

A sistership of a legendary boat? “Sulhamar”

by Chris Roper, owner of Sulhamar, Canadian fleet.

Every member of CYA has read or heard about the book *The Curve of Time* by M Wylie Blanchet, first published in 1961, in which a woman and her 5 children (and sometimes a dog) cruised along the BC coast in a 25-foot boat named **Caprice**.



Modified painting of **Caprice** by Harry Heine from the book *The Curve of Time*



Caprice and her lively crew rafted alongside the ketch Ivanhoe in a quiet upcoat bay, modified from *The Curve of Time*



LEGEND

- | | | | |
|---------------------|---------------------|----------------------------|---------------------|
| 1. Seymour Inlet | 7. Denman Island | 13. Howe Sound | 18. San Juan Island |
| 2. Nimpkish River | 8. Deep Bay | 14. Burrard Inlet | 19. Birch Bay |
| 3. Knight Inlet | 9. Texada Island | 15. Nanaimo | 20. Puget Sound |
| 4. Johnstone Strait | 10. Lasqueti Island | 16. Cape Flattery | |
| 5. Toba Inlet | 11. Jervis Inlet | 17. Strait of Juan de Fuca | |
| 6. Nootka Sound | 12. Sechart Inlet | | |

PNW chart and places visited by **Caprice** photograph from the book *The Curve of Time*

If you have not read the book, read it. It describes many boating adventures and the magical spirit of the BC coast.

Sulhamar is a similar size and designed boat, (as a pocket cruiser) owned by Robyn Winterbourne & Chris Roper who described her below.

Sulhamar was built by Al Benson in 1924 at the Bensons Shipyard, Coal Harbour, Vancouver B.C. At the outset, she has several owners: Al Benson 1924 - 1933, Henry J O'keefe 1933 - 1940, J. Ames & B. Hoffer 1940 - 1945, J.B. Hoffer & J.W.C. (Bud) Duck 1945 - 1955, and L. L. Jamieson, 1955 - 19?? and different names.



Sulhamar with a flybridge, date unknown
photograph provided by Chris Roper

In the 70s, **Sulhamar** ended as a party boat in Little Saigon, Vancouver BC. She was mistreated during the 70s by a man who spent hours laying in Elmer-Glue-soaked 1/4 inch ply strips on top of each other to build in place ribs so he could suck the hull wood back to the main frame.

Sulhamar was sold to Rob and Pam Maxwell in 19?? and Rob took her to Abernathy and Gaudin who started to rebuild the cabin and deck on **Sulhamar**. Rob & Pam got **Sulhamar** back to looking like a fine vessel from the water line up. Very little attention was being paid to her hull. Fortunately in the 80s she was purchased and saved by Pender Island Boat builder Bob Daughtery who saved the boat.

In 2010 Chris Roper & Robyn Winterbourne purchased **Sulhamar** from Rob & Pam and promptly took her to Abernathy and Goudin who pronounced the hull as "non seaworthy".



Chris Roper on **Sulhamar** in Victoria
photograph provided by Chris Roper

She survived a marina fire in North Pender in October 2018. Browning Dock Master Dougie Stanley presumed that **Sulhamar** would burn as a fiberglass boat went up in flame just 1 berth upwind from **Sulhamar**. **Sulhamar** bow line burned / melted free from the dock cleat and she was blown back to safety by the 20 knot wind that blew the tarp off **Sulhamar** and bubbled her bow paint. The fire fortunately burned through her dock-tied bow line which allowed the wind to blow **Sulhamar** back from the wind a bit. Fortunately, there was no structural damage, and after a good scrubbing and a few coats of paint and varnish she was back to her glory. Robyn and I were down south when the fire occurred and all we can say is "It was not her time to Die" She is loved and cherish more today knowing she defied the flames. Most of the restoration work was performed by Abernathy and Goudin boat yard.



Sulhamar at the dock
photograph provided by Chris Roper

