



Making Kelleys Island History Everybody's Business

Kelleys Island Historical Association

Volume 1, Issue 2

A newsletter for our members and friends

Spring, 2004

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Winter sailing

Bill "Lee" Brown

Spring is coming, but the winter months of Jan. and Feb. bring back some of the better times of my life living on Kelleys. Cold winter days when the lake was all frozen with not too much rough, pushed ice, always brought out five or six ice boats that remained on the Island from boats that were left from the early 1900's era. They were called rear-steerers, gaff-rigged ice boats. Most all the boats that were around Kelleys were built by **Otto Dodge**, who was a grape grower in the summer and a master carpenter in the winter. Dodge became known for the superior boats that he built and sold some to East-coast buyers who sailed them on the frozen Hudson River.

There is a photo of twelve ice boats lined up in front of the Casino that was taken in

the early 1900's. Since there wasn't much to do in the winter, ice boating was recreation, along with ice fishing, which also supplemented the food for a family. Some of the people that owned ice boats and sailed them around 1935 to 1945 were the **Betzenheimer** brothers. They owned a boat named the "Redwing," which had been built by **Otto Dodge** for their father and his brother. **Scoop McKillips** owned a boat named the "Columbia". **Don Lange** owned a boat which he sold to **Frank Pohorence**, who later re-sold the boat to **Ben Elfers**. **Jake Brown** (aka "Buster"—given name of Louis), **Roy Elfers**, and **Clarence Duignan** built a

boat they called the "Mickey Mouse". It had a large insignia of Mickey Mouse on the sail. **Sherman Brown** sailed a boat on the North Bay.

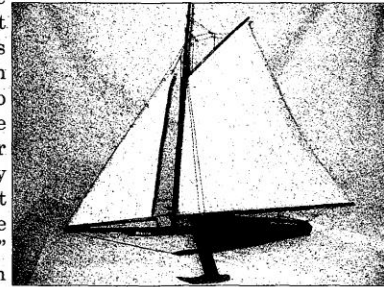


Photo by Rick Holmes

Ruben Becker had a boat named the "Zero" which was a large heavy boat that required a good stiff breeze to sail it. Once it got going it was a fast boat. The boat **Bill Brown's** family had was called the "I.C.U." It was subsequently sold to (cont. pg. 2)

President's message

As I write this, the snow is melting and the ice is breaking up, which means that Mother Nature is breaking her wintry grip On the Island. Finally! It won't be long and the boat will be running, bringing back people.

The Ohio E.P.A. was sent a letter requesting an extension on our septic permit,

which expired at the end of the year. I received the reply along with the extension permit several weeks ago. We had planned to have the system installed



last fall, but ran into a delay. Then Mother Nature set in and put our plans on hold until spring. When the ferry service resumes, this phase of the project will move forward.

I hope this newsletter finds everyone in good health. Hope to see everyone soon.

Michael Feyedelem

Winter Sailing (cont.)

Ron Beatty, **Collie Lange's** boat was later owned by the **Jim Seeholzer** family. **Fred Hauser** owned the "Saturday Night," and along with the "Redwing," sailed as far as Toledo and back.

Lee Betzenheimer still had the "Redwing" when I had the opportunity to take the measurements of the boat. I have built twenty-five or more models of the ice boat. **Jack Betzenheimer** told me that he had sailed the "Redwing" from the **Casino** on **Kelleys Island** to **Brown's Marina** at **Lakeside** in less than seven minutes. That's not a bad time for crossing Lake Erie. Some of the runners on the ice boats were around four feet long and weighed from thirty to forty pounds. **Paul Brown** has the spar and the boom off the "Zero."

I remember one Saturday going to Put-In-Bay with my older brother **Frank [Brown]**, who was driving the ice boat, when we hit a bad crack in the ice that broke one of the front runners into two pieces. The only way that we could get the ice boat back home was to sail with the front runner jammed between the runner chocks. Our father managed to find another runner and we were back sailing the next day.

We also did some night sailing. When the moon was out, you

could see the fish shanties that were left out on the ice during the night—only one that I know of ever got hit!

Present day ice boats are totally different from the rear-steerers that the Island boys sailed in the first half of the 1900's. Most of the modern boats are built to a class design such as the skeeter and smaller D.N. The latter class gets its name from a contest held by the Detroit News

...hit a bad crack in the ice that broke one of the front runners into two pieces

(D.N.). The boat was envisioned as a small car top, portable and affordable for the home builder—so up came the D.N. It was built of light spruce with a sail area of seventy-five square feet. Today there are more than 5,000 worldwide. It is a fun boat to sail and we have been sailing one for thirty or more years—and it is still sailing this year!

Editors Notes: When Bill "Lee" Brown gave us information about ice boats to accompany his model, he mentioned that the boats were principally used for pleasure and obtained speeds of

up to 60 miles per hour. He also said that when the ice was thick enough, ice boats could be used to carry freight to and from Kelleys Island and the mainland. Another interesting note is that one of the original boats that remains was left to **Lee Betzenheimer** by his father **Francis Betzenheimer**. The will reportedly stated that the ice boat was to be passed on to the youngest boy in the family.

Many thanks to **Lee Brown** for putting down his memories and information about ice boating on Kelleys Island. As a further note, **Lee's** younger brother **Paul** also responded to my request for information. **Paul** remembers that when the runner broke on the ice boat near Put-In-Bay, his older brothers had cut off a chunk of the sheet line and roped it all

together to sail home. He adds "Bill and I often talk about ice boating, I always wanted to go along with them, he always said you're too little." Being the younger of siblings is something with which a lot of our readers can relate, especially when the older brothers are off doing exciting things!

You can see one of Bill "Lee" Brown's models of the "Redwing" at the Kelleys Island Historical Museum and the gift shop tries to make some models available for sale.

Cold facts

Russ Matso

This winter's ice is known as "deep freeze ice," which forms when the ice in the lake is created from one very cold spell of weather, as it was this year. Deep freeze ice will break up more quickly.

When it rains on this type of ice the ice acts like a sponge. The best ice is created when there are

alternating periods of cold and warmth. That makes layers of ice, like laminations. Just like wood, laminated ice is stronger and lasts longer than ice that is made straight through all at one time. The commercial fishing season



Eastern shoreline ice. Photo by Rich Kolson

started March 15th and **Russ** said that by March 1st the fishermen were down at the lake with their boats getting them ready to start the season. The fishermen started putting their boats into the water as soon as they could so that the wood would start soaking up water and get tight to be ready when the commercial fishing season began.

Irish on Kelleys

Claudia Brown

In recognition of St. Patrick's Day, I wondered how many people had come to Kelleys Island that were born in Ireland and when they lived here. Using **Betty Pape's** census material, which she has compiled over much time, I made a list. It appears that most were laborers or worked in the quarry. The year following the name is the census in which the name appears. While the list offers scant information, only names and dates, you can still tell when a man was a bachelor, then married for a number of years, and then when one of the couple was left widowed. Perhaps some of our readers will recognize a name still on Kelleys Island or a relative. And thank you Betty for all the hard work you have done for genealogy on Kelleys Island.

Patrick Barry—Division St.—1880, 1900, 1910
 Robert Barry—Chappel St.—1880
 Bridget Bauman—Long Point—1860, 1870, 1880, 1900
 B. Brannan (may be same as next entry)—SW shore area—1870
 Bartholemew Brennan—1870
 John Brennan & wf Mary—1870, 1880, 1900
 Mike Brennan—1870
 John Brennan, Sr. & wf Bridget—1870, 1880
 Ann (Hamilton) Brown, seamstress—1880, 1900
 Patrick Burke—1870
 Anne Burns, in Datus Kelley household, servant—1850
 Michael Burns (in John Dean household)—1850, in 1860 a saloon tender, & in John Himmelein house
 Patrick Burns, laborer & wf Rose—1870
 Ellen Callahan (in George Kelley house)—1850
 Margaret Campion, in Julius Kelley household, domestic—1870
 John Carter, in John Haggerty household, laborer—1860
 John Corcoran, quarryman—1880
 Peter Corcoran, quarryman—1880
 John Dalman, in G. Haggerty household, laborer—1860
 Michael Daly, laborer & wf Margaret—1870
 Michael Daly, laborer & wf Honora—1880, 1900

Michael Diffley, laborer in quarry—1910
 Peter Diffley, laborer in quarry—1870, in 1880 teamster, 1900 day laborer
 Peter C. Diffley, hostler—1900
 Andrew Donahoo, farm labor—1860
 Thomas Donnelly, quarryman—1880, 1900
 P. Drohen, laborer—1870
 Nicholas Duffy, quarryman—1880, 1900
 John Duignan & wf Mary
 Emelia Duignan—1870
 John Duignan, laborer—1880 widowed
 Patrick Duignan, teamster—1880, 1900 laborer in quarry, 1910 quarry, 1920 quarry
 Thomas Farney, in John Himmelein household, saloon keeper—1860
 Bridget Finnegan, in J. William Finucan household—1870
 John Foley, quarryman & wf Mary (O'Rourke) Foley—1870, 1900, 1910
 Mary (O'Rourke) Foley—1920
 James Foley, laborer—1870
 Michael Foley, laborer—1860
 John Gallagher, laborer—1870
 Michael Guerin, quarry laborer, cooper in quarry & wf Honora—1900, 1910, 1920
 John Guerin, quarry timekeeper—1900
 James Guerin—1900, 1910 quarryman, 1920 cranesman
 Mary Guerin—1900, 1910, 1920
 George Haggerty, laborer—1850, 1860
 John Haley, laborer & wf Mary—1870, 1880
 John Haley—1900
 Joseph Haley—1870
 Sella (or Stella) Hapschmidt—1860
 Samuel Hamilton—1860, 1870
 Eliza Mitchell Hamilton, Sam Hamilton household—1860
 Anna Hamilton—1870
 Jane Hamilton, keeps house—1860
 Robert Hamilton, farming & Jane, Samuel, Margaret—1870, 1880
 Michael Hamilton, farming—1870
 Sam Hamilton Jr, farming—1870, 1880
 James Hamilton, Sr., farmer—1850, 1860, 1870
 Catherine Hays—1860, 1870
 Richard Holland, in C. Carpenter household, laborer—1850, 1860 carpenter
 Michael Hughes, in household of John Reinheimer—1870
 Michael Hughes & wf Mary



(Monaghan) Hughes—1880 laborer & own home, 1900 farmer
 Jane Johnson, domestic—1860
 Catherine Kane, housekeeper for clergyman—1870
 Bridget Karavum—1850
 Leonard Keating, retired & wf Mary—1900
 James Keating, quarryman—1880, 1890 quarry driller
 Michael Keeley, laborer & wf Eliza & Bridget—1870, 1880- & wf Catherine—1870, 1880-1870, 1880 quarryman, 1900 farmer, 1910 widowed
 John Keeley--1880
 Moses Keeley, train brakeman at quarry--1900
 Leonard Keiting, blacksmith & wf Mary & sons James, Leonard, Edward, Patrick--1870
 Robert Kelley, in James Estes household, labor--1850
 Anna Kenall, in Frank Kelley household, servant--1900
 John Kennedy, quarryman & wf Mary--1880, 1900 Mary widowed
 Mary Kennedy, seamstress (da of John & Mary), 1910
 Michael Kennedy, quarry laborer & wf Ellen--1880, 1900 widowed, 1910
 John Leyden, quarryman & wf Ann, Margaret, Martin, Michael, Patrick & John --1880, 1900 carpenter (Ann gone)
 Patrick Leyden, quarry & wf Bridget--1900, 1910, 1920 foreman in quarry
 Moses Linch, quarry laborer & wife Elizabeth--1900, 1910
 James Mailus, laborer--1850
 Charles Martin, laborer & wf Alice--1860, 1870, 1880, 1900
 (Continued on pg. 5)

Coming up...

We are looking ahead to the Spring & Summer months: **Betty Pape** will be doing a talk on island wineries at our July 15 potluck at St. Michael's Hall. The KIHA Board is discussing some changes to the Constitution and By-Laws: changing the membership date away from the Annual meeting in August. There has been a lot of confusion about paying your membership in time to vote and the Board has been discussing going to a more common Jan. to Dec. membership year. Pres. Feyedelem also suggested having a Board of Trustees that would audit the books every year.

Frank Pohorence on ice boats

As told to Claudia Brown

Frank told me that he had the fastest ice boat on Kelleys Island, so I asked him for the story. Frank says that his boat was a little smaller than most and it was well-built. "I think you could stand out there and blow at it and it would go." It had a lot of sail on it for the size of the boat. The boat had a boom on the bottom and a gaff on top. In the front there was the gib. If it was blowing real hard you could put the sail down; but you had to go with the wind. Frank got his boat from **Don Lange**. It was Don's first boat. Frank says that he didn't have much time to sail his boat because he was always working. Before school and after he worked at **Hamilton's Store** (today's **Fudge Shop**). Whenever he could he took his boat out, mostly on Sunday afternoons. Today the ice boats are made differently—you sit more or less in a cockpit. In the ice boats of Frank's youth, you lay down on your stomach on the length of the boat, and it was steered by a tiller on one runner in the back of the frame of the boat, with one hand. Today the ice boats are steered with the feet.

Frank's boat was light-weight which added to its fastness, and he adds "It also had runners (that were so sharp) you could shave with them." When the ice was nice, all you would hear was a sound like a little scratch. And you would see only a small line in the ice, like you might make with a razor blade. **Carl Lange** kept the runners sharp for the ice boats. The back runner was taken off and home every night, and the tiller. Everything on the boat came apart, the front and back runners, and the tiller, and the body and rigging. This is how a boat would be stored after the season was over. If the ice was good, the ice boats would be pulled into

the lea of a dock for overnight. Every boat owner had 2 x 4's that he put under the runners so that the boat runners wouldn't stick to the ice overnight. Frank had his ice boat during his high school years, before graduating in 1941 Don Lange was older than Frank and Frank got Don's ice boat after he graduated. Sometimes the boys would make arrangements to go ice boating together. Usually

there were three or four boats sailing at a time. The ice had to be at least eight inches thick. The ice was usually smooth between

Neuman's and **Ditchey's** and that meant goodsailing. Frank said that they sailed along the shore, even though there was open water not too far from the shore ice. With the wind in the right direction, they would go back and forth between the two points. Frank says there was always a crack in the ice that ran parallel to the shore, out from the shoreline, and he adds "it's there today." The ice always came from the east and made a "V" of open water, from beyond Cedar Point to the loading dock in Marblehead. So they never went into that area. If the "V" was there, the ice was good, solid, towards Kelleys. Frank says that you could never go all around the Island; you'd always encounter a hole in the ice somewhere. At the corners there would always be a problem. But you could go between Kelleys and Marblehead.

Frank tells a story that Don Lange used to tell, that Don Lange's mother told him to go to the store and get a bar of soap. And Don went to **Carrol's Grocery Store** on Marblehead to get it!

Don Lange's mother told him to go to the store and get a bar of soap. And Don went to Carrol's Grocery Store on Marblehead to get it!

If it was blowing too hard, you could go up on two runners and lose control. Then the boat went where it wanted to go.

Frank remembers, before the marina was there, that somebody's boat went right up onto the road. Most of the time a boat would turn into the wind by itself, that would slow it down. It was cold and you had to wear goggles to protect your eyes and face since your head was right down near the ice. The front of the ice boat

was not very far off the ice, so when running through rough ice, the boat would knock the top off the ice as it traveled, spraying ice chunks into your face and over you. To slow a boat down, you would head it into the wind, or let the sail out a little bit.

Frank says that you always held onto the sheet line. There was a cleat right in front of you, and if you thought you were going too fast, you just let out a little rope. It was almost like a spinnaker. If you ran the boat into the wind, it would stop. Sometimes the boat would roll right over on its side. Frank said **Lynn Brown**, who was quite tall, was on a boat once and because of his height he sat right up on it. Lynn made a fast turn and there was water on the ice. Lynn slipped off the boat and ended up spinning on the ice, round and round, with water flying out, like a spinning top. Frank still chuckles at the sight he carries in his mind. Frank doesn't remember anyone really getting hurt from falling off an ice boat. **The Betzenheimers, Jack and Francie**, had a big boat. Frank says that they didn't always put it on the lake because it was so much work to get ready, because of its size. **Beckers** also had a great big boat, called the "Zero." It was so big that they seldom put it on the lake. More than one person could get on the big ice boats

(Frank Pohorence Ice boating from pg. 4) and Frank speculates that they were left from an era when they would use them for winter ice crossings. **Carl Miller** told Frank once that they had used ice boats for lake crossing. Frank mostly heard about the big ice boats and didn't remember seeing them used. **Jake Brown** also had an ice boat.

Frank carries a scar on his forehead yet from an ice boat accident on New Year's day, 1946, when he almost drowned. There was always a little metal tool box in the boat to hold tools for adjusting the runners. The runners were attached in a manner to allow them to go up and down through rough or bumpy ice. He was just back from the war when he and Ben Elfers went to Marblehead on an ice boat. Frank explains that a crack will usually shove up ice and an ice boat would go right over it. Coming back from Marblehead, near the old RR dock, they hit a crack that had opened up the other way and the water had opened on the far side of it. The ice boat flew up on the shoved ice and flew over to land both boys and the boat in open water. When Frank slid forward in the boat, he hit his head on the corner of the metal

tool box, which gave him his scar. Frank lost sight of Ben, and then realized Ben had come up under the sail. Frank got Ben out from under the sail; and Ben still credits Frank with saving his life that day. Frank said that they couldn't get out of the water. He (Frank) was wearing a hunting jacket with a rubber lining in the back. That part filled with water and every time he would try to get up onto the ice, he would be pulled over backward into the water again.

Frank's dad was downtown at Matso's and just happened to be looking when he saw the accident happen. So Frank's father and another man came running to their aid. The two men brought a rope and put the rope around each boy and got them out of the freezing water. They hauled the boys into **Loge (Logan) Bickley's** house nearby on the south shore (now owned by **Ed and Fran Kuchar**). Frank remembers being freezing cold and cut up from the ice, which was as sharp as glass. He says that he didn't care about ice boating after that experience and later sold the boat to Ben Elfers.

Many thanks to Franklin Pohorence for allowing me to interview him on ice boating.

Irish on Kelleys (from pg. 3)

Francis Martin, laborer & wf Mary—1860, 1870

Frances Martin, farmer—1860, 1870

John Martin, farmer & wf Ann & da Catherine—1860, 1870, 1880

John Martin, laborer & wf Harriet—1870, 1880, 1900

Margaret Martin, in John Dean household, domestic—1860

John Murray, in John Dean household, laborer—1860

John Martin, in John Dean household, laborer—1860

Patrick Martin, farmer from Castlebar, Co. Mayo—1840 & wf Frances S.—1850, 1860, 1870

Susan Martin, domestic—1860, 1870

Ellen May, servant—1900

John May, laborer & wf Anne—1860, 1870, 1880, 1900

John Monaghan, farmer & wf Margaret & children Laurence, William, Mary, John, Bridget, Margaret, Eliza, & Patrick—1850
Eliza Monagan—1900

John (farmer), William (farm labor) & Patrick (fisherman) Monaghan—1880

Patrick Morrin, quarryman & wf Mary—1880

Patrick Murphy & wf Mary A.—1880, 1900, 1910, 1920

John Murray, farmer & wf Ellen—1970, 1880

Nellie Murphy—1900

Bernard McCormick, laborer & wf Catherine—1870, 1880

Bridget McDonald, keeps house—1880

Barney McGettigan, fisherman & wf Margaret—1840, 1850, 1860, 1870, 1880, 1900
Margaret is widowed

Mary Fanning McGettigan—1870, 1880, 1900

P. McGrover (in J. Brennan house)—1870, 1880 laborer

Bridget McGurn—1900

John McLain, laborer & wf Bridget and sn Thomas—1850, 1860, 1870

Michael McLaughlin, laborer (in Michael Foley house 1860)—1850, 1860

James McLeary, laborer—1870

John McMahan & wf Elizabeth —1880

John McNamee, quarryman & wf A Mary—1870, 1880, 1900

Daniel McWurton/McWhorten, laborer (in James Estes house)—1850

Charles O'Neil, in John Haggerty household, laborer—1860

Megan Owen, in Albert Finadere household, labor—1850

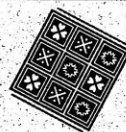
Michael O'Rourke, quarryman (boarded with Patrick Barry-Division St.) in 1910, 1920
fireman

List ends on Pg 6

Quilt raffle

Teri (Betzenheimer) Behrends is working on a handmade quilt once again for this year's Historical Assoc. raffle. She made her first quilt for KIHA to raffle in 1994—making this the 11th year! Thank you Teri for your continuing support and the beautiful quilts!

Teri always dedicates the quilt to someone from her family. That and more information about Quilt Tickets will be ready by the June



Recent Acquisitions

Renetta Matso gave a Christening Dress that her mother **Iva Erne** had purchased from the **Hamilton Estate** sale after the death of **Maud Hamilton**. The dress is handmade with white embroidery and white tatted lace trim. It may have been made for their son **Roy Hamilton**.

**MAKING KELLEYS ISLAND HISTORY
EVERYBODY'S BUSINESS**

Kelleys Island Historical Association
P.O. Box 328
Kelleys Island, OH 43438

A 501(C)3 organiza-
tion. All contributions
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Kelleys Island Historical Association

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kelleyslandhistorical.org

In Memorium

Claude O. Smith
Margaret "Peggy" (Dwelle) Martin
Lura Jeanne (Feyedelem) Boss
Loretta S. (Smith) Dunn

Donations to the Building Fund

8/03 Lydia Bechtel Donation from Art Show sale
1/04 Keith Milkove from the internet site
1/04 Lyle & Gery Bickley in memory of Lura Jeanne Boss
2/04 Ila & Ramie Dick in memory of Warren Elfers
2/04 Ila & Ramie Dick in memory of Claude O. Smith
2/04 Ila & Ramie Dick in memory of Eileen Baum
2/04 Barbara & John Ohlemacher in memory of Rose DeSeptis
2/04 Lydia Bechtel in memory of Rose Siesel
2/04 Mary Lou Wieland in memory of Peggy Martin
2/04 Lyle & Gerry Bickley in memory of Mary Guerra

KIHA 2004 Events

**Potlucks—6 p.m. at St. Michael's Hall— June 3,
July 15 & Sept. 23**
Art Show at KIHA—Aug. 7—11 a.m.—4 p.m.
Butterfly Festival—Sept. 11—Tagging 11 a.m.
Treasure Island Day—Sept. 11—10 a.m.—4 p.m.—
Quilt Raffle at 3:30 p.m.

Irish on Kelleys (cont.)

Michael Perkinson, laborer & wf Sarah—1870, 1880, 1900, 1910
Sarah is widowed
Thomas Quinn, laborer —1850, 1860
John Reiley (in J. Brennan house)—1870
Michael Reynolds, laborer—1860
Owen Reynolds, quarryman—1880, 1900
Alice Riley, seamstress; Patrick, laborer; Alice, domestic; & Hugh—
1860
Maria Roderick (in J. Brennan house) SW shore area—1870
David Seaton (in Charles Carpenter household), laborer—1870
James Seton, laborer—1870, 1880
James Sharp, laborer—1850
Patrick Slavin, laborer & wf Bridget—1870, 1880 quarryman
Hugh Smith, laborer & wf Alice—1860
James Smith, laborer & wf Catherine—1860, 1870, 1880, 1900
James is widowed & listed as farmer
Mamie (or Manda) Smith, domestic in George Huntington house-
hold—1860
Mary Smith, domestic—1860
John Stokes, farm—1860
John Stokes, farm & wife Honora—1870, 1880, 1900, 1910
Honora Welsh/Walsh Stokes—1920 widowed
Eliza Titus (nee Hamilton)—1860, 1870, 1880
Julia Titus—1880
Mary Use—1870
Lawrence Vaugh/Vaughn, quarryman—1880
Anna Vehus, domestic (in Addison Kelley house)—1860
Thomas Welch, quarryman—1880