



OHIO HISTORIC INVENTORY

1. No. ERI-1628	2. County ERIE	4. Present Name(s) The Big Dock <input type="checkbox"/> Coded	1. No. ERI-1628
3. Location of Negatives i.S.		5. Historic or Other Name(s) The Steam Boat Dock	2. County ERIE
6. Specific Address or Location Southern terminus of Division St.		16. Thematic Association(s) Transportation	4.5. Present or Historic Name "The Big Dock" / "The Steam Boat Dock"
7. Lot, Section or VMD Number Lot 6		17. Date(s) or Period 1833	28. No. of Stories 2
8. City or Village Kelleys Island		17b. Alteration Date(s) 1879; 1892	29. Basement? Yes <input type="checkbox"/> No <input type="checkbox"/>
9. Site Plan with North Arrow 		18. Style or Design <input type="checkbox"/> High Style <input type="checkbox"/> Elements	30. Foundation Material
10. U.T.M. Reference Quadrangle Name		18a. Style of Addition or Element(s)	31. Wall Construction
11. Easting Site <input type="checkbox"/> Building <input type="checkbox"/>		19. Architect or Engineer	32. Roof Type & Material
12. Northern Structure <input checked="" type="checkbox"/> Object <input type="checkbox"/>		19a. Design Sources	33. No. of Bays Front <input type="checkbox"/> Side <input type="checkbox"/>
13. Additional Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		20. Contractor or Builder	34. Exterior Wall Material(s)
14. Part of Estab. Hist. Dist.? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		21. Building Type or Plan Public Boat Dock	35. Plan Shape
15. Name of Established District (N.R. or Local) KI Historic South Shore		22. Original Use, if apparent Public Boat Dock	36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/>
2. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary)		23. Present Use Boat Dock - Commercial	37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input type="checkbox"/> Other
3. History and Significance (Continue on reverse if necessary) This is the oldest dock still in use on Kelleys Island today. From its beginnings the winter after the island was purchased by Datus and Irad Kelley in 1833, it played a vital part in all aspects of the community's life. It was the island's viable link with the outside world;		24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	38. Building Dimensions
4. Description of Environment and Outbuildings (See #52) The dock is accessed by a sloping grade from the foot of Division Street. Over the last years the mooring area has greatly deteriorated, but work is now being done to rebuild so as to receive The City of Sandusky.		25. Owner's Name & Address, if known	39. Endangered? By What? Yes <input type="checkbox"/> No <input type="checkbox"/>
5. Sources of Information History: Ruth Reinheimer Towle & John L. Reinheimer Kurt Boker, Jeanette Cleary, F. Wm. Pape, Ray Feyedelem Hamilton Collection, Hays Presidential Center, Freemont		26. Property Acreage N/A	40. Chimney Placement
46. Prepared by Kevin Pape & Betty Pape		27. Other Surveys in Which Included N/A	41. Distance from and Frontage on Road
47. Organization KI Planning Commiss		PHOTO	
48. Date Recorded in Field 8/85		PHOTO	
49. Revised by		50a. Date Revised	
50b. Reviewed by		5. Specific Address or Location	

11. Condition of Property

- Excellent
 Good/Fair
 Deteriorated
 Ruin
 Destroyed/Burned
 Date _____

12. Historic Outbuildings and Dependencies

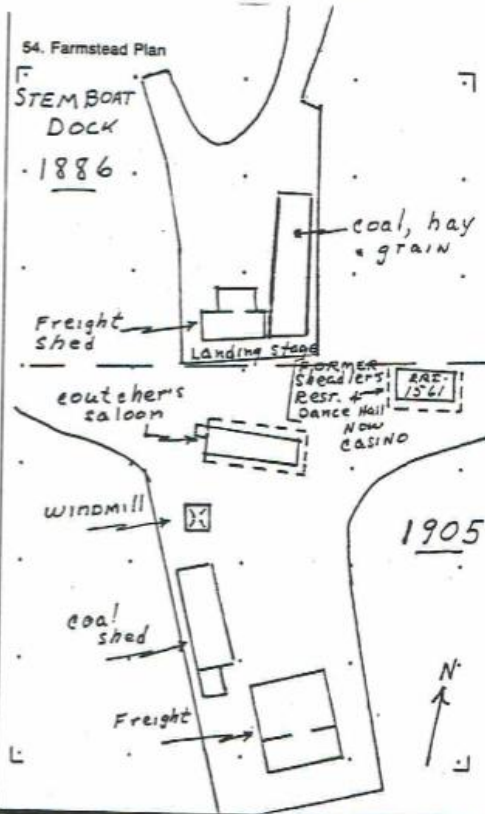
Learn Type(s)

- Corn Crib or Shed
 Smoke House
 Privy
 Summer Kitchen
 Spring House
 Garage
 Silo
 Ice House
 Designed landscape features

3. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature: Observed Expected on Basis of Archival Research

Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____



2. (Cont'd)

1 (Cont'd) place where people entered and departed the island, where goods were shipped and received, where people met at the incoming boats, watched together for the daily mail and socialized at its two saloons.

The original structure was only a small log crib 20x15' filled with stone. The site chosen for it had been cleared several years earlier by a man named Killam getting out wood for the steamer Walk-in-the-Water. An area of about 5 acres, it was the only cleared land in the tangle of vegetation that lined the south shore. More importantly, however, it was in the shelter of the south bay and at a vantage point directly across from the growing port of Sandusky on which the island was dependent for trade and supplies. Along with construction of this new dock, work also began on the shore above of a two story log boarding house to shelter the first settlers and workers. Almost immediately followed the opening of work on the two roads that were to become the main thoroughfares of the island, Division Street running due north from this hub, and Water Street running to the east and west along the shore.

OHIO HISTORIC INVENTORY

-1628

ERIE

The Big Dock

O.H.S.

The Steam Boat Dock

ERI-1628

ERIE

The Big Dock/ The Steam Boat Dock

43.(Cont'd.)

Only as land was cleared could farms be established, so, to encourage and expedite the handling of the timber, the Wood Dock, as it was then called, was widened in 1835 and a small "L" added to the east. In this "L" the first island owned sailboat, "Humming Bird", was sheltered, and in 1846, the first island steam boat, "The Islander", was built at the nearby mouth of the River Tiber. (See ERI-1686) Basic supplies were brought in and sold by Addison Kelley from a small store on the dock which also housed the first post office.

By the mid 1860's Norman Kelley had taken over the management from Addison Kelley. Timber was no longer the major export. Passenger trade and cargoes of grapes and farm produce were being shipped by steamer on regular routes to Sandusky, Cleveland, Toledo and Detroit, and the dock was now known as the Steam Boat Dock. To accommodate the growing number of visitors, Datus Kelley had enlarged his home to become the three story "Island House" Hotel located on the shore just north of the dock where the Village Park now stands.

In 1879 John B. Reinheimer (ERI-1584) was employed to manage the dock business. He increased the line of goods sold there to include feed, fertilizer, coal, oil and ice, as well as the staples of flour, sugar, etc. Later, building supplies were added, and for a short time he opened a butcher shop said to have been run by January Coutcher. To aid his thriving business he added two warehouses. Later, with the forming of the Sandusky and Island Steamboat Co. in 1882, Mr. Reinheimer bought the dock outright from Norman Kelley, and served as General Freight Agent for all steamboat lines docking there. By the 1890's there were four regular steamers making two runs daily as well as many excursion boats that one report claims deposited as many as 800 to 1200 passengers a day. In 1910 when grape and fruit crop culture was at its height, up to 3600 bushels were handled during a season's harvest.

In 1892 it was again necessary to enlarge the dock by adding 40' to the end and 20' to the west side. In so doing the small harbor or slip that had previously existed on the west was filled in. Next, a coal shed and windmill to pump water were added to supply the increasing needs of the island's quarry and wine industries. At one time, during a brief ownership by the Superior Manufacturing Co. (c. 1902-04), there was even a plan to run quarry trains down Division Street to this dock, but the plan was not approved by Council.

To feed and entertain the many people coming and going, two saloons were built at the water's edge: August Sheadler's restaurant and dance hall in 1887 (now known as the Casino, ERI-1561), and January Coutcher's saloon on the dock proper in 1894. (Burned in 1915.)

In 1905 a largely island owned stock company was formed to be known as Kelley Island Dock and Steam Boat Company. John Reinheimer was

bought out, and for the next 30 to 40 years there were a succession of managers including William Burger (ERI- 1690), Charles Gibeaut, Ted Suhr (ERI-1654), Robert Brown (ERI-1656), and Irma Dodge Conkle (ERI-1735).

With the coming of Prohibition to close the wineries, and the depression of 1929 to slow the work of the quarries, business at the dock fell off dramatically. The large lake steamers gave way to smaller, 15 ton motor boats, and, on September 4, 1939, the last regular passenger steamer made its final run. During World War II, with gas rationing, even passenger travel was curtailed and the dock facilities fell into disrepair. Finally, c. 1949, the Neuman Boat Line, one of the few remaining lines to service the island, built its own facilities at the former Upper or Coal Dock, and the Big Dock was gradually abandoned. The last boat to make regular runs was "The Welcome", c. 1950-52. The dock's remaining warehouse was razed in 1968.

In recent years the only traffic on the dock was for a small bait and boat supply shop located there. However, in 1987 the excursion boat, "The City of Sandusky" began docking here on its route between Sandusky and Put-in-Bay, and there are plans to expand these services and facilities.

44. (Cont'd.)

an excursion boat that makes daily runs in season. At present there are only two small structures on the dock; a small, one story, fram bait shop, and a ticket kiosk. The Casino and its dock lie to the north east.

45. (Cont'd.)

Hills, History of Kelleys Island, 1925
Sanborn Insurance Maps: 1886, 1905, 1934
K.I. Village Records; Council Minutes
"The Islander", Vol. III, & VII, Western Reserve Historical Library, Cleveland
S.W.R. 4/17/1875, 8/19/1885; S.R. 9/27/1905
Peninsular News: 1/21/1966