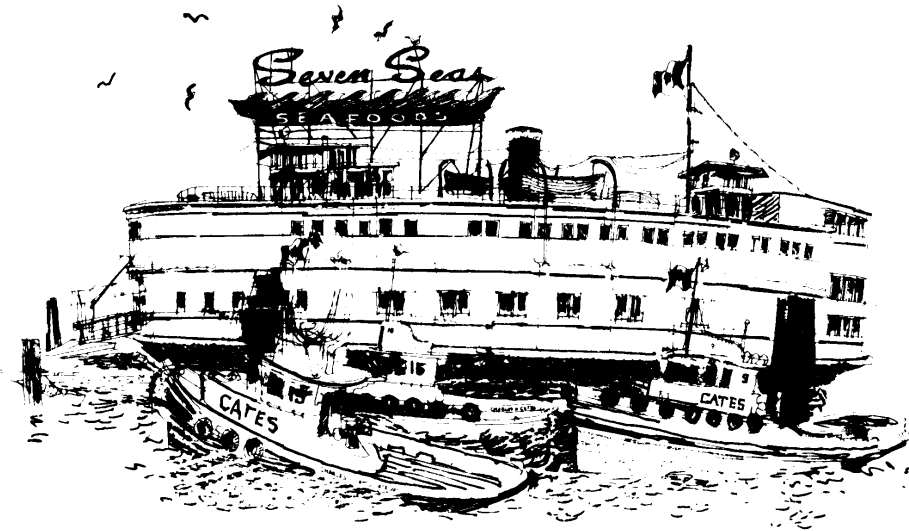


HERITAGE

Vancouver

Newsletter



NORTH VANCOUVER FERRY No. 5

Seven Seas Restaurant

The Seven Seas is set to sail into the sunset.

Formerly Ferry No. 5, this ship was the last of five ferries built to carry passengers and vehicles across Burrard Inlet. Built in 1941 by the West Coast Salvage and Contracting Company, it was put into service almost immediately, carrying shipyard workers to Burrard Dry Dock and North Vancouver Ship Repairs. Between them these two companies produced fully half of the ships Canada supplied during World War II, about 200 of 400, and No. 5 was one of the ferries that ran night and day across Burrard Inlet, delivering an army of shipyard workers to the North Vancouver waterfront.

Ferry No. 5 operated until discontinuation of the ferry service in 1958. In an early example of adaptive re-use, the following year the ferry was converted to use as a seafood restaurant. The restaurant with its distinctive neon signage has long been a local landmark and attraction.

The North Vancouver ferries were instrumental in the early development of the City of North Vancouver, and are very important to the history of both North Vancouver and Vancouver. As the last survivor of the early ferry service, Ferry No. 5 is an extremely important heritage resource. This was recognized in 1994 when it was included on the City of North Vancouver's Heritage Inventory. Its survival is quite remarkable, arguably due in part to its viable economic use as a restaurant spanning four decades.

Heritage Vancouver last year urged City Council and staff to consider all options to preserve and maintain Ferry No. 5 in its present location at the foot of Lonsdale, which is very close to its original North Vancouver terminus. Moving the ferry to some other location would sever its historic context and deprive Lower Lonsdale of one of the most spectacular street-end images in the Lower Main-land. A major element in that image is the *Seven Seas* neon sign. This is one of the last large-scale period neon signs remaining in the region, perhaps the best surviving example,

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HERITAGE
Vancouver
PRESENTS

TOURING THE SEVEN SEAS

WEDNESDAY, MAY 15, 7:30PM

FORMER SEVEN SEAS RESTAURANT

FOOT OF LONSDALE, NORTH VANCOUVER

This vessel started life as Ferry No 5 on the run between Vancouver and North Vancouver, and later achieved landmark status in its guise of floating restaurant. The tour will be a once-in-a-lifetime opportunity to tour the boat before it is destroyed. Diamond Almas, the current owner, will conduct the tour. He's even going to serve coffee and cookies. Please call to register. Members free, non-members \$5.

SPECIAL EVENT

WINE & CHEESE RECEPTION

FRIDAY, MAY 24, 6 PM

Vancouver City Councilor Jennifer Clarke has generously offered to host a reception for Heritage Vancouver at her home. This is a unique opportunity to mingle with other heritage-minded people and discuss current heritage issues. An event that should not be missed! Tickets \$25. To reserve, please telephone 604-254-9411. We will contact you to provide directions and the address.

HERITAGE & ANTIQUES FAIR

SATURDAY AND SUNDAY, JUNE 15 & 16

SEAFORTH ARMOURY, 1650 BARRARD STREET

Come out to what is going to be another smash event for heritage in Vancouver. This will be the third annual fair hosted by the Vancouver Heritage Foundation, and HV is aiming to once again be one of the most popular booths. Volunteers needed; fun guaranteed. No meeting in June: we'll see you at the fair.

WALKING TOUR OF YALETOWN

WEDNESDAY, JUNE 19, 6:30PM

TOUR BEGINS AT THE ROUNDHOUSE COMMUNITY CENTRE

We will meet at the Roundhouse Community Centre at 6:30 pm and spend the next two hours walking around the Yaletown area. Councilor Gordon Price will lead the tour. He lives in Yaletown and has a great love and knowledge of the area. The tour will end at Yaletown Brewery where we will be able to enjoy one of the many special beers brewed at the site. Members \$5, non-members \$10.

VANCOUVER MODERN



Photo: Selwyn Pullan 1963

A THOM AMONG THE EAGLES

by *Robert Moffatt*

Forrest house

1143 Eyremount Drive, West Vancouver
Thompson, Berwick, and Pratt 1962-63

Defined by Japanese-inspired roof planes hovering above a mountainside site high in the British Properties, the Forrest house was a spectacular conclusion to architect Ron Thom's initial career in Vancouver. Its soaring, expressionistic form captures Thom arguably at the peak of his creative powers.

Thom designed the house around its roof, an overlapping series of wing-like planes flaring upward at the edges and seeming to float in space above the sloping, rocky terrain. Their curving white undersides and the walls of floor-to-ceiling glass further the impression of weightlessness, occasionally relieved by solid elements clad in vertical cedar siding. Steel beams concealed in the ceilings span the open, flowing interior spaces. These complex roof forms and their structural supports required over one hundred hours for Thom and colleague Dick Mann to design.

Living areas are tightly interlocked rectangles descending the slope on

four levels. Entering the house through the glass-walled entry, visitors descend two steps to the dining area and down several more steps to the living room with its commanding view of Vancouver through floor-to-ceiling windows, butt-jointed at the corner for the illusion of total transparency. Both the living and dining areas open onto large terraces through French doors. A carpeted conversation pit and a fireplace of brown-toned Squamish stone are tucked into a sheltered corner of the living room, a cozy focal point for cold, rainy nights. The kitchen, family room and utility areas are at the centre of the house with the bedrooms in a row at the rear.

Thom designed the Forrest house while commuting cross-country to oversee the construction of his Massey College at the University of Toronto; the success of that project prompted him to move to Toronto soon after. The Forrest house is one of two residences by Thom to win a 1964 Massey Medal for Architecture.

from cover **SEVEN SEAS**

and its position *in situ* would be worth preserving.

However, the fate of No 5 Ferry would now seem to be sealed. It is to be broken up, probably within two months.

According to some, the consensus in the community from the beginning of discussion was that Ferry No 5 should remain where it is and become a museum. Suggestions included using it to highlight the importance of the port as a shipbuilding center, especially apt since the ferry played such a large part in the industry during the war. It might also have shown a model of the railways along the North Vancouver waterfront, an interpretation of the industries on Burrard Inlet today, an explanation of the

operation of the Port of Vancouver. Or, as the City redevelops Lower Lonsdale, a very attractive reuse might have been as a gateway for people entering North Vancouver.

In one scenario, using Ferry No 5 in a creative way would have established a reason to visit North Vancouver's waterfront. It would have been turned into a destination—and a place to spend money. That of course is the central issue. Pre-serving heritage buildings and streetcars and the ferry is not about emotional attachment to the past. It is business. It is using the physical remains of the 20th century to create a position in the business of the 21st century. It is not a matter of securing North Vancouver's past. It could have been a means of securing North Vancouver's future.

HERITAGE & ANTIQUES FAIR 2002 COME BE PART OF THE FUN

If you were anywhere near the Heritage Vancouver Society's exhibit at the Vancouver Heritage Foundation's annual Heritage & Antiques Fair last year, you would have heard the whir of the games wheel and the squeals of delight as another participant won a coveted Heritage Vancouver prize. Our booth was amongst the most popular in the Fair last year, as our members took turns blowing up Heritage Vancouver balloons for the kids, supervising the *Name That Building* game and monitoring the wheel for lucky spinners. Our Top 10 List was also featured—and attracted a lot of attention and concern for our celebrated endangered buildings list.

This year will be the 3rd annual Fair for the Vancouver Heritage Foundation. It will be held at the historic Seaforth Armoury at 1650 Burrard Street on Saturday and Sunday, June 15th and 16th, 2002. Tickets may be purchased at the door and parking is available adjacent to the building. The Fair offers something for every lover of heritage—from antiques and collectibles to heritage trades and supplier's displays. Demonstrations on heritage home conservation topics and events such as antique clothing fashion shows were a big hit last year and could easily occupy you for a whole afternoon. Last year, 5000 people visited the Fair—and it is expected to be even bigger this year!

Please come and check out the Fair's offerings this year and be sure to drop by and try your luck at one of the games at the ever popular Heritage Vancouver booth. For more information on the Fair and the fundraising benefit being held on Friday, June 14th, please call 604-685-4888 or visit their website at www.vancouverheritagefoundation.org. If you would like to volunteer at the Heritage Vancouver booth, please call and leave a message at 604-254-9411.

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PO Box 3336, Main Post Office
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www.heritagevancouver.org

A REPORT ON THE HASTINGS STREET PANEL

Panel members agreed Hastings Street needs "revitalization" but defining what that means, and how to get there, made for a good discussion at the Hastings Street Panel on April 17.

Moderator Janet Leduc asked the panelists two questions: What is your vision of Hastings Street? and How do you see this being accomplished? Panel members were Larry Beasley, Chief Planner for the City, Steve Brouwer, architect/builder in Strathcona, and Ken Lyotier, originator of the Hastings Street business United We Can.

Heritage and social issues are inextricably intertwined in this section of Hastings Street. Neither can be ignored in favor of the other. While the panelists approached change on the street from different sides of the equation, they shared a desire to think about the issues rather than argue.

The actual function of Hastings as a street, while never formally addressed, came up often. Larry spoke of it as a traditional commercial high street and envisioned a sequence of areas earmarked for specific uses, like

education, housing, and "social enterprises" (such as United We Can). In his opinion, as businesses and people come in, the street will change; the drug trade would remain in a small area. The others seemed more inclined to see the street simply as part of the neighbourhood. An audience member mentioned a third view, that Hastings was really a major cross-town thoroughfare.

Steve talked about design and building issues that would be of consideration over the whole area, rejecting the idea of "manageable municipal sections" in favor of a more homogenous mix. In his opinion, keeping the quality buildings while demolishing the bad would leave lots of room for useful new structures. He also pointed out that heritage might be a way of giving opportunities to the people of the area by providing on-the-job training.

Much of the discussion centered on the drug trade along the street. Ken, a long-time resident in the area, sees change in social conditions as the key to any revitalization. The drug problem must be dealt with before

continued on back page **HASTINGS**

WORDS FROM THE PRESIDENT

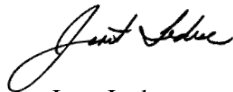
Heritage Advocacy *Taking it to a New Level*

Dear Members,

This year, as an organization, we are moving towards coordinating our advocacy efforts, programs, newsletter and website. So far, we're proud of our efforts: we're producing position papers, the media contacts us on a regular basis, we sit on committees struck to deal with heritage issues, we speak before City Council. In February our very active advocacy committee published our annual Top Ten Endangered list and it has received significant attention. This month, for the fourth time, we are devoting our newsletter and programs to one of these sites, this time No. 5 on our list, the North Vancouver Ferry No. 5.

In this, our tenth anniversary year, we can proudly say that we are out there, and we are a force to be reckoned with. At the same time we sometimes feel that it is never quite enough to save treasured heritage resources such as the Burrard Bridge. Despite all of our efforts, and the rejection of the outrigger option by the stakeholder group, the city has the same vision *Outriggers on the Burrard Bridge* as it had at the start of the process. The current step, hiring a firm to design sensitive outriggers for this art deco city landmark, is taking us one step closer to compromising the bridge.

In the case of the Burrard Bridge, heritage, business, environmental, pedestrian and community groups are on the same side. It is important for us to form strategic alliances with groups that we do not normally see as partners to make sure the city hears our combined outrage and does the right thing. It is time to take our advocacy efforts to a new level!



Janet Leduc
President, Heritage Vancouver

UPDATE

On Monday, April 22, Heritage Vancouver member Michael Kluckner made a presentation on the history of the Marine Drive area to approximately 60 members of the Marine Drive Ratepayers Association. Heritage Vancouver President Janet Leduc was on hand to promote Heritage Vancouver and introduce Michael Kluckner.

The group expressed a keen interest in the history of their area and in Heritage Vancouver. Thanks go to one of our new members, Dianne King, also on the Board of the Rate-payers Association, who extended the invitation to Heritage Vancouver. This was a great opportunity for our organization to reach out into the community.

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real progress can be made, and he wants a gradual change from the inside out rather than the outside in. And as long as Hastings Street is not safe, having the best real estate in town won't help. Steve felt the drug trade had to go completely and suggested that making it a medical problem was the only way to make the area comfortable.

Ken asked his "big" question: How is a balance to be struck between advocates who don't live there and those who do? This remains unanswered, but Larry made a good point at the end of the evening when he said that doing one thing or another "first" is the wrong approach; we need to just start doing. The panel was a good start.

Join Heritage Vancouver

Membership valid one year from date of issue. Members receive a monthly newsletter, free admission to monthly speakers' programs and reduced rates for tours and other activities.

Charitable donation #1073758-52. Membership fees are not tax deductible.

Name _____

Address _____ City: _____

Postal Code: _____ Telephone: _____ E-mail: _____

Individual: \$25

Family: \$30

Donation: \$

Supporting (no newsletter) \$5

Corporate: \$50

Patrons: \$100

YES

I would like to volunteer
for Heritage Vancouver

Please send cheque or money order to: Heritage Vancouver, P.O. Box 3336, Vancouver, BC V6B 3Y3