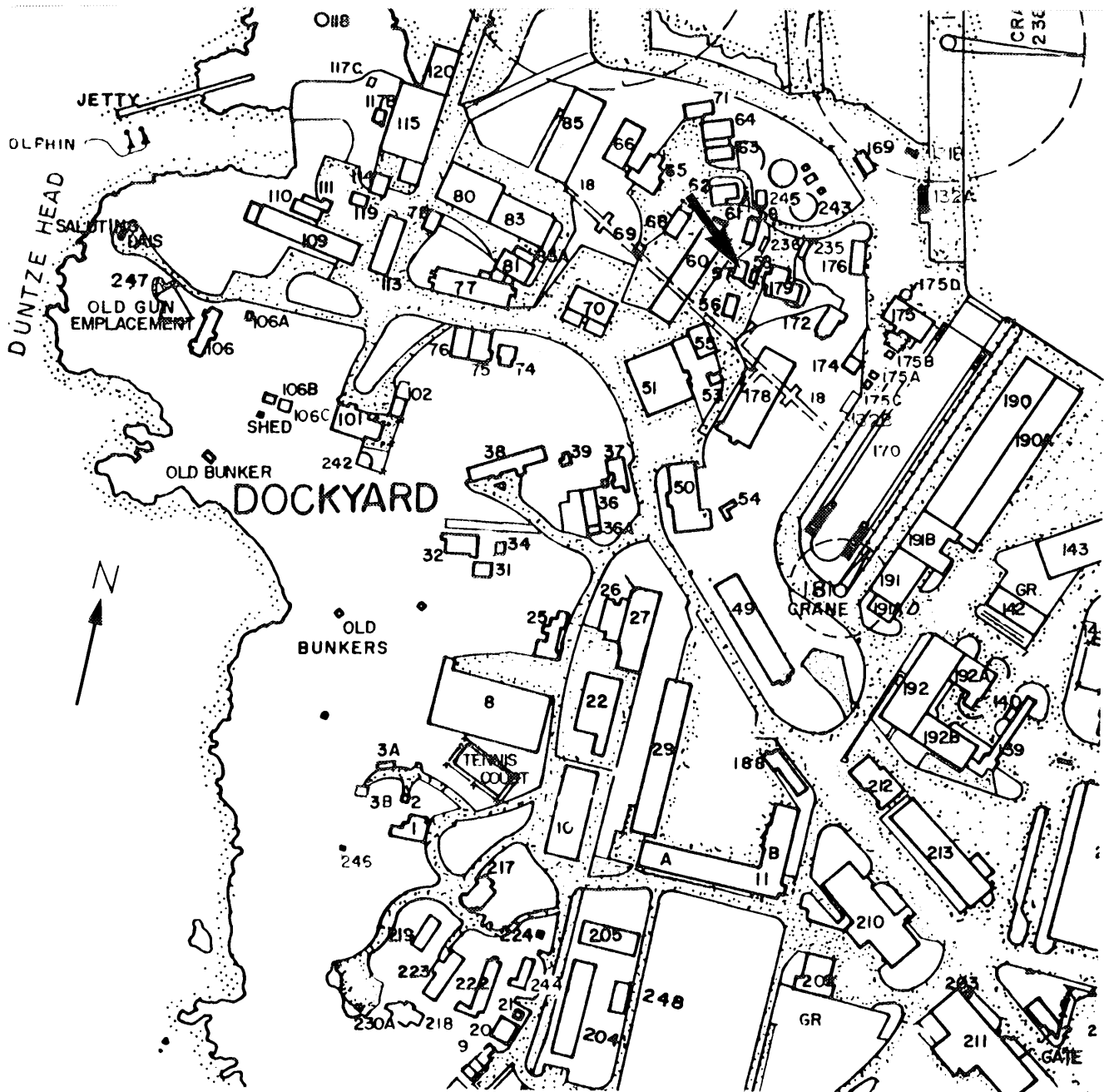
Landmark

Studies prepared in 1974 and 1982 have recommended that D57 be retained and designated as a heritage building.³ It enjoys only local visibility.

Endnotes

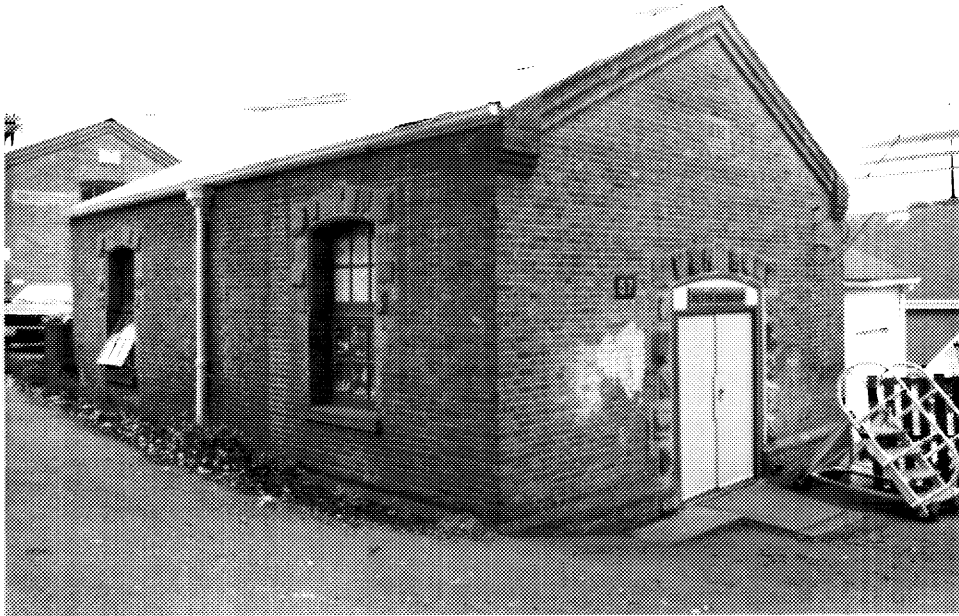
- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 83.
- 3 Stevenson Kellogg Report, Vol. 1, p. 117; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 64.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D57, former inflammable stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

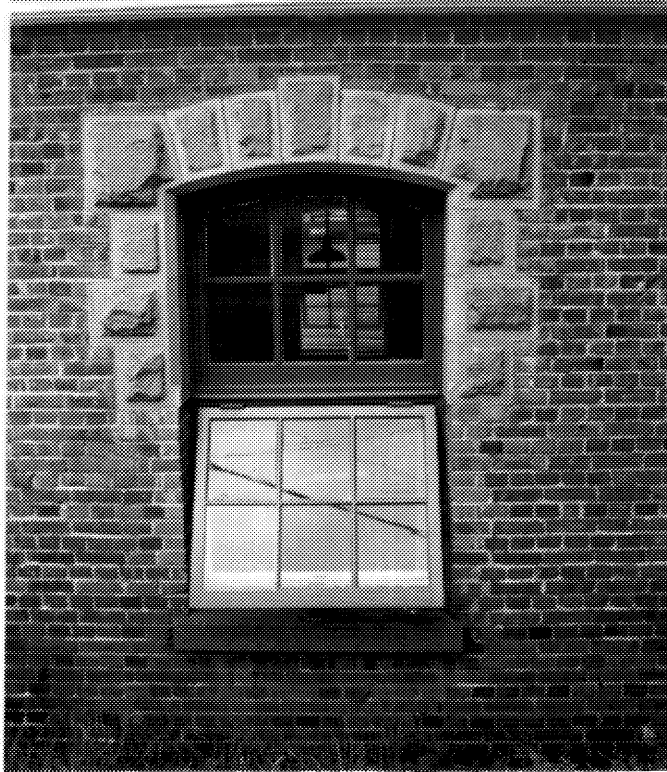


2 Building D57, end (southern) and side (western) elevations; building D59 stands at left. (Ian Doull, AHB, Parks, 1989.)

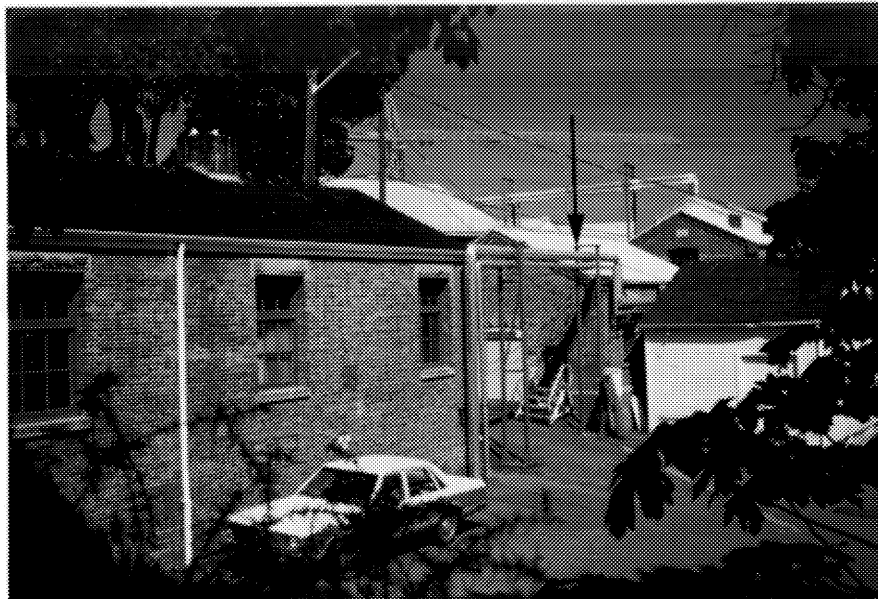


3 Building D57, side and end (northern) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

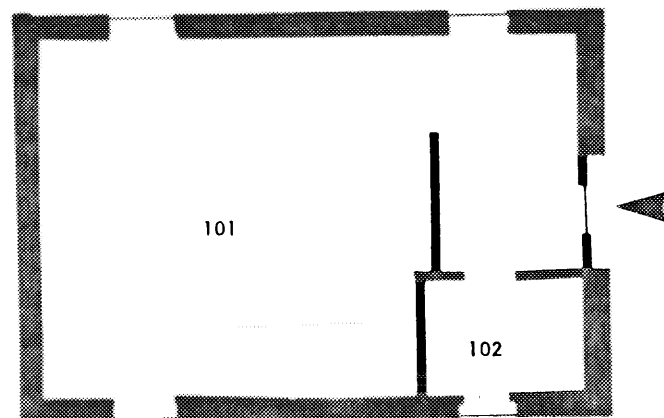


4 Building D57, window detail.
(Ian Doull, AHB, Parks, 1989.)



5 Buildings D57, D58, at centre; D56 to
left, D59 at right. (Ian Doull, AHB,
Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



0 5 10 15

6 Building D57, plan.
(Stevenson Kellogg Report,
Vol. 1, p. 115.)



7 "Heritage courtyard," left to right:
buildings D59, D57, D56, D55, D51, D60.
(Ian Doull, AHB, Parks, 1989.)

Building D58 (Pattern Stores, 1919¹)

HISTORICAL ASSOCIATIONS

This is one of a number of small shop-storage buildings erected in the Dockyard between the World Wars. It was originally built as an annex to Works Department building D57. The building has provided storage space for a variety of materials for Dockyard maintenances and is unrelated to significant defence themes. It continues to be used for storage.

ARCHITECTURE

Building D58 is a small, frame, gabled shed resting on a concrete pad foundation. It features an off-centre double door, and has no distinguishing architectural elements and no known designer. A comparison of photographs taken in 1953 and 1989, revealing differences in end-wall cladding and door placement, suggests that the building may have been partially or completely rebuilt subsequent to 1953 (Figures 2, 3).

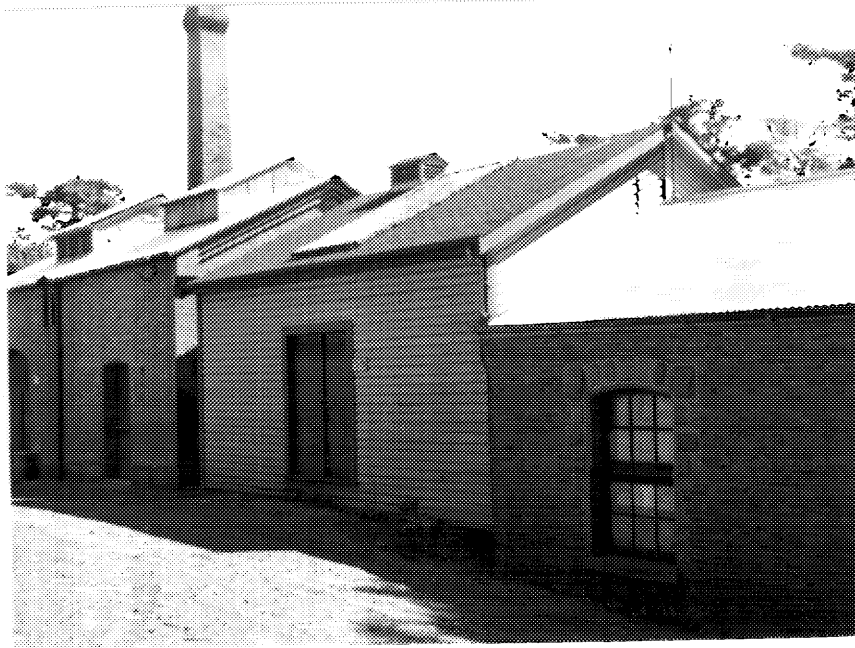
ENVIRONMENT

Building D58 was moved several feet to its current site, in perhaps ca. 1953-1955, and now occupies a narrow, sloping site on the former Dockyard boundary between buildings D57 and D179 (Figure 1). The site is paved; one side of the building rests on a low retaining wall (Figure 3). This building occupies the transitional zone between the original Dockyard and the area into which the Royal Canadian Navy expanded in 1938. It is partially obscured by surrounding buildings.

Endnotes

- 1 NA, RG 24, Vol. 11,908, File AE 33-200-20.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D58, at centre; building D59 stands at left, D57 to the right, 1953. (NA, PA-176357.)



3 Building D58, centre; building D57 at left, D179 to the right. (Ian Doull, AHB, Parks, 1989.)

**Building D59 (Former Works Department Smithery and Plumbers'
Shop, 1901)**

HISTORICAL ASSOCIATIONS

Thematic

Like building D56, this structure housed Works Department metal-working and plumbing services which provided maintenance and repair of major Dockyard works and buildings. These functions existed in support of the principal activities of the Dockyard. Building D59 is now used for storage.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Construction of the Works Department marked the addition of the last functional department to the Esquimalt Dockyard during the Royal Navy occupancy. This also corresponded to the turn-of-the-century building boom during which the wooden buildings of the Dockyard were replaced with those of brick and stone.

ARCHITECTURE

Aesthetic Design

Building D59 is very similar in scale and features to D56 and D57 as described above. The rectangular, gabled structure features corbelled friezes and segmentally arched windows and doors framed with brick voussoirs (Figures 2-4). The roof retains its dormers which contain clerestory windows; these may once have functioned as ventilators for the smiths' shop, and give the building a

definite industrial appearance. The original tall chimney (visible in Figure 2, building D58) has been removed.

Functional Design

The interior is divided into two rooms of unequal size, each with exterior access and with an interconnecting doorway (Figure 5). This probably reflects the original shop configuration. The word smithery is described as a "peculiarly Dockyard term" and denotes structures designed to hold forges and metalworking facilities of lesser complexity than those of the larger factories.²

Craftsmanship and Materials

Like its neighbours, building D59 exhibits quality craftsmanship, which is particularly evident in the brickwork of the friezes and surrounds. It remains in good condition.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Pavement surrounds the building on three sides. A small outcrop of rock remains at the base of the eastern elevation (Figure 4). The latter marks the approximate location of the boundary fence; apart from its removal and periodic resurfacing there have been no evident changes to the site.

Setting

Building D59 is the northernmost of the D56-D57-D59 linear grouping (Figure 1). The building helps define the intersection of the "historic courtyard" (enclosed by these three buildings and by D60, Figure 6)³ with an east-west laneway which connects the courtyard and Works Department Yard with the lower Dockyard.

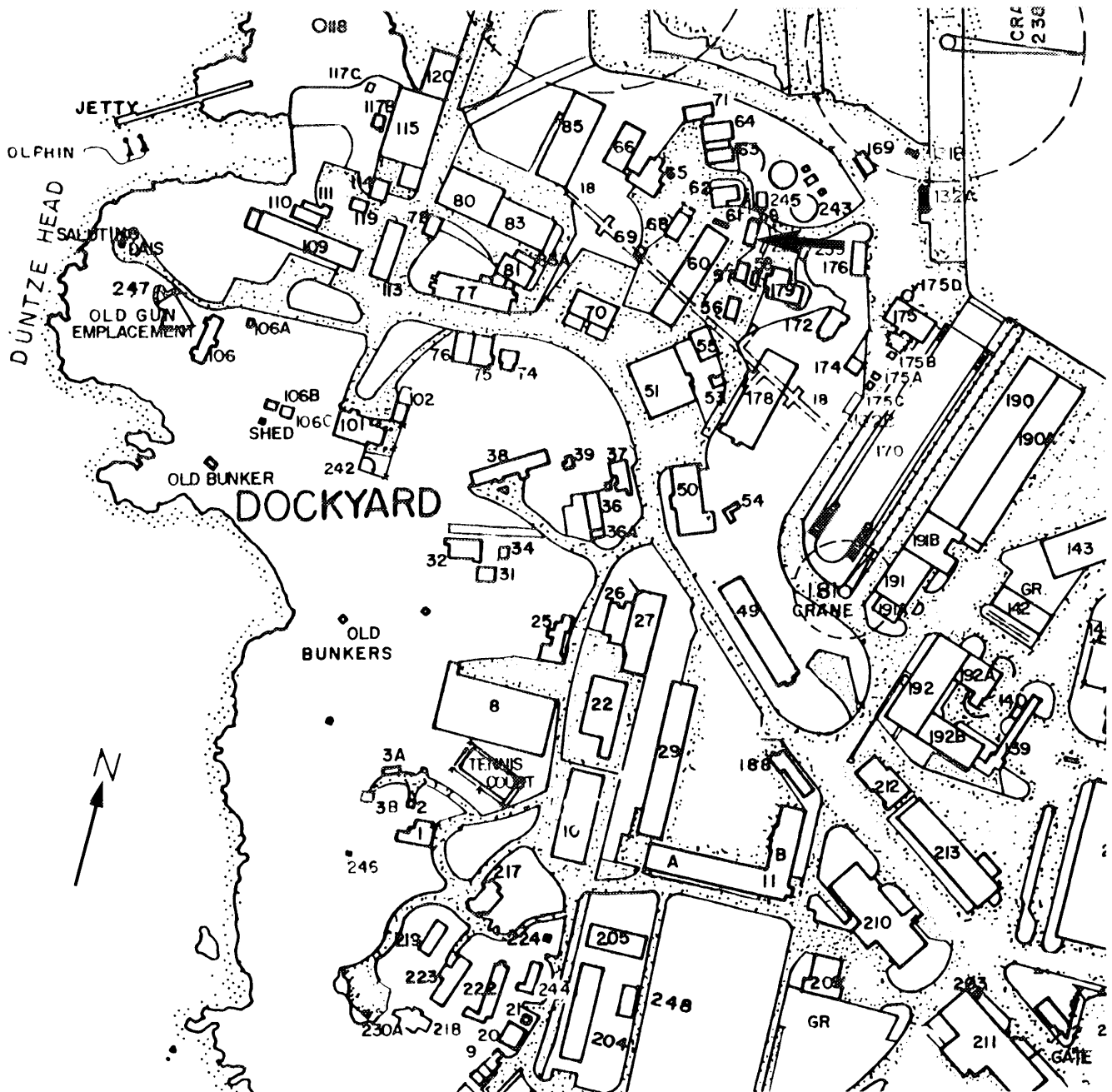
Landmark

The structure enjoys moderate visibility due to its location at the intersection and at the end of its row. It was recommended for retention as a heritage structure (1974) and identified as possessing heritage significance (1982).⁴

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 65.
- 2 Coad, Historic Architecture of the Royal Navy, p. 67.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 83.
- 4 Stevenson Kellogg Report, Vol. 1, p. 125; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 65.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

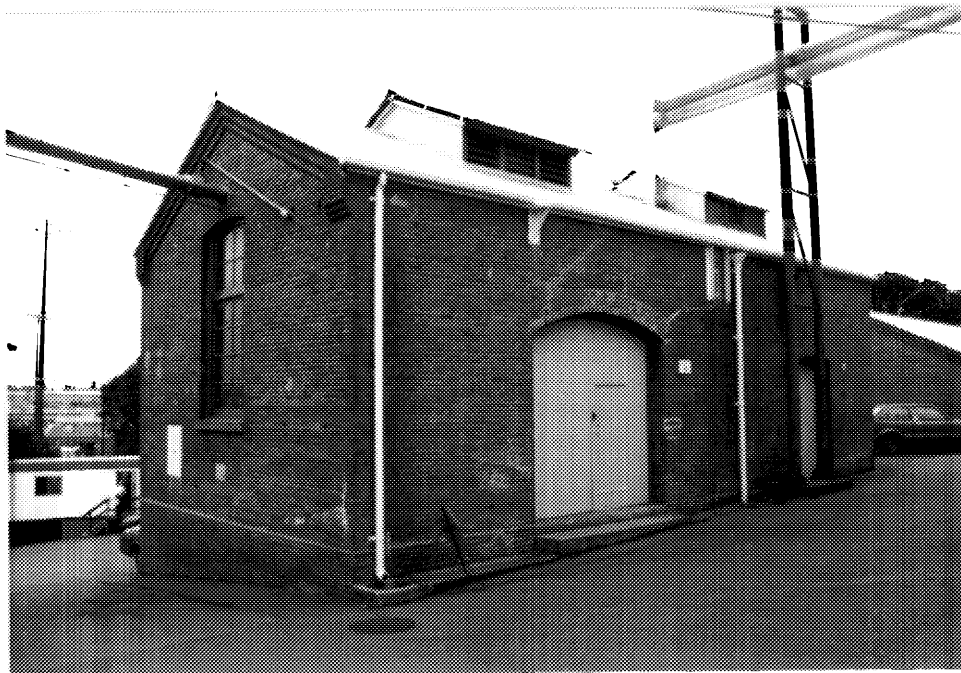


- 1 Building D59, former smithery and plumbers' shop, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D59, end (southern) and side (western) elevations. (Ian Doull, AHB, Parks, 1989.)

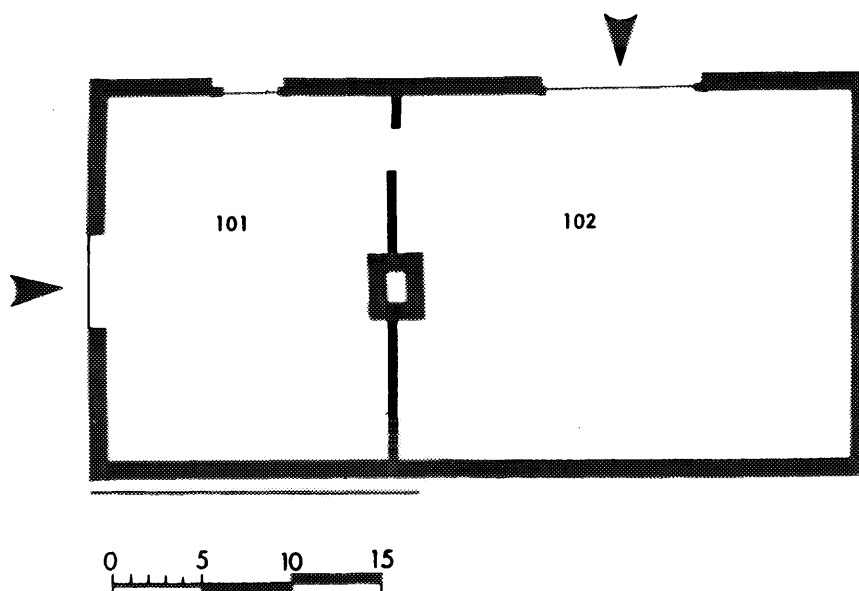


3 Building D59, side and end (northern) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D59, end (northern) and side (eastern) elevations. Note outcrop, temporary construction trailer to left, buildings D58, D57, mid-left. (Ian Doull, AHB, Parks, 1989.)



5 Building D59, plan. (Stevenson Kellogg Report, Vol. 1, p. 123.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 "Historic courtyard." Left to right:
buildings D59, D57, D55, D51, D60.
(Ian Doull, AHB, Parks, 1989.)

**Building D61 (Former Works Department Machine Shop/Lumber Office,
1904¹)**

HISTORICAL ASSOCIATIONS

This small building provided administrative and shop services to the Works Department, and thus represents a support activity to the principal Dockyard functions. It now houses a small, light-industrial shop. Building D61 was one of the navy last structures to be built by the Royal Navy at Esquimalt. It was a component of the last functional department added to the Dockyard, and was built at the end of the turn-of-the-century building boom in which the replacement of frame buildings with those of permanent construction was completed. The building is, however, frame.

ARCHITECTURE

Building D61 is a small, one-story gabled structure, measuring approximately 16 feet by 24 feet, with distinctive proportions resulting from an unusual height-to-floor-area ratio (Figures 2, 3). It has entrance doors on each end, with a wooden porch on the lower side. The building has no aesthetic details, but has a certain visual distinctiveness derived from its massing and cladding. It has no interior partitions. A reasonable level of craftsmanship is reflected in the continued good condition of the building after almost a century of use. This building is a rarity as one of only two buildings within the original Dockyard to feature pressed metal exterior cladding, and the only one extant of Royal Navy origins. The other is building D120 (Figure 4). No known designer is associated with building D61.

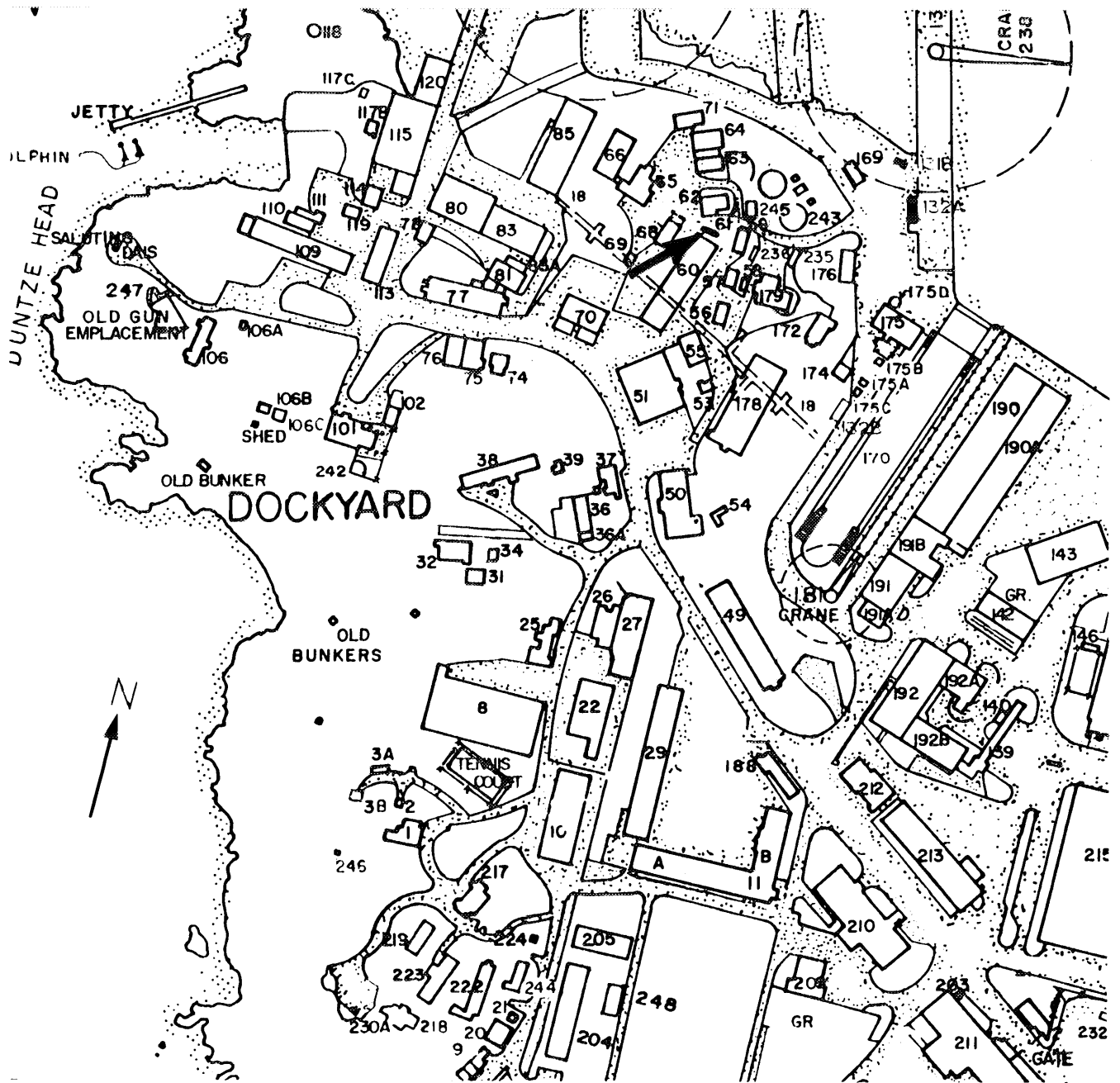
ENVIRONMENT

The building stands within inches of the northern elevation of building D60 (Figure 2). The site is paved and sloping. Building D62 stands a short distance northward, across a narrow, paved and somewhat winding roadway (Figure 1). To the east stands building D59. Building D61 contrasts, but does not clash with the surrounding brick structures. It helps frame the vista and channel traffic flow between the lower Works Department linear row of D56-D57-D59 and the Works Department Yard (Figure 1, 2). Although of modest size and largely obscured by its proximity to building D60, the building is visually distinctive within the Works Department grouping by virtue of its metal cladding. The cladding has made it a well-known local curiosity, familiar both to those within the base and to members of the Victoria heritage community.² It is identified as being of heritage value (1982).³

Endnotes

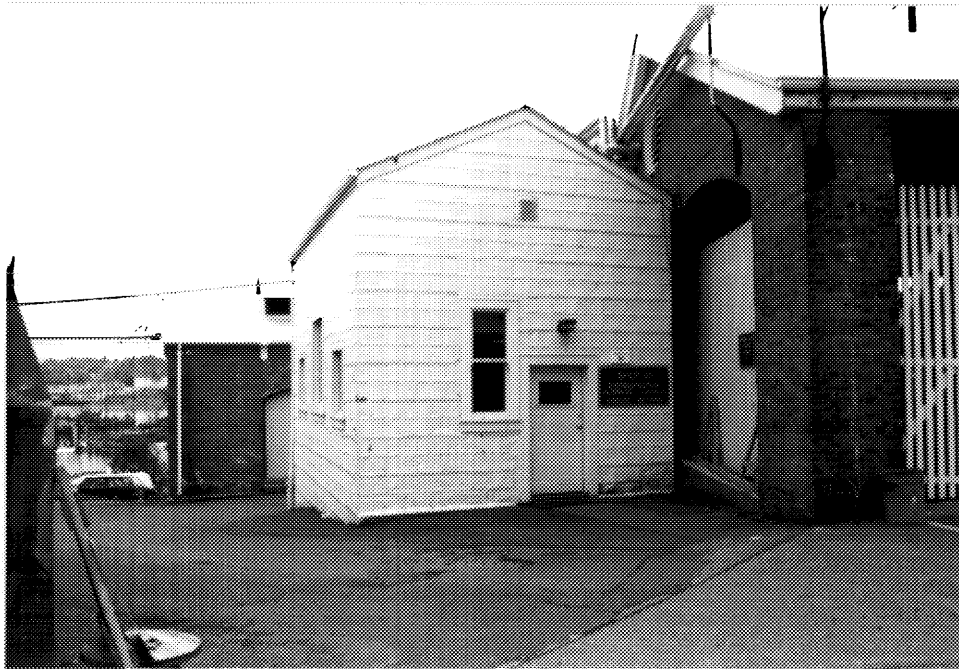
- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Ernest Colwell, curator, CFB Esquimalt Naval Museum, in conversation with the author, 3 May 1989.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 67.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

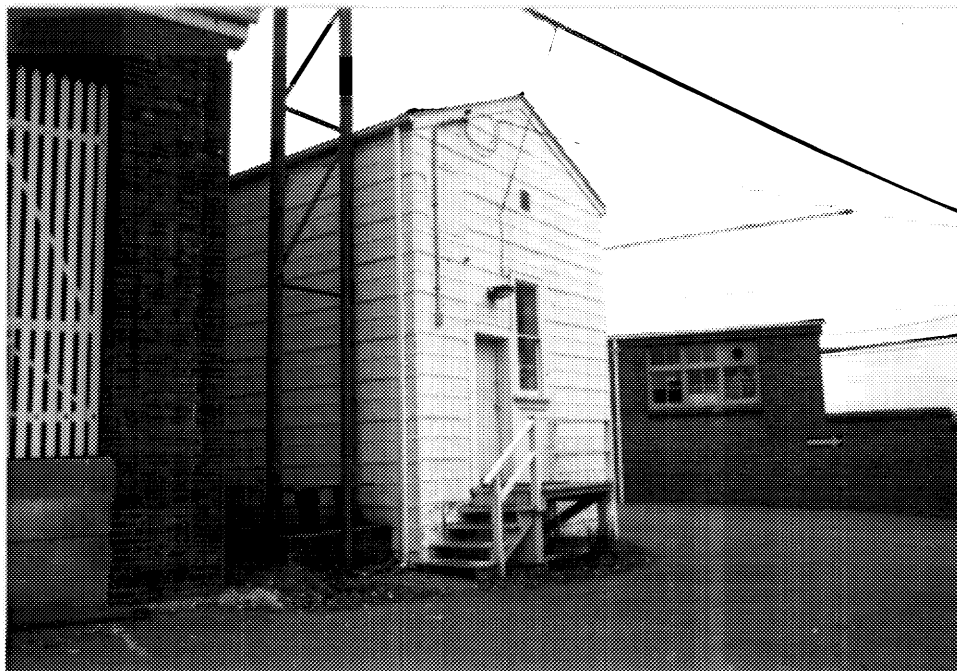


1 Building D61, former machine shop/lumber office, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

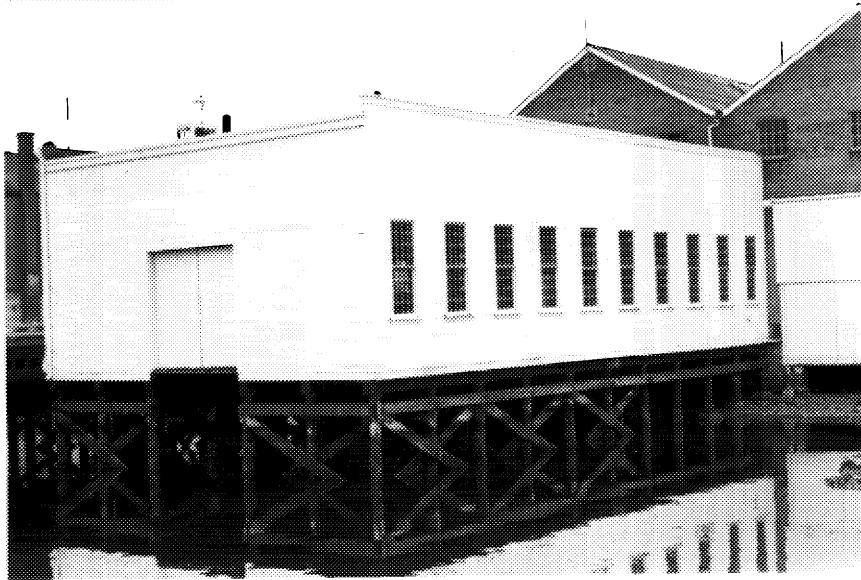


2 Building D61, western (facing) and northern elevations; building D59 stands at left, D60 at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D61, eastern elevation (with door), adjacent building D60. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D120, pressed metal-clad
boatshed. (CIHB, Parks, 1974.)

Building D62 (Former Works Department Lumber Stores, 1899¹)

HISTORICAL ASSOCIATIONS

Thematic

Like the former inflammable stores (D57), building D62, as a storage building, served as a support facility to the Works Department shops. It is of no direct significance to major Dockyard themes. The building also served as the gymnasium for the Royal Naval College of Canada between 1918 and 1922.² It now contains industrial shops.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

The former lumber stores is one of many buildings erected during the redevelopment of the Dockyard, which was at its peak from ca. 1895 to 1902. The Works Department was the last functional department to be added to the Dockyard.

ARCHITECTURE

Aesthetic Design

Building D62 is a one-storey end-gabled structure, with proportions which are more nearly square than other Works Department buildings. It also displays a large proportion of window-to-wall area (Figure 3). The building exhibits the aesthetic detailing common to other departmental structures, including corbelled friezes and large segmentally arched openings on each end (Figures 2-5). The latter may originally have been open to the elements to allow for the air-drying of lumber

(Figures 3-5), as was the case with the design of the main Dockyard lumber stores, D60. The openings now contain doors and windows. Garage doors on the northern (side) elevation are probably not original (Figure 3).

Functional Design

The building was probably designed without interior partitions, as suggested by its original use, and by an historical photograph (not reproducible).³ The interior is now divided longitudinally into two interconnecting main rooms, with a small washroom partitioned off in the eastern corner (Figure 6). There are two entrances in the main elevation, and one in the northern (side) elevation.

Craftsmanship and Materials

Quality craftsmanship is exhibited in the brickwork. The building appears to be in generally good condition, but there is evidence of minor settling and patching of the exterior rear wall (Figure 5).

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Several changes have occurred over time. A paved roadway has been built which now encircles the building at the rear. Large, mature trees at the front and rear have been removed over the last decade. A brick-walled enclosure at the rear, intended to hold empty barrels and of the same vintage and construction as the southern brick section of the Dockyard wall, has been largely demolished except for a vestigial section at the southeast (rear) corner of the building (Figures 4, 5).

Setting

The building stands at the southeastern corner of the Works Department Yard, and frames the entrance to the yard from the southeast (Figure 1). It is similar in scale and materials to the other Department structures in this area of the Dockyard.

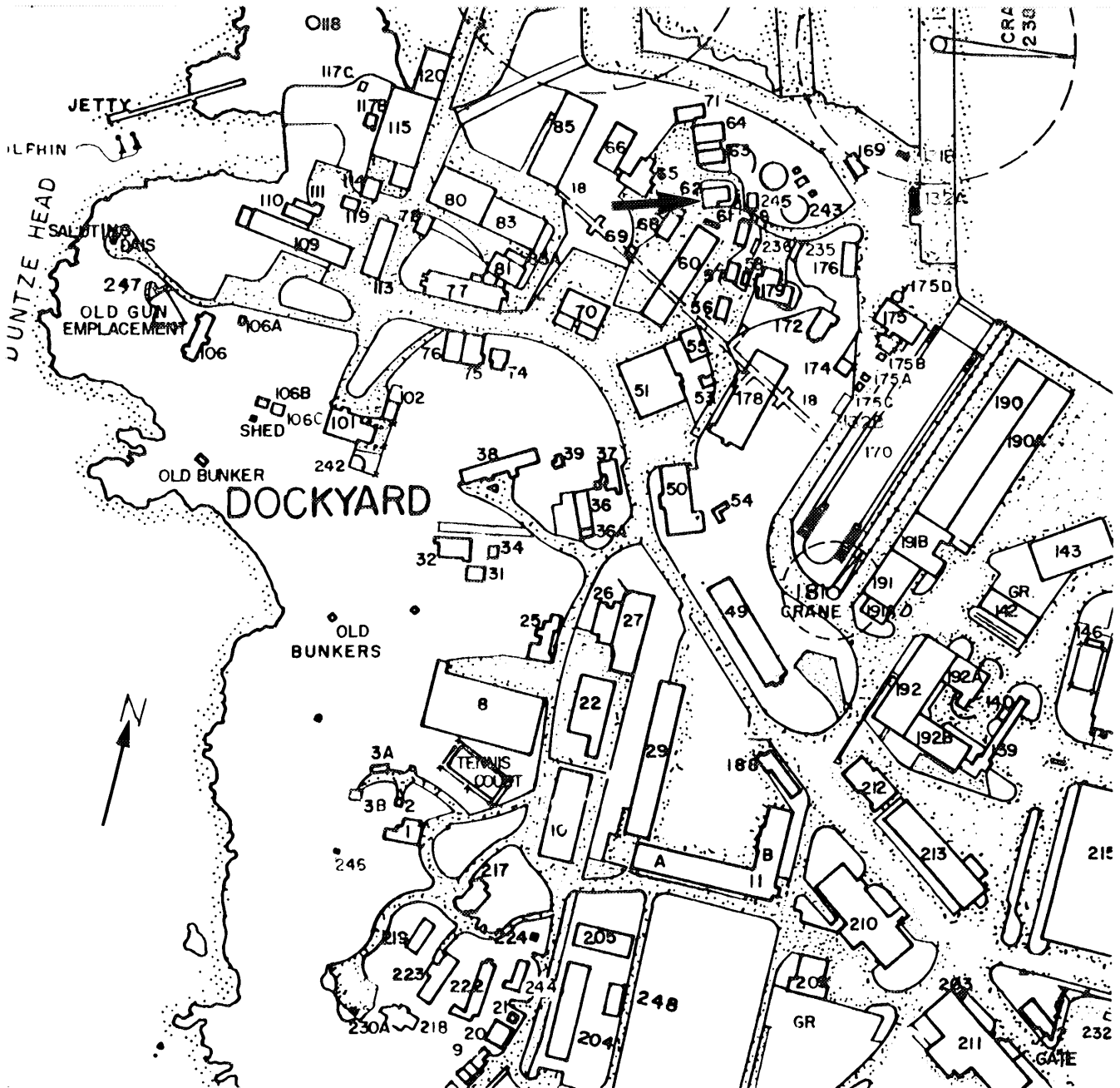
Landmark

The building is visible from within the yard and from certain vantage points in the lower Dockyard. It has been recommended for retention as a heritage building (1974) and has been identified as possessing heritage significance (1982).⁴

Endnotes

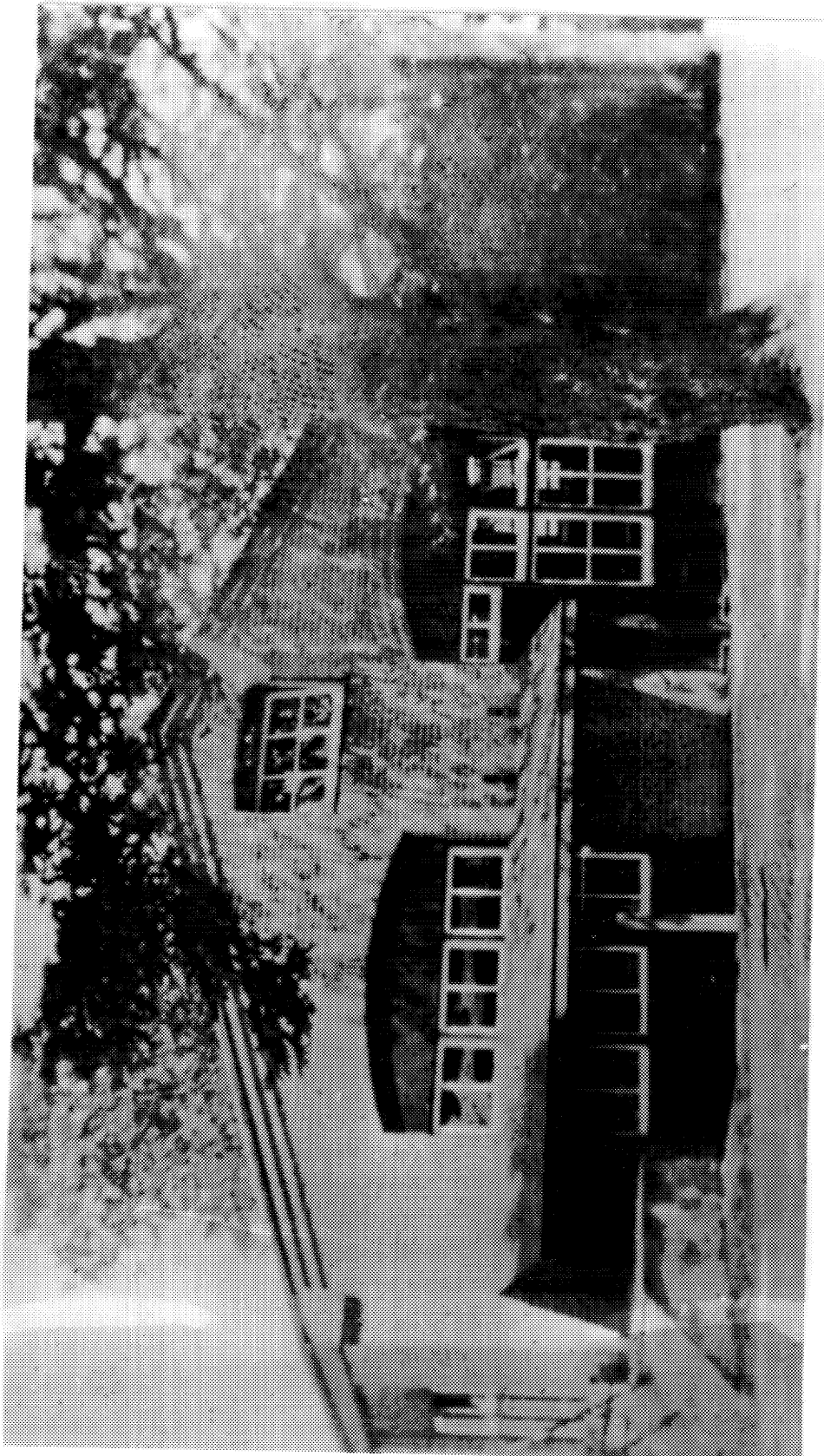
- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 68.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 69.
- 4 Stevenson Kellogg Report, Vol. 1, p. 137; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 68.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



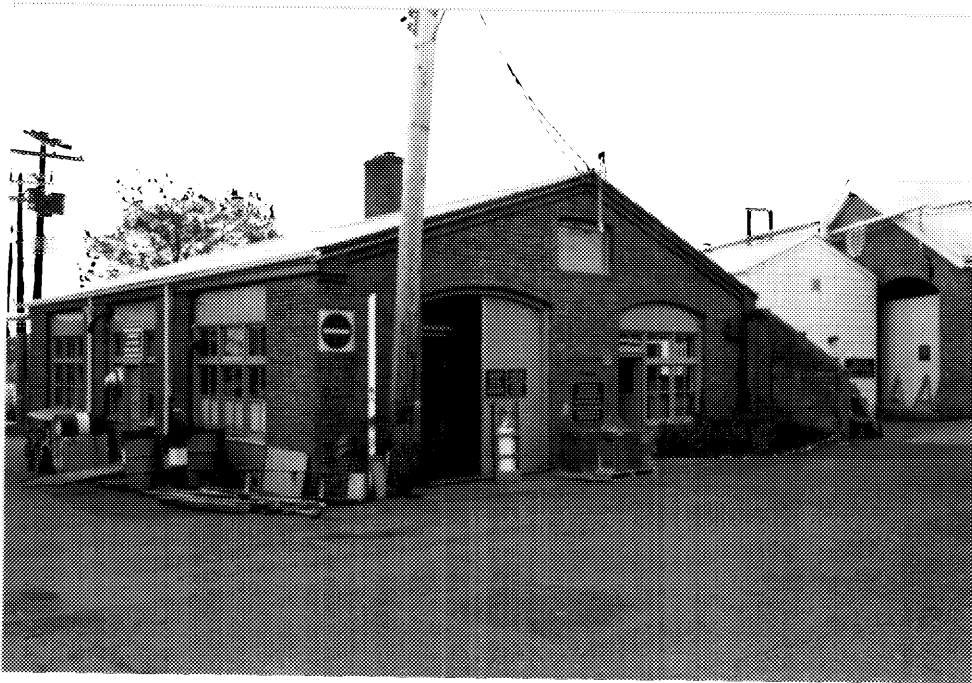
1 Building D62, former lumber stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

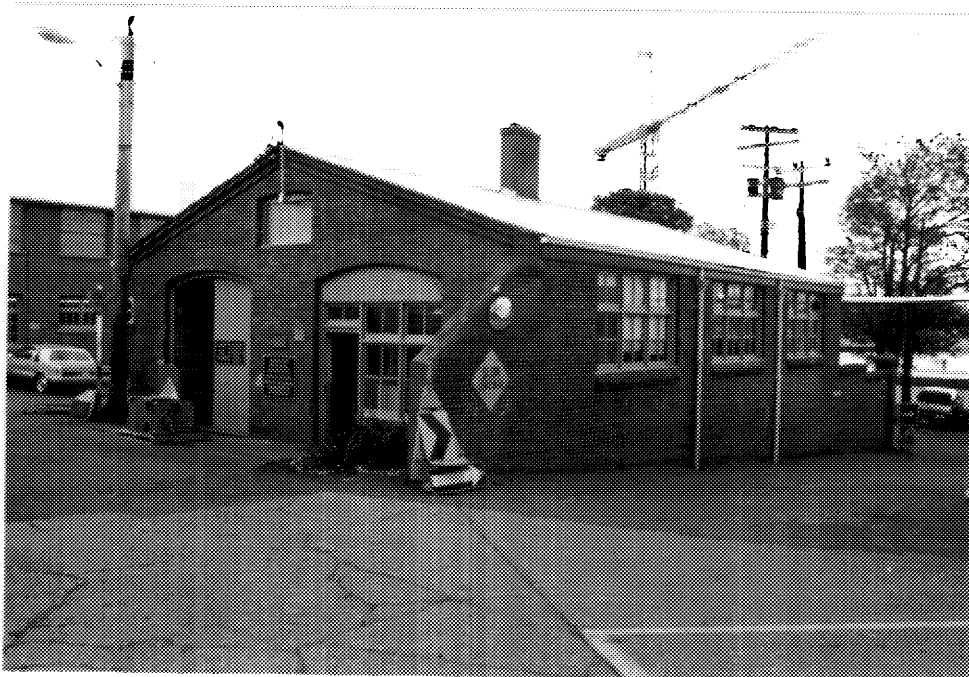


2 Building D62, main
(west) elevation,
perhaps ca. 1916.
(BCARS, HP42822.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



3 Building D62, main (western) and side (northern) elevations; buildings D61, D60 stand at left. (Ian Doull, AHB, Parks, 1989.)

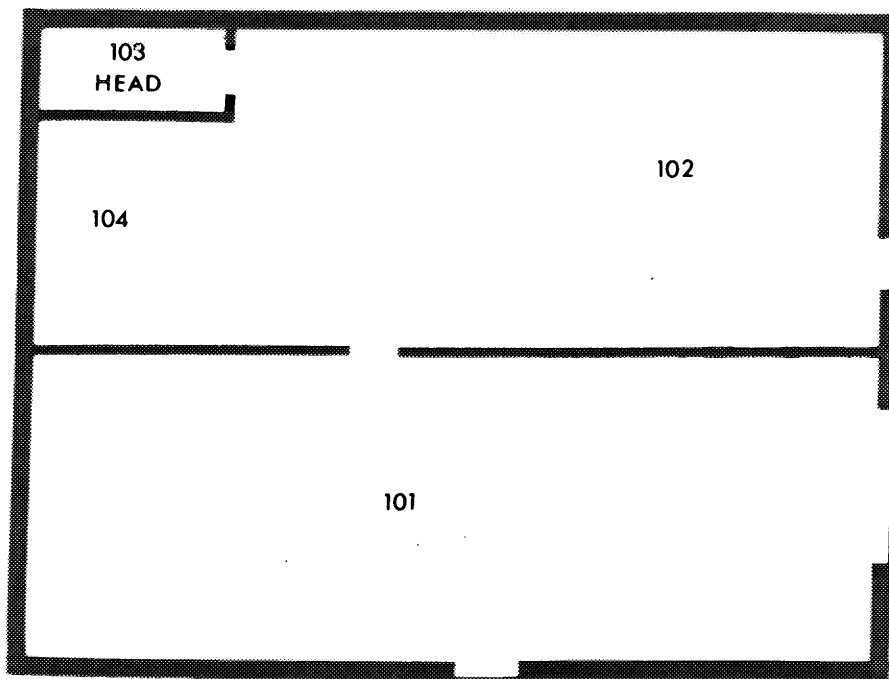


4 Building D62, main and side (southern) elevations; building D63 stands at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D62, rear (eastern) elevation;
building D61 stands at left. (Ian Doull,
AHB, Parks, 1989.)



6 Building D62, plan.
(Stevenson Kellogg Report,
Vol. 1, p. 135.)

Building D63 (Former Works Department Stores, 1902)

HISTORICAL ASSOCIATIONS

Thematic

Building D63 was constructed as the principal stores building of the Works Department, and like buildings D57 and D62 served as a support facility to departmental shops and activities. It is not directly associated with the principal Dockyard functions. The building now houses the CFB Esquimalt Queen's Printer shops.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

The Works Department stores building was a component of the last functional department to be added to the naval station and, in a larger sense, is associated with the general redevelopment of the Dockyard with permanent masonry buildings.

ARCHITECTURE

Aesthetic Design

Building D63 is a well-proportioned, two-storey end-gabled structure, very similar in appearance to the departmental carpenters' and painters' shop D68. Its regular, balanced features are indicative of a simple but well-planned industrial building design. The main entrance, on the west (short) elevation, is contained within an opening which rises through the second storey (Figures 2, 4). The regular fenestration on the side elevation consists of segmentally arched windows on the ground storey, with second-storey windows built flush with the

eaves (Figures 2). The central rear door has been altered; the rear gable encloses a large circular ventilator - a common feature of the large Royal Navy buildings (Figure 3). A modern one-storey glass and metal structure has been built as infill in the space between this building and the adjacent D64 (Figures 2, 3).

Functional Design

It is uncertain how much of the original plan survives. The current plan is adapted for use as a printing shop, which has occupied the building since the 1950s.¹ The ground storey is open, with the main pedestrian entrance at the front and a loading entrance at the rear (Figure 6). An enclosed stairway is situated in the western corner. Offices are housed in the infill structure, which has its own front (west) entrance and a rear interconnecting door with D63. The original ground storey wall obscured by the addition is probably largely intact. The second storey is occupied by a number of shops.

Craftsmanship and Materials

The building exhibits competent craftsmanship. Apart from the treatment of window surrounds there are fewer decorative elements than in other departmental buildings.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

There is a general parking area to the rear of the building which is shared with building D64 (Figure 3). To the east of this area the land drops down steeply to the lower Dockyard area. The site is paved to the front and side (west and south) (Figure 2). Few

changes have occurred since the construction of the building, except for the addition of the adjoining wing.

Setting

Building D63 is one of a row of four structures which frame the eastern end of the Works Department Yard, and is the tallest of the four (Figures 1, 4, 5).

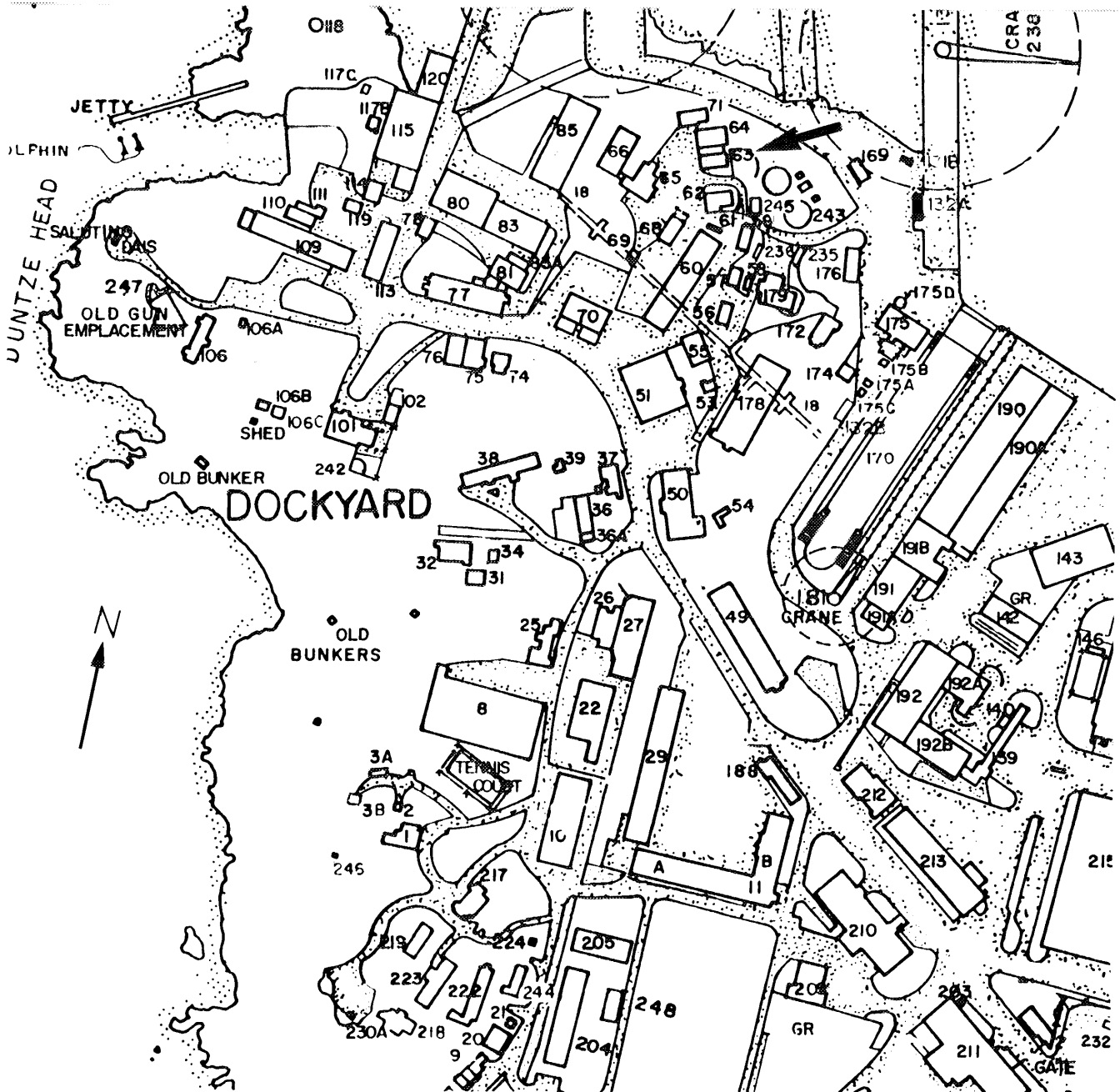
Landmark

Despite its height the visibility of this building is limited to the departmental yard. It was recommended for retention as a heritage building (1974), and identified as being of heritage value (1982).²

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 70.
- 2 Stevenson Kellogg Report, Vol. 1, p. 143; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 70.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D63, former Works Department stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

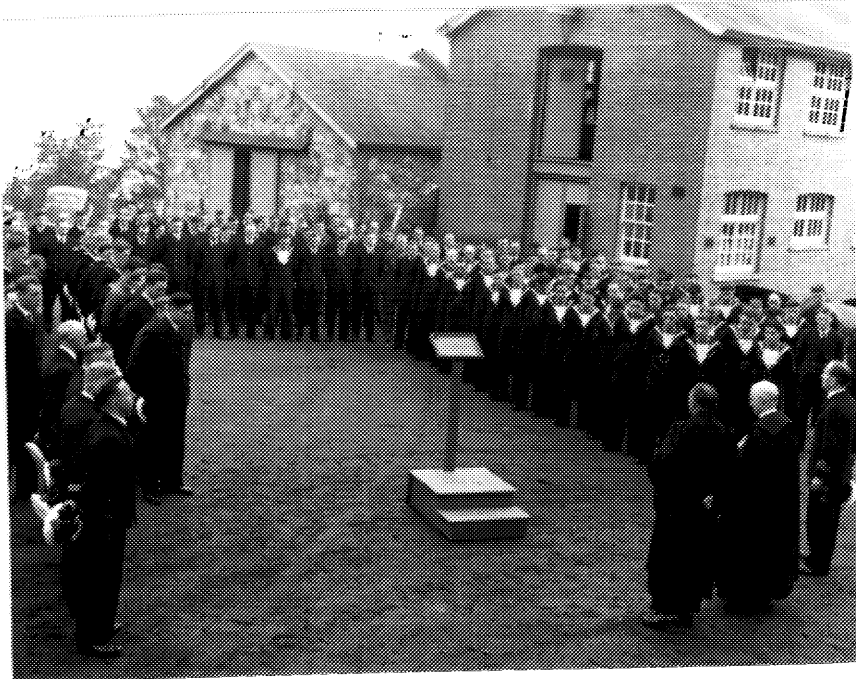


2 Building D63, main (west) and side (south) elevations. (CIHB, Parks, 1970.)



3 Building D63, rear (east) elevation; building D65 stands at left, D64 at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

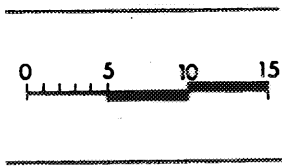
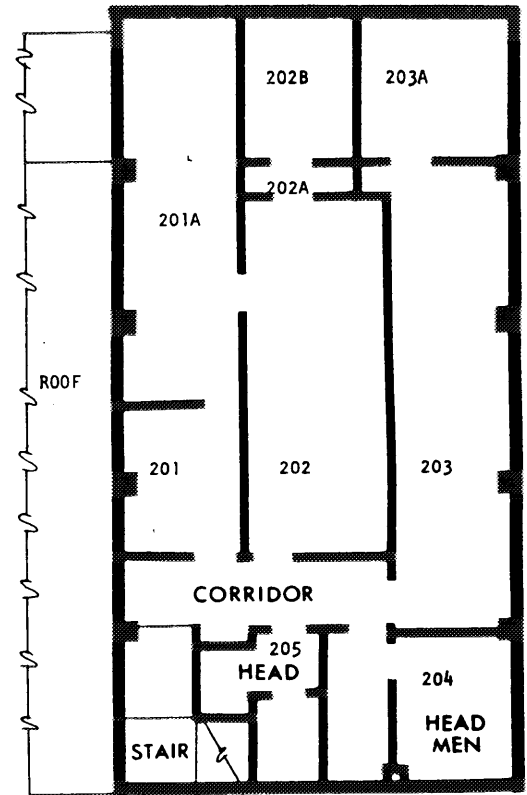
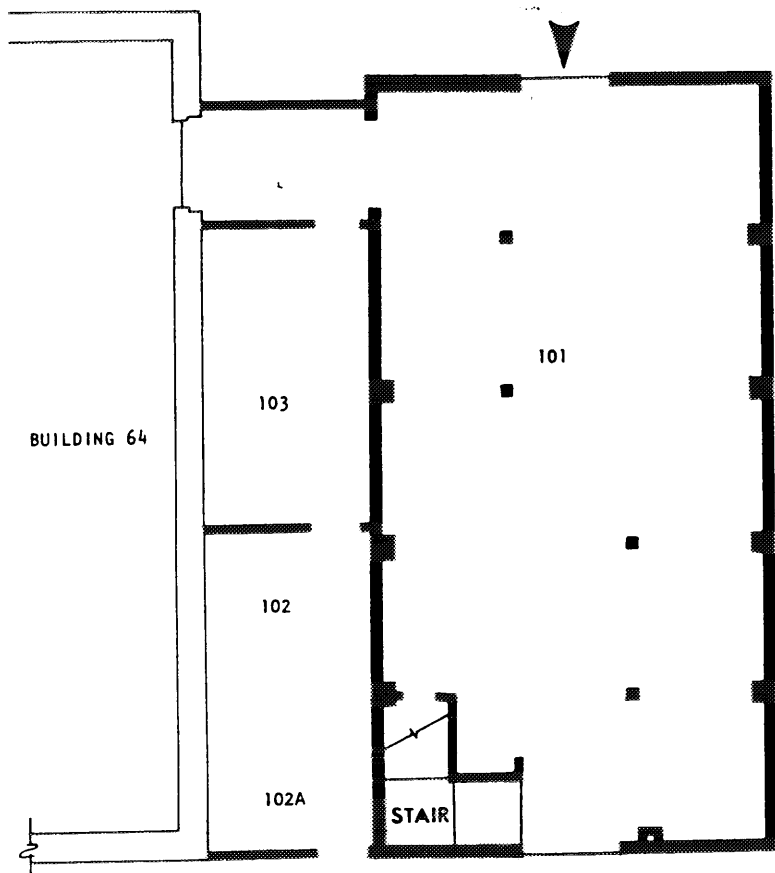


4 Buildings D63, D64, September 1941,
prior to construction of connecting
wing and adjacent building D71. (NA,
PA-176366.)



5 Buildings D64, D63, D62, D60, in 1941.
(NA, PA-176316.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D63, plans. (Stevenson Kellogg Report, Vol. 1, pp. 139-141.)

Building D64 (Former Layapart/General Stores,¹ 1903)

HISTORICAL ASSOCIATIONS

Thematic

Building D64 is one of several structures erected for general Dockyard storage use in the final years of Royal Navy encumbency at Esquimalt, and is thus associated only with the internal operations of the yard. It has experienced a number of uses, and is now occupied, along with D63, by the Queen's Printer.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D64 was constructed in the Works Department Yard soon after the completion of the adjacent buildings. It therefore dates from the period of the final Royal Navy construction boom.

ARCHITECTURE

Aesthetic Design

Building D64 is a very simple, rectangular, one-storey end-gabled structure. It is one of only three extant rubblestone buildings erected by the Royal Navy at Esquimalt. The others are the "Stone Frigate," D38, and associated building D39, which like D64 are of stone with brick quoins and surrounds. Building D64 features a central, double segmentally arched doorway on each end elevation (Figures 2, 3). The rear opening has been bricked in and converted to a window. No other fenestration is apparent; the southern (side) elevation is obscured by the one-storey infill structure which unites the building with D63, while the northern wall is inaccessible due to its proximity to D71 and the cliff.

Functional Design

The building has no interior partitions. Access to D63 is provided through an interior doorway, situated at the southeast corner.

Craftsmanship and Materials

Competent craftsmanship is revealed in the stonework, and in the brickwork for quoins and voussoirs. The structure, of random coursed rubblestone construction, remains in generally good conditions. The implications for craftsmanship of this uncommon utilization of brick and stone is discussed in building report D38.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

The building occupies a site in the northeast corner of the Works Department Yard. It shares a common site with D63, to which it is now attached (Figure 1). The yard area in front (west) of the building is paved. The rear consists of a gravel parking area shared with D63. Site changes include the addition of the interconnecting building with D63 and the construction, probably in 1942, of the current Queen's Harbourmaster's Office, building D71, close to the north side. The rear entrance has also been bricked in. The site is defined by those elements, and by the cliff located a short distance from the rear wall (Figures 1, 2).

Setting

Building D64 is part of a row of four structures which frame the eastern end of the Works Department Yard (Figure 1). Its stone

construction complements the other, highly homogeneous brick Works Department buildings.

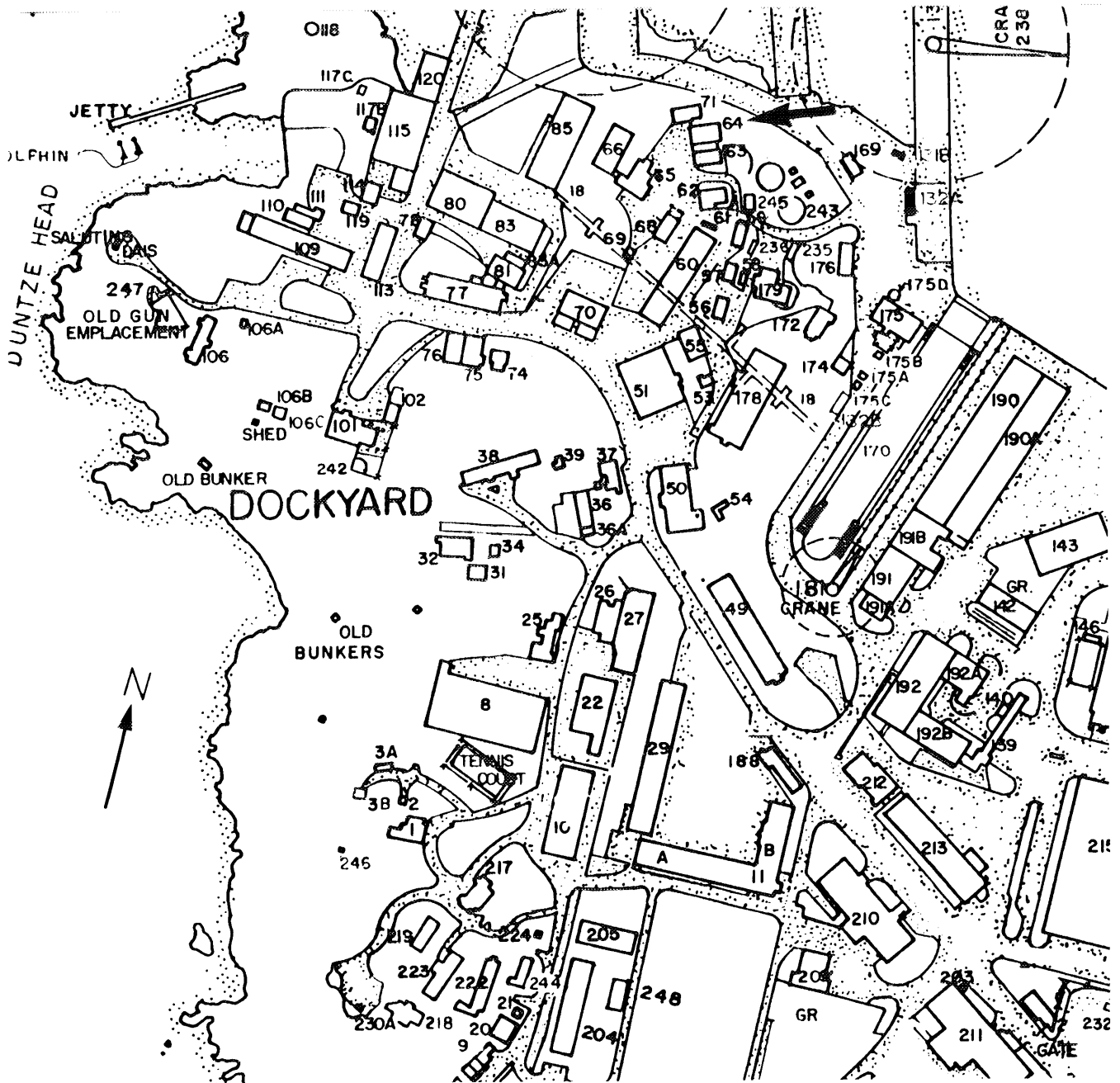
Landmark

Situated near the cliff, the building enjoys a certain visibility from the lower Dockyard, particularly from the roadway which encircles the base of the cliff between "A" Jetty and the drydock (D170, D175). It is also noteworthy as one of only three extant stone buildings erected at the Dockyard by the Royal Navy. It has been recommended for retention as a heritage building (1974) and has been identified as having heritage significance (1982).²

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 70.
- 2 Stevenson Kellogg Report, Vol. 1, p. 147; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 70.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D64, former laypart/general stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D64, main (western) elevation;
building D71 stands at left, D63 at right.
(Ian Doull, AHB, Parks, 1989.)



3 Building D64, rear (eastern) elevation.
(Ian Doull, AHB, Parks, 1989.)

**Building D65 (Former Works Department Office, 1896, extended
ca. 1930s¹)**

HISTORICAL ASSOCIATIONS

Thematic

This small office building served as the administrative headquarters of the Works Department, and is indirectly related to major Dockyard themes. The first of the department's approximately 11 buildings to be constructed, it facilitated the coordination of the extensive industrial services provided in support of the principal Dockyard functions. The building now contains offices.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D65 was constructed during the last major construction boom undertaken by the Royal Navy at Esquimalt, and as part of the last functional department established at the Dockyard.

ARCHITECTURE

Aesthetic Design

The Works Department office, as originally built, is a distinctive "L" shaped structure with a gable roof, somewhat cottage-like in scale and in general appearance (Figures 1, 2). The windows feature prominent moulded label surrounds found on a number of other Royal Navy buildings including the factory (D51), victualling office (D74), and electrical stores (D81). Corbelled

brickwork creates a base for the building. The fenestration, detailing, and scale contribute to a pleasing and well-balanced design. An irregularly shaped frame extension was added to the northern and western elevations, probably in the 1930s, which has doubled the size of the building and disrupted its symmetry (Figure 4); demolition of the extension is being considered.²

Functional Design

The original section contains four offices and a storage vault arranged on a side-hall plan, with entrances through the vault and one of the offices (Figure 5). The addition provides four extra offices of various sizes, and has three entrances and one interconnecting doorway with the original building.

Craftsmanship and Materials

Both sections appear to have been well constructed. The brick section exhibits particularly good craftsmanship in the use of stone for window and door detailing, and in the brickwork along the foundation line. The frame addition is clad in shiplap.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Elements to the west and south have changed little except for periodic resurfacing. A surviving section of the original brick boundary wall extends from the building's northwest corner down in steps to the lower Dockyard level near building D85 (Figures 1, 3). The office stands a short distance to the east of the cliff edge. A frame building (D66, ca. 1940-42) is situated immediately to the east and stands on the actual edge of the cliff. Some rock

outcrops remain in this area. In addition to building D66, the construction of the frame extension constitutes an obvious site change.

Setting

The building faces the Works Department Yard and helps to define and frame its western side (Figures 1, 4). It is comparable in size, if not in massing, to the smaller Works Department shops which stand to the east. The use of wood for cladding is highly unusual in this area.

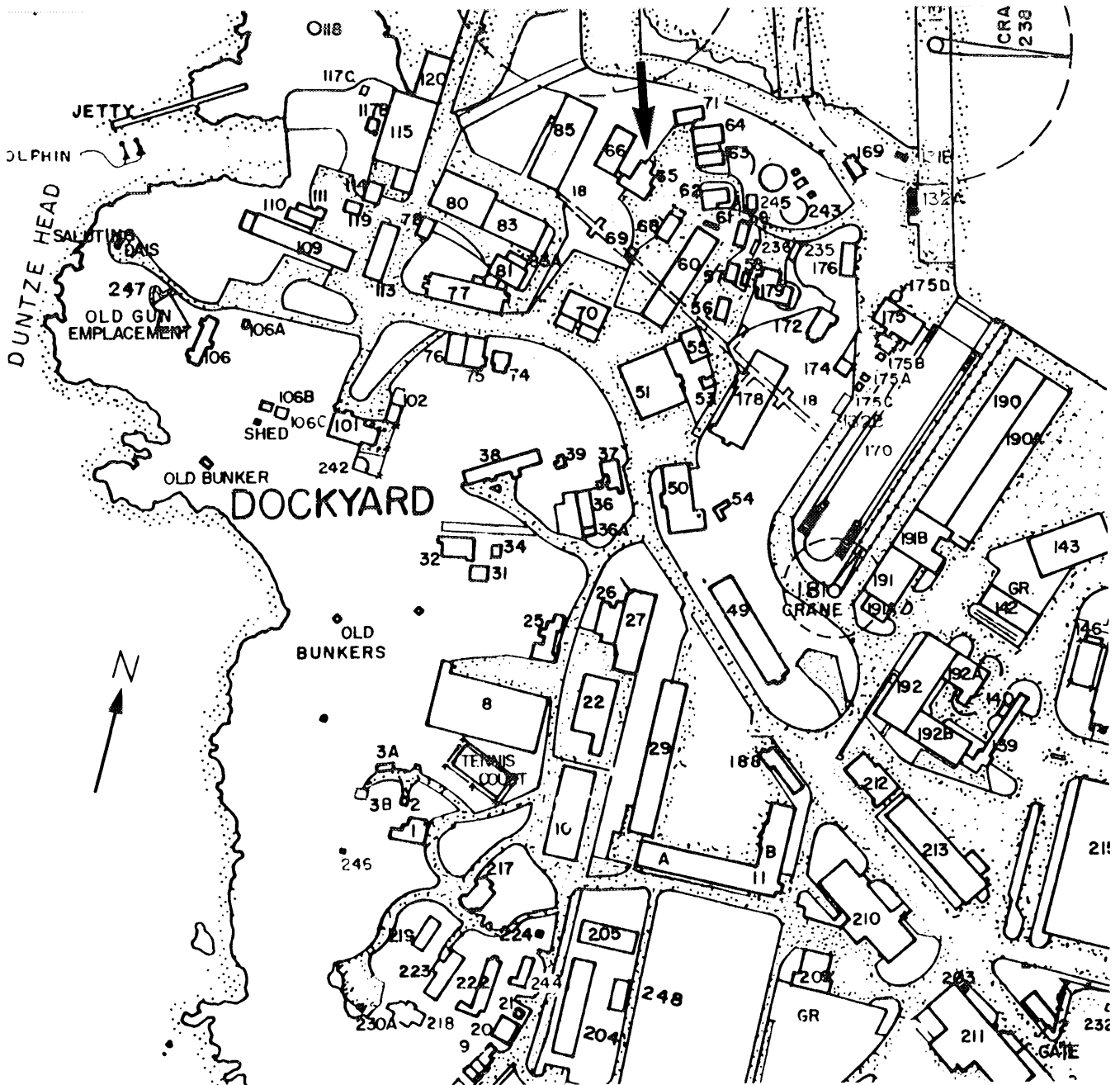
Landmark

Building D65 is visible only locally, within the Works Department Yard. It was recommended for retention as a heritage building (1974) and was identified as being of heritage significance (1982).³

Endnotes

- 1 A construction date of 1944 is provided by DND property records and in the Stevenson Kellogg Report, Vol. 1, p. 149. However, the addition, except for the small wing at the western corner, is visible on a ca. 1937 site plan (courtesy CFB Esquimalt).
- 2 S.M. Ross, in conversation with the author, 1 May 1989.
- 3 Stevenson Kellogg Report, Vol. 1, p. 151; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 71.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D65, former Works Department office, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D65, main (eastern) and side (southern) elevations. (CIHB, Parks, 1970.)



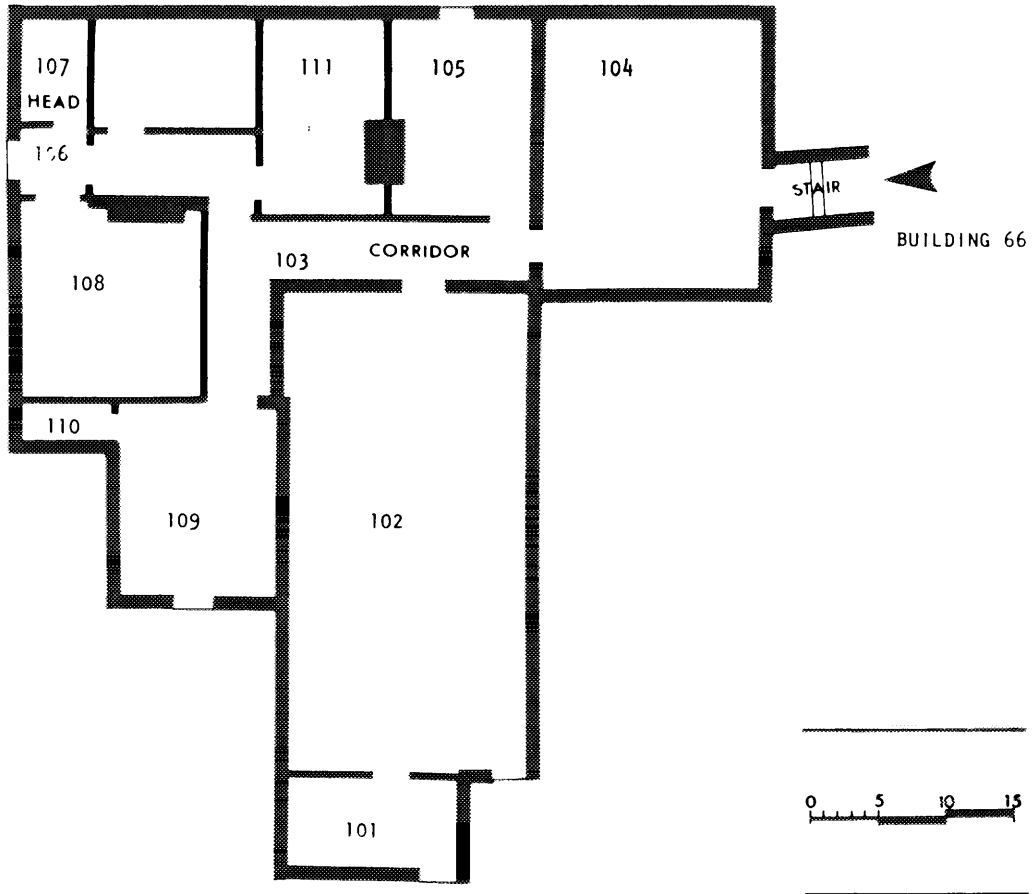
3 Building D65, side (southern) elevation; building D66 stands at the rear, Dockyard wall descends to the left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 4 Building D65, frame extension built onto northern side. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 5 Building D65, plan. Rooms 101, 102, 104, 109, 110 occupy frame addition. (Stevenson Kellogg Report, Vol. 1, p. 149.)

**Building D68 (Former Works Department Carpenters' and Painters'
Shop, 1898)**

HISTORICAL ASSOCIATIONS

Thematic

This building shares the same thematic significance as other operational Works Department shops. It housed primary repair services necessary to the operation of the naval dockyard, and thus is indirectly associated with the principal defence themes. Building D68 housed the machine pattern shop of the Royal Naval College of Canada (1918-1922).¹ It now contains shops.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D68 shares the same local development significance as other Works Department buildings. It was part of the last functional department added to the Dockyard, and was constructed during the turn-of-the-century construction boom during which most of the frame buildings were replaced by those of permanent, masonry construction.

ARCHITECTURE

Aesthetic Design

This two-storey end-gabled building is very similar in proportions, size, and fenestration to building D63 (Figure 4), and may have been built from the same plan. The main (south) elevation features a centred, two-storeys-high opening containing a double door at ground level and a loading door above (Figures 2,

3). Corbelled friezes of square brick are also present. Ground floor windows are segmentally arched with brick voussoirs; second-storey windows on the side elevations rise to the level of the eaves (Figures 3, 6). The building retains its original chimneys, and exhibits a well-proportioned and balanced overall design.

Functional Design

The functional plan has probably changed little from the original configuration. The ground floor is mainly an open shop and storage area, with some small offices partitioned off at one end (Figure 7). The second floor is similar, and features a loft extending along one side.

Craftsmanship and Materials

The building exhibits competent, quality craftsmanship, particularly with respect to the brickwork on the friezes and window surrounds.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

The site of building D68 is somewhat isolated, and is surrounded by a paved yard and traffic circulation area. Building D67 (built 1900), a one-storey brick annex affixed to the rear elevation and serving as the Works Department coal stores, has been demolished since ca. 1974 (Figures 5, 6).²

Setting

The building encloses the Works Department Yard at its south side,

but is oriented with its rear elevation toward the yard (Figures 1, 8). The long, one-storey iron and lumber stores (D60) stands to the east, and separates the building from the D56, D57, and D59 row of shops. The building now functions as something of a traffic island to vehicular circulation in this area of the Dockyard.

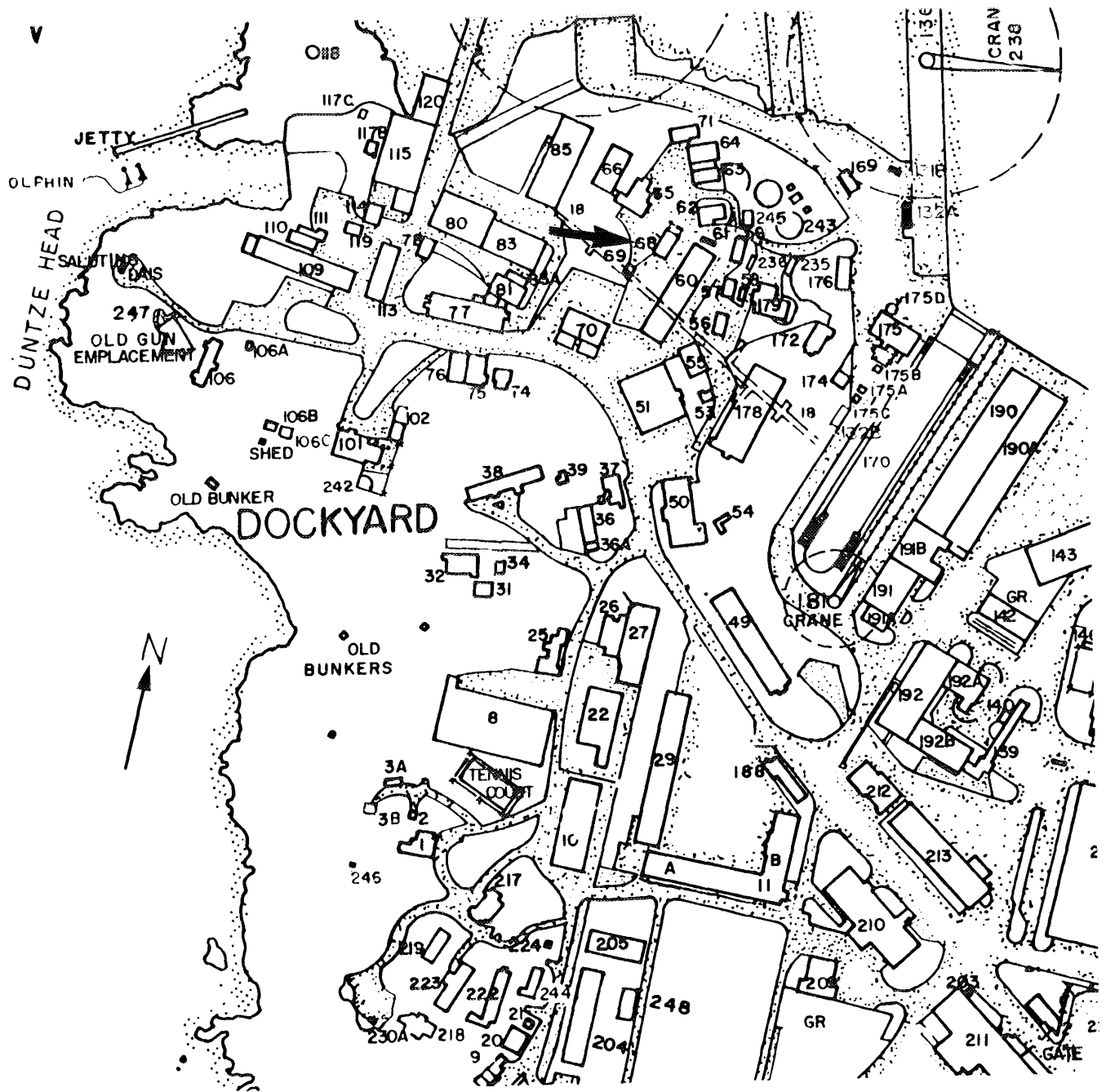
Landmark

Building D68 was recommended for retention as a heritage building (1974) and identified as being of heritage value (1982).³ It enjoys moderate visibility from outside the Works Department area, from Hospital Road to the south.

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 72
- 2 The annex is illustrated in CIHB photographs taken in 1974.
- 3 Stevenson Kellogg Report, Vol. 1, p. 167; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 72.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D68, former Works Department carpenters' and painters' shop, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D68, ca. 1918-22. (BCARS, HP42821.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



3 Building D68, main (southern) and side (eastern) elevations; building D65 stands at extreme left, buildings D63 and D62 at right. (Ian Doull, AHB, Parks, 1989.)



4 Building D63, possibly built from same plan. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

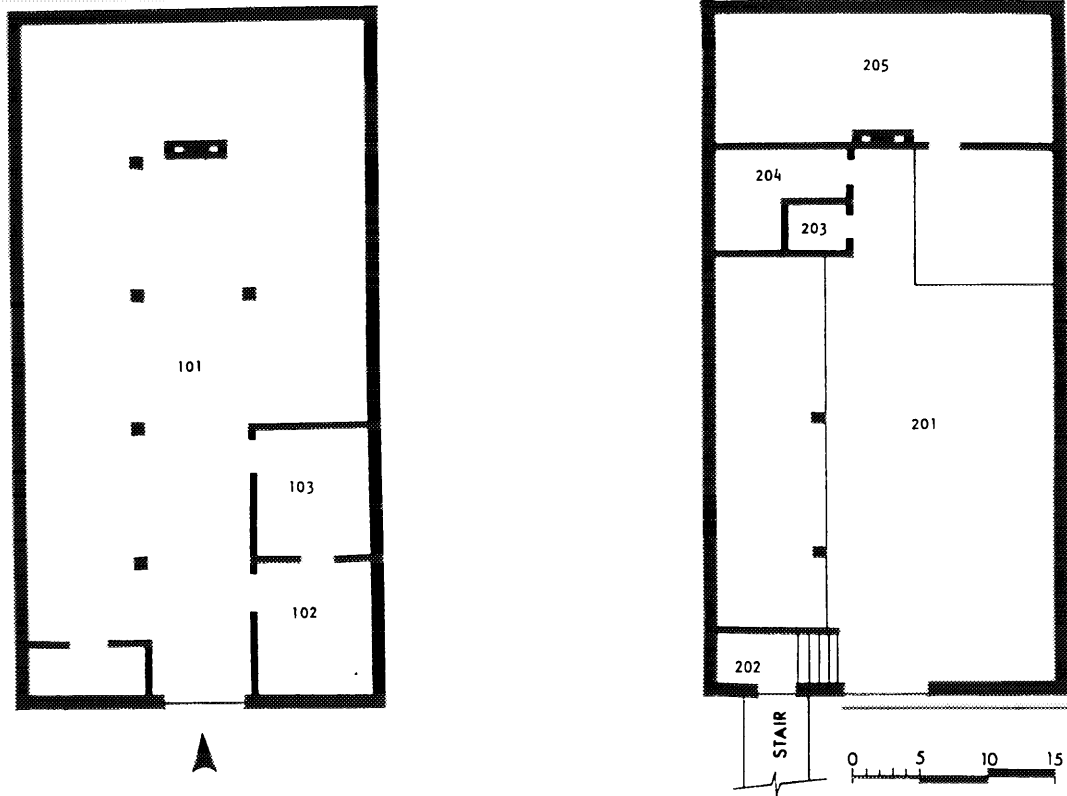


5 Building D68, rear (northern) and side (western) elevations; building D60 stands at left. (Ian Doull, AHB, Parks, 1989.)



6 Building D68, main and side (western) elevations; buildings D60, D69 stand at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D68, plans. (Stevenson Kellogg Report, Vol. 1, pp. 163, 165.)



8 Building D68 from Hospital Road, visible between D70 at left, D60 at right. (Ian Doull, AHB, Parks, 1989.)

Building D69 (Former Works Department Coal and Lime Stores, 1892)

HISTORICAL ASSOCIATIONS

Building D69 is one of several utility and storage buildings situated in the Dockyard, with no relationship to major Dockyard themes. It predates the creation of the Works Department, but was appropriated by it for storage purposes.¹ It was built during the preliminary stages of Dockyard redevelopment. The building is used for storage.

ARCHITECTURE

The building is a small, brick-and-wood gabled structure, and resembles a single-car garage in size and proportions (Figure 2). It features a sliding garage door at the northern end, and an open, lean-to addition affixed to one side. It has no decorative features, no interior divisions, and no known designer.

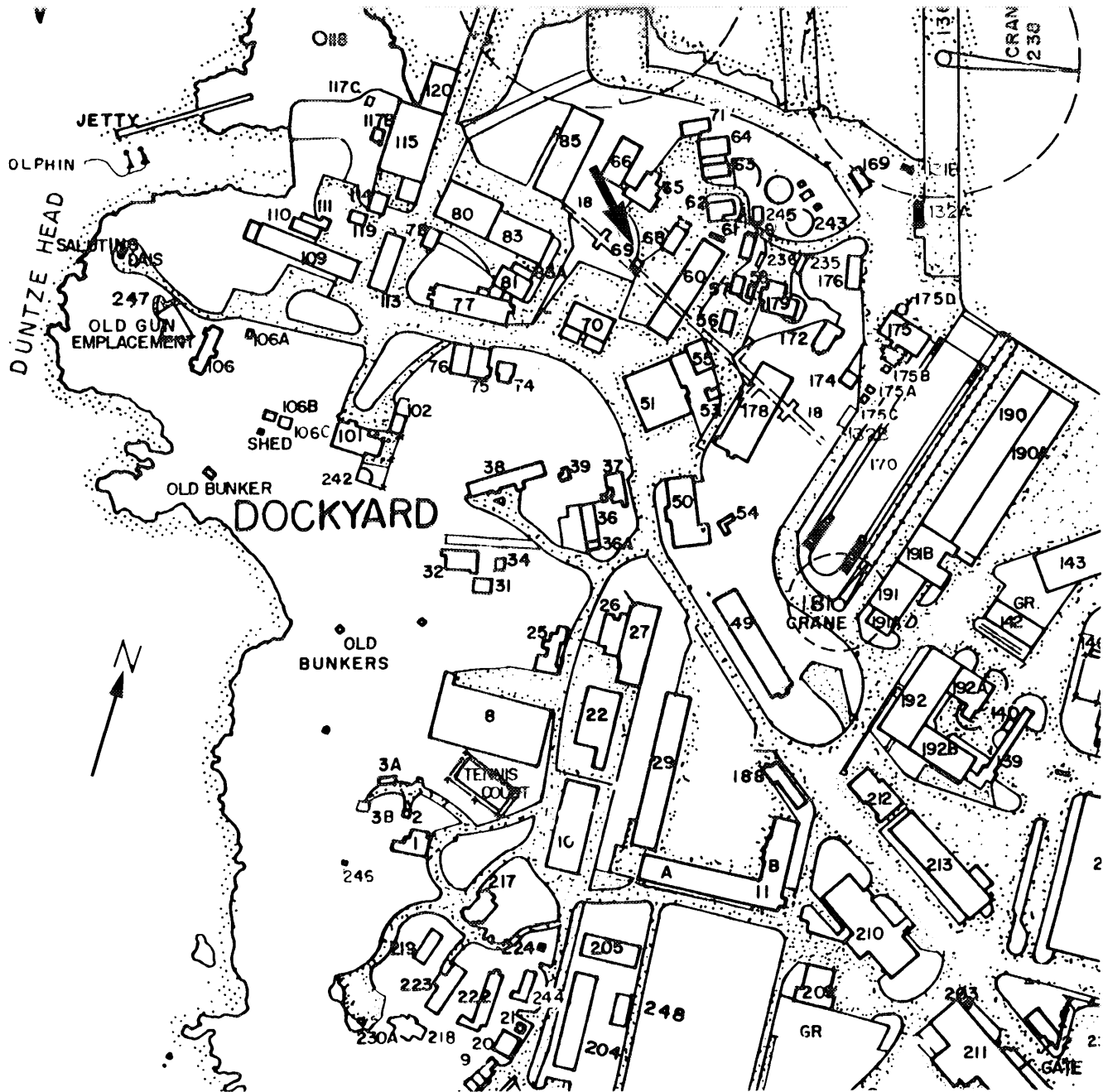
ENVIRONMENT

Building D69 stands in an open area framed by buildings D68, D60, and D70 (Figures 2, 3). The site features paved, gravel, and leveled natural surfaces. It is one of the smallest freestanding buildings in the Dockyard, and is moderately visible because of its isolated location in the open area (Figures 1, 3). Its visibility was enhanced by the demolition of nearby frame buildings in 1936.

Endnotes

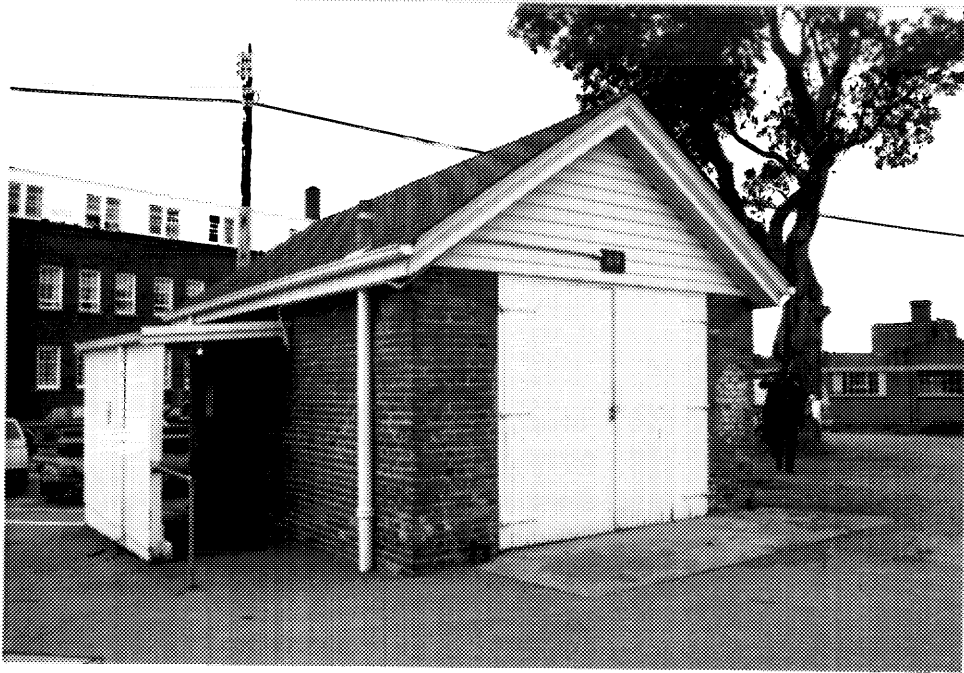
1 NA, RG 24, Vol. 5641, File NSS 48-1-4.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D69, former coal and lime stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D69, main (northern) and side (eastern) elevations; building D70 stands at left, D83 at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D69, from Hospital Road; building D70 stands at left, D68 and D60 at right. (Ian Doull, AHB, Parks, 1989.)

Building D66 (Former Naval Supervisory Offices, ca. 1940-42)

HISTORICAL ASSOCIATIONS

Building D66 was one of a number of administrative structures built during World War II which provided secondary support to the principal Dockyard activities.¹ It was probably built as a wartime temporary, but has continued in service as an office building, and now houses offices of the Commander, 2nd Canadian Destroyer Squadron. The construction date of ca. 1940-42 corresponds to the period immediately preceding, and during, the first major phase of World War II Dockyard expansion, but the building is situated within the original Royal Navy boundary, remote from the area of expansion.

ARCHITECTURE

Building D66 is a rectangular, gabled, one-storey frame structure, standing on a raised foundation. Its regular fenestration pattern gives it a well-proportioned appearance, but it has few architecturally distinguishing features (Figure 2). There are two entrance doors on the main (eastern) elevation, one of which is situated close to the rear elevation of adjacent building D65 (Figure 2, 3). The southern half of the building features a central corridor with offices on each side; the northern section contains a single large office with several peripheral rooms (Figure 3). Building D66 has no known designer.

ENVIRONMENT

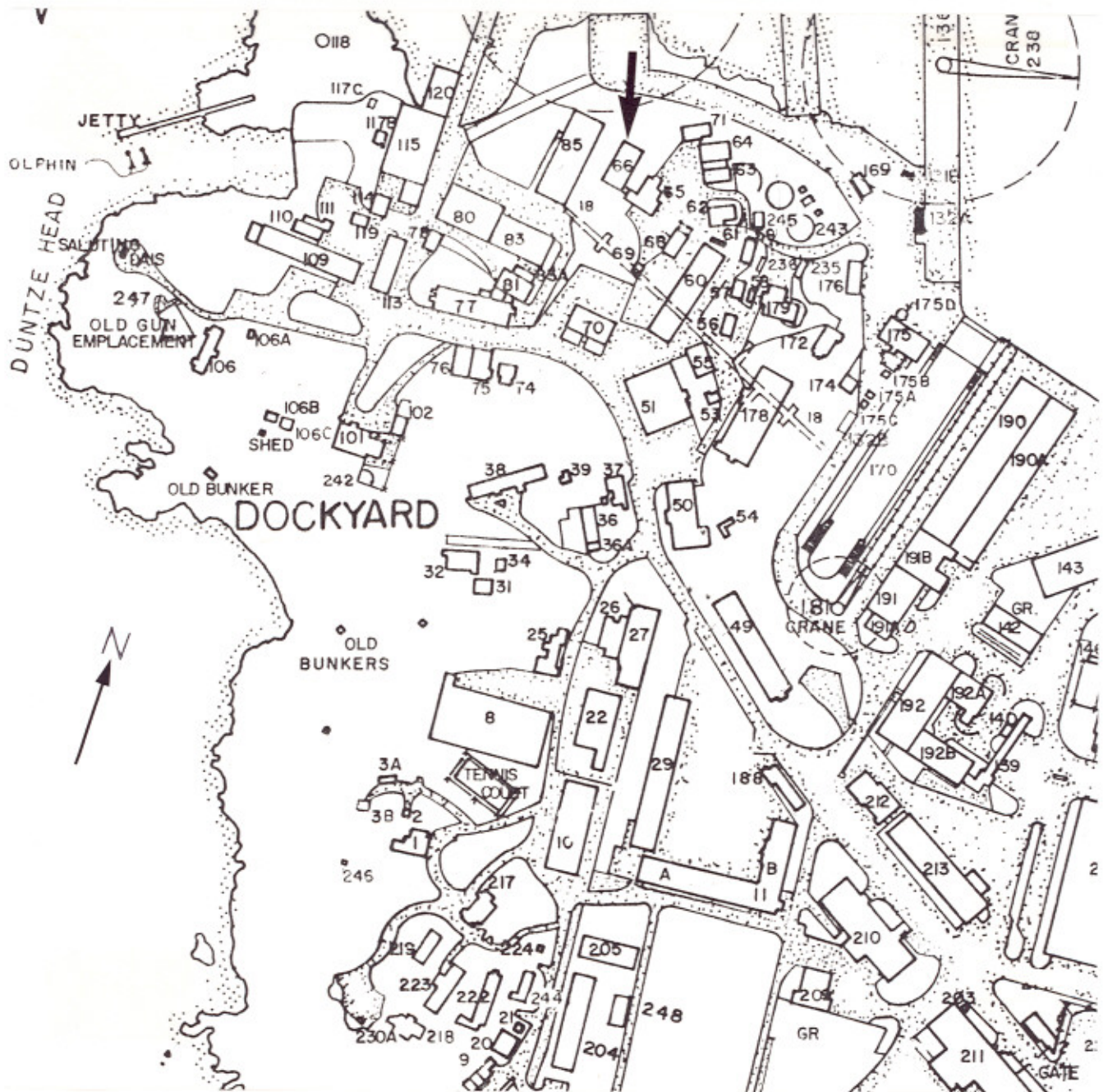
Like adjacent building D71, this structure is built onto the edge of the cliff which overlooks the warehouse D85 and "A" Jetty. The main (eastern) elevation faces some original outcropping of rock.

A board fence, probably a later addition, encloses a front yard area situated between buildings D66 and D65 (Figure 2). A common sideyard area extends along the cliff between the north elevation and adjacent building D71 (Figure 4). The building is obscured from within the Works Department Yard, but is visible from the vicinity of "A" Jetty (Figure 5).

Endnotes

- 1 Dockyard site plan, March 1942, courtesy CFB Esquimalt; NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

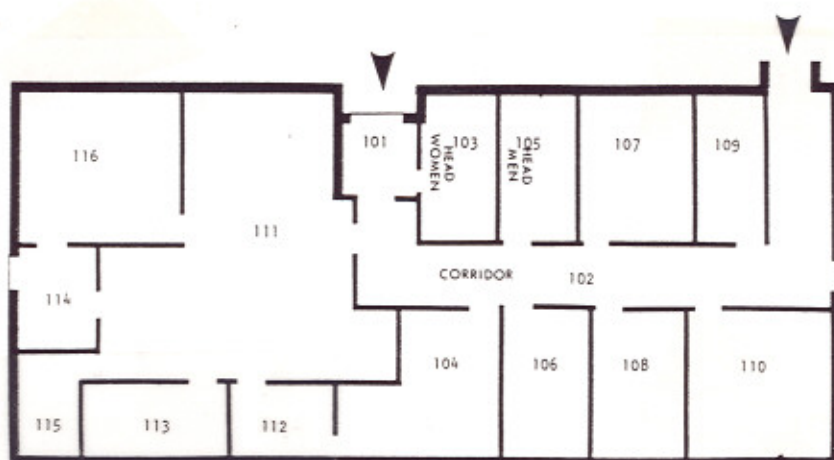


- 1 Building D66, former naval supervisory offices, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D66, main (eastern) elevation.
(Ian Doull, AHB, Parks, 1989.)



0 5 10 15

3 Building D66, plan. (Stevenson Kellogg Report, Vol. 1, p. 155.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D66, side (northern) elevation and yard; building D85, "A" Jetty, stand below. (Ian Doull, AHB, Parks, 1989.)



5 Building D66 from vicinity of "A" Jetty; building D71 stands at extreme left, D85 at right. (Ian Doull, AHB, Parks, 1989.)

**Building D71 (Queen's Harbourmaster's Office, Possibly
ca. 1942-44)**

Although DND provides a construction date of 1910 for this building, it does not appear on Dockyard site plans before 1944, and then in a small proportion of its current size.¹ A 1947 plan shows a "proposed" new building on this site,² and it is therefore possible that the current building D71 is a post-war replacement.

HISTORICAL ASSOCIATIONS

Building D71 was constructed to house the harbour craft office, and now contains the office of the Queen's Harbourmaster. These were, and are, administrative agencies, responsible for the movement of small and auxiliary vessels in the harbour, and the building is thus indirectly related to principal Dockyard themes. If the 1942-44 date is accurate, building D71 is one of many - and one of the smallest - structures erected during the World War II building boom. It was constructed within the former RN compound, at the opposite end of the Dockyard from the World War II expansion area.

ARCHITECTURE

Building D71 is an undistinguished one-storey building, featuring a gable roof over the central section and a flat roof extending over each end (Figure 2). The building has two entrances, both on the main (southern) elevation. It contains a series of small offices, loosely arranged around an east-west corridor (Figure 3). The wood-frame, stucco-clad structure rests on a concrete pad foundation. Although of simple construction it exhibits competent craftsmanship by virtue of its apparent good condition. The building has no known designer.

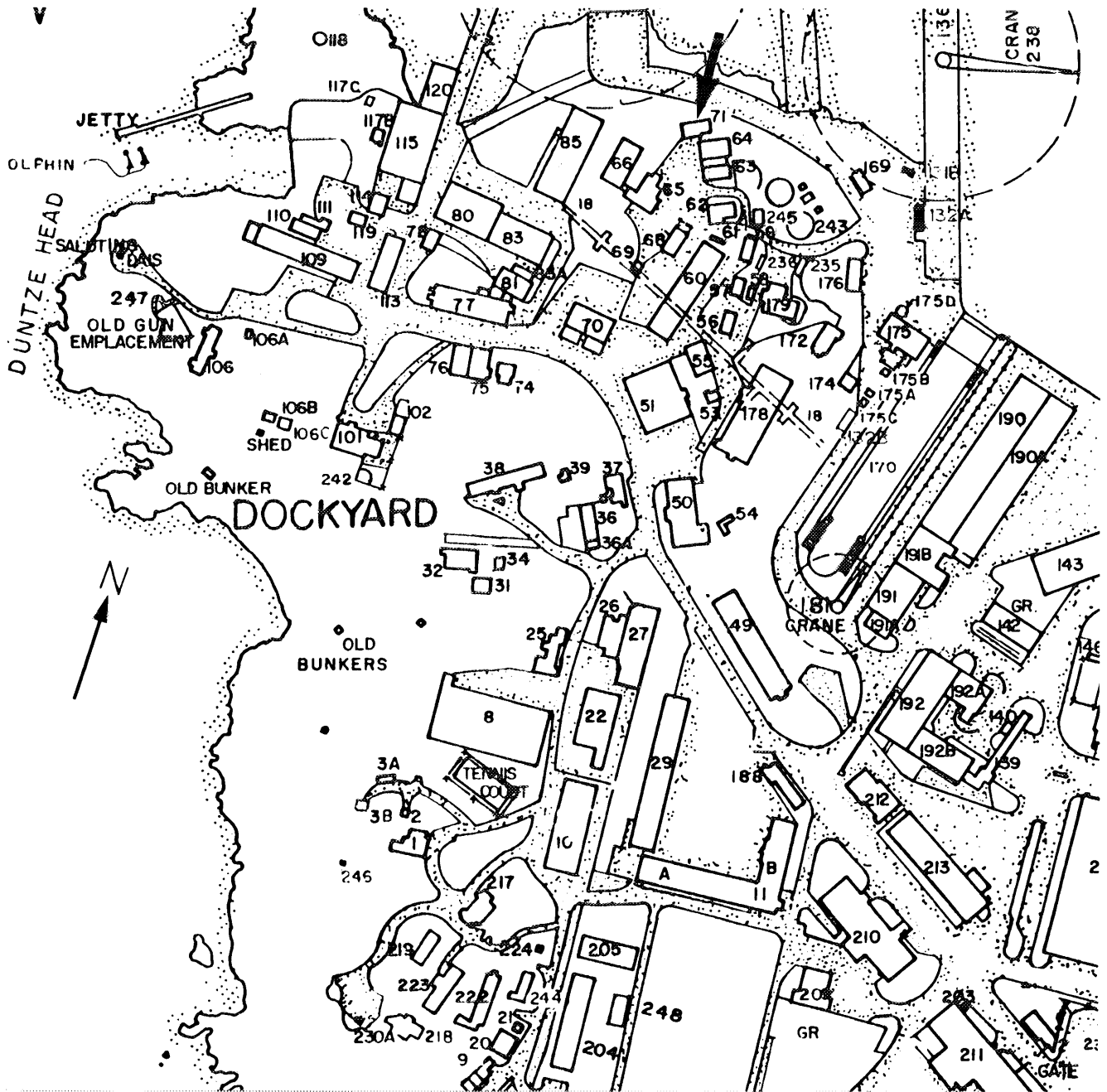
ENVIRONMENT

Building D71 stands on the very edge of the cliff which defines the north and east boundaries of the Works Department Yard (Figure 1). A small landscaped sideyard separates it from buildings D65 and D66 to the south. The building encloses the northernmost end of the yard, and overlooks "A" Jetty and the roadway to the east. Its stucco cladding contrasts with the adjacent Works Department buildings. Building D71 is partially obscured from the yard by trees and by building D64 (Figure 2). It is more visible from "A" Jetty.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4104, File 9200-135/2, Part 2.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

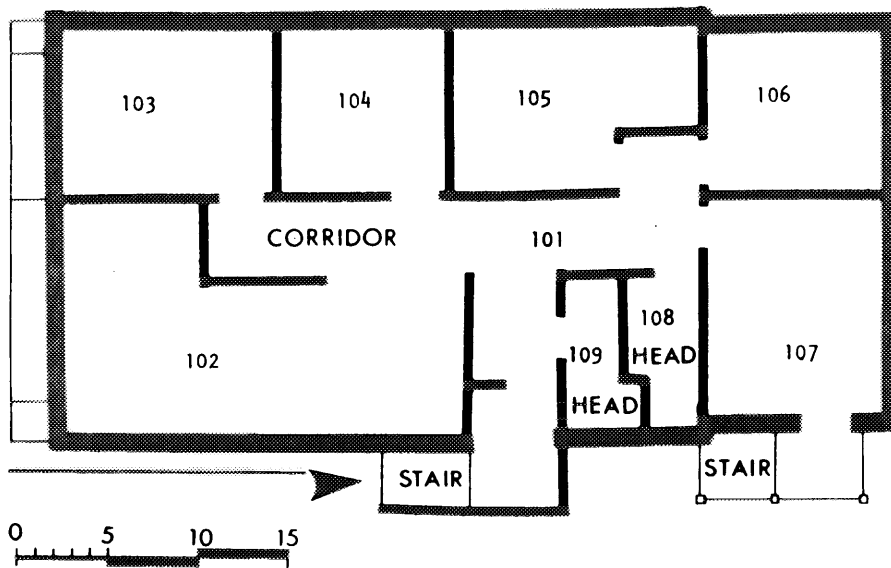


1 Building D71, Queen's Harbourmaster's office, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D71, main (southern) elevation; building D64 stands at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D71, plan. (Stevenson Kellogg Report, Vol. 1, p. 183.)

Building D37 (Fleet Mail Office, 1942)

HISTORICAL ASSOCIATIONS

Thematic

Building D37 was constructed in 1942 as the fleet mail office, and is one of the very few Dockyard buildings of its vintage to have retained its original function to the present. Although not directly associated with principal naval defence activities, the "FMO" provides an essential administrative service, and acts as the central dispatch point for the exchange of mail between CFB Esquimalt - the base and its ships - and the Canada Post system.¹

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D37 was one of a large number of buildings erected during the first major phase of Dockyard site and building expansion during World War II, although the building itself stands within the original Royal Navy boundaries.

ARCHITECTURE

Aesthetic Design

Building D37 is a modest, unobtrusive, but well-designed one-storey building, effectively adapted to both its sloping site and its service function. Its general massing, flat roof, and recessed windows contribute to a pronounced horizontality (Figures 2, 3). These elements reveal the aesthetic influence of the International Style, which is more fully developed in Dockyard frame buildings D49, D50, D11A-D11B and D29, and in concrete

buildings D211 and D214. Comparative examples previously reviewed by the FHBRO include the structures at the Pleasantville site, St. John's, Newfoundland (FHBRO report no. 86-16, 38 buildings recognized). The east entrance on the southern (end) elevation is raised, due to the sloping site. The east elevation facing Hospital Road features a central projection (Figure 3).

Functional Design

The current plan probably reflects closely the original design (Figure 5). Entrances on the north and south (end) elevations open into a large central working area. Several small offices and washrooms are partitioned off around the periphery.

Craftsmanship and Materials

The continued good condition of this frame building after almost five decades of use is indicative of quality craftsmanship - particularly since all such wartime buildings were designed for quick and cheap construction. The building is clad in clapboard and rests on a concrete base.

Designer

Building D37 was designed by the RCN's Directorate of Works and Buildings.²

ENVIRONMENT

Site

Building D37 shares a large common site with building D36-36A situated immediately behind, to the southwest (Figures 1, 2). The rear faces the gravel-covered circulation area of D36-36A. A narrow, attractively planted setback separates the main elevation from Hospital Road (Figures 2). The garden extends southward, tapering toward the intersection. While the shape and proportions

of the site have probably remained constant, the current landscaping may have been a subsequent addition.

Setting

In cladding, general massing, and in colour scheme (white with contrasting trim) building D37 is readily identifiable as one of the World War II structures which line Hospital Road in the newer section of the Dockyard. It stands a short distance inside the former Royal Navy boundary, and represents the easternmost intrusion of Canadian-era frame construction into the original Royal Navy Dockyard (Figure 6).

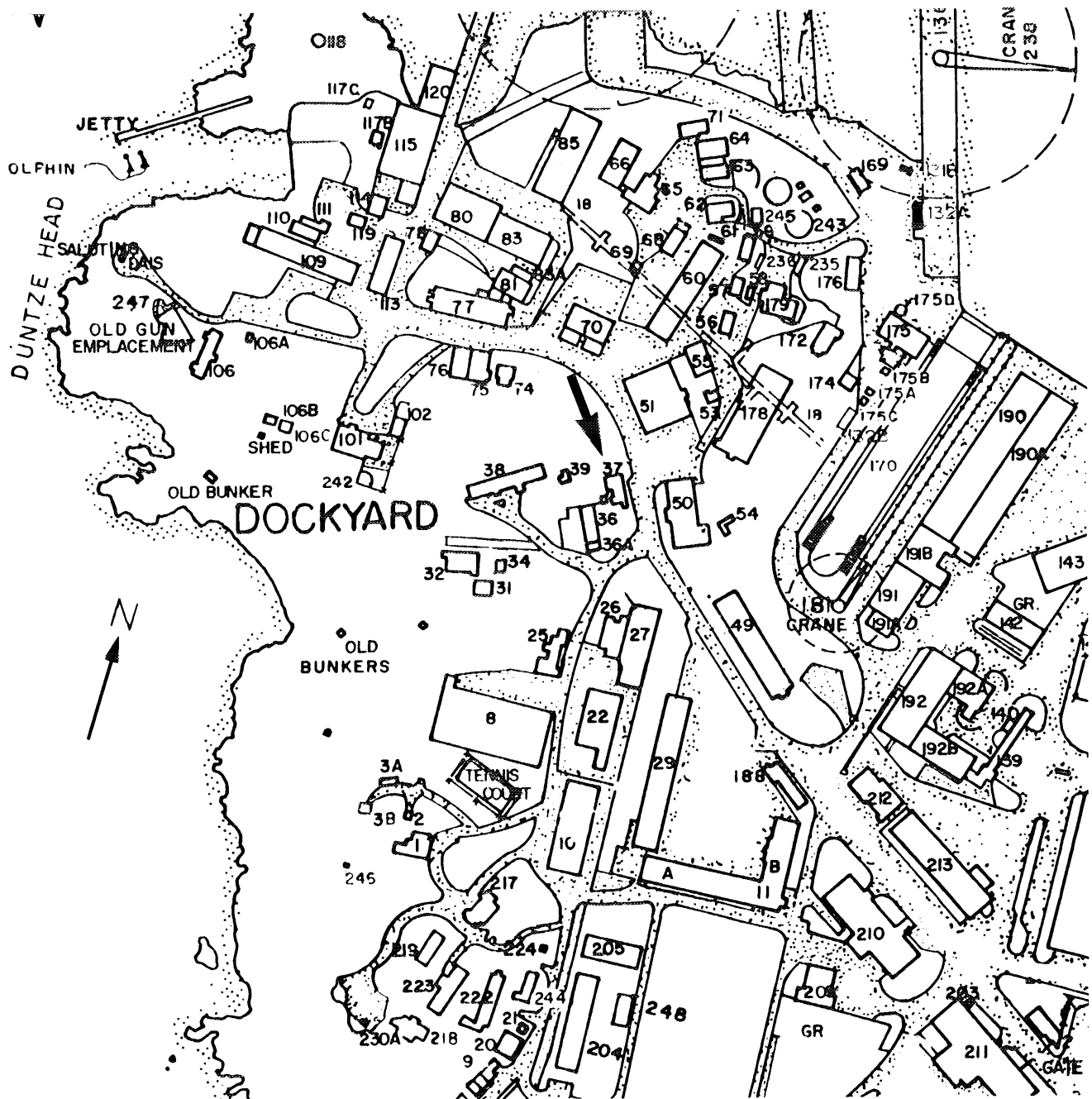
Landmark

Due to its position on a curve in Hospital Road, Building D37 enjoys good visibility from many points on Hospital Road southward to the main Dockyard gate.

Endnotes

- 1 CFB Esquimalt, Base Information Directory, p. 14.
- 2 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," pp. 30-31.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D37, fleet mail office, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

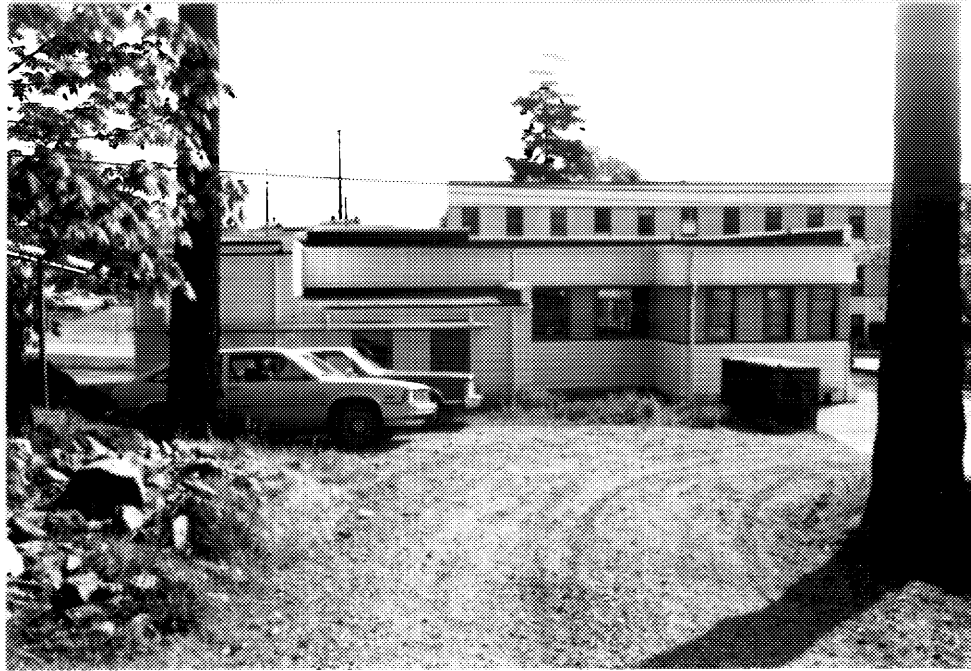


2 Building D37, end (southern) and side (eastern) elevations; building D36 stands at left. (Ian Doull, AHB, Parks, 1989.)

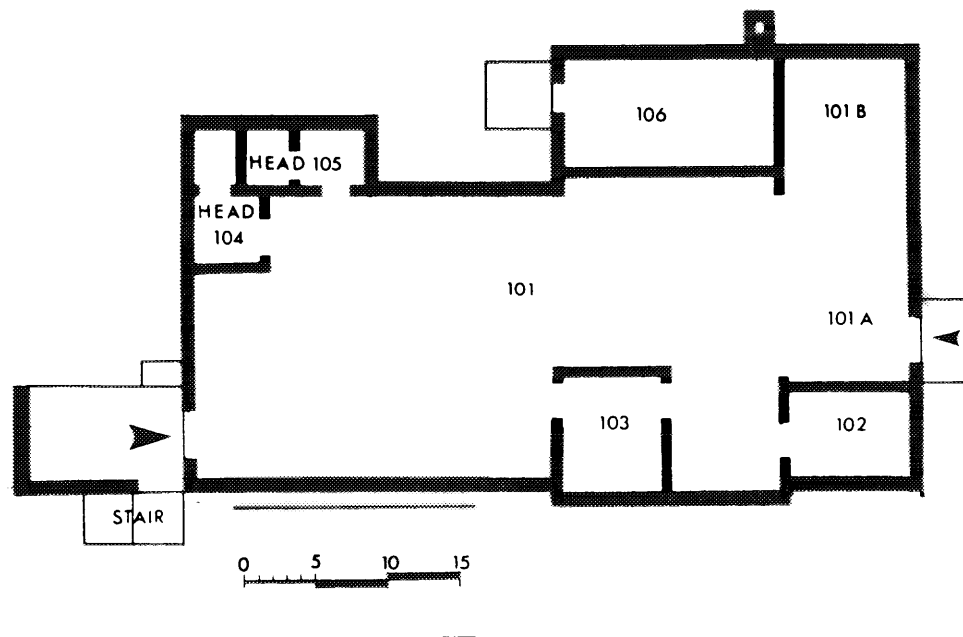


3 Building D37, end (northern) and side elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D37, rear (western) elevation; building D50 stands behind. (Ian Doull, AHB, Parks, 1989.)



5 Building D37, plan. (Stevenson Kellogg Report, Vol. 1, p. 66.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D37, setting, looking northwest on Hospital Road from building D50, at right. (Ian Doull, AHB, Parks, 1989.)

Building D36-D36A (Former Truck Garages, 1939)

HISTORICAL ASSOCIATIONS

This building (D36A constitutes an addition built soon after the principal construction date) was designed as a garage for military trucks.¹ It now houses Dockyard cleaning services. The garage is one of several structures which were built over time for ancillary services and bears no relationship with naval defence themes. The 1939 construction date places it during the preliminary phase of Dockyard wartime expansion, two years before the major site development phases of 1942 and 1943.

ARCHITECTURE

The one-storey garage building features five vehicle doors on the main (eastern) elevation (Figure 2), all of which were sealed when the building was converted for storage use. The elevation has a stepped parapet, the top of which has been removed. Other design elements include the column-like piers and geometrical brick panels. Buildings D70, D22, and some components of the D190-D191 group exhibit these features. The end walls terminate in raised parapets (Figure 3). The interior has been partly subdivided into a central, three-bay storage area with flanking offices and storage areas (Figure 4). The building has no known designer.

ENVIRONMENT

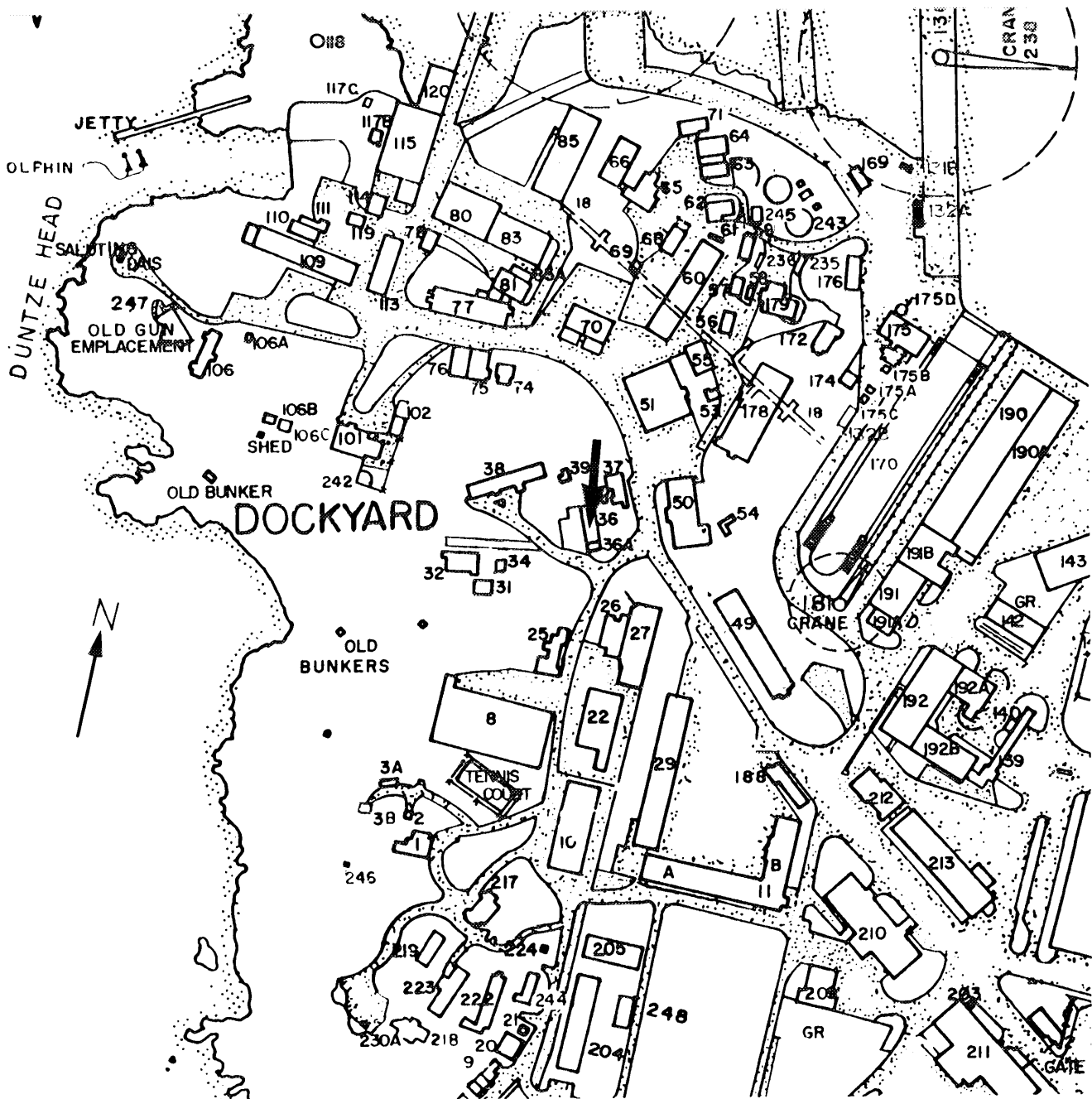
Building D36-36A is situated at the northern junction of an "H" intersection, on a shared site with building D37 (Figure 1). It is surrounded by an area of paved and gravel-covered traffic circulation. Few changes to the site have probably occurred. The building sits at the base of the hill below the "stone frigate,"

D38, and faces Hospital Road across a considerable setback (Figures 2, 3). Its location on the intersection gives it a greater visibility than it might otherwise enjoy.

Endnotes

- 1 NA, RG 24, Vol. 11,908, File AE 33-105-3; RG 24, Acc. 83-84/167, Box 4104, File 9200-135/2, pt. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D36-D36A, former truck garages, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

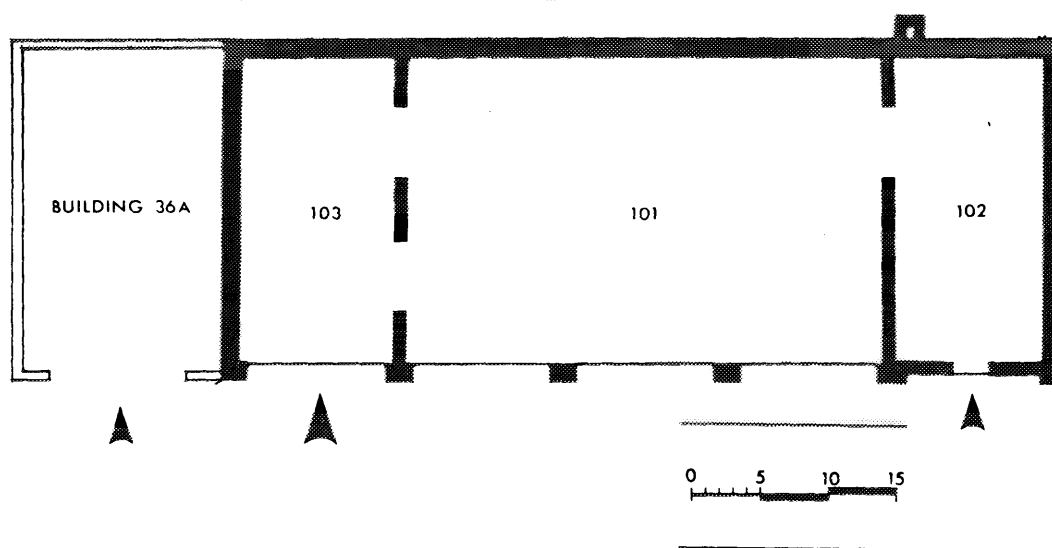


2 Building D36-D36A, main (eastern) and side (southern) elevations. (Ian Doull, AHB, Parks, 1989.)



3 Building D36-D36A, side (northern) and rear (western) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D36-D36A, plan. (Stevenson Kellogg Report, Vol. 1, p. 62.)

Building D38 ("Stone Frigate," 1904)

HISTORICAL ASSOCIATIONS

Thematic

The stone frigate was built as a barracks for seamen and petty and warrant officers whose ships were docked at the Esquimalt naval yard. It was thus an important amenity to the operation both of the Dockyard and Pacific Station. Before 1904 there were no barracks facilities at Esquimalt; housing, in the form of official residences, was available only to officers permanently stationed at the Dockyard.¹ Sailors whose ships were in port remained aboard their vessels or were housed in military tents ashore, regardless of season or weather.² Construction of the barracks was possibly deemed necessary at this time due to the increased volume of ship repairs being carried out, or as a result of the Bering Sea dispute with the United States, which increased Royal Navy activity in the area. The building is now used for offices.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

The construction of the barracks represented the final addition of facilities by the Royal Navy to the Esquimalt Dockyard. The structure was completed in the same year that the First Lord of the Admiralty announced the abolition of the Pacific Station and the closure of Esquimalt. The capacity of the barracks - designed to house 83 seamen and petty officers - was sufficient to accommodate the needs of the Dockyard until World War II.³

ARCHITECTURE

Aesthetic Design

Building D38 is a distinctive, well-proportioned two-storey gabled stone building (Figures 2-4). It exhibits a variety of design features and details which combine to create an aesthetically pleasing and visually unique building within the Dockyard. An unusual feature is that all quoins and door and window surrounds are executed in brick (Figures 4-6). Ground-storey windows exhibit various widths and are placed in groupings of varying numbers of components (Figures 2, 5, 6). All window openings feature brick surrounds and segmental arches. Paired windows on the southern elevation are divided by exterior chimneys which project from the wall (Figures 2, 5). Exposed, moulded rafter ends project beneath the eaves (Figures 6, 7). Two small ground-storey annexes are attached to the southern elevation, connected by a wooden verandah which extends along the eastern (end) elevation (Figure 6).

A number of changes have been performed to the exterior over time, most of which involve the conversion of windows to doors, or vice versa (Figures 2-4). Some openings have been closed in, but in all such cases the original surrounds remain.

Functional Design

The building originally featured a predominantly open plan. The ground storey contained a long open room designed to provide living and sleeping quarters for 32 men. ⁴ Five partitioned rooms at the eastern end contained lavatories, a reading room, galley, and warrant officer's room. Each section had at least one exterior doorway. The second storey contained two rooms to hold 42 seamen and eight petty officers. A highly unusual feature of the original plan was that the men were accommodated in hammocks

slung from hooks in the walls or ceilings. Little of the original plan remains, due to the adaptations required by the succession of diverse occupants and uses. Both floors are now extensively subdivided (Figure 9). The successful execution of the changes reflects the soundness and adaptability of the original design. Some original exterior entrances have been retained; others have been sealed and a few new ones created - all without measurable compromise to aesthetics (Figures 5, 8, 11).

Craftsmanship and Materials

Building D38 is clad in random coursed rubble with brick quoins, surrounds and chimneys. Works Department building D64 exhibits the same usage, as does building D39. This particular use of brick and stone is rare in Canada, where the usual practice is to employ brick for the principal material and stone for detail. This method of construction may have been used for convenience. Stone masons of merely average skills could have easily built the walls while bricklayers, more plentiful in Victoria, possessed the more refined skills needed to complete the trim. It is suggested that this technique would work well in the moderate climate of the west coast, but not so elsewhere, where severe frost combined with weathering would cause spalling at the building corners. There are clear British precedents for this construction method, although here too it is relatively uncommon.⁵

The competent craftsmanship employed in building D38 is evident in the quality of the brickwork and masonry. There is no evidence of deterioration of any exterior surface or of previous repair.

Designer

The plans for building D38 are signed by engineer Robert Muler.⁶ Research has not revealed any further details of his career, or of other buildings he may have designed at Esquimalt.

ENVIRONMENT

Site

The precise site boundaries are indistinct. Changes include a modest amount of levelling and paving, and the closing of entrances. A narrow, levelled and partially paved walkway has been cleared around the western and northern elevations, and extends downward over a flight of stairs to Hospital Road (Figures 7, 10, 11). The concrete foundations of a small demolished building are visible near the top of the stairs (Figure 7). A driveway extends up the hill from a point between buildings D26 and D36, and widens to form a parking area along part of the southern elevation (Figure 1). The site drops steeply from the southeast corner of the building down a wooded, rocky slope where outbuilding D39 is situated (Figure 8).

Setting

Building D38 enjoys a magnificent, isolated and wooded site on high ground in the east-central area of the original Dockyard (Figures 1, 3, 10). Most of the surrounding area remains in its natural state of trees, undergrowth, and rocks. Building D38 provides an effective and interesting contrast to other structures in the vicinity, in particular the prison (D26), factory (D51), and former Dockyard main office (D70). It acts with the factory to create the impression of passing through a gateway into the original Dockyard area as one travels north along Hospital Road, although it is set back from the road and at a higher elevation (Figure 1).

Landmark

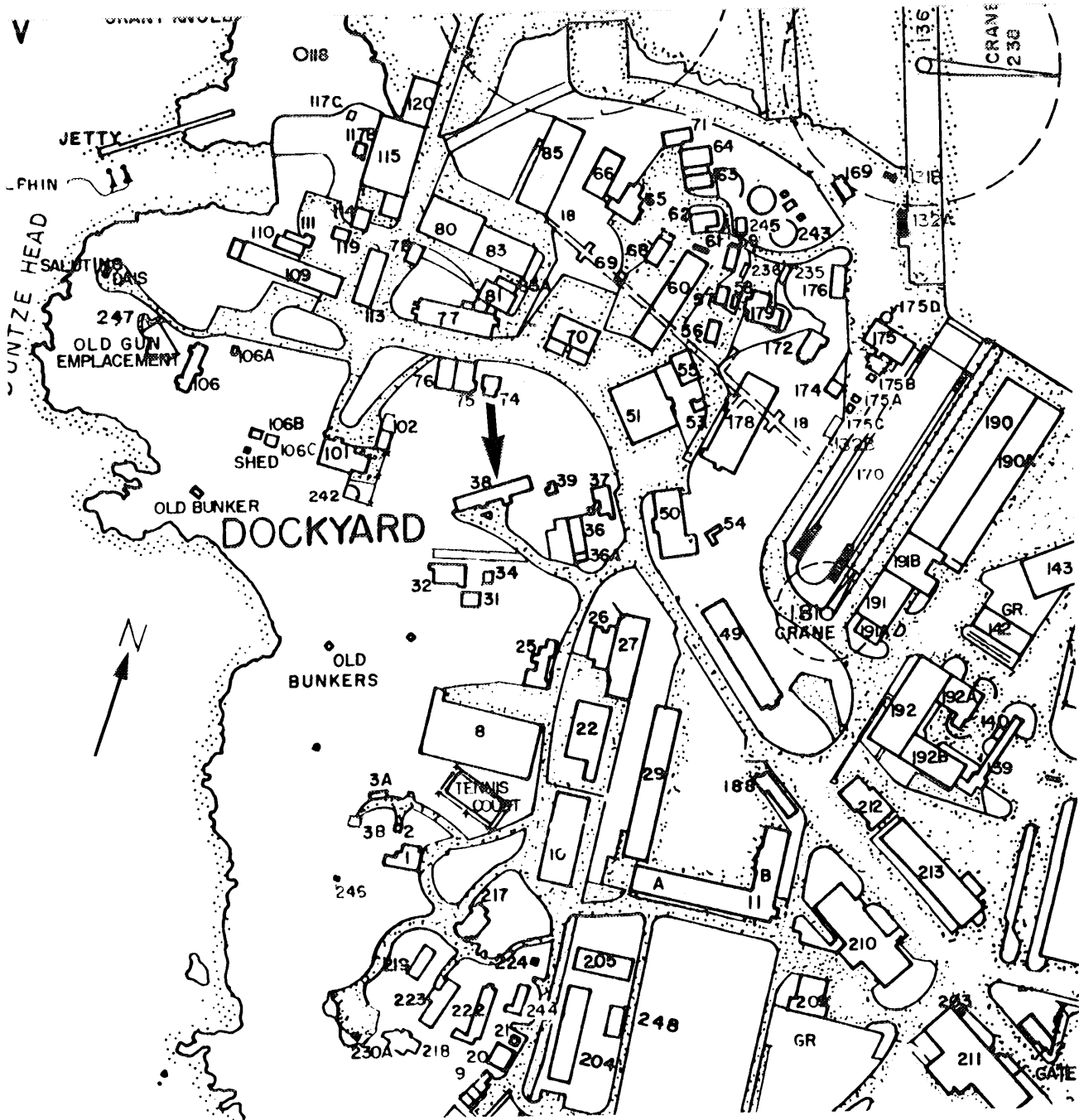
The stone frigate is visible entirely or in part (depending on seasonal foliage) from many points within and outside the Dockyard. It overlooks the factory, the Admiral's house, and the

entrance to Esquimalt Harbour and Fisgard Lighthouse. It is significant as the last major building to be erected by the Royal Navy at Esquimalt, and the only barracks to serve the Dockyard between 1904 and ca. 1940. It has been recommended for retention as a heritage building (1974),⁷ and has been identified as being of prime heritage value (1982).⁸

Endnotes

- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4.
- 2 Canadian Forces Base Esquimalt (1979), p. 8.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 26.
- 4 Information obtained from original building plans, courtesy CFB Esquimalt.
- 5 Ken Elder, Architectural and Engineering Services, Public Works Canada, in conversation with the author, 2 February 1990.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 178.
- 7 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 25.
- 8 Stevenson Kellogg Report, Vol. 1, p. 74.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



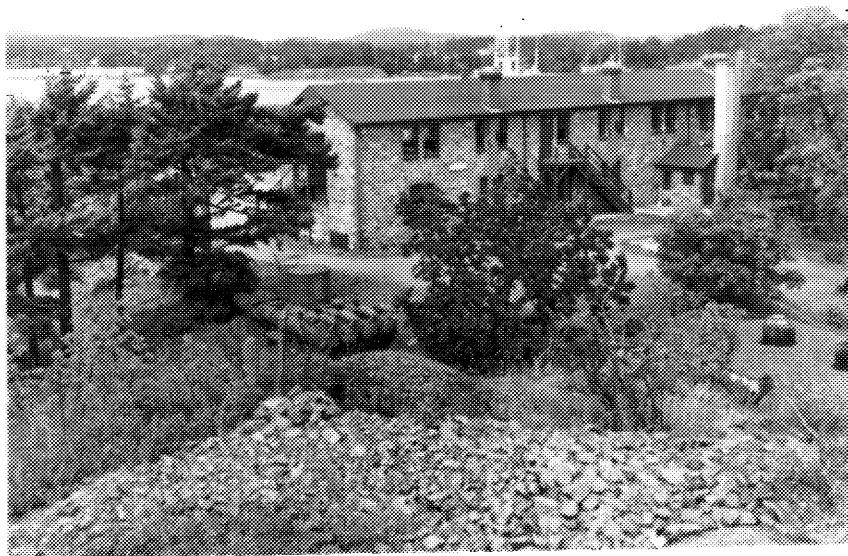
1 Building D38, "stone frigate," former barracks, location.
(CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D38, main (southern) elevation, perhaps ca. 1910. (BCARS, HP39878.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



3 Building D38, main elevation, looking north, 1953. (NA, PA-176355.)



4 Building D38, end (western) and main elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D38, main elevation, detail.
(Ian Doull, AHB, Parks, 1989.)



6 Building D38, main elevation, annexes.
(Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

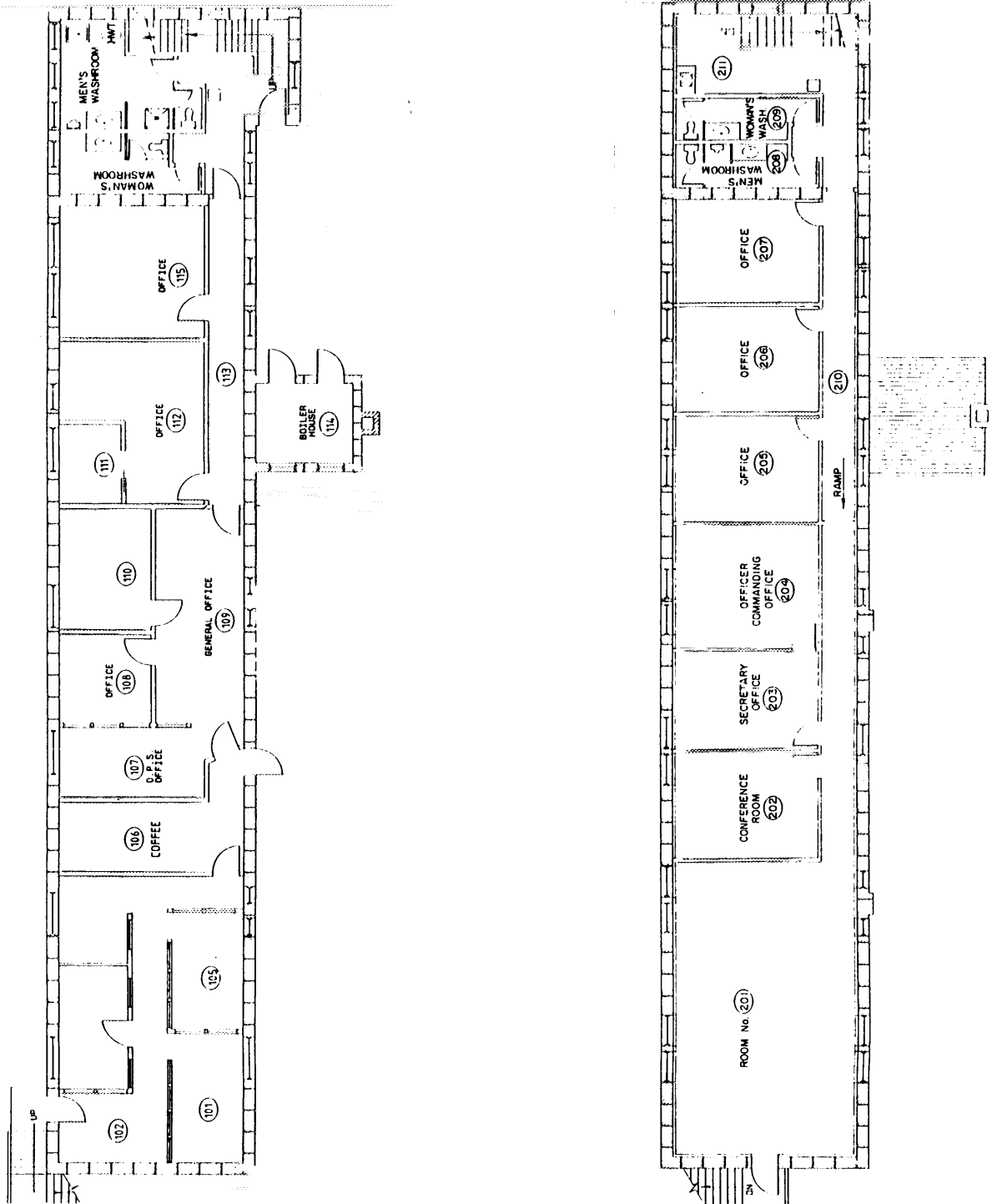


7 Building D38, rear (northern) elevation.
(Ian Doull, AHB, Parks, 1989.)



8 Building D38,
southeastern corner.
(Ian Doull, AHB,
Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

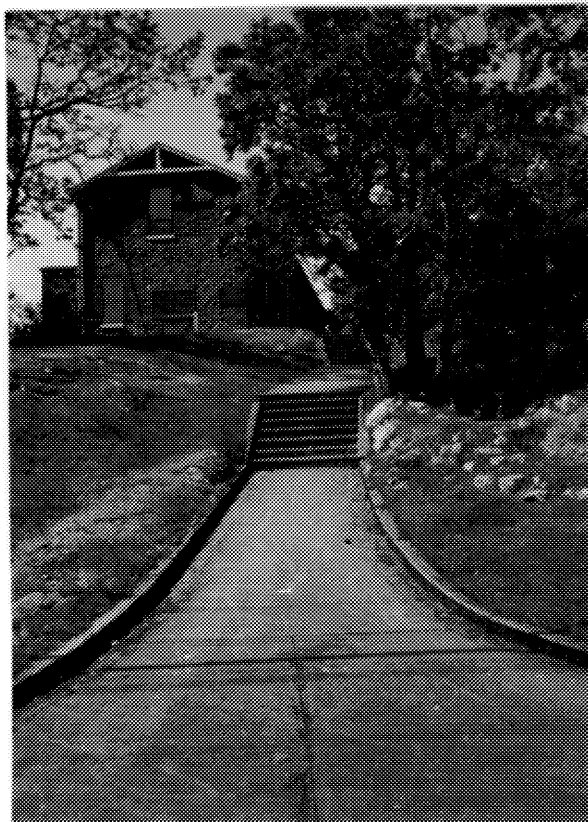


9 Building D38, plans. (CFB Esquimalt.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



10 Building D38, site looking south from end (western) elevation. (Ian Doull, AHB, Parks, 1989.)



11 Building D38, end (western) elevation and stairs leading from Hospital Road. (Ian Doull, AHB, Parks, 1989.)

Building D39 (Former Latrine, 1904)

HISTORICAL ASSOCIATIONS

This small building was constructed as an amenity for the stone frigate, and is thus unrelated to major Dockyard themes. It was constructed at the end of the turn-of-the-century building boom, and was one of the last Royal Navy buildings constructed at Esquimalt.¹ The building now serves as a gardeners' stores.

ARCHITECTURE

Building D39 is a small rectangular one-storey gabled structure, of undistinguished design but exhibiting the same distinctive use of brick and stone as buildings D38 and D64 (Figure 2). There is one door, in the eastern elevation, and no windows. The interior partitioning is unknown. The building has no known designer.

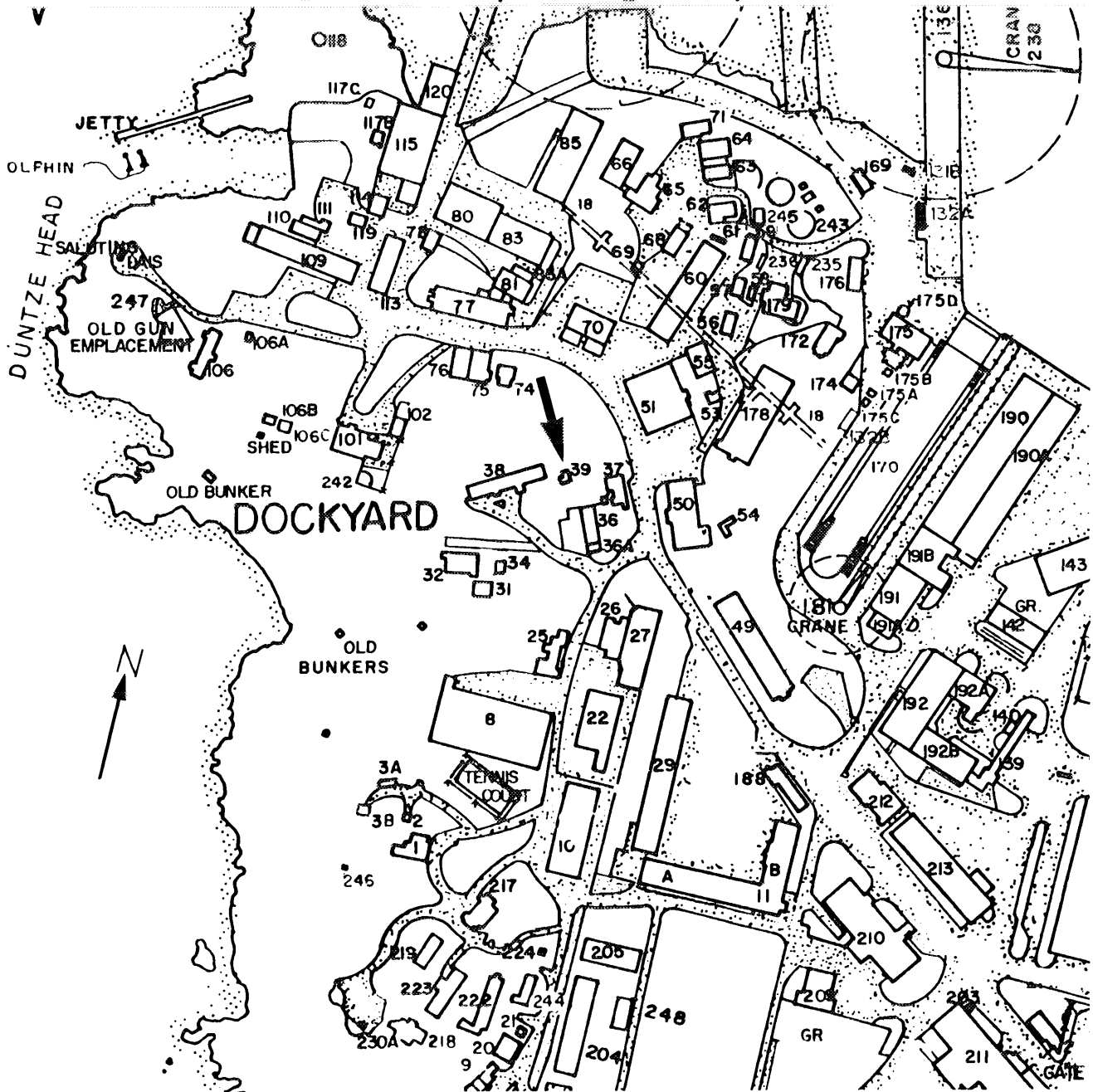
ENVIRONMENT

The building is situated on a wooded, steeply sloping hillside, below the southeast corner of D38, and is in effect a site feature of the larger building (Figures 1, 2). Building D39 is visually obscure, and is visible only from the driveway to D38 and from the latter's verandah.

Endnotes

1 NA, RG 24, Vol. 5641, File NSS 48-1-4.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D39, former latrine, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D39, main (eastern) and side (southern) elevations; building D38 stands above, at left. (CIHB, parks, 1976.)

Building D31 (Searchlight Test Room, 1899)

HISTORICAL ASSOCIATIONS

This building was one of three structures (along with D32 and D34) built to power and service the searchlight installation constructed at Duntze Head by the British Royal Garrison Artillery.¹ The searchlights were intended to support the artillery battery and submarine mining system designed to prevent entry to the harbour by hostile warships. Building D31 is thus directly associated with a secondary theme to that of naval defence, the protection of the naval dockyard installations by artillery and engineering garrisons.²

Building D31 served as the test room for the searchlight system until the submarine mining system was dismantled in ca. 1906. Its subsequent uses are uncertain, but since 1970 it, and buildings D32 and D34, have been used for storage.

Building D31, like its neighbours, represents two phases of Dockyard local development. The land on which the structures stand was one of four "War Office encroachments" severed from Admiralty property in 1893³ for use by British artillery and engineering units. The buildings, while constructed during the final Dockyard development phase under Royal Navy control, represent rather the phase of extensive harbour protection and coastal artillery facilities development which occurred following the Anglo-Canadian joint defence agreement of 1893.

ARCHITECTURE

Building D31 is a small, rectangular, flat-roofed structure of purely utilitarian design (Figure 2). The main (north) elevation

features three segmentally arched windows, two doors, and a slightly projecting cornice. The interior is divided into two rooms, each with an exterior door and without inter-connection. The walls, including the interior wall, are noted to be about three feet thick.⁴ Competent workmanship was probably employed in the construction, but the building is now in poor condition, most likely due to neglect. Building D31 was designed by the Royal Engineers.⁵

ENVIRONMENT

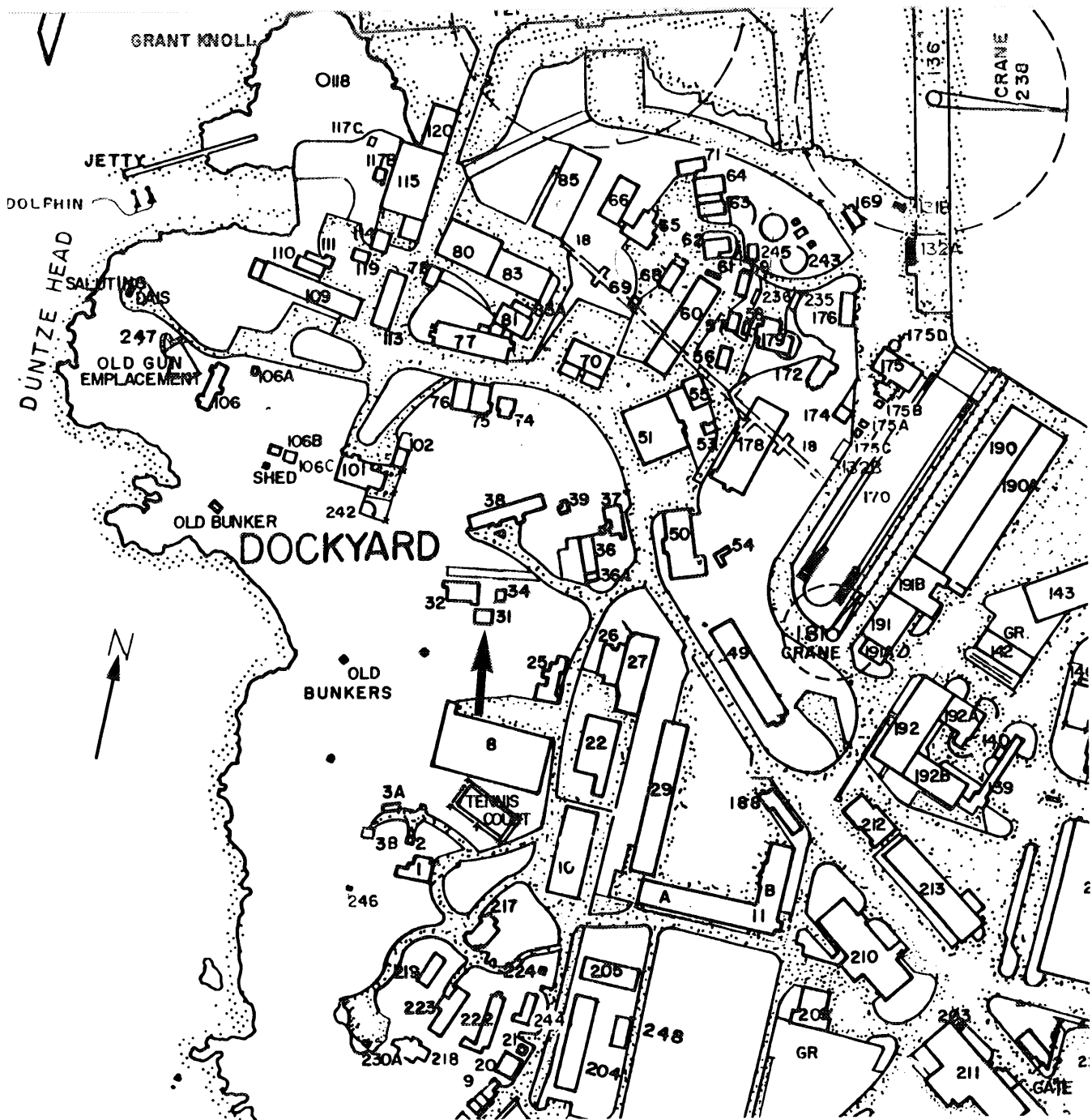
Building D31 is clustered with D32 and D34 on a common site (Figures 1, 2). The latter consists of a flat area, dug into the hillside and sunk several feet below the access road to building D38, and separated from it by a concrete retaining wall. Building D31 stands behind and between buildings D32 and D34, and its immediate site is defined to the north by these two structures. Its rear elevation abuts the rock face of the cliff. The building is of similar scale and general appearance to its two neighbours (Figure 2). No other structures are situated in the immediate vicinity in this wooded area except for building D38, located some 50 yards to the north. Building D31 is visible only from the main elevation of D38 and from within the boundaries of the common site. It was identified as possessing heritage significance in a survey prepared in 1982.⁶

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 61-62.
- 2 See Ronald Lovatt, A History of the Defence of Victoria and Esquimalt: Royal Garrison Artillery Period, 1899-1906, Microfiche Report Series No. 89 (Ottawa: Parks Canada, 1983), esp. pp. 57 and 61.

- 3 F.D.H. Nelson, base historian, CFB Esquimalt, in conversation with the author, 6 July 1990.
- 4 Stevenson Kellogg Report, Vol. 1, p. 55.
- 5 Lovatt, A History of the Defence of Victoria and Esquimalt: Royal Garrison Artillery Period, 1899-1906, pp. 57, 61.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 61-62.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

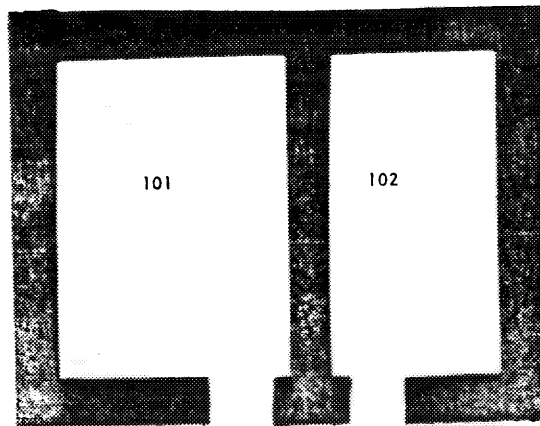


1 Building D31, former searchlight test room, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D31 (centre), main (northern) elevation; D34 stands at left, D32 at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D31, plan. (Stevenson Kellogg Report, Vol. 1, p. 54.)



Building D34 (Former Generator Oil Stores, 1900)

HISTORICAL ASSOCIATIONS

Building D34 was constructed as the fuel storage building for the adjacent generating building (D32), and is indirectly associated with the secondary theme of coastal and Dockyard defence. The site common to the three structures was reserved for War Department use in 1893, and the building was constructed during the period of coastal defence development and during the final phase of Royal Navy-era development of the Dockyard.

ARCHITECTURE

Building D34 is the smallest and simplest of the three structures; it is a small rectangular building, facing northward (Figure 2). It features a main double-leaf door, no windows, and a vaulted roof of corrugated metal. The interior plan of the concrete building is unknown, but it is probably undivided. The structure shows signs of neglect and deterioration. The building was designed by the Royal Engineers.

ENVIRONMENT

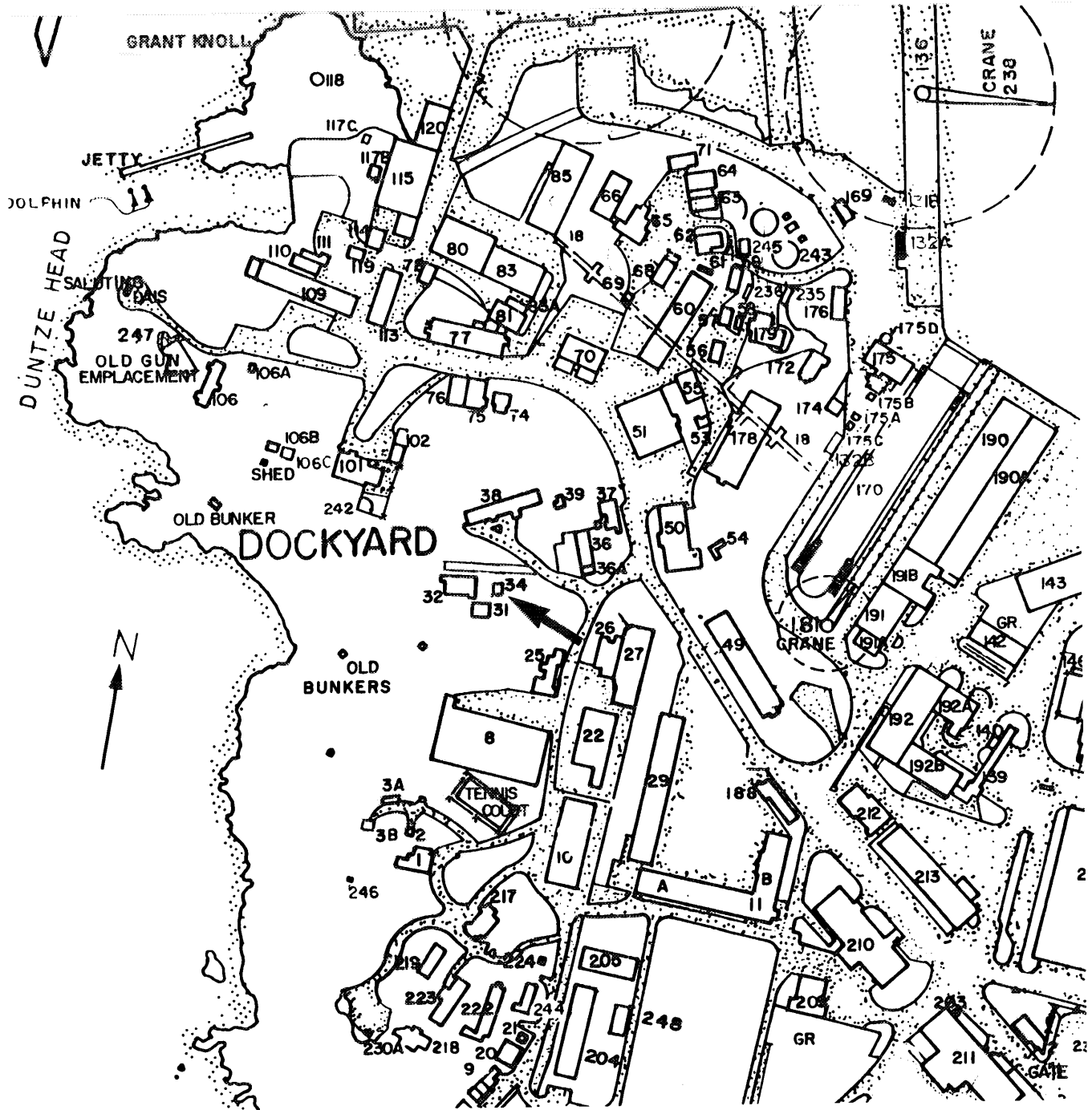
Building D34 occupies the northeastern corner of the common site (Figures 1, 2). Its main (north) elevation faces the retaining wall; the other elevations face open, more-or-less overgrown levelled areas in the interior, and the rear and eastern site boundaries. The building is generally comparable to its two neighbours in materials and scale. The setting is isolated in a wooded area, separated from all other Dockyard buildings except D38, which is situated about 50 yards northward on higher ground.

Building D34 is visible only from D38 and from within the common site. It has been identified as possessing heritage significance (1982).¹

Endnotes

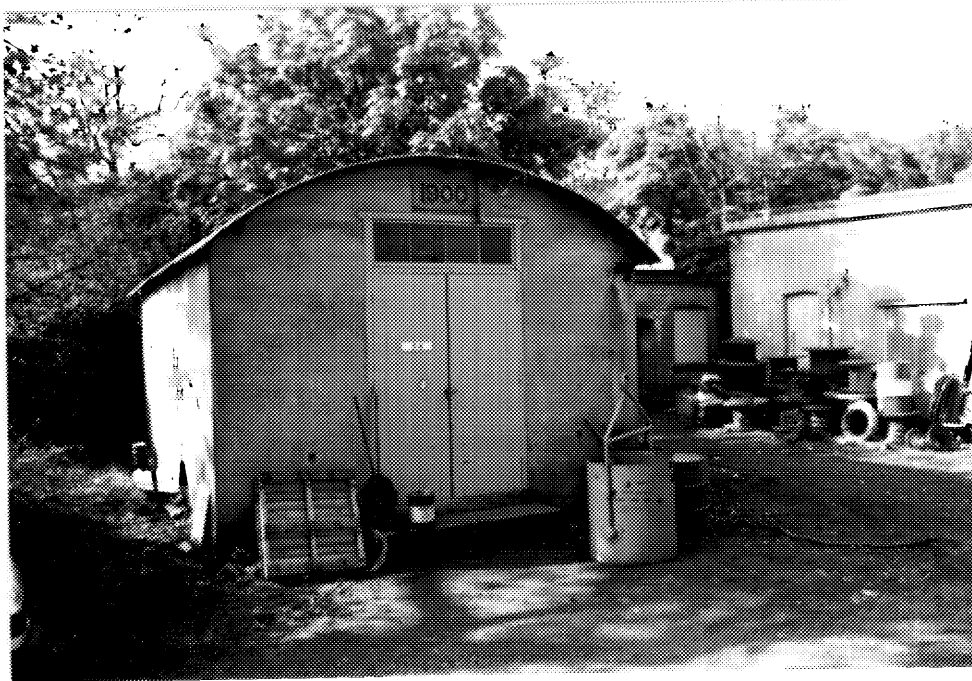
- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 61-62.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D34, former generator oil stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D34, main (northern) elevation;
buildings D31, D32 stand at right. (Ian Doull,
AHB, Parks, 1989.)

Building D32 (Engine Room, 1899)

HISTORICAL ASSOCIATIONS

This building contained the generating plant for the Duntze Head searchlight, and may also have supplied power to the minefield. It shares the same thematic and local development significance as building D31: directly associated with the secondary theme of defence of the Dockyard and coastline, and situated on land reserved for the War Office in 1893. The building was constructed during the height of coastal defence facilities development.

ARCHITECTURE

Building D32 is the largest of the three associated structures. It is a somewhat rambling, utilitarian, one-storey building with a flat roof raised at one end, and features segmentally arched windows and a slightly projecting cornice (Figures 1, 2). Small additions are affixed to the south and west sides. Industrial-type ventilators remain on the roof (Figure 2). The interior is divided into three large and two small rooms, without interconnections (Figure 3). The structure is concrete throughout, and is judged to be in poor condition.¹ Building D32 was designed by the Royal Engineers.²

ENVIRONMENT

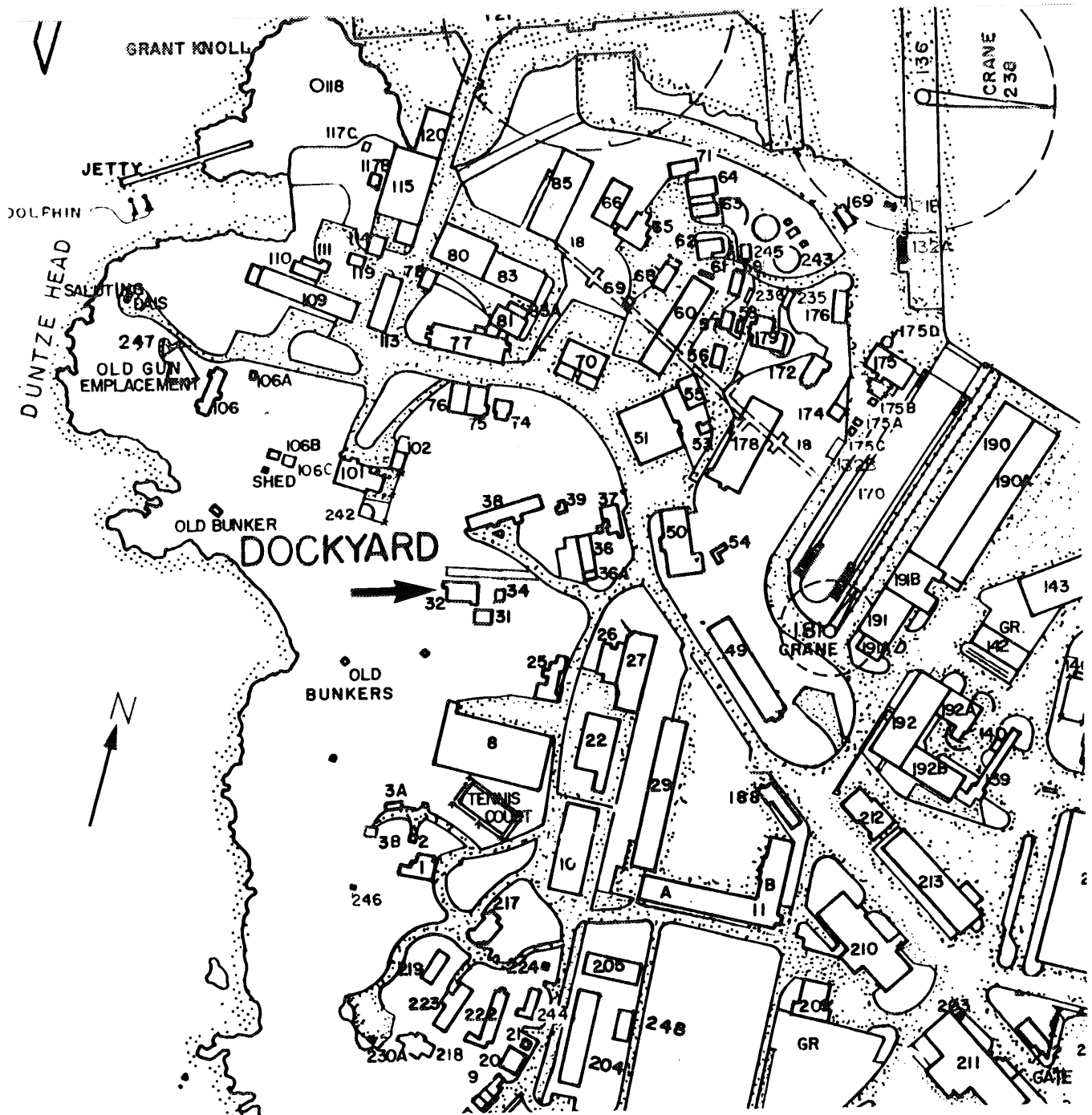
Building D32 occupies the northwest section of the common site (Figure 1). Its main (northern) elevation faces the retaining wall; the rear and side elevations face open, gravel-covered areas of the site. The building is comparable in scale and appearance to the two neighbouring structures, and is isolated from all other buildings except for D38. It is visible only from the latter and

from within the common site. Building D32 was identified as possessing heritage significance (1982).³

Endnotes

- 1 Stevenson Kellogg Report, Vol. 1, p. 57.
- 2 Lovatt, A History of the Defence of Victoria and Esquimalt: Royal Garrison Artillery Period, 1899-1906, pp. 57, 61.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 61-62.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

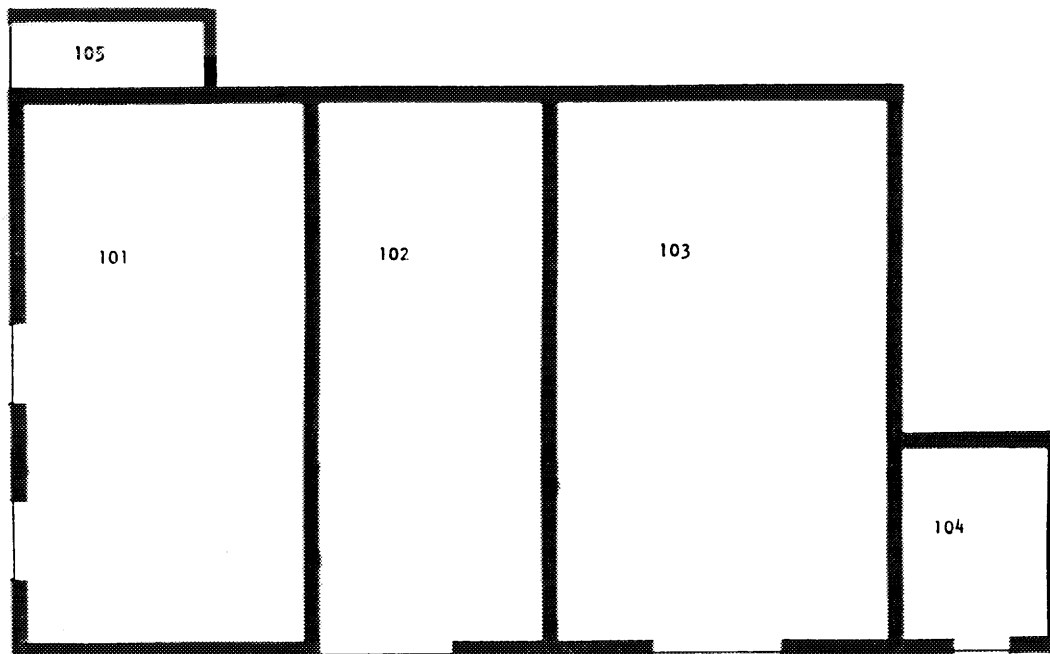


1 Building D32, former searchlight engine room, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D32, side (eastern) and main (northern) elevations. (Ian Doull, AHB, Parks, 1989.)



0 5 10 15

3 Building D32, plan. (Stevenson Kellogg Report, Vol. 1, p. 58.)

**Building D25 (Former Prison Warder's House,¹ 1899, Altered
ca. 1942 and Subsequently)**

HISTORICAL ASSOCIATIONS

Building D25 was constructed concurrently with the naval prison (D26) as the official residence of the prison warder. The building is not, therefore, directly related to the naval defence theme. In 1920 the house was occupied by the RCMP officer-in-charge of Dockyard security, and during World War II was altered to house a number of secondary Dockyard activities.² It now contains the base photo unit. The original, small house was constructed during the major turn-of-the-century Dockyard redevelopment period. The principal additions and alterations were performed during the first major Dockyard expansion phase during World War II.

ARCHITECTURE

Building D25 is a flat-roofed, multisectioned structure, with irregular massing and few architecturally distinguishing features (Figures 2-4). It presents a four-part main (eastern) elevation to the road, consisting of sections of varying heights and setbacks. The two-storey section, with the porch and bay windows (Figure 3), constitutes the original 1899 house, a two-storey, hipped roofed, brick structure, to which wings have been added. The interior ground-storey plan clearly reflects the four divisions of the building (Figure 5). The southernmost section contains an open storage area, with a freight door situated at the southeast corner. The adjacent section comprises the original house, and contains the main entrance and staircase. The other sections are subdivided and all are interconnected. The second storey extends over the two southern sections. The level of

craftsmanship appears to have been sufficient to allow for the continued good condition of the building. Both the frame and brick sections are now covered with painted stucco. The building has no known designer.

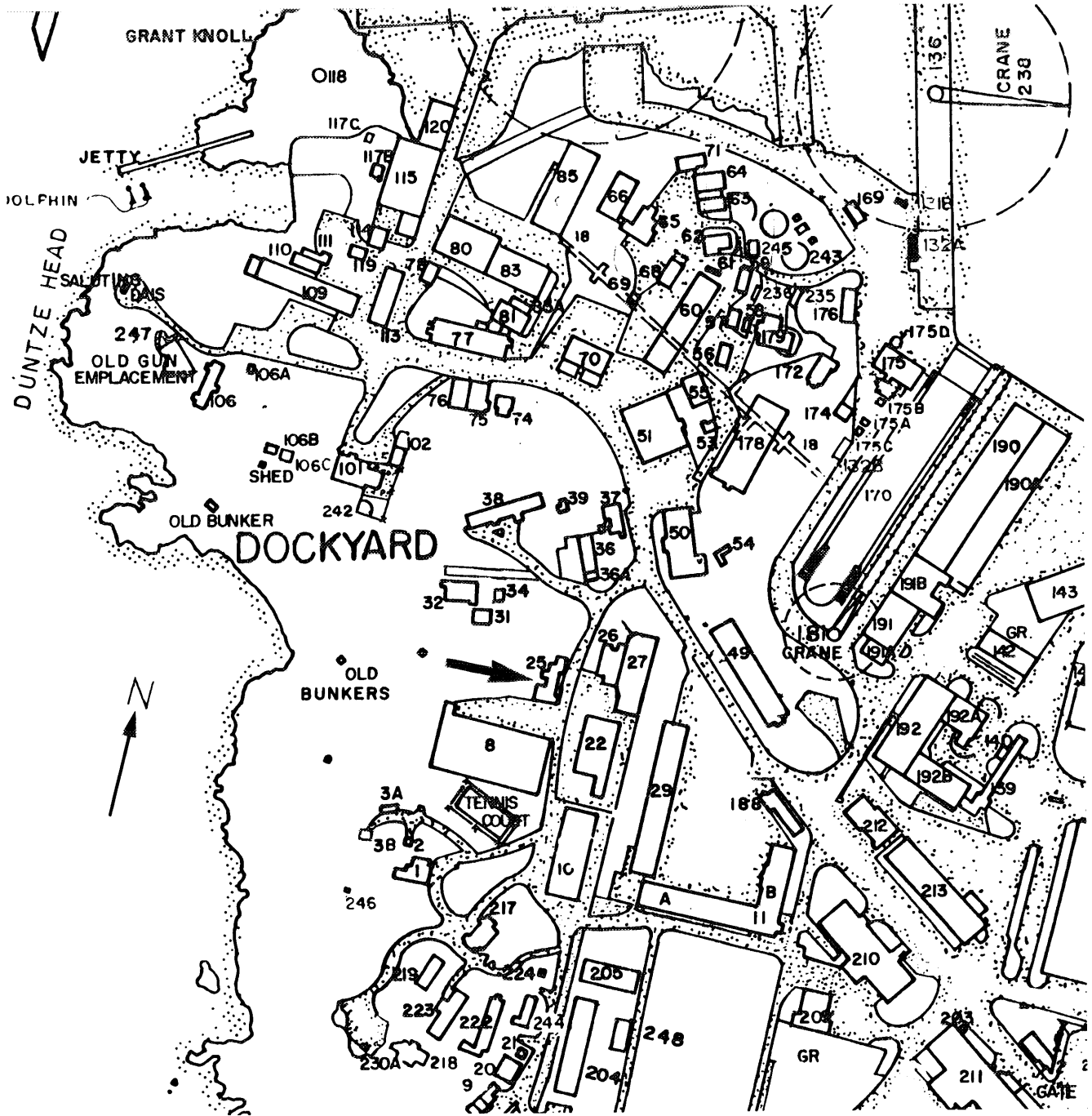
ENVIRONMENT

Most of the original site features of the house have been obliterated by the subsequent additions. The low brick wall with its gate posts flanking the main entrance are original (Figures 2, 4), and a similar section of wall survives at the rear. The terrain to the north is exposed rock, which rises steeply to the site of buildings D31-D32-D34. The southern parking area was probably created during World War II. Building D25 is generally comparable in size and materials to some other structures on the street, which features a heterogeneous mix of building styles and materials. Its visibility is restricted to the immediate streetscape, and to the Hospital Road intersection (Figure 4).

Endnotes

- 1 NA, RG 24, Vol. 5641, File NSS 48-1-4; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 23.
- 2 NA, RG 24, Vol. 11,908, File AE 33-105-3; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 23.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D25, former prison warden's house, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D25, side (southern) and main (eastern) elevations. (Ian Doull, AHB, Parks, 1989.)

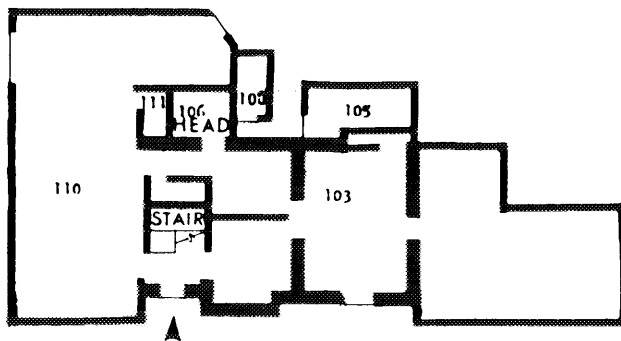


3 Building D25, main elevation. (Ian Doull, AHB, Parks, 1989.)

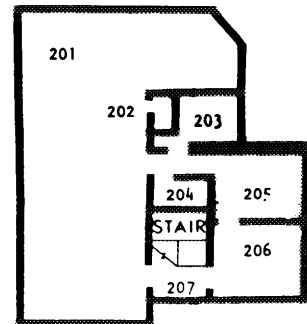
DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D25, main elevation, looking north; Hospital Road appears at centre, rear, building D26 stands at right. (Ian Doull, AHB, Parks, 1989.)



FIRST FLOOR



SECOND FLOOR

0 5 10 15 20
|||||

5 Building D25, plans. (Stevenson Kellogg Report, Vol. 1, pp. 30, 32.)

**Building D26-D27 (Former Royal Naval Prison and Yard, 1899;
ca. 1941-42)**

HISTORICAL ASSOCIATIONS

Thematic

The Royal Naval prison was constructed as a detention barracks for short-term incarceration.¹ The need for a prison had been discussed by the Admiralty from at least 1891,² illustrative of the increased level of overall activity within the Pacific Station. Prisons were among the essential facilities found at all major RN yards and station headquarters. The Esquimalt prison was operated as an administratively separate department from the Dockyard, of equal status with the naval hospital;³ both institutions had administrative officers who probably reported directly to the rear-admiral-in-charge.

The former prison has housed a number of subsequent occupants, many of which were also security-related, including the Dominion police force, the Dockyard RCMP detachment, and the RCN "Givenchy" (Dockyard) cell block from 1943 to 1945.⁴ The open area behind the prison, surrounded by parts of the old Dockyard wall and incorporating the prison exercise yard, was roofed over and converted for storage use in ca. 1941-42. The "building" so created has been given the number D27. The two building components now provide offices and security storage space for a branch of Maritime Command.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

The building D26 component represents the same local development phase as the majority of extant Royal Navy Dockyard buildings. Constructed in 1899, it is associated with the building boom of ca. 1895-1904, during which most of the Admiralty's temporary frame buildings were replaced with those of permanent masonry construction. The D27 section, enclosed within 1899 walls, was transformed into a building during the first major expansion phase of World War II.

ARCHITECTURE

Aesthetic Design

The former prison is one of the most distinctive and well-designed of all RN Dockyard buildings, reflecting both its unusual original function (for an industrial site) and the comparative degree of attention lavished by the designer on architectural detail of the D26 section. It consists of the main, brick prison component, and the brick and fibreglass storage structure situated at the rear. The main (western) elevation consists of a high, flat plane featuring symmetrical fenestration, with bars, and of particularly small dimensions on the upper storey (Figures 2, 3). The latter, and the absence of an entrance door, contribute to a sense of strength and security. The principal door is situated in a projection on the southern side which encloses the main stairway (Figures 3-5). The opposite (northern) side elevation recedes in three well-defined stages, each with its own gabled or hipped roofline (Figures 2, 6). The gable edges feature the distinctive corbelled frieze found in a number of other pre-1905 Dockyard buildings. Other standard- vocabulary Royal Navy features include circular windows and segmental arches. The several original chimneys have survived, but most have lost their caps (Figures 2, 3).

The prison was originally surrounded on all sides by a high brick retaining wall (Figure 8), the rear (eastern) section of which was the principal Dockyard boundary wall. The retaining wall enclosed an open exercise yard and a warder's room, both situated at the rear. During World War II the enclosure was partially, then completely roofed over, in conjunction with the raising of the walls with fiberglass panels (Figures 8-10). The resulting building component is an irregularly shaped, flat-roofed structure, with several large windows on the east elevation. It is minimally visible when viewing the main elevation of the D26 section, but partially obscures the latter's rear elevation when seen from the east.

Functional Design

The original plan of each floor of the building D26 component survives largely intact in the current layout. The plan is designed for efficient access and traffic flow. The ground storey is bisected longitudinally by a corridor which connects the entrance vestibule and stairwell on the south side with a doorway on the opposite (north) side (Figure 11). The same general arrangement is repeated on the second storey, with five cells situated on each side of the corridor and a washroom and a stairway at opposite ends (Figure 11). The cells have been effectively adapted to store security documents for various Canadian Forces ships.⁵

The one-storey building D27 component is entered through a doorway in the common wall with D26, and through a diagonally placed shipping door at the southwest corner. It contains a number of large interconnected storage rooms and offices of various sizes (Figure 12).

Craftsmanship and Materials

The D26 component exhibits superior craftsmanship in brick and stonework. This is particularly evident in the door surrounds, brick segmental arches, and the heavy corbelled friezes. The building appears to be in good condition despite a long and varied use history. The D27 section, although a composite structure consisting of an 1899 wall and 1940s fibreglass upper walls, appears to be competently constructed.

Designer

The naval prison D26 was designed by the officer in charge of works, T. Woodgate, who also designed a number of other Dockyard buildings, from the small victualling office (D74) and the Bickford signal tower (D118) to the two main RN warehouses (D85, D80).⁶ The prison is the most architecturally detailed of his several Dockyard designs. No known designer is associated with the D27 section.

ENVIRONMENT

Site

Several site changes have occurred, the most significant of which has been the creation of D27, which structurally added a second storey behind the prison and altered the visual, but not the spatial, relationship of site components (Figures 8-10). Portions of the outer walls, which until the 1940s completely encircled the building (Figure 8), have been removed at the northwest and southwest corners (Figures 2, 5, 6) to allow for new entranceways. These changes appear to have been made incrementally, between ca. 1940 and 1945-46. In the immediate vicinity - part of the larger site - the makeshift frame guardhouse and kitchen building, both 1870s structures, have been removed, and the area landscaped (Figures 8, 10).

Setting

Building D26-D27 stands at the southwest intersection of Hospital Road and the street which extends southward to Black Rock and the Juan de Fuca Strait (Figures 1, 13). The original Dockyard gates stood close to its northeastern corner. As it marks part of the eastern boundary of the former RN Dockyard, the prison is the first Admiralty-constructed building encountered when travelling west along Hospital Road. It therefore acts as a visual gateway into the older area of the Dockyard, and provides an effective visual contrast with the World War II building to the east (Figures 13, 14).

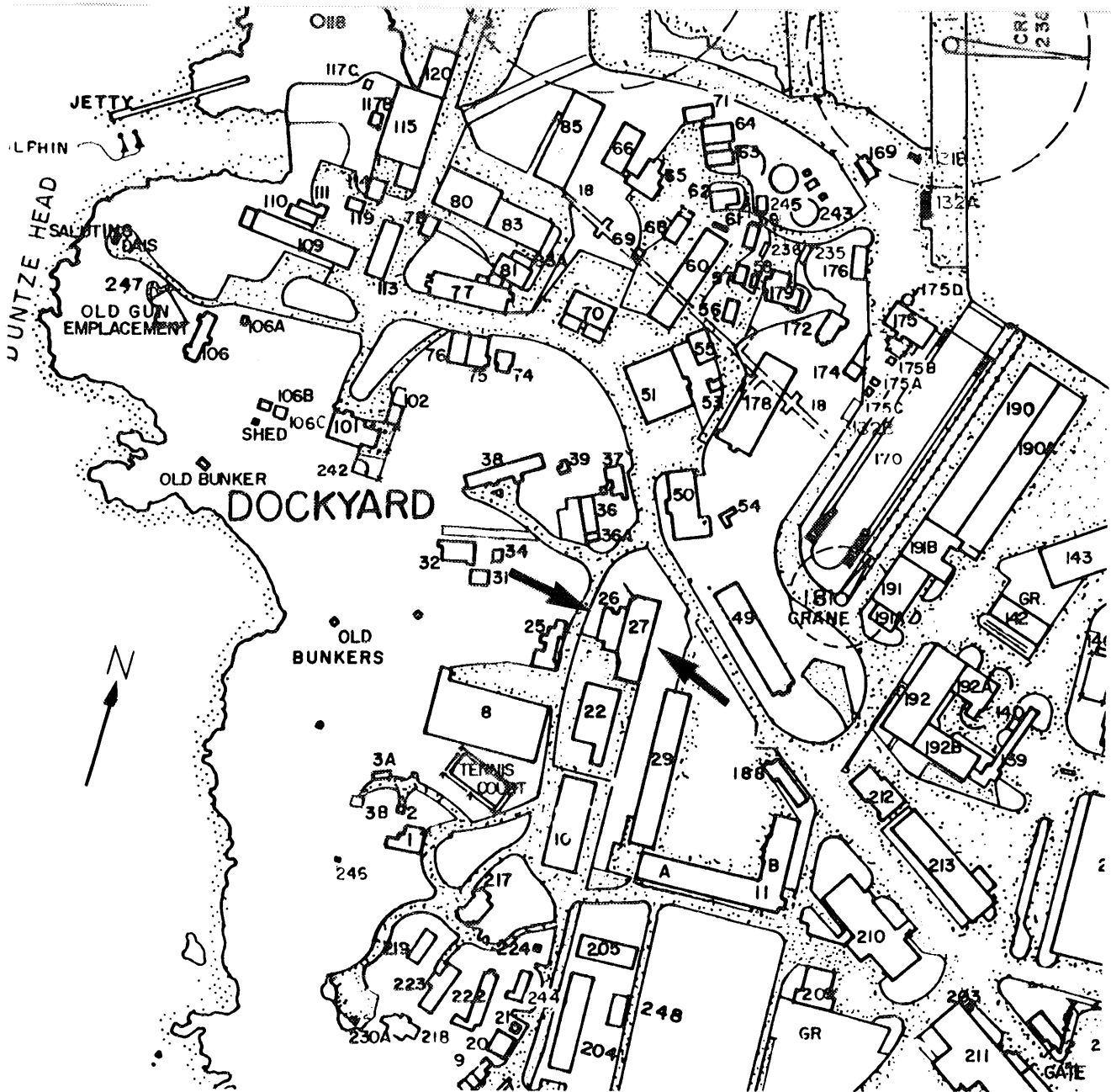
Landmark

The D26 section is visually prominent along both Hospital Road and the road to Black Rock. It is also visible from several points in the north-central and eastern areas of the Dockyard (Figure 14). It has been identified as possessing prime heritage significance (1982).⁷ The D27 component is also visually prominent to the same approximate degree due to its height.

Endnotes

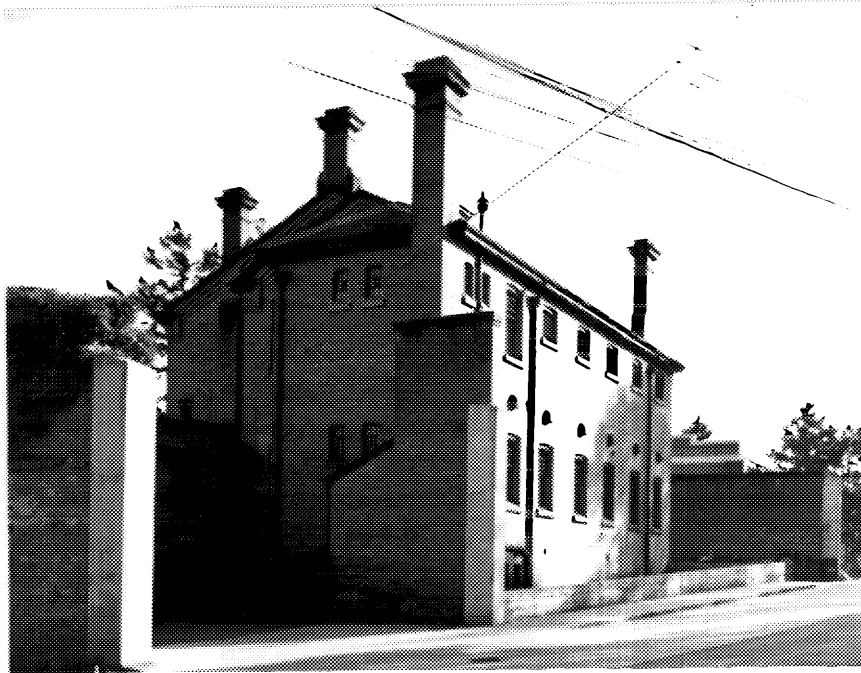
- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 22.
- 2 NA, MG 12, Vol. 323, Admiralty, Secretary's Dept., Case F189-1891, Accounts: Naval Yard Abroad (Adm. 116-323).
- 3 NA, RG 24, Vol. 5641, File NSS 48-1-4; Vol. 5649, File 51-2-1.
- 4 NA, RG 24, Vol. 11,849, File 16-3-9, Vol. 2.
- 5 S.M. Ross, in conversation with the author, 3 May 1989.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 177-183.
- 7 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 22.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D26-D27, former naval prison and yard, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D26, main (western) and side (northern) elevations, 1941. (NA, PA-176315.)



3 Building D26, main and side (southern) elevations. (CIHB, Parks, 1970.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D26, detail of northwestern door and adjacent wall, 1945. (NA, PA-176346.)



5 Building D26; D27 stands behind, at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

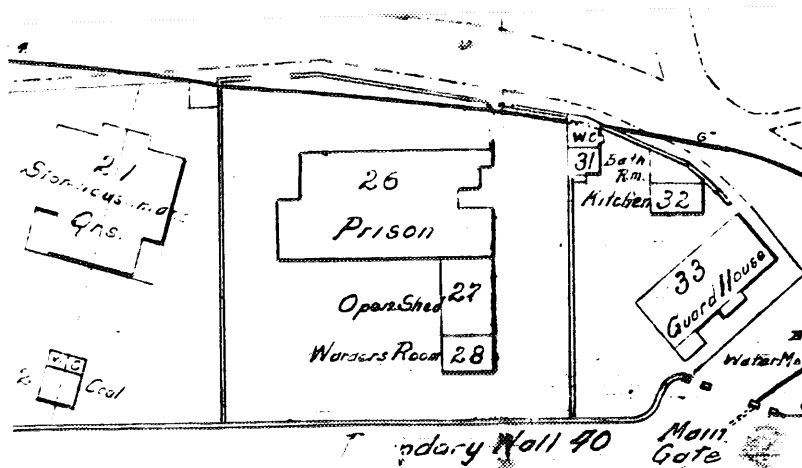


6 Building D27, D26, northern elevations.
(Ian Doull, AHB, Parks, 1989.)

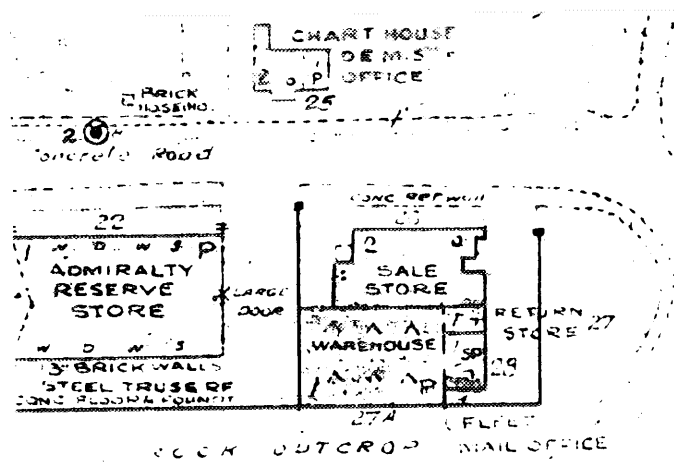


7 Building D27, open area at northern end
of current building, 1945. (NA,
PA-176347.)

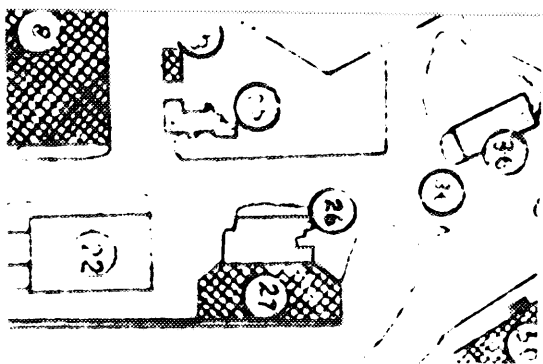
DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 Buildings D26-D27, site largely in original state, ca. 1935. (CFB Esquimalt.)

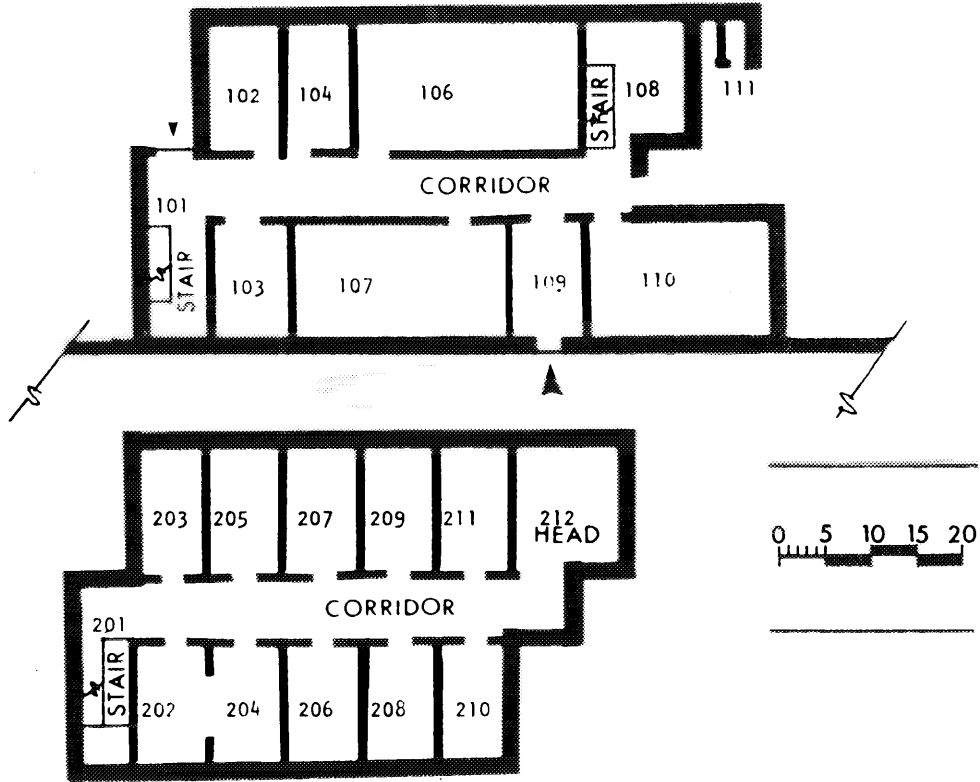


9 Building D26, D27 partially covered, 1942. (CFB Esquimalt.)

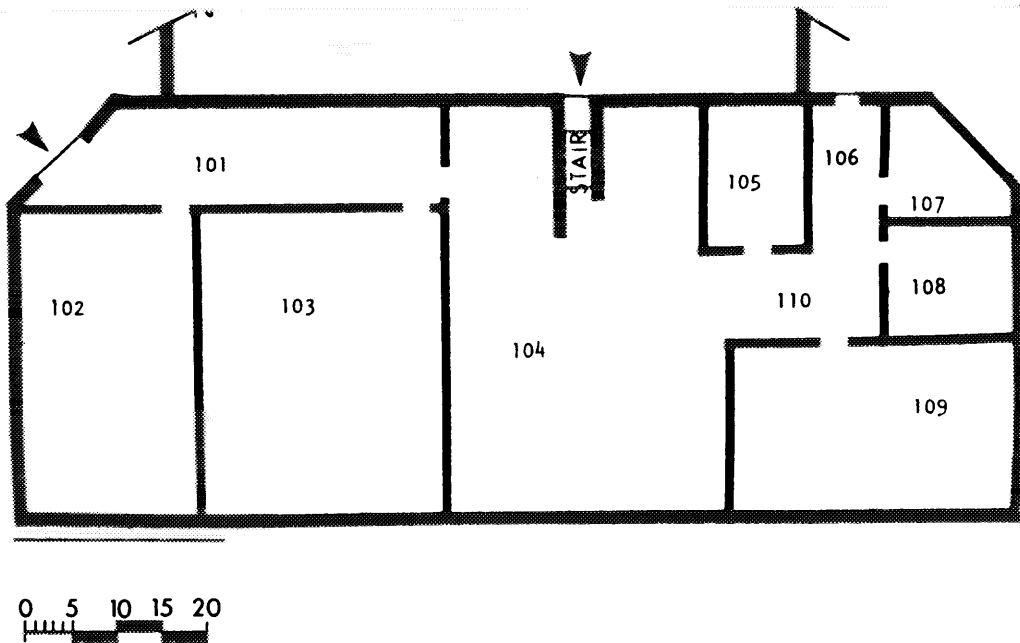


10 Buildings D26-D27, 1949. (NA, RG24, Acc. 83-84/167, Box 4057 File 9060-166/11, Vol. 2.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



11 Building D26, plan. (Stevenson Kellogg Report, Vol. 1, pp. 36, 38.)



12 Building D27, plan. (Stevenson Kellogg Report, Vol. 1, p. 42.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



13 Building D26, looking south toward Black Rock; buildings D8, D25 stand at right. (Ian Doull, AHB, Parks, 1989.)



14 Building D26-D27 at right, looking southeast from D38; D49 stands at left, D36 at bottom. (Ian Doull, AHB, Parks, 1989.)

Building D8 (Bulk Stores, 1941-42)

HISTORICAL ASSOCIATIONS

This building was constructed to hold general bulk stores, and continues to provide storage for the ship repair unit.¹ It is not directly associated with Dockyard naval defence themes; rather, it is related to internal Dockyard activities associated with general storage. Its construction date identifies it with the first major phase of Dockyard expansion and construction during World War II, although it stands on a site located within the original Dockyard boundaries.

ARCHITECTURE

Building D8 is a large, one-storey, flat-roofed structure of purely utilitarian design, which clearly expresses its intended use as a storage building with a small office component (Figure 2). The building is oriented with its short (end) elevation facing east to the road. It features a raised parapet and several small office windows. The main (northern) elevation contains four evenly spaced loading doors (Figure 2). The interior, as suggested by the position of the doors, is divided into four equal-sized storage areas, each with its own small office area (Figure 3). The unreinforced structure is composed of clay tile walls and wooden columns, and is clad in stucco.² The designer was the RCN's Directorate of Works and Buildings.

ENVIRONMENT

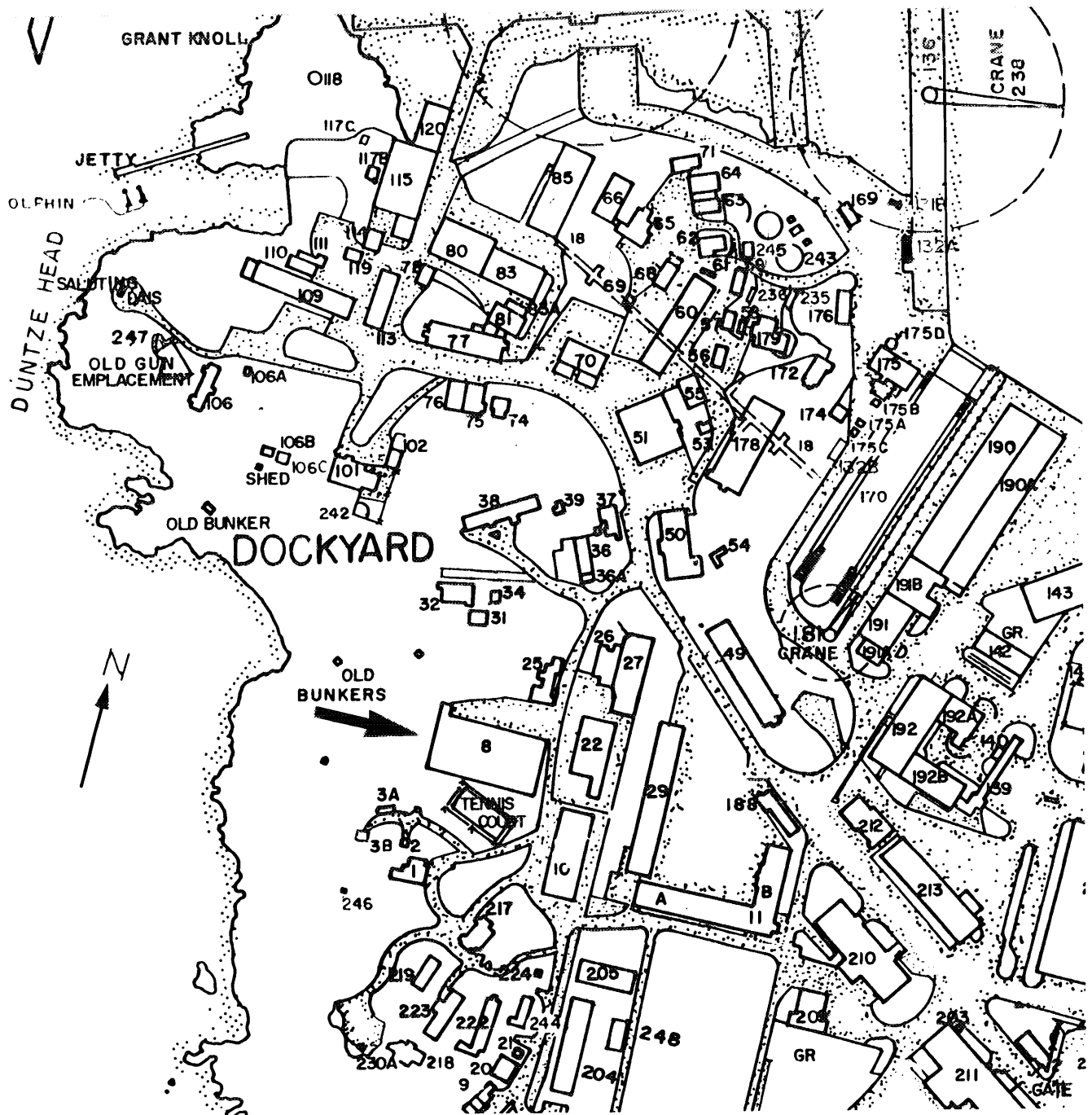
The eastern elevation stands at the edge of the road, without setback (Figure 1). The northern elevation faces a paved yard which extends to the adjacent building D25. The

southern elevation abuts the landscaped property of the base commander's house, building D1, and faces the tennis court situated north of the house. Building D8 is generally comparable with some of the other structures in the area, particularly D25, with which it shares a similar cladding and colour. The road features a heterogeneous mix of Royal Navy- and Canadian-designed buildings. The building is visible only along a section of the streetscape.

Endnotes

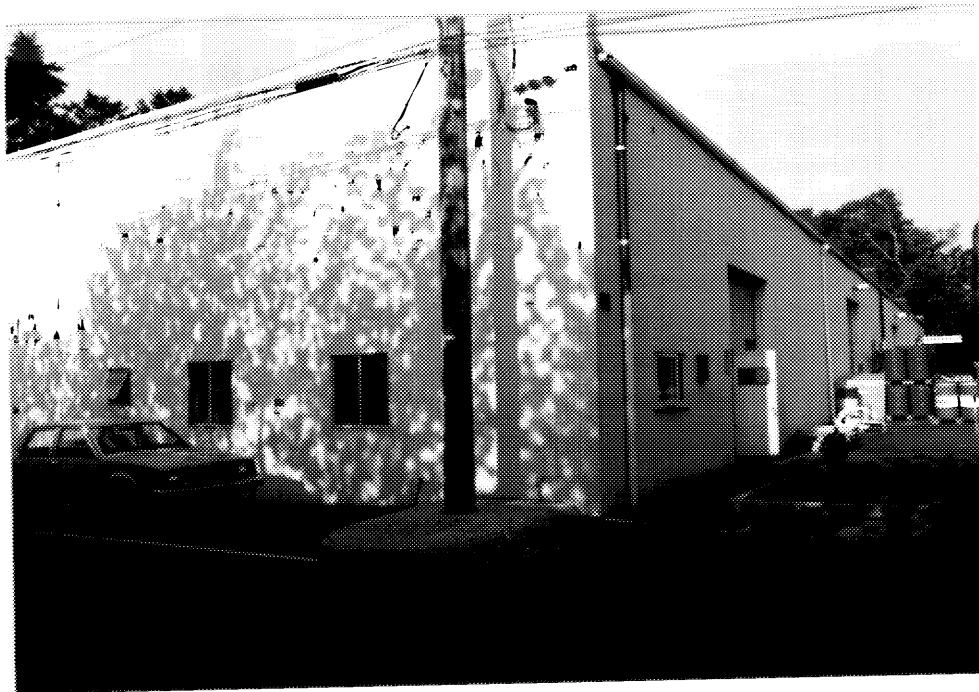
- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.
- 2 Stevenson Kellogg Report, Vol. 1, p. 1.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

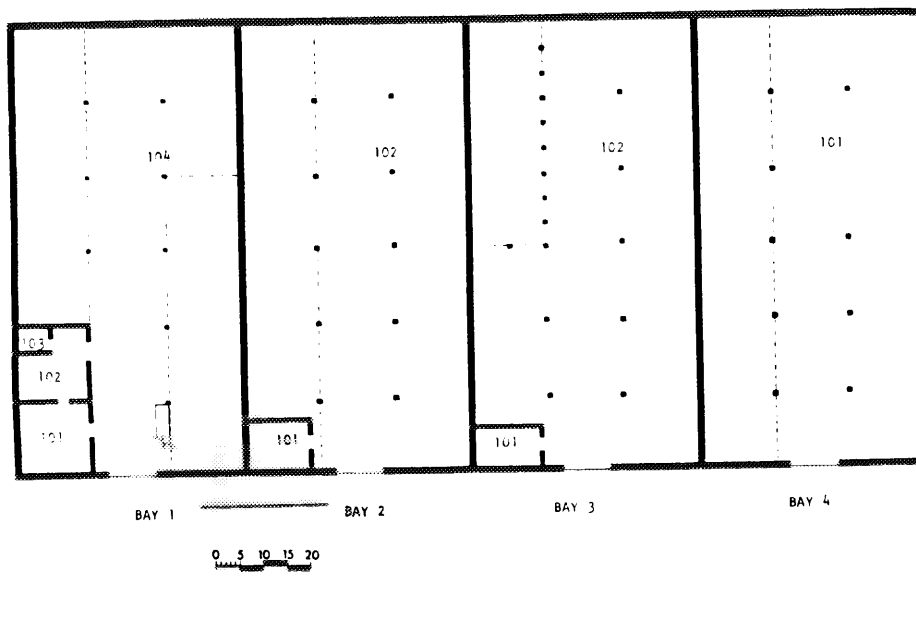


1 Building D8, bulk stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D8, end (eastern) and main (northern) elevations. (Ian Doull, AHB, Parks, 1989.)



3 Building D8, plan. (Stevenson Kellogg Report, Vol. 1, p. 2.)

Building D22 (Former Admiralty Reserve Stores, 1940)

HISTORICAL ASSOCIATIONS

Thematic

This building was constructed in 1940 to house reserve stores for the British Admiralty.¹ This use is a throwback to one of the principal reasons for which the Dockyard was established in 1865. It reflects the continued co-operation of the RCN with the Admiralty, one which was explicitly delineated in the Terms of Transfer of 1910, and the strategic importance of Esquimalt to Britain in the event of a major Pacific naval confrontation.² The building's original use is directly associated with naval defence and Dockyard wartime activities; in 1949 it was converted for use as a gymnasium, and continues in that use today, and as a drill hall.³

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D22 is one of the earlier buildings constructed at the Dockyard during World War II, preceding the first phase of site expansion and the corresponding building boom of 1942.

ARCHITECTURE

Aesthetic Design

Building D22 is one of the smallest of the World War II Dockyard warehouses. Its simple but attractive detailing reflects the general influence of Department of Public Works classically derived designs of the 1930s. These elements include brick

pilasters with stone caps and a continuous base course, and geometrical panels situated below the sills, executed in brick (Figures 2, 3, 6). Each side elevation is divided into seven bays; the ends feature three bays, with vehicle doors, concrete courses, brick panels, and stepped parapets (Figures 2, 4, 5). All contribute to a balanced and pleasing design. The windows have been panelled over and a one-storey annex was added to the south end during the late 1940s (Figures 4, 6).⁴

Functional Design

The building has retained its original open plan, equally adaptable to a gymnasium or a warehouse (Figure 7). The annex contains three small rooms.

Craftsmanship and Materials

Building D22 exhibits quality craftsmanship, particularly with regard to decorative brickwork. The structure appears to be in generally good condition, but there is evidence of minor settling at the southeast corner.

Designer

The building was designed by the Department of Public Works.

ENVIRONMENT

Site

The site is defined by the roadway, by the adjacent building D26-D27, and by D1 and the original Dockyard boundary wall (Figure 1). The main (western) elevation features a 15-foot landscaped setback and a sidewalk (Figures 3, 5). The rear elevation is separated from the wall by a paved laneway (Figure 6). Changes include the construction of the annex.

Setting

Building D22 is an integral component of the streetscape, which includes the adjacent D26-D27 and D10, and D8 on the opposite side of the road. This roadway contains a heterogeneous mix of building style, periods, and materials, which include brick, stucco, and poured concrete.

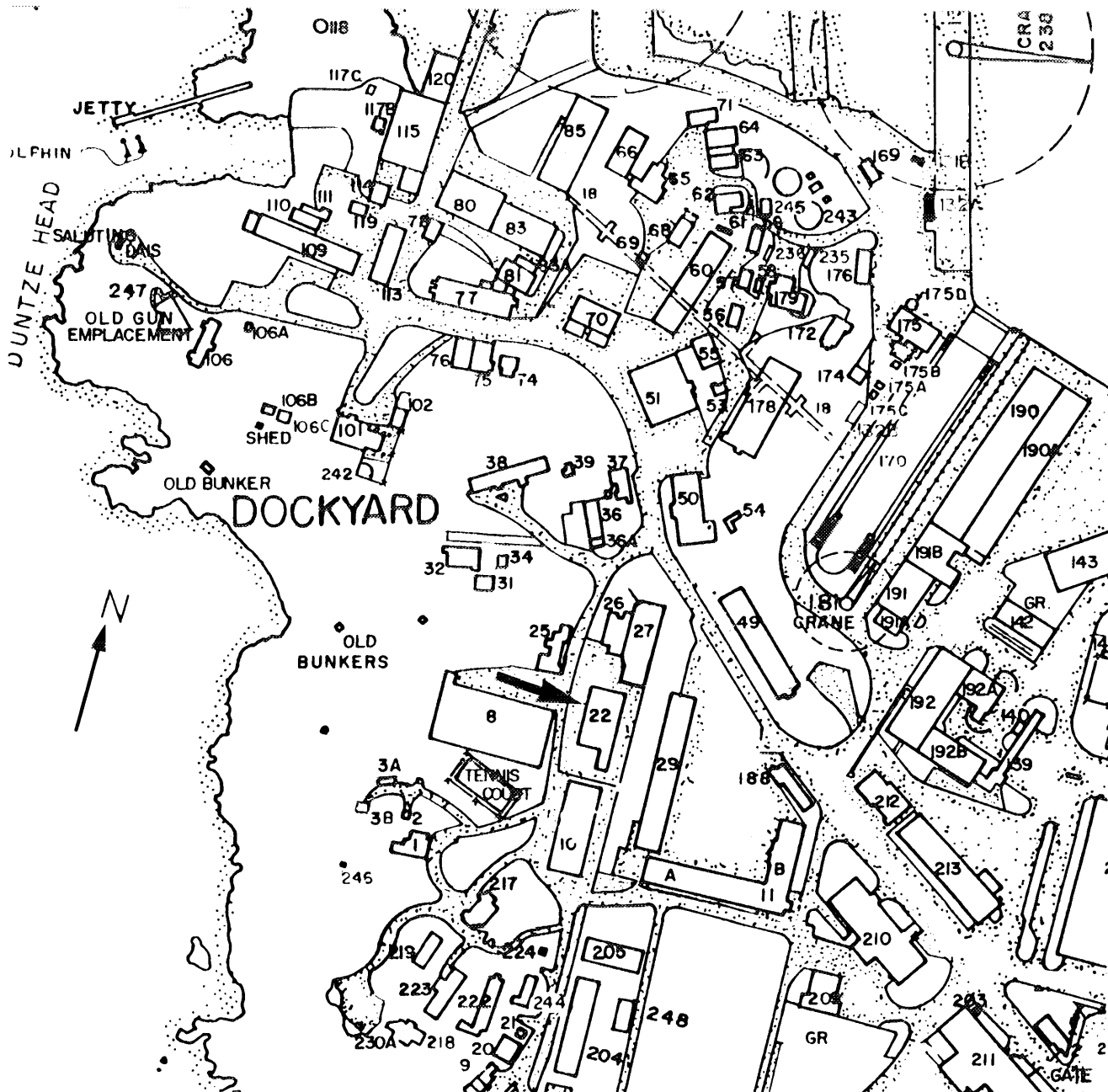
Landmark

Building D22 is visible only from the immediate streetscape.

Endnotes

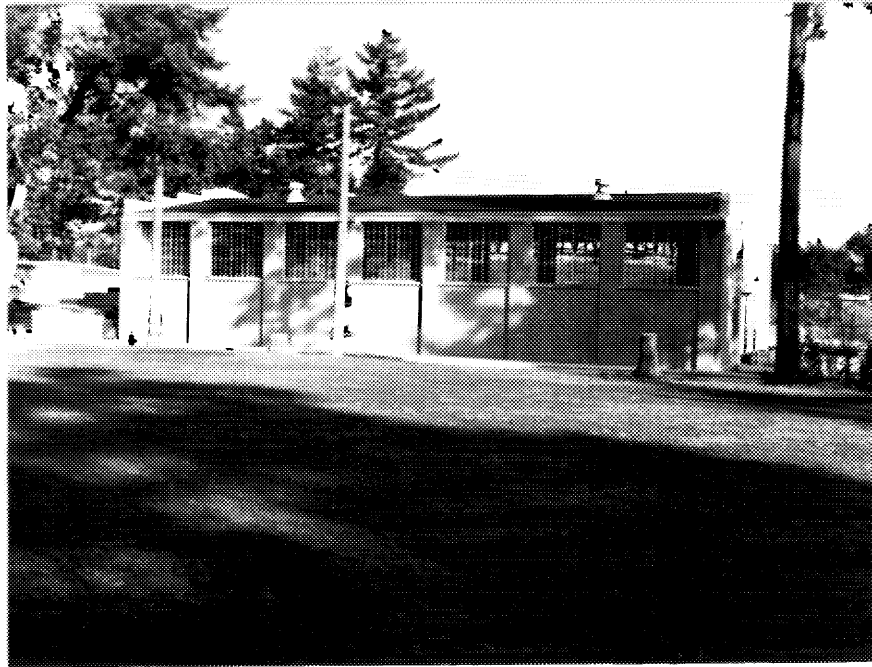
- 1 Although DND property records provide a date of 1920, archival documents, supported by site plans, provide the later date, which is also more consistent with the building's stylistic elements. See NA, RG 24, Vol. 11,908, Files AE 33-105-3; AE 33-200-8.
- 2 Naval Service Annual Report, 1912, pp. 10-11.
- 3 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.
- 4 NA, RG 24, Acc. 83-84/167, Box 4251, File 9060-112-2; Box 4057, File 9060-166/11, Vol. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D22, former Admiralty reserve stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

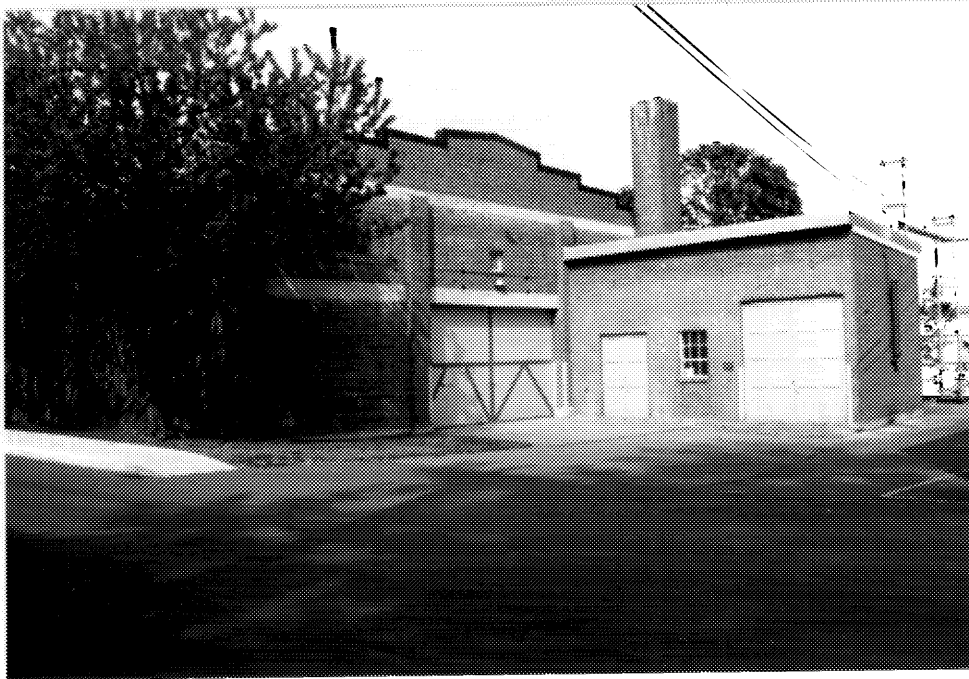


2 Building D22, western elevation, 1941.
(NA, PA-176314.)



3 Building D22, southern elevation, ca.
1975. (Canadian forces Photo Unit.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D22, southern elevation and annex.
(Ian Doull, AHB, Parks, 1989.)

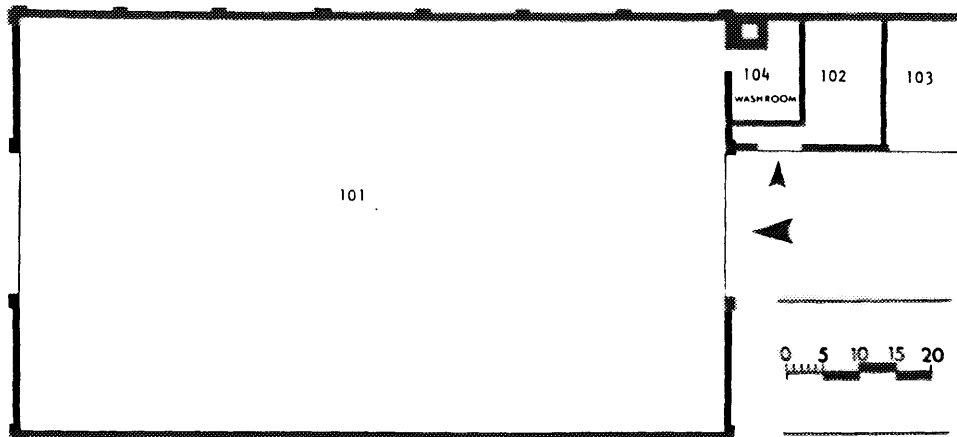


5 Building D22, end (northern) and side
(western) elevations. (Ian Doull, AHB,
Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D22, eastern elevation; building D10 stands at left. (Ian Doull, AHB, Parks, 1989.)



7 Building D22, plan. (Stevenson Kellogg Report, Vol. 1, p. 26.)

Building D1 (Former Chief Engineer's Residence, 1879, 1931)

HISTORICAL ASSOCIATIONS

Thematic

This house, now the official residence of the CFB Esquimalt base commander, was constructed as the permanent dwelling of the chief Dockyard naval engineer. The house, therefore, while not an operational building, has been directly associated, since its construction, with Dockyard administrators as the official residence of the senior engineer or naval officer-in-charge.

The first appointment of a naval engineer to Esquimalt was made in 1872, as a result of the need to keep the guns of Pacific Station warships in working order. In 1871 the rear-admiral of the station had requested that a steam engine be sent from Britain to power the machinery of the factory (building D51) needed to revent the guns, and that an engineer experienced in ordnance repair be appointed to supervise the ongoing work.¹ The engineer resided aboard ship until the house was completed.²

Royal Navy engineers continued to occupy the house for 10 years following the turnover of the Dockyard to Canada in 1910. The first base commander to occupy the house, following the creation of the position as a result of base reorganization, took up residence in 1974.³

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Construction of the house in 1879 corresponds to what might be

called the final years of the formative period of the Dockyard, by which time most of the departments and services had been established, and installed in wood-frame buildings. Although considerably altered in 1931, the house is the last survivor of pre-1890s frame construction in the Dockyard.

ARCHITECTURE

Aesthetic Design

The base commander's residence is a large, "L" shaped, somewhat rambling two-storey house. Although older than the Admiral's House (building D101), comparatively little information on its development has been documented. It is known, however, that the house was altered in 1899, and further altered and substantially enlarged in 1931 (Figures 2-4). In the latter year the original front (eastern) verandah was converted to a two-storey porch. A second storey was added to the rear projection, and a drawing room was constructed, also at the rear (Figure 4). The result is an imposing structure of asymmetrical massing and fenestration (Figures 7, 8), which contribute to an interesting design, and to a home larger and more varied in general detail than the average frame dwelling found on Esquimalt-Victoria area streetscapes.

Much of the interior reflects the 1931 alterations, although the original mantels and adjacent panelling remain in the dining room (Figure 9) and study (Figure 10). The fireplace, window surrounds, and frieze in the living room (drawing room) probably date from 1931 (Figure 11), as do the main staircase details (Figure 12).

Functional Design

Entrances are situated on the main (east) and side (south elevations (Figures 3, 6, 13). The former is the original main

entrance, and it continues in that function. It opens into an "L" shaped hall which contains the main staircase and which gives access to the study and dining room (Figure 13). The hall joins a secondary north-south hall which extends from the side entrance, past the drawing room, to the kitchen. The kitchen and service rooms are segregated in the northwestern section of the floor, and a secondary staircase connects the kitchen with the upstairs hall. The second storey contains five bedrooms and two bathrooms, and is arranged around an "L" shaped hall.

Craftsmanship and Materials

All phases of building D1 exhibit competent, quality carpentry and craftsmanship. This is particularly evident in the details of the main-elevation verandah and the side-entrance portico (Figures 5, 6). The original shiplap cladding has been covered with wood shingles, probably in 1931, and so the unions between the various building campaigns are rendered invisible.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Like that of the Admiral's House, the site of building D1 has evolved considerably in size and sophistication since the 1880s, although few photographs or other evidence have been found to document the phases of change. The tennis court situated immediately north of the house has existed since at least 1890, but in a "T" shaped configuration.⁵ Two small outbuildings at the rear of the house, extant in 1903, have been removed. A garage, greenhouse, and workshed have been erected on the site between ca. 1920 and 1935.⁶ The current road configuration first appears

on site plans of 1940.⁷ The overall result of the changes has been to transform a small site, featuring typical late-Victorian gardens, into a large, more open and formally landscaped area.

Setting

The base commander's house is the only residence along the north-south road which connects Hospital Road with Black Rock. Its extreme setback, tennis court, commemorative signage, and landscape features make it stand out from the adjacent stores and warehouse building (D8, D10), and from the cluster of makeshift "army huts" to the south (D217, D219, D222, D223, D244).

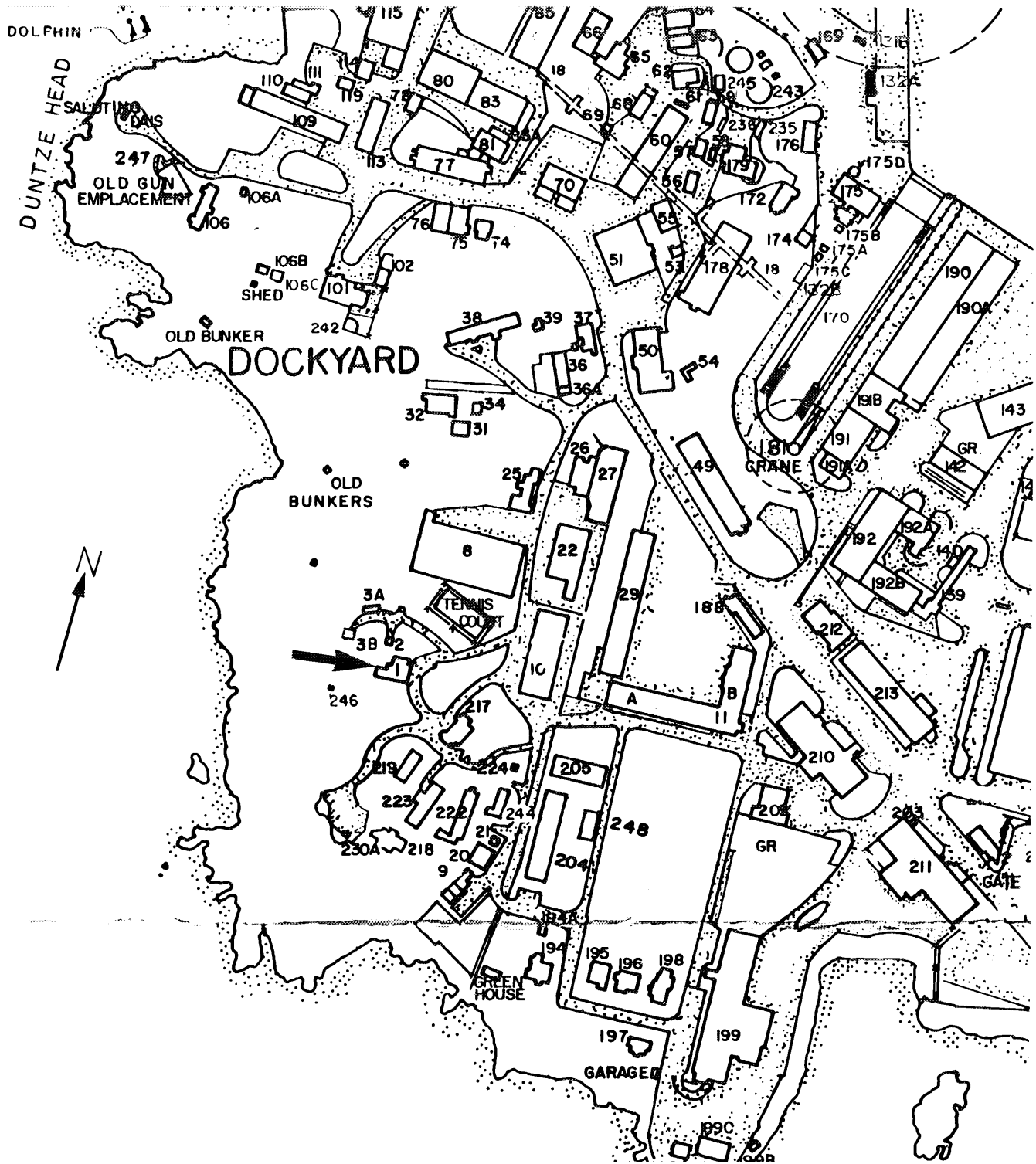
Landmark

Due to its setback and heavily wooded lot, the house is visible only from the immediate vicinity of the driveway. It owes its significance to its role as a residence for senior Dockyard officers, and as one of only two surviving residences of the Royal Navy era at Esquimalt.

Endnotes

- 1 Longstaff, Esquimalt Naval Base: A History of its Work and its Defences, pp. 21-22.
- 2 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 19.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 19-20.
- 4 NA, RG 24, Vol. 5641, File NSS 48-1-4; Nelson and Oliver, CFB Esquimalt Military Heritage, p. 18.
- 5 Map of 1890, courtesy CFB Esquimalt; map of 1903, NA, NMC-22909.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 177.
- 7 NA, RG 24, Vol. 11,908, File AE 33-105-3.
- 8 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 18.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D1, former chief engineer's residence, location.
 (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D1, side (southern) and main (eastern) elevations, ca. 1903. (Canadian Forces Photo Unit.)



3 Building D1, main and side (northern) elevations, 1953. (NA, PA-176350.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D1, side (southern) elevation, showing enlarged verandah and rear wing, new side entrance, 1931. (CFB Esquimalt.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D1, main elevation. (CIHB, Parks, 1971.)



6 Building D1, side (southern) and end (western) elevations. (CIHB, Parks, 1971.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D1, rear (western) elevations;
building D2, base commander's garage,
stands at left. (CIHB, Parks, 1971.)



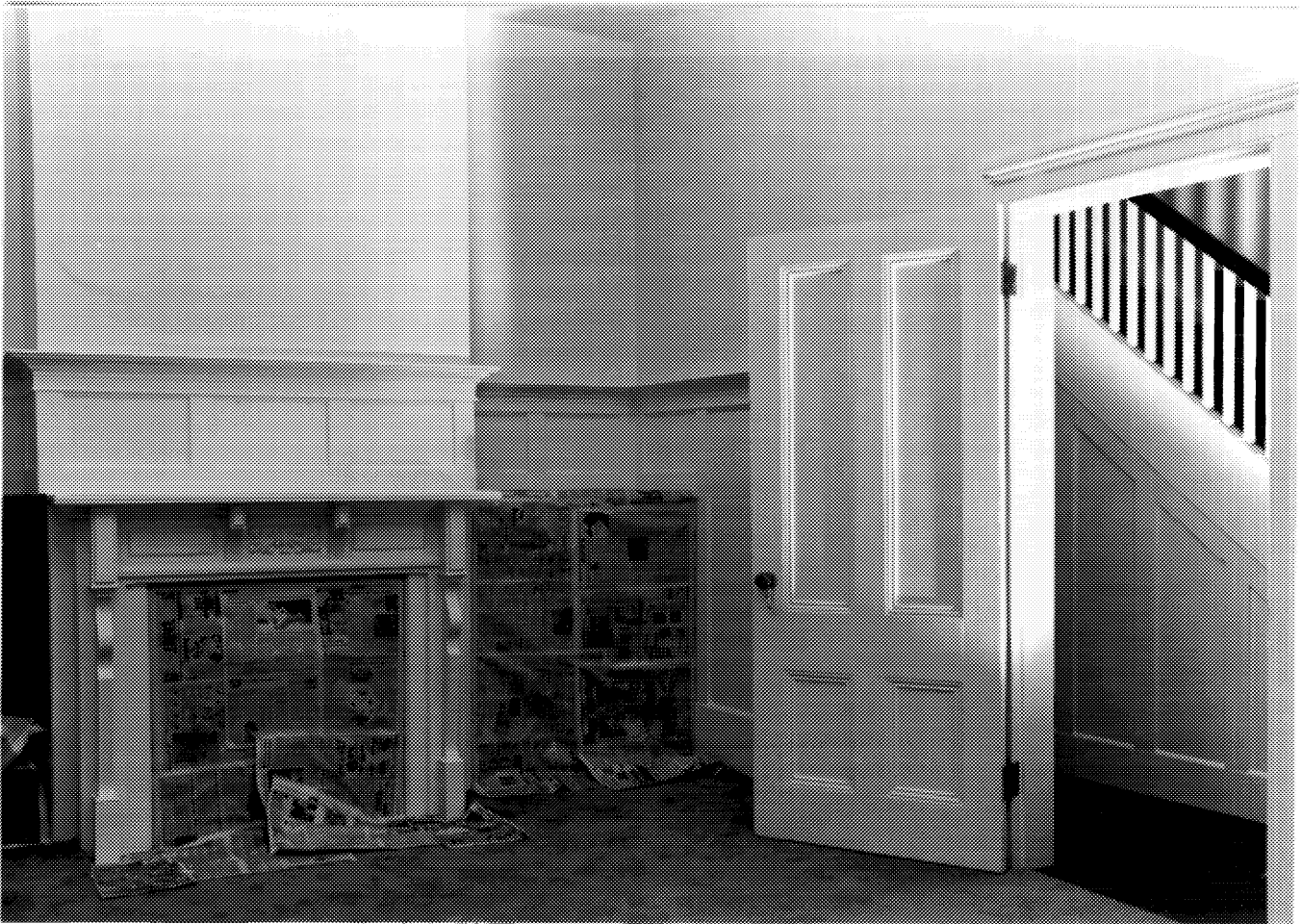
8 Building D1, side (north) elevation.
(CIHB, Parks, 1971.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



9 Building D1, dining room, fireplace, 1989. (Courtesy S.M. Ross, CFB Esquimalt, ETC-89-1949.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



10 Building D1, study, fireplace and panelling, 1989. (Courtesy S.M. Ross, CFB Esquimalt, ETC-89-1946.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



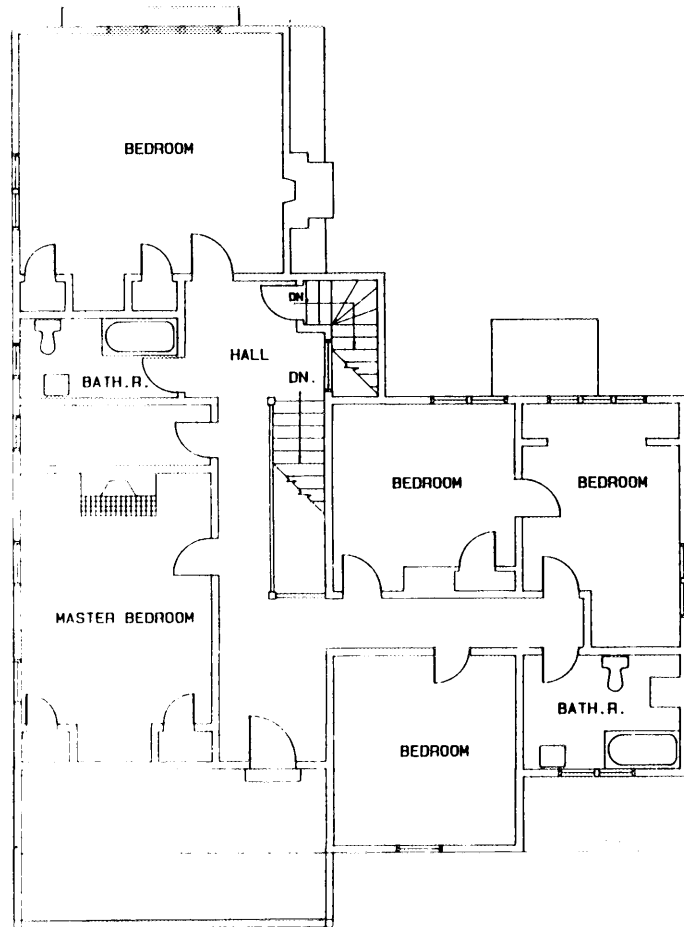
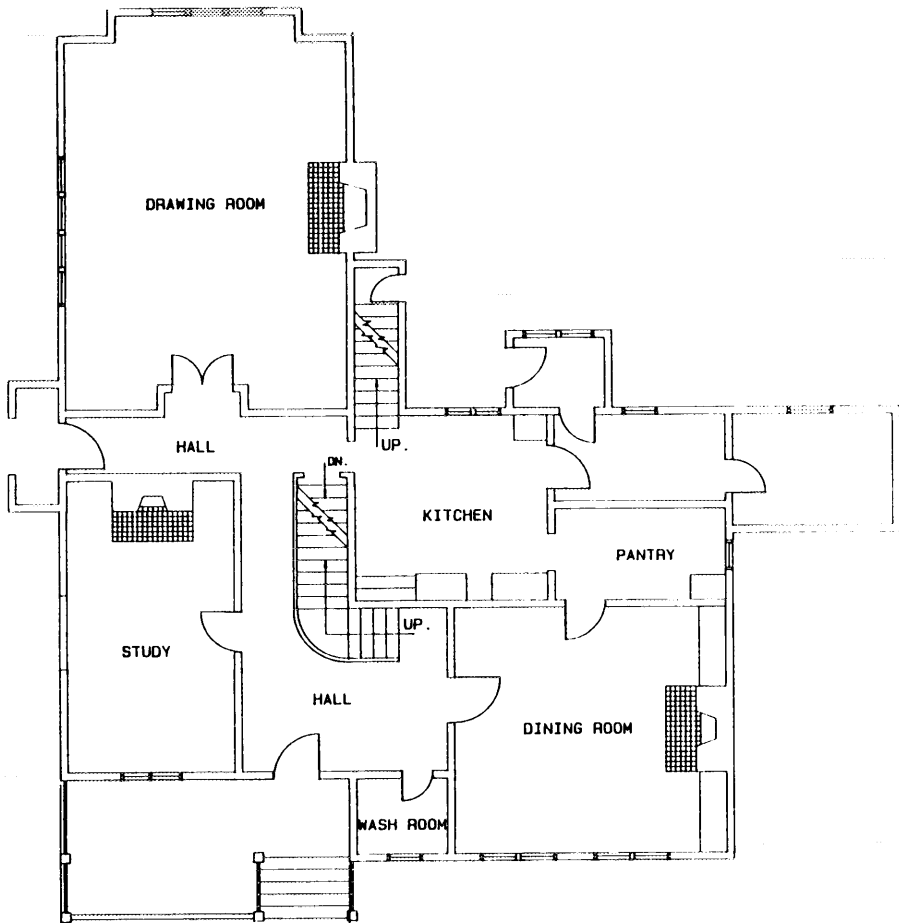
11 Building D1, drawing room, constructed 1931; photographed 1989. (Courtesy S.M. Ross, CFB Esquimalt, ETC-89-1950.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



12 Building D1, main staircase, constructed 1931; photographed 1989. (Courtesy S.M. Ross, CFB Esquimalt, ETC-89-1948.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



13 Building D1, plans. (CFB Esquimalt.)

Building D2 (Base Commander's Garage, ca. 1935¹)

HISTORICAL ASSOCIATIONS

This garage was built for use by the occupant of the base commander's house, building D1. It bears no relationship to defence or Dockyard themes, and does not represent any particular phase of local development.

ARCHITECTURE

The building is a small, frame, single-vehicle garage, with a gable roof and double-leaf door (Figures 2, 3). It has no particularly distinguishing features. The garage is shiplap-clad, stands on a concrete base, and has no interior divisions. It appears to have been well-constructed, and has no known designer.

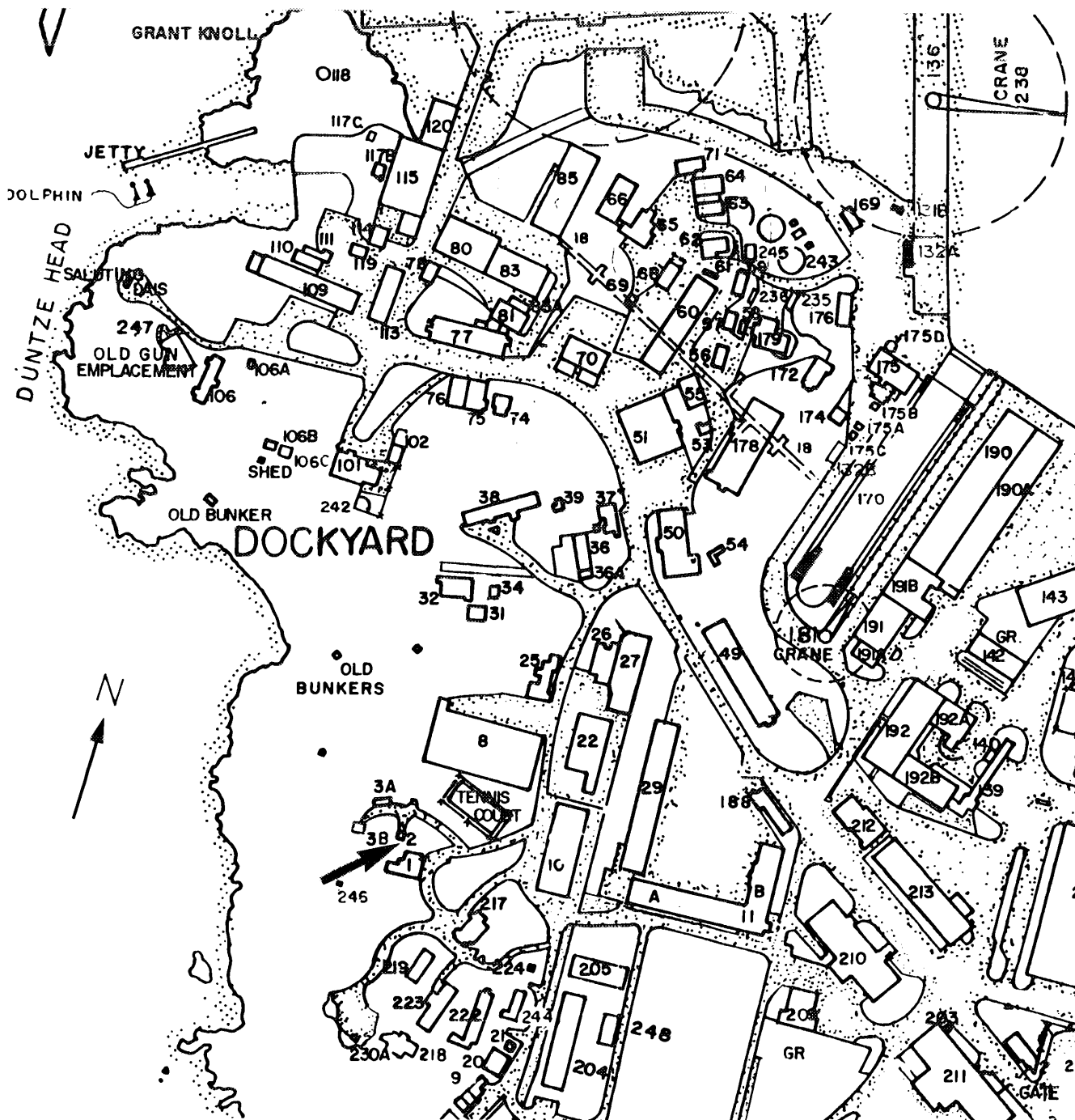
ENVIRONMENT

Building D2 functions as a site feature of the larger, adjacent house, and stands close to its northern elevation (Figure 1). The small site is flat, landscaped on three sides, with a paved driveway leading to the main (northern) elevation. The garage is generally comparable in materials and finish to the house. It is visible only from the immediate precincts of the residence.

Endnotes

1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 177.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D2, base commander's garage, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D2, main (northern) elevation;
building D1 stands at left, rear.
(CIHB, Parks, 1976.)



3 Building D2, side elevation. (CIHB,
Parks, 1976.)

Building 3B (Base Commander's Greenhouse, ca. 1920¹)

HISTORICAL ASSOCIATIONS

This small greenhouse was built in the 1920s as a service building to the base commander's house, building D1. It is unrelated to either major themes or local development periods.

ARCHITECTURE

This rectangular, gabled building incorporates a glazed greenhouse area and a covered shed, within a single rectangular structure (Figures 2, 3). It has no architecturally distinguishing features. The building's main door is situated on the north elevation; interior divisions are unknown. The greenhouse is clad in shiplap, except for the glassed-in areas, and appears to be in good condition. Its designer is unknown.

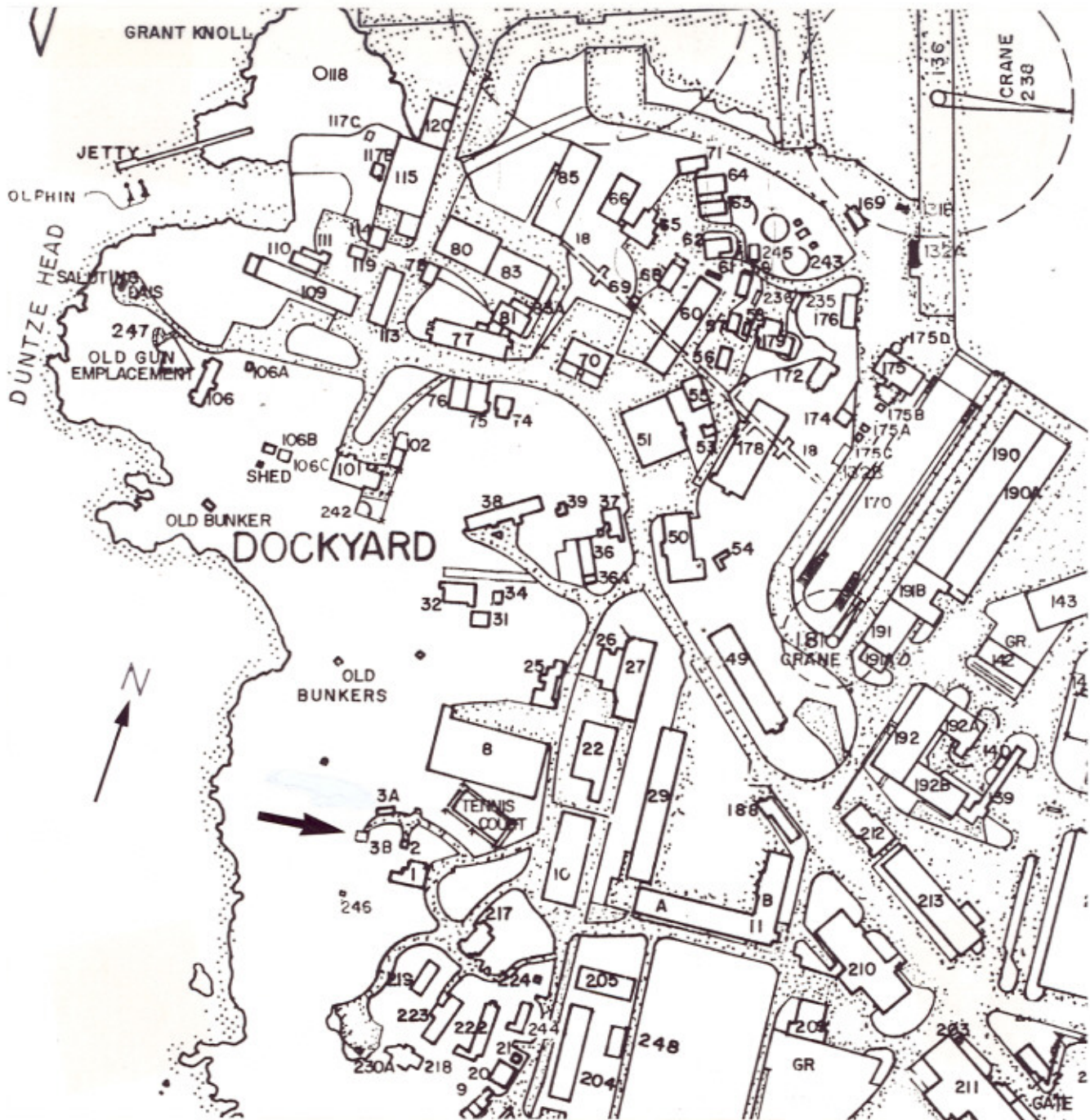
ENVIRONMENT

Like the nearby garage, building D2, the greenhouse functions as a site feature of the adjacent base commander's house (Figure 1). The flat site features a paved pathway leading to the main (north) elevation; the other elevations face lawn, fencing, and gardens. A small makeshift lean-to visible in the photographs has been removed. The greenhouse is generally comparable with the nearby garage and house. It is visible only from the grounds of building D1.

Endnotes

1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 177.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D3B, base commander's greenhouse, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D3B, side (eastern) and main (northern) elevations. (CIHB, Parks, 1976.)



3 Building D3B, southern and eastern elevations. (CIHB, Parks, 1976.)

Building D10 (Former Minesweeping Stores, 1942)

HISTORICAL ASSOCIATIONS

Thematic

Building D10 was erected in 1942 to store material necessary for minesweeping activities in the Esquimalt area,¹ and is thus associated with secondary themes relating to harbour and Dockyard defence. The building has provided storage space for various commodities since World War II, and is now used by base supply.

Person/Event

No persons or events of historical significance are associated with this structure.

Local Development

The former minesweeping stores was constructed during the first major Dockyard site expansion and building boom, which occurred in 1942. However, it was not built on newly acquired land but within the original Royal Navy Dockyard boundaries on one of the last vacant, easily accessible lots.

ARCHITECTURE

Aesthetic Design

Building D10 is a simply designed, rectangular, two-storey structure. It is an example of International Style design, as expressed through its predominant horizontality, created by the flat roof, ribbon-like bands of fenestration, smooth wall surfaces and shallow coursing (Figures 2, 3).² The seven-bay main (western) elevation features a central framed entranceway; the same balanced arrangement appears at the rear. The simple, subtly articulated detailing of the building is well suited to its intended use.

Functional Design

Both floors feature simple, open plans, with a small office and service area partitioned off on each level (Figure 4). Building D10 is of reinforced concrete construction,³ found infrequently in the Dockyard and restricted to only the largest World War II storage and industrial structures.

Craftsmanship and Materials

The workmanship involved in the construction of building D10 appears to have been competently performed, and the building is in good condition. The exterior is of painted, poured concrete.

Designer

Building D10 was designed by the naval Directorate of Works and Buildings.⁴

ENVIRONMENT

Site

Building D10 stands on the eastern side of the roadway which connects Hospital Road with Black Rock (Figures 1, 5). The building has no setback. The site is paved on all sides (Figures 2, 3); a roadway extends along the rear, parallel to the old Dockyard wall.

Setting

Building D10 marks the southernmost extent of permanent World War II construction along this roadway. Although built just two years later, it represents a newer generation of design than the adjacent D22 (Figure 5). It is, however, an integral if unobtrusive component of the heterogeneous streetscape, and is generally comparable in exterior finish and colour scheme with buildings D8 and D25 on the opposite side of the street. The

building stands in the outer precincts of the Base Commander's house (building D1), and near the World War II temporary army huts at Black Rock.

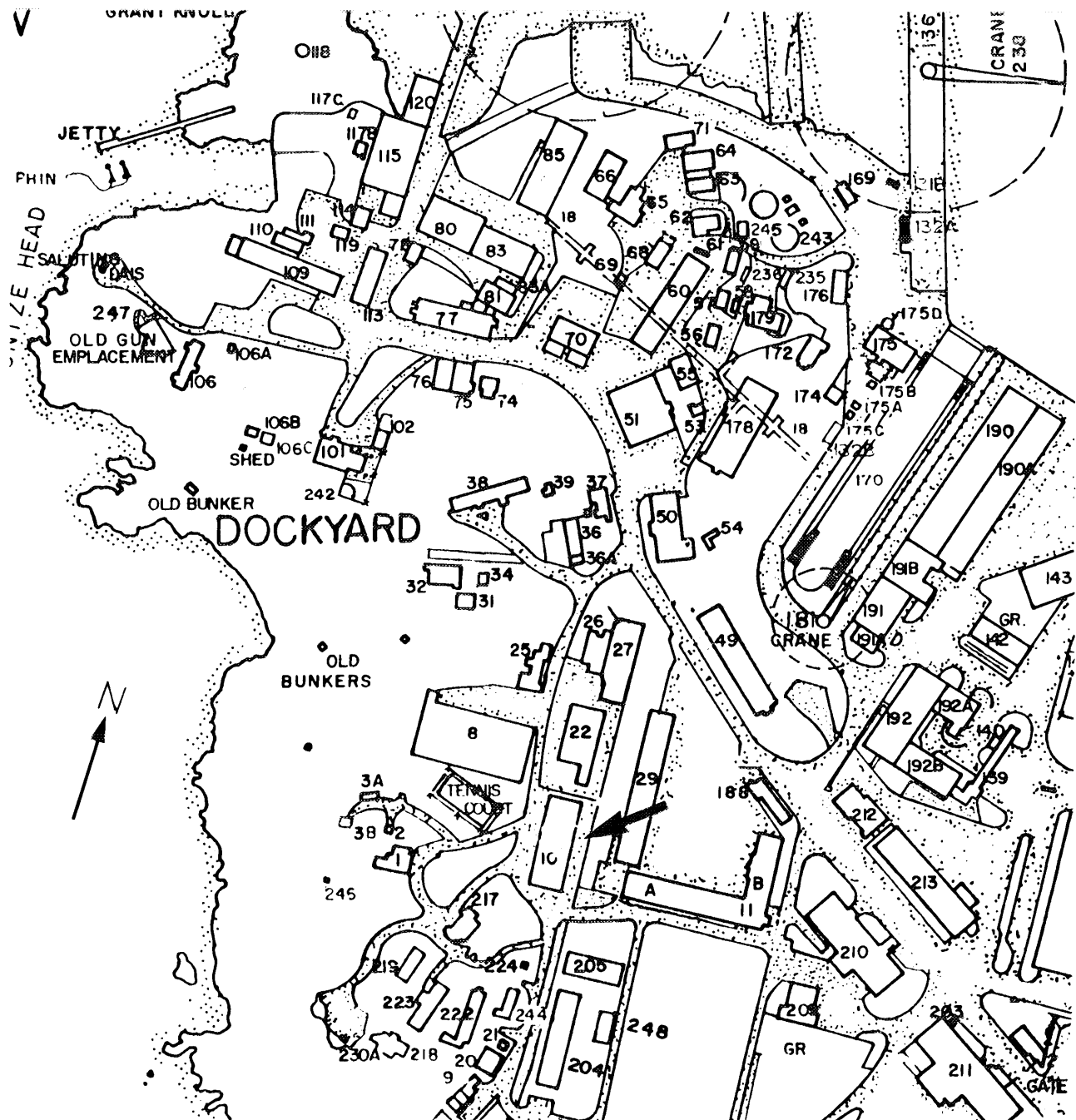
Landmark

Building D10 has very limited landmark qualities and is visible only within the immediate streetscape.

Endnotes

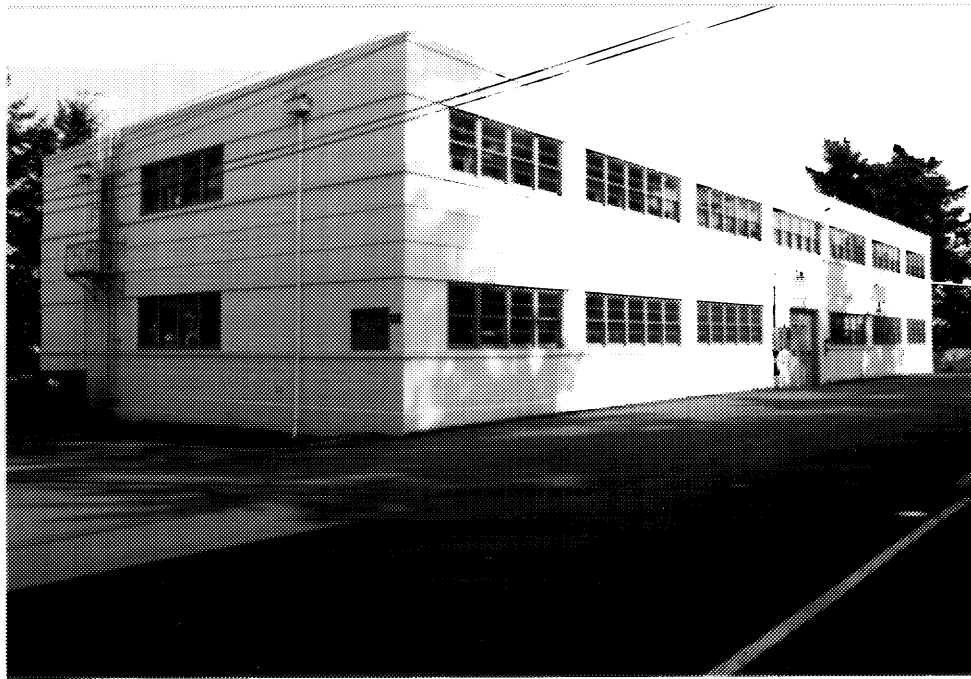
- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.
- 2 Other Dockyard buildings designed in this manner are D214, D211, D11A-11B, D29, D49, and D50 - all situated on Hospital Road.
- 3 Stevenson, Kellogg Report, Vol. 1, p. 5.
- 4 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," pp. 30-31.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

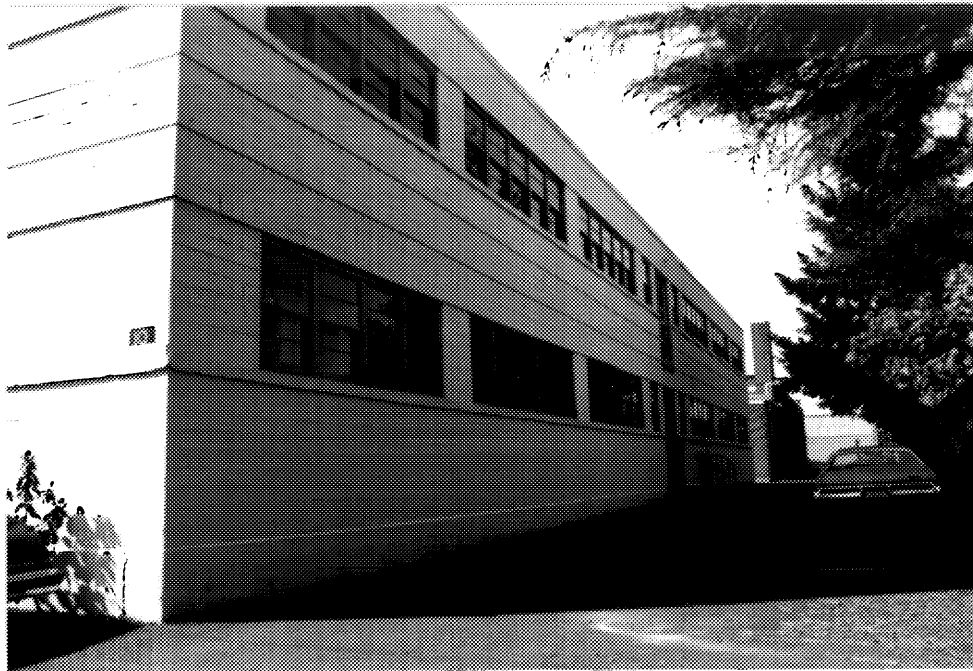


1 Building D10, former minesweeping stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

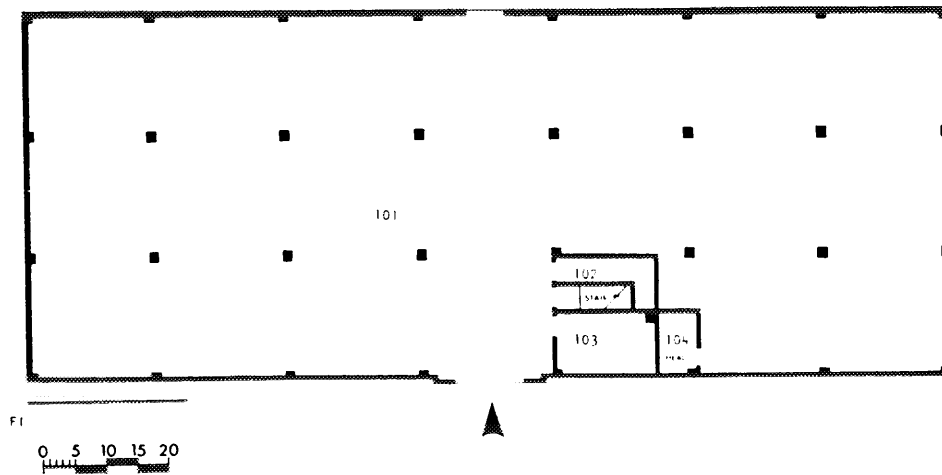


2 Building D10, side (northern) and main (western) elevations. (Ian Doull, AHB, Parks, 1989.)

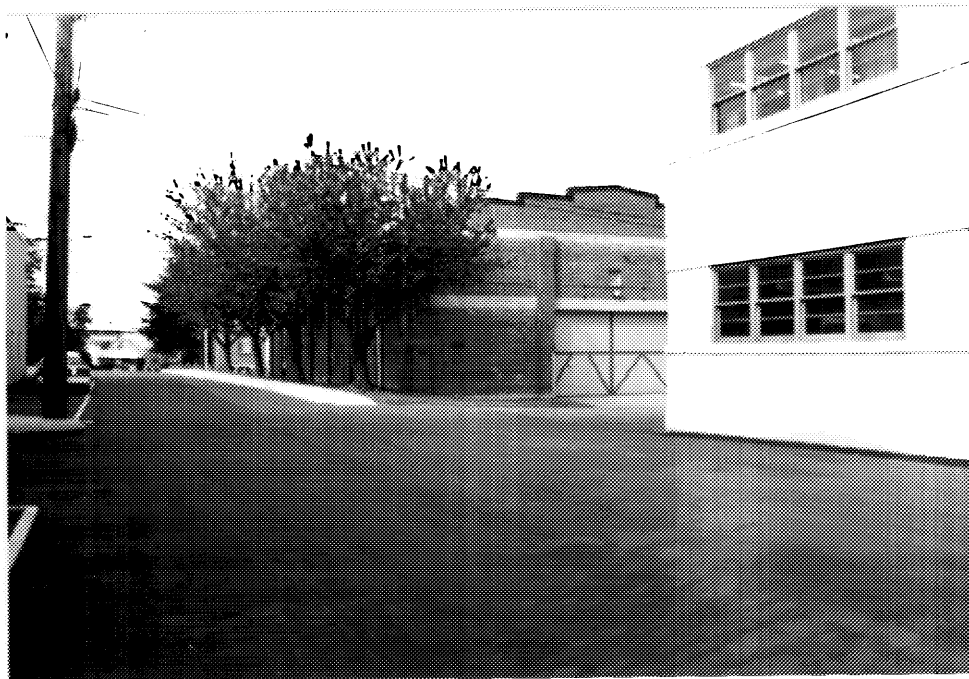


3 Building D10, side (southern) elevation; building D22 stands at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 4 Building D10, ground storey plan. (Stevenson Kellogg Report, Vol. 1, p. 6.)



- 5 Building D10, at right, looking north toward Hospital Road. (Ian Doull, AHB, Parks, 1989.)

Building D217 (Former Pacific Naval Research Lab, ca. 1942-1943)

HISTORICAL ASSOCIATIONS

This building was erected at some point in 1942 or 1943.¹ It served an unknown initial function, but by 1949 housed a part of the Pacific Naval Research Laboratory.² More recently it held classrooms for the English language school. It was one of several wartime buildings erected to house support functions unrelated to major naval defence themes. The building was constructed during the first or second of the two major Dockyard expansion phases of World War II, but is situated on the former War Office encroachment no. 2, within the original Dockyard boundaries.

ARCHITECTURE

Building D217 is a rectangular, one-storey gabled building with a series of lean-to additions affixed to the side elevations (Figures 2-4). The regular spacing and grouping of windows, and the generally balanced features suggest a greater sense of permanence than that enjoyed by the surrounding buildings. Like its neighbours, this frame building stands on foundation posts enclosed by vertical-board dropped siding. Its cladding is of wood shingles. The building features a single raised entrance on the eastern elevation, and two additional ones contained within the lean-tos on the western side (Figure 3). The plan consists of two large rooms and a series of smaller rooms in the eastern wing (Figure 4). The building has no known designer.

ENVIRONMENT

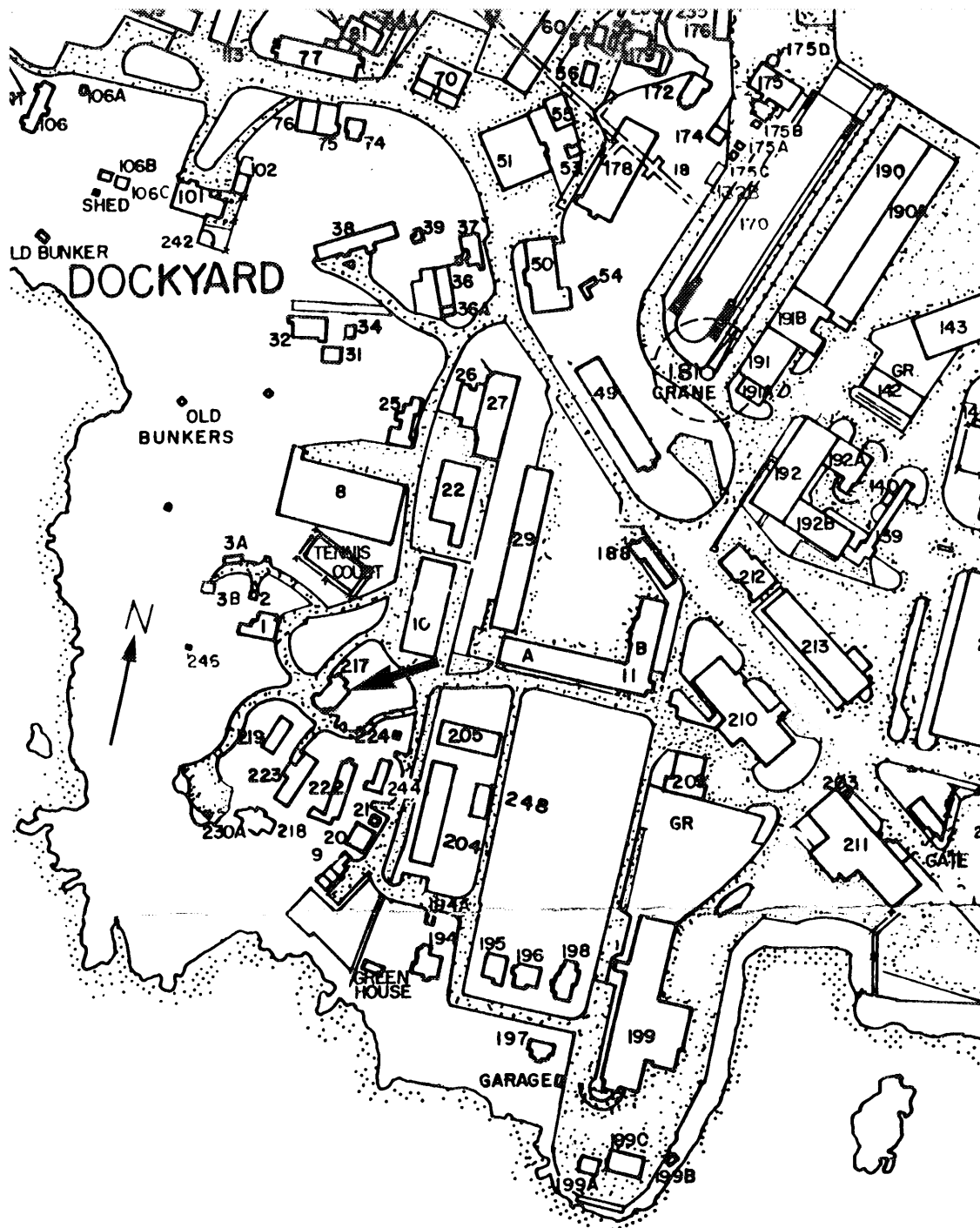
Building D217 stands on its own island-like site, defined by roadways and by gravel pathways whose edges are marked by rough

rubblestone curbs (Figures 1, 2). The natural site conditions are created by rocky, uneven topography, grass, and a heavy tree cover. An adjacent frame building has been demolished since ca. 1984 (Figure 6). No other site changes are apparent. The building forms part of the D222, D223, D217, D219 grouping of former army huts, clustered together on similar adjacent sites in this corner of the Dockyard. Building D217 stands across from the junction of the driveway of the base commander's house with the north-south road. It enjoys the most visibility of any building in the group, terminating the vista from the former prison toward Black Rock (Figures 1, 5).

Endnotes

- 1 National Defence property records indicate 1930; the date proposed here is based on a comparison of site maps.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/22, Vol. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



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- 1 Building D217, former Pacific Naval Research Lab, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

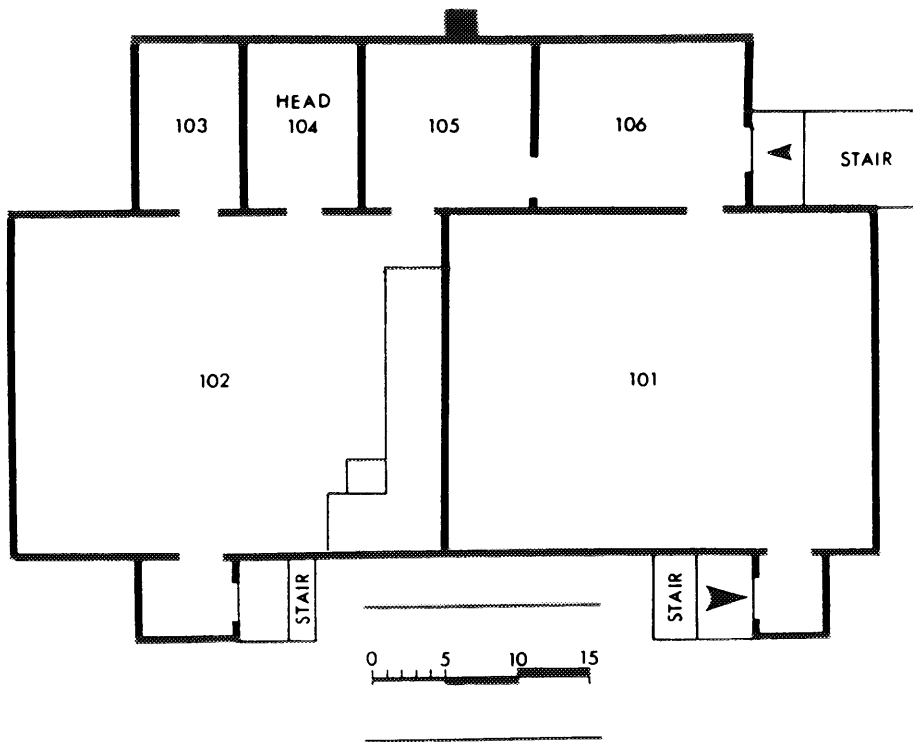


2 Building D217, southern elevation; building D10 stands behind, at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D217, western elevation; building D10 stands at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

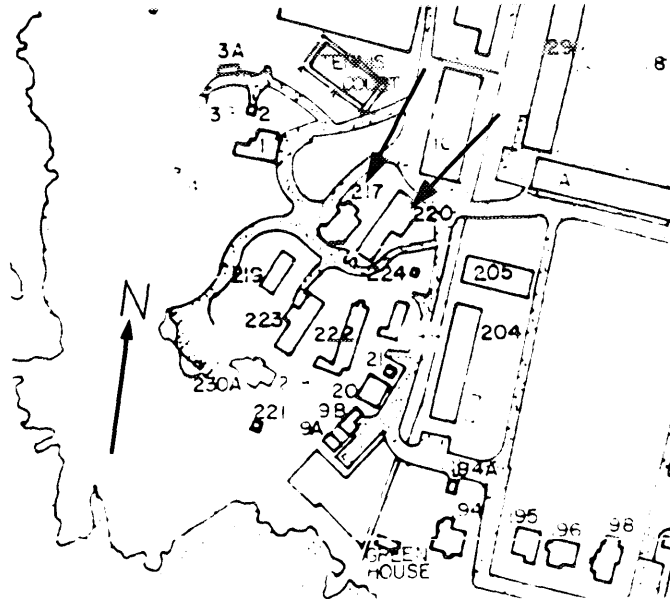


4 Building D217, plan. (Stevenson Kellogg Report, Vol. 1, p. 500.)



5 Building D217, northern elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Site plan detail, showing demolished building D220. (CFB Esquimalt, 1984.)

**Building D219 (Former Administration and Quartermaster's Stores,
ca. 1940)**

HISTORICAL ASSOCIATIONS

Building D219 was one of several temporary buildings erected in support of the Black Rock coastal defence battery.¹ It is indirectly related to artillery defence, which in the context of the Dockyard may be seen as a secondary theme to that of naval defence. The building stood vacant for several years following World War II,² and has since housed a number of other service and support activities. It stands within the original Dockyard boundaries on a former War Office encroachment, and was constructed immediately before or during the first phase of Dockyard expansion during World War II.

ARCHITECTURE

Building D219 is a one-storey, rectangular, gabled frame building, with entrances at the north and south ends, each of which features an exterior, enclosed vestibule (Figures 2,3). The building has few distinguishing features. The exceptionally long flight of stairs to the main entrance and the raised, enclosed foundation create a rather makeshift appearance, reinforced by the wood shingle cladding (Figure 2). The interior plan features a long corridor which extends between the doors, with rectangularly shaped rooms situated on each side (Figure 5). The foundation is enclosed to a height of one storey at the northern (front) end, to adapt the structure to the steeply sloping site. The structure appears to be in fair condition. The building has no known designer.

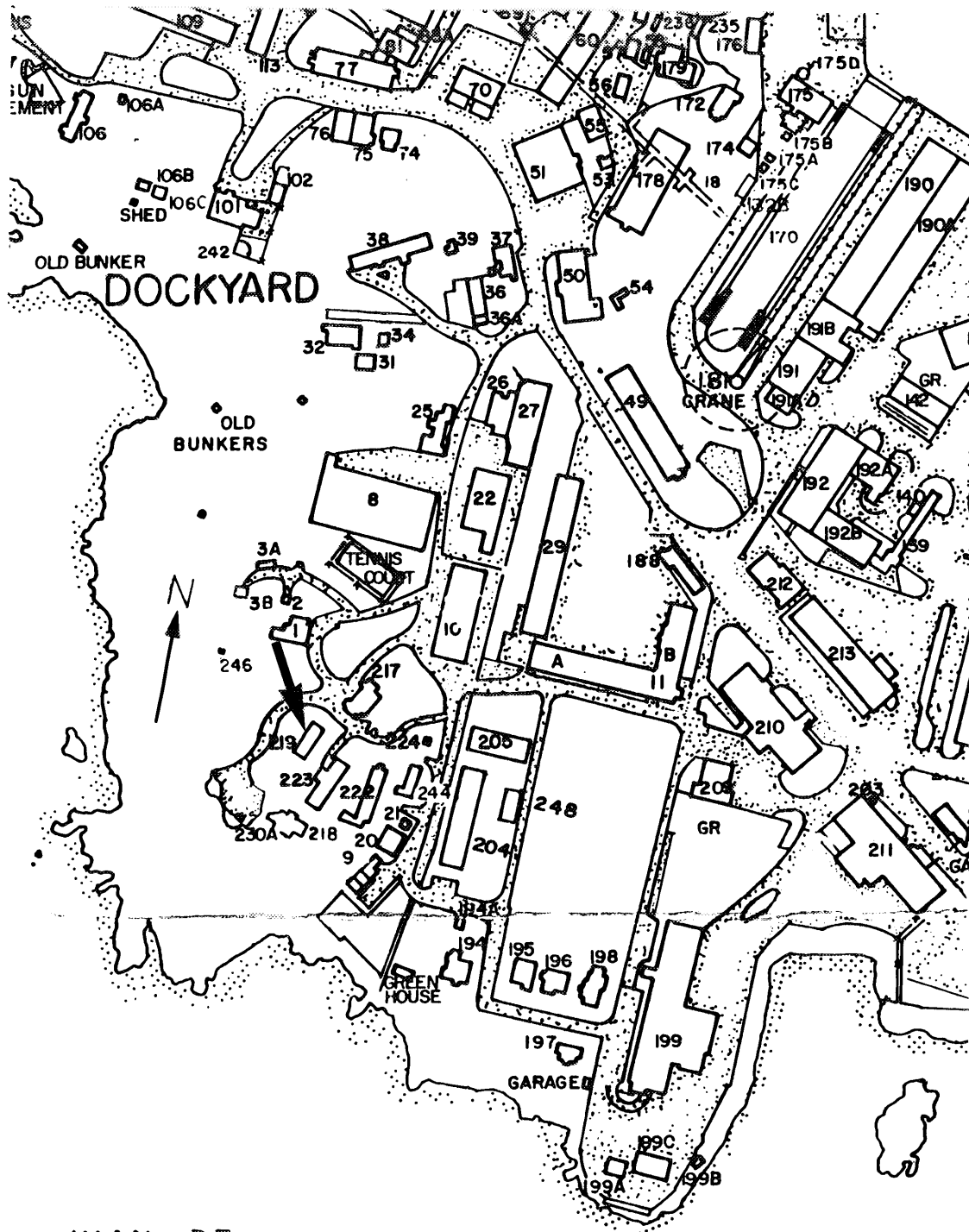
ENVIRONMENT

Few site changes have probably occurred over time, with the possible exception of the construction of the parking lot at the southwest corner (Figure 3). The site is partially defined by winding roadways on the north and west sides (Figure 1). The steeply sloping terrain features a natural covering of rock and grass to the front and side (north and west). A strip of lawn extends between the east side of the building and the adjacent building D223 (Figure 4). The building is an integral part of the D223, D222, D217, D220 Black Rock grouping. It is visible only from within the immediate area.

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 58.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



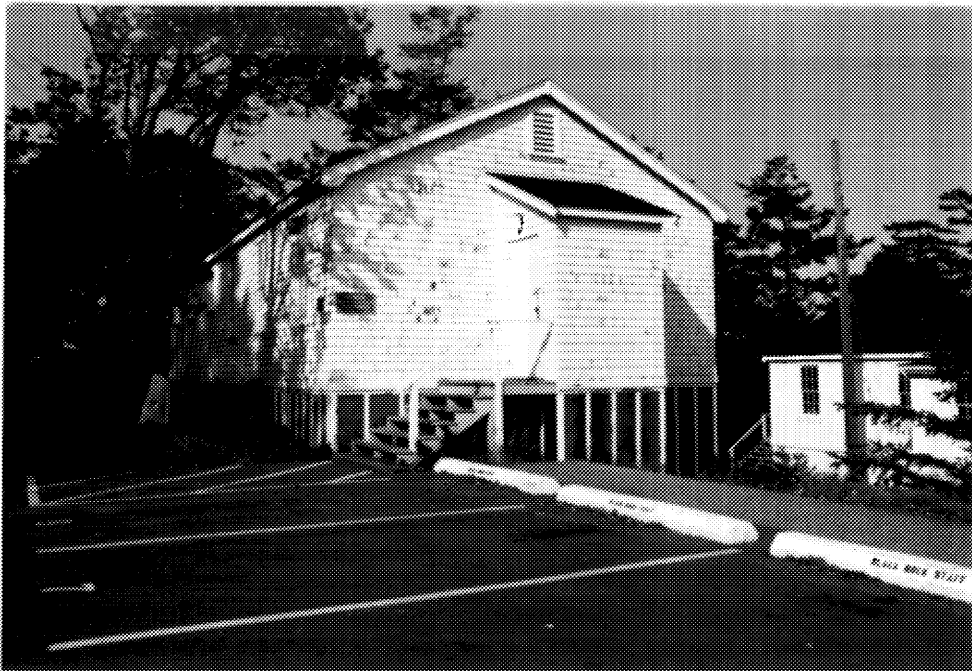
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- 1 Building D219, former administration and quartermaster's stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

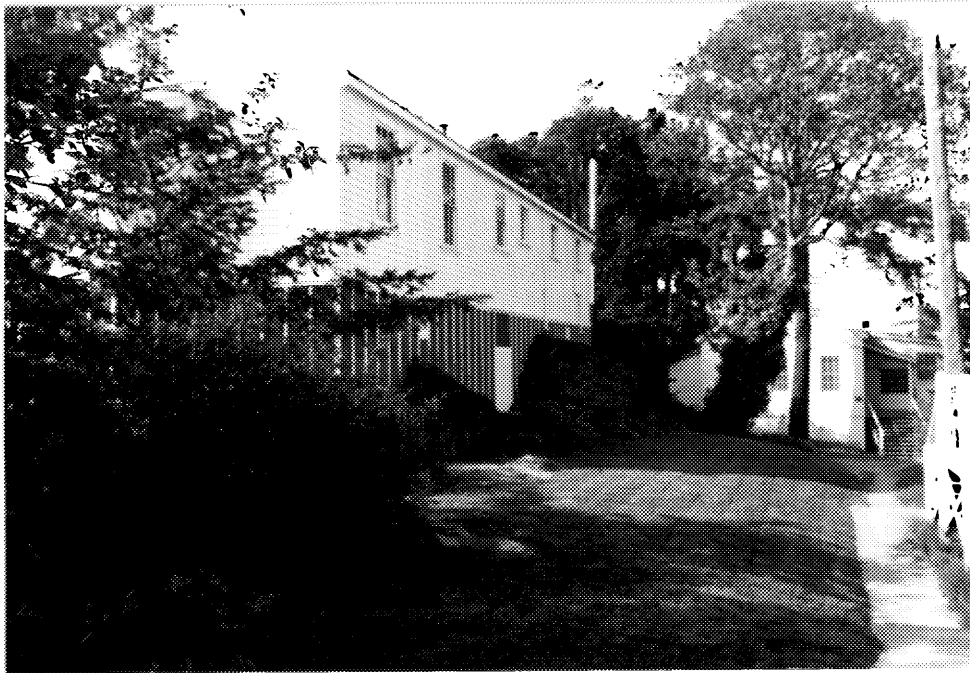


2 Building D219, main (northern) and side (western) elevations. (Ian Doull, AHB, Parks, 1989.)

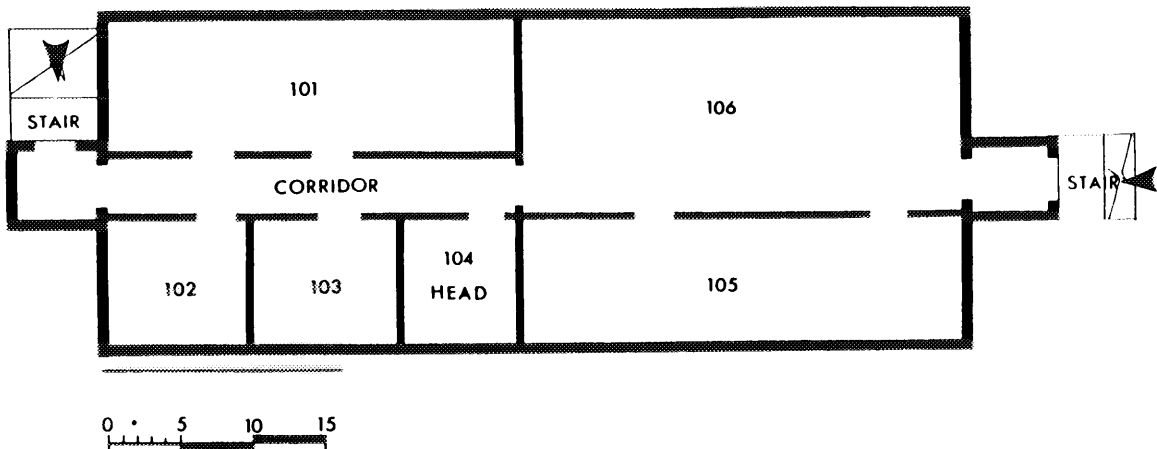


3 Building D219, rear (southern) elevation; building D223 stands at right. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D219, side (eastern) elevation; building D217, stands behind at right, D223 at extreme right. (Ian Doull, AHB, Parks, 1989.)



5 Building D219, plan. (Stevenson Kellogg Report, Vol. 1, p. 508.)

Building D223 (Former Quarters Building, 1940)

HISTORICAL ASSOCIATIONS

Building D223 was constructed to provide accommodation for 40 men who were assigned to the operation of the Black Rock Battery.¹ By 1949 it housed facilities of the Naval Reserve Lab,² and is now used as classrooms for part of the Fleet School Training Program. It is thus indirectly associated with a number of secondary coastal defence and naval themes. The building was constructed before the major 1942 Dockyard expansion, and stands within the original Dockyard boundary on a former War Office encroachment.

ARCHITECTURE

Building D223 is a one-storey, rectangular, gabled structure, very similar in design, construction, and general appearance to the adjacent Black Rock wartime temporary buildings. It features enclosed entrance vestibules on each end, and a projection on the western (side) elevation which contains two small offices and a side entrance door (Figures 2, 3). The building has few other distinguishing features. The interior is simply divided into three similar-sized rooms, interconnected by doors situated along the western side (Figure 5). The two small offices open into the centre room. Building D223 is clad in painted construction paper and batten, and the raised foundation posts are enclosed by vertical boards (Figure 4). The structure appears to be in fair condition; its designer is unknown.

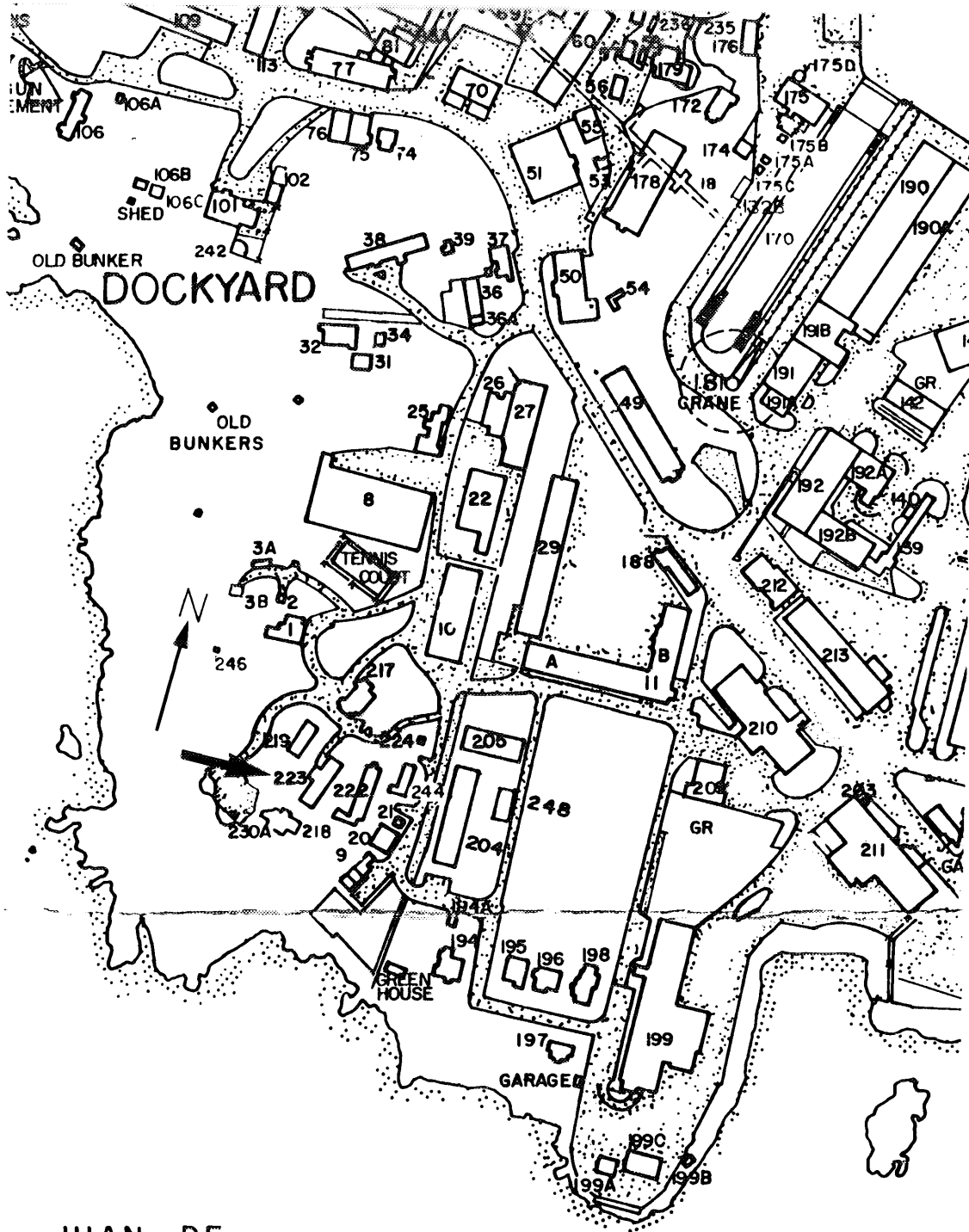
ENVIRONMENT

Building D223 shares a greater site with the adjacent buildings D219 and D222, situated on either side (Figure 1). The front (north) elevation is set back 25 feet from a paved pathway, from which an entrance path extends to the western doorway (Figure 2). A common side lawn on the west is shared with D219. The rear (south) of the building faces the modern, concrete War Training Centre (D218). A rocky area extends to D222 (Figure 4). Building D223 is an integral part of the D217, D219, D222 wartime temporary grouping. It is visible only from within the large site.

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 58.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



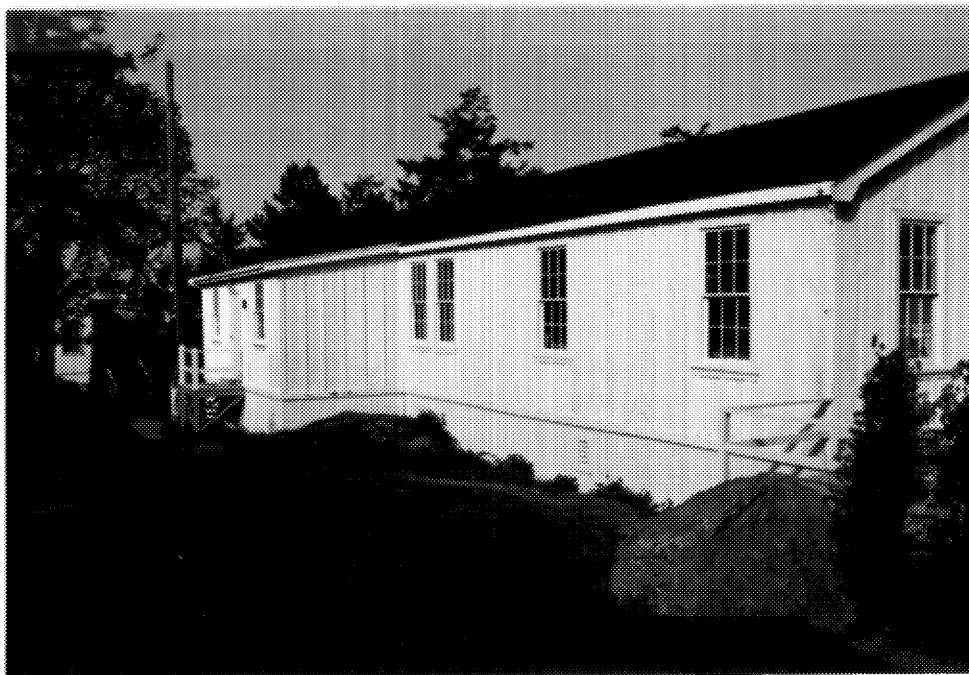
JUAN DE
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- 1 Building D223, former quarters, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

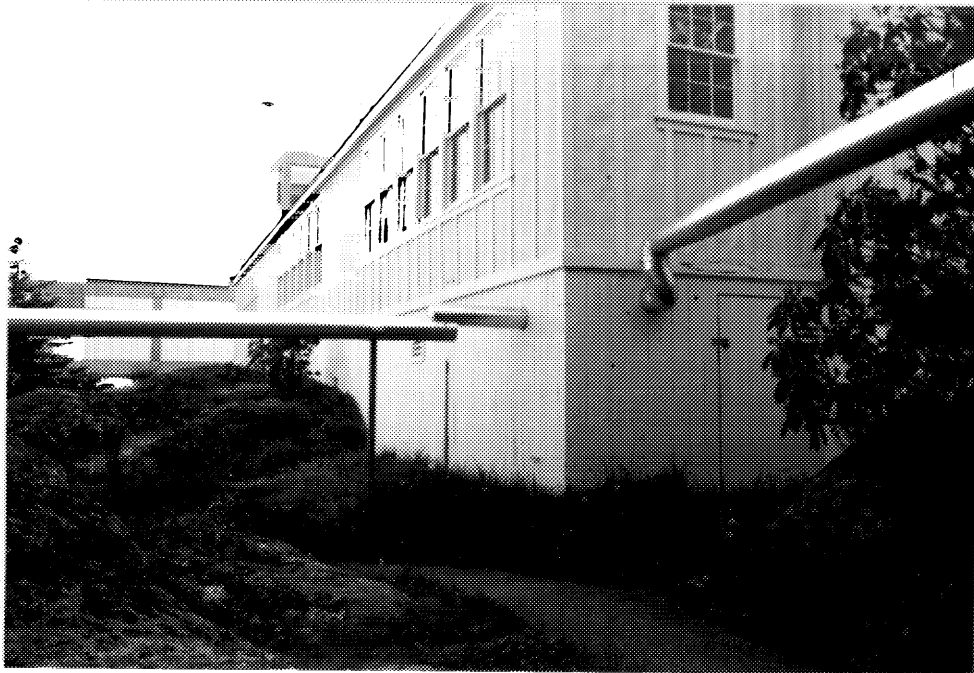


2 Building D223, end (northern) and side (western) elevations; building D218 stands at rear, right. (Ian Doull, AHB, Parks, 1989.)

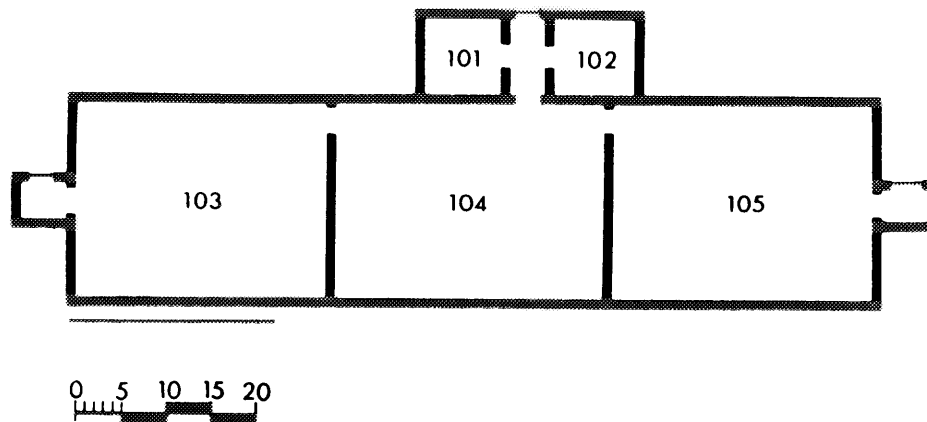


3 Building D223, western elevation; building D219 stands at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D223, end (northern) and side (eastern) elevations. (Ian Doull, AHB, Parks, 1989.)



5 Building D223, plan. (Stevenson Kellogg Report, Vol. 1, p. 521.)

Building D222 (Former Recreation Centre, 1940)

HISTORICAL ASSOCIATIONS

Like its neighbouring buildings, D222 has housed a series of coastal defence and Dockyard secondary support activities. Constructed in 1940 as a recreation and canteen building,¹ it was used for storage in the immediate post-war period,² and during the 1970s was converted for use as a Protestant chapel.³ It is once again a storage facility. The building was constructed before the major phase of site and building expansion in 1942.

ARCHITECTURE

Building D222 is similar in design and construction to the neighbouring wartime temporaries. It is a one-story, rectangular, frame structure, with an enclosed entrance vestibule at the north end (Figures 2, 4), and a covered entrance ramp which leads at right angles to a second doorway on the south elevation (Figures 3, 5). The structure is clad in clapboard with foundation posts enclosed by dropped vertical board walls. The basement area is exposed almost one storey at the north end due to the extreme slope of the terrain (Figure 4). The building has no other distinguishing features. It appears to be in fair condition. The designer is unknown.

ENVIRONMENT

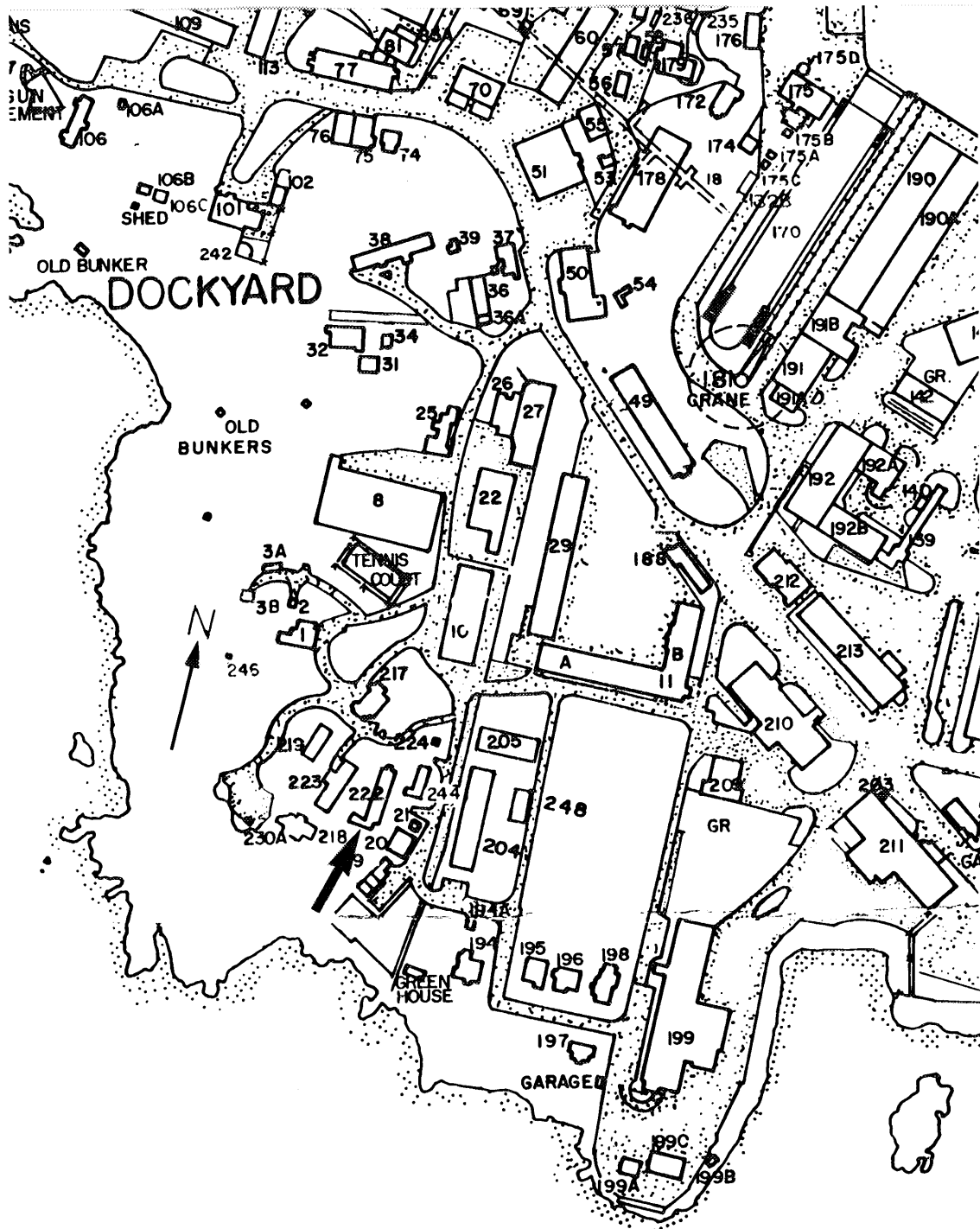
Building D222 occupies a steeply sloping site which merges with that of the adjacent building D223 (Figure 1). The northern end, consisting of exposed rock, is one storey higher than the flat southern section, and much of the terrain is in a natural state. There have been few evident changes over time, except for the

addition of the covered walkway. The structure is an integral part of the D217, D219, D223 grouping. It enjoys somewhat greater visibility than its neighbours from the lower roadway near D20, due to its high position at the edge of the cliff.

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 58.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.
- 3 Stevenson Kellogg Report, Vol. 1, p. 516.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



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- 1 Building D222, former recreation centre, location.
(CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

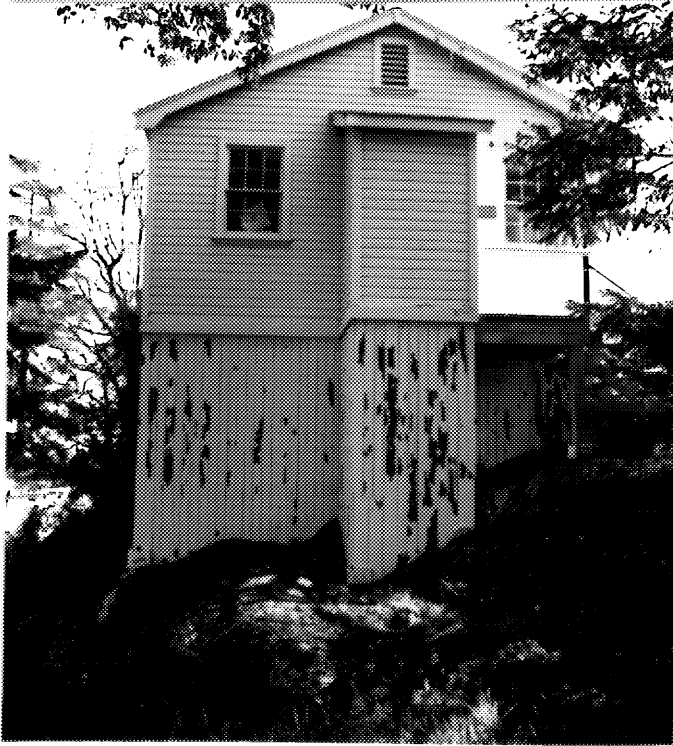


2 Building D222, end (northern) and side (western) elevations. (Ian Doull, AHB, Parks, 1989.)

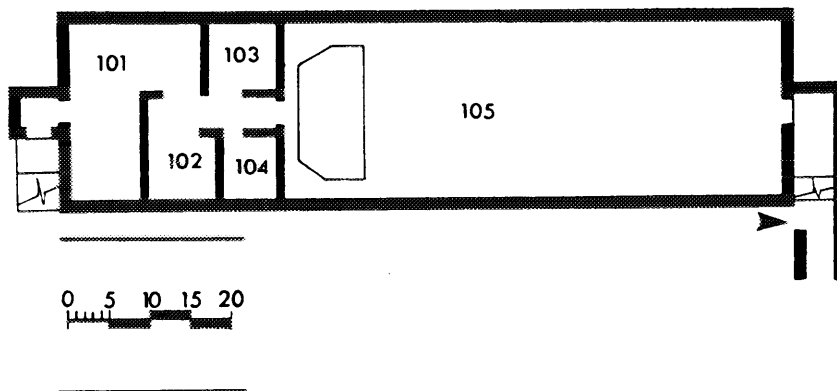


3 Building D222, western elevation and south-end entrance ramp. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D222, northern elevation. (Ian Doull, AHB, Parks, 1989.)



5 Building D222, plan. (Stevenson Kellogg Report, Vol. 1, p. 517.)

Building D224 (Storage Shed, ca. 1945¹)

HISTORICAL ASSOCIATIONS

This small, roughly square storage shed stands a short distance north of building D244 (Figures 1, 2). Its original use is uncertain, and its construction date is approximate. The building is unrelated to naval defence themes or significant phases of local development.

ARCHITECTURE

Building D224 is a makeshift structure, which resembles D244 in construction and materials: asphalt paper and batten cladding, and set upon raised foundation posts. It features a gable roof, one door and two windows, and has no distinguishing features whatsoever. It appears to be in reasonably fair condition, and has no known designer.

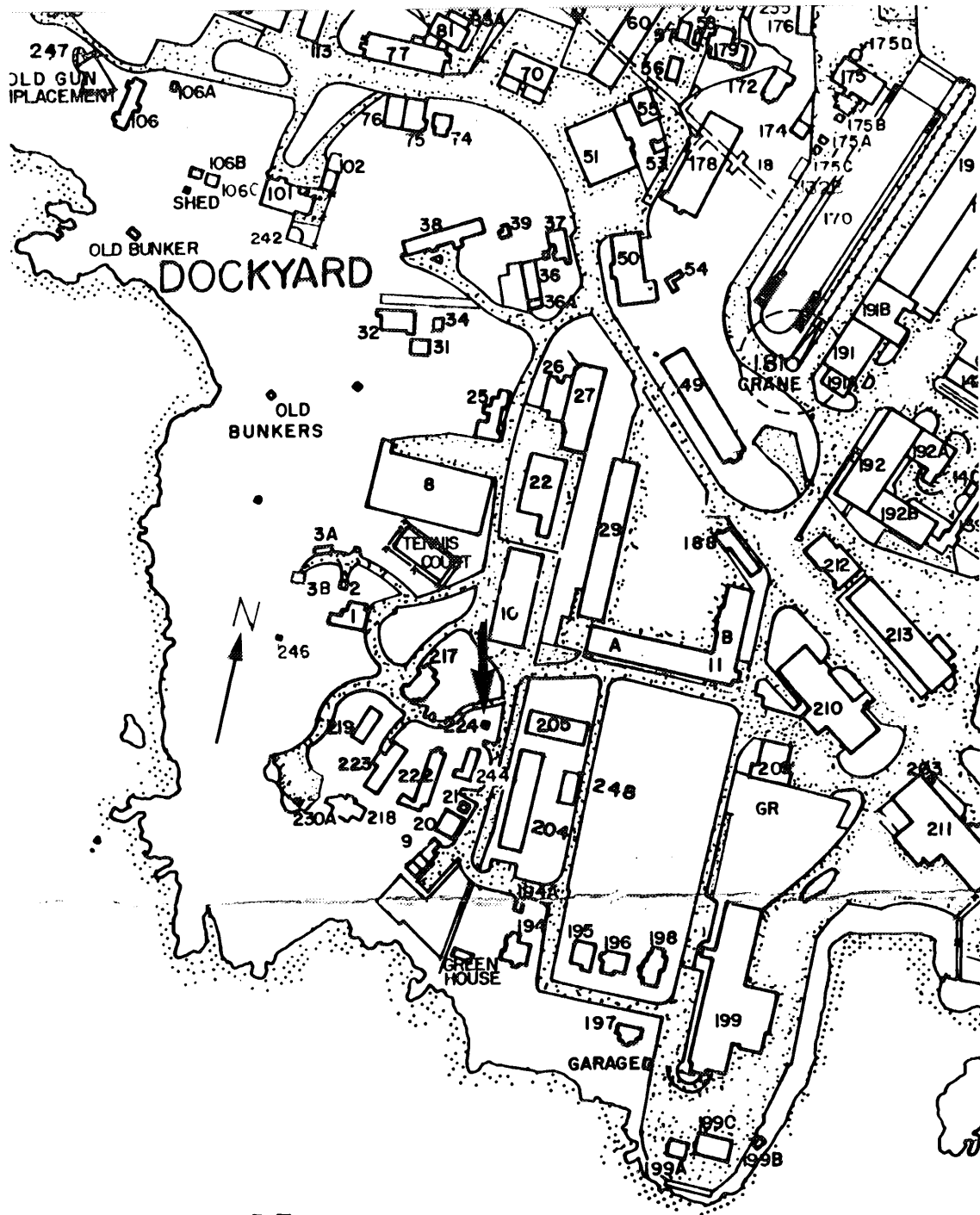
ENVIRONMENT

Building D224 shares the same natural site features - and stands on the same greater site - as building D244. Few obvious changes have occurred. It is the smallest and northernmost of the D9-D20-D244 linear row (Figure 1), and is visible only from the immediate streetscape.

Endnotes

1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



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- 1 Building D224, storage shed, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D224, western and northern sides;
building D244 stands at left. (Ian Doull, AHB,
Parks, 1989.)

Building D244 (Former RCN Canteen, ca. 1939-40)

HISTORICAL ASSOCIATIONS

The original use of this building is uncertain. By 1943 it was in use as a naval canteen,¹ and by the end of the decade it had been converted for storage use,² a function which it still provides. Its association with major Dockyard themes is thus indirect. It was built before the first major World War II Dockyard expansion phase, which occurred in 1942.

ARCHITECTURE

Building D244 is a simple "L" shaped, one-storey gabled building, clad in unfinished asphalt roofing paper and batten. It stands on raised foundation posts, which are adapted to the gently sloping site and are concealed by dropped vertical board siding. The building features an open gallery at the main (south) elevation, and a clapboard lean-to addition on the west side (Figure 2). It features a generally open plan. It is in fair structural condition but appears to be rather dilapidated (Figures 2, 3). It has no known designer.

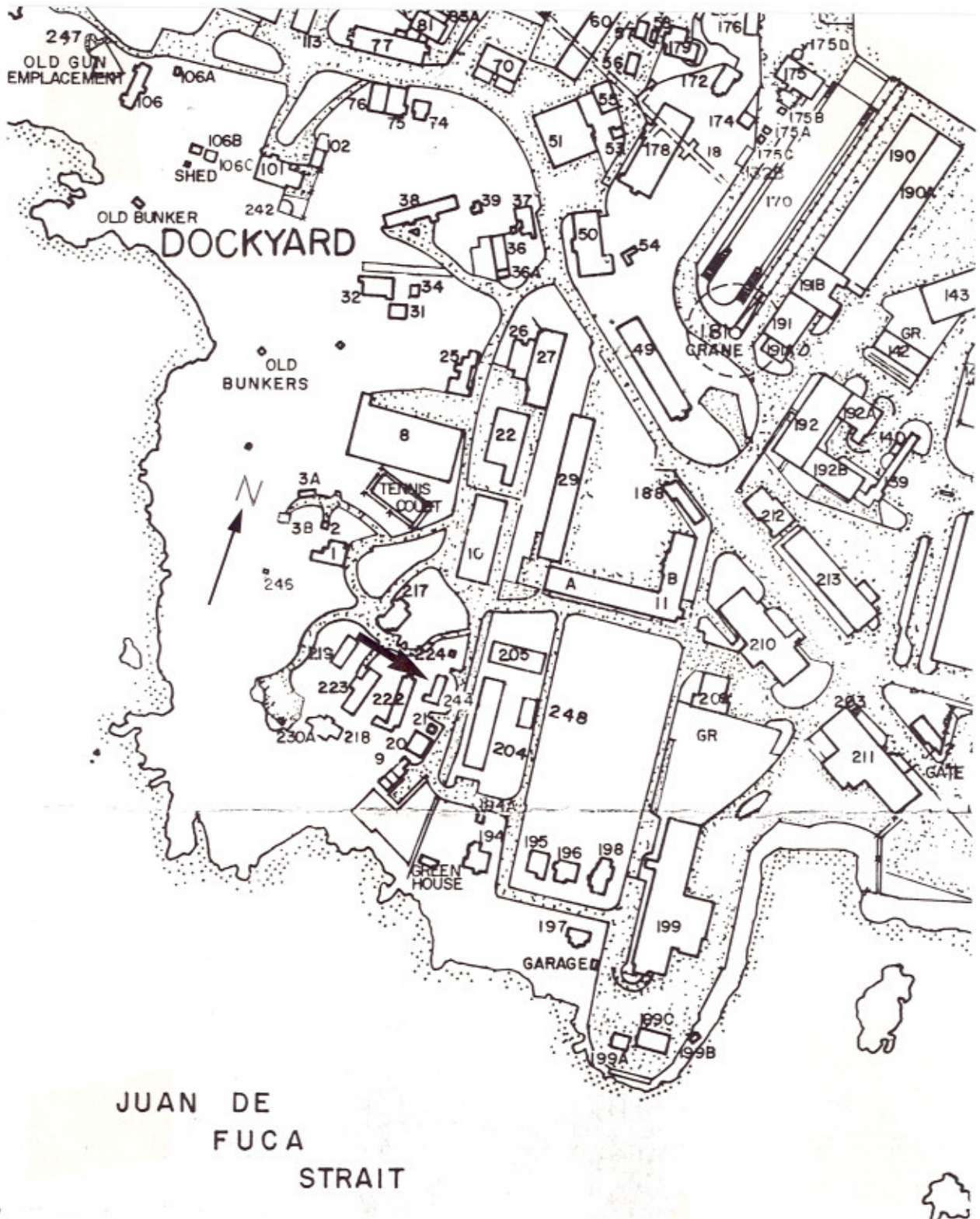
ENVIRONMENT

The site is in a natural state, and features rocks and very mature evergreens. The building is set back about 20 feet from the road. Driveways extend from the road to the north and south elevations (Figure 3); these probably constitute the only site changes. Building D244 is the northernmost of a row of three World War II buildings situated in the extreme southwestern corner of the original Dockyard (Figure 1). It enjoys very limited visibility. The building is a component of the D217, D219, D223, D222 grouping.

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 58
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D244, former RCN Canteen, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D244, main (southern) and side (eastern) elevations. (Ian Doull, AHB, Parks, 1989.)



3 Building D244, side (eastern) and rear (northern) elevations. (Ian Doull, AHB, Parks, 1989.)

Building D20 (Bomb Disposal Storage, 1939)

HISTORICAL ASSOCIATIONS

This structure was built to house bomb disposal equipment for the RCN.¹ It subsequently became an electrical shop, and has housed stores of various kinds since the end of World War II.² It is not associated with any major Dockyard themes. It was constructed before the major wartime Dockyard expansion of 1942, on what was then an empty area in a remote corner of the Dockyard. A small wooden shed close to the northern elevation bears the number D21, and is now used to store naphtha. No details of its age or use are available.

ARCHITECTURE

Building D20 is a flat-roofed, one-storey, utilitarian structure consisting of a two-bay garage-storage area, and a small office with a separate entrance (Figure 2). It features a slightly projecting cornice, but is devoid of other distinguishing features. The building is of masonry construction with stucco cladding. It appears to be in fair condition. The designer is unknown.

ENVIRONMENT

Like the adjacent building D9-9A, building D20 stands at the western edge of the north-south roadway (Figure 1). The site is gravelled on both sides, and the rear of the building abuts the base of the cliff. The addition of the adjacent shed is probably the only site change. The building stands in a row of structures of similar scale along the west side of the roadway. It enjoys very limited visibility.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4054, File 9060-112/2.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9260-166/11, Vol. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

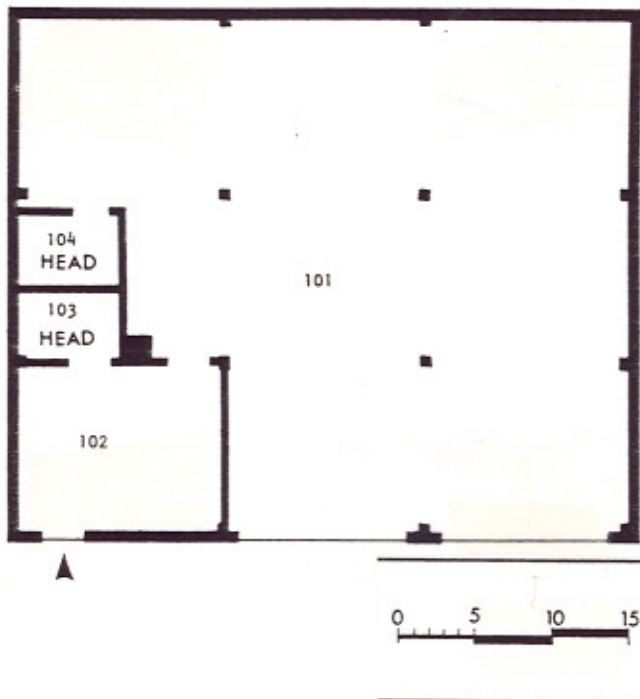


1 Building D20, former bomb disposal storage, location.
(CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 2 Building D20, main (eastern) and side (northern) elevations; building D9-9A stands near the shoreline, at left. (Ian Doull, AHB, Parks, 1989.)



- 3 Building D20, plan. (Stevenson Kellogg Report, Vol. 1, p. 22.)

Building D9-9A (Flammable Stores, 1942)

HISTORICAL ASSOCIATIONS

This building was constructed for storage use by the ship repair services, and is not associated with principal Dockyard themes.¹ It remains a storage facility today. It was constructed during the first major phase of Dockyard expansion in World War II, but is situated within the original Dockyard boundaries.

ARCHITECTURE

Building D9-9A is a rectangular, one-storey, flat roofed structure consisting of a central office section with flanking garage-storage wings, the southern of which is semi-detached (Figure 2). A cornice-like projection over the central section extends to shelter the entrance (Figure 3). The building is of stucco-clad frame construction and is of open plan. It remains in fair-to-good condition; the designer is unknown.

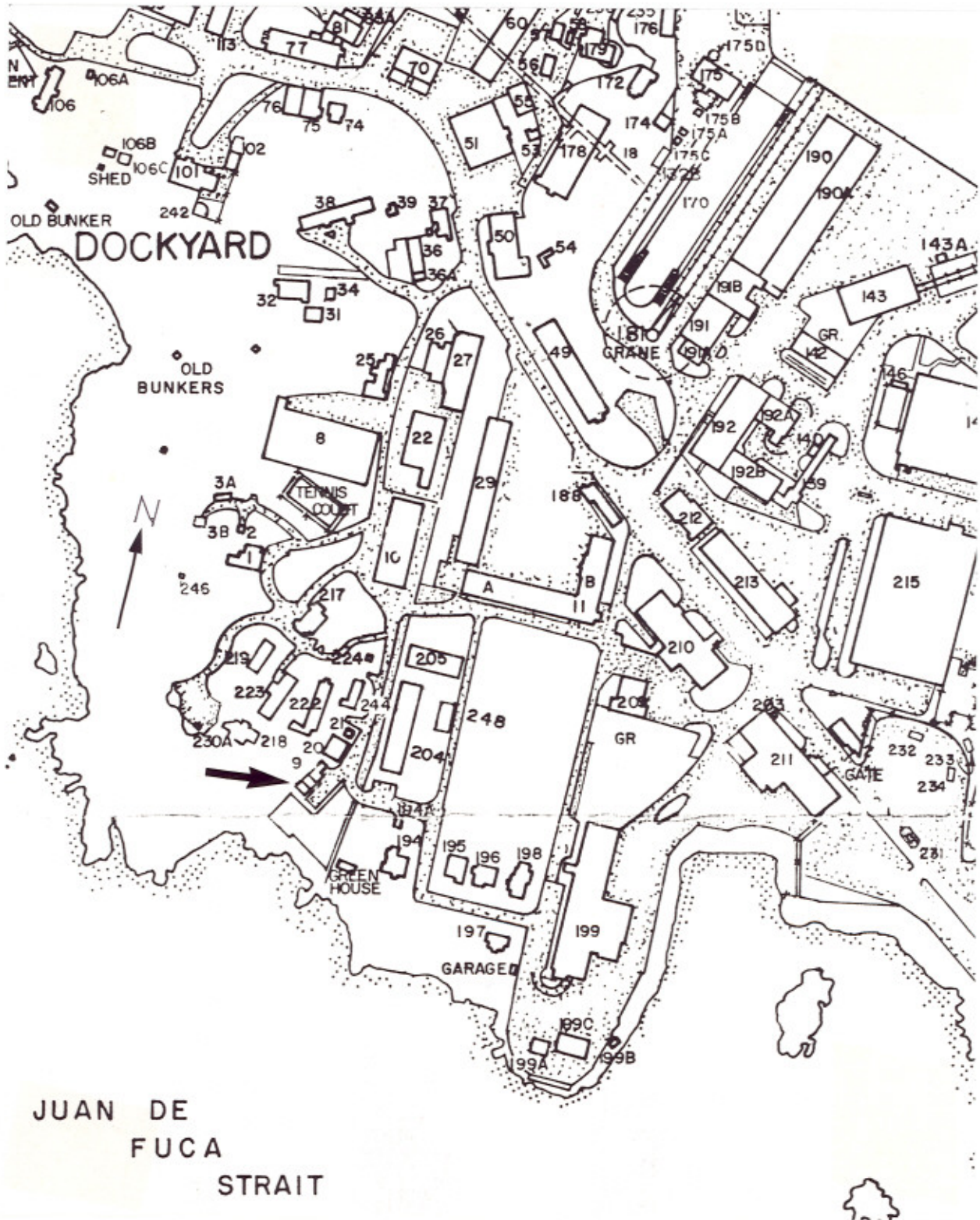
ENVIRONMENT

Building D9-D9A stands only a few feet from the shoreline, and is the southernmost structure within the original Dockyard boundary (Figures 1,3). It stands on the western side of the roadway, without setback; the pavement ends at its southeastern corner. The rear of the building abuts the base of the hill. It is the southernmost of a row of four small and rather makeshift buildings which line the western side of the road along the base of the hill, and it enjoys very limited visibility.

Endnotes

1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



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1 Building D9-9A, flammable stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D9-9A, main (southeastern) elevation; buildings D218, D222, stand above, left and right. (Ian Doull, AHB, Parks, 1989.)



3 Building D9-9A, main and side (northeastern) elevations. (Ian Doull, AHB, Parks, 1989.)

Building D194 (Dockyard Residence, Date Unknown)

HISTORICAL ASSOCIATIONS

This house was built in Esquimalt Village prior to 1939, and was subsequently acquired by the RCN. It served as a staff officer's residence during World War II,¹ and has since provided on-base housing to senior officers. The origins of the house are therefore unrelated to naval themes, and its role subsequent to 1941 is indirectly associated with Dockyard activities. The building represents a significant local development phase for the Dockyard, corresponding to the first wartime expansion of Dockyard property, in December 1941,² which resulted in the disappearance of Esquimalt Village. Most of the expropriated properties were demolished, except for houses D194 to D197; these houses, and Haig Street, are virtually the last physical remnants of the village.

ARCHITECTURE

Building D194 is an attractive, one-and-one-half-storey vernacular frame house, of irregular plan and massing (Figures 2-5). The house is typical of the larger frame single-family houses found in the Esquimalt area. The principal (southern) elevation features a symmetrical arrangement consisting of semi-raised central entrance with an open gabled porch and large flanking windows - all contained in a roofed projection (Figures 2, 3). The door is flanked by sidelights. The main rooflines are bracketed, and the rafter ends are exposed on several of the secondary roofs and gables (Figures 4, 5). The ground floor features a centre hall plan with two principal rooms on each side (Figure 6). A conservatory and kitchen project from the main body of the house and may have been later additions. The second storey, on two separate levels, features three bedrooms and a bathroom. The house has a full basement.

The building exhibits quality carpentry and craftsmanship, and appears to be in good condition. It is likely to have been substantially altered over time. The house is now clapboard-clad, although it was covered in stucco in the 1970s, and is of frame construction. It has no known designer.

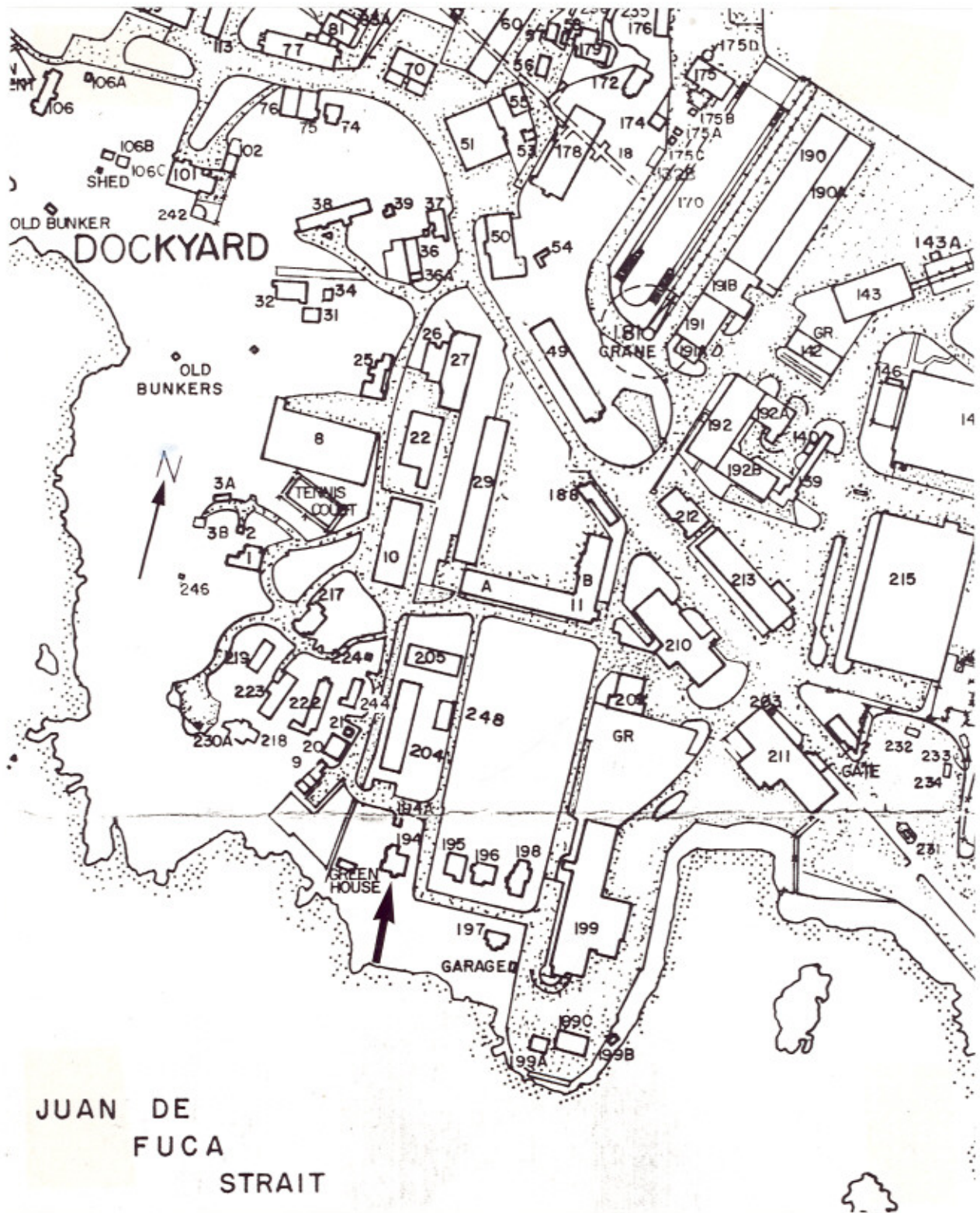
ENVIRONMENT

Building D194 occupies a large, isolated, well-landscaped lot, defined on the west by the original Dockyard boundary wall (Figure 7), and by roadways on the north and east (Figure 1). It extends to the shore on the south. White wooden fencing, extant from the appropriate time of expropriation, borders the property on the north and east. A small gabled garage is situated on the north boundary (Figure 8), and a greenhouse stands near the boundary wall. The house is one of five similar, mutually reinforcing structures located along Haig Street, whose carefully tended suburban-style yards contrast with the environmental characteristics of other areas of the Dockyard. The house has only limited visibility along Haig Street, but can be seen from the Juan de Fuca Strait.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9060-112-2.
- 2 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D194, Dockyard residence, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D194, main (southern) elevation. (CIHB, Parks, 1976.)



3 Building D194, main elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

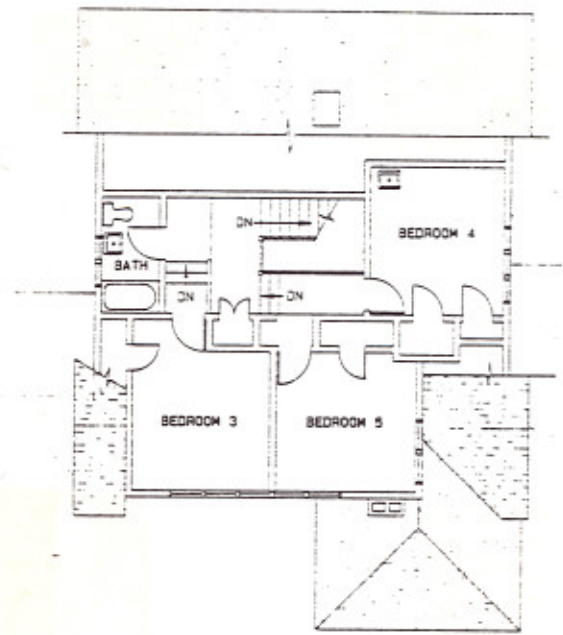
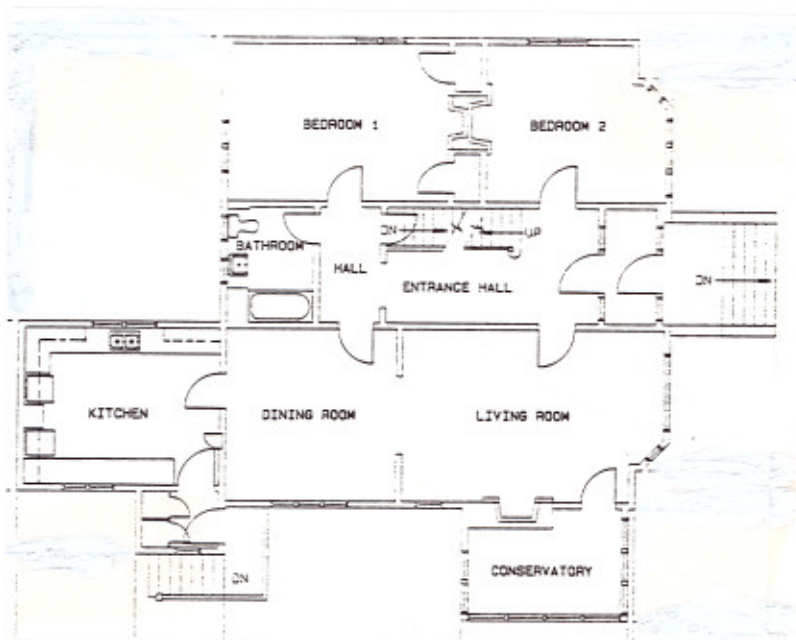


4 Building D194, western elevation. (CIHB, Parks, 1986.)



5 Building D194, side (eastern) and rear (northern) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D194, plans. (CFB Esquimalt.)



7 Building D194, eastern elevation, viewed through opening in Dockyard wall. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 8 Building D194 rear (northern) site boundary, showing garage, landscaping, Dockyard wall, building D9-9A. (Ian Doull, AHB, Parks, 1989.)

Building D195 (Dockyard Residence, Date Unknown)

HISTORICAL ASSOCIATIONS

This house, like D194, was constructed before 1939 and was subsequently acquired by the naval service.¹ Its origins are unrelated to naval themes; from 1942 it has provided housing for senior Dockyard officers. It represents a significant phase in Dockyard development, corresponding to the first large site expansion since Canada assumed control of the Dockyard in 1910 (excluding the minor boundary adjustment of 1938). With the neighbouring house D194, D196, and D197, the house is the last physical reminder of Esquimalt Village.

ARCHITECTURE

This small, one-and-one-half-storey gabled, vernacular house is similar in general design to the adjacent D194. The raised main entrance, framed by an ogee arch, divides the main (south) elevation which features a horizontal band of sunporch windows on one side, and a projecting gabled section on the other (Figure 5). The main door is flanked by sidelights. The projecting section of the elevation was created in 1942 by moving the existing wall southward several feet (compare Figures 2, 5, 6). The house presents an interesting if unremarkable design, and would fit well into a Victoria or Esquimalt suburban streetscape of the period. The main floor features a centre hall plan with six rooms, including a front sunroom and two rear bedrooms. Two additional bedrooms and a bathroom are situated upstairs. Originally stuccoed, building D195 is now clad in clapboard (Figures 4, 5). It exhibits simple but competent craftsmanship, and with its considerable remodelling appears to be in good condition. The house has no known designer.

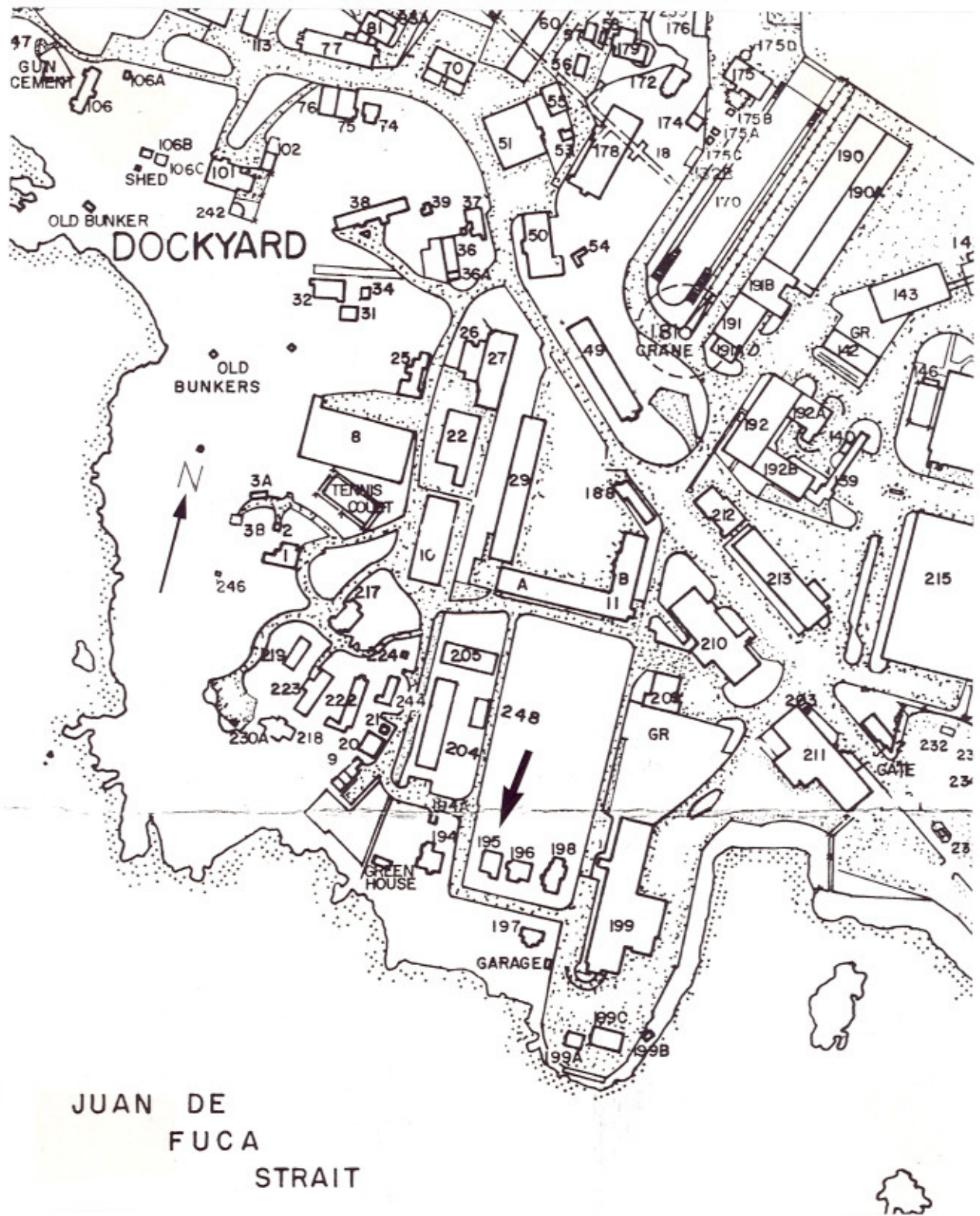
ENVIRONMENT

Some changes have occurred to the site edges of D195. The low stone retaining wall and hedge shown in the 1942 photograph have been replaced with fencing which now encloses the property (Figures 2, 5); additional landscaping has probably also been performed. The house faces the shoreline from across a 20-foot setback on the north side of Haig Street (Figure 1). It is an integral part of the mutually reinforcing D194-D198 grouping, the components of which share similar scale, materials, and site features. The house is visible both from Haig Street and the Juan de Fuca Strait.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9060-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D195, Dockyard residence, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Haig Street setting, and buildings D194, D195, D196, January 1942. (NA, PA-176368.)



3 Haig Street setting, and buildings D194, D195, D196. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

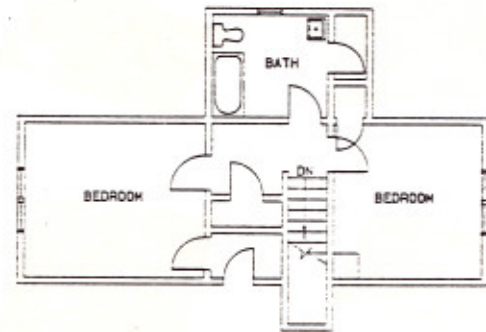
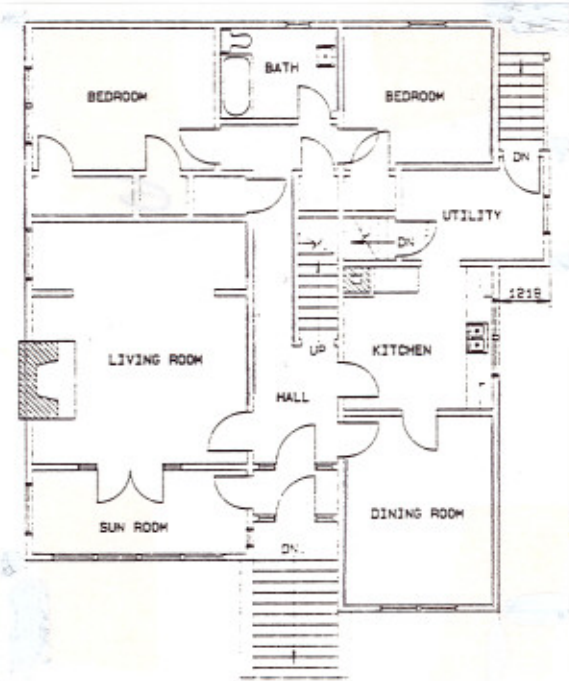


4 Building D195, October 1942. (NA,
PA-176369.)



5 Building D195, main (southern) elevation, and
D196, D198. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D195, plans. (CFB Esquimalt.)



7 Building D195, rear (northern) elevation and landscape; D196, D198 stand at left. (Ian Doull, AHB, Parks, 1989.)

Building D196 (Dockyard Residence, Date Unknown)

HISTORICAL ASSOCIATIONS

This dwelling shares the same thematic and local development significance as D194, D195, and D197: built privately before 1939 and therefore initially unrelated to naval themes, subsequently acquired by the naval service, and representative of the first large Dockyard expansion of 1941.¹ It continues to serve as a Dockyard residence.

ARCHITECTURE

Building D196, like its neighbours, is a one-and-one-half-storey gabled, vernacular structure. Its design is somewhat plainer than those of the adjacent houses, but it nevertheless represents a common type of suburban housing found throughout the surrounding region. The projecting front gabled section on the main (south) elevation contains the raised front entrance enclosed in an open porch, and a semi-sunken, single-car garage (Figure 2). A second door is situated in a projecting vestibule on the west side. No information is available regarding the interior plan. The house is clapboard-clad and of frame construction, and has been altered by recladding and removal of detail on the main elevation (See building D195, Figure 2). The house appears to be in good condition. It has no known designer.

ENVIRONMENT

Building D196 shares the same approximate 20-foot setback as its two neighbouring houses (Figure 1). It has been landscaped since its acquisition by the naval service, but the property has not been fenced (Figure 2). The house is an integral part of the

mutually reinforcing D194-D198 grouping, which share similar scale, materials, and landscape features. The building is visible from along Haig Street, and from the Juan de Fuca Strait.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2; Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D196, Dockyard residence, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D196, main (southern) elevation;
building D198 stands at right. (Ian Doull,
AHB, Parks, 1989.)

Building D197 (Dockyard Residence, Date Unknown)

HISTORICAL ASSOCIATIONS

This house is situated on the south side of Haig Street, opposite to the D195-D196-D198 row. It too was built before 1939 and was subsequently acquired through expropriation by the naval services; it thus has no original thematic link with the Dockyard, although since 1942 it has housed senior naval officers.¹ Together with buildings D194-D196, building D197 recalls the first large phase of Dockyard expansion in World War II. These houses are the final remnants of the Village of Esquimalt.

ARCHITECTURE

Building D197 is a two-storey, gabled vernacular building situated with its principal (south) elevation directly facing the sea. It is of more irregular massing and simple design details than the neighbouring houses, but still constitutes a house type readily found on streetscapes in the surrounding area. The main (east) elevation features an open stairway and porch to the second floor area (Figure 2). No information is available regarding the interior plan. The house is a clapboard-clad frame structure, and exhibits simple but competent craftsmanship. Like the neighbouring houses it has probably been substantially altered. The building has no known designer.

ENVIRONMENT

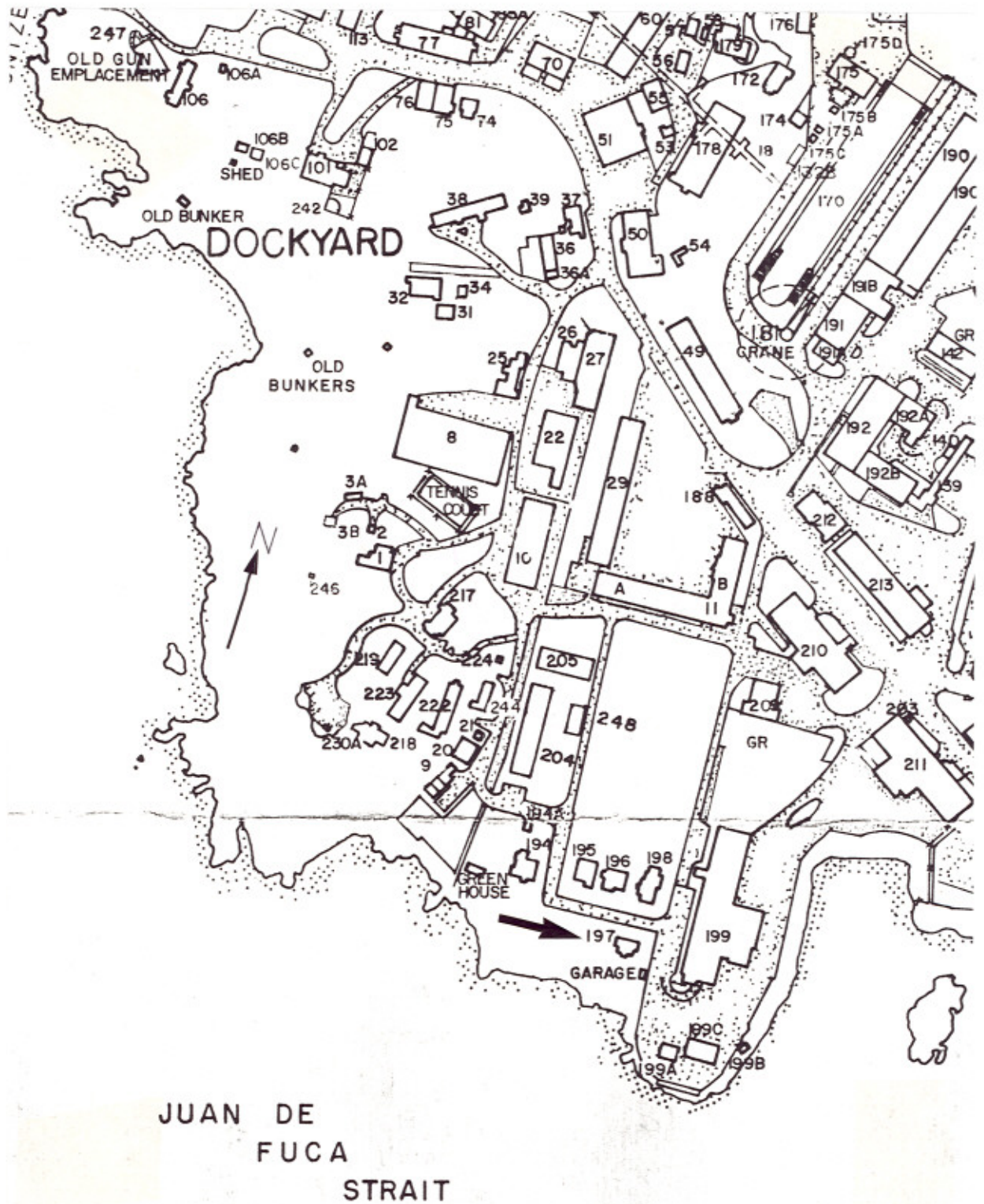
Building D197 stands on the south side of Haig Street, across from the D194-D196-D198 row (Figures 1, 2). The western site boundaries are indistinct and merge with a large lawn which stretches eastward along the shoreline from D194. The sides are

bounded by curbs and roadways to the north and east. Various plantings are found around the house. Few changes have probably occurred since the 1940s although photos reveal the presence of a fence. Building D197 is the southeastern-most house in the mutually reinforcing D194-D198 grouping, which features houses of similar scale, materials, and environmental characteristics. The house is the least visible of the five buildings from within the Dockyard, but is clearly visible from the strait.

Endnotes

- 1 Dockyard site plan, March 1942, courtesy CFB Esquimalt; NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D197, Dockyard residence, location (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D197, main (eastern) and side (northern) elevations. (Ian Doull, AHB, Parks, 1989.)

Building D198 (Dockyard Residence, ca. 1942)

HISTORICAL ASSOCIATIONS

This house is the only one of the D194-D198 grouping to have been constructed by the naval service for RCN-related use. It illustrates a secondary theme associated with naval wartime staff housing. The house provided wartime accommodation for RCMP and other security forces in charge of Dockyard protection, and continues to accommodate senior naval officers. Building D198 represents the same phase in local development as the other houses in the grouping, but in a different sense, in that its construction, rather than its acquisition, illustrates the 1941 Dockyard site expansion. It was the only non-barracks residential building constructed in the Dockyard during World War II.

ARCHITECTURE

Building D198 is an elongated, irregularly shaped, one-and-one-half storey house. Although of undistinguished design, a small measure of visual interest is created by the somewhat irregular massing, and the multiple planes and gables of the main (eastern) elevation (Figure 2). The house stands on a slightly raised foundation, which is extensively exposed on the southern elevation by the sloping site (Figure 3). The ground storey features a centre hall, with a kitchen, living room, and dining room to the south, and a lateral northern hallway leading to three bedrooms. The partial second storey contains two bedrooms. The full-depth basement, about four-fifths excavated, incorporates a garage; available building plans are not reproducible. The building is clapboard-clad, exhibits simple but competent craftsmanship, and appears to be in good condition. The designer is unknown.

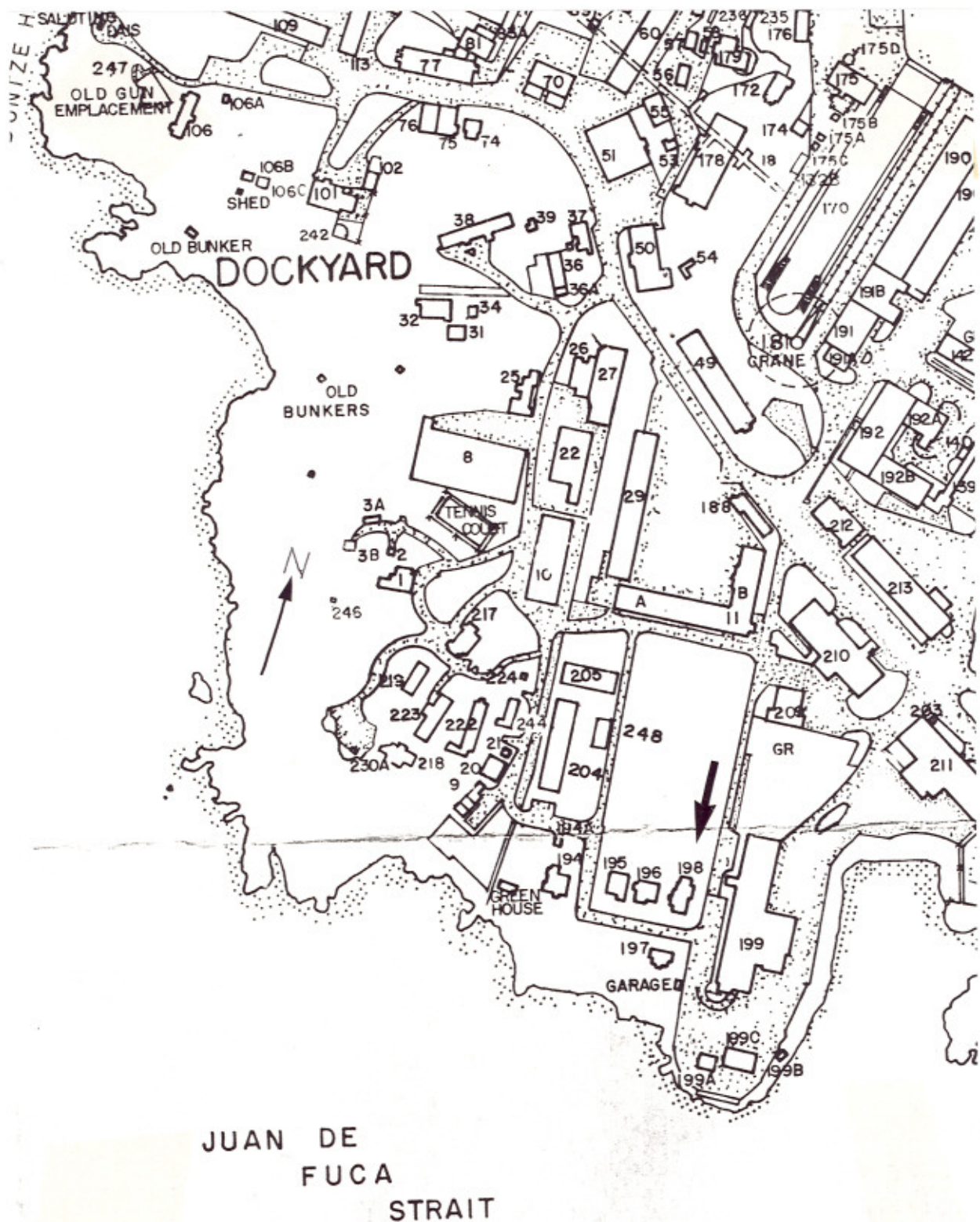
ENVIRONMENT

Building D198 was relocated from its original site across Dockyard road in ca. 1950,¹ when building D199, which now occupies the site, was constructed.² The current site displays simple but attractive features, including a slightly raised lawn enclosed by a stone wall, isolated outcroppings, plantings, and paved walkways, which have probably not changed since the relocation (Figure 2). The building is the easternmost of the mutually reinforcing group, sharing similar scale, materials, and environmental features (Figure 1). It is visible from the Haig Street-southern Dockyard Road area.

Endnotes

- 1 See base map of 1949: NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.
- 2 CFB Esquimalt: HMCS Dockyard and Base Development Book (Ottawa: Department of National Defence, n.d. [ca. 1972]), Section 4: Facilities Catalogue.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D198, Dockyard residence, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D198, main (eastern) elevation.
(Ian Doull, AHB, Parks, 1989.)



3 Building D198, southern elevation; building
D199 stands at right. (Ian Doull, AHB,
Parks, 1989.)

**Buildings D29, D11A-D11B (Former HMCS Givenchy Barracks and
Mess, 1942)**

HISTORICAL ASSOCIATIONS

Thematic

These two buildings (D11A and D11B constitute separate wings of a single structure; D29 stands but a few feet away (Figures 1, 2); were constructed in 1942 to house Royal Canadian Naval Volunteer Reserve personnel stationed at the Dockyard for wartime training.¹ They are thus indirectly associated, as support structures, to the major theme of naval defence. The buildings' roles as barracks and training facilities continue to this day, although the incumbent institutions have changed several times, and have included the Naval Officers' Training School (HMCS Venture, 1954), the Canadian Forces Officer Candidate School (1969), and the Naval Officers' Training Centre ("Venture," 1977).²

Person/Event

No persons or events of historical significance are associated with these buildings.

Local Development

These two barracks buildings were constructed during the first large-scale World War II Dockyard building boom, which occurred in 1942. The land on which they stand was part of a small section of the Village of Esquimalt acquired by the naval service in 1938,³ prior to the expropriation of the entire village in 1941.⁴ The site of building D29 was previously occupied by a temporary bulk stores building, erected at the beginning of the war and demolished in 1942.⁵

ARCHITECTURE

Aesthetic Design

Building D29 is an elongated, narrow, rectangular structure of two storeys, with a flat roof (Figure 3). Building D11A-D11B is an "L"-shaped building, with a flat roof, two storeys in height, with a partial basement (Figure 2). These austere but well-designed buildings display the essential features of the International Style, popular in North America in the 1920s-1950s. The style is characterized by the deliberate absence of all historically derived details, and by the careful arrangement of elements and massing to emphasize horizontality and smooth wall surfaces.⁶ The principal elements employed in buildings D11A-D11B and D29 include the ribbon-like treatment of windows, flat roofs with well-delineated cornice lines, and smooth, flat wall planes which are broken only by projecting stairwell blocks. The resulting buildings are both distinctive and unobtrusive, and are well adapted to the surroundings. Previously evaluated examples of buildings which display looser adaptations of the International Style include the barracks at Pleasantville, Newfoundland (FHBRO Report 86-16).

Functional Design

It is probable that the current plans are similar, although not identical, to the original. Building D29 is the barracks of the training school. Each floor is simply designed with a longitudinal central hallway, with living quarters, washrooms, lounges, and service rooms arranged on each side (Figure 4). Each hallway terminates in secondary exits on the end elevations. The D11-D11A structure contains dining, recreational, and instructional facilities. The east wing, D11B, contains a basement for service functions. The ground-storey north wing contains a longitudinal hallway with offices and a large lounge

area on each side. The main entrances, leading to the stairwell and corridor, are centred on the main elevations. The south wing features two large lounge and dining areas and has its own main entrance; the two wings are only indirectly interconnected (Figure 5). The second floor in each wing contains a central hallway with offices and instructional rooms on each side. The wings are interconnected, and exits are provided at each remote end.

Craftsmanship and Materials

Although probably designed as a wartime temporary complex, these structures remain in good condition, thus reflecting quality craftsmanship. They are of wood frame construction, and feature clapboard cladding. The original interior wall surfaces have been replaced with new materials.

Designer

These buildings were designed by the RCN's Directorate of Works and Buildings.⁷

ENVIRONMENT

Site

The buildings are arranged in a "U"-shape configuration which encloses a raised, paved parade square, bounded by a concrete retaining wall along the south side of Hospital Road (Figures 1-3). The main (eastern) elevation of building D20 overlooks the parade square; its rear elevation faces the original Dockyard boundary wall across a narrow, sunken lawn. The main elevations of D11A-D11B border on the parade square on its eastern and southern sides. The northern end of D11B faces building D188, and its rear (eastern) elevation extends along Dockyard Road across a narrow, landscaped strip (Figure 6). The rear of building D11A faces the Dockyard playing field across a narrow

laneway (Figure 7). It is probable that the site has remained unchanged, except for resurfacing.

Setting

These buildings are readily identifiable with the other temporary World War II structures along Hospital Road, by virtue of common design elements, general scale and massing, and a unified colour scheme. Due to their configuration and placement on the site they constitute the largest single assemblage of such buildings.

Landmark

Buildings D29 and D11A-D11B are prominently visible along the central section of the Hospital Road streetscape, and also from Dockyard Road and the Dockyard playing field. Their visibility is heightened by the fact that the buildings enclose a significant open space.

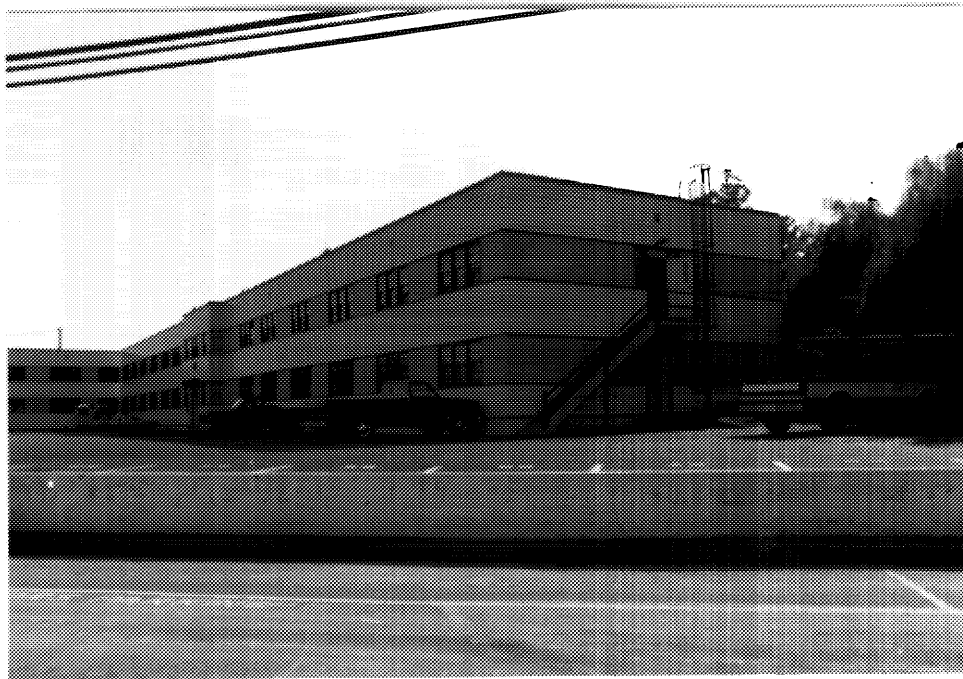
Endnotes

- 1 Witt and Thomas, Ship Repair Adventure, p. 19.
- 2 Canadian Forces Base Esquimalt (Ottawa: Department of National Defence, 1979), p. 7; Canadian Forces Base Esquimalt Information Directory (Ottawa: Department of National Defence, 1988), p. 33.
- 3 Department of National Defence Annual Report, 1937-38, p. 21.
- 4 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.
- 5 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224; Dockyard map, March 1942, courtesy CFB Esquimalt.
- 6 Marcus Whiffen, American Architecture Since 1780: A Guide to the Styles (Cambridge: MIT Press, 1969), pp. 241-46.
- 7 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," pp. 30-31.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



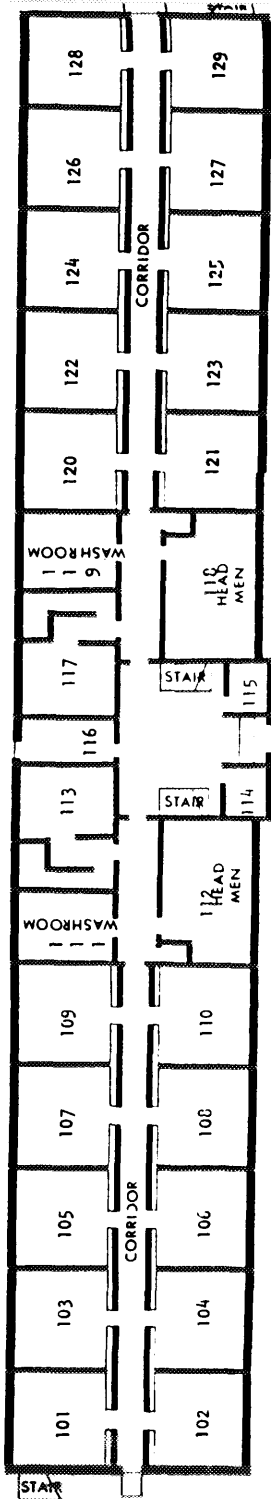
- 2 Buildings D11B, D11A, D29 (L-R), with buildings D188 and D211 shown to the left looking southeast along Hospital Road. (Ian Doull, AHB, Parks, 1989.)



- 3 Building D29, main (eastern) and side (northern) elevations. (Ian Doull, AHB, Parks, 1989.)

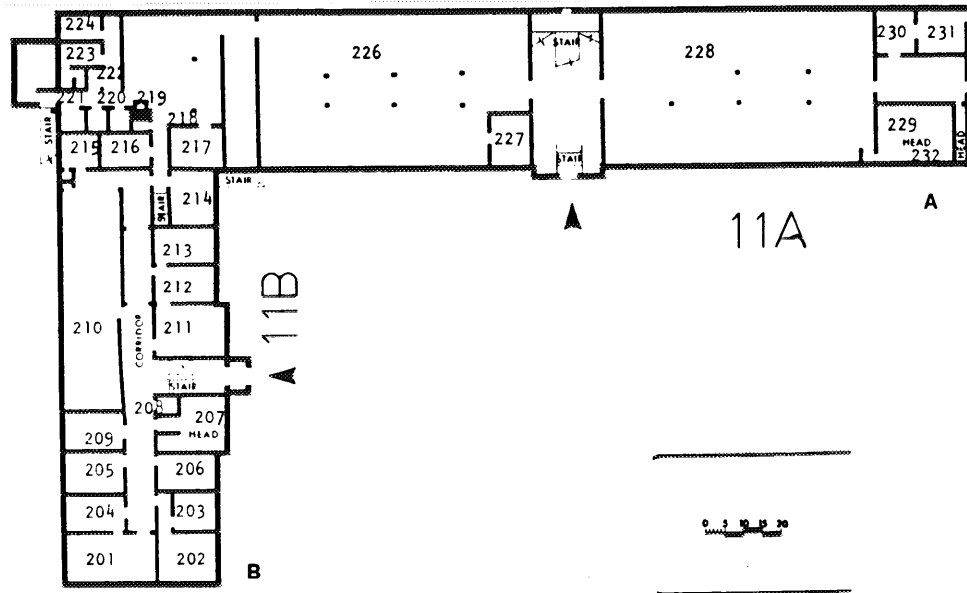
DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

- 4 Building D29, ground storey plan.
(Stevenson Kellogg Report, Vol. 1, p.46.)



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DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D11A-D11B, ground storey plan. (Stevenson Kellogg Report, Vol. 1, p. 14.)



6 Building D11B, eastern elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D11A, rear elevation. (Ian Doull,
AHB, Parks, 1989.)

Building D188 (Former RCMP Gatehouse, 1936)

HISTORICAL ASSOCIATIONS

Thematic

This building, situated at the northwest corner of the Dockyard Road-Hospital Road intersection (Figure 1), was constructed in 1936 and enlarged in 1937-1938.¹ It has served a number of important functions related to Dockyard security and medical care, but is not directly related to the principal naval defence theme. From 1936 to 1942 it was the main entrance checkpoint for the Dockyard. When the current gatehouse (D214) was opened in 1943 the building was occupied by security, intelligence, and supply offices.² It now contains a first-aid medical clinic.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D188 represents an important phase in Dockyard development, as it marks the location of the new Dockyard main entrance gate following the 1938 site expansion.³ This was the first expansion of Dockyard property since its takeover from the Royal Navy in 1910, and the one which preceded the major wartime growth phase of 1942-43.

ARCHITECTURE

Aesthetic Design

Building D188 is a one-storey, rectangular, gabled structure. While of utilitarian and simple design, it exhibits a few modest distinguishing elements, including an open entrance porch

at the east end created by an extension of the roof, and an open alcove entrance on the main (eastern) elevation (Figure 2). A small addition is affixed to the rear (western) wall (Figure 3). The basement wall is exposed at the eastern end due to the sloping site (Figure 2).

Functional Design

Building D188 has entrances on all four sides. Most interior divisions are oriented north-south, across the building's principal axis (Figure 4). It is one of the few small Dockyard buildings to possess a partial basement, which is situated at the eastern end.

Craftsmanship and Materials

This building is of shiplap-clad frame construction, and rests on a concrete foundation. It exhibits competent craftsmanship by virtue of its continued good condition.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

Building D188 stands at the edge of the sidewalk on the west side of Hospital Road, a short distance north of the Dockyard Road intersection (Figure 2). A small landscaped area extends between the building and the intersection. The rear and the western end of the building face the raised parade ground of buildings D29 and D11A-11B, across a narrow sunken walkway (Figures 3, 5). Site changes are uncertain but probably minimal; the main gate is known to have stood near here for several years.

Setting

This building blends in harmoniously if somewhat unobtrusively with the surrounding area and buildings. It provides visual emphasis to the intersection, although it is the smallest building on this section of Hospital Road (Figures 1, 2).

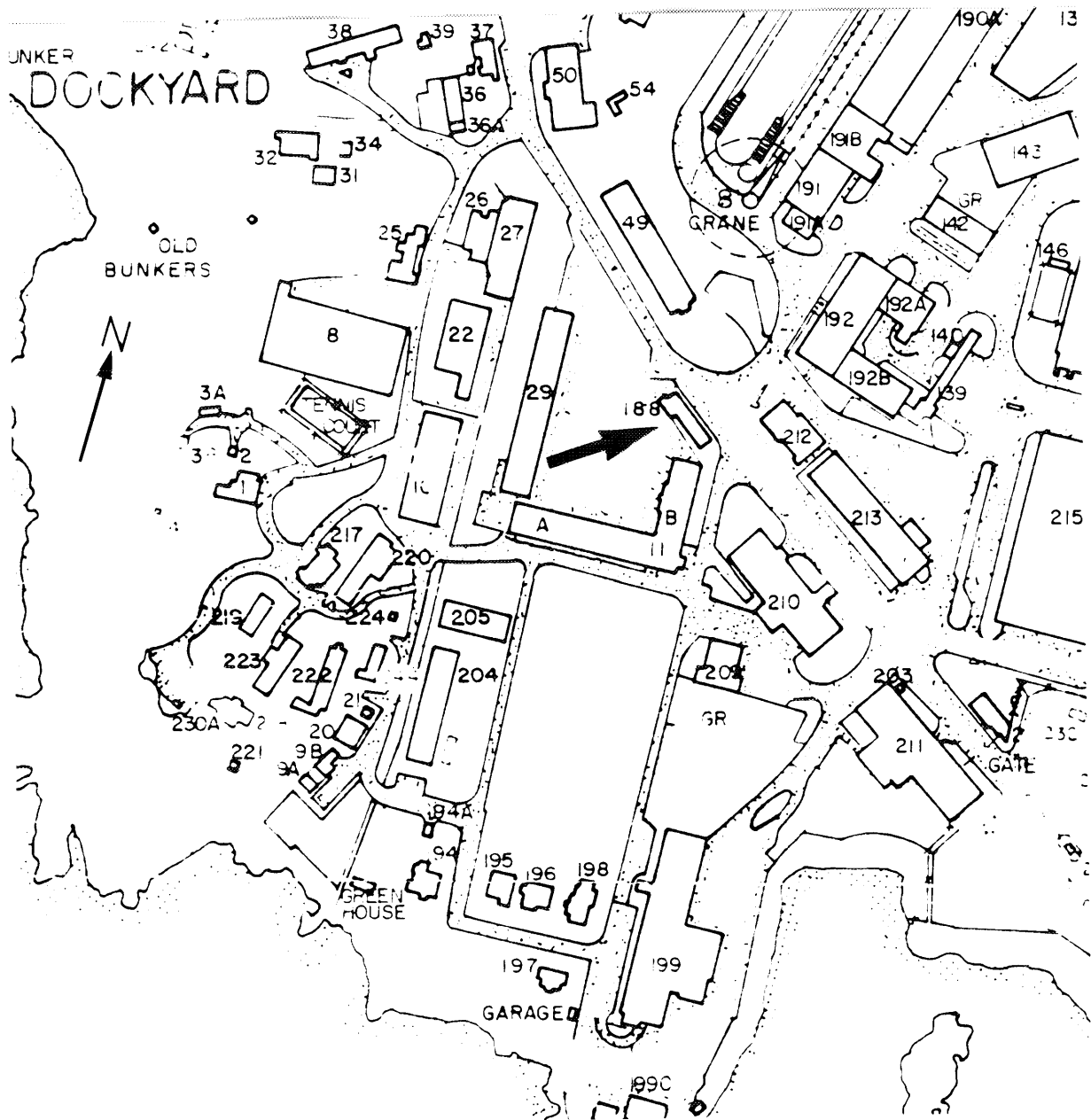
Landmark

Building D188 enjoys good visibility due to its prominent location at the intersection of two major Dockyard roads.

Endnotes

- 1 NA, RG 24, Vol. 11,908, File AE 33-105-3.
- 2 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2; Box 4057, File 9060-166/11, Vol. 2.
- 3 Department of National Defence Annual Report, 1937-38, p. 21.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D188, former gate house, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

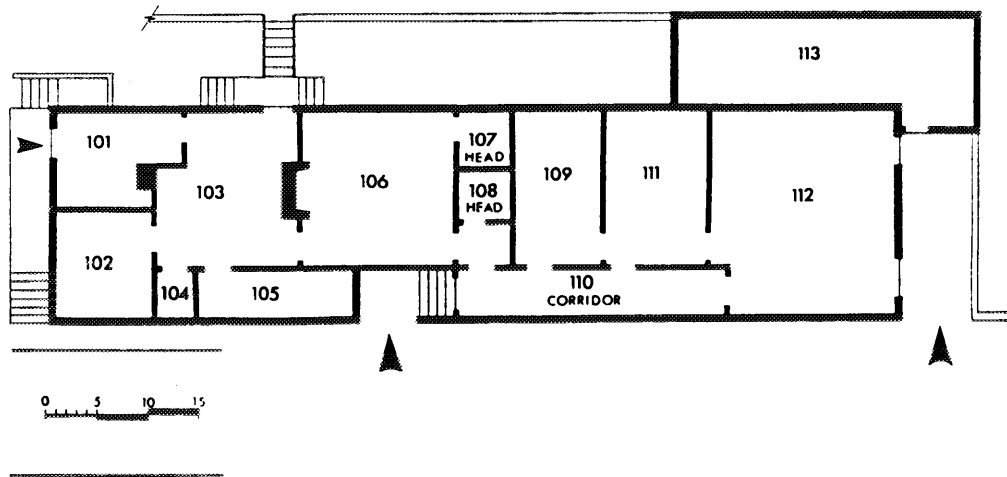


2 Building D188, eastern (main) and southern elevations, and adjacent building D11B. (Ian Doull, AHB, Parks, 1989.)

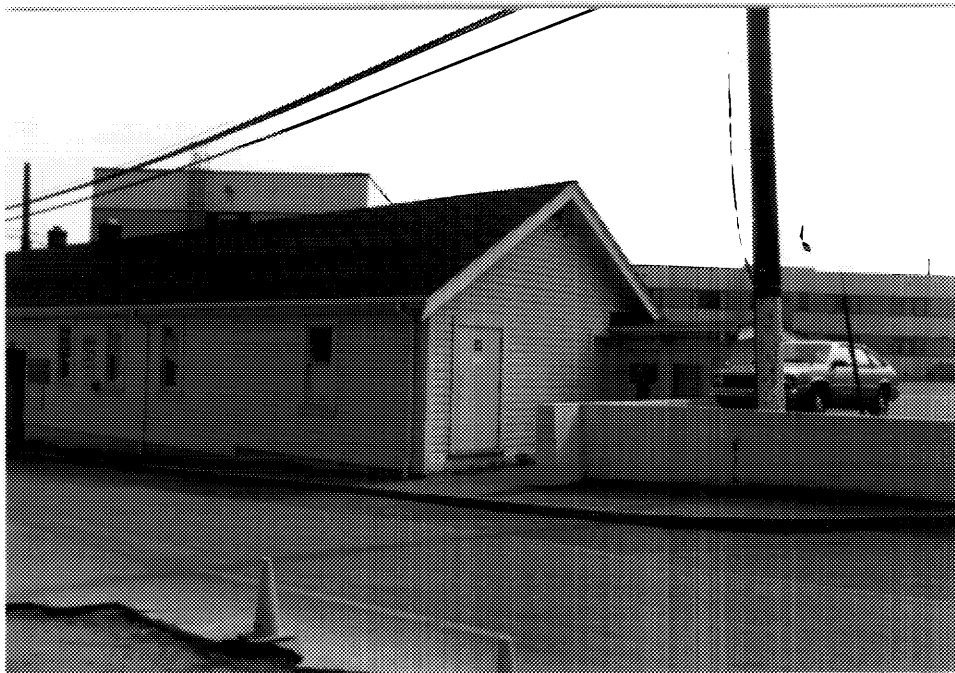


3 Building D188, western (rear) elevation, from raised parade square. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 4 Building D188, plan. (Stevenson Kellogg Report, Vol. 1, p. 370.)



- 5 Building D188, northern (end) elevation, raised parade square, building D11A. (Ian Doull, AHB, Parks, 1989.)

**Building D49 (Former HMCS Givenchy Offices and Wardroom,
1942)**

HISTORICAL ASSOCIATIONS

Thematic

Building D49 was constructed to house offices and the officers' wardroom of HMCS Givenchy, the name under which the Dockyard was administered during part of World War II.¹ Although the wardroom was subsequently transferred to other quarters, the building has continued to provide office space to the present day. Building D49 has therefore played an administrative, supporting role in relation to the principal Dockyard naval defence themes.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D49 was one of the large number of buildings erected during the first major World War II Dockyard expansion and construction boom which occurred in 1942.² It was one of two structures, together with the adjacent D50, built to provide additional office space. The land on which the building stands forms part of the precincts of the drydock, formally acquired by the naval service in 1938.³

ARCHITECTURE

Aesthetic Design

Building D49 is an elongated, rectangular, two-storey flat-roofed structure. Like buildings D11A-D11B and D29, the building is an example of the International Style. The principal elements

exhibited by building D49 include the smooth wall surfaces, flat roof, and ribbon-like bands encircling the building at the window levels - all of which impart a pronounced horizontality to the structure (Figures 2, 3). The building manages to be both distinctive and unobtrusive, of simple design but appropriate for the purpose and for the immediate surroundings. Changes have been made to the southern (side) elevation (Figures 4, 5), and the building has been reclad in a manner designed to simulate the original materials.

Functional Design

The interior plan was transformed during a structural rehabilitation of the building performed in the early 1980s.⁴ The original longitudinal corridors remain in the central areas on each floor, but new subdivisions have been created on either side and at the ends throughout (Figure 7).

Craftsmanship and Materials

Building D49 was constructed as a wartime temporary, but has remained in use to the present day and is now regarded as a permanent structure. The building was extensively rehabilitated in the 1980s, which included upgrading of building services, structural systems, and interior partitions. The original wood cladding was replaced with metal siding and new windows were installed,⁵ but care was taken to maintain the original aesthetic characteristics of both elements (Figures 4, 5).

Designer

Building D49 was designed by the RCN's Directorate of Works and Buildings, which by 1942 had assumed responsibilities for most naval designs from the Department of Public Works.⁶

ENVIRONMENT

Site

Building D49 is situated on the north side of Hospital Road and shares a larger, common site with the adjacent building D50. The site is well landscaped on all sides. The main elevation faces the road across a five-foot setback landscaped with shrubs, flower beds, and other plantings (Figure 2). The landscaping wraps around the (east) side elevation creating a wide sideyard area (Figure 3). The rear of the building features a parking area at the eastern end, beyond which stretches a landscaped lot (Figure 5). The (western) side of the site consists of a landscape sideyard shared with building No. D50, and is furnished with benches arranged in a small seating area (Figure 6). It is probable that the essential site layout - principal gardens, lawns, and setbacks - are original, and that details such as the furnishings are subsequent additions.

Setting

Building D49 is attractively and prominently sited on rising ground along Hospital Road (Figure 3). It is closely comparable in every significant detail with the adjacent building D50, and is readily identifiable as an integral component of the Hospital Road World War II grouping which includes buildings D50, D29, D11A-D11B, D210, and D211. The building partially screens the lower, industrial drydock area from Hospital Road. Its influence is enhanced by the large and spacious site, a rare feature in the crowded Dockyard.

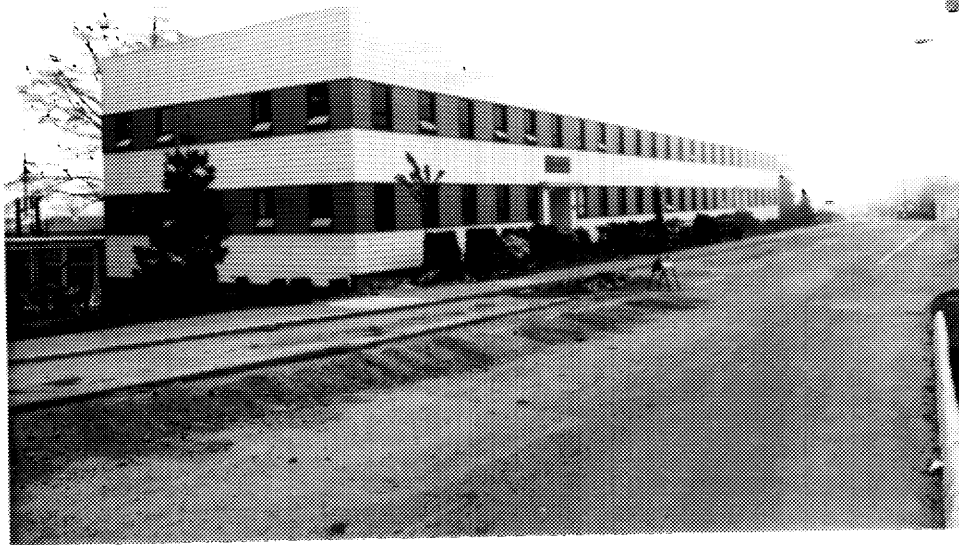
Landmark

Due to its proportions and its location on high ground, building D49 is one of the more highly visible structures on the middle section of Hospital Road.

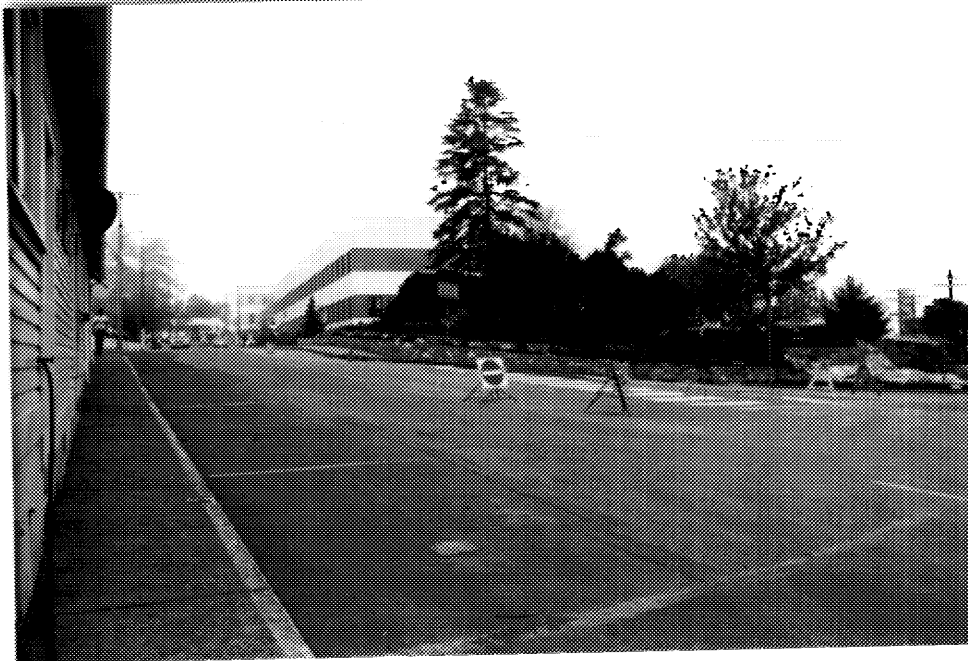
Endnotes

- 1 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 230.
- 2 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.
- 3 Department of National Defence Annual Report, 1937-38, p. 21.
- 4 S.M. Ross, in conversation with the author, 8 June 1990.
- 5 S.M. Ross, in conversation with the author, 3 May 1989.
- 6 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," pp. 30-31.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D49, main (western) and side elevations. (Ian Doull, AHB, Parks, 1989.)



3 Building D49, looking northward along Hospital Road from building D188. Note landscaping. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

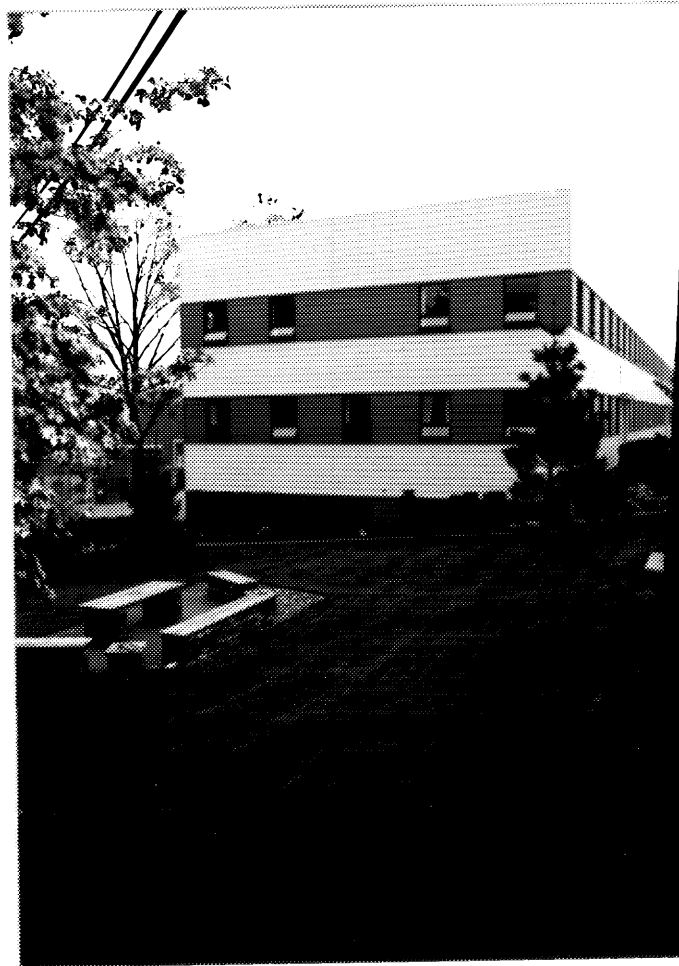


4 Building D49, eastern elevation as completed, before landscaping, October 1942. (NA, PA-176362.)



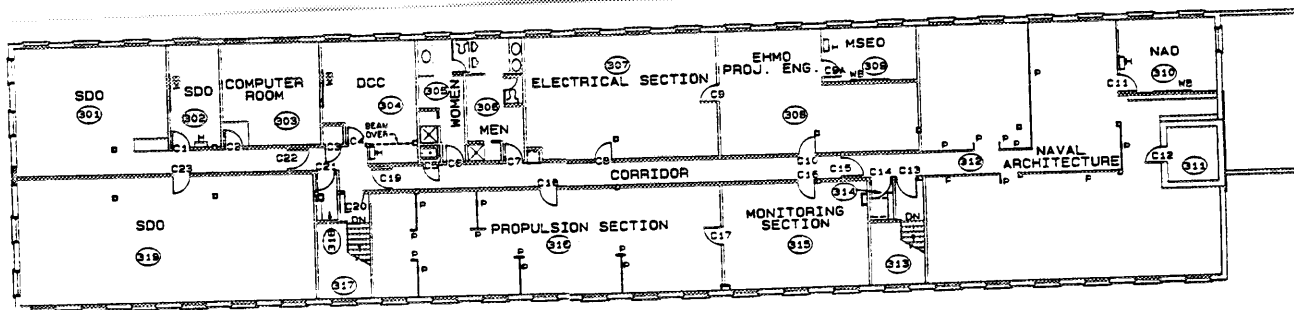
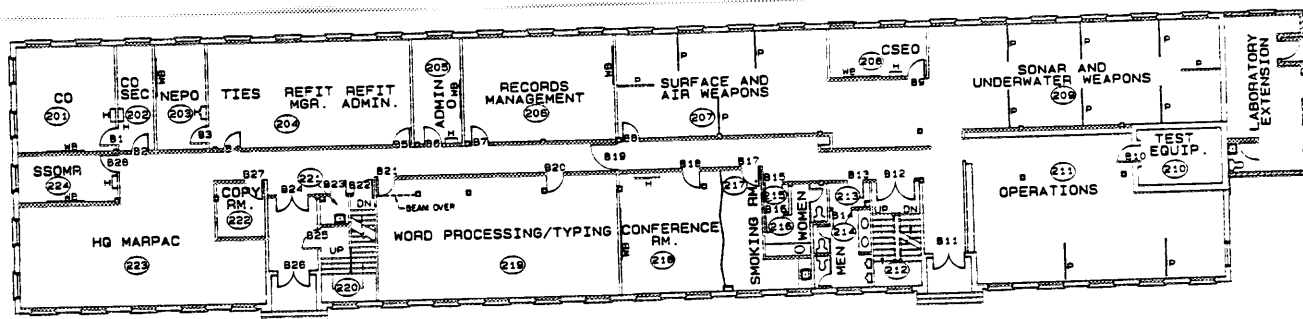
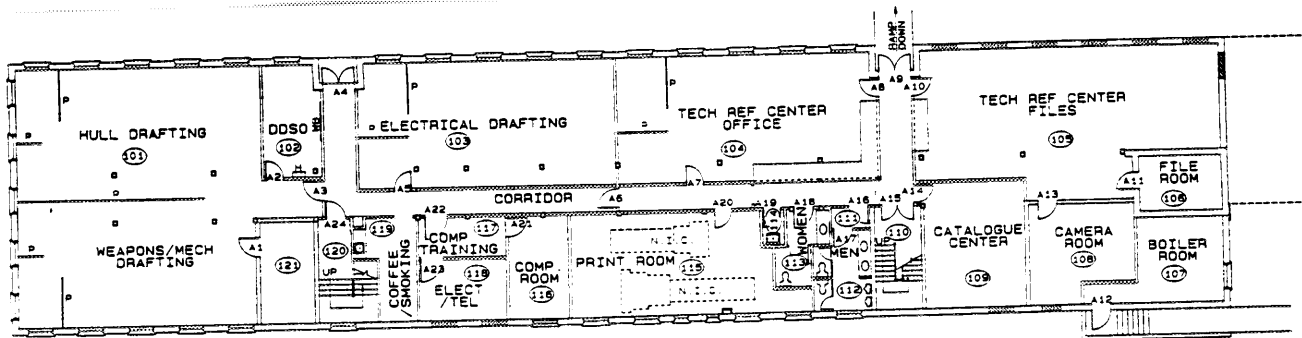
5 Building D49, eastern elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D49, western elevation
and landscape features.
(Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D49, plans. (CFB Esquimalt.)

Building D50 (Former Naval Superintendent's Office, 1942)¹

HISTORICAL ASSOCIATIONS

Thematic

Building D50 was constructed as an office building to house some of the additional administrative activities which developed at Esquimalt during World War II. It thus played a support, or secondary, role in relation to major Dockyard naval defence themes. The building's first occupant was the Engineer Superintendent of the Dockyard, a position created in 1942 during the administrative reorganization of the naval base. The officer was responsible for all ship repairs carried out in the yard.² Building D50 has housed a succession of administrative offices to the present day.

Person/event

No persons or events of historical significance are associated with this building.

Local Development

Building D50 was one of a large number of buildings constructed during the first large-scale Dockyard World War II expansion and building boom, which occurred in 1942.³ It was one of two large structures, together with the adjacent building D49, which were built to provide additional office space (Figure 1). The land on which the building stands straddles the original Royal Navy Dockyard boundary.

ARCHITECTURE

Aesthetic Design

Building D50 is a rectangular, three-storey, flat-roofed

structure. Like buildings D11A-D11B, D29, and D49, this building constitutes a basic but effective example of the International Style. The principal stylistic elements represented in building D50 include the ribbon-like bands encircling the building at the window levels (Figures 2-5), and the smooth wall surfaces broken only by the stairwell block. The resulting building is, like D49, both distinctive but unobtrusive, and appropriate to the use and surroundings. It represents a closer adaptation of the style than the Pleasantville barracks, with which the FHBRO is familiar (FHBRO Report 86-16). Few changes are apparent to the exterior apart from alterations to the main stairway (Figures 2, 5) and the addition of a lean-to shelter on the south side (Figure 2).

Functional Design

The existing plan largely reflects the original configuration (Figure 6). The ground floor features a large open office to the east of the main entrance, with the balance of the area occupied by rooms and suites situated on both sides of a central corridor. The second floor features a more symmetrical arrangement of centre corridor and offices. The third floor contains a short central corridor with large offices at each end. Building D50 is in poor structural condition, and in all probability will be replaced.⁴

Craftsmanship and Materials

Building D50 was probably sufficiently well constructed to serve the needs of the 1940s, but was inadequate to withstand the heavy structural loads associated with its later building uses. The exterior features the original clapboard and vertical board siding.

Designer

Building D50 was designed by the RCN's Directorate of Works and Buildings.⁵

ENVIRONMENT

Site

Building D50 is situated on the eastern side of Hospital Road, on a large common site it shares with building D49. The main elevation faces the roadway across a 10-foot setback which features gardens and other plantings (Figure 2). The lawn wraps around the southern (side) elevation and forms a common sideyard area with D49. The area is furnished with benches. The rear of the site extends downhill as a wooded terrace (Figure 4); the area is occupied by a small "L"-shaped gardeners' stores and greenhouse (building D54). Some small industrial structures which stood here until the late 1940s have been removed, as has the small residence of the RCMP's local commanding officer.⁶ Subsequent changes have probably involved the enhancement of the park-like landscape features.

Setting

Building D50 represents the westernmost extent of World War II construction along Hospital Road (Figure 2). It marks the termination of the elongated, semi-dispersed grouping of similar wartime structures which extends from the Dockyard gates toward Duntze Head (Figure 1). The building also serves as an effective gateway between the Canadian-built section of the Dockyard and the original Royal Navy compound.

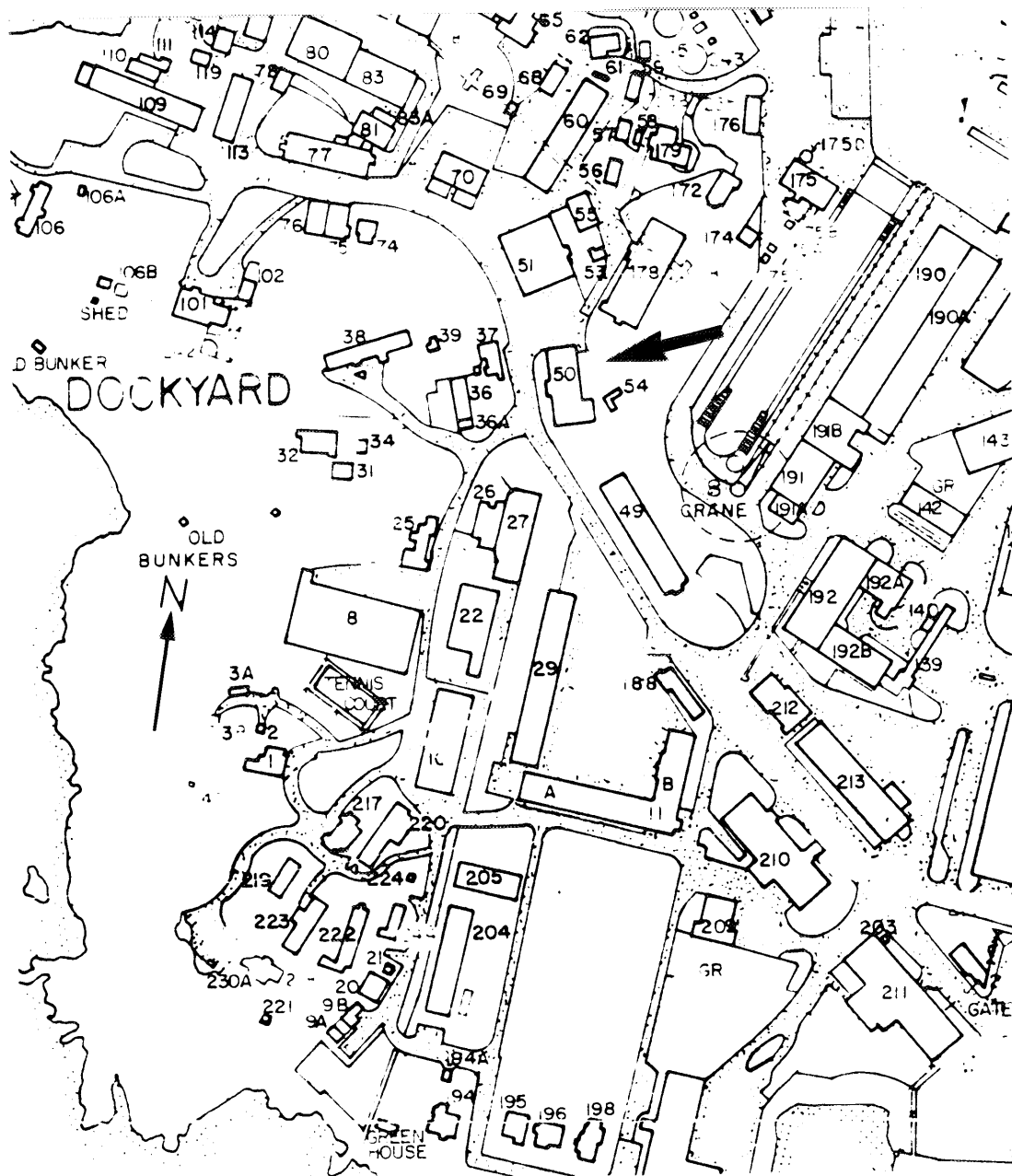
Landmark

Building D50 enjoys good visual prominence on Hospital Road, both from the British- and Canadian-developed sections of the Dockyard.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.
- 2 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 230.
- 3 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.
- 4 S.M. Ross, in conversation with the author, 8 June 1990.
- 5 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," pp. 30-31.
- 6 NA, RG 24, Vol. 11,908, File AE 33-105-3, and 1942 Dockyard map, courtesy CFB Esquimalt.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D50, former Naval Superintendent's Office, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

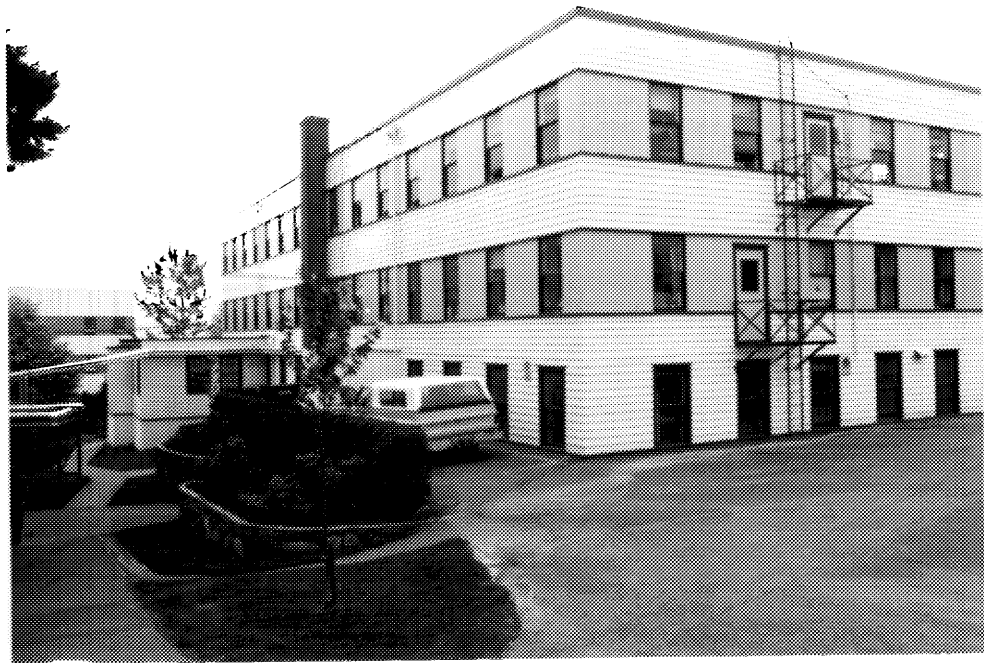


2 Building D50, main (west) and side (south) elevations; building D51 is visible at the left. (Ian Doull, AHB, Parks, 1989.)



3 Building D50, main and side (north) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D50, side (north) and rear (east) elevations. (Ian Doull, AHB, Parks, 1989.)



5 Building D50, west and south elevations, October 1942. (NA, PA-176360.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D50, second- and third-storey plans. (Stevenson Kellogg Report, Vol. 1, pp. 90, 92.)

Building D54 (Greenhouse and Gardeners' Stores, ca. 1945-49)

HISTORICAL ASSOCIATIONS

The origins of these small joined structures are somewhat obscure. Although National Defence records indicate a 1930 construction date, a building of comparable size first appears on the site in 1942,¹ and the structure only assumes its present configuration in the 1945-1949 period (Figure 1).² Its origins and functions bear no relationship with naval defence themes. Uncertainty over the building's date make it difficult to associate it with a phase of local development, but it was probably built during the early post-war period when a few minor structures were added to the Dockyard.

ARCHITECTURE

The "L"-shaped greenhouse-stores building consists of a rectangular, gabled glass greenhouse (Figure 2) and an attached wooden lean-to shed (Figure 3). The components have no interior subdivisions. The greenhouse rests on a concrete base (Figure 4), and the shed is clapboard-clad; both appear to be in good condition and seem to have been well constructed. The designer is unknown.

ENVIRONMENT

The flat site is defined by a stone retaining wall and concrete pathways (Figure 2), and is situated in a shaded, park-like landscaped area enclosed by buildings D50 and D178.

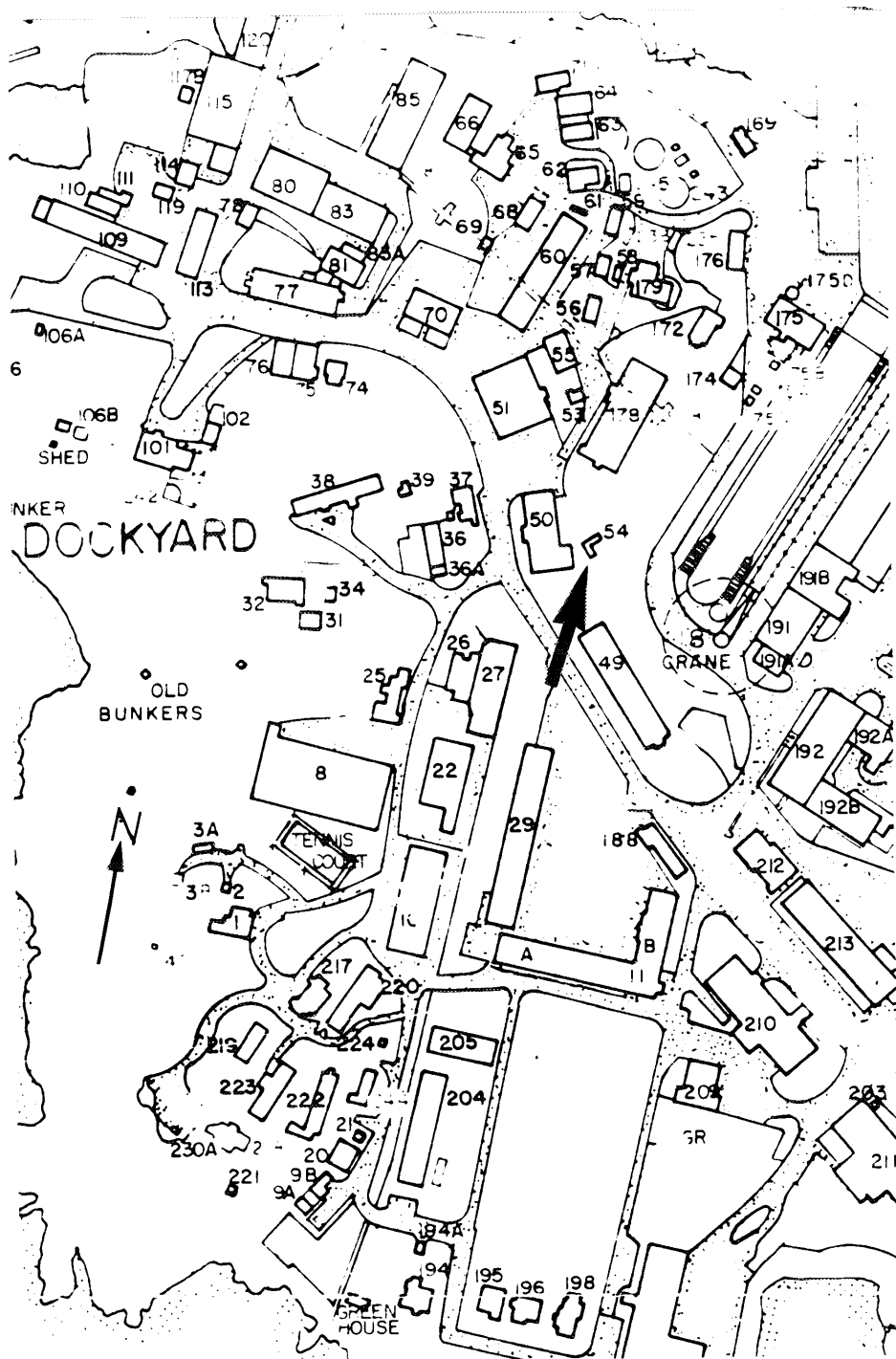
The structure itself functions as a site feature of building D50.

The building contributes positively to the pastoral atmosphere of this small, secluded area. The greenhouse-stores is virtually invisible from outside the greater site, except through the small vista looking west from the end of the drydock.

Endnotes

- 1 Dockyard map, 1942, courtesy CFB Esquimalt.
- 2 NA, RG 24, Acc. 83-84/167, Box 4057, File 9060-166/11, Vol. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

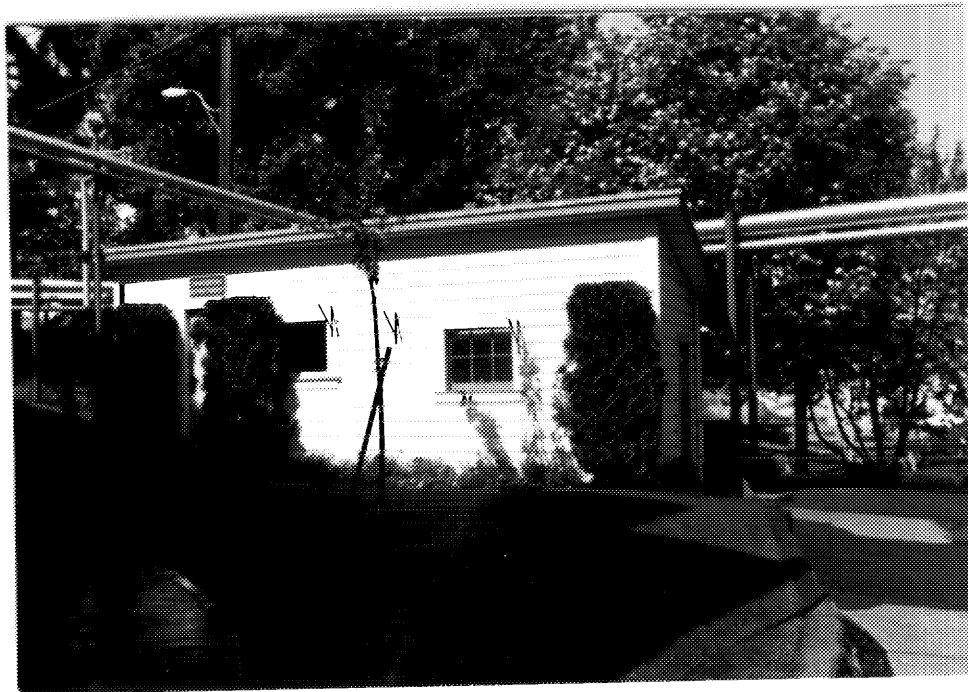


1 Building D54, greenhouse and gardeners' stores, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

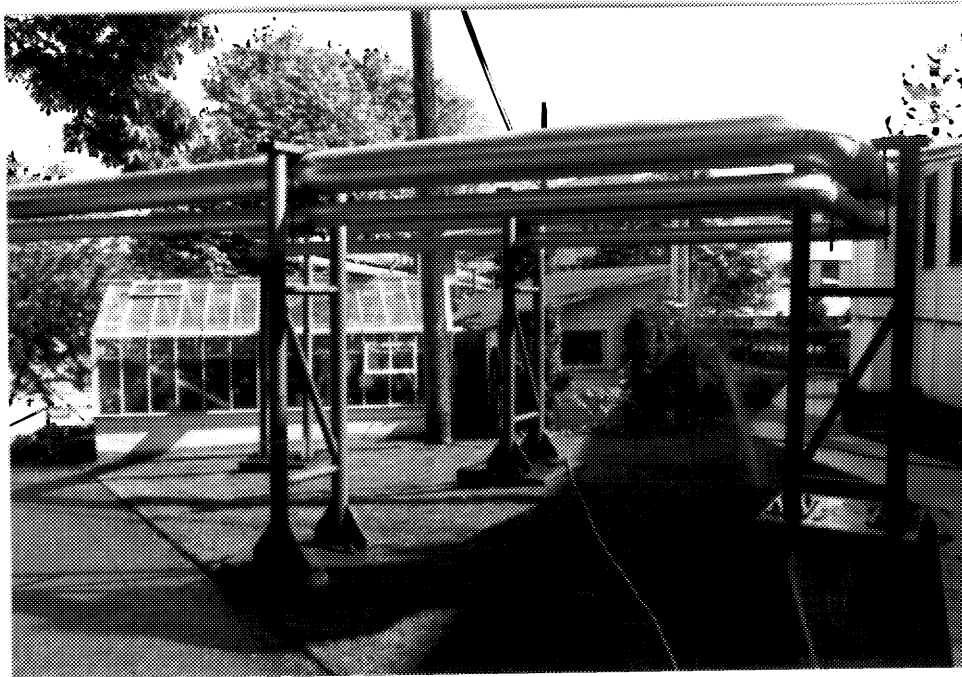


2 Building D54, with building D50 in background. (Ian Doull, AHB, Parks, 1989.)



3 Building D54, clapboard shed. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D54, site features. (Ian Doull,
AHB, Parks, 1989.)

**Building D178 (Barracks, Recreation, Canteen, and Office
Building, ca. 1943)**

HISTORICAL ASSOCIATIONS

Building D178 (Figures 2-5) is one of several large wartime temporaries constructed at the Dockyard during World War II. It has housed a number of Dockyard support functions but was not directly associated with the major naval defence themes. The building was constructed as a barracks and mess hall for the Dockyard Mechanical Training Establishment, and later during the war became a canteen, library, and recreational centre.¹ It continues to house a canteen and offices.

Building D178 was built during or immediately following the first major wartime Dockyard expansion phase, during which many other structures both temporary and permanent were completed.

ARCHITECTURE

Building D178 is a one-storey, flat-roofed, clapboard frame structure (Figures 2-4). Foundation posts concealed behind dropped board-and-batten siding support the building on its sloping site (Figure 3). There are three raised entrances on the main (west) elevation, one of which is enclosed (Figures 2-4). Fenestration consists of paired sash windows. The building exhibits no particular stylistic qualities or distinguishing elements. The original floor plan is not known, but the current plan divides the area into roughly even areas for canteen and office use (Figure 6). The structure of the building is in deteriorating condition.² The designer is unknown.

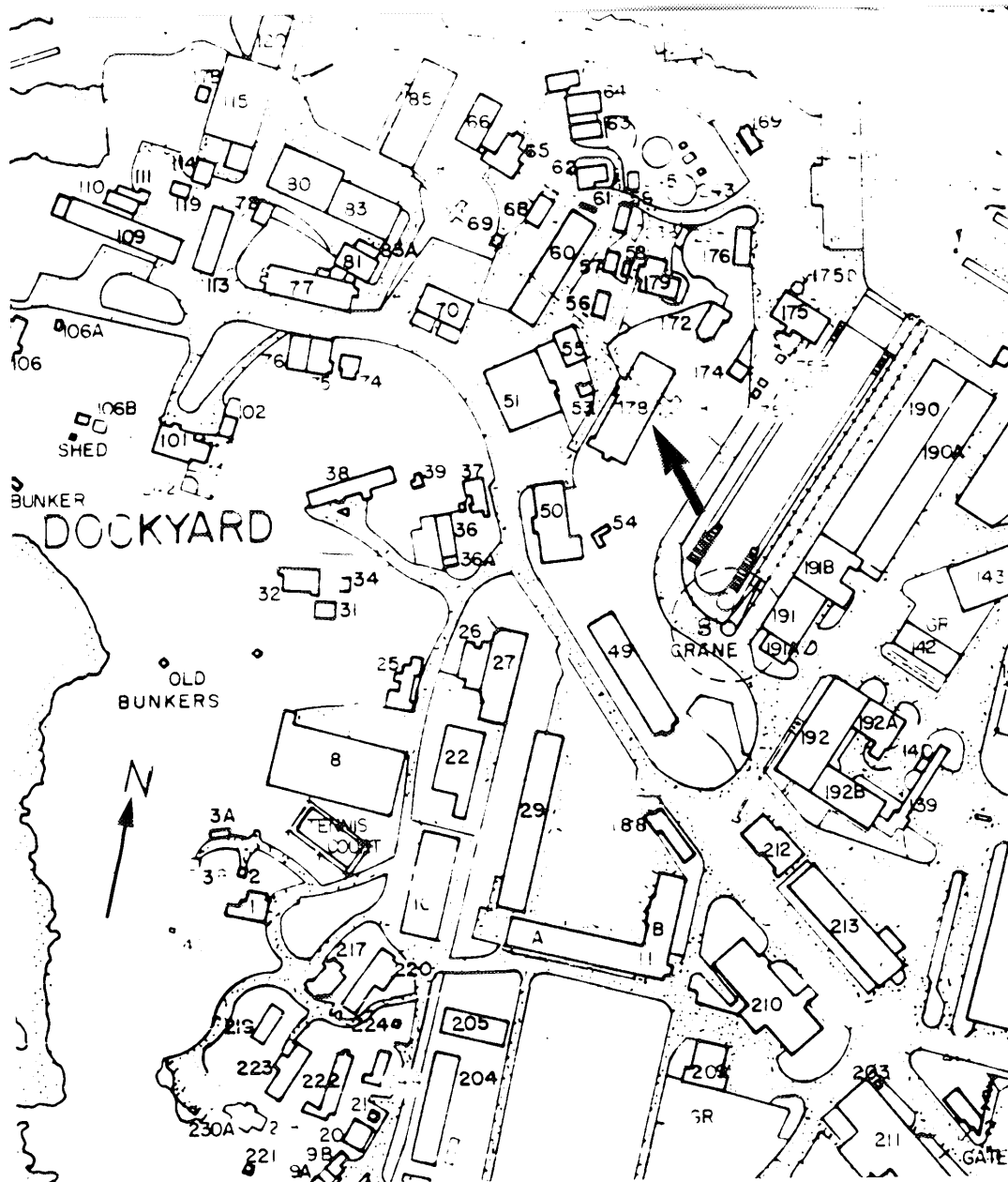
ENVIRONMENT

Building D178 stands on an irregularly shaped, steeply sloping site in a transitional area between the British and Canadian sections of the Dockyard. The main elevation faces an open, paved yard at the southern end of the former Works Department area (Figure 7). Some plantings and other landscaping are found near the southern end (Figure 3). The rear elevation stands at the edge of a steep cliff which drops down to the drydock area (Figure 5). The end elevations each face sloping pathways which lead to adjacent structures. Building D178 contrasts with the surrounding brick buildings immediately to the west. It is visible from the drydock area to the east, but is obscured from Hospital Road by adjacent buildings.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9060-112/2.
- 2 S.M. Ross, in conversation with the author, 8 June 1990.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

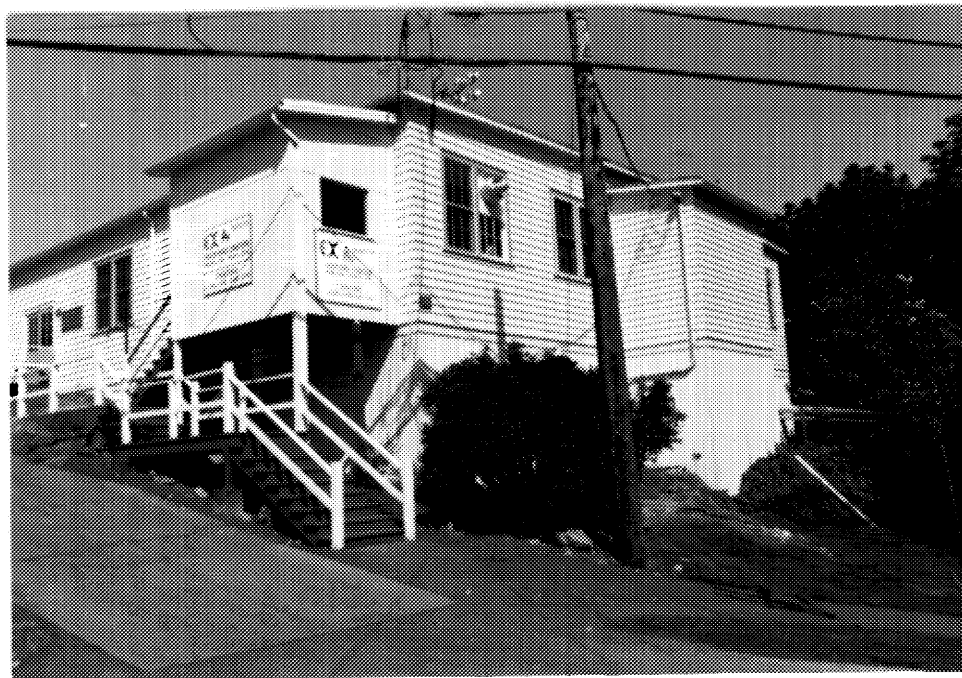


1 Building D178, former barracks, canteen, and recreation building, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D178, main (western) elevation,
northern end. (Ian Doull, AHB, Parks, 1989.)



3 Building D178, main and side (southern)
elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

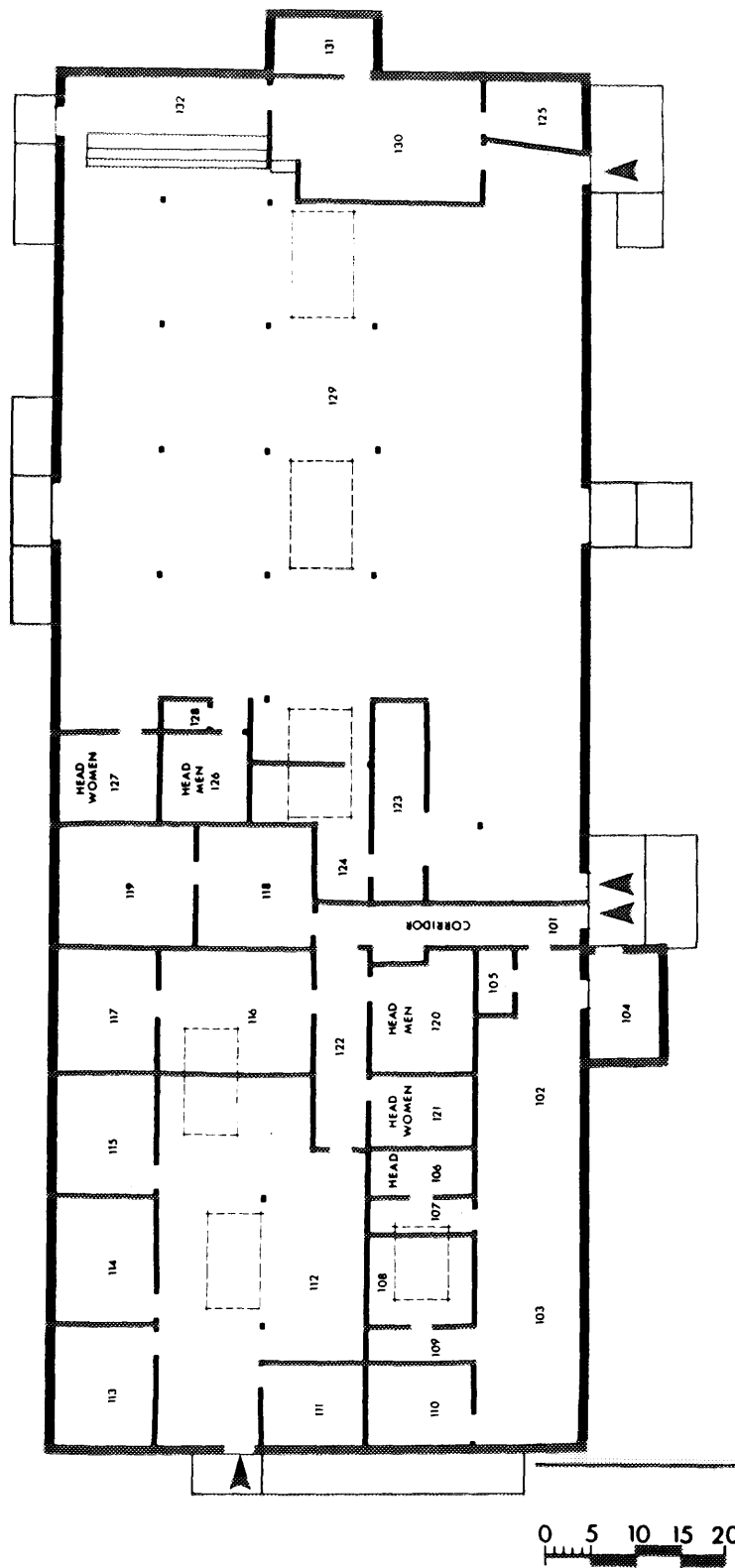


4 Building D178, main elevation, looking south to building D50. (Ian Doull, AHB, Parks, 1989.)



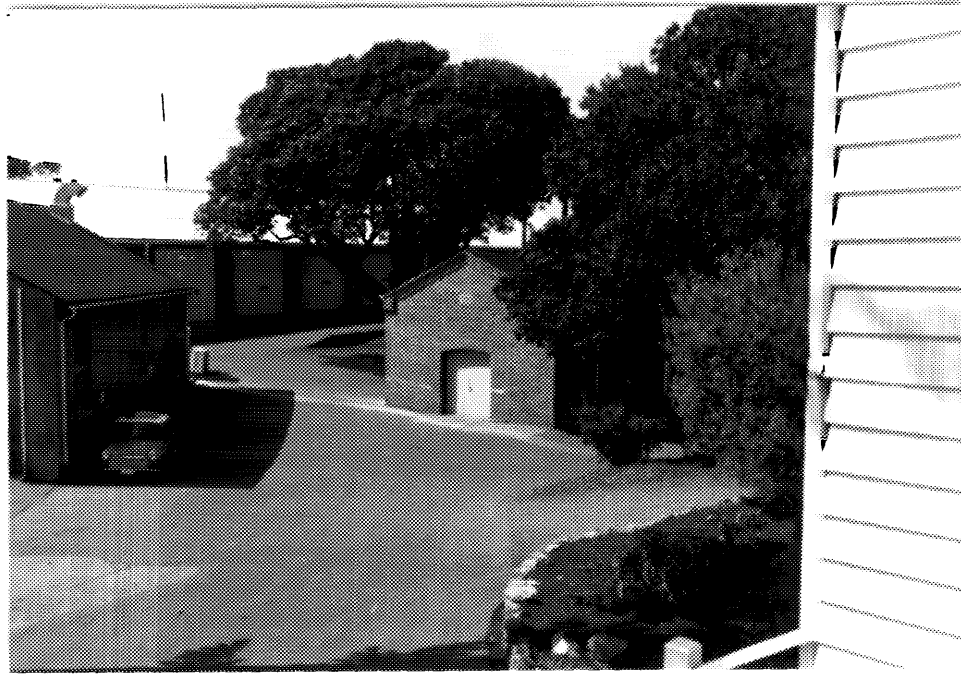
5 Building D178, rear (eastern) elevation, from vicinity of drydock. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



6 Building D178, floor plan.
(Stevenson Kellogg Report, Vol. 1,
p. 355.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 View from northeastern entrance of building D178 toward southern end of Royal Navy Works Department, showing RN buildings D55, D60, D56. (Ian Doull, AHB, Parks, 1989.)

Building D179 (Former Radio Telegraph Workshops, 1917)¹

HISTORIC ASSOCIATIONS

Thematic

This building was constructed as a workshop by the Radio Telegraph Branch of the Department of Marine and Fisheries.² Thus, although it originated within the naval service ministry, it bears little relationship with the naval defence theme. It was taken over by the RCN in the 1930s, and during World War II was used for shop and classroom space. It now houses workshops and a tool crib.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D179 was constructed as one of several governmental structures on Department of Public Works drydock property, adjacent to the original Dockyard. It was one of only two permanent structures on the site, in addition to the drydock pumphouse (D175). Building D179 was taken over by the RCN in ca. 1935 when the drydock was transferred from the DPW to the naval service.³ The Dockyard boundaries were subsequently expanded to incorporate these facilities. Building D179 and the drydock are the only remaining buildings to illustrate this expansion phase (Figure 2).

ARCHITECTURE

Aesthetic Design

Building D179 is a utilitarian, two-and-one-half-storey gabled "L"-shaped structure. It possesses few decorative elements, but

derives a modest visual distinction through the regular placement of windows and doors, which on the main (east) elevation create a suggestion of residential design (Figure 3). This is reinforced by the use of dormers on the side elevations (Figures 4, 5). The rear, single-storey section features large, regularly spaced windows which suggest a light industrial shop use (Figure 4). All ground-floor windows have large stone lintels. The sloping site exposes the foundation on the main elevation so that the main door is reached by an exterior stairway leading to an open gabled porch (Figure 3).

Functional Design

Building D179 has a partial basement extending under the eastern section, with both inside and outside access. The ground storey is divided into three sections (Figure 7). The easternmost section contains a number of small rooms on either side of the central hall. The balance of the floor contains two large rooms, one of which has a mezzanine and an access door to a rear shed. An open second storey with a small room partitioned off extends over the eastern section.

Craftsmanship and Materials

Quality craftsmanship is indicated by the continued good condition of the building. It is a masonry structure, resting on a concrete block foundation, with a wood frame interior.

Designer

Building D179 was designed by the Department of Public Works.⁴

ENVIRONMENT

Site

Building D179 stands on a steeply sloping site and is surrounded

by an irregularly shaped paved parking and circulation area (Figures 4, 6). Grass strips line the lower walls. The principal change is provided by building D58, which was moved to within a few feet of the rear wall in the 1950s. Building D172 was also a subsequent addition, situated a short distance to the south (Figures 1, 2).

Setting

Building D179 stands immediately outside (east) of the original Dockyard boundary, in the transitional area between the upper and lower Dockyard (Figures 1, 2, 6). Its distinctive massing and light coloured brick identify it as of a later generation than the Royal Navy buildings to the west, and of a different period from the World War II frame structures D178 and D172 to the south and east.

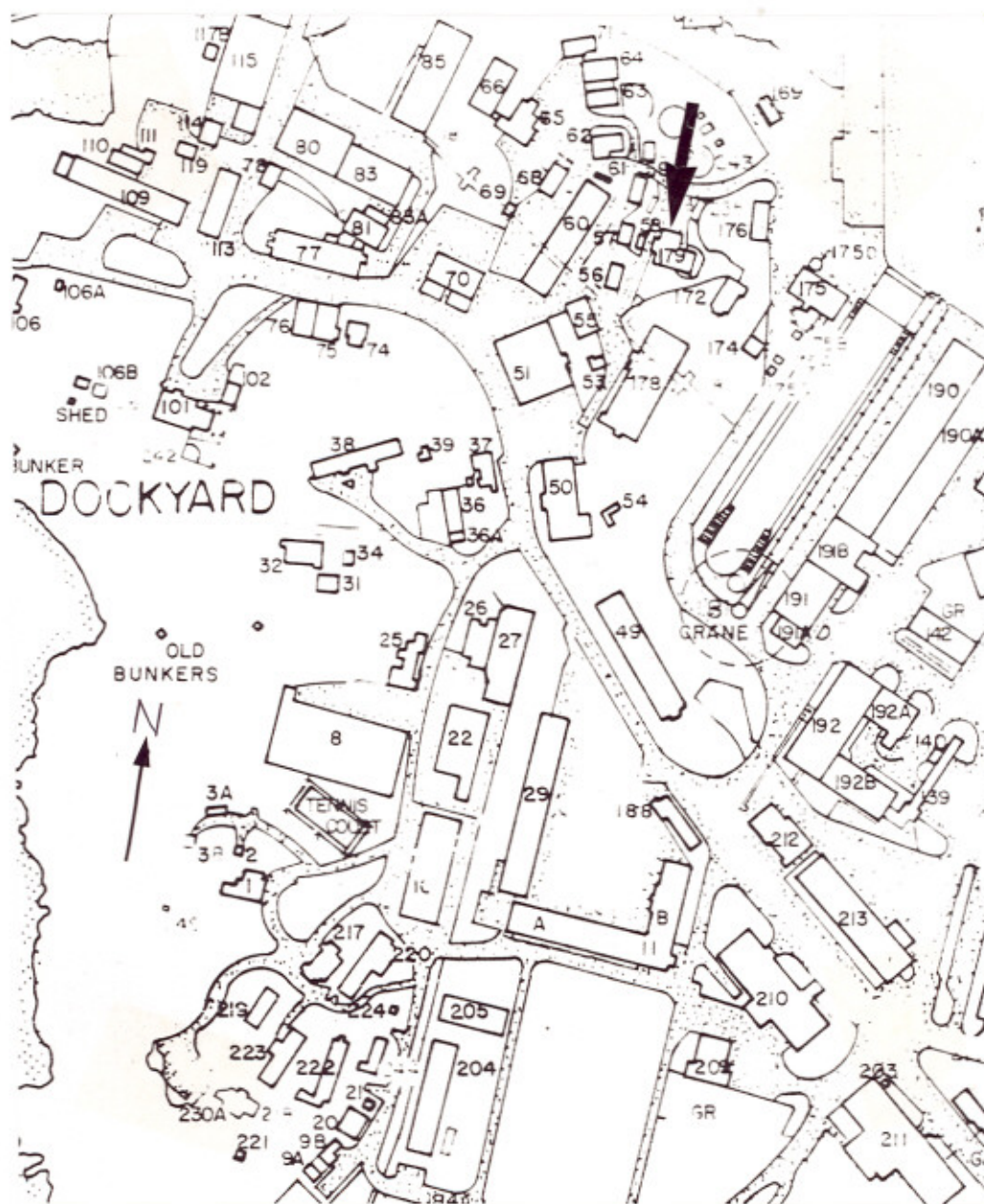
Landmark

This building is visually obscured by the former Works Department structures on higher ground to the west, and by landscape and topographical features to the east. It is partially visible from the western side of the drydock.

Endnotes

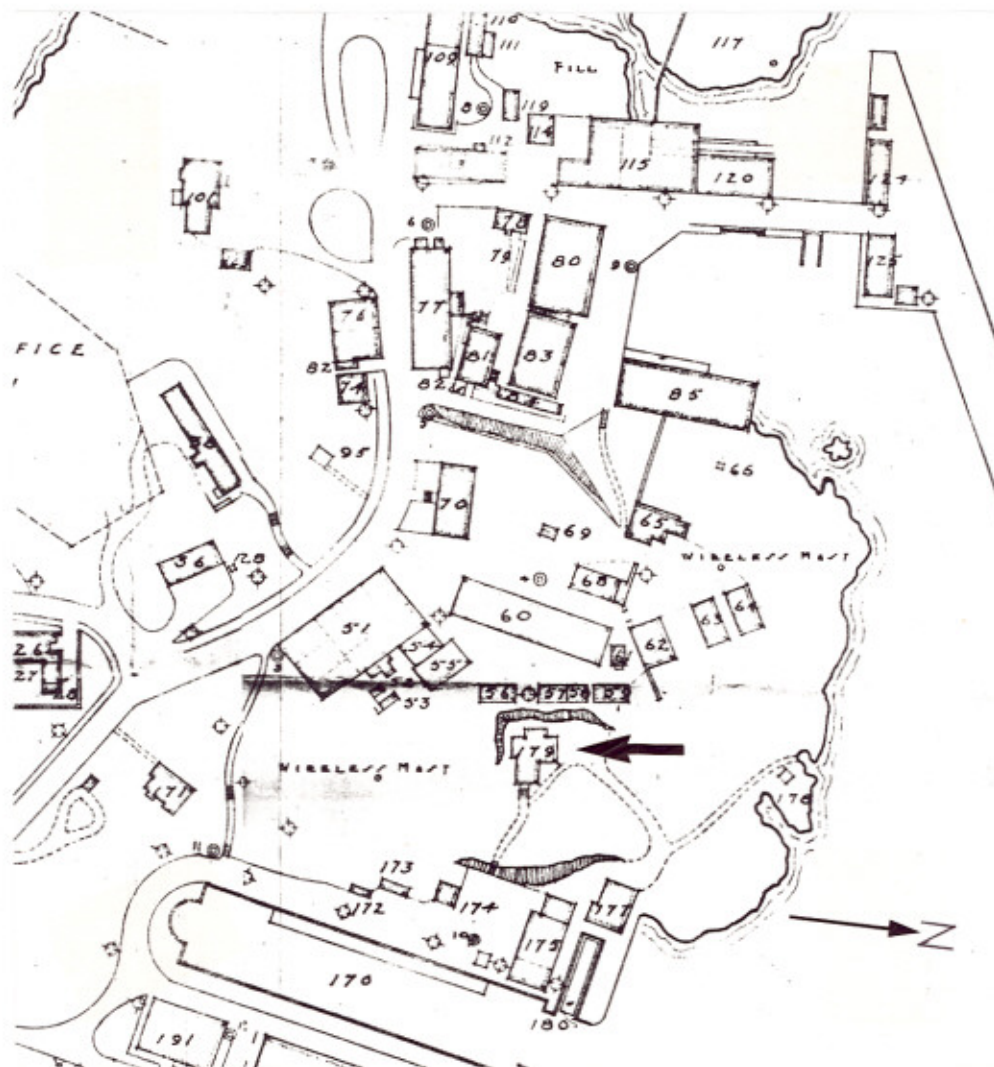
- 1 Although current DND property records provide a 1900 date, archival documents provide a date of 1917. NA, RG 24, Vol. 11,908, File AE 35-105-3.
- 2 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," p. 26.
3. NA, RG 24, Vol. 11,849, File 16-11-1.
- 4 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," p. 26.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D179, former radio telegraph workshops, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D179, site in 1940. (NA, RG 24, Vol. 11,908, File AE 35-105-3.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



3 Building D179, main (eastern) elevation.
(Ian Doull, AHB, Parks, 1989.)



4 Building D179, side (south) and rear (west)
elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

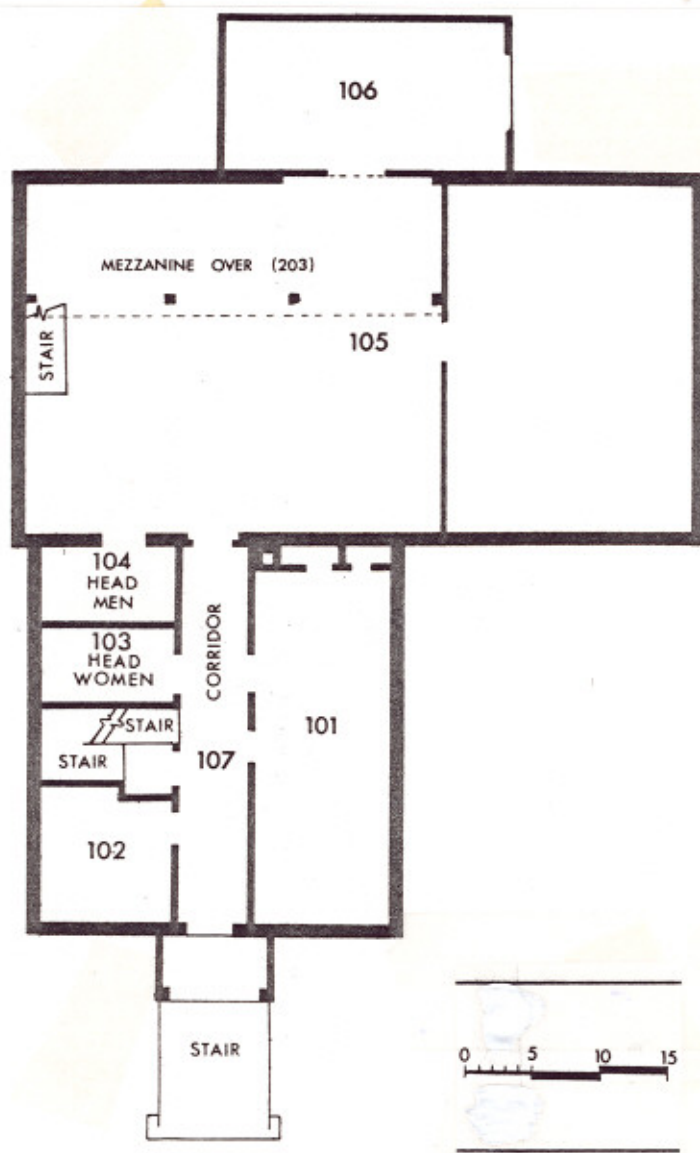


5 Building D179, side (northern) elevation.
(Ian Doull, AHB, Parks, 1989.)



6 Building D179, showing RN Works Department
buildings D59, D62. (Ian Doull, AHB, Parks,
1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



7 Building D179, main floor plan.
(Stevenson Kellogg Report, Vol. 1,
p. 362.)

Building D172 (Drydock Washroom, 1945)

HISTORICAL ASSOCIATIONS

This structure bears no relationship to naval defence themes. It is one of a number of such amenities built in the Dockyard over time, in this case to serve drydock work crews.¹ It now serves naval officers and ratings. The 1945 construction date places the building outside of the major wartime development phases of the Dockyard.

ARCHITECTURE

Building D172 is a strictly utilitarian one-storey, rectangular, flat-roofed structure (Figures 2, 3). Its main elevation features two doors and several narrow, horizontal windows placed high up on the walls (Figure 2). The interior is divided into two sections, one each for officers and ratings, with no interconnection between the two (Figure 4). Each contains showers and washrooms. The frame building is stucco-clad, and although apparently sound structurally, appears to be somewhat neglected. The building has no known designer.

ENVIRONMENT

Building D172 shares a common site with D179, which is situated a short distance to the rear (west) (Figures 1, 3). The site forms a terrace between the drydock level and the elevated area of the former Works Department (Figure 2). The front faces a large terraced lawn which descends to the drydock area and is traversed with concrete stairs leading to the main door. The rear (west)

faces the unpaved circulation area of building D179. Each side elevation faces an overgrown sideyard area. Few changes are likely to have taken place. Building D172 is one of several small, poorly maintained service buildings situated in a generally neglected area near the northwest corner of the drydock. Due to the building's low physical profile it is visible only from D179 and from the northern part of the drydock.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D172, drydock washroom, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

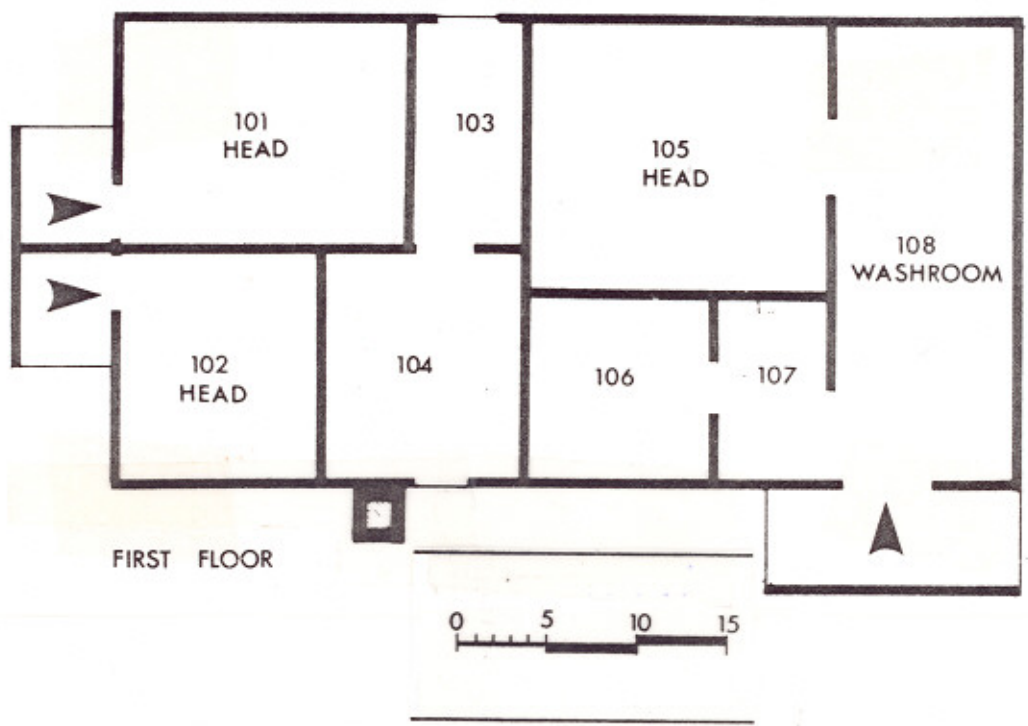


2 Building D172, main (eastern) elevation.
(Ian Doull, AHB, Parks, 1989.)



3 Building D172, rear (western) elevation.
(Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D172, interior plan. (Stevenson Kellogg Report, Vol. 1, p. 337.)

Building D174 (Washrooms, 1945)

HISTORICAL ASSOCIATIONS

This building was constructed to serve civilian Dockyard and drydock workers, and is not associated with any naval defence themes.¹ Its construction date of 1945 places it outside of any major Dockyard development phases. The building continues to function as a washroom.

ARCHITECTURE

Despite its utilitarian nature, building D174 features a few aesthetic elements; modest distinguishing features include the symmetrical arrangement of doors and windows on the main (east) elevation, the recessed panel below the roofline, slightly projecting cornice, and the projecting corner posts (Figure 2). The building contains five rooms of various sizes, each with its own exterior door and with no interconnections (Figure 3). The structure is of concrete block construction, and appears to be in generally good condition. The building has no known designer.

ENVIRONMENT

Building D174 stands on the paved roadway which partially encircles the drydock. Its rear (west) elevation faces the base of the hillside which rises to the upper Dockyard (Figure 2). Few if any site changes have occurred. Building D174 is one of a number of small- to medium-sized service structures situated on the northwestern side of the drydock. It is visible only from the drydock area.

Endnotes

- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

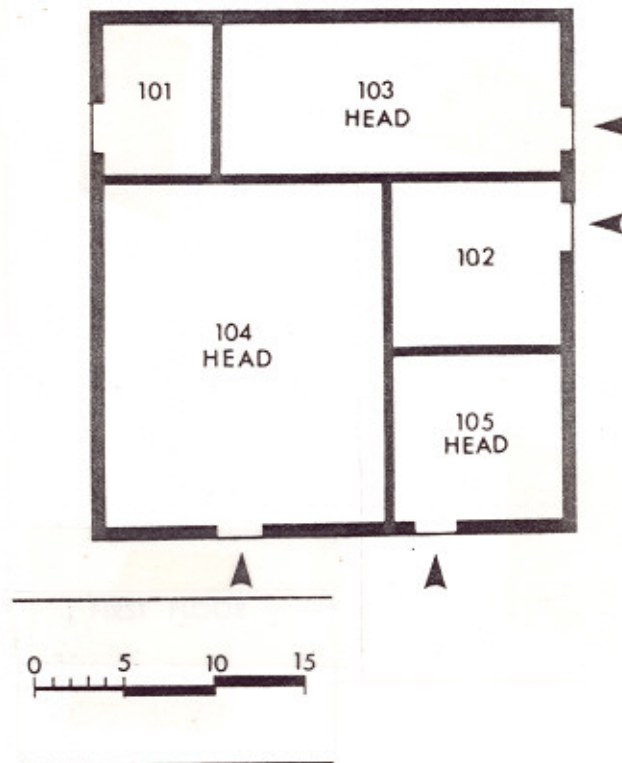


- 1 Building D174, washrooms, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 2 Building D174 main (east) and side (north) elevations; note buildings D178, D172, above left and right. (Ian Doull, AHB, Parks, 1989.)



- 3 Building D174, plan. (Stevenson Kellogg Report, Vol. 1, p. 341.)

Building D175 (Drydock Pumphouse, 1885¹)

HISTORICAL ASSOCIATIONS

Thematic

The Esquimalt Dockyard pumphouse (with the associated drydock) is directly associated with several historical themes, including naval defence and the development of west- coast merchant shipping. A pledge to construct the facilities was included in the Terms of Union of British Columbia with the Dominion of Canada in 1871.²

The completion of the pumphouse and drydock in 1887 ended the reliance of the Royal Navy on drydock facilities situated hundreds of miles away, near San Francisco. The construction of the Esquimalt pumphouse and associated facilities was planned as a provincial project, with Dominion government and Admiralty support, and subject to approval by Admiralty engineers. Begun in 1876, technical and contractual problems delayed the work. The project was ultimately taken over by the Dominion government in 1884. Construction recommenced in 1885, the year the pumphouse was built. When completed, the pumphouse and associated structures - now the oldest such facilities on the North American Pacific coast - were owned and operated by the Department of Public Works.³

From 1927 until 1945 the pumphouse stood idle, except for use as a storage building, while the drydock was deactivated and used as a tidal refitting basin. At the end of World War II new pumps were installed in the pumphouse and the drydock was recommissioned. The pumphouse and drydock are now in continuous use by the ship repair unit of the Dockyard.

Person/Event

No persons or events of historical significance are associated with the pumphouse.

Local Development

The pumphouse was constructed on vacant land situated outside Admiralty property, between the Dockyard and the Thetis Island wharf and coal sheds. In 1934, ownership of the pumphouse and drydock property, including several adjacent buildings, was transferred from the Department of Public Works to the naval service.⁴ The Dockyard boundaries were expanded to encompass the property in 1938.⁵

ARCHITECTURE

Aesthetic Design

The drydock pumphouse is a one-storey structure consisting of three attached gabled units (Figures 3, 4). The end windows and doors feature rounded arches with keystones (Figures 4, 8); the side windows possess flat arches with rusticated stone sills and lintels (Figure 5). The corners are quoined, and the building stands on a widened base of rusticated stone (Figure 8). In 1945 the roof was raised to its present height by the addition of concrete blocks to the existing walls.⁶ The original roof details of finials, bargeboards, and brackets, were removed (Figures 2, 4). The original wall material, except for a few stones within the gable ends, remains (Figure 5). The effect has been to alter the original attractive balance of the building, and its breadth-to-height proportions. The 90-foot chimney was lowered by 15 feet in 1968, apparently for safety reasons.⁷

The original general detailing and arrangement of structural openings are comparable to those of the Kingston drydock

pumphouse, built in 1889.⁸ The Kingston building is arranged with its three mechanical rooms in linear fashion, rather than side-by-side as in the Esquimalt example (Figure 11).

Functional Design

As originally designed, the pumphouse consisted of three individual, distinct functional units. The westernmost unit housed the engine house, the centre unit contained the boiler house, and the easternmost the caisson moving machinery (Figure 10). They now contain modern compressors and pumps. All units have exterior doors, and the central and westernmost sections are interconnected (Figure 9).

Craftsmanship and Materials

Both the original and supplementary construction appear to have been well performed, particularly in the execution of the stonework. The building is of sandstone and concrete block construction.

Designer

Plans for the pumphouse, drydock, and cofferdam were prepared by Kinipple & Morris, Civil Engineers, of London, England, in association with the Department of Public Works.⁹

ENVIRONMENT

Site

The site has undergone a number of change over time. Most involve the removal of a number of frame buildings, the majority of which were makeshift and temporary, from the area to the south of the pumphouse, along the western margins of the drydock (Figure 2). A small frame addition to the base of the chimney has been replaced by a concrete block enclosure (Figure 4); other frame buildings

have been constructed immediately to the north. The latter stand on, or near, the site of the original caisson chamber and gate-moving machinery, which were filled in or removed in 1945. No changes have occurred with respect to the principal site feature, the drydock.

Setting

The pumphouse is the only permanent building standing on the western apron of the drydock. The only other permanent structure in the area, the small washroom D174, stands to the south at the base of the hill (Figure 1). With its tall chimney and industrial appearance the pumphouse is immediately identifiable as a component of the drydock system.

Landmark

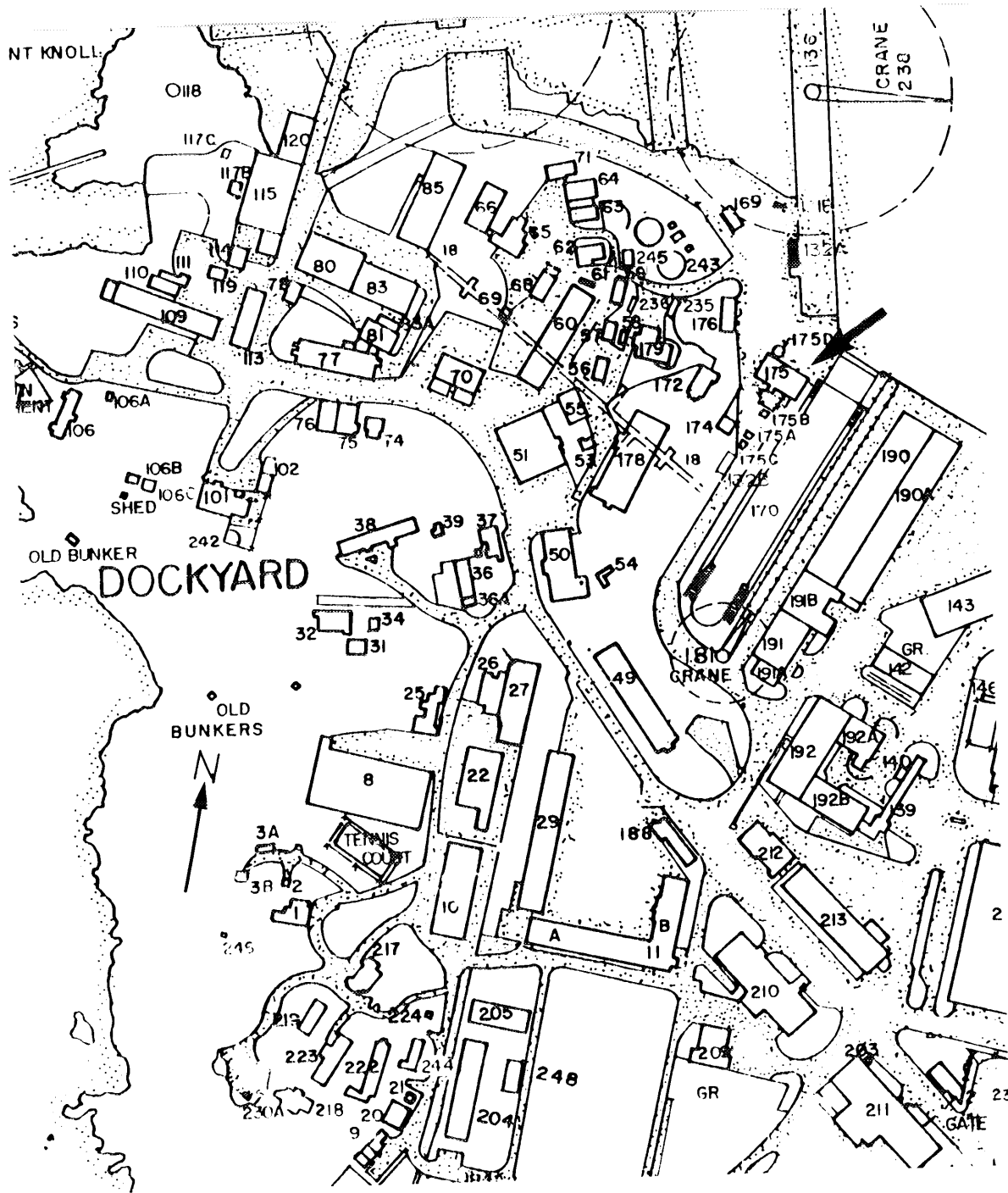
The pumphouse is visible from all sides of the drydock, and its tall chimney gives it an added visual profile from Constance Cove. Both the pumphouse and drydock were identified as possessing primary heritage value in a 1982 historical survey of CFB Esquimalt.¹⁰ The 1974 engineering study identified it as an integral part of the "graving dock," with historical value.¹¹

Endnotes

- 1 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 54.
- 2 See general thematic essay, Part I.
- 3 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 52-53.
- 4 NA, RG 24, Vol. 11,849, File 16-11-1.
- 5 Department of Public Works Annual Report, 1937-38, p. 21.
- 6 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 54-55.
- 7 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 55.

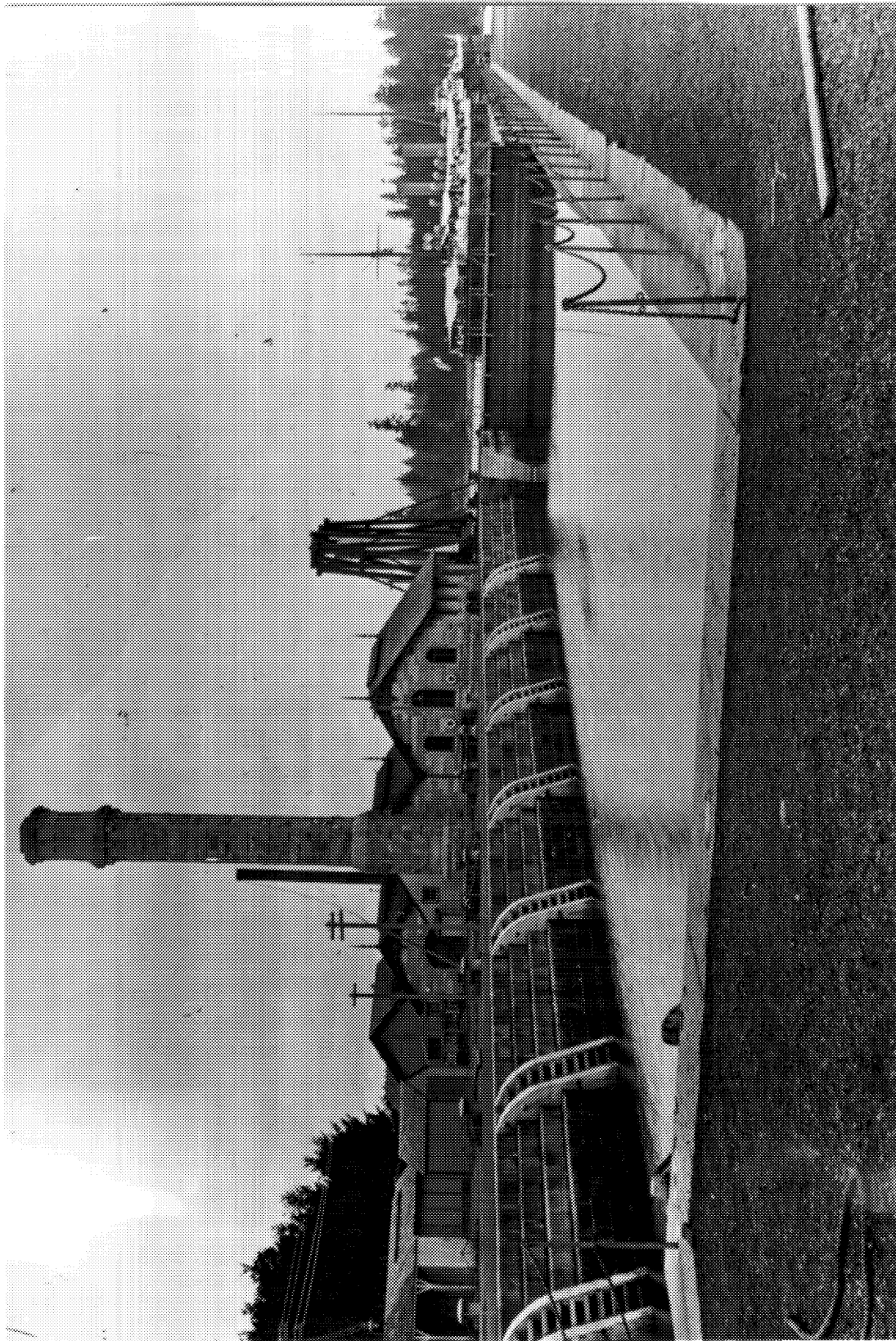
- 8 See Margaret Coleman, "Kingston Drydock Buildings, 55 Ontario Street, Kingston, Ontario," FHBRO Report No. 87-83, pp. 195-219.
- 9 Nelson and Oliver, CFB Esquimalt Military Heritage, p. 49.
- 10 Nelson and Oliver, CFB Esquimalt Military Heritage, pp. 48-55.
- 11 Stevenson Kellogg Report, Vol. 1, P. 347.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



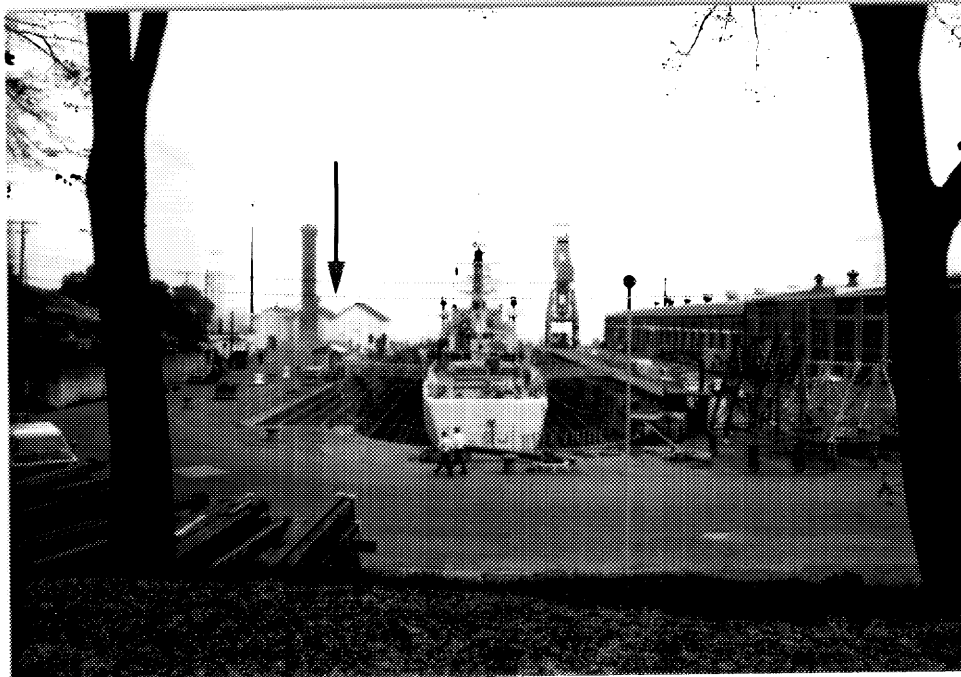
1 Building D175, drydock pumphouse, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D175, as built, pre-1905. (BCARS, HP352.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

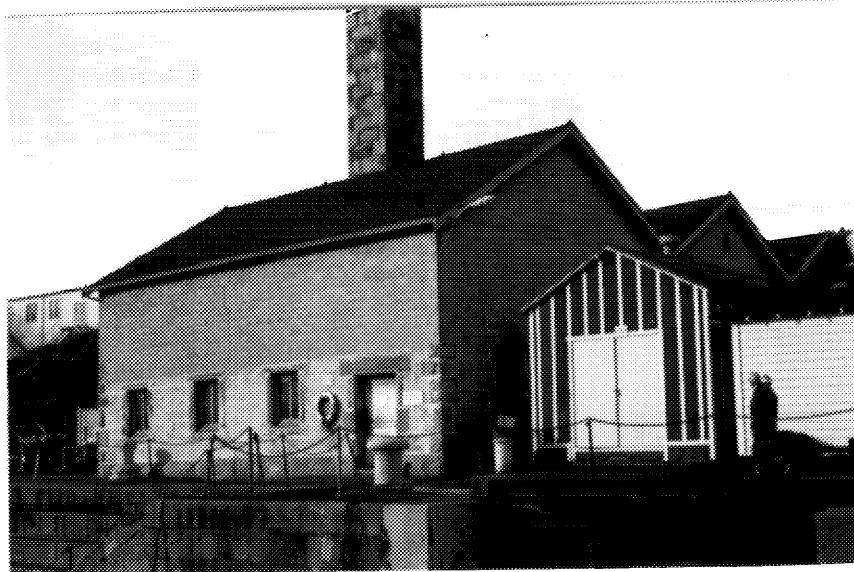


3 Building D175, southern elevation; building D190-D191 stands at right. (Ian Doull, AHB, Parks, 1989.)

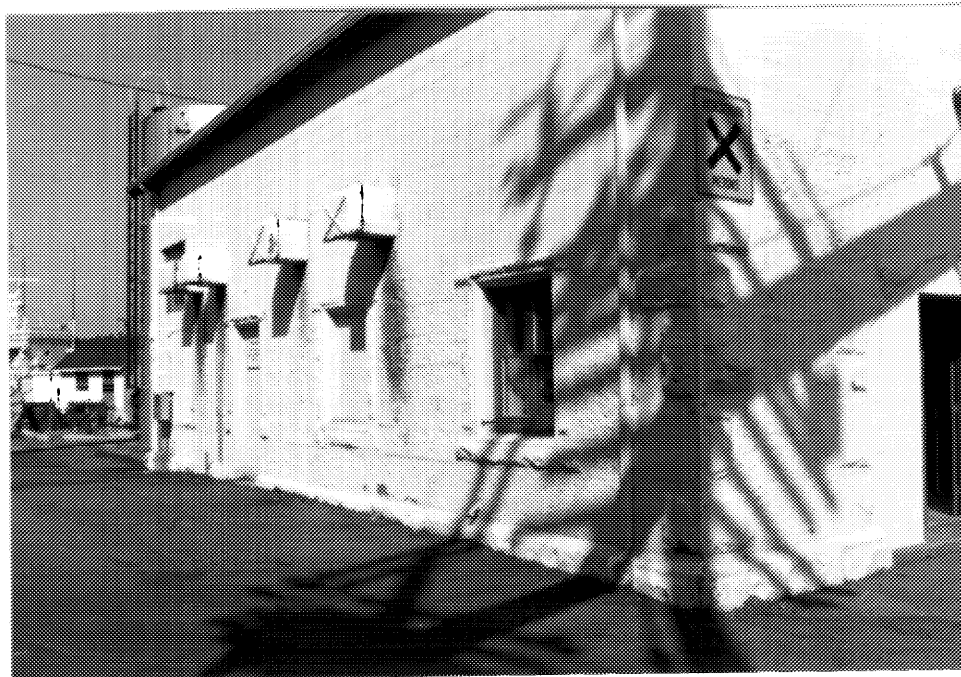


4 Building D175, southern elevation; building D176 stands at left. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D175, eastern and northern elevations, showing original and additional wall material. (CIHB, Parks, 1970.)

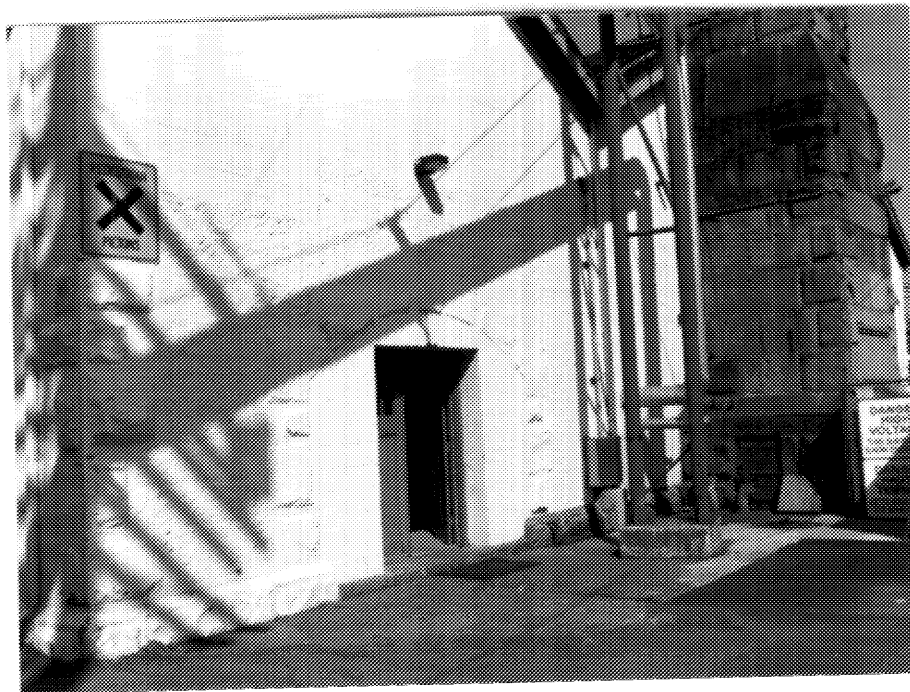


6 Building D175; eastern and northern elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

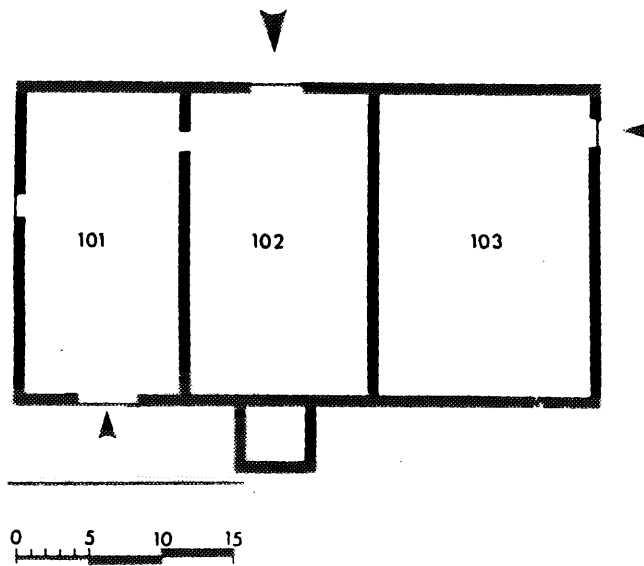


7 Building D175, commemorative plaque.
(CIHB, Parks, 1970.)

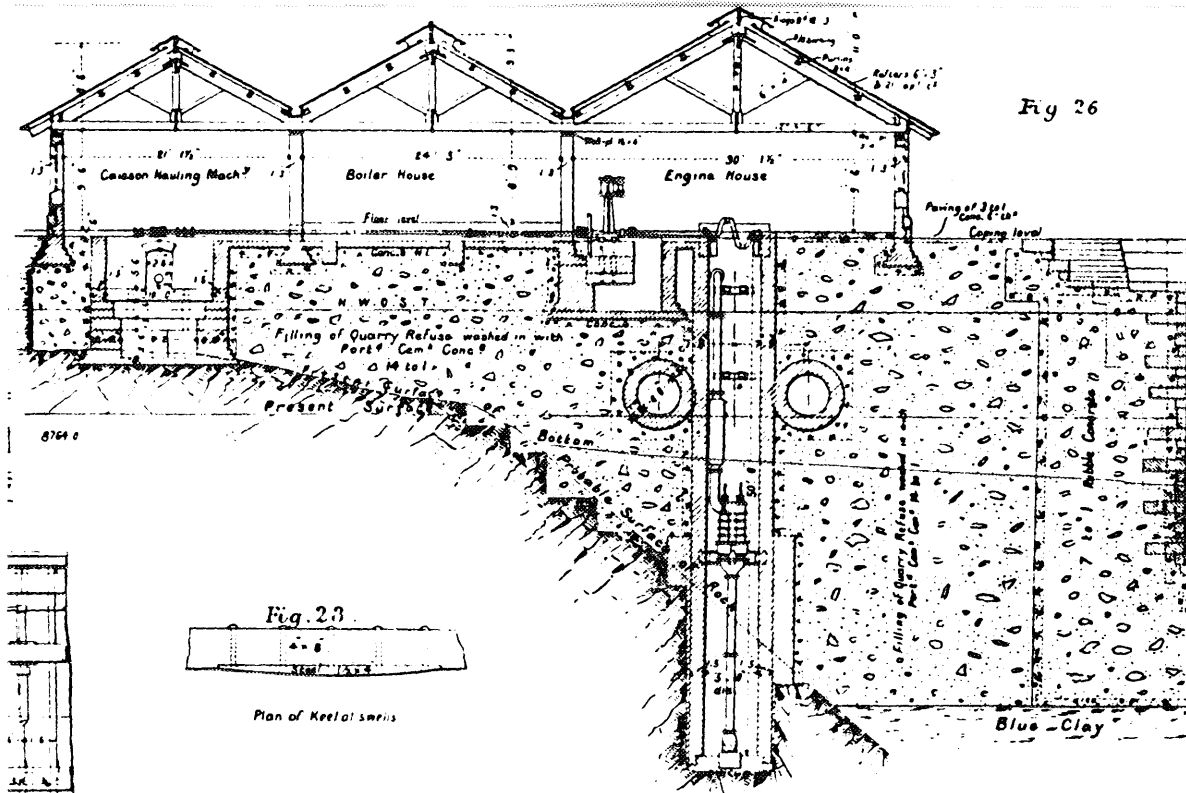


8 Building D175, southern elevation, detail of quoins, base, chimney. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

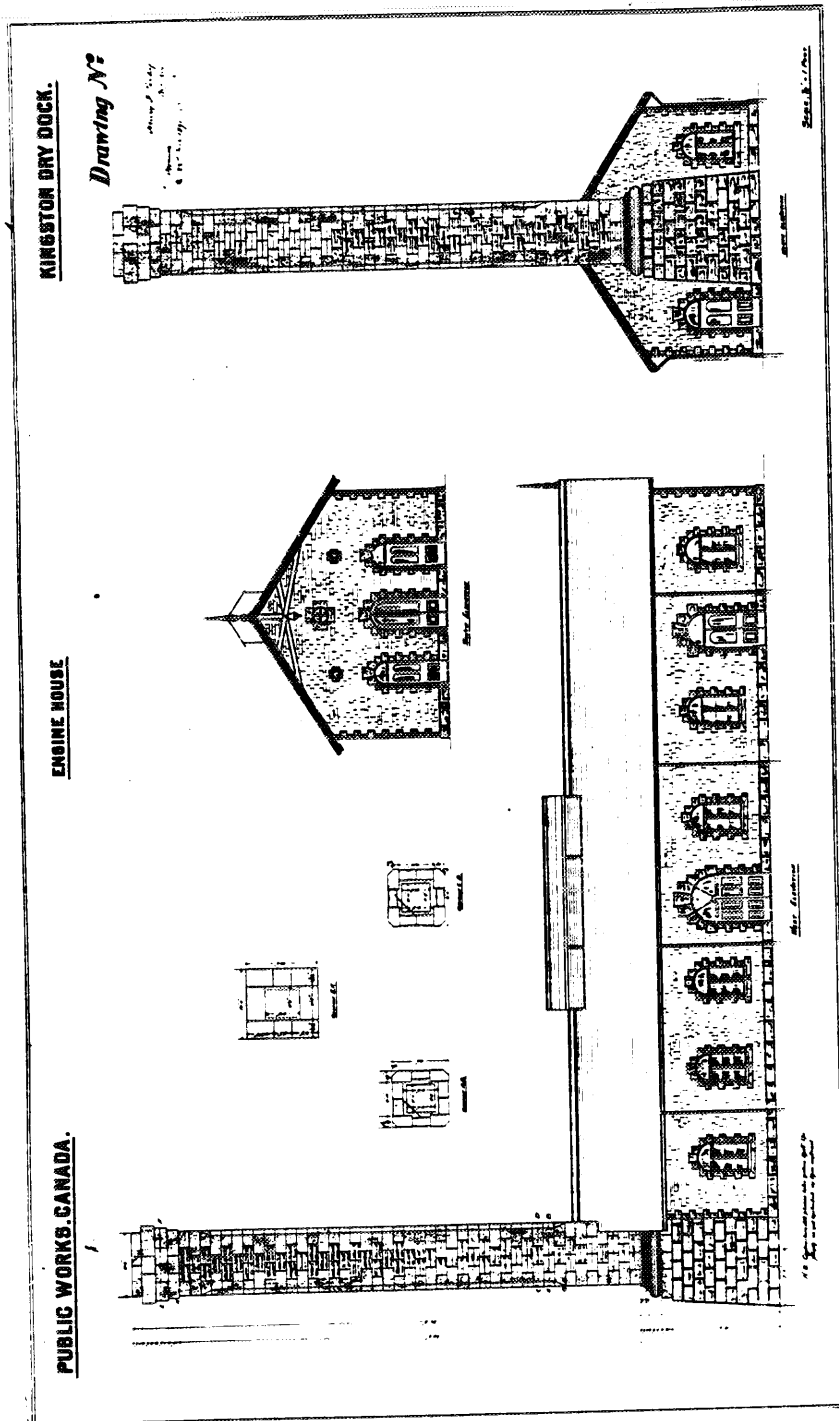


9 Building D175, plan.
(Stevenson Kellogg Report,
Vol. 1, p. 325.)



10 Building D175, as-built section drawing. (Engineering,
27 July 1888, facsimile reprint courtesy CFB Esquimalt.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



11 Kingston drydock pumphouse. (NA, RG11M, 78903/20, Item 302.)

Building D176 (Paint Shop, 1945)

HISTORICAL ASSOCIATIONS

Building D176 was one of several structures built to house storage or support functions to the ship repair activities of the drydock - in this instance a paint shop.¹ It is unrelated to significant naval defence themes. The 1945 construction date places the building outside any significant phases in local development, the most important of which occurred in 1942 and 1943. The structure is still used as a paint shop and for paint storage.

ARCHITECTURE

This two-storey, flat-roofed structure was designed as a "wartime temporary," intended for ease of construction and maximum utility. It possesses no aesthetically distinguishing features. The main (eastern) elevation contains paired sash windows and double loading doors on each of the ground and second storeys (Figure 2). The southern (side) elevation has a one-storey extension. Each floor is divided into four large work areas and a number of small offices (Figure 4). There is a makeshift-looking exterior stairway to the second floor on the north (side) elevation (Figure 3). Building D176 is clad in asbestos shingles. It appears to have experienced heavy use, and to be in a generally dilapidated condition. The building has no known designer.

ENVIRONMENT

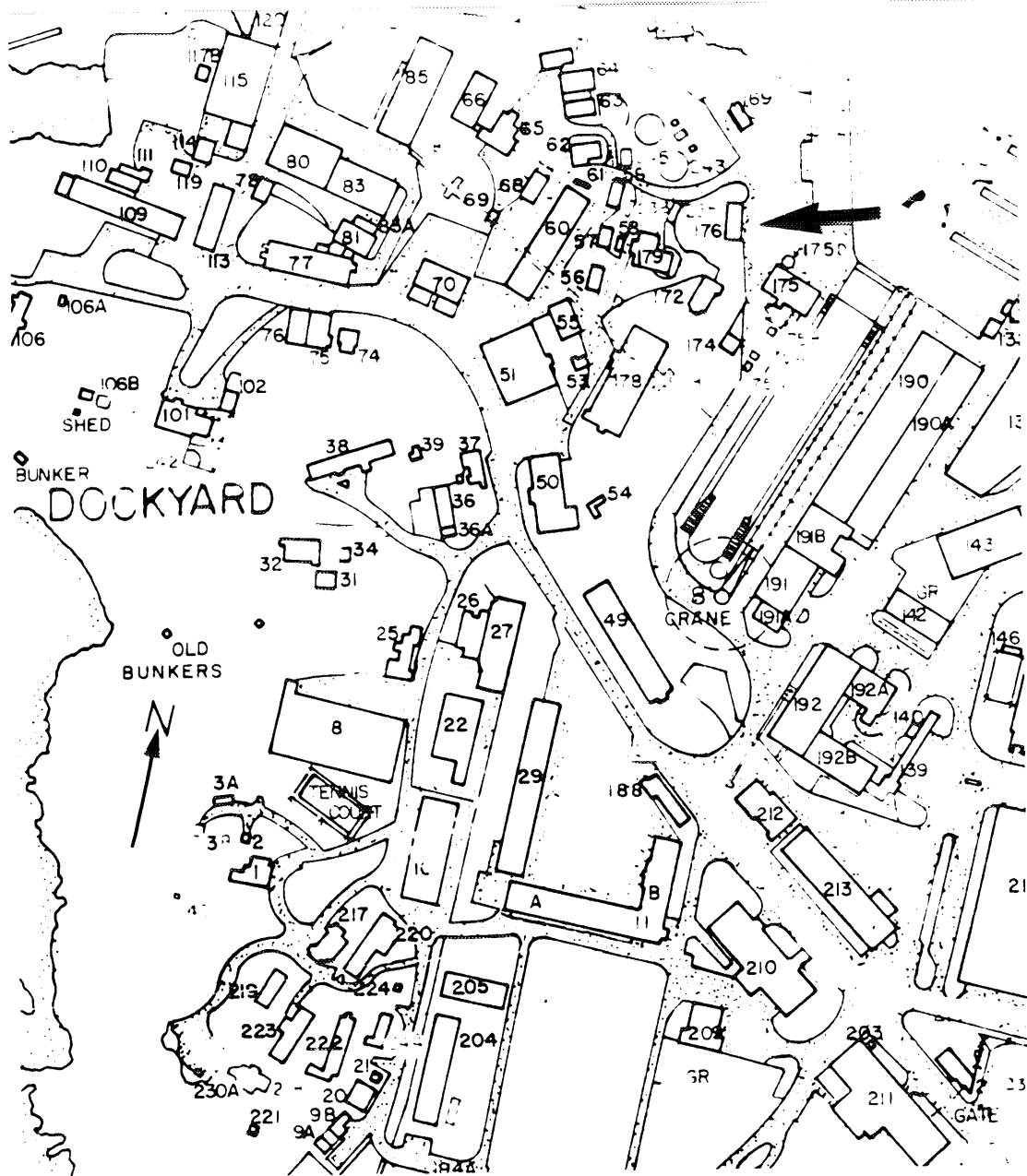
Building D176 stands on the paved roadway which extends from the drydock northward, encircling the base of the cliff below the former Works Department buildings and connecting with "A" and "B" Jetties (Figure 1). The rear and side (west and south) elevations

abut the base of the cliff. A gravel strip extends along the north side, separating the building from the roadway which ascends the hill to the Works Department yard. Site changes appear to have been minimal. The building is isolated from other structures, and is visible only from the area between building D175 and the southern end of "B" Jetty.

Endnotes

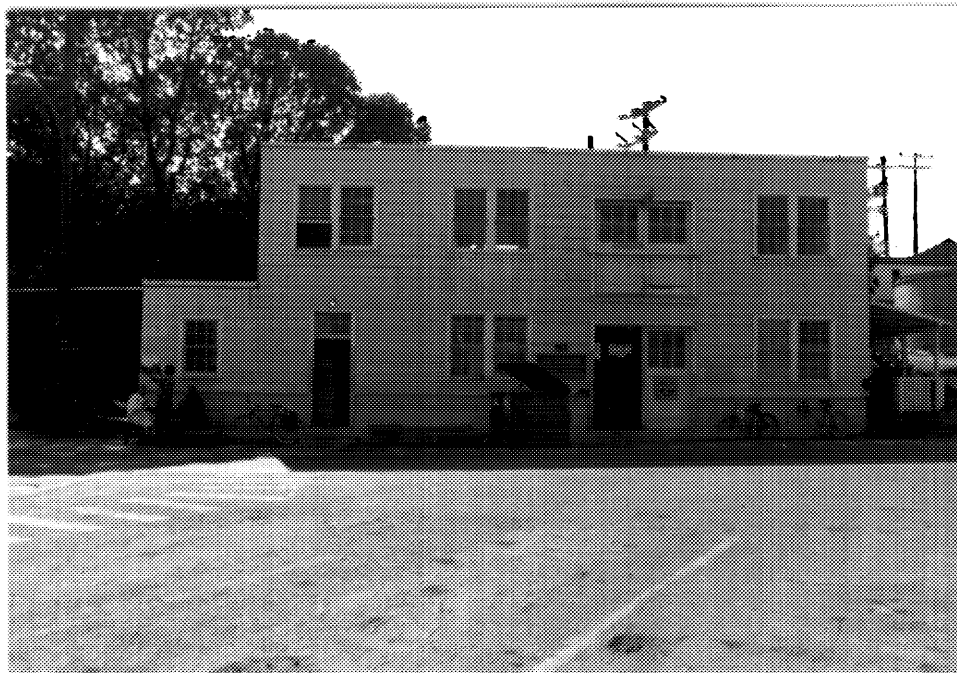
- 1 NA, RG 24, Acc. 83-84/167, Box 4251, File 9600-112-2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D176, paint shop, location. (CFB Esquimalt, 1985.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

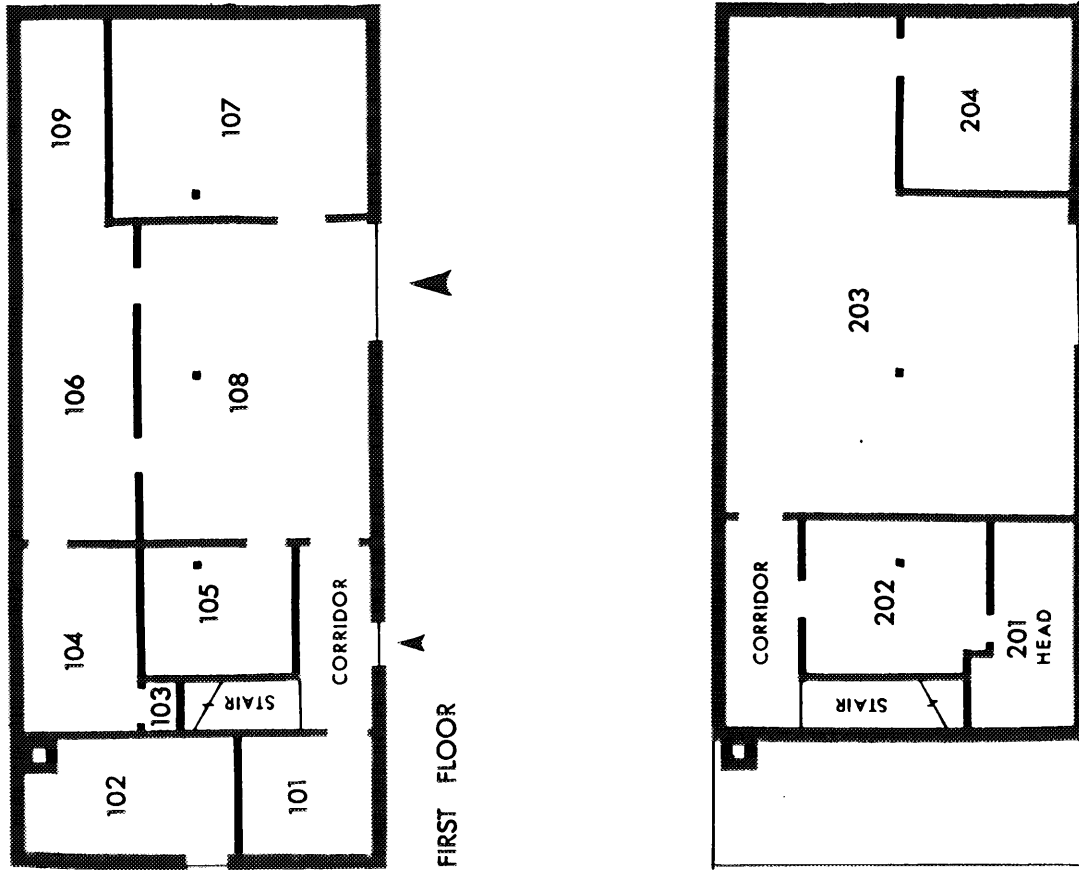


2 Building D176, main (eastern) elevation.
(Ian Doull, AHB, Parks, 1989.)



3 Building D176, side (north) and rear (west)
elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D176, floor plans. (Stevenson Kellogg Report, Vol. 1, pp. 349, 351.)

Building D190-190A-191-191A-191B (Former Boom Defence, Torpedo Workshops, and Associated Buildings, 1938-1953)

Each of these units was constructed at a different time, but are structurally joined together and now constitute a single, cohesive building. The various construction campaigns are evident from Dockyard site plans, raised end-wall parapets which remain in place, and by the continued use of the original unit number of each of the components. Unit D191B, which joins two major sections together, was constructed in 1953, and thus falls outside the FHBRO mandate at this time. It is included in the report as it forms an integral component of the structural complex.

HISTORICAL ASSOCIATIONS

Thematic

Each component of the D190-191 building was constructed to fulfill a function associated with a specific and major naval defence theme. All components now house machine, engineering, and engine shops of the CFB Esquimalt ship repair unit. The first components constructed were units D190 and D191, built as adjacent, freestanding structures in 1938-1939 (Figure 2).¹ The former was built to house the Esquimalt Harbour boom defence net, authorized in 1938 as part of the program to upgrade Dockyard installations in the event of war (Figure 4). When the single-line net was fully installed in October 1939, Esquimalt became the first Canadian harbour to be protected by net defences during World War II.² In 1942 the boom defence shop was relocated to Colwood, freeing up critically needed Dockyard space. Unit D190 has, since that date, housed the ship repair machine shop.

Unit D191 was completed in July 1939 to house the torpedo workshop, the first component in the ordnance building program

which later included construction of the D192 building group and building D142 (Figures 3, 5). It replaced obsolete facilities hitherto housed in building D115.³ When the unit became overcrowded due to wartime activity the D191B annex was constructed in ca. 1943 to house additional test equipment.⁴ Units D191 and D191B continued in these functions until the opening of a new ordnance building (D215) in 1959, after which they were occupied by ship repair shops.⁵

Unit D190A is situated parallel to D190, and was built in 1943 as the main ship repair shop and annex to D190.⁶ In 1943 the boiler and plate shops of ship repair were transferred to D190A, where they remain today.⁷ The final component, D191B, was constructed in 1953 (Figure 6) as the ship repair unit's diesel shop, and continues in that function.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

As each component of this five-unit building represents a significant local development phase, the building illustrates the growth of the Dockyard between 1938 and 1953. Sections D190 and D191 were among the few pre-war structures built on land surrounding the drydock, formally incorporated into the Dockyard boundaries in 1938,⁸ and constituting the first expansion of the Dockyard under Canadian control. Units D190A and D191A were constructed during the secondary building phase of 1943, following the 1942 site expansion and construction boom. Unit D191B is a post-war building representing the beginnings of facilities expansion in the post-war period.

ARCHITECTURE

Aesthetic Design

The D190-D191 building is an elongated, one-and-two storey industrial complex in the shape of an incomplete rectangle. Although constructed incrementally, the elements exhibit a high degree of design homogeneity, based on the design of the original components D190 and D191 (Figures 4, 5). These two structures display the simple classicizing elements common to other late 1930s-early 1940s Dockyard buildings (see for example D22, D70, D192), including the division of exterior elevations into multiple bays by stone-capped brick pilasters, regular fenestration consisting of large industrial windows, prominent stone coursing above the windows, and stepped end parapets. The latter were retained during subsequent building campaigns so that the divisions between buildings at their end elevations are apparent (Figures 6, 8). The building presents a one-storey west elevation - elevated at the southern end - facing the drydock (Figures 7, 8). The eastern elevation is of one and two storeys, and is indented at the southern end (Figures 9-11). The character of the building is obviously industrial, reinforced by the profusion of shop ventilators along the roof. However, the various elements reflect the influence of period industrial architecture in both the public and private sectors.

Functional Design

The elongated shape of the building was determined by the original use for which unit D190 was designed, and also by the available space as defined by the drydock and former coal shed to the west and east respectively. Much of the ground storey of the building is occupied by large, open shops, interconnected but divided according to the boundaries of the individual buildings (Figure 12). Partitioned service and administrative rooms and

small shops are situated in the northwest corner and along the southeastern half of the building. Most of the partitioned areas include second storeys.

The D190, D191, D191A and D191B components are of concrete and brick, or exclusively of brick bearing wall construction. In the case of D190 the roof structural members rest directly on the bearing walls.⁹ This structural system has been declared to be unsafe, due to its violation of seismic building codes in an area subject to considerable earthquake activity.¹⁰ Unit D190A alone is of steel frame construction (Figure 13).¹¹

Craftsmanship and Materials

All components of the unit exhibit reasonably competent craftsmanship, particularly in the execution of brickwork.

Designers

The D190 and D191 components were designed by the Department of Public Works.¹² Units D190A and D191A were designed by the navy's Directorate of Works and Buildings,¹³ and D191B by the DWB's post-war counterpart, the Directorate of Construction Engineering Maintenance.¹⁴

ENVIRONMENT

Site

The site, as formed by the most recent addition to the building, has changed little. The western boundary is created by the drydock, which parallels the building along its entire length (Figures 6, 14). The heavy-duty industrial crane, which travels on a raised track, has occupied the narrow intervening space between building and drydock since ca. 1942. The northern end of the unit faces the harbour (Figure 4). The long eastern side

features a narrow landscaped strip along its southern portion (Figures 9, 10), which terminates at unit D190a - the latter currently facing a transitional area by virtue of construction in progress (completion date summer-autumn 1990) on the site of the former coal sheds, building D130 (Figure 3).

Setting

The D190-D191 building, in association with the drydock and crane, is the most prominent and obvious representation of ship repair activity in the Dockyard (Figure 14). The structures define the western boundaries between the heavy engineering area of the 1940s Dockyard area - including the D192 grouping, D142 and D143, and the post-war D215 and D241 - and the older and smaller Royal Navy-era shops further to the west. In a design and materials sense, the elements of the building are comparable to those of the D192 grouping, and the structures are a major component of the industrial community of buildings described above.

Landmark

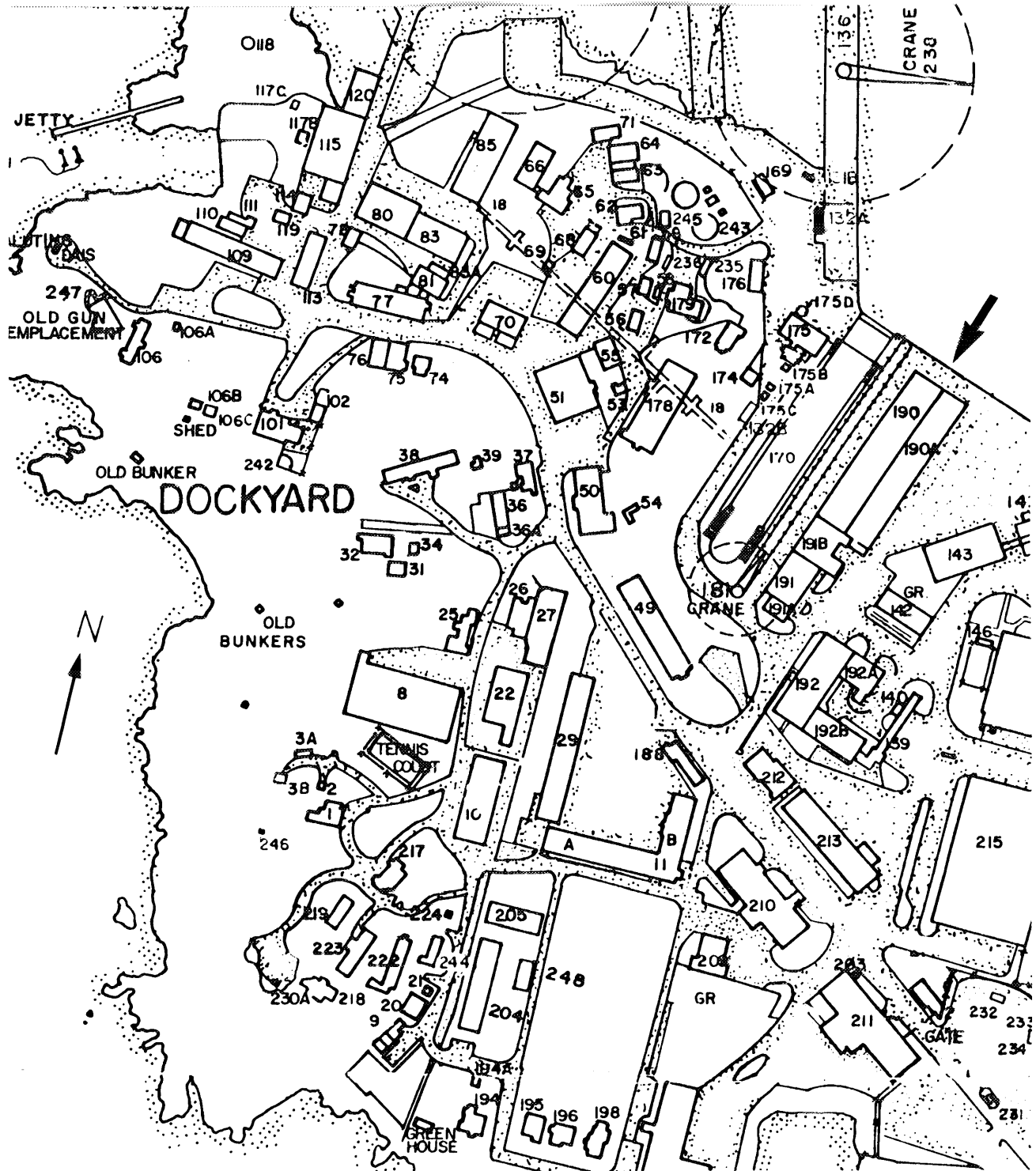
The D190-D191 building is visible from Hospital Road through two vistas situated on either side of building D49. It is also visible from the high ground in the northeast section of the original Dockyard.

Endnotes

- 1 NA, RG 24, Vol. 11,908, File AE 33-105-3; Department of National Defence Annual Report, 1939, p. 20.
- 2 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 214.
- 3 Witt and Thomas, Ship Repair Adventure, pp. 28-30.
- 4 Witt and Thomas, Ship Repair Adventure, p.30.

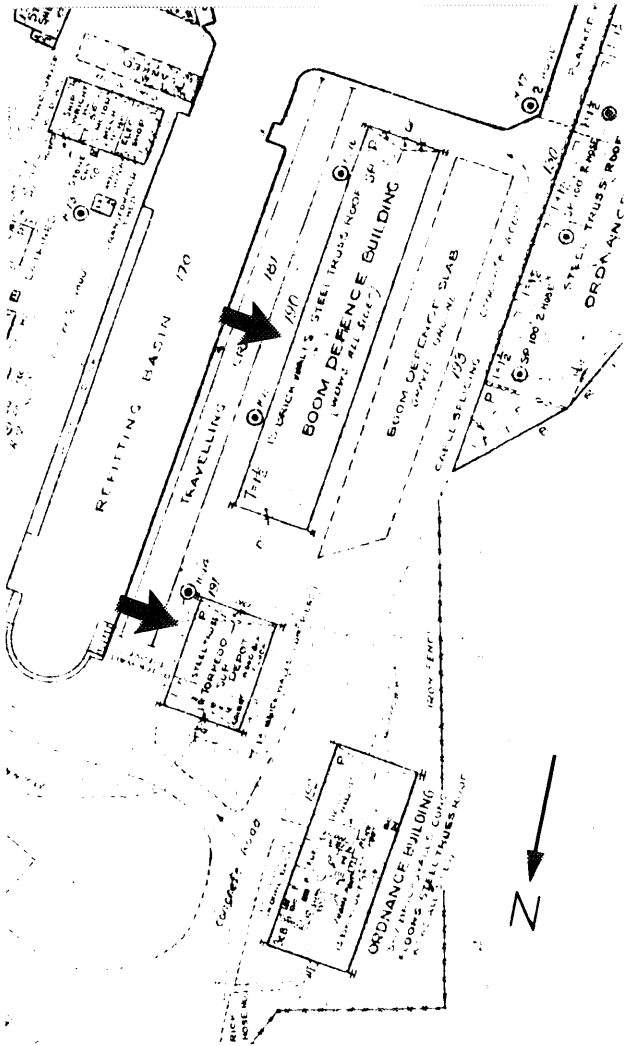
- 5 Witt and Thomas, Ship Repair Adventure, p. 32.
- 6 Site plan, March 1942, courtesy of CFB Esquimalt; NA, RG 24, Acc. 83-84/167, Box 4104, File 9200-135/2, pt. 2, site plan, 1944.
- 7 Witt and Thomas, Ship Repair Adventure, p. 36.
- 8 Department of National Defence Annual Report, 1938, p. 21.
- 9 Stevenson Kellogg Report, Vol. 1, pp. 373, 385, 391, 395.
- 10 S.M. Ross, in conversation with the author, 3 May 1990.
- 11 Stevenson Kellogg Report, Vol. 1, p. 379.
- 12 NA, RG 24, Vol. 11,908, File AE 33-190-1.
- 13 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," p. 30.
- 14 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," p. 60.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

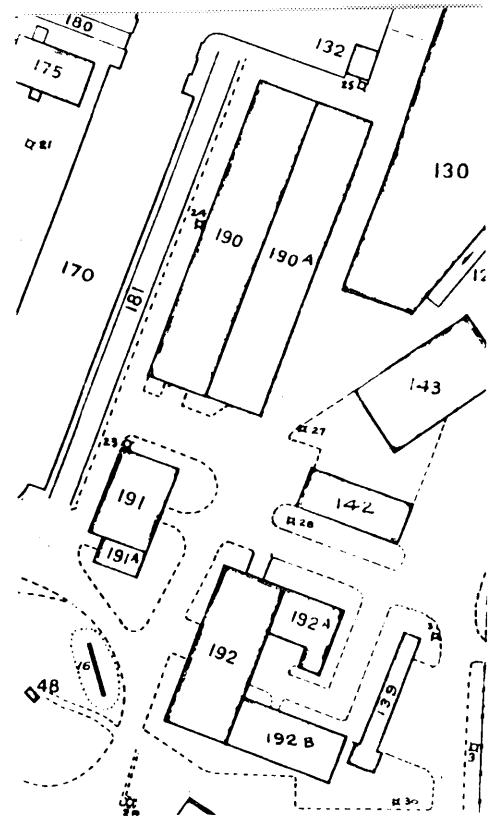


1 Building D190-190A-191-191A-191B, former boom defence, torpedo workshops, and associated units, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Units D190, D191, site in March 1942. (Courtesy CFB Esquimalt.)

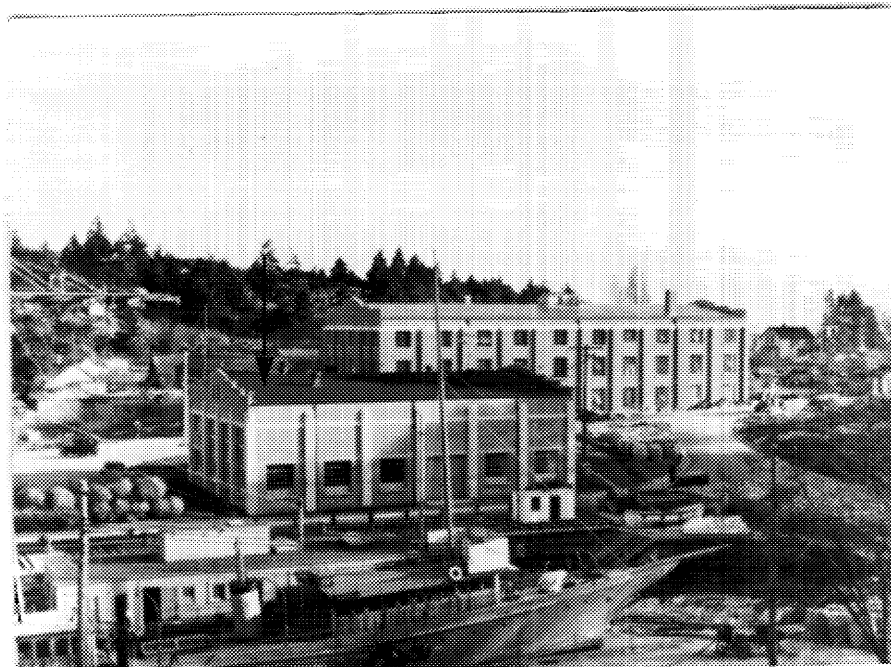


3 Building site in 1944, prior to construction of D191B. (NA, RG 24, Acc 83-84/167, Box 4104, File 9200-135/2, pt. 2.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

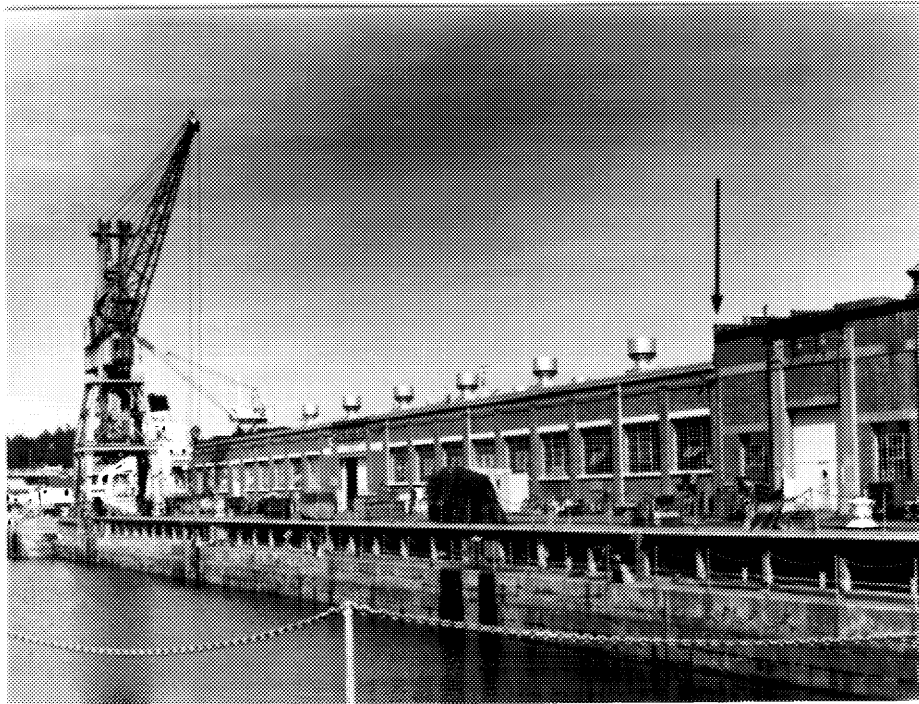


4 Unit D190 and adjacent boom defence net maintenance pad on site of D190A, May 1941. (NA, PA-176365.)



5 Refitting basin, unit D191, building D192, February 1941. (NA, PA-176317.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

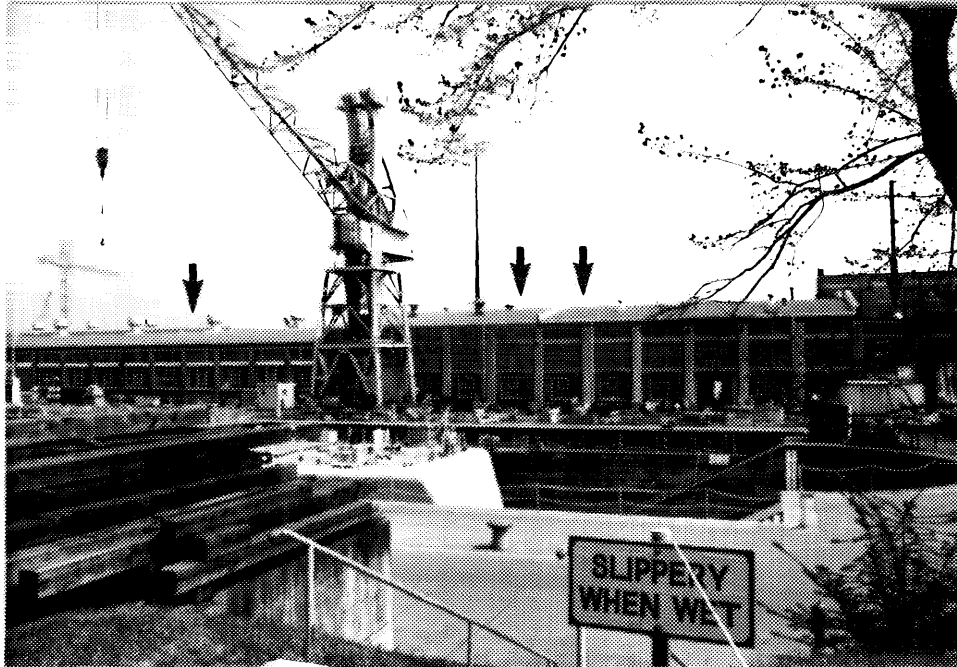


6 Units D190, D191B, post-1953. (Canadian Forces Photo Unit.)



7 From left-to-right: units D190, D191B, D191, D191A, western elevation, looking north. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



8 From left-to-right: units D190, D191B, D191, D191A, western elevation, looking eastward across the drydock. (Ian Doull, AHB, Parks, 1989.)



9 Left-to-right: D191A, D191, D191B, D190A, eastern elevation looking north. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

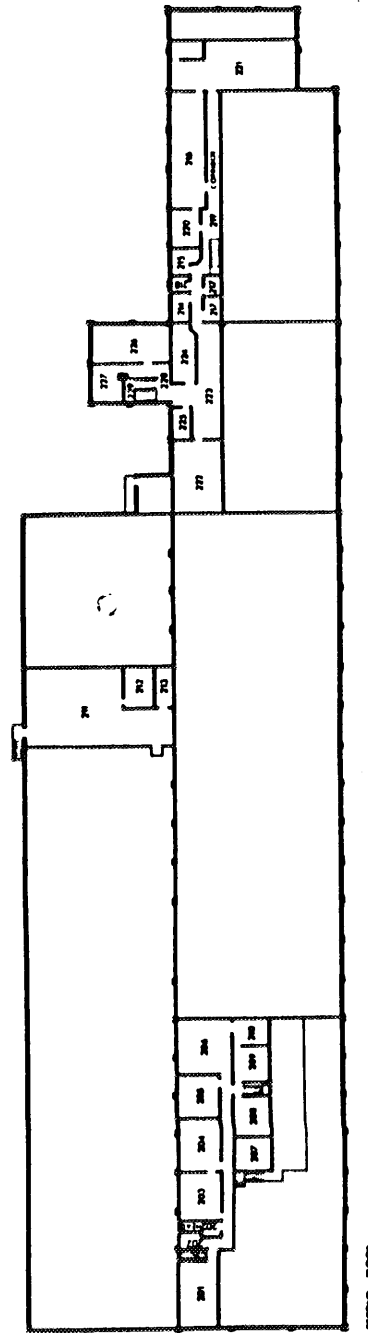
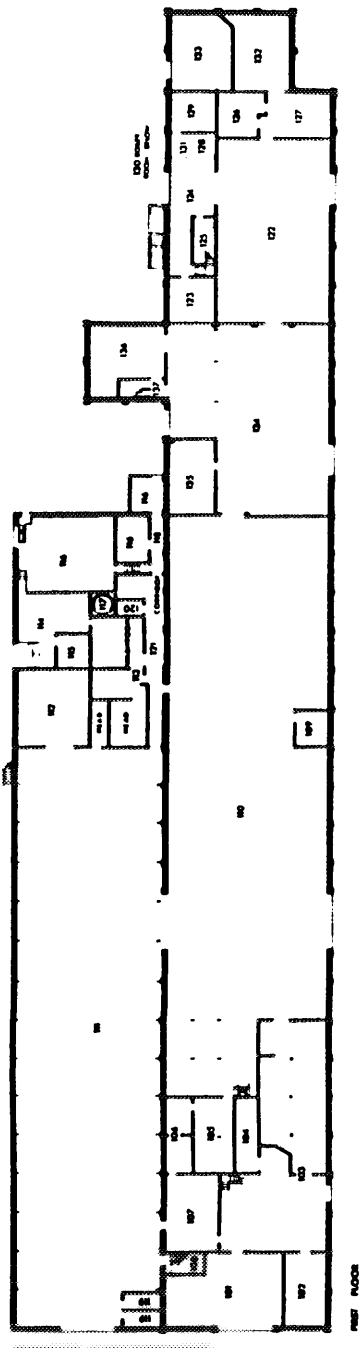


10 Units D191, D191B, D190A, eastern elevation, looking north. (Ian Doull, AHB, Parks, 1989.)



11 Unit 190A, eastern elevation, looking north. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



12 Building D190-190A-191B-191-191A, plans.
(Stevenson Kellogg Report, vol. 1,
pp. 374,376.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



13 Unit D190A, showing interior structural steel framing, 1950. (NA, PA-176377.)



14 "Naden" drydock, with pumphouse (D175) at left, D190-D191 at right. (Ian Doull, AHB, Parks, 1989.)

**Building D192-D192A-D192B (Former Ordnance Depot, 1940,
1944, 1943)**

HISTORICAL ASSOCIATIONS

Thematic

This "U"-shaped building was constructed during World War II to house facilities for the maintenance and repair of naval armaments. The structure is the third purpose-built ordnance facility to serve the Dockyard, and directly illustrates the principal theme of naval defence.

Ordnance was stored at the Dockyard for use of the RN's Pacific Squadron as early as 1863, and by 1872 an ordnance department had been set up.¹ By the 1890s a frame ordnance depot stood in the Dockyard, replaced in 1902 by a larger brick stores building (D77). In 1937 the Esquimalt Armaments Depot was established to consolidate the various activities of the former ordnance department. An ordnance building program was announced by the naval service headquarters, under which the torpedo workshop, building D191, was constructed in the summer of 1939 (Figure 3).² The new ordnance building, D192, was planned to house gun mounting shops; fire control, instrument, and machine shops; armaments stores, and offices. It was completed in February 1941.³ A satellite armaments storage and repair depot was subsequently established at North Vancouver, which was staffed from the D192 Esquimalt depot.⁴

By 1943 the facilities of D192 had become overtaxed. The building was extended in that year by the addition of the D192B wing.⁵ The D192A section followed in 1944 (Figures 1, 2).⁶ The depot was now able to manufacture or repair most armament components; an associated structure, building D142, was constructed with large

loading doors able to accommodate the largest of gun mounts which could not pass through the doors of the D192 group. These facilities were adequate for all Dockyard armaments work until 1959, when a new depot, building D215, was opened. The D192 group now houses ship repair activities and offices.⁷

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D192 was constructed on land acquired in 1938, when the naval service incorporated the drydock property into the Dockyard. The construction completion date precedes by one year the first major Dockyard expansion phase, and represents one of the earliest major wartime buildings to be made ready for occupancy (Figure 2). The D192B phase was built during the secondary Dockyard construction phase of 1943, and the D192A section was completed in the final full year of the war, after Dockyard expansion was substantially complete.⁸

ARCHITECTURE

Aesthetic Design

The three components of building D192 are arranged as follows: the original 1940-41 ordnance building, oriented on a north-south axis; the D192B extension, which is oriented east-west and continues the plane of the main elevation of D192; and the D192A addition, which is affixed to the rear of D192 to complete the "U"-shaped configuration (Figure 1).

The design of building D192 provides an effective example of the general type of functional industrial architecture found in many

Canadian cities in the 1920s and 1930s (Figures 3, 4).⁹ The main elements of the building - the rhythmic use of pilasters, the main entrance accented in contrasting stone (Figure 5), the continuous stone course below the cornice, and the pronounced stepped parapet - are found in a variety of industrial buildings of the period, and are repeated in other Dockyard buildings, including D22, D70, and the D190-D191 group. The D192B wing continues the lines and details of the original section, and adds an element of sheer volume to the grouping at the expense of the symmetrical proportions of the original structure (Figure 4). The D192A wing is of two storeys in height, and breaks the rhythmic lines of the main building through its height differential and the use of flat brick piers (Figure 6). It does not detract from the aesthetic qualities of the other sections, however, as it is situated at the north end of the structure, remote from the main roadways.

Functional Design

No information exists on the original functional design; the current plan probably reflects the adaptation of the building to its new, post-1956 use. The entire ground floor area is now partially integrated (Figure 8). D192A and the adjoining part of D192 are interconnected and contain three large, open workshops, each with a number of small offices and service rooms. Much of the balance of the area contains a complex of small shops, offices, and administrative areas. The second storey reflects the same general configuration; the northernmost ground-storey shops of unit D192 rise two full floors. The top floor contains a greater proportion of open space.

Building D192 is of steel frame, reinforced concrete construction.¹⁰ It will be determined by the years 1996 or 1997 if the building can be reinforced in an economical manner for seismic reasons, failing which it may be demolished.¹¹

Craftsmanship and Materials

Building D192 exhibits competent exterior craftsmanship as displayed in the brick and stonework. The structure is in good condition.

Designer

The original D192 section was designed by the Department of Public Works.¹² The other sections were designed by the RCN's Directorate of Works and Buildings.¹³

ENVIRONMENT

Site

Few site changes have occurred since completion of the building in 1944. The building occupies a self-contained site, defined on all sides by roadways and paved circulation areas (Figure 1). The southern elevation faces a narrow lawn which tapers toward the eastern corner (Figure 5). A similar strip extends along the western side (Figure 6); both lawns are original. Building D139, a small-arms testing structure built concurrently, partially encloses the interior courtyard along the eastern side.

Setting

Building D192 stands a short distance north of Hospital Road, and is separated from it by buildings D212 and D213. It dominates its immediate area due to its height and massing, and marks, with D213, the approximate eastern boundary of World War II construction in the Dockyard (Figure 1). Its brick construction associates it with the "permanent" wartime engineering shops (the D190-D191 group) in the immediate area.

Landmark

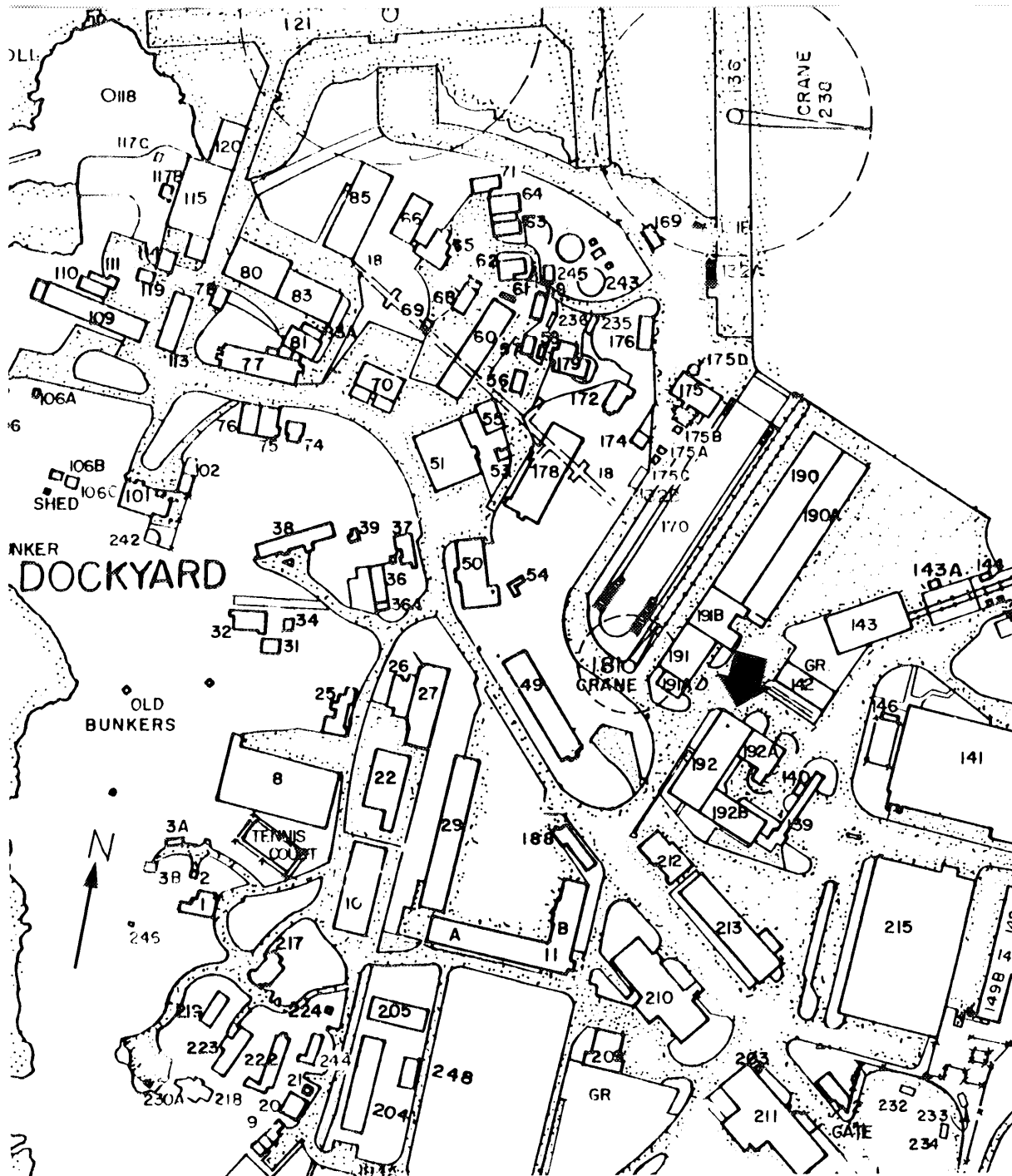
Building D192 is visually prominent from many vantage points in

the Dockyard. The inscription "ORDNANCE" over the main door distinguishes it from rows of more anonymous buildings.

Endnotes

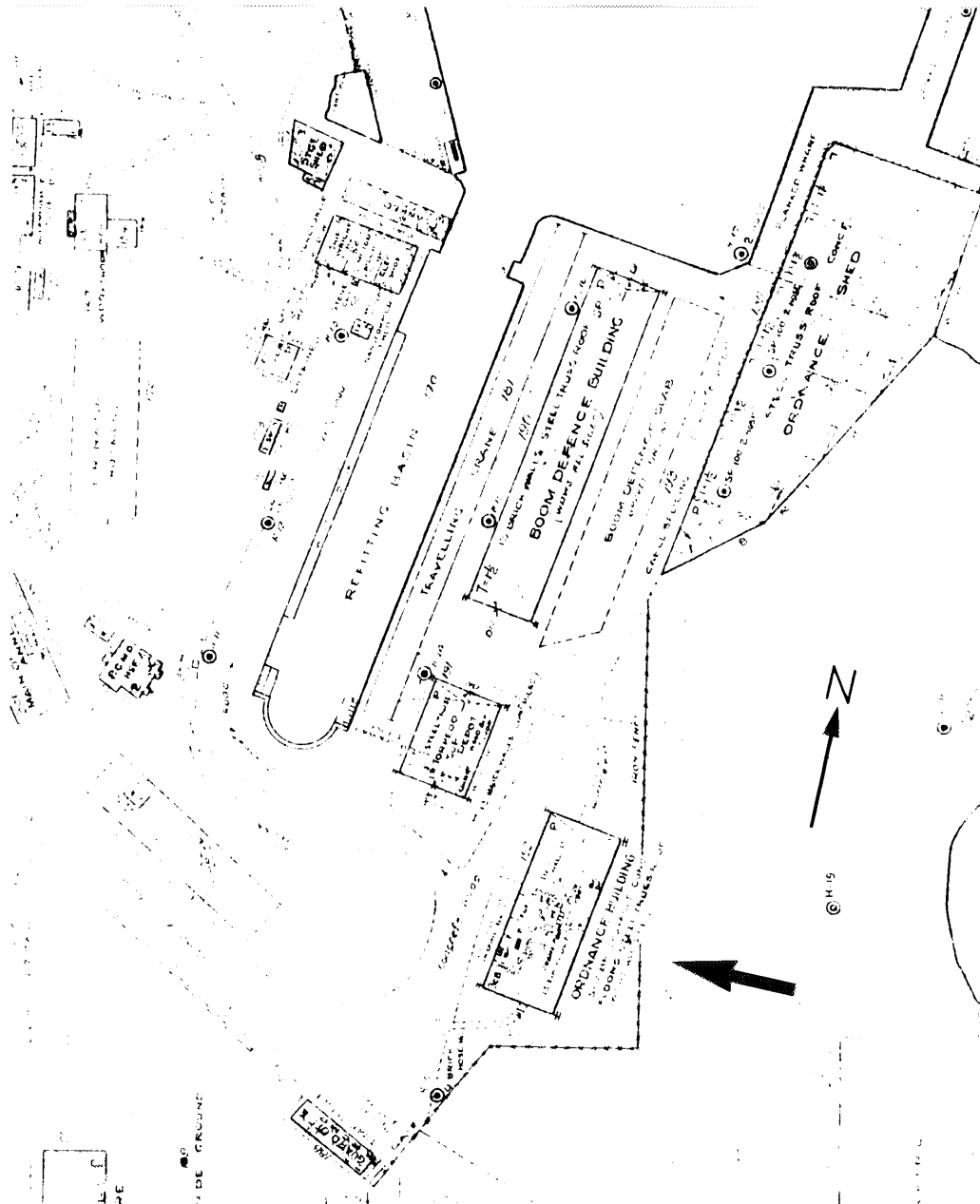
- 1 Little, "A Brief History of Esquimalt Harbour," n.p.
- 2 Witt and Thomas, Ship Repair Adventure, p. 29.
- 3 Department of Public Works Annual Report, 1940-41, p. 43.
- 4 Witt and Thomas, Ship Repair Adventure, p. 29.
- 5 NA, RG 24, Acc. 83-84/167, Box 4054, File 9060-112/2.
- 6 NA, RG 24, Acc. 83-84/167, Box 4047, File 9000-135-2.
- 7 Witt and Thomas, Ship Repair Adventure, pp. 31-33.
- 8 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.
- 9 Architecture Industrielle: Répertoire d'architecture traditionnelle sur le territoire de la Communauté urbaine de Montréal (Montréal: Communauté urbaine de Montréal, 1982), pp. 154, 220, 264.
- 10 Department of Public Works Annual Report, 1940-41, p. 43.
- 11 S.M. Ross, in conversation with the author, 8 June 1990.
- 12 Department of Public Works Annual Report, 1940-41, p. 43.
- 13 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," pp. 30-31.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



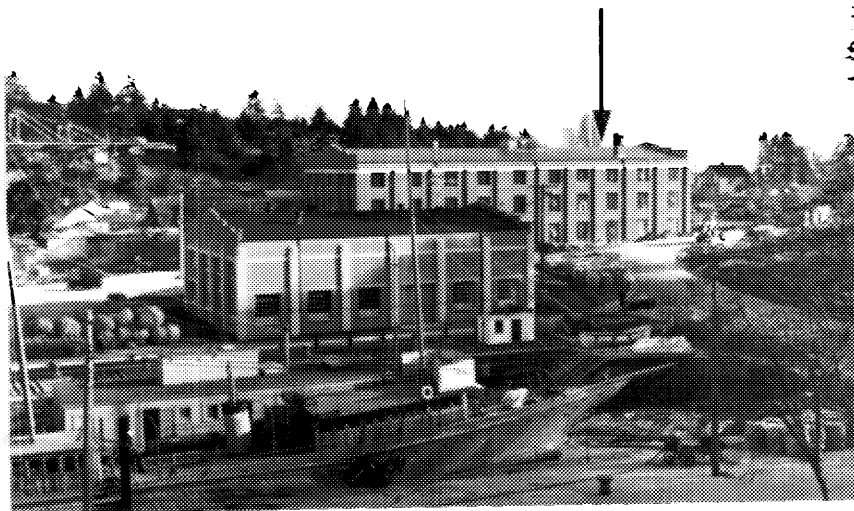
1 Buildings D192, D192A, D192B, former ordnance depot, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D192, showing boundary following 1938 site expansion. (Courtesy CFB Esquimalt.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



3 Buildings D192 (top), D191, refitting basin, February 1944. (NA, PA-176317.)



4 Buildings D192-192B (L-R), west and south elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



5 Building D192, main (southern) elevation, detail of brick and stonework. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

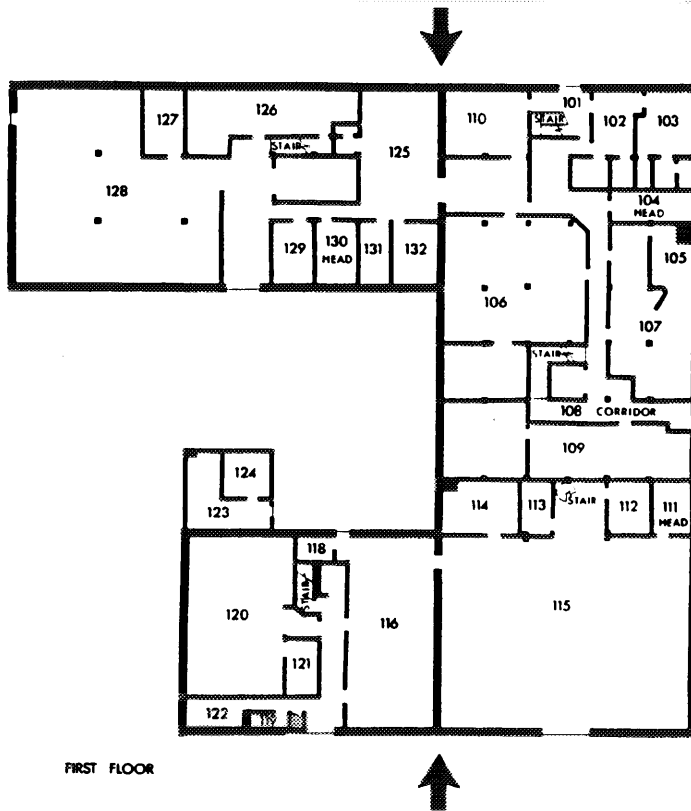


6 Building D192, rear (north) elevation, with D192A wing to the left. (Ian Doull, AHB, Parks, 1989.)



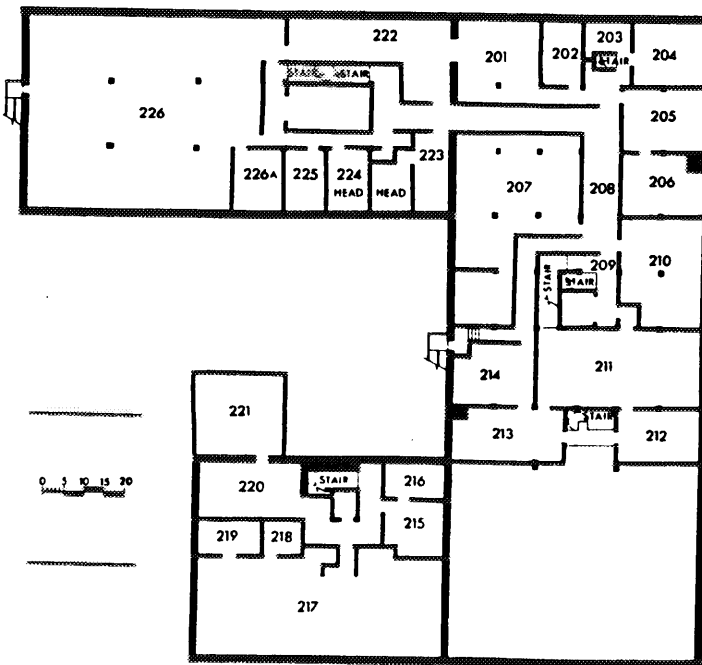
7 Buildings D192B, D192, D192A, interior elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



FIRST FLOOR

8 Buildings D192-D192A-D192B, plans of ground and second storeys. (Stevenson Kellogg Report, Vol. 1, pp. 402, 404.)



SECOND FLOOR

Building D139 (Former Indoor Small-Arms Test Range, ca. 1943)

HISTORICAL ASSOCIATIONS

This structure was built as an adjunct facility to the adjacent ordnance depot and workshops (building D192). It was used to test-fire small arms and machine guns, and is thus indirectly associated with major naval defence activities. The building was constructed during the secondary Dockyard wartime expansion phase, which occurred in 1943. It is now used to store asbestos construction materials.

ARCHITECTURE

Building D139 is a narrow, elongated structure with a flat roof and a raised section at the southern end (Figure 2). In keeping with its designed use it has almost no fenestration, but features two entrance doors and a loading door on its eastern elevation. It exhibits no aesthetic features. The building is of simple concrete block construction and appears to be in good condition. Its designer is unknown.

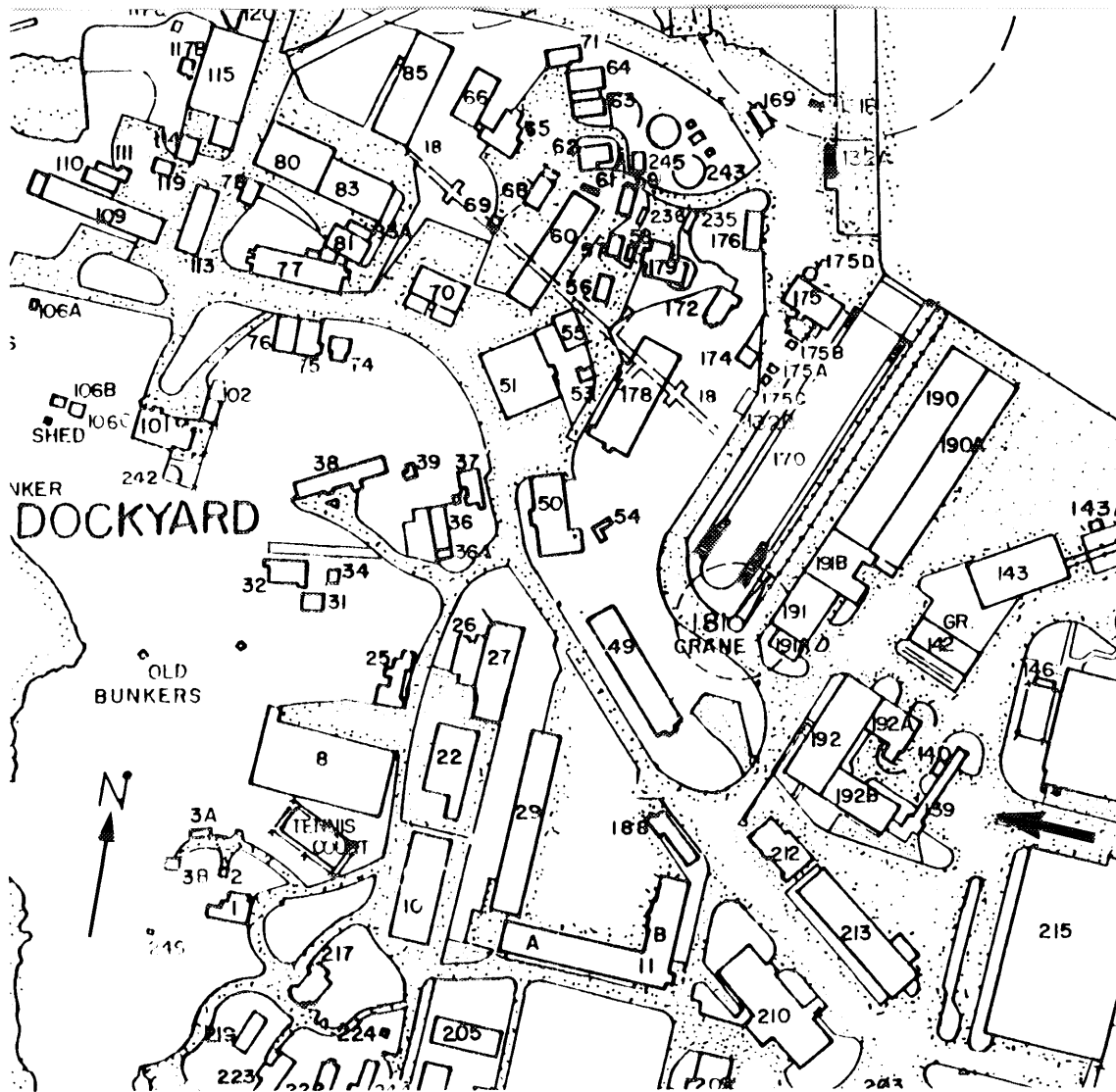
ENVIRONMENT

Building D139 is surrounded by paved roadways and parking areas on all sides. It functions as a site feature of building D192, rather than as an independent structure with its own clearly delineated site (Figure 1). Its visibility is restricted to the interior traffic area enclosed by buildings D141, D215, and D192. It may be demolished in the future in conjunction with a major redevelopment of the area.²

Endnotes

- 1 Witt and Thomas, Ship Repair Adventure, p. 31.
- 2 S.M. Ross, in conversation with the author, 17 November 1989.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D139, former small-arms test range, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D139, eastern elevation, with the D192 grouping in the background.
(Ian Doull, AHB, Parks, 1989.)

Building D142 (Former Gun Mounting Shop, ca. 1943)

HISTORICAL ASSOCIATIONS

Thematic

Building D142 was constructed in ca. 1943 as a component of the armaments depot to house engineering works associated with construction of large gun mounts.¹ This work had been previously performed in the main ordnance workshop, building D192. Building D142 therefore represents one of the wartime Dockyard themes. The building is now a ship repair workshop.

Person/Event

No significant persons or events are associated with this building.

Local Development

Building D142 was constructed during the second major World War II construction boom at the Dockyard (1943), during which additional armament shops and ship repair facilities were built to augment those of the first expansion phase of 1942.

ARCHITECTURE

Aesthetic Design

Building D142 is a rectangular, box-like, one-storey structure, frankly industrial in appearance, designed strictly for utilitarian purposes (Figures 2, 3). Its features consist of a row of tall industrial shop windows along each side (north and south) elevations and tall double doors flanked by windows on each end.

Functional Design

The building's unusual height and the tall doors were designed to accommodate newer gun mounts developed subsequent to the construction of D192, which were too large to enter the shops of the latter building.² The interior of D142 consists of a single, open shop space, with two small rooms partitioned on one wall (not illustrated).

Craftsmanship and Materials

Building D142 displays deterioration of the brick cladding in several areas, which may indicate poor-quality materials rather than sub-standard craftsmanship. The structure rests on a raised concrete block base, with a concrete slab roof, and is in good condition.

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

The site features, largely unchanged over time, reflect the building's heavy industrial use. A curbstone-enclosed gravel area lines the southern elevation; a larger gravelled area of irregular shape extends along the northern elevation between the building and D143. The balance of the site is paved.

Setting

Building D142 stands in a congested, heavy industrial area of the Dockyard (Figure 2, 3). The surroundings are currently in transition (1989-90) due to ongoing construction on the former site of building D130 immediately to the north. Building D142 is a visual component of the D192 and D190-D191 buildings.

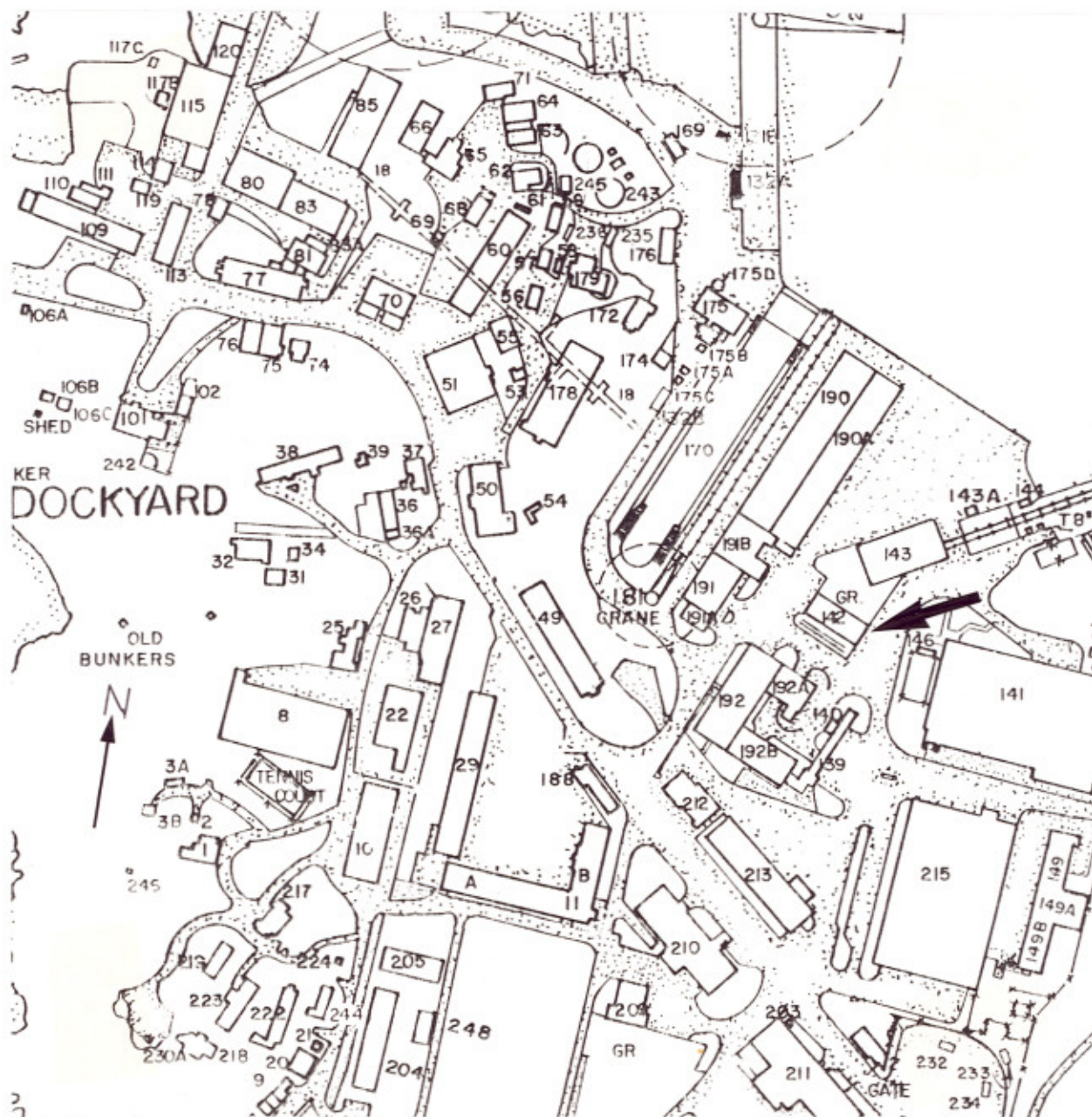
Landmark

Despite its distinctive shape and height, D142 is visible only within the localized area enclosed by the D190-D191 and D192 groups, and by building D141.

Endnotes

- 1 Witt and Thomas, Ship Repair Adventure, p. 31.
- 2 Witt and Thomas, Ship Repair Adventure, p. 31.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D142, former gun mounting shop, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D142, end (west) and side (south) elevations. (Ian Doull, AHB, Parks, 1989.)



3 Building D142, end (east) and side (south) elevations, with building D143 in the

**Building D143 (Former Shipwrights' Shop and Marine Haul-Out,
1943)**

HISTORICAL ASSOCIATIONS

Thematic

This facility was built in 1943 as a shipwrights' workshop and haul-out for small harbour craft and training vessels of up to 200 tons in weight.¹ It represents the World War II Dockyard ship repair theme, although its use was limited to small craft. It was planned as a component of the expanded repair services needed to support the additional ships assigned to protect civilian shipping in the Juan de Fuca Strait. The building is still used as a shipwrights' shop.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D143 was constructed during the second World War II Dockyard building boom of 1943, in which the newly enlarged 1942 facilities were further expanded in support of coastal defence patrols. The site was formerly part of Esquimalt Village, expropriated by the naval service in December, 1941.²

ARCHITECTURE

Aesthetic Design

Building D143 is a two-storey, rectangular, flat-roofed structure of undistinguished design, typical of the most utilitarian of World War II temporary construction (Figures 3, 4). A minimal sense of balance is created by the fenestration pattern, which

consists of regularly spaced paired windows. A second-floor door and hoisting beam is situated on the northern (side) elevation (Figure 3). Large doors for the haul-out are situated on the eastern end, facing the harbour.

Functional Design

The entire southern half of the building is occupied by the haul-out, which rises the entire height of the structure (Figure 5). Much of the remaining ground-floor area contains an open workshop with small offices and service rooms partitioned at one end. The same general pattern occurs on the second floor.

Craftsmanship and Materials

Building D143 is a wood-and-steel-frame building, clad in asbestos shingles. The exterior shows some signs of wear; the structural condition is unknown. The building is scheduled for demolition in 1990.³

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

The greater site area is currently in transition, due to reconstruction on the site of building D130, the former Royal Navy coal sheds (Figure 6). Building D143 occupies a flat site surrounded by paving, with a gravel area extending between it and building D142. The structure is oriented at an angle in relation to its neighbours (Figures 1, 2). No known changes have occurred to the immediate site.

Setting

Building D143 is the only wartime temporary in its immediate area, and thus contrasts with adjacent groupings of brick buildings. It is however comparable in scale with surrounding buildings in this heavy industrial area.

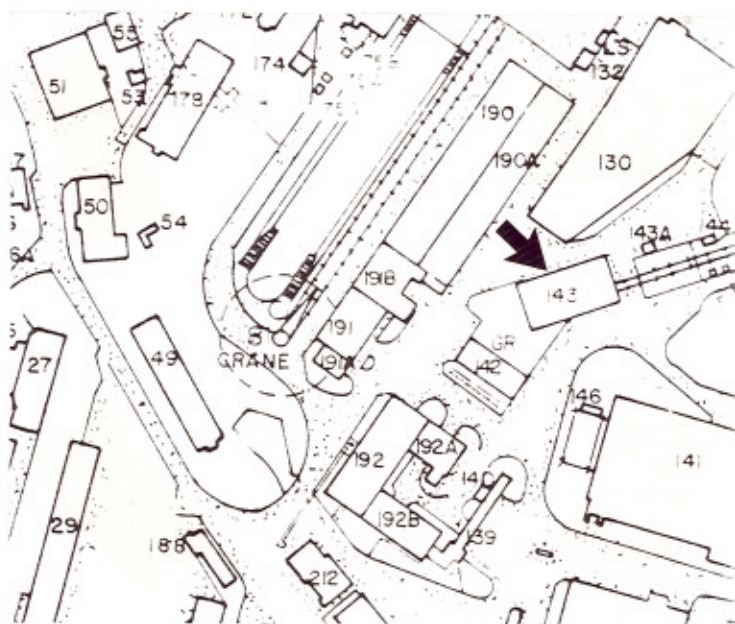
Landmark

Building D143 enjoys only limited visibility from within the local area of the Dockyard. It is more easily visible from the harbour.

Endnotes

- 1 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 227.
- 2 Tucker, The Naval Service of Canada. Its Official History, Volume II, pp. 224, 227.
- 3 S.M. Ross, in conversation with the author, 8 June 1990.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 2 Building D143, site and setting prior to demolition of adjacent building D130. (CFB Esquimalt, 1985.)

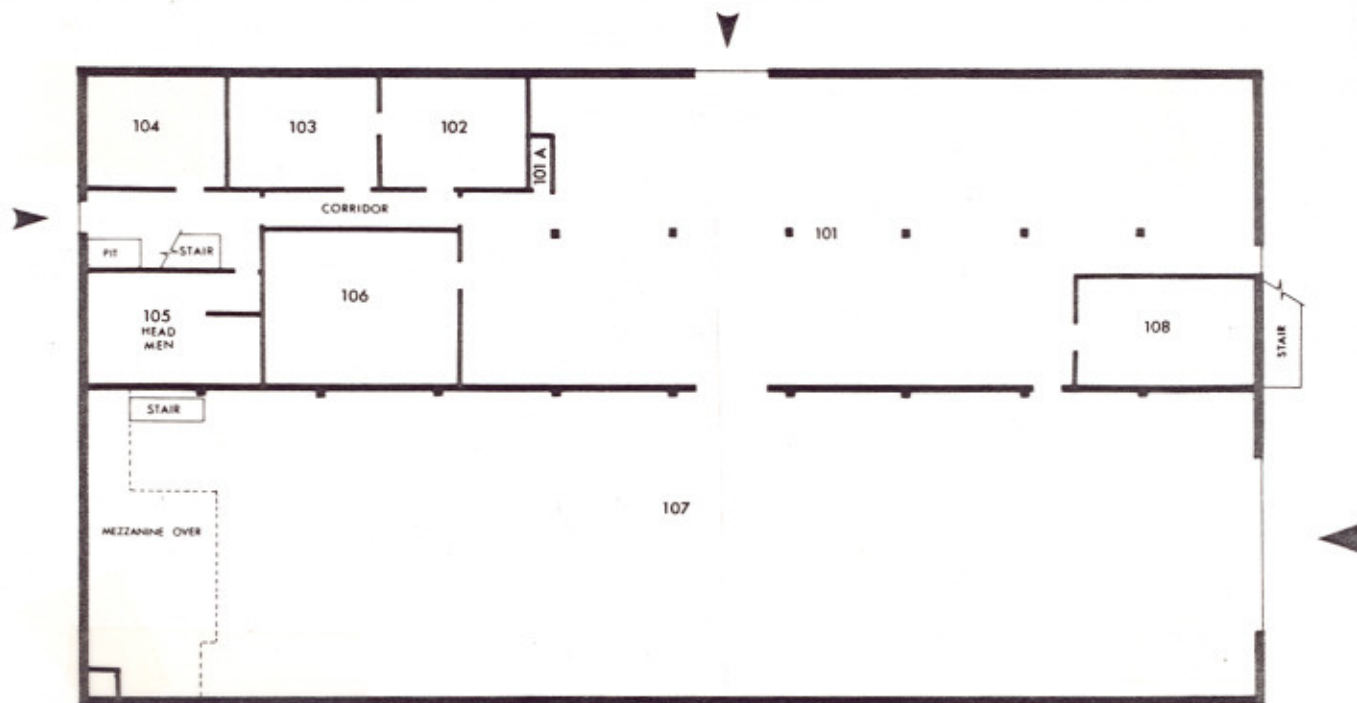


- 3 Building D143, end (west) and side (north) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D143, southern elevation.
(Ian Doull, AHB, Parks, 1989.)



5 Building D143, ground storey plan. (Stevenson Kellogg

Building D212 (Dockyard Firehall, ca. 1942-43)

HISTORICAL ASSOCIATIONS

Thematic

The firehall is one of several buildings which provide essential service functions to the Dockyard. It is the latest building to house the naval fire service, which was established in the Dockyard in 1866. The fire services headquartered here also control the harbour fireboat.¹

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Depending on its precise date of construction,² building D212 was constructed during the first major, or supplementary building booms of 1942 and 1943 respectively. The site was formerly part of the Village of Esquimalt, expropriated by the RCN in 1941. The firehall was originally planned for the opposite side of Hospital Road, immediately west of building D210.

ARCHITECTURE

Aesthetic Design

The Dockyard firehall is a two-storey, flat roofed building, presenting six bays on its main (southern) elevation (Figure 2). The overall design has been largely determined by the building's function. This has resulted in an utilitarian structure which acquires some visual distinction by the symmetrical groupings of windows and a projecting course which divides the first and second storeys. The building was constructed in three sections,

resulting in an unbalanced configuration. The original design consisted of the four eastern ground-floor bays with a second storey over the two central doors. The second storey was subsequently enlarged, and the taller, two-bay western section was added since 1974.

Functional Design

The ground storey contains spaces for four firetrucks, in bays 1, 2, 4 and 5 (east-to-west). The extant plan of the easternmost four bays reflects the general plan before the most recent addition, and consists of a central working and parking area surrounded by offices and shops. The upper floor is divided into two functional areas - one providing dormitory and recreational space, and the other administrative functions - with rooms generally oriented on a north-south axis.

Craftsmanship and Materials

Building D212 exhibits simple but competent craftsmanship. The new sections blend smoothly with the original structure, and all sections appear to be in good condition. The building is of concrete block and woodframe construction.³

Designer

No known designer is associated with this building.

ENVIRONMENT

Site

The building is surrounded by pavement, and is set back slightly from the road (Figures 2, 3). Few site changes if any, except those associated with building expansion, have occurred since the first phase was completed. Building D212 shares a greater site with the adjacent industrial shop D213.

Setting

Building D212 is one of the smallest structures in a broken linear row on the eastern side of Hospital Road (Figure 1), consisting of buildings of comparable scale, shape, materials, and colour. It is an integral component of the World War II streetscape along this section of Hospital Road.

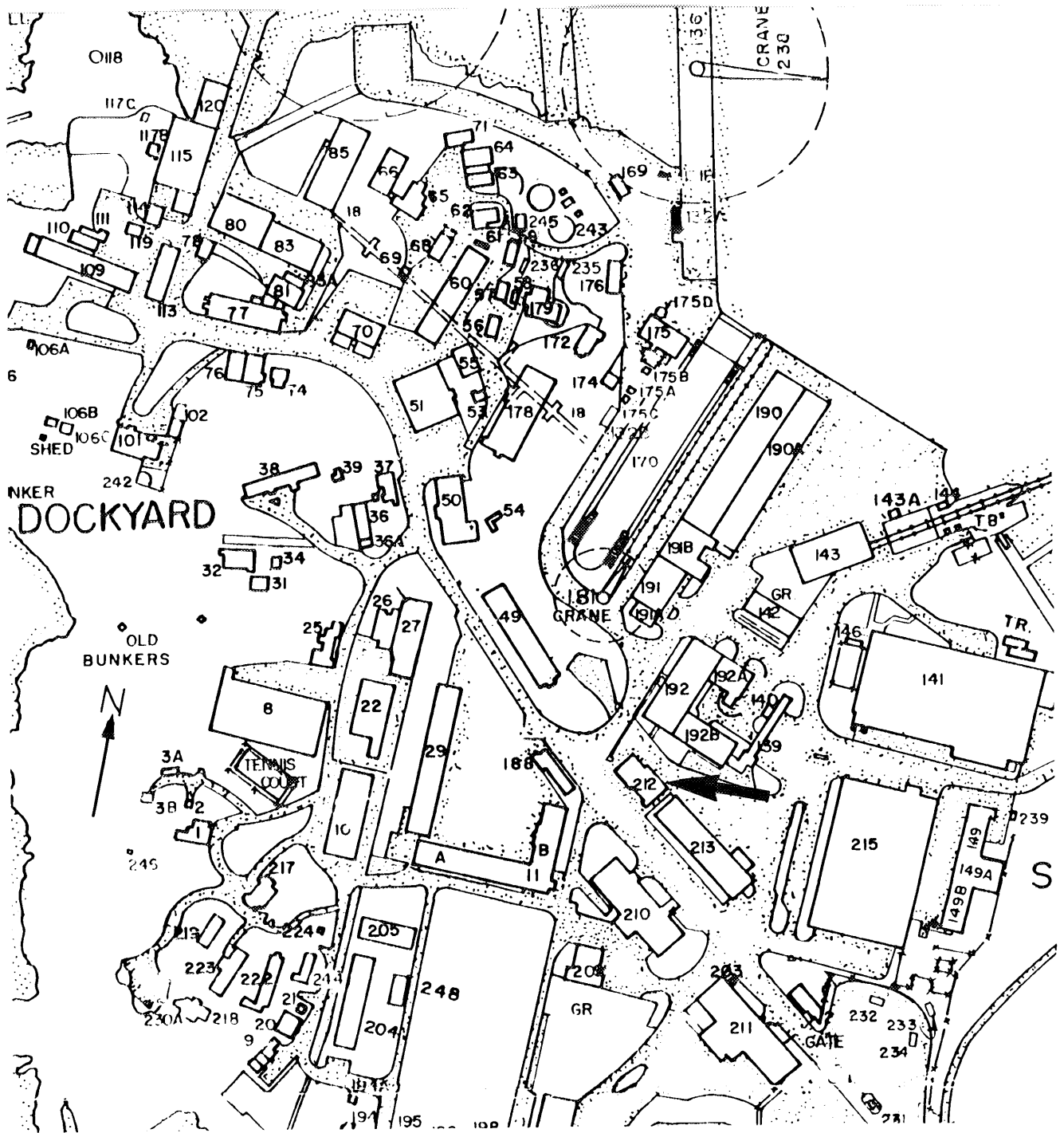
Landmark

The firehall is visible as a streetscape component along the easternmost section of Hospital Road. Its function also gives the building a high recognition factor throughout the Dockyard.

Endnotes

- 1 Maritime Forces Pacific: CFB Esquimalt Dockyard (n.p.: Department of National Defence, n.d.), p. 12.
- 2 DND property records indicate 1940. The building does not appear on 1942 site plans, but is shown on 1944 plans.
- 3 Stevenson Kellogg Report, Vol. 1, p. 470.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

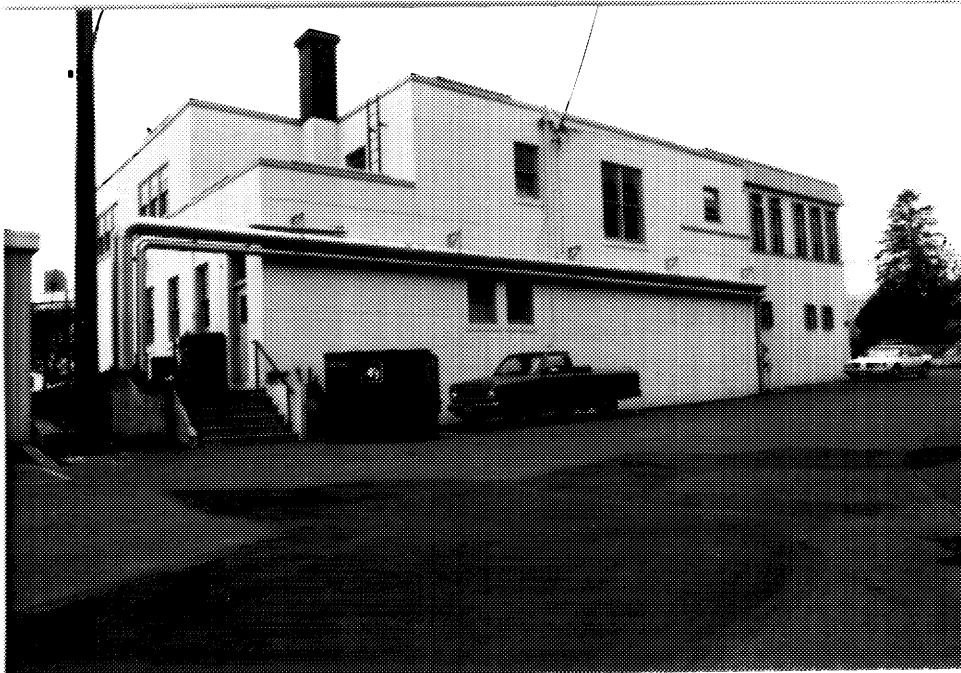


1 Building D212, Dockyard firehall, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

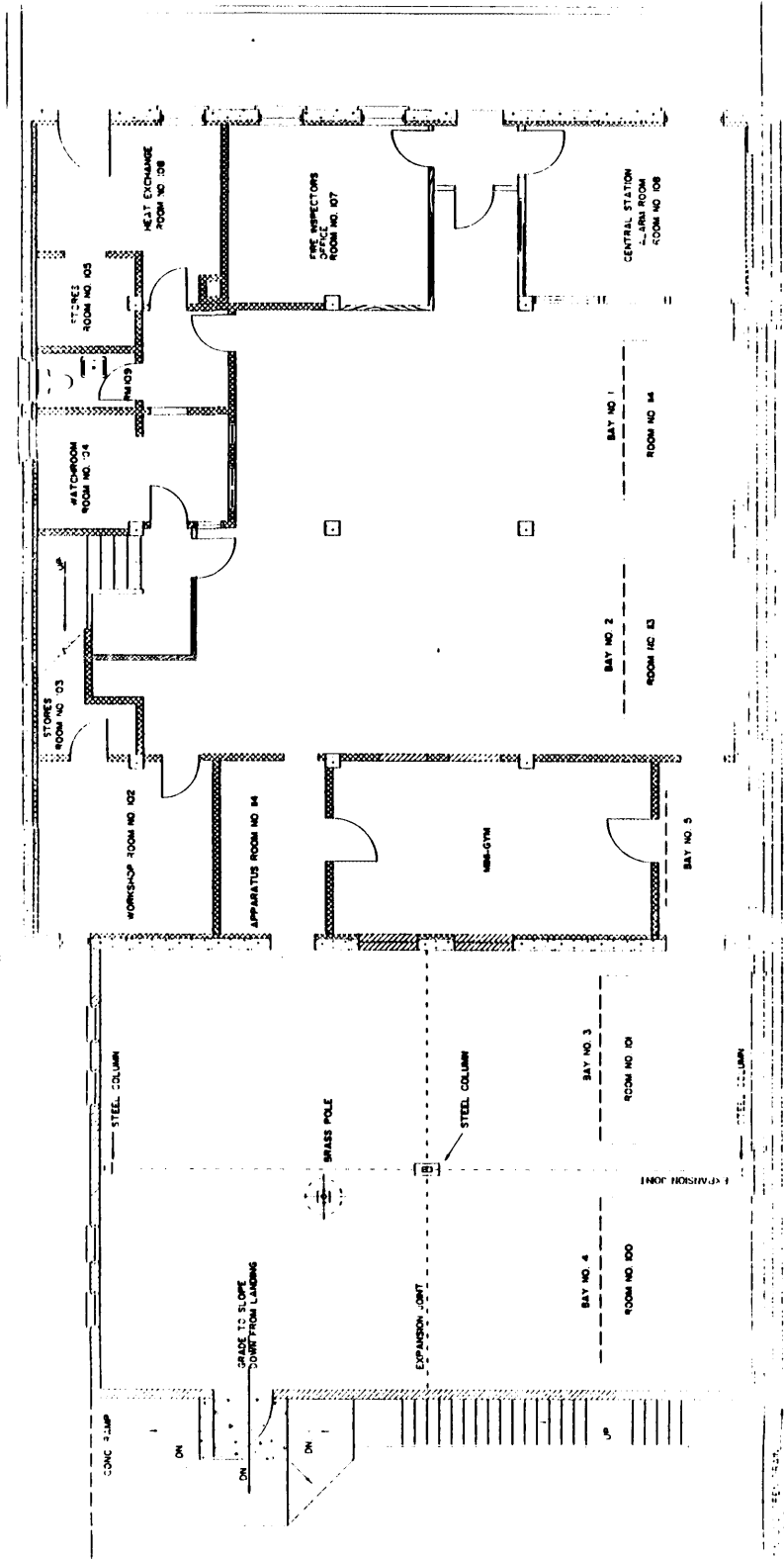


2 Building D212, main (south) and side (west) elevations, showing buildings D192 behind at left; D213 at right. (Ian Doull, AHB, Parks, 1989.)



3 Building D212, rear (north) and side (east) elevations. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D212, ground storey plan. (Courtesy CFB Esquimalt.)

Building D213 (Former Truck Garage and Dispatch, ca. 1943¹)

HISTORICAL ASSOCIATIONS

This building was constructed during World War II as a truck garage, and since the 1970s has housed metal plating and finishing shops for the ship repair unit. It has thus been associated in a secondary manner with internal Dockyard administration and maintenance, and with ship repair. Building D213 is associated with the second major wartime building boom in the Dockyard, during which additional ship repair, armaments, and support facilities were built.

ARCHITECTURE

Building D213 is an elongated, one-storey structure, with a raised roof at the western end and an office wing at the eastern end (Figure 2). The building's low physical profile is emphasized by the flat roof and lack of regular fenestration on the main (south) elevation. It has few distinguishing features, but the rooftop ventilators and chimneys proclaim its industrial function. The rear elevation contains a number of large truck bays (Figures 3, 4). With the exception of two metal shops at the western end, the interior subdivisions are oriented north-south, occupying half or all of the building width (Figure 4). The structure may be demolished in succeeding years.² Building D213 is a concrete and tile block structure, with a stucco and painted concrete exterior finish. Although of undistinguished design, it appears to have been competently built and seems to be in good condition. The designer is unknown.

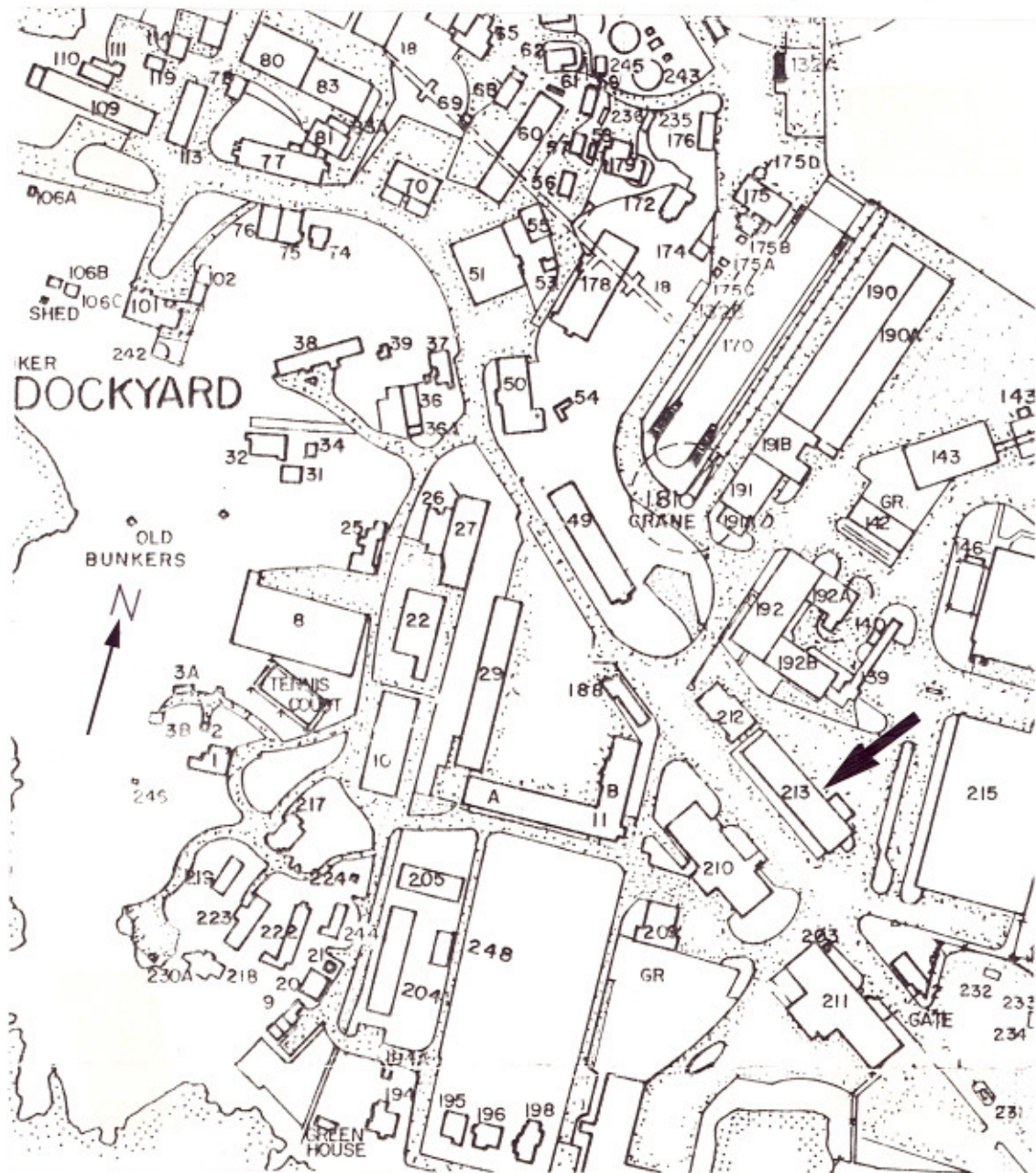
ENVIRONMENT

The building is set back about five feet from Hospital Road. A curbstone enclosing the sidewalk extends partially around both ends (Figure 2); the area between the western end and the adjacent firehall is gravel-covered. The rear of the building faces a paved work yard (Figure 3), with no formal edges between the D213 site and of the D192 grouping. No apparent changes have occurred except for the removal of a small gasoline filling station at the rear. Building D213 is the southernmost in a linear row of World War II structures which line the east side of Hospital Road from the Dockyard gates forward to the former site of the Royal Navy boundary (Figure 1). It partially screens the heavy industrial area to the north from the roadway, and is readily identifiable as wartime construction. It enjoys good visibility in the vicinity of the Dockyard entrance.

Endnotes

- 1 This date is arrived upon by comparing site plans of 1942 and 1944.
- 2 S.M. Ross, in conversation with the author, 3 May 1989.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 1 Building D213, former truck garage and dispatch, location. (CFB Esquimalt, 1986.)

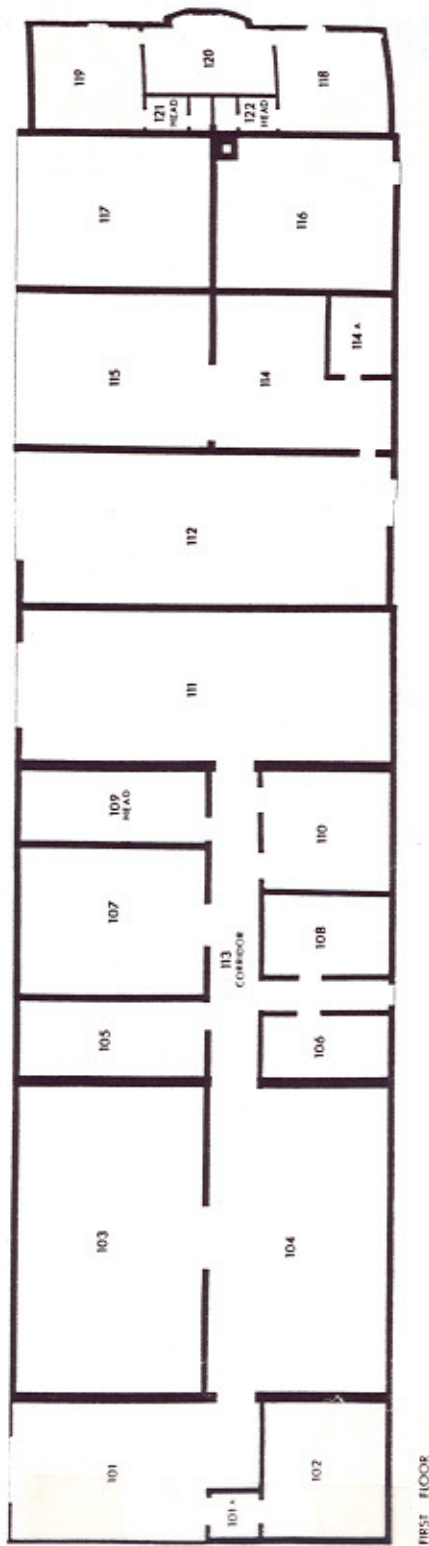
DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



- 2 Building D213, looking northwest, showing main (south) and end (east) elevations; building D212 beyond at left. (Ian Doull, AHB, Parks, 1989.)



DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D213, plan. (Stevenson Kellogg Report, Vol. 1, p 477.)

Building D210 (Former Central Victualling Depot, 1942)

HISTORICAL ASSOCIATIONS

Thematic

Building D210, now known as the central rationing depot of the base supply group, was constructed in 1942.¹ This building provided an essential service which was directly associated with the theme of naval defence. The storage and provision of food was perhaps the first purpose of the Dockyard, even predating its formal establishment in 1865. The construction of building D210 was made necessary by the huge increase in the demand for provisioning created by wartime conditions, for which no modern Dockyard buildings existed. The building's capacity has long since become inadequate to serve the needs of the base, and other buildings are now in use nearby to augment the facility.² The building is still used as a food warehouse, and as an administrative centre.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D210 was constructed during the first major Dockyard building boom, which occurred in 1942.³ The site was formerly part of Esquimalt Village, expropriated by the naval service for Dockyard expansion in December 1941.⁴

ARCHITECTURE

Aesthetic Design

Building D210 is a one-storey, flat-roofed rectangular structure

with few distinguishing architectural features. The presence of a covered loading dock and irregular fenestration on the main (northern) elevation are indicative of light industrial or storage use (Figure 2). The building was designed purely for functional purposes, with minimal regard for aesthetics (Figures 2, 3).

Function Design

Building D210 has clearly been designed to accommodate the particular type of commodities being stored there. The building features two loading docks on the main elevation, which lead to an open storage space of irregular shape occupying the central area of the building (Figure 4). A number of freezer and refrigerator rooms occupy the eastern end of the building, and offices and administrative areas are located on the western side.

Craftsmanship and Materials

Building D210 has been simply but competently constructed, as revealed by its apparent good condition. The building is of concrete construction, with a concrete block exterior.

Designer

Building D210 was designed by the RCN's Directorate of Works and Buildings.

ENVIRONMENT

Site

The building occupies a flat site, adjacent and similar to that of building D211 (Figure 1). The 25-foot setback is occupied by the two loading docks and by a landscaped strip with lawn and plantings which wraps around the western side and extends to the Dockyard Road intersection (Figure 2). The rear and eastern sides are paved. Few changes have occurred, except perhaps for the

nature of the landscaping, and also the removal of a coal dump platform which was situated on Dockyard Road, close to D210's rear elevation.⁵

Setting

Building D210 is readily identifiable as a member of the World War II building group which includes D211, D214, D213, and D212 - all situated in the eastern section of the Dockyard near the main gate. Similarities include those of general massing, materials, and colour. The building helps define the intersection of Hospital and Dockyard Roads.

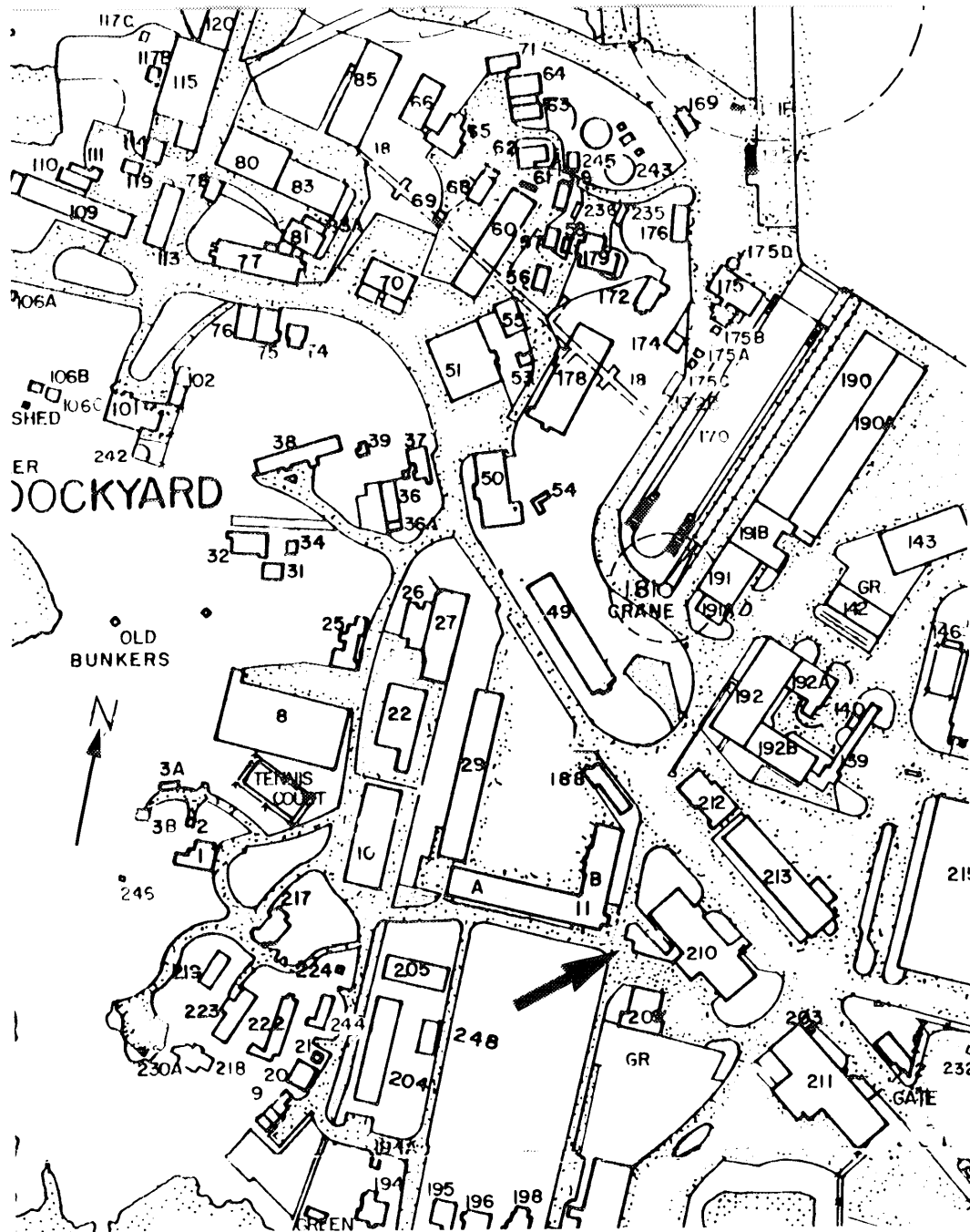
Landmark

Building D210 enjoys moderate visibility as a structure situated at an intersection, and as a component of the streetscape of eastern Hospital Road.

Endnotes

- 1 Although DND property records indicates 1940, it should be recalled that the site was Village of Esquimalt property until December 1941. A site plan of March 1942 indicates the building in outline form. The 1942 date is supported by: Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.
- 2 CFB Esquimalt (Dockyard, Naden) Base Development Plan (Ottawa: Department of National Defence, 1972), Section 7, pp. 3-4.
- 3 Tucker, The Naval Service of Canada. Its Official History, Volume II, pp. 224-225.
- 4 Tucker, The Naval Service of Canada. Its Official History, Volume II, p. 224.
- 5 NA, RG 24, Acc. 83-84/167, Box 4104, File 9200-135/2, pt. 2.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D210, former central victualling depot, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

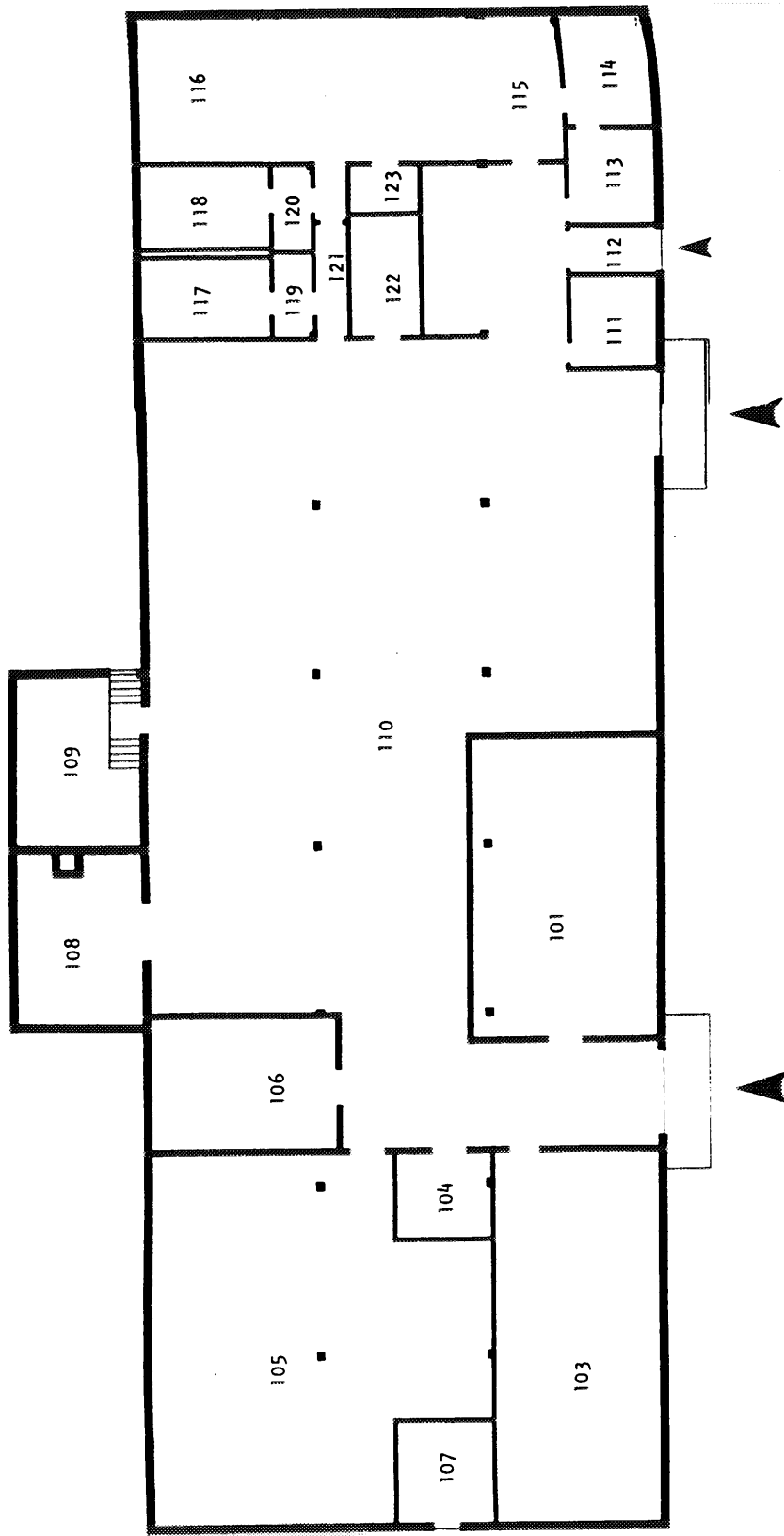


2 Building D210, main (northern) and end (western) elevations; building D211 stands at left. (Ian Doull, AHB, Parks, 1989.)



3 Building D210, rear (southern) elevation. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D210, plan.
(Stevenson Kellogg
Report, Vol. 1,
p. 453.)

Building D211 (Former Clothing and Receiving Stores, 1942)

HISTORICAL ASSOCIATIONS

Thematic

Building D211 was constructed in 1942 as the main Dockyard receiving stores.¹ The handling of naval stores has been one of the principal functions of the Dockyard since its creation in 1865. In the early years of Canadian occupancy stores were held in various Dockyard buildings wherever space could be found. This proved to be inadequate under wartime conditions, and both permanent and temporary bulk stores buildings were built in the early 1940s. By 1944 the increased storage capacity afforded the Dockyard by building D211 was again inadequate, and a large reserve stores depot was established in Vancouver.² Building D211 is now the base supply main office, from which stores held in buildings throughout CFB Esquimalt are administered.³

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D211 is one of the largest single buildings constructed during the first major World War II Dockyard building boom, which occurred in 1942. The site was formerly part of the Village of Esquimalt, expropriated by the naval service in December 1941.⁴

ARCHITECTURE

Aesthetic Design

Building D211 is a monolithic four-storey, flat-roofed structure. The building is an example of International Style architecture,

the elements of which have been successfully adapted to this utilitarian storage building. The characteristic horizontality is created by the flat roof, accentuated cornice line, and by the ribbon-like treatment of the windows (Figures 2-4). The predominantly flat plane of the main elevation is enlivened by the stairwell blocks which stand out in slight relief. The use of concrete as an exterior material, usually plastered or painted, is another common element employed here.⁵

Functional Design

Although partially re-adapted as an administration building by the construction of office partitions on each floor, the majority of the floor space remains devoted to open storage areas (Figure 5). Stores are brought into the building through a central loading bay in the main elevation, and a second one on the west side (Figures 2, 5). Flanking pedestrian doorways on the main elevation open into stairwells. A one-storey rear (south) projection contains additional storage and repair rooms (Figure 4). The building is of reinforced concrete construction.⁶

Craftsmanship and Materials

Building D211 exhibits quality workmanship and remains in good condition. The structure is of concrete throughout, with secondary interior partition of wood frame.

Designer

Building D211 was designed by the RCN's Directorate of Works and Buildings.⁷

ENVIRONMENT

Site

Building D211 occupies a flat site situated on the east side of

Hospital Road, opposite the main guardhouse (D214, Figure 1). The front elevation faces the road across a modest landscaped setback. Paved parking areas surround the balance of the building. The site extends to the shoreline at the rear. A weigh scale stands near the northeast corner. Few changes have occurred, except for the possible realignment of curbs and resurfacing.

Setting

Due to its massive size building D211 dominates the entrance to the Dockyard, easily dwarfing the adjacent guardhouse. It creates the impression to those passing through the gates of entering an area of intensive, large-scale activity.

Landmark

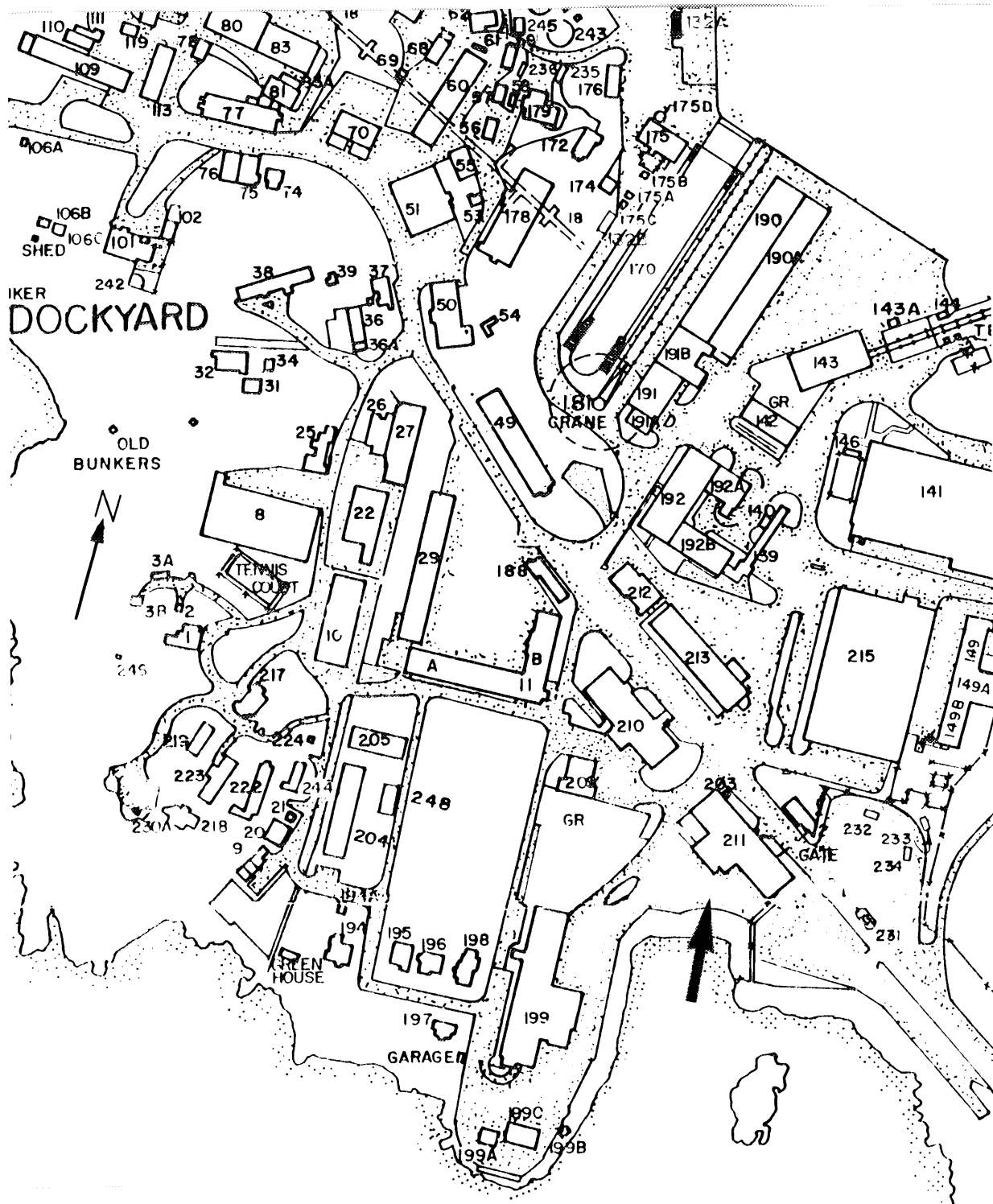
Building D211 is prominent both inside the Dockyard along Hospital Road, and from the outside along Esquimalt Road, as one approaches the main gate.

Endnotes

- 1 Tucker, The Naval Service of Canada. Its Official History, Volume II, pp. 224-225.
- 2 Tucker, The Naval Service of Canada. Its Official History, Volume II, pp. 227-228.
- 3 CFB Esquimalt (Dockyard, Naden) Base Development Plan (Ottawa: Department of National Defence, 1972), Section 7, p. 2; Maritime Forces Pacific: CFB Esquimalt Dockyard (Ottawa: Department of National Defence, n.d.), p. 9.
- 4 Tucker, The Naval Service of Canada. Its Official History, Volume II, pp. 224-225.
- 5 Whiffen, American Architecture Since 1780: A Guide to the Styles, pp. 241-43.
- 6 Stevenson Kellogg Report, Vol. 1, p. 457.

- 7 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," pp. 30-31.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D211, former clothing and receiving stores, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D211, main (northern) and side (western) elevations. (Ian Doull, AHB, Parks, 1989.)



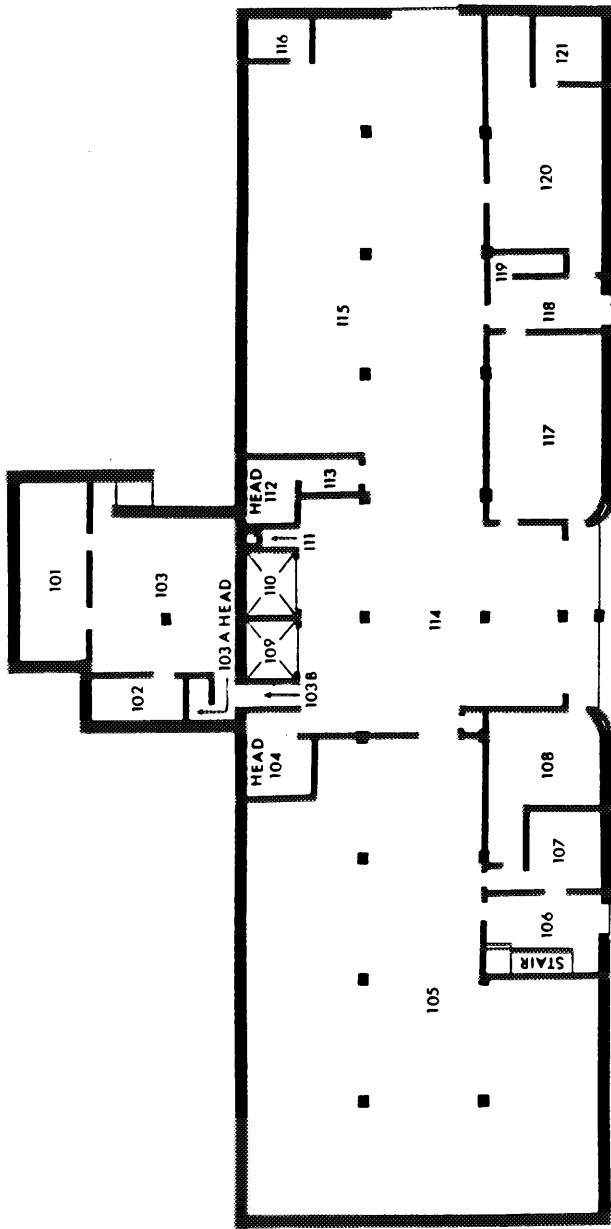
3 Building D211, main and side (east) elevations; building D199 is seen at left, main gate details at left-centre. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.

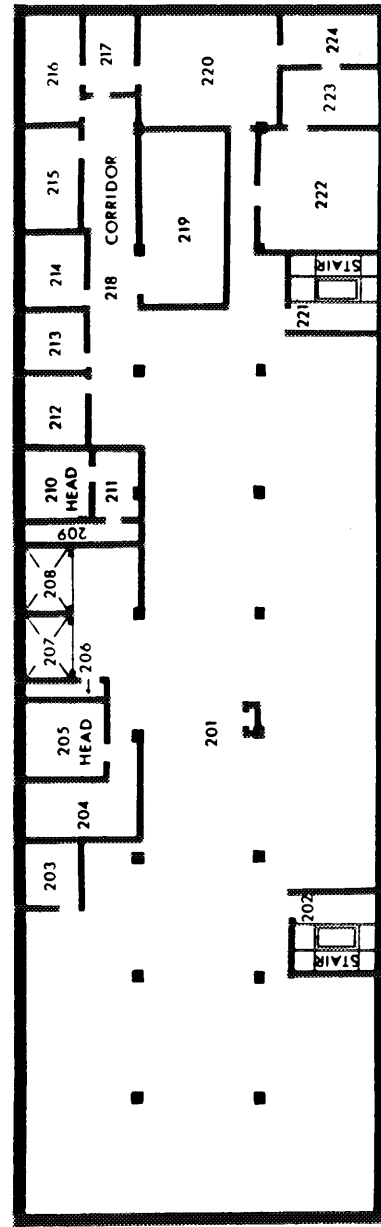


4 Building D211, rear (southern) elevation.
(Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



FIRST FLOOR



SECOND FLOOR



5 Building D211, plans of first and second storeys. (Stevenson Kellogg Report, Vol. 1, pp. 458, 461.)

Building D214 (Dockyard Guardhouse, 1943)

HISTORICAL ASSOCIATIONS

Thematic

All military sites and bases feature guardhouses at the principal points of entry to control access and to provide administrative facilities for security personnel. Building D214 is the third purpose-built guardhouse at the Dockyard to fulfill this fundamental function, and is associated with Dockyard operations. It has housed the same use since its construction.

Person/Event

No persons or events of historical significance are associated with this building.

Local Development

Building D214 was constructed in 1943 during the secondary wartime expansion phase of Dockyard facilities. It marks the position of the main entrance of the fully expanded Dockyard following the expropriation of Esquimalt Village in 1941.¹

ARCHITECTURE

Aesthetic Design

This compact, attractively designed building is an example of the International Style, and is the most sophisticated representation of the style within the Dockyard. The flat roof, ribbon-like window treatment, shallow concrete coursing, and projecting bands create the characteristic horizontal emphasis which is reinforced by the use of contrasting paint colours (Figures 2-4). The main (southern) elevation is enlivened by a slightly projecting stairwell block (Figures 2, 4). The rounded projection on the

eastern elevation - a stylistic element occasionally used to provide visual contrast - adds interest and distinction to the building (Figures 2, 3).² Rounded surfaces were employed in commercial and residential architecture of the International Style and related Moderne Style; no comparative examples are found in the Dockyard.³

Functional Design

The main body of the ground storey is bisected by a central corridor with north-south rooms arranged on each side (Figure 5). All areas of the floor are accessible to the corridor, which opens into the main guardroom and inquiry room at the eastern end. These rooms each feature external entrances, and others are found on the south, west, and north elevations. Photographs reveal the recent conversion of windows on the curved face to doors (Figures 2, 3); this is not indicated on the floor plan (Figure 5). The second floor features a similar arrangement, but with large, open offices situated at each end. The building is of reinforced concrete construction.⁴

Craftsmanship and Materials

This building has been well constructed and exhibits competent workmanship. It remains in good condition. Concrete was used throughout, for interior and exterior walls and partitions.

Designer

Building D214 was designed by the Directorate of Works and Building, RCN.⁵

ENVIRONMENT

Site

Building D214 occupies the southeast corner of a flat,

triangular-shaped site at the eastern end of Hospital Road (Figure 1). Changes include the removal of small temporary shelters and a wire fence immediately to the north, and construction of the current stone wall and curbs along the eastern side. The iron gates extend across the road which defines the southern edge of the site.

Setting

While one of the smallest of the group, the guardhouse compares in proportion, general design, materials, finish, and colour with several other World War II buildings on Hospital Road, including D211, D49, D50, D29, D11A and D11B. It frames the entrance to the Dockyard, along with the adjacent monolithic building D211 (Figures 1, 3).

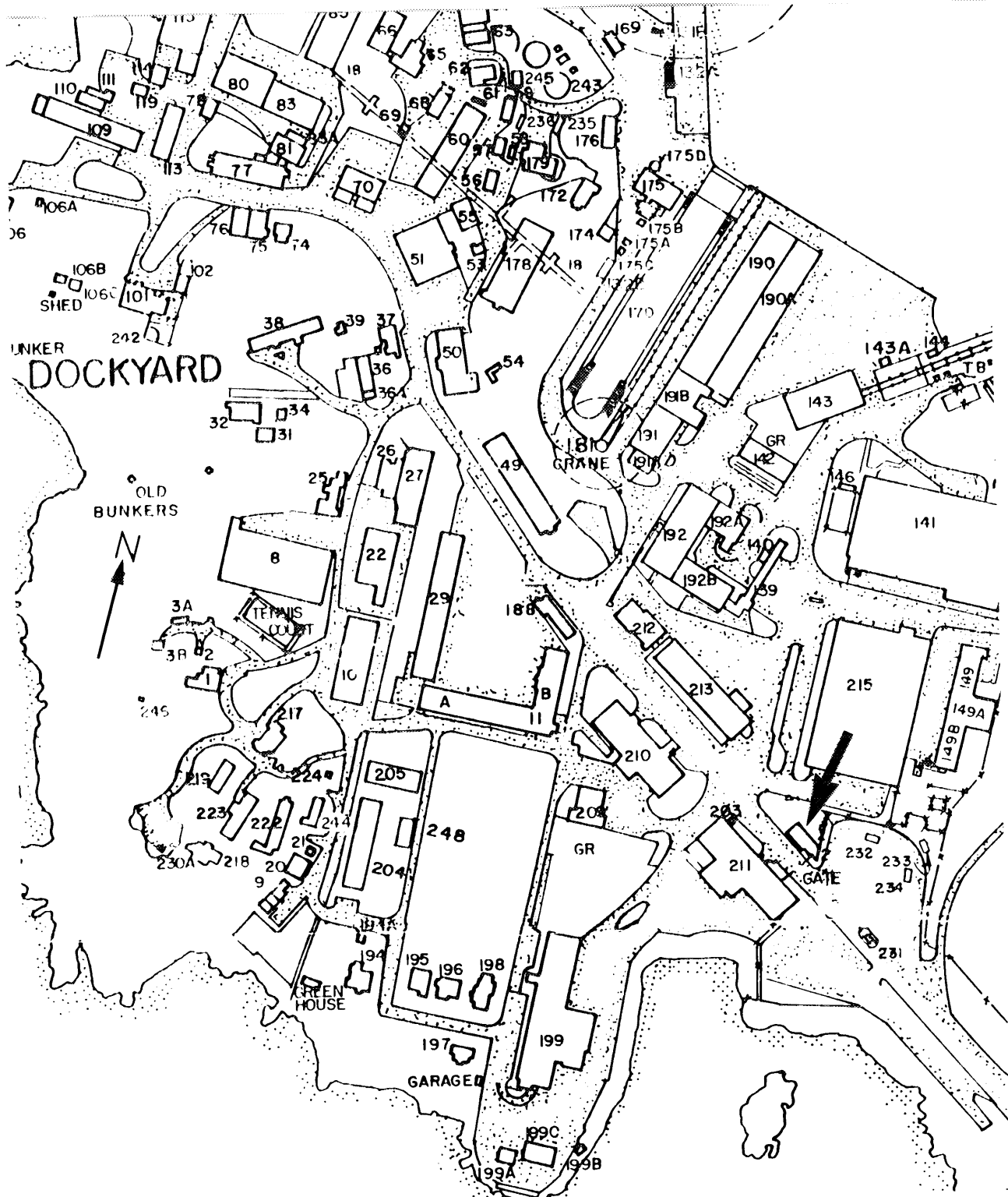
Landmark

Building D214 has a high public profile as the checkpoint and clearance station through which visitors and DND personnel alike must pass to enter and exit the Dockyard.

Endnotes

- 1 Tucker, *The Naval Service of Canada. Its official History, Volume II*, p. 224.
- 2 Whiffen, *American Architecture Since 1780: A Guide to the Styles*, pp. 241-43.
- 3 For a comparative example see Julie Harris, "Colony Club Restaurant, St. John's, Newfoundland," Historic Sites and Monuments Board of Canada, Agenda Paper 1987-16, June 1987.
- 4 Stevenson Kellogg Report, Vol. 1, p. 481.
- 5 Bourgeois, "The Royal Canadian Navy Civil Engineers: A History," p. 30.

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



1 Building D214, Dockyard guardhouse, location. (CFB Esquimalt, 1986.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



2 Building D214 nearing completion, April 1943, southern and eastern elevations. (NA, PA-176342.)

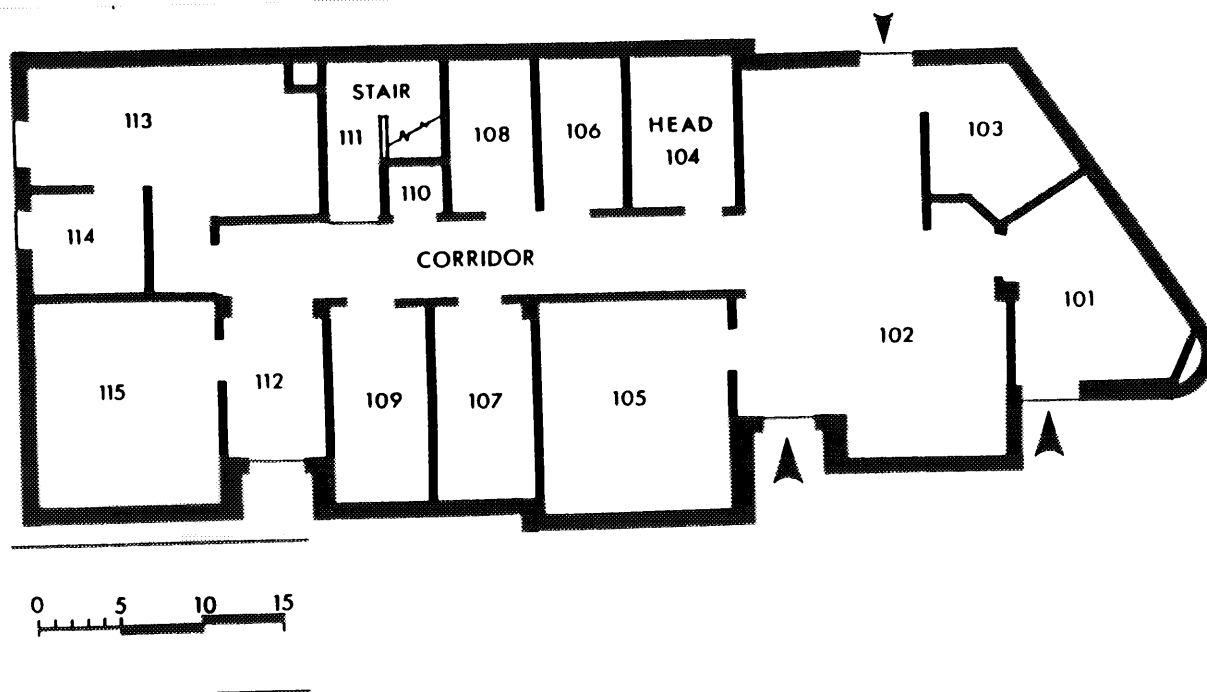


3 Building D214, eastern and northern elevations, showing building D211 at left, wall and landscaping. (Ian Doull, AHB, Parks, 1989.)

DOCKYARD BUILDINGS, CFB ESQUIMALT, B.C.



4 Building D214, west and south elevations;
building D215 is visible at left.
(Ian Doull, AHB, Parks, 1989.)



5 Building D214, ground floor plan. (Stevenson Kellogg
Report, Vol. 1, p. 482.)