

S&D

REFLECTOR

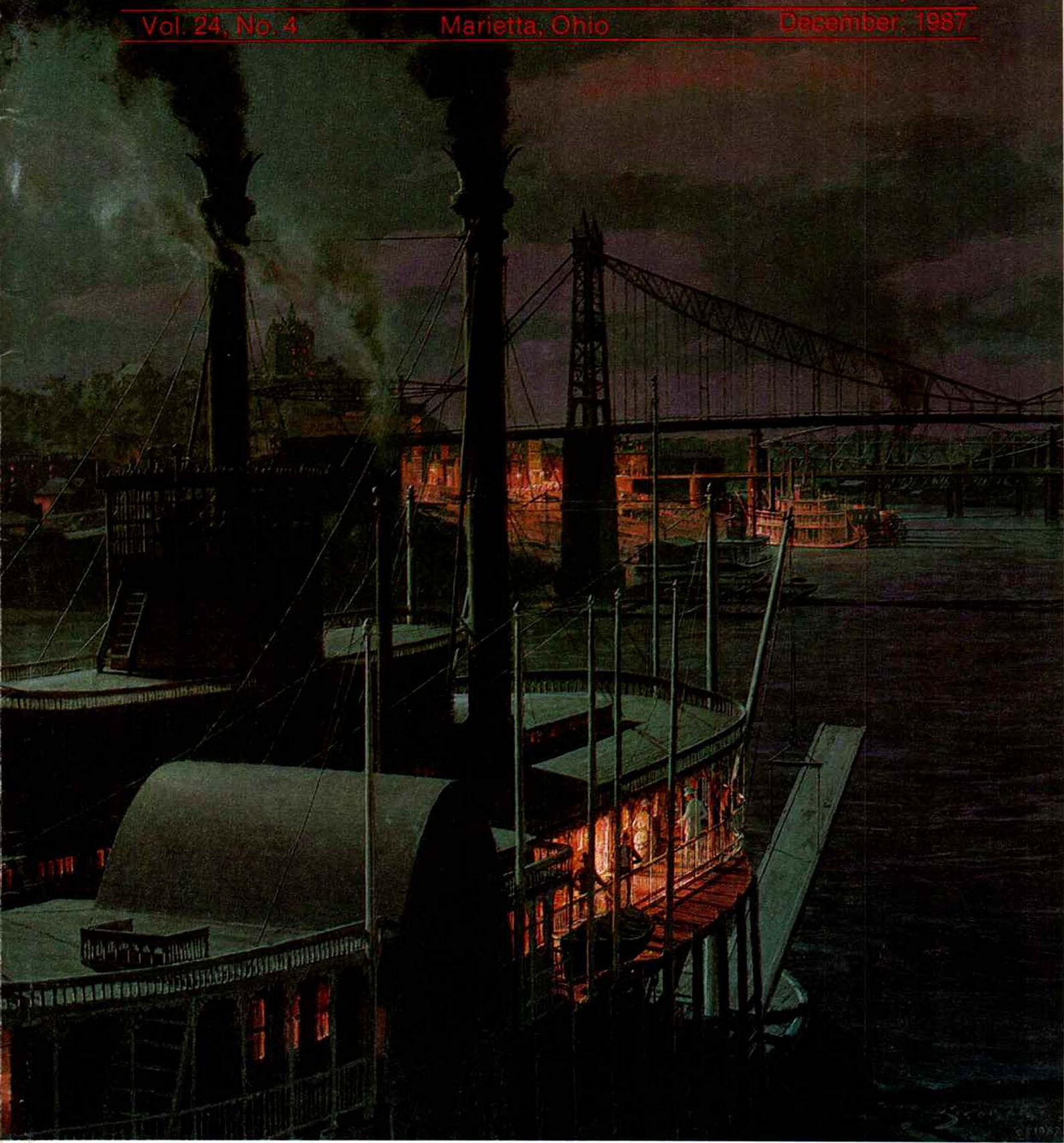
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 24, No. 4

Marietta, Ohio

December, 1987



There will be an
explosion of light
on Starboard side of
vessel forward
windy into the
water with
cool moonlight at left

Early city skyline?

MOON
be hard
smoke or steam
mixed



MOON

Covered bridge? Shoppe
with roof shining in
the moonlight

Allegheny River

Capitol
Washington

inspired

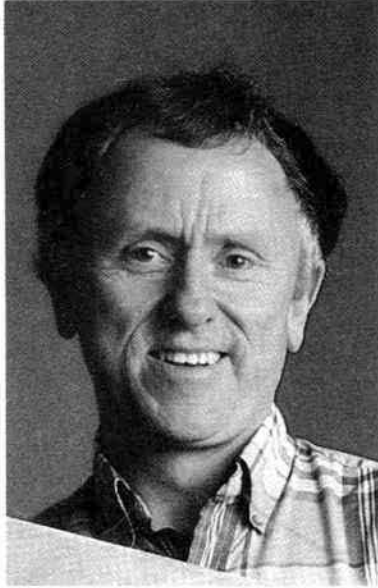
summary simplification
at Golden Δ

Old Point
Bridges

Hot smoke
at night

Cool moonlight

down warm
atypical
light through
windows



JOHN STOBART

Our wrap-around full color Christmas cover introduces his latest steamboat painting, "Trial Trip of the DEAN ADAMS." She's paddling around in the Pittsburgh harbor with invited guests, an orchestra, and a chef prepared to set out punch and a tasty spread. Our thanks to John for his generous assistance in defraying the expenses incident to this superb Christmas gift to all S&D members.

MARINE ARTIST JOHN STOBART showed up at 121 River about a year ago with an overpowering urge to create a painting of the Pittsburgh harbor, his third. This one was to feature a Mississippi-style side-wheeler in the moonlight. It was to be dated when the old wooden-covered bridge spanned the Allegheny River at the Point, and when the old Smith-Point, and when the old Point Bridge crossed the Monongahela. Foremost question:- Was there such a fanciful steamboat prowling at Pittsburgh in this time period?

The candidates were limited to a few side-wheelers built by James Rees & Sons Co. Some of them held their trial trips at Pittsburgh prior to their departures for delivery to Mississippi River customers. We mulled over the WILL S. HAYS (I wasn't sure she actually came to Pittsburgh following

completion at Freedom, Pa.) To clarify what he had in mind, John made for my benefit a freehand ink drawing, reproduced on the opposite page.

"Sort of looks like the DEAN ADAMS," I remarked.

"What ADAMS?"

"DEAN; D-E-A-N."

"Never knew there was a DEAN ADAMS."

"She didn't last long. Built in 1880--the hull was put up right here in Sewickley and Rees had her towed to Pittsburgh for her machinery and finishing. Burned at Memphis in 1886."

John made a circle in the upper left sky. "Would the full moon be there?"

"Who's going to argue?"

"It must be there for the right shades and shadows."

"So be it. What's more to the point, what's the DEAN ADAMS doing running a trial trip in the moonlight?"

"Oh come now! Weren't there trial trips those days in the moonlight? The owners could be throwing an oyster supper or a dance."

One night the KATIE STOCKDALE did that very thing at her hometown of Georgetown, Pa.--but not on a trial trip. But then everything's happened sooner or later on the river. The HUDSON left Pittsburgh brand new without even running a trial trip.

"So fine," I conceded. "The moon's OK, she's staging a hoopla party, and so go back to Boston and dream of moonbeams."

"What color would steam be in the moonlight? I never painted steam in the moonlight."

--And so in due course John Stobart transferred this mental dream to canvas, so delighted at every step of the way that he telephoned progress reports to me every week or so from California where he wintered. He returned to Boston and then one morning at 8:30 a priority package arrived at 121 River containing an 8" x 10" full color transparency. Good grief, I could hear the band playing in the well-lighted cabin of the DEAN ADAMS as she headed up the Ohio preparing to unload her merry-makers at the Monongahela wharf. Bathed in moonlight, the steam from the 'scapes was luminous. This artist is a whiz at setting his boats into an atmosphere--even the casual observer senses the truth of the unforgettable instant. Whether the DEAN ADAMS ran a

moonlight trip at Pittsburgh in 1880 defies debate. John Stobart shows her doing it in exquisite detail.

ODYSSEY MAY TRAVEL

Beth Hager wrote letters to selected lenders of material for inclusion in the "Odyssey" now showing at Huntington, West Va. dated Oct. 8th:

"The Historical Society of Western Pennsylvania in Pittsburgh and Oglebay Institute's Mansion Museum in Wheeling, have both expressed interest in hosting a portion of the "Odyssey" in 1988. Two other inquiries have come from Cincinnati and Iowa. The museums in Pittsburgh and Wheeling have limited space, so I have selected a minimum of objects for consideration to travel.

"The traveling objects will be packed by the Huntington Museum's staff who will also assist in the installation of the exhibition at the other sites. I would appreciate your contacting me as soon as possible to indicate your feelings about extending your loan. We anticipate needing the traveling objects through December 31, 1988. If you are willing to extend your loan, we will then proceed with new loan forms and arrangements with the other borrowing institutions.

"I hope that all of you have had, or will have, the opportunity to view the "Odyssey" at the Huntington Museum of Art. The show has been a splendid success with many visitors and much press coverage. We are pleased that other institutions are requesting the show, attesting to its quality and appeal. There are many pieces which are not available for travel, but I hope that you will carefully consider this request."

=Beth Hager was at the S&D meeting in Marietta, and we regret that her name does not appear on the Register printed elsewhere in this issue. -Ed.

- OBITUARIES -

Milton Layfield, page 35
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George Schotten, 42
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S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



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Marietta, Ohio

December, 1987

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Mrs. J. W. Rutter,
126 Seneca Drive,
Marietta, Ohio 45750

Membership cards may be used for free access to the steamer W. P. SNYDER JR. at Marietta.

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

Additional copies of the current issue are available from Mrs. Rutter at \$4.00 each. Back issues are available for most issues within the past twelve years at \$4 each; for older issues inquire of Mrs. Rutter.

Capt. Frederick Way, Jr., editor,
121 River Avenue,
Sewickley, Pa. 15143

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REVAMPED CAMPUS MARTIUS MUSEUM

Bill Bellanger is a lady. She writes for the Huntington Herald-Dispatch, and did this piece following a recent visit to Marietta's Campus Martius Museum. Jim Wallen says of her: "She is quite knowledgeable about the river and its boats, having made a number of trips on towboats, and she lives in her own home facing the river at Chesapeake."

Running a historical museum may sound like an interesting position--enough education and entertainment to make you willing to pay to behold it. But what doesn't meet the tourist's eye is the frustration of responsibility to make it better--without the funds to carry out that responsibility.

John Briley, manager of Campus Martius Museum in Marietta does not complain but obviously he would like a bigger budget to provide more changing exhibitions and bring in traveling exhibitions. The promise of money for cultural projects is not one to be trusted.

Budgets are easy to cut than to increase. When the museum received \$90,000 planning allocation for renovation of the existing exhibits and for renovation of the physical plant at the museum building, hopes were high of what could be done with the proposed \$5.5 million. The final amount awarded was for \$750,000. Later an additional appropriation was made for \$300,000.

The 69-year-old building needed considerable repair when it was closed in October 1985. Eighteen months and a little over a million dollars later, Campus Martius Museum reopened this summer in time to help with Marietta's celebration of the Bicentennial of the Ordinance of 1787 and the Great Northwest Territory.

Even those with only a casual interest in history or museums can't help noting the more professional look of the Campus Martius now.

Don't let the name Campus fool you into thinking it is a part of Marietta College. It

is not. The original Campus Martius was a civilian fortification built by Marietta's founders between 1788 and 1791. It was the seat of territorial government under the Northwest Ordinance. It provided protection to Marietta settlers during the Ohio Indian Wars of 1790-94. The name "Campus Martius" is a Latin expression for "Field of Mars"--the military camp where soldiers of ancient Rome once trained.

The only surviving dwelling of the original Campus Martius is the Putnam House, which still stands on its original foundation within the museum.

Among the museum's exhibits are furnishings, craft tools, decorative arts, agricultural tools and other artifacts relating to the founding of the city and the settlement of the Northwest Territory.

The changes in the museum and the exhibits are apparent. While many of the original items on view are still to be seen, they have been cleaned and joined with other mini-exhibits within the museum.

Immediately after entering it is impossible not to see the Conestoga wagon that dominates the lobby and almost overwhelms the gift shop.

A video-orientation program complete with appropriate music and sound effects heightens the experience for the busloads of tourists who come to see and learn a little history.

Some of the items in the Blennerhassett Island museum in Parkersburg are on loan from the Campus Martius.

Important in its own right, the museum is of double value to the thousands of people touring the great "Ohio River Odyssey" at the Huntington Museum of Art. The Campus Martius has lent items from its own collections to complete the displays in the "Odyssey" show; the Marietta museum is also wealthy in artifacts to help with the study of the Ohio River.

Artifacts are mingled in adjacent areas--an old copy of the Centennial Supplement, items by the same French artisans who settled Gallipolis in 1890 and the calliope from Billy Bryant's showboat. If you lived during Captain Billy's heyday, when he presented sort of a marine vaudeville on the river, you may find it difficult to accept that the calliope is an "artifact."

Even with a small budget and only with one staff member--his assistant Kimberly McGrew--Briley has managed to keep exhibitions changing. In the storage rooms are various items to be brought out at later times, some contemporary with early Ohio and some contemporary with the 1980s.

But Briley's efforts, while laudable, are not the stuff to rest laurels on. Museums are becoming more important in communities everywhere; aside from their value as education for surrounding schools and individual residents, museums are worth the time and the price to attract tourists.

The Campus Martius has become more valuable with its restoration. It is also lighter and brighter--a factor that has taken museums everywhere out of the "mandatory" class and put them in the voluntary class for drawing people to see them.



This plaque, presented by the J. Mack Gamble Fund of S&D, is displayed on Marietta's new and ornate fountain fernix the Lafayette Hotel. The historical message it conveys was composed by J. W. Rutter. Mention of the LIBERTY warmed many hearts at the recent S&D meeting.



Barbara Hameister (who dots her i with a musical quarter-note, sends this and other good pix of S&D. "It was such fun--Every one gets better and better!" she writes from her Blanchester, O. 45107 home at 315 E. Cherry St., Apt. 4A. Thanks, Barbara, and join with S&D's officers in wishing one and all a most enjoyable Christmas and holidays. Barb headlines this picture she took "After a great program!" From the left, Marga Smith, Jim Sutton, Keith Norrington, Bill Smith and Ann Zeiger.

S&D

Photos by J. W. Rutter.

OUR ANNUAL S&D MEETING was held on the week-end of Saturday, Sept. 19, headquartered in the Lafayette Hotel at Marietta. Never in the history of S&D meetings were there so many unexpected and delightful arrivals of key figures associated with marine affairs, many of whom added significance to the programs. Such wealth of talent taxed the S&D officers running the meetings, requiring constant shifts in the planning.

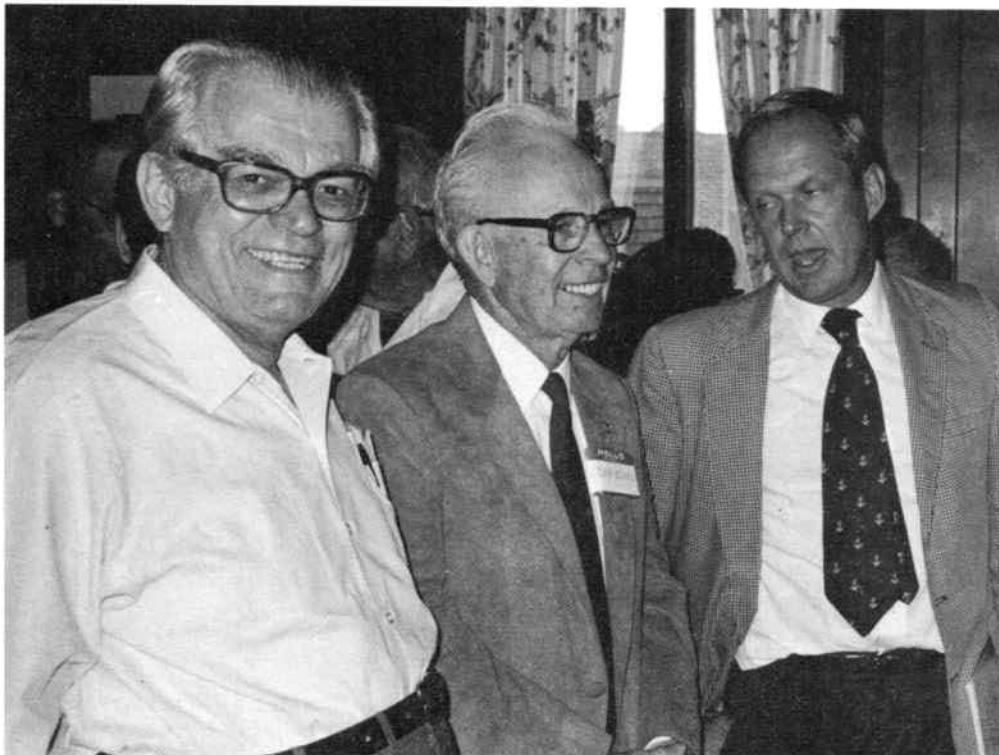
The Thursday arrivals were confronted with a spectacle of desolation. The usual spectacle of privately-owned pleasure craft at the public landing was entirely missing. The "Sternwheelers" had met with a wet, wet weekend at Marietta on Sept. 12 and 13, punctuated with a first class thunderstorm and on-again-off-again showers. All of the boat owners had unhitched their ropes and had

departed for what we trust were sunnier climes. Usually they wait over for S&D and their hospitality to S&D members is proverbial.

The initial gathering of the clan took place Friday evening, a party to celebrate the 25th anniversary of the Louisville-based BELLE OF LOUISVILLE. Jeff Spear volunteered to loan his life-like model of the boat, built by Capt. Doc Hawley, for the centerpiece. Doc has a special affinity for the boat, having started his river excursion career on her when she was the AVALON. This model Doc built of the AVALON already has had some history of sorts. He initially painted it with actual paint used in refurbishing the boat while his model was under construction at Charleston, West Va. Then came a close call--the model went through a fire in the Hawley home but was rescued in the nick of time and taken to the front yard. Wet grass warped the hull a bit. Jeff Spear was obliged to attend a wedding rehearsal early Friday evening, so Jim Sutton and Keith Norrington wrestled the glass-encased model from Jeff's home at 613 Washington Street, Marietta, into a car and drove it

to the Lafayette, and following the soiree returned it intact. Capt. Mike Fitzgerald of the B/L sent brochures and pamphlets. He, Doc and Roddy Hammett were conspicuous by their absence from the party, due to call of duty. C. W. Stoll, member of the BELLE Board for these 25 years, exhibited a display of some 30 photographs of the B/L's career.

My entrance to the Friday evening affair was delayed somewhat by handshaking in the hotel's lobby and when I got to the door I was stopped short by a gentleman in kilts and Scott regalia with a bagpipe strapped to his shoulders. He turned out to be Richard Strimple of Cincinnati. He had a kilted and bagpipied partner blushing in the background, none other than Lexie Palmore, our Texas-based and somewhat celebrated river pilot and artist. Lex is versatile but bag-piping is an accomplishment of hers we did not suspect. Lex, it turns out, was scripted to pipe me aboard to the wheezes of "Amazing Grace" but she faltered in the entranceway, did her piece, and retreated. Was it because her knees were showing--I don't know--but the selection played was in loving memory of Lady



Bert Fenn, John Bickel and John Bickel, Jr.

Grace. What a beautiful, funny, and unexpected tribute! Grace would have laughed herself to tears, loving bagpipe music as she did.

Lucy Stoll, Lenora Sutphin and Delly Robertson served squares of cake, each decorated with an S&D, and with-and-without punch. Larry Walker and Dorothy Frye tended to the name tags and registration. Ethel Walker and Bee Rutter supplied Saturday luncheon and dinner tickets.

Donald T. McDaniel of Worthington, O. had on exhibit a noteworthy display of showboat photographs and printed matter, accenting the operations of Capt. E. E. Eisenbarth. Biggest surprise of his "showboat show" was the presence of Mrs. Jo Eisenbarth. In earlier years she had followed the family tradition with her husband Eugene H. Eisenbarth, pictured in our June '87 issue, seated beside his illustrious father in the family White steamer auto.

ALL NINE BOARD MEMBERS were present for the Governor's meeting on Saturday morning, Sept. 19.

Bert Fenn told the Board that the market value of the J. Mack Gamble Fund continued to benefit from the rising stock market through the first half of the year. The assets in the Fund were valued at \$368,000 as of June 30, 1987 or \$19,000 more than reported a year ago. The amount available for projects in any given year is limited to the net earnings on investments during the previous year. The amount available for 1987 projects was \$19,495 or \$4493 less than in 1986, a result of declining interest rates.

Bert revealed that as of Sept. 19, 1987 awards have been made to support the following projects:

1. Ohio River Odyssey exhibit, Huntington Museum of Art \$3,500.

2. Inland Rivers Library, (a) Microfilms of old copies of The Waterways Journal, in cooperation with the Mercantile Library, St. Louis \$1,000. (b) Photo copying \$450. (c) Interview

tape copying \$500.

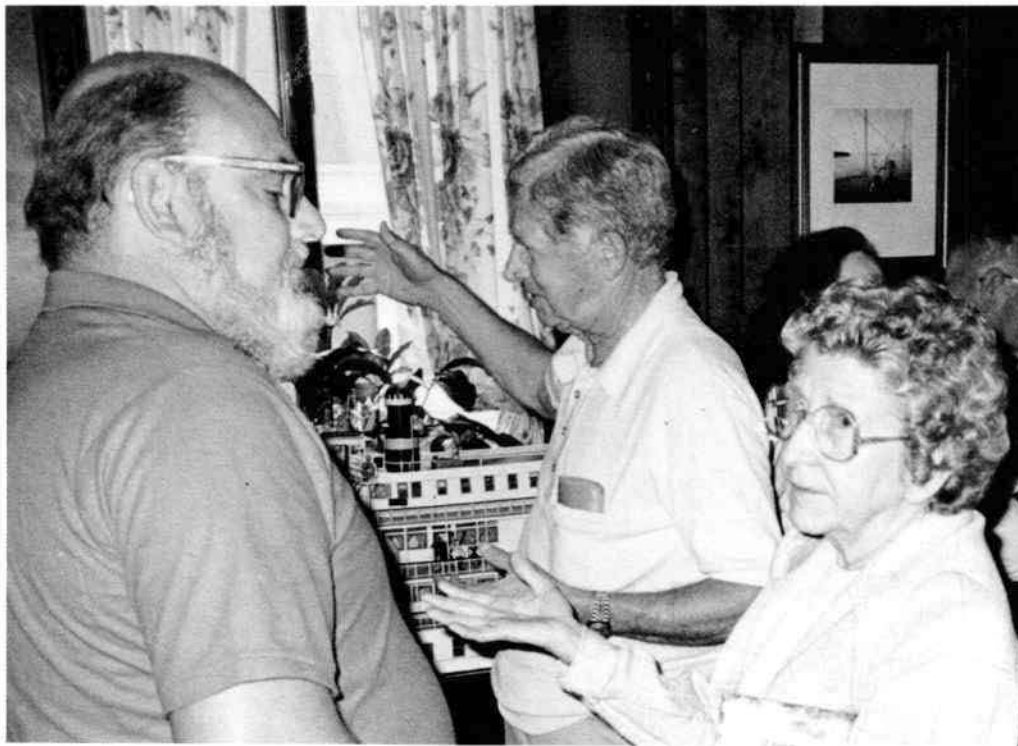
3. City of Marietta, Bicentennial plaque \$800.

4. TV Image, Cincinnati, production of educational video for schools \$7,300.

5. W. P. SNYDER JR. restoration fund (to be drawn against matching funds) \$5,000.

TOTAL \$18,550.

Larry Walker, treasurer, disclosed that when total receipts of \$21, 285.56 are stacked up against total disbursements of \$18,196.83 the balance in our working fund as of Sept. 19, 1987 stood at \$3,088.73. The balance reported at the annual meeting on Sept. 11, 1986 had been \$8,572.31. Larry pointed out that five issues of the S&D REFLECTOR were paid during the fiscal year just reported, accounting for part of the drastic drop in S&D's balance, and also that several liberal monetary gifts within the past year or so had materially assisted in maintaining past good balances. Larry voiced his opinion that a raise in the annual dues was indicated. President Way said that



Charlie McMahan of New Matamoras, O. on the left. Bernie and Helen Prater of Louisville, Ky. Helen is daughter of the late Capt. Jesse P. Hughes.

S&D REGISTRATION, SEPT. 18-19

(In order of registry)

John A. Breynaert North Weymouth MA
 John and Marie Hartford Madison, Tenn.
 C.W. and Lucy Stoll Louisville, Ky.
 Gene and Claire Fitch Guntersville, Ala.
 Richard C. Strimple Cincinnati, O.
 Kathy Farnsworth Ellicott City, Md.
 Jim and Mary Sharpe Republic, O.
 Corre E. Seabrook New Albany, Ind.
 William W. Willock Jr. Chestertown, Md.
 Sandie Miller Louisville, Ky.
 Jack E. Custer Louisville, Ky.
 Bill and Dorothy Schrader Hermann, Mo.
 Bee and Jack Meltey Cincinnati, O.
 John L. Fryant Alexandria, Va.
 R. Dale Flick Cincinnati, O.
 Delly Robertson New Richmond, O.
 Dorothy Frye Cincinnati, O.
 Larry and Ethel Walker Cincinnati, O.
 Guy and Dee Williams Columbus, O.
 William E. and Mabel Reed Pittsburgh, Pa.
 Mr. and Mrs. James Harry Reed, Charleston, W. Va.
 Catherine Reed Coraopolis, Pa.
 Yeatman Anderson III Cincinnati, O.
 Guy C. Anderson Cincinnati, O.
 Mrs. William (Jennie) McNally, Pittsburgh, Pa.
 Mrs. Robert (Julia) Thomas Powhatan Point, O.
 Philip J. McCarroll Bellevue, Pa.
 Jim, Judy and David Schenk Hendersonville, Tenn.
 Bill and Elaine Rist Huntington, W. Va.
 James W. Sutton Metairie, La.
 Clare Carpenter Belpre, O.
 Keith E. Norrington New Albany, Ind.
 Dr. Antony Twort Surrey U. K.
 Charles Henry and Jeen Stone Pt. Pleasant, W. Va.
 Robert G. Booth Bethel Park, Pa.
 James V. Swift St. Louis, Mo.
 Jim and Alice Wilson Staten Island, N.Y.
 T. J. Hall II Fort Thomas, Ky.
 W. D. Bowell St. Paul, Minn.
 Alfred Kleine-Kreutzmann Cincinnati, O.
 Bert Fenn Tell City, Ind.
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 Elaine Barker Akron, O.
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 M'Lissa Herrmann Cincinnati, O.
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 Carl and Marie Hatley Cincinnati, O.
 Helen Martin Cincinnati, O.
 Mel and Rita Norris Cincinnati, O.
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 Mr. and Mrs. Jefferson M. Reed Raleigh, N.C.
 Jonathan Reed Raleigh, N.C.
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 Forrest and Dot Steinlage Louisville, Ky.
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 W. E. Kelley Cincinnati, O.
 Alan L. Bates Louisville, Ky.
 Rita A. Bates Louisville, Ky.
 John B. Briley Marietta, O.
 Marguerite Hammett St. Marys, West Va.
 Lynn E. Webster Lake George, N.Y.
 John Donaldson Nicholasville, Ky.
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 Jim and Shirly Greenwood Newport, O.
 Bud and Margaret Salika Brookfield, Ill.
 Joe and Marion Leeman Coraopolis, Pa.
 Bus Longrod Medina, N.Y.
 M. G. Hartley Gasport, N.Y.
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 Capt. John Leonard St. Catherines, Ont.
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 John K. Booth Denwood, Md.
 Tom Kenny Lafayette, Colo.
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 Fred Rutter Lithopolis, O.
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 Robert Prater Columbus, O.
 Joseph Prater Columbus, O.
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 Chuck Anschutz Keokuk, Iowa
 Woody and Bee Rutter Marietta, O.
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 Ernest S. Gabler Greensboro, Pa.
 Elaine Campbell Greensboro, Pa.
 Harold Mozena Wheeling, West Va.
 Dorothy L. Hendricks Reno, O.
 Don McDaniel Worthington, O.
 Mrs. Jo Eisenbarth Marietta, O.
 Katherine McKenna Columbus, O.
 Todd McDaniel Worthington, O.
 Dave McMahan New Matamoras, O.
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 Wayne A. Norman Dubuque, Iowa
 Roger R. Osborne Dubuque, Iowa
 Jerry Enzler Dubuque, Iowa
 Frank H. Bertsch Dubuque, Iowa
 Fred Rutter Lithopolis, Ohio
 Bob Latta Pittsburgh, Pa.

Pauline Savage Pittsburgh, Pa.
 James T. Swartzwelder Pittsburgh, Pa.
 William E. Reed Pittsburgh, Pa.
 Steven W. Reed Charleston, W. Va.
 Jennifer Reed Charleston, W. Va.
 Lexie Palmore Jefferson, Texas
 Capt. Nelson Brown Marietta, O.
 Mrs. Veramae Brown Marietta, O.
 Robert M. Smith Sewickley, Pa.
 Virginia E. Smith Sewickley, Pa.
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Robert and Patricia Betz Athens, O.
 Dr. John K. Folmar California, Pa.
 Gene Grate Middleport, O.
 Bryan S. Healy, Cindy, Jessica
 and Thomas Newton, Iowa
 Sally and Harold Wright Huntington, West Va.
 Harry and Mae Robinson Marietta, O.
 Juanita Etter Marietta, O.
 Eloise Hendricks Marietta, O.
 Frank X. Prudent Covington, Ky.
 Beth Hager Huntington, W. Va.



Claire and Gene Fitch in a momentary pensive mood; not quite the same being at Marietta without their sternwheeler CLAIRE-E, presently moored at Guntersville, Ala.



Capt. Wilbur Dow hands down some opinions on a Coast Guard finding.



Kenneth W. Heltman of Mars, Pa. shows his models of the W. P. SNYDER JR., GENERAL JACKSON and DELTA QUEEN to Madame Secretary.



Jerry Enzler at the podium as he addresses S&D.

expenses incident to the publication and distribution of the S&D REFLECTOR could be curtailed by reducing the number of pages per issue. The suggestion did not win any popularity contest amongst the Board or members present. The upshot was that the Board, by unanimous vote, decided to recommend to the membership that the annual dues be raised to \$15, effective immediately.

Jack E. Custer reported the activities of the Middle Ohio River Chapter. They excel in interesting field trips, and are blessed with many ardent and active members. Next on their agenda is a special trip to ride the GENERAL JACKSON, which was staged November 7th. Forty were signed up to go, but the details must await our March '88 issue.

Capt. Charles Henry Stone spoke in behalf of the O-K Chapter and announced the election of Capt. Bert Shearer as the new president. A writer report from their secretary regarding the year's activities was received by Capt. Way.

Alfred Kleine-Kreutzmann, curator of the Inland Rivers

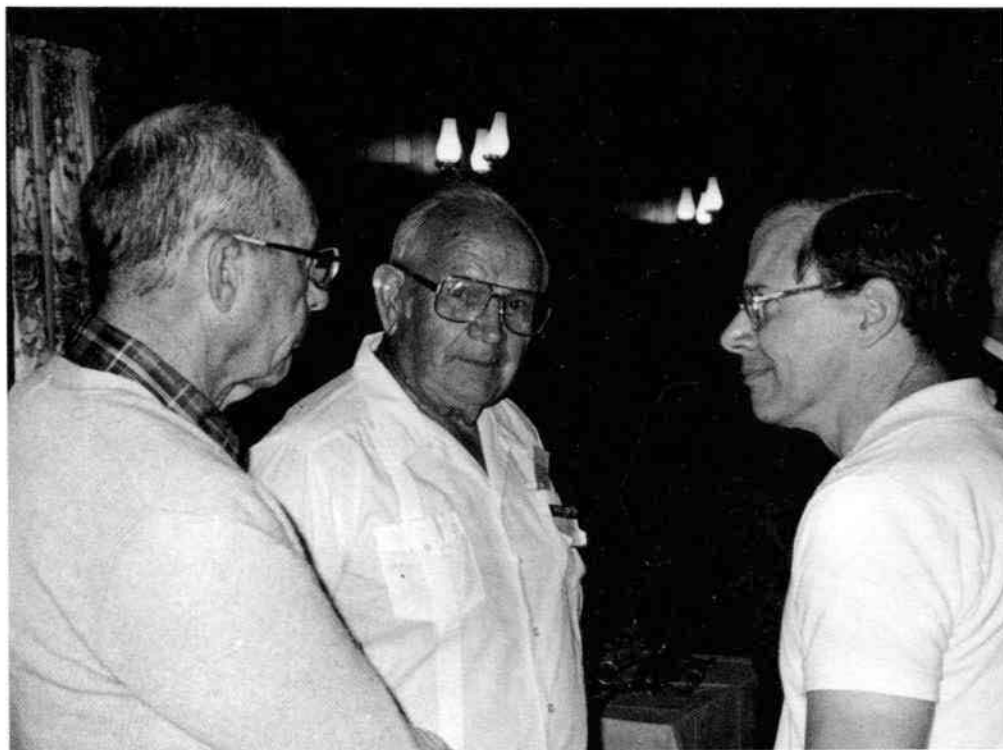
Library since the retirement of Andy Anderson III told the Board that the marine library attracts a continually growing number of students and researchers from both the U.S. and abroad; now universally recognized as a leading repository with its collected books, original documents, photographs, plans and maps, all river related.

John B. Briley, manager of the Ohio Historical Society's Marietta properties, outlined the generosity of the W. P. Snyder Charitable Fund which recently made possible the renovation of the W. P. SNYDER JR. with a \$100,000 grant (see Sept. 1987 issue). The work will be started, hopefully this fall, on a priority basis.

R. Dale Flick, at their invitation, told the Board of his virtual one-man-band campaign in behalf of the ailing SNYDER, involving a mail campaign of personally written and signed letters to national and state officials. Dale introduced Capt. John Beatty of Warsaw, Ky. who recently completed a survey of the SNYDER for Ohio Historical Society, and aided by drawings

of the hull and deck plans, reviewed for the S&D Board his findings and recommendations. His lecture was well presented and complete, even as Dale's remarks were polished and heart-felt. One thing sure, the project almost means jacking up the whistle and building a new boat under it. Those who remember the whistle in 1955 will recall that it wasn't any big shucks as a whistle. Somewhere over the years it was tinkered with or developed a crack. S&D has plenty of spare whistles so no sweat in starting with a good one. As Bill Pollock often said, maybe it's better to hear the worst first.

BY THE TIME the Saturday noon luncheon was served the S&D clan was in full swing. One of the sweet mysteries of life is where they all came from! Dr. Antony Twort by plane and Greyhound arrived from his hometown of Godalming, Surrey, United Kingdom, repeating visits he had made to S&D in '82 and '83. This practicing MD with no river background whatever became



Capt. T. Kent Booth (center) of Fort Myers, Florida and son John K. Booth from Maryland (right). Woody, who took the picture, identifies the gentleman on the left as Bob Booth, but he looks more like Andy Anderson to us.



Fresh in from Dubuque by private plane, standing from the left: Frank Bertsch, Jerry Enzler and Roger Osborne. Seated, far right: Wayne Norman.

enamored with S&D and everybody associated with it. Highlight of his present arrival was an overnight visit with Harlan Hubbard at Payne Hollow, walking with his luggage most of the way from Carrollton, Ky. to get there. Florida arrivals included Capt. T. Kent Booth who graduated from Streckfus excursion boats to a long stint as master-pilot with Ashland Oil before retirement. Another Ashland veteran, Capt. Tom Kenny, arrived from Colorado where he and Kay make their home. Capt. John Leonard (no meeting is complete without him) had travelled from his home at St. Catharines, Ontario. Capt. Bill Howell, king-pin of the St. Paul excursion business stopped for a lunch in Wheeling enroute from Minneapolis and developed a very strange feeling. Most of the time at the meeting he was recovering from food poisoning. We happened to be in the hotel lobby when in walked seven gentlemen fresh from a private jet they had boarded at Dubuque, Iowa and taxied for a landing at the Parkersburg-Marietta Airport. I could mentally hear J. Mack Gamble remarking "My gracious!" as he puffed on a cigarette and looked over his

glasses. Mack one time thought S&D had come to zenith when a Rolls-Royce complete with chauffeur pulled in with a member from East Liverpool, O.

The Dubuque jet-set was a complete surprise to Ye Ed, a well guarded secret kept by John Bickel of McGregor, Iowa who was present beforehand and "in" on the plot. Heading the Dubuque fly-boys was Frank Bertsch who heads Flexsteel Industries, the giant furniture concern headquartered in Dubuque with ten branch plants throughout the country. Hence the jet. Frank Bertsch's firm enjoyed \$125 million in sales last year. In addition to serving on 12 boards of directors outside Flexsteel, Frank has been elected president of the National Rivers Hall of Fame there in Dubuque.

Other mainliners on the plane were Jerome (Jerry) Enzler, administrator of the Woodward Riverboat Museum and v.p. of NRHOF; John M. Bickel and John P. Bickel II of Cedar Rapids, Iowa; Wayne A. Norman, board member, of Dubuque, and Roger R. Osborne, curator of museums, Dubuque.

--And so the noon luncheon gained instant headway. Wilbur

Dow, at my left, wanted a beer, which was available in plentiful supply (so he brought back two from the keg) and John Bickel asked for recognition to introduce his guests and family members (granted) but still it didn't dawn on y.t. what this NRHOF crew was up to. Wilbur Dow was experiencing vital signs of a speech coming upon him as the result of having lately read the FINDINGS OF FACT released by the Coast Guard in New Orleans analyzing the MISSISSIPPI QUEEN-CRIMSON GLORY accident "at approximately 1712 on 12 December 1985 CST." To say Wilbur was upset is putting it mildly.

That's why the program started off with Wilbur Dow. If space permits we will print the FINDINGS OF FACT in this issue so the reader may draw his/her own conclusions. Suffice to say here, fully 20 experienced rivermen congratulated Capt. Dow following the program.

The NRHOF delegation was introduced by John Bickel, national founder and chairman. The purpose of this surprise jet visit to S&D was to deliver an award, a polished wood plaque mounted with a black metal plate

inscribed with these words in gold: "National Rivers Hall of Fame; Achievement Award; Presented to Captain Frederick Way, Jr.; September 19, 1987; Marietta, Ohio." Draw a curtain of charity over my astonishment. Then in a gesture of friendly lagniappe a bottle of Johannisberg Riesling labeled with a full-color portrait of the early side-wheel DUBUQUE, bottled by the Lawler Family Winery, McGregor, Iowa was placed in my hands. Whereupon Frank Bertsch and entourage disappeared into the bright blue yonder, headed back to Dubuque in the private jet. My gracious.

Both C.W. and I had copious lists, arrived at independently, of persons we wished to recognize, seated right there, and time ran out. Everybody in S&D is a "character" (including your president and the v.p. Lower Ohio) loaded with pursuits as individual as snowflakes. But the reader is well aware of this common denominator. Since returning to Sewickley a note came in the mail. "Dear Capt. Way: I spoke to you for just a minute at the meeting Saturday, but want to tell you again how much we enjoyed our first S&D. We went down there thinking we

would be strangers on the outside but what a wonderful friendly group of people you have. (signed) Jan and Andy McClain, 303 Smallwood Drive, Coraopolis, Pa. 15108."

IN PACKING my suitcase to come to S&D I neglected to include dress trousers, and had shuffled through these proceedings in wrinkled cotton khakis. Charge this omission to old age, if reason is needed. I do. Yet how handy it is to have a son-in-law living in Marietta. Woody, preoccupied with S&D matters, whisked me to a tailor. Alterations were required and Woody made a second trip later in the day and picked them up. Eureka, a perfect fit. And so started the Saturday evening banquet with the president in proper garb. For once I had remembered to pack in a necktie.

The Middle Ohio River Chapter contributed and hosted cocktails, served in the diningroom, thus permitting everybody to occupy the tables in leisurely comfort. Soon as the tables were cleared our celebrated licensed river pilot John Hartford tuned up his fiddle and banjo and set the pace for the evening with three

songs familiar to all, ending up with his all-time hit "Gentle On My Mind." The presence of John and Marie was charged off as impossible several weeks before the meeting due to contracted prior engagements in the mid-west. John had phoned this disconcerting news, and next I knew his block-long bus was parked alongside the Lafayette, the two of them handshaking in the lobby, all due, he explained, to a boo-boo fixation on his part of the proper S&D week-end. John's songs brought down the house, of course, adding one more brilliant performance to the 1987 S&D unplanned events. In retrospect I don't know what an S&D program chairman is really good at beforehand.

So up pops Kathy Farnsworth, retired president of the renown Steamship Historical Society of America, with a silver cup in her hand, inscribed "The Steamship Historical Society of America honors Frederick Way, Jr. for distinguished contributions to steamboat history, 1987." The best feature of her presentation was its sprightly briefness, doubling my appreciation. SSHSA also was represented by John A.



Dr. Antony Twort about to board 'The Dog' at Parkersburg for Carrollton, Ky., bound for a visit with Harlan Hubbard at Payne Hollow.

Breynaert who had driven from his home at North Weymouth, Maine, and said "--and it was worth it," and Jim and Alice Wilson of Staten Island, N.Y.

C. W. Stoll, chairman, broke the news that the Board of Governors during their morning meeting had unanimously voted to recommend to the membership a raise of S&D dues to \$15 effective immediately. By voice vote all called "Yea" and the 50% increase was adopted. The annual election of officers took a bit longer inasmuch as spokesperson for the Nominating Committee of three, Lexie Palmore, got stranded on a sandbar when required to name the chosen slate. C.W. fussed a bit as she protested she did not know this was necessary. Robert's Rules of Order prevailed. All current officers were reelected.

Following a short break (and parenthetically this is a no-no at many meetings lest the captive audience fails to return, but no problem at S&D) Bill and Marga Smith of Springfield, O. delighted their audience with a

narrated slide show. Bill Smith is grandson of William F. Smith who ran a boat-building and marine repair plant at Point Pleasant, West Va. in the mouth of the Kanawha River some 65 years. Bill and Marga by active sleuthing had collected photographs, many of them entirely new to most of the viewers, depicting the ups-and-downs of working with wooden equipment through floods, ice gorges, and the loss of the LORENA by fire. The show was no less than spell-binding due both to the quality of the pictures and Bill's presentation. Marga ran the projector without a hitch.

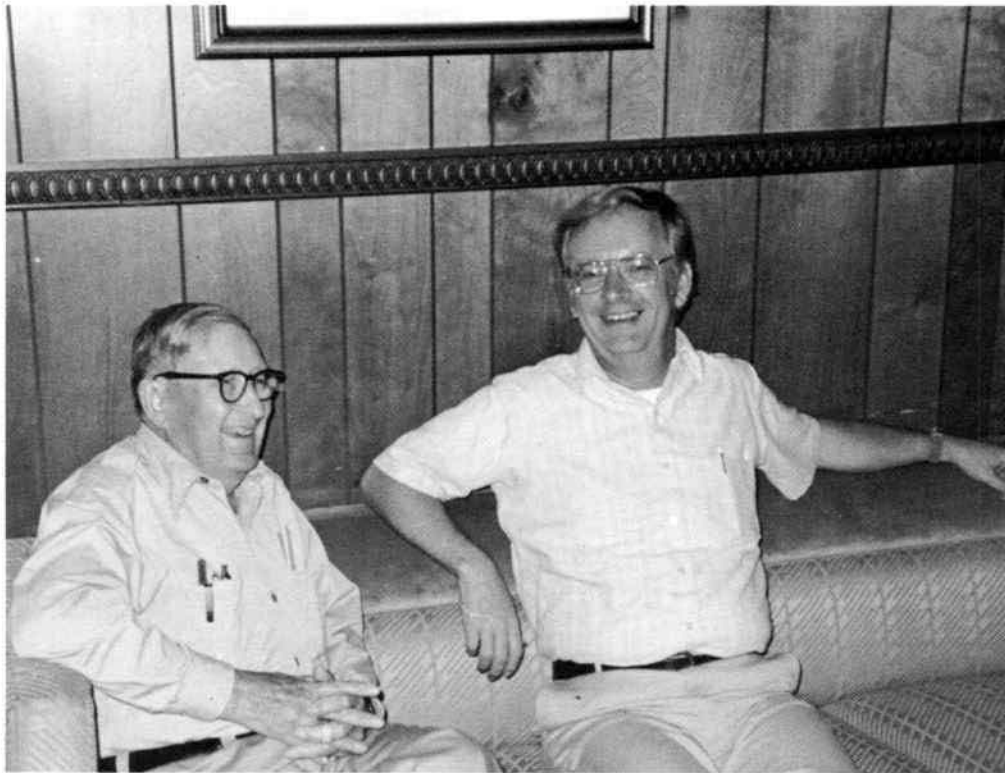
THE LOBBY and hallways of the hotel were studded with models and paintings. True to his promise (see Sept. issue, page 28) Eugene F. Salika of Brookville, Ill. displayed his model of the side-wheel INDIANA which already had won prizes in the U.S. and England. It measures 72" x 11½" and required 34 months to create

from drawings by Alan L. Bates and numerous photographs. The ingenious builder created cut-away sections exposing the interior done in detail. This one well may be the vanguard to the art of boat modelling.

Guy Williams of Columbus, O. once again attracted great attention with his large DELTA QUEEN model, complete even to bow-thruster, and animated with lights and sound; the whistle blows and the calliope plays. The attention it creates kept the builder busy answering questions.

Bob Latta of Pittsburgh showed his metal model of American Electric Power's modern diesel towboat A. N. PRENTICE. Bob has shown prior models of particular note but seems always to outdo himself. Among his accomplishments have been dioramas commissioned by the Drake Well Museum near Titusville, Pa. and the Point Park Museum at Pittsburgh.

Everett (Bus) Longrod of Medina, N.Y. showed his sternwheel MARIETTA which he dissembled to expose the



W. W. Willock Jr. of Chestertown, Md. (right) and John Fryant of Alexandria, Va. Bill Willock has a steam tug named B. F. JONES, JR. honoring his grandfather, former head of Jones & Laughlin Steel Company, Pittsburgh.



Frank Bertsch making a wrapped presentation (it's hard to disguise a bottle) as C.W. Stoll, seated in foreground, wonders just how the recipient is going to take it. Details of contents, etc. appear in the accompanying story/

engines, under power, working the paddlewheel. The fine-honed engineering is nigh incredible.

John Fryant of Alexandria, Va. entertained his S&D friends with his model of the C. Y. DUNCAN, JR. and tow. Electrically lighted she was under way, complete even to the flashing yellow light centered on the lead barge.

Kenneth W. Heltman of Mars, Pa. is not content to build his models without interior details. He brought along three of his latest, the W. P. SNYDER JR., GENERAL JACKSON and DELTA QUEEN. From what we gather, he is now planning one of the SPRAGUE. Mr. Heltman and his three models showed up in the Sept. 28 issue of The Waterways Journal in a double-column photograph. James V. (Jimmy) Swift of the WJ reported the S&D meeting in that issue, occupying space on pages 5, 7, 8 and 17. Jim's national coverage of the S&D meet was in sharp contrast to local Marietta and Parkersburg newspapers which gave us a brush-off like a paycar passing a bum.

Among the paintings was a jim-dandy of the HOMER SMITH brought to the show by artist

William E. (Bill) Reed of Pittsburgh. Not only was Bill on deck, but he was accompanied by his wife Mabel and relatives (see registration list). Painting by Dr. Striegel and Forrest Steinlage of Louisville, Ky. enhanced the prestige of the showings.

During the meeting Richard Strimple of Cincinnati entertained out-of-doors with his electrically-motivated player-roll organ. then appeared in kilts as already noted, and repeatedly ran off his video tape featuring his friend Harlan Hubbard with whom he visits frequently at Payne Hollow.

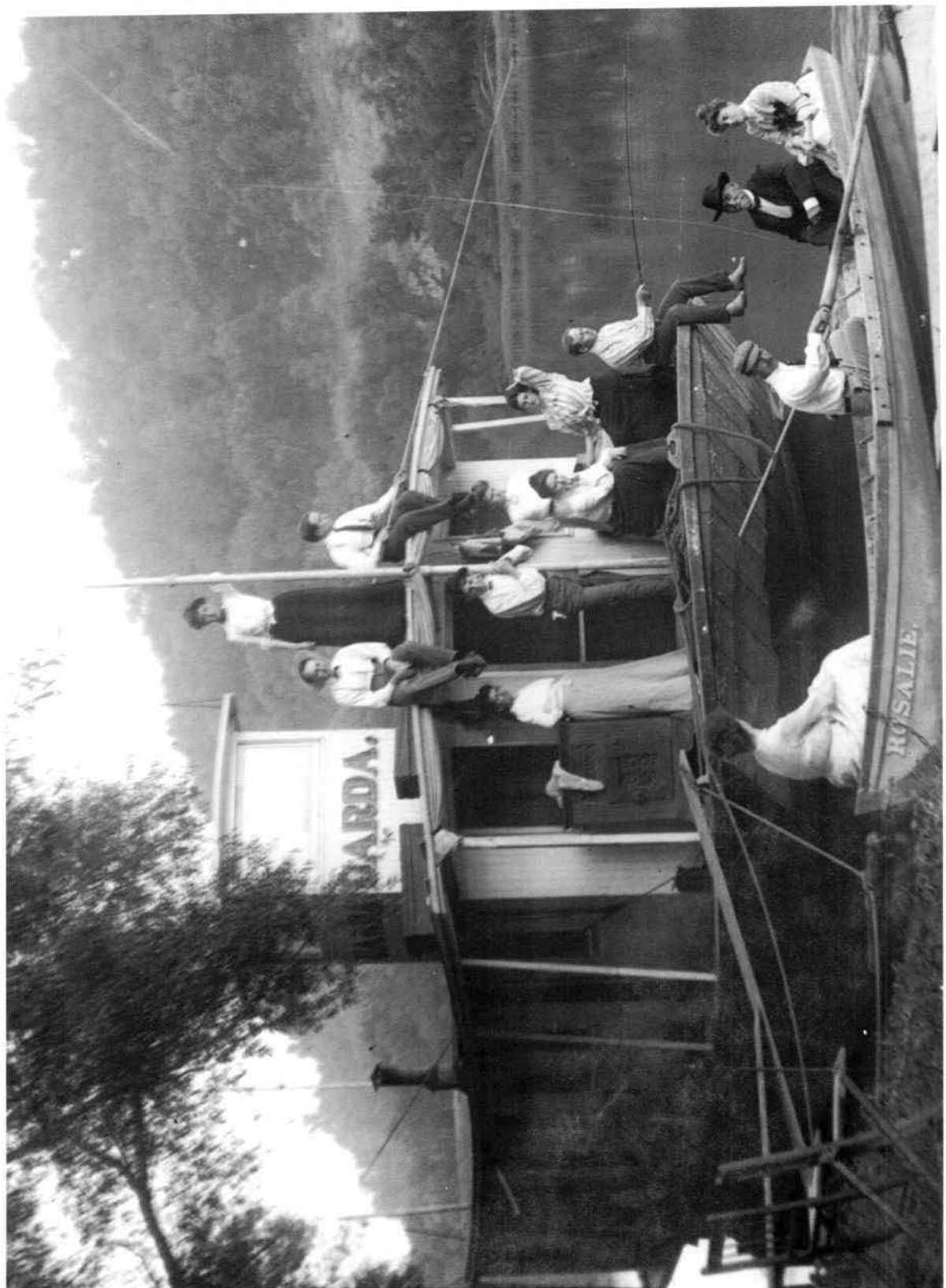
Bill Warren Mueller of Middlebourne, West Va. was a popular guy with a table loaded with river books for sale, and also the Ohio University Press was providing copies of Way's Packet Directory (we acquired the last two in the box and scribbled autographs as others made purchases). Later Saturday night we broke precedent and visited with Fred III and Nell in their room, as did others of the Way-Rutter clan.

Usually we don't see much of one another at S&D. I had called upon son Fred III for a talk at the noon luncheon

without forewarning, lightning that's apt to strike most anybody, usually bringing forth a story or so larded with impromptu wit. Maybe this is what S&D is all about.

Well, not quite. Half the fun is visiting. Annie Mallinson drove Capt. Tom Kenny and y.t. to Marietta and back. We arrived in time Thursday for a dinner party staged by Woody and Bee aboard the BECKY THATCHER, followed by dessert at the newly occupied Rutter domicile at 126 Seneca Drive, with a setting rural enough to attract into the back yard beasties and birds. A groundhog digs holes and blacksnakes rob the wren-house. A pileated woodpecker rips trees and deer in the vicinity are a fairly common sight, all of this within ten minutes of downtown Marietta. Larry and Ethel Walker and Dorothy Frye and I managed to share a meal, and on Sunday morning I had my toast, jelly and coffee with the Spears at the hotel before they set off to church.

Tom Kenny visited with me for a few days at 121 River and then Dr. Antony Twort, enroute back to England, stopped by.

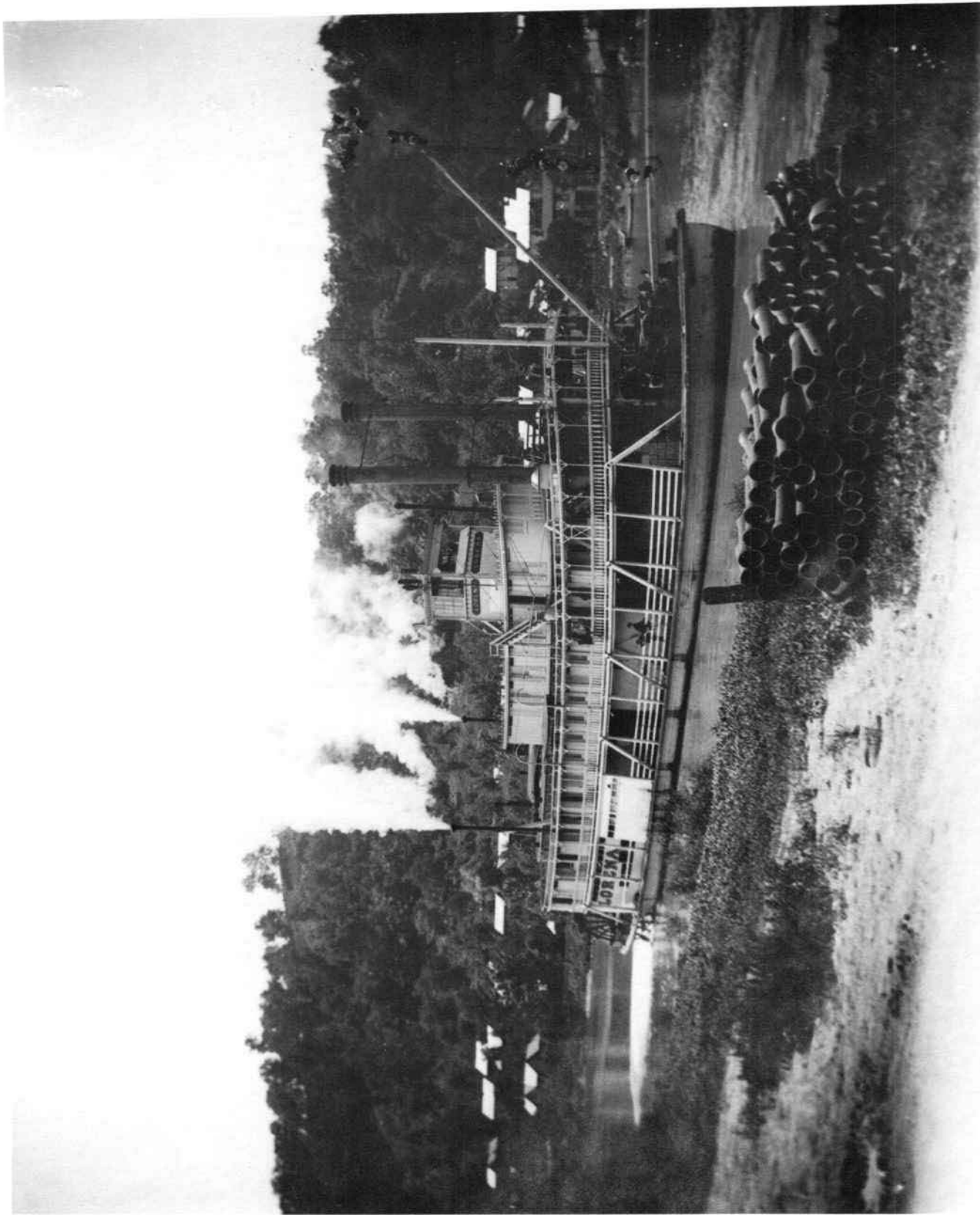


Perfect peace and serenity on the OARDA moored somewhere along the Muskingum, all details lacking. On May 3 last, Jeff Spear drove Woody and y.t. to McConnelville, O. where we called on Galen Finley who loaned Woody a number of glass plates taken by photographer Clarence G. Brooks. Woody made prints from which these selections are presented. Galen Finley has served as the town's mayor and runs the old-time local Opera House which was occupied by an audience watching a movie as we inspected the negs in Galen's second-floor office.

Perfect peace and serenity on the OARDA moored somewhere along the Muskingum, all details lacking. On May 3 last, Jeff Spear drove Woody and y.t. to McConnelville, O. where we called on Galen Finley who loaned Woody a number of glass plates taken by photographer Clarence G. Brooks. Woody made

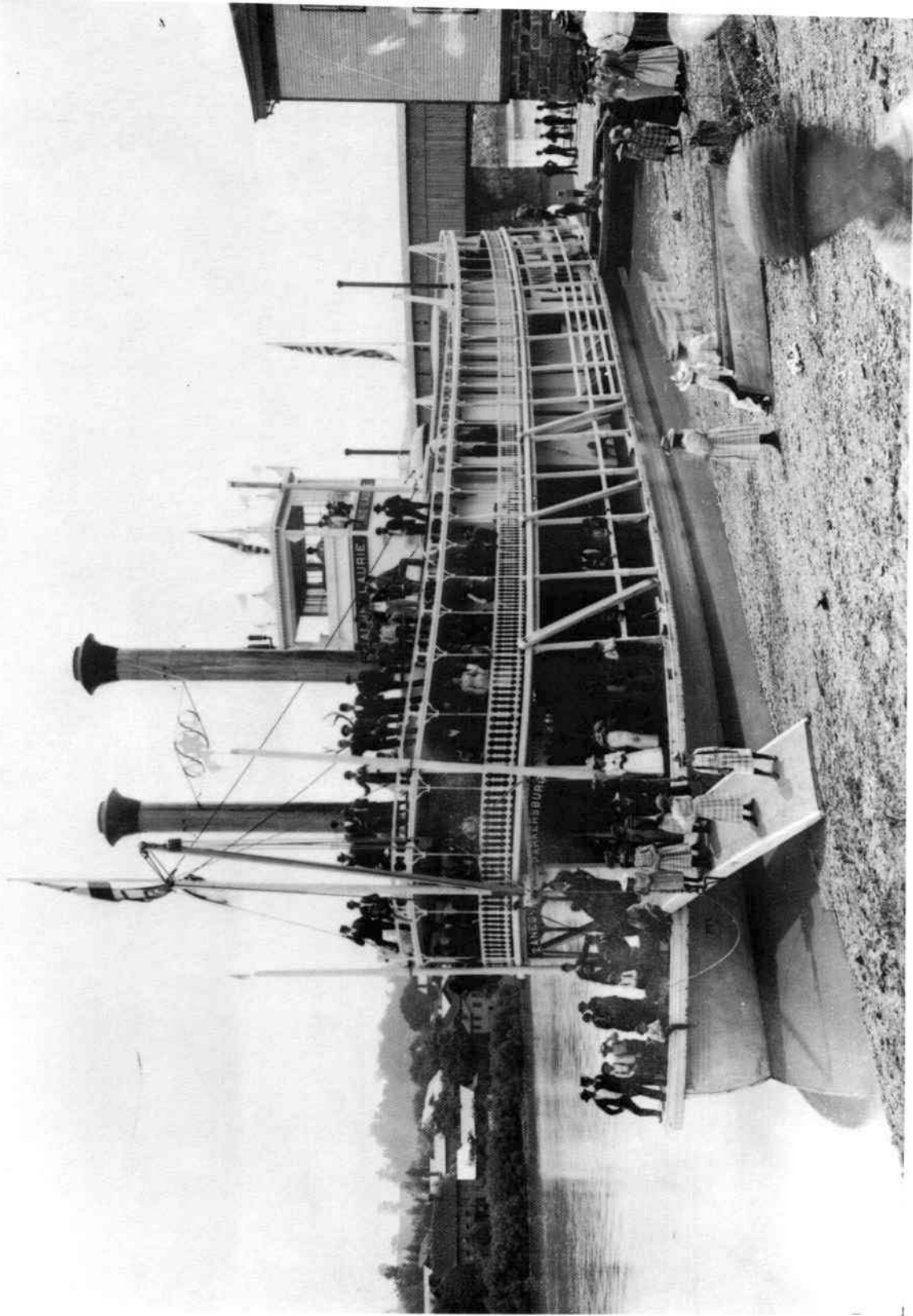


Taken from the bridge at Stockport, O. in 1921. The GENERAL BEACH, running Pittsburgh-Zanesville, is moored head downstream at the landing. The white-painted building at the left was a flour mill, now the Riverside Restaurant. Somewhere near the shore end of the stage, too blurred to distinguish, is either J. Mack Gamble or F. Way, Jr., discharge book in hand, checking freight.



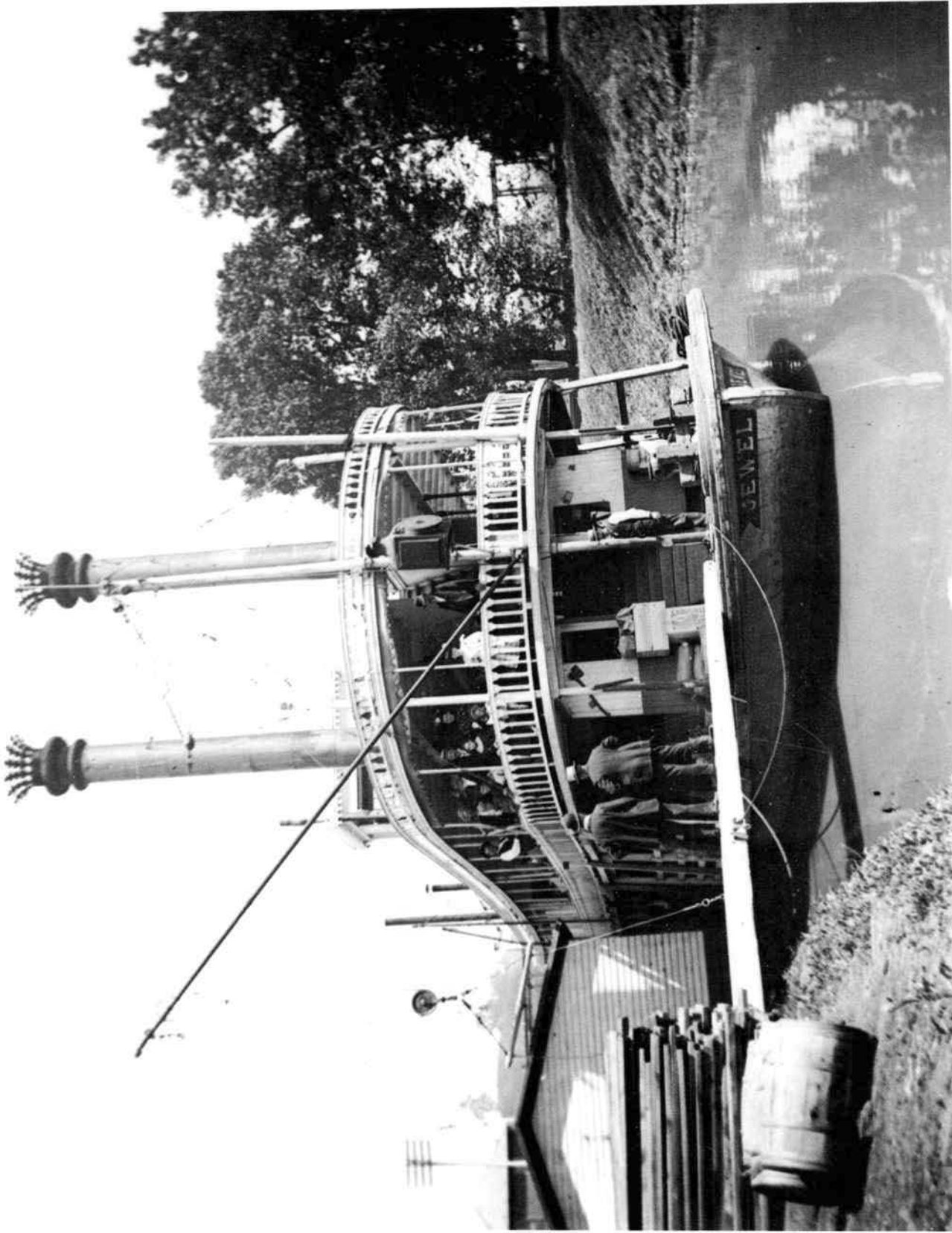
Shaping up from the Third Street landing, below the bridge at McConnellsville, the LORENA has just discharged the "tile pile" in right foreground. Her

stack tops are among those selected by Woody, now carved in the fountain-monument at the Marietta public landing. She's 'scaping out on the roof in case you're wondering.



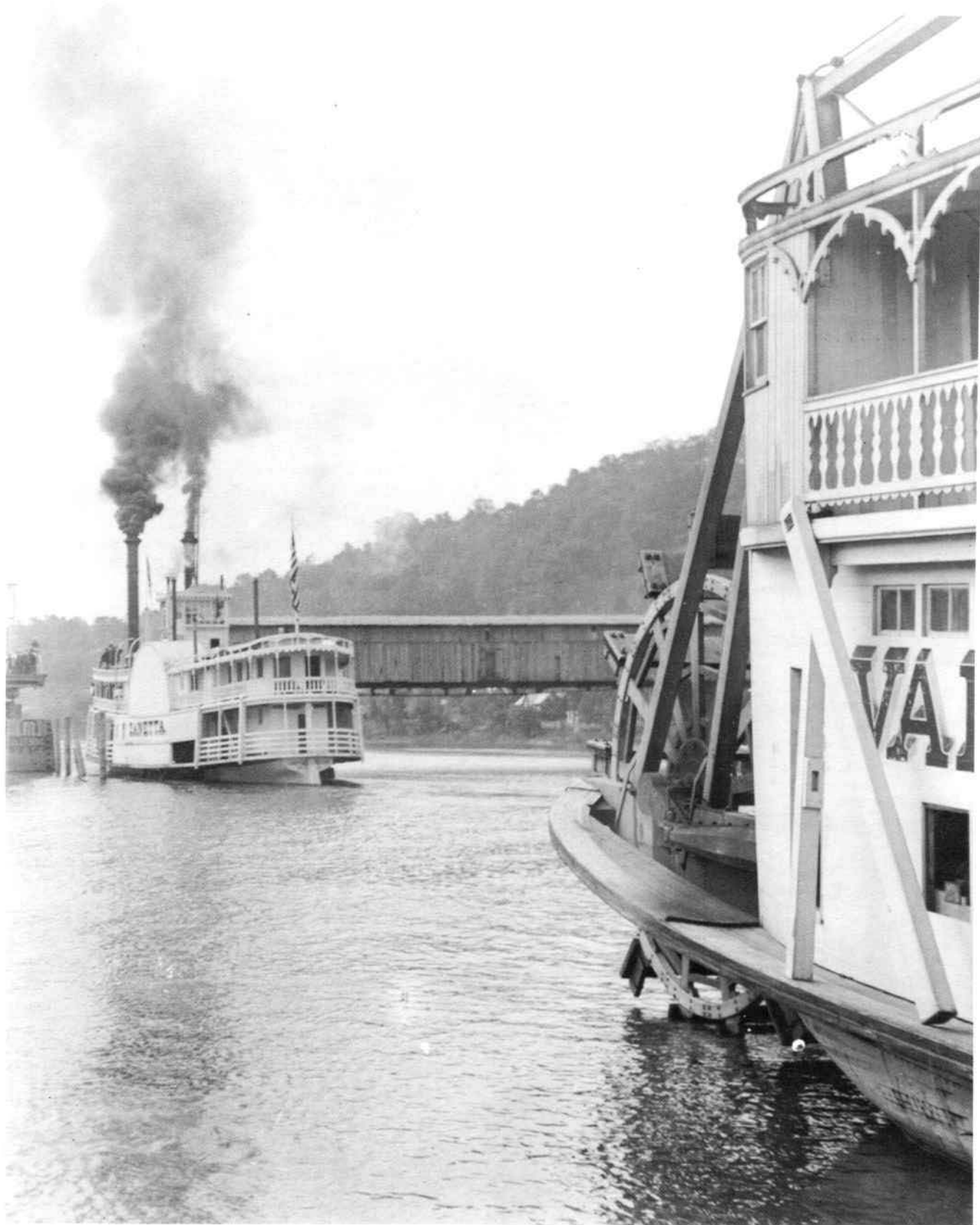
Bran' spankin' new in 1892 the ANNIE LAURIE is moored at Malta, O. on the Muskingum, head upstream, with the covered bridge to McConnellsville showing at the right. Her forecastle signboards

read ZANESVILLE - PARKERSBURG. Built same year and place, her stack tops were identical to those of P&C's new IRON QUEEN.



Little wonder that Capt. Mack Gamble had a love affair with this trim craft. His son, S&D's J. Mack, recalled the day when his father returned to his Clarington home looking suspiciously sheepish. His wife eyed him a moment. "Mack, have you bought the JEWEL again?" she inquired. He had.

This one is Way's #3013 and Woody's smokestack selections includes the styling shown here for one face of the new waterfront fountain at Marietta. She's pictured here moored in the canal at Lowell, Ohio on the Muskingum.



Steamboatin' on the Muskingum! The ZANETTA is about to run the swing span at the McConnellsville highway bridge without much width to spare. The VALLEY GEM is moored in the fore-

ground. Pictures like this one are few and far between, and its composition already has caught the eyes of an artist who plans to make of it an oil painting.

THE JESSE P. HUGHES DIARIES

Last six months of 1901

by C. W. Stoll

Sunday, July 7, 1901 found the CRICKET tied up alongside the ANTOINETTE at the Evansville, Ind. wharf, having completed her charter to tow the brand new Swallow and Markle GRAND FLOATING PALACE from her place of building, Parkersburg, West Va. up the Ohio above Marietta, up the Kanawha above Charleston, and then down the Ohio to Evansville. This was the first trip below Louisville for the CRICKET and her just-turned 25-year-old master. The calliope and light plant for the showboat were transferred over to the ANTOINETTE, which was to replace the CRICKET as the showboat's towboat. Capt. Jim Pell came aboard the CRICKET as pilot and at 3:15 p.m. she commenced her long journey up the Ohio. Tied up for the night at the mill above the Owensboro wharf.

Leaving at 5 next morning CRICKET met only the EVA ALMA and GERTRUDE, and tied for the night at Leavenworth. Next day, July 9, passed through the locks and L&P canal and was under the bridges at 3 p.m. Continued to Madison where she tied above the coal fleet. Jesse notes that the CITY OF LOUISVILLE passed up at 9:15, after a 4½ hour run from Louisville.

On July 10 Jesse got off at Lawrenceburg and took a street car into Cincinnati. The CRICKET followed along and moored at the Covington coal fleet, and Capt. Pell left for home. Jesse then started up the river with the CRICKET and arrived in Gallipolis on July 13 where she was cooled down for a day, and then on to Wheeling, arriving there July 17, with 2.8 feet on the marks. Enroute they met the QUEEN CITY, VIRGINIA, KEYSTONE STATE, BEN HUR and LIBERTY, all at the bank at various places for low water. The GREENWOOD arrived on the 18th at 2 p.m. and unloaded a lot of stock. Then, teamed up with the CRICKET, they started for Pittsburgh but stuck in the head of Wheeling Island. The perishable freight, produce, was put over on the CRICKET, along with the hucksters, she continued

upriver, getting to Pittsburgh at 1 p.m. on July 19. The GREENWOOD worked free of the bar and was in Pittsburgh eight hours after the CRICKET got there. On July 20 the GREENWOOD left Pittsburgh at 4 a.m. The CRICKET received freight all that day, departing at 5 p.m. for Parkersburg. During this low water period light draught boats were at a premium; the BESSIE SMITH was running in place of the BEN HUR, and the BAXTER in place of the T. N. BARNSDALL.

On July 25 the CRICKET delivered freight to Bellaire and arrived at Wheeling where the GREENWOOD was loading, and departed upriver at 11 a.m. One hour later the CRICKET followed her, both downbound, and they tied alongside and transferred the GREENWOOD's Pittsburgh freight over to the CRICKET. The GREENWOOD tore off a rudder at Mingo and lay at East Liverpool for repairs. On July 27 the GREENWOOD took on the Charleston freight at Wheeling and CRICKET took the local downbound freight. At Marietta that evening at 7 plans were changed. CRICKET took the freight and passengers from the GREENWOOD and proceeded to Charleston.

River conditions apparently worsened. On August 8 the CRICKET, upbound, got aground at the Sisters and swung out of the channel. They had to unhook the flat she was towing and run a line ashore to pull her off. The next day she was aground for four hours at Line Island, so went back to East Liverpool and reshipped her freight for Pittsburgh and started back downriver. Rubbed hard at the Clusters and turned around. The H. K. BEDFORD laid up on Aug. 10 at Wheeling. The CRICKET took her place and started downriver after loading, bound for Charleston. The CRICKET gathered up her freight, in addition to her own. Met the T. D. DALE at Silver Run and gave her all of the Kanawha River freight. CRICKET returned from Point Pleasant to take the BEDFORD's place in the Parkersburg-Wheeling trade, running alternate days with the BESSIE SMITH.

By the end of the month the river had taken a turn for the better; the GREENWOOD was back in the Pittsburgh trade and the CRICKET continued pinch-hitting for the BEDFORD which was undergoing repairs at the Park-

ersburg docks.

Jesse notes in his diary Sept. 3: "Left Wheeling at 11 a.m. ahead of the JEWEL. I played the calliope and picked up lots of business. Stayed ahead of her all the way down." The H. K. BEDFORD was off the docks by now and left Marietta in her regular trade on Wednesday, Sept. 4 at 9 a.m. Ten minutes later the CRICKET arrived at Marietta and took in tow a barge of bricks which she delivered to Newport, O. This accomplished, CRICKET returned to Marietta for a temporary lay-up below the C.C. & M. bridge. During this sojourn Jesse spent a great deal of time painting and scrubbing the boat. On Sept. 6 President McKinley was shot and seriously wounded at the Buffalo, N.Y. Exposition. On Sept. 13 Jesse reports: "President McKinley is suddenly worse today and at 5 p.m. a rumor got out that he was dead, but bulletins at 10 p.m. say he is still alive but cannot live until morning. Great excitement prevails in town tonight." Next day, Sept. 14, Jesse writes: "President McKinley died at Buffalo, N.Y. at 2:00 a.m. as a result of the shot received several days ago."

Jesse was a frequent visitor at the home of Mrs. Becker in Marietta. On Sunday, Sept. 8 he notes: "Ora Whetzel and Harriet and I went out for a car ride this evening." Harriet was the younger sister of Capt. Mary B. Greene. On Sept. 9 Jesse ordered a new light plant for the CRICKET from B. A. Sprague. The boat's bucket planks were replaced with new ones. Jesse records on the day of the McKinley burial at Canton, O. "everything in Marietta was closed." On Sept. 20 work commenced loading CRICKET and her flat with bricks with "14,000 loaded this day." Mr. Sprague placed the new Westinghouse generator on Sept. 24 and at 4 that afternoon the CRICKET left for Newport, O. with 47,600 brick which required two days to unload at destination. She then departed Newport for Pittsburgh, catching the GREENWOOD at Clarington and then taking the latter's Pittsburgh freight under way. The GREENWOOD waited at Rochester while CRICKET made this delivery and brought back to Rochester the downriver cargo out of Pittsburgh and gave it to the GREENWOOD. Then CRICKET returned to Pittsburgh Sept. 28 and loaded out for Parkersburg,

returning to Pittsburgh ahead of the BEDFORD.

Early October found the CRICKET running on the BEN HUR's schedule, Wheeling-Parkersburg, including a week-end to Pittsburgh. On Oct. 4 she met the GREENWOOD at East Liverpool, downbound inasmuch as she had been stopped at Duff's bar near Pittsburgh. She picked up the GREENWOOD's two loaded flats below Duff and arrived with them in Pittsburgh at 1 p.m. Oct. 7. Rush Burnside was Jesse's partner-pilot. Coming back down the river the CRICKET got aground in the fog at 3:30 a.m. Oct. 8 at Deadman's Island (site of today's Dashields Locks and Dam.) The upbound KANAWHA pulled her free at 8 that evening, river falling. Fogged at 1 o'clock next morning at Mahan's Landing and moored until daylight. Got to Wheeling at 3 p.m. Met the GREENWOOD at New Matamoras upbound, lashed alongside, traded freight, and CRICKET headed for Pittsburgh. The GREENWOOD returned to Parkersburg to lay up. The CRICKET made it up to Rochester by Oct. 11, with 2½ ft. on the marks at Steubenville and 2.7 ft. below Deadman's Island. So there she turned back, reshipped her Pittsburgh freight by rail and headed for Charleston where she arrived Oct. 14.

At Charleston the KANAWHA BELLE turned "an awful lot of freight" over to the CRICKET. Coming back down the Kanawha CRICKET met the new HELEN M. GOULD, (ex-SPEEDWELL) running Gallipolis-Montgomery. Rush Burnside left the boat on the afternoon of the 16th and Jesse piloted solo until at Blennerhassett Island Capt. Gordon C. Greene, waiting there with the flat, came aboard. Jesse commented: "have awful crowd on board." Capt. Monroe (Doggy) Cross came aboard at Parkersburg as pilot and Capt. Greene got off at Newport. Jesse reports: "our deckhands are worn out and Manuel Landis, the only mate on board, got off at Clarington." She unloaded a lot of freight at Wheeling on the 18th. Had to lay a line at the foot of the Sisters and warped through. Rubbed hard in Cox's Ripple and lost an hour aground at the foot of Brown's Island. On the 19th she turned back from Rochester and had to run slow because of heavy wind swells. (The CRICKET had no

guards and no deck over her hull on the main deck). On Oct. 20, with the BEDFORD laid up for low water the CRICKET took her place Wheeling-Parkersburg. Two days later Jesse reports "all deckhands quit this afternoon." But the boat went right on. Four days later Jesse notes that the batwing BIG SANDY was running Wheeling-Clarington. On Oct. 28 Capt. Greene telephoned to New Martinsville that Major Bixby wanted the CRICKET delivered to Louisville. Got to Wheeling at 1 p.m. on the 29th where Doggy Cross "got full" and got off at Bellaire.

Arriving at Parkersburg at 6:30 p.m. Oct. 30 found the GREENWOOD pulled out on Pope's docks. Jesse took the calliope off the CRICKET and left at 9:45 next morning with Capt. Greene on board. Lay the next night at Augusta, Ky. where Hollowe'en was being celebrated. Departed at 2 a.m. but lost three hours stuck at Nine Mile bar, going into Cincinnati at 10:30 at the Memphis wharfboat. Pilots Jim Pell and Theo Davis came aboard and leaving at 3:15 p.m., the CRICKET landed above the Canal at Louisville where the E. A. WOODRUFF crew came aboard and took charge of her. The WOODRUFF was moored below the New Albany landing, and when CRICKET landed there Jesse, Capt. Greene, Capt. Pell, Sam Brooks, Hugh Hicks, Mr. Whittington and George Peck took the street car back to Louisville. The CRICKET crew members and Capt. Greene left for home on the train, but Jesse boarded the INDIANA, departing at 6 p.m. for Cincinnati. In a quick turn-around the INDIANA left Cincinnati at 9:30 next morning with John Lindenburn and Ed Maurer as pilots.

On this down trip the INDIANA's rudder was broken at Carrollton so next day she went to the Howard Ship Yard to receive a new one. Jesse went back to New Albany where he visited aboard the E. A. WOODRUFF and around town. He returned to the INDIANA for her 8 p.m. departure. The CRICKET was at Carrollton taking out snags and logs opposite the upper end of town. The INDIANA ran afoul of some of this debris and "broke 30 timbers and several chain braces" at the location. She got to Cincinnati at noon, whereupon Jesse visited the

Miller sisters at the Indiana Hotel and was back at the boat for her 6 p.m. departure. He completed one more round trip on the INDIANA, and then went to the GREENWOOD at Parkersburg. On Nov. 10 Capt. and Mrs. Gordon C. Greene and their two boys came to the boat at Parkersburg--this is first mention of the new baby Christopher Becker Greene. Jesse worked around the GREENWOOD, had some dental work done at Marietta, and on Nov. 12 he went to Grape Island on the train to visit Uncle Asher, returning to the GREENWOOD on Nov. 15th.

There came a rise in the river and on Sunday, Nov. 17 the GREENWOOD raised steam and left Parkersburg for Charleston. They got ahead of the rise and rubbed hard at Letart and Segrist Riffle. Capt. Frank Lallance was picked up at Syracuse, and near there they met the LOUISE headed for the Little Kanawha for packet service there. Jesse confided to his diary that he "was taking it pretty easy, with no watch to stand and playing the calliope."

The GREENWOOD left Charleston early, ahead of schedule, because of an artificial rise, dropping the Kanawha River dams so that coal could be barged to Cincinnati. On the up trip they had met the HELEN M. GOULD heading for the Ohio to run Cincinnati-Higginsport.

On Nov. 25th Jesse got off at Gallipolis, took a train to Huntington where he stayed at the Alger Hotel. The next day he took a street car to Catlettsburg, looked up some of his pilot friends and had them endorse an application for an extension of his pilot license. Then to Gallipolis and by 3 p.m. the U.S. Inspectors there had extended his route to Louisville and up the Big Sandy. The GREENWOOD was in at 11 p.m. and he climbed aboard. A profitable day.

River stages had improved considerably on the Upper Ohio. The GREENWOOD arrived in Pittsburgh on Nov. 29 at 11 a.m. The wharf was white with a considerable snow which had fallen the previous evening. She departed at 5:15. Davis Island Dam was down and they were just above East Liverpool at 11 p.m., watch time. On Dec. 8th Capt. Frank Lallance and his wife got off at Syra-

cuse, O., and Jesse stood his watch until word came to the boat from Capt. Christian at Parkersburg to come and get the CRICKET. So he got off at Marietta and spent the night and most of the next day there. He visited Mrs. Haag and Harriet Becker, sisters of Capt. Mary B. Greene. That evening Hugh Hicks and Sam Brooks arrived and with Jesse went out to the B&O rsilroad station for the Cincinnati train which arrived at 11:30. They changed trains at Belpre and left at 3 a.m., arriving in Cincinnati at 9 a.m. Jesse records that he loafed around town all day and learned that the E. A. WOODRUFF with the CRICKET in tow tied up for the night at Vevay Island. The "fleet" arrived in Cincinnati about noon, when Jesse and his helpers took charge of the CRICKET, this being Saturday, Dec. 14th. They raised steam and departed at 7:30 p.m. with two flats in tow. Laid up for the night at 10 p.m. at the Newport Water Works. When they departed the next morning at 7, the thermometer stood at 7 below zero and the river was covered with fog. They met the HENRY M. STANLEY above Coney Island, laid that night at Ripley, the river rising rapidly. The next day Jesse reports "zero most all day." They took coal at Cabin Creek, met the GOLDENROD at the foot of Brush Creek Island, and the OAKLAND with a big tow at the head of Manchester Islands. River rising rapidly, 28 feet at Maysville and much drift running. Next day they landed at South Portsmouth to repair a cylinder, and laid that night at the Ashland Coal Works, having passed the BONANZA. Drift was heavy, including some 28,000 logs free-astray out of the Big Sandy River. Took coal at Ashland and lay that night outside a log raft at Catlettsburg. On Dec. 19 they proceeded to Gallipolis, meeting the CHEVALIER running in place of the ENOS TAYLOR at Ben Lomond. On this day the KANAWHA BELLE went over Dam 3 on the Kanawha River, totally wrecked and three men were lost. Also the Point Pleasant ferry sank and turned over, the wreck lodging on Kanawha Bar. Jesse brought the CRICKET up to Point Pleasant and laid up. The HENRY M. STANLEY arrived for repairs to a wrist pin. The KEYSTONE STATE and KANAWHA went up on the 21st but the ice proved too heavy for the latter

so she turned back at Letart, reshipped her freight at Mason City and returned to Point Pleasant tying up next to the CRICKET. The GREENWOOD arrived next day and had to pull the KANAWHA and CRICKET off the bank. The Kanawha River had gorged and was falling fast, and the Ohio was full of ice. The next day the E. R. ANDREWS broke loose the gorge and the Kanawha River was running ice.

Jesse and Capt. Greene took the train to Marietta on the 25th, Christmas Day. Capt. Greene nearly missed getting aboard and had to ride on the rear platform all the way to Mason City. The two of them went over to the west side at Marietta to see the new ROBT. P. GILLHAM getting her machinery at the Marietta Mfg. Co. On the 26th Capt. Greene went to his brother-in-law, Dr. John Becker, for dental work. Then he and Jesse took the 4:40 train at Williamstown and arrived at Point Pleasant at 8:35 p.m. Most all packets were laid up, but they saw the VIRGINIA passing Parkersburg at dark. The next day Jesse and Capt. Greene went to Gallipolis on the NEVA and returned on the ENSIGN. On Dec. 28 they raised steam on the CRICKET and took her to Gallipolis to get the HENRY M. STANLEY's re-shipment for Charleston. Brought CRICKET back to Point Pleasant and tied up alongside the GREENWOOD. On the 29th it was snowing and CRICKET left Point Pleasant at daylight towing a junk boat for delivery at Mt. Carbon. Laid up at dark at Mohler's Landing, river rising a foot an hour. Got to Charleston at 6:30 the morning of Dec. 30, unloaded her freight, left the junk boat, and departed Charleston at noon for Point Pleasant with 36 feet on the marks, and 26 feet at Kanawha Falls.

On the last day of 1901 the calliope was removed from the GREENWOOD and placed back on the CRICKET which then departed at 10:30 a.m. and tied under the Catlettsburg wharfboat at 3 p.m. Jesse's last entry for 1901 reads: "MAXIE YOST left for Pike at dark - River 44.5 Rising here. New Year's Eve - 1901."

GENERAL NOTES 1901

Jan. 1: BAXTER entered the packet trade Waverly to Park-

ersburg.

Jan. 21: White Collar Line reported the BUCKEYE STATE destroyed by fire on the Mississippi River.
 Jan. 23: The W. O. HUGART took the hull of the J. H. McCONNELL from Catlettsburg to Guyandotte to be used as a wharfboat.
 Jan. 26: The new towboat YELLOW POPLAR was inspected at Ashland this afternoon and departed on Jan. 28 with a raft.
 Jan. 31: Str. AVALON en route to Chattanooga to enter the Tennessee River trade.
 Feb. 13: URANIA in the tri-weekly Cincinnati-Ironton trade.
 Feb. 15: CATHARINE DAVIS purchased by Smiley Towboat Co.
 Apr. 19: WILL J. CUMMINS sank in Tennessee River.
 Apr. 21: ROBERT McKINLEY partially burned and sank at Pittsburgh.
 Apr. 24: TACOMA purchased by Big Sandy Packet Co. from Capt. Hissom.
 June 6: New GREYHOUND made maiden trip in place of the CHEVALIER.
 June 14: BESSIE SMITH from Tennessee River passed Cincinnati in the evening bound for Wheeling.
 June: New MORNING STAR running in the Louisville-Evansville trade with the TELL CITY and TARASCON.
 July 6: JEWEL running Evansville-Henderson.
 July 12: E. A. WOODRUFF tearing out old ice piers at Portsmouth.
 July 31: SPEEDWELL on Pt. Pleasant docks being lengthened 30 feet. Came out on Oct. 14 as HELEN M. GOULD.

The Delta Queen Steamboat Company, New Orleans, has applied to the Maritime Administration for a Title XI guarantee to aid in financing what it estimates will be a \$30,082,000 paddlewheeler for operation on the inland waterways, Mar-Ad reports. The guarantee requested is for \$25,561,507. Though no shipbuilder has been determined for the 343-foot passenger vessel, delivery of the diesel-hydraulic unit is anticipated to be in the spring of 1989. -From The Waterways Journal, issue of Sept. 28, 1987.

COAST GUARD FINDINGS
IN COLLISION CASE

The following findings of fact, conclusions and recommendations were released by the U.S. Coast Guard's investigating officer, Marine Inspection, New Orleans, La. dated 29 January 1987. In transcribing the report some of the text has been omitted, in which cases we have noted the reasons. This document is included in the columns of this issue to inform our readers of how the U.S. Coast Guard acts and reacts, and sometimes searches its own soul to debate whether existing regulations are still valid, or require updating. In a broad sense what you will read here is river history in the making.

1. At approximately 1712 on 12 December 1985 (all times CST), the passenger vessel, SS MISSISSIPPI QUEEN collided with the towing vessel, M/V CRIMSON GLORY at Mile 173 (all distances are above the head of passes on the lower Mississippi River). Both vessels were down bound and the MQ was overtaking the CG. As a result of the collision, the MQ was holed in the starboard side aft in a single compartment and began taking on water which could not be controlled. The master decided to ground the vessel for safety. Compartments forward and aft of the holed compartment also flooded after the vessel was intentionally grounded. All passengers and crew were evacuated safely to other vessels which responded to radio calls for help. The CG suffered minor damage and was able to hold up directly across the river from where the MQ grounded. There were no reportable injuries or loss of life as a result of the casualty.

2. Ed. Note: This section presents vessel data for MQ and CG.

3. Further vessel data on MQ.

4. Vessel data on the CG.

5. The weather at the time of the casualty was daylight with clear visibility, and possibly a light mist. There had been fog in the area, however. The CG had been held up at Mile 174 since 0030 on 12 Dec. because of fog, and there had been reports of heavy fog at the Sunshine Bridge, Mile 167.3. The MQ had experienced rain squalls and some fog since her departure from Baton Rouge, Mile 229, at 1300 on 12 Dec.

6. The deck watch structure on the MQ consists of a pilot, a lookout, a mate and at night a watchman. A pilot, licensed as First Class Pilot over the portion of the river transited by the MQ is required by the Coast Guard. This requirement is noted on the Certificate of Inspection. The pilots stand six hour watches in the center of the pilothouse at a console where they control the vessel by use of the engine order telegraph, the bow thruster and two rudder control sticks. They also operate the radios (2) to make meeting and passing agreements with other vessels on Channel 67, talk with New Orleans Vessel Traffic Service (VTS) on Ch. 14 and monitor Ch. 16. The lookouts are not licensed nor are there any particular qualifications necessary. The lookout on watch at the time of the casualty normally stood his watch inside the pilothouse and described his

duties as assisting the pilot to "look out for buoys, floating trees, or small craft on the side of the boat." He also received instructions from the pilot, mostly having to do with keeping the windows in the pilothouse clear and controlling the air conditioning so the pilot would be comfortable. He had been a galley hand for four years prior to becoming a lookout/watchman about a year ago. The mate is a licensed non-navigating officer; he is responsible for managing the deck crew and acts as an observer if the lookout has to leave. At night the watchman makes rounds below decks to monitor the condition of the vessel. The master supervises all aspects of the vessel's operation; he does not stand watches although he holds all of the necessary qualifications and licenses to do so. Only about 20 of the allowed crew of 158 are operating personnel. The rest are considered staff; they are often college students working between school terms, and they have a much higher turnover rate than the operating crew.

7. The MQ had departed New Orleans on Friday, 6 December with 485 persons on board to begin a one week cruise up river. The passengers received an embarkation talk which described the life jacket procedures and the fire and boat drills which would take place the next day. Both fire and boat drills were held for the passengers while under way on the 7th. The drills are held while underway to ensure all passengers are on board to receive the benefit of the drills. There also were tours conducted by members of the crew for passengers who wanted to see more of the vessel. The tours sometimes included a visit to the pilothouse, when the vessel was underway, but only in the less congested parts of the river above Baton Rouge.

8. The MQ arrived at Baton Rouge on the return part of the cruise at 0800 on December 12th. They made a normal departure at 1300 enroute to New Orleans. The pilot on watch was Capt. Ruben W. Williams. Also in the pilothouse was Capt. Gabriel J. Chengary, a licensed pilot who was controlling the MQ. Capt. Chengary had stood watches regularly with Capt. Williams during the trip and was being observed in preparation for his taking one of the regular pilot positions for the next trip on the MQ. He was being evaluated by the master, Capt. Ritchie and was under the supervision of Capt. Williams. Ahead full was rung up on the engine order telegraph upon departure from Baton Rouge. This order was not changed until after the casualty, although some increased speed was required shortly before the collision.

9. The Mississippi River at the time of the casualty was at a relatively high level and rising, being 26.2 ft at Donaldsonville (Mile 175) and 13.9 ft at New Orleans (Mile 100). Special high water regulations (33 CFR 161.402(b)) go into effect at New Orleans when the river is 8 ft at New Orleans and rising. The location of the casualty was just below Bringier Point, Mile 173. Up river from this is Eighty-one Mile Pt., Mile 178.5, approximately a 135 degree sharp turn to the left for downbound traffic. After Eighty-one Mile Pt. the river is straight for about five miles to Bringier Point, approximately a 90 degree turn to the left for downbound traffic. Almost immediately after Bringier Pt. there begins a three mile 180 degree turn to the right around Point Houmas, from Mile 172-169. The river at Eighty-one Mile Pt. is about 2400 ft wide. It broadens to about 3500 ft just

above Bringier Pt., then narrows to about 2000 ft at the point itself. The river is further restricted by large eddies under Bringier Point and in the bend.

10. The trip down from Baton Rouge proceeded normally. There was some fog encountered as well as rain squalls, causing the visibility to vary from good to marginal. The MQ experienced a heavy rain squall at about Mile 190. The rain lasted about 15 minutes then was clear until after the casualty. At 1632 the MQ was above Philadelphia Point, Mile 182, and called for any upbound traffic on Ch. 67. Also, as the weather was clearing above Philadelphia Point, Capt. Ritchie called the engine room to ask for a few more turns on top of the full order which was rung up. Shutout fog had been reported in the area and Capt. Ritchie was trying to get past the Sunshine Bridge, Mile 167, as soon as possible while the weather was clear. The MQ was participating in VTS. They checked in at 1601 at Alhambra Ranges, Mile 189.4 and at 1659 at Bayou Lafourche intake, Mile 175.4. The average speed between these two points was 14.5 mph.

11. The CG had departed St. Louis and was en route to Kenner Bend, Mile 114, with 28 barges. At 0030 on 11 December at Mile 259, it was necessary to stop their trip because of heavy fog. They got underway about 1015 and continued down river until 0030 on the 12th when heavy fog again caused them to stop at Mile 174. They backed in against the left descending bank. Capt. Raymond E. Hopkins, the pilot came on watch at 1200 and remained in control of the vessel until after the collision. The fog began to lift about 1615 and about 1645 Capt. Hopkins decided to get underway. He kicked the stern of his tow away from the bank, backed away from the bank, moved the stern back toward the bank, then came ahead as the tow became parallel to the bank. The CG began moving down river toward Bringier Point. Ed. Note: Under section 3 the CG's tow is identified as twenty-five barges loaded with grain, arranged five-by-five, and three empties were aft along the starboard side of the flotilla. The ends of all barges were raked and flanking buoys were affixed to the aft outboard corners of the loaded barges. Flanking buoys are used when flanking points or bends to show the operator relative motion between the tow and river; whether he is going ahead, astern or drifting with the current. The total length of the flotilla was 1132 feet.

12. At 1643 the MQ announced on Ch. 67 that she was a half-mile above Eighty-one Mile Point and asked for any upbound traffic; no response. At 1650 the CG announced on Ch. 67 that she was backing out above Bringier Point; no response. After she came around Eighty-one Mile Point, the MQ observed the CG headed down the river, and at 1658 the MQ called the CG on Ch. 67 to discuss the situation and proposed a one whistle overtaking to the starboard side of the CG. The CG agreed tentatively, but asked they reserve the final arrangement until the vessels got closer. The MQ was above Mile 175.4, Bayou Lafourche intake, at this time and the CG was at about Mile 173.5, just above Bringier Point. The MQ was in the middle of the river and the CG was facing down river, about one-third of the way out from the left descending bank.

13. About 1700 Capt. Ritchie directed Capt. Chengary to go down and get something to eat and

return in time to take the MQ past the Sunshine Bridge, to evaluate his skills in that area. Capt. Williams who had been in the pilothouse since 1300 took control and was advised they were overtaking the CG.

14. At 1705 the CG called the MQ on Ch. 67 to discuss the passing situation. Neither vessel indicated which side would be suitable for passing, but Capt. Hopkins on the CG stated his intention to go down into the bend and flank. This meant he would put his tow across the river, allow the stronger current in the bend to carry the head around, back with his engines to keep the tow from running aground on the bank, use his flanking rudders to keep the stern of the tow also going down river perpendicular to the current then later use them to twist the tow so it faced down river. The object was to slide through the bend at the speed of the current and to straighten up coming out of the bend. The pilot and the master of the DQ were very familiar with the proposed maneuver and it caused no concern.

15. At 1710 the CG called back on Ch. 67 and said he was still dropping down toward the shore and flanking. He thought a two whistle passing was the only possibility and stated his intention to go over there and give the MQ some room. Capt. Williams on the MQ responded "That will be real fine Captain. Just do what you got to do and everything will work out fine." He made observations by radar that the CG was making headway then began steering the MQ from the center of the river over toward the point in order to pass the CG on her port side. He attempted to steer the vessel carefully because as he stated "If you steer a boat real hard in this kind of current, you would get a pretty good slide...". At this time there were five persons in the pilothouse: Capt. Williams at the sticks, the lookout sitting on a couch on the forward starboard side, the mate standing by the radar on the port side, and Capt. Ritchie with a passenger sitting on a raised couch on the aft port side. The doors to the bridge wings were closed. The lookout felt that since Capt. Williams had spoken to the CG, arranged a passing agreement and everything appeared normal, there was no need for him to be making additional observations. The lookout normally stood his watch inside the pilothouse, although the lookout's view from inside the pilothouse was no better than that of the pilot at the console, according to Capt. Williams.

16. About 1712 Capt. Ritchie looked up and noticed the superstructure of the CG close off the starboard side. He jumped up and asked "Is he backing or coming ahead?" Capt. Williams responded "He's supposed to be coming ahead." Capt. Ritchie then ran out on the starboard bridge wing while the lookout held the door open. Both Capt. Williams and Capt. Ritchie stated they observed the CG laying across the river, going astern, making sternway and backing into them with wheel wash coming out the port side of the vessel. Capt. Hopkins stated he was almost out of his flank, going at current speed (his flanking buoys were slack) over near the right descending bank and the MQ was sliding into him. A witness one-half mile below Bringier Point states the CG was about in the middle of the river with her tow near the right descending bank, and the MQ slid as she attempted to pass the CG.

17. Capt. Ritchie observed the two vessels

coming together with the stern on the CG coming toward the starboard side of the MQ. He yelled to Capt. Williams to throw her hard to starboard in an attempt to steer around the stern of the CG. He also ordered the bow thruster started to starboard. Just as Capt. Williams started the bow thruster, the collision occurred. The time was 1712, and they were just below Bringier Point.

18. The collision was not severe. No faace wires were broken on the CG, and Capt. Ritchie was not immediately aware of any damage to the MQ. He thought possibly the rub strip around the hull had taken the force and they had steered around the CG. Capt. Ritchie grabbed the walkie-talkie and ran to the engine room to check on the damage. In the engine room he met the chief engineer, Wallace Ringeisen, who reported the sea chest had been torn out and there was uncontrolled flooding in the forward machinery space. The engine room is on the main deck, and the space below it is divided into two watertight compartments by a subdivision bulkhead at frame 7; they were called the forward and aft machinery spaces during the hearing. A manual watertight door at frame 7 was routinely left open while underway but was closed by the mate before rising water entered the aft machinery space. The crew quarters is immediately forward of the forward machinery space. Capt. Ritchie determined the vessel was in danger and called Capt. Williams on the walkie-talkie and ordered him to get the MQ aground and to sound the general alarm.

19. Capt. Ritchie then immediately returned to the pilothouse where he called VTS at 1720 on Ch. 14 and reported the collision and his intention to ground the vessel because they were taking on water. Capt. Williams had been able to maneuver the vessel over to the right descending bank and drove the bow up on a sand bar at Wade Hampton Light, Mile 172.9. They also dropped the anchor and set the rudders hard right to swing the stern in; they were now facing upstream. As the vessel grounded, propulsion power was lost due to flooding of essential electrical equipment in the forward machinery space. Lighting continued from the emergency generator until after the evacuation. The forward machinery space was almost completely flooded at the time of the grounding, but there was no noticeable trim angle. The chief engineer also noticed flooding into the crew quarters from the aft watertight bulkhead of the crew quarters; he believed this to be 'grey' water from the plumbing system.

20. VTS made an emergency call on Ch. 67 at 1721 advising all vessels of the collision and requesting assistance from any vessels in the area. The call was repeated at 1723 on Ch. 14. Tugs and crew boats in the area began arriving almost immediately. Some tugs pushed the stern to hold it and prevent it from slipping out into the river. Shortly there were almost a dozen other vessels alongside, including the W. O. WATSON, TACO TERROR, TACO SPIRIT, SHANNON HOLSTON, CAPTAIN E.S.C., ST. JOHN, and a couple of McKinney tugs. During this time the passengers were directed to don life jackets and Capt. Ritchie had a company representative go down to try and calm the passengers and to get some music going so they would not be so concerned. The vessel continued to take on water in the crew quarters and aft machinery space, and to settle by the stern and list to starboard. The decision was

made to evacuate the people on board. Tugs were lined up all along the starboard side and the people were brought down through the cabin lounge, down the stairwell on the starboard side and out onto the tugs. Capt. Ritchie described it as "just like you were getting on a Greyhound bus." A heavy rain had begun, but the evacuation went smoothly and there were no injuries. All persons were taken to Houmas House Plantation on the east bank of the river. No persons entered the water. This is fortunate since some fatalities investigated in New Orleans have found that even with life jackets, persons are not completely protected from the currents, eddies and other hazards in the Mississippi River even though safety at shore is close at hand.

21. The CG remained at Mile 172 on the left descending bank until after midnight then proceeded down the river. Damage was confined to the aft port corner, a small crack above the water line.

22. Eventually the two after machinery spaces and the crew quarters flooded while the MQ remained on the sand bar. The MQ was patched, pumped out and refloated on 26 December, taken to Avondale Shipyard, Mile 107.5, and drydocked on 27 December. A survey showed collision damage to be a gash about 13 ft. long, 8 in. wide in the middle, just above the starboard sea chest. It began about two feet aft of the watertight bulkhead between the forward machinery space and the crew quarters (frame 23) and was confined entirely to the machinery space which is about 25 ft. long. The crew quarters back flooded slowly through the shower/sink drains causing the vessel to settle by the stern and list to starboard. The aft machinery space down flooded when its nontight deck was submerged after the vessel settled on the sand bar and listed to starboard. All electrical equipment in both machinery spaces had to be replaced and there was much water damage in the crew quarters. Repairs were done at Avondale Shipyard Inc. and inspected by the Officer in Charge, Marine Inspection (OCMI), New Orleans.

23. ED. Note: Several stuck check valves in drain lines. The Coast Guard frowned on the use of check valves to prevent flooding... "not considered to be in keeping with good engineering practice."

24. Ed. Note: The MQ carries four life rafts, and all four were launched successfully but not used. The CG wonders at length in this section as to where the rule for rafts came from (to accommodate 10% of passengers and crew) but no documentation was found.

25. Ed. Note: This section discusses at length damage stability requirements as related to hull bulkheading. The builders of the MQ were not faulted on this score.

26. Calculations done by CCGD8 (mmt) confirmed the design of the MQ to be applicable requirements: to be able to withstand flooding in the two forwardmost spaces or any other single watertight compartment. She was unable to withstand flooding of two compartments in the after part of the vessel.

CONCLUSION

1. The proximate cause of the casualty was the failure of the pilot of the MQ to take adequate precautions to keep clear of the CG. It is

concluded that an overtaking situation existed at all times, and the MQ as the overtaking vessel was required by Inland Steering and Sailing Rule 13, 33 USC 2013, to keep out of the way of the CG, the vessel being overtaken. The overtaking vessel in a stream is required to give the one ahead such wide berth as to avoid any contingency that might arise from the effect or condition of the currents. Several contributing causes are listed below; the removal of any one may have prevented the accident.

a. The MQ proceeded at a speed which greatly reduced her ability to maneuver, at a point where the need to maneuver could have been easily anticipated. The river was at a high stage and increasing. Currents were strong and there were large eddies in the bend and under Bringier Point. The vessel was known to require careful steering at full speed to avoid sliding. Yet, the MQ proceeded at normal full speed from Baton Rouge, added a couple of extra turns minutes before the casualty, then initiated an overtaking maneuver at a bend in the river with a vessel of very limited maneuverability. This maximum speed through the water plus the speed of the current greatly reduced the ability of the vessel to maneuver as she overtook the CG at Bringier Point and caused her to slide as she attempted the overtaking.

b. The MQ failed to make a timely overtaking agreement with the CG. The overtaking agreement was finalized just two minutes before the collision. The MQ continued to approach the CG at maximum speed without knowing her own intentions. This reduced the time and distance available to move from the center of the river to the left descending bank in order to pass the CG safely on her port side, and caused the vessel to be oversteered while attempting the maneuver.

c. Capt. Williams of the MQ attempted to pass too close to the CG. By failing to slow or establish a timely overtaking agreement, Capt. Williams was forced to change course and attempt to pass the CG at a point where he could not directly observe the relative motion of the two vessels because of the restricted visibility from the pilothouse. When the MQ began to slide, he could not see what was happening. In order to abide by the requirement to keep clear, the passing should have taken place at such a distance so as to allow for expected movement of the vessels involved. The CG agreed to go into the bend and flank which she did. She did not do anything nor did she have sufficient power or maneuverability to make any unexpected maneuver. Capt. Williams noted just two minutes before the collision that the CG was going ahead, giving them room to pass safely. The proposed flanking maneuver and the currents and eddies present at Bringier Point were well understood by Capt. Williams and Capt. Ritchie. Having engines in reverse was a normal part of the flanking maneuver. Even if the CG had been backing at the moment of collision, it would have been a very slow maneuver and could not have affected a passing which was planned to take place at a safe distance. It was the MQ's duty to account for that possibility and pass clear astern or wait for a safer place in the river to pass.

d. The MQ failed to post a proper lookout. Rule 5, 33 USC 2005, requires: "Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and condi-

tions so as to make a full appraisal of the situation and of the risk of collision." The Inland Navigation Rules were promulgated by Public Law 96-591 dated December 24, 1980. Senate Report 96-979, which accompanies the new rules, expresses Congressional intent concerning lookouts: Ed. Note: The findings now present a lengthy quote concerning lookouts. The Conclusion continues:

The visibility from the pilothouse (of the MQ) is restricted such as to prevent the helmsman from safely serving as the lookout, and there was a person assigned as a lookout. But, to constitute compliance with the requirements of the law, lookouts must be persons of suitable experience, properly stationed on the vessel and actually and vigilantly employed in the performance of that duty. The person on watch designated as the lookout had little experience, was in the pilothouse sitting on a couch with the doors closed and in no position to make the observations required of a proper lookout. It was not customary for the lookout to be stationed on the bridge wing for any maneuvers.

This failure to have a proper lookout did not become a factor immediately since the CG was seen by the pilot very early and communications were established. However, a qualified person on the bridge wing with communication equipment probably would have observed the rapidly closing gap in time to have corrective action taken. It is significant that the first person to observe the problem was the master who was sitting on a couch on the port side of the pilothouse. Even when Capt. Williams initially noticed the problem, the vessels were so close neither he nor Capt. Williams was able to observe the situation in order to take corrective action indicating the stern of the CG had passed out of direct view from the pilothouse. Capt. Ritchie had to go to the end of the starboard bridge wing, where the lookout should have been posted, to determine what was happening and order hard right rudder. The maneuver was almost successful, and if evasive action had begun seconds earlier, the collision would have been avoided.

2. By attempting the maneuver without a proper lookout, in a bend, with high water and strong currents and at a speed which reduced the ability to maneuver, the MQ created an unsafe situation. The CG in agreeing to the overtaking was not obligated to assist in that maneuver, but only to continue as she had proposed.

3. The location and relative motion of the MQ and the CG at the time of the collision cannot be determined precisely. However, it is probable that the CG was near the middle of the river, coming out of her flanking maneuver and that the MQ was oversteered while trying to maneuver from the middle of the river toward the point and because of her excessive speed began to slide which brought her into contact with the CG.

4. Within the intent of Inland Rule 5, it is concluded that the CG did not require a lookout in addition to the person at the helm. The view was not obstructed, the weather was clear, and the maneuver in progress was not unusual. The MQ had been seen in plenty of time demonstrating the effectiveness of the helmsman as lookout, and communications had been established in a timely manner.

5. Inland Rule 9(e) (i) requires the overtaken vessel to sound the danger signal if in doubt about the overtaking situation. Though the CG initially accepted the one whistle overtaking proposed by the MQ, her response was clear that the agreement was tentative and would have to wait until the vessels were in clear radio communication at all times. Sounding the danger signal would not have added any more information to the situation or increased the awareness on the part of the MQ.

6. Possibly contributing to the casualty was the presence in the pilothouse of a passenger. This practice is prohibited by regulation in order to reduce distraction to the persons responsible for the safe navigation of the vessel, and it is clear that no one was watching this situation closely. Nothing the passenger did directly was noted, but she could not have contributed anything to the safe navigation of the vessel, and her presence created an unprofessional atmosphere and probably reduced the attentiveness of those in charge.

7. Capt. Ritchie took prompt and correct action upon learning of the nature of the damage to his vessel. Had he not ordered the vessel grounded immediately, the crew quarters would have back flooded through the shower drains since the sump pumping system was out due to loss of electrical power. This would have caused the vessel to sink with probable loss of life since it was not designed to withstand flooding of two compartments.

8. It was extremely fortunate that two compartments were not breached by the longitudinal extent of the damage sustained. Since the MQ was certificated to carry 485 passengers, she was only designed to withstand flooding of the two forwardmost compartments or any other single compartment. Had the collision occurred a few feet farther forward, the crew quarters and the forward machinery space would have flooded directly. This flooding might have caused loss of stability before the vessel could be intentionally grounded.

9. The sink/shower plumbing system installed in the crew quarters eliminated the apparent margin of safety provided by building the MQ to a one compartment standard of damage stability in the aft contiguous compartments. The system does not maintain the integrity of the watertight bulkhead at frame 23 as required by 46 CFR 56.5041(a). Flooding of either of the crew quarters or the machinery space would cause flooding of the other space through this plumbing system. Check valves should not be used as the sole means to prevent flooding.

10. When compared to vessels carrying more than 1000 passengers, vessels such as the MQ which carry less than 1000 passengers must meet a lesser safety requirement for damage stability. The applicable regulations in 46 CFR 171.070 prescribe different minimum levels of safety based on the number of passengers carried. However, since all operating parameters are the same, the risk of collision would be the same. It is not apparent why 500 passengers deserve less protection than 1000. A legitimate question can be raised as to whether the two compartment standard throughout could be applied to vessels carrying less than 1000 passengers and provide an increased level of safety. Changes in river traffic patterns, vessels and the technology to analyze designs have

changed considerably in the thirty-five years since these regulations were written. If further study can identify the size of vessel where two compartment standard provides a significant increase in safety, there seems to be good justification for according this level of safety to passengers carried in numbers less than 1000.

11. The current regulations which place emphasis on providing a two compartment level of safety at the forward end of a vessel perhaps should be questioned for vessels in river service. Strong river currents, eddies, bends, heavy vessel traffic, numerous dockings and objects in the water make it likely, and the present casualty demonstrates, damage could occur to any part of the vessel. These factors appear to make it more probable that vessels in river service will be in collisions compared to vessels in ocean service. In fact, the MQ and other large vessels are required to be under the control of a licensed pilot at all times because of the higher risk of collision in these areas of operation. A review of casualty statistics for vessels involved in collisions may show most of them occurring near the bow. However, if only collisions involving vessels in river service are examined, the point of collision may be more random.

14. Improvement of the primary lifesaving equipment should be considered to enhance safety. This would normally apply to the life rafts, but if it would be difficult to launch large numbers of life rafts in a short period of time, the vessel itself might be deemed as primary lifesaving equipment and its damage stability improved. Life rafts on board for 64 persons met the requirement of 46 CFR 75.10-20 to accommodate 10% of the passengers and crew. However, the rationale in the regulations for this 10% requirement is not clear. Accident scenarios would probably show timely action is necessary, and if the vessel had to be abandoned, experience has shown life jackets may not provide adequate safety in swift river currents. The non-motorized life rafts would be incapable of making more than one trip to remove persons from the vessel. Though the life rafts were not needed in this case, there are remote stretches of the river transited by the MQ where there are no sandbars and no other commercial operations to provide assistance in an emergency.

13. The crew should be accorded the same degree of safety as the passengers. Some safety considerations such as damage stability are based on the number of passengers carried while others such as life raft requirements are based on the number of passengers plus crew. The MQ and other cruise type passenger vessels carry a large crew whose primary duty is to provide for the comfort of the passengers. They are often short time employees, are not mariners and are not required to have any experience on vessels. Their knowledge of shipboard life and safety is usually what they learn on the vessel and is not significantly more than that of the passengers.

14. There is evidence of negligence on the part of the master, Capt. Charlie H. Ritchie for failing to establish a watch structure and failing to act while in the pilothouse to ensure that the lookout was posted effectively at all times. Additionally he was in the pilothouse for some time prior to the casualty, and failed to take action to have speed reduced when the overtaking agreement was still in

doubt.

15. There is evidence of negligence on the part of the pilot, Capt. Ruben W. Williams for failing to use all means at his disposal to navigate the vessel safely: failed to post a proper lookout, failed to reduce speed and failed to make a timely overtaking agreement. He was clearly aware of the limited visibility close to the MQ and acknowledged the lookout had no better view of the river from the pilothouse than he did. He also knew the maneuvering limitations of the vessel at its present speed and that the overtaking agreement had not been made until very late.

16. There is evidence of violation of 46 CFR 78.10 on the part of the master and the pilot for allowing persons not connected with the navigation of the vessel to be in the pilothouse while underway.

17. There is evidence of violation of 46 CFR 78.15-1 on the part of the master and the owners of the MQ for failing to keep the watertight doors at frame 7, between the two machinery spaces, closed while underway. This was closed before water reached the bottom of the door and did not contribute to the casualty.

18. Except as noted above, there is no evidence of actionable misconduct, inattention to duty, negligence or willful violation of law or regulation on the part of licensed or certificated persons, nor evidence that the use of alcohol, nor evidence of the failure of inspected material or equipment, nor evidence that any personnel at the Coast Guard, or any other government agency or any other person, contributed to the casualty.

RECOMMENDATIONS

1. That OCMI, New Orleans, require changes in the plumbing system on the MQ to eliminate the open lines penetrating watertight bulkheads. If the lines cannot be removed, screw down valves operable from above the bulkhead deck should be fitted.

2. That Commandant (G-MTH) review the regulations for passenger vessels in river service, specifically with regard to damage stability and life raft requirements, to determine if safety can be improved practically on smaller vessels, carrying less than 1000 passengers. Making the vessels more resistant to damage would improve safety, and there should be a study to determine if it is practicable for vessels carrying less than 1000 persons to be designed to meet a two compartment damage

A formal presentation of a bronze plaque to the DELTA QUEEN was made at New Orleans accompanied by the U.S. Navy Band and Color Guard on 15th June, 1987. The wording:

Presented To The
STEAMBOAT DELTA QUEEN

In Appreciation For
Service To The
U. S. Navy

16 October 1940-
21 August 1946

SERVICE HISTORY

16 October 1940
Chartered By The U. S.
Naval Reserve, 1st, 2nd,
3rd Divisions Of The
Western Sea Frontier
Command, 12th Naval
District, Sacramento, CA.

15 December 1941
Requisitioned and
Classified YHF-7 At
Stockton, CA.
Assigned To 12th Naval
District Command,
San Francisco, CA.

standard. Even a minor collision can very easily result in damage to a watertight bulkhead causing the vessel to sink if it only meets the one compartment standards. If it is found that design of small vessels to a two compartment standard does not significantly increase the probability of surviving a collision, or if it is found to be impracticable to design them to meet a two compartment standard, safety could be improved in other areas so all passengers, regardless of vessel size, are accorded equal protection. If the vessel cannot be made more resistant to damage, then life rafts for at least 100% of the passengers and crew should be on board.

3. That Commandant (G-MMI) review casualty statistics as discussed in conclusion 11, to determine if emphasizing protection at the forward end of the vessel is valid for vessels in river service.

4. Also, to Commandant (G-MTH), since most of the crew members on passenger vessels are not mariners, it is recommended the regulations be changed so crew members are counted with the passengers when the required level of safety which the vessel must meet varies with the number of persons carried. Life raft requirements are presently determined by counting both passengers and crew, while only passengers are counted to determine the damage stability requirements.

5. That Commandant (G-MTH) evaluate the use of check valves in piping systems as the sole means to prevent flooding and provide guidance to officers which conduct plan review. If good engineering practice is not sufficient, a regulation change should be proposed to eliminate the practice.

6. That further investigation be initiated under Suspension and Revocation proceedings in the case of Charlie H. Ritchie, master of the MQ, regarding conclusions 14, 16 and 17.

7. That no investigation be initiated in the case of Ruben M. Williams, pilot of the MQ, regarding conclusion 15. He was killed in a traffic accident on April 30, 1986.

8. That further investigation under the Administrative Penalty Proceedings be initiated in the case of the Mississippi Queen Steamboat Company regarding conclusion 17.

9. That this case be closed.

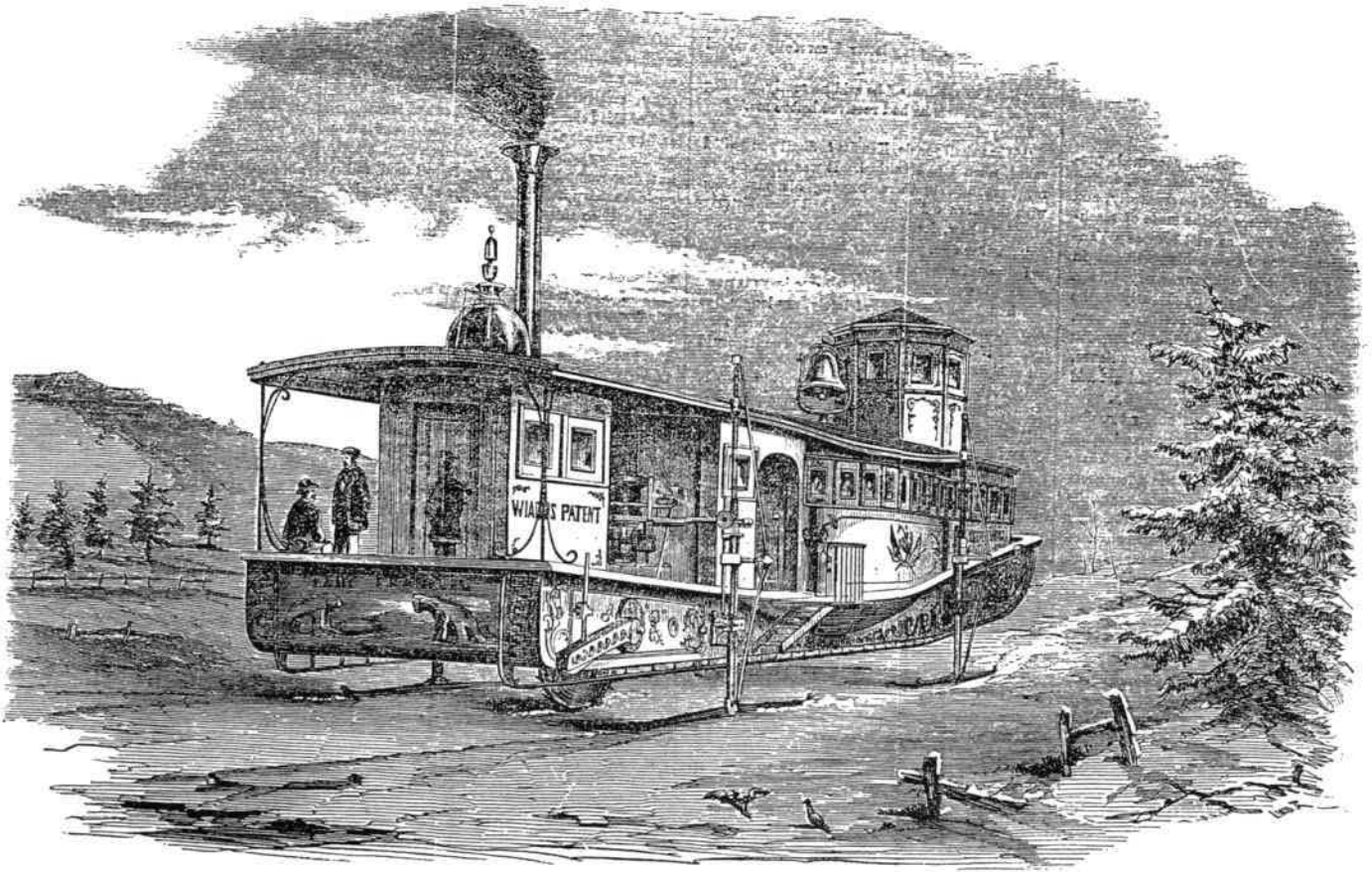
JOHN S. RYBA

5 July 1944
Reclassified As YFB-56 By
Order Of CNO Dated
28 June 1944 To 12th Naval
District Command, Treasure
Island, CA.

21 August 1946
Retired From U. S.
Naval Service At
Suisun Bay, CA.

28 August 1946
Deactivated As Naval
Vessel And Turned
Over To U. S.
Maritime Commission

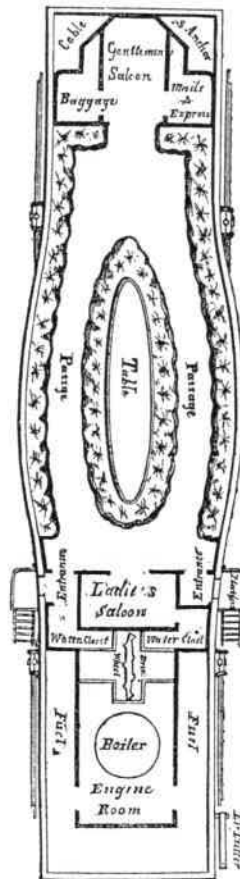
Presented By
RADM T.F. RINARD, USNR
15 June 1987



WIARD'S ICE CAR

ICE HAS BEEN a winter problem since the inception of river transportation. In January 1860 "Life Illustrated," published in New York City, featured the invention of a Mr. Wiard who thought he had solved the problem for passenger conveyance along the Upper Mississippi. He built what he called an "Ice Car" designed to whisk over the surface of the ice, propelled by steam. "It is propelled upon the ice by skates attached to it, the propulsion being given by means of a driving-wheel in the stern." This versatile packet, when it broke through thin ice, or came to open spots, floated along on a water-tight hull. The "internal accommodations" were somewhat plush and the sides and ends of the hull lavishly circus'd up with oil paintings.

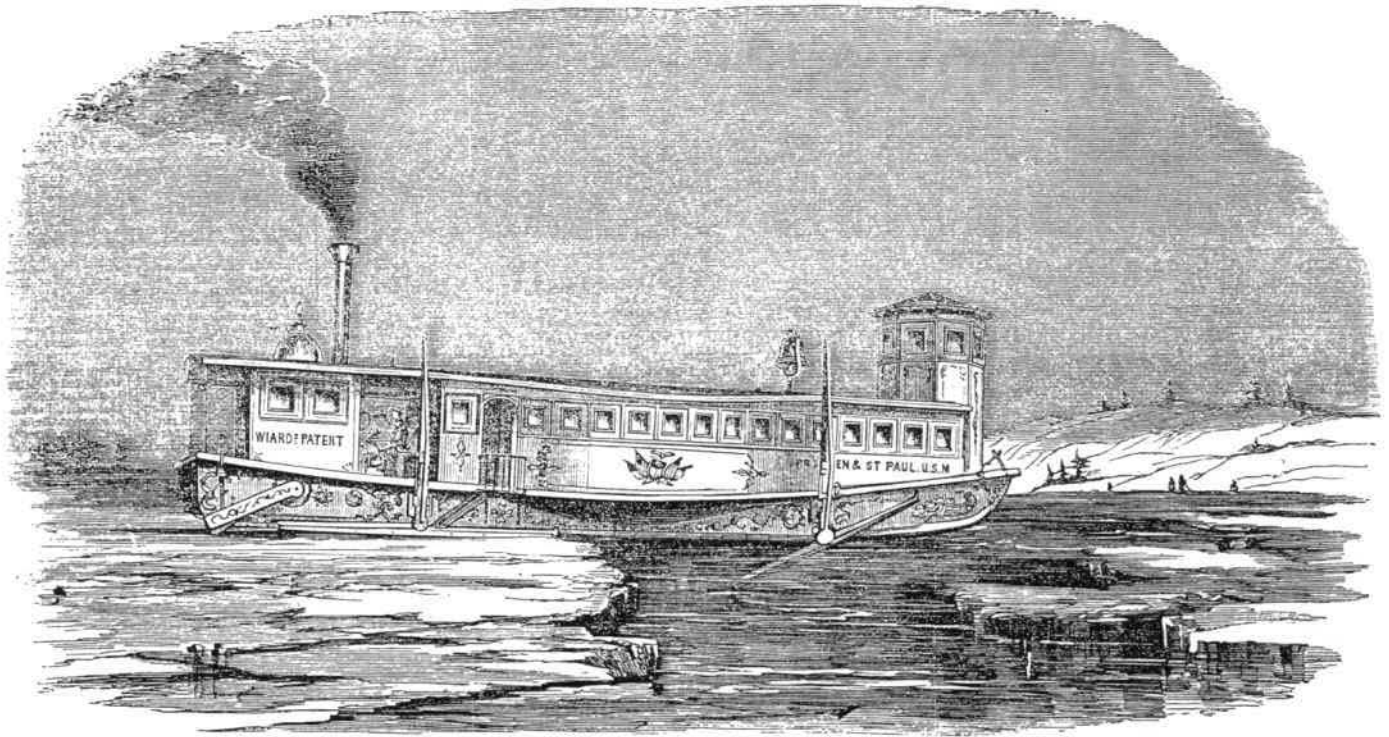
Ed Mueller passed along to us stats made from the original publication. The story accompanying the illustrations promises "We withhold the details until next week, when we will give further engravings and a more lengthened description." Whether they followed through we don't know, but the "ice car" apparently had but a brief career.



INTERIOR PLAN OF WIARD'S ICE CAR.—1



Capt. Tom Kenny improved each shining hour on Friday morning of S&D. He visited the Marietta College Library and examined steamboat pictures taken by Marietta photographer H. P. Fischer who formerly occupied a second-floor studio on Front Street. Tom's portrait was snapped by Ann Putnam Mal-linson.



Sirs: With all the rave reviews coming in about the S&D program of Bill and Marga Smith I am sorry to have missed the meeting.

It's good news to read about the W. P. SNYDER JR. getting a little money and I hope there will be more to come before she wastes away any farther. I've always believed that if enough money and wisdom were to combine--a smart Coast Guard?--the SNYDER could someday run again. She may turn out something like the story of the family ax but who is to say she couldn't be fixed up with new boilers or whatever she needs, so that she could make occasional trips towing an excursion barge. Do you think we would have any trouble finding a crew?

I like to think of what S&D might now have, if the money spent to build the Ohio River Museum had instead gone into the SNYDER, and the old River Museum in Campus Martius left intact.

Because there should remain at least the possibility that the SNYDER might run again it is my hope that any work to be done on her will be towards giving the boat a future as an operable vessel. The British have done this by fixing up an

old side-wheeler; in California there is a museum steamship fired up and taken out a couple times each year. On the railroads there are quite a few locomotives running that within the last ten years were in as bad condition as the W. P. SNYDER JR.

All the best.

Roddy Hammett,
1428 Polymnia,
New Orleans, La. 70130

=The crew problem will remain solvent so long as there is a NATCHEZ, BELLE OF LOUVILLE, DELTA QUEEN, MISSISSIPPI QUEEN and JULIA BELLE SWAIN.
-Ed.

UPDATE ON COLORADO BELLE

Our March '87 issue featured the 633-foot pseudo side-wheeler at Laughlin, Nevada, then under construction. The Los Angeles Times, issue of Oct. 1st, has this to say:

"As many Southern Californians have discovered, the BELLE is no mirage. It is a hotel-casino in the guise of a Mississippi River paddle-wheeler, with 200 guest rooms on board and another 1,038 ashore in two six-story towers.

"Just as a curiosity, the 'boat' is shaping up as the area's biggest draw for rubbernecking since the London Bridge was transplanted to Lake Havasu, downstream in the same desert in 1971.

"The BELLE is separated from the land by a moat that enhances the appearance that it actually is floating on the Colorado River. It's giant paddlewheels seem to move at night thanks to another artifice, strobe lights.

"The COLORADO BELLE is 'the biggest boat built in the desert since Noah's Ark,' its owners are fond of saying.

"But at a cost of \$80 million, this new landmark was built to be more than a curiosity in the desert. Its heart is a 64,000 square-foot casino, loaded with slot machines and gambling tables.

"We get a lot of senior citizens down here in summer, but in the wintertime, my God, it's its strictly senior citizen city. There are a lot of retired senior citizens who've got a few bucks. So says William G. Bennett, chairman."

-Our thanks to Richard E. Brown, 6404 Casper Way, Bakersfield, Calif. 93309 for clippings.



ODYSSEY VISIT

John, Joan and Jeff Spear; Ken, Janet and Keith Norrington and y.t. were guests of curator Beth Hager at the Ohio River Odyssey showing housed in the Huntington Museum of Art, Park Hills, Huntington, West Va. on Saturday, Sept. 5th. The six accompanying pictures were taken by Keith. This one is the pilothouse replica at the entranceway.

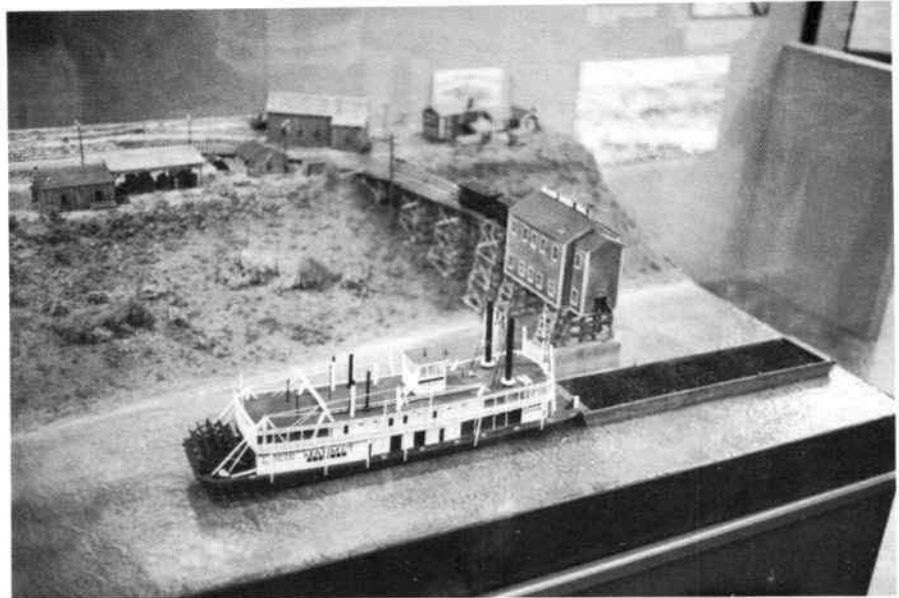


Dinner-time on board the packet QUEEN CITY is a knock-out, with a real table setting in the foreground looking into an enormous photo mural of the mahogany-finished swoop of the cabin's full length back to the big mirror. The water cooler at the right is from the SONOMA, loaned by Jeff Spear standing at the left. The entire show remains on exhibit until December 31st.

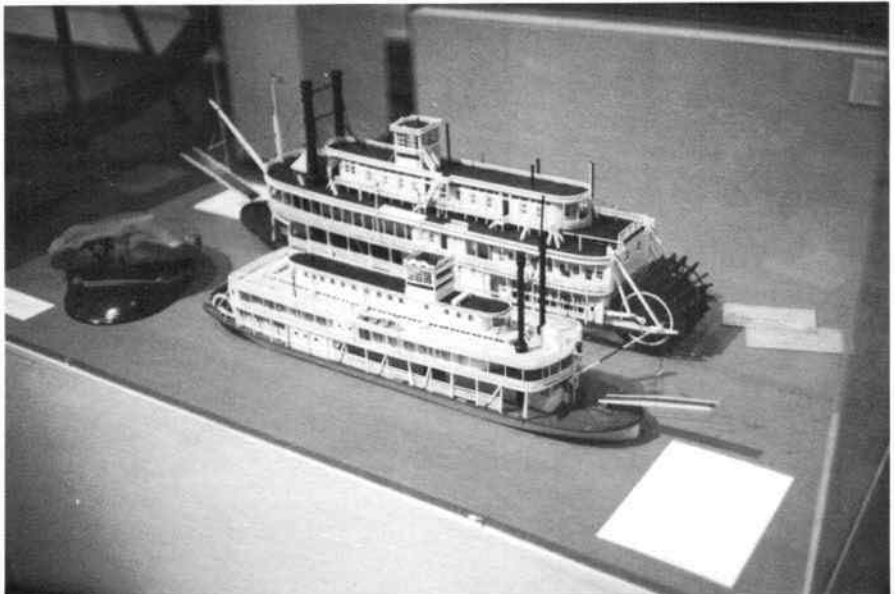


Beth volunteered her afternoon to show us the wealth of material gathered from the four corners. Well she did, for we would have overlooked many of the gems otherwise. Note how the boat models are in glass cases mounted on stands custom-made for the display. In the far corner at the left is the famous painting by artist Thomas P. Anshutz, recently restored by S&D, and featured front and back on the Odyssey programs.

A most arresting exhibit is the old Island Creek coal tipple with background buildings at Huntington. In the foreground is the towboat LUCIE MARMET and barge. Charles Cason of Fort Thomas, Ky. built the LUCIE in 1980, and also created the complete diorama. This exhibit is fourteen reasons we hope to revisit the Odyssey show before the closing date December 31st.

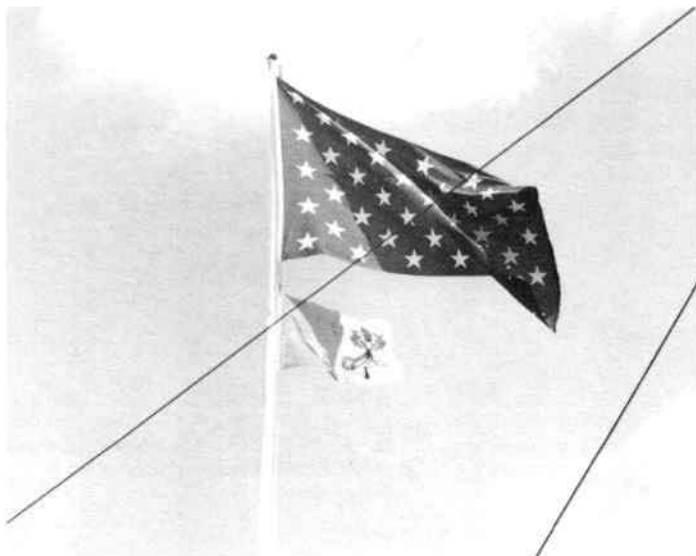
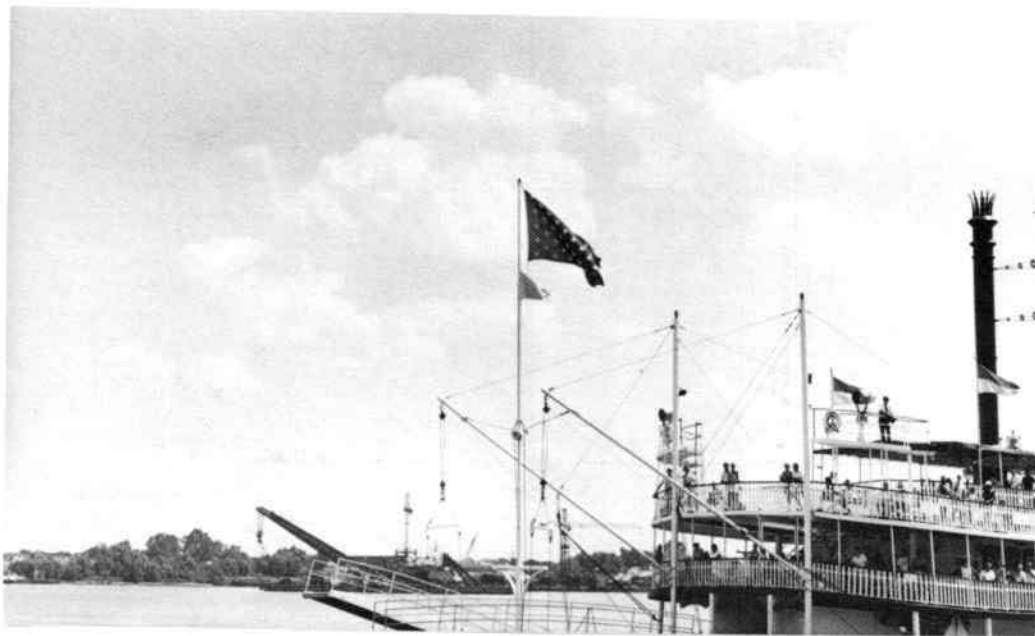


Close-up of model of the BETSY ANN (foreground) by Charles Cason with an old uniform cap (left) worn by Ye Ed during his steamboatin' days. At the rear is a superb model of the SENATOR CORDILL before she was lengthened by Ralph Hendricks of Reno, O. Models are best displayed with all four sides visible.



Sculpture symboling the Allegheny and Monongahela rivers forming the Ohio at Pittsburgh. This is on loan from the Historical Society of Western Pennsylvania. While visiting the Odyssey we visited also with Capt. Dana Young, Jerry and Lenora Sutphin, Jim Wallen, Dick and Mary Greene Stewart, Roberta Emerson and Nancy Bateman of the Herald-Dispatch.





POPE JOHN PAUL II VISITS
NEW ORLEANS

The Papal flag was run up on the NATCHEZ on Sept. 12th as the visiting Pope, accompanied by Archbishop Phillip Hannan, stood in the Popemobile. "It was ridiculously easy to see them," writes Judy Patsch. "The media scared everyone away with tales of huge crowds and traffic jams. Roddy and I were on the NATCHEZ and walked over to Decatur Stret and had front row viewing for my picture--only waited ten minutes." Capt. Doc Hawley sends the two shots of the Papal flag. "We were the only local boat to honor his visit," says Doc. "If the 4 x 6-foot Vatican flag looks small, it's due to being under an 8 x 12-foot Ensign flag on a 70-foot jackstaff."

Mrs. Edwin F. (Jane Rhea Massengale) Stuessie died at St. Louis, Mo. on Saturday, June 3, 1987. She had been undergoing hospital treatment and was expected to enter a retirement home. The end came unexpectedly. The mv. JANE RHEA, built at Paducah in 1927, was named for her, and she christened the packet, the last one operated by the St. Louis & Tennessee River Packet Company. Mrs. Stuessie's grandfather was John E. Massengale and her father was J. Rhea Massengale.

Milton Layfield, retired river engineer and surveyor with the American Bureau of Shipping, died on Tuesday, September 8, 1987. He made his home at Route 2, Troy, Ill., and was 82.

Milton was born in New Richmond, Ohio in 1905, son the late Harry and Libbie Bettie Layfield. His father also was a river engineer and later Supervising U.S. Steamboat Inspector at Pittsburgh.

Upon receiving his chief's license in 1930 he was in charge of the engineroom on the MONONGAHELA, and was promoted to serve as machinist foreman at the Clairton, Pa. Marine Ways. He became assistant to E. G. Binder in the Pittsburgh office of American Bureau of Shipping in 1939 and remained with the Bureau until his retirement in 1970.

He was presented with the roof bell of the large towboat CHARLES F. RICHARDSON and mounted it outside the patio door of his Troy home.

Milton Layfield is survived by his wife, Priscilla Gilmer Layfield. The couple was planning to celebrate their 60th wedding anniversary this year. Also surviving is a daughter, Frances Layfield, of Troy. Burial was in Friedens Cemetery, Troy.

Charles E. Montague, Ashland, Ky., has our appreciation for a stat reprint of T. Buchanan Read's epic poem "The Wagoner of the Alleghanies." The text, in small type, occupies 74 pages. The side-wheel packet WILD WAGONER of 1864 got her name from this lengthy exercise in rhyming. The paperback edition was located in the University of Alabama's Mervyn H. Sterne Library, Birmingham, Alabama.

THANKS FOR PICTURES

Photographs for inclusion in this December issue came from Alan Bates, Eileen Daily, Beth Hager, Barbara Hameister, Roddy Hammett, Doc Hawley, Capt. Tom Kenny, Keith Norrington, Woody Rutter, John Stobart, James V. Swift, Patti Young, Ann Zieger, Fred Rutter, and, in some abundance from Ralph DuPae.

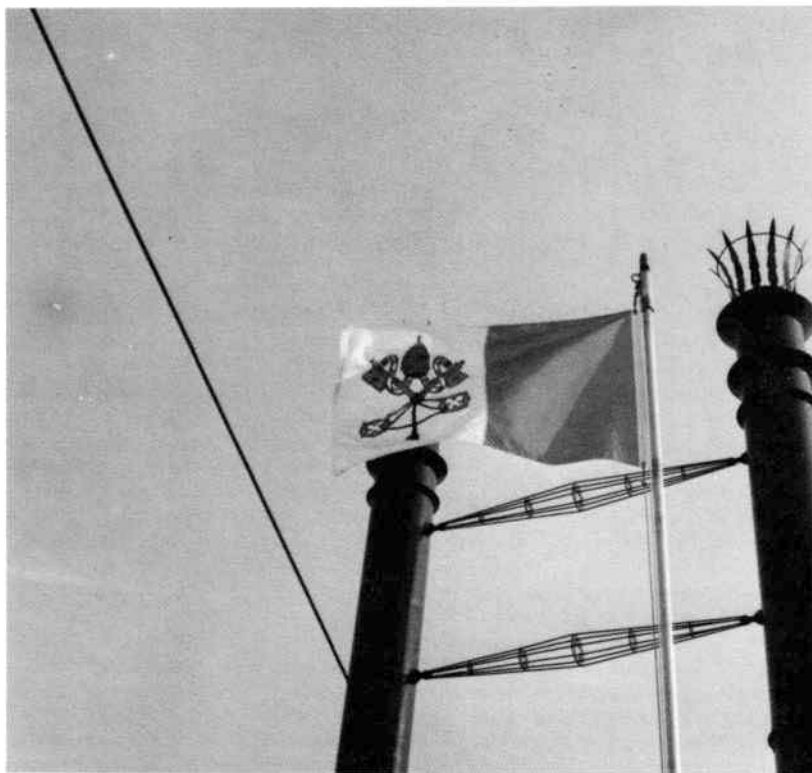
A number of these are credited in the captions, some few are not credited, and among the late arrivals were Eileen Daily, Beth Hager, and one or two others. Time and space had run out.

Part of the problem was due to sending the pages to Richardson Printing Co. about a week in advance of the usual scheduling to allow time for

making the wrap-around full color reproduction of John Stobart's latest river painting. Color separations for this purpose take a bit of doing.

Once again, an editor's thanks for the abundance of letters, articles and pictures which enliven these columns. This issue could handily have been expanded to 56 pages, except that we felt it prudent to keep down expenses in view of Larry Walker's financial report at the S&D Board meeting.

As president of S&D and in behalf of the Board, our thanks for the membership's vote of confidence in the S&D REFLECTOR. Not one negative vote was voiced against the raise of dues to \$15.



Capt. Roddy Hammett sends us this shot from New Orleans showing the Vatican flag run up on the NATCHEZ September week-end visit of John Paul II. Says Roddy: "The whole city was decorated with flags and yellow and white bunting. When the Pope was in St. Louis Cathedral the area around Toulouse St. wharf and riverfront was sealed off by police. Several of us from the NATCHEZ walked over to Decatur Street and watched him pass by. Although the streets of New Orleans provide many sights, the pope in the French Quarter is a bit of a surprise. "New Orleans Archbishop Hannan said the pope really wanted to see the Mississippi River but never got to. When he saw Lake Pontchartrain he asked the archbishop if it was the Mississippi."

Work got under way on Sept. 30 to etch in the selected fancy-topped smokstacks on Marietta's new riverfront attraction. The artisans were a father-and-son team, Jim and Phil Cooper, 71 and 36. "When they first asked me to do the job I was hesitant," said the elder Cooper. "I didn't want to put anything on the limestone because it has a reputation of being soft. But this was a beautiful piece of stone to work on."



Close-up of work under way on applying one of the six stack-tops. To the right is Woody Rutter who created the patterns and also composed the wording for the near-by bronze plaque (see page 5.) Bee Rutter suggested the stack-top idea to Marietta's lady mayor. The drawings for the stacks were displayed at S&D's Sept. 19 meeting.





Over-all view of the hexagonal monument as work of applying the stack-tops progressed. The DELTA QUEEN's passengers and crew had a ringside seat--she was moored at the wharf on Sept. 30th. In the background is the refurbished Hotel Lafayette. A fountain and reflection pool at the monument's base (not visible) early-on provided mischief galore when charged with liquid soap and powders.

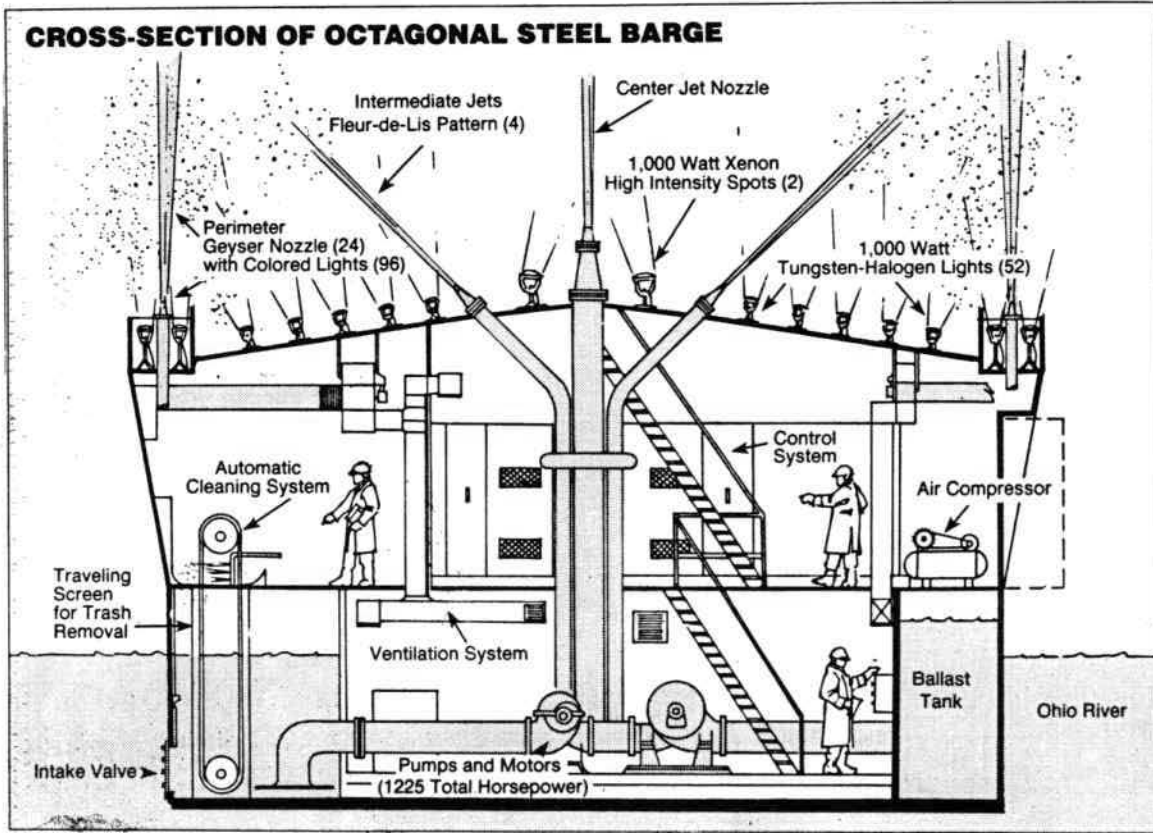


Jim and Phil Cooper are peeling off the rubber masks, exposing the finished stack-tops. Each rendering is identified with the boat's name and dates. Fountain caretaker is Brian Casto of the Lafayette. The diagonal road paved with Cisler bricks leading from "Boiler Corner" to the river is open to traffic as usual. Thanks to Woody and Bee for the pictures.



LOUISVILLE'S FLEUR-DE-LIS FOUNTAIN

Getting water to shoot 375 feet into the air in the shape of a fleur-de-lis, the symbol of Louisville, will create the world's tallest floating fountain. It will be anchored in the Ohio River between the Clark Memorial Bridge and McAlpine Dam. It has been designed as a national landmark and a new symbol for Louisville, reflecting its river heritage. It will draw water from the river and pump it into the air in a series of changeable designs. By night floodlights and about 150 smaller red, white, blue and amber lights will glorify the scene. It's to be operated primarily in the afternoons and evenings from early spring to early fall. The fleur-de-lis was the emblem of King Louis XVI of France, for whom Louisville was named. Our thanks to Jane Morningstar for clippings; to Alan Bates for his letter and rendition, and to the Courier-Journal for the drawings illustrating the opposite page.



PROPOSED FOUNTAIN

by Alan L. Bates

My part of the Louisville Fountain is small and more or less unglamouress for I shall design only the float that carries the thing. The float will be octagonal in plan and "T" shaped in section. The bottom leg of the "T" will contain the intake screen and the pumps. The crossbar of the "T" will contain the electrical transformers and controls.

This is big stuff. The squirt will go 375 feet straight up propelled by some 15,000 pounds of force. The pumps will require several thousand horsepower to do this chore. They will be served by an extension cord some 2,500 feet long running under the river from the Clark Bridge to the float. It will carry beaucoup amperes at 5,000 volts. If a short develops I suspect fish will belly-up from Maysville to Evansville and Louisville will have a blackout.

The fountain nozzle is exactly like your brass garden hose nozzle and will have a ball in the center of a 6" diameter hole to make that jet condense. Concern was expressed whether the jet will wobble the way a firehose dropped by the firemen

will thrash around. I made a foot-square float and put a 3/16" tube in the middle and floated it in a neighbor's wading pool. The jet went about twelve feet straight up and held as steady as a Rolex watch.

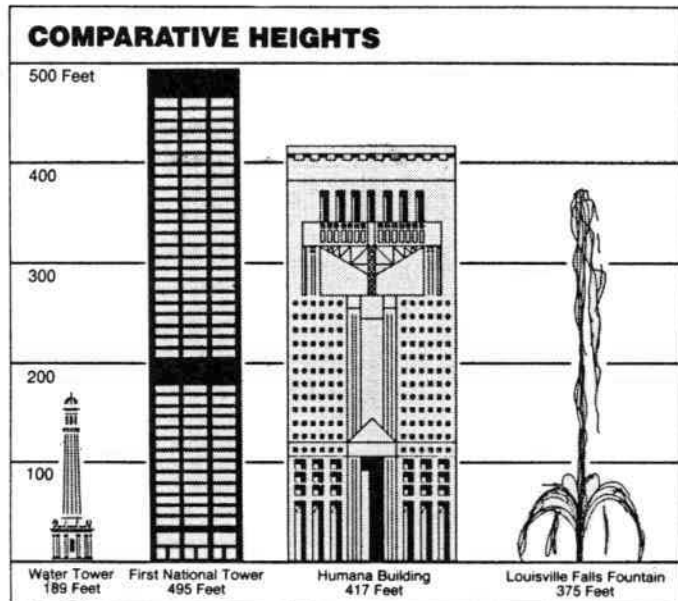
That 15,000 pound downward push plus the weight of falling water will make the float drop 3", I think.

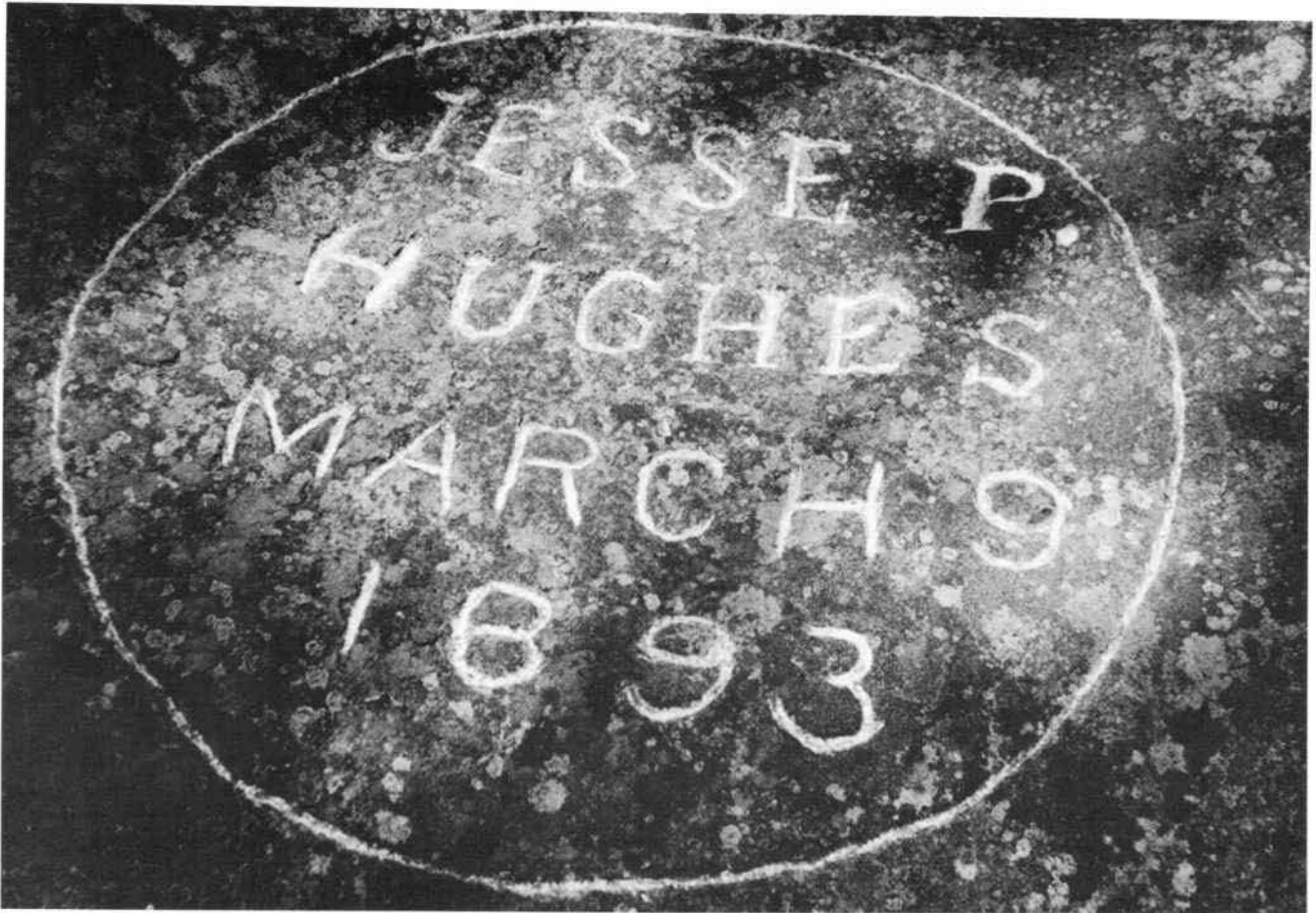
This project is being paid for by the Barry and Mary Bingham Fund using some \$2.5 million gathered a nickel at a time from newspaper subscribers. And it

takes a lot of subscribers, too.

Mr. Bingham was inspired by the jet d'eau in Geneva, Switzerland. I've suggested that the name of this should be J t'adore for it is a labor of love but that idea was declared a dud.

There will be a miniature weather station on the Galt House to shut the fountain down in the event that it sprays on Jeffersonville, the Clark Bridge or I-65, the highway that bolted-up the Louisville waterfront. Maybe a hurricane will drive water that far. Maybe not.





RAVEN ROCK REVISITED

The June 1987 issue, page 19, reported the unsuccessful quest on Raven Rock Hill, Raven Rock, West Va. for evidence of the initials of Jesse P. Hughes. In his diary for 1893 under date of March 10, Jesse reported "Carved my name and date on Raven Rock Hill," omitting directions as to location.

Our companion on the March 29 search had been local native guide Walter Carpenter, son of Hiram (Hi) Carpenter whose efforts for good roads in West Virginia resulted in the first and present St. Marys bridges being named for him. Hi had lived in Raven Rock for a number of years and was a contemporary of Jesse Hughes; he had spoken of the elusive carving to son Walter, but had never pointed out the spot.

On a bushwhacking trip last March, Walter took along his sons who needed no prodding after hearing their father talk about the rocky hilltop. When they got up there Walter pointed out to his boys carved initials dated 1907 of two aunts, and others of the Carpenter

relatives. They were retracing their steps down the backside of the hill when one of the younger Carpenters climbed up the last large boulder to check out some suspicious indentations.

On top of that boulder was carved a shingler's hatchet. They cleared away the moss and leaves and "W.G.C. 1914" emerged. Walter's Uncle Jake, who was partner in the river sand and gravel business, and in the raising of potatoes on fourteen Ohio River islands the Carpenters owned.

Walter told me later on that he had been leaning against the base of the boulder. He was speculating aloud to his boys: "It's logical that Jesse would have chosen a rock such as this, overlooking the river; all the Carpenter boys and Jesse thought about was the river." His right hand felt something. There was a "J" indented in the moss.

And so it came to pass that one hot July morning Walter led me to the spot. "Now, Woody, when I happened on that 'J' the boys and I didn't disturb anything. I wanted you to see

for yourself how we had walked right by the place--if it turns out to be what I feel it must be."

When we reached the first big boulder at the hilltop Walter halted.

"Can you see it?"

Just a mossy rock with some leaves scattered about.

Then Walter pointed out the faint outline of the "J" and what could be "E" and "S."

Our tools were a pocket knife and a putty knife. We started scraping. Obviously Jesse, back in 1893, had decided offhandedly to carve this epitaph, perhaps with a spike pulled from a fence and a rock to pound with. Being Jesse, had he come prepared he would have lugged a straight edge, layout paper, scribe, hammer and two chisels (one might break). We outlined with marking chalk, took a picture, and then discovered the "P." Should have known it would be there, and took another picture.

A minor mystery remains. He carved the date to read "March 9, 1893. His diary records the date as March 10. He was at Raven Rock to see about

returning to work on the T. N. BARNSDALL, then in the Raven Rock-Parkersburg trade.

The lichens once again creep over the boulder; in a few more months the rock-surface will be erased of what Walter Carpenter first discovered as a "J" and all else. River historians have cheer! The Carpenter family of St. Marys, West Va. may be called upon for excellent guide service in finding the landmarks on Raven Rock Hill and the fee is reasonable.



Ye Ed's astonishment upon seeing this picture was that our explorers identified this as a shingler's hatchet. William G. (Jake) Carpenter chose it, but the significance eludes explanation. Dayton Randolph, inventor of the HURRINICO, told about the shingler working on the steep-pitched roof of his barn. When he slipped and started sliding he remarked "Gone to hell I reckon." When his pantaloons caught on a nail and stopped him short of the eaves he delivered aloud this wisdom: "Saved by a miracle by god." Ye Ed's total knowledge of shingling is limited to this episode.

Mark Twain on "night hawks:"

Some of the boats had what they call a "night hawk" on the jackstaff, a thing which you could see when it was in the right position against the sky or the water, though it seldom was in the right position and was generally pretty useless.



A gleeful Walter Carpenter works on the "Jake" Carpenter initials. Please note at the picture's bottom that the "P." in Jesse's name has not yet been discovered.

The only review of Harlan Hubbard's new book, "Journals, 1929-1944" we have seen--so far--comes from the Daily News, Bowling Green, Ky. The piece is written by Mary Ellen Miller, associate professor of English, Western Kentucky University.

The two concluding paragraphs, and we quote:

"Unlike his model Thoreau, Hubbard is concerned with recognition. "I do not understand why anyone who has painted as long and seriously as I have, and who has asked so little, should have absolutely no success or recognition.

"Finally, the book is fairly light fare, but it is by an artist whom one must admire for his spirit of independence. In fairness one should note that cliches like 'Life is not easy' are occasionally relieved by a real hit-home metaphor. 'How

threadbare my life appeared. It seemed that I could find no more sustenance on this old bone I have gnawed so long.' And one should note too that--despit these moments of tremendous dissatisfaction--this is the work of a man trying mightily to find the bone that would sustain him. Apparently he succeed."

The book is published by The University Press of Kentucky, 1987, 202 pages, \$19.00.

Gary Frommelt wired regrets from New Orleans on S&D Day. "Want to wish you all a great 52nd pow-wow. Unfortunately I cannot attend this year. Give my regards to all." Gary is engineer on the PRESIDENT, and as a side-line has been revamping LOUISE (ex-J. A. CRESAP, SKIPPER).

GEORGE SCHOTTEN DIES

George was something else. He arrived at the 1972 S&D meeting, his car towing a 20-foot long steamboat model on a trailer. He said he worried coming down to Marietta from Hubbard, O. lest the state cops pick him for toting an unlicensed motorboat. Nobody picked him up and, had they, the charge might have been for transporting a public nuisance. Passing cars tooted horns, slowed down to gawk, and consternation reigned. George parked it that night in Steve Hoag's back parking lot where it was the object of continued attention. Next day he launched it in the Muskingum River, fired up the engine, climbed aboard, "steamed" down past the Marietta Boat Club where S&D was having a noon luncheon, and made a perfect landing. Only hazard was the fact that George was sitting in a camp chair right on top of the engine's sparkplug. But he didn't get bit.

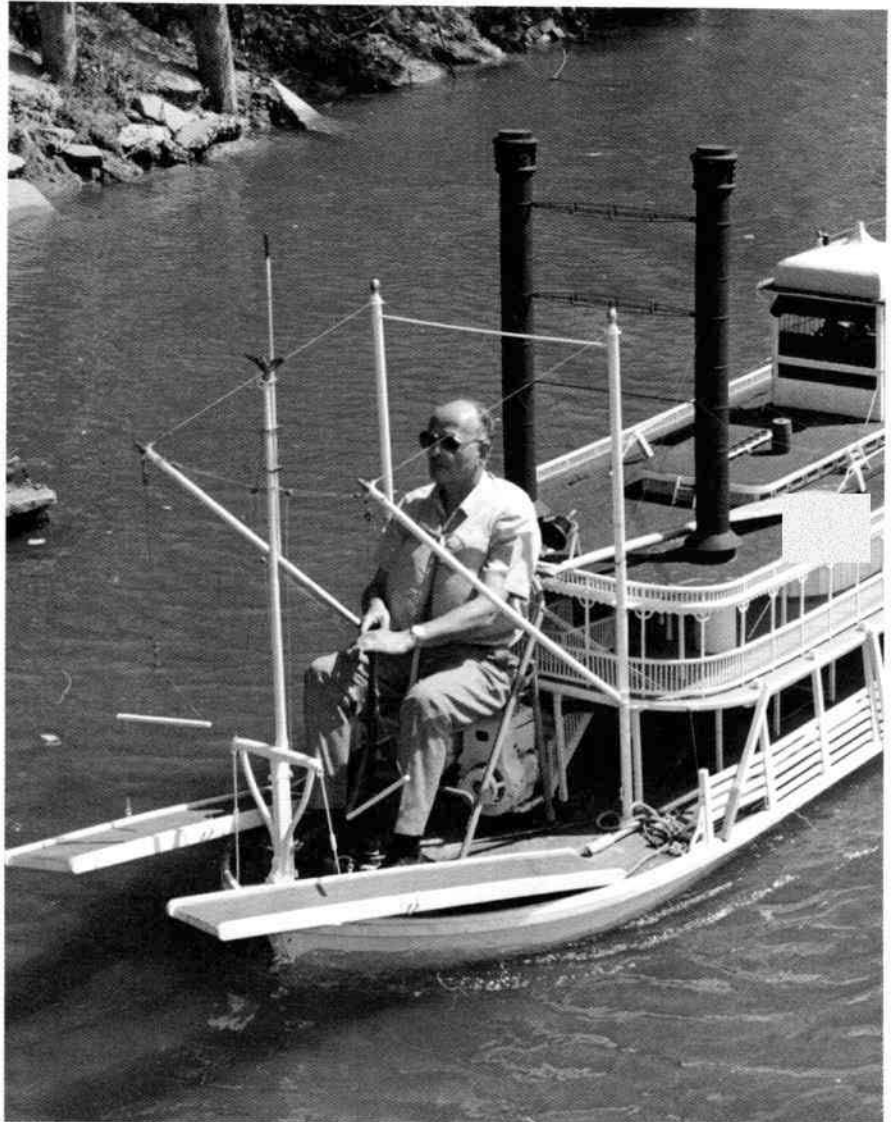
At another meeting George arrived with a huge diorama of the P&C packet VIRGINIA arriving at Marietta, ingeniously lighted to simulate river waves, rolling paddlewheel, smoking stacks and puffing 'scapes. He set it up in the basement of Campus Martius Museum where S&D had congregated because of rain, and the semi-darkness made this boat turn into the real thing.

Then another time George rebuilt the PIONEER, turning it into the SENATOR CORDILL.

When we were rebuilding the TELL CITY's pilothouse we needed foot-treadles for the whistle. Leave it to George, and those treadles are still there today.

George W. Schotten was born February 22, 1918 in Hubbard, son of Roy and Roma Furney Schotten. He was a design engineer for H. K. Porter Company of Warren, O. for 16 years, retiring in 1983. He served with the Army Air Forces during WW2.

Surviving is his wife, the former Muriel M. Campbell, whom he married November 25, 1947; two sons, Wes S. of El Paso, Texas, and Chuck J. Of Valparaiso, Ind.; two daughters, Mrs. Carole E. Hudy of Kirtland, O., and Mrs. Colleen D. Cretella of Valparaiso; two sisters, Mrs. Thelma L. Schmidt of Hubbard, and Mrs. Martha E. Hoffman of West Middlesex, Pa.;



George Schotten piloting the PIONEER in 1972.
-S. D. Hoag, photo, print by J. W. Rutter.

two brothers, Lee and Glenn Schotten, both of Hubbard, and eight grandchildren.

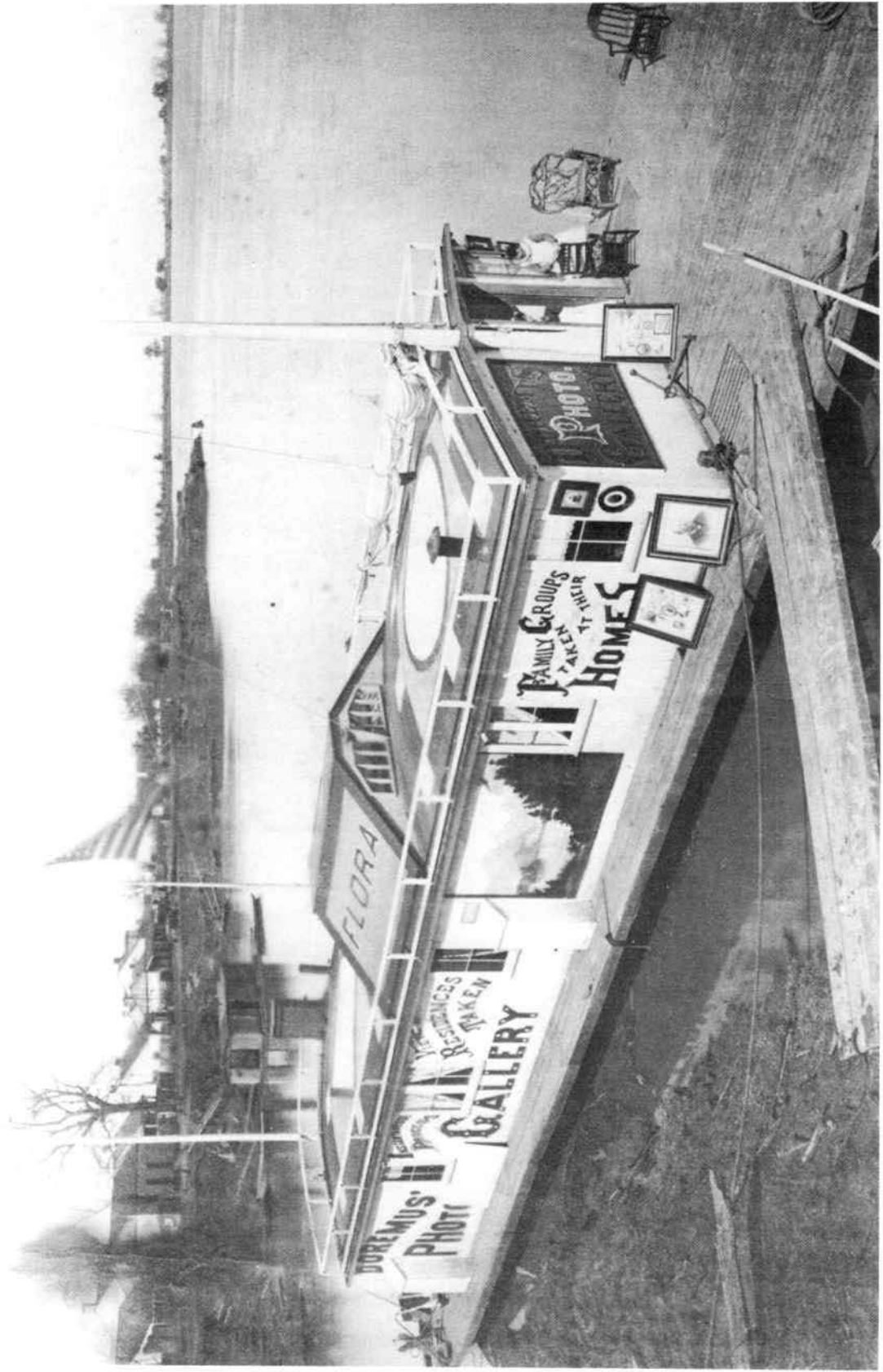
Cause of death was cancer for which he was being treated in Youngstown Osteopathic Hospital. S&D sent sympathies and flowers, and Bee and Woody Rutter called personally.

Muriel, well known at S&D meetings, resides at 7640 Bedford Road S.E., Hubbard, Ohio 44425.

River-related projects in the Marietta area are occupying much attention these days. Campus Martius Museum has been modernized. Renovation of the W. P. SNYDER JR. is assured. The Sternwheelers despite rain and thunder, dried off to see a

big show of fireworks. The "smokestack" monument and fountain fernix the Lafayette is a dream come true. The renovated Lafayette, despite several winces (growing pains) hosted S&D's almost record turn-out.

Latest on the rialto is announcement that old Lock and Dam 2 on the Muskingum at Devola, O., has received funding for an extensive overhaul--extensive and expensive. The Ohio State Controlling Board announced from Columbus, O. on Sept. 29th that \$1.9 million is available for the work. The Ohio Department of Natural Resources is in charge of the project.



For story see next page, column 3.

Randall Metcalf, attorney of Marietta, O. died Thursday, July 7, 1987 following an extended illness. He was recommended to S&D by the late S. Durward Hoag and acted as our legal representative during the formation of the J. Mack Gamble Fund. He was an Air Force veteran of WW2, assistant attorney general for the State of Ohio under former Governor C. William O'Neill, and a 1964 Republican nominee for the Congress of the United States.

Randall Metcalf was author of a recently completed biography of Jonathan Dayton and had particular interest in the history of the American post revolutionary period and the history of Ohio's settlement.

At the time of his passing he was serving as vice president of the Ohio Historical Society, having been elected to that post by the Board in the fall of 1986. He attended many S&D annual meetings and was one of our enthusiastic supporters.

Sirs: Verily, verily, I say unto you, Mr. Editor, my appreciation for the Capt. Tom Good story in the June '87 issue.

I now class as one of the few remaining "cubs" who served under this master navigator. Captain Good. My apprenticeship was brief, but well worth the strict discipline and long hours he demanded aboard the OLEANDER. In fact he was so strict that I did not last too long.

Then in 1929 when I was getting my eye teeth cut as a pilot in the St. Louis-Memphis area, Captain Good's channel reports were more necessary to my peace of mind than even the U.S. Engineer bulletins. For 50 years his Reports are absolutely essential to all pilots on the Lower Mississippi. In the 1924-1929 period during low water (anything under 11 feet on the Cairo marks) J&L, US Steel and American Barge Line engaged a posted pilot at Cairo to take the tows south, and always in their pockets were Capt. Tom Good's latest Reports. Federal Barge maintained a posted pilot who came aboard at Memphis when upbound. I served in such capacity and came to appreciate the ability and river knowledge of Capts. Henry Lindenburn, Wm. H. Haptonstall, Robert M. Boles, Tom and Jim Martin. Elmer C.

Owrey, John Hottell, Charles Nadel, Henry Nye and Stewart and Walter Connors. All of these were veterans of the Combine, Barrett Line and the St. Louis & New Orleans Transportation Co. (the old Valley Line.)

Federal Barge probably developed more first-rate tonnage pilots than the others; Arthur Jones, Aubrey Haynes, Jr., Dennis Lucas, Guy Walker, Bobo Manning, Phil Thomas, Roy Clay, Joe Stanfield, John Warner, Peewee Faulkenburg, Dan Scott, Marvin Levert, Elmer Good, Harry Reardon and John Warner.

Yes, Capt. Tom Good was one of the "old timers," a knowledgeable pilot who knew his river and where the lights should be placed to best advantage. He was 24-karat in my book, and my thanks to S&D REFLECTOR for recognizing him through the American Magazine article.

William H. (Bill) Tippett,
188 Hollysprings St.,
Hernando, Miss. 38632

PICTURE ON PAGE 43

This one probably "takes the cake" as the most elaborate of the floating photo galleries. Very little is known of it, save that it was operated by J. P. Doremus, who named it FLORA, and who took this picture moored at Donaldsonville, La. Ralph DuPae credits the Ohio Historical Society as the source. Ralph tells us that details of these Doremus operations are gradually surfacing, and soon we may be enabled to present a detailed story extracted from logs he kept and other contemporary sources. This one certainly climaxes his several galleries, and appears to have been created using a steamboat hull. "Family Groups Taken at Their Homes," and "Views of Residences Taken" suggest an enterprising photographer and that further negatives may surface of great value throughout the Mississippi System from St. Paul to New Orleans.



Delly Robertson & friend linger on Sunday morning after S&D. On the left F. Way III and Dale Flick are in no particular rush to start home to Cleveland and Cincinnati. Focus of the gathering is at the new monument and fountain, photographed by Tom Kenny.

The Waterways Journal of Oct. 5 reveals that the ADMIRAL at St. Louis will be managed by John Connelly of Pittsburgh who operates the extensive Gateway Clipper fleet there. Mr. Connelly's involvement with the ADMIRAL started in 1981 when he bought the river's largest excursion boat from Streckfus Steamers for \$600,000, took her to Paducah and removed and sold the propelling units. He then sold her to a group of St. Louis investors who turned the boat into a spectacular dock-side amusement center at a reported cost of \$35 million dollars. Patronage has not been up to projections. Mr. Connelly already owns the PRESIDENT, HUCK FINN and TOM SAWYER which offer summer and fall excursions at St. Louis.

Sirs: You'll be glad to know, on your suggestion (Sept. issue, page 11) The Waterways Journal is planning another 100th Anniversary Issue in 1992, and again in 1993 and 1944. One of them is bound to be the right one.

100th year or not, the Journal was pleased to showcase your fine article and those of the other people who sent in material, in our 1987 anniversary issue. Thanks again and best of luck.

H. Nelson Spencer,
Publisher,
666 Security Bldg.,
St. Louis, Mo. 63102

A visit on Oct. 16th at 121 River from George Fox, Ph D, manager advanced systems planning, bureau of information systems & data processing, Dept. of Administration Services, Hartford, Conn. Last (and first) time I communed with George was 29 years ago when he helped crew the LADY GRACE up the Allegheny River from Pittsburgh to Warren, Pa. then a student at Cornell. Others who decked on that March 28-April 5 upstream trip were Wm. N. Reed (son of artist Bill Reed), Peter Giacobbi (also from Cornell) and Pete Smith (son of Oil City's Bill Smith). George Fox and I had a bit of catching up to do, and he departed Sewickley at 7 p.m. to share vegetable soup with an aunt in Emlenton, Pa.



Bag-piper Lexie Palmore paused at the doorway and tweedled "Amazing Grace." We were hoping someone would get a picture, and Keith Norrington did.



Glass-cased model of the AVALON. Keith Norrington (left), calliapist emeritus since she became the BELLE OF LOUISVILLE, helps celebrate her 25th anniversary at Louisville. Capt. C. W. Stoll, BELLE board member and often-time pilot, supplied numerous photographs. The brochures are from the collection of Capt. Mike Fitzgerald. Photo by Jeff Spear.

Arrangements have been completed with Mrs. William S. (Bettie) Pollock of Beaver, Pa. in which S&D acquires the considerable collection of river material Bill assembled over the years. Woody and Bee Rutter inventoried everything from soup to nuts; a vast collection of original river-related negatives dating back to 1915, most of them postcard size; some 125 original Thornton Barrette plates; steamboat picture albums Bill had made for the John Eichleay, Jr. Co. of Pittsburgh, and then later acquired; a period-piece tete-a-tete from the ladies' cabin of the QUEEN CITY: A Boucher glass-cased model of the GOLDEN EAGLE; pamphlets dating back to the HOMER SMITH's 1916 Mardi Gras and Easter trips; a model sternwheel gasboat Bill created while taking manual training at the Beaver High School (the pilotwheel works the rudders); a catalogue of all the pictures he took, where and when; another catalogue of the Barrette glass plates, where taken and when; in short the material Bill had stashed away becomes the first major S&D acquisition of scope and worth, and intact, which has surfaced for many years. The J. Mack Gamble Fund trustees voted funds to make possible the transaction.

Sirs: I must question that the DELTA QUEEN's whistle is "familiar to a bigger geographical spread of well wishers than any other past or present" (Sept. issue, page 10.) This could be so in view of the DQ's California days, but on the Mississippi System the IDLEWILD-AVALON-BELLE must be the undisputed champ of the "whistle echo department." Her whistle was around ten years before the DQ was built, and heard in more far-flung reaches of the Mississippi System. The DQ never ventured above Winfield on the Kanawha but AVALON called regularly at Montgomery. DQ never entered the Missouri or Green rivers but AVALON tramped to Omaha on the former and, as the BELLE to Rochester, Ky. on the latter. DQ paddled up the Cumberland to Nashville, but AVALON went on to Carthage. On the Illinois the AVALON went clear up to Lockport and the DQ never got above Peoria Lake. On the Tennessee the DQ turned at

Chattanooga, and IDLEWILD-AVALON went above Knoxville. As the BELLE she did some exploring on Kentucky River.

I rode the AVALON on eight rivers and 17 states and that mellow old whistle sounded better on the upper Kanawha where J. Emory Edgington and Joe McLaughlin delighted in bouncing echoes from those valleys and hollows where a single blast would echo three or four hours.

Doc Hawley,
Str. NATCHEZ,
639 Barracks St.,
New Orleans, La. 70116

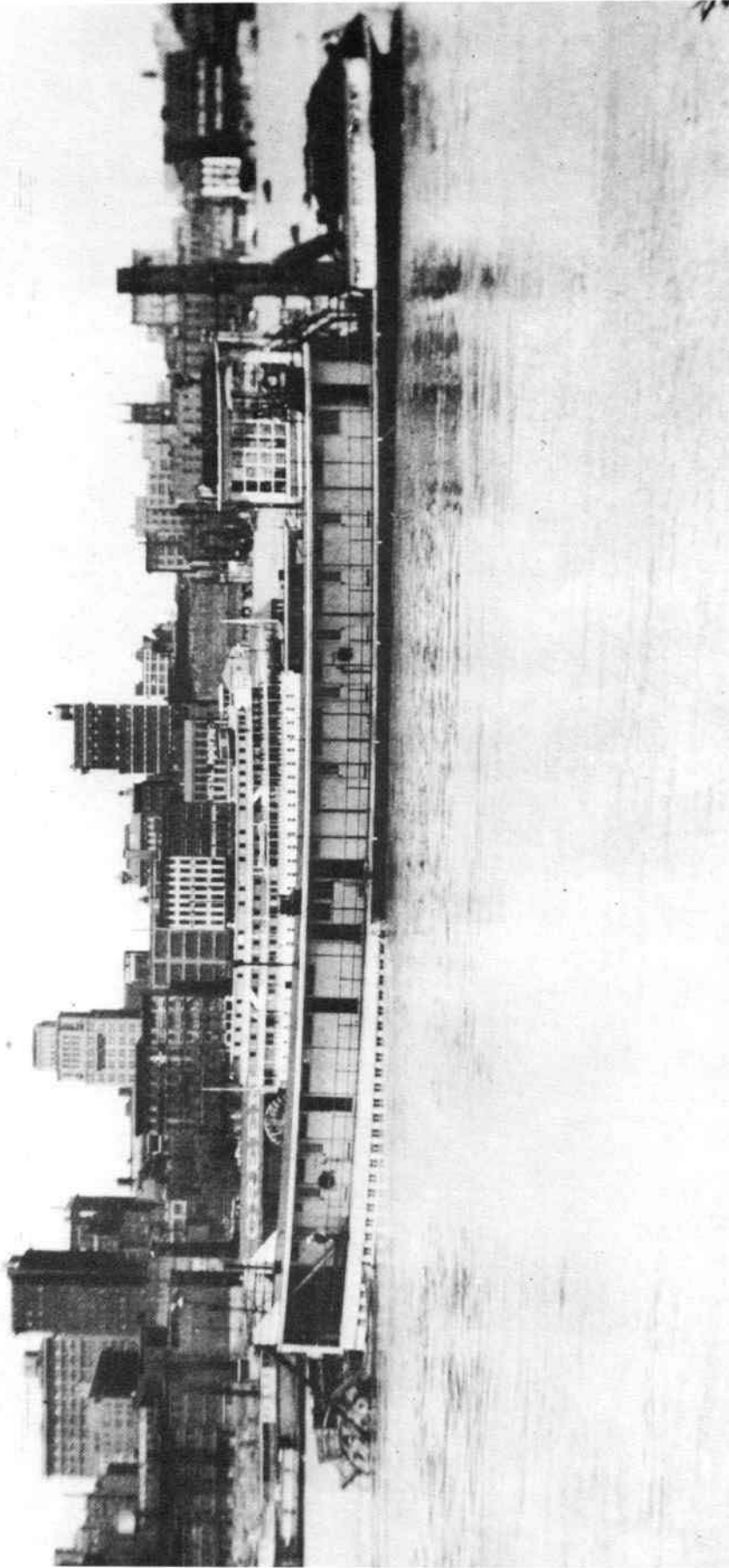
=Doc, you're convincing in what you tell and we're glad you wrote down this wealth of information. -Ed.

Bettie Pollock hands us a circular she picked up at an antiques show in Florida recently. Attracted to a display of steamboat pictures she shook hands with Capt. C. M. Dowling, 9100 S.W. 120th St., Miami, Fla. 33176. Capt. Dowling is grandson of the late river photographer Thornton Barrette. Capt. Dowling was offering 11" x 14" enlargements made from original Barrette glass plates on single-weight matt paper, priced \$99.95 for five, or \$24.95 each, including mailing charges. Of the 150 selections, about 80 are Barrette originals. The balance are "copies," picked up by Barrette, taken by predecessors.



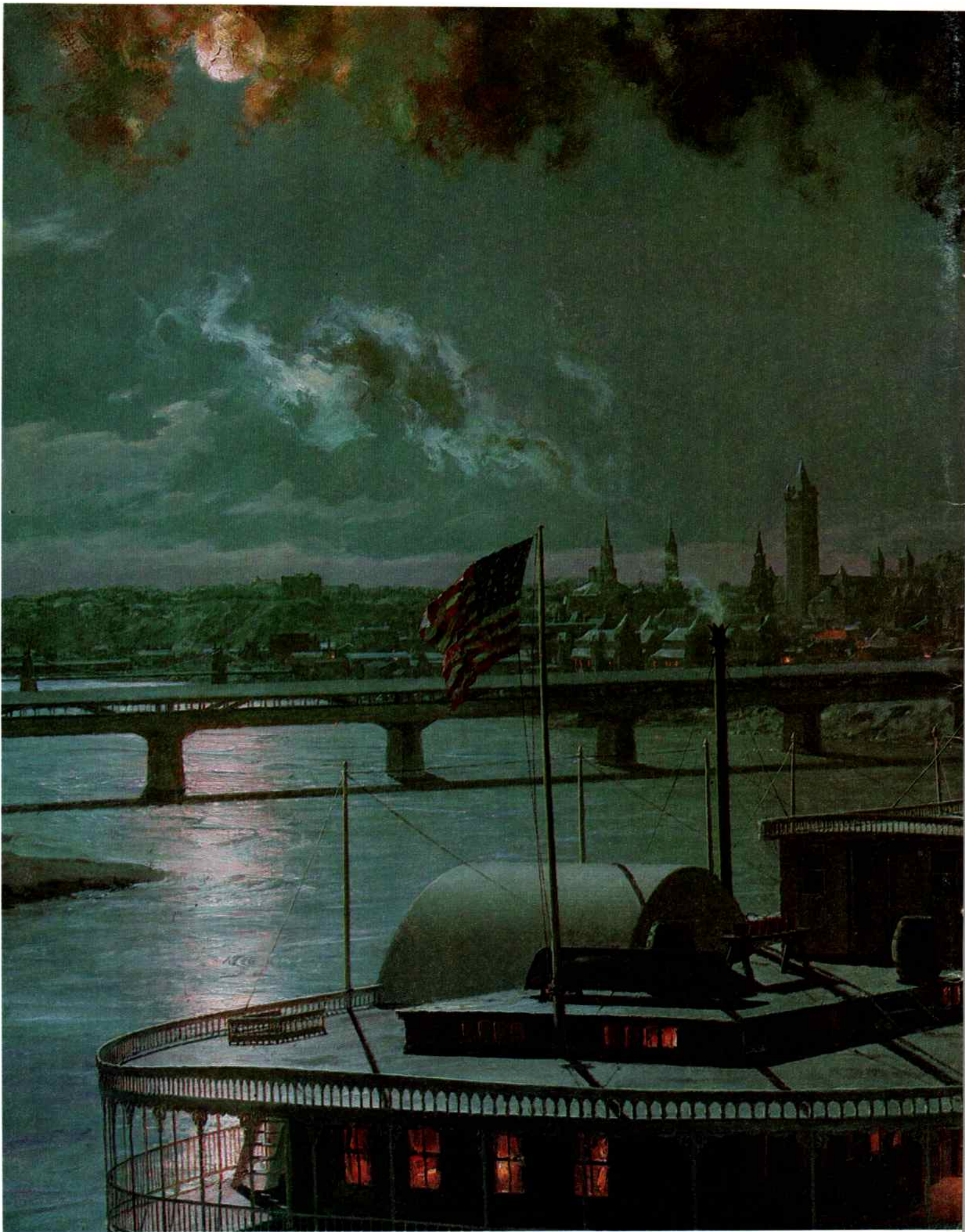
Coopers Oxford Marmalade pot, Oxford, England, is of unknown date, decorated with the ROBT E. LEE and NATCHEZ, comes from Dr. Antony Twort, souvenir of his latest appearance at S&D. Ever see one? If so, when and where?





ONE OF THE most spectacular of freak accidents happened to the towboat OMAR at Cincinnati on May 22, 1948. She was upbound, running light, having taken a heavy coating, plainly visible forward of the stacks. The quick-and-easy method of cleaning off the forecandle of coal spillings was to come ahead strong on the engines and let her take a modest nose dive, stopping her in time to let her head bob back up. Saved a lot of hosing. She was just about at the mouth of the Licking River getting one of these clean sweeps when the head took a dive and didn't recover. In less time than it

takes to tell she skidded to a complete stop, perched on the river's bottom as pretty as though she'd been on a billiard table; no hull injury of any sort. It was rather embarrassing to have this happen right in full view of downtown Cincinnati, headquarters of the owning company. An oddity of this picture is that the DELTA QUEEN seems to be piggy-backing on the roof of the OMAR, an optical illusion perhaps calculated by the photographer, and sorry to say we don't know his identity. This happened forty years ago this coming May and seems almost like yesterday.

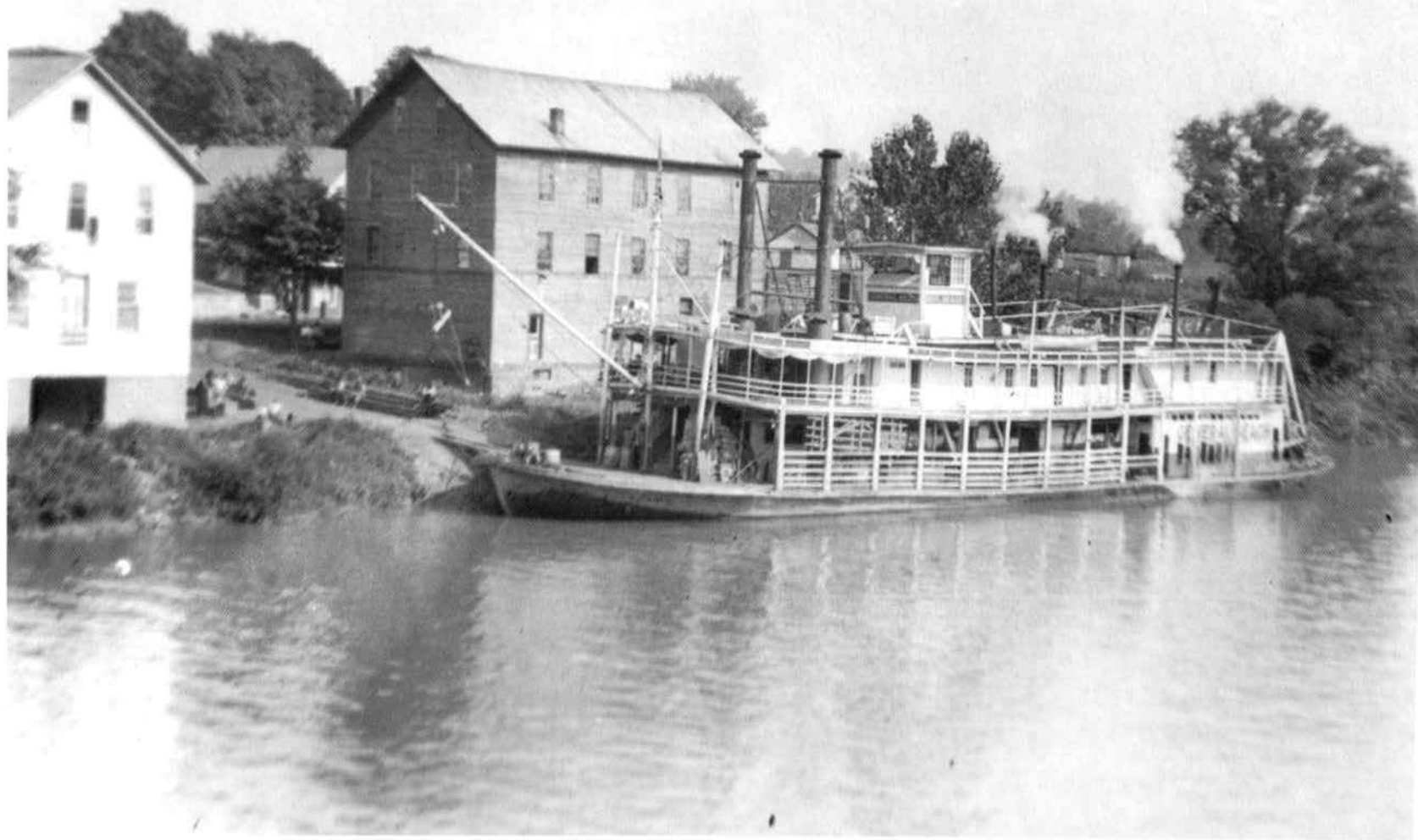






Perfect peace and serenity on the OARDA moored somewhere along the Muskingum, all details lacking. On May 3 last, Jeff Spear drove Woody and y.t. to McConnelsville, O. where we called on Galen Finley who loaned Woody a number of glass plates taken by photographer Clarence G. Brooks. Woody made

prints from which these selections are presented. Galen Finley has served as the town's mayor and runs the old-time local Opera House which was occupied by an audience watching a movie as we inspected the negs in Galen's second-floor office.



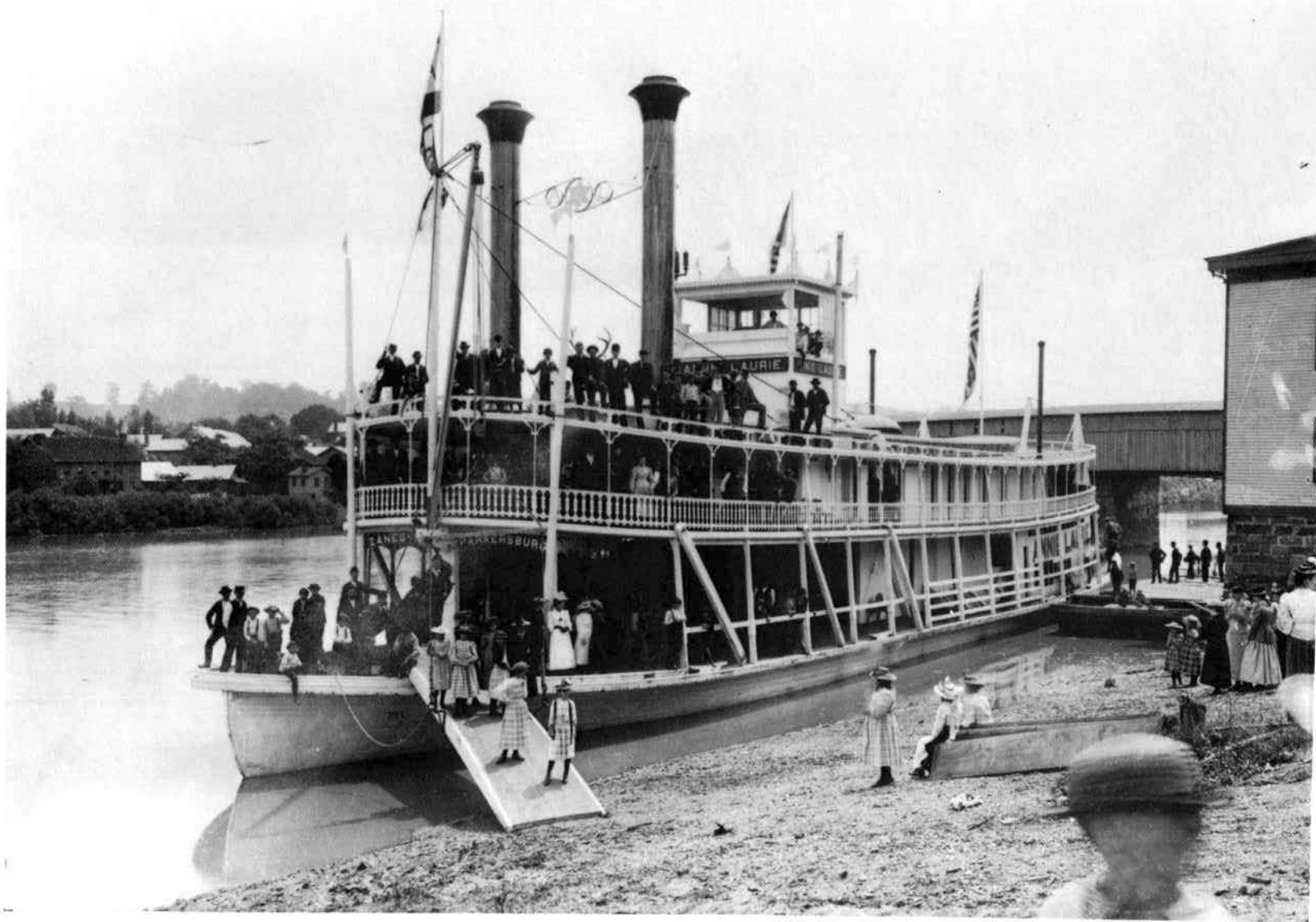
Taken from the bridge at Stockport, O. in 1921. The GENERAL BEACH, running Pittsburgh-Zanesville, is moored head downstream at the landing. The white-painted building at the left was a flour mill,

now the Riverside Restaurant. Somewhere near the shore end of the stage, too blurred to distinguish, is either J. Mack Gamble or F. Way, Jr., discharge book in hand, checking freight.



Shaping up from the Third Street landing, below the bridge at McConnelsville, the LORENA has just discharged the "tile pile" in right foreground. Her

stack tops are among those selected by Woody, now carved in the fountain-monument at the Marietta public landing. She's 'scaping out on the roof in case you're wondering.



Bran' spankin' new in 1892 the ANNIE LAURIE is moored at Malta, O. on the Muskingum, head upstream, with the covered bridge to McConnellsville showing at the right. Her forecastle signboards

read ZANESVILLE - PARKERSBURG. Built same year and place, her stack tops were identical to those of P&C's new IRON QUEEN.

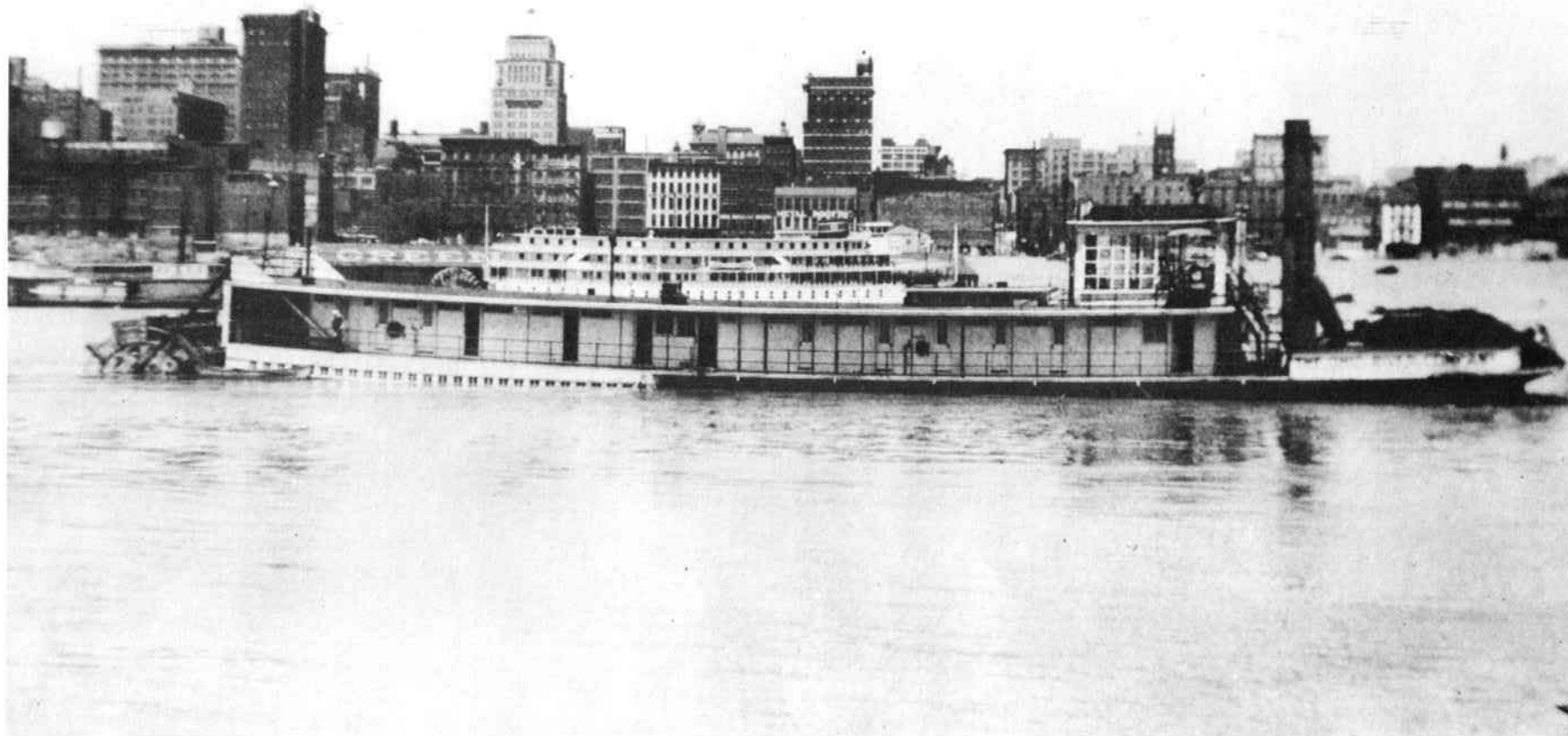


Little wonder that Capt. Mack Gamble had a love affair with this trim craft. His son, S&D's J. Mack, recalled the day when his father returned to his Clarrington home looking suspiciously sheepish. His wife eyed him a moment. "Mack, have you bought the JEWEL again?" she inquired. He had.

This one is Way's #3013 and Woody's smokestack selections includes the styling shown here for one face of the new waterfront fountain at Marietta. She's pictured here moored in the canal at Lowell, Ohio on the Muskingum.



For story see next page, column 3.



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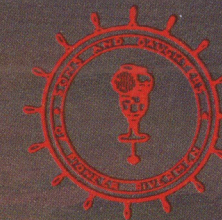
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S&D

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