

Classic Yacht Association

**Canadian Fleet Newsletter
January 2022**

Canadian Fleet Commodore Report for 2021 Cecilia Rosell

2021 started as a hopeful year for us boaters. Vaccines were coming right in time for the boating season and we had many fleet events and boat shows lined up on the Canadian side. All of the boat shows were canceled due to covid safety concerns, but we were still able to proceed with a few internal fleet events.

Canadian Fleet Cruise

Our first fleet event was our annual Canadian Fleet cruise, and this year it was held in early July, and took us to Desolation Sound with a fantastic itinerary organized by Maurizio Hublitz and myself (CYA Boat: 'Bianca').



Figure 1 Picture from Ladysmith, the start of the cruise, Left to Right: Bianca, Falcon, Euphemia II, Sannox and Loueda

We decided to make double vaccination a requirement for attending the cruise, and whilst most of our members were in priority groups earlier in the year and would have been fully vaccinated by the time of our cruise, I had to act fast to stand in a long line during a 1-day only “pop-up” vaccination event for anyone 30+. I was lucky to be able to jump on this opportunity as most

people my age had to wait another couple of months before getting access to the vaccine here in British Columbia.

Our cruise started out in Ladysmith where we had a total of 5 boats in attendance: Bianca (Maurizio Hublitz & myself), Euphemia (Mike & Peggy O'Brien), Sannox (Mark Johnston & Anne Leckie), Falcon (Dan Johnston & Elly Thorne) & Loueda (Sarah Hockin & Benoit Godin).

Loueda was our surprise guest, because the brand new owners (former owners and CYA members were Owen Bubb and Missy Preston) had not yet joined CYA at this time, nor did they know about this event. By a complete coincidence, Mark and Anne on Sannox happened to spot Loueda from afar as they were pulling into the fuel dock in Nanaimo on their way down to Ladysmith. Mark got excited and thought he was going to meet Owen & Missy, but as they got closer, they noticed there were new faces on Loueda! Mark and Anne told the new owners - Sarah & Ben - to join us down in Ladysmith for a night on their way back home to Victoria, and lucky for us, they took the spontaneous decision to do so!

Maurizio and I have been on many cruises - long and short - and boat shows, with our friends Owen and Missy on Loueda - so for us it was exciting to get to see her on the water again, and meet the new owners (who by the way, joined CYA on the spot when they arrived in Ladysmith)! One might think that the youngest member on a CYA vessel in Ladysmith was the 8 month old Siamese kitten on Bianca, but the youngest member was actually the 2 week old baby boy on Loueda!

Ladysmith is graced by one of my favorite restaurants, Maya Norte - a fantastic spot for authentic Spanish tapas. If you get the chance to visit, try the anchovies scallops or the fantastic jalapeno margaritas. Since there had not been many restaurant visits during the beginning of 2021 (or 2020 for that matter!), it's fair to say we almost ordered the entire menu and rolled down the docks back to our boats later in the evening.

We had BBQ & drinks together on the dock in Ladysmith and the next day we prepared for an important event: the nautical funeral of former Canadian Fleet Commodore, Robin Hutchinson.

Robin and his wife Pat Hutchinson were former owners of Sannox, a 1920 former steam yacht, built in West Vancouver by Kobayakawa.

Mark and Anne - the new owners of Sannox - had graciously agreed to conduct the nautical funeral from onboard Sannox. Five of the CYA boats headed out in a row from the Ladysmith harbour, then headed into the Stuart Channel before circling outside of the beachfront home of the former CYA Commodore, spreading the ashes into the sea from onboard Sannox.

As we were approaching the shore of the Hutchinson residence, a piper was playing the bagpipes in full Scottish garb. It was the most perfect and beautiful nautical funeral. After this special moment, Loueda, Falcon and Euphemia all headed south. Just before slack and with some current against us, Bianca and Sannox went through the narrows, met by a lineup of tugs that were waiting slack. Sannox dropped Pat with family in Nanaimo and we - Bianca - went for fuel. Now

a second crossing of the Strait was ahead of us to reach the planned overnight anchorage on Thormanby island. When we got into the straight the waves were going over the bow so we turned around and back to New Castle Island for a safe overnight harbour. Sannox joined us for the night here. Maurizio picked some oysters on the beach at low tide and turned it into a nice appetizer on the BBQ - drizzled with some pesto, lemon juice and grated parmesan on top. Goes well with a white bubbly!

The next morning the wind was supposed to start blowing again at 9 AM so instead of waiting, we left port at sunset, and had crossed the straight already by 8 AM. We headed up the Malaspina Strait, and close to Grief Point we had to slow down as it got a little rough. It wasn't until we reached Harwood Island that we could speed up again, making it all the way to Lund before Noon. Here we were back on track on the preset schedule. Up in Lund, we were greeted by Dave and Jackie Peebles on Gladsong II (a 1962 Chris Craft) and Peter Harvey with wife and daughter on Merva (a 1932 Morris). We had a proper fish & chips dinner at the local Lund pub together.

Our next couple of nights were spent in Prideaux Haven where Bill, our incoming 2022 Canadian Rear Commodore, and Sandra, joined us on Messenger III (a 1946 Falconer). Shirley and friends also joined us on Adelante (a 1929 Grandy) here.

Prideaux Haven was our first night of rafting and swimming in the warm waters of Desolation Sound. We even set our prawn traps from the Messenger III dinghy and got enough prawns for dinner. Bill & Sandra keep a few floaties on Messenger for any kids visiting - always prepared for some fun in the sun! It's fair to say we put those to good use despite there not being any kids around. We bobbed over to Adelante to welcome them to the cruise - me on a dolphin, Bill & Sandra on a couple of 'doughnuts' with drink holders. Oh what fun! Prideaux Haven has more to offer than just a breathtaking view - there is also a beautiful little hiking trail through old apple orchards between Melanie Cove and Laura cove. The crew on Adelante welcomed us to join them on a little hike the next day. On our way back to Bianca, we also rowed past the little well where you can fill up a jug of fresh water. Very practical! Some impromptu dinghy races also took place,

and it was evident that Peter on Merva is a very good rower (he beat me in a dinghy race!).



Figure 2 At Prideaux Haver, Messenger III and Bianca

From here five of the boats made it further north to Pendrell Sound: Bianca, Sannox, Merva, Adelante and Gladsong II. We had to circle the entire bay to find a good hold to be able to stern tie the 5 boats. This is the cover photo you can find on the Canadian CYA Facebook page. We were practically alone in the entire sound during our first night, what a

luxury! The water was even warmer here than in Prideaux Haven, and the air temperature was so high that we all just had to go into the water. I still had my trusted dolphin that Bill gifted me from Messenger III. The water was exceptionally clear as well; Mark on Sannox lost his sunglasses at 50ft depth and Maurizio on Bianca dove in right after them (with his scuba gear) and found them. An ‘appy-hour’ took place on Gladsong II every night in Pendrell Sound.

After two nights in Pendrell Sound we went to Roscoe cove, which can only be reached at high tide so we left early at 6 AM the next day. In Roscoe, we had the opportunity to go for a fresh water swim in the somewhat warm ‘Black Lake’ just a 5 minute walk from Roscoe. The lake really is dark, almost black (hence the name), and looks like something out of a fairy tale. Our evening in Roscoe Cove ended with another appy-hour on Bianca. Everyone brought small appies and Maurizio served up Dirty Martinis. Shirley on Adelante brought the most magnificent boating appetizer, the kind you can make out of mostly non-perishable items (we all know those recipes are golden don’t we?!). Here’s how to recreate it: Mix salmon from a can, finely chopped red onion, mayonnaise, lemon juice, capers and a dash of tabasco. Put the mix on one of those thin rice crackers. Enjoy! You won’t regret it.

From Roscoe Cove, out on high tide early the next morning, we headed to our next stop: Gorge Harbour. This larger marina is located on Cortes Island and offers amenities such as a grocery store and access to a pool and a hot tub. We enjoyed two nights here with BBQ by the docks every night. Gorge Harbour also entertains with live music in the evening, and complementary yoga in the morning, on the docks. It felt like a retreat, and a ‘real’ shower and a hot tub after days on anchor felt like such a luxury!

With our cruise coming to an end, our last stop was in Refuge Cove where we were joined by



Figure 3 At Refuge Cove, Euphemia II, Merva, Sannox and Bianca.

Mike & Peggy on Euphemia. It’s possibly here where Peter on Merva is falling in love with Euphemia because he becomes her new custodian later in the year! Refuge Cove is a whimsical little place! On our final night, Mark and Anne on Sannox kindly offered to serve us all a fabulous pasta dish. We organized a long table on the docks and enjoyed our evening in the setting sun with lots of pasta and red wine before we all headed home at various pace the next day. The 2021 Desolation Sound Cruise

was one to remember!

Chris Craft Rendezvous

Our next exciting event in 2021 was the Chris Craft Rendezvous, held at the end of July. This year it was hosted in Ladysmith and organized by Dave Peebles - our incoming 2022 Canadian Commodore. Normally this event is exclusive to Chris Craft owners but this year, due to the circumstances of the pandemic and most boat shows being cancelled, Dave and his board gracefully extended the invitation to the rest of the CYA as well.

This was a boating weekend to remember with lots of laughter, barbecues on the docks, raffles and music. Some of the CYA boats in attendance were: My Fair Lady II (Gord and Sharon), Gladson II (Dave and Jackie), Bianca (myself and Maurizio), Messenger III (Bill and Sandra), Wanderer (Wolfgang and Hedda), Poem (Lloyd) and MV Geordie (Peter).

CYA Rendezvous

The final boating event of the year was the CYA Rendezvous, this year organized by

Gord Wintrup. (See also the next story.)

There were a whopping 14 boats in attendance: My Fair Lady (Gord and Sharon), Bianca (Myself and Maurizio), Gleniffer (Tom and Stephanie), Wahoma (George and Bunny), Sojourner (Bruce), Poem (Lloyd), Meko (Damien), Double Eagle (Randy), Wanderer (Wolfgang), Alondra (David and Patricia), Olamaha (Garth and Doreen), Euphemia (Peggy and Mike), Flying Cloud (Lloyd and Theresa), Miss Chris (Dave and Ulla)

and Loueda (Sarah and Ben).

Becoming somewhat of a tradition, it was again hosted in Ganges on beautiful Salt Spring Island. This event was an absolute dream for the epicureans amongst us! It started with welcome drinks and appetizers on the dock on the day of arrival. I think we all couldn't have enough of the fabulous coconut-crusting shrimp, prepared by the host and hostess, Gord and Sharon.

The following day was jam packed from the late morning to the afternoon, with visits to Salt Spring Vineyard, Salt Spring Island Cheese (a goat farm!) and Gary Oaks Winery. Many bought the famous Blackberry wine from the Salt Spring Vineyard, and cases of the fantastic white wines from Gary Oaks. The Cheese place and goat farm serves up amazing gourmet-style wood fired pizzas in the summertime, and have a fantastic little shop with all kinds of delicious condiments and jams. Gord had arranged for vans to drive us all around to these locations - what an absolute treat!

Figure 4 Double Eagle and Wanderer at Ganges on Salt Spring Island.

In the evening many of us were socializing on the party boat of all party boats: Double Eagle. Randy sure knows how to throw a fun evening filled with live music and laughter! Bruce (Sojourner) jammed away on his base, George (Wahoma) played and sang a few tunes on his guitar, and so did I (Bianca) and Randy (Double Eagle). I think between the four of us, we managed to play something everyone recognized at some point! As we were all leaving the docks the next day, Randy had organized for one of his photographer friends to take pictures of us all as we left one by one. They turned out fantastic!

Annual General Meeting and New Bridge for 2022

In early November we held our annual general meeting.

This year hosted by me, and in an unusual hybrid model; we had an in-person meeting in Vancouver, as well as an option to join us virtually on my video-meet bridge. In total we had 12 members joining us in-person at the Royal Vancouver Yacht Club, and 11 members joining us virtually.



Figure 5 Change of Watch, Canadian Fleet

Many thanks to Randy who once again hosted us, and arranged for lunch at the club! As always the food was delicious. Also many thanks to everyone who joined us for the participation and great discussions. We value your time and commitment! At the 2021 AGM held at the Vancouver Yacht Club the following officers were elected:

- | | |
|------------------------|--------------------------------|
| Commodore | David Peebles |
| Vice Commodore | Randy Olafson |
| Rear Commodore | Bill Noon |
| Staff Commodore | Cecilia Rosell |
| Treasure | Michael Topliss |
| International Director | Michael Topliss, Garth McBride |

(Note: At a later date it was learned that Garth McBride was not eligible to be an International Director due to having served in that position for the maximum allowable number of years. The Bridge Officers have appointed Gord Wintrup to serve as an International Director for 2022 in Garth's place. George Egerton will serve as the new editor for the Newsletter.)

As the year is coming to an end and as I am writing this, Vancouver has been hit by an arctic inflow and a heavy snowfall not seen since 2008.

Our seabus ferries had issues with frozen pipes earlier today and weren't running for the longest time. We've seen many chilling images of boats damaged by the ice in other places in the area, so Maurizio and I are making frequent trips to the marina to check on Bianca. She's wrapped up in her winter cover, but we are more concerned about freezing temperatures and ice in the river where she's located. So far so good!

Thinking back of all of the fun summer boating memories from 2021, we are already looking forward to the next season of boating. Hopefully we will see more of our American friends, as well as some of our new members, in 2022, and enjoy some of the boat shows and cruises together!

Stay safe, Be kind, Be calm!

And fair winds! 🚢

Addendum. On 7 January 2022, Vancouver was visited with a second major storm, this time a windstorm of Force 7 Beaufort Scale. If you copy the URL below and enter it in your search engine, you will see the force of this storm rocking the boats and docks at Heritage Harbour, below the Vancouver Maritime Museum. Several CYA members moor their classic boats here. (Permission, Duane Elverum)

<https://youtu.be/8nWh-ntaCjs>

2021 Canadian Fleet Rendezvous

Gord Winthrop



Figure 6 My Fair Lady at Saltspring Island

As I put pen to paper in an effort to create this article, I can't help but reflect on 2021. For many it hasn't been an easy year. Almost everyone has been impacted by the Coronavirus Pandemic in some way. Although we can't ignore its effects, we also can't ignore how the boating community has come together, enjoying our favorite pastime floating through life on a classic yacht.

The CYA Canadian Fleet was no exception, with the usual boat shows cancelled due to Covid, the fleet managed to salvage an active season for our double vaccinated members. Starting with a fleet cruise to Desolation Sound in June, attending the Canadian Chris Craft Rendezvous in July and

culminating with our fleet rendezvous at Ganges Harbor in September. After volunteering to host the rendezvous, I then set out to make this one a bit different from prior events.

The Rendezvous began on Wednesday September 1st when 13 Canadian boats were joined by 2 boats from the Pacific Northwest Fleet, Flying Cloud and Wahoma. From the oldest CYA boat at the event (Gleniffer 1912) to the newest (My Fair Lady 11- 1963) and every decade in between,



Figure 7 Gleniffer at 110 years

the marina was transformed into an impressive display of maritime history. It was also rewarding to see participation of a few CYA boats that have kept a very low profile over the past few years. We certainly hope they will bless us with their attendance in 2022. Later in the afternoon it was time for docktails and appetizers along with catching up with everyone's boating experiences.

The second day was action packed with tours and tasting at the Salt Spring Vineyard and the Garry Oaks Vineyard. Also included was a lunch break tour

of the Salt Spring Cheese Company (Actually a Goat Farm) for gourmet wood fired pizzas. Whenever on Salt Spring a visit to these destinations should be considered a must!

With an action-packed day astern of us, everyone boarded their classics to prepare for the potluck dinner. What a Feast ! After the sumptuous buffet of culinary creations, it was off to the unofficial fleet party boat — Double Eagle with her custodian Randy Olafson. With a few members on guitar, an overturned ice bucket as the percussion section, the resulting jam session was beyond awesome!

On the third day, after saying our goodbyes, Randy Olafson took pictures as our classics departed for their home ports. After recovering from putting the event together and saying thank goodness I'm done, I found myself thinking about what we could put together for next year's event! My mind has come up with a few ideas and the 2022 Canadian Fleet Rendezvous, will again be held at the Salt Spring Marina in Ganges, August 29-30 and promises to be truly a "Cruise Back in Time" as the Canadian Fleet arrives in classical splendour.

Be sure to mark the dates on your calendar
Contact person — Gord Wintrup
604-230-1560 or gord@bayfield.ca

The Motor Yacht Gleniffer at 110 Years of Age

Tom Burnett



Figure 8 Gleniffer, pre-1914, on the tide grid

The Edwardian-era yacht Gleniffer turned 110 this year. As her long-time custodian, one of the things I have noticed is that, unlike myself, the boat gets more interesting over time. When out and about cruising, the interest shown in the craftsmanship of vessels like this makes them more remarkable today, especially as we are surrounded by the virtual and the disposable.

Gleniffer is unique in that she has managed to survive for 110 years and remains very close to her original configuration. Pre-war motor cars and yachts were undergoing great experimental development as they distanced themselves from the prior era of the horse and buggy, steam and canvas. The improvements in the internal combustion engine were rapidly changing what was once the realm of privileged Gentlemen into one of family touring and cruising accessibility. Gleniffer, with her robust Burma teak construction, has managed to remain actively cruising as an excellent design representation of the pre-1914 motor launch.

Gleniffer was an early gasoline-powered boat in the Royal Vancouver Yacht club. Prior to World War One, there was a thriving business in delivering fine teak sail, steam, and motor yachts to Vancouver and Seattle from Hong Kong; Gleniffer was one of these. Built by the firm W. S. Bailey and Company, Kowloon Bay, Hong Kong, the new yacht was shipped by steamer eastwards across the Pacific Ocean to Vancouver, British Columbia in 1912. In the Atlantic, the liner Titanic steamed west for America.

Gleniffer is a flush-decked 40' cruiser with a 9'6" beam and a canoe stern. The evolution from a sailing hull is evident in the subtle curve of her bow, the solid lead section scarfed into the keel, and the inclusion of an aft hand tiller. She has had many motors over the years, most notably a six-cylinder Kermath and later a new special demonstration model Chrysler Crown. Today she is powered by an SD 33 Diesel. Perhaps one day she will sport an electric motor, and slip through the water quietly. One can't own a boat like this without being somewhat of a dreamer, after all.

Personally, this boat has been a part of my life for many years and is most definitely a cherished member of the family. I had a morning paper route as a boy, and with those funds I bought an inboard-powered clinker-built putt putt boat at thirteen. If I siphoned gas from your grandmother's Chrysler Cordoba in 1977, then I sincerely apologize. But for many years I rattled far and wide in that sturdy boat. A common cruise was to visit Gleniffer in Fisherman's Cove Marina, West Vancouver. There were many marvelous boats there at that time. But for me, Gleniffer was my favourite. I passed her underway on one occasion off Point Atkinson, then I guess I was smitten.

During the winter of 2019/2020 Gleniffer received extensive upgrades and rebuilding. This was done on the ways in the shop of Abernathy and Gaudin in Brentwood Bay, British Columbia. The hull was made very strong with a complete rebuild of the forward deck and beams. The main deck was re-covered with marine plywood, epoxy and teak strip planks. New sapele covering boards were installed. Patterns were made of the original cast iron handrail stanchions, and these were cast in bronze and fitted with brass rails.

After attending the Ganges CYA rendezvous this past summer, I refinished the wheelhouse and cockpit teak sole in stain and polyurethane. Interior upgrades continue, and at the moment I am fiddling with making locker/lounge benches for the wheelhouse. Down below, there is a mahogany galley counter with drawers, and a Lunenburg Foundry wood cookstove. There is a separate water closet for the sink and toilet, which takes up a lot of space. This WC must have been rather posh in its day, when certainly most toilets were sensibly placed forward in the narrow bow. I have purchased a marine composting head, the plan being to re-use the door and teak from the water closet and rebuild it all up in the bow. This will free up space in the narrow galley.



Figure 9 Gleniffer

In being a member of the CYA I find inspiration from my fellow classic boaters. I have enjoyed meeting up aboard the Queen Mary in Long Beach, cruising the waters of Venice, California, and looking up at the Golden Gate Bridge from the deck of the superb yacht Acania. Memorable times.

Stephanie and I would like to wish all the good folks we have met with the CYA all the best for 2022, and our sincere appreciation for maintaining the longevity of our marvelous craft.

For more information on Gleniffer please visit her website: www.gleniffer.ca

Bill Rhone and the Art of Nautical Sketching

George Egerton

Sometime a few years ago, I was down in the engine room bilge of my boat, *Mysterion*, struggling to resecure a bilge pump at the right height. It had come loose and had to be attached at a level that coordinated with the main bilge pump and would be easily accessible, not requiring a snorkel to locate if there were problems in future. It was hard work, in a tight space, lots of smudge all-round. And my legs weren't as young as they used to be 79 years ago. As usual the job took more time than anticipated and, as I worked deeper and deeper into a narrowing space and as jumpy stainless steel screws kept falling into the bilge water in distressing numbers, I began to wonder if I might be stuck vertically in the shrinking space without a preplanned exit backout and without access to my cellphone, which also had a distressing habit of falling into the bilge water. Could I defy gravity and wiggle myself back to safety? How long could one survive if jammed head-first in a bilge? Should I have gone on the diet suggested by my wife many times? Suddenly I heard a gentle noise above me, a head with thick white hair peeked through the wheelhouse door, asking if I was ok. As it turned out I was ok, was able to extract myself, and the bilge pump allowed itself to be corrected and has worked well ever since. But I was grateful for the query as to my wellbeing. And I decided to go on a diet.

This was my first meeting with Bill Rhone. Subsequent meetings were under much happier circumstances. Bill has become a recognized and welcome presence at many of the marinas in Vancouver and throughout British Columbia where classic yachts and historic boats are moored.

Recently, I received a brown paper envelope addressed to the owner of *Mysterion*. In the envelope were two beautiful sketches of my boat. (See the illustrations.) In thanking Bill for these fine pictures, I invited him for lunch on the boat, and a chance for him to view the insides. He eagerly responded positively, and we soon shared a clam chowder, spiced up with candied maple-smoked salmon while immersed in conversation, where we lost all sense of time as we discussed our interests and experiences.

I grew up in Winnipeg, with a love for rivers and lakes, notably Lake Winnipeg and the Red and Assiniboine Rivers. My best friend lived right on the Assiniboine, at the bottom of my street. What a magnet for learning about river life, especially during the floods of 1948 and 1950, when schools were closed, and education turned to more interesting paths. Our families had to



Figure 10 Bill Rhone

evacuate, mine to Rabbit Lake, near Kenora Ontario, where I found I was a born-obsessive fisherman. I also learned that fishing and boats went together, but I caught my first fish, a Northern Pike, or Jackfish as we called them, off the end of the pier at Rabbit Lake, after approximately 5000 castings. I was eight years old, but I was persistent.

After university studies in History, I took my first appointment at Memorial University in Newfoundland, in 1969, and spent two happy years there where my office had a view over the turbulent North Atlantic Ocean, and where winter blizzards sometimes left snowdrifts on my office floor. The sea was ever-present and yearly iceberg flows jolted spring warming

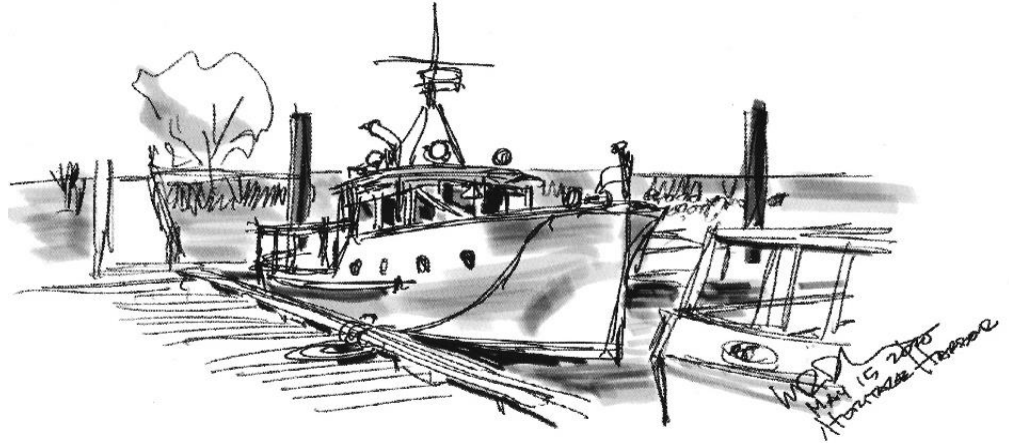


Figure 11 Mysterion, Heritage Harbour

back to winter chills. Then, in 1972, I was invited to join the History Department at the University of British Columbia, where I now had a view on the Pacific Ocean as it joined up with the mountains and the city. I soon bought a large inflatable boat for local rock cod fishing and a lot of pumping.

After some forty years of teaching more than 4000 students, research and publishing that had little to do with boats (except for the Royal Navy in the Great War), I retired from UBC in 2008, and thought it was now time to take up fishing again. So I went on-line to look for a small boat suitable for local fishing. As it turned out, my eye accidentally wandered to classic yachts for sale, at unbelievable prices after the financial crash of 2008 and the New Orleans hurricane disaster. Thank goodness for financial crashes sometimes. I looked at on-line sales of fantastically beautiful classic yachts, going for unbelievable prices, not knowing that boat is an atavistic and true acronym for 'bring on another thousand.' Naïve and seduced, I soon became the owner of Mysterion, built in Vancouver, launched in 1927, later moored in Blaine and La Conner, Washington, full of history, believing all my experience in amateur restoring of heritage houses could easily be transferred to restoring boats. Twelve years later, the many thousands of dollars poured into the boat, but with no regrets, were in my memory as Bill and I enjoyed our chowder on Mysterion, with restoration still an on-going process, without end, financial and

otherwise.



Figure 12 Mysterion moored at Heritage Harbour, Vancouver. By permission, Per Furst

Bill grew up in California and took advantage of support from the American military to study architecture at the University of California, Berkeley, graduating in 1952. His deferred draft meant that he was required to put in some 21 months of military service. Being a university student in 1950 meant that he avoided being sent to fight in the Korean War. After graduation and service as a Junior Officer in the US Army, he undertook post-graduate studies in London, England. Then, in 1956 he migrated to Vancouver and with a professional partner, Rand Iredale, set up the firm Rhone and Iredale Architects in 1960. Over the next decades, this firm would flourish, when there was a powerful market for innovative architecture. Indeed, Vancouver is marked by the iconic architectural legacy of Rhone and Iredale buildings, including the Science Buildings at Simon Fraser University, the Westcoast Transmission Building, the Crown Life Building downtown, and the False Creek Housing Cooperative.

After a very distinguished architectural career, Bill was able to pursue another passion – sketching boats set in the harbors and marinas of British Columbia. Of course, sketching went hand in hand with architectural design, but when asked how long he had been sketching, the answer is most of his life. All it took to begin was a pencil and a sketch pad. But his son, a software specialist, years ago introduced him to what could be done more effectively on an iPad. Here the interest and focus could remain the same, mainly classic boats at moorage in beautiful harbours. But in various perspectives of daylight, weather, and scale, the iPad offered

improvements of speed, background variations, erasure and resketching, together with easy portability and sharing.

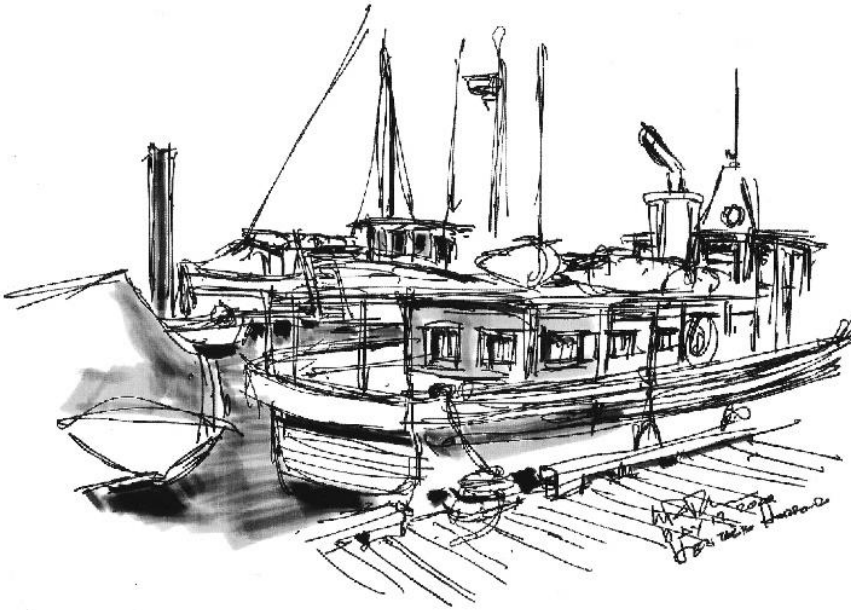


Figure 13 *Mysterion, Heritage Harbour*

In late 2020 and into 2021, the Vancouver Maritime Museum mounted an exhibition of Bill Rhone's artwork, dozens of favorite sketches of boats set in local seaside locations. Despite the covid pandemic, the beauty of this exhibitions brought pleasure to many visitors, some recognizing their own boats as an added bonus. To share a view of Bill's iPad gallery is to see many hundreds of sketches, each with a distinctive view and setting.

It is interesting to compare photographs of boats with Bill's sketches. Each have their attractions: photos capture the realism, the colours, the changes overtime with restorations, and equally the weathering and deterioration which also occurs, alas. Bill's sketches strike me as having a distinct sense of dynamism, movement, abstract lines which grip the viewer's imagination. And happily, the image is fixed in time, defying deterioration.



Figure 14 *S.S. Master, Vancouver's Last Wooden Steam-Powered Tugboat, Being Restored for its 100th Birthday, 2022*

Why does Bill do this? Not for any commercial result. As he says, it's just for fun. Few artists have had so much fun, judging from the results. Readers can see for themselves from the several sketches we include with this article.