

The steel frame can be seen with the steel stringer which runs the entire length of the yacht. This served to add strength to the hull but also acted as a point of attachment for the steel deck beams. A steel knee can be seen attaching every other frame to a deck beam.

yacht's name. This was finished in gold leaf which gave a sharp contrast against the black hull. The bow area was open except for the nickel-plated stanchions that support the upper deck. The helm was located here, along with the brass binnacle. Forward of this were the bollards and the miniature cannon, which was reputedly more than ornamental, as it was used to forewarn those at "Sans Souci" (Sanford's summer retreat in Muskoka) of the imminent arrival of the *Naiad* and her passengers. Forward of the cannon was the bow-sprit, which was capped with a nickel plated spear-head.

Aft of the open deck was the glassed-in observation compartment to which one gained access through a door on the port side. Although it was not a part of the original design, it was added about 1910 by Sanford's wife, Sophie. From this

compartment another door led into a walkway (still on the port side) that connected all the cabins including the lavatory, main cabin and engine room. A step down led into the 23 foot engine room, which contained the steam engine, also of Polson construction. This was a fore and aft compound condensing type engine, the cylinders were 7 1/2 and 15 inches in diameter respectively with a stroke of 10 inches. The Scotch marine boiler measured 5.5 by 7 feet and carried 132 pounds of pressure. This drove the 64 by 47 inch 4-blade cast iron propeller on a 3 inch shaft.

Hardwood was used as fuel which was stored along side the boiler in ironed bunkers with a capacity of two cords. Operation of the yacht required a full crew consisting of a Captain, engineer and deck hand. Instructions from the helm to the engine room were transmitted by a



The *Naiad's* engine room with Engineer, Alex Mantray, oil can in hand.

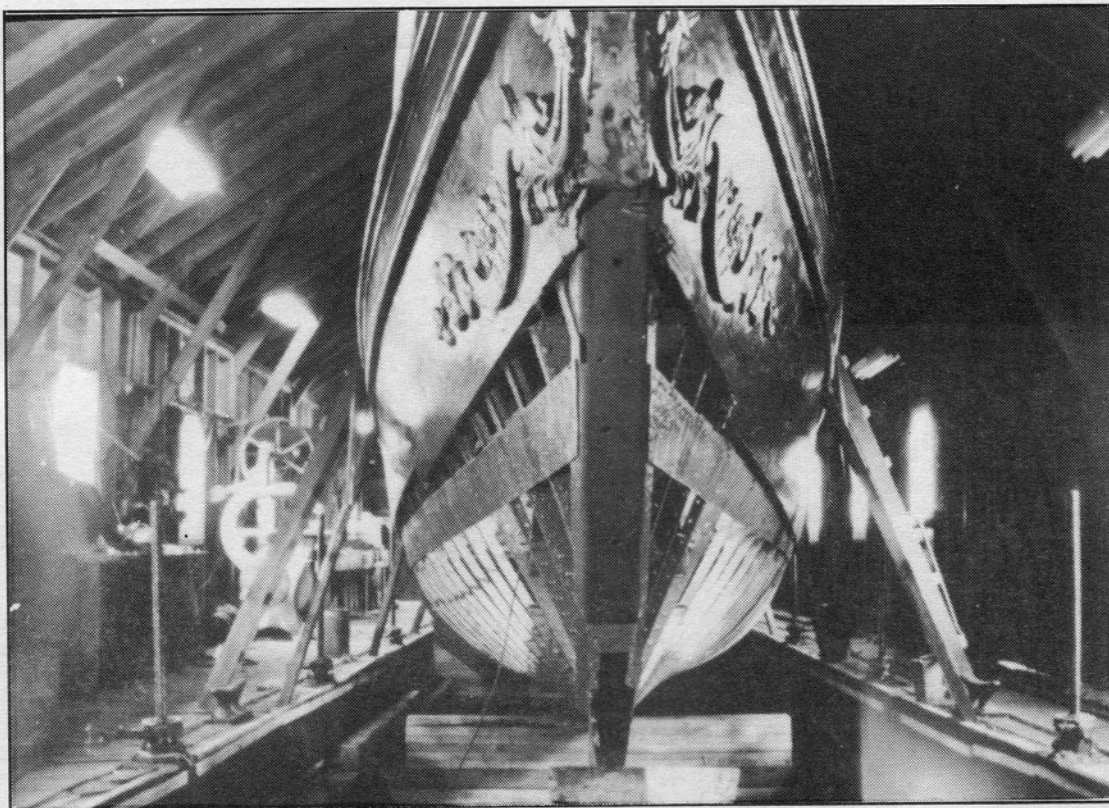
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massive fireplace which incorporated a single eleven foot slab of marble for the mantle piece. The 33 foot dining room table was so large it required three massive legs in addition to the four lion paws that bear up the four corners. A 25 foot ceiling was required to contain the huge brass chandelier with its 72 lamps.⁸ The room was made complete with a large electrically operated organ built by Baker-Troll & Co. of Switzerland that provided operatic music for the dinner guests.⁹

The Earl and Countess of Derby were once entertained at WESANFORD and were very much impressed. The Earl claimed that the Conservatory was the finest he had ever seen. This was probably no exaggeration as Sanford was well known for his prize winning orchids. There were orange trees and banana plants and the conservatory was made complete with the addition of chameleons and baby crocodiles.

The Hamilton Yacht Club

Although it is difficult to believe that Sanford had time for personal pursuits, he did take a keen interest in the Hamilton Yacht Club. He is reported as being Commodore as early as 1889.¹⁰ Sanford, working with Sir Charles Tupper, then high commissioner in London, announced that Queen Victoria had agreed to grant a royal charter to the club, which thus became the Royal Hamilton Yacht Club in 1891.¹¹ It is reported that Sanford had a lifelong interest in yachting and so it would seem fitting that the Commodore of the Royal Hamilton Yacht Club might desire a flagship. It may be speculative to suggest that Sanford's introduction to the Polsons was coincident with his desire for a flagship, however, in 1890 he was appointed a director of the Polson Iron Works and became a major shareholder with a \$10,000 investment. The Polsons had acquired both Sanford's business acumen and his order for a new yacht.¹²



Inside the *Naiad's* boathouse at Baysville. The planking has been removed from the waterline down, exposing the steel framework.

The yacht would be called *Naiad* (pronounced Nay-ad and meaning water-nymph) and Sanford insisted (though never confirmed) that the design was taken from Queen Victoria's yacht by way of her permission.¹³ The *Naiad* would be the only known composite steam yacht to be built at the Owen Sound ship yard at a cost of \$10,000 (1890 dollars).¹⁴ The construction was superintended by Edmund Trist, a native of Dartmouth, England, before emigrating to Canada around 1884. He was soon to be employed with the Polsons, who advertised that they had acquired the services of a "noted English naval architect". Trist is credited with bringing steel shipbuilding to Canada and building the *Manitoba* (the first steel ship designed and built in Canada) while at the Polson Iron Works in Owen Sound. The keel of the *Naiad* was laid in February 1890 and the planking completed by May. She was shipped on three flat cars to the Polson's Toronto shipyard in order to have the machinery

installed and the upper deck work finished.¹⁵ She was transported by rail to Gravenhurst after having been completed at Toronto.

The *Naiad* may have been the most eloquent of yachts ever produced by the Polsons and certainly the most handsome of the Polson built yachts to come to the Muskoka Lakes. It would not be until 1897 that the next Polson-built yacht, the *Wanda*, would appear on the Lakes. The *Wanda* was designed by W.E. Redway for Timothy Eaton.¹⁶ The Eatons did their best to keep up with the Sanfords but were never really accepted despite repeated advances. The *Wanda*, like the Eatons, had yet to measure up.¹⁷

On Board S.Y. *Naiad*

The *Naiad* had a magnificent curving clipper bow that made her overall length of 68 feet look longer than it really was. On each side of the bow was a hand carved floral wreath incorporating the