



Brightwork



Volume 16, Issue 4

Newsletter of the Finger Lakes Chapter, ACBS

December 2011

Jack Gifford New FLC President

At the Chapter's Annual Membership Meeting held at the Deerhead Inn on Cayuga Lake on November 12th, Jack Gifford headed up a new slate of officers and directors:

Tom Carman – First VP
Teddi Myllymaki – Second VP
Shirley Marsden – Treasurer
Jill D'Antonio – Secretary
Barb Carman – Director
David Couch – Director

Rob Kidd – Director
Tony Mollica -- Director
Bob Myllymaki -- Director
Dick Sherwood -- Director
Jack Miller – Director At Large
Arnie Rubenstein – Director At Large

Many thanks to Jill D'Antonio and Dave Couch for agreeing to join the Board; to **Beth Pier** for her term as Secretary; and to **Janice Miller** who remains on the Board as Immediate Past President. And thanks and congratulations to all the others who have agreed to continue working on behalf of the Chapter.

Prior to the Membership Meeting, attendees were treated to a historical trip through the Morehouse boat-building era. **George Zeth**, nephew of the Morehouse brothers, used a series of pictures and story boards on display at the old Morehouse show room as a tour guide. He was delighted with the interest shown by those attending and wishes to express his appreciation to the Chapter and those who participated.

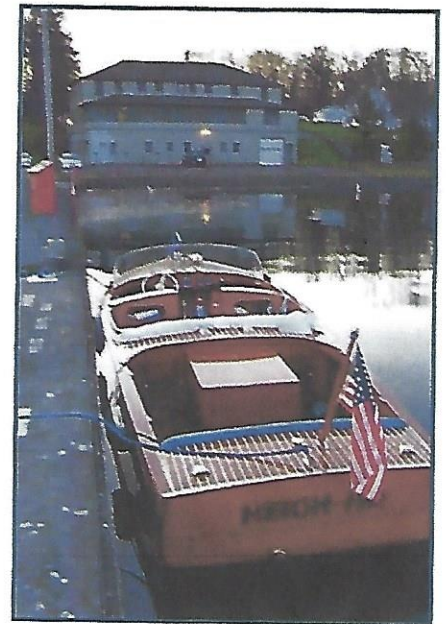
And although there was a chill on the water, **Fred Curry** had his newly restored 22-ft. Morehouse inboard – the only triple cockpit that Morehouse ever built – tied up at the dock just for the occasion.

After the dinner meeting, FLC's first president and charter member, **Ford Knight**, captured the interest of all concerned with his recollections of the early years when FLC was first formed in the 1970s.

Many thanks to George, Fred and Ford for their contributions to the evening.



Merry Christmas & Happy New Year



Left: George Zeth leading the Morehouse tour.

Right: Ford Knight recalling the early days.

Above right: Fred Curry's beautifully restored 22-ft. Morehouse inboard in front of the only remaining Morehouse building.





Incoming President's Letter

Greetings to all --

A great FLC Annual Meeting held November 12th at the Deerhead Restaurant on Cayuga Lake, where it all started for the Finger Lakes Chapter. The tour of the Morehouse Museum across from the restaurant was very informative, especially with **George Zeth**, one of our founders, doing the narration as we walked down the memory lane of pictures and artifacts of the Morehouse years. After dinner we were treated to yet another step back in time as **Ford Knight** took us to the very beginnings of FLC when he and the rest of the founders of the Chapter decided to develop their passion for old wooden boats into an organization designed to promote antique and classic boating.

I'd also like to take a moment to send a big thank you to the officers and directors of FLC for their dedication to the Chapter over the past several years. Deserving of special thanks is our immediate Past President, **Janice Miller**. She has set the bar very high for the rest of us to follow, not only for her stewardship of the Board of Directors, but also for her "hands on" leadership, sometimes behind the scenes, to insure that FLC functions like the Boat Show run flawlessly. Thanks, Janice.

As your new President, it is my plan to continue to promote the success of Chapter functions such as Spring and Fall Outings and, most importantly, the Boat Show. Our Show last year was very successful and it is incumbent upon us to continue to build on that success.

Best wishes for a Happy Holiday season and the very best that 2012 has to offer all of us.

Jack Gifford, President, Finger Lakes Chapter, ACBS

...that a development group has proposed the construction of a new five-story year-round resort hotel on the waterfront in Clayton, NY? The proposed structure would be reminiscent of the large hotels which dotted the Thousand Islands in the Gilded Age of that area. It would have 120 to 140 rooms and be built on the grounds of the old Frink snowplow plant in the north-east corner of downtown Clayton. With a price tag between \$20 and \$40 million, many residents feel it is too large for what is needed. Stay tuned!



...that Geneva Growth, a local economic development agency, recently donated \$10,000 to the Finger Lakes Boating Museum?

Outgoing President's Letter

As the outgoing President of the Finger Lakes Chapter, I would like to thank the Board of Directors for all their support. We meet once a month to work on matters of the Chapter and organize our annual boat show. Everyone is dedicated, hardworking, friendly and works with a spirit of cooperation. Thank you all. We have a few new board members who will fit right in.

I am always amazed that within the world of wooden boating there are so many nice people. It seems universal in this hobby. We are unique and varied in every possible way, yet when we get together to show or talk about our boats, we are connected and everyone is there to have fun. There is also camaraderie to give a helping hand. It is because of this that I want to encourage Chapter members to get involved. Everyone in our chapter can be involved a few hours a year or in all the Chapter's activities.

Our boat show this past year was very successful and we look forward to next year's show. Our 34th Annual Boat Show will be held July 27-29, 2012. Please plan to attend as an exhibitor or as a spectator. And please watch *Brightwork* for more information.

Have a safe and happy holiday season.

Janice Miller, Immediate Past President, Finger Lakes Chapter, ACBS

Don't forget to visit
www.flc-acbs.org

Did You Know...?

...that on the way home from Lake George and the Wine Country Chapter's Fall Trip in September, one of the participants had three of four boat trailer tires blow almost at once while driving down the NYS Thruway? A Thruway-authorized repair service responded (\$190.), and with the use of the trailer's one spare tire and the purchase of three new ones (\$600.), the rig was allowed to continue. Nevertheless, the owner says he's looking forward to next year's trip -- after he carefully checks his trailer's running gear!

...that with the advent of the new database handling system at ACBS Headquarters, prorated chapter dues can now be accepted? This means that ACBS members who may wish to belatedly join a chapter out of sync with their ACBS membership dates, can do so by paying only a prorated portion of their new chapter membership dues -- enough to put their new chapter's membership dates in sync with their ACBS membership dates. Then, when annual memberships next come up for renewal, both ACBS and chapter annual dues will cover the same time period.



2012 Calendar of Events

Jan. 15	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Feb. 19	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
Mar. 18	FLC Board of Directors Meeting	Sherwood Inn, Skaneateles, NY
July 20-22	Wine Country Chapter Boat Show & Regatta	Keuka Lake, Hammondsport, NY
July 27-29	Finger Lakes Chapter Boat Show	Skaneateles Lake, Skaneateles, NY
Aug. 3-5	Antique Boat Museum Boat Show & Auction	Thousand Islands, Clayton, NY
Sept. 19-22	ACBS Annual Meeting and Boat Show	Table Rock Lake, Branson, MO

New Memberships

Welcome aboard to the following new FLC members:

David & Sharon Gosper of Canandaigua, NY, owners of a 1932 Chris-Craft 301

Joe & Grace Lucchesi of Syracuse, NY, owners of a 1978 18-ft. Glastron

Gary & Mary Anne Nagle of Webster, NY, owners of a 1961 18-ft. Chris-Craft Sea Skiff

Joe & Janet Russo of Lindenhurst, NY
FLC memberships now total 177.

Time for a Change

*As this issue of Brightwork goes to press, a replacement editor has not been identified. The process of finding one continues and hopefully will be found in time for creating the March issue. If interested, please don't hesitate to contact **Dick Sherwood** at flcboats@aol.com or 585-265-1518. Thanks. It's been a great run. -Ed.*

Brightwork is the quarterly newsletter of the Finger Lakes Antique and Classic Boat Society, Ltd., aka the Finger Lakes Chapter of The Antique and Classic Boat Society, Inc., and is published for the benefit of Finger Lakes Chapter Members. Publication dates are March 1st, June 1st, Sept. 1st and Dec. 1st. Questions, articles for publication, letters to the editor, noncommercial ads, etc., should be sent to Dick Sherwood, 1734 Lake Rd., Webster, NY 14580 or flcboats@aol.com; 585-265-1518
Commercial ads should be sent to Bob Myllymaki, 7783 Gloria Dr., Baldwinsville, NY 13027 or anteekbotr@aol.com; 315-635-3634
The Finger Lakes Chapter has a mailbox at the Skaneateles Post Office – Box 1022 – available for general use (ZIP Code 13152).
The Chapter's Employer Identification Number is 3452140.

Finger Lakes Chapter, ACBS

President

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First Vice President

Tom Carman 315-607-754-4181

Second Vice President

Teddi Myllymaki 315-635-3634

Treasurer

Shirley Marsden 315-253-7505

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Jill D'Antonio 315-685-3177

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Barb Carman 607-754-4181 Tony Mollica 315-446-5654

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Dick Sherwood 585-265-1518 Dave Couch 315-685-3177

Directors At Large

Jack Miller 607-227-9866 Arnie Rubenstein 315-637-8522

Immediate Past President

Janice Miller (2007-2011) .. 315-496-2924

Membership & Newsletter

Dick Sherwood 585-265-1518 Barb Carman 607-754-4181

Past Presidents

Rob Kidd 2005-2007 Susan Buehler 1988-1991

Jack Miller 2003-2005 George Zeth 1987

Roger Townsend 1998-2003 Jim Brennan 1984-1986

Scott Buehler 1998 Bob Myllymaki 1982-1983

Arnie Rubenstein 1996-1997 Syd Marsden 1979-1981

Dick Sherwood 1992-1995 Ford Knight 1977-1979

Charter Members

Ford Knight, Pres. Syd Marsden, Vice Pres.

Richard Morehouse, Jr., Treas. Kristine Marble, Sec'y.

John Barnes Mary Ellen Bond Jim Brennan

Josephine Brown Fred Curry Jerry Feltus

Harold Flagg George & Gloria Hyatt Ron Jasper

Allyn Morehouse Bob Myllymaki George Zeth



Letters to the Editor

Dick,

Sept. 30, 2011

I just received my copy of *Brightwork*. I'm the owner of the boat on the cover which is *Miss Hopatcong*, a 1961 19-ft. Chris-Craft Capri that is all original with the correct original interior. They only made this boat for one year this way, and it's five from the last runabout ever built by Chris-Craft. If you have any other questions about the boat, let me know.

Sincerely,

Donald R. Ploetner, II, Lake Hopatcong Chapter, ACBS

Don Many thanks for clearing up the uncertainty. Beautiful boat! - Ed.

Sept. 30, 2011

Another great issue, Dick. If you manage to convince a replacement to take over for you, he (or she) will have high standards to aim for.

I imagine you and your boat enthusiasts are way ahead of me on this, but we at the NY Museum of Transportation are just waking up to the penalties that ethanol imposes on our older equipment -- everything from our track cars and fire truck to lawn mowers. Here's an illuminating nine-minute expose':

<http://www.historicvehicle.org/Latest-News/September-2011/2011/09/22/Under-hood-ethanol-classic-car>

We've found several gas treatments that supposedly counteract the ethanol, although I don't know what they do or how: Sta-Bil Marine Ethanol Treatment; Lucas Safeguard Ethanol Fuel Conditioner; and something called Star Tron, available at West Marine on Ridge Rd E. in Rochester.

All the best,

Jim Dierks, Director, NYSMT

Oct. 7, 2011

My congratulations on your long and productive run as editor of *Brightwork*. Your chapter's magazine is always at the top of my list to read and I have never been disappointed. There has always been more than one fascinating article. Your successor has big shoes to fill but I hope the standard you set doesn't intimidate interested members from stepping forward.

Warm regards,

Gene Porter

Hi Dick,

Oct. 14, 2011

We are going to miss all your great works, both as editor and your other accomplishments. For many years you have put together a beautiful magazine. Please note the following change of address:

Bill & Bayne Gregory
39617 Rosebay Ct.
Fort Mill, SC 29707

Hi Dick,

Oct. 18, 2011

The layout, photographs and stories in the Boat Show Edition of *Brightwork* are outstanding. I thought the cover image was excellent and gave me the feeling that I could just climb in that Chris-Craft and go for a ride. I don't know how we're going to continue the *Brightwork* quality after you retire.

The photo of *Magpie* in the centerfold caught my attention because it is identical to the first Gar Wood our family owned when I was a teenager. I would love to have a copy of that photo. Can you scan the image of *Magpie* and send it to me? We never had a good image of our first Gar Wood and this one is marvelous. I saw the boat at the Clayton Show and had a nice conversation with **John Wayman** and took a few photos when it was docked in the yacht house. I would love to have a copy of your photo because it shows the boat so well.

Regards,

Tony Mollica

Photos taken of John Wayman's Gar Wood, Magpie, at this summer's FLC Boat Show sent to Tony as requested. -Ed.

Hi Dick

Nov. 5, 2011

Congratulations on ending your tenure at the helm of *Brightwork*. Hope we find a replacement that can try to fill your shoes. It will be hard. You did a great job. Would like to run the 1904 Fay & Bowen for sale ad again. I forget, do I have to type it up for you or can you just rerun it? No changes.

Thanks,

Steve Shehadi

Will rerun the ad as is. -Ed

Re the Chapter's Web Site

www.flc-acbs.org

Ric Fetridge has quietly maintained the FLC website for many years and has forwarded the following info:

The site has gone over a million hits for the second time since the program started. I've analyzed requests from Oct. 2008 to Oct. 2011 (1,090 days) and have summarized the results below. Figures in parentheses refer to the seven-day period ending Oct. 9, 2011.

Successful requests: 1,035,789 (7,373)

Average successful requests per day: 949 (1,053)

Successful requests for pages: 425,880 (3,444)

Average successful requests for pages per day: 390 (491)

Failed requests: 139,309 (199)

Distinct hosts served: 21,799 (90)

Redirected requests: 229 (1)

Distinct files requested: 7,412 (810)

Data transferred: 24.39 gigabytes (446.58 megabytes)

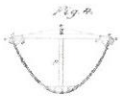
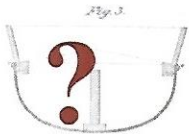
Average data transferred per day: 22.90 megabytes (63.80 megabytes)

Many thanks, Ric, for managing the FLC Web Site.



E. & G. A. Waters
Import in Construction of Boats
Patented Jan 29, 1868

Paper Boats



Invented by
Wm. H. Chapman
of Troy, N.Y.

Inventor
Chas. E. Courtney
of Union Springs, N.Y.

By
Ken Cupery



“Boat Race at Skaneateles” by Harry Sunter, 1878
 Courtesy of the Memorial Art Gallery of the University of Rochester, Marion Stratton
 Gould Fund

Some FLC members may recall the above painting as the one used 16 years ago in the Chapter’s 1995 Boat Show poster – the first FLC Boat Show held in Skaneateles. The artist, **Harry Sunter**, lived in Auburn, NY, and his 25 x 33-in. oil depicts the great scull race of July 4, 1878. The story behind the painting – a single-scull race between two of the greatest oarsmen of that era, **Charles. E. Courtney** from Union Springs, NY, and **James Dempsey** from Geneva, NY -- was published in the March 2008 issue of this newsletter. That story included the following excerpt:

About a month before race-day, the village newspaper had run a story in which it noted that Courtney had ordered a fine new scull to be built for the race. It had been completed the previous December and had been left in the shop until summer to “season.” It was a beautiful craft constructed of bank-note paper¹ and was so transparent that a person could see the bottom of the boat when looking through the deck! But when the boat arrived in Skaneateles, it was found broken-in-two.

For a while, it looked as though there might not be a race since Courtney had sold his only other race-boat to Dempsey. But Courtney had a friend in Troy, NY who learned about the accident and saved the day by sending his personal boat in time for the big race.

This article is the story behind the development and manufacture of paper boats used in these races and elsewhere in the

¹ Turns out that that’s not quite right! Rowing shells were made out of a hemp “Manila” paper from a local manufacturer near Troy. Canoes, rowboats, etc., were made from a linen paper (“bank note paper”) from Crane & Co. of Dalton, MA which still makes paper for the US Treasury and others.

late 19th century. It was prepared for Brightwork by a friend and retired Kodak colleague, **Ken Cupery** of Rochester, NY who is the recognized authority on paper boats.—Ed.

It began innocently enough with an article in an issue of the Small Boat Journal about a fellow who built a canoe out of brown wrapping paper, glue and varnish. Buried in the article was a reference to a company that had manufactured boat hulls from paper in the late 1800s. I got hooked on the quirky idea of making a paper canoe, and I also got hooked on finding out more about the 19th century paper boat makers. The result was 1) my own paper canoe, and 2) a 20-plus year research project that still is a work in progress.

Standing in the middle of your favorite boat yard, surrounded by wood, aluminum, and fiberglass, it is hard to believe that in the mid-1860s there existed a prosperous industry in the manufacture of full-sized paper boats, based in Troy, NY. The boats included canoes, skiffs, single-person rowing shells, eight-oar racing shells, a 45-foot “pleasure barge” (also for eight oars), at least one steam launch for the Westinghouse Company, and a life-boat commissioned by the US Navy.

But why paper? It’s related to changes in technology in the 19th century. First, was the invention and widespread use of the Fourdrinier machine² which allowed paper to be made in long rolls, rather than being restricted to the sizes dictated by the hand manufacture of individual sheets. Second, was the discovery and use of alternative paper pulp materials. Also, with the widespread use of wood fiber after the mid-19th century, the price of paper decreased sharply.

² Invented in 1798, the Fourdrinier machine allowed the manufacture of a continuous web of paper from pulp.

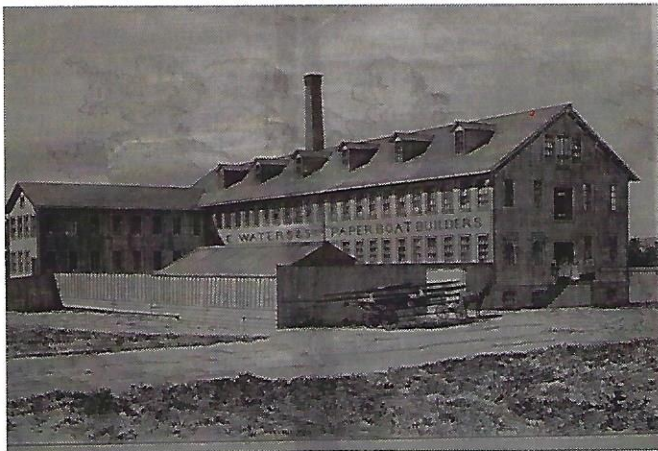


This "new" inexpensive rolled paper could be molded, formed and otherwise manipulated. When saturated or coated with linseed oil or shellac, it became the high-tech composite material of its day. It was used to make a wide variety of items from flowerpots, to furniture, to coffins. The most unlikely product might be boats (although coffins is a close second in my mind).



GEORGE A. WATERS,

George Waters, a Troy, NY teenager, seized upon, the idea of making an entire hull of paper using the cedar rowing shell as a mold. Three layers of hemp-based paper were formed over an existing hull to produce his prototype. His experiment was so successful that in 1867, George and his father, **Elisha Waters**, a local paper box manufacturer, patented the method. Quickly, Elisha abandoned the box business and built a boat factory.



Waters' Paperboat Factory, Troy, NY

Courtesy of Adirondack Museum, Blue Mountain Lake, NY

The paper rowing shell was the most widely sold product of the Waters, probably because they were able to produce a light and stiff hull that competed well in these attributes with conventional wood production. According to George Waters' son, "After the victory of Cornell, rowing a paper six-oared shell over twelve other colleges in wooden boats at Saratoga Lake in 1875, followed by a clean sweep of all events at the Centennial Regatta in 1876, they were in general use in this country for more than thirty years."

An excellent example of a Waters hull can be found at the Glenn Curtiss Museum in Hammondsport, NY. It is missing the paper deck, but this actually allows a good view of the details of the hull construction. The hull is hanging on the wall in their restoration shop, where it can be seen by any museum visitor who strays out of the normal exhibit areas. This is one of only four paper hulls that have survived from the

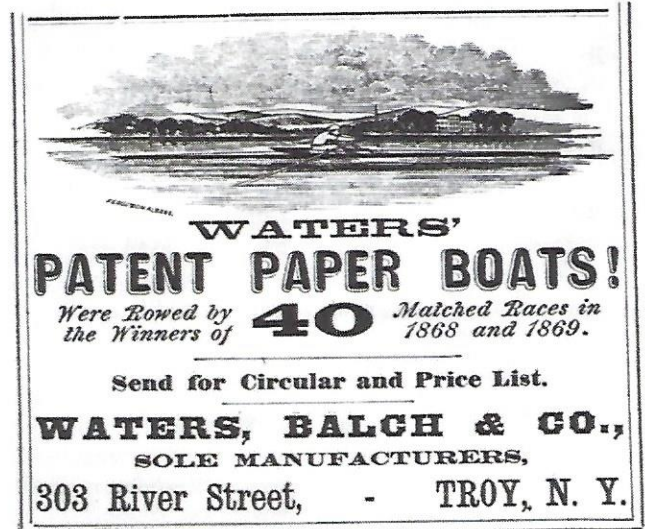


Waters' Racing Hull

Courtesy of Glen Curtiss Museum, Hammondsport, NY

paper boat era. The other hulls are a 20-ft. rowing gig and 14-ft. rowboat, both in the storage shed at the Adirondack Museum, and a single shell at the Rensselaer County Historical Society in Troy.

For all the Waters' paper boats, the paper forming the skin extended in an unbroken piece from the stem to stern, leaving no joints, laps, or seams on most of the hull surface. A full-size convex wooden model was prepared to the exact dimensions of the hull that was desired. The mold was solid, but had grooves cut into it so that a wood strip could be inserted into one of the grooves along the keel line and similar strips for part of the gunwales. Below the gunwales, "tacking strips" were attached so that the paper could be tightly stretched over the mold. For light-weight boats such as racing shells, a Manila hemp paper was utilized. Multiple layers were applied to the mold, each sheet running the full length and breadth of the hull, and laminated with shellac or glue. For more utilitarian craft, such as rowboats and canoes, a single sheet of 1/8- in.-



WATERS'
PATENT PAPER BOATS!
Were Rowed by the Winners of **40** *Matched Races in 1868 and 1869.*
Send for Circular and Price List.
WATERS, BALGH & CO.,
SOLE MANUFACTURERS,
303 River Street, - TROY, N. Y.

Gazeteer and Business Directory of Rensselaer County, 1870



thick linen paper was used, obtained from the Crane paper mill in Dalton, MA. With the paper slightly damp it could be formed over the complex curves of the hull mold, the final product looking almost like a paper Mache had been used.

After a period of time in a heated drying room, the paper hull was removed from the mold for finishing. This included a proprietary "water-proofing process," adding sealed air chambers for flotation, installing a deck, and fitting the hull with the proper hardware, wooden ribs, and other trim. When finished, a contemporary observer noted that the racing shells were "[like] polished steel - twelve inches wide and finished as beautifully as a piano body."

Waters & Sons' fame was aided considerably by **Nathaniel Holmes Bishop**. In 1874, Bishop began a trip from Quebec to Florida in an 18-ft. decked wooden canoe. Arriving at Troy, NY, he discovered the paper canoe. He wrote, "A feeling of buoyancy and independence came over me...with the consciousness that I now possessed the right boat for the enterprise." The virtues of a lighter weight craft and perhaps the virtues of being able to travel alone, lead him to abandon his wooden boat and his traveling companion. He departed

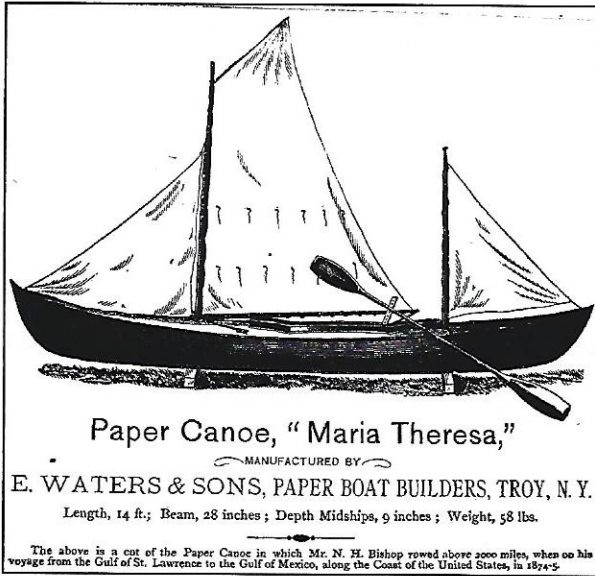
Troy in a new paper canoe on October 21st of the same year, eventually arriving at Cedar Key, Florida on the Gulf Coast. He published a book describing his travels appropriately titled "*The Voyage of the Paper Canoe*" which received fairly wide

distribution. (Bishop went on to other adventures and in 1880, was instrumental in founding the American Canoe Association at Lake George, NY).

The Waters era ended in 1901 when a fire destroyed the factory. Ironically, the fire was caused by George Waters himself, using a blowtorch to apply finishing touches to a shell destined for Syracuse University. George and Elisha died within a few years of the fire.

Why the demise of paper? One clue comes from the fact that only four hulls remain from what was a large fleet of cellulose-based boats. Critics noted that they had a tendency to eventually become water-logged and

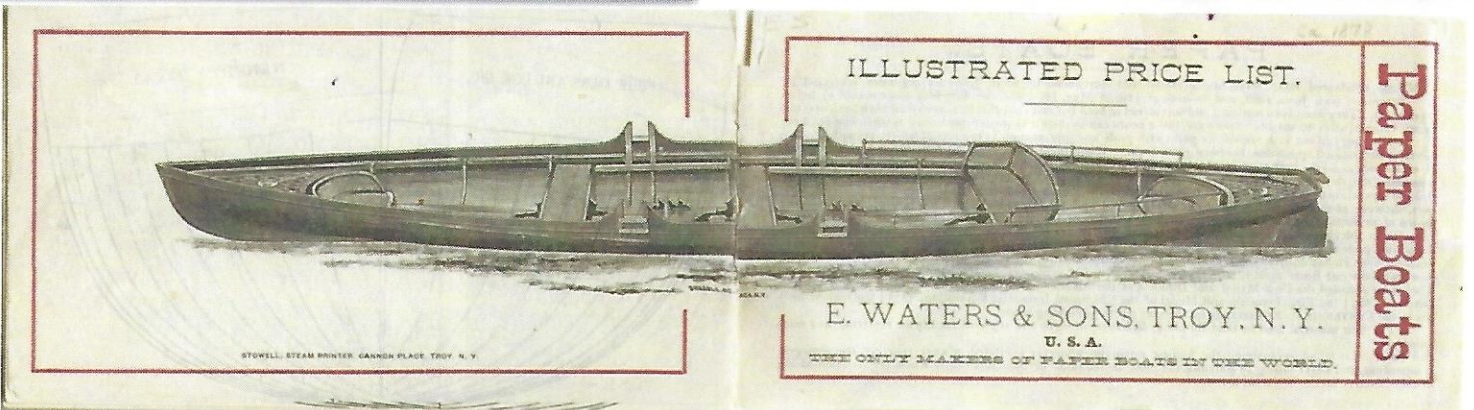
"spongy" in the long term as cracks eventually developed in the finish coats. Also, other manufacturers managed to rival them in weight and price. So, the advantages of paper gradually diminished.

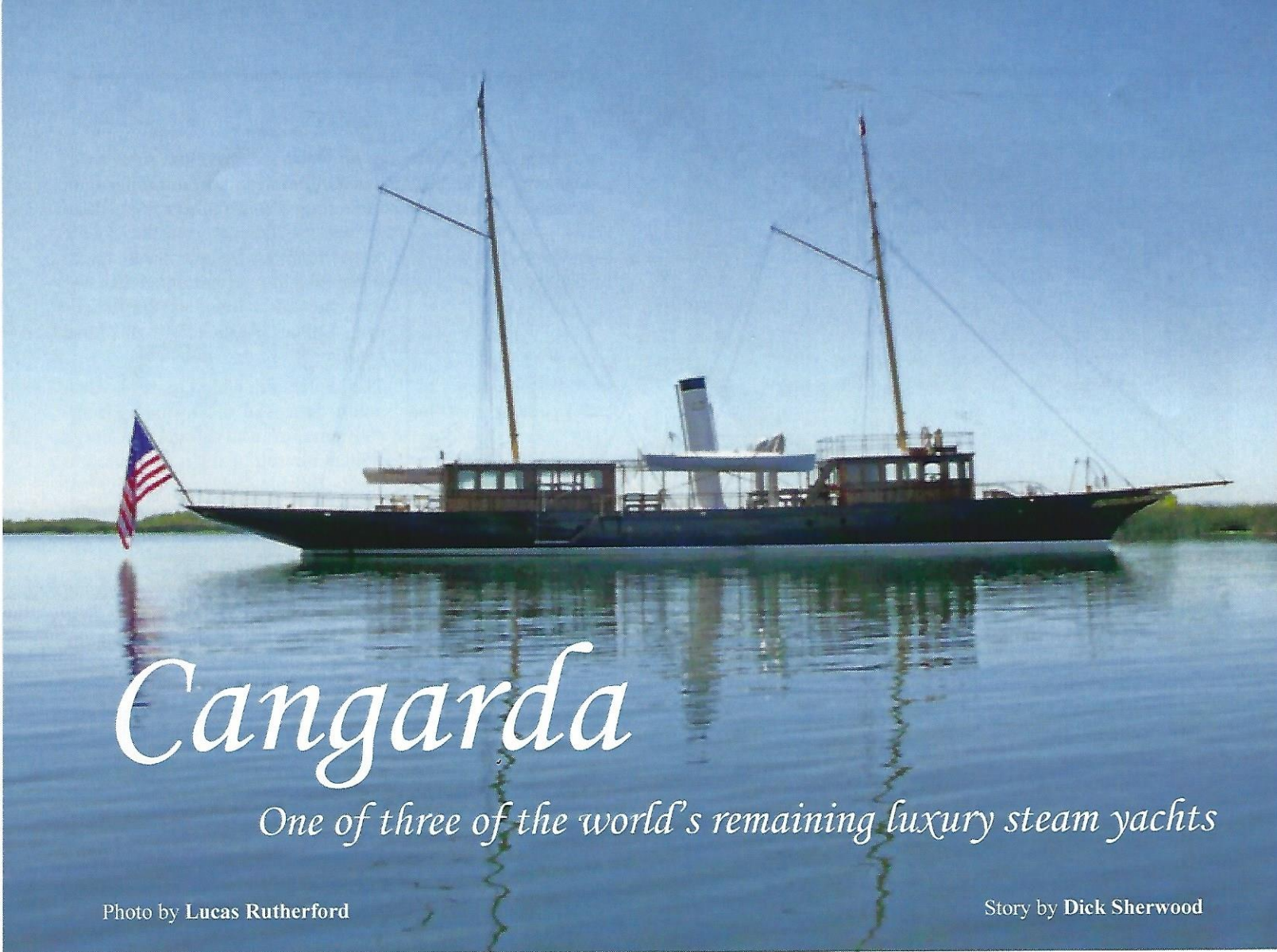


Courtesy of Adirondack Museum,
Blue Mountain Lake, NY

Other examples of paper-hulled boats: On the left a rowboat with a Durand Foot Powered Propulsion System that drove a propeller at the stern, probably an after-market installation. At right, detail of a racing hull's construction.

Many thanks to Ken for putting this story together.
-Ed.





Cangarda

One of three of the world's remaining luxury steam yachts

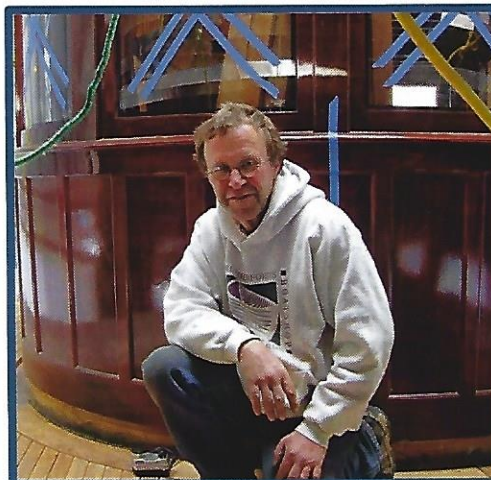
Photo by Lucas Rutherford

Story by Dick Sherwood

The Gilded Age of the Thousand Islands brought its share of luxury yachts to the St. Lawrence River and northern New York. This is the story of one of those yachts – one with an unusual connection to the Finger Lakes Region. *Cangarda* spent nearly three decades docked on Rochester's Genesee River (generally unnoticed), was nearly lost but ultimately survived in a beautiful restoration.

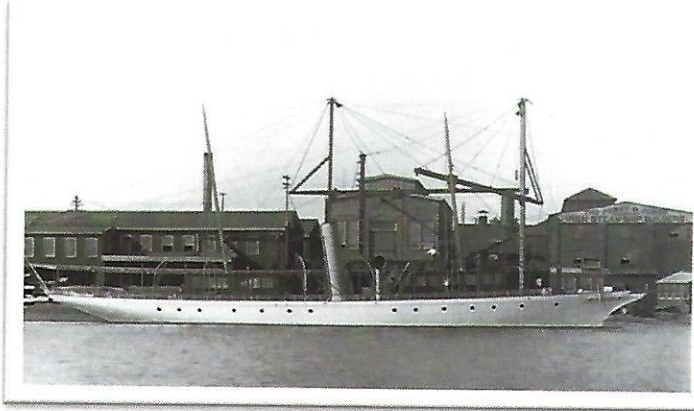
It was May of this year, and four members of the Sherwood family had met in Portland, ME for a spring trip to the Canadian Maritimes via the Maine coastline. The preseason harbor at Camden, ME had only a few boats docked and one of them was a most unusual-looking craft. It was over one hundred feet long with a rather narrow beam, had two separate cabins on its main deck, and carried a long bowsprit reminiscent of the old clipper ships.

Not to be discouraged by a small sign next to the boarding ladder which read PLEASE DO NOT BOARD, I got the attention of **Steve Cobb** who had been



working in the engine room. He turned out to be the boat's chief engineer and part-time skipper. After establishing my interest in old boats, he invited me aboard and outlined the history of the boat. That's when I realized that I had seen this boat docked on the west bank of the Genesee River in Charlotte, NY, a suburb of Rochester. It had been there for years, and for years I had looked down on it as I crossed the old Stutson Street Bridge en route to and from rounds of golf on a nearby course. But for one reason or another, I had never stopped to learn more about the boat or why it was there.

This is the belated story of *Cangarda*



Builder:	Pusey and Jones, Wilmington, DE
Laid down:	Feb. 1901
Launched:	April 1901
Completed:	June 1901
Length:	126 ft. (138 ft. including bowsprit)
Beam:	17' 8"
Draft:	7' 6"
Propulsion:	Steam – Sullivan Triple Expansion, 300hp
Speed:	12 Knots (175 RPM)
Sail Plan:	Light Schooner Rig
Crew:	Nine (including a chef)

The year was 1901, and **Charles Canfield** had been very successful in the Michigan lumber business. To celebrate that success, he and his wife, **Belle Gardner**, had a luxurious clipper-bowed yacht built named *Cangarda*, derived from portions of their two last names. In remarkably short order (five months), the steel-hulled yacht was built and outfitted. On the main deck it had a dining salon forward and a drawing room

aft. Below decks it had four double staterooms, staterooms for the captain and engineer, and a “head” with a shower.

However, on Mr. Canfield’s first and only cruise on the brand new yacht, he was caught in a rather indiscreet situation with a young married woman onboard as a guest. The resulting Canfield divorce caused the yacht to be put up for sale as part of the settlement.

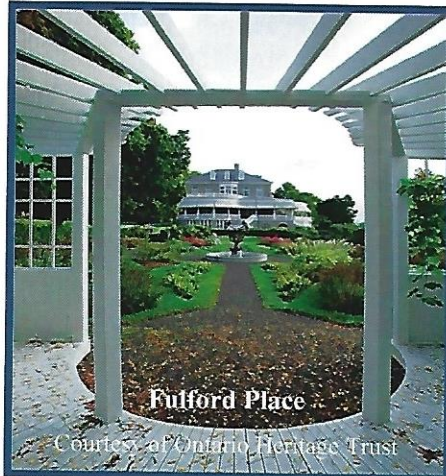
SECOND OWNER: **George Taylor Fulford** of Brockville, ONT, Canada bought the boat in 1904, for \$100,000.



Appointed a Canadian Senator in 1900, Sen. Fulford made his fortune selling “Dr. Williams’ Pink Pills for Pale People” in 87 countries around the world. His secret was pervasive advertising which promoted the curative powers of his pills. They contained mostly sugar and iron, but because anemia

was a common undiagnosed ailment among many populations of that era, the pills may have actually made some people feel better.

Fulford changed the name of the yacht to *Magedoma*, using the first two letters of his wife’s name (MAry), and the first

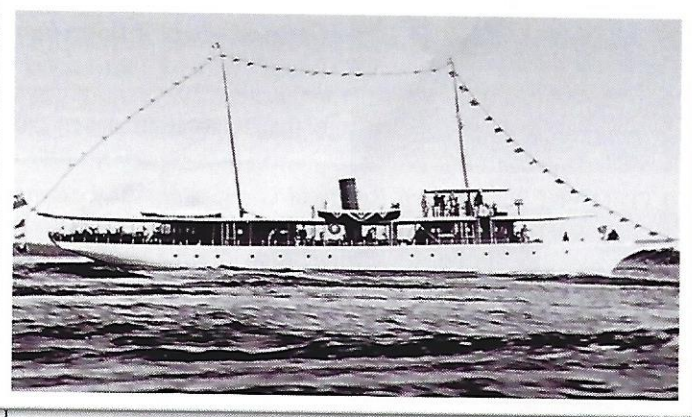


two letters of his three children’s names (GEOrge, DORothy and MARtha). Fulford Place, his family’s 20,000 sq. ft. Victorian home on the St. Lawrence River in Brockville, ONT (southwest of Ogdensburg, NY) became *Magedoma*’s homeport.

Tragically, Sen.

Fulford was killed in a 1905 automobile accident, probably the first such death recorded in Canada. Nevertheless, *Magedoma* remained in the Fulford family estate until 1941, and the start of World War II.

In those intervening years, **Mary Fulford** frequently used the yacht for a variety of occasions including one notable dinner cruise from Brockville to Kingston, ONT on August 5, 1927. Dignitaries onboard included **Prince Edward of Wales** (later to become **King Edward VIII** of England in 1936, only to abdicate later in the same year to marry **Wallis Simpson**), **British Prime Minister Stanley Baldwin**, former **Canadian Prime Minister Wilfrid Laurier** and **Canadian Prime Minister Mackenzie King**.



Actual photo of the 1927 dinner cruise
Courtesy of Steve Cobb



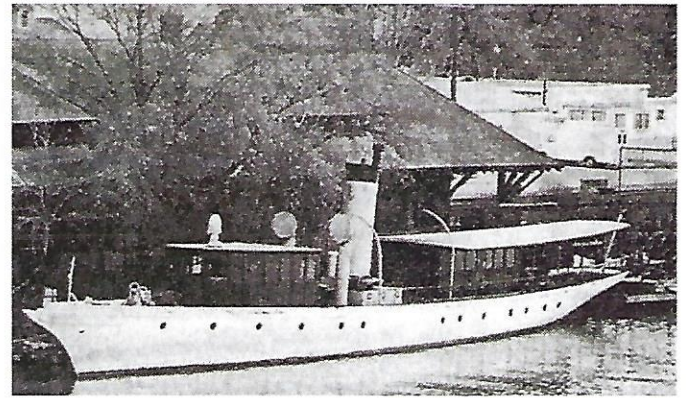
In 1941, *Magedoma*, was conscripted by the Royal Canadian Navy, and used as a training vessel out of Kingston, ONT during World War II. After the war, it was returned to the Fulfords along with a check for \$13,000. (in 1947 dollars) as

compensation for the wear and tear incurred during its time in the naval service. However, \$13,000. wasn't anywhere near enough to cover the cost of repairs, and as a result, the Fulfords put the yacht up for sale.

THIRD OWNER: Records conflict over the yacht's owner in the years between 1947 and 1954. *Pleasure Yachts of the Thousand Islands* by **Gilbert E. Mercier** very specifically identifies **W. Gordon Edington** as the owner living at 88 Isabella St. in Toronto, ONT. However, *Reflections on the Cangarda-Magedoma* by **Doreen Barnes** claims that **Cameron**

Peck of Illinois bought the yacht from the Fulford estate. Whichever is correct, both sources agree that the yacht was berthed in Toronto from 1947 to 1954, and somewhere in that timeframe, its name reverted to *Cangarda*. No information has surfaced regarding the price paid for the yacht.

FOURTH OWNER: **Frederick Burtis Smith** of New York City, Miami, FL and Rochester, NY bought *Cangarda* in 1954. The son of a wealthy Minneapolis attorney, Mr. Smith was a New York City architect who socialized with the Rockefellers, John Barrymore, et al, in the 1920s. He was a life-long bachelor and was characterized as a "retiring, very proper Edwardian gentleman." He was fascinated with steam yachts and lived aboard boats for 60 years.



Cangarda docked in the Genesee River in 1976. Note the absence of the yacht's two masts.
Democrat & Chronicle photos courtesy of the Charlotte Lighthouse Museum

When Mr. Smith bought *Cangarda* in 1954 (price not available), it was still lying in Toronto, and Canadian authorities pressed him to have the vessel removed from Canadian waters immediately after the purchase. So, Smith had the boat towed across Lake Ontario to Rochester, NY, "...simply because it was a place to dock the boat," he said. And that place was the west bank of the Genesee River in front of the New York Central freight terminal on River St. in Charlotte, about a quarter of a mile from the mouth of the Genesee where it flows into Lake Ontario.

occur under his watch, he did do routine maintenance and is credited with keeping the boat in rather good shape for nearly three decades.

Smith lived aboard *Cangarda* for the next 29 years, always intending to restore it. Although that restoration never did

Finally in 1983, Smith put the yacht up for sale for \$150,000. plus a commitment that \$750,000. would also be spent on its restoration. Nearly 40 inquiries were received in the first month after its availability was announced, and the boat was sold within the year. With that transaction completed, Mr. Smith moved to Rochester's University Club in the city. He died in 1987 at the age of 86 – the same age as the boat he had lived in for so many years.

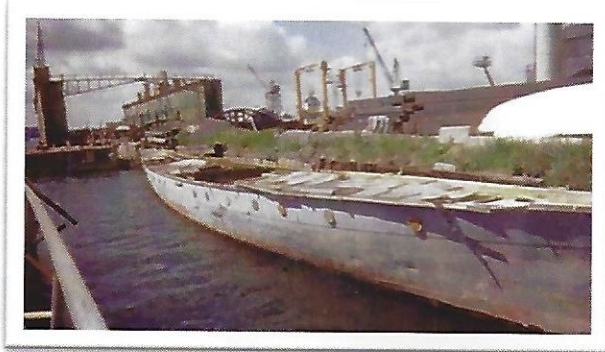
FIFTH OWNER: **Richard Reedy** of Gloucester, MA became the yacht's next owner. After acquiring it in 1983, he had it towed to Boston Harbor ("wearing" a swimming pool liner to keep it afloat) for an intended restoration. He had the boat disassembled and the joinery stored in the Boston area. The main and auxiliary engines were restored at the Kew Bridge Steam Museum in London, England. However, after spending \$850,000. on the restoration, poor health halted the project, and in 1999, the gutted hull sank in Boston Harbor!



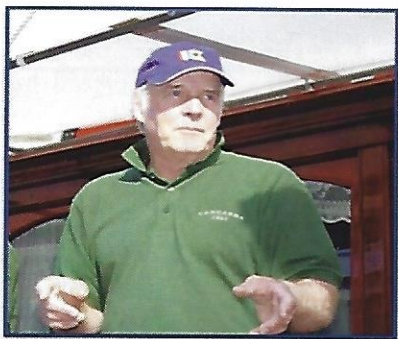


SIXTH OWNER: J Class Management, **Elizabeth Meyer**, President. Founded in 1988, J Class Management provides engineering, design work, publicity, charter and sales brokerage and management of classic yachts – mostly classic sea-going sailing craft.

In 2000, Ms. Meyer, known as the "Savior of Classic Yachts," accepted *Cangarda* as a donation just as the Massachusetts Port Authority was set to scrap the sunken hull. She raised the hull, collected the scattered parts of the boat in Fairhaven, MA, and began looking for a buyer who would undertake the yacht's restoration.



SEVENTH OWNER: In 2002, **Dr. Robert McNeil**, a venture capitalist from Marin County, CA, (just north of San Francisco) purchased *Cangarda*, retaining J Class Management as consultants.



Dr. McNeil earned his Ph.D. in the fields of molecular biology, biochemistry and genetics in 1972. In 1979, he founded Sanderling Ventures, a successful biomedical

investment firm, and has been the company's Managing Director ever since.



Early on it became clear that the original hull could not be salvaged. So, using the latest in laser measurement equipment and techniques, the lines were carefully taken off the old hull in

Fairhaven, MA, corrected for distortions, and a new hull was designed. The top two strakes, rudderpost, bulkheads, stem, machinery, deck houses, skylights, hatches, cowling vents, davits, fittings and interior joinery from the original hull were shipped to Rutherford's Boatshop, Inc. in Richmond, CA on 5 flatbed trucks. (The remains of the original hull were scrapped.) In 2004, **Jeff Rutherford** and his crew, restorers



of classic yachts and specialists in marine woodworking, and Steve Cobb, project manager and engineer began a six year, \$12 million restoration project.

Instead of fastening the steel hull plates with

rivets as in the original construction, the new hull was welded throughout and included four water-tight bulkheads.

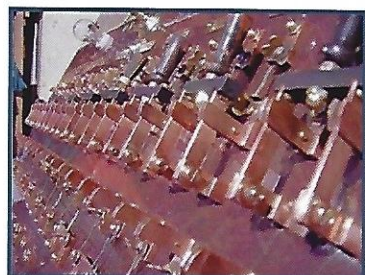
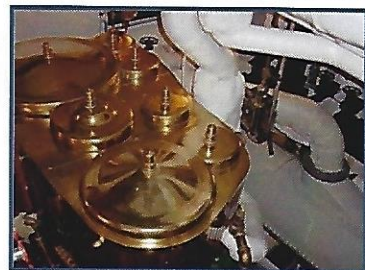
The plated hull was primed and painted using modern paints, and a modern high efficiency prop was installed. The Cuban mahogany joinery, including the two main-deck cabins and interior, was refurbished and reinstalled. New teak decks were laid and new wooden masts and a new bowsprit were turned.



In the engine room an oil-fired boiler replaced the coal-fired unit for cleaner operation and simplified fuel handling. The rebuilt original Sullivan engine was reinstalled along with the six auxiliary steam engines and all the necessary interconnecting piping.



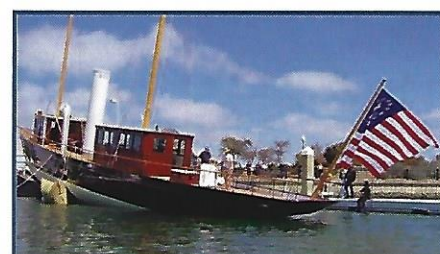
Electrically, the original 32-VDC slate electrical panel was retained with its wire fuses for display, but a modern panel now takes the load for safety. And all new wiring was run throughout the vessel. To meet federal maritime laws, the yacht has been equipped with a modern navigation system, radio and autopilot. Also, a computerized boiler monitoring and control system has been installed to eliminate the need for a full time "fireman" in the engine room while underway.





On Aug. 24th, 2007, *Cangarda* was taken by trailer to a launch ramp in Richmond's Marina Bay as the first step in returning the completed boat to the east coast and Camden, ME via the Panama Canal. After stepping the two masts, it was backed down the ramp in the time-tested manner of launching many a boat. However, with the stern section afloat and the bow section still on the trailer, *Cangarda* rolled heavi-

ly over on its starboard side without warning. Quickly, the launch crew backed the trailer further down the ramp so the bow could float free and the ship righted itself, fully afloat in the water. The heart-stopping event was captured on video and can be seen on You Tube at SY *Cangarda* Launching. Below is a sequence of still shots which also captures the launching. Fortunately, the boat sustained no serious damage.

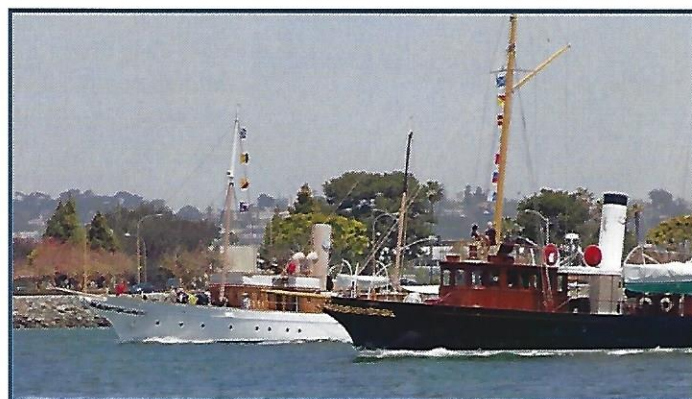


Immediately after getting its Certificate of Inspection from the US Coast Guard, *Cangarda* left San Francisco Bay on April 24th, 2010, and steamed south down California's west coast to San Pedro and the Port of Los Angeles. En route, boiler problems surfaced and are described in a blog at www.tallshipdesigner.blogspot.com/

The plan had been to continue down the west coast, through the Panama Canal, through the Caribbean, and up the east coast to Camden, ME, Dr. McNeil's summer home. But the inshore nature of the yacht, the lateness of the season, the desire to minimize wear and tear on operating systems and avoid several thousand miles of fuel consumption, convinced the skipper that it would be best to transport the yacht by YachtPath, a transport service which moves boats – big and small -- all over the world by sea-going carriers. So, reservations were made for *Cangarda* to be loaded aboard the heavy-lift ship, *Beluga Fairy*, at Ensenada, Mexico for its trip to Port Everglades, FL.

However, the transport ship was running three weeks late in its schedule, so *Cangarda* made a stop at San Diego where it competed in a friendly but colorful race with *Medea*, owned by the San Diego Maritime Museum. *Medea* is a 137-ft. luxury steam yacht built in Scotland in 1904. The third remaining Edwardian steam yacht, *Ena*, is home-ported in Australia.

The big race took place on May 15th, 2010, over a ten-mile course on San Diego Bay and took one and a half hours to run.



Medea won the test, although *Cangarda* can produce steam at 250 psi. vs. *Medea*'s capability of only 100 psi. That difference directly effects engine power output and gave *Cangarda* a distinct speed advantage. Dr. McNeil allowed that as a guest, he was being polite and let the other boat win.

Finally, *Cangarda* was loaded onboard the *MV Beluga Fairy* and reached Port Everglades, FL two weeks later. There, it was off-loaded and immediately got underway, steaming north for six days, using the Intracoastal Waterway only briefly near the Florida-Georgia border due to heavy seas in the Gulf Stream. The yacht made its way to Camden, ME and that's where, on May 8th, I unexpectedly came upon *Cangarda*, just as related at the start of this story.



While in Camden, work was done on the new boiler and its control system, addressing the problems encountered while steaming down the west coast.

One of the first objectives after returning to the east coast had been to return to Fulford Place on the St. Lawrence for a memorable homecoming. So, on May 24th, 2011, *Cangarda* left Camden, stopping briefly at Portland, ME, Gloucester, MA and New York City, then up the Hudson River to Albany and a stop at Scarano Boat Builders to unstep the masts. It entered the eastern end of the Erie Canal at Waterford, NY for passage to Three Rivers (near Liverpool) where it entered the Oswego Canal taking it north to Lake Ontario. The next port of call was the Antique Boat Museum at Clayton, NY on the St. Lawrence. After just a few days at the ABM waiting for a weather front to pass, the yacht headed down-river to Brockville, ONT.

At Fulford Place, *Cangarda* docked alongside the former Fulford boathouse, now a private residence owned by **Isabel Young** and husband, **Michael Bottigoni**. The Toronto couple bought the residence in 2006, and have maintained an interest in its unique history ever since. They opened their home and historic dock to the yacht and its crew for several days during the vessel's visit, hosting a private reception on June 3rd. Dr. McNeil told the crowd of about 80 people that the \$12 million restoration had not been an easy task after several years of delays. He paid tribute to a team of restoration experts led by Jeff Rutherford, one of a large crew of family and friends who accompanied the *Cangarda* on the voyage home to the Thousand Islands. Later, the yacht moved to the city's Blockhouse Island for several days where the visiting public enjoyed tours of the yacht for a nominal fee as a fund-raiser for Fulford Place Museum.

After Brockville, the yacht visited Montreal, QUE and then returned by the same route stopping briefly at the Fulford boathouse and the ABM at Clayton before running for four days on the Oswego and Erie Canals to Waterford and Scarano's to step the masts. Then, down the Hudson into Long Island Sound, a stop in Newport, RI, and home to Maine with Dr. McNeil's classic sail boat, *Joyant* (a 1911 P-Class **Nathaniel Herreshoff** classic racing yacht), in tow.

In the summers ahead, Dr. McNeil plans to use the yacht for cruising and appearances at various marine events. For winters, an arrangement has been struck for the yacht to winter-over at the Mystic Seaport Museum in Mystic, CT where visitors will be able to see it from the wharf.

On other fronts, the restoration of *Cangarda* is to be featured in a television program called *Ultimate Restorations* (network and schedule not yet announced). Here at home, this author is preparing a multi-slide Power Point presentation on the *Cangarda* story. It will have its debut on March 7th, 2012, at Rochester's Genesee Yacht Club located on the east bank of the Genesee River, directly across the water from where *Cangarda* spent 29 of its 111 years.

A huge thanks to Steve Cobb for providing information used in this article and for critiquing the finished piece. His willingness to share his experiences is greatly appreciated. And thanks to Ian Coristine for the use of his excellent photography. Thanks, too, to the Charlotte Lighthouse Museum for allowing access to their Cangarda files. The lighthouse is located just up the hill and very near the point where Cangarda was docked for those 29 years on the Genesee River. -Ed.



Left: *Cangarda* docked alongside the former Fulford boathouse as it looks today.
©Ian Coristine/1000IslandsPhotoArt.com
Above: As *Magedoma* parked at the same dock with the Fulford boat house beyond its bow. The second stack seen beyond *Magedoma* belonged to a second, smaller Fulford yacht.

A rare 1951 Morehouse Lightning sailboat has come up for sale. It is the last Lightning built by the Morehouse Boat Co. in Seneca Falls, NY, and one of three Morehouse Lightnings known to exist out of the 20 that were built between 1946 and 1951. Originally built for **Henry Wait**, owner of Wait's Department Store in Auburn NY, it was later owned by **Newton Randall** (Claire Morehouse's father) and then by **David & Claire Morehouse** of Aurora, NY. David (son of **Dick Morehouse**, who owned the boat-building business with his brother, **Bob**) sold it in the early '70s and it has been missing ever since. The boat is located in the Chicago area, and photos are available. Asking price was not available at press time, but if interested, contact **George Zeth** at 315-568-1577 or grandvu@bluefrog.com



The Dock Market

For Sale: 1971 Chris-Craft XK-19 with 40 original hours. Engine is original 370 hp C-C Corvette LT1. Excellent condition. On trailer with cover. Maker offer. **Moe Keefe**, 315-947-5750 (Fair Haven, NY)

For Sale: 1955 14-ft. Feathercraft outboard (hull #133355) with new transom and windshield. 35 hp Gale engine in excellent condition. Both stored inside since 2006. 1965 Little Dude trailer included. Make offer. **Dick Stowe**, 585-293-2986 or dialmoo@rochester.rr.com (Churchville, NY)

For Sale: 1964 21-ft. Lyman Runabout in excellent condition. Hull # 73, I/O, 140 HP Interceptor V-8 engine. Two fuel tanks and white vinyl cushions in perfect condition. Kept under dry storage shed for the last 6 years. A great lake boat with room to entertain and winner of the 2008 Lyman Marque Award at Skaneateles Antique & Classic Boat Show. Available to view at Cooperstown, N.Y. after June 1, 2011. Complete picture album at ksteigelman@hotmail.com or call 954-545-4630 prior to June 1st or 607-547-1235 thereafter. Asking \$16,500. including a 7 year old Shorelander trailer in A-1 condition. **Ken Steigelman**. (Cooperstown, NY)

For Sale: 1947 Chris-Craft Deluxe Runabout three-quarters restored by Nichols Restorations in 2006. C-C Marine Hercules 95 hp inboard rebuilt in 2008. Red upholstery redone. Includes original flags, trailer and new cover. Winter storage indoors; summer usage 5-6 times; summer storage under a hoist roof specially built for boat. Hoist available separately. Pictures available. Asking \$22,000. **Doug Nichols**, 315-595-2256 or **Natalie Lemmon**, 315-5974276.

For Sale: 1956 22-ft. Chris-Craft Sea Skiff. Semi-hardtop in covered storage for several years. 95 hp Chris-Craft Model K engine. Trailer included. Asking \$1500. **John Butera**, 315-252-8098 (Auburn, NY)

For Sale: 1904 18ft+ Fay & Bowen [style] launch with 1909 Paulson motor #21. Original canopy with brass hardware. Full restoration in 1995. Excellent trailer included. Boat and motor were in water and running then. Multiple ACBS show winner. E-mail for photos and info to shehadi@twenry.rr.com \$18,500. OBO. Delivery available up to 100 miles @ \$2.00/mile. **Steve Shehadi** (Skaneateles, NY)

For Sale: 1993 James Anthony 27-ft. "Gentleman's Runabout". Like a Riva, it turns heads everywhere! Jade green fiberglass V-hull with mahogany decks. 800 HP gives 65 MPH. Burlwood dash, Rosewood wheel, mahogany cockpit table, marine head, trailer, yacht systems. \$85,000. 607-532-4972 or skip@stamberger.com

For Sale: Many nice boats: Penn Yan, Arkansas Traveler, Yellow Jacket, Texas Maid, MFG, etc., plus many off-brand motors: Scott Atwater, Champion, Muncie, McCulloch, Oliver, West Bend, etc. **Dick Curvin**, 315-729-4666 (cell). (Moravia, NY)

For Sale: Chrysler Crown inboard engine with reduction gear. Ten years in storage; still rotates. \$300. **Pete Sanborn**, 315-635-7878

For Sale: 1958 Lyman Runabout (hull # 6192) meticulously taken care of over the years. Power is a 1979 55 hp Johnson outboard in original "show room" condition -- not rebuilt -- with low hours. Hull has been maintained with Cuppernal -- no rot. Complete with cushions, windshield, main gas tank forward and a small reserve tank aft serviced by one valve, Dilly trailer. Location: Skaneateles Lake. Pictures available. Asking \$5,500. OBO. carinabone@mac.com or 315-243-9511.

For Sale: Dunphy X-55, 17-ft inboard, 215 HP Interceptor engine, galvanized trailer. Engine rebuilt. Original upholstery, floor covering & trim. \$12,500. Also 1939 **Skaneateles Boat & Canoe Co. Lightning Sailboat, #755**. Has single bottom, new canvas deck, two sets of sails & wood mast; trailer. \$3500. Also 1958 23-ft. mahogany lapstrake **St. Lawrence River launch**. 100 hp Chris-Craft engine with 1:1 1/2 reduction gear. Needs only minor restoration and cosmetic work. \$3500. Also, **Rhodes Bantam sailboat**; two sets of sails; trailer. Needs only cosmetic work. \$1000. Also, **1961 Chris-Craft Sea Skiff**, 20 ft, 185 HP Chris-Craft engine, trailer, new upholstery, full canvas top (covers entire cockpit from windshield back); rear portion unzips. Not a "show" boat, but with a little TLC could become one. \$7500. **Mick Griffin**, 716-662-1949 or MickG16@aol.com

For Sale: 1928 20-ft. Brodhead-Fairchild runabout, John Hacker hull design, 6-cyl. Pontiac-Oakland engine, 75 hp. Contact **Howard Fairchild** at 607-266-0631, or howard-fairchild2000@yahoo.com.

For Sale: Rare 1927 20-ft. Gesswein Sportabout (hull #7) with original 6 cyl. Van Blerck engine. Twin cockpit with unusual facing rear seats. Brass hardware & leather upholstery. Boat & engine fully restored; both in excellent condition. Custom trailer. Asking \$35,000. **Sue Giovannetti**, 315-947-5532 or sueag@hotmail.com

For Sale: 1996 12-ft. Victory Swift. Reproduction of old Penn Yan Swift; only 12 made. Cedar and laminate. 25 HP Mercury Outboard, trailer and boat hoist included. Asking \$11,000. OBO. **Bill Eberhardt**, 315-217-8111 or admin@thesherwoodinn.com (Skaneateles, NY)

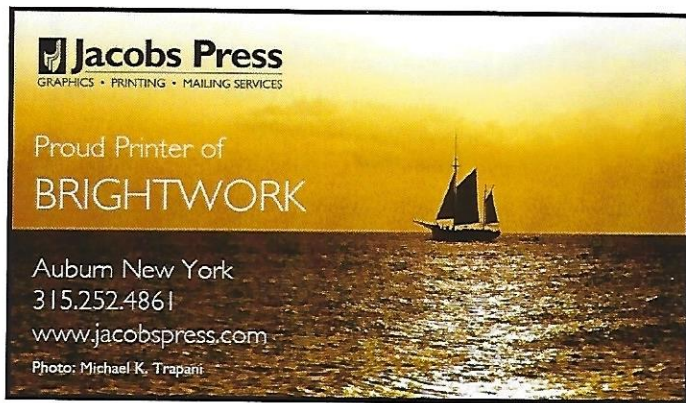
For Sale: 1949 22-ft. Chris-Craft U-22 utility. Rebuilt 130M; new epoxy bottom 2004; rechromed hardware 2004; new blue upholstery 2006; waterline cover and excellent tandem axle trailer. Used every year 3-4 times each summer. Northern Michigan boat located in California, can deliver anywhere for expenses. \$32,500. **Arnie Schweer**, 559-816-8461.

For Sale: 1929 Chris-Craft Cadet, hull #1846. Nichols Restorations completely rebuilt boat with 5200 and all new mahogany. New MercCruiser 5.7L crate engine; all new green upholstery; green bottom paint. Beautiful boat; very fast. Launched 2006; stored indoors winters; on hoist in summers. Includes dual-axle trailer. \$42,000. **Steve Haarstick**, shaarstick@haarsticksailmakers.com 585-342-5200 (D). (Rochester, NY)



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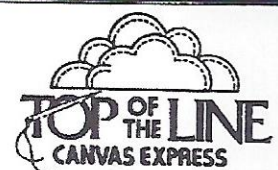
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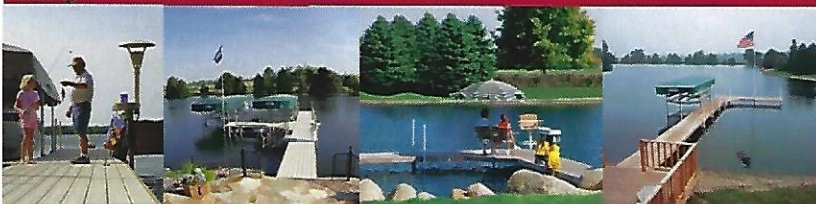
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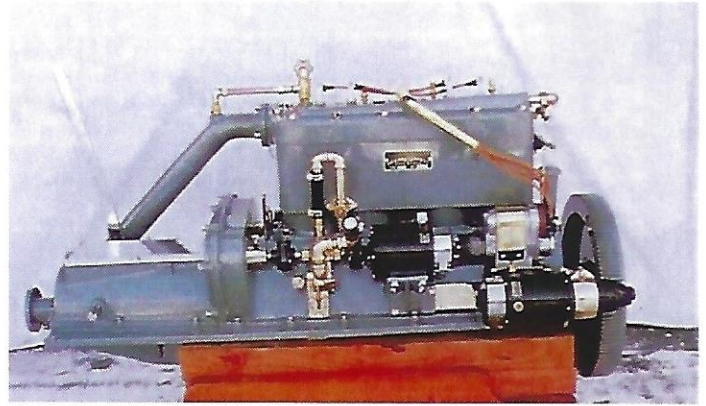
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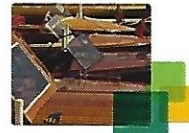
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