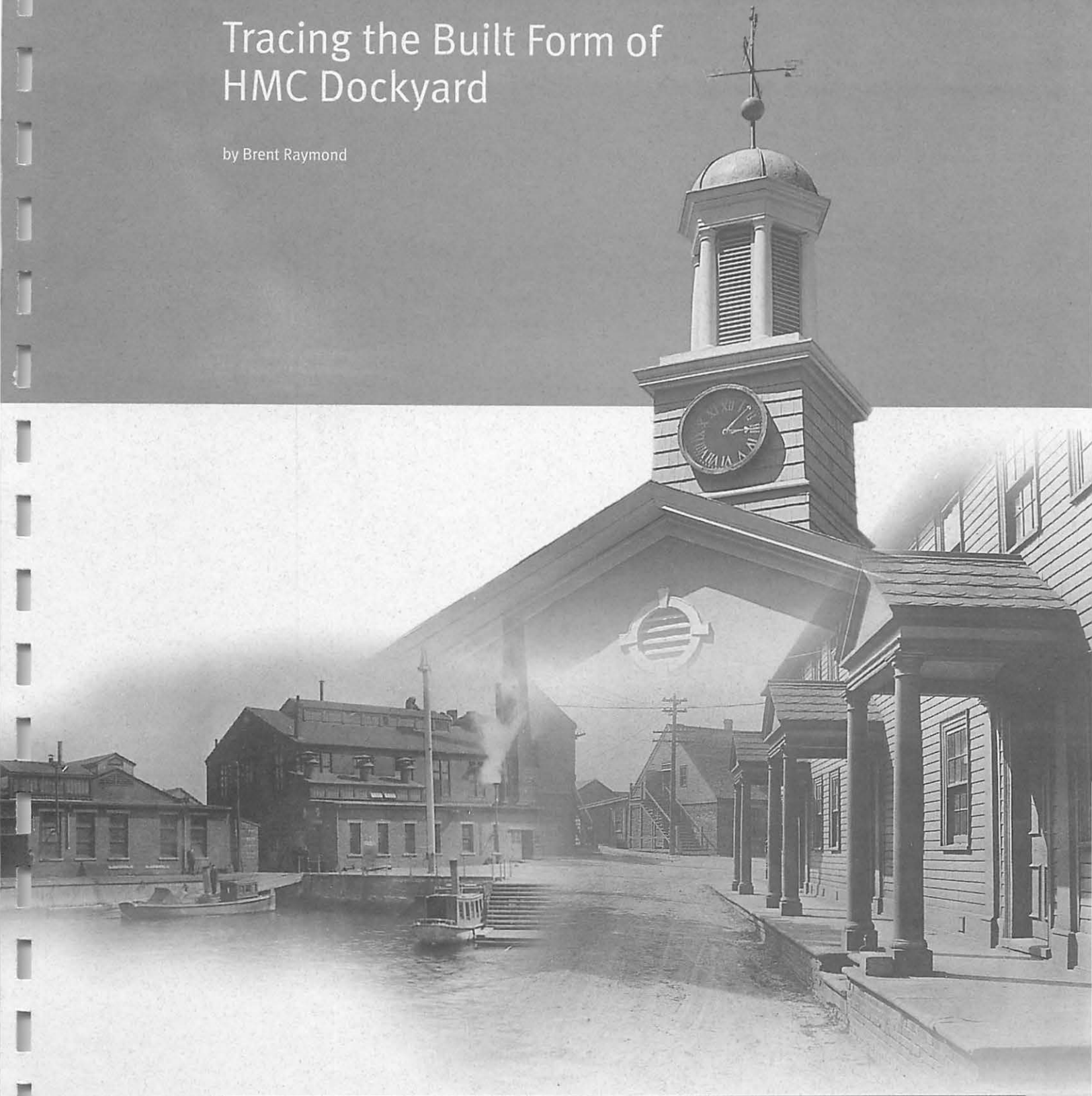


Tracing the Built Form of HMC Dockyard

by Brent Raymond



C U R A T O R I A L R E P O R T N U M B E R 8 8

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Acknowledgements & Preface

I completed this project as part of the course requirements for the senior studio class in Environmental Planning at the Nova Scotia College of Art and Design. The client for the project was the Maritime Shipmodelers Guild, a group of individuals who allow others to enjoy the past. I thank Marilyn Gurney of the Maritime Command Museum for enduring my constant questions and sharing her knowledge of the Dockyard. I thank Gary Shuttlack of the Public Archives of Nova Scotia for understanding the need for another view of history. I thank Paddy Coolen and Dave Rogers of Base Construction Engineering, Canadian Forces Base Halifax, for taking time out of their days to explore their archives. I further thank Lou Collins, Jim Lotz, and Alan Ruffman for sharing their wisdom with someone fascinated with history. Finally, I thank my advisor, Dr. Derek Davis, for his invaluable guidance and enthusiasm throughout the project, Susan Beazley, for her patience and support, and Marven Moore and Dan Conlin of the Maritime Museum of the Atlantic, for seeing the worth of the project for publication.

I have received several comments and enthusiastic support from many people about this project. For this I am grateful. To respond to the suggestions, I included a few changes to the document since 1995:

1. A set of smaller maps are included in a two page fold-out to show, at a glance, the change in built form throughout the Dockyard's history as of December 1995. Numbers are not assigned to each structure as seen in the more descriptive maps.
2. A ranking of the oldest structures still remaining in the Dockyard as of December 1995.
3. Additional photographs providing extra detail to the layout and function of the Dockyard.

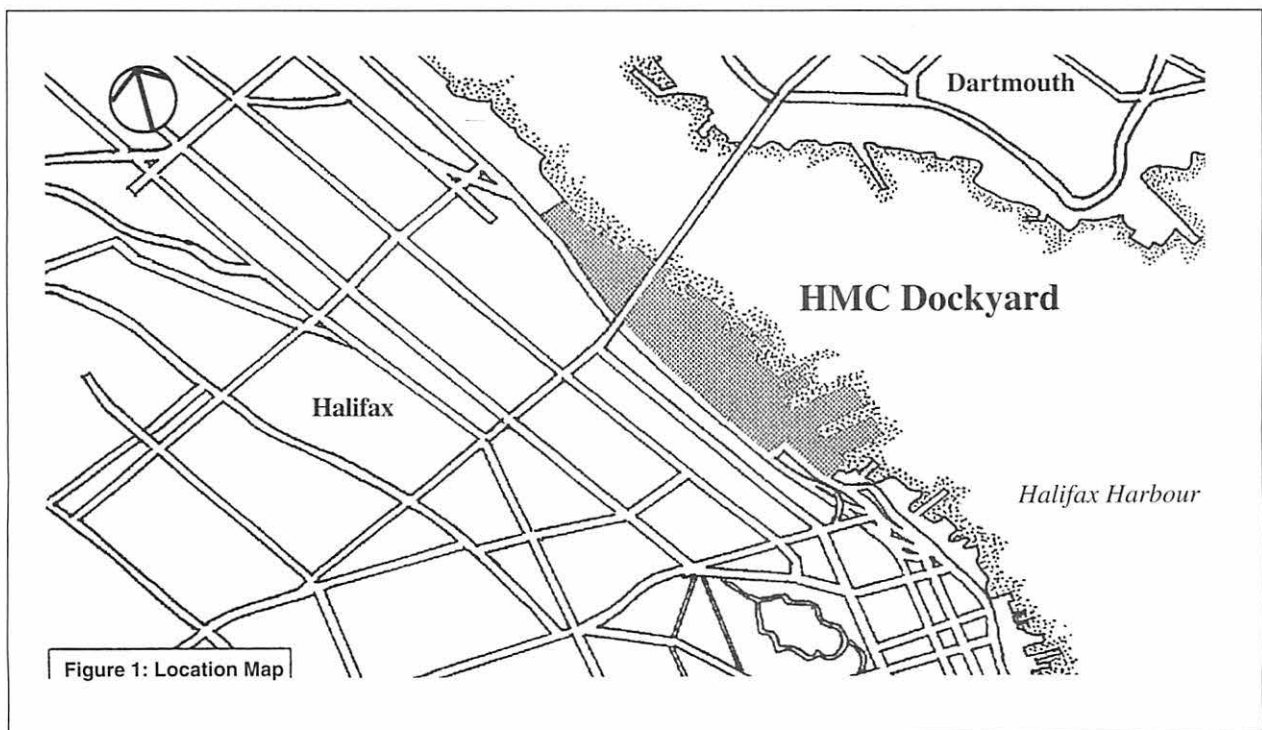
Brent Raymond
06.05.1997

Introduction

Historical interpretation is an important tool for appreciating history and gaining a better understanding of present situations. As landscapes change, it becomes more difficult for us to know about our built and cultural pasts. This research project, "Tracing the Built Form of HMC Dockyard, Halifax: 1758-1995", recognizes the importance of a better understanding of our past and how it has shaped the present.

History has fascinated us for millennia. Schafer (1969: 1) characterizes history as being "...a thirst for knowledge of the past, wanting to share in the pageantry and achievement as well as to understand better the failures and follies of those who have walked before. However, history requires an accurate interpretation". Schafer¹ further states that "the value of an interpretation is dependent on the availability of adequate data, analysis of the evidence in context of the events, the condition of the sources, and the availability and reliability of the witnesses, and on the methodological or disciplinary training of the investigator who gathers and evaluates the data".

HMC Dockyard is situated on the western shore of Halifax Harbour, Halifax, Nova Scotia. It has an important role in the history of Halifax. The present Dockyard encompasses an area of 16.76 acres, stretching from Halifax Shipyard Limited to the Halifax waterfront at Purdy's Wharf. In 1969, the Dockyard became part of Maritime Command and ceased its operation as a separate entity from the Halifax Defense Complex². Today, it remains an important feature in the urban form of Halifax and the naval activity of Canada.

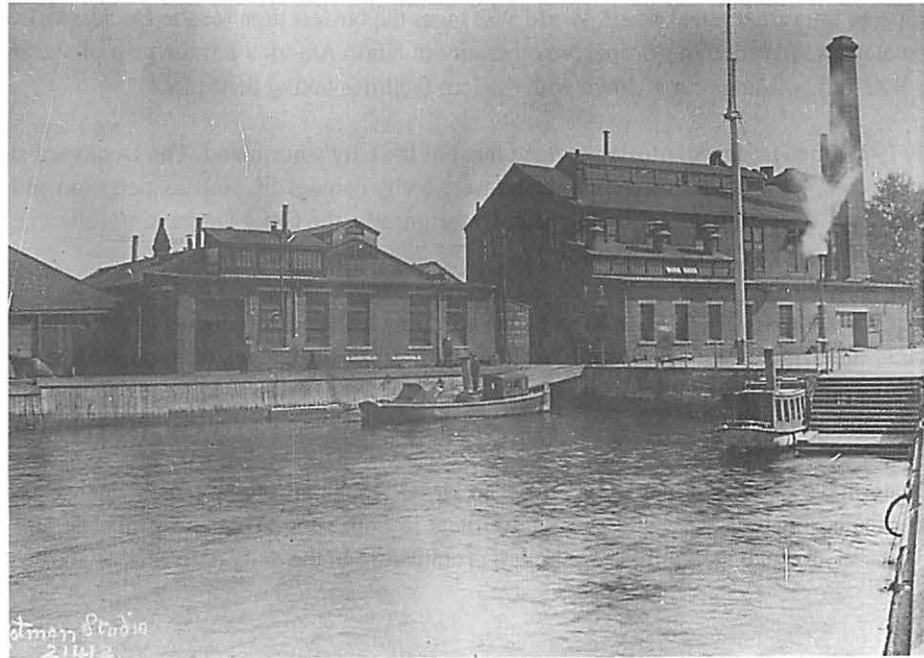


Background

HMC Dockyard and Halifax, Nova Scotia have a very close relationship dating back to their foundings. Chebucto Harbour was first recognized by the Mi'kmaq for its fish and game. The French realized the strategic importance of the deep, natural harbour in 1711 with intentions to fortify it themselves. The Treaty of Utrecht in 1713 conveyed Nova Scotia to British rule. With a change in plans, the French moved their military focus to Louisbourg to protect the entrance to the St. Lawrence³. In 1749, Edward Cornwallis and 1500 British sailors, soldiers, and colonists settled in Halifax Harbour to begin a military and naval outpost. Halifax has the distinction of being the first British North American colony founded by direct government action⁴. From Halifax, the British would attack Louisbourg, oppose French control in Quebec, and protect the Commonwealth's interests in North America. A formal naval facility was needed to maintain the British fleet and to adequately defend their interests⁵.

In February, 1758, the British Navy purchased two acres of waterfront land from Joseph Gorham⁶. The lot, known as Gorham's Point, stretched from Water Street to the water's edge. The following February, Governor Lawrence granted seven additional acres to the Navy. The King's Yard, which was established in 1759, became entitled to all the benefits afforded an official dockyard⁷.

The Dockyard's role in British North America has changed dramatically over 236 years. During the first 25 years, the Royal Navy constructed only the facilities necessary to support the British fleet. In 1775, the Dockyard's importance increased. Halifax became the last British stronghold in North America following the demise of Boston and New York. In 1819, the British Navy relocated its North American Headquarters to Bermuda, subsequently reducing Halifax to a supply depot. The American Civil War of 1861-1870 caused a brief period of intense improvement to the Yard⁸. With the threat of American aggression once again apparent, Halifax became an important base of operation in any offensive against the United States⁹.



Camber between Careening and Anchor Wharf. c.1880s (MCM)

At the turn of the century, Britain had to reassess its position in North America on the heel of challenges to its world leadership. The Germans were taking full advantage of new technology and bolstering their military and naval power at an alarming pace¹⁰. Britain decided in 1904 to focus its naval strengths in Europe rather than North America, resulting in the closure of the Dockyard and the moving of Halifax operations to Britain¹¹. The buildings in the Dockyard were taken over by the newly formed Royal Canadian Navy. With a new navy and the threat of German conflict, the Dockyard once again became an important naval post¹². World War I was the busiest time for the Dockyard; hundreds of vessels carried people, materials, and food to Europe. No other city in North America felt the grip of war more than Halifax. Throughout the War, old buildings came down with modern facilities taking their place.

On December 6, 1917, the Halifax Explosion leveled most of the City's north end. The Dockyard suffered great loss; two buildings were completely devastated and the rest were badly damaged¹³. Halifax persisted and began to rebuild. The Dockyard was fully operating the following year. Unfortunately, the Great Depression following World War I left the Dockyard and Halifax in a desperate position¹⁴.

Between the Great Wars, the Royal Canadian Navy began acquiring land and introducing new facilities. Several buildings erected during this time remain today. During World War II, plans for expansion required the acquisition of large parcels of land to accommodate new buildings. By the end of the War, virtually all that remained of the 19th century Yard was removed and replaced¹⁵.

The past fifty years have been relatively peaceful. The HMC Dockyard has not seen intense activity since 1945. Canada has participated in three wars and several conflicts in both supportive and peacekeeping roles. Today, the Dockyard continues to improve its facilities and figure prominently in the daily activities of Halifax.

Over two hundred years, the Dockyard has evolved from the days of sail to steam, cannon to missile, wood to armour. Halifax and its Dockyard have retained their importance to Canada, Britain, North America and the World. Over this same time, the Dockyard has undergone significant periods of change: the threat of war resulted in the construction of many new site features; peacetime saw buildings and facilities fall into disrepair; the Halifax Explosion altered a portion of the Dockyard's physical past. Dockyard activity over two hundred and thirty six years is well documented. We know a great deal about the construction of buildings, mast ponds, jetties, and other site features. but, written history does not show how the site features were situated in the Dockyard. We cannot get a true sense of the Dockyard's appearance without identifying the location of site features. We must ask questions such as: where was the original mast house in 1759 in relation to Upper Water Street? Where were the structures constructed during World War II located? This project answers these questions.

The Maritime Shipmodelers Guild is interested in the Dockyard's past. The Guild intends to represent a significant period of change in the Dockyard's evolution using a scale diorama depicting ships and site features. For the purpose of its project, the Guild defines significant periods of change as being "important alterations to the built form in the Dockyard". However, it has not determined which periods are suitable for interpretation, or what the Dockyard looked like throughout its evolution. It has sufficient knowledge of the ships over 236 years, but in order to justify what it creates, the Guild requires accessible and historically accurate documentation of the built form over time. In response to its needs, this project: 1) identifies interpretive opportunities for the Dockyard during the significant periods of change; and 2) illustrates the data in a format easily translated to its diorama: a two dimensional site plan. The Guild can use this information to determine which period of significant change they wish to represent in their diorama.

Method

Historical interpretation requires accurate information. If collected data is not reliable, interpretation suffers. The results are consequently based on educated guesswork and speculation. Therefore, the interpretation of the Dockyard's built form over time is dependent on the data. This project first considered when site features were added and removed. Once the site features were identified, I determined which periods were significant. The criteria for determining the significant periods of change were important alterations to built form.

I have used the following method to identify the location of site features during the significant periods of change throughout the evolution of the Dockyard:

A. Orientation

Through site visits to the Dockyard, I have determined what is there now, and what physical characteristics, such as remains and landmarks, exist. This has assisted in the interpretation of site feature locations.

B. Data Collection

The data collection involved a combination of activities: review of literature and archival material, and interviews.

1. review of literature and archival material - I have examined appropriate literature and archival material to determine:

a) the site features present throughout the evolution of the Dockyard. Gurney-Smith (1985) identifies several of the site features present during certain periods. Some references identify the construction of a building on the site of a former site feature, or the extension of a road through a former garden. Other references indicate to a lesser degree the addition and removal of site features. Photographs, paintings, and sketches depicting the Dockyard during times in its history have provided meaningful information towards understanding its appearance. Fire insurance maps and architectural plans have assisted in determining the dimensions and location of former site features, and the different land uses and built form.

b) the influence of provincial, national, and international events on the Dockyard's built form. Significant periods of change for the Dockyard often coincide with significant events elsewhere. The strategic position of Halifax and the Dockyard resulted in a war time increase of activity. Peacetime brought about the relocation and reassessment of many Dockyard activities.

2. interviews - I have conducted interviews with local historians, archivists, and other resource persons to gain additional information on historical aspects of the Dockyard, such as important events, fires, and new construction. I conducted the interview process concurrently with the review of literature and archival material.

C. Analysis

The analysis involved a combination of techniques: evaluating of data, and plotting data on a timeline. These techniques assisted in determining the significant periods of change.

1. evaluating of data - I have classified the different forms of data to determine their character and quality. The criteria for this analysis is the accuracy and reliability of the data. Producing the best reasonable interpretation of the location of site features relies on accurate data. For instance, photographs and maps are more reliable than paintings and sketches when determining site feature locations. An artist may present a different perspective than a photographer. A cartographer may focus on accuracy, whereas a sketch artist may depend more on personal involvement.

2. plotting of data on a timeline - On a timeline I have plotted the introduction and removal of site features along with influential world events. This provides the reader with a concise historical background of the fundamental circumstances that affected the Dockyard's built form. The timeline strengthens the association between the maps and the Dockyard's evolution (Appendix A: Chronology of Events). Charles P. de Volpi (1974) applied the same technique to create an affinity between his pictorial record and the history of Nova Scotia. Zuck et. al (1994) used a similar method of analysis to interpret the influence of many events on the Mount Uniacke landscape.

D. Synthesis

The synthesis involved the consolidation of all interpreted data in the mapping of site feature locations.

1. mapping of site feature locations - I have illustrated on a series of maps the location of site features. The maps portray the Dockyard during the significant periods of change from its founding in 1758 to present day. I have depicted the closing year of each significant period of change; to illustrate the beginning of a period would not create a complete picture of all the changes in built form during that period. The Guild will choose one of the determined significant periods of change to represent in its diorama. Plan view mapping is the most appropriate mapping technique for this project. This is a quick, effective, and efficient method for portraying the location of site features and the evolution of built form. Plan view maps at a consistent scale will allow the Guild to easily translate the information to its diorama.

To assist the mapping of site feature locations, I have chronologically ordered site feature information in the Inventory of Site Features (Appendix B). Numbering systems used by the British Royal and Canadian Navies have ignored site features from the past. In response, I have assigned a key number to each site feature that corresponds to its date of introduction. Once a site feature is removed, its number does not appear on future maps. If it was not possible, however, to accurately interpret the location of certain site features, they were omitted from the chronology of events, inventory of site features, and site plans

Results and Discussion

A. Interpretation

The process of identifying the significant periods of change required, first and foremost, an accurate, comprehensive record of site feature construction and removal. A comparison of site feature information and important events elsewhere in the world followed. From this comparison, it was determined that increases in site feature construction and removal often coincided with military events involving Great Britain and the Commonwealth. The location of site features in each significant period of change was identified and graphically represented on a series of site plans.

Throughout the evolution of the Dockyard, more than 234 site features have been introduced. Many buildings have changed their function and appearance while others have remained the same for several decades. In the early years, the Dockyard experienced gradual growth, introducing essential buildings and facilities. The greatest change in built form was experienced in times of war. Conversely, little growth occurred during peacetime. At the turn of the 20th century, the age of steam demanded a modern Dockyard. New buildings were constructed to meet the needs of a new technology. A rapid and intense change in military practise forced the Royal Canadian Navy to meet the challenge. By 1945, the Dockyard's built form had been completely modified; the Navy had constructed more buildings in the past 45 years than the previous 142. Since this time, the Dockyard has experienced consistent and planned change (Appendices A and B).

Determining when site features were introduced and removed was far from an absolute process. The review of literature and archival material provided substantial data about the majority of site features. However, several inconsistencies made it increasingly difficult to determine which dates were correct. For example, certain maps show site features that were not constructed, according to other references, until after the maps were charted. Sources often cited conflicting dates of construction. Thus, the accuracy of the interpretation depends on the degree of discrepancy in data.

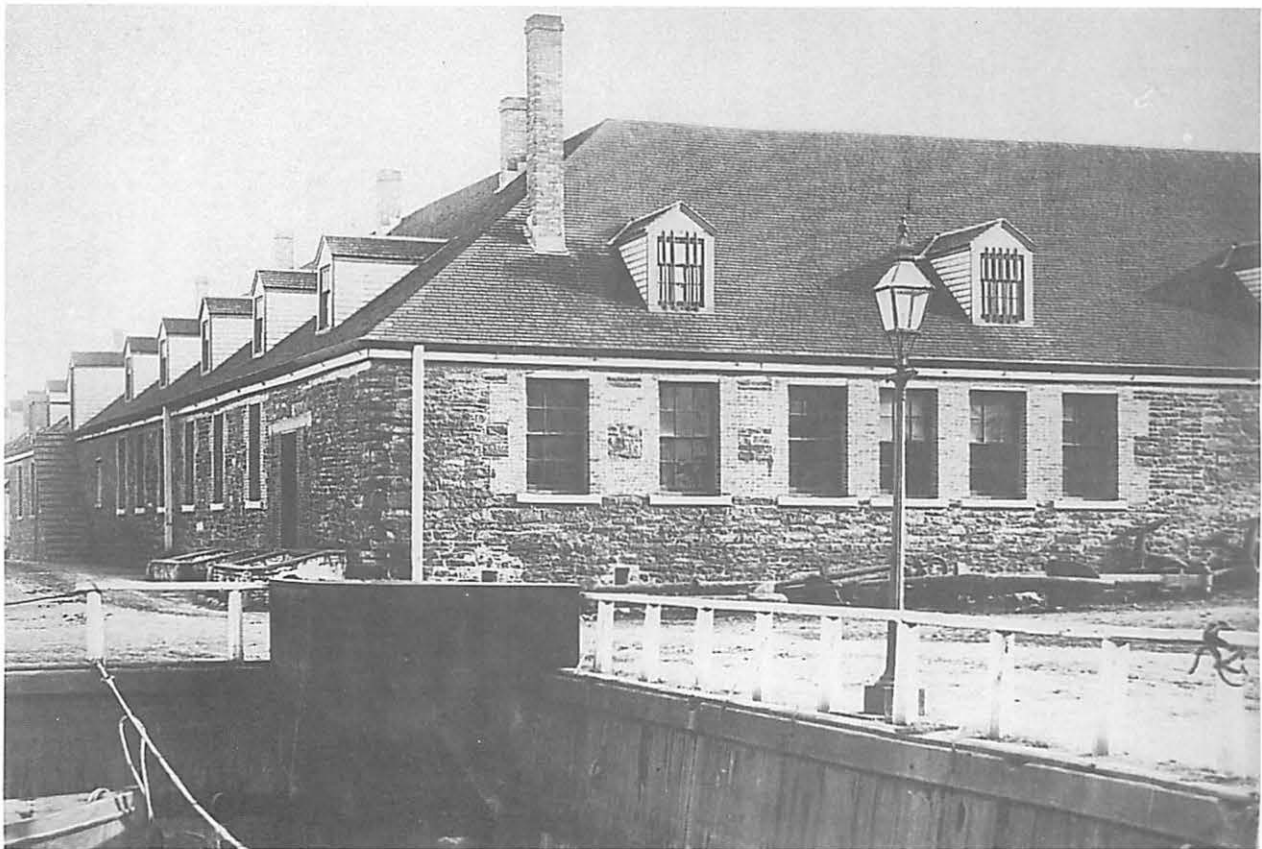
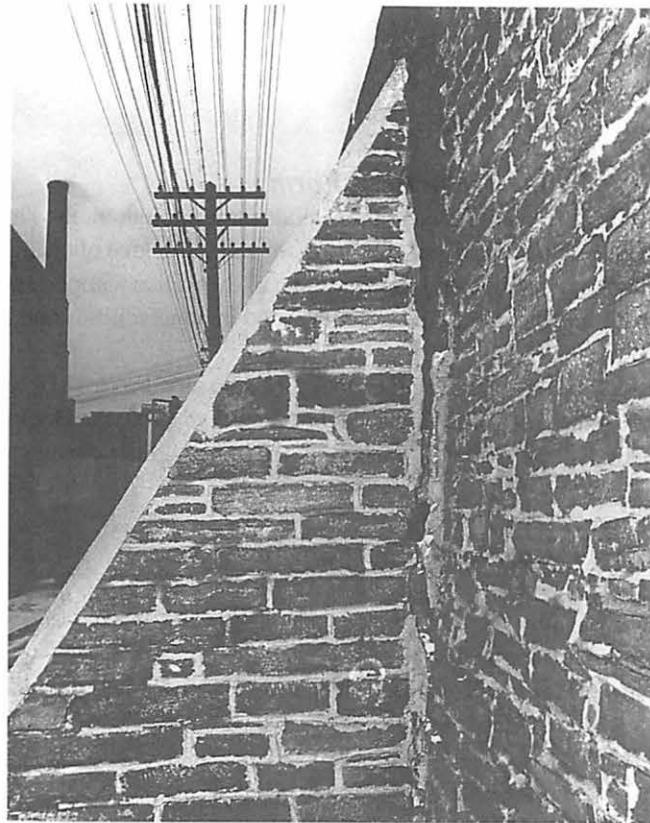
Although most site features were easily identified, it was not possible to obtain information for all features over time. The Navy frequently constructed small and temporary buildings. These buildings appear on maps and photographs, but are not always labeled. It is reasonable to assume that the Navy did not intend for these site features to play an important role in the future.

Ascertaining the location of site features involved using information from the Chronology of Events and additional map sources. The review of literature and archival material provided considerable data about the location of site features. When determining site feature locations, however, problems with data were again experienced. The accuracy of many of the source maps is questionable. Buildings that appear next to one another on one map are often distant on another. It was therefore difficult to determine the exact location of each site feature. If it was not possible to accurately interpret the location of certain site features, they were omitted from the chronology of events and site plans. For example, Camber No. 3, located between Jetties 3 and 4, is shown on several maps. It was not possible to identify the approximate location and dimensions of this particular site feature from existing data. Therefore, the Camber is not identified at this time.

The orientation through site visits identified several opportunities and limitations to interpreting the location of site features. Several features have remained constant for many years (Dockyard Wall, Victualling Yard Residences, North and Artz Streets). An accurate interpretation of data relied on a sound understanding of existing site features. These landmarks contributed to a better understanding of the Dockyard's spatial qualities.

Although these features were helpful, little of the Dockyard's physical past prior to 1945 remains intact. The removal of site features and landforms often left large areas of land available for re-development. The need for modern facilities frequently led to the removal of obsolete buildings. Overall, the limitations outnumbered the opportunities for interpreting site feature locations.

Dockyard Wall (MCM)



Capstan House (MCM)

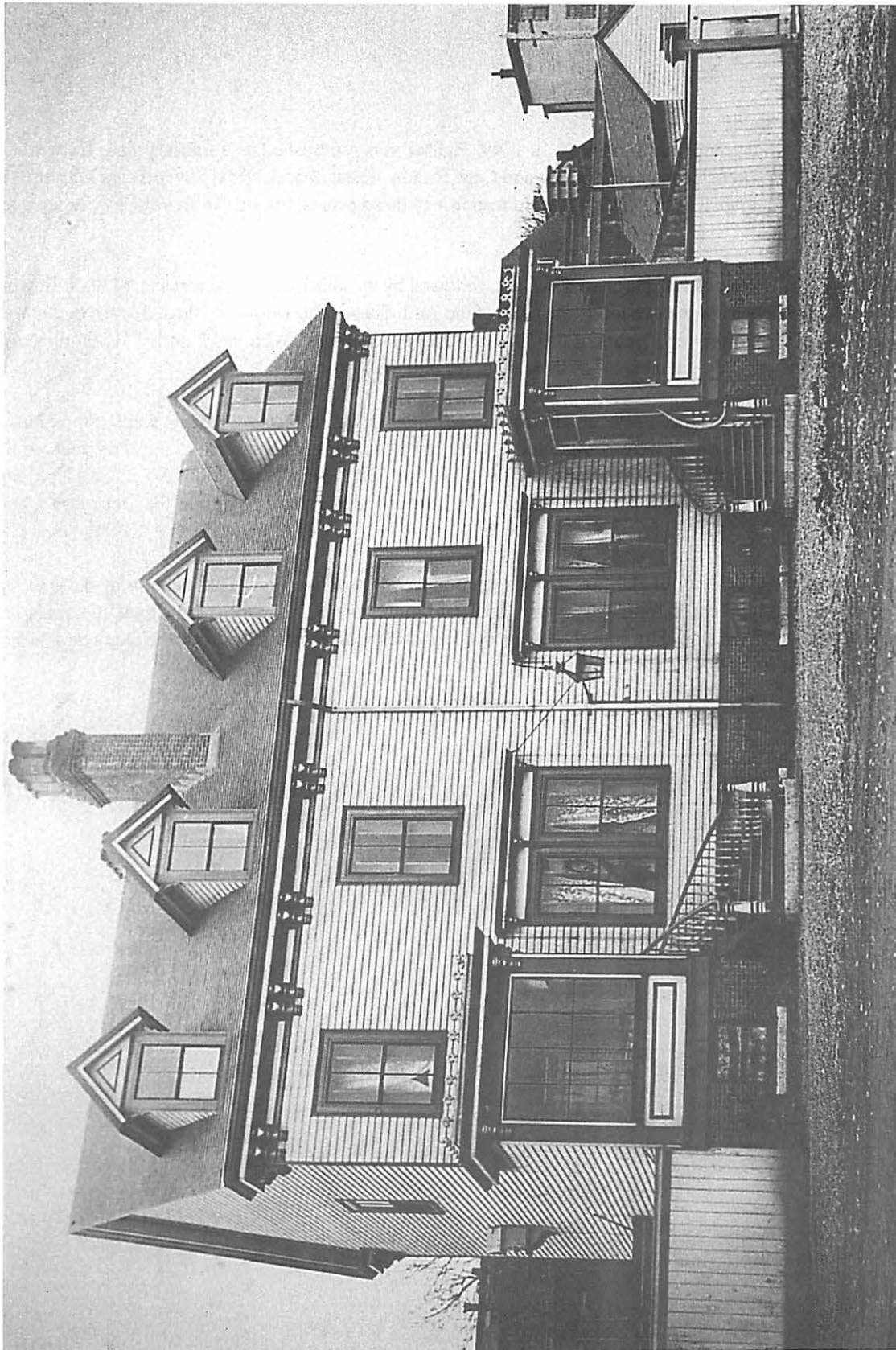
B. Significant Periods of Change in the Built Form

I have identified seven significant periods of change in the built form throughout the Dockyard's history. Each period is defined by the important events in the World and the Dockyard and the degree of change in the Dockyard's built form during this time. The principal factor influencing each period was the military importance of a fully operational naval Dockyard. At times of war and redevelopment, the Navy invested in new facilities and additional land.

Two periods of relative inactivity occurred during the Dockyard's history. From 1819 to 1864, the Dockyard served a predominantly social function in the Royal British Navy. From 1905 to 1909, the Dockyard was used only in the case of emergency during its transfer from England to Canada. In these times, little change to built form took place.

Figure 2: Significant Periods of Change in the Built Form

- | | |
|--------------------|---------------------------------------|
| 1. 1750 to 1774 | The Beginning |
| 2. 1775 to 1818 | Intense Development |
| 3. 1865 to 1904 | Final Years of the Royal British Navy |
| 4. 1910 to 1938 | Expansion and Redevelopment |
| 5. 1939 to 1945 | World War II |
| 6. 1946 to 1973 | Post War Improvement |
| 7. 1974 to present | Redevelopment Continues |



New Official Residences Nos. 4 and 5

1. 1750 to 1774 - The Beginning

This period marks the foundation of the Dockyard. In 1749, Halifax was established as a military base from where British forces would oppose French control in Quebec and Cape Breton. The outbreak of the Seven Years War in 1756 stressed the need for a formal naval facility in Halifax. In response to these events, the British Royal Navy established the King's Yard in 1759.

The original land grant of two acres was purchased in 1758, followed by an additional seven acres in 1759. Following the Seven Years War, the Navy acquired two lots to the north of the Yard. These acquisitions would define the boundaries of the Dockyard until 1783. In the early years of the Yard, the Navy constructed Wharves 2 and 3. When the Navy required space for expansion, they often extended these wharves into the Harbour.

During this period, the Navy introduced several site features essential to the maintenance of its ships. Storehouses, officer residences, and a naval hospital were constructed as well. Seven buildings constructed in the early years of the Dockyard remained up until W.W.I: Capstan House and the two ells, Mast House, Boat House No. 1, Sail Loft, and Hose Reel House. Although their function altered substantially, these buildings helped define the Dockyard's built form for over 170 years.

In the first 25 years of naval activity in Halifax, the Navy introduced 21 site features. The location of the first site features influenced all development to follow. Only one feature from this period, the Dockyard Clock, remains in its original form. Removed from the Base Fire Hall (D26) in 1987, the Clock was reinstalled outside the Dockyard, beside the Halifax ferry terminal in 1996.



Looking at Water Street from inside the South Gate (MCM)

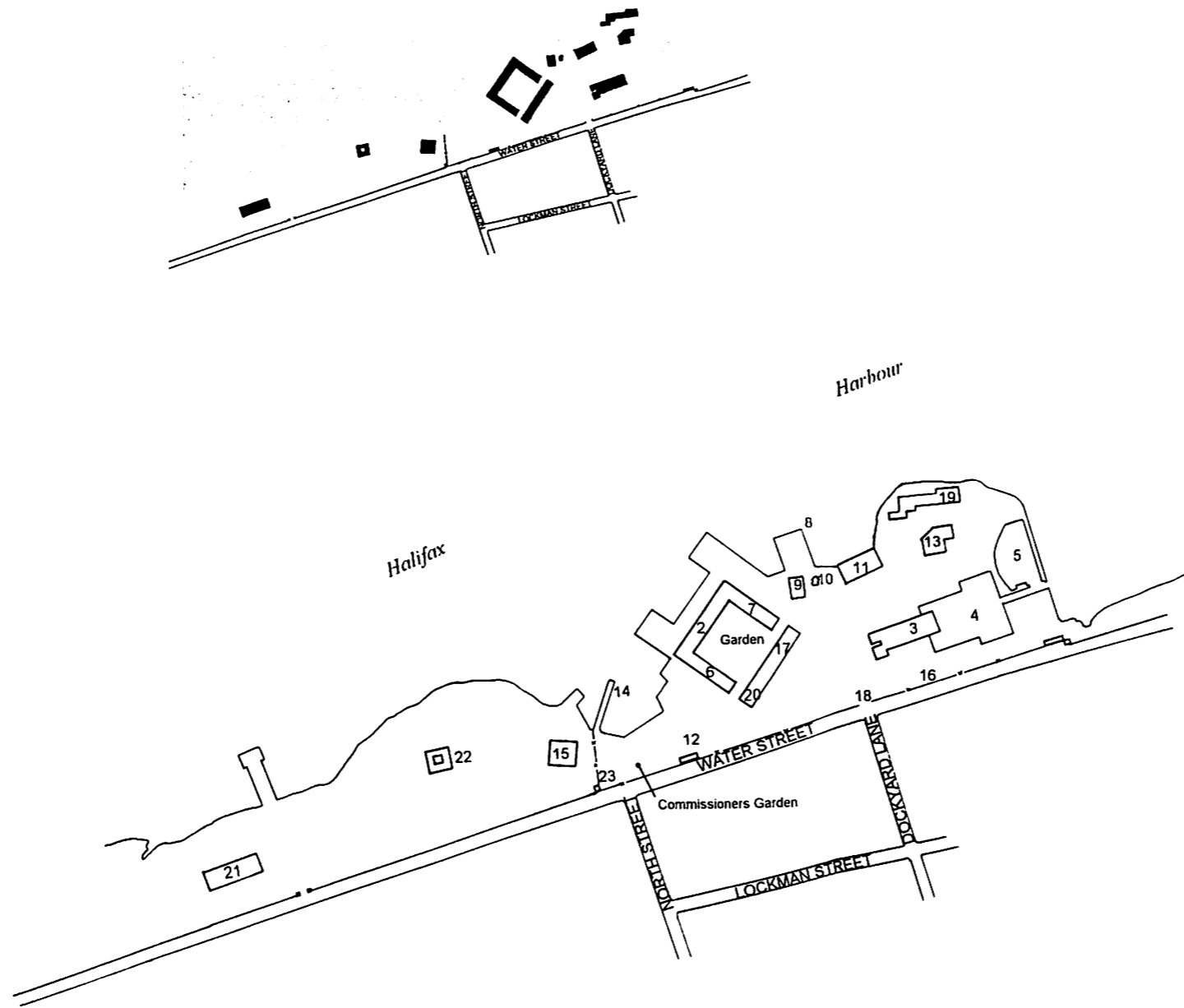
Map Key: 1774

- 1 Careening Wharf
- 2 Capstan House
- 3 Mast House
- 4 Mast Pond
- 5 Spar Pond
- 6 Northwest ell
- 7 Southeast ell
- 8 Anchor Wharf
- 9 Smith Shop
- 10 Pitch House
- 11 Boat House No. 1
- 12 Hose Reel House
- 13 Commissioner's House
- 14 Watering Wharf
- 15 Distillery
- 16 Dockyard Wall
- 17 Sail Loft/ Hawser's Stores
- 18 South Gate
- 19 Oil Store
- 20 Dockyard Clock
- 21 Hospital No. 1
- 22 Fort Coote
- 23 Blockhouses

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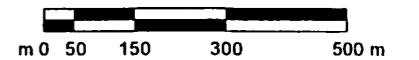
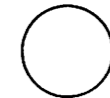
HMC DOCKYARD

1774



TRACING THE BUILT FORM OF
HMC DOCKYARD

1774



2. 1775 to 1818 - Intense Development

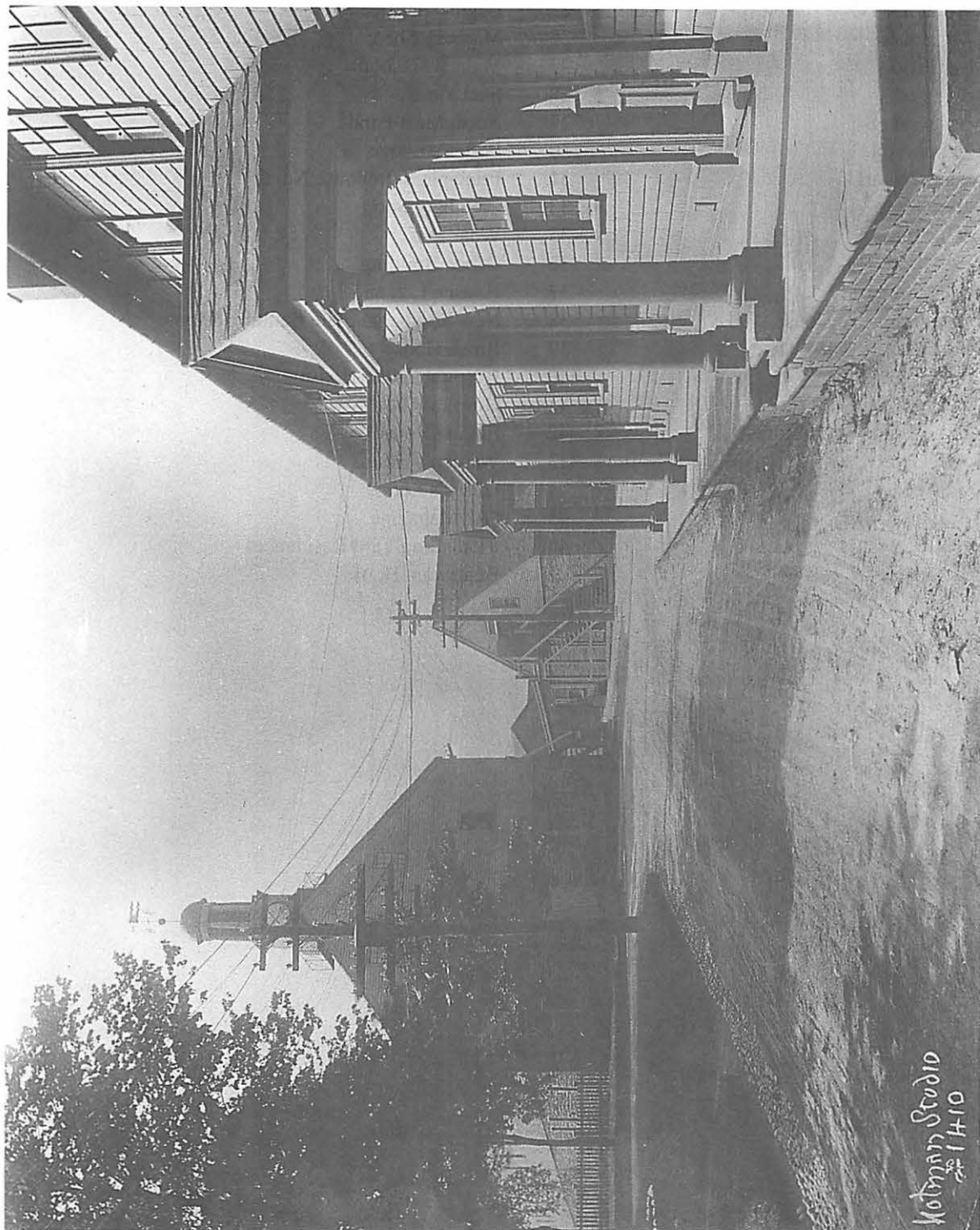
This was the period of greatest development in the Dockyard up until W.W.II. In 1775, Halifax remained the last British stronghold in eastern North America following the fall of Boston and New York. Up until this point, the Dockyard played a limited role in defense of the Empire.

Two Revolutionary Wars, the American and French, further strengthened the need for a fully serviced Dockyard. In response to these events, the Royal British Navy increased military activity, acquired more land, and constructed 21 new site features.

In 1783, the Navy purchased 20 acres to the north and west of the original Admiralty Grant, followed by an additional 5.5 acres to the north in 1790. These acquisitions defined the Dockyard's boundaries until 1919. On this newly acquired land, the Navy introduced many features that remained prominent until W.W.I. The Hospital grounds, the cemetery, several magazines, and the Boatswain House were introduced in the North Yard during this time. To further defend the Dockyard, the Navy established fortifications on both shores of the Harbour. Notable among these were Fort Coote, Fort Needham, and Dartmouth's Fort Duncan. The North Mast Pond, located on the eastern shore of Observatory Hill, was constructed during this period. This site feature is unusual, considering that the majority of shipbuilding activities occurred in the south Yard.

Several new site features were constructed in the south Yard. The Commissioner's Garden was surrounded by several workshops and storehouses. The Masonry Shed, Main Workshop, Fuel Yard, and Storehouse No. 6 were situated in this area. A great deal of change occurred in the vicinity of Wharf No. 2 during this period. The former Smith Shop was converted to the Fitting Shop. A new Smith Shop and Plate Bending Shop replaced the old Steam Kiln. These shops and storehouses later had smaller shops added on. Wharf No. 1 was also constructed during this period. Over the first 69 years of development, only two site features were removed: the Steam Kiln (1800) and the Naval Hospital (1819).

When the period of intense development ended in 1815, the Dockyard assumed a peacetime position. In 1819, the Commissioner officially moved the North American Station to Bermuda. The role of the Dockyard had been diminished. Consequently, little growth occurred the following 22 years. Only six new site features were introduced: Storehouse No. 12, Storehouse No. 5, the Cooperage, the new Pitch House, Storehouse No.4, and the Victualling Stores. Nonetheless, the Navy continued to use the Dockyard as a training and supply base throughout this period of relative inactivity.



Kotman Studio
2014

Looking North from Office Building to Sail Loft (MCM)

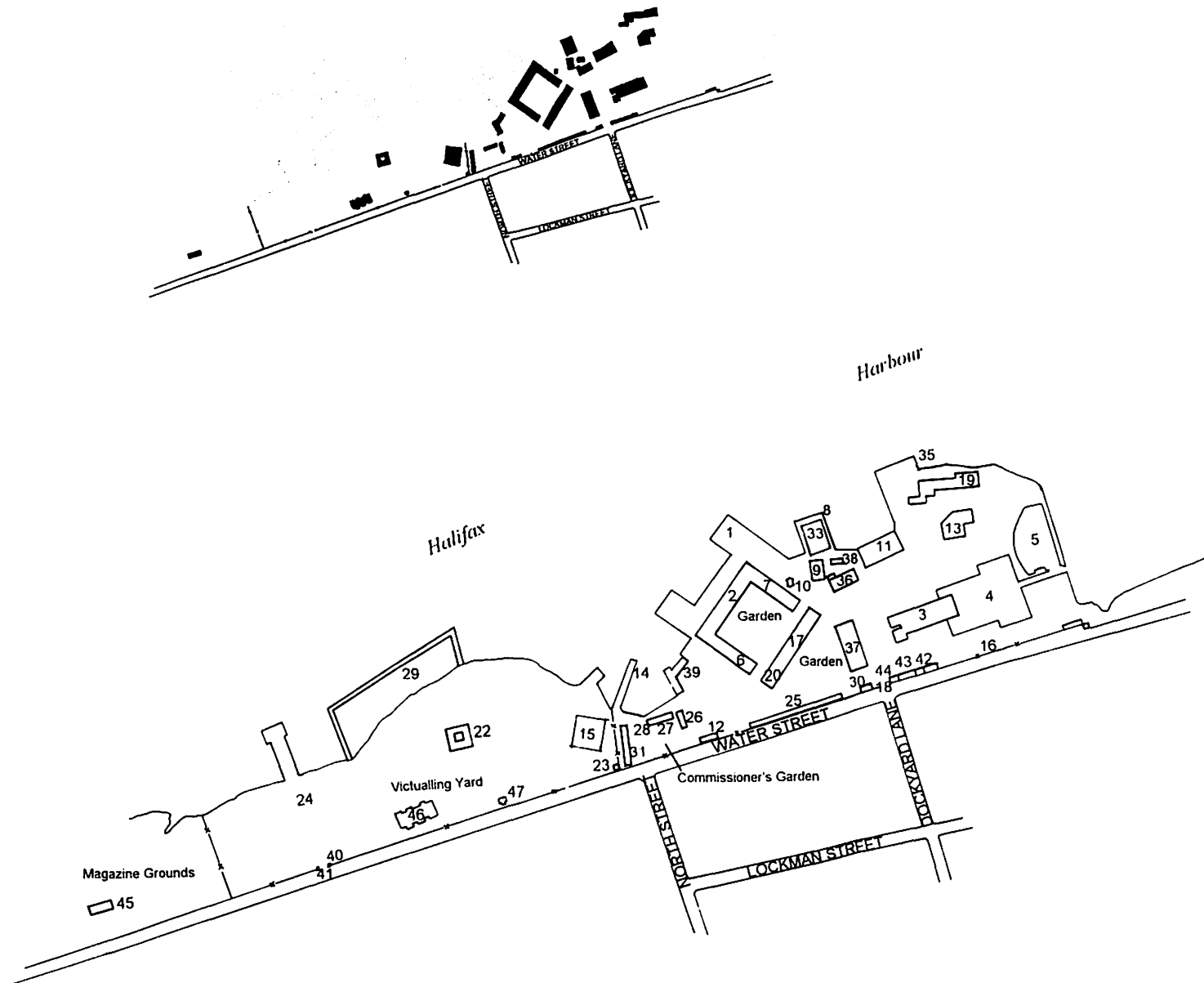
Map Key: 1818

1	Careening Wharf	24	Hospital Grounds with Hospital Jetty
2	Capstan House	25	English Artificers Residence
3	Mast House	26	Masonry Shed
4	Mast Pond	27	Main Workshop
5	Spar Pond	28	Fuel Yard
6	Northwest ell	29	North Mast Pond
7	Southeast ell	30	Porter's Lodge
8	Anchor Wharf	31	Principle Storehouse No. 6
9	Fitting Shop	33	Plumbing Shop
10	Pitch House	35	Wharf No. 1
11	Boat House No. 1	36	Office Building
12	Hose Reel House	37	Houses 1, 2, and 3
13	Commissioner's House	38	New Smith and Plate Bending Shop
14	Watering Wharf	39	Brush House
15	Distillery	40	Hospital Guard House
16	Dockyard Wall	41	Hospital Gate
17	Sail Loft/ Hawser's Stores	42	Engine House
18	South Gate	43	Warden's House
19	Oil Store	44	Guard's Lodge
20	Dockyard Clock	45	"A" Magazine
22	Fort Coote	46	Victualling Yard Residences
23	Blockhouses	47	Boatswain House

TRACING THE BUILT FORM OF

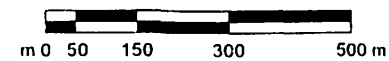
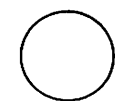
HMC DOCKYARD

1818



TRACING THE BUILT FORM OF
HMC DOCKYARD

1818



3. 1861 to 1904 - Final Years of the Royal British Navy

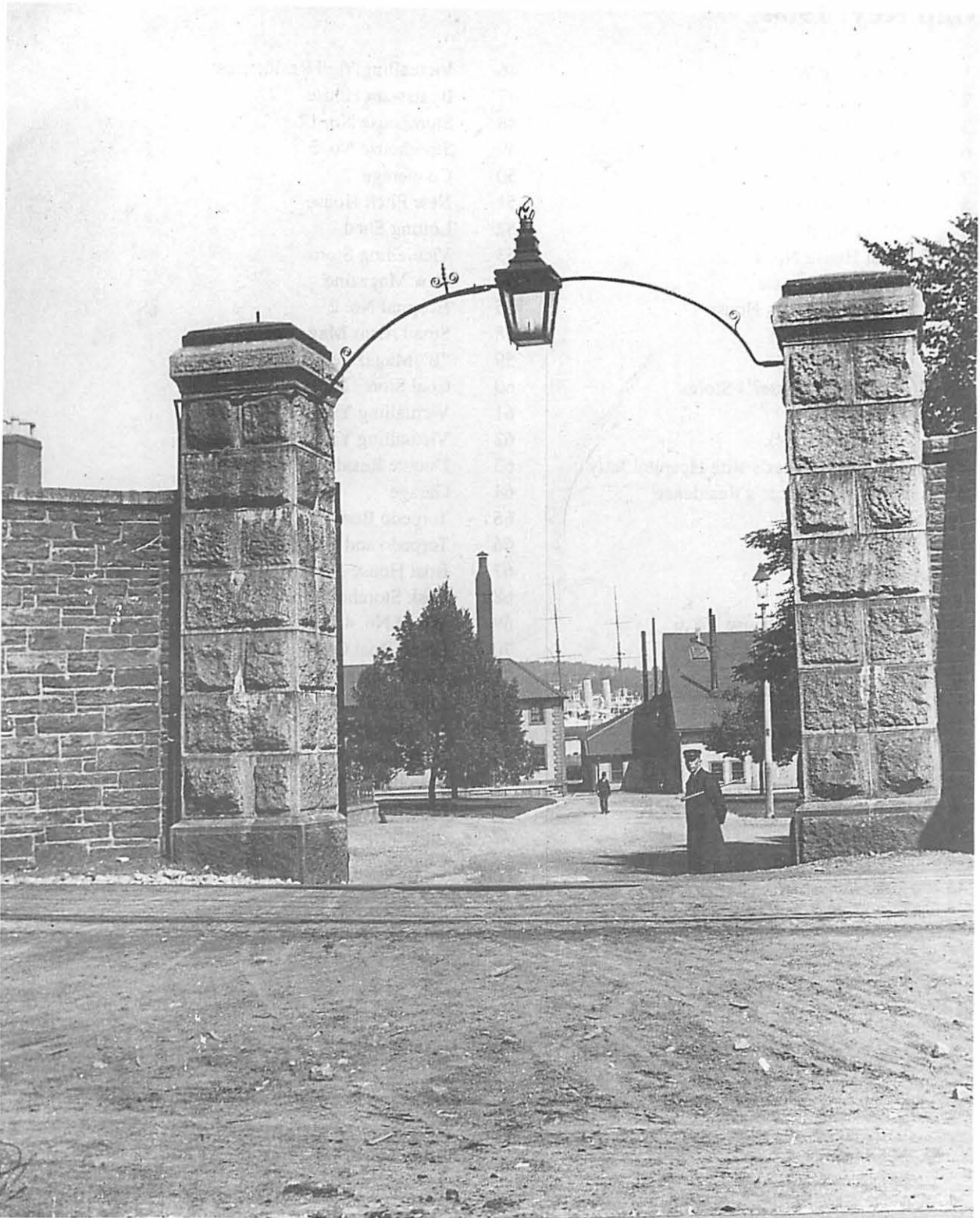
In 1861, the American Civil War erupted. British support of the South angered the North. In the event of American retaliation against British installations, the British Royal Navy bolstered its defenses and facilities. Once again, the importance of the Dockyard in North America was recognized.

During this time, most of the activity in the Dockyard took place in the north Yard. The Dockyard had been without a formal medical facility for 44 years. Realizing its deficiency, the Navy constructed Naval Hospital No. 2, the Dead House, and the Fever House. Following the leveling of Observatory Hill in 1883, Wharf No. 4 was completed. The new wharf extended the eastern boundary of the Dockyard, thus creating more space for growth. The coal sheds, also known as Storehouses 9, 10, and 15, were erected on the northwest edge of wharf No. 4. Further west, the Navy built the Gunmounting Store and Cask Storehouse.

Changes in the south Yard also occurred in the vicinity of the wharves. The Lumber Shed and two storehouses, 8 and 13, were situated on Wharf No. 1. Wharf No. 3 was filled in to create a solid wharf. In this new space east of Capstan House, Coal Stores No. 11 was constructed. At some point between 1830 and 1880, the Navy completed Storehouse No. 12 on Wharf No. 2. It was sited to the north of the Plumbing Shop, and housed several smaller shops. New buildings on Wharf No. 2 assumed the same dimensions, but often changed their function.

During this period, the Victualling Yard Residences were introduced. These three buildings are the last remaining site features from the 19th century still present in 1995. The Heritage Service of Parks Canada has recognized the significance of the Residences to both the Dockyard and Canada by collectively designating them a National Heritage Property.

Over a 43 year period, 15 new structures were introduced. Several buildings changed their use, others were replaced with new structures. However, few site features were removed. Significant changes to the built form during this period were affected by two separate events: Canadian Confederation and the introduction of steam powered steel hulled ships. The former caused the Royal British Navy to assess their role in North America. The latter introduced new technologies that required modern facilities. These two events shaped the direction of the Dockyard in the early 20th century. In 1904, the Navy gave official notice regarding the closure of the Halifax Dockyard. The following year, the Navy transferred its North American and West Indies Squadron headquarters to Bermuda. Dockyard activity for the next five years involved little change to built form.



South Gate looking towards Harbour (MCM)

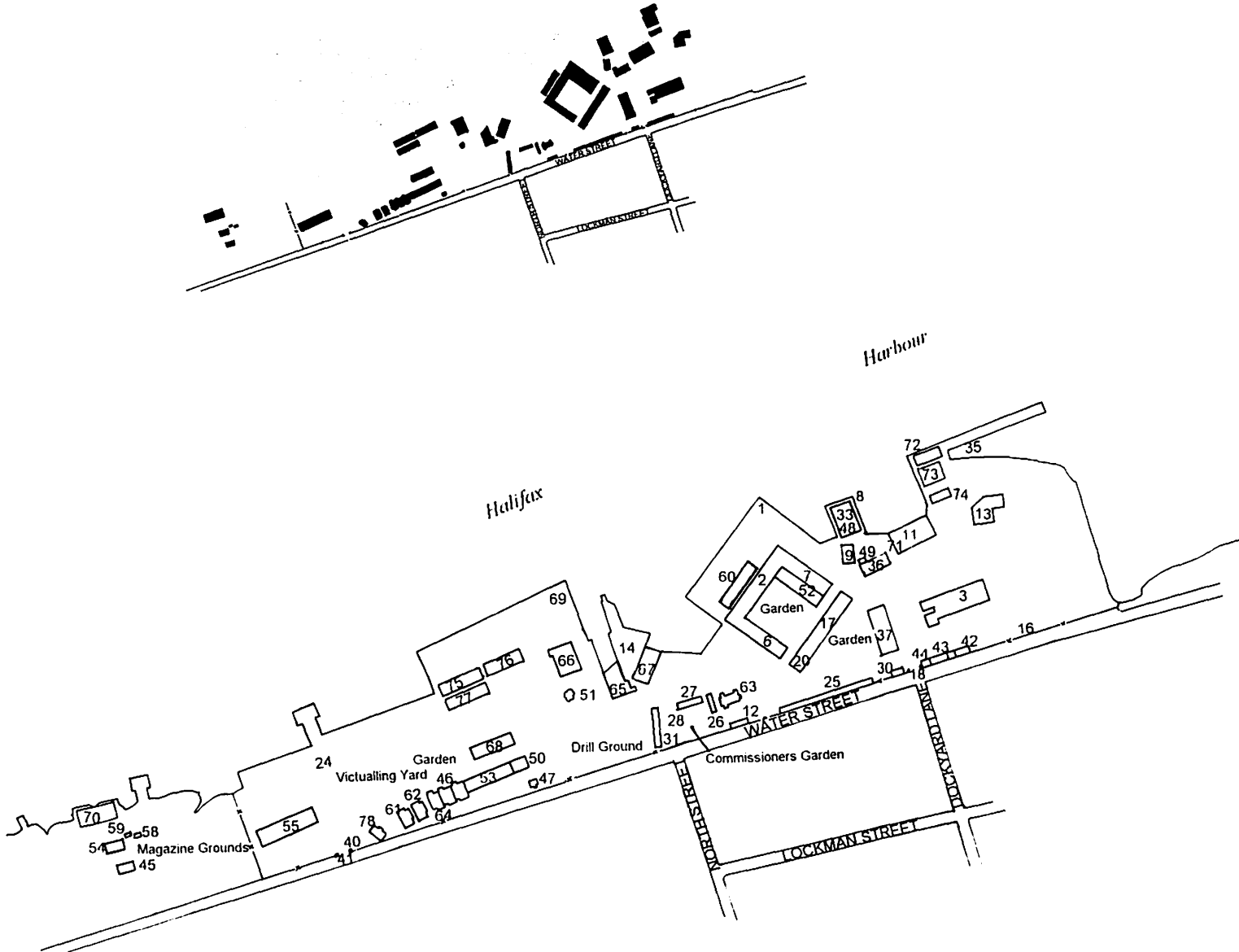
Map Key: 1904

1	Careening Wharf	46	Victualling Yard Residences
2	Capstan House	47	Boatswain House
3	Mast House	48	Storehouse No. 12
6	Northwest ell	49	Storehouse No. 5
7	Southeast ell	50	Cooperage
8	Anchor Wharf	51	New Pitch House
9	Smith Shop	52	Lotting Shed
11	Boat House No. 1	53	Victualling Stores
12	Hose Reel House	54	New Magazine
13	Commissioner's House	55	Hospital No. 2
14	Watering Wharf	58	Small Arms Magazine
16	Dockyard Wall	59	"B" Magazine
17	Sail Loft/ Hawser's Stores	60	Coal Stores No. 11
18	South Gate	61	Victualling Yard Residence 4
20	Dockyard Clock	62	Victualling Yard Residence 5
24	Hospital Grounds with Hospital Jetty	63	Double Residence
25	English Artificer's Residence	64	Garage
26	Masonry Shed	65	Torpedo Boat Shed and Slip
27	Main Workshop	66	Torpedo and Gun Mounting Store
28	Fuel Yard	67	Boat House No. 2
30	Porter's Lodge	68	Cask Storehouse
31	Principle Storehouse No. 6	69	Wharf No. 4
33	Plumbing Shop	70	Lorne Boat Club
35	Wharf No. 1	71	Small Engine House
36	Office Building	72	Lumber Shed
37	Houses 1, 2, and 3	73	Storehouse No. 8
40	Hospital Guard House	74	Storehouse No. 13
41	Hospital Gate	75	Storehouse No. 9
42	Engine House	76	Storehouse No. 10
43	Warden's House	77	Storehouse No. 15
44	Guard's Lodge	78	Chaplains Office and Chapel
45	"A" Magazine		

TRACING THE BUILT FORM OF

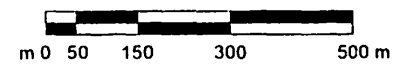
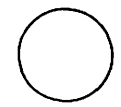
HMC DOCKYARD

1904



TRACING THE BUILT FORM OF
HMC DOCKYARD

1904



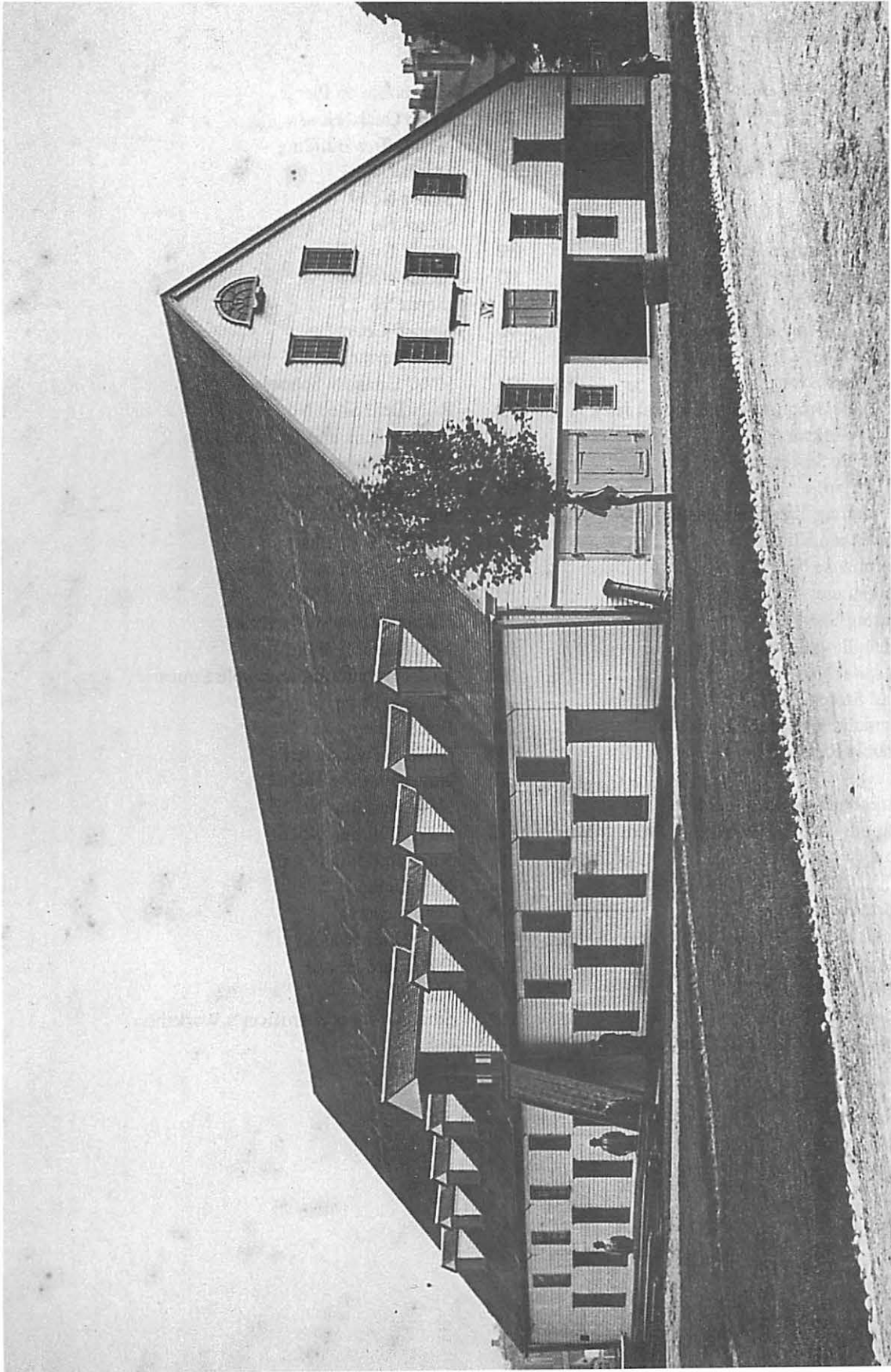
4. 1910 to 1938 - Expansion and Redevelopment

In 1910, the British Royal Navy completed the official transfer of the Dockyard to the Canadian Government. Included in the transfer were 24.3 acres of land and 75 buildings. The following 28 years were characterized by a period of slow and gradual growth. The Halifax Explosion (1917) and World War I (W.W.I) occurred during this period. Although they are highly important events, they had little effect on the Dockyard's built form¹⁷. Surprisingly, only two site features were completely destroyed by the Explosion. Buildings damaged by the Explosion were repaired by the next year¹⁸.

During W.W.I, 12 new site features were introduced. Six storehouses, No. 8, 9, 10, 11, 14, and 15, and the new Office Building were constructed in the former Drill Ground. The Air Service Storehouse, Patrol Boat Shop, Electrician's Workshop, and Submarine Shop were constructed west of Wharf No. 1. The North Guard House was moved from its original site by the Hospital Gate to the bridge at Barrington Street

In 1918, the Royal Canadian Navy made plans for the redevelopment and expansion of the Dockyard. An immediate concern was the acquisition of additional property¹⁹. In 1919, the Navy made an agreement with the Canadian National Railway (CNR) to exchange two parcels of land for waterfront access to the south of the Dockyard. The first parcel was located in the north Yard, the second in the south Yard. In exchange for these properties, CNR agreed to construct two bridges to Upper Water Street, one from Barrington Street, the other from Artz Street. However, the transaction was never completed; only the first bridge was built. The Navy continued to construct several permanent buildings on the second parcel, making it difficult for the transfer to occur. In 1920, the Navy acquired the North Ordnance Wharf property (4.36 acres) from the Army. Seven new buildings were consequently sited on this land.

The most significant change in built form during this period was the removal of older site features. By 1938, only six of the 75 buildings included in the Admiralty Grant of 1905 remained: the Sick Bay, the Chaplain's Office and Chapel, the Victualling Yard Residences, and the Residence's Garage. As in other times of development, new site features were constructed in space made available by the removal of other site features. Near the end of the period, the Navy implemented a new numbering system still in use today. Following the removal of a building, its number became ineligible for reuse (see Appendix A: Chronology of Events: 21).



Storehouse No. 7

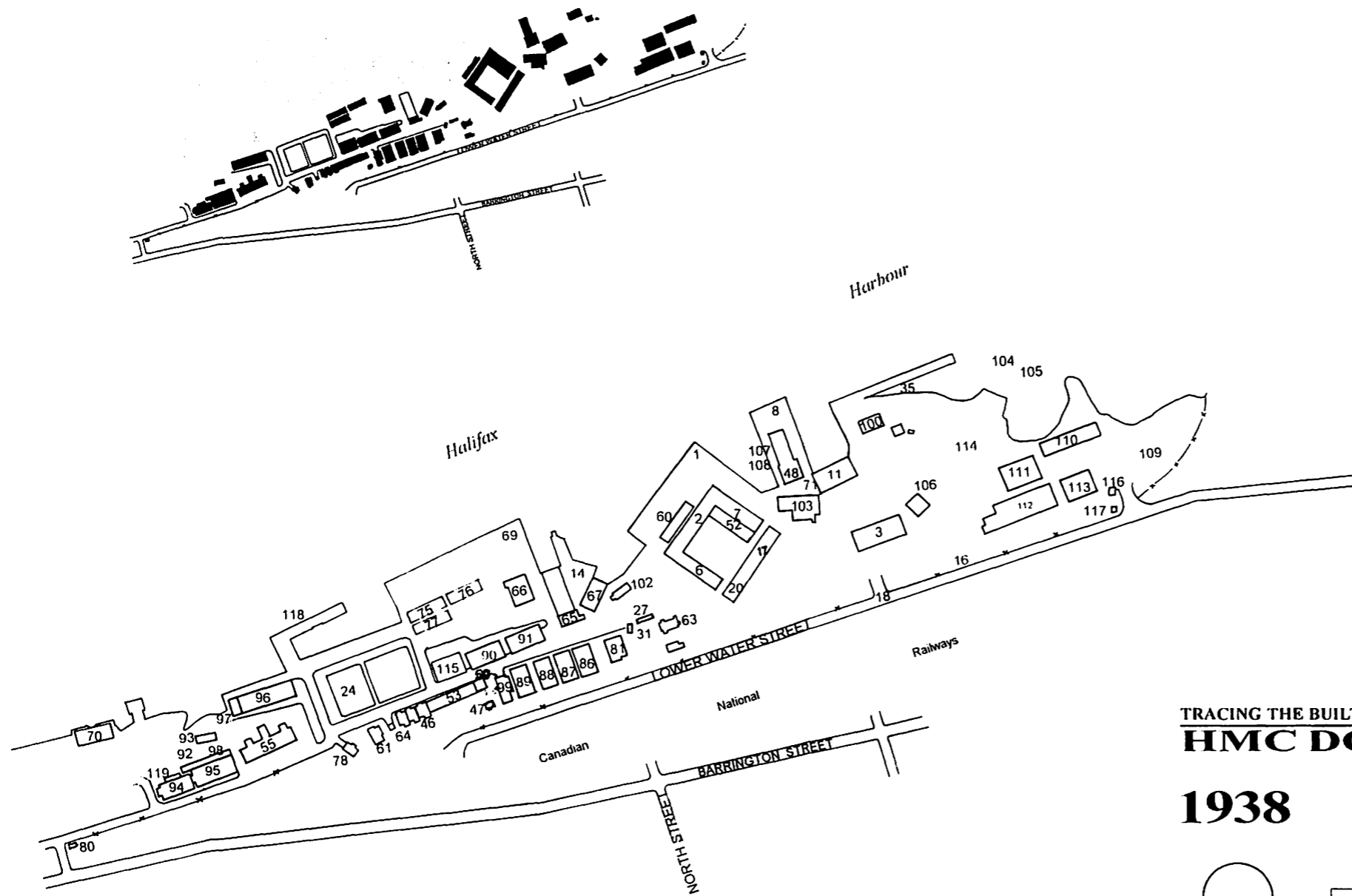
Map Key: 1938

1	Careening Wharf	79	Warehouse on Pier 2
2	Capstan House	80	North Guard House
3	Mast House	81	New Office Building
6	Northwest ell	86	Stores No. 8
7	Southeast ell	87	Stores No. 9
8	Anchor Wharf	88	Stores No. 10
11	Boat House No. 1	89	Stores No. 11
14	Watering Wharf	90	Stores No. 14
16	Dockyard Wall	91	Stores No. 15
17	Sail Loft/ Hawser's Stores	92	Squash Court
18	South Gate	93	RCN Barracks
20	Dockyard Clock	94	HMC Gunnery School
24	Hospital Grounds with Hospital Jetty	95	RCN Drill Shed No.1
27	Main Workshop	96	Skating Rink and Drill Shed No. 2
31	Principle Storehouse No. 6	97	Drying Room
35	Wharf No. 1	98	Indoor Rifle Range
46	Victualling Yard Residences	99	Stores No. 12
47	Boatswain House	100	RCNVR Barracks
48	Storehouse No. 12	102	Wireless Station
50	Cooperage	103	South Machine Shop
52	Lotting Shed	104	Harbour Defense Facilities
53	Victualling Stores	105	Net Assembly Field
55	Hospital No. 2	106	Hydrographic/ Inflammable Stores
60	Coal Stores No. 11	107	Torpedo Shop
61	Victualling Yard Residence 4	108	Boiler Shop
63	Double Residence	109	Civilian Parking Area
64	Garage	110	Navy Building No. 64
65	Torpedo Boat Shed and Slip	111	Navy Building No. 65
66	Torpedo and Gun Mounting Store	112	Navy Building No. 66
67	Boat House No.2	113	Navy Building No. 67
69	Wharf No. 4	114	New Dump
70	North Boat House	115	Tennis courts
71	Small Engine House	116	West Guard House
75	Storehouse No. 9	117	Old Guard House
76	Storehouse No. 10	118	Jetty No. 3
77	Storehouse No. 15	119	Small Ordnance Artificer's Workshop
78	Chaplain's Office and Chapel		

TRACING THE BUILT FORM OF

HMC DOCKYARD

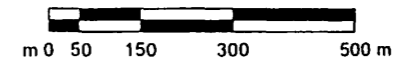
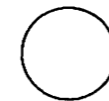
1938



79

TRACING THE BUILT FORM OF
HMC DOCKYARD

1938



5. 1939 to 1945 - World War II

This was the period of greatest change in the Dockyard. In 1939, Canada entered World War II (W.W.II). Once again, the Dockyard would play an important role in the Commonwealth. At this point, The Royal Canadian Navy re-assessed their 1918 redevelopment plan. They discovered that several buildings built the past 21 years were now obsolete. In response to the need for modern facilities, extensive redevelopment of the Dockyard began

All areas of the Dockyard experienced substantial change during this time. Over six years, the Navy introduced 67 new site features, of which only 35 were considered permanent. In the north Yard, 18 permanent site features were introduced. Many of the buildings constructed before W.W.II remained. In the south Yard, however, all buildings built prior to 1935 were removed and replaced with new structures. The Navy constructed 16 permanent site features in the vicinity of Jetties 1, 2, and 3. Many of the buildings built during this period play an important role in the present day Dockyard. Advances in naval technology and building science ensured that the structures built at this time would remain for years to come. In total, 14 buildings introduced during W.W.II remain part of the Dockyard in 1995.

The Dockyard expanded twice by the end of the War. In 1942, the National Harbours Board agreed to lease 1.75 acres of land and 1.61 acres of water south of the Dockyard. Jetty Zero was consequently sited on this parcel. Two years later, the Navy acquired the lease for land and buildings between Jetty Zero and Pier 4. These acquisitions defined the Dockyard's boundaries until 1968.

In 1940, some of the finest buildings constructed during the early years of the Yard were removed. Capstan House, the two ells, and the Sail Loft were the oldest site features in the Yard at the beginning of W.W.II, dating back from 1759 and 1769. The Navy constructed the new buildings with the same orientation, possibly intending to respect the structures they replaced.



Official Residences 1, 2, and 3, office Building, and Boat House (MCM)

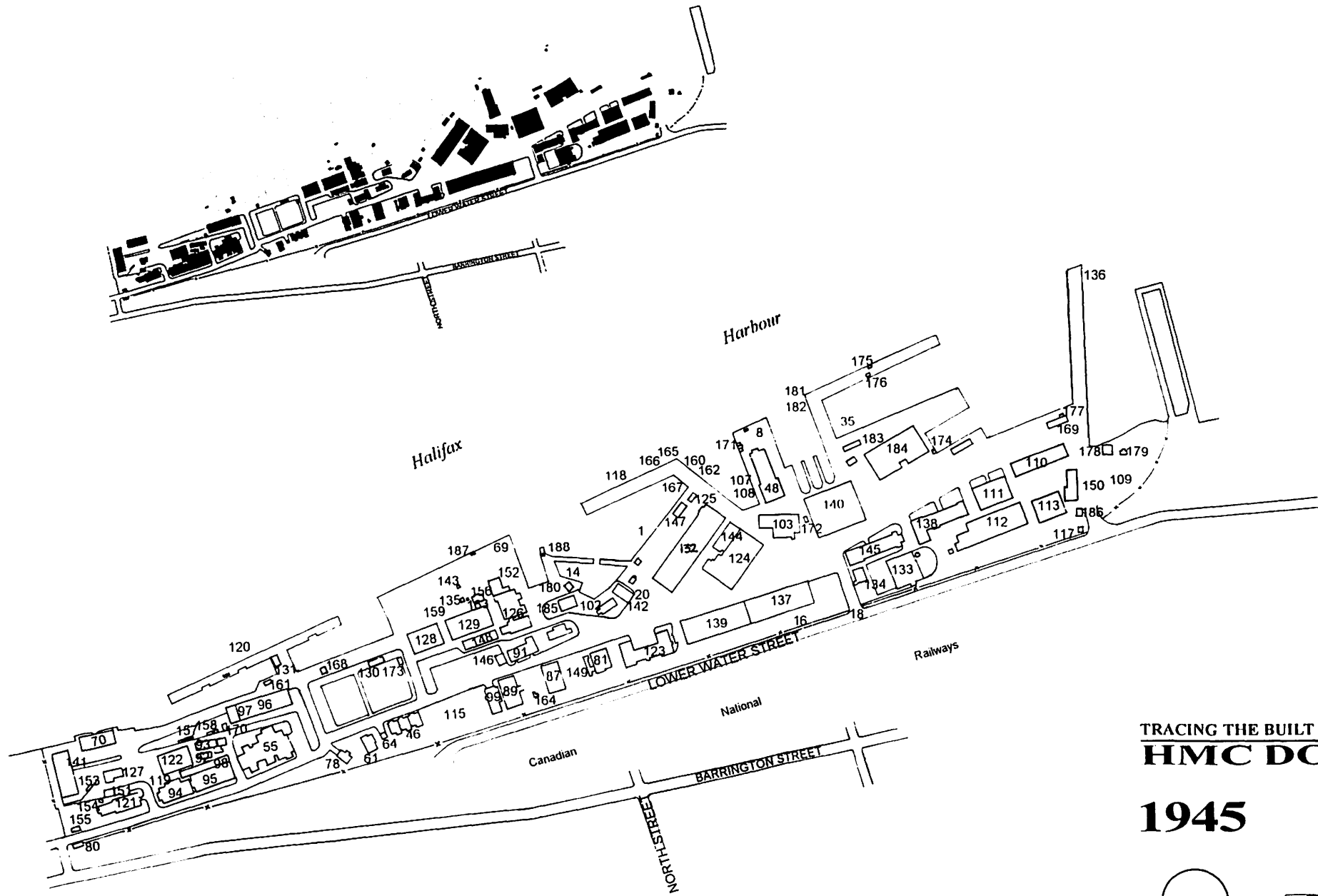
Map Key: 1945

1	Careening Wharf	133	Central Heating Plant
8	Anchor Wharf	134	Personnel Building
14	Watering Wharf	135	Inflammable Stores
16	Dockyard Wall	136	Jetty Zero
18	South Gate	137	New Naval Stores
20	Dockyard Clock	138	MB Engine Repair Shop
31	Flammable Stores	139	Administration/ Maintenance
35	Wharf No. 1	140	Underwater Repair Shop
46	Victualling Yard Residences	141	Shipwright's Shop
48	Storehouse No. 12	142	Fire Hall
55	Hospital No. 2	143	Rectifier Building No. 1
61	Victualling Yard Residence 4	144	Plate Storage
64	Garage	145	High Speed Engine Repair
69	Wharf No. 4	146	Maintenance Lumber Stores
70	North Boat House	147	Utility Shop
78	Chaplain's Office and Chapel	148	Canteen and Boiler Party
79	Warehouse on Pier 2	149	Annex to Main Office
80	North Guard House	150	Motor Transport Depot
81	New Office Building	151	Temporary Blacksmith Shop
87	Stores No. 9	152	Boiler Party Depot
89	Stores No. 11	153	Scrap Lumber Storage
91	Stores No. 15	154	Generator House
92	Squash Court	155	Main Guard House
93	RCN Barracks	156	Garbage Bin
94	HMC Gunnery School	157	Rectifier House-Jetty 4
95	RCN Drill Shed No.1	158	Ammunition Store
96	Skating Rink and Drill Shed	159	Garage
97	Drying Room	160	Telephone Hut-Jetty 3
98	Indoor Rifle Range	161	Boat House
99	Stores No. 12	162	Electrical Workshop
102	Wireless Station	163	Civilian Shipwright's Shelter
103	South Machine Shop	164	Heating Plant / Blacksmith
107	Torpedo Shop	165	Search Booth
108	Boiler Shop	166	Crane Hut-Jetty 3
109	Civilian Parking Area	167	Telephone Hut-Jetty 3
110	Navy Building No. 64	168	Electrician's Shack
111	Navy Building No. 65	169	Rectifier House
112	Navy Building No. 66	170	Generator House
111	Navy Building No. 67	171	Telephone Hut-Jetty 2
115	Tennis courts	172	Contractor's Shack
117	Old Guard House	173	Garages and Waiting Room
118	Jetty No. 3	174	Winch House
119	Ordnance Artificer's Wrkshp.	175	Crane Hut-Jetty 1
120	Jetty No. 5	176	Telephone Hut-Jetty 1
121	AA Dome and Night Action	177	Telephone Hut-Jetty Zero
122	Captain D's Training Block	178	Motor Dispatcher's Building
123	Administration Building	179	Motor Transport Time Office
124	Naval Supply Depot	180	Water Office and Watchmens
125	Rectifier House	181	Gasoline Pump
126	Depot Machine Shop	182	Tide Gauge
127	Paint Shop	183	H.C. Motor Repair Shop
128	Combined Electrical Shop	184	Shipwright's Boat Shop
129	North Machine Shop	185	Harbour Craft Building
130	Garage	186	South Guard House
131	Generator House	187	Rectifier Building
131	Boiler and Plate Shop	188	Rectifier House

TRACING THE BUILT FORM OF

HMC DOCKYARD

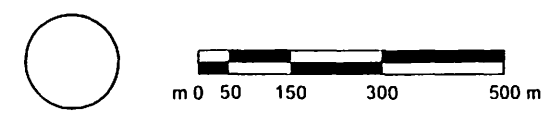
1945



79

TRACING THE BUILT FORM OF
HMC DOCKYARD

1945

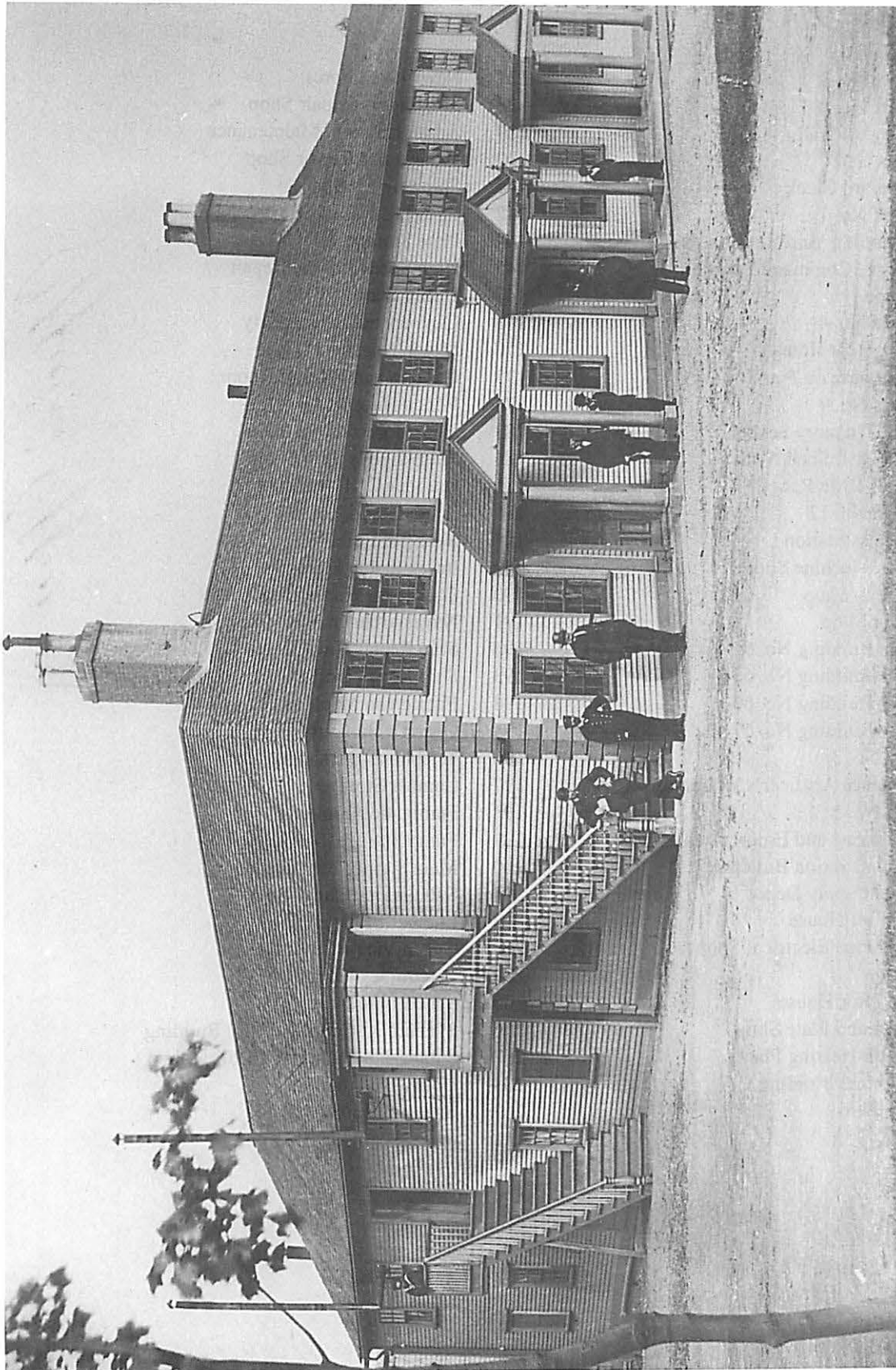


6. 1946 to 1974 - Post War Improvement

When World War II ended in 1945, the Dockyard did not resume its customary peacetime position. No considerable reduction in naval staff occurred, nor did the Dockyard fall into a state of disrepair. Instead, the Royal Canadian Navy continued to remove old buildings and modernize facilities. With the recent advances in modern warfare, Canada realized the need for a capable full-time naval Dockyard.

Over a 29 year period, only one land acquisition occurred. In 1968, the Navy exchanged the south annex for Piers 2 and 3. Three warehouses already present on the Piers became D165, D166, and D167. This parcel remains part of the Dockyard in 1995, even though the initial period for exchange was two to three years.

During this time, 21 new site features were introduced. The majority of new construction occurred in the 1950s; the Navy built 11 new site features during this decade. Most of the new buildings served administrative and storage purposes. The most significant change in built form, however, was the removal of older site features. By 1973, 42 of the 105 buildings remaining in the Dockyard at the close of W.W.II were removed. Only one prominent building was removed during this period. The Chaplain's Office and Chapel was one of six buildings remaining from the Admiralty Grant of 1905. It was removed to allow the construction of the Display Building in 1959 which marked the 200th anniversary of the King's Yard.



Office Building with Storehouse No. 5 to the rear (MCM)

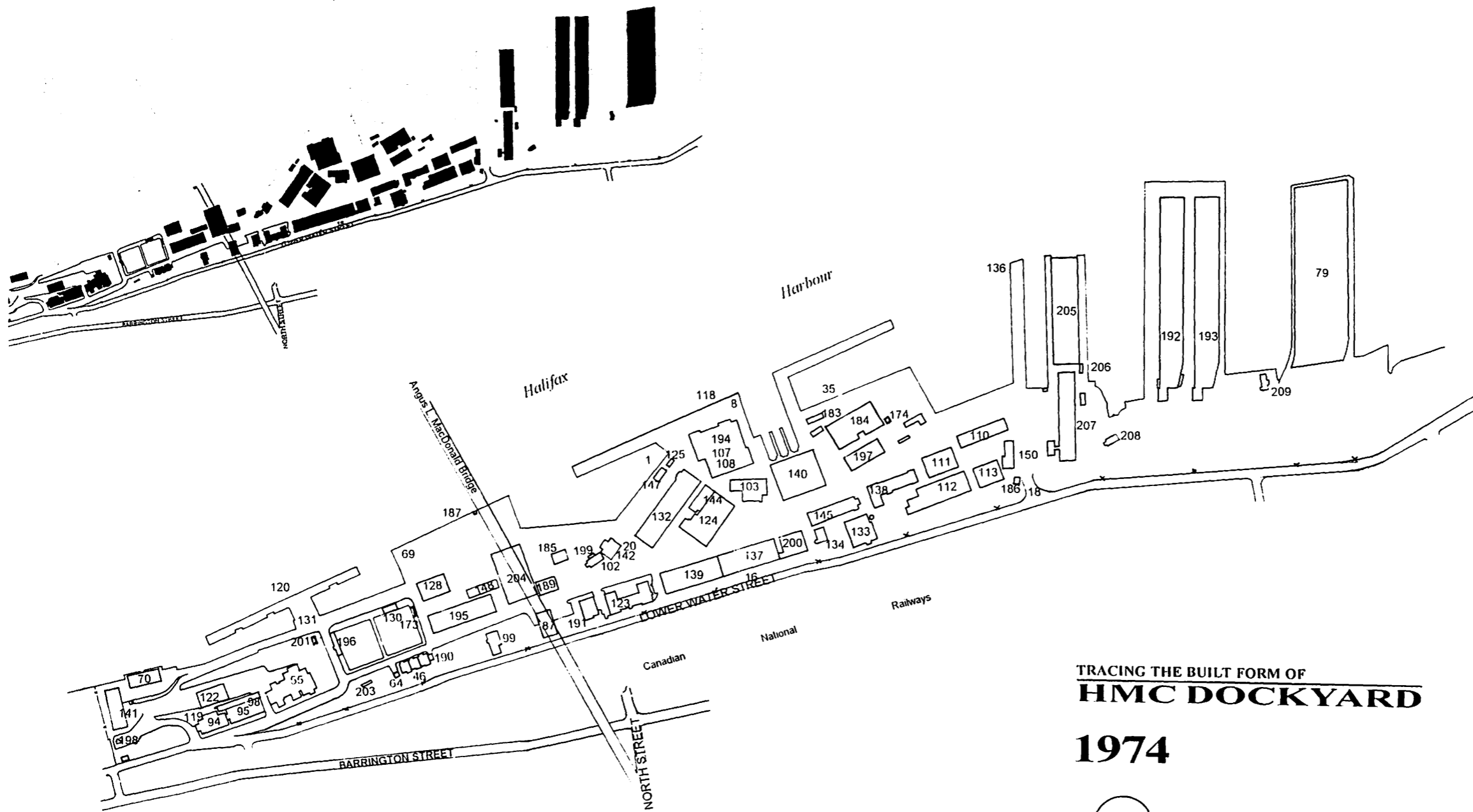
Map Key: 1974

1	Wharf No. 3	137	New Naval Stores
8	Wharf No. 2	138	MB Engine Repair Shop
16	Dockyard Wall	139	Administration/ Maintenance
18	South Gate	140	Underwater Repair Shop
20	Dockyard Clock	141	Shipwright's Shop
35	Wharf No. 1	142	Fire Hall
46	Victualling Yard Residences	144	Plate Storage
55	Reserve Command Division	145	High Speed Engine Repair
64	Garage	147	Utility Shop
69	Wharf No. 4	148	Canteen and Boiler Party
70	North Boat House	150	Motor Transport Depot
79	Warehouse on Pier 2	173	Garages and Waiting Room
87	Stores No. 9	174	Winch House
94	HMC Gunnery School	183	H.C. Motor Repair Shop
95	RCN Drill Shed No.1	184	Shipwright's Boat Shop
98	Indoor Rifle Range	185	Harbour Craft Building
99	Stores No. 12	186	South Guard House
102	Wireless Station	187	Rectifier Building
103	South Machine Shop	189	Inflammable Stores
107	Torpedo Shop	190	Garage for Houses 7, 8, and 9
108	Boiler Shop	191	Naval Architect's Building
110	Navy Building No. 64	192	Ship Repair Unit
111	Navy Building No. 65	193	Ship Repair Unit
112	Navy Building No. 66	194	Fitting and Machine Shop
113	Navy Building No. 67	195	Queen's Harbour Master
118	Jetty No. 3	196	Telephone Exchange
119	Ordnance Artificer's Workshop	197	Lumber Storage
120	Jetty No. 5	198	Fumigation Building
122	Submarine and Escort Squadron	199	Pump Storage
123	Administration Building	200	Main Supply Building
124	Naval Supply Depot	201	Submarine Battery Shop
125	Rectifier House	202	Lumber Storage
128	Combined Electrical Shop	203	Queen Victoria's Barge
130	Garage	204	Electronics Workshop
131	Generator House	205	Synchrolift
132	Boiler and Plate Shop	206	Synchrolift Control Utility Building
133	Central Heating Plant	207	Submarine Shelter and Utility Shop
134	Personnel Building	208	Utility Building
136	Jetty Zero	209	Base Transport

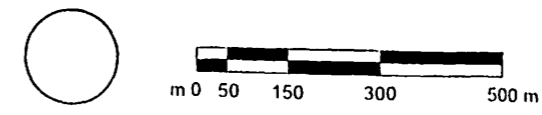
TRACING THE BUILT FORM OF

HMC DOCKYARD

1974



TRACING THE BUILT FORM OF
HMC DOCKYARD
1974

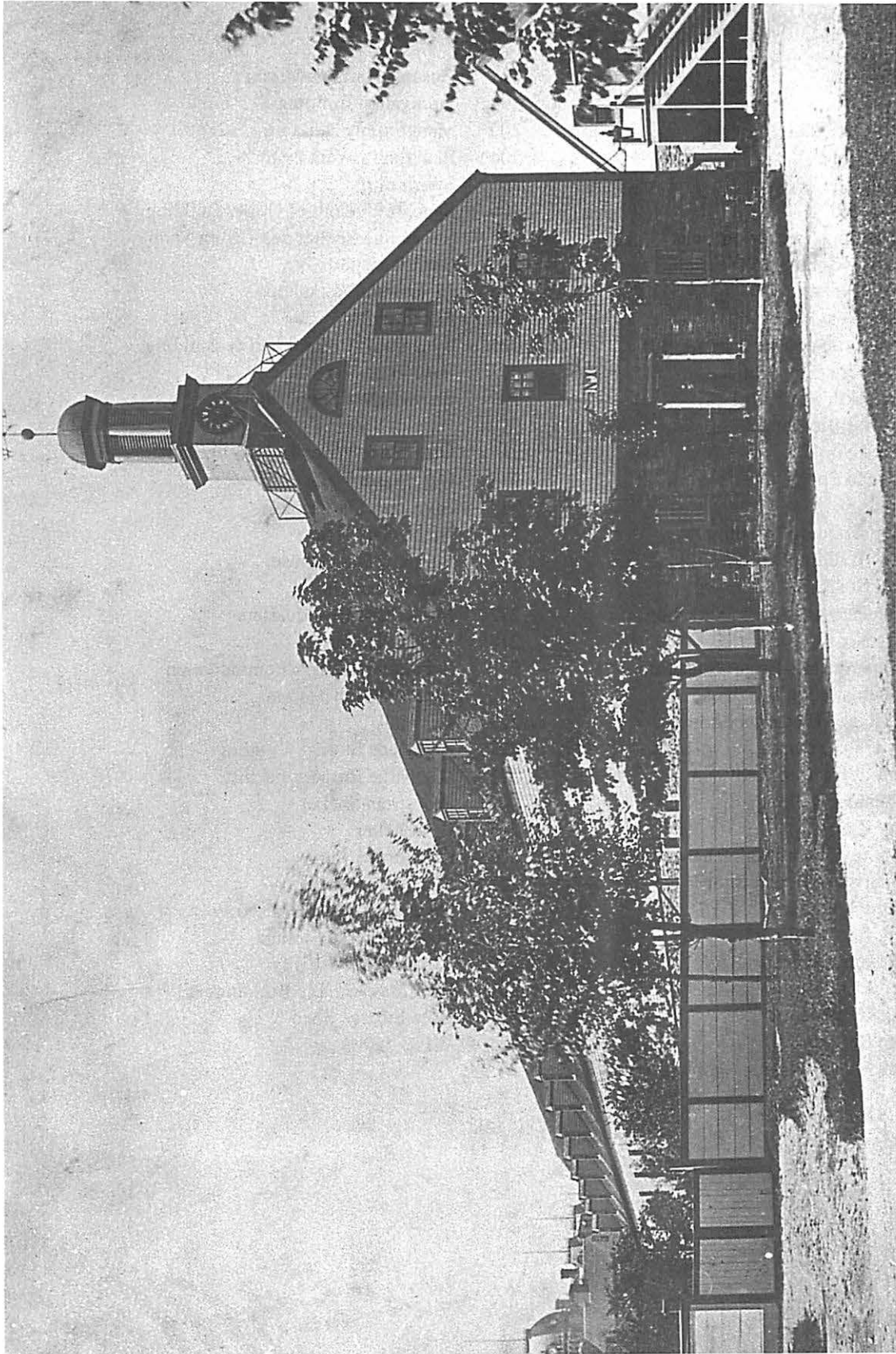


7. 1974 to 1995 - Redevelopment Continues

In 1974, the Royal Canadian Navy embarked on a new period of redevelopment. That year, Canadian British Consultants Limited conducted a detailed survey to determine the importance of existing site features to the modern Dockyard. The redevelopment plan, which followed the survey, suggested the removal of 34 buildings, 26 of which remained from W.W.II. During this period, the Navy introduced 22 new site features.

Over 26 years of redevelopment, the Dockyard's built form has changed dramatically. In the past, the Navy constructed new site features only when needed. These features were usually small, single-use, and similar in scale to the buildings they replaced. Following 1974, the Navy began proposing larger, multi-use structures. Consequently, all associated functions were relocated to the new buildings in an attempt to centralize services. This new direction allowed the Navy to change the uses within each building instead of proposing new structures.

A recent survey of buildings in 1988 identified an additional 15 site features ready for demolition. At present, only six buildings indicated for removal remain. The razing of buildings during the past eight years has freed space necessary for the erection of the Main Base Supply Building. In the future, new construction will focus in the north Yard in the vicinity of MARCOM Headquarters. As this period continues, more of the Dockyard's physical past will be lost.



Storehouse No. 1

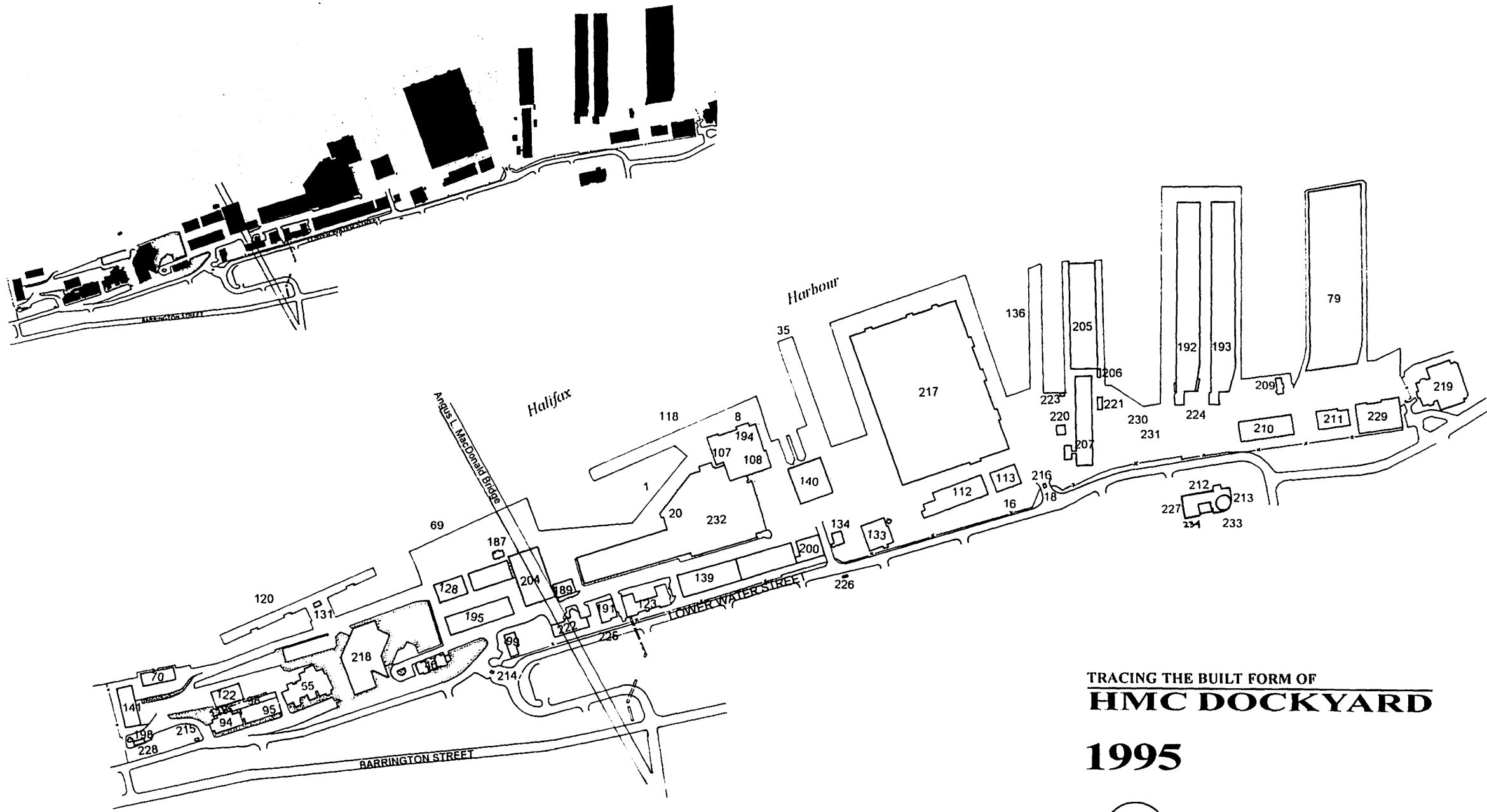
Map Key: 1995

1	Wharf No. 3	195	Queen's Harbour Master
8	Wharf No. 2	198	Fumigation Building
16	Dockyard Wall	200	Main Supply Building
18	South Gate	204	Electronics Workshop
20	Dockyard Clock	205	Synchrolift
35	Wharf No. 1	206	Synchrolift Control Utility Building
46	Victualling Yard Residences	207	Submarine Shelter and Utility Shop
55	Reserve Command Division	209	Base Transport
69	Wharf No. 4	203	Electronics Workshop
70	North Boat House	204	Synchrolift
79	Warehouse on Pier 2 (removed)	205	Synchrolift Control Utility Building
94	HMC Gunnery School	208	Base Transport
95	RCN Drill Shed No.1	209	Shipwright's Shop
98	Indoor Rifle Range	210	Plastics Shop
99	Stores No. 12	211	Oily Waste Water Treatment Plant
107	Torpedo Shop	212	Oily Waste Water Tank
108	Boiler Shop	213	Admiral's Gate House
112	Navy Building No. 66	214	Niobe Gate House
113	Navy Building No. 67	215	Rainbow Gate House
118	Jetty No. 3	216	Ship Repair Unit
119	Ordnance Artificer's Workshop	217	MARCOM Headquarters
120	Jetty No. 5	218	HMCS Scotian
122	Submarine and Escort Squadron	219	Submarine Refit Accommodation
123	Administration Building	220	Electrical Sub-Station
128	Combined Electrical Shop	221	Fire Hall
131	Generator House	222	Acetylene Storage Building
133	Central Heating Plant	223	Discharge Resistor Facility
134	Personnel Building	224	Pedestrian Shelter
136	Jetty Zero	225	Bus Shelter
139	Administration/ Maintenance	226	Oil Storage Tank
140	Underwater Repair Shop	227	Storage Building
141	Shipwright's Shop	228	Hazardous Material Facility
187	Rectifier Building	229	Metal Material Storage
189	Inflammable Stores	230	Acid Storage Facility
191	Naval Architect's Building	231	Main Base Supply Building
192	Ship Repair Unit	232	Hose Storage Shed
193	Ship Repair Unit	233	W.F.E. Lab
194	Fitting and Machine Shop		

TRACING THE BUILT FORM OF

HMC DOCKYARD

1995



TRACING THE BUILT FORM OF
HMC DOCKYARD

1995

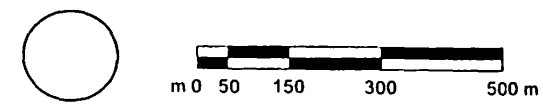


Figure 3: Remaining Site Features-December 1995

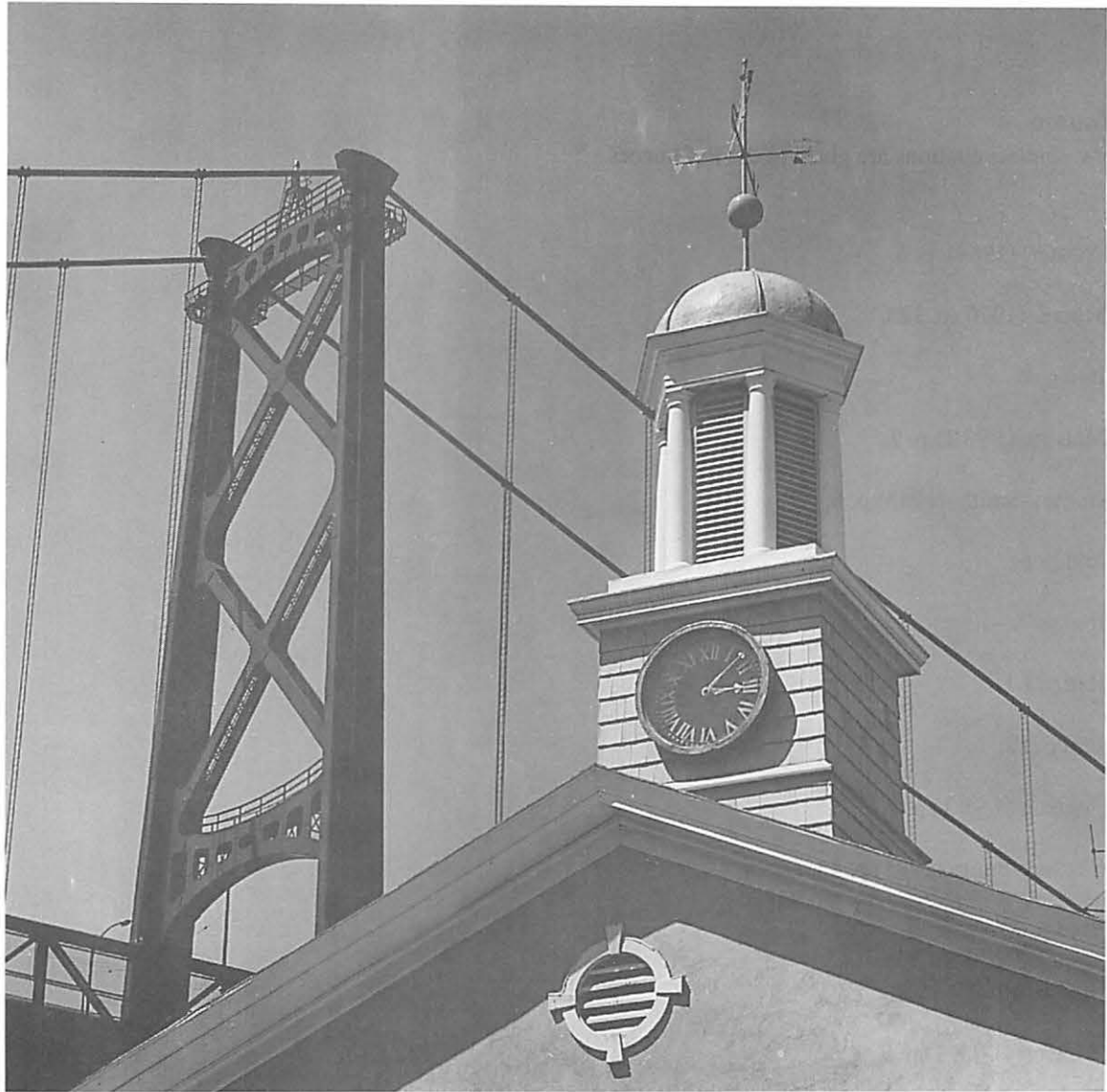
Period	Site Feature (key number)	Date Introduced
1750-1774	Dockyard Clock (20)	1772-moved to ferry landing 1996
1775-1815	Victualling Yard Residences (46)	1813
1819-1864 (inactivity)	Hospital No. 2 (Naval College, Reserve Command Division/ Administration) (55)	1863
1865-1904	Lorne Boat Club (North Boat House, ABCD School) (70)	1884
1910-1938	RCN Drill Shed No.1 (95)	1928
	Indoor Rifle Range (98)	1928
	Stores No. 12 (Electrical Shop and Substation, Base Exchange) (99)	1928
	Navy Building No. 66 (112)	1938
	Navy Building No. 67 (113)	1938
	Small Ordnance Artificer's Workshop (119)	late 1930s
1939-1945	Captain D's Training Block (Submarine and Escort Squadron, Marcom Operations) (122)	1941
	Administration Building (Naval Engineering Unit) (123)	1941
	Combined Electrical Shop (Hydraulic Shop) (128)	1941
	Generator House (Rectifier Building) (131)	1941
	Central Heating Plant (133)	1941
	Personnel Building (Sick Bay/ RCMP Guard House) (134)	1942
	Jetty Zero (136)	1942
	New Naval Stores (137)	1942
	Administration and Maintenance (Photographic Section: Chart Depot Stores) (139)	1942
	Underwater Repair Shop (140)	1943
	Shipwright's Shop (Construction Engineering, Depot Workshops) (141)	1943
Rectifier Building (187)	1945	

Period	Site Feature (key number)	Date Introduced
1946-1973	Inflammable Stores (189)	1948
	Naval Architect's Building (SRU (A) Offices) (191)	1952
	Ship Repair Unit (192)	1952
	Ship Repair Unit (193)	1952
	Fitting and Machine Shop (194)	1957
	Queen's Harbour Master (195)	1957
	Fumigation Building (CE Storage) (198)	1957
	Main Supply Building (200)	1958
	Electronics Workshop (Combat Systems Division) (204)	1963
	Synchrolift (205)	1968
	Synchrolift Control Utility Building (206)	1970
	Submarine Shelter and Utility Shop (207)	1970
	Base Transport (209)	1970
1974-present	Shipwright's Shop (210)	1979
	Plastics Shop (211)	1979
	Oily Waste Water Treatment Plant (212)	1982
	Oily Waste Water Tank (213)	1982
	Admiral's Gate House (214)	1982
	Niobe Gate House (215)	1982
	Rainbow Gate House (216)	1982
	Ship Repair Unit (217)	1983
	MARCOM Headquarters (218)	1984
	HMCS Scotian (219)	1986
	Submarine Refit Accommodation (220)	1987
	Electrical Sub-Station (221)	unknown
	Fire Hall (222)	1987
	Acetylene Storage Building (223)	c.1988-1995
	Discharge Resistor Facility (224)	c.1988-1995
	Pedestrian Shelter (225)	c.1988-1995
	Bus Shelter (226)	c.1988-1995
	Oil Storage Tank (227)	c.1988-1995
	Storage Building (228)	c.1988-1995
	Hazardous Material Facility (229)	c.1988-1995
	Metal Material Storage (230)	c.1988-1995
	Acid Storage Facility (231)	c.1988-1995
Main Base Supply Building (232)	1994	
Hose Storage Shed (233)	1995	
W.F.E. Lab (234)	1995	

Conclusion

The HMC Dockyard is an important feature in the history of Halifax, Canada, and the British Commonwealth. As a result of periodic redevelopment, very little of the Dockyard's built past remains. Of the 234 site features introduced throughout the history of the Dockyard, only 62 exist today. As new development occurs, older site features are removed. This raises a further question: how long will the site features of today remain part of the Dockyard? For certain, the Dockyard has not yet seen its last period of significant change in built form.

Although written history offers a detailed understanding of events, it does not present a clear picture of what the Dockyard looked like during significant periods of change. By interpreting the site features and identifying their location during the significant periods of change, this project provides for the first time an important record of the Dockyard's built form throughout its evolution. I trust that the Maritime Shipmodelers Guild and others interested in the Dockyard's history will benefit from this project.



Old with the New: Dockyard Clock with the Angus L Macdonald Bridge (MCM)

References

Endnotes

Note: Complete citations are given in the References.

¹Schafer. (1969). p. 3.

²Moore. (1970).p. 123.

³Ibid.p. 2.

⁴Metson. (1 98 1).p. 7.

⁵Gurney-Smith. (1985).p. 6.

⁶Ibid.p. 6.

⁷Ibid.p. 7.

⁸Ibid.p. I 1.

⁹Ibid.p. 12.

¹⁰Metson (1 98 1).p. 7.

¹¹Gurney-Smith (1985).p. 15.

¹²Ibid.p. 37.

¹³Ibid.p. 40.

¹⁴Metson (1 9,8 1).p. 9.

¹⁵Gurney-Smith (1985).p. 45.

¹⁶Ibid.p. 52-53.

¹⁷Overend (1945a).p. 9.

¹⁸Gurney-Smith (1985).p. 41.

¹⁹Overend (1945a).p. 20.

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- Plan of His Majesty's Dockyard: 1784
- Photograph of Double Residence by Camber No. 3. Harry Piers. c. 1880.
- Block Plan of HMC Dockyard and French Cable Wharf. 1960.
- Photograph of Wharf No. I showing Lumber Shed and Storehouse No. 8. Harry Piers. c. 1880.
- Hydrographic Chart of Halifax Harbour: 1917.
- Canadian Underwriters Association. Halifax Fire Insurance Plans: 1952, 1965Y 1971

Maritime Command Museum (MCM)

- Plan of HMC Dockyard: 1831
- Plan of HMC Dockyard: 1865.
- Photograph of Residence-Police Sergeant: 1880s
- Photograph of Official Residences, Office Building, and Boat House in Halifax Dockyard:n.d.
- Photograph of New Official Residences Nos. 4 and 5: n.d.
- Photograph of Plumber's Shop: c. 1880s.
- Photograph of Jetty Four: Halifax Dockyard: 1905

Appendix A: Chronology of Events

The chronology of events provides a succinct historical record of the fundamental circumstances that have affected the Dockyard's built form. The comparison of important events in the Dockyard to important events in the World shows the relationship among the introduction and removal of site features, the expansion of the Dockyard, and World events. From the interpretation of this data, I determined the seven significant periods of change in the Dockyard's built form.

Important events in the World	Date	Important events in the Dockyard
French settlement at Port Royal. ¹	1604-07	
French population began to settle on the Bay of Fundy. ²	1630s	
Treaty of Utrecht: Nova Scotia (including New Brunswick) and Newfoundland were transferred to Britain. Cape Breton and Ile St. Jean remained French. ³ Louisbourg founded. ⁴	1713	
New England and British forces attack and capture Louisbourg. ⁵	1745	
Louisbourg and Ile Royale restored to France. ⁶ Halifax founded as an administrative, military, and commercial headquarters. British forces opposed Louisbourg and defended Commonwealth interests in North America. ⁷	1749	
	1750	Wharf constructed to accommodate ships. ⁸
Expulsion of the Acadians. ⁹	1755	Arrangements made by Vice Admiral, the Honourable Edward Boscaven to hire a careening wharf. ¹⁰
Beginning of Seven Years' War. ¹¹	1756	
	1757	(Spring and Summer) assembly of ships in Halifax Harbour for attack on Louisbourg. ¹² Careening wharf site chosen on Cornwallis (McNabs) Island. Later abandoned as being impractical. Located on mainland in north suburbs. ¹³
	1758	Imperial Government established Dockyard in Halifax. ¹⁴ (Spring) construction of careening wharf facilities. Later known as Wharf No. 3. ¹⁵ (Dec. 22) Joseph Gorham's sale of two acres of land to Navy at Gorham's Point for \$120. ¹⁶

(late summer) Louisbourg and Quebec fall to the British and American forces. ¹⁷	1759	(Feb.) Additional seven acres of Crown land granted to Navy by Governor Laurence. ¹⁸ (Feb. 7) Order in Council formally established King's Yard. ¹⁹ Capstan House and Mast House erected. Slipway opening to the Mast Pond located on the south end of Mast House. Spar Pond sited next to canal from Mast Pond to Harbour. ²⁰
	1760	Captain James Cook assigned to map and survey Halifax Harbour. Yard construction began under Cook's supervision. ²¹ Two ells added to Capstan House, creating U-shaped building. ²² Anchor Wharf erected (later known as Wharf No. 2). Smith Shop erected on west end and Pitch House erected on north side. ²³
	1761	Commissioner's House No. 1 erected. ²⁴ Boat House No. 1 and adjoining slipway erected. Carpentry Shop constructed on the south end, Lathe Shop on the north end. ²⁵ Hose Reel House erected. ²⁶
Seven Years' War ends. ²⁷	1763	
	1763-69	Two lots in North End acquired, extending Yard northward to watering wharf and Mauger's Distillery Yard. ²⁸
	1769	First Dockyard wall built. ²⁹ Sail Loft, also known as Hawser Stores, erected. ³⁰
	1770	Gate at foot of Dockyard Lane (Artz Street) only access to Dockyard. ³¹ Oil Store erected. ³²
	1772	Dockyard Clock installed over loft in Sail Loft. ³³
	1774	Navy decided to fortify Yard ³⁴ Naval Hospital No. 1 erected. ³⁵
American Revolutionary War began. ³⁶	1775	Fort Coote blockhouse constructed on Observatory Hill. Other fortifications constructed. ³⁷
	1778	Fort Needham erected. ³⁸
American Revolutionary War ends. ³⁹	1781	
	1783	20 acres purchased northward and westward to form Hospital grounds and cemetery. ⁴⁰

	1784	Masonry Shed and Main Workshop erected. Fuel Yard established near the Masonry Shed on northeast corner of the Commissioner's Garden. ⁴¹ Mast pond (North) built. ⁴² Porter's Lodge erected. ⁴³ Principal Storehouse erected. Later named Storehouse No. 6 ⁴⁴ Wharf No. 2: Steam Kiln erected on south east side. Plumbing Shop erected. Foundry added to the rear of Smith Shop. ⁴⁵ Wharf No. 1 erected. ⁴⁶
	c. 1784	English Artificer's Residences erected. ⁴⁷
	1785	Commissioner's House No. 2 and Dockyard Office Building erected. ⁴⁸
American John Fitch builds the first steam powered ship. ⁴⁹	1787	
French Revolutionary War begins. ⁵⁰	1789	
	1790	5.5 acres acquired next to original land grant, completing yard until next major expansion in World War II. ⁵¹
	1791-93	(Aug.-Nov.) Houses One, Two, and Three, erected. ⁵²
France declares war on England. ⁵³	1793	Fort Duncan constructed on Dartmouth shore opposite Fort Coote. Together provide defense for Yard. ⁵⁴ An expedition was fitted to attack St. Pierre. ⁵⁵
French Revolutionary War ends. ⁵⁶	1799	
	c. 1800	Steam Kiln removed. A new Smith Shop and Plate Bending Shop erected on kiln site. Former Smith Shop converted to become new Fitting Shop. ⁵⁷ (early) small Engine House added to southwest corner of new Smith Shop. ⁵⁸ Boiler Shop and shed were built on the north side of the Smith Shop. ⁵⁹ Coppersmith Shop and Engine House added to north side of Fitting Shop. ⁶⁰
	1806	Hospital Guard house erected. ⁶¹
	1809	Hospital Gate installed. North Yard Wall constructed. ⁶²
(June 1) American War of Independence (War of 1812) begins. ⁶³	1812	
	1813	"A" Magazine erected. ⁶⁴ Battle between Shannon and Chesapeake. ⁶⁵ Victualling Yard Residences (Houses 7, 8, and 9) erected. ⁶⁶

	c. 1813	The Engine House (along the Dockyard Wall), the Warden's House, and the Guard Lodges erected. ⁶⁷
Robert Fulton, an American inventor, builds the first steam powered warship. ⁶⁸	1814	(Nov. 10) Five acres purchased from A. Bauer by Admiral Cochrane to build Admiralty House. ⁶⁹
American War of Independence (War of 1812) ends. Treaty of Ghent signed between America and Britain. ⁷⁰	1815	Boatswain House erected. ⁷¹
	1819	(July 9) Naval Board officially move headquarters of the North American Station to Bermuda. Commissioner's House used for other purposes following move. Commissioner's Garden remained. ⁷² Admiralty House completed. ⁷³
Drastic reduction in Dockyard activity. ⁷⁴	1819	Naval Hospital No. 1 destroyed by fire. ⁷⁵
Inventors develop the first explosive shell naval gun. ⁷⁶	1820s	Maintenance money not available. Dockyard falls into state of disrepair. ⁷⁷
	1831	Addition built onto rear and southside of Dockyard Office Building. Later known as Storehouse No. 5. ⁷⁸ Large Cooperage erected to east of Boatswain House. ⁷⁹
	1832	Money for repairs arrives. Boatswain House repaired. ⁸⁰
	1835	HMS Rhodomantus, the first British steam ship arrives in Halifax Harbour. ⁸¹
	1840s-60s	Addition to north third of south ell: became Lotting Shed or Storehouse No. 4, later known as Receipt and Return Stores. ⁸²
	1844	Main (south) Gate moved a few feet to the south from Dockyard Lane. ⁸³ Repairs to both Hospital Gate and Dockyard Wall. ⁸⁴
	c. 1850s	Pitch House removed. New Pitch House erected on southeast shore of Observatory Hill. ⁸⁵
	1857	(Aug. 15) Admiralty House and Victualling Yard severely damaged by explosion at the City Powder Magazine south of Wellington Barracks. ⁸⁶
	1859	Large storehouse erected, connecting cooperage and Victualling Yard Residences. Later known as Victualling Stores. ⁸⁷ Lumber Wharf section joined to southwest corner of Wharf No. 1, creating the "L" shape. ⁸⁸ Wharf No. 3 renamed Crane Wharf. ⁸⁹

	1860	Albert, Prince of Wales, visits, landing between Wharves 2 and 3. ⁹⁰
	1860s	Storehouse No. 6 expanded westward to the Dockyard Wall to include a Pound, Lime Store, and a Pitch Store. ⁹¹
American Civil War begins. ⁹²	1861	Prince Alfred visits. ⁹³ Halifax begins to bolster forces due to Britain's support of the South. ⁹⁴
	1862	New Magazine erected at east end of Wellington Barracks. ⁹⁵
	1862-70	Dockyard prepares for American aggression: repairs to slipways and wharves, stockpiling of stores. ⁹⁶
	1863	(Aug.) Hospital No. 2 erected on same site as Hospital No. 1. The Dead House was along the northwest corner; the Fever House along the north wall. ⁹⁷
American Civil War ends. ⁹⁸	1865	Colonel Jervois appointed to make assessment of Halifax defenses. Brief period of intense improvement followed. ⁹⁹
Canadian Confederation ¹⁰⁰	1867	HMS Favourite, the first iron clad ship arrived in Harbour. ¹⁰¹
	1869	Prince Arthur visits. ¹⁰²
	1872	Small Arms Magazine, "B" Magazine erected. ¹⁰³
	1878	Coal Stores No.11 erected on west edge of Wharf No. 3. ¹⁰⁴ Princess Louise visits. ¹⁰⁵
	c. 1879	Victualling Yard Residences 4 and 5, and Double Residence to south of Commissioner's Garden constructed. ¹⁰⁶
	1880	Fort Coote torn down. ¹⁰⁷
Introduction of steel hulled, steam powered ships. ¹⁰⁸	1800s	(late) Mast and Spar Ponds filled in. Mast House converted to Storehouse No.7 and later Timber Stores. Land occupied by Ponds used by Intercolonial Railway. ¹⁰⁹
	1881	Coaling facilities established in Dockyard. ¹¹⁰
	1881-82	Observatory Hill leveled. ¹¹¹
	c. 1883	Torpedo Boat Shed and Slip, and the Torpedo and Gun Mounting Store (D21) erected. ¹¹² Boat House No. 2, later known as RCN Barracks, erected. ¹¹³
	1883	Cask Storehouse erected. ¹¹⁴ Wharf No. 4 erected following the leveling of Observatory Hill. ¹¹⁵ Water Street Wall rebuilt. Old Wall damaged from vibrations by trains. ¹¹⁶
	1884	Lorne Boat Club (D5) erected. ¹¹⁷

	1889	Graving Dock established by Mr. S.M. Brookfield. Navy paid subsidies of \$ 10,000 for 20 years in exchange for use. ¹¹⁸
	1890	North third of Capstan House sectioned off into permanent Seaman's Barracks. Northwest ell of Capstan House became No. 2 stores, southeast ell No. 3 stores. ¹¹⁹ Small Engine House added to northside of Boat House No. 1. ¹²⁰
	1890s	Hose Reel House no longer occupied by soldiers. Used for storage of hoses and diving equipment. ¹²¹ Wharf No. 1: Lumber Shed and three-ton crane sited on main portion, Storehouse No. 8 erected on west edge, and Storehouse No. 13 erected on the south side. ¹²²
	c. 1900	Sail Loft officially became Storehouse No. 1. ¹²³ Storehouses Nos. 9, 10, and 15 erected on Wharf No. 4. ¹²⁴
	1900	Wharf No. 3 filled in to create a solid wharf. ¹²⁵
	1904	(Dec.) Official notice of the closure of the Halifax Dockyard. ¹²⁶
	1905	(Oct. 31) Royal Navy transferred headquarters of the NA and West Indies Squadron to Bermuda in preparation for the transfer of the Halifax base to Canada. ¹²⁷ Commissioners House vacant following the transfer of the Yard to Canada. ¹²⁸ Hospital No. 2 closed with the removal of the Royal Navy. ¹²⁹ Western end of Jetty Two erected. ¹³⁰
	c. 1905	Chaplain's Office and Chapel (D76) erected. ¹³¹
	1907	(Jan 1) Provisional transfer of the Yard; Canada agrees to maintenance of Grounds and allow British Navy to use in times of emergency. ¹³²
	1909	(Nov.) Commissioner's House No. 2 destroyed by fire. ¹³³
	1910	(May 4) Royal Canadian Navy established. ¹³⁴ (Oct. 13) Dockyard transferred to Canadian Government. Transfer included 24 acres of land and 75 buildings. ¹³⁵ Royal Naval College of Canada located in Hospital No. 2. ¹³⁶

<p>World War I begins.¹³⁷ Germany begins using submarines in to attack Allied shipping.¹³⁸</p>	<p>1914</p>	<p>The Dockyard defenses were bolstered and buildings repaired.¹³⁹ Warehouse on Pier 2 (D167) constructed.¹⁴⁰</p>
	<p>1914-1918</p>	<p>Buildings renumbered and repaired. This numbering system remained in place until 1936.¹⁴¹ Wharf No. 1 doubled in length and extended south in an eastward direction. Berthing facilities were added on both sides.¹⁴² Patrol Boat Shop, Submarine Shop, Electrician's Shop and Air Service Storehouse erected in vicinity of Wharf No. 1.¹⁴³ Stores 8, 9, 10, and 11 erected between Office Building and the old Victualling Yard storehouses.¹⁴⁴ Stores No. 14 and 15 erected. No. 14 was located on same site as former Cask Store.¹⁴⁵ Houses One, Two, and Three became offices.¹⁴⁶</p>
	<p>1916</p>	<p>Hospital gate and section of the Wall removed to accommodate new entrance to the Halifax Shipyards. North Gate moved further north and Guard House erected.¹⁴⁷</p>
<p>Halifax Explosion¹⁴⁸</p>	<p>1917, Dec. 6</p>	<p>Dockyard Office Building and Storehouse No. 5 destroyed. Wharf No. 2 and its buildings, Stable roof, and Victualling Stores (including the coopeage) severely damaged.¹⁴⁹</p>
	<p>1918</p>	<p>Rebuilding and expansion begins following the Halifax Explosion.¹⁵⁰ (Aug. 9) North Ordnance Wharf and 4.63 acres acquired from the Canadian Militia, formerly part of Wellington Barracks.¹⁵¹ Cask Store and Plumbing Shop removed. Coppersmith Shop moved to new locations in the Fitting Shop.¹⁵² New Office Building (D33) erected at southern most end of former Drill Ground.¹⁵³</p>
	<p>1919</p>	<p>(Aug. 14) Part of the North Ordnance Wharf plus adjacent property exchanged with Canadian National Railway in return for a water lot at the south end of the Yard.¹⁵⁴</p>
<p>World War I ends.¹⁵⁵</p>	<p>1918</p>	

Royal Navy begins conversion from coal to oil burning ships. ¹⁵⁶	1920s	Porter's Lodge removed. ¹⁵⁷ Storehouse No. 6 removed except for the most easterly portion. Remaining section used as Flammable Stores. ¹⁵⁸
	1920s-30s	New Pitch House removed. ¹⁵⁹ RCN Barracks (D9) erected. Two smaller buildings (D11 and 70) were built adjacent to the Barracks. Collectively became known as the Cell Block and A/S School during WWII. ¹⁶⁰
	1922	Royal Naval College closed due to fiscal restraints. ¹⁶¹
	1923	HMC Gunnery School established to the west of D14. ¹⁶²
	1924	Water Street Wall rebuilt. ¹⁶³
	1925	West end of Wall from the south Gate to the southwest corner of the Yard taken down and replaced by a wooden fence. ¹⁶⁴
	1927	Bedford Magazine erected. ¹⁶⁵
	1928	Drill Shed No. 1 (D8) erected north of Naval Barracks. Now serves as gymnasium and drill shed. ¹⁶⁶ Skating Rink and Drill Shed No. 2 (D15) erected. Later known as Night Escort Attack Teacher. ¹⁶⁷ Drying Room (D13) and Indoor Rifle Range (D116) erected. ¹⁶⁸
	1930	(Summer) Houses No. One, Two, and Three removed. ¹⁶⁹ HMC Gunnery School dismantled and relocated further north and across the street, now existing as D6. ¹⁷⁰
	1930s	Patrol Boat Shop, Submarine Shop, Electrician's Shop, and Large Storehouse removed. ¹⁷¹
	c. 1930s-40s	Hose Reel House removed. ¹⁷²
	1933	All buildings erected during WWI removed. ¹⁷³ Lumber Shed, three ton crane, Storehouses No. 8 and 13 removed. RCNVR Barracks erected near Wharf No. 1. ¹⁷⁴ Large dump in south Yard established. ¹⁷⁵ Storehouse No. 12 (D82) erected. Later known as Electrical Shop and Sub-Station, and Base Exchange. ¹⁷⁶

	1935	<p>Fitting Shop removed. Replaced by South Machine Shop (D49).¹⁷⁷</p> <p>Two north wings added to Royal Naval College building. Known as Naval Barracks until 1950s.¹⁷⁸</p> <p>Wireless Station (D31) erected. Today known as Fleet Mail Office.¹⁷⁹</p>
	1936	<p>(late) Dump in south Yard removed.¹⁸⁰</p> <p>Buildings renumbered. This numbering system remains in practise today.¹⁸¹</p> <p>Harbour defense facilities established, with main building to the west and south of the RCNVR Barracks. Net Assembly Field, and Hydrographic and Inflammable Stores located further west of defense facilities.¹⁸²</p> <p>Wharf No. 3 and 5 extended. No. 5's expansion created a "T" shaped wharf.¹⁸³</p> <p>North section of Capstan House became Boatswain Stores, south portion No.4B Stores, south ell No. 4 Stores, addition No.5 Stores, north ell No.7 Stores.¹⁸⁴</p>
	1937	<p>(Sept.) Canadian Army occupied a narrow strip of land (2.441 acres) along the waterfront adjoining south end of the Dockyard.¹⁸⁵</p> <p>Combined Shop (D108) subdivided into Torpedo Shop (east), Boiler Shop (centre), and Blacksmith Shop (west).¹⁸⁶</p>
	c. 1938	<p>West Guard House (D75), Old Guard House (D96) erected.¹⁸⁷</p>
	1938	<p>Army had 2.7045 acres of waterfront land on which they erected four permanent buildings. Army agrees to exchange their waterfront land with the Navy for suitable accommodations (Willow Park). Navy Buildings 64, 65, 66, and 67 were formed. Only 66 and 67 remain.¹⁸⁸</p> <p>All magazines in north Yard removed.¹⁸⁹</p> <p>Dump located in vicinity of Storehouse No.7.¹⁹⁰</p> <p>Tennis courts sited on location of former Cask Store.¹⁹¹</p> <p>Victualling Residences Garage (D80) erected.¹⁹²</p>
	1938-41	<p>Jetty Three erected.¹⁹³</p>
	c. 1930s	<p>(late) Small ordnance artificers workshop (D117) erected on east side of D6.¹⁹⁴</p>

(Sept 10) Canada enters World War II. ¹⁹⁵	1939	
	c. 1940	<p>Boat House No. 2 removed during the reconstruction of Jetties No. 3 and 4.¹⁹⁶</p> <p>Boatswain Stores, No.4B Stores, No.4 Stores, No.5 Stores, and No. 7 Stores removed.¹⁹⁷</p> <p>Coal Stores No. 11 removed.¹⁹⁸</p> <p>H.C. Motor Repair Shop (D122) erected.¹⁹⁹</p> <p>Jetty No. 5 constructed from existing Hospital Jetty.²⁰⁰</p> <p>Lorne Boat Club (D5) becomes the North Boat House.²⁰¹</p> <p>AA Dome and Night Action (D3) constructed.²⁰²</p> <p>Combined Shop (D108) renovated, housing Blacksmith Shop, Pipefitters Shop, and Tinsmith Shop.²⁰³</p> <p>New Naval Store (D40) erected on site of former Hose Reel House.²⁰⁴</p>
	1940	<p>Flammable Stores and Main Workshop removed.²⁰⁵</p> <p>Generator House on Jetty No. 3 (D99) erected.²⁰⁶</p>
	c. 1941	<p>Boiler Party Depot (D22) erected.²⁰⁷</p>
	1941	<p>Storehouse No. 1 removed.²⁰⁸</p> <p>Personnel Building (D61) erected.²⁰⁹</p> <p>Temporary barracks (D7) erected to south east of HMC Gunnery School. Known during war as Captain D's Training Block, then Seamanship School and Submarine and Escort Squadron.²¹⁰</p> <p>Depot Machine Shop (D20) erected to west of the North Machine Shop on the south end of Wharf No. 4.²¹¹</p> <p>Paint Shop (D4),²¹² Combined Electrical Shop (D17)²¹³, North Machine Shop (D19)²¹⁴, Administration Building (D34)²¹⁵, Utility Building (D41) on Jetty 4²¹⁶, Naval Stores (D44)²¹⁷, Central Heating Plant (D62)²¹⁸, Generator House (D74)²¹⁹, and Boiler and Plate Shop (D105) erected.²²⁰</p>

	1942	<p>Machine Shop (D56) and Engine Repair Shop (D58) erected. ²²¹</p> <p>(July 13) National Harbours Board agrees to lease 1.75 acres of land, and 1.61 acres of water south of the Dockyard. Jetty Zero was erected on this parcel. The land has since been purchased. ²²²</p> <p>New Naval Stores (D40) and Administration and maintenance (D40A) erected. ²²³</p> <p>Inflammable Stores (93) erected. ²²⁴</p>
	1943	<p>Rectifier Building (119) introduced. ²²⁵</p> <p>Shipwright's Shop (D2) constructed. ²²⁶</p> <p>Boat House No. 1 removed. Replaced by the Underwater Repair Shop (D53). ²²⁷</p> <p>New Fire Hall (D26) constructed. Dockyard Clock moved to Fire Hall following demolition of Storehouse No. 1. ²²⁸</p>
	1943-44	<p>Victualling Stores and Cooperage removed. ²²⁹</p>
	c. 1944	<p>RCVNR Barracks and Dump removed. ²³⁰</p> <p>Inflammable Stores in south Yard removed. ²³¹</p>
	1944	<p>Stores No. 15 became known as Returns Stores No. 2 (D88) during WWII. Later removed for construction of D125. ²³²</p> <p>Navy leased 1,361 square feet from Canada National Railways at west end of D66. ²³³</p> <p>Stores 8 and 10 removed. Stores No. 14 removed and replaced by D28. ²³⁴</p> <p>(late) Navy acquires lease for land between Jetty Zero and Pier Four. Later they purchase the land outright from the National Harbours Board. ²³⁵</p> <p>Battery Shop (D18), Utility Shop (D42), Shipwrights Shop (D59), Plate Rack (D63/ 46), and Maintenance Lumber Stores (D83) constructed. ²³⁶</p>
	1944-45	<p>Depot Machine Shop removed during reconstruction of Jetty No. 4. ²³⁷</p> <p>Torpedo and Gun Mounting Store removed. ²³⁸</p>
	c. 1945	<p>33 small and temporary buildings constructed. Most of these buildings were removed following WWII. ²³⁹</p> <p>Boiler Party Depot (D22) erected. ²⁴⁰</p> <p>Motor Transport Building (D95) erected. ²⁴¹</p>

World War II ends. ²⁴²	1945	(July) Bedford Magazine severely damaged by "the Second Halifax Explosion". ²⁴³ Jetty Four rebuilt. ²⁴⁴ Harbour Craft Building (D43) erected. ²⁴⁵ Rectifier Building (D47) on Jetty 4 erected. ²⁴⁶ North Gate house removed, with a new structure on the other side of the gate erected. ²⁴⁷ By this time, virtually all of Yard remaining from 19th century was removed and replaced with modern facilities. ²⁴⁸ South Gate House (D45) erected. ²⁴⁹ Wooden deck of Jetty Five replaced. ²⁵⁰ Torpedo Boat Shed and Slip removed. ²⁵¹
	c. 1946	Paint Shop (D40) removed. ²⁵² Cell Block and A/S School (D9, 11, and 70) removed. ²⁵³
	1947	Skating Rink and Drill Shed No. 2 and C.D. Y. Shop removed. ²⁵⁴
	1948	Flammable Stores (D57) erected. ²⁵⁵
Korean War begins. ²⁵⁶	1950	
	1950s	Stores No. 11 removed. Stores No. 9 (D90) renamed Motor Transport. ²⁵⁷
	1951	Garage for House 7, 8, and 9(D81) erected. ²⁵⁸
	c. 1952	Boiler Party Depot (D22) removed. ²⁵⁹
	1952	Ship Repair Unit (D165-66) constructed. ²⁶⁰ New Office Building (D33) removed and replaced by Naval Architects Building (D22). ²⁶¹
Korean War ends. ²⁶²	1953	
	c. 1957	Maintenance Lumber Stores (D83) removed. ²⁶³ Lumber Storage (D159) introduced. ²⁶⁴
	1957	Queen's Harbour Master (D125) erected on tennis court site. ²⁶⁵ Combined Shop renovated and renamed Fitters and Machine Shop (D108). ²⁶⁶ Telephone Exchange (D154), Fumigation Building (D160), and Pump Storage (D161) erected. D154 and D161 have moved. ²⁶⁷
	1958	Main Supply Building (D155) and Submarine Battery Shop (D156) erected. ²⁶⁸

	1959	Presentation of the Royal Coat of Arms, celebrating the 200th anniversary of the HMCS Dockyard, performed by the Lieutenant Governor of Nova Scotia, E.C. Plow. Originally located to the west of the Flag Building. Moved in the early 1980s to the Admiral's Gate. ²⁶⁹
	c. 1959	Chaplain's Office and Chapel (D76) removed. ²⁷⁰
	c. 1960	Lumber Storage (D127) introduced. ²⁷¹
	1960	Display Building (D157) erected. ²⁷²
	1960-1974	West Guard House (D754) and Old Guard House (D96) removed. ²⁷³
	1963	Electronics Workshop (D20) erected. ²⁷⁴
Vietnam War begins. ²⁷³	1965	
	1968	Navy exchanged Seawards Defense Base, or the south annex, for Piers Two and Three. The exchange was for a period of two to three years. ²⁷⁶ Synchrolift and Synchrolift Control Utility Building (D70) constructed on Jetty One. ²⁷⁷
	1970	Docking facility supplemented with construction of Submarine Shelter and Utility Shop (D170). ²⁷⁸ Utility Building (D171) and Base Transport (D172) constructed. ²⁷⁹
Vietnam War ends. ²⁸⁰	1972	
	1974	Redevelopment plan begins. ²⁸¹
	c. late 1970s	Battery Shop (D18), Utility Building (D41), Utility Shop (D42), South Gate House (D45), Machine Shop (D56), Engine Repair Shop (D58), RCMP Marine Building (D63 formerly D65), Victualling Yard Residences Garage (D80), Stores No. 9 (D90), Hydrofoil Evaluation Building (D95), Generator House (D99), Rectifier Building (119), Laboratory (D122), Submarine Battery Shop (D156), Display Building (D157), Lumber Storage (D159), and Utility Building (D171) removed. ²⁸²
	1979	Shipwright's Shop (D174), Plastics Shop (D1750) erected. ²⁸³
	1982	Oily Waste Water Treatment Plant and Tank (D187-88), Admiral's Gate House (D189), Niobe Gate House (D190), and Rainbow Gate House (D192) constructed. ²⁸⁴
	1983	Ship Repair Unit (D200) opens on site of former Jetty Two. Officially opened by Charles, the Prince of Wales. ²⁸⁵

	1984	MARCOM Headquarters (D201) constructed. ²⁸⁶
	1986	HMCS Scotian (D193) constructed. ²⁸⁷
	1987	Submarine Refit Accommodation (D194), and Base Fire Hall (D196) constructed. ²⁸⁸
	late 1980s-early 1990s	Acetylene Storage Building (D197), Discharge Resistor Facility (D198), Pedestrian Shelter (D199), Mainguy Building (D201), Bus Shelter (D203), Oil Storage Tank (D204), Storage Building (D205), Hazardous Material Facility (D207), Metal Material Storage (D208), and Acid Storage Facility (D209) constructed. ²⁸⁹
Persian Gulf War begins and ends.	1990	
	c. 1992	South Machine Shop (D49) and Generator House (D99) removed. ²⁹⁰
	c. 1994	Fire Hall (D26), Fleet Mail Office (D31), Harbour Craft Building (D43), Naval Supply Depot (D44), RCMP Marine Building (D63), and Boiler and Plate Shop (D105) removed for construction of D206. ²⁹¹
	1994	Construction begins on the Main Base Supply Building (D206). ²⁹² Demolition of Warehouse on Pier 2 (D167) begins. ²⁹³
	1995	Construction of Main Base Supply building continues. Hose Storage Shed (D210) and W.F.E. Lab (D211) constructed. ²⁹⁴

Endnotes: Chronology of Events

Note: Complete citations are given in the References.

¹ Zuck et al. (1994). p. 1-1.

² Ibid. p. 1-1.

³ Ibid. p. 1-1. Watson (1959). p. 1. Little interest was shown by the British Colonial authorities in Nova Scotia. Canso and Annapolis Royal were the only British settlements until the founding of Halifax. Up to this date, Nova Scotia was a battleground for French and New England fishermen.

⁴ Zuck et al. (1994). p. 1-1.

⁵ Watson (1959). p. 1.

⁶ Ibid. p. 1.

⁷ Overend (1945). p. 7. Watson (1959). p. 1. In 1749, the honourable Edward Cornwallis was dispatched with 2546 settlers to establish a military settlement at Halifax. During the early years of the settlement, England was unable to provide sufficient naval protection.

⁸ Gurney-Smith (1985). p. 5.

⁹ Zuck et al. (1994). p. 1-1.

¹⁰ Gurney-Smith (1985). p. 5. Watson (1959). p. 6.

¹¹ World Book Encyclopedia (1980). vol. 17, p. 256. The Seven Years' War involved nearly every nation in Europe, and extended as far as India and North America. One of the most important results of the War was the British defeat of the French for control in Canada and America.

¹² Gurney-Smith (1985). p. 5.

¹³ Ibid. p. 5. Watson (1959). p. 7. Admiral Boscaven had chosen two possible sites for the Dockyard: McNabs Island, or Gorham's Point. The Army in charge of Halifax defense argued that the Gorham's Point site was too far north to be properly defended as there was already a shortage of guns to defend the town itself.

¹⁴ Overend (1945a). p. 7.

¹⁵ Gurney-Smith (1985). p. 6.

¹⁶ Ibid. p. 6. Watson (1959). p. 7.

¹⁷ Watson (1959). p. 8

¹⁸ Ibid. p. 7.

¹⁹ Ibid. p. 7.

²⁰ Gurney-Smith (1985). p. 17-18. Capstan House was essential to the function of careening: the rolling of a ship on its side to allow repairs to the hull. The salt water in the Spar and Mast Ponds aided in the removal of sap from the masts. Most of the facilities essential to the construction and repair of ship were located in the south Yard.

²¹ Ibid. p. 7.

²² Ibid. p. 17.

²³ Ibid. p. 22. Wharf No. 2 and its buildings changed several times over the first 200 years. Regardless of function, however, the building footprints remained similar. Storehouse No. 12, erected in the mid-1800s was subdivided to house several smaller shops. The Combined Shop, as it was later known, was subdivided and restructured several times until it was removed.

²⁴ Ibid. p. 27. It was believed that the original Commissioner's residence was torn and rebuilt or renovated. The second residence was constructed in 1784. Maps from 1784 (PANS) and 1865 (PANS) illustrate different buildings in the same location, both labeled the Commissioner's House.

²⁵ Ibid. p. 20.

²⁶ Ibid. p. 23. Hose Reel House was erected to the south of the Commissioner's Garden, and next to the Dockyard Wall. It was known by other titles: the Officer's House and the Captain's Lodge. Other references, CFB Halifax (1994) and Hydrographic Chart of Halifax Harbour-1917 (PANS), locate structures known as Hose Reel House in other areas of the Dockyard. The best reasonable interpretation of Hose Reel House's location was therefore determined by the surrounding features: the Dockyard Wall, the foot of North Street, and the Commissioner's Garden and its many shops and storehouses.

²⁷ World Book Encyclopedia (1980). vol. 17, p. 256.

²⁸ Gurney-Smith (1985). p. 7.

²⁹ Ibid. p. 7

³⁰ Ibid. p. 19.

³¹ Watson (1959). p. 31.

³² Gurney-Smith (1985). p. 7. The Oil Store is not labeled on the Map of 1784 (MCM). However, a large storehouse was present to the south of Wharf No. 1 at this time. With the absence of the Oil Store from the legend, it is conceivable that the storehouse is in fact the Oil Store.

³³ Ibid. p. 19. The Dockyard Clock is the oldest clock in Canada. It was constructed in 1767 in England and installed over the Sail Loft in 1772. Following the Halifax Explosion, it was repaired and placed over the Fire Hall. With the construction of the Main Supply Building in the early 1990s, the Clock was removed.

³⁴ Ibid. p. 8.

³⁵ Ibid. p. 34.

³⁶ World Book Encyclopedia (1980). vol. 16, p. 252.

³⁷ Watson (1959). p. 10, 31. The Council of War agreed to follow the suggestions of Captain Spry that the Dockyard should be fortified. Three bastions were erected:

1. NW corner of Gerrish and Brunswick Streets,
2. Head of Artz and Brunswick Streets, and
3. SE Corner of Brunswick and North Streets.

Blockhouses were built at the SW and NW corners of the Yard. Later that year, Fort Coote (30 x 90 yards) was constructed.

³⁸ Ibid. p. 10. Fort Needham was constructed on the east side of Gottingen Street, approximately 4/5 of a mile NW of the Dockyard.

³⁹ Overend (1945a). p. 7. World Book Encyclopedia (1980). vol. 16, p. 260.

⁴⁰ Gurney-Smith (1985). p. 7.

⁴¹ Ibid. p. 22. Gurney-Smith locates the Masonry Shed close to the north and east sides of the Commissioner's Garden. The Hydrographic Chart of Halifax Harbour-1917 (PANS) more accurately locates the Shed on the SE corner of the Garden. A feature on CFB Halifax (1994), the Engine House, is presented in the same location as the Masonry Shed. It is therefore reasonable to assume that the function changed at some point between 1917 and 1938.

⁴² The removal of the north Mast Pond is unknown. This feature is not present on the 1784 map of the Dockyard (MCM). The believed construction date of the Pond is later in the year. The north Mast Pond was removed between 1831 and 1865 (MCM). Following the removal of the Pond, a wharf to the east of Observatory Hill remained.

⁴³ Gurney-Smith (1985). p. 29. Porter's Lodge later known as Police Sergeant's Residence (see photo: Residence-Police Sergeant-1880s: MCM).

⁴⁴ Ibid. p. 22.

⁴⁵ Ibid. p. 25.

⁴⁶ Ibid. p. 25.

⁴⁷ The English Artificer's Residences appear on the Plan of the Naval Yard at Halifax-1784 (MCM). It is reasonable to assume that they were constructed at approximately the same time as the adjacent residences: Hose Reel House and the Porter's Lodge. The removal date of the Residences is unclear. They appear on the Map of 1865 (MCM) but not the Map of 1910 (Overend 1945a).

⁴⁸ Gurney-Smith (1985). p. 20.

⁴⁹ World Book Encyclopedia (1980). vol. 18, p. 692.

⁵⁰ Overend (1945a). p. 8. World Book Encyclopedia (1980). vol. . 7. p. 450. The French Revolutionary War raised concern in British North America. In response, the Royal British Navy increased military activity in Nova Scotia.

⁵¹ Gurney-Smith (1985). p. 8.

⁵² Ibid. p. 20.

- ⁵³ Payzant (1985). p. 27.
- ⁵⁴ Ibid. p. 8. Watson (1959). p. 10, 31.
- ⁵⁵ Ibid. p. 8.
- ⁵⁶ World Book Encyclopedia (1980). vol. 7, p. 450.
- ⁵⁷ Gurney-Smith (1985). p. 22.
- ⁵⁸ Ibid. p. 22.
- ⁵⁹ Ibid. p. 22.
- ⁶⁰ Ibid. p. 22.
- ⁶¹ Ibid. p. 34.
- ⁶² Ibid. p. 34.
- ⁶³ Watson (1959). p. 8. The War of Independence re-emphasized the importance of Halifax as a naval base to the Commonwealth.
- ⁶⁴ Gurney-Smith (1985). p. 24.
- ⁶⁵ Ibid. p. 29.
- ⁶⁶ Watson (1959). p. 14. Heritage Trust of Nova Scotia (1975). 26. The survey of existing site features in 1974 identifies the Victualling Yard Residences as being constructed in 1880. This date is confusing, for the Heritage Trust of Nova Scotia had identified the Residences as being built in 1813, ten years before the survey.
- ⁶⁷ Watson (1959). In 1796, a complaint was placed concerning the poor living conditions for Dockyard workers. Funding for new residences was not available until 1813. It is reasonable to assume that these residences were constructed at approximately the same time as the Victualling Yard Residences.
- ⁶⁸ World Book Encyclopedia (1980). vol. 14. p. 70.
- ⁶⁹ Heritage Trust of Nova Scotia (1975): 28. Watson (1959). p. 31. Admiralty House was not constructed in the Dockyard proper. The House is now the home of the Maritime Command Museum in CFB Halifax: Stadacona.
- ⁷⁰ Zuck et al. (1994):
- ⁷¹ Gurney-Smith (1985). p. 26.
- ⁷² Gurney-Smith (1985). p. 10.
- ⁷³ Heritage Trust of Nova Scotia (1975): 28.
- ⁷⁴ Watson (1959). p. 17-20. Following the transfer of the Naval Board to Bermuda, the main role of the Dockyard was fisheries protection. During the summers, the Royal Navy would use the Dockyard for training. Little new construction occurred until the American Civil War.
- ⁷⁵ Gurney-Smith (1985). p. 34.
- ⁷⁶ World Book Encyclopedia (1980). vol. 18, p. 70.
- ⁷⁷ Ibid. p. 11.
- ⁷⁸ Ibid. p. 20.
- ⁷⁹ Ibid. p. 26.
- ⁸⁰ Watson (1959). p. 19. The Commissioners of the Admiralty decided to establish a large provision depot at Halifax to meet the needs of the Pax Britannia. During this period, Halifax social life revolved around the Navy.
- ⁸¹ Gurney-Smith (1985). p. 11.
- ⁸² Ibid. p. 17. The Lotting Shed is quite possibly the Lofting Shed. Lotting is an unfamiliar term, whereas lofting refers to a recognized activity from the age of Sail. Due to the Shed's proximity to the Capstan House, Sail Loft, and Careening Wharf, it is reasonable to assume that the name is either misprinted or misinterpreted.
- ⁸³ Ibid. p. 11.
- ⁸⁴ Ibid. p. 11.
- ⁸⁵ Ibid. p. 22. The new Pitch House closely resembled the former Pitch House on Wharf No. 2. A comparison of the Map of 1784 (MCM) and a photograph showing the new Pitch House circa 1900 (DND) indicates that the former and New Pitch Houses had similar dimensions.
- ⁸⁶ Ibid. p. 24.

- ⁸⁷ Ibid. p. 22. The term “victualling” refers to meat and vegetable provisions.
- ⁸⁸ Ibid. p. 25.
- ⁸⁹ Ibid. p. 26.
- ⁹⁰ Ibid. p. 14. To mark the occasion of the first royal visit to the Dockyard, D200 was named the Prince of Wales building.
- ⁹¹ Ibid. p. 22.
- ⁹² World Book Encyclopedia (1980). vol. 20, p. 112.
- ⁹³ Gurney-Smith (1985). p. 14.
- ⁹⁴ Ibid. 12.
- ⁹⁵ Ibid. p. 24.
- ⁹⁶ Ibid. p. 12.
- ⁹⁷ Ibid. p. 35.
- ⁹⁸ World Book Encyclopedia (1980). vol. 20, p. 113.
- ⁹⁹ Gurney-Smith (1985). p. 12.
- ¹⁰⁰ World Book Encyclopedia (1980). vol. 3, p. 120.
- ¹⁰¹ Gurney-Smith (1985). p. 12.
- ¹⁰² Ibid. p. 14.
- ¹⁰³ Ibid. p. 24.
- ¹⁰⁴ Ibid. p. 26.
- ¹⁰⁵ Ibid. p. 14.
- ¹⁰⁶ PANS. Photograph of Double Residence by Camber No. 3 taken by Harry Piers. The Victualling Yard Residences are not shown on the 1865 Map of the Dockyard (PANS). It was common practise in the past, however, to build residences in groups. Therefore it is reasonable to assume that these residences were built at approximately the same time. The Sick Bay (D16) on Overend’s Map of 1945 (1945b) closely resembles Residence 4. It was probably removed following the War with the construction of D61.
- ¹⁰⁷ Gurney-Smith (1985). p. 13.
- ¹⁰⁸ World Book Encyclopedia (1980). vol. 18. p. 338.
- ¹⁰⁹ Gurney-Smith (1985). p. 18.
- ¹¹⁰ Watson (1959). p. 32.
- ¹¹¹ Gurney-Smith (1985). p. 26. The leveling of Observatory Hill was the first of several topographical alterations in the Dockyard. Previous to 1881, construction and movement in the Yard was influenced by landform.
- ¹¹² Ibid. p. 23. Gurney-Smith identifies an architectural similarity between D21 and the Torpedo and Gun Mounting Store in photographs from the 1880s and 1940s.
- ¹¹³ Ibid. p. 23.
- ¹¹⁴ Ibid. p. 26.
- ¹¹⁵ Ibid. p. 26.
- ¹¹⁶ Watson (1959). p. 32.
- ¹¹⁷ Block Plan of HMC Dockyard and Cable Wharf: 1960 (PANS).
- ¹¹⁸ Gurney-Smith (1985). p. 12.
- ¹¹⁹ Ibid. p. 17.
- ¹²⁰ Ibid. p. 20.
- ¹²¹ Ibid. p. 23.
- ¹²² Ibid. p. 25. Hydrographic Chart of Halifax Harbour-1917 (PANS). The arrangement of buildings on Wharf No. 1 is unclear. The Hydrographic Chart illustrates only two buildings on the Wharf, as opposed to the three buildings stated by Gurney-Smith. A photograph taken by Harry Piers (MP40 48 1a) shows the Lumber Shed as a coal store, and Storehouse No. 8.
- ¹²³ Gurney-Smith (1985). p. 14.
- ¹²⁴ Ibid. p. 26.
- ¹²⁵ Ibid. p. 26.

- ¹²⁶ Overend (1945a). p. 8. The Royal Navy reassessed the need for an official Dockyard in Halifax as Britain established peace with America and France. Only a skeleton staff remained to take care of the buildings and grounds.
- ¹²⁷ Gurney-Smith (1985). p. 18.
- ¹²⁸ Ibid. p. 27.
- ¹²⁹ Ibid. p. 36.
- ¹³⁰ Ibid. p. 37.
- ¹³¹ Overend (1945a). p. 19. CBCL (1974). p. 461. The Chaplain's Office and Chapel was removed by 1959 prior to the construction of the Queen Victoria's Barge (D157) in 1960.
- ¹³² Overend (1945a). p. 18.
- ¹³³ Gurney-Smith (1985). p. 27.
- ¹³⁴ Ibid. p. 36.
- ¹³⁵ Overend (1945a). p. 18. The official transfer of the Dockyard included 24.3 acres of land. However, the present area is 16.76 acres. It is believed that Overend included CFB Stadacona in the total figure of transferred land.
- ¹³⁶ Gurney-Smith (1985). p. 36.
- ¹³⁷ Ibid. p. 48.
- ¹³⁸ World Book Encyclopedia (1980). vol. 14. p. 70.
- ¹³⁹ Gurney-Smith (1985). p. 30.
- ¹⁴⁰ CBCL (1974). p. 477-501.
- ¹⁴¹ Gurney-Smith (1985). p. 38.
- ¹⁴² Ibid. p. 38.
- ¹⁴³ Ibid. p. 38. Overend (1945a). Map of Dockyard in 1938.
- ¹⁴⁴ Gurney-Smith (1985). p. 38.
- ¹⁴⁵ Ibid. p. 38, 39.
- ¹⁴⁶ Ibid. p. 28.
- ¹⁴⁷ Watson (1959). p. 32.
- ¹⁴⁸ Gurney-Smith (1985). 39.
- ¹⁴⁹ Ibid. 20. Overend (1945a). 9. Although the Halifax Explosion was a highly important event, it had little effect on the Dockyard's built form. Surprisingly, only two site features were completely destroyed by the Explosion. Buildings damaged by the Explosion were repaired by the next year.
- ¹⁵⁰ Overend (1945a). p. 20.
- ¹⁵¹ Overend (1945a). 20.
- ¹⁵² Gurney-Smith (1985). p. 22, 26.
- ¹⁵³ Ibid. p. 38.
- ¹⁵⁴ Overend (1945a). p. 22.
- ¹⁵⁵ World Book Encyclopedia (1980). vol. 21. p. 374.
- ¹⁵⁶ Gurney-Smith (1985). p. 45.
- ¹⁵⁷ Ibid. p. 29.
- ¹⁵⁸ Ibid. p. 22.
- ¹⁵⁹ Ibid. p. 22.
- ¹⁶⁰ Ibid. p. 46. Overend (1945a). Map of Dockyard in 1938. Overend (1945b).
- ¹⁶¹ Gurney-Smith (1985). p. 38.
- ¹⁶² Ibid. p. 45.
- ¹⁶³ Watson (1959). p. 32.
- ¹⁶⁴ Ibid. p. 32.
- ¹⁶⁵ Gurney-Smith (1985). p. 29.
- ¹⁶⁶ Ibid. p. 45.
- ¹⁶⁷ Ibid. p. 46.
- ¹⁶⁸ Ibid. p. 38.
- ¹⁶⁹ Ibid. p. 38.

- ¹⁷⁰ Ibid. p. 45.
- ¹⁷¹ Ibid. p. 38.
- ¹⁷² Ibid. p. 23.
- ¹⁷³ Ibid. p. 47. Overend (1945a). Map of Dockyard in 1938.
- ¹⁷⁴ Gurney-Smith (1985). p. 47.
- ¹⁷⁵ Ibid. p. 47.
- ¹⁷⁶ CBCL (1974).
- ¹⁷⁷ Gurney-Smith (1985). p. 21.
- ¹⁷⁸ Ibid. p. 47.
- ¹⁷⁹ Ibid. p. 46. The Wireless Station was constructed in the vicinity of the former Pitch Store.
- ¹⁸⁰ Ibid. p. 47.
- ¹⁸¹ Ibid. p. 17. The Navy numbers buildings consecutively. Once a building is proposed, it receives a number designation. This number is ineligible for reuse. Several buildings that receive numbers are never constructed. Therefore, several gaps exist in the inventory of site features.
- ¹⁸² Ibid. p. 47.
- ¹⁸³ Ibid. p. 47.
- ¹⁸⁴ Ibid. p. 17.
- ¹⁸⁵ Overend (1945a).p. 24.
- ¹⁸⁶ Gurney-Smith (1985). p. 25.
- ¹⁸⁷ Overend (1945a).Map of Dockyard in 1938. Overend (1945b). The Ordnance Artificers Workshop was amalgamated with D6 following W.W.II.
- ¹⁸⁸ Overend (1945a). p. 24. A renumbering of buildings occurred around 1970 with the construction of buildings in the Civilian Parking Lot, D46. Building D63 was renumbered D46, and D 65 became D63. Hence, the original D65 was not removed until the late 1970s.
- ¹⁸⁹ Overend (1945a). Map of 1938.
- ¹⁹⁰ Gurney-Smith (1985). p 47.
- ¹⁹¹ Ibid. p. 26. CBCL (1974). p. 411. The tennis courts were relocated next to the Victualling Yard Residences following the construction of D125.
- ¹⁹² CBCL (1974). p. 345.
- ¹⁹³ Gurney-Smith (1985). p. 45.
- ¹⁹⁴ Ibid. p. 45.
- ¹⁹⁵ Ibid. p. 48.
- ¹⁹⁶ Ibid. p. 23.
- ¹⁹⁷ Ibid. p. 23, 26, 17.
- ¹⁹⁸ Ibid. p. 23, 26, 17. Coal Stores No. 11 was removed to make room for D 44, 63, and 105.
- ¹⁹⁹ CBCL (1974). p. 405.
- ²⁰⁰ Gurney-Smith (1985). p. 26.
- ²⁰¹ Ibid. p. 26.
- ²⁰² Ibid. p. 50.
- ²⁰³ Ibid. p. 26.
- ²⁰⁴ Ibid. p. 23.
- ²⁰⁵ Ibid. p. 22.
- ²⁰⁶ CBCL (1974). p. 368.
- ²⁰⁷ Block Plan HMC Dockyard and French Cable Wharf-1960 (PANS). D22 was reused by the Naval Architects Building, constructed in 1952.
- ²⁰⁸ Gurney-Smith (1985). p. 19.
- ²⁰⁹ CBCL (1974). p. 424. Gurney-Smith (1985). p. 51. According to Gurney-Smith, Building 61 and 126 were built in the same year. Overend (1945b) and CBCL (1974) show identical building locations for D61 and D126. However, D61 was supposedly removed by the early 1970s while D126 remains in use today.

- ²¹⁰ Gurney-Smith (1985). p. 46. Overend (1945a). Map of 1938. CBCL (1974). p.32. Gurney-Smith indicates that Captain D's Training Block was erected between 1933-37. However, Overend's Map of 1938 shows no structure in the location of D7. CBCL offers the only definite date of construction: 1941.
- ²¹¹ Gurney-Smith (1985). p. 46.
- ²¹² Ibid. p. 50.
- ²¹³ CBCL (1974). p. 85.
- ²¹⁴ Ibid. p. 105.
- ²¹⁵ Ibid. p. 105. Overend (1945b).
- ²¹⁶ CBCL (1974).p. 207.
- ²¹⁷ Ibid. p. 217
- ²¹⁸ Ibid. p. 292.
- ²¹⁹ Ibid. p. 335.
- ²²⁰ Ibid. p. 372.
- ²²¹ Ibid. p. 260, 273.
- ²²² Ibid. p. 49. Overend (1945a). p. 26.
- ²²³ CFB Halifax (1988). Building Accommodation Data: Halifax.
- ²²⁴ Gurney-Smith (1985). p. 51.
- ²²⁵ CBCL (1974). p. 401
- ²²⁶ CFB Halifax (1988). Building Accommodation Data: HMC Dockyard,
- ²²⁷ Gurney-Smith (1985). p. 20. CBCL (1974). p. 252.
- ²²⁸ Ibid. p. 19. CBCL (1974). p. 130.
- ²²⁹ Ibid. p. 26. Gurney-Smith does not identify a removal date for the Cooperage adjacent to the Victualling Stores. A clear distinction between the two buildings is not made after 1917. It is therefore reasonable to assume that following the Halifax Explosion, both the Stores and the Cooperage were repaired and later functioned as one building.
- ²³⁰ CBCL (1974). p. 252. The Barracks and Dump were removed to allow the construction of new buildings on Wharf No. 1.
- ²³¹ Ibid. p. 280. The Stores was removed to allow for the construction of new buildings.
- ²³² Gurney-Smith (1985). p. 39.
- ²³³ Overend (1945a). p. 29.
- ²³⁴ Gurney-Smith (1985). p. 38-39.
- ²³⁵ Overend (1945a). p. 27.
- ²³⁶ CBCL (1974). p. 101, 207, 298, 411.
- ²³⁷ Gurney-Smith (1985). p. 46.
- ²³⁸ Ibid. p. 23.
- ²³⁹ Overend (1945b). The majority of temporary buildings were garages and makeshift shacks: Temporary Blacksmith Shop (D12), Scrap Lumber Storage (D23), Generator House (D24), Main Guard House (D25), Garbage Bin (D27), Rectifier House-Jetty 4 (D29), Ammunition Store (D30), Garage (D35), Telephone Hut-Jetty 3 (D36), Boat House (D37), Electrical Workshop (D38), Civilian Shipwrights Shelter (D39), Heating Plant and Blacksmith Shop (D48), Search Booth (D50), Crane Hut-Jetty 3 (D51), Telephone Hut-Jetty 3(D52), Rectifier and Utility House (D60), Electrician's Shack (D68), Rectifier House and Utility Building (D69), Generator House (D71), Telephone Hut-Jetty 2 (D72), Contractor's Shack (D73), Guard House-west side (D75), Garages and Waiting Room (D81), Winch House (D84), Crane Hut-Jetty 1 (D86), Telephone Hut-Jetty 1 (D87), Telephone Hut-Jetty Zero (D89), Motor Dispatchers Building (D91), Motor Transport Time Office (D92), Water Office and Watchmen's (D94), Gasoline Pump (D113), and Tide Gauge (114).
- ²⁴⁰ Overend (1945b).
- ²⁴¹ CBCL (1974). p. 361. Overend (1945b).
- ²⁴² World Book Encyclopedia (1980). vol. .14. p. 70.
- ²⁴³ Metson (1981) p. 146-150.
- ²⁴⁴ Gurney-Smith (1985). p. 52.

- ²⁴⁵ CBCL (1974). p. 211.
- ²⁴⁶ Ibid. p. 238.
- ²⁴⁷ Gurney-Smith (1985). p. 39.
- ²⁴⁸ Ibid. p. 48.
- ²⁴⁹ CBCL (1974). p. 230.
- ²⁵⁰ Gurney-Smith (1985). p. 52.
- ²⁵¹ Ibid. p. 48.
- ²⁵² Overend (1945b). Gurney-Smith (1985). p. 50.
- ²⁵³ Gurney-Smith (1985). p. 46.
- ²⁵⁴ Ibid. p. 46.
- ²⁵⁵ CBCL (1974). p. 269. Overend (1945b). The proposed location for the Inflammable Stores changed from 1945.
- ²⁵⁶ World Book Encyclopedia (1980). vol. 14. p. 70.
- ²⁵⁷ Gurney-Smith (1985). p.38.
- ²⁵⁸ CBCL (1974). p. 347.
- ²⁵⁹ Block Plan: HMC Dockyard and French Cable Wharf-1960 (PANS). CBCL (1974). p. 123. D22 was reused by the Naval Architects Building, constructed later the same year.
- ²⁶⁰ CFB Halifax (1988). Building Accommodation Data: HMC Dockyard.
- ²⁶¹ CBCL (1974). p. 123.
- ²⁶² World Book Encyclopedia (1980). vol. 14. p. 70.
- ²⁶³ CBCL (1974). p. 411. D83 was removed to allow the construction of D125 later the same year.
- ²⁶⁴ Ibid. p. 465.
- ²⁶⁵ Gurney-Smith (1985). p. 26. CBCL (1974). p. 411. Later known as Naval Armament Depot and Boatswains.
- ²⁶⁶ Ibid. p. 52. Both Gurney-Smith and CBCL (1974) state that D108 was constructed in 1957. However, the structure closely resembles the original D108 in the same location. It is therefore reasonable to assume that the original building was not completely removed. Instead, the building and its large north side addition collectively assumed a new function: the Fitters and Machine Shop.
- ²⁶⁷ Gurney-Smith (1985). p. 52. CBCL (1974). p. 436, 469, 471.
- ²⁶⁸ Gurney-Smith (1985). p. 52. CBCL (1974). P. 442-461.
- ²⁶⁹ Ibid. p. 52.
- ²⁷⁰ Overend (1945a). p. 19. CBCL (1974). p. 461.
- ²⁷¹ CBCL(1974). .p. 432.
- ²⁷² Ibid. p. 461.
- ²⁷³ The exact date of removal is unknown. Both structures appear on a Map of 1960 (PANS-Block Plan of Dockyard and French Cable Wharf) but not on CBCL (1974).
- ²⁷⁴ Gurney-Smith (1985). p. 52. CBCL (1974). P. 111. The Electronics Workshop was constructed on the same site as the previous D20 (Depot Machine Shop) and D21 (Torpedo and Gun Mounting Store). The reuse of numbers is unusual but not entirely uncommon. D 22, 46, 63, and 81 have all been reused with reasons unknown.
- ²⁷⁵ World Book Encyclopedia (1980). vol. 14. p. 71.
- ²⁷⁶ Gurney-Smith (1985). p. 53.
- ²⁷⁷ Ibid. p. 53. CBCL (1974). p. 329.
- ²⁷⁸ Gurney-Smith (1985). p. 53.
- ²⁷⁹ CBCL (1974). p. 514, 518
- ²⁸⁰ World Book Encyclopedia (1980). vol. 14. p. 71.
- ²⁸¹ CBCL (1974).
- ²⁸² Ibid. p. 101, 203, 207, 230, 260, 273, 298, 345, 357, 361, 401, 405, 457, 461, 465, 514.
- ²⁸³ CFB Halifax (1988). Building Accommodation Data: HMC Dockyard.
- ²⁸⁴ Ibid.
- ²⁸⁵ Gurney-Smith (1985). p. 53.

²⁸⁶ CFB Halifax (1988). Building Accommodation Data: HMC Dockyard.

²⁸⁷ Ibid.

²⁸⁸ Ibid.

²⁸⁹ CFB Halifax (1994). HMC Dockyard showing all buildings.

²⁹⁰ CBCL (1974). p. 242, 368. The South Machine Shop and Generator House were scheduled for removal in the 1974 Redevelopment Plan. An air photo comparison indicates the removal of D49 and D99 between 1978 and 1992, probably for the construction of the Main Supply Building (D206).

²⁹¹ CBCL (1974). p. 130, 138, 211, 217, 298, 372. CFB Halifax (1994).

²⁹² CFB Halifax (1994). CFB Halifax(1988). Building Accommodation Data: HMC Dockyard..

²⁹³ CBCL (1974). p. 501.

²⁹⁴ CFB Halifax (1994). HMC Dockyard showing all buildings.

Appendix B: Inventory of Site Features

The inventory of site features includes all site features introduced in the Dockyard from 1758 to December 1995. Over 236 years, the Royal and Canadian Navies constructed 234 site features. The current numbering system, established in 1936, allocates a number to each site feature; the numbers range from 1 to 211. Since the system was put in place, some numbers have been assigned more than once, while others not at all. Gaps in the numbering sequence are explained by the practise of designating numbers to buildings proposed, but never built. In several cases, new buildings have been assigned previously used numbers. In the 49 year history of the numbering system, the Navy has numbered 155 buildings, using eight numbers twice. The numbers assigned to each building since 1936 are displayed under the column "Code" in the inventory below.

The inventory of site features serves two purposes. First, it presents site feature information compiled in the timeline in chronological order. This creates a better understanding of when site features were introduced and removed. Second, the inventory strengthens the relationship between the timeline and the site plans. Each site feature is assigned a key number that corresponds to the plans.

Key	Site Feature	Code	Date Introduced	Date Removed
1	Careening Wharf (Wharf No. 3)		1758	remodeled
2	Capstan House (Rigging and Junk Stores, Boatswain Stores, Storehouse 4B)		1759	early 1940s
3	Mast House (Timber Store, Storehouse No. 7)		1759	early 1940s
4	Mast Pond		1759	late 1800s
5	Spar Pond		1759	late 1800s
6	Northwest ell (No. 2 Stores)		1759	1940s
7	Southeast ell (No. 3 Stores)		1759	1940s
8	Anchor Wharf (Wharf No. 2)		1760	remodeled
9	Smith Shop (New Fitting Shop, Machine Shop)		1760	1939
10	Pitch House		1760	1850
11	Boat House No. 1		1761	1943
12	Hose Reel House (Officer's House)		1761	c. 1930s-40s
13	Commissioner's House		1761	1909
14	Watering Wharf		1763-69	remodeled
15	Distillery		1763-69	pre. 1831
16	Dockyard Wall		1769	several repairs- removal date unknown
17	Sail Loft/ Hawser's Stores (Storehouse No.1)		1769	1941
18	South Gate		1770	moved 1844
19	Oil Store		1770	pre-1831
20	Dockyard Clock		1772	still in use
21	Hospital No. 1		1774	1819
22	Fort Coote		1774-76	1880
23	Blockhouses		1774-76	c. 1880

24	Hospital Grounds with Hospital Jetty		1783	used for new construction
25	English Artificer's Residence		c. 1784	1917-1938
26	Masonry Shed (Engine House)		1784	1917-1938
27	Main Workshop		1784	1940
28	Fuel Yard		1784	used for new construction
29	North Mast Pond		1784	1831-1865
30	Porter's Lodge (Warden's House, Police Sergeant's Residence)		1784	1920s
31	Principal Storehouse No.6 (Flammable Stores)		1784	part in 1920s, remainder in early 1940s
32	Steam Kiln		1784	1800
33	Plumbing Shop		1784	1918
34	Foundry		1784	c. 1800
35	Wharf No. 1 (Lumber Wharf)		1784	remodeled
36	Office Building		1785	1917
37	Houses 1, 2, and 3		1791-93	1930
38	New Smith Shop and Plate Bending Shop		c. 1800	c. 1850
39	Brush House		1775-1784	c. 1850
40	Hospital Guard House		1806	1916
41	Hospital Gate		1809	1916
42	Engine House		c. 1813	pre-1938
43	Warden's House		c. 1813	pre-1938
44	Guard's Lodge		c. 1813	pre-1938
45	"A" Magazine		1813	c. 1938
46	Victualling Yard Residences	D77, 78, 79	1813	still in use
47	Boatswain House		1815	1943-44
48	Storehouse No. 12		1830-1880	remodeled
49	Storehouse No. 5/ Paint House		1831	1917
50	Cooperage		1831	1943-44
51	New Pitch House		1850s	1920s-30s
52	Lotting Shed (Storehouse No.4, Receipt and Return Stores)		mid 1800s	early 1940s
53	Victualling Stores		1859	1943-44
54	New Magazine		1862	c. 1927
55	Hospital No. 2 (Naval College, Reserve Command Division/ Administration)	D14	1863	remodeled-still in use
56	Dead House		1863	c. 1905
57	Fever House		1863	c. 1905
58	Small Arms Magazine		1872	c. 1927
59	"B" Magazine		1872	c. 1927
60	Coal Stores No. 11		1878	early 1940s
61	Victualling Yard Residence 4	D16	c. 1879	c. 1946
62	Victualling Yard Residence 5		c. 1879	1918-1938
63	Double Residence		c. 1879	c. 1940
64	Garage	D80	c. 1880	late 1970s
65	Torpedo Boat Shed and Slip	D28	c. 1883	1945-48
66	Torpedo and Gun Mounting Store	D21	c. 1883	1944-45

	(Blacksmith Shop)			
67	Boat House No. 2		1883	early 1940s
68	Cask Storehouse		1883	1918
69	Wharf No. 4		1883	remodeled
70	Lorne Boat Club (North Boat House, ABCD School)	D5	1884	still in use
71	Small Engine House		1890	c. 1943
72	Lumber Shed		1890s	c. 1933
73	Storehouse No. 8		1890s	c. 1933
74	Storehouse No. 13		1890s	c. 1933
75	Storehouse No. 9		1900	c. 1940
76	Storehouse No. 10		1900	c. 1940
77	Storehouse No. 15		1900	c. 1940
78	Chaplains Office and Chapel	D76	c. 1905	c. 1959
79	Warehouse on Pier 2	D167	1914	1994-95
80	North Guard House	D1	1916	moved 1945. Demolished 1982, and rebuilt.
81	New Office Building	D33	1918	1952
82	Patrol Boat Shop		WWI	1930s
83	Electrician's Workshop		WWI	1930s
84	Air Service Storehouse		WWI	1930s
85	Submarine Shop		WWI	1930s
86	Stores No. 8		WWI	1944
87	Stores No. 9 (Return Stores 1, Motor Transport)	D90	WWI	late 1970s
88	Stores No. 10		WWI	1944
89	Stores No. 11 (Return Stores 3)	D85	WWI	1950s
90	Stores No. 14		WWI	1944
91	Stores No. 15 (Return Stores 2)	D88	WWI	pre-1952
92	Squash Court	D10	1920s-30s	c. 1946
93	RCN Barracks (Cell Block and A/S School)	D9, 11, and 70	1920s-30s	c. 1946
94	HMC Gunnery School (Clothing Store, Workshop)	D6	1923	moved to present location in 1930
95	RCN Drill Shed No. 1	D8	1928	still in use
96	Skating Rink and Drill Shed No. 2	D15	c. 1928	1947
97	Drying Room (CDY Shop)	D13	c. 1928	1947
98	Indoor Rifle Range	D116	1928	still in use
99	Stores No. 12 (Electrical Shop and Substation, Base Exchange)	D82	1928	still in use
100	RCNVR Barracks		1933	c. 1944
101	South Yard Dump		1933	c. 1936
102	Wireless Station (Fleet Mail Office)	D31	1935	early 1990s
103	South Machine Shop (C.E. and Production Office)	D49	1935	late 1970s
104	Harbour Defense Facilities		1936	c. 1944
105	Net Assembly Field		1936	c. 1944
106	Hydrographic and Inflammable Stores		1936	c. 1944
107	Torpedo Shop	D108	1937	remodeled
108	Boiler Shop	D108	1937	remodeled

109	Civilian Parking Area	D46	1938	c.1970
110	Navy Building No. 64	D64	1938	late 1970s
111	Navy Building No. 65 (Blacksmith's Shop)	D65 (63)	1938	late 1970s.
112	Navy Building No. 66	D66	1938	still in use
113	Navy Building No. 67	D67	1938	still in use
114	New Dump		1938	c. 1944
115	Tennis courts		1938	c. 1957
116	West Guard House	D75	c. 1938	1960-74
117	Old Guard House	D96	c. 1938	1960-74
118	Jetty No. 3		1938-41	remodeled
119	Small Ordnance Artificer's Workshop	D117	late 1930s	still in use
120	Jetty No. 5		early 1940s	remodeled
121	AA Dome and Night Action	D3	early 1940s	removed-date unknown
122	Captain D's Training Block (Submarine and Escort Squadron, Marcom Operations)	D7	1941	still in use
123	Administration Building (Naval Engineering Unit)	D34	1941	still in use
124	Naval Supply Depot (Base Supply Warehouse)	D44	1941	early 1990s
125	Rectifier House	D99	1940	late 1970s
126	Depot Machine D.B. M.T.C.E., Sheet Metal and Welding Shop)	D20	1941	c.1963
127	Paint Shop	D4	1941	c. 1946
128	Combined Electrical Shop (Hydraulic Shop)	D17	1941	still in use
129	North Machine Shop (Electrical Equipment Shop)	D19	1941	1944-45
130	Garage (Utility Building, Test Shop)	D41	1941	late 1970s
131	Generator House (Rectifier Building)	D74	1941	still in use
132	Boiler and Plate Shop	D105	1941	early 1990s
133	Central Heating Plant	D62	1941	still in use
134	Personnel Building (Sick Bay/ RCMP Guard House)	D61/ 126	1942	still in use
135	Inflammable Stores	D93	1942	1960-1974
136	Jetty Zero		1942	still in use
137	New Naval Stores	D40	1942	
138	MB Engine Repair Shop (Refrigeration and Sheet Metal Shop)	D56	1942	late 1970s
139	Administration and Maintenance (Photographic Section: Chart Depot Stores)	D40A	1942	still in use
140	Underwater Repair Shop	D53	1943	
141	Shipwright's Shop (Construction Engineering, Depot Workshops)	D2	1943	still in use
142	Fire Hall	D26	1943	early 1980s
143	Rectifier Building No. 1	D119 (D16)	1943	removed-date unknown
144	Plate Storage	D63 (46)	1943	early 1990s
145	High Speed Engine Repair Shop (Pipe	D58	1943	late 1970s

	Shop)			
146	Maintenance Lumber Stores	D83	1944	c. 1957
147	Utility Shop	D42	1944	late 1970s
148	Canteen and Boiler Party (Electrical Equipment Shop, Battery Shop)	D18	1944	late 1970s
149	Annex to Main Office	D32	c. 1945	c. 1946
150	Motor Transport Depot (Hydrofoil Evaluation)	D95	c. 1945	late 1970s
151	Temporary Blacksmith Shop	D12	c. 1945	c. 1946
152	Boiler Party Depot	D22	c. 1945	c. 1952
153	Scrap Lumber Storage	D23	c. 1945	c. 1946
154	Generator House	D24	c. 1945	c. 1946
155	Main Guard House	D25	c. 1945	c. 1946
156	Garbage Bin	D27	c. 1945	c. 1946
157	Rectifier House-Jetty 4	D29	c. 1945	c. 1946
158	Ammunition Store	D30	c. 1945	c. 1946
159	Garage	D35	c. 1945	c. 1946
160	Telephone Hut-Jetty 3	D36	c. 1945	c. 1946
161	Boat House	D37	c. 1945	c. 1946
162	Electrical Workshop	D38	c. 1945	c. 1946
163	Civilian Shipwright's Shelter	D39	c. 1945	c. 1946
164	Heating Plant and Blacksmith Shop	D48	c. 1945	c. 1946
165	Search Booth	D50	c. 1945	c. 1946
166	Crane Hut-Jetty 3	D51	c. 1945	c. 1946
167	Telephone Hut-Jetty 3	D52	c. 1945	c. 1946
168	Electrician's Shack	D68	c. 1945	c. 1946
169	Rectifier House and Utility Building	D69	c. 1945	early 1970s
170	Generator House	D71	c. 1945	c. 1946
171	Telephone Hut-Jetty 2	D72	c. 1945	c. 1946
172	Contractor's Shack	D73	c. 1945	c. 1946
173	Garages and Waiting Room	D81	c. 1945	late 1970s
174	Winch House	D84	c. 1945	late 1970s
175	Crane Hut-Jetty 1	D86	c. 1945	c. 1946
176	Telephone Hut-Jetty 1	D87	c. 1945	c. 1946
177	Telephone Hut-Jetty Zero	D89	c. 1945	c. 1946
178	Motor Dispatcher's Building	D91	c. 1945	c. 1946
179	Motor Transport Time Office	D92	c. 1945	c. 1946
180	Water Office and Watchmens	D94	c. 1945	c. 1946
181	Gasoline Pump	D113	c. 1945	c. 1946
182	Tide Gauge	D114	c. 1945	c. 1946
183	H.C. Motor Repair Shop (Radiography)	D122	c. 1945	late 1970s
184	Shipwright's Boat Shop	D59	1945	late 1970s
185	Harbour Craft Building	D43	1945	late 1970s
186	South Guard House	D45	1945	late 1970s
187	Rectifier Building	D47	1945	still in use
188	Rectifier House	D60	1945	early 1970s
189	Inflammable Stores	D57	1948	still in use
190	Garage for Houses 7, 8, and 9	D81	1951	late 1970s
191	Naval Architect's Building (SRU (A) Offices)	D22	1952	still in use
192	Ship Repair Unit	D165	1952	still in use

193	Ship Repair Unit	D166	1952	still in use
194	Fitting and Machine Shop	D108	1957	still in use
195	Queen's Harbour Master	D125	1957	still in use
196	Telephone Exchange	D154	1957	late 1970s
197	Canteen and Office Building (Lumber Storage)	D159	1957	late 1970s
198	Fumigation Building (CE Storage)	D160	1957	still in use
199	Pump Storage	D161	1957	late 1970s
200	Main Supply Building	D155	1958	still in use
201	Submarine Battery Shop	D156	1958	early 1990s
202	Lumber Storage	D127	c. 1960	late 1970s
203	Display Building	D157	1960	late 1970s
204	Electronics Workshop (Combat Systems Division)	D20	1963	still in use
205	Synchrolift		1968	still in use
206	Synchrolift Control Utility Building	D70	1970	still in use
207	Submarine Shelter and Utility Shop	D170	1970	still in use
208	Utility Building	D171	1970	late 1970s
209	Base Transport	D172	1970	still in use
210	Shipwright's Shop	D174	1979	still in use
211	Plastics Shop	D175	1979	still in use
212	Oily Waste Water Treatment Plant	D187	1982	still in use
213	Oily Waste Water Tank	D188	1982	still in use
214	Admiral's Gate House	D189	1982	still in use
215	Niobe Gate House	D190	1982	still in use
216	Rainbow Gate House	D192	1982	still in use
217	Ship Repair Unit	D200	1983	still in use
218	MARCOM Headquarters	D201	1984	still in use
219	HMCS Scotian	D193	1986	still in use
220	Submarine Refit Accommodation	D194	1987	still in use
221	Electrical Sub-Station	D195	unknown	still in use
222	Fire Hall	D196	1987	still in use
223	Acetylene Storage Building	D197	1988-1995	still in use
224	Discharge Resistor Facility	D198	1988-1995	still in use
225	Pedestrian Shelter	D199	1988-1995	still in use
226	Bus Shelter	D203	1988-1995	still in use
227	Oil Storage Tank	D204	1988-1995	still in use
228	Storage Building	D205	1988-1995	still in use
229	Hazardous Material Facility	D207	1988-1995	still in use
230	Metal Material Storage	D208	1988-1995	still in use
231	Acid Storage Facility	D209	1988-1995	still in use
232	Main Base Supply Building	D206	1994	under construction
233	Hose Storage Shed	D210	1995	still in use
234	W.F.E. Lab	D211	1995	still in use