

# LAKE GEORGE STEAMBOAT COMPANY



## 200 YEARS OF CONTINUOUS SERVICE

### === Minne Ha Ha ===

During the 1950s and 60s the Mohican and the Ticonderoga only seemed to have long trips. It then became obvious that there was a need for a boat that would run short, 1 hour long trips, that would be more accommodating for increasingly busy families with lots of children. The decision to build the Minne was made.

Originally the Minne was planned to be a side-wheel steamship, instead of the stern-wheel steamship she is today. But she would have appeared too wide when compared with its short length. So the decision was made to make her a stern-wheel steamship, like all the steamships of the south.

The ship was designed by H.M. Tiedemann Company in NYC. Construction began at our shipyard in Baldwin (few miles south of Ticonderoga) on October 2, 1968. The hull was completed on December 6th of that year. She was then towed down to the steel pier in Lake George by the Mohican where she was completed during the duration of that winter at a cost of \$270,000. The Frederick H. Semple Manufacturing Company in St. Louis, Missouri designed and built her steam engines (which produce a tad under 200 horsepower from 6,000 pounds of steam per hour).

The Captain on the Minne has no direct control over the speed that the Minne is traveling at or if she is to go in forward or reverse. The captain relays these commands down to the engineer in the engine room through a series of bell rings.

At the time she measured 103 feet long and 30 feet wide. She weighed a mere 200 tons and drafted only 3.5 feet of water. Of course her bow design didn't allow for much speed and she could only hit a max of 7mph.

She was christened on July 30, 1969 and given the name "Minne Ha Ha" which means "Laughing Waters" in the local Native American language. 2 days later the Minne began her daily schedule of 1-hour long trips.

The Boat ran so successfully throughout her first 30 years of service that the design was made that she was to be lengthened and modified to not only be able to accommodate more passengers, but to also be more accommodating to the passengers riding her. In the winter of 1998-1999 she was brought up on our drydock and then cut in half, and then had a section of 34 feet added to her midships. This would bring her total length to 137 feet and bring her to weigh 250 tons. Also added was a handicapped elevator, improved snack bars and gift shops, and an emergency diesel propeller (added under her paddlewheel) which could be engaged and used whenever she lost steam power (which has happened and left her stranded numerous times during her 43 year long career).

And she still sails on today, providing entertainment for both the kids and parents riding her as well as the kids and parents watching from the shore. She has provided joy to so many people who have ridden aboard her over the last 43 years, we hope that she will stick around for another 43.

In and About the Adirondacks