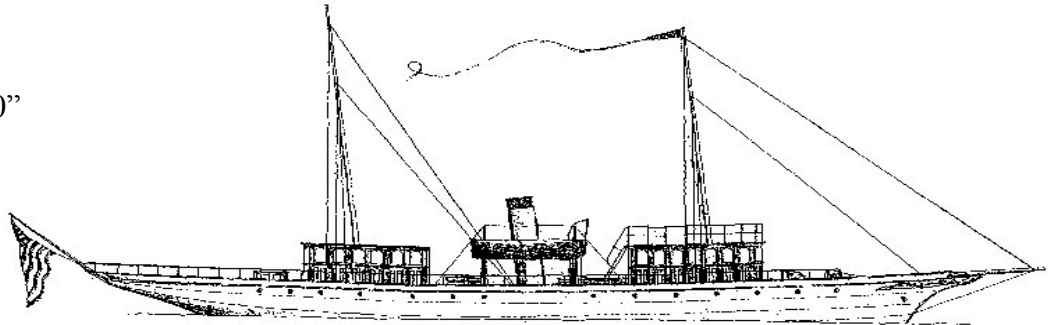


The Steam Yacht “*Cangarda*”

Ready for Restoration

Designer	H.C. Wintringham, New York
Built	1901 Pusey and Jones design no. 143
L.O.A.	138’
L.O.D.	125’ 10”
L.W.L.	103’ 3”
Beam	18’
Draft	7’ 8”



Hull Construction: nickel steel skin over steel frames

Engine and equipment: John W. Sullivan triple expansion steam engine, working pressure 250 pounds, main engine vacuum pump, Davidson feed/transfer pump, spare pump, thrust bearing, condenser cooling water circulating pump, Almy water tube boiler, A. Box and Co. double reciprocating, square piston steam windlass. All fully restored by the Kew Bridge Steam Museum, London, and in perfect working order.

Interior and Deck Joinery: Cuban Mahogany paneling, four double staterooms, 2 1/2 baths, on deck dining saloon seats 20, crew quarters for eight with galley forward. All Paneling is in excellent shape, varnished, cataloged and in interior storage.

Pedigree: The Pusey and Jones Corp of Wilmington, Delaware was in operation from 1851 to 1960. Among many other yachts and ships, Pusey and Jones built: *Volunteer*, the Edward Burgess, 1887 America’s Cup Defender; Pierre Lorillard’s *Caiman*, H.E. Dodge’s *Nokomis*, Richard M. Cadwalader, Jr.’s *Savarona*, Fred J. Fisher’s *Nakhoda*, Walter O. Brigg’s *Cambriana*, Ogden Mills’ *Avalon* and Edsel Ford’s *Omika*.

Plans: All original Pusey and Jones plans available

Hull, engines, deck and interior joinery may be inspected in Fairhaven by appointment

Asking Price: \$500,000

The Steam Yacht “*Cangarda*”



May 20th 1901 at Pusey and Jones Shipyard

Cangarda is a unique survivor of the glorious age of steam.

Her extraordinary state of originality and preservation make her one of the best restoration opportunities in the world. The original steam engines have been fully restored by the Kew Bridge Steam Museum in London. The Cuban mahogany deck houses and interior are complete and in excellent condition. The hull, engines, interior and deck joinery are ready for inspection.



The original J.W. Sullivan steam engine with varnished lagging, polished brass and steel.



Cuban Mahogany paneled interior, deck structures with Tiffany glass and all fittings ready to re install.

Offered exclusively by the restoration experts at J-Class Management

28 Church Street Newport RI 02840 – Phone: 401 849 3060

Fax: 401 849 1642 www.jclass.com

The Steam Yacht “*Cangarda*”

Owners and History

- 1901 – 1903 Mr. Charles J. Canfield, of Chicago and Manistee, Michigan.
- 1903 – 1913 Senator George T. Fulford, Brockville, Ontario Name changed to *Magedoma* (after family members MARY, GEORGE, DOOROTHY and MARTHA)
- 1913 Mary W. Fulford (Charles was killed in the first fatal auto accident in Boston in 1905 and the boat remained in his estate until 1913)
- 1927 August 5, The Prince of Wales (King Edward the VIII), the Duke of Kent, MacKenzie King (Prime Minister of Canada) and Stanley Baldwin (Prime Minister of Britain) joined Mary Fulford and her family for a dinner cruise on board *Cangarda*. All along the way guests of summer hotels, hailing from both sides of the border (Canada and the U.S.), cheered the royal progress as the yacht glided by with the royal colors flying.
- 1941 – 1945 Loaned to the Royal Canadian Naval Volunteer Reserve, Kingston Division for Cadet navigation training for the Canadian navy.
- 1951 – 1954 Mr. W. Gordon Edington of 88 Isabella St., Toronto, as the agent for D. Cameron Peck, a wealthy Chicagoan who owned twelve steam yachts and 168 automobiles. Peck told his representative to do whatever was necessary to make *Cangarda* perfect and convert her to oil from coal. She was under repair in Chicago when Cameron Peck decided he was dying of cancer and sold all his possessions. (He moved to Arizona and lived for another 30 years.)
- 1955 Frederick Burtis Smith of Rochester N.Y. lived on board in Charlotte on the Genesee River for 28 years. Name changed back to *Cangarda*, home port Rochester.
- 1983 Richard Reedy removed and stored interior and deck houses, fully restored steam engines at Kew Bridge Steam Museum in London, partially replated hull
- 1999 While all joinery, equipment and engines were stored safely on shore, Cangarda’s hull sank in Boston Harbor
- 2000 Elizabeth Meyer raised hull and moved hull, deck and interior joinery and machinery to Fairhaven, Massachusetts

The Steam Yacht “*Cangarda*”

Accommodation

Forward deckhouse

Rounded forward end, mahogany panels and glass windows. Divided into two sections, the forward section a large dining area, the aft section a pantry with dumb waiter to galley below. Doors leading to the deck on port and starboard sides of deckhouse just forward of pantry and one interior door on starboard side from dining area to pantry.

Deckhouse has been rebuilt using old panels, rails and styles over a new structure.

Interior of deckhouse includes all paneling, mirror and buffet sideboard. Interior of pantry is not extant.

Aft Deckhouse

Deck Saloon. Frame in poor condition but still extant. Paneling in good to moderate condition.

Wainscoting extant in moderate condition, windows in moderate to poor condition.

Stairway leading down to owner's and guests' accommodation is extant and in excellent condition.

Guest Accommodation

Mahogany staircase leads from aft deckhouse to companionway below.

Two full width staterooms, one forward, one aft with settees, bureaus and clothes closets. Forward stateroom has double bed, aft has twins.

Two single guest staterooms with bureau, hanging locker, sink.

Two bathrooms, one with tub, one with toilet and sink

“Smoking lounge” with red leather settee at foot of stairs.

All interior paneling, drawers, sinks, beds, stairway, skylights with Tiffany glass panes, plumbing fixtures, hardware, doors etc are extant and in good to excellent condition.

Engine Room

Large, full width engine room, access from deck. Accommodates all seven steam engines for vessel.

Crew's Quarters Forward of Engine Room

Access through forward companion ladder and via dumb waiter shaft ladder into pantry.

Crew's quarters for 8 in open focsle, two enclosed cabins for captain and mate. Bathroom and galley.

All joinery from this area is missing with the exception of pipe berths, wash basins, captains desk and foredeck ladder.

All above information is believed, but not guaranteed to be correct J-Class Management .