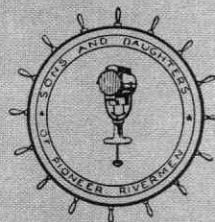


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 33, No. 4

Marietta, Ohio

December 1996



- FRONT COVER -

William E. Reed captured this view of the WM. LARIMER JONES (T2671) on a very still afternoon below Dashields Dam, Ohio River about 1950. The JONES was one of a fleet of nine big towboats owned by Vesta Coal Co., subsidiary of Jones & Laughlin Steel Co., which towed coal from the mines to the big mill at Aliquippa, Pennsylvania. Hard to believe that the five mile long J&L mill is now gone with only a bank of slag to mark the place.

The WM. LARIMER JONES was built by Howard in 1930 and noted as a first with only levers, no pilotwheel. The TITAN was a sister boat.

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Guy Williams	
Jim Wallen	

out of the Willamette during the record-breaking floods and returned to downtown Portland several weeks later; steamed to River Place on July 13 for the annual antique boat show; escorted the Liberty Ship S.S. JEREMIAH O'BRIEN during her visit to Portland; will operate on November 2, 1996 during the 3rd Annual Sternwheel Race.

Don Chalmers
Troutdale, OR

- LETTERS -

Sirs: I'm a new member of S&D and once a waiter on the MISSISSIPPI QUEEN, 1976-77 while putting myself through University of Cincinnati. Currently I'm working on a thesis on showboats. The working title is, "A Feasibility Study for a 21st Century Showboat." I'm now engaged in the research and would welcome all sources of information.

Douglas A. Stewart
Chicago, IL 60660

= Start by subscribing to Showboat Centennials, Don McDaniel, Prop., 76 Glen Ave., Worthington, OH 43085. Ed.

Sirs: I would like to clarify a comment by Mr. Stan Garvey in his letter on page 3 of the September S&D Reflector, "The only sternwheel steamboat operating west of the Rockies .."

The PORTLAND of the Oregon Maritime Center and Museum, Portland, OR operated eight full days on the Willamette and Columbia Rivers in 1996 while making the movie, "Mavarick"; ran

= Stan Garvey will be pleased, as are we, to learn that the sternwheel PORTLAND is obviously very active. Ed.

Sirs: The story about the BIG LIBERTY and the Krafts bringing her around from Mobile interested me. I have a set of postcards which Henry and son Harry Kraft sent home to Lucy and Roy Kraft at Belpre, Ohio on that trip; they are dated between October 15 and November 4, 1912.

O. O. Brown
Paden City, WV

= Lucy and Roy Kraft were children of Capt. Henry Kraft. Reports Henry from Mobile when first seeing the LIBERTY: "I got here after so a long a time; found the boat in fairly good condition." The LIBERTY was on the docks at Mobile two days for hull work and back in the water October 16. Harry Kraft's postcard, Oct. 25: "Was out on the briny deep yesterday & last night & thought we were lost for a while. That will be enough for me, especially on the LIBERTY. Harry"

Sirs: My grandfather Francis Flesher's boat was the MATTIE ROBERTS. Another of my ancestors was A. J. Flesher who operated boatyards in West Virginia and Ohio and is reported to have owned 30 boats in the mid-1800s. Would be interested in any information readers might have on the Fleshers.

Elizabeth Flesher Love
Oklahoma City, OK 7312

= Welcome to S&D. "Way's Packet Directory, 1848=1994" has twelve Fleshers in the index. If your Oke City library lacks this volume they can get it from Ohio University Press. Ed.

Sirs: It was with great interest that I read on page 6 of the September Reflector about the BECKY THATCHER's trip from Ohio to California. I called for a progress report and was told that she was delayed somewhat by weather, should be arriving in early November. I fervently hope that the entire trip is documented and much photographed for a later book. What an adventure!

Walter Corsi
San Bernardino, CA

= The little BECKY THATCHER going to California under her own power is an adventure, no doubt. We'll look for an arrival report from Walter. Ed.

Sirs: Enclosed is a letter written by J. Mack Gamble to my good friend Steve Mackinack in 1968. Keep up the good work.

Bill Stinson
Port Vue, PA

= Mack was answering Steve's questions about the history of the ex-DPC boats PITTSBURGER and ORLEANIAN. How timely; see the DPC article elsewhere in this issue. Mack also confirmed that his black dachshound "Rover" was named for the towboat. Ed.

LETTERS CONT'D. FROM PAGE 2

Sirs: As a Civil War buff all my life, I simply devoured the September story of the timber-clads, tinclads and ironclads. (Life of W. R. Hoel) I made some comparisons with the material in "Battles and Leaders" and the Civil War Atlas and found Hoel's story added a lot to my records.

William P. Carlin
Switzerland

= More of Hoel's adventures aboard the Civil War gunboats will be found in installment number three in this issue. Ed.
* * *

Sirs: I highly recommend Marjorie Burress' book, "Led by the River, The Story of My Father's Towboating Days". Marj remembered me from my days living in Saylor Park, also the home of Capt. Harry Loudon who recently celebrated his 90th birthday.

Henry J. Peters
Lawrenceburg, IN

= The book about the life of Capt. Vernon Byrnside was reviewed in the March, 1994 S&D Reflector, page 33. And "Happy Birthday!" to Harry Loudon. Ed.
* * *

Sirs: Here's an update on the ferry operation between Madison, Indiana and Milton, Kentucky: IT ISN'T! Perhaps there will be a trial operation in November, meanwhile, repairs on the highway bridge continue.

Louie DeCar
Madison, IN

= The Madison job is a real bottleneck. Dr. Antony Twort, after the S&D meeting, got off the Greyhound in Carrollton, hiked 20 miles to Milton and then couldn't walk across the bridge. Ed.
* * *

REFLECTOR BINDERS AVAILABLE

A fresh supply of binders for the S&D Reflector magazine has been received, reordered in response to popular demand. These have red plastic covers with the S&D logo and lettering in gold and clear label pocket. Each binder holds twelve (12) issues or three years, the magazines attached with included spring wires. There may be some slight difference in the shade or finish of the covers but otherwise identical with the binders available previously.

The price is \$12 per binder, postage paid. Orders may be placed with: MRS. WILLIAM JUDD,
1099 U.S. ROUTE 52, NEW
RICHMOND, OH 45157.

Checks should be made out to Sons & Daughters of Pioneer Rivermen.

SAYLER PARK & HARRY LOUDON

Marion Gross has our thanks for sending in a feature about the Saylor Park community which graces the banks of the Ohio some ten miles west from downtown Cincinnati. The story about this attractive part of the city appeared in the August 19, 1996 Cincinnati Enquirer.

From the river, Saylor Park can be identified as in the vicinity of Fernbank, old Lock and Dam 37, the U.S. Engineer Depot, etc.

Capt. Harry Loudon, 90, is quoted at length extolling the attractions of Saylor Park. Harry came to the area in 1927 and worked for 38 years as pilot for the Corps of Engineers at Fernbank and then 18 more on the DELTA QUEEN. Harry takes a daily walk around town, stopping at the fire house, post office and various stores, a regular part of the Saylor Park scene.

A warm tribute to a pleasant corner of the Queen City and we're glad Capt. Loudon is still keeping an eye on Saylor Park.
* * *

BYLAWS ADOPTED

The S&D Board of Governors adopted the following bylaws during its September 1996 meeting. The Bylaws codify actions taken by the Board at various times, clarify practices or identify actions taken by the membership.

9601 EX OFFICIO MEMBERS

Ex officio members of committees and boards are not voting members.

9602 HOUSE FLAG

The Eichorn design is the S&D official house flag. (1993)

9603 NOMINATING COMMITTEE

A Nominating Committee shall be named by June of each year to prepare a recommended slate of candidates to be presented at the S&D annual meeting. The committee shall consist of members entitled to vote. The nominees shall be members entitled to vote and who have agreed to serve if elected.

9604 RESTRICTION ON OFFICERS

No officer (as defined in Art. VI) may served as chairman of the Board of Governors, chairman J. Mack Gamble Fund trustees or as chairman of any standing committee. There is no prohibition of an officer being a member of said groups.

9605 BOARD OF GOVERNORS, MEETINGS

The Board of Governors shall meet at least semi-annually. One such meeting shall be held on the day prior to the S&D annual meeting.

9606 BOARD OF GOVERNORS, CHAIRMAN

The Board of Governors shall elect the Board chairman from amongst its membership following the S&D annual meeting.

9607 BOARD OF GOVERNORS, PRESIDENT

In the event that the President of S&D is not an elected member of the Board of Governors he shall be an ex officio member of the Board.
* * *

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December 1996

Established in 1964 as the official publication of the Sons and Daughters of Pioneer Rivermen, edited and published by Capt. Frederick Way, Jr. through 1992. The S&D Reflector takes its name from a newspaper published in 1869 by the management of the sidewheel packet FLEETWOOD, Parkersburg-Cincinnati trade.

Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible and welcome. Full membership entitles the holder to the S&D Reflector and admission to the Ohio River Museum including the W. P. SNYDER JR., Marietta, Ohio.

Membership dues are currently \$15 per year for a full membership; \$1 per year for associated memberships for spouses and children under 18. Please list full names of children so that each may receive a membership card.

Applications for membership in S&D together with your check should be sent to:

Mrs. J. W. Rutter, Secretary
126 Seneca Drive
Marietta, OH 45750

Memberships are for a calendar year including four issues of S&D Reflector. Renewal notices are mailed out near the end of the year. Respond with a check promptly as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the mailing list. Postal regulations prohibit the mailing and billing of material without the addressee's consent.

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Correspondance is invited by the editor. Please do not send unsolicited photographs on a loan basis.

Joseph W. Rutter, editor,
126 Seneca Drive
Marietta, OH 45750
(614) 373-7829

* * * * *

SONS & DAUGHTERS OF PIONEER RIVERMEN

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126 Seneca Drive
Marietta, OH 45750

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204 Chestnut Street
Huntington, WV 25705

John Fryant, V.P.
6508 Dorset Drive
Alexandria, VA 22310

Mrs. J. W. Rutter, Secretary
126 Seneca Drive
Marietta, OH 45750

Guy C. Anderson, Treasurer
2838 Colonial Ridge Ct.
Cincinnati, OH 45212

Board of Governors:

Term Ending 1997 -
William Judd, Chairman
J. W. Rutter
Frederick Way, III

Term Ending 1998 -
Gerald W. Sutphin
William Barr
Anne Mallinson

Term Ending 1999 -
Alan Bates
Jack E. Custer
Catherine Remley

Trustees J. Mack Gamble Fund:

Don McDaniel (1998), Chairman
J. W. Rutter (1997)
G. W. Sutphin (1999)

Affiliated Chapters:

Ohio-Kanawha Chapter
Capt. Bert Shearer, President

Middle Ohio River Chapter
Rick Kesterman, President

Mississippi River Chapter
J. Thomas Dunn, President

Inland Rivers Library, Cincinnati:
Alfred Kleine-Kreutzmann, Curator
(513) 369-6957

Ohio River Museum, Marietta:
John D. Briley, Manager
(614) 373-3750

**S&D ANNUAL MEETING IS FAVORED BY GOOD WEATHER
AND A GOOD TURNOUT
SEPTEMBER 13 and 14, 1996**

To Ralph DuPae goes the honor of first arrival at the 1996 gathering of Sons and Daughters of Pioneer Rivermen. Ralph was on hand Tuesday, admitting that primarily his early arrival was in connection with searching out a collection of river photos for the Murphy Library collection. He went off sleuthing up the river after making his welcome call on Seneca Drive.

New this year was the location of the Friday evening reception, a reception afloat aboard the VALLEY GEM. A wedding and tour group had blocked out the VALLEY GEM for Saturday so Capt. Jim Sands had suggested the alternative of a "Moonlite" on the Friday evening. The moon was only a sliver, and that hidden by clouds, but the VALLEY GEM was well filled when she departed the Marietta landing at a little after 8 pm. Ann Zeiger and Barbara Hameister made a valiant effort to get to Marietta before leaving time but, unfortunately missed the boat by a whisker.

The Saturday morning business meeting at the hotel was convened a little late because of the multitude of displays in the meeting room. The Queen City Paddlewheelers group had nineteen models arranged around and displayed on easels were new paintings by Forrest Steinlage, Dr. Pete Striegel and John Fryant. Forrest is working on a painting of the TOM GREENE at the Louisville wharf, Dr. Striegel had a large painting of the packet MILWAUKEE at a landing and also a new, eye-catching stern view of the towboat JAMES MORAN throwing water from her big wheel and Mr. Fryant had a beautiful waterline rendition of the DUNCAN BRUCE as she came from the builders.

S&D ANNUAL MEETING

President Rutter called the meeting to order at 9:45 am. and asked first for the report on S&D's financial condition from Treasurer Guy Anderson.

The report: Receipts for the year were \$15,724 while disbursement were \$21,929.20 which included expenses for the 1996 meeting. The bank balance as of September 19, 1996 was \$15,589.63 as compared to a balance of \$21,794.83 reported at the 1995 annual meeting. Although the report shows a decline in the S&D bank account the Treasurer felt the level of working funds remained satisfactory. Treasurer's Report accepted upon proper motion.

Secretary Bee Rutter announced that in response to members' requests binders for the S&D Reflector had been ordered. The price postpaid will be \$12 each; see ordering information elsewhere in this issue. Our membership remains at about 1,100, almost constant for several years past. Bee pointed out the sizeable number of first-timers on hand for this meeting, evidence that interest in S&D continues. Responding to a question from the floor about the bronze S&D pins the Secretary reported that she was out of stock; the last order of the pins had sold very slowly. A number in the audience indicated interest so a current cost quote for bronze pins will be obtained and a decision made about reordering.

BOARD OF GOVERNORS REPORT

Board of Governors Chairman Bill Judd reviewed the actions taken by the Board in meetings held in April and September. Bill pointed out that the business of S&D has become more complicated over the years and the deliberations of the Board more

lengthy, too long to finish in the Saturday morning format followed years ago. In addition to reviewing the annual reports of the officers, the Board has looked into possibility of liability exposure of S&D and its officers, reviewed past Board actions and adopted by-laws for future guidance (see elsewhere in this issue), reestablished the Museum Committee and authorized an S&D river display at the Blennerhassett Park Museum, Parkersburg. It has approved a membership questionnaire developed by John Fryant which will be sent out with the December S&D Reflector, an opportunity for the general membership to express its views.

J. MACK GAMBLE FUND REPORT

Don McDaniel was called upon for a report on the J. Mack Gamble Fund activities during the year. As reported by the Trust Department, National City Bank, Columbus, Ohio the Fund had a market value of \$491,626 as of June 30. The net dividends and interest earned by the fund and available for grants was \$14,850.

Requests for grants totaled \$15,590 and awards and amounts were as follows:

1. Becky Thatcher Showboat, Marietta, painting - \$3,000
 2. Str. PORTLAND, paddlewheel rebuilding - \$1,160
 3. W.V.U. Library, Charles Ward steamboat drawings - \$2,430
 4. Murphy Library, steamboat photo project - \$5,000
 5. Museum of the Rockies, steamboat wrecks on Upper Missouri documentation - \$3,000
- Total grants \$14,590.

In addition, a Blennerhassett Park Museum special display project was authorized by the Board of Governors, not to exceed \$5,000. A display case for the model of the GUIDING STAR has

been built - \$1,483

The J. Mack Gamble Fund trustees have adopted an informational brochure and application form to standardize the information from applicants. A report on the use of the funds awarded grantees is required in all cases. S&D members should feel free to suggest that those with worthy river related projects in need of support contact: Don McDaniel, Chairman, J. Mack Gamble Fund, 76 Glen Ave., Worthington, OH 43085.

APPROVING ACTIONS OF OFFICERS

Moved, that the actions of the officers of the Sons and Daughters of Pioneer Rivermen on behalf of the association during 1995-1996 be approved. Seconded and unanimously adopted by voice vote.

OTHER REPORTS

The Inland Rivers Library report was provided by Alfred Kline-Kreutzmann, Rare Books Department, Cincinnati Library. Alfred expressed the library's appreciation to S&D for financing the copying of 220 Jesse Hughes glass negatives and help in acquiring the remaining negatives, diaries, cameras, etc. once belonging to photographer Thornton Barrette.

Alfred brought news that the Tell City Chair Co., Tell City, Indiana had ceased business; Mrs. Bert Fenn has arranged for remaining materials in Bert's office to be transferred to the library.

The library received \$220 in memory of Capt. Roddy Hammitt and the money has been spent to acquire books, with suitable bookplates, for the library.

The fall exhibit at the Inland Rivers Library is on excursion boats, selected and arranged by M'Lissa Kesterman. Beginning in January the library will be moving into new, larger quarters which requires moving 45,000 books, 21,000 photographs and 10,000 pamphlets.

John Briley, manager of the Campus Martius and Ohio River Museums of the Ohio Historical

Society brought us up-to-date on changes underway at the Campus Martius and proposed for later. The river museum has assumed increased importance since the remodeling at Campus Martius has destroyed the bathrooms. The construction should be completed by December and new exhibits of immigration into Ohio will be installed on the lower level.

Exhibits have been revised in the third building of the river museum and considerable more S&D material is now on display with many new labels installed. A very fine example of a local johnboat has been acquired, dating from before the 1913 flood. Don McDaniel has designed an expanded Eisenbarth showboat display which will be found next to the piano and calliope in the second building.

The O.H.S. has plans for a major remodeling of the river museum in 1998 when state funds should be available. Should this finally come to fruition, it is to be hoped that the S&D Museum Committee will be involved in the planning phase and later.

President Rutter announced that the members of the new Museum Committee will consist of Jeff Spear, Chairman assisted by John Fryant and Dale Flick. Jeff has been involved with the river museum for many years; John is an accomplished display designer, model builder and artist; Dale demonstrated his ability to mobilize public officials with the preservation of the W. P. SNYDER JR. in 1988

S&D CHAPTERS

The Mississippi River Chapter is the most relaxed chapter according to Capt. Tom Dunn, president. Membership is 55 and the treasury is reported to be solvent. A successful meeting was held at Hannibal, Missouri and the next gathering will be at the "Big River Rendezvous" in Davenport, Iowa this fall. If the chapter is the most disorganized it claims to have the most fun; a white sweat shirt decorated with a fancy drawing of the

sidewheeler MISSISSIPPI and the chapter's name was presented to Ye Ed and we are properly grateful.

Next, Rick Kesterman of the Ohio River Chapter was called for a report. The M.O.R. could not match the Mississippi River sweat shirts but claimed to spare no expense for stationery ("Lafayette Hotel" was observed). Meetings had been held in Shakertown in the fall and at Covington, Kentucky in the spring, the latter including a cruise up the Licking River and Sunday breakfast with Bill and Darlene Judd at New Richmond, Ohio. In July a meeting was held in Wheeling, West Virginia (see September S&D Reflector for a full report). In recognition of the 20th anniversary of the chapter's founding under the leadership of Jack and Sandie Custer, the group will meet in Louisville to take the Octoberfest cruise on the BELLE OF LOUISVILLE.

The senior chapter is the Ohio and Kanawha group, originated by the late Jerome Collins and others, usually meets at the Mason County Library in Pt. Pleasant, West Virginia. Engineer Charles Henry Stone reported for the Chapter under the watchful eye of Pilot Bert Shearer. He took note of the great wealth of the other chapters and commented that although they couldn't afford to do much traveling the chapter was believed to be solvent and they have been getting together regularly for twenty-five years. Meetings were held in November and March devoted to viewing two films available from Parks Canada. One of these was outstanding and showed steamboating on the Yukon River in the 1930s which included views of using spars to get over bars and other boating practices long gone from our local rivers. In June the business meeting was held and Bert Shearer and other officers reelected, some say by default.

The three chapters provide an opportunity for S&D members to visit some interesting locations on

the rivers and you will be as welcome as the flowers in May.

NOMINATING COMMITTEE

The last order of business was the report of the Nominating Committee headed by R. Dale Flick with Jim Schenk and Ed Mueller. Offices open for election were President, Senior Vice President, Vice President, Treasurer and Secretary plus three members of the Board of Governors.

All officers stood for reelection and there were no nominations from the floor when called. Therefore, the officers for the coming year will be:

President - J. W. Rutter

Senior V. Pres. - G. W. Sutphin

Vice Pres. - J. L. Fryant

Treasurer - G. C. Anderson

Secretary - B. W. Rutter

Capt. C. W. Stoll asked that he not be nominated for another term on the Board of Governors. The Nominating Committee recommended Alan Bates, Jack Custer and Catherine Remley for three year terms ending 1999. There were no nominations from the floor when called and all candidates were therefore elected.

The Nominating Committee was discharged by the chairmen with thanks for its work.

AFTERNOON PROGRAM

Although Ye Ed had neglected to include the time for the afternoon luncheon on the meeting bulletin the word was out that there would be a picnic up at the river museum. Capt. Jim Sands' new, larger landing barge is not quite completed but filled the bill for the S&D lunch catered by the local IGA staff. The line of S&Ders waiting to eat stretched up the bank when the doors opened a little before 12:30, the unlisted but appointed hour. A big, blue tub of beer for the thirsty was off in a corner and a long table was well stocked with picnic fare.

Following the luncheon and visiting, correspondence was read from Vic Tooker and Delly Robertson extending best wishes to the group. Mom Tooker had a gall bladder operation on July 4,

her 93rd birthday, while Delly is slowly recovering from some major rebuilding at the Cincinnati docks a number of months ago.

Dr. Antony Twort, S&D member from Godalming, England was on hand, beginning one of his Greyhound bus expeditions to the heartland of The Colonies. Dr. Twort brought no greetings from the Queen this year, she being engaged in various incidental family problems we understand.

John Bickel, McGregor, Iowa was introduced and brought the group up-to-date on the recent expansion of the facilities at the Dubuque River Museum and the National Rivers Hall of Fame. John is in the process of re-locating from the American House, his historic home in McGregor, to Cedar Rapids. (We understand that John's property might still be available, elevators, ghosts and all.)

Ralph DuPae was called upon to report on the completed expansion of space at the Murphy Library. Ed Hill, special collections librarian, and crew are enjoying the new space for the steamboat photo collection but Ralph continues to work to fill it up; at last count, there were some 48,000 images.

Following the informal program on the VALLEY GEM landing barge the next proceedings were the planting of a red oak tree in memory of Bert Fenn. Bert was one of the major contributors to the S&D river museum collection and long active in the various affairs of S&D, beginning with the first whistle blows at Long Reach, West Virginia some 30 years ago. Friends Alan Bates and Jeff Spear rolled the large sapling into a hole and shoveled in the first spadeful of dirt. Bert's tree joins others planted in memory of S. Durward Hoag, Chuck Remley and Fred Way, Jr. John Briley has our thanks for making all arrangements for the placing of this significant memorial to Bert.

GUY WILLIAMS SMALL STACKS

A regular at S&D meetings for many years was model builder

Guy Williams from Columbus, Ohio and his large model of the DELTA QUEEN with lights and calliope music was a fixture at the hotel. Last year we got to see the DELTA QUEEN perform in the reflecting pool beneath the Ohio River Museum and this year it seemed fitting to dedicate the display of radio controlled paddlewheelers to the memory of Guy Williams. (See Guy's obit.)

Eight members of the Queen City Paddlewheelers group were on hand with a total of 18 models to provide the entertainment. Harry Burdick, Blue Ash, Ohio acted as spokesman for the group and announced the boats and their builders. The models each bore a black ribbon in memory of fellow builder Larry Morringer who had died earlier in the week.

The sun was bright and the temperature fine while a brisk breeze from the west gave the operators a bit of a challenge when maneuvering around the columns in the pond. The DELTA QUEEN had a list caused by a shifting cargo but wove in and out around the obstructions without mishap; she was driven to the bank by the breeze at one point, however. The water level was a little low for the "swimming swan" with a Barbie doll reclining on its back to perform but a rowboat with a hard-working oarsman managed to stay ahead of a pursuing shark.

Two models of Civil War gunboats attracted a great deal of attention. The ironclad CAIRO and tinclad U.S.S. SIGNAL (#8) have been recreated by Kraig Lawson and are amazingly detailed. The CAIRO performed and gave viewers an idea of how the "Pook Turtles" must have appeared in action. Kraig was attired as a Civil War sailor to be in keeping with his models.

There was lots of action, whistles blowing and calliope playing. Our thanks to the Queen City Paddlewheelers: Harry Burdick, Cliff Blackburn, Richard Davis, Tom Knight, Kraig Lawson, Bob Kamp, Chuck Wires and Roger

Lang for an entertaining afternoon.

ALLEN HESS VIEWS THE RIVER

While waiting for the doors to the ballroom to open for the banquet Lew Weingard, Tionesta, Pennsylvania, volunteered some musical entertainment for the group. We wish we had thought to get Lew up on stage for a few numbers later but just missed the opportunity.

Senior Vice President Jerry Sutphin presided and Vice President John Fryant introduced speaker Allen Hess. Allen's river photographs are very familiar to readers of the S&D Reflector over the past twenty years. He calls his current slide program, The River's Green Margin and it was featured at the Mariners' Museum,

Newport News, Virginia this past spring.

Allen used a two screen format and was assisted with the projectors by Chris Eaton, member now living in Athens, Ohio. The focus really was on the shores of the rivers rather than the boats themselves. A number of shots compared various areas along the upper Mississippi which have been under flood waters in 1993 and 1995. Many photos were taken with a wide angle camera Allen had acquired used, a size which dramatizes the shore in the foreground while including river scenery also.

Allen brought the rivers to us with a different viewpoint, described by one as, "A beautiful program filled with sensitivity

and poetic skill." Amen and thanks Allen.

And so the 1996 meeting of the Sons and Daughters came to a close. We were pleased with the number of new faces we saw around the hotel and wish we could have visited with each. We did enjoy Friday supper with Dottie and Del Langhorst, first-timers from Saugatuck, Michigan. Saugatuck is a small harbor and summer resort on Lake Michigan where the big Canadian Pacific passenger steamer KEEWATIN is still preserved for viewing and exploration. Mrs. Langhorst grew up in Saylor Park, Cincinnati and her grandfather was Sam P. Suit of the Island Creek Fuel Co.

Come back next year!
* * *

SIGNERS OF THE REGISTER, 1996 MEETING

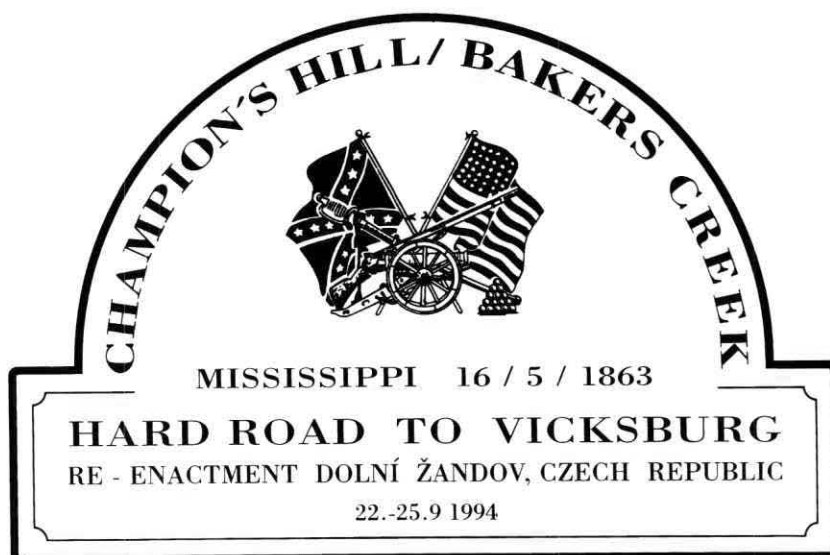
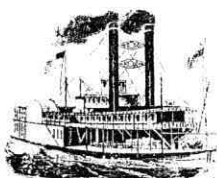
Bee Rutter, Marietta, OH
Clare & Mabel Carpenter, Belpre, OH
C. J. Wires, Sr., Cincinnati, OH
Jim & Sherley Greenwood, Newport, OH
Bert & Jack Mettey, Rabbit Hash, KY
Helen Hughes Prater, Ft. Walton Beach, FL
Dick & Nancy Prater, Ft. Walton Beach, FL
Lil Prater Smith, Lakewood, CO
Forrest & Dot Steinlage, Louisville, KY
Dr. & Mrs. M. C. Striegel, Louisville, KY
Dan & Elizabeth Goins, Bloomington, IN
Tom & Kay Metzler, Greenwood, IN
Paul & Louise Fisher, Westerville, OH
Rick, M'Lissa, Carolyn Kesterman, Cinti., OH
Dan & Sue Back, Lawrenceburg, IN
Frank & True Pollock, Winston Salem, NC
Dianne Woodruff, Mt. Washington, OH
Jim & Margaret Robertson, Cleves, OH
Bob "Island Queen" White, Cincinnati, OH
Lela Vornholt, New Richmond, OH
Bud & Eileen Daily, Toronto, OH
Rita & Alan Bates, Louisville, KY
Woody Rutter, Marietta, OH
June & Jim Bupp, Charleston, WV
Capt. & Mrs. Bert Shearer, Charleston, WV
Dottie & Del Langhorst, Saugatuck, MI
Charles H. Stone, Pt. Pleasant, WV
Barbara Fluegeman, Florence, IN
George & Maxine McClintock, Pt. Pleasant, WV
Dee Williams, Columbus, OH
Kathy & Leah Schneider, Columbus, OH
John & Ann Weise, Cincinnati, OH
Bob Conner, Gallipolis, OH
Robert E. O'Dell, Gallipolis, OH

William & Mary Price, Negley, OH
Jim & Claudia D. Pickens, Gahanna, OH
Lucille & William F. Potts, Sardis, OH
John & Joan Spear, Marietta, OH
Lenora & Jerry Sutphin, Huntington, WV
William J. Goodboy, Pittsburgh, PA
Les & Sally Hanlon, Mechanicsville, VA
Bob & Linda Way, Euclid, OH
Nell & Fred Way, Cleveland Heights, OH
James & Dorothy Pirtle, Vevay, IN
Kay & Don F. Klein, Sr., Rock Valley, IA
Guy C. Anderson, Cincinnati, OH
Lois F. Kidd, Manchester, OH
Lew & Paula Weingard, Tionesta, PA
Jim & Judy Schenk, Hendersonville, TN
Capt. John Leonard, St. Catharines, Ontario
Fred & Tammy Rutter, Lithopolis, OH
Anne Mallinson, Russell, PA
Devin Cogswell, Warren, PA
Keith E. Norrington, New Albany, IN
Bob & Sharon Reynolds, Memphis, TN
Antony Twort, Godalming, United Kingdom
Tom & Sherley Greene, Cedar Grove, IN
Jim Swift, St. Louis, MO
Don McDaniel, Worthington, OH
Todd McDaniel, Worthington, OH
Bill & Lois Mueller, Middlebourne, WV
Jeffrey Spear, Marietta, OH
Allen Hess, Pittsford, NY
Dick, Annie & Alan Rutter, Alameda, CA
Richard & Carol Strimple, Oxford, OH
Mike Giglio, Silverton, OH
Bob & Virginia Smith, Sewickley, PA
William Rist, Huntington, WV
Bill & Darlene Judd, New Richmond, OH
Bill & Dona Dunn, Marietta, OH

S&D ANNUAL MEETING REGISTER CONTINUED -

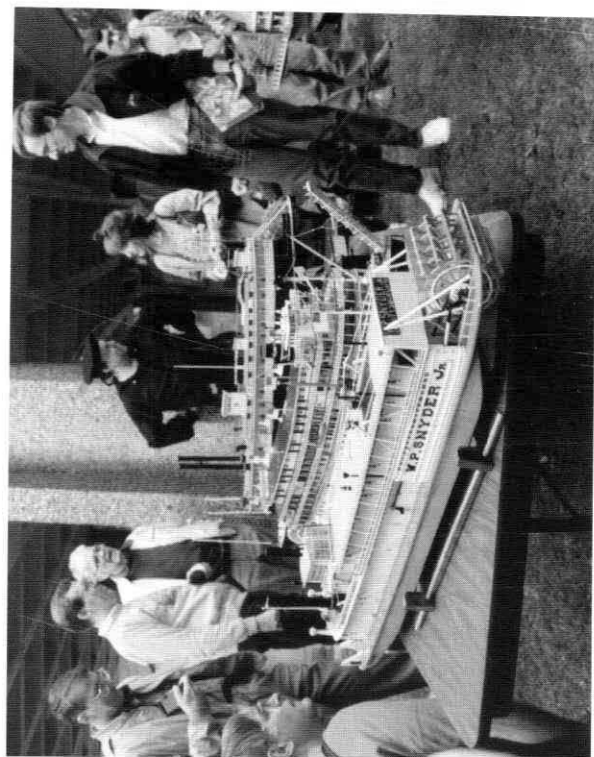
Tom & Barbara Rist, Boaz, KY
 Frederick J. McCabe, Hannibal, OH
 Charles & Diana McMahan, New Matamoras, OH
 William E. Brandt, Steubenville, OH
 Hope Deshler Barnhouse, Newport, OH
 Marguerite Hammett, St. Marys, WV
 Robert & Joanne Kyle, Cleves, OH
 Walter Carpenter, St. Marys, WV
 Roger L. Lang, Cincinnati, OH
 Harry & Alice Burdick, Blue Ash, OH
 Cliff & Janet Blackburn, Cincinnati, OH
 Kraig & Denise Lawson, Cincinnati, OH
 Tom & Vera Knight, Cincinnati, OH
 Richard & Janet Davis, Cincinnati, OH
 Bob & Betty Kamp, Cincinnati, OH
 Victor J. Canfield, Covington, KY
 Frank X. Prudent, Covington, KY
 Rolland & Ruth Guenther, Ross, OH
 Gayle & Bill Hindman, Cincinnati, OH
 Gloria Winters, Cold Spring, KY
 Skip & Kathy Hill, Walton, KY
 John & Gwenn Nofstger, Spring Valley, OH
 Barbara Hameister, Blanchester, OH
 Ann Zeiger, Cincinnati, OH
 Richard Neale, Williamstown, WV
 C. R. Neale, Parkersburg, WV
 Dianne Neale, Parkersburg, WV
 C. R. Neale, III, Parkersburg, WV
 Ben Gilbert, Piney Point, MD
 Robin Mattingly, Piney Point, MD
 Louise Barr, Charleston, WV
 Jack D. Wigel, Washington, WV
 Pauline Anderson, Parkersburg, WV
 Charles E. Montague, III, Ashland, KY
 Letha Jane Greene, Cincinnati, OH
 Catherine Remley, Marietta, OH
 Susan Wielitzka, Marietta, OH
 Don & Louise Brookhart, Belpre, OH
 Chris Eaton, Athens, OH
 Frank Woltering, Dayton, KY
 John & Sharon Fryant, Alexandria, OH
 Kay & Don F. Klein, Sr., Rock Valley, IA
 Margie & John Briley, Marietta, OH
 Dorothy Frye, Cincinnati, OH
 Larry Walker, Cincinnati, OH
 Debbie & Bill Barr, South Charleston, OH
 Bill Reynolds, Marietta, OH
 Don Sandford, Marietta, OH

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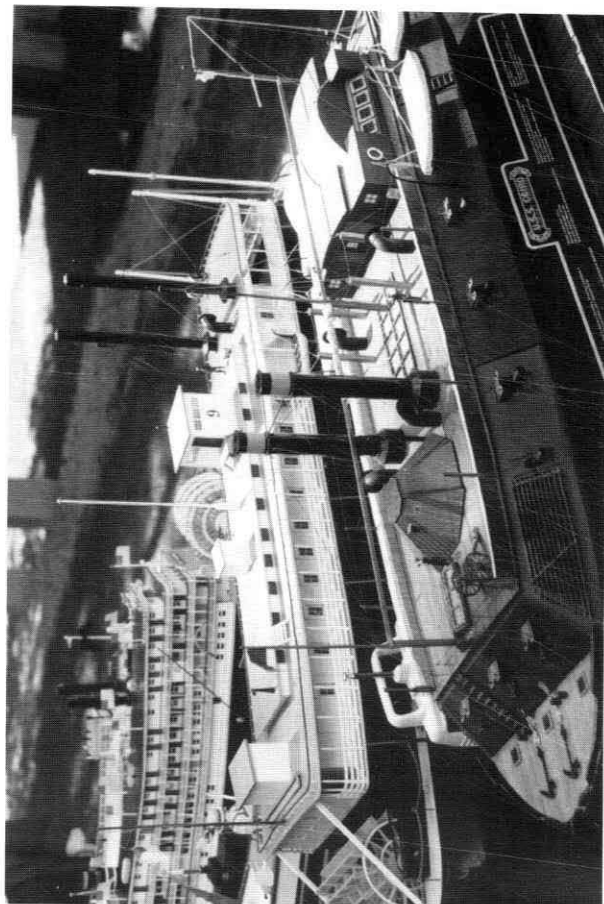
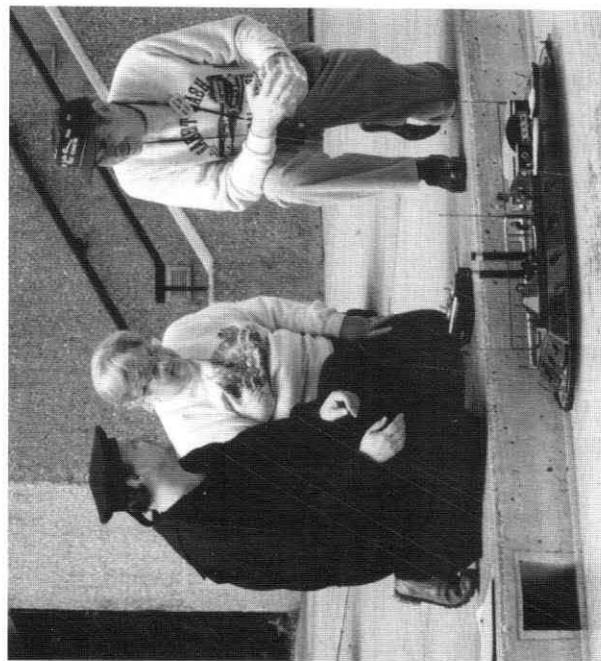


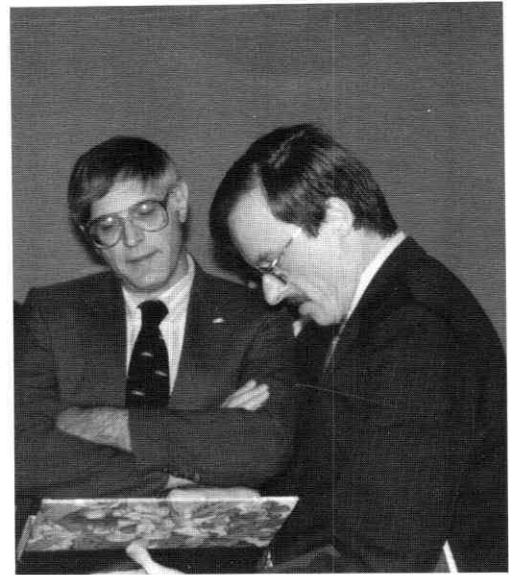
The Civil War adventures of W. R. Hoel in this issue may inspire battle reenactments in Europe. S&D member Zbynek Macha, Czech Republic, is a Civil War buff and here in his naval uniform is ready to advance on Vicksburg. Maybe gunboats on the River Vitava in downtown Prague can be the next project.





Here's a small sample of the nineteen models brought to the S&D afternoon meeting by the Queen City Paddlewheelers. BELOW: Shirley Greene and Jack Mettey visit with builder Kraig Lawson (in uniform) about his CAIRO. Photos by Barbara Hameister and Fred Rutter.





VIEWS AT THE S&D BANQUET

UPPER LEFT: Catherine Remley and Bee Rutter visit with Louise Barr.

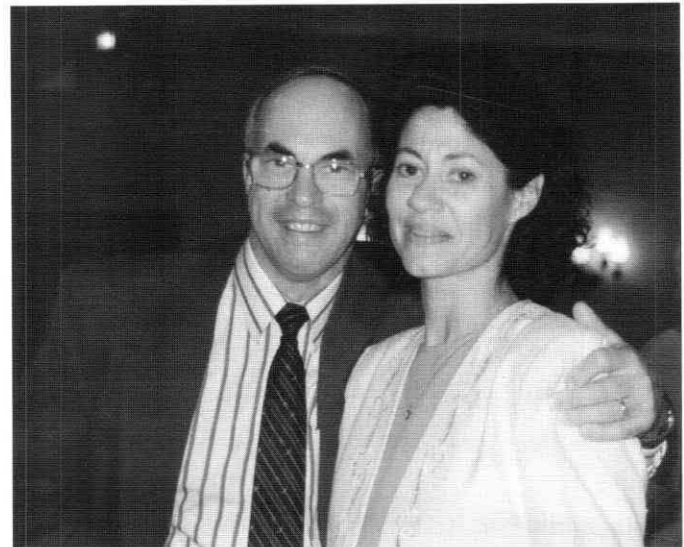
UPPER RIGHT: John Weise and Frank Prudent admire boat pictures.

RIGHT: Bill and Debbie Barr.

LOWER LEFT: Carolyn Kesterman, nine months, and momma M'Lissa.

LOWER RIGHT: Ann Zeiger, Bob and Sharon Reynolds with Frank Prudent.

All photos by Barbara Hameister.





The twenty-one towboats built by the Defense Plant Corporation during World War II had a no-nonsense, muscular look even when not tied into a big tow of barges. This is the PITTSBURGER (T2059), built as the BOU ARADA and then called SOHIO FLEETWING before renamed by Ohio Barge Line in 1949. Photograph by William E. Reed.

THE MILLION DOLLAR BOATS

by
David F. Massie

The boat yards along the inland rivers boomed during World War II to meet the demands brought on by the demands of the military after suffering in the doldrums throughout most of the 1930s. Steam towboats completed at the beginning of the Great Depression had idled at the builder's yards for years after completion without buyers but now there was a shortage. The construction of twenty-one big, steam towboats by the Defense Plant Corporation at a time when the diesel engine had finally assumed dominance was a surprise. The program was hailed by J. Mack Gamble's 1943 Annual Review in The Waterways Journal as, "undoubtedly the biggest order for high powered towboats ever known on the rivers."

Miss Virginia Bennett produced a valuable document in 1991 titled, The DPC'S of World War II which gave the history of each of the 21 boats from construction to final disposition. Now David Massie has expanded the history of these notable boats. We also give a tip of the hat to the Midwest Riverboat Buffs' newsletter "River Ripples" and Editor Pat Welsh for first publishing most of the story which follows. The Editor.

- - - - -

Their names echoed early World War II battles in Alaska, North Africa and the Pacific: ATTU, BATAAN, BOU ARADA, BUNA, CASABLANCA, CORAL SEA, CORREGIDOR, GONA, GUADALCANAL, GUAM, JAVA SEA, KISKA, KOKODA, LUNGA POINT, MATEUR, MIDWAY ISLANDS, MILNE BAY, TENARU RIVER, TULAGI, TUNIS and WAKE ISLAND.

All together there were 21 of them and all were as alike as peas in a pod. Nothing fancy, mind you, just plain workboats that were built to push massive oil tows on the inland rivers. In those dark days of early World War II the German submarines were sinking heavily laden oil tankers bound from the Gulf Coast and Caribbean to East Coast ports at an alarming rate. It was decided to move oil up the Intracoastal Waterway along the East Coast and up the Mississippi River System to Cairo, Illinois where it could be shipped east by rail tank cars, thus avoiding the submarine menace. In order to accomplish this task, the government, through the Defense Plant Corporation (DPC), ordered 500 tank barges, 100 ocean-going tugboats and 21 river towboats.

Contracts for the towboats, which represented the largest building program ever undertaken for a single class, were let in early 1943. Jeffersonville Boat and Machine Co, Jeffersonville,

Indiana would build the ATTU, CORREGIDOR, GUADALCANAL, JAVA SEA, TULAGI and WAKE ISLAND. BUNA, CASABLANCA, GONA, KOKODA, MATEUR and TUNIS would be built by St. Louis Shipbuilding and Steel Co., St. Louis. Cargill, Inc. at Savage, Minnesota was assigned to build the BATAAN, BOU ARADA, CORAL SEA and MILNE BAY. The TENARU RIVER was to take shape at the Dubuque, Iowa yard of the Dubuque Boat & Boiler Co. while LUNGA POINT and the MIDWAY ISLANDS were to be built at the Ironton, Ohio yard of the Mt. Vernon Bridge Co. Marietta Manufacturing, Point Pleasant, West Virginia was the last yard to accept an order and was the first to launch one of the boats, the GUAM on August 17, 1943 followed by the KISKA on September 23. The contract price for each of these boats was one million dollars.

Originally, it was planned to build the vessels with diesel engines but because of the urgent wartime need for diesels in all types of landing craft and escort vessels it was decided to use steam engines instead. The engines, which were all built by the Fulton Iron Works, St. Louis and then shipped to the building yard by truck, rail or barge, were four cylinder, triple expansion, 16", 26", 32", 32" by 24" stroke that developed 2,000 horsepower at 185 rpm. A single Foster Wheeler oil-fired boiler of 40,000 pounds per hour capacity at 275 psi. with 100 degree superheat and 506 degree total temperature was fitted.

Designed by George C. Sharp, New Orleans the boats measured 180 by 52 by 11 feet and were similar in design to the diesel towboat HERBERT HOOVER although 35 feet shorter. Hull, engine and boiler room construction was welded steel while cabins and crew quarters were built of wood. Displacement was 1,600 tons, draft seven and a half feet, speed without a tow was 13 miles per hour. The hulls were painted black, main deck dark gray, bulkheads light gray with a dark gray band at the windows, roofs dark gray and stacks light gray with a dark band at the top. Handrails and exterior piping were black. Accommodations were provided for a crew of 31.

The goal was to get a majority of the boats in service to move tows of winter heating oil north. The yards rushed completion before winter set in and of particular concern were the two yards on the Upper Mississippi where the boats had to be brought out before the river froze over. A 13 mile stretch of the Minnesota River was dredged to a nine foot depth between Savage, Minnesota and the confluence with the Mississippi. On October 28, 1943 the BATAAN was towed down the Minnesota River by the Federal Barge Line's towboat DEMOPOLIS. Later, DEMOPOLIS was called to perform a similar task for the MILNE BAY and CORAL SEA, both of which were taken to

Memphis for completion by Pidgeon-Thomas Iron Works.

Also taken to Memphis was the TENARU RIVER, launched on November 12, 1943 by Dubuque Boat & Boiler Co. Federal Barge Lines' towboat MARK TWAIN towed her down for completion at the Army Corps of Engineer base on the Arkansas side of the river. Because of a need for space at the yard of Jeffersonville Boat and Machine Co. the GUADACANAL and TULAGI, which were 90 percent complete, were towed to Point Pleasant for final finishing by Marietta Manufacturing Co.

While the GUAM was the first to be launched the WAKE ISLAND launched at Jeffersonville on August 21, 1943 was the first DPC to be placed into service. She was accepted at Cairo, Illinois on October 21 and then chartered to Federal Barge Lines.

Most of the trial trips on these new steamers were routine but the one of the GONA at St. Louis on April 14, 1944 was notable for the visitors who turned out. Officials of St. Louis Shipbuilding, Army Corps of Engineers, the Coast Guard and Globe Oil Co. (who chartered the boat) were on hand, of course, but unexpected were two Russians, Lt. Commander Kozma Artemenko of the Soviet Navy and Sergei Khochalov of the Soviet Purchasing Commission. The appearance of the Soviets sparked rumors that one or more of the boats would be sold to Russia; there were also rumors that some of the boats would wind up on the Amazon River.

As the new "DPCs" began to appear, veteran rivermen began to discuss some of their more prominent features. While the wide beam made for comfortable quarters and stairways of easy descent the main purpose was give increased width between the two propellers. This afforded the propellers more water to work with and also added to the flanking and backing ability of the boats. The two propellers, nine feet in diameter with six foot, seven inch pitch extended eight inches below their housing tunnels and this brought about predictions that the boats could only be operated as far north as Cairo. The other feature which was widely discussed was the elevation of the forecandle with the towing knees not extended higher. Many masters and mates felt the towing knees were too widely spaced and should have been 30 inches higher. These were potential problems that were evident but the flaw that was to really affect the performance of the boats was the fact that they were under boilered.

The single water tube boiler had great evaporative capacity but small water capacity. When the feed water supply was not carefully adjusted the boiler water level would drop from sight. A float valve in the hotwell was a source of trouble for when it stuck the pilot had about

two minutes to find a tree or drop the anchor. Of course, low boiler water always happened just above a dam or when negotiating a difficult stretch of river.

But, the new DPCs were soon setting records for hauling large tows. The KOKODA set a record when she pushed a tow of eleven barges carrying 4,950,000 gallons of oil from Norco, Louisiana to the Shell Oil refinery at Wood River (Hartford), Illinois in March, 1944. At about the same time the GUAM, under charter to Mississippi Valley Barge Line, fought a rapidly rising Mississippi to Greenville, dropped a barge and continued on with 15 loads to Cincinnati. Leaving Memphis with a large tow containing 100,000 barrels of oil, the CORAL SEA (operated by Sohio Oil) delivered her barges to Cincinnati and claimed that this was the largest tow every to move up the Ohio to that port. Altogether, these innovative towboats delivered 1,731,030,485 barrels of petroleum and petroleum products during World War II.

The last boat of the 21 to be completed was the BOU ARADA which was launched on August 15, 1944 following some delays caused by high water. She steamed down the Minnesota River under her own power. Following dock and engine trials she was turned over to Sohio Petroleum Co.; originally it was intended that the Federal Barge Lines would charter the BOU ARADA but this was changed at the last minute.

Such confusion as to which company would operate the boats was not unusual. The GUADALCANAL was on her way down the river in a Union Barge Line tow after completion at Point Pleasant, West Virginia and intended for Federal Barge Lines at Cairo when the operating company was changed to Mississippi Valley Barge Line. Frantic phone calls to several Ohio River locks finally located the tow so the GUADACANAL could be dropped off at Cincinnati.

The Inland Waterways Corp. was the leasing agent for the owning Defense Plant Corp. and the charter rate was \$200 per day. American Barge Line operated the ATTU, CASABLANCA, CORREGIDOR and JAVA SEA; Ashland Oil & Refining Co. operated MIDWAY ISLANDS; Butcher Allied Industries (Butcher-Arthur) operated BUNA, LUNGA POINT and TUNIS; Federal Barge Lines operated BATAAN, MATEUR, TENARU RIVER and WAKE ISLAND; Mississippi Valley Barge Line operated GUADALCANAL, GUAM, KISKA and MILNE BAY; Globe Oil operated GONA; Lake Tankers Corp. operated KOKODA; Sohio Petroleum Co. operated BOU ARADA and CORAL SEA; Union Barge Line operated TULAGI. Later, WAKE ISLAND was turned back and re-chartered to John I. Hay Co. and still later re-chartered to Ashland Oil.

All of the DPCs were turned back to the Defense Plant Corp. and laid up at the end of the war but not for long. In 1946 Sohio bought BATAAN, BOU ARADA and MIDWAY ISLANDS and renamed them respectively SOHIO LATONIA, SOHIO FLEETWING and SOHIO SOUTHERN. The Army Corps of Engineers districts were assigned four towboats: ATTU (New Orleans); CORREGIDOR (Memphis); MATEUR and TULAGI (Vicksburg). American Barge Line, Jeffersonville, Indiana purchased CASABLANCA, GUADALCANAL, JAVA SEA and TENARU RIVER, no changes in names. Jones & Laughlin Steel Co., Pittsburgh bought GUAM and KISKA and renamed them H. E. LEWIS and W. J. CREIGHTON, respectively. In March, 1947 Federal Barge Line bought CORAL SEA, KOKODA and WAKE ISLAND. The GONA was sold to Hennepin Towing and MILNE BAY to Martin Oil Co.

In May, 1947 the Ore Steamship Co., a subsidiary of Bethlehem Steel Co., purchased the BUNA, LUNGA POINT and TUNIS for service on the Orinoco River in Venezuela. The LUNGA POINT was refitted with two Babcock and Wilcox steam generators, two stacks and an enlarged fiddley (the house below the stacks). The idea was to tow iron ore down the Orinoco but the plan was shelved and all three boats were laid up at Beaumont, Texas. After a lengthy period of lay-up, the Federal Barge Lines bought the BUNA and TUNIS which they operated until 1959.

Ohio Barge Line bought the LUNGA POINT from Ore Steamship in 1954 and put her to work with the ORLEANIAN (ex-SOHIO LATONIA, ex-BATAAN) and PITTSBURGHER (ex-SOHIO FLEETWING, ex-BOU ARADA). In September 1955 the Ohio Barge Line also acquired GONA from Mississippi Valley Barge Line who had acquired her from Hennepin Towing in July, 1953. This quartet were used mostly in towing from Pittsburgh south to New Orleans and, as events turned out, these were the last steam towboat operations on the Ohio River.

While in the service of many commercial operators, the boats were now painted in civilian colors. most had black hulls and white superstructures. Some barge line, however, had their individual paint schemes. Jones & Laughlin Steel Co. painted all of their boats in green and yellow as did the Federal Barge Lines. The Ohio Barge Line painted their vessels in white with black and gray trim. Perhaps the most pleasing paint scheme of all was that of the U.S. Army Corps of Engineers with the superstructure a pale cream, trimmed and with red and with the castle logo on the stack. A canvas canopy was on the front of each boat and was either a rich blue color or a medium green. Frequently, the name of the boat was painted on this canopy and in six foot high letters.

In private ownership, the bells and whistles were usually taken from retired steamboats. The whistle on the ORLEANIAN was from the steam towboat ALIQUIPPA which was dismantled in 1952. The CORREGIDOR received the whistle from the U.S.E. towboat CHISCA in 1947. GONA's stock steam horn was replaced by a melodious whistle made up of parts from the dredges MCGREGOR and FORT GAGE while her roof bell came from the ferry JULIUS H. WALSH. The LUNGA POINT in 1957 got both the bell and whistle from the big sternwheel MONONGAHELA.

From time to time, the DPC towboats made news as they performed some unusual feats. On July 29, 1950 the CASABLANCA came upon the diesel towboat CHARLES Z., JR. which was disabled and drifting rapidly toward a pier on the Henderson Kentucky bridge. Although hampered by a large tow, the CASABLANCA got close enough for second mate Clarence Hughes to heave a line to the CHARLES Z., JR. and she was pulled out far enough to clear the pier.

The ORLEANIAN made the news by being rescued. Coming down the Ohio River with 20 barges loaded with steel on February 4, 1959 she bumped something in the river near Pipe Creek and lost one of her propellers. The diesel towboat TRIPLE POWER, upbound with four barges, tied off her tow and aided the ORLEANIAN in landing safely. The PITTSBURGER, which had just delivered 22 barges, made a quick turn-around and picked up the ORLEANIAN's tow.

When the Korean War broke out in the summer of 1950 there was a need to increase steel production in short order. The Great Lakes ore fleet was 63 ships short if the production goals were to be met so an answer was to convert deep sea vessels for use on the lakes. This resulted in some unusual tows for the DPC boats. To move up the Mississippi and to Chicago, most of the sea-going ships had to be cut in half to get through the 600 foot lock chambers on the Upper Mississippi and Illinois Rivers.

The Victory class NOTRE DAME VICTORY was converted by Bethlehem Shipbuilding, Baltimore, Maryland into the lake carrier CLIFFS VICTORY for the owners Cleveland-Cliffs Iron Co. The TENARU RIVER moved the VICTORY up the river in an American Barge Line tow and turned her over to tugs at the Alton Lock above St. Louis. The 620 foot length of the CLIFFS VICTORY was shoehorned into the 600 foot lock by utilizing the corner-to-corner length. Several other deep-sea vessels were moved up the Mississippi in those years by other DPC class steamers, representing the most unusual tows they handled.

Coast Guard manning requirements for the big steamers were large as compared to diesel boats of similar power. As the DPC's became older

spare parts became almost impossible to locate and maintenance costs increased which contributed to their eventual retirement. By the late 1950s most of the DPC class boats had been retired and sold for other duties. The exceptions were the four towboats of the Ohio Barge Line which survived into the mid-1960s and the Army Corps of Engineers boat MATEUR.

Because of their large size the DPCs were candidates for conversion into dredges and many went to this use. ATTU, renamed SOMERVELL, was sold to Bauer Dredging Co. and became dredge BDCO NO. 52; Ratcliff Materials spent over a million to convert BOU ARADA into the clam shell dredge AVOCET; CORREGIDOR was sold by Charles Zubik to Ayers, Harvey, Louisiana and became dredge KATHY L.; GUAM was turned into dredge BDCO NO. 28; JAVA SEA became dredge JOE PICKERING; KISKA was turned into dredge SENATOR RUSSELL B. LONG, later to be lost in a hurricane in the mid-1960s; MIDWAY ISLANDS became dredge SENATOR ALLEN J. ELLENDER; MILNE BAY was turned into dredge DAVE BLACKBURN and WAKE ISLAND was converted into a dredge used at St. Petersburg, FL.

The last operating DPC was the Army Corps of Engineer's MATEUR which in the summer of 1970 helped lay nine million square feet of concrete mattresses on the banks of the Atchafalaya and Red Rivers. Decommissioned in 1978 she was acquired two years later by the East Mississippi Community College, Mayhew, Mississippi for use as a dormitory and classrooms for a deckhand training course. In November, 1988, still intact and operable with minor boiler work although her Coast Guard documents had long been surrendered, MATEUR was offered for sale. She now serves as a restaurant called the EFFIE AFTON at Rock Island, Illinois.

And there you have it, the saga of the 21 steam towboats built by the Defense Plant Corp. They served well in the war effort of 1943-45 and continued to serve later owners under various names for many years afterwards. Some continue to be used for a variety of purposes even today, more than 50 years after they were launched. None of the 21 ever had any serious accidents and their record for handling large tows was unequalled at the time. Rivermen had a love-hate relationship with the DPCs; they loved the comfortable quarters, good food and quiet engines but disliked some handling traits and those high heads when making up tows. Perhaps a conventional head and towing knees would have proved to be more suitable, perhaps not.

A special debt of gratitude is owed to M'Lissa Kesterman, Inland Rivers Library, Public Library of Cincinnati and Hamilton County for her help in

researching this project. Also, special thanks to Alan Bates who so graciously donated plans of the DPC class of boats and to Capt. Ross Rogers, Jr. who patiently answered my many questions. Virginia Bennett, Dan Owen, Pat Welsh and Curt Smith have my thanks for the information and photos they have supplied.

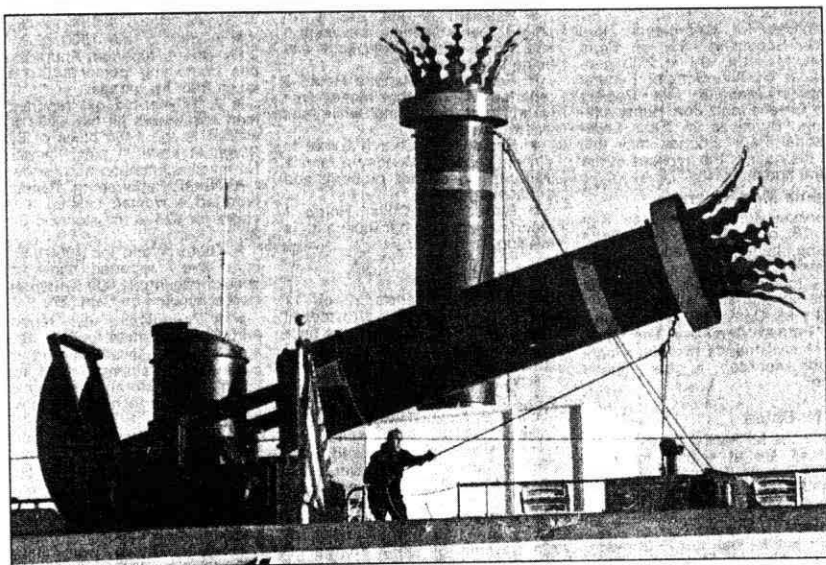
Complete drawings of these boats for model builders are available from A. Lawrence Bates,

2040 Sherwood Ave., Louisville, KY 40205. Any errors or misstatement of fact are solely the responsibility of the author and comments or information would be welcomed: **DAVID MASSIE**, 952 Annapolis Ave., Akron, OH 44310.

Ed. Note: David Massie's "Fleet List" providing the histories of each of the 21 DPC class of towboats will appear in the March, 1997 issue of S&D Reflector.



The ORLEANIAN (T1971) was another "DPC" owned by Ohio Barge Line; built as the BATAAN and had been SOHIO LATONIA before renaming in 1949. The high head with abbreviated towing knees, higher than the loaded barge, clearly shows. Photo at Emsworth Lock by W. E. Reed.



STACK LOWERING REINVENTED

One of the innovative features on the MISSISSIPPI QUEEN when she appeared on the scene twenty years ago was the telescoping stacks. Hydraulic cylinders dropped the stacks at the press of a button and then raised them effortlessly. All was fine until one dark night when a stack failed to retract, snagged an object and fell in the river.

The accompanying picture from the Marietta Times shows the "new" system. Yes, it is back to hinges and counterweights as used on poolboats 100 years ago.

That's progress.

* * *



A TELL CITY RELIC APPEARS

On August 22, 1996 Mae and Fay Cross, Parkersburg, West Virginia presented a chair from the TELL CITY to S&D for the River Museum. Bob Enoch, president of the Parkersburg Historical and Preservation Society, facilitated the transfer by bringing the Misses Cross (twins) to Marietta. Pictured with Mae and Fay, the chair was removed from the wreck of the TELL CITY at Little Hocking, Ohio by their father Edward Cross in April, 1917.

The TELL CITY (5327) sank at Little Hocking after backing through the beartrap on Dam 19, Ohio River. The boat was not thought to be seriously hurt in rubbing the beartrap but the sinking of the KANAWHA a year earlier in the same vicinity was still in the minds of the crew; the TELL CITY was put into the bank and hard enough to sink her.

Subsequently, the boat was dismantled for salvage. The Cross family lived on a farm at New England, West Virginia at the time and although the girls do not remember their father having particular interest in the river he fetched the chair home. The chair remained in the Cross household as a souvenir of a notable event at Little Hocking.

The TELL CITY (5327) cabin photo is from Jack Custer's collection, courtesy Murphy Library. Obviously, it's the Ladies Cabin and we judge around 1895-1900. The attractive attire of the ladies is of interest but we really wanted to see the furniture. The chairs in view have upholstered seats and backs, probably red plush, so the "new" TELL CITY chair evidently came from the main cabin, used at the dining tables.

We thank Mae and Fay Cross for a valued addition to the museum displays.

* * *





**VIEW OF COVINGTON
DECEMBER, 1917**

Michael Blaser has our thanks for this scene on the Cincinnati Waterfront just before the big freeze of 1917-1918. The print of Mike's painting was released in the fall of 1995 and is accompanied by a fascinating brochure prepared from contemporary accounts of the events in December, 1917 and January, 1918 when ice and high water caused the destruction of boats all along the Ohio River.



The J. T. HATFIELD is just about to pass under the Suspension Bridge with a tow of coal from the Kanawha River, December 7, 1917. The CITY OF LOUISVILLE is laid up on the Covington side, had been there since the spring, and would soon be moved over to the Ohio side. The harbor boat HERCULES CARREL with steam up is lying next to the big packet. Just ahead of the CITY OF CINCINNATI is the stern of the LOUCINDA.

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THIS AND THAT

ALLEN HESS IN AMERICAN HERITAGE

Jimmy Swift called our attention to the October, 1996 issue of American Heritage magazine where a copy of Allen Hess's tantalizing photo of the JULIA BELLE SWAIN at shore in fog shows up on page 64. A number of Allen's photographs are used to illustrate an article by Willie Morris titled, "Going Home with Mark Twain."

We looked particularly for the photos but found the article also interesting. Morris grew up in Yazoo City, Mississippi and makes the comparison of Sam Clemens' observation of life in Hannibal, Missouri to his own recollections of his town about 100 years later. There are a number of quotations from "Life on the Mississippi" which are followed by descriptions of the scene today in such places as Natchez, Vicksburg, New Orleans, Grand Gulf, Hannibal etc.

* * *

JIM BUPP PRESENTS A CAPSTAN

A large, newly painted capstan was installed at the Ohio River Museum this September, a gift from Jim Bupp, Charleston, WV. It once served on the dock at the Union Carbide plant, South Charleston and Jim rescued it for a lawn ornament several years ago. The capstan may have been replaced with pink flamingos but, in any event, Jim hauled it to Marietta and assembled the monster with the help of the crew at the museum.

Capt. Charlie Stone admired the new capstan and remarked, "It has double purchase and that's an old term you don't hear anymore." We found Fred Way's definition of a capstan: "A metal spool placed on a boat's deck upright which may be revolved manually or mechanically and upon which ropes are 'wound up' tight. A capstan is set on double purchase when the gearing mechanism is set to produce a slow speed of rotation and much greater pulling power than ordinarily used."

The next time you visit the W. P. SNYDER JR., rotate the capstan head counterclockwise; the spool will rotate at half speed, therefore "double purchase". Thanks to Jim Bupp.

* * *

BIG BOAT FLUNKS TRIAL TRIP

Rising Sun, Indiana, population 2,800, now has the 3,000 passenger GRAND VICTORIA II on its doorstep. The new boat is 322 feet long, 90 feet wide and 103 feet high to the top of the stacks. She is outfitted with 5,400 sq. yds. of wool carpet, has two dozen chandeliers, a 45 foot

atrium with skylight and a crew of 26. Sounds like a write-up for the LADY GAY or WILL S. HAYS but she is just another casino boat, recycled from the FLAMINGO CASINO which was out of work at New Orleans.

Hyatt Development Corp. has big plans for changing bucolic Rising Sun into a gambling hub with all that implies. Dollars will be vacuumed from nearby Cincinnati (if Lawrenceburg, Indiana doesn't get them first) and a "skyride" will speed Kentucky sports across the river from Rabbit Hash.

All was set for the grand opening on September 20 with much hoopla and the trial trip was run on September 16. But, alas, failure; nothing wrong with the stability, the engines performed flawlessly and the rudders, bow thruster, etc. kept her out of Kentucky waters and all exit signs were the right color. The problems, however, were very serious: some of the 1,302 slot machines didn't function.

Grand opening postponed indefinitely.

* * *

THE WILLIAM S. MITCHELL IS FRIGHTFUL

The U.S. Dredge WILLIAM S. MITCHELL is now owned by the Bernstein family of Cincinnati and B.B. Riverboats. Alan Bernstein found employment for the old Lighthouse Tender WAKEROBIN as "Nightmare One" last year, a haunted boat venture that was very popular. Not quite as decrepit but three times as big, the MITCHELL will become "Nightmare Two" in time for Halloween, 1997.

A strange recycling for two steamboats but at least they are still around. Thanks to Virginia Bennett for the clipping.

* * *

THORNTON BARRETTE COLLECTION

The July/August issue of Links, newsletter of the Public Library of Cincinnati & Hamilton Co. announces the acquisition of material relating to Thornton Barrette, premier photographer of steamboats. Earlier, 125 Barrette glass negatives were acquired from the Capt. Bill Pollock estate and now the remainder of the collection is in the Inland Rivers Library. Included are seven albums of river photographs, six diaries, two albums of portraits of the Barrette and Carner families, advertising cards from Barrette galleries and 250 glass negatives. "The purchase of these materials has been made possible through the Friends of the Public Library and the J. Mack Gamble Fund, Sons and Daughters of Pioneer Rivermen."

Thanks to Marion Gross, Cincinnati for the clipping.

* * *

CAPT. WILLIAM RION HOEL
The Life of a 19th Century Riverman
 J. W. Rutter
 Part III

Part II of the life of Capt. W. R. Hoel left him back aboard the ironclad gunboat CINCINNATI as First Master following his conning of the ironclad CARONDELET past the Confederate fortress of Island No. 10. The island was passed by the CARONDELET on the stormy night of April 4, 1862 and she was relatively unscathed by the reported 47 Confederate cannon firing at her.

The Union army forces then at New Madrid, with the support of the gunboats, was now able to cross to the east bank of the river to Tennessee soil and begin the advance down the river toward Memphis.

Capt. Hoel's volunteering for the hazardous duty aboard the CARONDELET was brought to the attention of the Secretary of the Navy Gideon Welles by Flag Officer Foote who commanded the river gunboat fleet. On April 12 Secretary Welles wrote to Flag Officer Foote and conveyed his congratulations to the crews of the ironclads CARONDELET and PITTSBURG for taking on Island No. 10 and specifically mentioned Capt. Hoel.

The next obstacle blocking the Mississippi River was Ft. Pillow which was situated on the Tennessee side about 100 miles down river from New Madrid. The west side of the river is relatively flat clear down into Louisiana and unsuitable for dominating river traffic. On the east side, however, the meanders of the river touch elevations known as the Chickasaw Bluffs at several points and these are from 50 to 150 feet above river level, ideal for commanding the river with cannon.

Ft. Pillow was located on the 1st Chickasaw Bluff and by April 13 the gunboat fleet was at Plum Point, a few miles above. Gen. Pope's army had been moved down on transports and all was in readiness to take on Ft. Pillow. Elsewhere, Gen. Grant's advance south down the Tennessee River had been slowed by the battle at Shiloh or Pittsburg Landing. Gen. Hallack, the overall commander of Union troops in the West, had assumed field command with Grant serving as his second in command. Hallack was cautious and he now called on Gen. Pope's troops to join him at Pittsburg Landing before advancing against the main Confederate army at Corinth, Mississippi. The gunboat fleet languished at Plum Point without sufficient supporting troops for the planned assault on Ft. Pillow.

The notice of William Hoel's part in the successful advance below New Madrid prompted Secretary Welles to direct a letter to Flag Officer Foote on April 15 requesting his full name. "The

Department desires to appoint him an acting lieutenant in the U.S. Navy as a reward for his gallantry," wrote Welles and he promptly did so. This action was unusual and a distinct honor for the Navy had avoided handing out commissions to volunteers. Regular officers had been assigned to command each of the gunboats and the experienced rivermen who volunteered as pilots, engineers and mates were given non-commissioned ranks.

Capt. Hoel responded to his singular honor as follows:



U.S. Gunboat CINCINNATI
Off Ft. Pillow - Mississippi
River - May 5, 1862

Sir:

For the complimentary manner in which the Navy Department has seen fit to recognize the performance of a simple act of duty, please accept my thanks - but under the circumstances, I do not think I will be doing myself justice in a pecuniary point of view in retaining the commission which you have been kind enough to confer upon me.

I entered the Gunboat Service on the 19th of last October in the position of pilot at \$175 per month. Wishing a more active position and believing at the same time I could be of more service to my country, I resigned my position as pilot on the first of Last February to accept that of First Master at \$150 per month. In accepting, as I understand it, the position of Acting Volunteer Lieutenant, my pay will again be reduced, to \$125 per month and that, as the commission reads, "on temporary duty" only.

I am, respectfully
Your obedient servant,
Wm. R. Hoel, First Master.

Hon. Gideon Welles
Secretary of the Navy
Washington, D.C.

We have not found any subsequent correspondence regarding Capt. Hoel's declination but he did become an "Acting Volunteer Lieutenant".

On the night of April 23-24, 1862 the Union seagoing fleet under Admiral Farragut succeeded in pushing past the forts below New Orleans on the Lower Mississippi. New Orleans and the forts surrendered and several Confederate gunboats then being built or converted in the area were destroyed. There was still a very long way to go before the Mississippi would be opened by the meeting of the northbound and southbound Union fleets.

Meanwhile, the command of the gunboats was about to change. Flag Officer A. H. Foote continued to suffer from an unhealed wound to his ankle received at Ft. Donelson on the Cumberland River. He was replaced on May 9 by Capt. Charles H. Davis and in assuming command of the fleet at Plum Point Capt. Davis was about to find himself in a very lively scene.

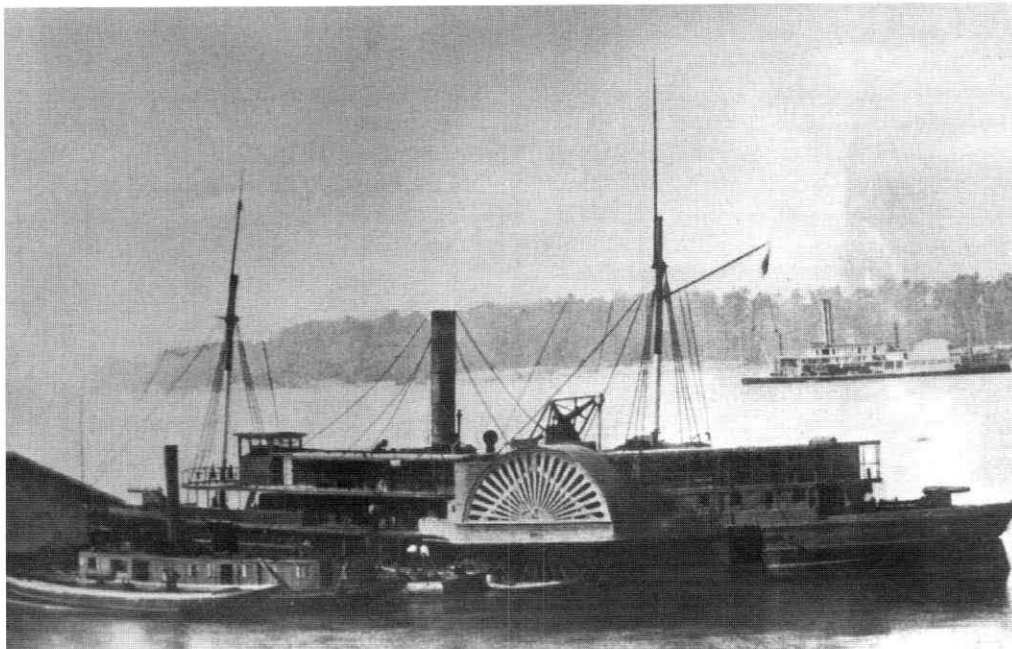
With no army troops available to mount a coordinated attack on Ft. Pillow the gunboats and mortar boats had to be content with worrying the Confederates. A mortar boat was moored behind Craighead Point above Ft. Pillow and lobbed a 13 inch shell in the general direction of the fort

every half hour. A gunboat was assigned each day to tie up nearby to provide protection to the mortar boat, if needed. On May 10, the morning after Capt. Davis assumed command, the CINCINNATI commanded by Commander Stembel was tied up to a big cottonwood tree near the mortar boat when six enemy gunboats under full head rounded the bend below.

The CINCINNATI was three miles below the rest of the Union fleet at Plum Point and none of the boats had full steam up. The CINCINNATI let go her line and swung out into the current while the firemen heaved oil and other flammables into the fire boxes. The lead Rebel boat was the ram GENERAL BRAGG, originally a large deep-water, sidewheeler named MEXICO which had been taken over and converted. GENERAL BRAGG aimed for the CINCINNATI at a right angle amidships and came on despite a blast from the gunboat's broadside battery. CINCINNATI was able to turn toward her assailant and the BRAGG struck a glancing blow, still chopping a hole six feet high and twelve feet long in the starboard side. The BRAGG was then incapacitated when the ironclad let her have a broadside from four, 32 pound guns at short range and she began to drift away on the current. But, just then the ram GENERAL PRICE hit CINCINNATI a hard blow which put the bow under. This turned the gunboat so that the ram SUMTER came into the CINCINNATI's fantail to take out the rudders and punch a third hole in the hull.

The PRICE had a troop of sharp-shooters on board who, as the two boats lay close together, began picking off every blue uniform in sight. One of those hit was Commander Stembel who caught a minie ball in the shoulder which exited his throat. William Hoel assumed command as next in rank and went down to the gun deck with the shout, "Boys, give 'em the best you've got - we ain't dead yet!" They were brave words and reports say that a warm fire was directed at the rams but the CINCINNATI soon settled down on the bottom in twelve feet of water.

The Confederate ram fleet turned and ran when the Union gunboats finally got enough steam to come to the rescue. The GENERAL BRAGG floated away to safety as the heavy ironclads had insufficient power to attempt a capture and tow her back upstream. The ironclad MOUND CITY was able to briefly join the action and had been holed when rammed by the GENERAL VAN DORN; she settled onto a mudbank. The MOUND CITY was raised the day after the Battle of Plum Point but her bow had been almost torn off and she was sent to the Mound City, Illinois yard for repairs. The CINCINNATI was raised and sent up the river on May 15 under the command of W. R. Hoel; G. A. Reynolds, 4th



The GENERAL BRAGG (Way 2230) was heavy built for coastal, deep-water trades and converted into a ram by the Confederates. Her speed and high guards were ideal for the purpose and she put the ironclad CINCINNATI on the bottom at Ft. Pillow. The sidewheeler in midstream is the MARIA DENNING (Way 3746), a Union transport.

Master had been killed and the other two masters were sick so Hoel had his hands full. The seriously wounded Commander R. N. Stembel was sent to the hospital in Cairo and eventually recovered to return to duty.

Capt. Davis wrote a report of his first day in command to Gideon Welles and reviewed the damage to CINCINNATI and MOUND CITY. The ironclads had been raised with the help of the CHAMPION NO. 3 (Way 0928), a salvage boat with large pumps which just happened to be enroute to the fleet. The wounding of Commander Stembel and the assumption of command of the CINCINNATI by W. R. Hoel was reported as follows: "I can not praise more than they deserve his high valor and ability. He sets the highest example to those below him, and if it were possible to give him a permanent position worthy of his merits, the Navy would be the gainer as well as himself."

The MOUND CITY was repaired and back with the fleet, still above Ft. Pillow, on May 22. CINCINNATI required extensive hull repairs and would be out of service until sometime in June. The Confederates had set out to "take out" the protecting gunboat and the mortar boat sending the offending shells into Ft. Pillow. By sinking two gunboats and getting away they could well claim a success. W. R. Hoel applied for leave while the CINCINNATI was on the Mound City ways but it was denied.

The sinking of the gunboats by the rams was a surprise that gave urgency to completing nine Union rams being converted from commercial steamboats by Charles Ellet, Jr. On May 25 Col. Ellet had six of his rams at the anchorage above Ft. Pillow and was spoiling for a fight. Regular navy officers had looked upon ramming as a means of warfare as a throwback to the days of the Romans but now all had changed.

This Ellet ram unit was entirely army, the crews civilian rivermen hired at the going wages with the incentive of extra pay for boats captured or destroyed. Col. Ellet, a 52 year old civil engineer, operated independently but was to keep Davis advised of proposed operations so as to avoid conflict with any Navy plans. Ellet had the blessings of Secretary of War Stanton himself and freely asserted his independence. Ellet's younger brother, Alfred W. Ellet and two sons, Edward and Charles Rivers Ellet, were also part of the command and two more of the family joined later. It was blatant nepotism but the Ellets had the vision, faith and aggressive dispositions to use the rams successfully.

Ft. Pillow was evacuated by the Confederates on June 5 since the progress of the Union army down to Corinth, Mississippi had outflanked it. Capt. Davis took time to inspect the fortifications which had earthworks extending four or five miles along the river. The cannons were 32 pounders but it was found that the main

batteries were so situated that the guns could not be depressed to hit the gunboats had they kept close in to the Tennessee shore.

The next Confederate strong point was Ft. Randolph located about 12 miles down river from Ft. Pillow. Col. Ellet and three of his rams charged ahead and found that Ft. Randolph had also been evacuated. The river to Memphis was now open.

The battle for the city was determined on June 6 with the clash of the Confederate and Union ram fleets assisted by the ponderous gunboats. The people of Memphis were out on the bluff overlooking the Mississippi that warm June morning to watch the show but the hometown team lost and badly. Only one of the eight Confederate rams survived the Battle of Memphis (GENERAL VAN DORN), the others either sunk or captured.

One of the captured rams was the LITTLE REBEL, flagship of Commodore James Montgomery, which had been holed by a shell and then run ashore when struck by the Union ram MONARCH. Montgomery and some of the crew escaped while the LITTLE REBEL (Way T1611) was salvaged and incorporated into the Union fleet, retaining the same name. Command of the LITTLE REBEL was given to Capt. Hoel who evidently had been detached from the CINCINNATI.

The Union ironclad and ram fleet had achieved the victory with only four casualties and one badly damaged ram. Charles Ellet had suffered a minor wound but it was soon complicated by dysentery and measles. He died fifteen days after seeing the vindication of his advocacy of the rams as part of the river fleet. The Mississippi was now open to the Union gunboats down to well fortified Vicksburg.

The summer of 1862 saw the Union flotilla under Charles Davis and the navy forces which Admiral Farragut had brought up the river from New Orleans attempt the capture of Vicksburg. The missing ingredient in this campaign was sufficient support by the Union army to permit an attack overland. Farragut brought his fleet up past the guns of Vicksburg and Davis followed the Ellet rams, now commanded by Alfred Ellet, down to join Farragut. There were spirited times at Vicksburg that summer including an encounter with the Confederate ironclad ARKANSAS which came out of the Yazoo River and passed through the Union fleet. But Vicksburg remained in Confederate hands and they continued to strengthen its defenses and also construct others at Grand Gulf and Port Hudson, 55 miles and 240 miles below.

On October 6, 1862 William Hoel was directed to take over command of the ironclad PITTSBURG which was then stationed at Ft. Pillow. At that

time Hoel had been assigned to the flagship EASTPORT at the Naval Depot, Cairo; when he might have been relieved of command of the LITTLE REBEL is unclear. Acting Rear Admiral C. H. Davis was still in command of the Mississippi Squadron and Hoel is shown as Acting Volunteer Lieutenant (date of rank April 29, 1862); he had, for whatever reason, changed his mind after attempting to refuse the promotion on May 5.

The arrangement of the War Department owning and manning the river gunboat fleet with naval officers directing operations was unwieldy. The War Department arranged for the transfer of the ironclads, tinclads and auxiliary vessels to the Navy Department effective September 30, 1862 and the Western Flotilla was then designated the Mississippi Squadron. The glaring exception to the navy taking full responsibility for manning, maintaining and operating the fleet was the Ellet rams; these remained under War Department ownership with Alfred Ellet in command but now operating under the Mississippi Squadron.

Admiral Charles Davis was shortly designated chief of the new Bureau of Navigation and on October 15 was replaced as commander of the Mississippi Squadron by the more aggressive David Dixon Porter. In addition and somewhat to placate the Ellets, the Mississippi Marine Brigade was formed and attached to the Mississippi Squadron with nineteen year old Charles Rivers Ellet commissioned a full Colonel at its head. The Brigade was to be a striking force against guerrillas and was composed of 1,000 infantry, 100 cavalry and a battery of artillery based on several transports.

William Hoel and the PITTSBURG next appear at the mouth of the Yazoo River, above Vicksburg, in November, 1862. Admiral Porter agreed to cooperate with General Sherman in making a demonstration up the Yazoo prior to an army advance against Vicksburg. The Yazoo was low but rose early in December to permit the ironclads and several of the Ellet rams to advance upstream against the Confederate fortifications. It was on this expedition under the command of Capt. Henry Walke that the ironclad CAIRO was lost on December 12, 1862. The following is Hoel's report on the episode:

Off Yazoo River,
December 13, 1862

Sir: On the 12th inst. at $\frac{1}{2}$ past 7 A.M., got underway, the MARMORA leading followed respectively by the SIGNAL, "ram" QUEEN OF THE WEST, CAIRO and PITTSBURGH, which position was retained by each until we arrived in the locality of the torpedoes, when all the vessels were stopped. The MARMORA, having discovered one of them, commenced firing at it with muskets,

directly after, I observed a boat put off from the CAIRO and also one from the MARMORA, each of which appeared to be engaged in trying to raise or trace a "torpedo". The CAIRO at that time was laying off the starboard quarter of the MARMORA about fifty yards apart when I heard the explosion and saw the smoke arise from what I supposed at the time to be from one of the torpedoes which had exploded between the two vessels and did not know the CAIRO was injured by it until Capt. Selfridge hailed the SIGNAL to come alongside as he was sinking. The CAIRO, about that time having been headed for the bank, which she struck and immediately commenced going down. From the time of the explosion until the vessel was sunk so that nothing remained in sight but the tops of the chimneys and flagstuffs, I do not think occupied more than (15) fifteen minutes. As soon as Capt. Selfridge hailed the SIGNAL I sent one of my masters on board the CAIRO with a tarpaulin which is made purposely for drawing under a vessel's bottom to stop leaks with but, as the vessel was going down so fast, it was impossible to have made use of it.

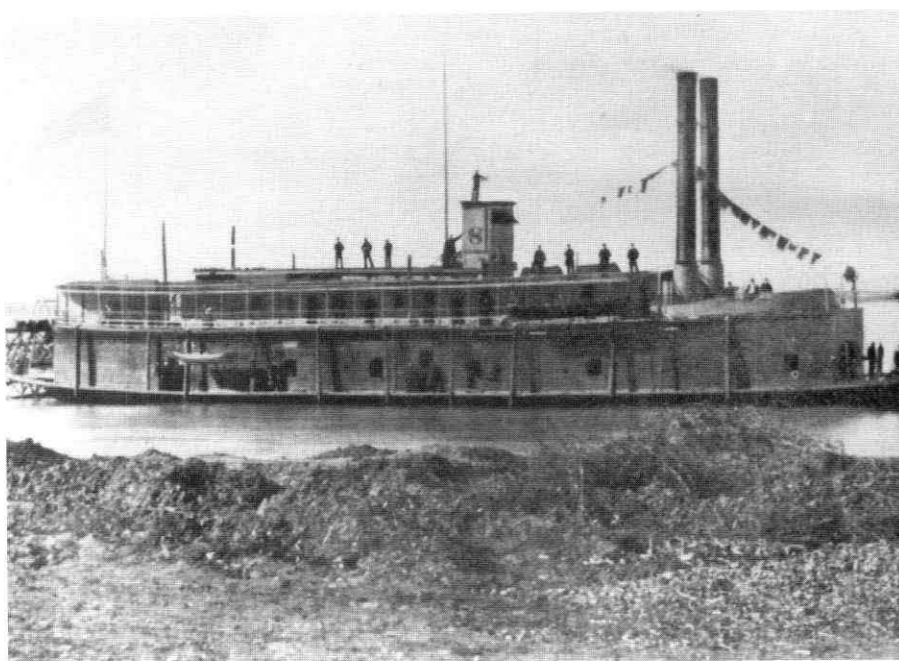
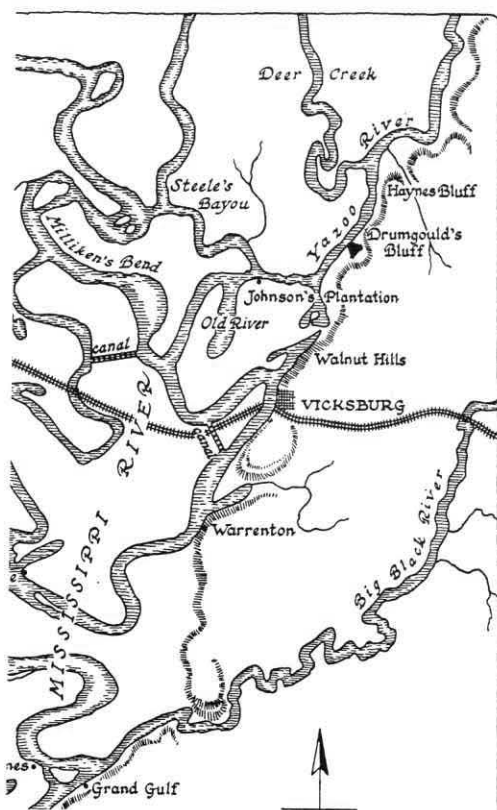
Immediately after the sinking of the CAIRO Capt. Selfridge ordered me to shell the banks of the river, which I proceeded to do, expending while there sixty shell, four solid shot and one charge of grape. I also sent two of my boats in charge of the Actg. Executive Officer of this

vessel, Mr. A. J. Wilson, for the purpose of taking up and destroying what torpedoes he could find. He succeeded in dragging twelve of them from the river and destroying them; he also while on shore found the magazine of powder and other material of which the torpedoes were manufactured from; all of which he destroyed, as well as some 20 skiffs and small boats which were at the landing.

At the time of the explosion, this vessel was about 200 yards astern of the CAIRO and immediately abreast on the starboard of the "ram" QUEEN OF THE WEST, the SIGNAL being between the QUEEN and MARMORA. We arrived at the scene of action at 11 o'clock A.M. and at 2 o'clock P.M. Capt. Selfridge ordered me to signal to the other vessels, "Will Return" which we proceeded to do, the MARMORA leading off, followed by the SIGNAL and QUEEN OF THE WEST, this vessel bringing up the rear. Arrived again at the fleet at halfpast four P.M.

I am most respectfully,
Your Obedient servant,
Wm. R. Hoel, Actg. Vol. Lt.
Comdg. U.S. Gunboat "Pittsburgh"

Hoel's clerk spelled the boat's name "Pittsburgh"; it is spelled without the "h" in official documents. The "torpedoes" of the Civil War were floating mines, detonated by either contact or electrically by wire from the shore.



The SIGNAL (Way 5104) was built at Wheeling, Virginia in 1862, bought by the U.S. that same year and converted into a tinclad. She came alongside the CAIRO but could do nothing to save her.

LEFT: The CAIRO was sunk not far from Drumgould's Bluff on the Yazoo River. Since 1862 the Mississippi has changed its course and the Yazoo diverted to pass in front of Vicksburg.

William Hoel's letters to higher authority detail some of the problems he encountered on the ironclad PITTSBURG. After test firing the bow guns, Hoel decided that perhaps there was something amiss with the powder supply. He requisitioned a fresh supply and again test fired the 2.7 inch rifles and one 8 inch gun, reporting that of nine shells fired, "only two exploded although the fuses were well picked. There is no certainty in the charges of powder. With the same charges and same elevation the shells would not fall within four hundred yards of the same place and in some instances there would be a half mile difference in where they fell."

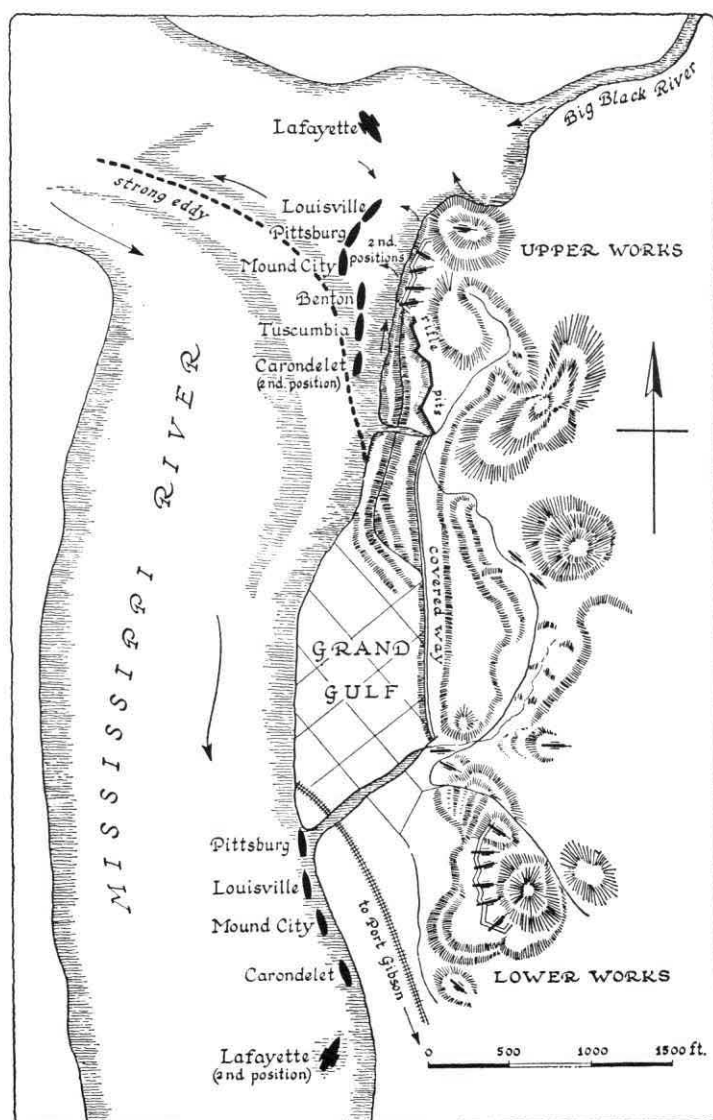
There were also problems with personnel aboard the PITTSBURG. On January 1, 1863 the chief engineer came down ill and subsequently died; three weeks later there was still no authorization to promote the 2nd Assistant Engineer to Chief and the good captain wrote two pointed letters to his boss about the delay. Hoel considered the 1st Assistant Engineer unsuitable for promotion.

The Paymaster of the boat went to the hospital in Mound City on November 16, 1862 and didn't reappear on board the PITTSBURG until January 20. He was to draw \$5,000 at Mound City to pay the crew, received only \$3,000 and then had seen fit to pay himself \$310, the acting assistant surgeon and one of the boat's pilots (whom he ran into in Cairo) another \$640 so only had a little over \$2,000 left for seven months back wages owed the rest of the crew. Hoel was ticked and wrote: "Other vessels in the fleet, as near as I can learn, have no difficulty getting money to pay off their crews and I cannot understand why this one should be an exception."

Then there was the matter of six members of the crew who were accused of stealing fourteen chickens on the night of March 9, 1863 when the PITTSBURG people were out under the command of Lt. Comdr. J. A. Greer, U.S.N. of the gunboat BENTON. Restitution was demanded so on March 12 Hoel, upon instructions of the admiral himself, sent Greer nine pounds of coffee and one chicken. Military red tape was a trial for the active Capt. Hoel.

On the night of April 16 the PITTSBURG and the rest of the Union fleet ran the batteries at Vicksburg to get into position to ferry Union troops across the river below at Grand Gulf. The PITTSBURG had no serious damage although she was struck seven times. The gunboat fired back with 43 rounds of five and ten inch shells and one stand of grape. The fleet movement was accomplished with the loss of only one transport; six more transports with only cotton bales for protection came down a week later with again the loss of one boat.

Grand Gulf, the proposed place for getting Grant's army across to the east bank of the Mississippi was about 35 miles below Vicksburg. The Big Black River enters the Mississippi just above the town which is backed by high bluffs. The Rebels had installed a number of batteries along these heights and the gunboats attempted to silence them on April 29, the PITTSBURG being in the thick of the battle. Four of the ironclads including PITTSBURG began the bombardment of the lower battery below Grand Gulf. Hoel moved the PITTSBURG up to the engage the upper battery when the flagship BENTON was knocked out of the fight and drifted downstream. Repairs to her steering gear completed, the BENTON was able to return to the upper batteries to assist PITTSBURG. It was a gallant attempt but the Rebels were still firing when the action was broken off in the early afternoon.



BATTLE OF GRAND GULF - April 29, 1863
Gunboats Down The Mississippi
Naval Institute Press

Capt. Hoel's report of this action which brought praise from the admiral follows:

U.S.S. Pittsburgh
Off Bayou Pierre
May 1, 1863

Sir: I have the honor to report that on April 29 in accordance with instructions received from you, I proceeded with this vessel to engage the enemy's batteries at Grand Gulf at 8:10 A.M. Although struck by the enemy's shot thirty-five times during the engagement and severely cut up by them she is in no way disabled.

While engaging the enemy, four hundred and twenty-nine rounds were fired, principally from her bow and starboard broadside batteries consisting of shot, shell, shrapnel, grape and canister. At 1:30 P.M. in obedience to order, I (by signal from the LOUISVILLE) withdrew my vessel from the engagement.

I regret to have to report the following casualties: Killed - 6, Wounded - 13. The same night while passing below the batteries and engaging them, I fired twenty-one rounds. The vessel received but two shot, doing no serious damage, casualties none.

I am respectfully,
Your obedient servant,
Wm. R. Hoel, Actg. Vol. Lt.

On the morning of April 30 the Union force landed without opposition on the east bank of the river some seven miles below Grand Gulf at Bruinsburg Landing. General Grant proceeded to advance northeast and captured Jackson, Mississippi before turning west toward the rear of Vicksburg and lay siege to the Confederate bastion. Vicksburg fell to the Union forces on July 4, 1863 and although the gunboats had assisted by shelling the city we have not ascertained the participation of the PITTSBURG.

By July 7 the PITTSBURG was off the mouth of Red River, about 65 miles below Natchez. She was doing picket duty to prevent supplies from being moved across the river to the east. The energetic Capt. Hoel did not interpret his orders as limited to just keeping watch; after receiving word of a Rebel transport tied up at Simmesport on the Atchafalaya River the PITTSBURG went in pursuit on July 11. The steamer escaped from Simmesport but several prisoners were taken and the ferry flat destroyed.

After two years in the service and only five days leave Capt. Hoel applied for 60 days leave on August 1, 1863. He gave as a reason that his business affairs in Cincinnati were in such confusion that his immediate attention was required. Evidently recalling that a prior leave application had been denied, Hoel stated that

without leave he would be forced to resign reluctantly from the Mississippi Squadron. Admiral Porter could have no thought that Hoel was not serious for a letter of resignation accompanied the leave request. Leave granted.

Returning from his leave Hoel found the PITTSBURG idling off Grand Gulf. On December 9 he wrote to Lt. Commander James A. Greer commanding the 4th District, Mississippi Squadron about the condition of the PITTSBURG. The spar deck and casement was badly in need of caulking after two years of service and there were no caulkers in the crew. Another division of the Mississippi Squadron was located at Skipwith's Landing where Hoel had observed caulkers at work; he asked that they be dispatched to the PITTSBURG as, "Neither officers nor men can find a dry place to lay down on board when it rains." Adding some urgency to his request was a postscript: "This vessel, within the last few days, has taken to leaking very badly - makes nine inches of water in 24 hours. It is my opinion the leaking is caused by her breaking down in the wings." Twelve or 15 bales of oakum were estimated as needed for the work.

One of the duties of the PITTSBURG was to board all passing vessels, commercial and military, to check that they had the proper permits for cargo carried and authorization if landing or picking up cargo at Grand Gulf. Cotton was considered contraband if it were marked "C.S." on the bale or found in the hands of one not known to be a Union sympathizer. Seized cotton was turned over to the U.S. Treasury department representative and credited to the vessel for award of prize money to the benefit of the crew. The PITTSBURG had the tug HYACINTH attached for use in intercepting boat traffic and other investigations. The gunboat was tied up for long periods without steam, both to save coal and to improve living conditions under the black painted decks.

The crew of the PITTSBURG spent considerable time chasing reported caches of cotton. A local resident of Grand Gulf, Frederick Bego, was a Union man and the source of much helpful intelligence. Capt. Hoel was a stickler for documentation and required proper papers before any cotton moved and he was not to be intimidated by even the independent Ellets. An example: The new packet WELCOME (Way 5731) came down the river on February 23, 1864 and stopped at Grand Gulf to load a lot of cotton which had been hauled to the landing by the 12th Louisiana Regiment under the command of General A. W. Ellet. General Ellet protested interference with his cotton and Hoel fired back in a letter of February 14, 1864. "The WELCOME had taken aboard 466 bales of cotton at this point for which she had not the proper permits

and it was to rectify what was evidently a mistake in the shipping permits that I detained her. I am responsible alone to Rear Admiral Porter and Lt. Comdr. Greer for my actions and to who you will be pleased to communicate with hereafter in regard to the matter."

On March 1, 1864 the PITTSBURG was ordered to Natchez, headquarters 5th District, Lt. Commander Greer commanding, to support an expedition into Louisiana by General N. P. Banks. The only feasible supply route should Banks be successful in occupying Shreveport and surrounding territory would be the Red River.

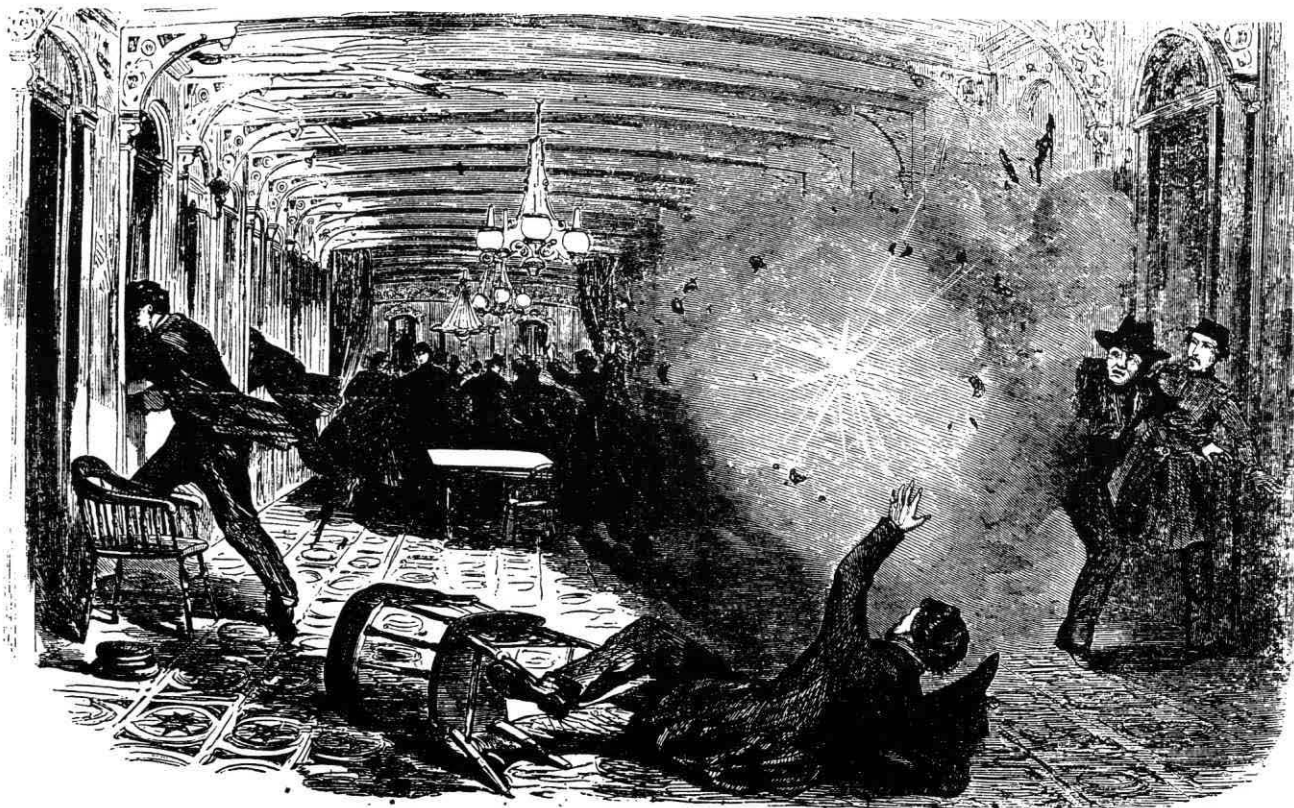
The ironclads PITTSBURG, CHILLICOTHE, LOUISVILLE, BENTON, CARONDELET and MOUND CITY started out on the morning of March 14, 1864 for the mouth of the Red River about 65 miles below Natchez. There is an amusing postscript to the movement order: "Show no lights to-night, beat no drums and as long as I am senior officer do not strike the bell. Greer."

The first boats reached Alexandria, Louisiana on March 15 expecting to meet Banks' troops but they didn't show up until March 25. The advance up the river toward Shreveport continued but ended when Admiral Porter reached Springfield Landing, 40 miles below. Banks was in retreat following the battle of Sabine Cross

Roads. The Red River usually rises in March but in 1864 it was falling which added urgency to getting the fleet downriver below the rapids at Ecore and at Alexandria.

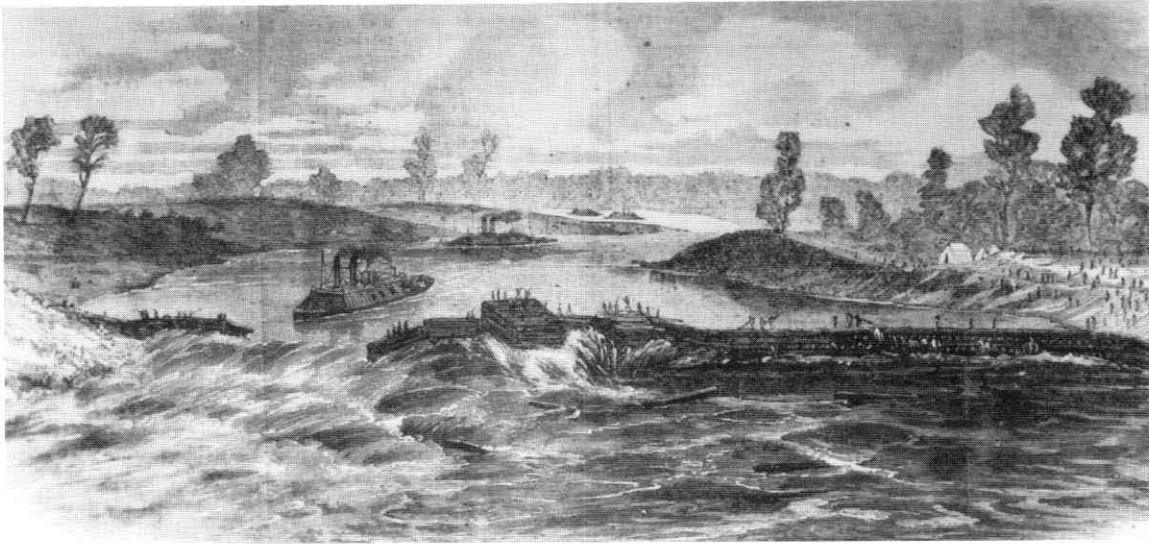
In the retreat of transports down the river the gunboat EASTPORT was sunk and had to be destroyed and the tinclads FORT HINDMAN, CRICKET and JULIET badly shot up. But, Admiral Porter, after surviving the run aboard the CRICKET with the loss of about half of her crew killed and wounded got down to Alexandria on April 27 and found that the heavy draft ironclads had not been able to get over the rapids. Banks' troops had about stripped the countryside of forage and the General announced that he could not remain at Alexandria.

The river continued to fall slowly and it appeared that Porter was about to lose the best part of the Mississippi Squadron. Trapped above the rapids (which extended for most of a mile) were PITTSBURG, FORT HINDMAN, OSAGE, NEOSHO, LEXINGTON, MOUND CITY, CARONDELET, OZARK, LOUISVILLE, CHILLICOTHE and two tugs. Capt. Hoel surveyed the scene and decided he should have a photographer take a picture of the PITTSBURG, probably the last one before her destruction.



Packet travel could be exciting in 1864 as witness this scene on the WELCOME (Way 5731). Some Rebel guerillas on the bank at Waterproof, Louisiana lobbed a shell

into the ladies cabin. The WELCOME had been stopped by the PITTSBURG and held for cotton permit infractions and then she burned at St. Louis, July 15, 1864.



The scene at Bailey's Dam, Alexandria, Louisiana on May 12, 1864 as the ironclads made their escape. This dam was on the lower falls with wing dams channeling the water at the upper falls. The drop through the gap in the dam was about four feet.

On April 29 an army engineer proposed to build a coffer dam the length of the rapids and blow out a channel; it would take 250 men 30 days time he estimated but Banks was ready to leave. Enter Lt. Colonel Joseph Bailey, acting engineer of the 19th Corps, who offered to build a timber and rubble dam at the lower end of the rapids, raise the water level so the boats could get over the upper riffle and then the dam would be opened and all boats flushed through. Bailey was from Wisconsin and had used such methods with log booms. With no other option, Porter requested that General Banks authorize the dam and 3,000 men and 200 wagons were made available.

Bailey said he could build the dam in 10 days. On the eighth day the dam broke but four of the smaller boats got over and Bailey modified his plan by building wing dams at the upper rapids. Three days later the remainder of the fleet got over and Porter was a happy man, even having some kind words for the bumbling General Banks.

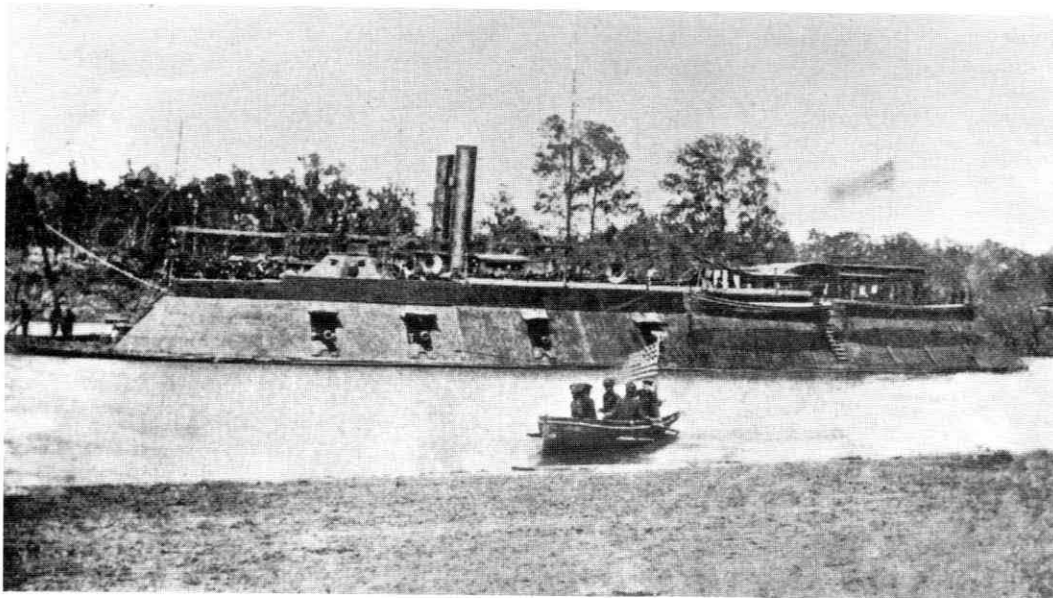
The PITTSBURG returned to Grand Gulf and lay there through most of the summer of 1864, keeping tabs on the river traffic and watching for unauthorized cotton buyers. The new sidewheel packet JOSEPH PIERCE (Way 3148) was the first boat to reopen the New Orleans and Vicksburg trade but her captain made the mistake of paying no attention to the regulations in regard to landing of supplies. The friendly Frederick Bego and a Mr. Arony were passengers and let Hoel know she had landed at Waterproof, Louisiana and at several plantations to put off various items. The PIERCE was seized by Hoel and sent to Commander Greer for disposition on

July 6.

Also in July, Hoel and his crew staged a night raid to the home of one Disharoon, a lieutenant in the Rebel army. It was reported that Disharoon was visiting his wife who lived about three miles out in the country behind Grand Gulf. Arriving just before daylight, Hoel found the disheveled lieutenant hiding in a very small closet. The capture was reported to Commander Greer, the prisoner to be sent upriver on the transport GENERAL LYON (Way 2256) with the recommendation that he be sent north and not be exchanged, "as he is a very hard character."

Sometime in August, 1864 the PITTSBURG dropped down the Mississippi to Rodney, Mississippi, about 30 miles below Grand Gulf and a hotbed of Rebel activity. Lt. Commander Thomas D. Selfridge, late master of the sunken CAIRO, was now in charge of the 5th District, Mississippi River. Assisted by the tug IVY the crew of the PITTSBURG were out in guard boats each night attempting to stop traffic going back and forth between the two banks. The west side or Trans Mississippi Department was an important source of farm products of all kinds needed by the beleaguered Confederacy.

Hoel's correspondence with his superiors in September indicates that the restless captain was often out with his small boat crews. Hoel seemed to enjoy nocturnal raids in search of Rebel soldiers, particularly officers, who were reported to be in the area. His diary also mentions several families in the area whom he visited on a friendly basis and gives indications that widower Hoel may also have enjoyed romantic female companionship. He enjoyed some hunting but, all

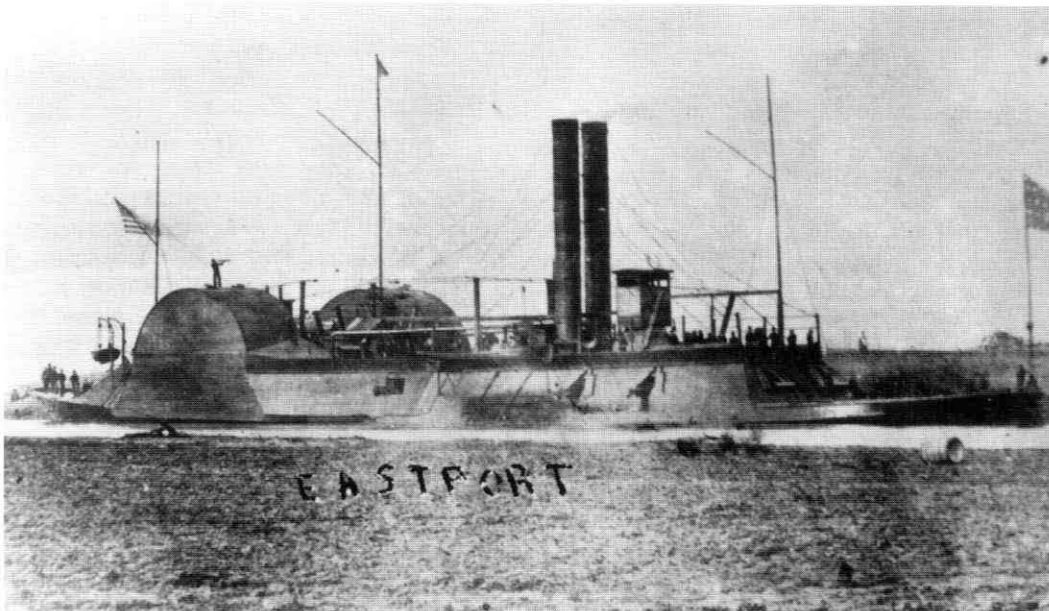


Capt. William Hoel's ironclad PITTSBURG, probably at Alexandria. From his diary: "Monday, May 2d - Heard of the capture of the ROB & EMMA, transports - below Alexandria. Had the vessel's photograph taken - expecting to have to destroy her to keep her from falling into the hands of the enemy."

in all, the summer of patrolling in the southern heat with little action was too tame and boring. An increasing number of Rebel soldiers were giving themselves up to the PITTSBURG and other signs showed that the war along the Mississippi was winding down.

On October 19, 1864 William Hoel had had enough of the quiet duty on the PITTSBURG and submitted his letter of resignation to Gideon

Welles, Secretary of the Navy. In his cover letter to Capt. A. M. Pennock (who was in charge of personnel at Mound City) Hoel cites the need to get back home to take care of his business affairs which were in a state of confusion. He offered to return if at any time the navy had a special need for his "humble services". The request was followed on November 7 with a similar request to Admiral, S. P. Lee, Commanding



This is the EASTPORT (Way 1677) which is mentioned a number of times in this account. She had been a packet, built in 1852, before conversion into an ironclad. She was sunk by a torpedo (mine) on the Red River, April 15, 1864, later destroyed by U.S. forces.

Mississippi Squadron but Hoel's request for discharge was denied.

REPORT ON U.S.S. PITTSBURG

On November 18, 1864 the following report on the condition and general description of the PITTSBURG was submitted to "Actg. Rear Admiral S. P. Lee, Comdg. Miss. Squadron:

"Ironclad on the bow casemate only (one of the class of vessels known as a 'turtle'). The hull and casemates in bad condition, being rotten in many places. Vessel stands greatly in need of docking, leaks badly. Machinery in good order.

Tonnage - 512

Draft - 6 ft., 6 in.

Speed - 4½ miles an hour

Battery - Two IX in. Dahlgrens and one 100 lb. Parrott in bow battery; one IX in. Dahlgren in each broadside; two 30 lb. Parrotts in stern battery; one 12 lb. (smooth-bore) Howitzer.

Total - 8 guns

Capacity for coal - 2,400 bushels

Daily Consumption of coal, full steaming - 450 bushels

Complement of officers - 16

Complement of crew - 148"

Although life aboard the boats enforcing the blockade of the Confederacy and checking on cotton speculators aswmostly boring there were challenges and some excitement. The following extract from a letter Hoel wrote to Lt. Comdr. George Bacon, U.S.N., Comdg. 6th District on December 1, 1864 refers to some of the problems encountered by the PITTSBURG, then "Off Gaines Landing" (about 30 miles upriver from Greenville, Mississippi):

"...There is a party of Jayhawkers, some twelve or fifteen, in this vicinity on the Arkansas side, who fired into the Towboat EAGLE with musketry Tuesday morning about a mile above Columbia. They also fired into the MAGENTA on last Friday at the same point but hurt no one. I would have went down there but would have consumed so much fuel in getting back (I have but 1,500 bushels on board) that I thought it best to remain where I am. At present there is two 'cotton boats' at this point, the MATTIE COOK and M. WALT, who require quite as much looking after as what the guerrillas do, and in my opinion can, and will if they get the opportunity, do more injury to the country than what the latter can."

Ed. Note: EAGLE [Way T0064]; MAGENTA [Way 3684]; MAGGIE COOK, see MATTIE COOK [Way 3859]; M. WALT, probably MARTIN WALT, a sternwheel boat built Cincinnati, 1859, 64 tons, dismantled 1867, probably a freighter and omitted from Way's Packet Directory.

W. R. Hoel was promoted from Actg. Vol. Lieutenant to Actg. Vol. Commander sometime in November, 1864 or perhaps on December 1.

On December 4, Hoel wrote to his new commanding officer, Lt. Comdr. George Bacon, 6th District, Mississippi River, for leave; his two letters of resignation had been returned: "By the last dispatch steamer, my last resignation was returned to me with a rather flattering endorsement from Admiral Lee, requesting me to withdraw it for the present, As long as I can be of any especial service to my country by remaining in this service I have no desire to leave it but it is absolutely necessary that I should visit my home for a few days for the purpose of attending to my private affairs, which are all in confusion incidental to my long neglect of them."

Capt. Hoel was out of luck in obtaining leave and the PITTSBURG was ordered to move up the Mississippi to Cairo and then up the Ohio to Smithland, Kentucky. Arriving at Smithland on December 16 the PITTSBURG went up the Cumberland 65 miles to Canton accompanied by the gunboats LEXINGTON, VICTORY and FAIRY. Hoel was now responsible for patrolling the river as far up as Clarksville to defend against a raid then in progress by Confederate General Lyon into Tennessee and Kentucky. The Union gunboats tried to anticipate where the Rebels would appear next; they burned the town of Cadiz, Kentucky and got at least as far north as Eddyville.

Finally, Capt. Hoel was given 30 days leave in response to another request of January 15, 1865. He gave as his home the property at Waynesville, Warren County, Ohio which his father had purchased after the notable balloon adventure in 1855. Upon return to duty, Hoel became master of the U.S. Ram VINDICATOR, a sidewheeler that had been built at New Albany, Indiana in 1863. The VINDICATOR was engaged in patrol duties in the vicinity of Catfish Point on the Lower Mississippi, about 50 miles upriver from Greenville.

The river was high and there was little activity to amuse the crew of the ram until April 5, 1865. Capt. Hoel got word of several Rebel scouts who were in the habit of visiting one Dr. Blanton, so, "Taking thirty men with me and two officers and guided by Mr. Wills, I arrived at the Dr.'s house about an hour before day. But, finding the premises around the house entirely under water I waited until daybreak before attempting to surround it but in so doing the dogs about the house made such a fuss that we were not able to entirely surround the place before the inmates were alarmed and the two scouts and two paroled Rebel soldiers who were also there endeavored to make their escape.

Calling upon them to halt, the paroled men did so but the other two still endeavored to get away. The water being up to their waists, they made poor headway (myself and men were also up to our armpits in the water at the time) when I gave the order to fire upon them. One was killed instantly by a shot through the head at about 100 yards from the house and the other one was also shot and killed about 150 yards from the house. Both of the men were of the party who robbed Mr. Wills - one named Willis, whose body we recovered, the other named Voorhis, a cousin of the notorious Dan Voorhis of Indiana."

After the excitement at Dr. Blanton's house, the VINDICATOR dropped down to the repair base at the mouth of the Red River for boiler work. She was at the repair yard for the remainder of April before moving back up to her patrolling station below Greenville. For all intents, the war was over: Lee had surrendered his army in the east, Mobile had fallen on April 12 but there were still pockets of guerrillas and regular Confederate units carrying on the fight in the deep south along the Mississippi. There was also policing to be done where plantation owners were slow to understand that their former slaves were now protected by the same laws as whites.

On May 22, 1865 the VINDICATOR started up the Yazoo River accompanied by the tug LAUREL and by the following morning was at Honey Island, 150 miles above the mouth. Hoel did not consider it prudent to go farther as the river was so narrow the VINDICATOR was rubbing the

timber on both sides at the same time. Hoel then took the LAUREL another 100 miles up the Yazoo to Greenwood where he found the packet J. M. SHARP (Way 2864). The SHARP had been used in Confederate service on the Yazoo during the war and Capt. A. J. Dye, who accompanied Hoel, took her over as representative of the owners. The VINDICATOR returned to Vicksburg on May 25 and Hoel reported, "Almost the entire country as far up as Greenwood is under water."

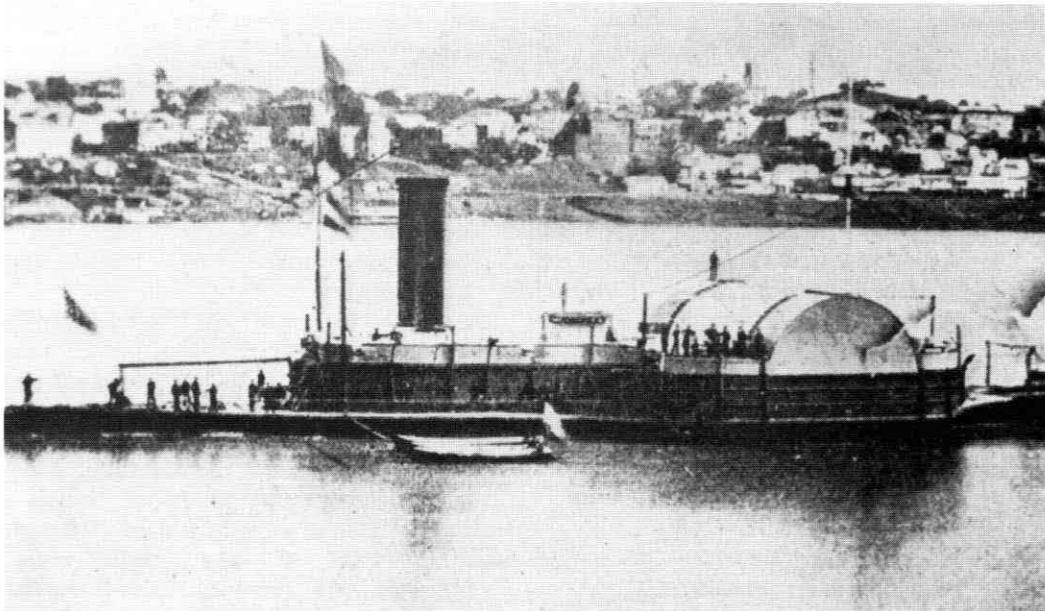
The VINDICATOR was taken out of commission at Mound City, Illinois on July 21, 1865 and William Hoel went home to Waynesville, Ohio. He was still at home when he wrote to the Chief Bureau of Navigation, c/o Office of Detail, Washington, D.C. on October 1, 1865 requesting that, in view of no prospect of more active service upon the Mississippi River, he be released from the service effective October 17, the expiration of his leave.

Hoel wrote the Navy again on December 2: "Having received no further orders or instructions from the Department, I presume I am 'mustered out' and respectfully request that the pay remaining due me be forwarded."

William Hoel's honorable discharge was effective December 30, 1865; rank, Acting Volunteer Lieutenant Commander. Hoel was now forty-one years old and had been on active duty since his appointment as a Pilot, U.S. Gunboat Service on October 19, 1861. He had achieved the highest Navy rank awarded any volunteer during the war.

To be continued.

* * *



The VINDICATOR (Way 5579), shown here at Vicksburg, was Capt. Hoel's last command during the Civil War. She was a ram, 210 feet long, built for the U.S., 1863, at New Albany, Indiana.

Capt. W. R. Hoel kept a diary during the Red River expedition of 1864 and it was run in Vol. 10, No. 3, S&D Reflector. Should there be reader interest, we will reprint the diary; write the Editor.

- BOOK REVIEWS -

The Sultana Revisited

The latest effort to unravel the story of shenanigans and neglect by Union officers in charge of shipping paroled prisoners north in the spring of 1865 is by Gene Eric Salecker, titled "Disaster on the Mississippi." The explosion of the boilers on the packet SULTANA on April 27, 1865 a short distance above Memphis resulted in the largest loss of life in any marine disaster to date. The circumstances of more than 2,000 soldiers being aboard the steamer at the time of the explosion has brought forth at least four books and many articles over the years.

Author Salecker in focusing on the events of the explosion and fire does not neglect the history of the SULTANA and her master Capt. Cass Mason nor the hasty loading of ex-prisoners being sent north from Vicksburg at the close of the Civil War. He does, however, recount more of the personal narratives of the survivors of that dark spring night on the Mississippi than found in other books on the subject. More than 100 pages are devoted to recollections about the events as seen by those at various locations on the SULTANA.

Chapter 9, The Explosion, makes some suppositions regarding steam pressure and speed through the water which we found a bit vague. The author alleges that the SULTANA was carrying more than the 135 psi. of steam as stated by the critically injured second engineer but offers only a theoretical basis for this. One of the boilers had been repaired with a sheet slightly thinner than the original shell but whether or not the patch ruptured first is unknown.

Following the explosion of three of the steamer's four tubular boilers she quickly took fire amidships. The escapes of those still alive are divided by their

location on the boat. The titles of several chapters will illustrate the approach: Panic on the Bow, Devastation on the Stern, Death on the Hurricane Deck, The Horror of the Fire, The Cold Mississippi. We like personal reminiscences rather than theoretical reconstructions years removed from the events but there are a great many individual accounts here. The reader may feel the recounting becomes a little disjointed, even though the stories themselves are often gripping.

The story of what became of the survivors after they were plucked from the river by rescuers from Memphis is well told. There were five hospitals and the Soldiers Home in the city at the time; the response by these institutions and allocation of the injured is well documented.

The treatment accorded those who arrived in Memphis unhurt or with minor injuries is an interesting commentary of the times. Two days after escaping an explosion and then spending five or more hours floating in the cold river some 300 survivors were loaded on the BELLE OF ST. LOUIS to continue the journey north. They were given new uniforms and a blanket and traveled as deck passengers to Cairo. Unloaded at Cairo they proceeded east by railroad to arrive at Camp Chase, Columbus, Ohio three days later. The individual accounts recited here form a good story of the reception by people along the way and also the confusion of the military authorities.

Appendix A breaks down those aboard the SULTANA on the fateful night by Crew, Passengers (regular), Guard Unit and Paroled Union Prisoners. There are 2,222 listed and the author concludes that between 2,250 and 2,300 people were aboard from Vicksburg to Memphis. Using the author's low estimate of 2,250 aboard the SULTANA, 786 initially

saved less "more than 200" who later died results in an estimate of 1,664 lost. But the conclusion is that the exact number will never be known.

The listing of the Union soldiers in Appendix B is complete by unit, company, rank and fate i.e. died, injured, hospital, etc. The listing the unit in which the individual served, and there are 29 units shown, makes finding an individual name tedious if his unit is unknown. An alphabetical listing would seem to be more useful for present-day casual researchers while Civil War buffs may find the unit scheme interesting.

This latest SULTANA book might be considered a companion to one we reviewed several years ago. See, The Sultana Tragedy, S&D Reflector, June, 1992, page 8.

Disaster on the Mississippi, The Sultana Explosion, April 27, 1865 by Gene Eric Salecker, hardbound, 346 pages, illustrated, indexed with bibliography and chapter notes. Price \$32.95. It is published by Naval Institute Press, 118 Maryland Ave., Annapolis, MD 21402-5035. The Naval Institute Press has a catalog of about 600 titles, available upon request.

The U.S. Naval Institute is a private non-profit society for those who share an interest in naval and maritime affairs and history. Membership includes the monthly magazine "Proceedings"; inquiries should be directed to the Membership Department at the above address.

WAY DIRECTORY SALES

Ohio University Press has reported Way's Steam Towboat Directory has sold 974 copies and Way's Packet Directory, 1848-1994 487 copies as of June 30, 1996. Royalty payable on the Packet Directory amounts to \$86.93, deposited in the J. Mack Gamble Fund.

Directories are available from Campus Martius Museum, 601 2nd St, Marietta, 45750.



This is a story of two paddlewheels, as you can see. Above is the wheel of the steamer PORTLAND at the Oregon Maritime Center and Museum, Portland, OR with rebuilding underway. S&D provided a grant of \$1,160 toward materials to rebuild the PORTLAND's wheel and Don Chalmers, Watch Captain for the boat, provided this evidence of progress. New arms, each 14 feet long, of douglas fir and costing \$50 apiece are being installed by this volunteer crew; Don didn't furnish names, unfortunately.



The wheel on the DELTA QUEEN also needed some repairs after the boat struck an object near LeClaire, Iowa on the night of October 21, 1996. Note the absence of bucket planks on the port side. The port rudder was also carried away by the unknown obstruction, perhaps the top of the former LeClaire Rapids. The D.Q. suffered a similar accident near the same spot on June 10, 1992. Plenty of speculation about what might be down there on the bottom; someone should place an "X" on the chart. Thanks to Pat Welsh for the photo.

- NEWS OF BOOKS -

DOVER BOOKS REPRINT

Bill Peterson's well known work, *Steamboating on the Upper Mississippi* came out in 1937 with an expanded second edition in 1968 but has been hard to find in recent years. Dover Books, well known for excellent soft cover reprints, has announced the Peterson book is again available; 640 pages, \$15.95 plus \$4.00 shipping and handling.

Dover Publications, Inc., 31 East 2nd St., Mineola, NY 11501

Thanks to William Trout III for alerting us.

"STEAMBOATING" AND "STEAMBOATER'S HANDBOOK"

William "Bill" Mueller has recently mailed out issues 61-64 of *Steamboating* magazine which is also Volume VI of his *Steamboater's Handbook*. Confusing? Well yes, but Bill found it desirable to combine four issues of *Steamboating* and past reference articles into a "handbook" format at the end of each year; saves mailing costs.

The *Steamboater's Handbook* has grown into about the size of a Spiegel catalog. If you yen to have your own steam launch or paddlewheeler you need the *International Steamboat Society*, Rt. 1, Box 262, Middlebourne, WV 26149.

A RARE FIND FOR COLLECTORS

A very few copies of Fred Way's early packet directories have been found and turned over to the Ohio River Museum for the benefit of the W. P. SNYDER JR. Fund. Books are hardbound, 8½x11, with copy typed by Fred and run off on a mimeograph machine; in good condition, considering.

The 1944 edition (green) had a run of 250 copies while the 1950 edition (red) was 450 copies. Rare, indeed and yours for \$50 apiece, one to a customer, first come, first served.

Call Kim McGrew, (614) 373-3750.

- OBITUARIES -

GUY LEROY WILLIAMS

Guy Williams, 80, Columbus, Ohio died suddenly at his home on June 26, 1996. Mr. Williams was a member of S&D for twenty years and will be remembered by attendees at our annual meeting for his yearly appearance with his model of the DELTA QUEEN with lights on and music playing.

Guy was born in Columbus, Ohio on October 17, 1915. He was a 1933 graduate of Bexley High School and spent forty-two years as an artist and printer for the Atlantic & Pacific Tea Co. He had served in the Army Air Corps during World War II as a B-29 crewman in the 879th Squadron, 499th Bomb Group (H). He was a member of the 73rd Bomb Wing Association.

We first remember Guy Williams when he appeared with a very realistic, radio controlled model of the GORDON C. GREENE. This was built on a quarter inch scale, about five feet long but, as with the original, more and more improvements were piled on her. Guy found his model loaded out flat and, as did Tom Greene, and looked for a larger boat. His next model was the DELTA QUEEN but at a larger scale and measuring nine feet in length. As Guy Williams expressed it to a reporter for the Columbus Dispatch, "I'm having a love affair with the DELTA QUEEN."

Guy's plans for his model were drawn by scaling photographs and making onboard measurements on the QUEEN herself. In doing so, he felt he made friends with a lot of river people and received a wealth of river lore which he treasured.

Guy was active in the Veterans of Foreign Wars, member of the middle Ohio River Chapter of S&D, a past member of the Central Ohio Model Boat Club, and was Secretary and Newsletter Editor for the Central Chapter of Huntington's Disease Society of America. He was preceded in

death by his first wife and a son who were taken by Huntington's disease.

Guy Williams is survived by his wife Delia "Dee" Williams, 939 Timberman Rd., Columbus, OH 43212, a brother Donald of Canal Winchester, Ohio, daughters Marilyn Suzanne (Frederick) Ames and Judith Linder and a son James, all of Columbus, Ohio, stepson Steven Marsh, Marysville, Ohio and stepdaughters Debra Greenwald and Kathy Schnieder of Columbus, Ohio. Guy and Dee, between them, have thirteen grandchildren and eight great-grandchildren.

* * *

JAMES ALBERT WALLEN

The Sons and Daughters of Pioneer Rivermen lost one her charter members when Jim Wallen died at his home in Huntington, West Virginia on October 24, 1996. Jim was 88, born September 11, 1908 in Huntington, son of Albert and Elsie Davey Wallen.

Jim Wallen's grand father, Julian F. Davey, was purser and master of the BONANZA of the Big Sandy Packet Co. which operated in the Cincinnati and Pomeroy Bend trade in the 1890s and into the early years of this century. Hearing the stories of his grandfather, Jim took an interest in steamboats at an early age. During his school years, Jim was a regular at the Huntington wharfboat where Jesse P. Hughes held forth

Jim Wallen was a writer and began his career with the Huntington Publishing Co. in 1930. Even after leaving the paper Jim wrote a regular river column for many years for the Sunday Herald-Advertiser. His stories were noted for being well researched, clearly told and were a popular local feature. For a time, about 1945-46, Jim was Upper Ohio representative for the magazine "Workboat" and then became editor of the Ashland Oil & Refining Co. publication

"Ashland Log". In 1953 Jim joined Huntington Alloys where he established and was the editor of "INCO News", the company house organ, until his retirement.

During vacation from attending Marshall College (now Marshall University) in 1928 and 1929 Jim worked as the third clerk aboard the packet BETSY ANN. He was wont to say that those two summers working on the river were some of the happiest times of his life. Jim was a regular attendee at S&D meetings and also those of the O.K. Chapter until he suffered a painful back injury several years ago.

Jim Wallen was preceded in death by his wife Lucy Smith Wallen in 1978. He is survived by his son James and daughter-in-law Lucinda Wallen of Cocoa, Florida and his daughter Lucy L. Wallen of Huntington. A grandson Brett Wallen and wife Michele of Boiling Springs, North Carolina also survive. Burial was in Woodmere Memorial Burial Park, Huntington.

Jim Wallen was a true gentleman and a fine writer, a frequent contributor to these pages. We could always call on Jim to work his writing magic for a book review for us and readers will recall that he has done many of them in recent years. So long, Jim. We'll miss you.

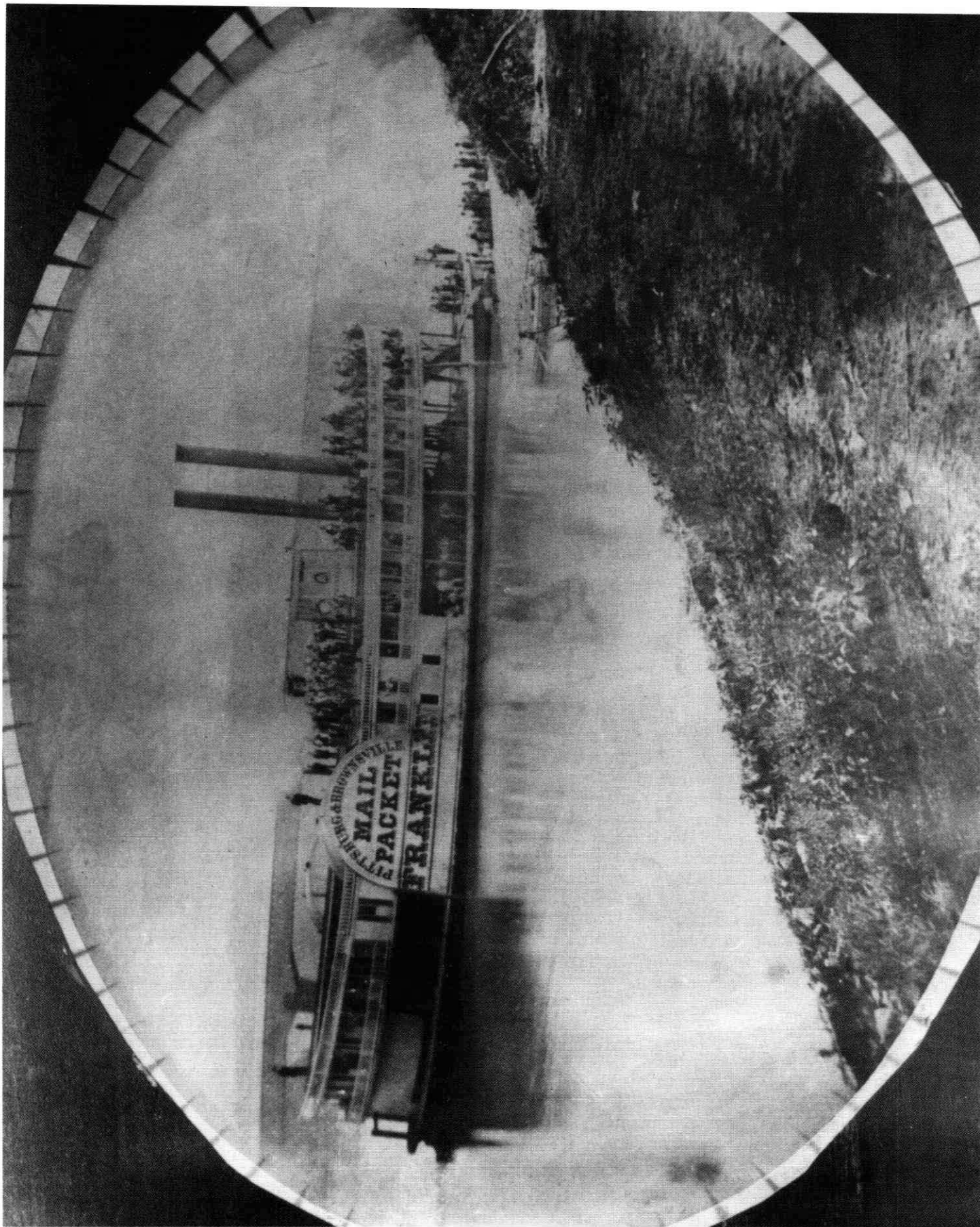
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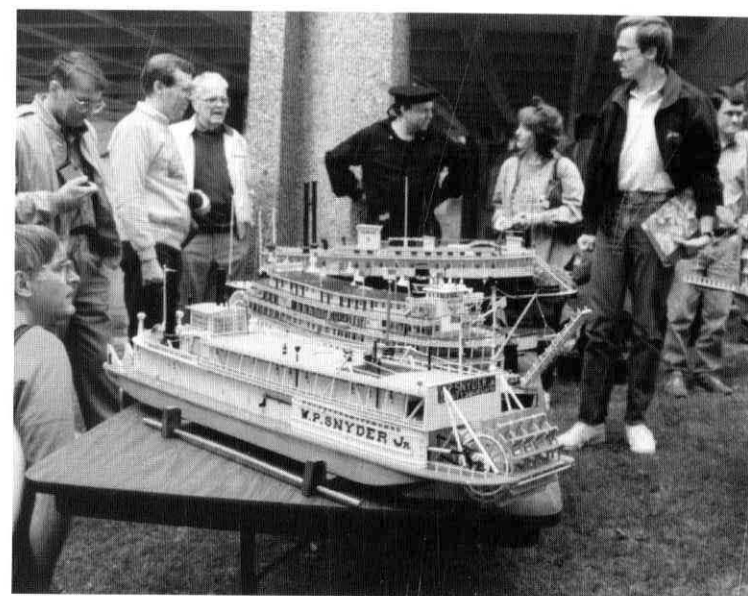
- BACK COVER -

The old Monongahela River packet FRANKLIN (2141) on the back cover is the first we have seen her likeness. She was built in 1860 at West Brownsville for the Pittsburgh, Brownsville & Geneva Packet Co. and was dismantled in 1872.

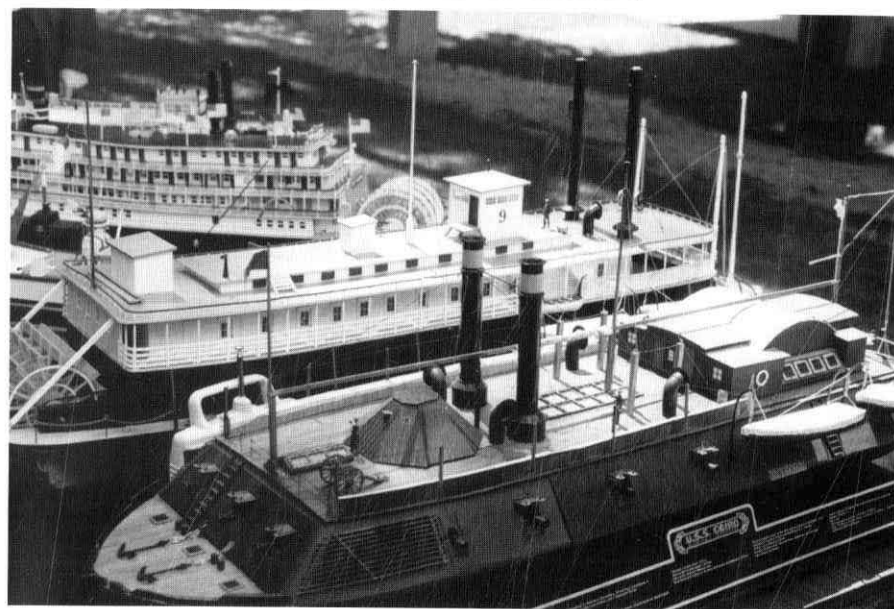
The unique design of the packets plying Mon River was dictated by low bridges. The boat is landed at West Brownsville and just above is the low covered bridge which carried the National Road until 1910.

Print by John King from Harold Richardson collection





Here's a small sample of the nineteen models brought to the S&D afternoon meeting by the Queen City Paddlewheelers. BELOW: Shirley Greene and Jack Mettey visit with builder Kraig Lawson (in uniform) about his CAIRO. Photos by Barbara Hameister and Fred Rutter.





**VIEW OF COVINGTON
DECEMBER, 1917**

Michael Blaser has our thanks for this scene on the Cincinnati Waterfront just before the big freeze of 1917-1918. The print of Mike's painting was released in the fall of 1995 and is accompanied by a fascinating brochure prepared from contemporary accounts of the events in December, 1917 and January, 1918 when ice and high water caused the destruction of boats all along the Ohio River.

The J. T. HATFIELD is just about to pass under the Suspension Bridge with a tow of coal from the Kanawha River, December 7, 1917. The CITY OF LOUISVILLE is laid up on the Covington side, had been there since the spring, and would soon be moved over to the Ohio side. The harbor boat HERCULES CARREL with steam up is lying next to the big packet. Just ahead of the CITY OF CINCINNATI is the stern of the LOUCINDA.

Waterways Fine Arts Publishing
Suite 302, 1019 Mound St.
Davenport, IA 52803

