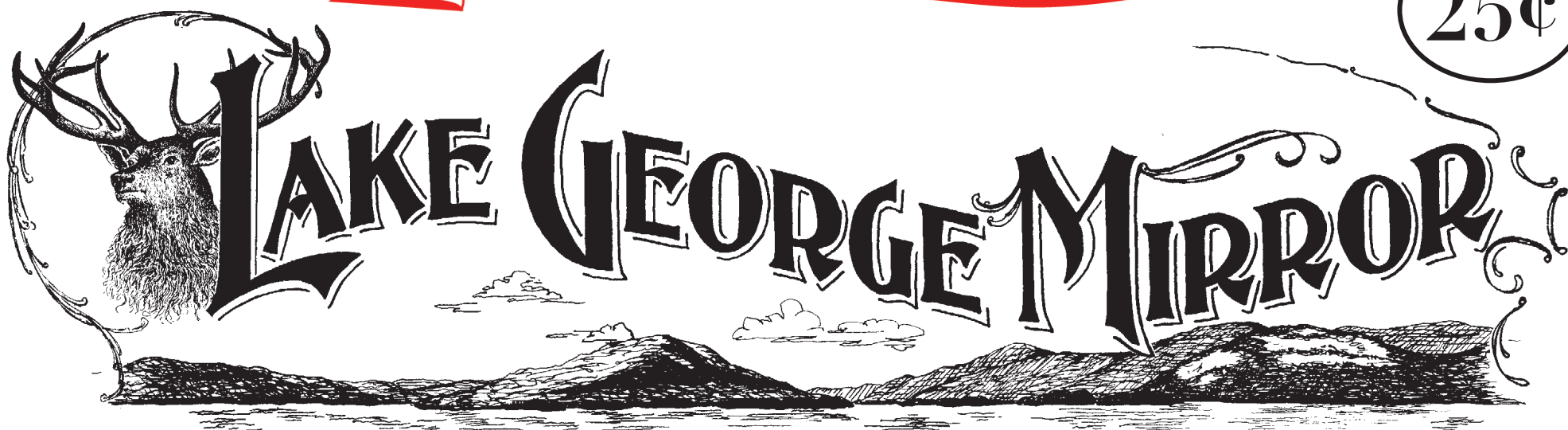


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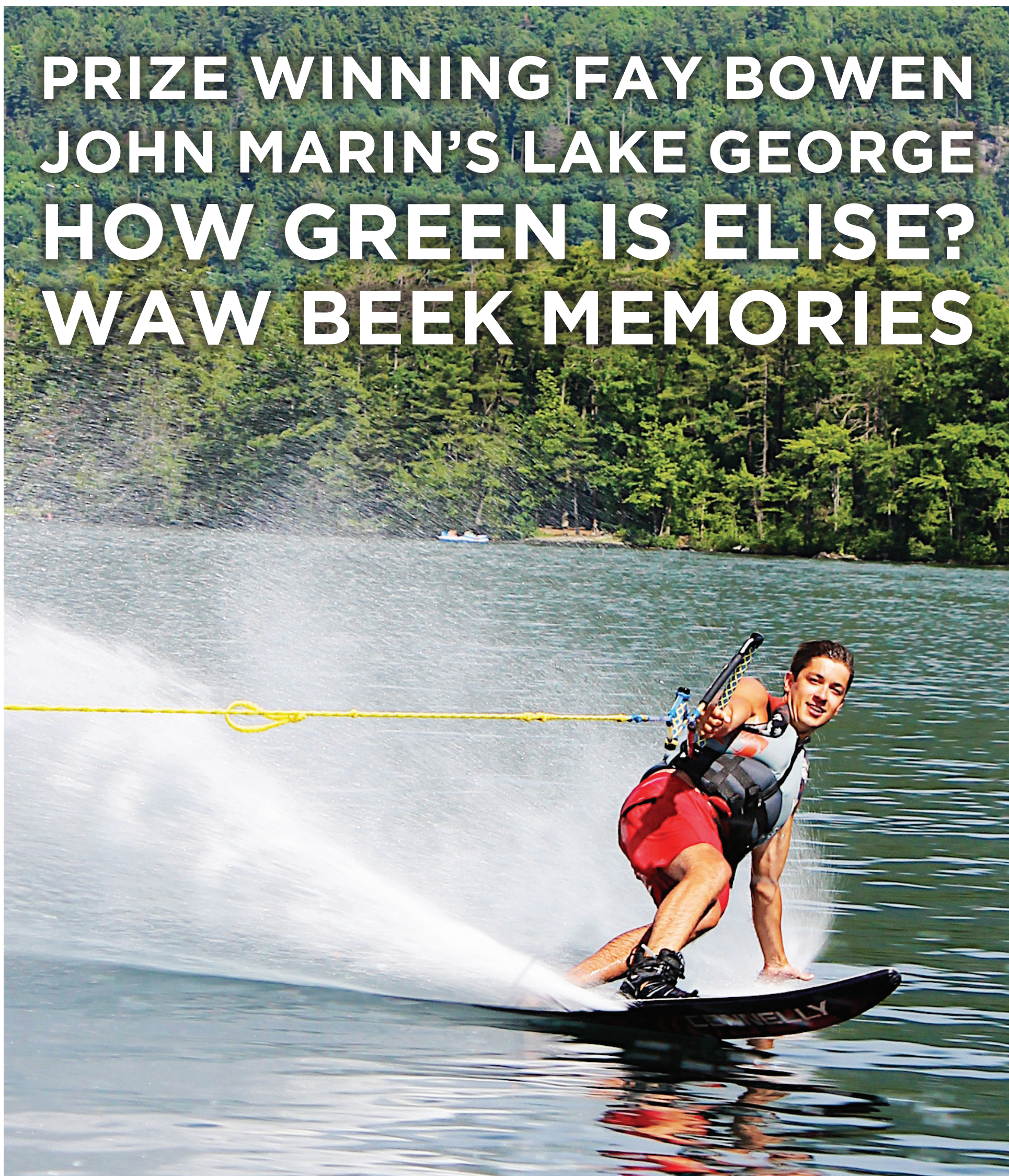


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Joey Kenny. Photo by Lauren Quigan.



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100 Year Old Lake George Fay and Bowen Takes First Prize at Mystic Seaport

By Anthony F. Hall

Herman Broesel, who owned the Simplex Automobile Company, called Lake George “the cradle of motor boating,” and, having been present at the creation, he was justified in doing so.

In 1906, the Lake George Regatta, which in previous years had featured row boat races, sponsored a contest between motor boats owned by Broesel, his neighbor on Bolton Bay W.K. Bixby and LeGrand C. Cramer. Two years later, the Lake George Mirror boasted that practically every boat house on the lake had a motorboat.

No single manufacturer of boats was so closely associated with Lake George as Fay and Bowen, the Geneva, NY-based engine manufacturer.

Walt Harris, the son of a steamship captain, was the company’s Lake George dealer, and he sold more Fay and Bowens than any other dealer in the country.

His customers were the wealthy merchants and manufacturers who built mansions along the lake’s west shore in the 1890s. New York Times publisher Adolph Ochs was one of them. Another was John Boulton Simpson, the New York City businessman who, along with four other investors, purchased Green Island and built the Sagamore Hotel in 1882.

His 65 foot long steam yacht, the Fanita, was launched in 1890.

The Fanita could accommodate thirty passengers, which made it the perfect vessel for entertaining large parties at regattas or for ferrying guests to the islands for picnics and chowder parties.

But for parties limited to family members or for circuits around Green Island, something smaller would have been more useful.

So in 1916, Simpson purchased the 33 foot Fay and Bowen that he christened “Fanita, Jr.”

The torpedo-sterned, long decked, yacht white boat represents Fay and Bowen at its apogee.

By the 1920s, Chris Craft, Hacker and Gar Wood were making faster, less expensive boats, designed to plane over the water rather than slice their way through it.

The old Fay and Bowens, however, remained on Lake George, where they were maintained and used regularly by their owners.

The Fanita Jr came into the hands of Diamond Point’s Skip Muller, who renamed her Andante.

A few years ago, she was bought by Dr. John Kelly III of Assembly Point, who asked Reuben Smith’s Tumblehome Boatshop in Warrensburg to restore her.



Top: The Fanita Jr, a restored Fay and Bowen that once belonged to John Boulton Simpson. Bottom: The Fanita Jr on Lake George, circa 1916. Photo courtesy of Ike Wolgin.

“Our philosophy of restoration is to be as historically accurate as possible, to bring the boat back to the condition it was in when it was

built,” said Reuben Smith. That requires not only a thorough survey of the boat itself but research in the archives of manufacturers,



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dealers and historical societies, as well as time spent pouring over catalogs and back issues of newspapers and magazines,

“We had a lot of questions,” Smith continued. “Over time, even the original lines of a boat can become difficult to discern. And without color photographs or catalogs, we sometimes have to make educated guesses about things such as the color of the upholstery.”

A 170 year old paint company in New Bedford, Massachusetts, helped Smith match the original yacht white paint.

Preconceptions, or, rather, misconceptions, about a boat’s original appearance must be tossed aside. An example: the seams or pinstripes in the foredeck.

“The deck seams of the old launches were often filled with a

See **FAY AND BOWEN** Page 13



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New Exhibition of 18th Century Artillery Opens at Fort Ticonderoga



By Mirror Staff

“The Last Argument of Kings: The Art and Science of 18th-Century Artillery,” which tells the story of the weapons that dominated 18th-century battlefields, formally opened at Fort Ticonderoga with a reception on June 28.

The exhibition, which has been mounted in the Mars Education Center, is the Fort’s first new major exhibition in two years.

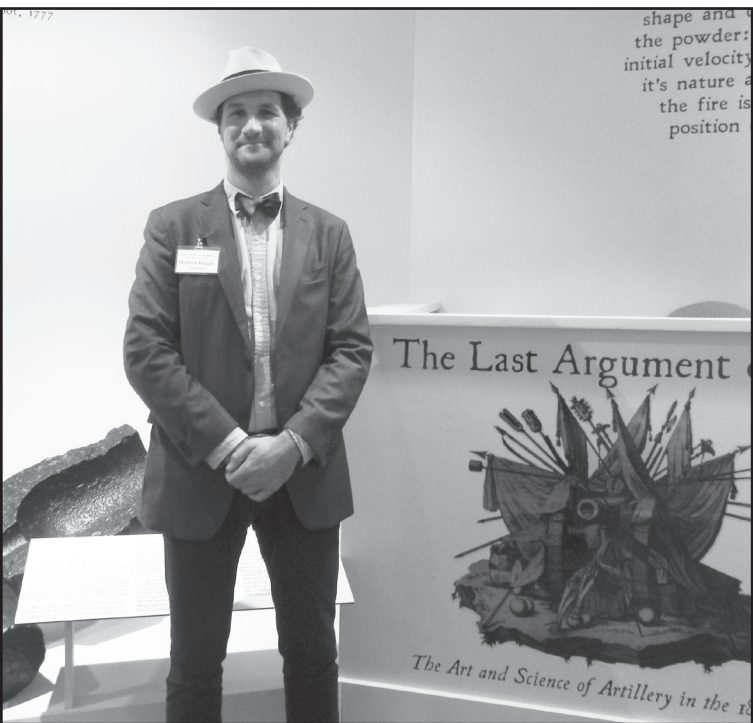
“Fort Ticonderoga’s artillery collection is internationally recognized as the largest and most significant of its kind in North America,” said Beth Hill, Fort Ticonderoga President and CEO. “‘The Last Argument of Kings’ reveals the story of these complex weapons through exploring the creation, use, and after lives of these remarkable objects.”

According to Matthew Keagle,

Fort Ticonderoga’s Curator of Collections, “‘The Last Argument of Kings:’ is a translation of the Latin phrase, Ultima Ratio Regum, ’ which Louis XIV of France ordered engraved on his cannons.

“Artillery were more than just weapons, they were technological marvels and financial investments that required immense theoretical and practical training to use effectively,” said Keagle.

“The Last Argument of Kings: The Art and Science of 18th-Century Artillery” includes the re-installation of elements of the permanent artillery collection along the fort’s wall, conservation work on several key artillery pieces, an interactive activity space, a new mobile application, a symposium with prominent scholars and the publication of an exhibition catalogue.



Left: The new exhibition includes the re-installation of elements of the permanent artillery collection along the fort’s wall. Right: Matthew Keagle, Fort Ticonderoga’s Curator of Collections, at the opening of “The Last Argument of Kings: the Art and Science of 18th-Century Artillery” on June 28.

100 Year Old Lake George Fay and Bowen Takes First Prize at Mystic Seaport

from page 11



The crew from Tumblehome display their award for best professionally restored powerboat.

white, oil-based compound, which was then varnished over, giving the seams an amber color. To many eyes today, this looks like a mistake, because the seams of so many runabouts were painted white, over the varnish. According to our research, the seams on the Fay and Bowen decks were never painted like that,” said Smith.

They chose not to restore the engine, which Smith said was “too precious to restore; it’s the only Fay and Bowen T-head of that size that’s intact.”

Instead, “a correct model of engine for this boat” was found and installed.

The Fanita, Jr’s restoration was successful – and impressive – enough for the boat to win “Best in

Show” for professionally restored powerboats at the Woodenboat Show at Mystic Seaport in June.

The Fanita, Jr, however, was not intended to become a museum

piece.

“John Kelly and his family expect to use it for casual, everyday cruising. It’s fully modernized,” said Smith.

And it’s filled Smith with thoughts of a more graceful, gracious style of power boating.

“I like the stately speed and the handling characteristics of the

longer boats,” said Smith. “They loafed along, using very little power by today’s standards. It was an efficient use of energy that should resonate with people today.”

Extended Hours of Operation at Lake George Beach

The state’s Million Dollar Beach at the head of Lake George will be open for two additional hours every day this summer, the New York State Department of Environmental Conservation has announced. The beach is now open from 9 am to 7 pm every day through the Labor Day holiday. While admission is free, parking is \$10 per car, \$6 after 5 pm.

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