

Damn. We should all be so lucky

The Redwing's career ended in tragedy. The Outing might outlive us all.

I worked for Lloyd Holland when he first took over the boats from Paul Scofield. We only had one ferry running. The other was on a cart on the rails down at the Navigation Company at the Town end. It wasn't on shore, it was out a ways. It was stripped down, the hull repaired, and we turned it into the "party boat." Max Hyde had to come down with one of his big tow trucks and push the boat farther out into the lake so it would float. Nobody would ride the darned thing because there was no roof over the passenger areas. After I had left, Lloyd added a roof. built it out of plywood. He was told it would last forever, but it didn't.

Crew – 1960s

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About 1968, we tore the Outing down and built a different type of superstructure on it. It had a bridge-type affair that would look out over the front of the open seating on the front end and a closed-in cabin in the back. We thought it would be nice for charters, small parties and that sort of thing. We also thought it would work as a ferry on rainy days and we did use it for that, but it was "Holland's Folly." It never really paid off.

Owner – 1960s

There was a rechristening party for the new Outing on the evening of July 12, 1968. She began carrying regular passengers the following day. Conneaut Lake Cruises hoped to open a whole new market for themselves in private charters, but things didn't quite work out. It seemed the old girl's new party clothes didn't quiet fit as well as might have been expected.

I thought it looked pretty cool. But I remember telling my dad one day that I wanted to go for a ride in it. He said that there was no way he was going out for a ride "in that poor excuse for a shrimp boat."

Passenger – 1960s

