

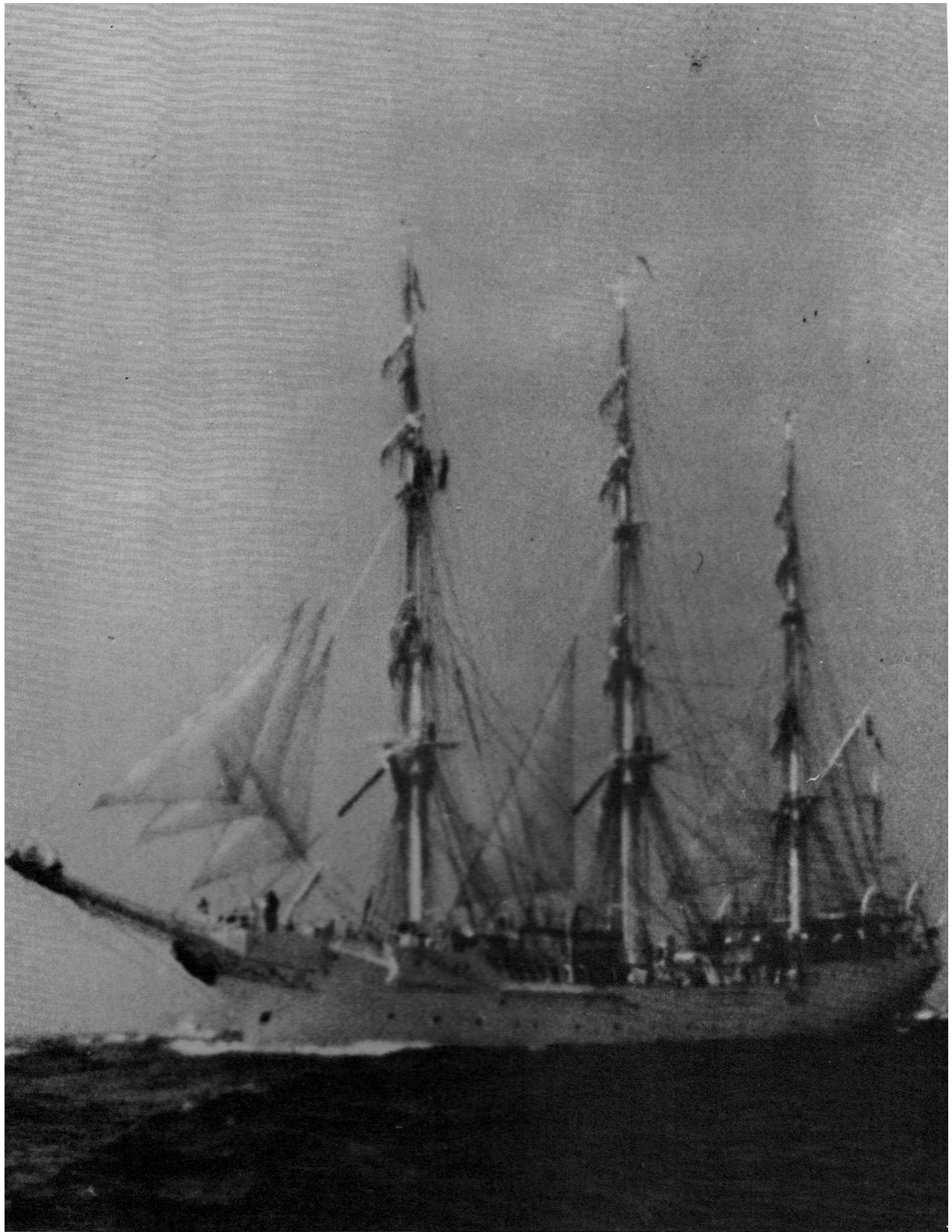


EMERALD ISLE '77



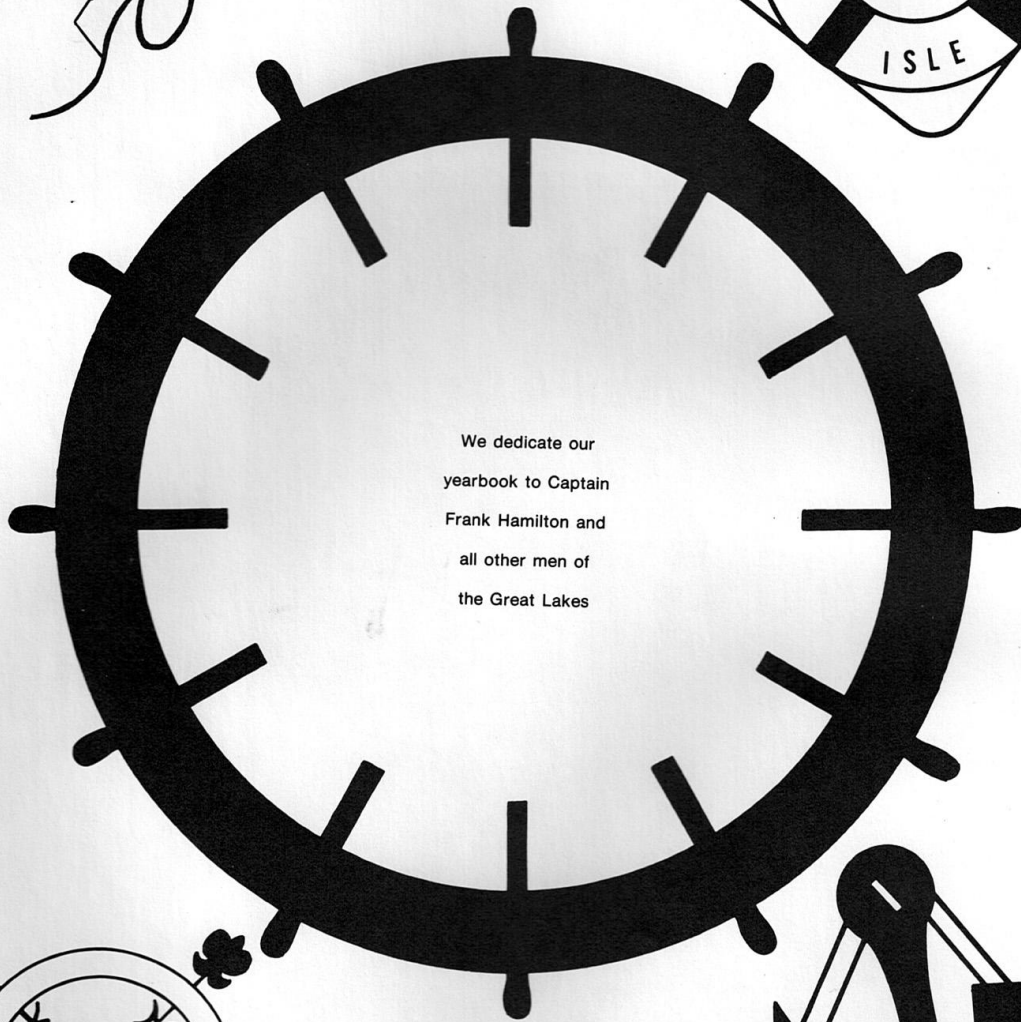
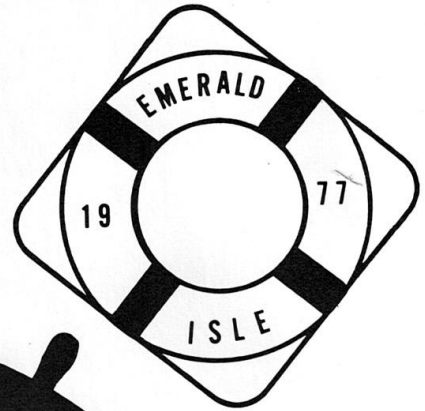
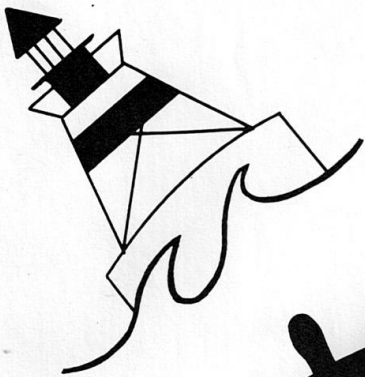
KELLEYS ISLAND SCHOOL
KELLEYS ISLAND, OHIO
SAM SICILIANO, Editor
PAT SEEHOLZER, Advisor

The Emerald Isle

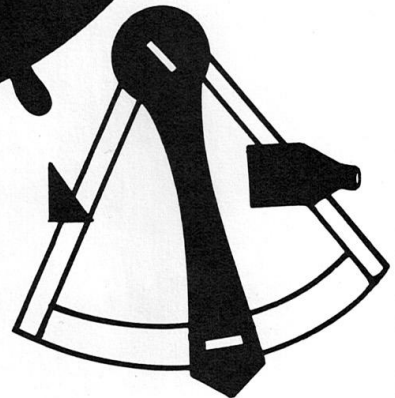
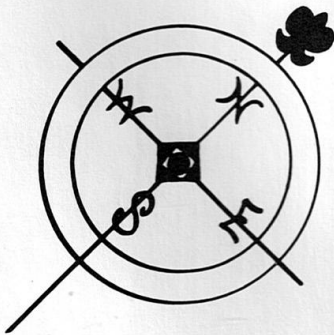




Dedication

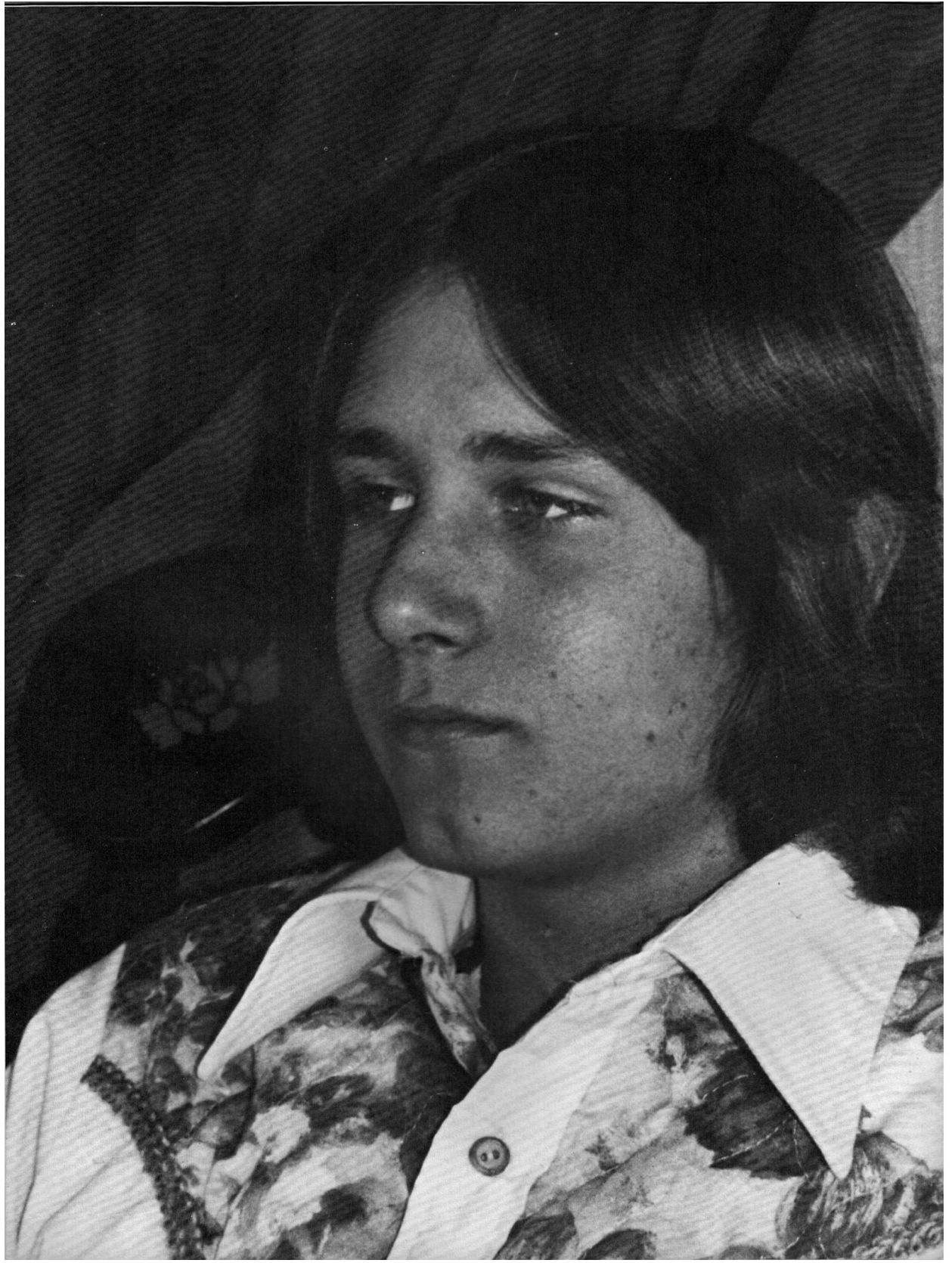


We dedicate our
yearbook to Captain
Frank Hamilton and
all other men of
the Great Lakes





Graduates





1 year old superman!

Biography

Timothy J. Kilko - I was born on November 6, 1958 at Mt. Sinai Hospital in Cleveland. We moved to the Island in the fall of 1959. I started school in 1962.

I looked forward to going to school because my brothers and sisters had already started school. This left me alone with no one to play with.

My brothers and sisters started school at O.H. Perry in Cleveland. I was fortunate enough to start school at Kelleys Island, and now I'm graduating from the same school. I have enjoyed my 12 years of school with my friends.

I have two sisters. One is Beth, who is 24 years old and married. She now lives in Columbus. My other sister is Kathy who is 23 years old. Kathy lives in Denver, Colorado. My brother John, who is 22, lives at home. He spent 3 years in the Navy. John works in the quarry on the Island.

I am very thankful that my parents and teachers have taken the time and patience to help me through my 12 years of schooling.

My future plans are to travel in the South or West. I would also like to travel to Canada. During my travels I will look for a good job.

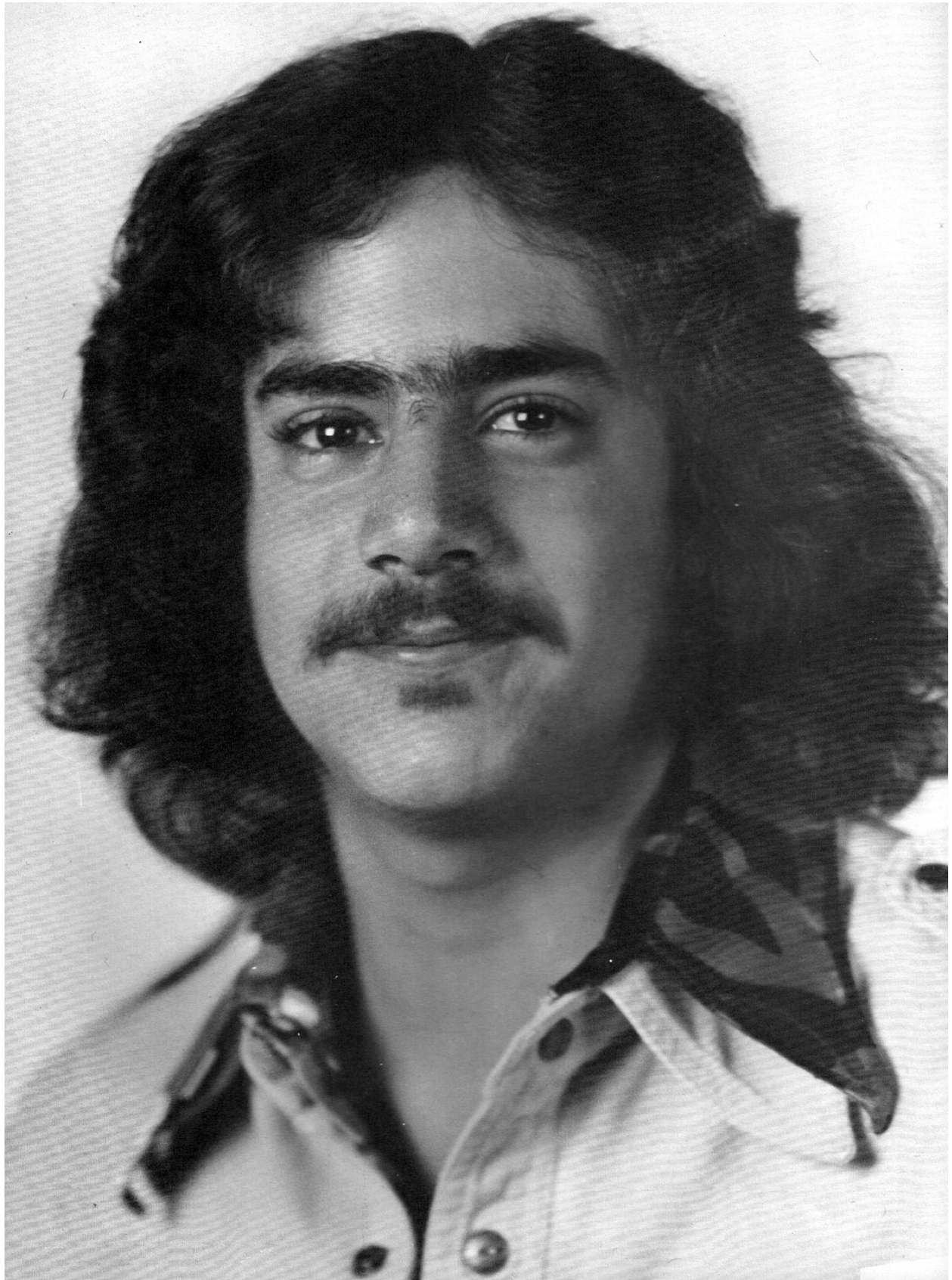
My Will

I, Timothy J. Kilko, being of sound mind and free from school, hereby leave all my possessions to the following:

- To Karen Seeholzer - A year's supply of home permanent, so she can look like Farrah-Fawcett-Majors.
 - To Pam Betzenheimer - A 1971 Camaro, with lots of rust-that comes free.
 - To Tony Siciliano - A rusty trap, a few drops of oil, and two sardines so he can prove he's a good trapper.
 - To Charlie Harris - My twelve gauge shotgun barrel that is filled with cement.
 - To Vinnie Thorne - My first car; the one with the pedals.
 - To Mike Seeholzer - A box of 22 magnums, so he can finally shoot that gun of his.
 - To Sherry Willis - My old school desk from my senior year.
 - To Paul Matso - The map that locates Mrs. Seeholzer's test.
 - To Marie Feyedelem - A date with a tall, dark, handsome man.
 - To Connie Matso - A rubber room, so she can lock up her tall, dark, handsome, and by now conceited brother, Paul.
 - To Chris Seeholzer - A two year lease on my dirt track so he can ride his motor-cross bike anytime he wants.
 - To Scott Willis - A box of grow food so he can grow a little bit taller.
 - To Candi Harris - My patience to work and to study because she has a long way to go.
 - To Missy Willis - I leave Lisa and Chris.
 - To Lisa Matso - I leave Missy and Chris.
 - To Chris Finger - I leave Missy and Lisa.
- And not last but not least, the teachers:
- To Mr. Boker - I leave all the rocks from the North Quarry for his collection.
 - To Mrs. Seeholzer - I leave a bulletin board to help with the next yearbook.
 - To Miss Grabarczyk - I leave a group of children for the first grade next year.



Boy have I grown





Look - short hair!

Biography

Samuel Francis Siciliano - I have always enjoyed going to school. I never wanted to miss a day.

I was born in Akron, Ohio at St. Thomas Hospital on November 23, 1958. I started school at Loncoy Elementary. I attended this school from Kindergarten to the 5th grade. I began attending Kelleys Island School in the 6th grade. I left Kelleys in the 9th grade and went to Danbury School at Marblehead, Ohio. I returned to Kelleys in the 11th grade and have attended here since. I am now glad to be graduating from Kelleys.

My parents are Vange and James Bugel. My stepfather, Jim, is a general contractor on the Island. I have four older sisters who are, Christine 28, Connie 24, Claude 22, and Cathy 21. I have one younger brother Tony, who is 16.

I enjoy watching and participating in such sports as; football, baseball, ice skating, and water skiing.

I would like to thank my parents, teachers, and friends for their help and co-operation through these last twelve years.

My future plans are to go into the Air Force. After the Air Force I am considering being a policeman.

My Will

I, Sam Siciliano, leave my possessions to the following:

To Mr. Boker - I leave my old Converse tennis shoes so he can start trotting around the Island once again.

To Mrs. Seeholzer - I leave a portable heater so she won't get cold in school.

To Mary Ann - I leave a prescription for some pep pills so she can keep up with her little kids.

To Karen - I leave a life supply of Doublemint gum and a life supply of aspirin for her headaches.

To Pam - I leave a bus pass so she can get a ride from downtown to her house.

To Mike - I leave all of the girls I had to leave behind. Hope you have a good time.

To Tony - I leave my "67" Pontiac and all of the headaches that go with it.

To Charlie - I leave my old book reports so he doesn't have to look on the back to do his book reports.

To Vinnie - I leave a year subscription to a book club.

To Sherry - I leave my old parking place at school.

To Paul - I leave all my parking places on the Island. Have a good time.

To Marie - I leave a supply of combs so that she can have a new comb for each day of the week.

To Chris - I leave my partnership in the bait shop. Then he can have all of the free candy bars he wants.

To Scott - I leave all of my old blue jeans that don't fit me any more.

To Connie - I leave the ability to get on base when she plays baseball.

To Candi - I leave a prescription for some smart pills.

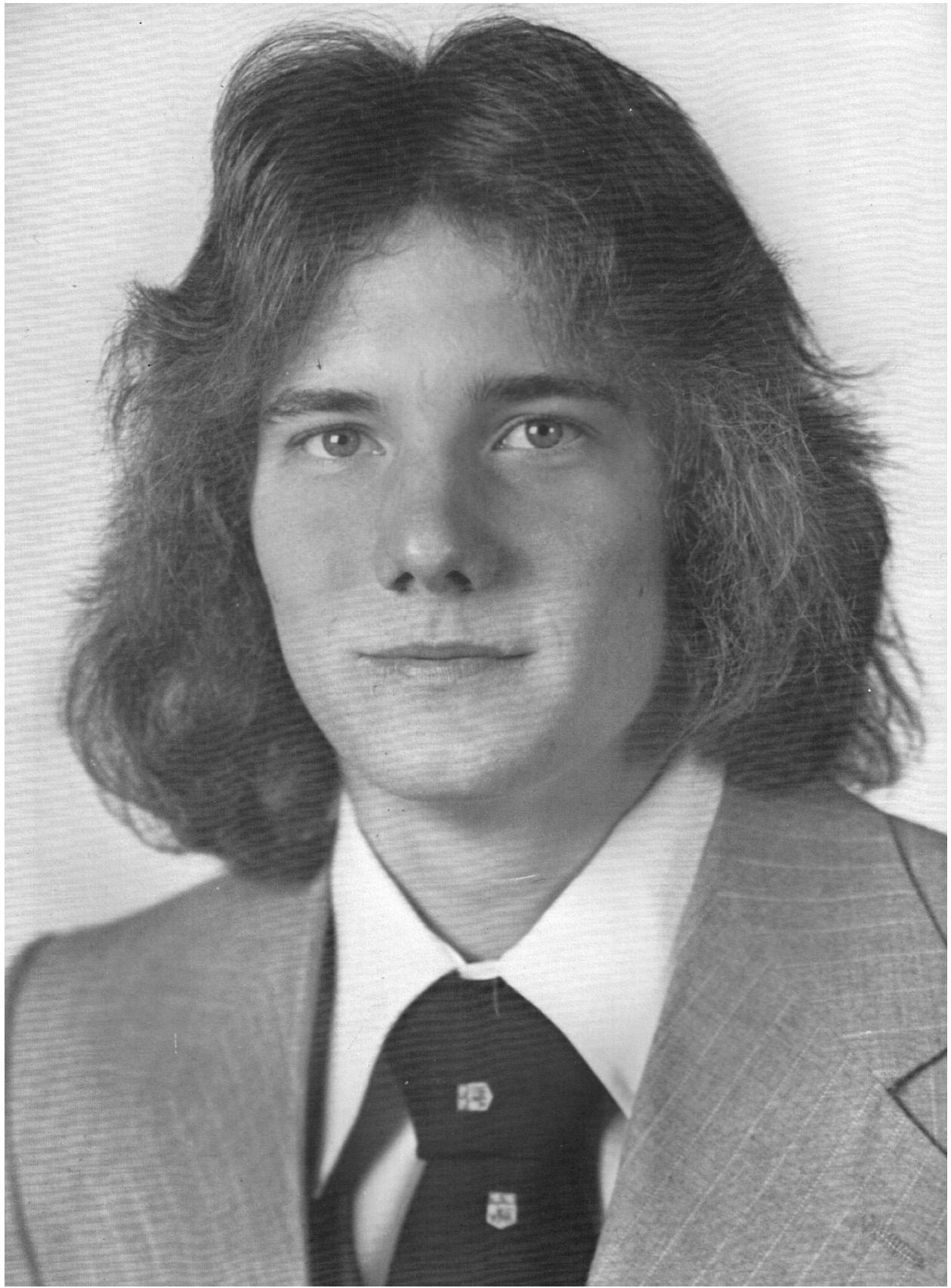
To Missy - I leave my baseball mitt for her big hands.

To Lisa - I leave some bright green socks to go with her bright green hat.

To Chris F. - I leave my desk when he becomes a senior.



Let me at it.





I don't want to do it!

My Will

I Jim Seeholzer, leave my possessions to the following:

- To Karen Seeholzer - I leave all my flannel shirts.
- To Pam Betzenheimer - I leave all my answers to the questions to our history book.
- To Winnie Thorne - I leave all of Bob Dylan's greatest hits.
- To Sherry Willis - I leave a year's supply of hay for her horse.
- To Mike Seeholzer - I leave all my old Levi's so when he gets taller he can wear them.
- To Tony Siciliano - I leave all my cheat notes in school.
- To Charles Harris - I leave the hope of at least getting a C on his test.
- To Paul Matso - I leave a pair of sneakers, size 24, for the coming school year.
- To Marie Feyedelem - I leave a bottle of Sweet Honesty, Charlie, Mike, and Tony.
- To Connie Matso - I leave some cat food to feed all of her cats.
- To Chris Seeholzer - I leave a brand new Cleveland Indians baseball cap to replace his old one.
- To Scott Willis - I leave my old baseball mitt.
- To Candi Harris - I leave the ability to get her homework finished and to have it finished right.
- To Missy Willis - I leave the biggest Teddy Bear in the world.
- To Lisa Matso - I leave two front teeth.
- To Chris Finger - I leave all the good things his Uncle Gary told me.
- To Mr. Boker - I leave a bottle of hair grower, so he might be able to grow some hair.
- To my Mom (Mrs. Seeholzer) - I leave a new pair of glasses with extra seeing power.
- To Mary Ann - I leave the patience she needs to teach the first graders.

Biography

Jim Seeholzer - I have attended Kelleys Island School for twelve years, and I have enjoyed these twelve years.

It was easy for me to walk into school the very first day because my sister, Deb, was in my room. She paved the way for me. Once at school, I made many friends. Some have remained close to me.

My family means a lot to me. We are very close. I have two younger brothers; Mike 15 and Chris 13. We trap together. I have an older sister Deb, who is 19 and a younger sister, Karen who is 16. My parents both work on the Island. My father is in construction work and my mother is a school teacher.

I enjoy sports very much. I participate in basketball, baseball, boating, water skiing, and ice skating. Once a week during the winter the young men of the Island play basketball in the Town Hall.

I am glad that I will be graduating with two of my best friends - Tim Kilko and Sam Siciliano. I have enjoyed attending a small school. I have received much encouragement and help from the teachers through the years.

Special thanks go to my mom and dad for helping me through these 12 years of school. Their advice and guidance have helped alot.

Although my future plans are uncertain, in the fall I hope to find a good job.



We caught them that day!

Prophecy

Jim traveled alot in the hills of Montana and wherever the trapping was excellent. Jim was very successful at trapping. One year he made \$30,000.00. He often thought of the days when he was on the Island hunting and trapping with Sam and Tim. One day he decided to give Sam a call.

He called Sam to ask him if he would like to go to the Island to hunt. Teasingly, Jim said, "I could beat you at hunting any day because I'm the best."

Sam gladly took his offer and said, "I'll show you who knows how to hunt. I finally can afford to go to the Island because I made second lieutenant. I plan on making colonel in the next couple of years. Last week I did some flying and I guess I'm a natural at it. I'm now the head of the Blue Angels."

Jim suggested they give Tim a call to come with them. Jim knew where to contact Tim because he had stayed in touch with him. Tim lived in Arizona in the middle of the desert. He wanted to be alone to work on his old antique cars. He also made moonshine. He usually is thirsty a lot.

On November 15th, they met in Marblehead, boarded the boat, arrived on the Island, and camped at the Kelleys Island State Park.

While they were hunting they met a young man. It was Paul Matso. Tim, Jim and Sam were glad to see Paul.

Tim asked Paul what he had been doing with himself since 1977. Paul said he had been working in the bar since his dad had given it to him.

Tim asked Paul about Charlie, and what he was doing to stay out of trouble.

Paul said, "Oh he got out of the service a couple of months ago. He is planning on building a bowling alley on the Island.

Jim said, "Where is he going to put it?"

Paul answered, "He's trying to get the land near the Marina. He figures he's got a lot of business there.

Tim asked about Tony. Paul told him he had become an electrician and was coming to the Island to do the wiring for Charlie's bowling alley. Tony lives in Florida and makes \$50,000.00 a year.

Sam said, "What is Mike doing?"

"Mike is running the Island Market," said Paul. "He is doing a pretty good job at it. He's expanded it to make it bigger and is following in Frankie's footsteps. Mike gets his meat from his own cattle. He bought a lot of Jake Martin's cattle.

Jim said, "Well, that's what Mike always wanted to do."

Sam asked, "Whatever happened to Sherry?"

Paul said, "Sherry moved to Kentucky and has a big ranch where she raises horses. She races some of them. She has won many gold cups. Sherry is going to be in the Kentucky Derby next year. She told me that if she wins, she will go back to college to get her veterinary license.

Sam asked, "Did we miss anybody?"

"Oh, yes, we did," said Tim. "We forgot Pam, Karen, and Vinnie."

Paul said, "Well the last I heard, Pam was working at the Third National Bank in Sandusky, as one of the tellers. She said that she likes her job, but she thought she might be transferred to the southern part of Ohio. Pam hoped it would be Maine. That has been where she has spent all of her vacations. She found her dream house in one of the small towns.

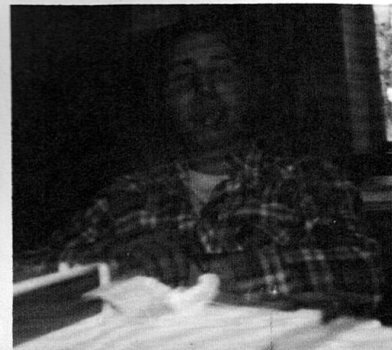
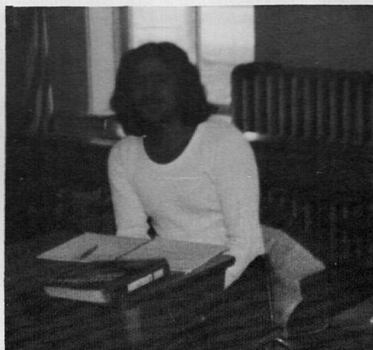
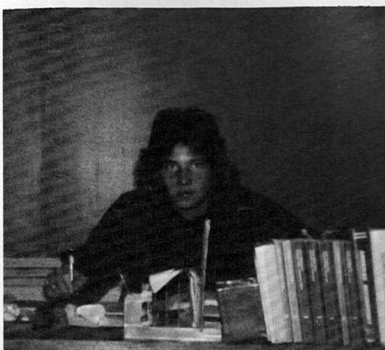
Jim asked, "What about little old Vinnie?"

Paul told them that Vinnie inherited a fortune. She was traveling around the world. She had a ball in France, Germany, Denmark, and Sweden. Vinnie had planned on visiting Great Britain.

"I suppose you want to know what Karen is doing," said Paul. "Well she is studying to be an actress. She has a good chance to get a part on the T.V. series "Charlie's Angels." The last letter I got from her she told me she bought a mansion right next door to Lee Majors. She said she has a maid and that she doesn't have to do any more housework."

Jim said, "Knowing Karen, that's right up her alley. I bet she has a swimming pool. Lying in the sun was her best pastime."

Sam looked at his watch. He said, "We got only two hours to hunt. Well, we better get going. See you Paul."





Administration And Faculty

Board Of Education



left to right; Wayne Finger, President; Monica Feyedelem, Vice-President; Sharon Bianchi, clerk; Joe Onders, Florence McKillips, Nick Bianchi.

Mr. Wayne Finger has lived on the Island since 1969. He and his wife own the Village Pump. They have a son in the first grade. Mr. Finger has been a member of the school board for three years. One of his main concerns is to strive to keep the school from economic failure.

Mrs. Monica Feyedelem has lived on the Island for 31 years. She and her husband have a daughter in the 8th grade. She has four children that have already graduated. Mrs. Feyedelem has served on the school board for 6 years and states that her children have gone to our school continuously since September of 1954. She hopes that the school will remain open after her daughter graduates in 1981.

Mrs. Florence McKillips will soon have served 20 years on the school board in which she has seen 2 daughters graduate, and three grandchildren enter school; one being in high school, one in junior high school and one in the first grade. Mrs. McKillips states, "I have served as President of the school board for 8 years. We must have an education to grow and to assist each other for the improvement of all our people. It is important for anyone who wishes or hopes to take his or her place in any affairs or functions of society, at work or play, to have knowledge of the world around and about him and how to cope with it. This I hope we are teaching the children. A good education which is really, in my estimation, the training of the mind and body thru which we learn our basic standards and morals for life. We must continue in the reading, writing, arithmetic, and speech standards of years ago. We do need at least a grade school education and a good education to face the world today."

Mr. Joe Onders has lived on the Island for five years. Mr. and Mrs. Onders are retired. They have 17 grandchildren. Mr. Onders has been on the Kelleys Island School Board for 3 months. He was appointed to replace Virginia Kilko. Mr. Onders would like to see all the students of Kelleys Island receive as good an education as those in other school systems. He also wants to see the school keep up the educational trends of the future.

Mr. Nick Bianchi has lived on the Island all of his life. Nick has served on the school board for three years. He hopes, as a board member, that he can do his best to see that every child on Kelleys Island has the opportunity to continue their education here.

Mrs. Sharon Bianchi has been the clerk of the board for 5 years. She and Nick have a daughter. As clerk of the Board of Education she said she would try to follow every avenue open to funding the operation of the school. She states that she worries about the school finances and hopes we can keep the school operating. She hopes that the school will continue so that every child that lives on the Island will have an opportunity to travel through 12 years of schooling.

Faculty And Custodian



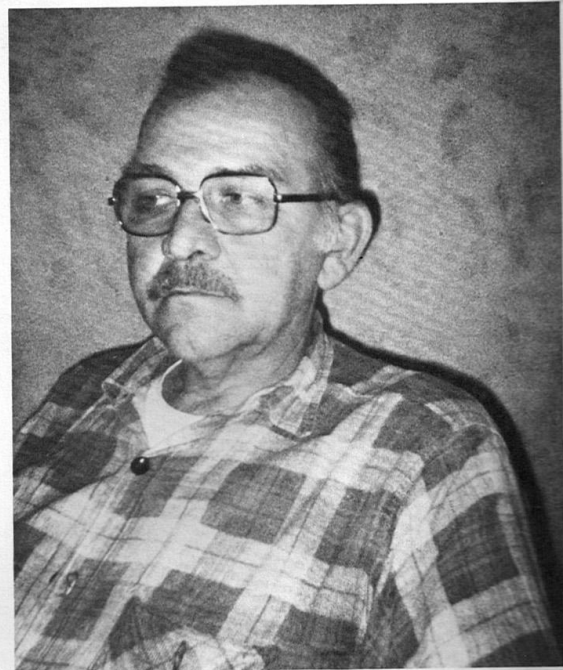
Mr. Kurt Boker
Junior High School
Administrative Assistant



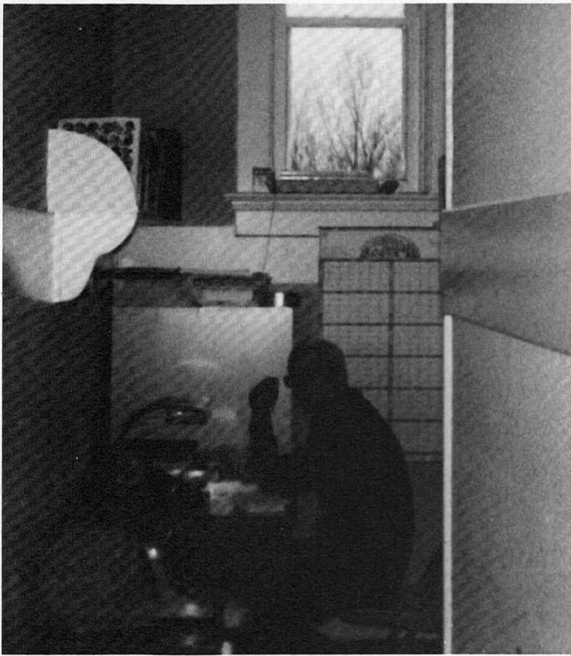
Mrs. James Seeholzer
High School



Miss Mary Ann Grabarczyk
Elementary Grades K-5



Mr. Metro Kilko
Custodian



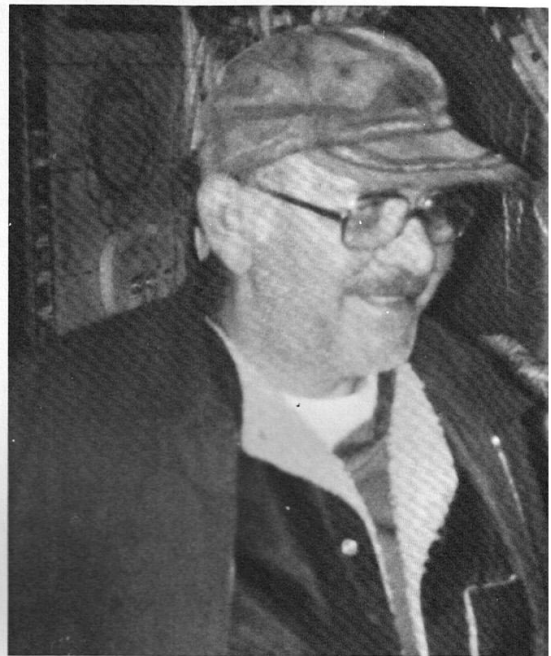
"No soliciting, please"



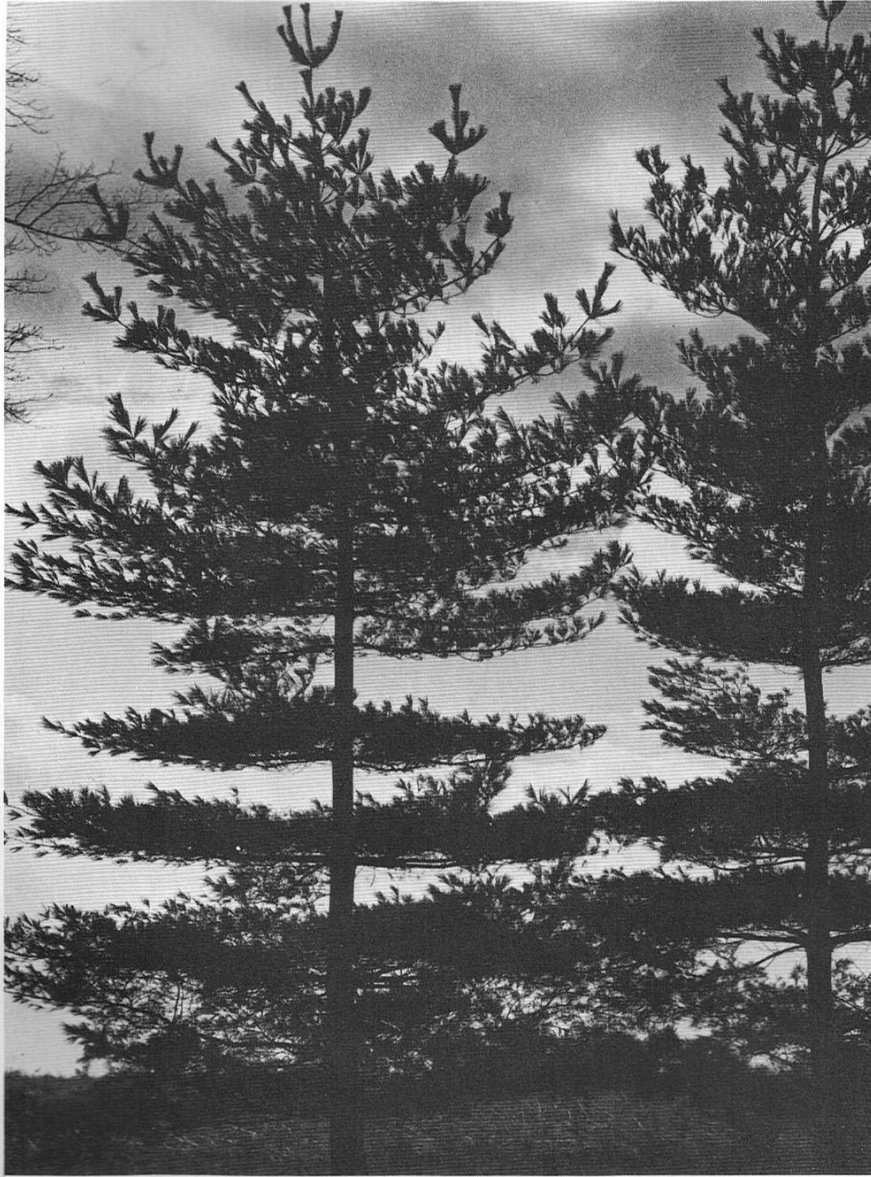
"What did you put in my coffee?"



"I can't find it!"



"Say, has anyone seen my hat?"

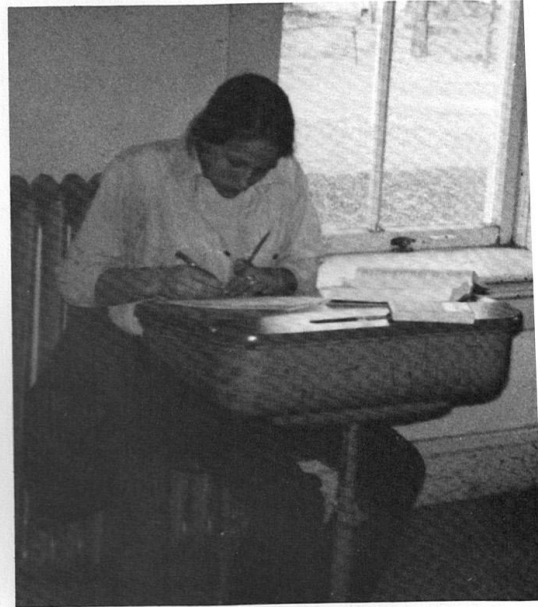


Undergraduates

Juniors



Karen Seeholzer



"I'll never give up! The mistake's here someplace."



"You guys just leave me alone!"



Pam Betzenheimer

Sophomores



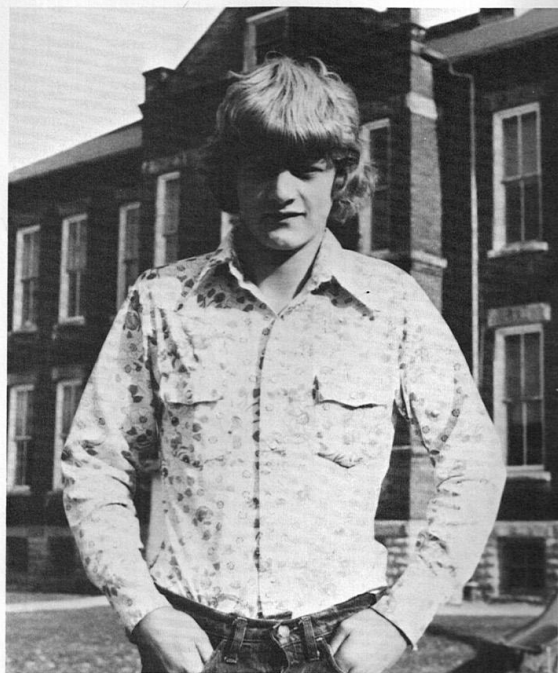
Mike Seeholzer



Vinnie Thorne

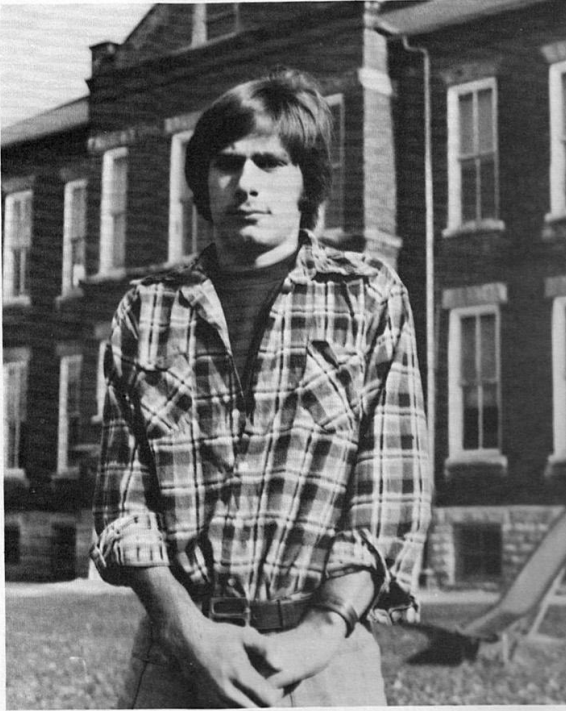


Tony Siciliano

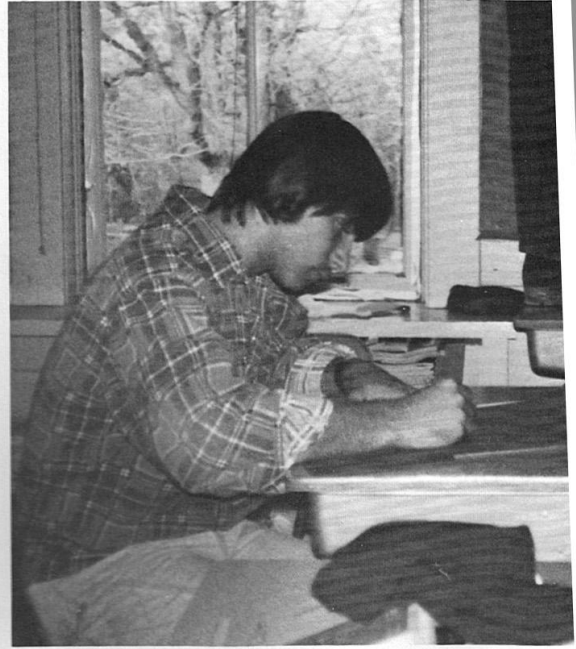


Charles Harris

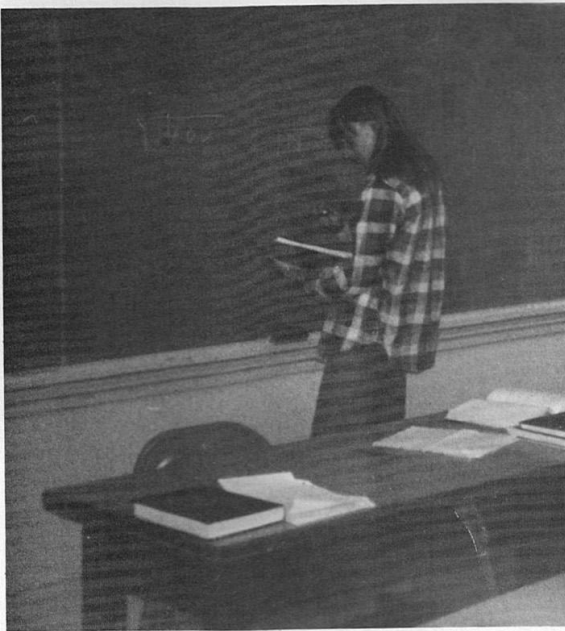
Freshmen



Paul Matso



"I'll whiz right through this."



"Mr. Boker won't trick me."



Sherry Willis

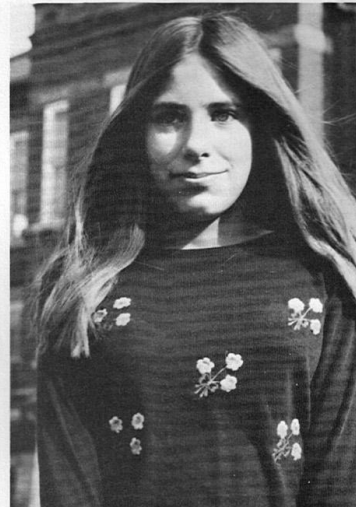
Junior High



Marie Feyedelem - grade 8



Chris Seeholzer - grade 7



Connie Matso - grade 7



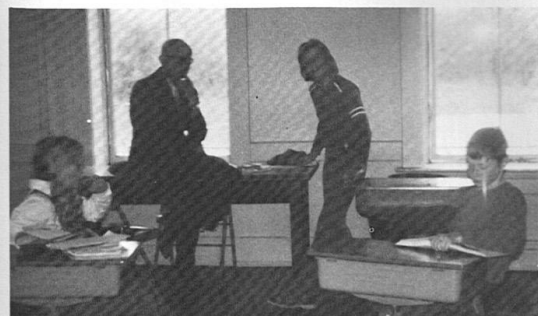
Scott Willis - grade 7



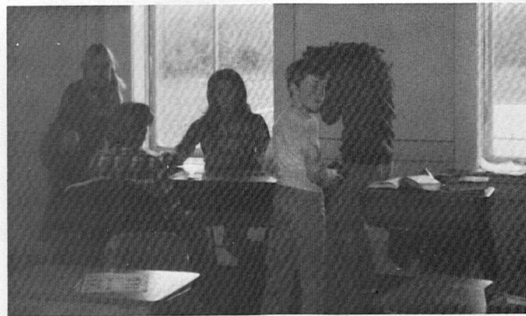
Candi Harris - grade 6



"Don't tell me! I know!"



"Who threw that eraser?"



"Caught in action!"

Elementary



Lisa Matso



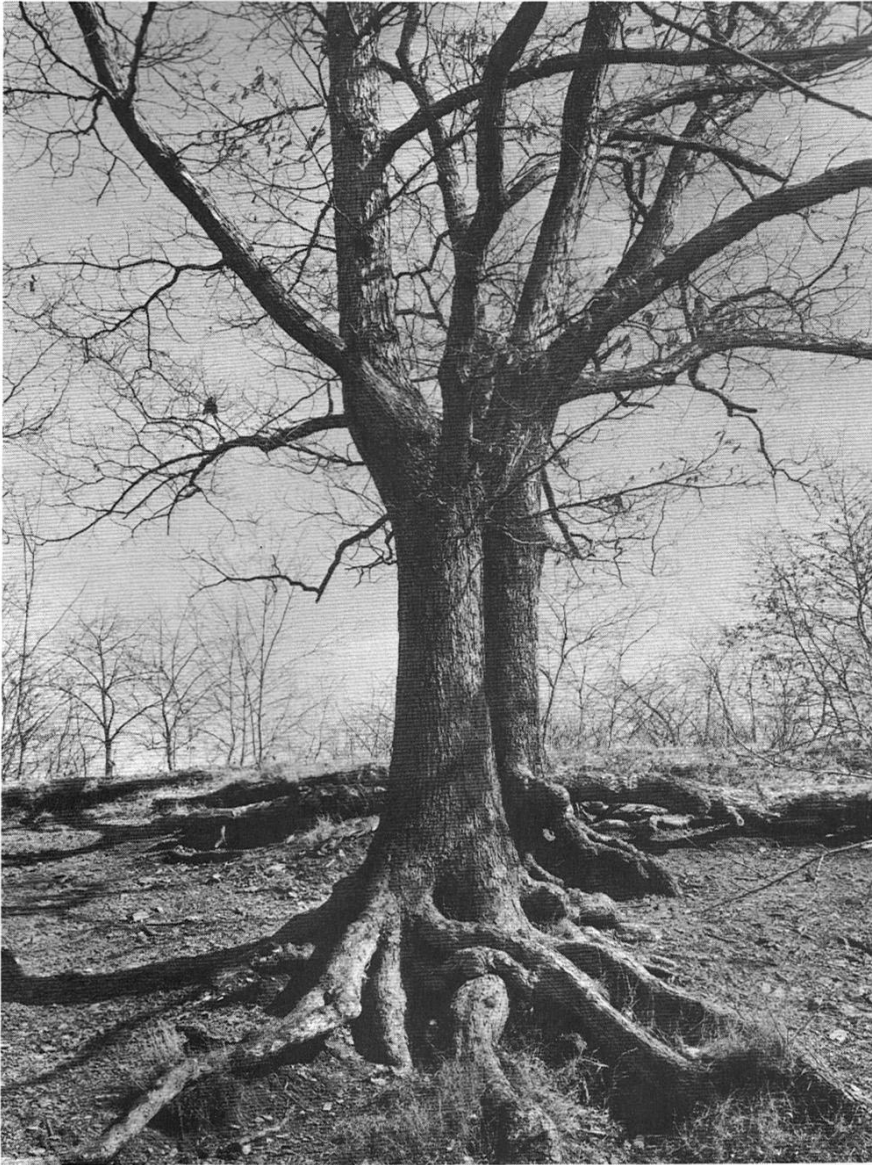
Missy Willis



Chris Finger



"What happened to Miss Grabarczyk?"



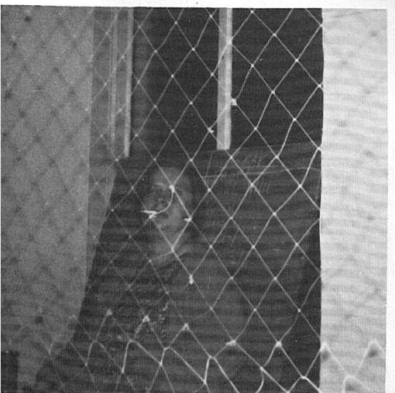
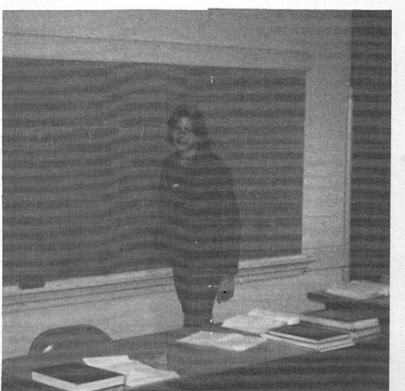
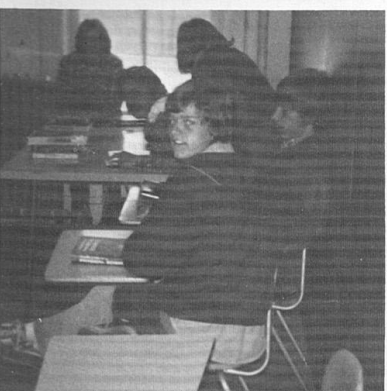
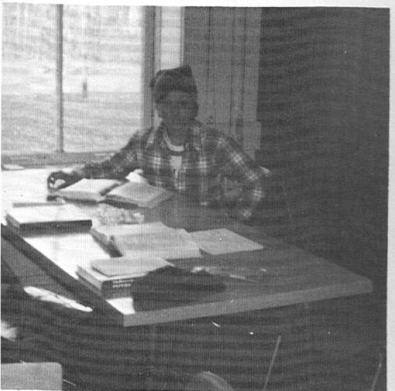
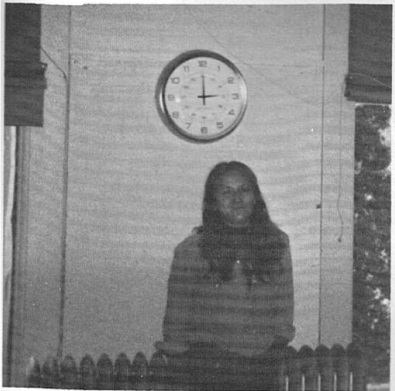
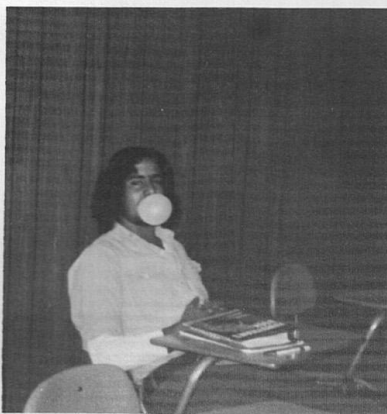
Activities

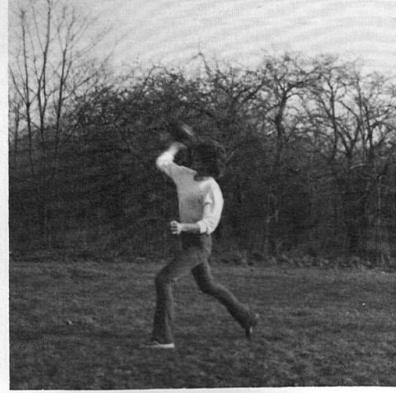
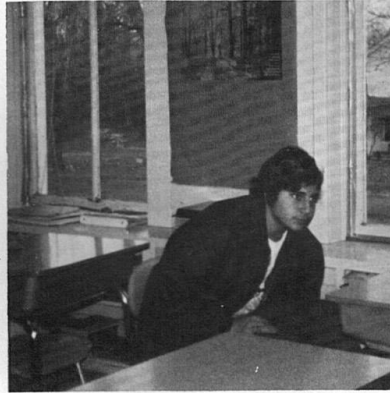
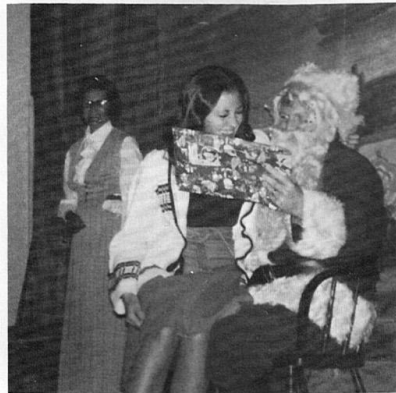
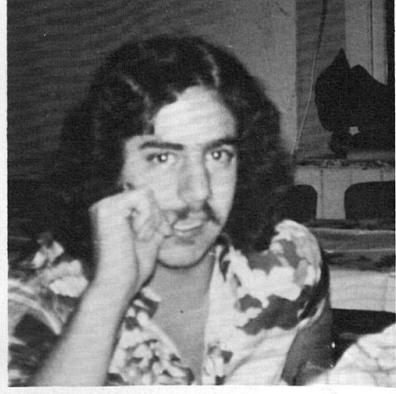
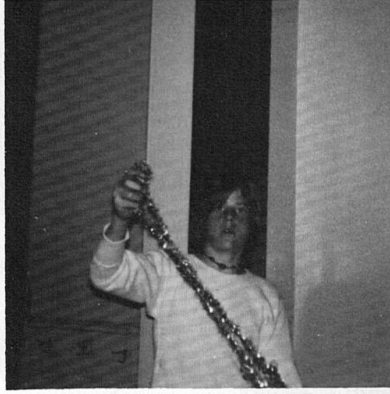
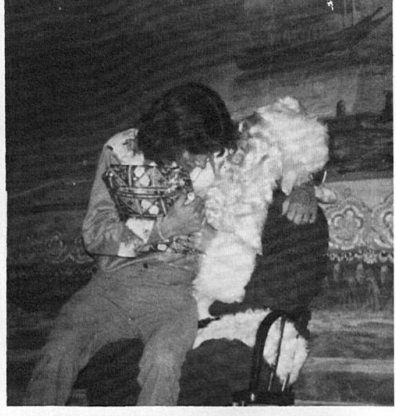


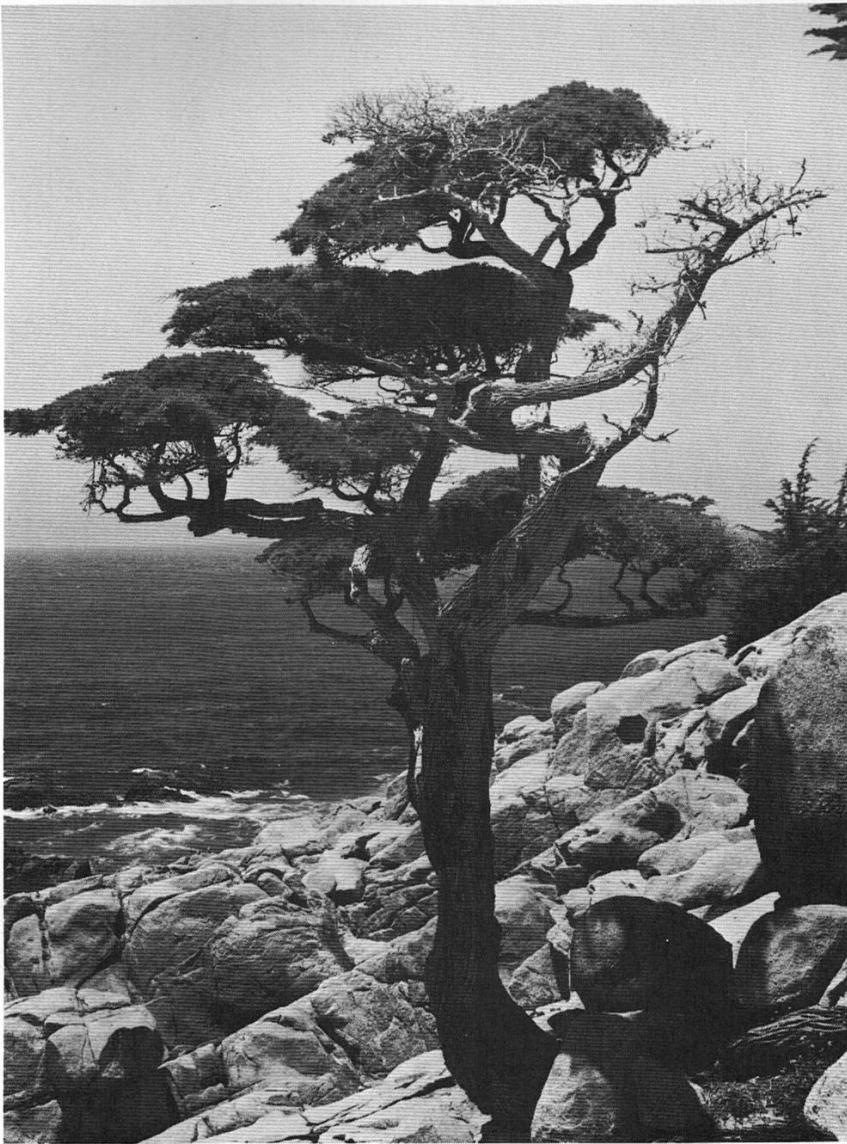
Yearbook Staff - We have enjoyed searching for information on the boats of this area. Much "thanks" to Joel Feyedelem for helping with our yearbook. Left to Right: Jim Seeholzer, Asst. Editor; Mrs. Seeholzer, Advisor; Charles Harris, Tony Siciliano, Sam Siciliano, Editor; Karen Seeholzer, Paul Matso, Mike Seeholzer, Tim Kilko, Vinnie Thorne, Pam Betzenheimer. NOT PICTURED Sherry Willis.



Explorers - Mrs. Sharon Bianchi our advisor, helped us host "Campfire Weekend" for the Erie County Explorers. We enjoyed the outing, the big bonfire, and the band. Left to Right - Marie Feyedelem, Jim Seeholzer, Tony Siciliano, Charles Harris, Karen Seeholzer, Vice Pres; Sam Siciliano, Mike Seeholzer, Paul Matso, Vinnie Thorne, Pres.; Tim Kilko, Pam Betzenheimer, Treas; NOT PICTURED Sherry Willis and Sharon Bianchi, advisor







Great Lakes



Captain Frank E. Hamilton (1892-1972)

Captain Frank Eaton Hamilton was born on April 14, 1892, on Kelleys Island. His father's family had been on the Island since 1839. His mother was Frederina Kelley, granddaughter of Addison Kelley, whose parents were one of the families for whom the Island was named. Captain Hamilton's father was the first president of the Kelleys Island Steamboat and Dock Company formed in 1904.

During the First World War, he went to sea for five years as a mate in deepwater ships carrying horses, mules, and troops. Some of his trips included, Newport News to St. Nazaire, France - New Orleans to Genoa Italy - a year in Greece, the Black Sea, and Mediterranean ports - the sugar trade to the West Indies and a trip along the west coast of South America. Many of these trips were made aboard the U. S. shipping board steamer AMPHION.

On March 4th, 1919, Frank married Kathryn Shelby of Sandusky. Although Frank was married and should have settled down, the wondering lust for the sea was in his heart. From 1919 to 1933, he served as master in several ships, including COLONIAL and CITY OF ST. IGNACE, on the Port Stanley, Ontario run from Cleveland; DOVER and ERIE on the Port Dover, Ontario, run from Erie, Pennsylvania; PARKS FOSTER in the automobile trade; FELLOWCRAFT in the steel trade; and for a while MARQUETTE AND BESSEMER NO. 1 in the coal trade.

After 14 years on the seas, Captain decided to come to the island. He and Kathryn operated a general store and rented cottages and row boats. That is, until an emergency call came from O.S. Dustin, in Detroit, in June of 1943. Dustin asked Frank to fly to Put-in-Bay to take over command of the steamer PUT-IN-BAY because her captain, John Peterson had become very ill. Captain Hamilton did not need much urging. He was once again united with the sea. Captain Peterson died in July and Captain Hamilton continued his appointment in the PUT-IN-BAY through September of 1947.

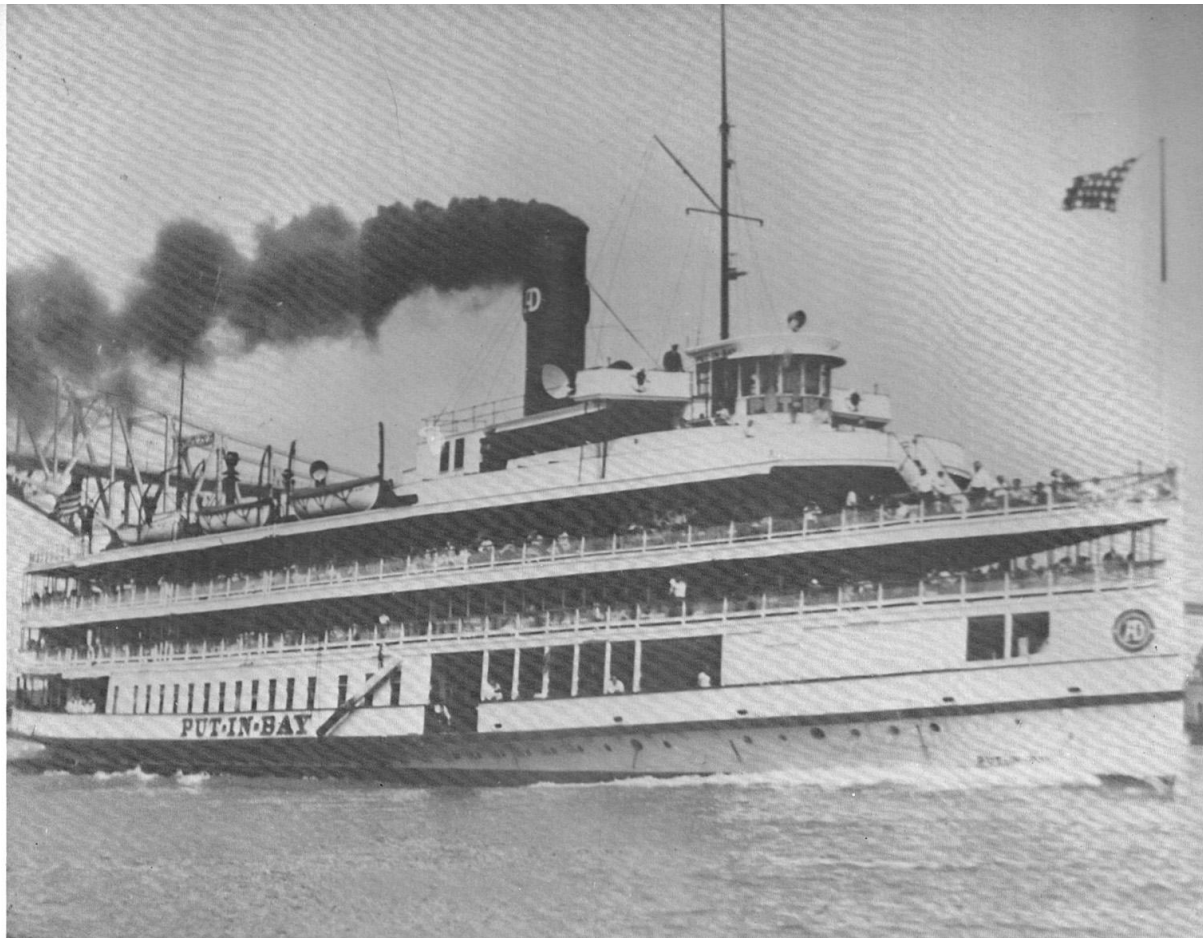
When the steamer PUT-IN-BAY was sold, Captain Hamilton returned to his beloved Island. He and Mrs. Hamilton continued to rent cottages and boats. The Captain continued to work on his Great Lakes photo and historical collection.

In 1950, Captain Hamilton returned to the lake. He became president of the Kelleys Island Boat Company. The Company purchased a small ferry named WELCOME, which ran from Sandusky to Kelleys Island. It was a good sight to see Captain Hamilton at the wheel again. But old age caught up with the boat and a few years later, Captain Hamilton was back busily working on his collection.

Captain Hamilton wrote many articles during these years. He was dead serious about his work. Many excerpts from such articles appear in our book. If something was not written correctly by someone, Captain Hamilton was sure to correct it. The author of such an article would receive a note to such an effect.

Someone once asked the Captain if he would retire to the mainland. The Captain's reply was, "No, I was born here and I guess maybe this is where I want to die." This came true on January 22, 1972. He is remembered on the Island by many friends.

Captain Hamilton's collection of can be found at the Rutherford B. Hayes Library in Fremont, Ohio.



PUT-IN-BAY

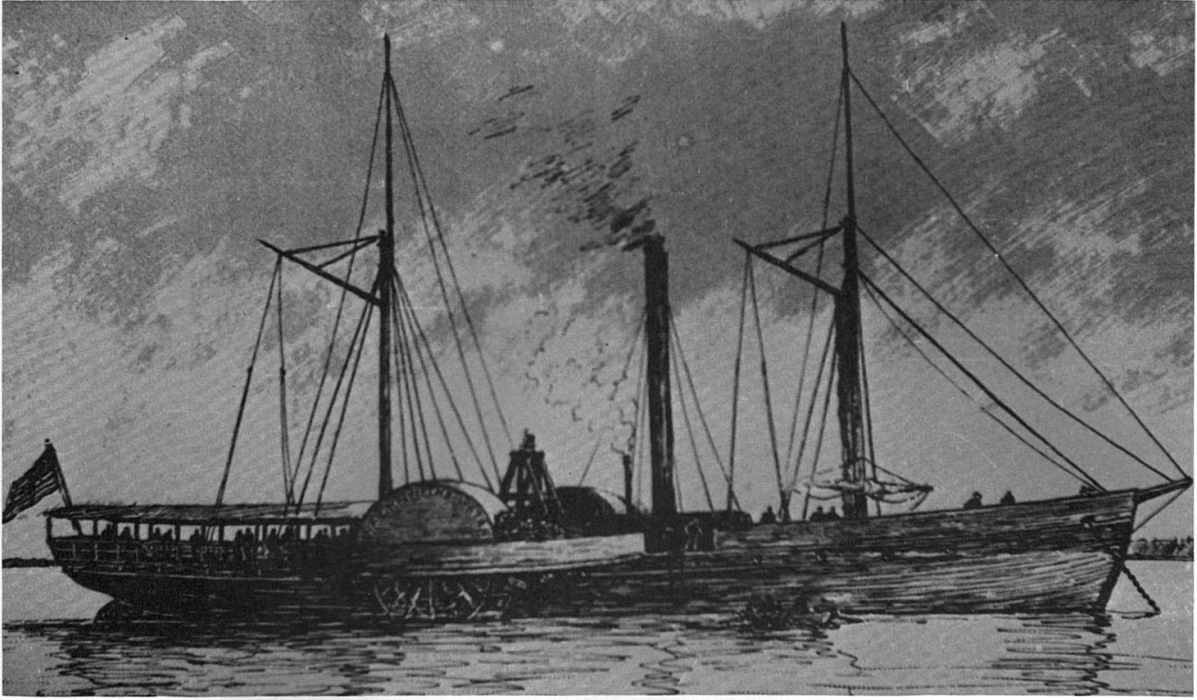
Article written by Capt. Hamilton; courtesy Rutherford B. Hayes Memorial Library. Her gross tonnage was 1,182 tons and her length was 226 feet long. The width of her beam was 46 feet and her width over the guard rails was 17 feet.

The PUT-IN-BAY was built in Wyandotte, Michigan, by the Detroit Shipbuilding Company. She was launched from Detroit on March 1, 1911, for the Ashley and Dustin Steamboat Line which was in Detroit. She was a different type of ship for those days. Instead of sidewheels, she had a propeller type propulsion.

In 1911, Captain Arthur J. Fox was her captain. She ran to Put-In-Bay, Cedar Point, and Sandusky. One could leave Detroit at 9:00 A.M. and leave one's final stop, Sandusky, at 2:30 P.M. The PUT-IN-BAY also made moonlight runs out of Detroit. In later years, Captain Frank E. Hamilton was her captain. He was her captain for many years. She traveled at a speed of 16.5 miles per hour & carried 2,800 people.

The boat had five decks. In the hold there was a buffet, crew's quarters, galley and crew mess rooms. On the main deck there were the clerk's and steward's offices. The glass enclosed main dining room was also on the deck. Breakfast and lunch were served in the dining room. Their minimum charge was 50¢. It must have been nice to get a whole meal for 50¢. The whole ship was finished in red mahogany. There were three staircases leading up to the Promenade Deck. On this deck, there was an enclosed dance hall with a raised band stand. There was also a lunch counter and a snack bar. On the fourth floor there was an enclosed cabin which was carpeted. This cabin was finished in white mahogany. It had a raised observation deck with six parlors.

On April 30, 1949, the PUT-IN-BAY was sold to Nick M. Constans. She was laid-up in 1951. Constans later went bankrupt. On May 7, 1953, the PUT-IN-BAY was sold at a public auction to Troy Browning and Dave C. Tow of Detroit. The gear was sold on June 5, 1953 after it had been dismantled. On October 2, of the same year, she was towed into Lake St. Clair and was burned as a spectacle. The hull was towed back to Detroit and cut up for scrap.



WALK-IN-THE-WATER

Courtesy - Frohman Collection; Rutherford B. Hayes Memorial Library. Her gross tonnage was 338 tons. Her length was 135 feet. The width over the guard rails was 32 feet. The width of the beam was 8 feet and 6 inches.

She was the first steamer on Lake Erie. She was built in 1818 at Black Rock, near Buffalo and served on the upper lakes. She was owned by the Lake Erie Steamboat Company, and ran from Buffalo to Detroit, making stops at Cleveland and Erie. She was wrecked near Point Abino, about 12 miles from Buffalo, on November 1, 1821.

Excerpts from an article by Captain Hamilton. Courtesy of Rutherford B. Hayes Memorial Library.

The WALK-IN-THE-WATER was the first steamboat on Lake Erie. She was built as a passenger and freight carrier in 1818, near Buffalo, New York. She was for service on the upper lakes. She was owned by the Lake Erie Steamboat Company. She ran from Buffalo to Detroit, making stops at Cleveland and Erie.

The steamer was a cross between a steamer and a sailing craft. She carried two high masts and was fitted with a square rigged foresail. Her new-fangled smoke stack stood between the masts amidship. Two large paddle boxes which housed her paddle wheels, were placed exactly amidship and protruded clumsily from her deck. She was about one hundred fifty feet in overall length, with a thirty foot beam, and had an eight foot depth. Her gross tonnage was three hundred thirty-eight tons. Her bow was as high as her stern, which was similar to the sailing ships of that time. She proudly displayed on her bow a carved figurehead of Commodore Oliver Hazard Perry.

Her passenger quarters were all below deck. The women's cabins were partitioned in the forward part of the boat. The men's quarters followed. Next was the small dining room, and last the tiny smoking room which was connected to the baggage room.

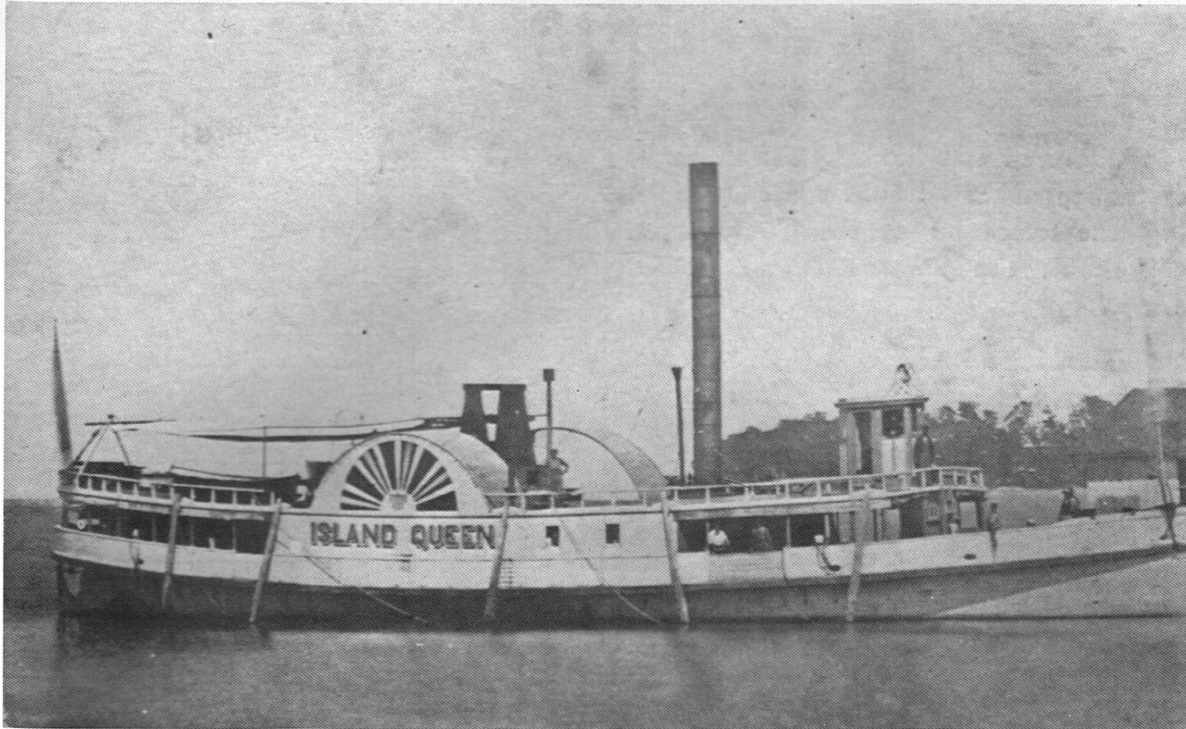
Since the steam whistle had not yet been invented, the WALK-IN-THE-WATER proudly displayed a small cannon mounted on her forward deck. This was used to signal the ships intentions. It was always fired just before she docked to inform the people of the port of her arrival. A farewell shot was customarily fired upon her departure.

The name WALK-IN-THE-WATER was given to her by the Indians. She was launched in May and started on her voyage on August 23, 1818. The power to get her up the fast current of the Niagara River was almost impossible. There were 20 pair of oxen used to help her travel from Buffalo to Lake Erie. She carried twenty-nine passengers. The fare was \$8.00 to Erie, \$15.00 to Cleveland, and \$24.00 to Detroit. After making her stops, the WALK-IN-THE-WATER arrived at Detroit on the morning on August 26, 1818. She was the first steamboat to sail on Lake Erie, Huron, and Michigan. She was the third steamboat on the Great Lakes.

She continued to run between Buffalo and Detroit for the rest of the year and throughout 1819. In June of 1820, she made a trip from Detroit through Lake Huron to Mackinac Island. She landed with some passengers and a detachment of U.S. soldiers. In August of 1820, she again went to Mackinac and from there proceeded to Green Bay on Lake Michigan. It was the first pleasure cruise in history by a steamboat.

Busy throughout the season of 1821, the WALK-IN-THE-WATER left Buffalo for Cleveland in the afternoon of October 31, 1821, with some passengers and freight. That evening a typical gale blew up. The WALK-IN-THE-WATER began to leak. She turned back for Buffalo, unable to make much headway against the storm. One of the anchor ropes broke and the WALK-IN-THE-WATER began to drag on the anchor. She grounded on the beach south of the Buffalo harbor entrance. All of the people were safely shown to shore. Later, when the weather had subsided, it was possible to salvage her furniture, equipment and machinery.

Her engine was put into the SUPERIOR in 1822. The SUPERIOR replaced the WALK-IN-THE-WATER.



ISLAND QUEEN

Taken from an article written by Captain Frank E. Hamilton. Courtesy of the Rutherford B. Hayes Memorial Library.

The Kelley family had a steamer built for them in 1846. She was called the ISLANDER. She was the vessel that made the Island and Sandusky route.

In 1853, the vessel was too small for the growing business, so Eveline Bates designed a new vessel. Daniel Diffie, the master builder and shipwright of Sandusky, was hired to build the new boat.

The ISLAND QUEEN held 167 tons and was 110 feet at the keel. She was 121 feet 6 inches long. Her beam was 20 feet 6 inches. The overall paddle guard was a 32 foot span. She had a 5 foot draft. The keel was laid in July 1854 and by November 4, 1854, the construction of the new hull was well underway. She was built about six rods west of the main dock, which was at the foot of Division Street. This is about where Liz Martin's house stands today.

The boat was made of white oak. The cabin on the main deck was made of red cedar from Kelleys Island. She was to be finished on Thanksgiving Day, but she was never completed until December 2, 1854. The boat was christened the ISLAND QUEEN. The Sandusky paper wanted her to be called the DATUS KELLEY.

She froze at the Kelleys Island dock and didn't get free until January 7, 1855. The steamer ARIEL towed her to Decatur Street in Sandusky. N. G. Olds and Company installed her engine. The engine was an upright saw gate type with high pressure. The cylinder was 22 inches and had a 5 foot stroke. On June 1855, she made a run from Sandusky to Kelleys Island in 61 minutes.

On September 14, 1857, the ISLAND QUEEN towed six new sailing Revenue Cutters from Huron to Sandusky. These cutters were built at Milan. She picked up wheat at Venice and carried it to Sandusky. She stopped at Middle Bass on Mondays, Tuesdays, and Thursdays. On Wednesdays, Fridays, and Saturdays, she ran to Port Clinton. She would leave Port Clinton at 6:00 P.M. She stopped at Moore's Dock on Catawba Island and then proceeded to Kelleys Island.

Captain Orr resigned in 1865. George Magle, the mate of the boat, replaced Captain Orr. She was sold on August 21, 1866, to A. D. Dickinson for \$10,000.00.

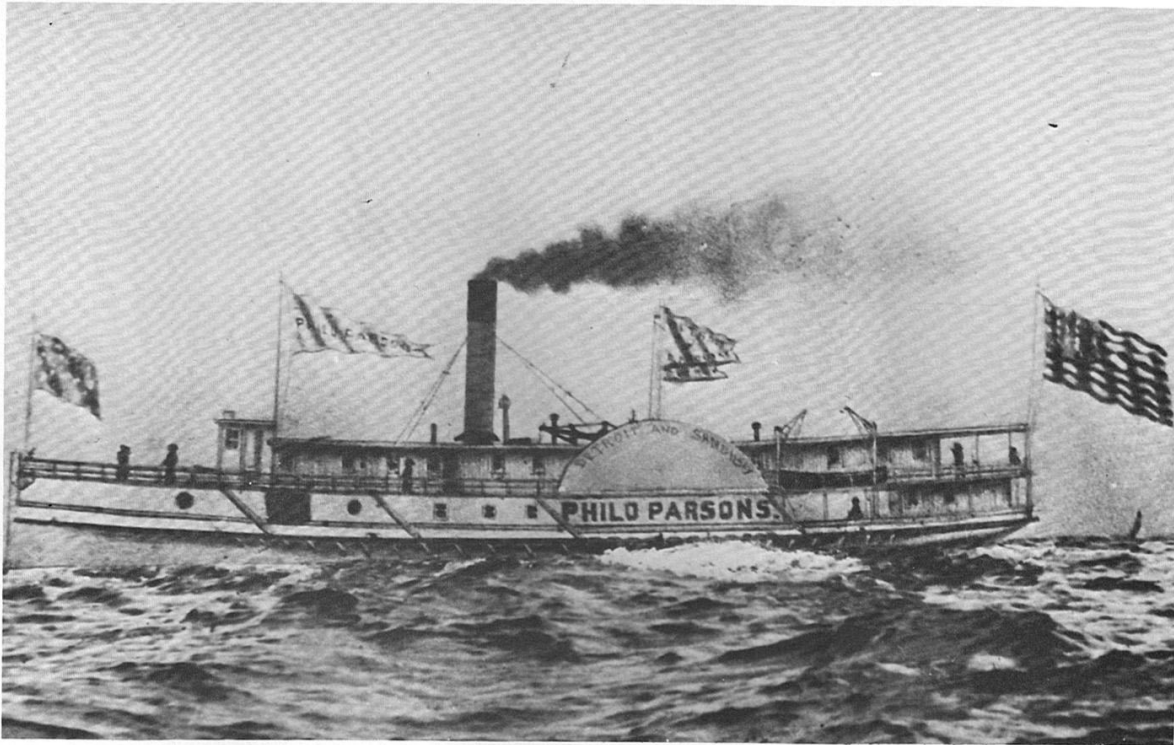
She made trips from Detroit to Ontario and later replaced the CITY OF SANDUSKY.

She stayed on her route until July 6, 1868. The JAY-COOKE replaced her.

On June 11, 1875, she was taken apart and was made into a barge. On June 28, 1876, the barge was sold to Nathen Englemen.

She was sold to Farnhan White of Michigan on July 18, 1876.

Captain Hamilton's father was one of the soldiers aboard the ISLAND QUEEN. His uncle, Erastes Huntington, was the first sergeant of Company K. and his great-uncle, William Hamilton, was the clerk of the QUEEN.



PHILO PARSONS

Picture and information courtesy of Rutherford B. Hayes Library. Excerpts from an article written by Captain Frank Hamilton.

The PHILO PARSONS was a side wheel steamer. She carried 221 tons and was 35 feet long. She was 26' in depth and 8' at the keel

She was built at Clottrellvill, Michigan, in 1861, by Charles Heineman for Patrick Kean of Cotterllvill. She laid-up in the North Branch of Chicago, on December 24, 1870. She burned in the Great Fire of Chicago on October 9, 1871.

During the war between the states (1861-1864) there was a prison camp on Johnson's Island in Sandusky Bay. The bay is a large harbor off the south shore of Lake Erie. There were shallow waters with sandbars where only small boats could go through. It was ideal for a prison. Only Confederate officers were sent there.

Since all the men who were captured were officers, the Confederacy attempted to rescue them. Several southerners, posing as wealthy northerners, were sent to Sandusky. One such man was Major Charles W. Cole.

Major Cole learned that the engines of the MICHIGAN were to be over-hauled. He felt this was an opportune time to liberate the prisoners. He sent word to Beal to capture the PARSONS and the MICHIGAN. Beal was then to proceed to Johnson's Island to liberate the 3,000 men, arm them, and ferry them to Sandusky. Once there, they were to loot the city. After that the PARSONS and MICHIGAN were to be used to raid other cities in the state of Ohio.

The PHILO PARSONS left Detroit on her regular run for Sandusky at 3 A.M. September 19, 1864. Her captain was S. F. Atwood and her clerk was W. O. Ashley. She made her regular stop at Maldon, where she picked up 30 passengers and a large trunk. No one thought much of the passengers at the time. Some thought they were "skedaddlers" or 1864 "draft dodgers". She proceeded to Put-In-Bay and Middle Bass. At Middle Bass, Captain Atwood got off because this was his place of residence. The mate, Mitchell Campbell, proceeded to Kelleys Island.

A few minutes later the 30 passengers opened the large trunk, which contained arms. They took over the ship.

At Middle Bass, the ISLAND QUEEN, which was coming from Sandusky to Toledo, came alongside.

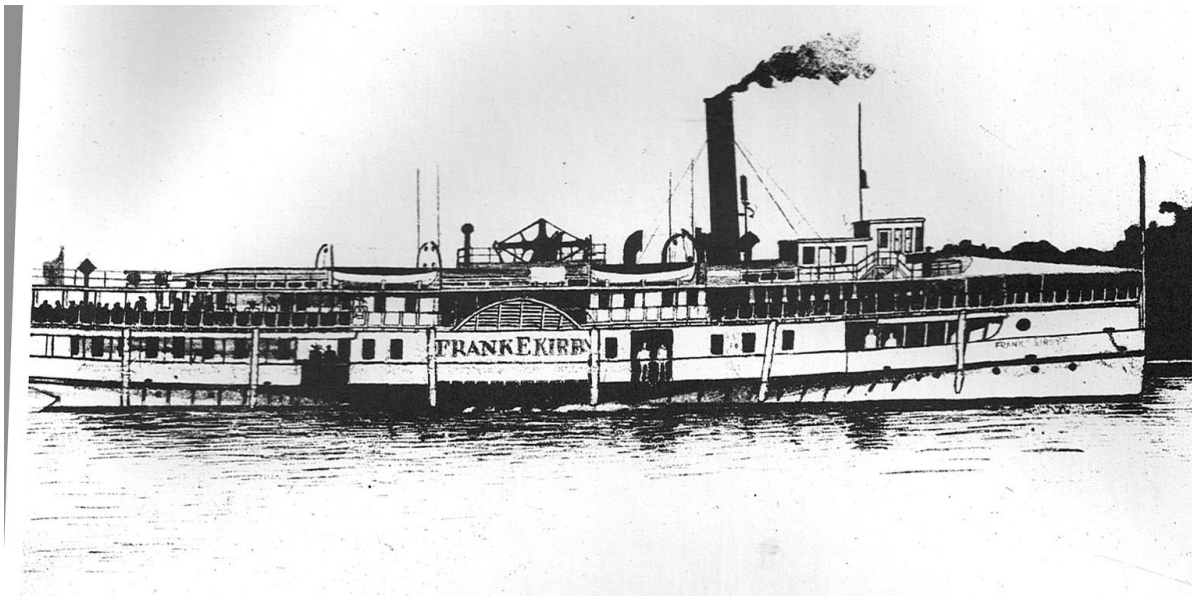
As soon as the QUEEN came alongside, 20 rebels boarded her. Very few shots were fired. The captain of the QUEEN, Captain Orr, was taken aboard the PARSONS to act as a pilot. The two vessels left Middle Bass. A little way from Ballast Island, several rebels boarded the QUEEN. They scuttled her and set her adrift.

The PARSONS continued until she reached the mouth of Sandusky Bay. Her crew waited for a signal from Johnson's Island. The signal never came.

Major Cole had been arrested. At 10:00 P.M. Campbell told the Confederates he doubted if he could cross the sandbar in the dark. So, they ordered Campbell to head for the Detroit River. At Fighting Island, Captain Orr and most of the crew were put ashore.

The Parsons went aground at Fighting Island where she stayed until the next day.

Most of the pirates escaped into Canada. Lieutenant John Yates Beal was captured in Toronto and was taken to New York where he was hanged at Governors Island, March 2, 1865.



FRANK E. KIRBY

The gross tonnage was 552 tons. The length of the keel was 195 feet. The overall length was 203 feet. The width of the beam was 30 feet.

Excerpts from an article in the Peninsula News, Marblehead, Ohio, September 10, 1965, by Captain Frank E. Hamilton. Courtesy of Rutherford B. Hayes Memorial Library.

After the steamer ARROW burned at the Put-In-Bay dock on Saturday, October 14, 1924, Steamer FRANK E. KIRBY was chartered by the Sandusky and Island Steamboat Company of Sandusky. It was to take over the Sandusky, Peninsula, and Island route.

The steamer FRANK E. KIRBY was built of charcoal iron by the Detroit Dry Dock Company at Wyandotte in the state of Michigan. Their yard number was No. 101. She was launched February 14, 1890, and was towed to Detroit, where she was finished at their Orleans Street yard. She was installed with a vertical beam engine. The vertical beam engine No. 48 was built by Fletcher and Harrison of Hoboken, New Jersey.

The Dry Dock Company delivered the KIRBY on June 19, 1890, to Walter Ashley, Edward Dustin, Florence C. Ashley, Alice C. Atchinson of Detroit and William H. McFall of Sandusky. The firm of Ashley and Dustin Steamer Line was not organized until March 14, 1911, but had been known as the Ashley-Dustin Line.

She was built especially for Detroit, the Islands, and the Sandusky route. The cabins were of paneled mahogany. Electric lighting was throughout the vessel. The clerk's office was off the main deck. The dining room was below deck aft. There were 24 staterooms off the cabin on the promenade deck. It held 1,000 passengers and had a speed of 21 miles an hour. On June 12, 1892, she made the run from 12th Street, Detroit to Put-In-Bay in 2 hours and 51 minutes. It was a distance of 60 miles. Her captain was Captain Arthur J. Fox. Others were mate, Hugh McAlpin; chief engineer, Martin Delany; second engineer, Edward Perry and clerk William McFall.

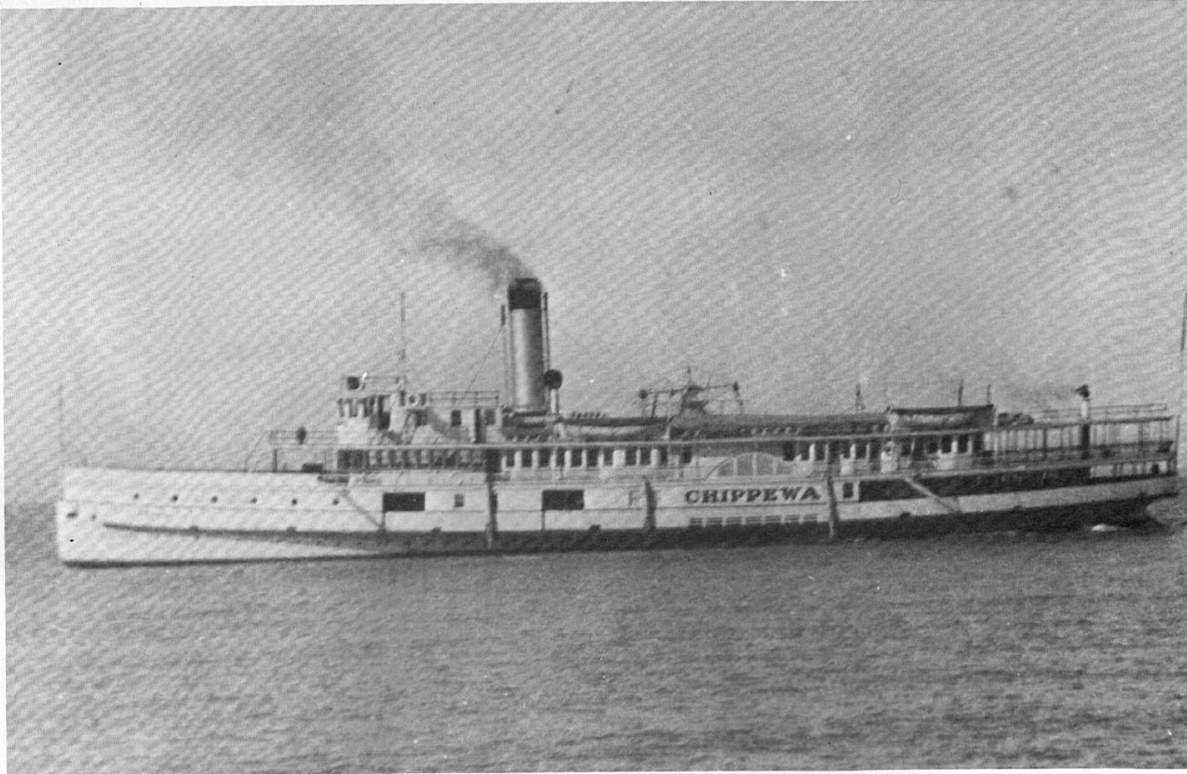
She would leave Detroit at 8:00 A.M. for Sandusky. She returned to Detroit leaving Sandusky at 3:30 P.M. She stopped at Put-In-Bay, Middle Bass, and Kelleys Island on both trips. When the steamer PUT-IN-BAY sailed in 1911, the KIRBY left Sandusky in the mornings and Detroit in the afternoons during June, July and August.

On August 2, 1926, her name was changed to SILVER SPRAY and she ran from Erie, Pennsylvania to Port Dover, Ontario. On May 16, 1927, she was again renamed. This time it was DOVER. She ran the same route with the Steamer ERIE. This was known as the Erie-Dover Ferry Line.

On February 2, 1929, she was damaged by fire at Ecorse. The DOVER was repaired, but she never ran again. She lay idle at Ecorse, until she was destroyed by fire on June 23, 1932, where she sank in her slip.

The Kirby's hull laid around for a couple of years. She was finally taken across the river to Sandwich, where she was cut up for scrap.

Captain Hamilton was on the KIRBY as a watchman with Captain Arthur Fox and as mate with Captain Cyde Tobin. He also sailed on her when she was the DOVER.



CHIPPEWA

Excerpts by Captain Frank E. Hamilton; Courtesy of Rutherford B. Hayes Memorial Library.

The CHIPPEWA was built in 1883, in Buffalo by the Union Dry Dock Company. In 1884, she went into service as the U.S. Revenue Cutter WILLIAM P. FESSENDEN. She had a 177 foot keel and a 28 foot beam, with a depth of 10 feet. She could hold 330 tons. She carried 47 officers, and 33 men. On August 11, 1833, she received a vertical beam engine, No. 47, from Hoboken, New Jersey.

The FESSENDEN'S station was at Detroit. She made trips up St. Clair and Detroit Rivers and Lake Huron. During the Spanish-American war she remained on all the lakes, while all the other cutters went to war.

After the Spanish-American War, she was ordered to the coast. She had her port wheel and guard rail removed at Buffalo by the Empire Shipbuilding Company. This enabled her to pass through the Welland and St. Lawrence Canals. In later years, the port wheel and guard were put back on.

In 1903, she was sent to Key West, Florida. There she was blown ashore during a hurricane. After repairs, she was ordered to Curtis Bay, Maryland. She was decommissioned on August 7, 1907, and laid-up at the Philadelphia Navy Yard.

On March 1, 1908, she was sold for \$9,100.00 to George Craig of Toledo, and George T. Arnold of Mackinac Island. The cutter DALLOI was bought at the same time by the same people, towed the CHIPPEWA from Philadelphia to Toledo. On May 30, 1908, she arrived at Gillmore's Ship Yard in Toledo, where she was rebuilt as a passenger steamer and was renamed the CHIPPEWA. Her gross tonnage was 330 tons. Her keel was 181 feet 5 inches. She was 28 feet wide with a 9 foot draft. She was given feathering wheels with concave buckets. Her cabin was finished in chestnut and it was similar to the cabins of the ARROW and the FRANK E. KIRBY.

The CHIPPEWA left Toledo on May 5, 1909. Her captain was William McCarthy and her chief engineer was Patrick Eutrice. She was placed on a run from Cheboygan, St. Ignace, and Mackinac Island to Sault St. Marie daily.

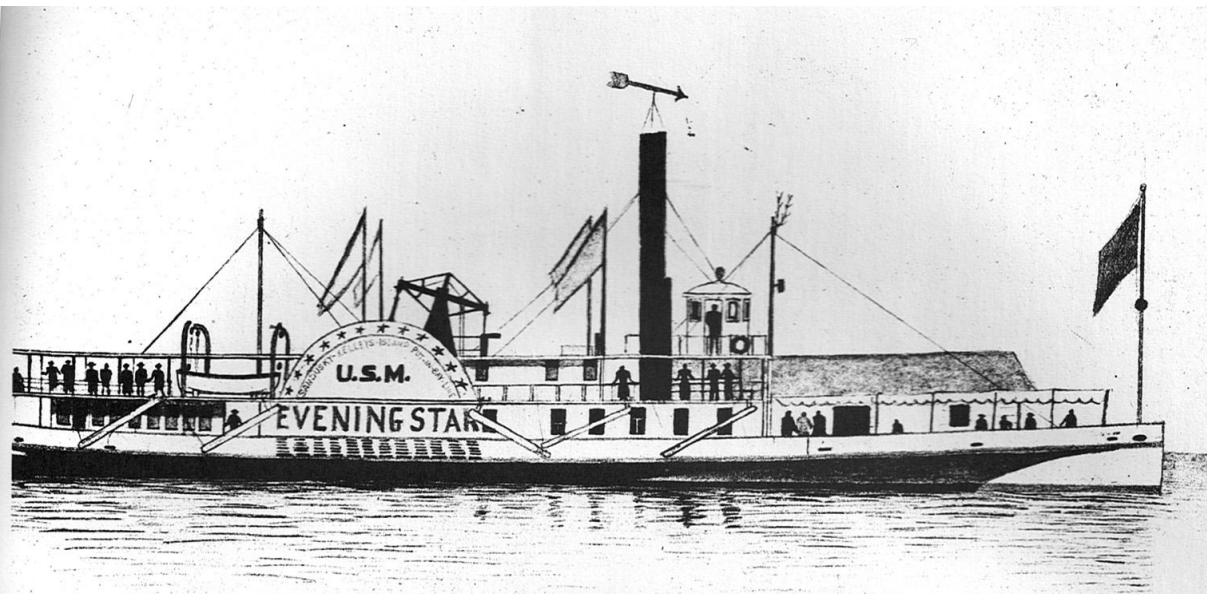
During the fall and winter of 1909 and 1910, she was placed in dry dock at Manitowac. At this time, she was lengthened. The D. & E. boats were withdrawn from the up shore run in 1918. In 1921 she ran on the Chicago lake front.

In 1922, the CHIPPEWA was sold to the Sandusky and Islands Steamboat Company of Sandusky. The steamer ARROW which had formed the Island route, had burned at her dock at Put-In-Bay. On April 15, 1923, the CHIPPEWA took over the ARROW'S route. She ran from Sandusky to Lakeside, Kelleys Island, Middle Bass, North Bass, and Put-In-Bay. Her captain was Harry Tyrie. She stopped running to Marblehead because the dock there was in very bad shape. During the 1920's and 30's she made excursions to Cleveland, Toledo, Kingsport, Detroit, and Walpole Island. On a few occasions she ran to Fairport and Erie.

The CHIPPEWA made her last Sandusky and Island run on September 5, 1938. She was laid-up in Sandusky by the Columbus Avenue

The CHIPPEWA was sold in April of 1940, to Ward and Wheeler of Sandusky. After they dismantled her, they sold the hull to the Peerle Marine Company of Port Huron. On June 1, 1942, she was towed out of Sandusky by the tug AMERICA.

She was later sold to J. Earl McQueen of Amherstburg, Ontario. He sold her to the Steel Company of Canada. McQueen's tug PATRICIA McQUEEN towed her to Hamilton, Ontario. In the spring of 1942, she was cut up for scrap.



EVENING STAR

Article by Captain Frank Hamilton; courtesy of the Rutherford B. Hayes Memorial Library.

The EVENING STAR held 381 tons. She was 180 feet long, with a keel of 168 feet. She was 24 feet by 35 feet from guard rail to guard rail.

Her depth in the water was 7 feet 5 inches. She was rebuilt in January of 1866, in East Saginaw, by S. B. Kirby and S. J. Tripp for Hubble Curtis and Dickson of Saginaw.

She had three decks. The interior of the cabins were painted white with bunches of flowers and fruits painted on the doors and panels.

She was sold October 21, 1866 to Alfred Kelley of Kelleys Island. She ran the balance of the season. In 1867, she started making two round trips daily because of the busy season.

On the Harbor.
I looked to the harbor
And heard a holler.
I tried to look farther
But it was getting darker.
I ran to the edge of the harbor,
So I could see farther.

All I could see
Was darkness in front of me.
So I turned on a light,
It was very bright.
I saw a goat in a boat,
Which was afloat,
Sitting in the harbor.
That's what was hollering
That night in the harbor.

Tony Siciliano

Some of the elders of the Island
Remember some of the great boats.
First the steamboats and now the freighters,
Which a load of iron ore it totes.

We are proud to live on the lakes,
With the legends, and stories, and ships.
Even when storms seem to threaten us,
We'll be hardy and never give up our ships.

Marie Feyedelem

The Great Lakes are mean,
So it is said.
And many good ships have gone down.

The waves pound,
While the winds slash,
And the ships quickly go down.

Lake Erie is one of the meanest lakes,
Many men have been lost.
But each man that sails the lakes,
Must have the guts it takes.

Many of the boats that sailed Lake Erie,
Have stopped or gone by Kelleys.
Some of the captains went through great storms,
Some of them just grew weary.

The night sky became bright and I got uptight,
So I hopped in my boat and took a float.
The sea became rough and I got tough,
So I showed the sea that I knew my stuff.
I headed my boat into the waves and it held up very brave,
I knew I was out of trouble because the sea didn't rumble.
I decided to go home to have a bite
Because it started to rain very light.

Mike Seeholzer



ARROW

Courtesy of Hamilton Collection, Rutherford B. Hayes Memorial Library. Excerpts from an article of Captain Frank Hamilton.

The keel of the steam ARROW was 165 feet, 3 inches. She was 28 feet wide and 55 feet wide over the guards. She had a depth of 9 feet and 5 inches.

The ARROW was built in 1895, by Detroit Dry Dock Company in Wyandotte, Michigan. She was built for the Sandusky and Island Steamboat Company, which was located in Sandusky. It was the first steel steamer built for the Island route since the ISLAND QUEEN.

On January 7, 1895, she was towed into Detroit, where she received the engine from the steamer JAY COOKE. She had steel feathering wheels. The cabins interiors were paneled in mahogany.

There was a promenade deck that extended around the whole boat. The whole boat was lighted by electricity. She could carry 900 passengers.

The ARROW made her trial run into Lake St. Clair on Saturday, April 27, 1895. Her captain was Captain George A. Brown. The mate was August Foy; chief engineer Nelson Lockhart; and clerk, Eugene McFall. On her trial run of the Island route, she was escorted by the steamers THE AMERICAN EAGLE and FRANK E. KIRBY.

On May 1, 1895, she started the Island route. Her stops included Sandusky, Kelleys Island, Middle Bass, North Bass, and Put-In-Bay.

She only had three captains while she was on the Island run. The first was Captain George A. Brown. In 1906, William Slackford took over, and when he left her in 1907, Harry Tyrie was her captain.

On September 5, 1946, the ARROW was sold to the McCormick Shipping Corporation of Panama where she was placed in the Central American Banana trade.

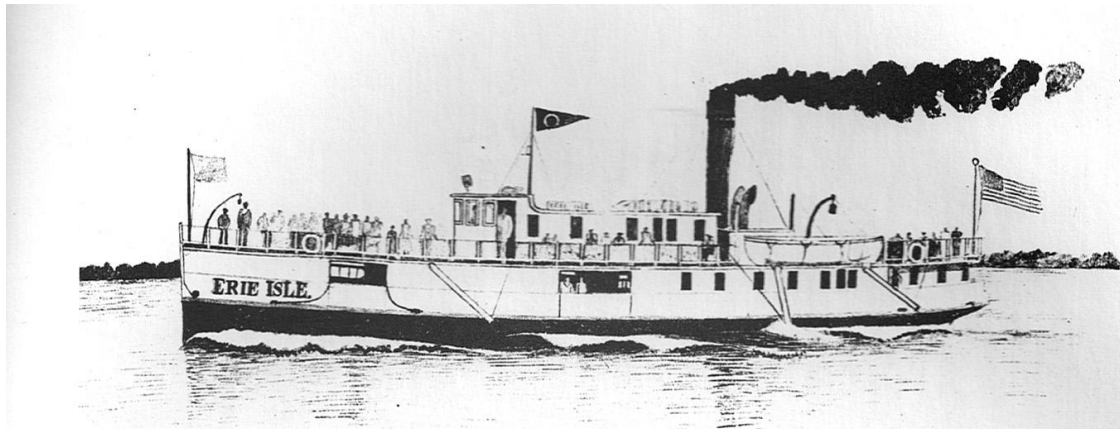
The ARROW was wrecked off Barriu Reef near Honduras on August 9, 1948. She had been many things to many men.

Early One Foggy Morn,
I watched a man blow the fog horn and
It a sight you should have seen
A man on the dock trying to look mean,
Trying to frighten men away.
Just to go home and have something to say,
Every day he would give a big huff
And tell the men all kinds of stuff
All at work the sailors were never alone
Until that guy went to leave his home.

Sherry Willis

The Faith
There once was a boat called FAITH,
Who caught all the fish she could take.
Her crew; Faith, Hope, and Charity faced the lake each day,
And almost always came home without too much delay.

Chris Seeholzer



ERIE ISLE

Courtesy of Rutherford B. Hayes Memorial Library

The ERIE ISLE was 100 feet long and 26 feet wide. She had a depth of 6 feet 8 inches. The boat was built in 1894.

In 1922, she had her upper deck removed and she was made into a freighter. She was then used as a produce boat on the Rataarn Canal.

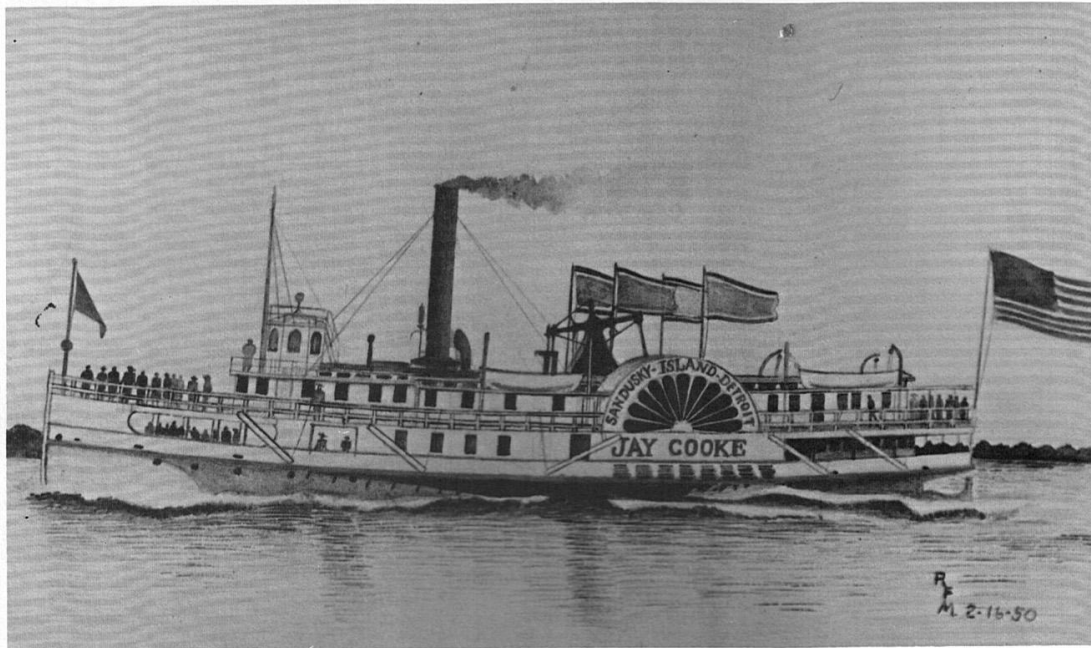
She was used as a Put-In-Bay auto ferry boat from July 14, 1930, to October 21, 1941.



CITY OF HANCOCK

The CITY OF HANCOCK was a steamer. Her gross tonnage was 296 tons. Her length was 104 feet. The length from guard rail to guard rail was 28 feet. Her beam was 9 feet 6 inches.

She was built in 1901, by the Buffalo Dry Dock Company. She ran to Kelleys Island in 1938.

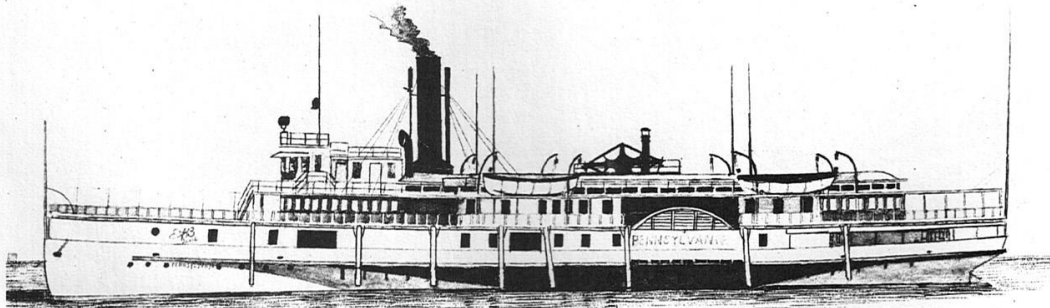


JAY COOKE

Courtesy of Rutherford B. Hayes Memorial Library.

The JAY COOKE was 162 feet long by 25 feet wide and from guard to guard she was 42 feet. Her depth was 9 feet.

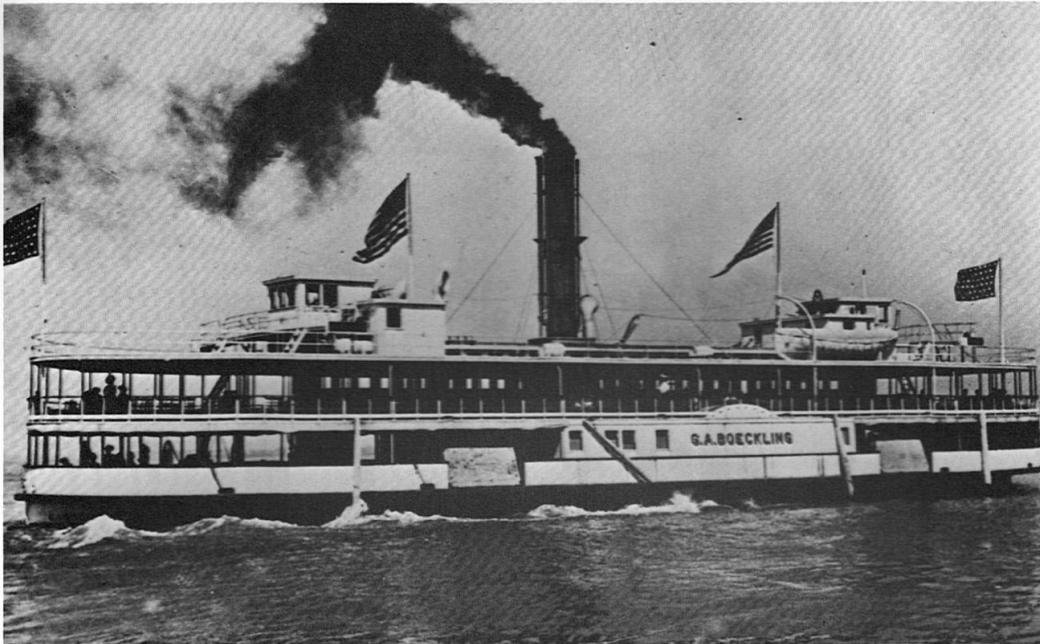
The JAY COOKE was built in Detroit, Michigan. Her run was from Detroit to Sandusky.



PENNSYLVANIA

Her gross tonnage was 740 tons and her keel was 200 feet long. The overall length was 215 feet. Her beam was 82 feet.

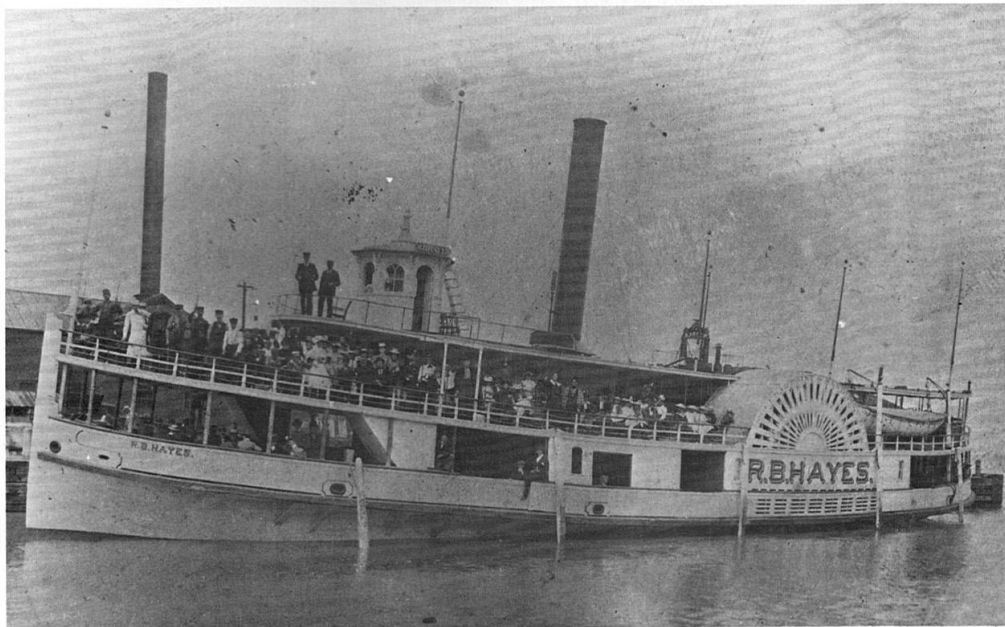
The PENNSYLVANIA was built in Wyandotte, Michigan, in 1898, by the Detroit Dry Dock Company. She was built for the Erie and Buffalo Steam Boat Company. She arrived in Sandusky on her maiden trip on May 21, 1899.



G. A. BOECKLING

Hamilton collection, courtesy of Rutherford B. Hayes Memorial Library.

The G. A. BOECKLING was a steamer. Her gross tonnage was 328. Her length was 155 feet long. She was 30 feet from guard rail to guard rail, and the width of the beam was 9 feet. She was built in 1901 at Ecorse, Michigan.



R. B. HAYES

Courtesy of Rutherford B. Hayes Memorial Library

Her gross tonnage was 164. She was 124 feet long with a beam of 7 feet 6 inches.

She was built at Sandusky by John E. Monk, & ran the Sandusky route.



OLCOTT

Excerpts from article by Captain Frank Hamilton. Courtesy of the Rutherford B. Hayes Memorial Library.

Her name was originally LAKESIDE and she was later renamed the OLCOTT. She was made of steel and was built by the Craig Ship Building Company of Toledo in 1901. Her hull number was 84. She was built for the Sandusky and Peninsula Steamboat Company of Sandusky.

F. M. Kelley was her manager. Her keel was 128 feet, 5 inches. Her gross tonnage was 285 tons. She was 28 feet wide and 9 feet 7 inches deep. She had 1/2-inch plates on heavy frames, spaced 12 inches apart, on each side. It was used for breaking ice.

Captain Fred J. Magle was the skipper of the OLCOTT. Gene Passnoe was the chief engineer. Alex Bruce was the clerk. She ran the route that the AMERICAN EAGLE ran. This run was to Marblehead, Lakeside, Catawba, Kelleys Island and Put-In-Bay. During the spring, fall, and winter seasons she ran to Sandusky, Marblehead, Kelleys Island, North Bass and Put-In-Bay.

In September, she ran the fruit run from the Islands to Toledo and Cleveland.

On November 14, 1905, she was rebuilt at the Craig shipyard and was renamed the ARROW. She continued the Peninsula run until 1908.

From 1908 to 1917, she ran from Sandusky to the Islands in the spring and fall.

She was the only American boat to operate out of Toronto on Sundays.

December 1916 was her last run to Sandusky and the Islands.

Passing through the Cut of Canso, she ran into bad weather near the northeastern Nova Scotia coast. She had to return to Halifax for repairs. She rested there for a few days and then was off for New York. She went to the Staten Ship Building Company at Stapleton, Staten Island. They worked on her - stripping off all the houses and upper works. They rebuilt her into an ocean going tug. She was renamed HURON.



COMMUTER at the Store Dock



KELLEY ISLANDER at Neuman Boat Dock

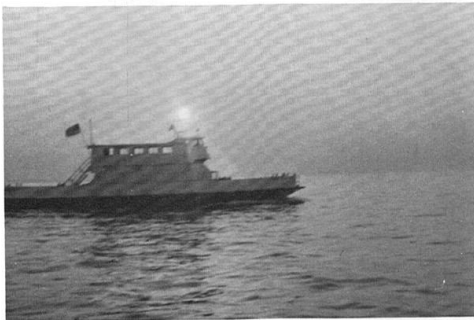
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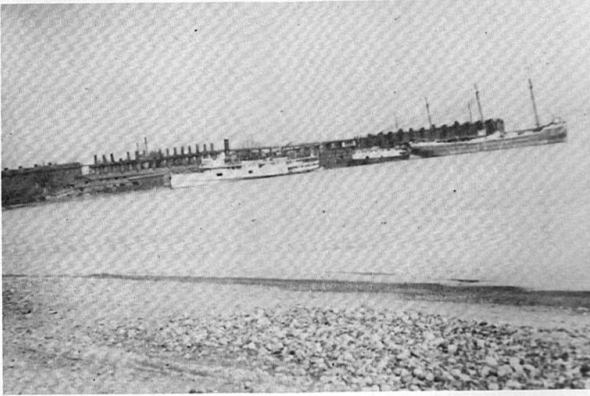


MASCOT and the MESSENGER of the Neuman Boat Line

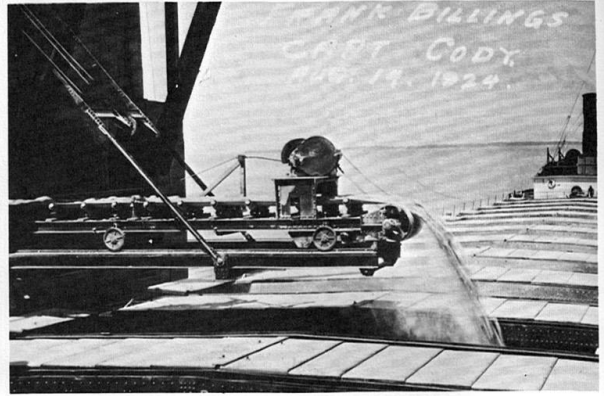
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MATURITY is perseverance, sweating out a project or a situation in spite of opposition and discouraging setbacks.

MATURITY is unselfishness, responding to the needs of others.

MATURITY is the capacity to face unpleasantness and disappointment without becoming bitter.

MATURITY is the gift of remaining calm in the face of chaos. This means peace, not only for ourselves, but for those with whom we live and for those whose lives touch ours.

MATURITY is the ability to disagree without being disagreeable.

MATURITY is humility. A mature person is able to say, "I was wrong." He is also able to say, "I am sorry." And when he is proven right, he does not have to say, "I told you so."

MATURITY is the ability to make a decision, to act on that decision, and to accept full responsibility for the outcome.

MATURITY means dependability, integrity, keeping one's word. The immature have excuses for everything. They are the chronically tardy, the no-shows, the gutless wonders who fold in the crisis. Their lives are a maze of broken promises, unfinished business, and former friends.

MATURITY is the ability to live in peace with that which we cannot change.

.....Fr. Mike Madden

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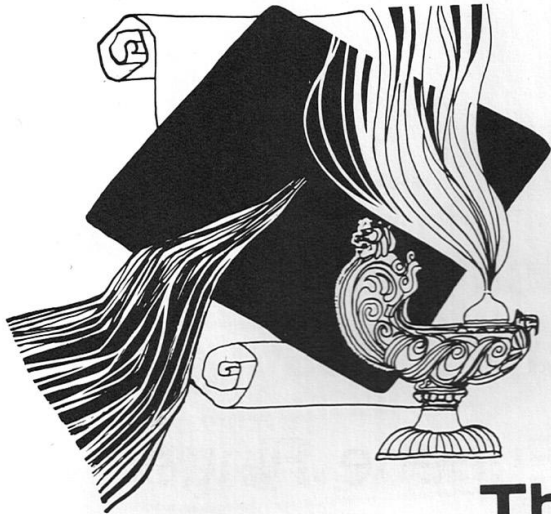


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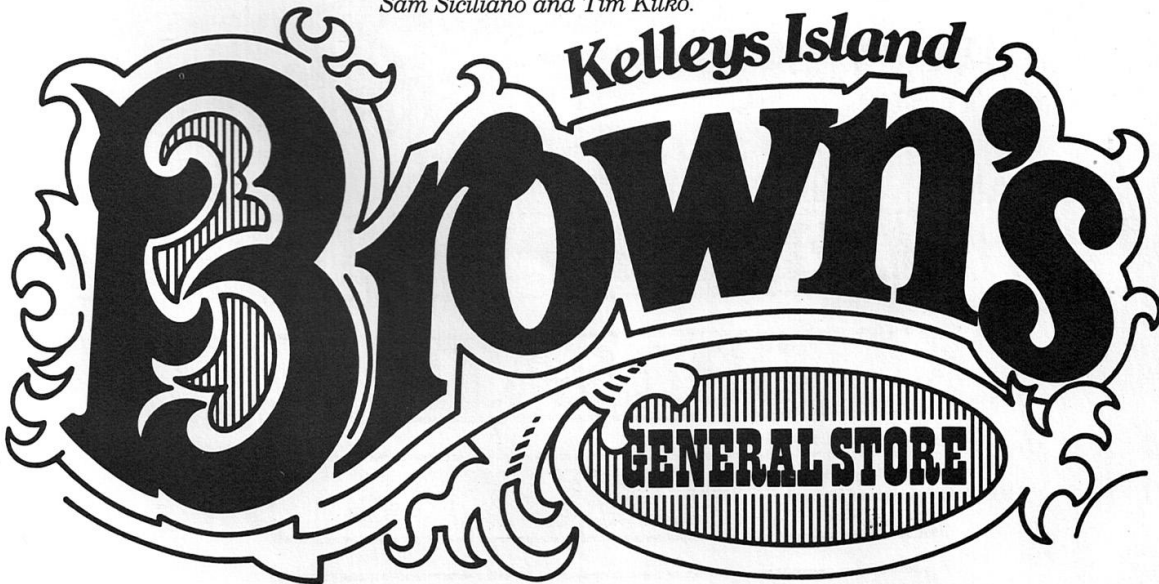
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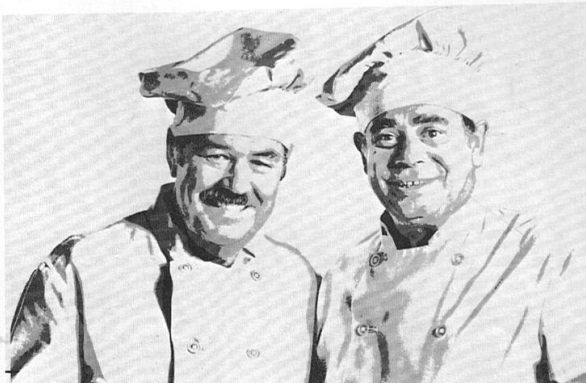
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