

Great Lakes Towing Company's tug LOUISIANA. She had been acquired by William Nicholson, of Detroit, but he did nothing with her either, and she continued to lie idle and was dropped from the U.S. registry in 1948. Nicholson appears to have done some cutting down of her upperworks, presumably with a mind to eventual total scrapping.

But as it turned out, the ship did have a future. She was acquired by the Sabadash Bros., of Detroit, and she was cut down into two barges. The former bow section, now 171 x 44, was converted into a hopper barge equipped with a dragline bucket so she could unload herself, the rig having been designed by Charlie Sabadash. She was redocumented in 1951 as SABADASH I (U.S.261791). The stern section, 151 x 44, lay idle for a while longer, but was redocumented in 1958 as the deck barge SABADASH II (U.S.293263). Interestingly, the Sabadash yard on the Rouge River is now the Gaelic Towing Company's yard, and the Gaelic tugs towed both of the Sabadash barges on numerous occasions.

Both barges were operated by Sabadash in the marine contracting business until they were sold in 1963 to the Dunbar & Sullivan Dredging Company, of Buffalo. The new owner renamed them, with SABADASH I becoming NO. 226 and SABADASH II being renamed NO. 225. They continued in this ownership until Dunbar & Sullivan went out of business in the late 1980s, following which NO. 226 was scrapped at Stony Island. NO. 225 was spared, however, and eventually became the platform for Hornblower's Barge and Grill, moored at the foot of Ninth Street at Cleveland, near the U.S.S. COD submarine museum. She still is documented as NO. 225 to this day, owned by Hornblower's Limited Partnership, although the restaurant was closed in November of 2006, with the owner's retirement, and new owners/operators are being sought.

Interestingly, Charlie Sabadash also left the scene in 2006, passing away in his 90s.

So 103 years after her building, a small part of KEARSARGE remains on the lakes, albeit totally unrecognizable as the handsome steamer she once was.

\* \* \*

**Ed. Note:** We extend our most sincere thanks to Len Barr, to Bill Hoey, to Gerry Ouderkirk and to Mark Thompson for their assistance with this history. And, more than ever, the writings of the late John H. Bascom and James M. Kidd were of great assistance. We are pleased, with this article, to be able to set the record to rights concerning several points in the story of KEARSARGE, which have been misinterpreted or misreported over the years. If any of our members have any additional information, we would be pleased to hear from them so that we can run a follow-up to the story.

\* \* \* \* \*

### LAY-UP LISTINGS - WINTER 2006-2007

We now present the first instalment of our comprehensive lay-up report for the current winter. We have covered as many ports as possible with the material supplied by our readers, but for some ports we simply have no (or incomplete) information available. Additional listings and, if necessary, corrections will appear in the March issue.

The following major commercial vessels are laid up at Toronto this winter:

ALGOBAY (since 2002)	CANADIAN PROVIDER	JADRAN (restaurant)	TORONTO DRYDOCK
CANADIAN LEADER	CANADIAN RANGER	METIS	(ex MENIER CONSOL)
CANADIAN MINER	ENGLISH RIVER	STEPHEN B. ROMAN	

The following other vessels are in port, most laid up for the winter although a few operate either regularly or intermittently. The abbreviation "exc." is used to designate excursion or charter boats.

ALGONQUIN QUEEN II (Q.C.Y.C. ferry), AURORA BOREALIS (exc.), BOBBIN (barge - floating canvas shop), BRUTUS 1 (tug), CAROLINA BOREALIS (inactive exc.), CHALLENGE (sail exc.), DIVER III (tug), ELSIE D. (R.C.Y.C. tender), EMPIRE SANDY (sail exc.), EMPRESS OF CANADA (exc.), ENTERPRISE 2000 (exc.), ESCAPE T.O. (exc.), ESPERANZA (R.C.Y.C. tender), NED HANLAN II (tug), HARBOUR STAR (exc.), HIAWATHA (R.C.Y.C. ferry), WILLIAM INGLIS (island ferry), IROQUOIS (hobby tug), ISLAND MARINER (marina ferry), ISLAND PRINCESS (exc.), I-WY-SEA (I.Y.C. ferry), JARRETT M. (tug), JUBILEE QUEEN (exc.), KAJAMA (sail exc.), M. R. KANE (tug), KENNETH A. (retired tug), KENTEAU (tug), KLANCY II (exc.), KWASIND (R.C.Y.C. ferry).