

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 49, No. 4

Marietta, Ohio

December 2012



**73rd Annual S&D Meeting  
Chapter 7: Louisville Lifesavers  
1927-28 Str. JULIA BELLE SWAIN Logbook**

## Front Cover

Dave Thomson sends us this photo with the note, "This just in today from a dealer in Memphis. The big towboat on right resembles SPRAGUE but only name visible is on a small unreadable sign above the sternwheel. Scanning at a higher resolution only made it more indecipherable. Thought somebody in the community of steamboat devotees might recognize this boat." Originally run as a Wide World Photo and dated December 12, 1937 at St. Louis, the caption read "Mississippi River Lowest Since 1861." According to the accompanying text, the river was 10.6 feet below average for December and at its lowest stage since the St. Louis weather bureau began recording readings in 1861. The fourth lowest river stage in St. Louis' history was recorded that day at -5.00 feet, with lower levels reached only in 1940, 1963 and 1989. Ice is also visible along shore. Prominent are those long wires running from boats and barges all the way up the levee to shackles attached to the ring bolts. Just visible in the background by Eads Bridge is Capt. J. W. Menke's GOLDENROD Showboat towed by Str. WENONAH. With winter just around the corner and memories still fresh of exceptionally low water this past year, we thought this view a particularly appropriate one. *Our thanks to Dave Thomson.*

built towboats in our September issue. Dan did yeoman's service helping us track down photos of many of the diesel screw boats in that article. A comment along similar lines was shared with us at the S&D meeting by Capt. Bill Judd who admitted to having read the last issue "cover to cover in a single reading." We take that as very high praise indeed. Thanks to all who help us tell the many and varied stories of our inland rivers and their boats. Keep those cards and letters and articles coming, folks.

John Teichmoeller, Coordinator of Rail-Marine Information Group writes: "I enjoyed the article on Nashville Bridge. In the early 1990s business took me to Opryland/Nashville for the first time, and I noticed the intriguing shipyard across the river from downtown. One of my leisure time activities is touring industries, and on a subsequent visit in 2001 when I called to arrange a tour, I found they had moved to Ashland City as a unit of the Trinity organization. They consented to the tour, albeit seemingly puzzled because I guess they thought I was an industrial spy. They did allow me to photograph some parts of their barge-building operations, but not others. And I did get a nice shot of a stack of cleats. I also found it interesting that one of the pieces of art hanging in the Presidential Lobby of the Opryland Hotel was an oil-on-masonite painting of NABRICO's distinctive building across the river, painted by Jonathon Dofrees in 1991. Maybe it's still there."

Capt. Bert Suarez writes: "When I was pilot on the PRESIDENT, New Orleans Steamboat Co. purchased her and began dismantling the couches on the borders of the dancefloor. To our surprise, the seats were stateroom doors [from the CINCINNATI] complete with L&C Packet insignia shown in the photo. The insignia has begun to wear off badly, so after reading the June REFLECTOR I decided to try to get these photos. I cut the insignia off this particular door, but gave Capt. Doc Hawley an entire door complete with the room number and door knob hole several years ago."

🔦 Bert's photo shows the fancy L&C Line logo, but unfortunately the design is well-faded and the paint is cracked and peeled in places. Our black-and-white photo shown here does not



## Reflections from Our Readers

Dan Owen writes: "Wow! A two page spread of towboats and one on the cover, too. I hope it brings some inquiries about photos of older boats. The only other information on the TOM (page 12, Sept. issue) is that it was mentioned in the Aug. 25, 1923 *Waterways Journal* that Nashville Bridge completed the 150 hp. sternwheel towboat TOM for Humphrey Hardison of W. T. Hardison & Co."

🔦 We are pleased that Dan was so taken by Capt. Bob Reynold's feature on NABRICO-





do the real thing justice. The fancy outlined L&C script is in emerald green with the word STEAMERS written below in outlined block letters of deep red or maroon.

Woody Rutter writes: "Enclosed is some Capt. Harry Kraft info you asked for in the March 2012 issue [regarding his steamboat model of QUEEN CITY.] Harry was a regular at S&D affairs and was often called upon to give the group a story at the afternoon picnic. He was a good story-teller and I still remember a very graphic description of the STEEL CITY laid up at Ashland, KY during the mammoth 1913 flood as Harry - and maybe his father Henry, too - watched houses, barns, haystacks and farm animals float by for a day or more. Regarding Harry's boat models, he built many of these while living in the nursing home at Coolville, OH. When I'd visit, there was a parade of packet models at the office and lining a long hallway. He built several models for the Stone House River Museum at Wellsville, OH (now long gone by the widening of Route 7) which were commissioned by Sheldon Scott of Steubenville. Sheldon was an historian in several fields including pipe organs and Ohio canals, and was another regular at S&D meetings. Your commentary on Alan Bates' contribution preparing indices to the REFLECTOR is timely. Once Fred Way produced the quarterly and readers saw what a goldmine of river history was available, an index was essential to make full use of this resource. It was no easy task before computers but later the job was a source of amusing stories for Alan.

👉 Woody's comments come at a most opportune occasion to announce that our long-  
*continued on page 42*

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### Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

#### Articles

- » 500 words or less
- » .rtf or .doc format (no PDFs)

#### Features

- » 750 words or more
- » .rtf or .doc format (no PDFs)

#### Images

- » at least 300 dpi
- » .jpg, .tif, .png, or .bmp format
- » minimal compression

Send to the Editor as an e-mail attachment

# "Lighting Up the Past, Present, and Future of the Mississippi River System"



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# S&D REFLECTOR

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of Pioneer Rivermen

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Marietta, Ohio December 2012  
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The name of this publication comes from the *Fleetwood Reflector* published in 1869 aboard the packet FLEETWOOD. This quarterly was originated by Capt. Frederick Way, Jr. in 1964.

Correspondence is invited and serious papers on river related history from our readers are always welcomed. Please check with the Editor before sending any material on a "loan" basis.

David Tschiggfrie, Editor  
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## REFLECTOR BACK ISSUES AND INDICES

Copies of the current or of the immediate prior year are available at \$5 each, postpaid for members, \$8 for non-members. Issues for most years through 1972 are available at \$3 each or \$10 for a complete year (4 issues).

Indices for five year increments of the quarterly, 1964 through 2003, are available for \$5 per volume.

Orders should be sent to PO Box 352, Marietta, OH for these items.

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There are two classes of membership - full and family. Full membership includes the quarterly S&D REFLECTOR, admission to the Ohio River Museum and towboat W. P. SNYDER, JR. at Marietta, and voting rights at the Annual Meeting. Family members enjoy all privileges except the REFLECTOR.

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## Getting Posted Up

### Nearing the First Fifty Years

As this December issue goes to press, we put a wrap on forty-nine years' publication of S&D REFLECTOR, and look forward to Volume 50's Anniversary edition in March 2013. This 197th issue (an "Incredible Journey" Extra appeared in spring 1971) starts off with the concluding chapter to the story of the Louisville Lifesavers. While putting that narrative together, we were surprised to read that the last Lifesaving Station (present-day MAYOR ANDREW BROADDUS) was built by Dubuque Boat and Boiler Co. in 1928-29. Sure enough, through the assistance of Collections Manager and Registrar Tish Boyer at Capt. Bill Bowell Library there, the archived file of correspondence between the boatyard and U. S. Coast Guard was located, along with contract, sheets of construction blueprints for the station and bill for towing it to Louisville.

Our report of the good times had by all at the 73rd S&D meeting turns out to have a sad postscript. On the return trip to St. Louis Sunday evening, Capt. Jim Blum and your editor paid a brief visit in a gray, chilly drizzle to the mortal remains of the PRESIDENT, lying rusted and neglected in a weed lot near Effingham, IL along I-70. Perhaps as a portent of things to come, that property lies directly across the road from a metal scrap and salvage yard.

Another good "find" by one of our S&D faithful is Bob Anton's discovery of the first JULIA BELLE SWAIN's logbook from the late twenties, which he shares with us in this issue. We were reminded of the steamer in her early years on the Illinois River while reading Ken Zurski's recent book about the sinking of the COLUMBIA, reviewed on page 26. Ken's is one of three new river books reviewed this issue, just in time for holiday gift giving! Meanwhile, Capt. Dennis Trone's 1971-version of JBS is being immortalized in a new scale model under assembly at the river museum in Dubuque.

With the welcome presence of two overnight passenger boats on the rivers this year, we had opportunity to see both during their 2012 UMR

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season. We watched the QUEEN OF THE MISSISSIPPI depart southbound for the last time on October 30, but not before hand-delivering copies of this year's REFLECTORS for the passengers' enjoyment. Three days later we greeted S&D's VP Vic Canfield and member Frank Prudent, passengers on the northbound leg of the AQ's final St. Paul cruise. While visiting on board, a warm welcome was extended by Riverlorian Jerry Hay, and we were pleased to see REFLECTORS on display in the Chart Room. Two special highlights of the day were chats in the engineroom with Dan Lewis, engineer on the BELLE who is aboard the AQ this season to upgrade his license, and with Capt. Paul Thoeny, longtime MQ master. Through the kindness of Carter Newt of Newt Marine Service and Capt. Kevin Stier of the TWILIGHT, Vic, Frank, and a friend from New York were able to tour the TWILIGHT on Newt's floating drydock.

All in all, a very good end to the year. We invite each of you to renew your S&D membership for 2013, invite a friend to become a new member, and join us for another great year of reading. 



## Meet Our Contributors

**Leland Johnson** (*Falls Heroes, Louisville's Lifesavers: Chapter Seven, p. 8*) brings us the final chapter of this much overdue narrative and tribute to the life saving crew at the Falls of the Ohio. Leland was first introduced in our June 2011 issue.

**Capt. Bob Anton** (*Excerpts from the Logbook of Steamer JULIA BELLE SWAIN: 1927-28, p. 28*) shares with us this first-hand look into excursion steamboating at Pittsburgh in the 1920s. Bob is a retired Peoria school teacher who was raised in that historic city on the banks of the Illinois River. He has a B.S. in education from Illinois State University and an M.S. in education from Saint Xavier University in Chicago. He taught for over thirty years in Peoria public schools.

Having earned a 100-ton river license three decades ago, Capt. Anton was relief captain on the present-day JULIA BELLE SWAIN under Capt. Dennis Trone and was the first captain on SPIRIT OF PEORIA. When Dennis hinted that he looked like Mark Twain, Bob bought a white suit and has been performing his "Visit with Mark Twain" for clubs, schools and organizations ever since. S&D members were charmed by Bob's humorous performance at our 2009 annual meeting. Bob has a large collection of steamboat and river memorabilia, much of it a gift of Bob Burnett, author of a weekly river column in the *Chillicothe Bulletin* for over twenty-five years. Bob and his wife Jana, a retired teacher's aide, have two grown children.



**Bob Anton with son Nathan on JULIA BELLE SWAIN**

## A Letter from Lee Woodruff

Dear fellow S & D members,

2012 is just about over and S & D has had another exciting year. In September the organization held its 73rd annual meeting at the Lafayette Hotel in Marietta. Several special activities took place during the weekend and all had a great time. The Board of Governors held two meetings during the year to monitor and discuss several items. Improved attendance and new exhibits at the Ohio River Museum and renovation of the W.P. SNYDER are moving forward. And plans for the expansion of the Ohio River Museum are being proposed by The Friends of the Museum.

Although there are many exciting activities within the organization, there is one major concern that we face. There has been a significant decline in our membership over the past few years. There are many reasons for this, but the fact is that we are at a critical point. The only stream of S&D revenue is membership dues. Without a healthy membership level there is limited revenue, and without adequate revenue the number of issues and quality of the REFLECTOR will be affected, and without the REFLECTOR there will be no organization.

I would like to encourage all of you to be active sales people for S&D. If each of you will recruit just one new member it will allow the organization to maintain a healthy financial position while supporting its many activities and most importantly, allow us to continue producing a first class publication, the REFLECTOR.

The organization needs your help. If you have any suggestion for improving our membership recruitment, please share your ideas with any of the officers or Board members. **Recruiting new and younger members is critical to the long term success of S&D.** We need your help to sign up new members.

Finally I hope to see you at S&D's 74th annual meeting next September in Marietta. Please consider attending and bring a new member with you.

My Best Wishes for a great Holiday season!

Lee Woodruff, Board of Governors Chairman



## S&D Renewal Notice for 2013

As 2012 comes to a close, it is time to renew your S&D membership. You will find your renewal form included as an insert in this December issue instead of receiving a separate notice in the mail. Please complete the renewal today and remit with your payment to our secretary at the address below. Thank you.

Mrs. Sharon Reynolds  
1002 Oakland Dive  
Paragould, AR 72450



*Season's Greetings &  
Best Wishes for 2013  
to all our Readers*

### Price Increase for Back Issues of REFLECTOR Begins in January 2013

The Board of Governors at their September meeting approved a price increase for back issues of the REFLECTOR, effective January 1, 2013. Beginning with the new year, all back issues will be available to members for \$8 postpaid and to non-members for \$10 postpaid. In addition, the reduced rate for purchasing a complete year of four issues will no longer be offered. Prices for the Indexes to the magazine will remain at \$5. This change will appear on our masthead page beginning with the March 2013 REFLECTOR. Board members felt that a price adjustment was long overdue, and addresses an inequity that existed in the pricing of back copies.

We share this advance notice with you, our readers, in the hopes that if you are contemplating the purchase of any previous issues of the magazine, you will place your order by December 31 to receive the old prices listed on page 4.

Visit our website at [www.s-and-d.org](http://www.s-and-d.org) for our exclusive members' only photos of the AMERICAN QUEEN's first visit to St. Paul this September.

### HSM Names Next Director

At its November 15th meeting, the Board of Howard Steamboat Museum announced the appointment of Keith Norrington as next Director upon Yvonne Knight's retirement December 31. Countless river fans and steamboat historians thank Yvonne for her years of hard work and leadership, and offer Keith their congratulations and best wishes as he takes the wheel as new Director.

**WAY'S PACKET DIRECTORY 1848-1994**

ISBN No. 0821411063

List price at \$39.95 plus \$5 shipping/handling

**WAY'S STEAM TOWBOAT DIRECTORY**

ISBN No. 0921409697

List price at \$39.95 plus \$5 shipping/handling

\*Note: any additional copies ordered ship for \$1 each

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# Falls Heroes: Louisville's Lifesavers

## Chapter 7

by Leland Johnson

### THE COAST GUARD STATION

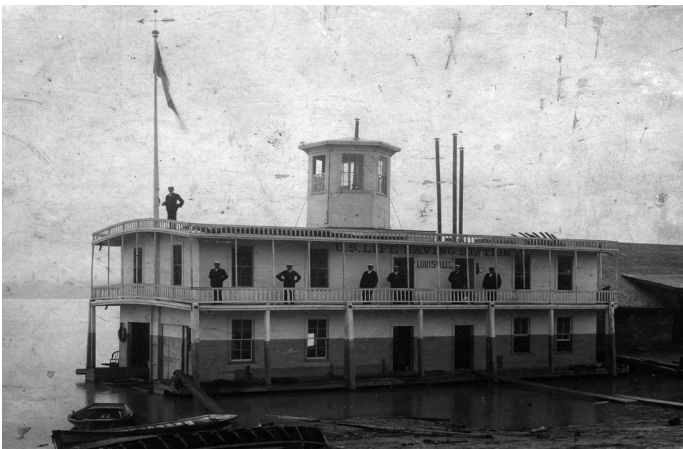
Historians of the United States Coast Guard assert that the end of the Life Saving Service and formation of the Coast Guard in January 1915 culminated early 20th century trends. First, marine technology was changing. Wooden boats were replaced by iron and steel boats that increased boating safety; river steamboats received iron hulls starting in the late 19th century, and the construction of steel barges began in the 1890s. Small recreational craft and commercial boats began to adopt gasoline and diesel engines, replacing the heavier and more costly steam engines. This trend was reflected in the Life Saving Service which by 1913 had seventy motor lifeboats and sixty power surfboats in operation. For navigation beacons, kerosene lights were replaced by electric lights whenever power lines reached the rivers. The Louisville station by 1915 had acquired telephone service, a motor boat, and new lifesaving equipment such as the resuscitation pulmotor.

Both the pay and benefits for enlisting in the Life Saving Service had become insufficient by 1915. Low pay made it difficult to attract and keep young men with the stamina and agility necessary to meet

the physical demands of lifesaving. Moreover, without pensions the older lifesavers could not afford to retire, nor were they required to by the service. Veterans tended to stay in the service until they died or became physically disabled. At the Louisville station, of the three original lifesavers of the 1870s, only John Tully had left the service and Captain Devan's term of duty ended only at his death. Gillooly stayed on in 1915 and later so did Edward Farrell and William Drazel, still alert and active but past their prime physically.



*Second Lifesaving Station built by Howards in 1902 to replace 1881 original. Courtesy of Murphy Library, UW-La Crosse.*



*Original Lifesaving Station ca. 1900 with Ed Farrell standing on roof. Courtesy of BELLE OF LOUISVILLE archives.*



*William Devan (1848-1911), First Keeper at the Lifesaving Station. Courtesy of Maloney family and BELLE archives.*



A third transitional factor involved the progressive politics of the administrations of Presidents Theodore Roosevelt, William Howard Taft and Woodrow Wilson from 1901 to 1921. With their congressional allies, they sought increased government efficiency, often through reorganization of some antiquated office bureaus. In 1903 the Steamboat Inspection Service and the Lighthouse Service, so important to Ohio River commerce, were transferred from Treasury to the new Commerce department, leaving only the Revenue Cutter Service and the Life Saving Service in the Treasury department. The Revenue Cutter Service, formed originally to control smuggling, had evolved into a uniformed maritime force with military duties during wartime; it had commissioned officers, a training academy, and a retirement pension system like the military. The civilian Life Saving Service had none of these and resembled the Lighthouse Service, often having its stations adjacent to the coast and lake lighthouses. For greater efficiency, President Taft's administration in 1912 proposed discontinuing the Life Saving Service and making its stations part of the Lighthouse Service, thereby saving \$150,000 a year. The Secretary of Treasury, however, preferred uniting the lifesavers with his Revenue Cutter Service. Working closely with that service's commander, Superintendent Kimball proposed a merger with his Life Saving Service, and obtained support from President Wilson's administration. Sponsored by Congressman William Adamson of Georgia, legislation to merge the two agencies as the United States Coast Guard was approved in January 1915.

Formation of the U. S. Coast Guard converted the civilian Life Saving Service into a military organization. Superintendents of its former lifesaving districts became commissioned officers; the keepers of stations became noncommissioned warrant officers; and the surfmen or boatmen became enlisted men, with Boatman No. 1 becoming a petty officer. As part of this new Coast Guard force, Gillooly and the Louisville crew also became eligible for pensioned retirement. Superintendent Sumner Kimball retired after more than a half century of leadership when his service branch entered the Coast Guard; he died in 1923. Captain E. E. Chapman and Lieutenant S. M. Landry continued in command at the Ninth District in

Buffalo, from where they regularly inspected the Louisville station.

Captain Jack Gillooly received his appointment as warrant officer (equivalent to an Army master sergeant) from the Secretary of Treasury in mid-February 1915, and the Collector of Customs at Louisville swore him into office. Edward Farrell became his petty officer, second in command of the station. When Gillooly asked his crew if they wished to enlist in the new Coast Guard, John Williams and Charles Graff declined and left the station. On March 1, Gillooly swore in Edward Farrell along with William Drazel, Owen Curley, John Needy, and John Munz, and added new recruits Robert Connelly and Walter Farrell. When Connelly soon resigned, Gillooly employed Edward Long as his replacement. Gillooly purchased stationery with new letterhead and on April 15 relettered the station and boats with UNITED STATES COAST GUARD across their sterns and with U. S. Coast Guard on each side of their bows. Under new regulations, the lifesavers had to receive the immunizations given to all members of the armed services, and Gillooly arranged for their vaccinations against smallpox and typhoid fever at Louisville's U. S. Marine Hospital.

These changes were accompanied by pay increases. Gillooly and Farrell, with more than thirty years service, received forty percent increases. The enlisted men received an additional \$12 per year plus \$45 annual clothing allowances. More important, all became eligible for retirement after thirty years service with pensions amounting to about three-quarters of their pay. A news reporter asked Captain Jack for his opinion on this. "Great thing, that pension law," Gillooly replied. "Why, man alive, suppose I had been hurt or disabled in the service or grown too stiff for active work, and the boss had told me that I wasn't good enough for the service any more. What would I 'a done with that orphan asylum o' mine." The reporter asked, "How many children have you, Cap?" Said Gillooly: "Ten, too many for a man without a job." The law required them to retire at age sixty-four, but in 1915 Captain Jack still had five years to go.

The lifesavers' exciting diversion in early 1915 came when they starred in a silent movie film.

Louisville's Commercial Club employed Standard Motion Picture Company to make a film advertising their city, and the director elected to make it a drama starring Jessie Stinson as "Mis Lou," the film's title. The director shot scenes at interesting sites throughout the Falls City, then went to the station to include Captain Gillooly and action shots of lifesavers Ed Farrell, William Drazel, and Owen Curley rowing their lifeboat over the Falls. "Ohio's Mighty Death Trap Has No Terrors for Uncle Sam's Lifesavers," read the caption on this silent film. Unfortunately, no copies of this film seem to have survived into the 21st century.



*Crew manning lifeboat about to launch from bay on lower level of Station. From BELLE OF LOUISVILLE archives.*

The Coast Guard routine at the Louisville station was not much different than earlier times: months of monotony relieved by moments of terror. In August 1915 the pleasure launch ANYTIME with two men and a boy aboard was swept by currents through an opening in the dam. The occupants had been fishing and started home after dark. The lookout saw the boat was too close to the Falls and that its engine had stopped. As the lifesavers pursued the

launch and made some headway, it went through an opening in the dam into the swirling waters of the Falls. The lifesavers shouted to the men to keep their seats and hold on until the lifeboat reached them, but one man told his companions he was an excellent swimmer and he could make it to shore. He didn't.

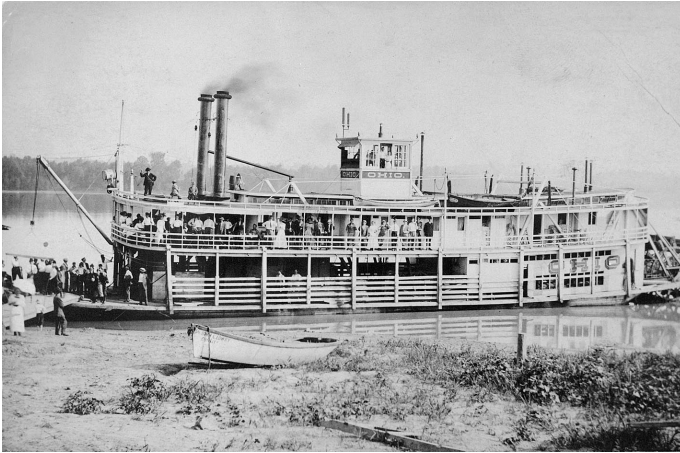
A month later a fisherman with friends on Corn Island, who saw that their fishing boat had floated off, jumped into the river and swam after it. The fast current tumbled him downriver into Kentucky chute. There, exhausted, he grabbed onto a concrete post under the railroad bridge pier, and the bridge tender phoned the lifesavers to help. A few minutes later the lifesavers arrived and pulled the fellow into their boat. The fast currents had stripped the man of his clothing, leaving him naked. They warmed him and returned him to friends on the island.

This routine continued through 1915 and at the end of the year Captain Gillooly reported his crew had saved a total of seventy-five lives and property worth \$16,000. Among the boats saved were many skiffs with passengers, the barge JUMBO with three passengers, the coal flat HARRY with six crewman, the motorboats LADY JANE, HOOLEY, EDNA and a shantyboat with furniture and family. It had been a busy year.

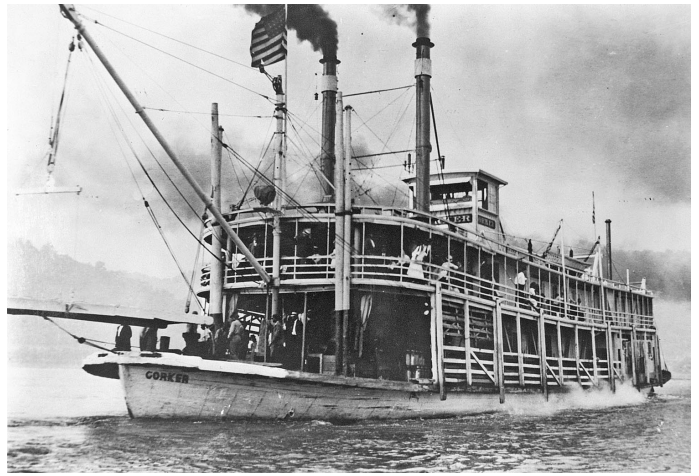
One major change of routine at the station emanated from law-enforcement duties given the Coast Guard. Captain Gillooly had the authority to inspect all boats in the vicinity, and from time to time he made what local papers called "raids." Going out with the motorboat and crew, he directed boats to heave to, then boarded them for inspections. On one raid he charged owners of the steamboat OHIO (4275) with violating regulations requiring the boat's name to be painted on both sides of the bow—the fine was \$100. The Louisville to Madison packet CORKER (1323) was cited for not having her home port inscribed on the stern. In midriver Gillooly boarded a yawl from the towboat SPRAGUE in charge of Chief Engineer Jack Lewis. Propelled by a six horsepower engine, the yawl fell under motorboat regulations and it did not have satisfactory life preservers. Aboard the KATHRYN E. NUGENT (T1499), Gillooly did not find the master's license or proper marine



documents—subject to a \$100 penalty. Rivermen tended to view Gillooly's raids as piracy, but he was not after popularity.



*Steamer OHIO's owner was fined by Gillooly for failing to display boat's name on both sides of her bow. Unfortunately, of the six photos of OHIO in the Murphy collection, none offer a clear view that would confirm whether the owner had complied with USCG regs at the time the photo was taken. Seems like a rather simple task, too, with a name like OHIO. Now the new QUEEN OF THE MISSISSIPPI is a whole 'nother story. OHIO was built in Marietta 1909, 118.8 x 24.4 x 4. Her owners in 1916 were Capt. Selby Turner and George Ashby in Madison-Louisville run. Sold that December to Capt. Lewis Tanner. Dismantled in 1924. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.*



*CORKER, Howard-built in 1912. Engines 14's with 5-foot stroke on a hull 130 x 30 x 3.7 L&C Packet Co. ran her Louisville-Madison. Liberty Transit Co. operated her in 1920 Pittsburgh-Wheeling as GENERAL BEACH. Murphy photo*

never had occasion to experience the second part of the service's motto: "You have to go out but you don't have to return." The lifesavers went out thousands of times, come flood, ice or sweltering heat; come rain, snow, fog, or dark. But unlike many of the coastal and lake stations, the Louisville lifesavers always returned. Suffering wounds, exposure, and illnesses, yet they all returned and went home to their families when their duty ended. This excellent record ended in 1916.



*Sign on the wharfboat behind the Station advertises "Steamer CORKER for Madison." Apparently the sign painter ran out of paint since Gillooly cited the little packet for failing to have her home port lettered on her stern. Murphy Library photo.*

## JOHN MUNZ

During the thirty-three years the Louisville station functioned in the Life Saving Service, it

For the first time in its history, after saving 6,000 lives, the Coast Guard crew at the Falls suffered a fatality on June 27, 1916. Late that afternoon, lookout William Drazel saw a rowboat with two fishermen floating toward the concrete dam at the head of the Falls and sounded the gong. Lieutenant Ed Farrell with boatmen Edward Long and John Munz were off like a shot across the river. Before they reached it, the men and boat went over the dam, to the bottom. The lifesavers followed a moment later, dropping nine feet into the dashing turmoil below and their boat capsized. The second lifeboat with three lifesavers rowing at top speed also jumped the dam and capsized in the whirlpool below. Scores of spectators at the wharf and on steamboats looked on in horror while the six lifesavers fought for their lives in the turbulence as they attempted to help the two fisherman and Lieutenant Farrell, badly injured in the wreck and barely conscious. Their shoes and clothing were shredded on the sharp rocks as they sought to stay afloat. Because the fishermen had grabbed onto an oar when their boat went to the



bottom, the lifesavers shoved them to the bank. All struggled out of the waves except one. New recruit John Munz went to the bottom and did not come to the surface.

A few days later a fisherman found the body of John Munz snagged on a trotline downstream from where he lost his life. Captain Gillooly and Munz's father Charles retrieved the body for burial in Jeffersonville's Walnut Ridge Cemetery. Munz, age twenty-seven, left a widow and three daughters. Captain Gillooly exerted his influence to help them withstand their sad situation and loss of finances, while he and the lifesavers were also successful in collecting funds to erect a monument over Munz's gravesite. Engraved with Munz's vital dates and the legend U. S. Coast Guard, the impressive stone also bears the crossed-oars emblem of the Life Saving Service.



*John Munz is the only Lifesaver with such a marker to honor his memory. The Station crew purchased and installed the headstone themselves. Photo by Chuck Parrish.*

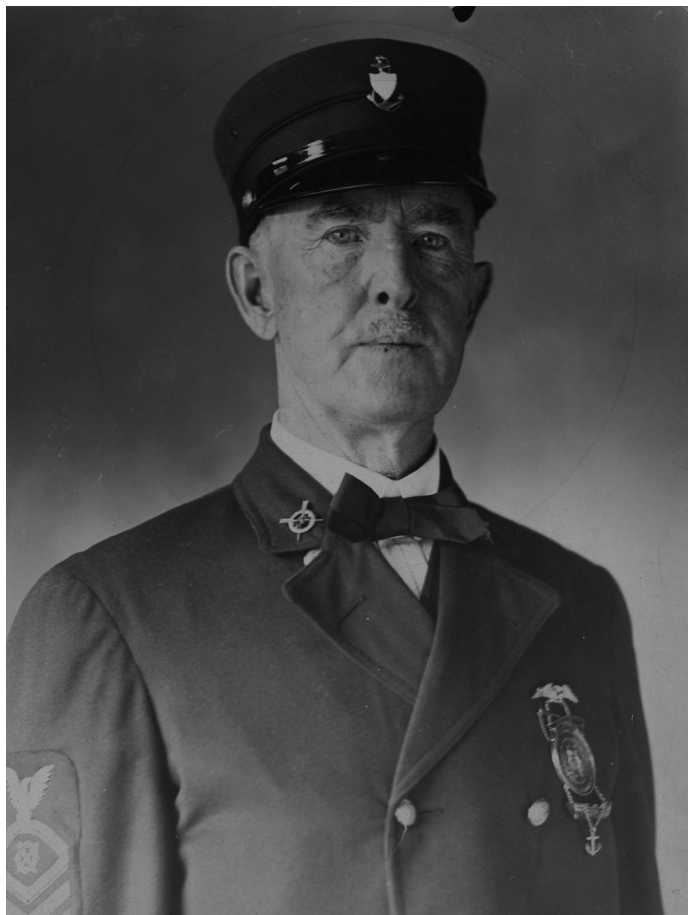
After the loss of Munz, Gillooly met with Major George Spalding, commander of the Louisville District of the Corps of Engineers. They recommended installing a huge electric sign on the Big Four railroad bridge to warn boaters of the hazards ahead as they approached the Falls. This was never done, although John Tully continued a campaign for improved warnings at the Falls until the 1930s. Later that year, Lieutenant Edward Farrell returned to duty after he recovered from the injuries suffered when Munz lost his life.

When the United States entered the First World War, command of the Coast Guard passed from the Treasury to the Department of the Navy. This automatically enlisted all the lifesavers in the Navy. Captain Gillooly was hoping to be called to overseas duty aboard a submarine chaser, but neither he nor the other lifesavers received that call. In May 1917, soldiers of the Indiana National Guard pulled sentry duty to protect the railroad bridge, and when the lifesavers answered a distress call near the bridge pier one of the soldiers fired on them, the bullet splashing two feet from their boat. Calls from the watchman on the bridge stopped the shooting. Furious, Captain Gillooly visited the National Guard commander in person, protesting that the shooting occurred on a clear day, the boat was painted white with US on its side in large black letters, and his crew were wearing khaki government uniforms. The commander quickly issued orders that would prevent something similar from happening again.

Suffering poor health, Captain Gillooly retired in August 1917 after thirty-six years' service. Lieutenant Farrell and boatman William Drazel were also eligible for retirement, but decided to remain on duty. The only member left of the original lifesaving crew of 1881, Farrell accepted appointment as the station commander and retired later in 1917, but Drazel remained in the service a total of forty years until 1922. With the longest record of service of anyone, Drazel became a legend in the Coast Guard as the enlisted man who served forty years without a break.

All three of the old-timers continued working after their retirement, either because their pensions proved inadequate or more likely because their work





*Edward Farrell, only remaining member of original 1881 crew, became station commander in 1917 at Capt. Gillooly's retirement, while taking his own shortly after. Photo courtesy of Maloney family and BELLE OF LOUISVILLE archives.*

was both their life and their recreation. Captain Gillooly, with a large family, kept busy after retirement managing city swimming pools and seeing to the safety and skills of youth in the water. Edward Farrell became a guard at the National Bank in Louisville, and William Drazel served as a guard at Riverside power plant of Louisville Gas and Electric. They did not become the stereotypical garrulous old codgers, sitting in the sunshine and boring passersby, but they did enjoy relating their memories when asked.

Drazel would point out that in his forty years he probably answered distress calls for rescue more than 2,000 times and had recovered perhaps 400 bodies for their sad relatives. He remembered that he was the lookout who spotted the dangers that wrecked the QUEEN CITY, MONTEREY, LENA MAY, and BUCKEYE STATE against the dam. He helped rescue the passengers and crews of the JOHN K. SPEED, RAINBOW, and JAMES

GUTHRIE on the Falls. After the 1891 tornado he was in a boat searching the wreckage and during the blinding rainstorm caught sight of the HIBERNIA floating toward the Falls and helped take off its fourteen passengers. He evacuated people from the floods of 1883, 1884 and 1913, and estimated he had a rowing hand in saving property worth more than \$6 million while saving more than 5,000 lives. He was in the boat crushed below the dam in 1916 that took the life of John Munz, and he saved himself only by his swimming ability. "Some things have happened around here," he concluded, "that make me believe the day of miracles hasn't passed."



*Flag-bedecked Station on July 4, 1918. BELLE archives.*

Captain Jack Gillooly was the first of the three old-timers to pass over the Falls. Suffering heart disease, he died at his Bank Street home on April 17, 1926, leaving his widow, five sons, and three daughters. After retiring in 1917 he managed city swimming pools and worked as councilman. A national hero, he knew the tortuous passages through the Falls as well as the creases in the palm of his hand. Of all his exploits, perhaps he was proudest of leading the first crew to enter flood-devastated Dayton, OH in 1913, where he and his men carried food to 4,000 people and rescued 500 families. He often displayed with pride the commendation he received for this relief work from Secretary of Treasury William McAdoo alongside his Gold Medal of Honor. Courage was something he took for granted in himself and his men, and at his passing the city of Louisville paused to place a symbolic wreath at the feet of a man whose entire life consisted of service to others. His funeral was at St. Cecelia's Church and burial followed in the St. Louis Cemetery. His family marked his grave with a tombstone, but no government agency, organization, or those people whose lives he had

saved installed a marker explaining why Americans should place wreaths there.

John Tully's was another tale. One of the three original heroes of the Falls in the 1870s, he left the Louisville lifesaving station in April 1882 to earn more money for his growing family. He served for years patrolling the riverfront for the Louisville police force and supplemented that income by fishing, selling bait and tackle, and guiding fishing parties to choice spots on the Falls. In his later years, he campaigned for building a "George Rogers Clark Memorial Lighthouse" as a warning to boaters at the head of the Falls. He declared he could prove the need for it to anyone who would get in his boat for a ride down the rapids. "If a boat succeeds in getting past the Falls through the Kentucky or Indiana chute, which is not very likely," he said, "it still has to face the Backbone Reef, the Big Eddy, the Whirlpool, Rock Island chute and the Right and Left-hand Way, two dangerous ridges extending one from the Kentucky and one from the Indiana shore." He never succeeded in his political fight for the lighthouse, but he became an icon in Louisville.

On slow news days, reporters wandered down to the levee to a weather-beaten building on North Third Street, where John Tully kept what *The*



L to R: Jack Gillooly, John Tully, and William Devan. Photo courtesy of Photographic Archives, University of Louisville Special Collections.

*Waterways Journal*, the riverman's Bible, called the "last surviving ship chandlery" or marine supply store in Louisville. Tully offered a full line of seines, nets, rope splices, yacht and fishermen's supplies. Entering, the reporters found Tully weaving strands of knotted net across a canvas tarp he was repairing. The narrow shop smelled of oakum and tar and was filled with piles of seines, hammocks for the summer trade, and sea chests full of hemp twine and nautical items. If the reporter asked, Tully would stride to a battered safe and pull out his medals and other mementos.

With his Irish brogue, Tully claimed he had in one way or another saved sixty-two people from drowning, and had, mostly with the lifesavers, relieved steamboats in distress. He had a ledger, stiff and discolored with glue, keeping news accounts of his rescues to prove it. Tully told reporters he had been rescued in 1859 at age nine when wakes from passing boats overturned his skiff and he was swept under two barges. When he surfaced, a man on the ferry saw him, stopped the boat, and pulled him from the water by his coattail with the prong of a boathook. "Since then," Tully said, "I felt I owed something to the Falls and for years made voluntary rescues."

If a reporter asked, Tully might regale him with a few memories of the steamboat disasters, of his dives into icy water to retrieve the drowning, or of his work during floods to rescue marooned families. He might tell of his youth when he sold newspapers on the streets and made a bundle the night Lincoln was assassinated. The reporter probably believed all this until Tully told his fish stories. Tully remembered catching ninety-pound catfish and seventy-pound buffalo and netting up to 1,700 pounds of fish in a day between the Falls' backbone and the sloughs of Goose Island. Poisonous refuse from the factories, Tully claimed, had ruined the Falls fishing, and now a fifteen-pound fish was considered large. Tully said he had lived upstairs over his shop for forty years, ever since a flood washed away his house on the levee. If he liked a reporter's jib, he might pin on the gold medals and pose for his portrait.

Time, like an ever rolling stream, bears away all who breathe, and it felled John Tully at age seventy-nine on April 8, 1930. This provoked lamentations



in Louisville and as far away as New York. On Tully's demise, one Louisville editorial contrasted Al Capone and the gangster culture of crime in the 1930s with the humanitarian culture of John Tully and the lifesavers. "That attitude of mind which unhesitatingly volunteers for dangerous service for the service of his fellow man is not absent from us yet," the editors proclaimed. "A people may well be grateful for those who are so bold, so courageous, so noble that they risk all not once but many times to save others. Such was John Tully—hero of the River."

*The New York Times* reminded its readers that Louisville had the sole inland river lifesaving station in the nation, founded by volunteers Tully, Devan, and Gillooly in 1881. The need for the river station continued in 1930, said the editors, when boats still found themselves "whirling down the Indiana chute or through another of the great eddies toward the fatal rocks." Tully, Devan, and Gillooly, *The Times* declared, were courageous men. "Their medals were won far from battlefields, but they were all heroes."

An Irish Catholic, Tully was a member of the Knights of Columbus and the St. Vincent de Paul Society, who, along with his family, attended his funeral at the Cathedral of the Assumption. Although Tully's wife had died twenty years earlier, he was survived by a son and five daughters plus a host of grandchildren and great-grandchildren. He was buried in Calvary Cemetery and the family marked his grave with a stone, but, like the other lifesavers, no public tributes were ever installed to mark his heroic feats.



*Crew of Lifesaving Station assembled on the levee. From BELLE OF LOUISVILLE photo archives.*

## THE FARRELLS

After Lieutenant Edward Farrell retired as station keeper in 1917, the Coast Guard commander sent two station keepers from the Great Lakes to Louisville. Captain William Preston commanded the Louisville station from 1917 until 1920, and Captain Richard Herline from 1920 to 1922. They were excellent warrant officers, but were not well received by Ohio River boatmen, who apparently preferred keepers with an intimate knowledge of conditions on the Falls and the river. In 1922 Walter Farrell, son of Edward, received a temporary appointment as the Louisville station officer and the Coast Guard made his appointment permanent six months later.

Walter Farrell had grown up around the station and had learned swimming from his father at the wharf. As a young man, he worked often as temporary boatman when regular lifesavers were ill or on liberty, and he served as a regular boatman under Gillooly for three years. He joined the Louisville fire department as a firefighter for two years, then returned to the station in January 1918 as Boatswain Mate First Class. He made Chief Boatswain by 1922 and became Chief of the station on August 23, 1923. Of his hundreds of rescues, his most vivid memory concerned a man who commuted by skiff from Louisville to a job at Jeffersonville Quartermaster depot. One icy night this commuter became lost in heavy fog and, just as his boat fell over the dam, he leapt onto the dam's ice-slick abutment and clutched it for life. In his own words, Farrell recalled:

"It was a day to be remembered. A fog of considerable thickness had covered the river during the early morning and lasted up until about 11:20 a.m., at which time it gradually began to disperse. With its lifting the lookout suddenly called my attention to that which appeared to be a tree branch on an abutment of the dam. Certain movements, however, attracted my particular attention and I ordered the lifeboat out. Drawing near to the Falls my suspicions were confirmed, for the figure of a man was gesticulating wildly in our direction. Suddenly he collapsed on the abutment, an ice-covered island upon which he was stranded. This contributed greatly to the complication of the rescue. If the

stranded man had been able to leap he could have jumped to the skiff while my men back-watered to within a short distance of the abutment. This, of course, called for men of muscle and courage, as the intake of the water at the Falls head is terrible. Discarding this plan of rescue, we then fought our way around the Falls and approached them from the rear, fighting madly against the turmoil of rapids which threatened at any moment to overturn our craft. Finally, however, we anchored to the base of the abutment, then one of the men scaled up the side to the unconscious form above. The man then lowered the half-frozen form to the skiff and shortly we had arrived back at the station. Here, first-aid treatment was given and he was revived.”

Captain Walter Farrell’s routine in the 1920s differed little from his father’s, but its rescues increasingly focused on small craft as recreational boating prospered while the steamboating era ended. Probably the last steamboat rescued by the Louisville lifesavers was the ferry HENRY WATTERSON (2609). In a heavy fog on March 6, 1922, the ferry lost engine power when crossing the river and drifted downstream toward the Falls. Hearing its distress signal, the Coast guardsmen shoved off from the station and searched through the fog. They tied to the ferry to begin pulling, struggled desperately to snatch it away from the perilous Falls, and eventually succeeded, saving the boat and its passengers. Little public notice was taken of this feat, however, because the fog was so thick the 204 passengers aboard the ferry never knew that, just a few yards away, eternity had stared them in the face. The ferry service at Louisville ended shortly after 1929 when a highway bridge was completed across the river at the head of the Falls.



*Ferry HENRY WATTERSON, built 1897 by Howard as ANDREW CHRISTY. From Public Library of Cincinnati.*

During the 1920s Farrell and the lifesavers made night runs in fast motor launches up and down river to enforce the eighteenth amendment by preventing bootleggers from smuggling moonshine into Louisville; this, after police had slowed the liquor traffic by road. They also transported prohibition agents to Corn Island and others along the river to destroy mash and seize the stills. When the great flood of 1927 came roaring down the Mississippi River, devouring everything in its path, the Coast Guard commandant ordered Captain Walter Farrell to make haste to help flood victims near Hickman and Columbus, KY. Western Kentuckians were marooned in their homes lacking food, potable water and shelter, and many took refuge on high ground at Hickman. Farrell and his lifesavers in their fast power boat raced along the Mississippi River, carrying refugees to safety and supplying them with necessities for six weeks. The lifesavers worked nineteen of every twenty-four hours for forty-six days, traveling some 5,000 miles before returning to Louisville. Afterwards, Farrell laconically observed, “This inland coast guard service is unique. It is an interesting, vivid portrayal of life’s drama, with an admixture of comedy that makes it a pleasant and hardy life. Of course there are dangers, many of them and often, but it is offset by the thought of our good deeds to our fellow man.”

By 1929 the wooden floating station built in 1902 had reached the end of its useful life, and Captain Farrell finally obtained the steel-hulled station that Captain Gillooly had urged was needed as early as 1915. Built at Dubuque, IA, the new station was larger than the one it replaced and it had more modern conveniences. It had connections, for example, to Louisville’s municipal electric service, replacing the previous station’s Delco generator—a small gasoline engine that charged batteries to provide illumination and mechanical power. The Louisville Boat Club purchased the old life saving station and converted it into its boathouse on the levee.

Measuring ninety by thirty-eight feet and drawing five feet, the new double-decker station housed the offices of Captain Farrell and his deputy and the “well” where crew’s boats were moored on first floor, while quarters for the nine crew members and the private rooms of Farrell and assistant were on the second floor. With private



baths and steam heat, the new floating station of 1929 was so up to date that it housed the crew until 1972, when the Coast Guard closed the station after it had conducted rescues at the Falls for eighty-nine years. Afterwards, the station became the wharfboat for the BELLE OF LOUISVILLE (0524-A) and remained in service, a unique and striking historic riverfront attraction at Louisville into the 21st century.



*The new Life-Saving Station is anchored in place April 20, 1929 after arriving from Dubuque. U of L Photo Archives.*



*The new station with motor launch. BELLE photo archives.*



*Present-day view of retired station which serves as BELLE's office, MAYOR ANDREW BROADDUS. Murphy photo.*

Walter Farrell's father, Captain Edward Farrell, after retiring during the First World War, worked as a guard at the National Bank of Kentucky until his health deteriorated. Through his son, he kept in close touch with the challenges at Louisville's Coast Guard station. He took pride in his son and the station's services. "It is fascinating work," Captain Farrell said. "Men in this Coast Guard work must be alert and ready for the unexpected. It's hard work and a man has to give the best that's in him all the time. He is trained to keep fit, to think fast and work fast in an emergency. But all in all it is very satisfying just to know that you belong to a unit of a service that every year saves between 5,000 and 6,000 lives and salvages property worth in excess of \$40,000,000. That's what the record of the United States Coast Guard shows."

The last of the original Falls heroes died on October 24, 1935, when Captain Edward Farrell passed over the Falls. In his thirty-seven years of service in the Life Saving Service and the U. S. Coast Guard, he had taken part in every major rescue performed by the lifesavers. Both he and his son Walter had helped rescue passengers of the QUEEN CITY in 1914; in their lifeboat, they personally rowed to shore eighty-one of the passengers from that grand packet. His wife, three daughters, and four sons survived him and attended his funeral at Cathedral of the Assumption and burial in Calvary Cemetery. Both his son Walter and grandson Walter, Jr., served in the Coast Guard—three generations of lifesavers—along with the son of Captain Gillooly.

At his father's passing, Captain Walter Farrell remarked that he and the other original lifesavers should never be forgotten: "They were the first godfathers of the foolhardy and the unfortunate in these parts!" Yet, it appears the memory of the lifesavers have gone down together and remain forgotten, as a dream dies at dawn. None of their graves have inscribed headstones or metal plaques placed by the Coast Guard, the Commonwealth of Kentucky, the City of Louisville, or the United States to inform passersby that here lay some of the greatest heroes of American history. Veterans of the battlefield at the Falls, humanitarians who risked their own lives to save thousands, champions who were Always Ready, the Louisville Lifesavers deserve better. 🌀

# 73rd Annual Meeting of S&D

Many longtime S&Ders savor occasional tales of high adventure recounted by those making their way to the annual meeting. Some of these treks have achieved epic status (at least in their telling by skilled practitioners of the art), and some few have happily been preserved in the REFLECTOR's pages of years past. Devoid of pretensions to any particular notoriety, Capt. Jim Blum and your editor set out on an early Wednesday morning from St. Louis, the start of a 600-mile odyssey of sorts to Marietta.

An early afternoon stop at the BELLE OF LOUISVILLE office wharfboat found our Upper Mississippi S&D delegation conferring with Kadie Engstrom, sketching out initial arrangements for the September 2014 edition of the REFLECTOR devoted to telling the story of the IDLEWILD/AVALON/BELLE OF LOUISVILLE. We also took opportunity to encourage Kadie, along with Capt. Mike Fitzgerald and Chief Jim McCoy, who popped into the room to say hello, to send in their favorite stories and remembrances for the upcoming 50th Anniversary issue next March. Before saying goodbye, we surreptitiously cast covetous eyes on some fine photos of the Louisville Lifesaving Station and its personnel displayed on the walls of the MAYOR ANDREW BROADDUS. Your editor made a mental note that these would make dandy illustrations for Leland Johnson's last chapter of the Falls Heroes saga appearing in this issue. Well, the great kindness and generosity of the Louisville folk is apparent as we are able to share some of those images with you beginning on page 8.

Cincinnati hove into view by late afternoon, and after spending a pleasant evening with Capt. Jim's cousin Tom McNamara and wife Barbara, we overnighted in the Queen City and set out for New Richmond in the morning to honor the memory of the Big E at the riverside memorial to Capt. Ernie Wagner. We motored by Capt. Bill Judd's home on U.S. 52, debating whether or not we should make an unscheduled shore stop. Bill later reassured us that no one would have been home, since he and Darlene were already bound for Marietta. However, a real gem awaited us as we pulled into the parking lot at Lock 34 Park and River Museum in Chilo, OH

(Mile 434.1) After scouting out the grounds and capturing digital images of the WAKEROBIN's Frisbie engines on outdoor display (see June 2011 REFLECTOR), we were caught with our noses pressed up against the windows of the old Power House, the nearby sign plainly indicating that we were half an hour too early to gain entrance. Yet these two peeping Toms were very graciously welcomed and invited inside for a personal tour of the facility right then and there by volunteer Bev McClain, who had just arrived to open up. To say that the Chilo Museum does an admirable job telling the story of Ohio River navigation is to understate the case. Three floors of exhibits include artifacts, photos, videos, and child-friendly hands-on displays (including a working model of an old-style wicket dam and lock). A simulated pilothouse, newly added to the top floor with view out over the old esplanade and passing river traffic, is a popular spot for visitors. Keith Robinson, naturalist for Clermont County Park system, joined Bev in greeting us, and promised to supply a detailed description of the Museum's many attractions that we can share with readers of the magazine. Unfortunately, commitments later that day in Marietta required us to bring a premature end to our visit. Before departing, however, we noted with pleasure that Capt. Bill Judd had provided a complete set of S&D REFLECTORS and Indexes for use by visitors at Chilo who are interested in researching their family river connections.

After crossing the Muskingum that afternoon and registering at the Lafayette, we had time to make a quick trip across the Ohio to check out the location of the Hammett family cemetery plot up at Willow Island, WV, final resting place of Capt. Roddy Hammett. Not being certain of access to the site, we drove on to St. Marys, crossed the Hi Carpenter Bridge and headed back past Newport to Marietta. At dinner that evening, Vic Canfield and Jeff Spear helpfully provided detailed instructions for locating both the Hammett and Greene/Hughes' family gravesites. With wisps of an early morning fog still lingering in the river valley, we set out on Friday for Newport, OH, to pay our respects to Capt. Gordon C. Greene, Capt. Jesse P. Hughes, Bill Torner and their families. Later we visited



the well-manicured plot of the Hammett family, now sadly cradled between the industrial sites of Allegheny Power Company and Cytec Industries.

Before scurrying off to the Board of Governors meeting scheduled for Friday afternoon, we paid a final late morning call at the Acme Street offices and plant of Richardson Printing Company, publishers of the REFLECTOR. Warmly received by owner Dennis Valentine and pre-press manager Bob Stump, we were given the fifty cent-tour of their state-of-the-art operation. Both your editor and Capt. Jim, who spent some time as a young man working for a Cincinnati printing firm, came away mightily impressed. Much of the appeal and professional appearance of the magazine is because of their superb work. Four generations of the family have operated the business since 1944. Well known for their beautiful four-color art printing, they have in recent years also begun producing those ubiquitous vinyl refrigerator magnets so popular in advertising.

Upon return to the Lafayette, we noticed many more S&D faithful had arrived to swell the ranks of those already gathered the day before. Shortly before 8:00 that evening, all of those faces and more reappeared at Ohio River Museum for the grand opening of "The Ritts Snyder Legacy," featuring items from the collections of Capt. Charles Ritts, Sr. and his son Charles E. Ritts, Jr., who had served as unofficial photographer for Crucible Steel. It was the senior Capt. Ritts' great desire, as retired Marine Superintendent for Crucible, to be present at the arrival and dedication ceremony for the W.P. SNYDER JR. in Marietta on Sept. 16, 1955. Sadly, he passed away just five days before the boat made her final landing on the Muskingum. As the crowd enjoyed refreshments and expectantly awaited the exhibit's opening, welcoming remarks were given by S&D president Jeff Spear and Bill Reynolds from the Museum, and by George Kane from Ohio Historical Society. Charles E. Ritts' daughters Beatrice of Readsville, NC and Barbara of Braddock, PA, donors of the exhibit in memory of their grandfather, father, and brother C. E. Ritts III, then cut the ribbon. For the next two hours the flood of S&D visitors viewed the outstanding collection of log books, payroll sheets, photographs, engineroom bells and bell stand, whistles, SNYDER model, paintings, and other memorabilia. And as a

memorable evening at the Museum came to a close, many returned to the Lafayette to continue the opening night festivities.

A bright, sunny morning greeted us at 9:30 Saturday as the annual business meeting was convened by Board of Governors chair Lee Woodruff in the Sternwheel Room. Three new members were welcomed to their first S&D meeting, and special note was made of Bill Barr's 40th year of service as Board member. All J. Mack Gamble Fund members consented to serve another term. Lee spoke of our declining membership numbers, and urged those in attendance to be active recruiters for the organization. Although S&D will develop a new membership promotional piece for use in card racks at museums and other river sites, personal contact and invitation still remains the surest tool for recruitment. Jeff Spear thanked Bea and Barbara Ritts for their generous gift to S&D. Ohio River Museum chair Bill Reynolds then spoke about the Museum programs offered this year, as Friends of Museums Director Le Ann Hendershot was busy with the fundraising trip aboard the VALLEY GEM that morning in support of the August 3-4, 2013 Inland Waterways Festival. Bill proudly announced that since formation of Friends of the Museums, attendance has tripled over the past three years to 6,000 annually. He updated members on the Schoonover Shanty Boat, which had been resting in its new home outside the Museum for only three days, despite a vicious attack by yellow jackets as volunteers moved the boat. Only our esteemed President Spear seemed immune to this stinging rebuke. The 10 x 34-foot boat is perhaps the last remaining shanty boat on the Ohio, and should be ready for viewing at next year's meeting. Two other Museum projects this year were restoration of the 1788 flatboat replica ADVENTURE GALLEY and continuation of preliminary work and fund raising for a building addition and construction of an interpretive trail. George Kane and Kathy Wyatt of Ohio Historical Society expressed thanks for S&D's support and cooperation these 71 years, for the new Ritts' exhibit, acquisition of the Shantyboat, and the successful work of Friends of the Museums. They announced that \$959,000 in funds are now available from the Ohio Department of Transportation through Washington County to complete phase two of the SNYDER's renovation above the hull. McGinnis Shipyard at South Point, who completed

the hull and wheel work for phase one, will be bidding on the job along with other interested yards. Jeff Spear announced that a previously unknown photo of the MOOSE, government gunboat at the Battle of Buffington Island, was recently discovered at a most opportune time as the 150th anniversary of that battle will be the subject of an upcoming ORM Exhibit and article in the REFLECTOR.

Treasurer Dale Flick reported the organization's balance at last year's meeting was \$15,404.16 as compared to \$17,482.41 as of this date. However, there were some bills outstanding including the printing of the September REFLECTOR. Capt. Bill Barr next gave the J. Mack Gamble Fund report, announcing that \$22,125.16 was available this year for grant applications. Four applications were received and two approved: Friends of the Museums for \$15,000; and BELLE OF LOUISVILLE for \$500 to purchase a small steam engine for education programs. Harvard Museum's request for support of a lecture series was not approved as the Fund does not underwrite lectures, and La Crosse County (WI) Historical Society's request to fund an exhibit on lumber baron Gideon Hixon was returned pending receipt of additional information about the planning and design of the exhibit. A balance of \$6625.16 in available grant monies remained in the Gamble Fund for the current year. *Way's Steam Towboat Directory* is now out of print, and Ohio University Press expressed an interest in reprinting the volume. With a tremendous sense of pride and gratitude for the careful, generous stewardship of the Fund since its inception in 1976, Bill quietly announced that J. Mack Gamble's initial bequest of \$144,000 has now been responsible for distributing approximately \$1,077,000 in grants.

Patricia Van Skaik gave the Inland Rivers Report for the Public Library of Cincinnati and Hamilton County. The Cincinnati Panorama of 1848, funded in part by J. Mack Gamble, has had in its first year 6,000 viewers, with 273,388 page views on the internet. The Inland Rivers Exhibit "Steamboats Through an Early Lens," being held from Sept. 13-Nov. 11, details the first 100 years of steamboat photography. Many items in the Rare Books Collection are being conserved and now being made accessible to the public. Yvonne Knight of Howard Steamboat Museum reported on the completion of the long-awaited Collections Management Facility

on Museum grounds, along with the construction of a replica pilothouse and display of the MQ's roofbell. Chandeliers in the mansion are being restored, and work has begun on cataloguing the Bert Fenn and Alan Bates collections which have just been received. Yvonne also described the recently acquired Daniel French papers. French, an early collaborator with Robert Fulton, developed the engine used in 1820 on the steamer ENTERPRISE. The French family knew the Howard family, and Louis Hunter makes reference to Daniel French 24 times in his book. The late Alfred Maas has written a manuscript about French's early days, and Maas's son is investigating the possibility of having it published. Sean Visintainer from Pott Library in St. Louis gave an update that the square grand piano from the packet BELLE OF ST. LOUIS has been restored and is now on display. Cataloguing is proceeding on the Capt. Tom Kinney collection of photos and scrapbooks, while the huge collection of James V. Swift continues to be processed. Sean was extremely pleased to announce that Annie Amantea Blum has written a new book "The Steamer ADMIRAL and Streckfus Steamers: A Personal View." The book will be available before Christmas, and is reviewed on page 27 of this issue.

Activities at regional chapters of S&D were ably reported by Barb Hameister and Jim Bupp. Barb tallied membership in the MOR Chapter at 90, and reviewed their two meetings this year: a gathering at Maysville, KY and Lock 34 Museum at Chilo and a second meeting at Warsaw and Webster Lakes, IN with a ride on the DIXIE courtesy of Steve and Barbara Huffman. Jim Bupp gave the report for Ohio/Kanawha River Chapter, which met at Point Pleasant River Museum to dedicate the pilothouse simulator in memory of Capt. O. Nelson Jones. The Museum also hosted the Smithsonian's traveling exhibit "The Way We Worked." AQ passengers were conducted through Point Pleasant River Museum during the tourist boat's Ohio River shore stops. Jim also gave advance notice that another new book will soon be forthcoming, chronicling the story of the Silver Bridge Disaster on December 15, 1967. Contact the Museum for details.

*continued on page 24*





*Memorial column and DELTA QUEEN air scoops in Captain Ernest Wagner Park at New Richmond, OH. Big Cap lived just across the street during his years on the AVALON and DELTA QUEEN, next door to the Vornholts.*



*Grand opening of "The Ritts SNYDER Legacy" at Ohio River Museum on Friday evening. Pictured here are L-R: Bea Ritts, Woody, Barb Ritts and Bee Rutter. Many of the photos in the background were taken by Capt. Ritts' son Charles Jr.*



*1926 Frisbie-built engines from WAKEROBIN on view at the grounds of Lock 34 Chilo Park River Museum.*



*Capt. Bill Judd checks out display of engineroom bells, with Tom McNamara in distance equally engrossed in the exhibits.*



*Old Lock 34 power house dates to 1925, location of today's museum. Record 1937 flood reached near 75 foot-stage, approaching the middle of second story windows. When Meldahl Dam was built, old lock walls were removed to minimum depth of 19 feet below pool.*

*Father-and-son duo of Bob and Robby Grubbs take a closer look at printed display in exhibit area. River items at Ohio River Museum combined with SNYDER, shantyboat, skiffs, and flatboat all provide the appeal for next generation of S&D members.*







*Tom Dunn compares notes with Bee and Woody Rutter, while Mickey Frye and Bill Reynolds study the newest displays.*



*Yvonne Knight from Howard Steamboat Museum proudly displays photo of new pilothouse and MQ bell in Jeffersonville.*



*S&D members receiving updates from various reports of the organization at Saturday morning's annual business meeting.*



*Schoonover shantyboat rests outside ORM minus its original hull. Concrete footings for a foundation will be soon be poured.*



*Bill Barr shares the unbelievable news that over \$1 million in grants have been awarded by J. Mack Gamble Fund since 1976.*



*VALLEY GEM departs landing under Washington St. Bridge Saturday afternoon with another excursion crowd.*





*Woody and Gary Frommelt share a few moments prior to Saturday evening's banquet and program at the Lafayette.*



*Three gracious ladies await the start of the evening's festivities. L to R: Ruth Guenther, Pat Carr and Mary Greene.*



*John Fryant poses for our camera along with Dave Vornholt and S&D Board chairman Lee Woodruff.*



*We count about fifteen faces here, and offer a grand prize of a used magnifying glass to the first one who can name 'em all..*



*Our youngest Board member Taylor Abbott joins S&D treasurer Dale Flick for an evening of food and fun.*



*Capt. Kevin Mullen begins his evening program, sharing stories of people and experiences on the BELLE OF LOUISVILLE.*

Editor David Tschiggfrie highlighted two special issues of the REFLECTOR that are in the offing. The March 2013 issue will mark the 50th anniversary of the magazine's publication, and will introduce a newly designed masthead and feature favorite stories and photos submitted by readers. All were encouraged to get their memories sent off to Dubuque for inclusion in this anniversary issue, with a special reminder handout distributed to the assembled crowd. And the September 2014 REFLECTOR will celebrate the BELLE OF LOUISVILLE's centennial with an issue devoted to her history from her early years as IDLEWILD through her tramping days as AVALON and up to the present as Louisville's Crown Jewel on the riverfront. John Fryant gave us most welcome news that he will continue to offer Alan Bates' steamboat plans, an arrangement the two of them agreed upon several years ago. John's catalog will now contain plans for 64 different boats. Dale Flick announced yet a third steamboat/river book with the release of Cynthia LeJeune Nobles' "The DELTA QUEEN Cookbook: The History and Recipes of the Legendary Steamboat." Dale has kindly written a review which appears on page 26.

The final piece of business was the report of the Nominating Committee. Mike Jones presented the slate of nominees: President, Jeff Spear; Vice President, Vic Canfield; Secretary, Sharon Reynolds; and Treasurer, Dale Flick. Nominees for a term on the Board of Governors expiring in 2015 were Capt. Bill Judd, Capt. Tom Dunn, and Fred Rutter. There being no other nominations from the floor, a motion was made, seconded and passed that these candidates be elected by acclamation. Lee Woodruff adjourned the meeting with his impassioned plea to all loyal S&D members to recruit, recruit, recruit!

The noon luncheon at the Hotel was followed by Capt. Bill Barr's well-illustrated power point program "Big Things that Move by Water." Although most of those attending were well aware of the great volume of bulk products moved by barge, Bill's talk focused on those things which would be impossible to move intact by motor truck or rail. Pictured and described were amazing shipments of gigantic tanks, furnaces, hull sections of Naval vessels, wind turbine blades, and even the Space

Shuttle trainer, some shown on page 26. Although note was made that each mode of commercial transportation has its place, Bill's talk reminded us of the tremendous versatility and capability that the inland river towing industry offers our nation.

A beautiful fall afternoon provided ample opportunity for varied activities by S&D attendees. Many of the crowd returned to the banks of the Muskingum to take in the new Civil War exhibit at Campus Martius, "Touched by Conflict: Southeastern Ohio & the Civil War." S&D members were given complimentary admission, with assurance that they will be welcomed to view all future exhibits as guests of the Museum during upcoming S&D weekends. In addition to their sold-out morning brunch cruise, the VALLEY GEM also hosted good size crowds on two afternoon excursions from their dock downstream from the SNYDER. A happy bridal party and guests disembarked from a charter which preceded the 3:30 public cruise enjoyed by your editor in company of Capt. Blum and the McNamaras.

Prior to the evening banquet and program, over 100 S&Ders gathered in the Lafayette's ballroom with friends and acquaintances. Among those exchanging greetings with your editor was Dave Vornholt of New Richmond, OH. Dave is the son of Mr. and Mrs. Don Vornholt, next-door neighbors to Capt. Ernie and Rosa Lee Wagner when they lived in New Richmond. Dave operates a bed-and-breakfast in the family home, which includes a Capt. Wagner Room with its large portrait of Big Cap, a gift from Rosa Lee to the Vornholts many years ago. We also were pleased to visit with Jim Karnath of Columbus, OH. Jim is the son of the late Capt. and Mrs. Walter Karnath of Winona, MN. Walt was forward watch pilot for many years with partner Capt. Charlie Fehlig on the DQ's Upper Mississippi cruises. Jim brought news that his brother, Capt. Richard "Butch" Karnath had hoped to attend the meeting, but was unfortunately laid up in Winona with back problems. Also among those absent this year while traveling the rivers were Jerry and Lenore Sutphin, cruising St. Louis to St. Paul on the AMERICAN QUEEN, and Capt. Bob and Sharon Reynolds. Bob, who is master-pilot on m/v MAGNOLIA, was unable to arrange his days off this year to travel to Marietta.



Capt. Kevin Mullen's dinner program for this 73rd meeting was both a personal as well as an extremely personable look at his years on the BELLE OF LOUISVILLE. S&D vice president Vic Canfield introduced Kevin to the audience by reading from a letter that Capt. Clarke Hawley penned especially for the occasion. Doc had hired the polite and proper young Kevin Patrick Mullen as deckhand on the BELLE back in the summer of 1972, the only youngster wearing shirt and tie that he had ever interviewed for a deckhand job. Kevin's illustrated talk, "More Than Most," not only detailed the boat's adventures and misadventures, but focused especially on the outstanding men and women with whom he was associated on the BELLE for more than three decades. Pilots, captains, mates, engineers, strikers, firemen, and deckhands, each a special individual who had worked with, mentored, and shared the unique life of excursion boating with Capt. Mullen. One by one, we were introduced to them with a kind and insightful commentary that brought the person alive for the audience, providing a rare glimpse of the amazing people that crewed the BELLE. The title of Kevin's talk came from the observation of a veteran BELLE pilot in response to an inquiry about the number of river sunrises he had seen. Those privileged to hear Capt. Mullen's narrative were left with the unmistakable impression that for this veteran riverman, he too felt that, more than most, it was his extreme good fortune to know these people and be shaped by their influence in his life.

As always, the after-program festivities continued on into the night with gatherings in many nooks and crannies of the Lafayette's ballroom, lobby and lounge. Your editor dutifully tracked down Dale Flick, keeper of the guest register for the weekend, so that you could peruse the Who's Who for this meeting. Unfortunately, many in attendance were not recorded in the register for whatever reason, but we share with you those who did sign in. Our apologies for any misspellings that may appear.

Taylor Abbott – Clarington, OH  
 Jan and Jim Armstrong – Gibsonia, PA  
 Debbie and Bill Barr – Charleston, WV  
 Larry Bechtel – Decatur, IL  
 Ray and Lois Folstaedt Bickel – Seneca, PA

Jim Blum – St. Louis, MO  
 John and Debbie Bradfield – Sardis, OH  
 Jim Bupp – Charleston, WV  
 Victor Canfield – Covington, KY  
 Pat Carr – Macon, GA  
 Vernon and Iris Clifton – Bidwell, OH  
 Sharon Clifton – Gallipolis, OH  
 Carolyn Corbin – Reno, PA  
 Bill Dunn – Marietta, OH  
 Tom Dunn – St. Louis, MO  
 R. Dale Flick – Cincinnati, OH  
 John and Sharon Fryant – Maineville, OH  
 Linda and Mickey Frye – Cincinnati, OH  
 Ben Gilbert and Robin Simpson – Piney Point,  
 MD  
 Dan and Dorothy Goen – Martinsville, IN  
 Karoline and Phillip Golovin – Powell, OH  
 Letha Jane Greene – Cincinnati, OH  
 Bob, Sheila and Robby Grubbs – Hamilton, OH  
 Ruth Guenther – Ross, OH  
 Barbara Hameister – Blanchester, OH  
 Karen Hassel – Columbus, OH  
 Gayle and Bill Hindman – Cincinnati, OH  
 Helena and Bob Isfort – Cincinnati, OH  
 Michael H. Jones – Cincinnati, OH  
 Bill and Darlene Judd – New Richmond, OH  
 Jim and Helen Karnath – Columbus, OH  
 George Kane – Columbus, OH  
 Yvonne Knight – Jeffersonville, IN  
 Tom and Barbara McNamara – Cincinnati, OH  
 Kevin Mullen – Louisville, KY  
 Liz Patterson and Mike Washenko –  
 Mt. Clemens, MI  
 Bill Reynolds – Marietta, OH  
 Judy Reynolds – Reno, PA  
 Barb Ritts – Braddock, PA  
 Bea Ritts – Reidsville, NC  
 Woody and Bee Rutter – Marietta, OH  
 Fred Rutter – Lithopolis, OH  
 Marga Smith – Springfield, OH  
 Jeff Spear – Marietta, OH  
 John Spear – Marietta, OH  
 Geraldine Swarts – Louisville, KY  
 David Tschiggfrie – Dubuque, IA  
 Patricia Van Skaik – Cincinnati, OH  
 Sean and Susie Visintainer – St. Louis, MO  
 Dave Vornholt – New Richmond, OH  
 Lee and Dianne Woodruff – Cincinnati, OH  
 Kathy Wyatt – Columbus, OH  
 Jean and Mary Yost – Barlow, OH

## “Big Things That Move by Water”



*These photos are noteworthy examples from Bill Barr's excellent noon presentation at the annual meeting. Here the Army Engineer crane SHREVE, largest on inland rivers, lifts auxiliary gate for Mel Price Lock onto a barge in January 2005 prior to replacement. Photo courtesy of Waterways Journal.*



*Corps' inspection vessel MISSISSIPPI IV after being rolled onto barge for transport from Vicksburg to Amelia, MS on June 25, 2007. The boat was slated to become the focal point of the Lower Mississippi Museum and Interpretive Center in Vicksburg. Photo courtesy of Waterways Journal.*



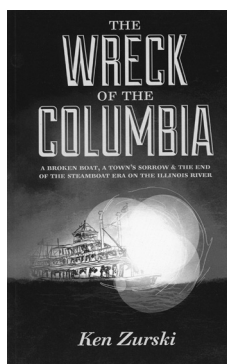
*Space shuttle under tow in Gulf of Mexico, August 2012. Photo courtesy of Kirby Inland Marine.* ⓘ

## New Book Reviews

### *The Wreck of the COLUMBIA* by Ken Zurski

425 pp. with illustrations. Published by AmikaPress, info@amikapress.com

List price \$16.95



Near midnight on July 5, 1918, the excursion steamer COLUMBIA was returning from a holiday Moonlite trip on the Illinois River with a crowd of 500 from Kingston Mines and Pekin, IL aboard. Nearing a dangerous spot at Wesley City bar, the boat was holed and began taking on water. Within minutes, the sternwheeler settled to the bottom, her wooden hull and superstructure twisting, and she began breaking up. By the time daylight arrived, the sad wreck was a silent testimony to the tragedy of that night which claimed the lives of 87 people.

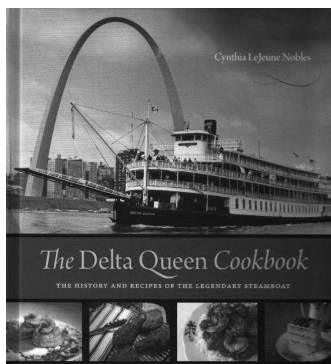
This incident still stands as the worst disaster on the Illinois River, and Ken Zurski does an admirable job telling the dramatic events of the night through the eyes of survivors and rescuers based on contemporary news accounts. He tells the individual stories of those who boarded the boat for an evening of fun on the river, the anguish of crew members Capt. Herman Mehl and Pilot George “Tom” Williams who desperately and futilely tried to save the boat and her passengers, and the river of governmental red tape that Tazewell County Coroner Clary had to navigate with state and federal authorities in the aftermath of the 1915 EASTLAND disaster at Chicago. All in all, Zurski provides a gripping look at stories of the people who were part of this tragedy. ⓘ

### *The DELTA QUEEN Cookbook: The History and Recipes of the Legendary Steamboat* by Cynthia Lejeune Nobles

282 pp. with illustrations Published by Louisiana State University Press

The world's last authentic overnight steamboat, the DELTA QUEEN, cruised America's inland waterways from 1927 through 2008, offering passengers breathtaking views, luxury accommodations, rousing entertainment, and






southern-style feasts. For over eighty years, chefs in the small galley served up memorable meals — from fried chicken and crawfish en route to strawberry shortcake and beignets. This book brings to life the engaging historical narrative and over 125 recipes prepared by the steamboat's former chefs during their tenures in the cookhouse. Readers will find the recipes very doable in the home kitchen.

The DELTA QUEEN Cookbook includes interviews with former officers, crews, chefs, and passengers; over ninety historical and full-color photographs; and vintage steamboat menus. Cynthia Lejeune Nobles, a former crew member, is a fellow of the Newcomb College Culinary History Writers Group contributing several chapters to *New Orleans Cuisine*. Especially engaging are the chapters on the DELTA QUEEN'S World War II Navy days and the history of cooking during Greene Line ownership.

Capt. Clarke C. 'Doc' Hawley writes the book's Forward, drawing on his experience aboard the DELTA QUEEN and recalling the Greene Line Steamers era when most, if not all, foods were locally purchased, cooked, and baked from scratch before the time of 'celebrity chefs' and institutional foods. Other insights, history, and memories are provided by members of S&D, by MOR chapter of S&D and by Steamboats.org.

Note: For current book price and ordering information contact [www.deltaqueenbook.com](http://www.deltaqueenbook.com), [noblescynthia@gmail.com](mailto:noblescynthia@gmail.com) or Barnes & Nobles. A great addition to any kitchen, home library or for that special event gift-giving occasion.

Our thanks to Dale Flick for reviewing the book. 

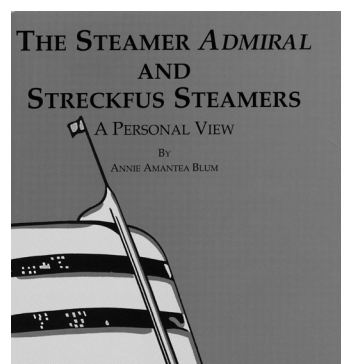
***The Steamer ADMIRAL and Streckfus Steamers: A Personal View* by Annie Amantea Blum**

144 pp. with 62 photographs, \$26.99 + \$3.00 S+H

Order from: Sean Visintainer,


St. Louis Mercantile Library at UM-St. Louis  
One University Blvd. St. Louis, MO 63121-4400

On August 11th, Capt. Jim and Annie Blum presented "The Big Silver Boat" at Howard Steamboat Museum's River Ramblings series. Annie gave a brief personal history of the boat during the years she worked aboard from 1962-78, while Capt. Jim, who served as her pilot in 1972-73, detailed her subsequent years as an entertainment center and casino.



This new book by Annie Amantea Blum is a rare treasure, as it gives readers a detailed look at the years the ADMIRAL operated as an excursion boat from 1940 to 1978. With meticulous research into the archives of *The Waterways Journal*, local and regional newspapers, and especially into the Capt. William and Betty Streckfus Carroll collection at Pott National Inland Waterways Library at Mercantile Library in St. Louis, she tells the fascinating story of the ADMIRAL and of the Streckfus family excursion boat dynasty. Annie helped catalog and index this collection as a volunteer at the Library.

The opening chapter is appropriately titled "The Steamer ADMIRAL - A Memoir," in which Annie shares her personal remembrances as a crew member aboard the steamer, and gives us a personal tour of the gigantic excursion vessel. Subsequent chapters deal with the family and earlier Streckfus excursion fleet, culminating in the purchase of the steamer ALBATROSS (see article on pages 38-41 in this issue) in 1935. Chapters are also devoted to each decade of the boat's operation, making excellent use of archival sources. In using never-before-available records of the Streckfus' family's company minutes from the beginning through 1939, Annie lets the words of Capt. Joseph Streckfus himself tell the story of Streckfus Steamers, Inc., along with interviews, scrapbooks and letters from other officers and family members.

Included are Board members and Officers of the company, steamers and their operations from 1936-43, and yearly gross revenue of each steamer from 1936-43. This book is the long-awaited definitive story of the boat, well written and researched. 

# Excerpts from the Logbook of Str. JULIA BELLE SWAIN: 1927-28

by Bob Anton

*In September last year a package arrived from Bob Anton in Peoria. Inside was a sheaf of photocopied logbook pages with the note: "I found this JULIA BELLE SWAIN log a few months ago. I copied some of the more interesting pages, thinking maybe you could use some of it in the REFLECTOR." Well, Bob is right on the money, as we are delighted to put this uncovered gem from the past to good use. We begin with a few brief comments Bob gathered about the boat, and then take you back to the excursion steamboating scene in 1927-28 Pittsburgh as described in the logbook. We hope you enjoy the trip.*

**T**he JULIA BELLE SWAIN was built in 1913 as CHARLES E. CESSNA down in Santa Rosa, FL. The Swains bought her in 1916 and renamed her JULIA BELLE SWAIN in 1917. According to "Along the Riverfront with Bob Burtnett," a weekly newspaper column written for the *Chillicothe Bulletin* from Dec. 18, 1952 to Apr. 24, 1980, the Swains sold the boat in May 1924 to Edward Cody, one-time Chief of Police in Peoria, and to Oscar A. Moore. They took her to Pittsburgh where they formed the Penn Excursion Company. The Second National Bank of Pittsburgh took over the boat, reorganized the company and called it Penn Transportation Co. She ran mostly on the upper Ohio, Allegheny and Monongahela. The boat eventually burned on December 2, 1931.

**Penn Excursion Co. Inc.  
Str. "Julia Belle Swain"  
Oscar A. Moore, Master**

**Log #2**

**From August 10th, 1927 to**

**May 26th, 1928**

**397 Gross Tons**

**Capacity 1115 Passengers**

**Enrollment Papers expire October 18th, 1928.**

**Inspection Papers expire April 2nd, 1928.**

**U.S. Public Health Permit expires**

**Aug. 23rd, 1928.**

**Saturday, September 17th, 1927. Trip #240.**

FIRST TRIP TO FREEPORT, PA.  
Regular Officers. Capt. Ike Reno.  
Allegheny River Improvement Association.  
Weather cloudy Temp 78° Mileage 56.6  
106 Pass. 1st side wheel str. to land at this port.

UP	DOWN
Arrd. Lock #1 at 9:10 A.M.	at 10:20 P.M.
Dept. Lock #1 at 9:20 A.M.	at 10:30 P.M.
Arrd. Lock #2 at 10:15 A.M.	at 9:15 P.M.
Dept. Lock #2 at 10:25 A.M.	at 9:45 P.M.
Arrd. Lock #3 at 11:30 A.M.	at 8:00 P.M.
Dept. Lock #3 at 11:45 A.M.	at 8:15 P.M.
Arrd. Lock #4 at 12:50 P.M.	at 6:20 P.M.
Dept. Lock #4 at 1:10 P.M.	at 6:35 P.M.

Departed Pittsburgh at 9:00 A.M.  
Arrived Freeport at 1:30 P.M.  
Departed Freeport at 5:50 P.M.  
Arrived Pittsburgh at 10:45 P.M.  
Total lockings to date 70.  
Total mileage to date 794.1  
Landed at Tarentum, 21 pass.  
Gave free ride for 1 hr. to 955 people from  
Freeport to Lock #5 and return.  
Strs. SWAN, CREIGHTON and  
OLD RELIABLE acted as escorts.

**Sunday, September 18th, 1927. Trip #241.**

Regular Officers. Capt. Oscar A. Moore  
Weather fair Mileage 9.2 Temp 76°  
Departed 9:30 P.M. Returned 11:30 P.M.  
No. Passengers 201. Moonlight.  
Total mileage 803.3 Total lockings 70  
Mrs. Joseph McLaughlin and Capt. W. Mueller  
guests.

**Tuesday, September 20th**

Fire Drill 1:15 P.M.



**CHARLES E. CESSNA** (0948) 169.1 x 34 x 5.5, was built to transport residents of Santa Rosa, FL to the nearest large city at Pensacola. The boat ran across Choctawhatchee Bay near Destin and Fort Walton Beach on the Florida panhandle from 1913 to Sept. 1914. She then ran excursions out of Mobile for about a year until laid up in 1916. Like the DQ, she sported portholes in her hull and a single stack. She was built by the Swain family and carried their patented compound oscillating engines, 12's and 24's with 7 ft. stroke. *Murphy Library photo.*



**Wed., Sept. 21st; Thurs., Sept. 22nd;  
Fri., Sept. 23rd; Sat., Sept. 24th**

Built new middle wall in boilers and new bridge walls for both boilers.

Also new liners in all four doors, new grates in larboard boiler.

Made by Allegheny Foundry Co.

Washed larboard boiler Fri., 23rd.

Washed starboard boiler Sat., 24th.

**Thur., Oct. 20th, 1927. Trip #246.**

Regular officers.

Departed from 6th St. 12:35 P.M.

Landed at Wood St. 12:50 P.M.

Departed Wood St. 2 P.M. Return 5:40 P.M.

Weather rain Temp. 68° Mileage 9.7

No. passengers 329 Merrills Orchestra

First trip out of HOMER SMITH's Wharfboat.

Had to land at Steel Wharfboat and docked at

[Pittsburgh] Generator [Co.] Wharfboat

on account of watchman not taking care of HOMER SMITH Wharfboat.

River stage close to 20 ft. and raining.

Forecast a 23 ft. stage of water.

Bottler's Convention trip charter by Steamer HOMER SMITH who left for winter quarters.

Fireman lost steam, blew out gaskets on steam valve on starboard engine.

Moore fired.

Very fine trip, entertainment, music and lunch.

6:05 A.M. Steamer RESOLUTE went over Dam No. 1 Monongahela River.  
No lives lost. Steamer a wreck.  
Total mileage 35.4

**Sunday, Oct. 23rd Moonlight trip No. 248**

Regular Officers.

Departed 9:30 P.M. Docked 11:30 P.M.

Mileage 8.2

Weather cool Temp. 68° Clear

No. passengers 206 Merrills Orchestra

Total mileage 51.4 River falling slowly

Gents 80 Ladies 120

Raised price on gent's tickets from 50¢ to 75¢.



**RESOLUTE (T2151)** built 1914 at Paducah, 108 x 21 x 3 for Green River. Sold 1920 to Equitable Towing & Transport Co. at Pittsburgh for towing coal to Duquesne Light Co. power plants. Capt. Moore notes in his log that the steamer was a total wreck. Capt. Way adds that she capsized below the Dam. *Photo courtesy of Murphy Library, UW - La Crosse.*

Caused lot of talk and big crowd stayed on bank but company is satisfied that it will work out all O.K. Very nice crowd of passengers on steamer, good order and all seemed pleased with boat and music.  
Wood St. Landing.

### Thursday, October 27th

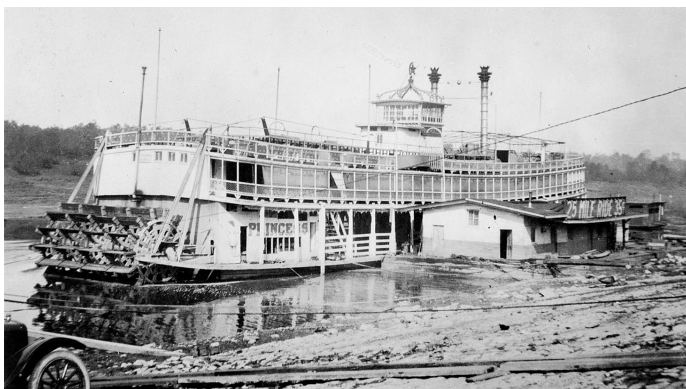
#### Steamer PRINCESS

Captain Moore, Master Joe McLaughlin, Arvis Bowen and James Cyfert, Pilots  
Harry Ragan, Richard Russell, Mates  
Norwood Chamberlain and William Slee,  
Engineers  
Edward M. Cody, Purser.

Steamer PRINCESS in passenger ferry trade at New Kensington on account of connecting new span on bridge Oct. 26th to Nov. 3rd. Departed Pittsburgh 11:50 P.M. in thick fog. Proceeded through Herr's Island Lock, then were lost. Tied up until 10:20 A.M. next day. Found ourselves behind Herr's Island up to Railroad Bridge.  
Arrived at New Kensington 1:25 P.M., Fri., Oct. 28. Boat did very good.

### Friday, October 28th

Steamer PRINCESS released by Mr. Murphy to be operated in the ferry trade at New Kensington, PA.



*PRINCESS (4595) built 1896 by Howard as H.W. BUTTORFF. 160 x 30 x 4.1 with engines 13½, 4½ foot stroke. Operated by Memphis' Lee Line from 1911 as packet JOHN LEE. They converted her to excursion boat and renamed her PRINCESS, shown above. Eventually sold to Edgar E. Eaton in Pittsburgh and in 1928 was transferred to Morgan-Davis Dock Co. of Glenwood, PA. Murphy photo.*

### Sunday, October 30th Matinee Trip No. 249

Wm. Muller, Master Jos. McLaughlin, Pilot  
Thomas Walker, Chief Engineer  
Jos. Costello, Mate Belle E. Moore, Acting  
Purser

Weather fair Temp 76° Mileage 8.6  
Departed 3:30 P.M. Docked 6 P.M.  
No. passengers 137 Pascali's Band  
Total mileage 60 River about pool stage  
Mrs. Thomas Walker guest of Mrs. Moore,  
and [also] crew operating steamer PRINCESS  
as passenger ferry  
at New Kensington as new bridge was not  
completed.  
Wood St. Landing

### Moonlight Trip #250

Same Officers and crew as on Matinee trip.  
Weather fair Temp. 64° Mileage 9  
Departed 9:30 P.M. Docked 11:30 P.M.  
No. passengers 376 Merrill's Band  
Gents 229 Ladies 144  
Total mileage 6.9 Wood St. Landing

### Monday, Oct. 31st

Order from Mr. Murphy to the two watchmen hired by U. S. Marshall's officers discharged, and Mr. Caton and Captain Moore responsible for boat.

### Sunday, November 6th Moonlight Trip #252

Regular Officers and crew.  
Weather cold Temp. 36° Mileage 8  
Departed 9:30 P.M. Docked 11:30 P.M. Merrill's  
Band  
No. passengers 323 Total mileage 86  
Wind delayed with the sun. Wood St. Landing  
Gents getting used to the increase in ticket price.  
Gents 197 Ladies 126

### Wednesday, November 9th

Purchased 7½ KW generator and 8" x 10" slide valve engine from Duquesne Light Company for \$40.00 for steamer PRINCESS.



**"Special"**

Washed Str. GENERAL WOODS boilers,  
Nov. 19th, 1927.

Washed Str. LIBERTY's boilers Nov. 25th, 1927.  
Reflector on searchlight replated No. 25th, 1927.

Captain Henry Holloway visited company's  
office Saturday, Nov. 19th.

He was standing a watch on Str. BEN  
FRANKLIN.

**Sunday, November 20th Matinee Trip #255**

Regular Officers. Wood St. Landing.

Weather cool Temp. 40° Mileage 8.2

Departed 3:30 P.M. Docked 6 P.M. Pascale's  
Band.

No. passengers 126 Total mileage 112.3

Captain H. P. Ragen guest of boat for dinner.

River several feet above pool stage and swift.

Falling.

Washed larboard boiler Nov. 19th.

**Moonlight Trip #256**

Regular Officers. Wood St. Landing.

Weather cool Temp. 42° Mileage 9

Departed 9:35 P.M. Docked 11:30 P.M. Merrill's  
Band.

No. passengers Gents 196 Ladies 133

Total mileage 121.3

River falling. Clear and no wind.

Served lunch at Soda Counter first time both  
trips.

Str. SENATOR CORDILL docked with one of  
the largest cargoes of turkeys, geese, chickens,  
pigs, calves and eggs ever delivered at Pittsburgh.  
John Ball broke a bone in his right hand cranking  
"Baby Jean," Capt. Wm. Muller's motor boat  
delivering electric light plant for Steamer  
PRINCESS from Brunot's Island Nov. 16th.

**Sunday, December 4th Matinee Trip #259**

Regular Officers. Wood St. Landing.

Weather cold Temp. 34° Mileage 9.2

Departed 3:35 P.M. Docked 6 P.M. Pascale's  
Band.

No. passengers 111 Total mileage 9.2

No wind. Good current. River several feet

above pool.

Washed port boiler Dec. 3rd.

**Moonlight Trip #260**

Regular Officers. Wood St. Landing.

Weather cold Temp. 38° Merrill's Band.

Departed 9:45 P.M. Docked 11:30 P.M.

Mileage 8.4

No. passengers 235 Total mileage 17.6

Gents 137 Ladies 94 D. H. 4

*[Editor's note: D.H. probably represents "dead  
heads," four non-paying passengers on board. The  
following logbook entries are headed "Special," which  
indicate activities or events taking place after the boat  
laid up for the winter and before resuming operations the  
following spring of 1928.]*

**"Special"**

**Dec. 13th** [Messrs.] Eaton and Moore visited  
Capt. Harry Donnelly at Wheeling Wharfboat.

**Dec. 14th** River reached 30 ft. at 3:45 P.M.  
Steamer LIBERTY last boat to lock at Emsworth  
Dam on account of high water.

River continued to rise until 8:40, then  
stationary. Highest stage 30.3

All lower and from Sixth St. Bridge of U.S.  
Pgh. flooded.

B & O trains all stopped on U.S.

Steamer IRON CITY only steamer passed us  
up the Monongahela River.

Expect floods all down the river.

**Dec. 16th** Judge John Moore of Morgantown,  
WV was a visitor to Cody and Moore.

**Dec. 17th** Washed port boiler.

Steamer GENERAL WOOD arrived from  
Cincinnati after discharging her cargo.

Dropped behind wharfboat and laid up until  
further notice.

Water not dropping very fast.

Steamer LIBERTY laid up from Wednesday  
[Dec. 14] to Saturday.

Departed about 2 P.M. with a good cargo for  
Wheeling, WV.

**Dec. 18th** Iron City Sand Co. have their large sand digger working just below the Wabash Bridge Mon. River.

Called Mr. Davis in regards to Str. PRINCESS and he said that he would get his partners together and let me know about how much money with all costs it would take to get boat back.

### “Special 1928”

**Jan. 28th** Put  $\frac{3}{4}$ ” coils in one chamber of hot well to help heat feed water and was a success.

**Jan. 30th** Mailed passenger report to Local Inspectors.

Weather a little warmer and river falling slow. Steamer LIBERTY laid up on account of ice. Steamer GENERAL WOOD grounded down by Dam No. 3. Had to raise wickets to help her off. Made her about 12 hours late. River very low below Emsworth as all dams are down. Very cold at headwaters of Allegheny. Ice running out of lower pools.

Music from radio very good.

Ice gorged from a little above No. 5 Lock to Brady’s Bend, a distance of 42 miles on Allegheny River.

Mrs. & Capt. Moore spent evening at Capt. & Mrs. McLaughlin’s home and had fine lunch.

**Jan. 31st** Bunkered 7.15 tons of slack as trial load from Terminal Coal Company.

Mailed report of source of supply, and name of still for drinking water to U.S. Public Health Service, Memphis, TN. A.L. Dopmeyer officer in charge. Name of still: manufactured by E.A. Stoke’s Machinery Co., Phila., PA.

**Feb. 1st** Started annual report of Str. JULIA BELLE SWAIN for the U.S. Engineers Office.

**Feb. 2nd** Captain Lehay of American Barge Line visitor.

Captains Shaw and Berry, U. S. Local Steamboat Inspectors, started mid-year inspection. Captains Wm. Muller and McLaughlin were visitors.

**Feb. 3rd** Washed starboard boiler.

**Feb. 8th** Very warm sunshine. Temp. 62°

Keeping record of weather on account of time of the year for Mardi Gras trips for Pittsburgh.

**Feb. 9th** Cooler and small flurries of snow. River slowly raising. Very little ice out of Allegheny River and none out of Monongahela River. In P.M. ice gorge broke in Allegheny River, raised to above 19 ft., colder. Allegheny River bank full of ice. Good current, heavy chunks.

**Feb. 10th** Weather cool and clear. Temp. 40° at noon. River falling. Allegheny River bank full of heavy ice. Strong current, not much boating below point. 5 P.M. ice thinned out of Allegheny and first of ice at Dam No. 9 running out at about a rate of 4 miles per hour. River still falling. No wind. Str. LIBERTY laid up below Rochester Wharfboat.

Gave Roy Myers, HOMER SMITH’s booking agent, a list of EAST ST. LOUIS bookings operated in Cincinnati, OH.

First picture of Capt. Fred Way’s new steamer OHIO VALLEY. Going to ask for bids first of week.

10:30 P.M. Colder, snow flurries and a little wind. River cleared of ice from Allegheny. Mailed passenger report to U.S. Engineers for January 1928.

**Feb. 11th** Changed oil pipes in main steam header to each branch pipe to main engines.

### “Special for 1928”

**Mar. 25** Str. SENATOR CORDILL arrived 11:45 P.M. First trip since accident. Chief Norwood Chamberlain and Second James G. Clark.

**Mar. 26** Mailed monthly passenger reports to Local Inspectors and Engineers Office.

**Mar. 27** Captain Donald T. Wright visited office. Chief Norwood Chamberlain resigned from Str. SENATOR CORDILL. Don’t know the reason.



**Mar. 28** Captain Donald T. Wright of St. Louis, editor of *The Waterways Journal*, visited office.

**Mar. 29** Moved Str. JULIA BELLE SWAIN from HOMER SMITH's Wharfboat to Pittsburgh Generator Co.'s Wharfboat at 2:35 P.M. New landing for Str. JULIA BELLE.

**Mar. 30** Hard winds all day. Rain and snow. River raising very fast. Mrs. Edgar E. Eaton arrived home from her daughters at Asheville, NC.

**Mar. 31** Bunkered 6.20 tons of coal. Washed starboard boiler. Steamer KITTANNING reached Oil City. First steamboat to visit that port in 31 years.

**Apr. 1** Capt. James Ostrander guest of boat on both trips. First trip from new wharfboat, Smithfield St. River falling very fast.

**Apr. 2** Removed all fancy work or gingerbread off all decks. Think boat looks better.

**Apr. 3** Capts. Shaw and Berry started annual inspection. Pressure on boilers to 200 lbs. Cold water pressure pumped by new fire pump. Steam furnished by steamer JOHN F. KLEIN. Very little changes recommended.

**Apr. 6** Washed boilers for Str. JOHN KLEIN. Washed JULIA BELLE SWAIN's port boiler.

**Apr. 7** Washed starboard boiler. Bunkered 4.11 tons of slack. Ordered paint for JULIA BELLE. Tropical Paint Co. Temporary Certificate of Inspection issued.

**Apr. 8** First try out of new orchestra. Four men in the Matinee and six men at night. Pascale not in good humor about the personnel of band but we think it will work out all O.K. Sam Bernstein hit his wife and broke her nose. Arrested on steamer and both sent to Station No. 1 to be tried Monday at 8:30 A.M. Mr. Walter Mise gave no list of organizations of McKeesport, PA for our mailing list.

**Apr. 8** Mrs. Joseph McLaughlin and Mr. and Mrs. Munday, formerly with Captain William Menke Showboat, were guests of steamer on Matinee trip.

**Apr. 11** Talked to Mrs. Oscar A. Moore over phone at Peoria, IL.

### "Special 1928"

**Apr. 22** John Ball returned from Marine Hospital. Successful operation on tonsils. Patrons seem to take to the new candy. Martha Washington caused lots of comments.

**Apr. 23** Report to U.S. Engineers for Number of Passengers handled on each river is as follows for 1927. Ohio River - 32,032 Allegheny River - 10,300 Monongahela River - 10,467 Total No. Passengers - 52,799

**Apr. 25** Started to paint boat. Standard Paint & Glass Company furnishing paint.

**Apr. 27** Very hard winds at 3:40 P.M. and 9:40 P.M.

**Apr. 28** Snowed from 6 A.M. until 3:45 P.M. Also rained at times. Snow did not stay on ground on account of rain. Average temp. until after 9 P.M. 34° Had double crew. Boat cleaned up and in shape to leave at 11:35 P.M. for Marathon Dancers from Motor Square Garden. Trip cancelled. Temp. of dance floor at 11 P.M. 78° Changed from Eastern Standard Time to Daylight Savings one hour later.

**Apr. 30** Very hard winds all day. Blew Str. LIBERTY and Greene Wharfboat loose from bank. Caught both before any damage. GENERAL WOOD in a very bad shape. Crew of Str. JULIA BELLE helped to tie up the WOOD to stand the hard winds. River still raising. Expect 23 ft. or better.

### Monday, May 14th Matinee Trip #45

Freeport.  
Regular Officers. Pascale's Band.

Weather hot 90° Mileage 11  
 Departed 4:35 P.M. Docked 6:20 P.M.  
 No. passengers 76  
 Mr. C. R. McKee of *Freeport Journal* guest of  
 boat.

### Moonlight Trip #46

Regular Officers. Pascale's Band.  
 Weather cold Temp. 52° - 44° Mileage 12.1  
 Departed 8:30 P.M. Docked 11:15 P.M.  
 No. passengers 194  
 Mileage for May 95.6 Pass for May 1563  
 Coal for May 417.5 tons No. locks 6  
 First public steamboat excursion held at this city  
 since the Str. NELLIE HUDSON quit  
 operating. (See September 1970 REFLECTOR - ed.)

Pass. To date 8540 Miles to date 440.6 Coal  
 to date 417.5 tons Locks to date 6



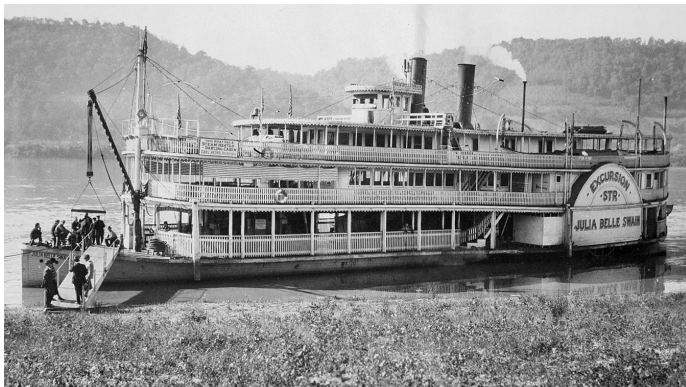
Above: JBS on Illinois River for Swain family from 1917-23.  
 All photos on these two pages from Murphy Library, La Crosse.



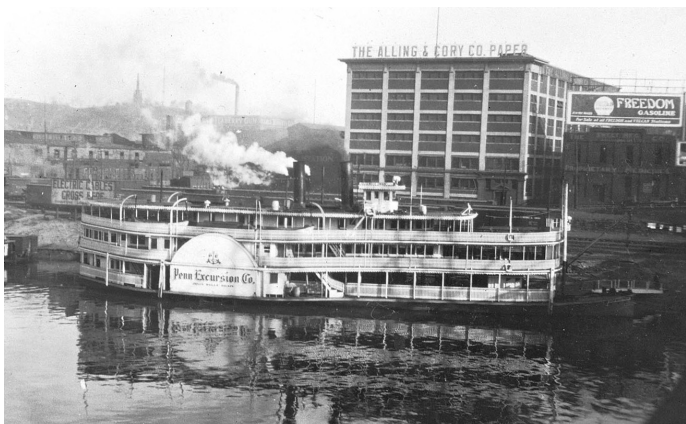
*JULIA BELLE* is pictured above on government drydock adjacent to Lock 19 at Keokuk, IA, Nov. 3, 1921. Most likely the occasion was an inspection to renew her passenger certificate. The Swain family not only provided her engines, but were undoubtedly involved in her construction and financing back in 1913. When the trade at Santa Rosa/Mobile went belly up, the Swains repossessed her in fall 1916, renamed her in honor of Capt. Percy Swain's daughter Julia Belle, and brought her to the Illinois River in 1917 as a packet/excursion boat based at La Salle, 80 miles above Peoria. Capt. David Swain was her first master, with Capt. Verne Swain serving from 1921-23. A surprise to river buffs, it was discovered that the boat also ran tramp excursions out of Madison and Louisville for the Swains. While at Peoria on the night of July 5, 1918, JBS raced to the aid of the sunken excursion steamer COLUMBIA near Pekin, but was waved off because of treacherous fog that encompassed the wreck. In the scene pictured below at Peoria city front, the boat lies outboard of excursion steamer MAJESTIC (3712), 228 x 44 x 6.6, built originally as S.S. BROWN in 1906 and later REES LEE. MAJESTIC tramped New Orleans-St. Paul, and burned in winter quarters on the Illinois May 1922.







As reported in the June 1971 issue of the REFLECTOR, some rare brochures have survived in the collection of Mrs. Julia Belle Swain Shelton which advertise Ohio River excursions on the JBS at Madison and Louisville while yet under Swain management - meaning pre-1924. Who knew the boat ventured that far away from the Illinois River back in those days? And so Alene Stottlebower's striking portrait of the boat here at Madison might be dated even before she became a fixture at Pittsburgh. The sign on the forward end of the texas deck railing says "This Boat Has a Steam Heated Dancing Cabin. Earl Akins Orchestra." Now, take note of those two stacks aft the pilothouse. They're not there in the 1921 drydock picture to the left, nor do they appear in earlier photos. But they clearly show up in her inaugural days at Pittsburgh for the Penn Excursion Co. as shown in the first view below. However, it seems they've disappeared again in her latter years (prior to 1931) as evidenced in the last scene at the bottom. The devil is in the details, they say. So just when did they appear and how long did she sport twin stacks before they disappeared again?

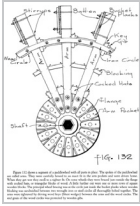


A rather tired-looking JBS appears in this photo, taken during the last four years she ran on the Ohio, Allegheny and Monongahela. By this time, she no longer carried fancy wooden gingerbread trim around the edges of her decks. According to Capt. Moore's log, it was removed on April 2, 1928.



Shown here on the Ohio in the early twenties is the excursion steamer EAST ST. LOUIS (1676), rebuilt in 1917-18 at Keokuk from the packet STEEL CITY, originally VIRGINIA. Between 1918 and 1922 she was owned by the St. Louis & New Orleans Navigation Co. with general offices in Peoria, IL. Officers of the company were Edward M. Cody, president and treasurer, and Oscar A. Moore, secretary. They sold her at the end of 1922 to Cincinnati's Coney Island Co., who brought her out as ISLAND BELLE. Messrs. Cody and Moore, of course, were the principals in Penn Excursion Co. who brought the JBS to Pittsburgh in 1924. To pull this off, Pittsburgh's Second National Bank advanced them \$18-20,000. The boat was only worth \$10,000 according to Capt. Fred Hornbrook, who contributed \$1,000 of his own cash to the venture. When the JULIA BELLE came to Pittsburgh, both Capt. Percy and Verne Swain rode along. It is interesting to read about Capt. Moore's inquiry into possibly acquiring the PRINCESS from Mr. Davis of Morgan-Davis Dock Co. in Glenwood, PA. Apparently his interest in her acquisition bore no fruit, since the boat remained in Davis' hands until she was scrapped in 1934. By then, Streckfus Steamers was a contender in the Ohio River excursion market with their well-known sidewheeler J.S. DELUXE and sternwheeler WASHINGTON. One final note of interest regarding the logbook entries is the opening of Lock 4 on the Allegheny at Natrona, PA on September 6, 1927. The first big sidewheeler to lock through to Freeport was the JULIA BELLE SWAIN on September 17th. 🕒





# Small Stacks

## Foam Hulls and Feathering Wheels: Part One

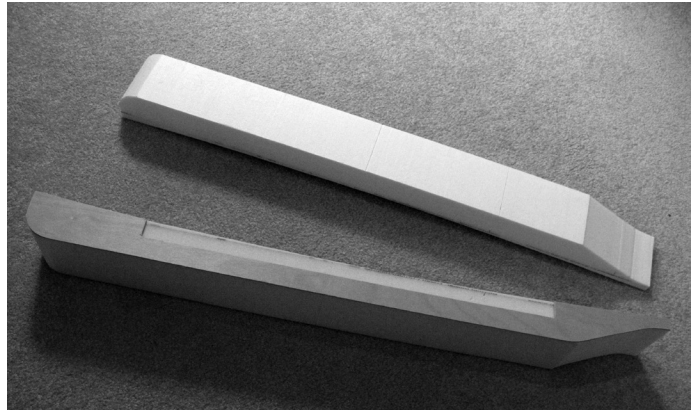
by John Fryant

Given the chance to live my life over again, I would give serious consideration to becoming a marine architect specializing in the design of shallow draft river vessels. My career, which gave me opportunities to work with a few of those types, was furthered by some knowledge of the profession from a textbook on the subject. As a result, I sometimes imagine myself a marine architect and design a riverboat to compensate for my never-fulfilled ambition. Such was the case with the subject of this and the next column.

The task was to design a small modern diesel powered sternwheel excursion boat with an “old timey” look. Of course it is a lot easier to come up with a working model concept of a design than it is to build its full size counterpart. And the finished project is just that – a concept of what the artist thinks such a boat should look like. I had in mind a small stern wheel dinner cruise/excursion boat that would operate from and to a fixed wharf on a river or small lake – hence no need for a landing stage. (Working models with landing stages are a nuisance to transport.)

With a set of 5 1/2” diameter feathering paddlewheels on hand, I was anxious to try them on a model. These types of wheels are most commonly found on side-wheelers, but I wanted to see what they would do on a sternwheeler. So this project would also be a bit of an experiment. The boat would be designed around the size of the paddlewheels. The final result was a full size hull length of 102.5’ x 20’ beam and 5.5’ depth amidships. Built to a scale of 1/32, the model would be 40” long; a manageable size for hauling around to and from any body of water.

Since lots of modelers have asked how I build my riverboat hulls, this was the process used. First, a drawing was made. It was not much more than a basic outline of the length, beam, depth and sheer of the hull. Afterwards I bought a sheet of two inch thick rigid pink insulation foam – the kind sold at Home Depot stores. The foam was cut to the overall hull dimensions and then cut in half lengthwise. A rigid center bulkhead was cut from 1/8” hardboard. This conformed to the hull’s sheer curve, depth and shape of the stem and the stern rake. Although the foam is rigid, it is subject to bending

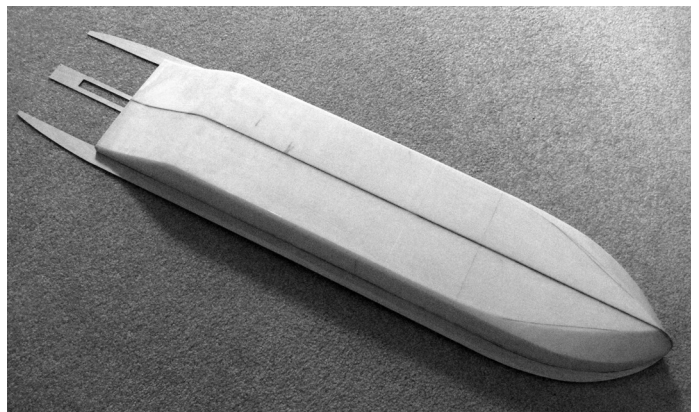


*The two foam hull halves and the hardboard center bulkhead.*

a little under stress and the hardboard center bulkhead stiffens up the assembly. Next a section was cut out in the middle that would form a “well” in the finished hull to house batteries and RC equipment.

The outline of this bulkhead was traced onto each foam half and these were then band sawed to shape. The foam and hardboard “sandwich” was then glued together with epoxy. Finally, the bow and stern shapes were sawed and sanded into the foam using templates to assure the accuracy of each side. This procedure is very similar to shaping a solid block of wood. The foam is much easier to shape; in fact it is almost too easy. Care must be taken not to overdo the shaping process.

With the hull fully shaped the next step was to glue a main deck in place.



*The hull and main deck assembly prior to fiber-glassing.*

I usually use 1/16” plywood, and for a large model it is cut lengthwise into two halves. However, this boat was small enough to use a single sheet. A large opening was cut out of the center that would become the “equipment well.” The foam was easily hollowed out with a hot wire cutter, as shown in the next photo at the top of page 37.

The deck piece included the fantails at the stern that would be attached to the paddlewheel support beams. The deck was glued to the top surface of the foam with





*Hollowing out the “equipment well” with a hot wire cutter.*

epoxy. **Important:** If you try this method, do not use solvent-based glues with the foam as they will dissolve it. Epoxy or PVC-based glues like Elmer’s, Titebond, etc. will work fine.

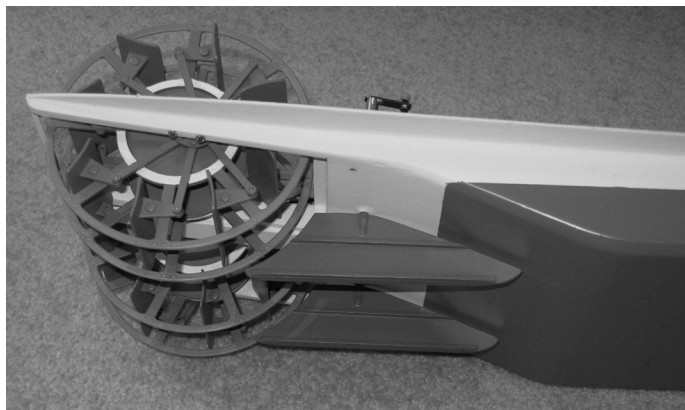
With the hull and deck assembly completed, it was time for fiber-glassing. The hull was inverted and propped up a few inches from the building board. Fiberglass cloth was laid over the hull and overhanging deck and cut to shape, usually one half at a time. Then several coats of epoxy resin are brushed over the glass cloth allowing for drying and sanding between coats. After the first coat of resin and fiberglass, the wood paddlewheel supports were added by cutting out notches for mounting them in the hull. These were epoxied in place and the two fantail deck pieces attached to them.

With all the joints filled and sanded, a final coat of epoxy resin was applied to the hull and paddlewheel supports.



*Finished and fiber-glassed hull.*

The result was a light weight, waterproof, unsinkable hull. It was painted using Krylon brand “rattle can” spray paints. Two large balanced rudders were built and mounted in the usual place between the transom and the wheels.



*Rudders and feathering paddlewheels in place.*

With the hull completed it was time to mount the stern wheels. As mentioned earlier, I had on hand two feathering paddlewheels. These are made by the German model firm Graupner, intended for their British sidewheel tug kit GLASGOW. However, they also sell the wheels separately and can be ordered from Hobby Lobby International in Brentwood, TN. The cost at the time – about ten years ago – was around \$52.00. The kit is product # 581 and is labeled “Schaufelrad-Set.” They are all plastic and a snap to put together - literally. The entire mechanism snaps together and works exactly as the full-size counterpart. With the hinged buckets that enter and leave the water at a more vertical angle, this type wheel is more efficient than a radial wheel.

The wheel shaft and bearings were then fabricated, lined up and mounted. The wheel is driven by a toothed belt from a small gear motor placed inside the cabin near the stern. The RC equipment and batteries were mounted in the well near the front of the cabin along with some lead weights to balance the hull in the water.

At this point I was getting more and more curious as to how this arrangement would work on the water. However, you will have to bear with me to read the results, as I’ve used up all of my space for this issue!



*Motor and drive belt set-up. Photos courtesy of John Fryant.*

# Building the ALBATROSS

With publication of Annie Blum's new book, we take this opportunity to share a photo album of the building and delivery trip of the ALBATROSS (0104), giant railroad transfer ferry operating between Vicksburg and Delta, LA. She would be rebuilt three decades later on the St. Louis levee by Streckfus Steamers as the streamlined excursion steamer ADMIRAL.

Contract for the ALBATROSS was signed shortly before Christmas 1905 by Dubuque Boat and Boiler Co. after a month of negotiation with Louisiana Mississippi Transportation Co. Her construction was supervised by Capt. A. A. "Bert" Coyle representing the Queen & Crescent Railroad, with Capt. Jake Schreiner of DBBCo. as steamboat builder, designer and yard superintendent.

First plates were laid down in late April or early May 1906, for a hull 308 x 53.8 x 7.6, making her slightly larger than earlier transfer PELICAN (1902). She was touted as the largest steel hull ever built on inland rivers at the time (although the ECLIPSE's 350 ft. length exceeded hers, yet her tonnage, at 1600, held the record until MQ and AQ.) She is variously listed as costing \$150,000 - \$225,000. She carried 4 Bonson boilers, designed by the Dubuque yard, in two batteries. They measured 72" diameter by 18 feet long, and were allowed 200 psi, delivering 1800 hp. to her two Charles Barnes engines, 26's with a

*Shown below on August 1, 1906, framing on hull is completed and plating near finished. Stern to camera. Editor's collection.*



10-foot stroke, powering sidewheels on 18-foot wide guards, and giving her an overall width of 90 feet. She was designed to carry 16 railroad cars.

The hull was launched December 27, 1906, with projected completion set for June the following year. Only one minor incident marred her construction. On April 9, 1907, a strong wind caught her huge superstructure and carried the boat across the harbor where she scattered some smaller boats tied to the shore. No significant damage was reported.

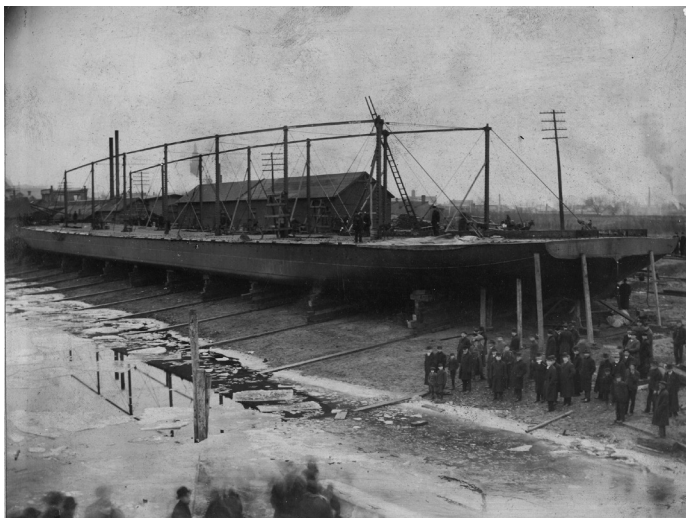
She left on her delivery trip at 4:00 p.m. June 19, after being inspected by local U. S. Steamboat inspectors Knapp and Carey. Her master was Capt. John Killeen, long-time veteran of Diamond Jo



*Above: Hull fully plated, fall of 1906. Below: earlier view from bow taken on Nov. 22, 1906, just over a month before launching. Both photos from editor's collection.*



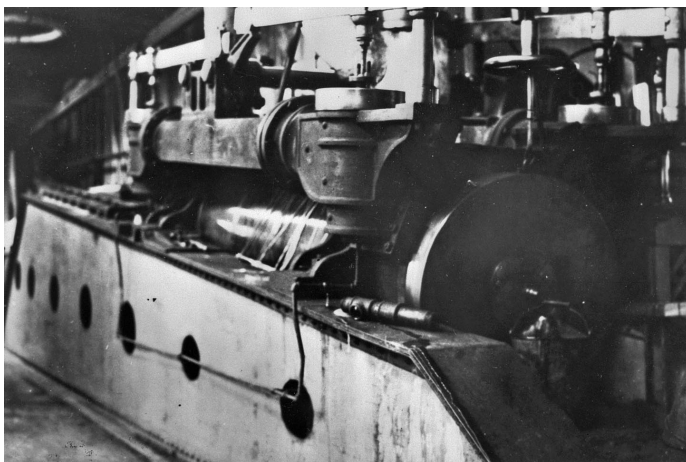




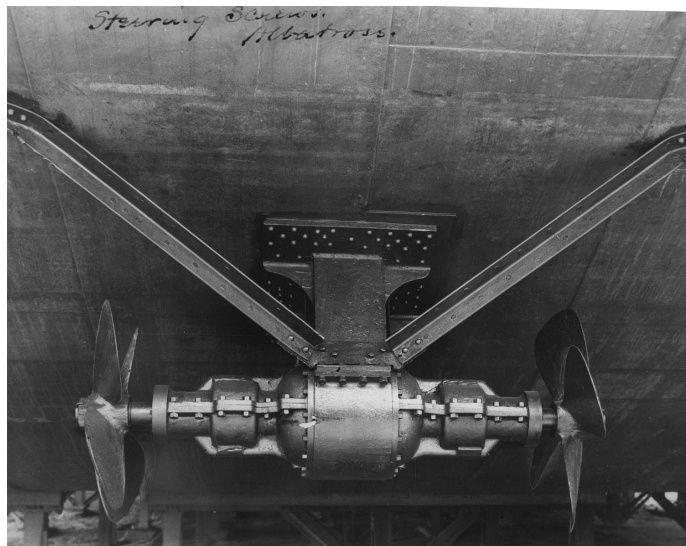
**ALBATROSS** on launch day, Dec. 27, 1906. A huge crowd was on hand when she splashed into the Ice Harbor at 4:15 p.m.

Line; Steve Dolson, pilot; George Galloway, chief engineer; and Ike Burns, assistant engineer, along with a crew of 100, mostly mechanics and workmen doing painting and other finishing up tasks enroute.

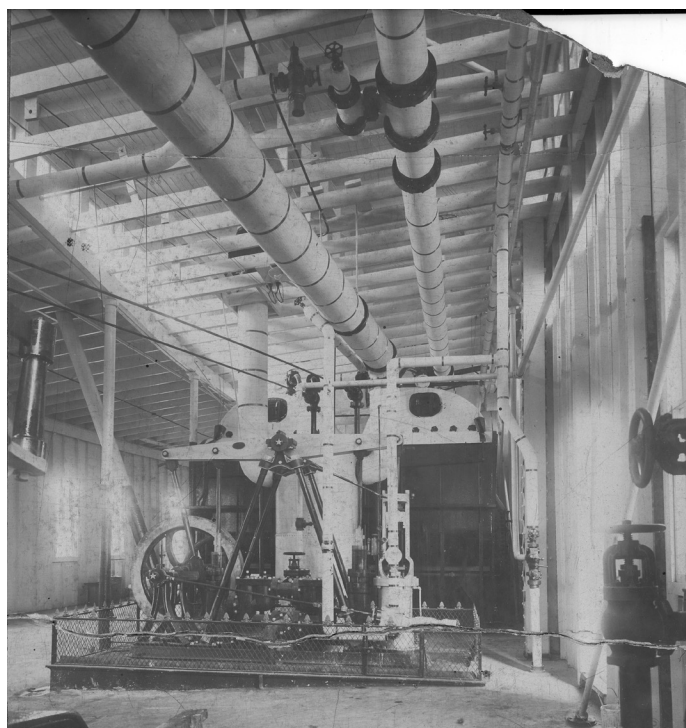
On June 20, the boat was lightered and safely passed over the LeClaire or Upper Rapids, and shortly after



**Above left:** Barnes' port engine. Murphy Library photo. **Above right:** One of the two Hopkins' doctor pumps. Editor's collection. **Below:** Before June 19 departure from Ice Harbor. Photo from Capt. Wm. Bowell Library, National Mississippi River Museum.



Steering screws fitted on stern of ALBATROSS' hull. The ADMIRAL carried a "steering mule" on stern. Editor's photo.







*Ready to leave Dubuque Ice Harbor. Top sections of her stacks were attached at St. Louis. Photo from editor's collection.*



*Part of DBBCo. work crew pose with their tools of the trade. 125 craftsmen and boatbuilders were employed for the job.*




*These three lower photos are courtesy of Murphy Library, and are from the collection of Al Montgomery in Dubuque.*

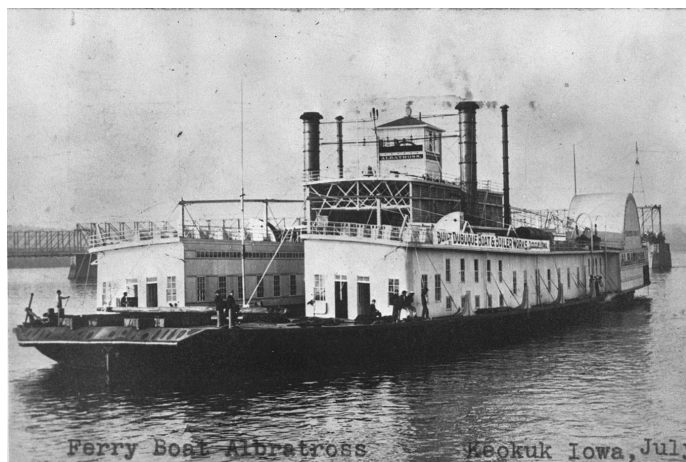


passed through the Quad Cities and Muscatine on the morning of the 21st. However, things came to a halt on the evening of June 22nd when the boat arrived at Montrose, IA. Here the river stage was too low to allow passage over the Des Moines Rapids, and her length was too great to allow her to lock through at Keokuk. Finally at 4:00



a.m. on July 12th, Rapids pilot Capt. Charles Ferris brought her safely to Keokuk and on into Quincy, where Capt. Killeen allowed visitors aboard for a brief look, and Capt. Jack Richtman came aboard as pilot to St. Louis. She stopped at Hannibal on the 13th to safely bunker coal for the remainder of the voyage, and arrived at St. Louis on the 15th where the tops of her stacks were attached. Upon arrival at Vicksburg on July 25th, she was immediately placed in service. 

*Photo below from editor's collection. All other images on this page are from Murphy Library, U. of Wisconsin - La Crosse.*



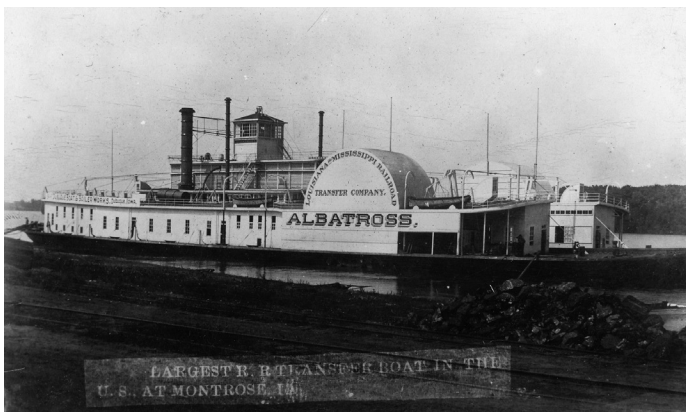
*At Keokuk on July 12, after waiting three weeks at Montrose.*



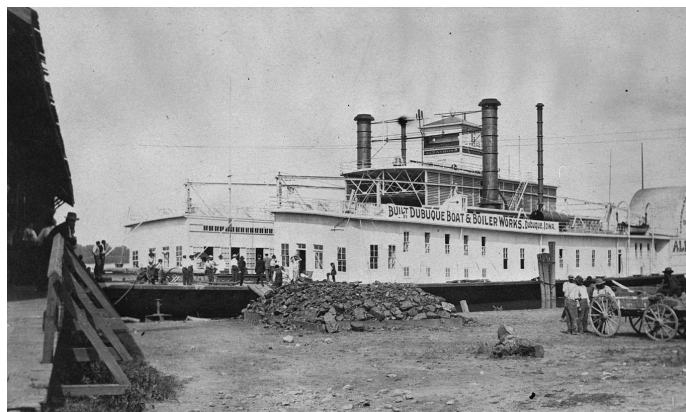
*Passing Quad Cities area below Upper Rapids on June 20.*



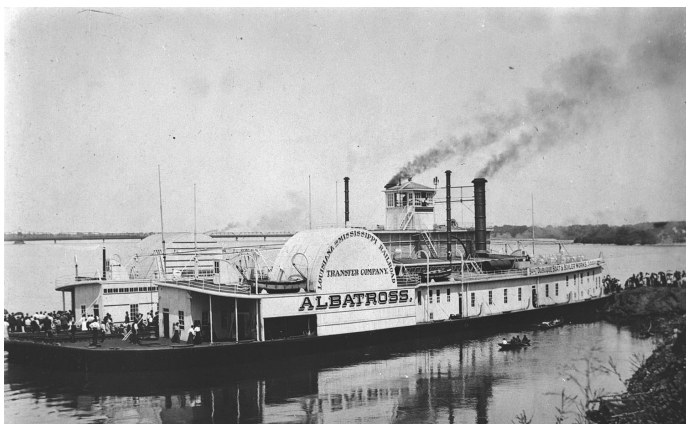
*ALBATROSS with W.W. at either Montrose or Hannibal.*



*Waiting at Montrose, IA above Des Moines or Lower Rapids.*



*Loading coal at Hannibal after getting over Lower Rapids.*

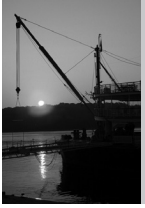


*Capt. Killeen opened the boat briefly to visitors at Quincy, IL.*



*ALBATROSS at St. Louis ca. 1936, stripped for rebuilding.*





## Final Crossings

### Capt. Larry G. Geisler

Capt. Larry G. Geisler, 76, of Duffy, OH died August 9, 2012 at the New Martinsville (WV) Care & Rehab Center. Larry was born February 8, 1936 in Duffy, and was a 1954 graduate of Hannibal (OH) High School. In addition to being a towboat captain, Larry owned Valley Boat Docks and Valley Marine Service in Duffy, selling fuel and other supplies to river traffic.

He built his first steel hull when he was only 21 years old and began work in the towing industry. Capt. Geisler and his boat were part of construction of the Hannibal Island Locks and Dam, the locks being completed in 1972 and the dam in 1975. In addition he did towing in support of construction on the New Martinsville Bridge and the demolition of old Lock 15. Larry had an extensive knowledge of the Ohio River and its history.

Larry's father, Harry C. Geisler, at one time owned the New Martinsville-Duffy ferry service, and he was long associated with his son in the operation of Valley Boat Docks. Prominently displayed on the wall in Larry's office was an original oil of the SPRAGUE, and affixed to the outside of his shop was the nameboard from the MONONGAHELA. One of Larry's memorable photos shows longtime friend J. Mack Gamble with Fred Way Jr. poised on the head of the LADY GRACE at the Boat Dock in the late fifties. That photo appeared in the June 1993 REFLECTOR.

In addition to his parents, Larry was preceded in death by his sister, Garnet (Guy) Robertson. He is survived by a nephew, Ray Robertson of Cicero, IL and a niece, Linda (Ken) Jelinek of Middleton, WI. Funeral services were held on August 14 at Grisell Funeral Home in Sardis, OH, with burial in Greenlawn Memorial Park, New Martinsville.

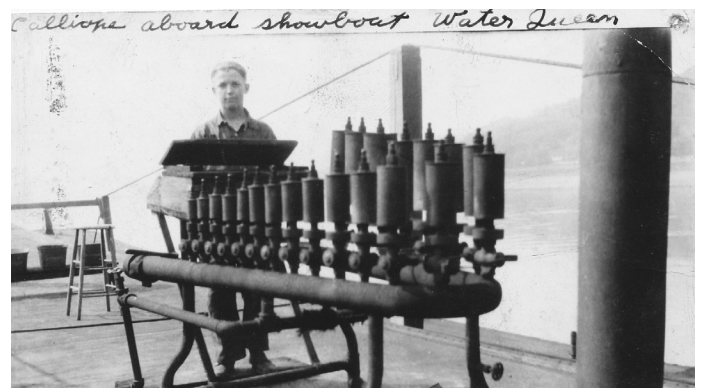
Our thanks to Brian Potts of Sardis, OH for sending the obituary information for Larry.

### Reflections continued from page 3

awaited 2004-2008 Index for Volumes 41-45 has been completed and will soon be accessible to members. Watch for announcement of its availability, we hope in the next issue. Sadly, and yet somehow in a fitting sense and with our deep appreciation, members will read this latest volume as Alan's last official written contribution to S&D. We are also very happy to share the news that one of our own members has stepped forward to express an interest in continuing the work of producing our 2009-2013 Index. Stay tuned for more details.


Capt. Doc Hawley writes: "Enclosed are some calliope views from Philip Graham's *Showboats: The History of an American Institution*. This is **the** book on showboating. The reversed negative view in the book shows what is supposedly the WATER QUEEN instrument. This boat started out as THEATORIUM, reappearing as FRENCH'S NEW SENSATION NO. 1, NEW OLYMPIA, WATER QUEEN, GREATER PITTSBURGH, WATER QUEEN, COTTON BLOSSOM NO. 2, and WATER QUEEN again. No telling how many calliopes went on and off. The mystery thickens."

! In addition to the WATER QUEEN photo reproduced in the book, Doc included this original given to him by Harry Stocksdale. Harry, a native of New Albany, IN, played on PILGRIM in 1920, and then on AMERICA, EAST ST. LOUIS, G.W. HILL, ISLAND MAID, ROOSEVELT (ex-VERNE SWAIN), and for four seasons on the second ISLAND QUEEN through 1946. Your editor had the pleasure of hearing both Harry and Doc take turns at the DQ's keyboard when they visited during a summer 1971 shorestop in Louisville.

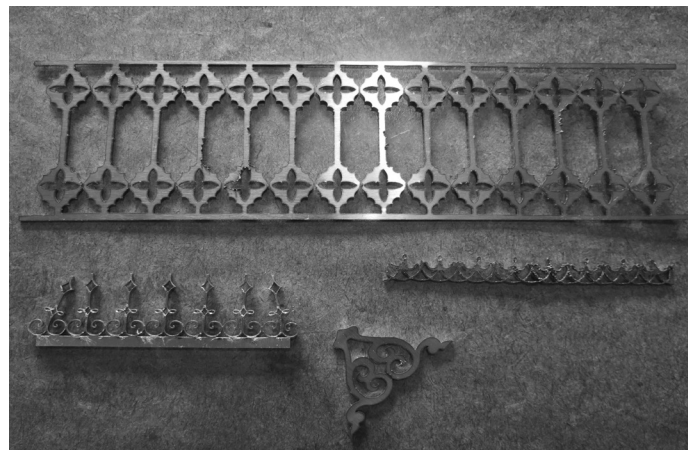
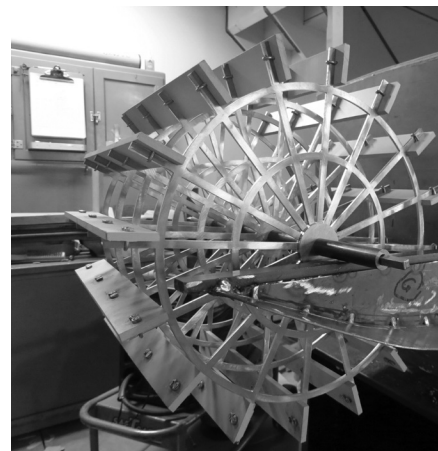




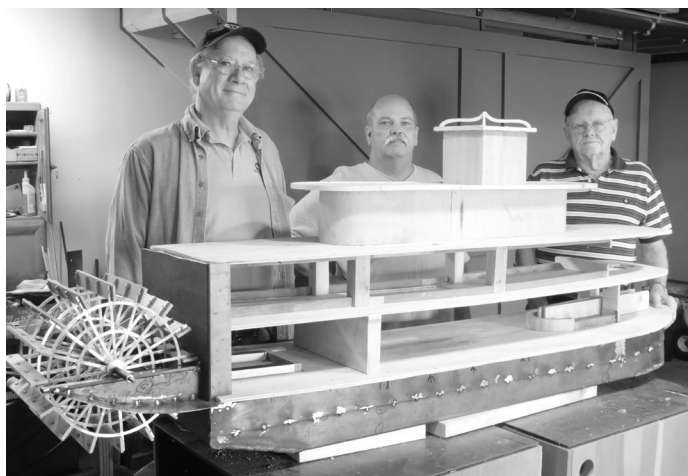
## JBS Model Being Built at Dubuque River Museum

One of the most popular visitor areas at the National Mississippi River Museum and Aquarium in Dubuque is the Blacksmith's Shop, just inside the Fred Woodward Riverboat Museum and adjacent to the outdoor Boatyard. Alongside that shop is another location that has been the source of much activity this year. Ten volunteers have been building a wood-and-metal scale model of the JULIA BELLE SWAIN, using Dubuque Boat and Boiler Company blueprints of the steamer constructed near that same site in 1970-71. The plan is to power with model with electric servomotors and paddle it around the Ice Harbor area during the warm weather tourist season. Completion date is slated for late next summer. The boatbuilding team are David Benedict, Bill Walser, Gerry Pickel, Carl Weimerskirch, Jim Haverland, Dave Maloney, John Lucksted, Mark Hantelmann, Doug Schlesier and Milt Avenarius. 

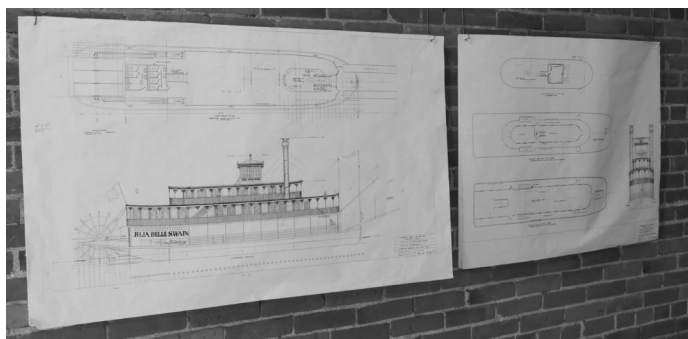
*Model's sternwheel and hull are stainless steel. The hull will be sandblasted and then rhino-coated to provide waterproofing. All railings and roof gingerbread have been accurately copied and laser cut at Gary Wilming's shop in Peosta, IA.*



*Close-up of stainless steel rail and trim. Windows and doors will be reproduced on vinyl sheets by McCullough Graphics and affixed to deck housings to maintain authentic detail.*



*L-R: Doug Schlesier, Mark Hantelmann and Milt Avenarius pose with 3/4 inch to the foot scale model of JBS.*



*Tacked to the walls of the workshop area are the original blueprints of the steamboat from the DBBCo. yard, providing an extra degree of authenticity to details of the model.*

### Back Cover

Having told the story of the ALBATROSS's construction and delivery trip on pages 38-41, we close this issue with a wintertime view of Dubuque's Ice Harbor in early 1907. Dominating the northeast corner of the harbor at the yards of Dubuque Boat and Boiler Co. is the mammoth railroad transfer boat, largest steel hull built on the inland rivers until the advent of MISSISSIPPI QUEEN and AMERICAN QUEEN seven decades later. Work progresses on her outfitting for a June departure. Also putting in an appearance over at the Diamond Jo Line landing and winter quarters are packets QUINCY (outboard) and SAINT PAUL. Not only was the Ice Harbor a safe haven for packets, towboats, houseboats and shantyboats in the winter, but it was the source for freshly-cut ice for local merchants and industries, and served as a popular skating rink for local and Tri-State residents. *Photo courtesy Murphy Library, La Crosse*



G.E. DAY

DUBUQUE IOWA

THE HARBOR.

FISHER & CO.  
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