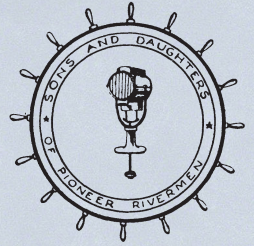


S & D

REFLECTOR

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of Pioneer Rivermen



Vol. 54, No. 4

Marietta, Ohio

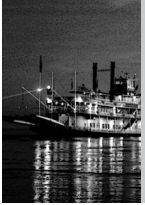
December 2017

CITY OF NEW ORLEANS to Make Debut S&D Weekend in Marietta Shantyboat



Front Cover

The Tombigbee River packet JAS. T. STAPLES is pictured in this original 1909 photo which was colorized by Don Walsh. A biographical portrait of the sternwheeler appears on page 26. *Photo courtesy of Don Walsh.*



Reflections from Our Readers

Lisa Stevens writes: “Just wanted to let you know that we received the issue of S&D REFLECTOR that you kindly sent back in August and it was quickly snapped up by our volunteers and I haven’t been able to get it away from them! Everyone is still ‘oohhh-ing and aaahhh-ing’, but I hope to see it soon. What I did glimpse looked great. Thanks so much for including our images and please let us know if we can ever be of help again.”

👤 Lisa is the volunteer at Excelsior-Lake Minnetonka Historical Society who kindly provided assistance with last issue’s story about the big excursion steamers BELLE OF MINNETONKA and CITY OF SAINT LOUIS. She generously forwarded two more images from their fine collection for us to share with you, and they appear on the bottom of page 27. In addition, Lisa also recommended the volume *A Directory of Old Boats: Lake Minnetonka’s Historic Steamboats, Sailboats and Launches* by Scott D. McGinnis. This excellent resource gives detailed information and copious photographs of all the vessels which have sailed Lake Minnetonka, and we highly recommend it for any who wish to explore this topic further. And we are obviously pleased that the REFLECTOR now has readers up in the Minnesota lake country!

Charles H. Bogart writes: “I found Sharon Cunningham’s “Saga of the Steamer JOHN RAINE” an enjoyable read. She does not seem to have consulted *The Army’s Navy Series* by Charles D. and E. Kay Gibson. The following information



This New Year's Eve whistle salute from the NATCHEZ brings with it the Reflector's very best wishes for a Joyous Holiday and a Happy New Year!

of interest is from that book:

“JOHN RAINE: sidewheel steamer; 541 tons; 620 tons. Expedition to Pittsburg Landing-Shiloh, April 1862. Purchased by Quartermaster either November or December 1862 for support of Mississippi Marine Brigade. Red River Expedition of 1864. Following the disbandment of the MMB she was used as a transport. Was one of the last of the Quartermaster Department vessels to be taken under fire on Mississippi, having been attacked by partisan force near Bayou Sara, LA on 28 February, 1865. Located at St. Louis as of 30 June, 1865. Condition rated as ordinary.

“April 1862: JOHN RAINE is listed as one of 174 steamboats in support of Union Army during its stay at Pittsburg Landing. JOHN RAINE may have been elsewhere on the Tennessee River during the two-day battle.

“March 1863: JOHN RAINE is at St. Louis waiting to load 200 soldiers completing training before movement south. MMB consists of 1,042 men. These men were quartered on the eight transports attached to the MMB. JOHN RAINE carried 133 of these men. During this voyage, the troops she was carrying mutinied over the food they were issued. The mutiny was put down and ringleaders tried and sentenced to prison.

“June 1863: JOHN RAINE was fired on by a hidden artillery battery at Mississippi River entrance to Lake Providence. JOHN RAINE is run ashore and sends her cavalry against the battery, but they fled

before the cavalry reached the hidden gun position.

“June 1864: JOHN RAINE with other boats of MMB sail from Vicksburg to take part in Red River campaign. November 1864: JOHN RAINE is at Memphis, TN.”

‡ Charles’ citations from the Gibsons’ book provide additional chapters in the story which Sharon tells, and we thank him for supplying the information. We want to mention again that Sharon has made available the complete annotated and documented text of her feature story to interested readers. Contact the editor for a PDF file if interested.

John Fryant writes: “The back cover of the September REFLECTOR shows RED RIVER with an extremely short engineroom bulkhead. My guess as to what kind of engine set-up she had is probably a two-cylinder vertical engine set cross-ways with a reduction belt or gear to a jackshaft with a chain drive out to the wheel. This could have been on one side only or on both sides. Depending on the type and the rpm of the steam engine, perhaps the jackshaft wasn’t needed. A slow rpm engine could have been direct-coupled to the wheel’s chain drive.

“As for the RED RIVER photo on page 27, it’s the first photo I’ve seen of a cotton boat with all the canvas drop covers lowered. That’s a lot of canvas! I’ll bet those old cotton packets carried nearly as much canvas as a two- or three-masted sailing ship.”

‡ We are delighted to receive John’s reply to our question about RED RIVER’s engine set-up. Just two days later, Steve Huffman weighed in on the question as well, and even tossed in some photos to boot! Steve’s comments follow, along with the photos he supplied.

Steve Huffman writes: “The article on RED RIVER piqued my interest. I am still compiling a directory of gas and diesel sternwheel boats, with an emphasis on those that were built between 1891 and 1955. At this point I have catalogued about 2100 boats, with several more yet to uncover. There were a handful of steamboats converted to gasoline engine prior to 1910. There is at least one example where the *U.S. Merchant Vessels* books never updated to show the

vessel was converted to gas, even though evidence proves otherwise.

Reflections from Our Readers continued on page 34

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

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America's Steam & Diesel
Riverboat Magazine

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S&D REFLECTOR

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of Pioneer Rivermen

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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
2723 Shetland Court
Dubuque, IA 52001
reflector@comcast.net

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Getting Posted Up

It's a Small, Small
(River) World

This past year has once more confirmed for your editor that fellow S&Ders and members of our River Family make up a close-knit group that turn up in the darnedest places, and at most unexpected times. Sort of like a reprise of that old Disney refrain "It's a Small World after All ... It's a Small, Small World." Embarking on a long-awaited fall voyage that your editor and wife had promised themselves for some time, meant the annual trek to S&D in Marietta this year was not to be. One could also suppose the opportunity to connect with treasured friends would likewise disappear with that prospect. But had this writer been a bit more perceptive, the first of several "coincidences" might have been recognized as a portent of things to come.

Early on the morning of August 21, the editor, wife Debbie and children Sarah and Jonathan – along with several thousand others – were gathered on a soccer field outside Ste. Genevieve, MO, armed with sunblock and heavy duty eclipse glasses. We were in the "path of totality." It was truly an unforgettable and awe-inspiring experience that day, and as fate would have it, one we shared with Bob and Sharon Reynolds who "just happened" to have driven up from Arkansas. Neither the Reynolds nor we had any inkling of each others' presence in this crowd until Bob and Sharon walked over with Sarah to greet us and confirm this serendipitous meeting.

Six days earlier, this writer had been in Charleston, WV, part of a delegation from the National Rivers Hall of Fame visiting with Charlie Jones at Port Amherst on the Kanawha, to videotape an interview for the Oral History River collection in Dubuque. An hour on the phone with good S&D friend Bill Barr prior to that trip allowed us to "get posted up" to help this interviewer do a proper job. Then a few weeks later, Jerry and Lenore Sutphin, friends of Charlie's as well, extended an invitation to lunch aboard the AQ during her Dubuque stop, a chance to discuss that visit and for them to share their memories. Within a week, Jerry and your editor would be visiting again – by phone.

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TWILIGHT and AQ stops brought welcome visits with Judy Patsch, Barbara Hameister, Carol Roth, Jo Ann Schoen, Frank Prudent, Vic Canfield, and other dear S&D friends. All of which were capped off by an amazing week at Howard Museum and a Madison round trip on the BELLE with Keith Norrington, Travis Vasconcelos, Matt Dow, Jeff Spear, son Jonathan, and even more of the "family." Yes, your editor regretted not being in Marietta. But then, it really is a small, small world. 🌐



Meet Our Contributors

Matt Dow (*CITY OF NEW ORLEANS: Newest Belle in New Orleans Harbor*, p. 8) is no stranger to the pages of the REFLECTOR. Matt was first introduced to our readers as a “Newer Face in S&D” in our March 2011 issue. He contributed stories about “MINNEHAHA’s New Calliope” in September 2012 and “NATCHEZ in Winter Layup” for our March 2016 issue. Matt currently is based at the Crescent City as work on converting the newest addition to New Orleans Steamboat Company progresses. In visiting with him at Madison, IN recently, Matt confessed that he will not miss the frigid winters back on Lake George in Upstate New York.

Fred M. Rutter (*S&D Weekend in Marietta*, p. 16) being born and raised in a rural central Ohio village near Columbus far from any navigable body of water, would not be part of the recipe to create an interest in boats. However, his parents were Woody and Bee Rutter, which changed everything. Frequent trips to Sewickley, PA to visit grandfather Fred Way Jr., trips to Marietta, OH with his dad to deliver and set up displays, and annual trips to New England to see his dad’s mother, brother, and cousins, meant exposure to a variety of vessels ranging from sailing ships to the last remaining steam towboats operating on the Ohio and Monongahela River. Fred’s father had wide ranging historical interests, and any trip was a bust if it did not include stopping and looking at a museum, fort, boat, or just gazing at a fine view while his mother identified the native flora and fauna.

Fred and his brother Dick attended S&D meetings before they could crawl. It was a family function filled with interesting people and things to see. Dick exhibited a natural talent for drawing, painting, and a mind that did not forget anything. It took time for younger brother Fred to develop his own interests and talents, but examples were not far away in the form of family photographic pursuits and writing, which is what he eventually embraced and successfully developed to his own level of skill. He also did four stints in college, to varying degrees

of success, but always learning more.

For over a decade Fred edited the S&D MOR chapter newsletter *Riverview*. Fred recently retired from Mid-Ohio Foodbank, where he held positions ranging from truck driver, marketing manager, transportation manager, and logistics analyst. During his career the Foodbank, which distributes food to the less fortunate over a third of the state of Ohio, grew from a fleet of four trucks to over twenty, including semis, and saw its distribution rise from nine million pounds to over seventy million pounds of food a year. Writing and photography were integral parts of the job. And as Fred now shares those talents most ably with S&D, we are very pleased to welcome him as a major contributor to the REFLECTOR as well.

Tom Schiffer (*Shantyboat*, p. 28) is another of our dedicated writers for the magazine and also for our website www.riverhistory.org. His biographical sketch appeared in the June 2011 REFLECTOR to accompany Tom’s comprehensive history of “Frisbie Engine and Machine Company,” a longtime steamboat engine builder and machine company in Cincinnati. In addition he penned the excellent narrative “Steamboat 1811” detailing the inaugural voyage of the NEW ORLEANS for our website in June 2011, as well as a complete report on “BELLE OF LOUISVILLE Birthday Bash” posted on November 5, 2014. It’s good to have Tom grace these pages once again.

Don Walsh (*cover photo of JAS. T. STAPLES*) is also one of our regular contributors. Although you may not recognize Don’s name from articles in the REFLECTOR, you certainly will recall his amazing work in providing us with outstanding colorized photos of steamboats like NETTIE QUILL, BELLE OF THE BENDS, and GEORGIA LEE.



Don was born, raised and worked in Toronto, Ontario. In 2005, shortly after retirement he moved to Meaford, Ontario, a scenic pleasant small town about 100 miles northwest of Toronto, located on the shores of Georgian Bay, where he and his wife still reside.

He is a self taught hobbyist in Digital Photography/Arts. Don purchased his first digital camera in 2001, moving on after many years of 35mm film photography. Since 2001 he has been and still is an avid fan of Adobe Photoshop. Initially he used Photoshop for processing his digital photographs but discovered that the software offered so much more, in what he describes as digital manipulation.

He soon after developed an interest in photo restoration and loved the challenge of restoring old and damaged photographs. Don's skill in restoration work was recognized by a local ART SHOP proprietor for whom he restored and custom printed many customer's photographs.

In 2010, his interest in old photographs took him to an internet website noted for historical photographs. Since his teenage years he has been intrigued about life long ago on the Mississippi as a result of exposure to Mark Twain's words. One particular photograph on display at that time captured his interest immediately. It pictured the sternwheeler BELLE OF CALHOUN and

sidewheeler BELLE OF THE BENDS. Don joined and became a member of that particular site. Shortly thereafter he developed an interest in colorizing photos after viewing other members' colorized work. The "Two Belles" was his first attempt at colorizing an image which he submitted to that website. It was also used on the back cover of the September 2011 issue of S&D REFLECTOR. His work has also appeared on the cover of the 2013 and 2015 December issues of the magazine, much to his delight.

Since that time he has continued to explore digital art on the computer, but always falls back to colorizing photos for relaxation. Color choices in historical black and white photos is mainly imagination, but he always strives for verisimilitude in his work through research on the subject matter. He hopes members enjoy his work as much as he enjoys doing them.

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Send to the Editor as an e-mail attachment

CITY OF NEW ORLEANS: New Belle to Debut in New Orleans

by Capt. Matt Dow

As most of you know, the New Orleans Steamboat Company is now the proud owner of the Riverboat CASINO ROCK ISLAND, formerly of Rock Island, IL. She is currently in the middle of a 1½ year-long renovation to become a new dinner/excursion boat to operate primarily here in the New Orleans harbor.

To get a true appreciation for this story, we have to go back to the waning years of the 20th century. In 1990, the New Orleans Steamboat Company (NOSC) had plans to team up with Dickie Brennan, one of the more famous restaurateurs in the city, to create a fine dining restaurant onboard a riverboat. She was to be a diesel-electric powered, sternwheel boat with the name CITY OF NEW ORLEANS. She was designed by John Gilbert of Boston, MA, and original drawings had her looking like a mix of the NATCHEZ and the BELLE OF CINCINNATI. A story about the project was even published in an issue of *Passenger Vessel News*. Alas, plans fell through, and that particular vessel became nothing more than pen on paper. About the same time, a boat was taking shape 180 miles west of New Orleans in Jennings, LA. She was to be a beautiful new sternwheel casino boat, designed by Rodney E. Lay, for the Jumer's Casino in Rock Island, IL.

Fast forward to 2005. On August 29th of that year, Hurricane Katrina made landfall just east of New Orleans. The storm, and mainly the flooding that followed, devastated the city and its economy. In the storm's aftermath, the NOSC was forced to sell the m/v JOHN JAMES AUDUBON to interests in New York City (the delivery trip up there is a whole story in itself!) With the JOHN JAMES' departure, the Str. NATCHEZ was left to soldier on, tasked with carrying the company for almost a decade all by herself. She made two trips upriver, one in 2005 and another in 2006 for the Tall Stacks celebration in Cincinnati, OH, but has since kept close to home. As the years went by, the

economy picked up as more and more folks began to rediscover the city and its charm. Currently, the NATCHEZ is back to running three trips per day, two Harbor Cruises and one Dinner Jazz Cruise. Buffets are offered on all cruises and, most of the time, the dining room is sold out for both seatings. Since the NATCHEZ was designed for sightseeing and not primarily for dining, one can see where catering to 500 dining passengers on a single cruise can be challenging.

With the noticeable popularity of dining cruises and increasing passenger counts, the time had come for the New Orleans Steamboat Company, hereafter referred to as "we", to begin serious consideration of the idea of a second boat. At first, we thought a newbuild would be the best route to go. After pitching the idea to several shipyards, costs and timelines proved prohibitive. It was then decided to find an existing vessel, something that would encompass the spirit of New Orleans, the river, and our company. After several tips from the "sternline telegraph" and some telephone calls, we finally stumbled upon the CASINO ROCK ISLAND, which was sitting in Chillicothe, IL in a small inlet dubbed "Hamm's Holiday Harbor." A site visit was conducted in July 2016, and shortly after, a purchase agreement was signed.

To get the boat to New Orleans, it was decided to have her towed downriver. On September 29, 2016 the CRI was pulled from the "Harbor" and brought out to the main channel, where Marquette Transportation's m/v CHARLIE G lay waiting. The CHARLIE G is 164.5 x 41.5 feet, and is powered by GM 16-645E7B diesel engines with a combined total of 6,140 horsepower. Rather than facing up to the stern of the CRI or towing her "on the hip," the CHARLIE G pushed one empty barge ahead of her and the CRI was tied to the starboard side. Before the tow commenced, it was decided to dry dock the vessel for a routine hull inspection at Mike's



New Orleans to get new sternwheeler

City of New Orleans second new boat
to be operated by New Orleans Steamboat Company

When you bring together one of America's most famous restaurant names and the country's oldest and one of the most prestigious riverboat companies, the project has all the earmarks of a successful operation. That is the likely outcome of the combination of the restaurateurs Ralph and Cindy Brennan with the New Orleans Steamboat Company.

The result sometime later this year will be the *City of New Orleans*, a new 213-foot riverboat driven by an active paddlewheel.

Ralph and Cindy Brennan, owners of the very successful Mr. B's restaurant in New Orleans' French Quarter went looking for a unique location for their newest restaurant. The idea of locating it on the water was certainly unique and their partnership with the New Orleans Steamboat Company gave the operation the instant expertise of the company that owns and operates the *Natchez*, the *Jean Lafitte* and the *Cotton Blossom* in New Orleans along with four riverboats on Lake George, NY, through a sister company.

The *City of New Orleans* is the third new boat announced or deliv-

ered in the last few months by New Orleans Steamboat. A few weeks ago they announced that Gladding Hearn was building a high speed catamaran to shuttle passengers between the New Orleans Zoo and the new Aquarium of the Americas. Last fall, their sister company, Lake George Steamboat Company put the *Lac Du Sacrament*, a new 1,100 passenger excursion/dinner boat into service on Lake George.

The *City of New Orleans* will be 213 feet long with a 48 foot beam. Molded depth to the main deck is nine feet. Designed by John W. Gilbert Associates of Boston, the new vessel will be propelled by an active paddlewheel driven through right angle gears by shafts from two DC electric motors. AC generator sets will develop electric power that will be fed through silicon controlled rectifiers to produce the direct current for the motors.

As yet, a shipyard has not been chosen to build the vessel, but that decision will be made shortly, according to Gordon Stephens of the New Orleans Steamboat Company.

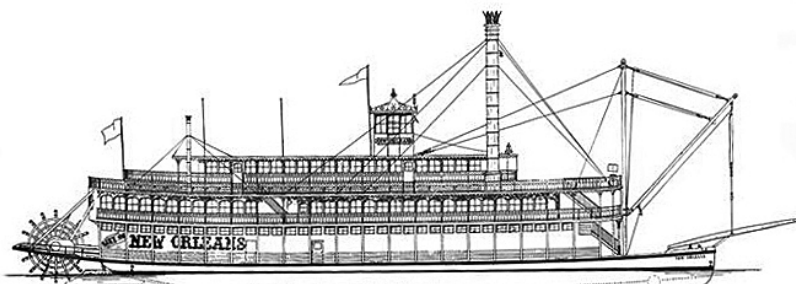
The boat will be all steel with a single chine hull, vertical bar stem

and transom stern. The riverboat will have four decks. The main deck will have an open deck forward, a very large and expansive galley with additional storage and refrigeration space in the hull, heads, and the control room/auxiliary machinery room aft. The second or boiler deck will have an open passenger dining room with open side decks. The Texas deck will be on two levels. The lower portion of the deck will be open with passenger seating while the upper portion of the deck will be an enclosed passenger lounge. The pilothouse will be on a raised flat above the house top.

Passenger capacity of the vessel is approximately 1,000 in the excursion mode. For cocktail parties, capacity will be about 600 and 450 will be seated for dining.

Total displacement of the vessel will be about 952.6 long tons. Gross tonnage is figured at 600 tons.

A full story on this vessel will be carried in a future issue of Passenger Vessel News after a shipyard has been chosen and work has begun on the vessel.



4

PASSENGER VESSEL NEWS, JAN./FEB., 1990



Top left and right: Seeing the CASINO ROCK ISLAND for the first time on July 25, 2016.
Above: Capt. Bill Dow surveys the former casino boat.
Left: Article from January/February 1990 Passenger Vessel News about initial proposed boat for NOSC.

Marine, a shipyard in Wood River, IL, just upriver from St. Louis. Coincidentally, this was where the PRESIDENT sat before she was cut up and brought in pieces to Effingham, IL. The guys who worked at the yard told us about the old boat, and were surprised when we told them that our company had owned and operated her in New Orleans!

What started out as three weeks on the dock turned into four months when it was decided to

upgrade her bow and stern thrusters and remove her old sewage tank. Chief Engineer Scott Vieages, Capt. Bill Wilson, and I took turns during that time traveling from New Orleans to St. Louis and back to supervise the work being done at the yard and complete some small projects. I became very acquainted with the Southwest Airline terminal at the St. Louis airport! Finally, on January 24th at 10:30 a.m. after Coast Guard approval, the boat was put back into the water and was tied off to the dry

dock at the upper end of the yard. Over the next couple of days, her stern and side name boards were painted over, and two large banners were placed on her 3rd deck railings. Her new name, in large red and black lettering, was now proudly displayed on her for the first time: CITY OF NEW ORLEANS. All that was left to do was to get a towboat to take her there.

That towboat ended up being the m/v WINCHESTER of Excell Marine. At 126 x 30 feet with a single 2,800 horsepower GM diesel engine, she is said to be one of the largest and most powerful single-screw towboats on the Inland Rivers. One story I remember well was Capt. "Skeeter" talking about handling 15 loaded barges with ease in the Cincinnati Harbor on a rising river. For a large single screw vessel, she was quite maneuverable and had a quick response time to her controls.

At 4:22 p.m. CST on February 3rd, the WINCHESTER, with CONO in tow, pulled away from the dry dock and made a graceful turn to point downriver. A 1,070 mile journey by way of the Mighty Mississippi River had begun. As before with CHARLIE G, the WINCHESTER pushed a single, empty barge ahead of her, with the CONO tied alongside the barge. I was given a cabin to myself on the 2nd deck forward aboard the towboat. It was off a small break room where the crew would congregate to watch TV. As luck would have it, that Sunday night was the Super Bowl. Thank goodness for satellite TV! There was no cook aboard, so the crew were responsible for their own meals. A good sized galley down on the main deck had fully stocked refrigerators, freezers, and a pantry with every kind of food item imaginable from apples to Little Debbie zebra cakes. A lot of the guys were excited that someone from New Orleans was going to be aboard ... until they learned that the best thing I could cook was Hamburger Helper.

We made St. Louis that evening, amidst worries that our air draft or vertical clearance wouldn't give us much wiggle room under the bridges. For months, I had looked to the west from the windows of my hotel room and gazed upon the Gateway Arch, dreaming about the moment that I would be passing it on the tow. Finally, that moment had arrived. As we sailed by, it was almost like saying

farewell to an old friend. I gave the Arch a small nod and marveled at its beauty, standing tall and proud on the banks of the Mississippi. It wasn't long before it slipped silently into the distance behind our wheel wash.

What followed was a five-day adventure down the Mississippi. My mornings usually began around 6 a.m. with a shower and some breakfast, consisting of instant oatmeal and what the crew had cooked before their watch change. Once the sun would rise, I would don my work vest and climb over to the CONO, where I would make the first of many daily walk-arounds to check holds and whatnot. I was able to get some work done on the way down, but much of my time was spent on the outer decks, camera in hand, capturing the sights of the journey. That first morning was very cold, and I remember huddling in the pilothouse and cracking the window to get good pictures of Cape Girardeau as we passed by. Mornings would get warmer as one day turned into another. I was able to get on the internet from time to time, and thank goodness I could check my messages before we reached Cairo. Travis Vasconcelos told me that if I threw a penny into the water where the Mississippi River and Ohio River meet, the wish made on that penny would come true. When we reached the confluence, I threw my penny in and made my wish. Will it come true? Only time will tell about that one! As we continued downriver, I tried to take in as many sunrises and sunsets as possible. There is no better place to view these than from the middle of the river. I remember some of the more stunning ones from my time aboard the Str. NATCHEZ as she sailed to Cincinnati for the 2006 Tall Stacks. On this trip, as we passed the Old River control structure, my sunrise was interrupted by a tornado warning alarm on my phone. That same day, several twisters touched down in parts of New Orleans, including one about two miles from where we planned to bring the boat. We didn't encounter any tornadoes, but there sure was some heavy rain and blustery winds!

On February 8th, at 12:45 p.m., we cleared the Greater New Orleans Bridge (Crescent City Connection Bridges) and passed the riverfront of New Orleans. Several of our Company employees gathered on the Toulouse Street Wharf to welcome us home. I think I even heard a brass band, but I



may be mistaken on that! As we made Algiers Point, I experienced the best part of the entire trip. Making her way upriver was the Str. NATCHEZ. It was the first time the two had ever seen each other. With a mighty blast on her steam whistle, the NATCHEZ welcomed her sister to her new home. It was one of the happiest moments of my life, and one I will never forget! Following a lock delay and a transit through the Industrial Canal, the CITY OF NEW ORLEANS finally arrived at the Morrison Road Wharf around 9 p.m. that evening.

At the time of this writing, we have been here for eight months working on completely renovating the vessel. Demolition and hot work are ongoing, and we are now in the stages of planning her interior design. Several bulkheads at the back of the main deck were removed to accommodate a new galley that will service the boat's four dining rooms. New food service and pantry areas were built, and bars were rearranged/added to better serve our dining and sightseeing guests.



On the operational side, the engines, generators, and the paddlewheel are being rebuilt. The pilothouse was raised 4 feet and will be fitted with all new electronics and steering systems, and wing bridges (like on the NATCHEZ) were built. Since she will operate in more of a tropical climate than before, we have installed a bigger and better deck drainage system to better handle rainwater runoff. The Frisbie calliope from the P. A. DENNY, the third of three and one of two known to exist, will now adorn the top deck and serenade passersby, and a new roof bell, graciously donated by Capt. Bob



Top: Leaving Hamm's Holiday Harbor on Illinois River at Chillicothe, IL on September 29, 2016 in tow of m/v CHARLIE G.

Middle: Passing Peoria, IL and the SPIRIT OF PEORIA on September 30, 2016.

Bottom: Headed downstream in tow on Illinois River en route to Wood River, IL at the mouth.



Harrison and family, will ring out over the waterfront of New Orleans.

We are hoping to have the boat ready by June of 2018, right in the midst of the City's Tricentennial celebration. For those who are electronically-inclined, we have our own Facebook page and, hopefully soon, a website where we will be posting pictures of the progress.

I would like to thank the editor for allowing me to write this article for the REFLECTOR, and I hope to be able to provide follow-up pictures and text in a future issue about the progress of the renovation of this wonderful vessel. 🌐



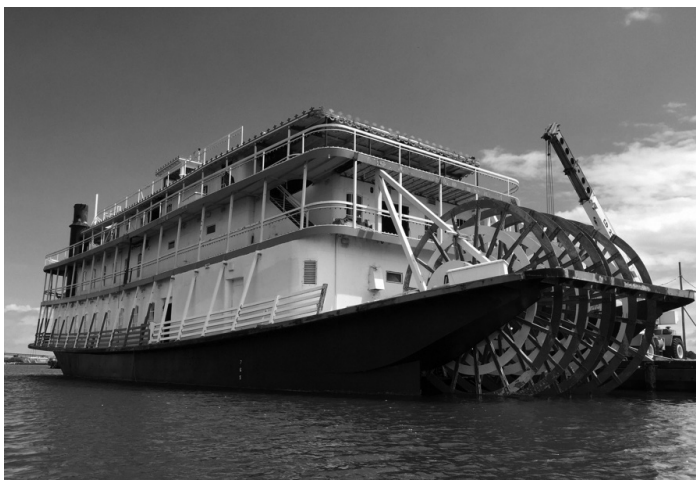
Top left: Tied up at Mike's Marine in Wood River.
Middle left: Entering drydock on October 5, 2016.
Bottom left: On drydock at Mike's Marine.
Bottom right: Headed down the Mississippi at last.

PHOTOS OPPOSITE ON PAGE 13

Top left: New bowthruster being installed at Mike's Marine drydock to replace two older units.
Middle left: A snowy day in midwinter at Mike's.
Bottom left: Departure from Mike's on February 3, 2017.
Top right: Banners attached with her new name, CITY OF NEW ORLEANS on February 3, 2017.
Middle right: Confluence of Mississippi and Ohio.
Bottom right: Passing St. Louis' Gateway Arch.







Top left: Passing Memphis, TN on February 5, 2017.

Middle left: Arriving in New Orleans under the Greater New Orleans Bridge (Crescent City Connections Bridges) on February 8, 2017.

Bottom left: Renovation work underway after transiting the Industrial Canal and landing at Morrison Road Wharf (New Orleans East).

Top right: A New Orleans Harbor salute as CITY OF NEW ORLEANS and steamer NATCHEZ meet for the first time.

Middle right: Renovation continues at New Orleans East.

Bottom right: Old pilothouse is raised about four feet.

All photos in this feature courtesy of Capt. Matt Dow.

GOLDENROD Showboat Destroyed by Fire October 21



Capt. Dan Shrake sends this story by Denise Hollinshed of the St. Louis Post-Dispatch with the sad news that the GOLDENROD has been lost to fire.

“The GOLDENROD Showboat’s long story appears to have ended with a fire early Saturday (October 21) in Illinois’ Calhoun County. Preservationists for years have worked to try to preserve the historic 108-year old showboat, which shut down in 2001 after decades on the St. Louis and St. Charles riverfronts.

“But early Saturday, the orange glow of a fire two miles to the north could be seen from Kampsville, North Calhoun Fire Department Chief Gary Hall said. It came from where the vessel was moored on the Illinois River.

“By the time firefighters arrived the boat was mostly gone. ‘It was already completely down when firefighters got there,’ Hall said. ‘Three-quarters of it had already fallen into the hull.’

“Hall said he has no idea how long the structure burned before the glow was seen in town. ‘They had moved it out of town because of too many complaints,’ he said. Hall indicated that there was concern that someone would get hurt if they attempted to go onto the deteriorating structure.

“The boat had for years barely dodged the scrap heap, while some held hope it would be restored. After the vessel was deemed too damaged to be repaired in 2015, preservationists removed many items from the interior, including tin walls, chandeliers and stained glass windows. In May, the boat was flooded with seven to eight feet of Illinois River water.

“The GOLDENROD was built in 1909 and for years moved around the Midwest before mooring at St. Louis in 1937. In 1968 it was declared a National Historic Landmark. The city of St. Charles bought the boat in 1990, and it operated there as a stationary dinner theater. The boat shut down in 2001 after a U.S. Coast Guard safety check found significant problems. The city gave the boat to a businessman who moved it to the Kampsville area for storage in 2008 after failing to find a use for it; he donated the boat to the Historic Preservation Association.”

REFLECTOR readers may recall our article “GOLDENROD’s Golden Days to be Resurrected?” in the December 2010 issue. Alas, it appears that this resurrection was not to be. The old showboat now shares the fate of two other former companions on the St. Louis levee: BECKY THATCHER (former MISSISSIPPI) lost to ice in February 2010 and the former CHAS. H. WEST (restaurant boat LT. ROBERT E. LEE) also lost to fire that March. And of course, there are also the tragic cases of ADMIRAL and PRESIDENT. *Requiescat in Pace.* ☹

A Snowy Day Down South

This photo of steamer AVALON in winter layup was snapped early in her career as a Cincinnati-based tramp. Judging by the snow on the ground, one might suspect this view pictures the boat in the Cincinnati vicinity or perhaps laid up in Alton Slough above St. Louis. Guess again. It was taken on January 30, 1949 in Bayou Plaquemine, LA after that neck of the woods received a record snowfall. Lafayette received 3.1 inches that day! Our thanks to Bob Feezor for sharing the snowy Louisiana image.



S&D Weekend in Marietta

by Fred M. Rutter

The river faithful returned to Marietta, OH on September 15-16, 2017 for the Annual Meeting of Sons and Daughters of Pioneer Rivermen, the 78th such gathering. As per tradition, the Lafayette Hotel, conveniently located at the confluence of the Muskingum and Ohio Rivers, served as base of operations for what proved to be a marvelous weekend.

The first official order of business was for the Board of Governors to convene at Campus Martius Museum and ponder matters of importance and interest to the organization. All current Board members were present, along with guest observer Capt. Charles Richard Neele III, potential nominee to fill the seat which would be vacated by Capt. Bob Reynolds. A round of "huzzahs" erupted from the august body for Capt. Reynolds' years of dedicated service to the group. Previous meeting minutes were reviewed and approved.

Bill Barr, on behalf of Fred Smith of Ohio History Connection, gave a status update on the multi-phase restoration of W. P. SNYDER, JR., the only intact steam towboat in existence, and one of the premier collaborations of S&D and another historical preservation organization. Phase III, cabin restoration, is now about a third completed. Additional funds are being sought to qualify for a Maritime Grant. Current project funding is from an Ohio Department of Transportation grant. The goal, upon completion of this phase, is to give a visitor the impression of walking on to this towboat in 1955 when it first arrived in Marietta and the crew just left. To this end, a long list of period equipment and crew necessities has been drafted and donations are being sought. For a complete list, contact Bill Reynolds, collection manager for Ohio River Museum. Transporting the items, if accepted, to the River Museum is considered part of the donation. A brief description of some of the items sought include a vintage Coke machine, old Maytag washing machine, fire axes, water cooler glass jugs, 3/8-inch cable winch, flood lights for

the paddlewheel, navigation lights, period work clothing, etc.

Next year will be the 100th anniversary of W. P. SNYDER, JR. and S&D has been tasked with putting together a series of celebrations and commemorations during the year, culminating in the other anniversary of the boat's arrival in Marietta in September 1955. President Jeff Spear, the Board, and Friends of the Museum will entertain suitable suggestions for recognition of this milestone in the life of this fine old towboat.

PNC Bank investment representative Chris Moran gave an overview of the status of the J. Mack Gamble Fund, which did well this past year as a result of the current market climate. Per the formula that guides the Fund's Board in order to maintain growth and still award funding requests, a total of \$24,624 in grant awards were made this year. Chairman Bill Barr reported that requests were received totaling \$40,000, with grants made to Friends of the Museum (Campus Martius and Ohio River Museum), Howard Steamboat Museum, Ohio History Connection (for W. P. SNYDER, JR.), Ohio Valley River Museum, and RiverWorks Discovery (of the National Mississippi River Museum and Aquarium in Dubuque, IA.)

Bill Reynolds and Le Ann Hendershot provided an update on Ohio River Museum. Attendance the past year was between 6,000 and 7,000, with the variation due to repeat visitors, especially school groups for various events. The most significant gift received was from Rose Latta of Winter Park, FL who donated three boxes of her father Bob Latta's photographs that span a period from 1930 to the 1950s. Once these are catalogued and scanned, they will be made available. Another gift came from Virginia Braum, which consisted of boat literature, books, pamphlets and post cards. The majority of this collection was determined to duplicate much of the current collection in the museum, so most was consigned to the gift shop for sale and fund raising.

Top right: Part of the enjoyment of S&D weekend is to be able to experience the view of the Ohio River from the Lafayette Hotel. Your author particularly likes to shoot in early morning to capture the dawn's first light.



Second on right: Noon lunch in the shelter house at Henderson Hall prior to touring the building and grounds.

Third on right: Front view of Henderson Hall in Boaz, WV.

Bottom right: Rear view of Henderson Hall showing the original house, added kitchen, and the front Italianate addition.

All photos courtesy of Fred Rutter.

Woody and Bee Rutter have donated duplicate items over the years for sale in the Museum gift shop, and Bee once again brought down a stack of boat post cards for just such a purpose. This is a wonderful way to support the museum and for others to obtain items to add to their own collections.



On the topic of collections, S&D President Jeff Spear noted that a variety of objects in our collection are in storage but that these locations may not be available for this purpose much longer, so he proposed loaning these items to river museums located in Clarington, OH and New Richmond, OH, among others. The Board consented to Jeff and Bill Reynolds making the necessary inquiries in this regard.



The Secretary's report stated that as of the week of the Annual Meeting, 384 paid member/subscribers were on the mailing list. This is well short of the desired 500 that make the organization's on-going projects such as publication of the S&D REFLECTOR truly viable financially, without giving the Board of Governors ulcers every time they look at the balance sheet.

Treasurer Dale Flick elegantly reported, "we ain't broke yet, and there is sufficient prudent reserve for the upcoming year." Then he added the qualifier that the bill for the current issue of the REFLECTOR had not been received, and there were always expenses associated with conducting the Annual Meeting. Someone mumbled that the last bit of information was "about as





Above: New Board member C. R. Neele III with President Jeff Spear at River Museum for tree planting ceremony.
Below: Capt. Bill Barr demonstrating how to finish a job right.
 All photos on these two pages by Fred Rutter except as noted.

Above: Bee Rutter at start of the ceremony, providing commentary on how to properly plant a Black Swamp Oak.
Below: (L to R) Laurie Way, Jay Way, Bee Rutter, Fred Rutter, Tammy Rutter, and Bob Way. Brock Rogers photo.



welcome as one of those jumping Asian carp hitting you in the chest while standing at the head of a tow!”

Under the topic of old business, the on-going concern of declining membership was raised again, and it was the consensus that “we have beat that dead horse about as much as we can.” Nevertheless, all the Board agreed to continue to work individually on attracting new members. Another topic was regarding a “refresh” of our website riverhistory.org and Chairman Lee Woodruff and President Spear asked several members to work with our webmaster Brock Rogers to achieve that end. Primarily this will entail more frequent news and photo updates, better functionality of the Home Page to navigate to other parts of the site, and inclusion of upcoming events and news of interest to the river community.

One final bit of news was the announcement by President Spear and Bill Reynolds that fundraising and planning has begun to expand Ohio River Museum. This is welcome news, and has been necessary almost since the present facility was constructed over thirty years ago. It is hoped that construction can commence this winter. While on this topic, Bill Judd made a motion to dedicate the present three museum buildings in honor of Capt. Fred Way, Jr., J. Mack Gamble, and J. W. “Woody” Rutter, with plaques containing information on the contributions of each person to be affixed to the appropriate building. The motion passed, and Friends of the Museum as well as Ohio History Connection will be contacted for approval and to work out the details.



Top right: Bee Rutter doing the honors of the first shovel work at the Woody Rutter Memorial tree planting ceremony on Saturday afternoon. **Second on right:** Rutter family reverently watching Bill Barr do the honors of completing the tree planting on Ohio River Museum grounds. **Third on right:** Fred Rutter offers a few words during the ceremony as Dale Flick, Rita & Michael Jones, Bill Bupp, Vic Canfield, Jeff Spear and other S&D faithful look on. Brock Rogers photo. **Bottom right:** Chuck Jordan, Vic Canfield and Jeff Spear confer with Dale Flick on the grounds behind Henderson Hall. Photo by Barbara Hameister.





Top left: W. P. SNYDER, JR. with yellow caution tape around roof as Phase 3 of the boat's restoration proceeds - painting and cabin refurbishment. Photo courtesy of Fred Rutter. **Second on left:** Taylor and Alexandra Abbott in animated conversation with Dave Vornholt prior to evening banquet and after dinner program. Photo courtesy of Brock Rogers. **Third on left:** Guest speaker Ed Shearer (second from left) with his brothers, sisters and their spouses pose with John Fryant's model of DUNCAN BRUCE following Ed's well-received presentation on the evolution of inland towboats. Brock Rogers photo. **Bottom left:** S&D Board of Governors for 2018, along with featured speaker Ed Shearer at conclusion of the 78th annual meeting. Photo courtesy of Brock Rogers.



The traditional kickoff of weekend festivities is the Friday night social, which again took place at Ohio River Museum. The weather cooperated and was warm and muggy, just as it should be in the river valley in September. Many members became easily distracted by the wealth of vintage river prints, publications, books, and old post cards available in the museum gift shop. Casual visitors probably would not recognize the fine assortment of treasures available, but our crowd certainly did. The resulting scene exhibited more grace than seagulls fighting over a french fry in a parking lot, but not by much. Your scribe scored a fist full of steamboat post cards before proceeding with haste to the refreshment table at the entrance of the next building.



Socializing is the primary attraction of the evening - an opportunity to visit with old friends, greet new members, and catch up on news of family and the rivers. A few members bless the event with new finds, creations or items to sell. Past S&D President Jerry Sutphin was downsizing his extensive river history library and brought several boxes of books to sell. John Fryant was exhibiting his latest radio-controlled towboat model,



the DUNCAN BRUCE, complete with smoking smokestacks. Other members had photo albums to share their latest escapades from the year past, but mostly it was visiting with friends and viewing the marvelous S&D collection of steamboat history contained in the three buildings.

Saturday morning activities started off with the annual business meeting at the Lafayette Hotel. While this may seem as appealing as watching paint dry, it is anything but that. The various reports are typically interesting and presented in a lively manner. Some of the reports, such as those by the Treasurer, J. Mack Gamble Fund, Ohio River Museum and concerning W. P. SNYDER, JR. were previously discussed in the Board of Governors meeting, and were now aired before attending members.

Board Chairman Lee Woodruff brought the proceedings to order and introduced members of the Board, and announced a new publisher for the REFLECTOR, Carlisle and Ryan of Dubuque, IA. Bill Barr, Chairman of the J. Mack Gamble Fund, listed this year's awards, then noted that the original bequest in 1977 from Mack Gamble consisted primarily of Pennsylvania RR stock with a valuation of \$177,000. Since that year grants have totaled \$1,205,546 toward various river history preservation, restoration, and education projects. This is truly an astounding legacy of one of the charter members of S&D, and a continuing mission of our organization.

President Jeff Spear welcomed new members in the assembly, and gave a quick rundown of the rest of the day's itinerary, which included the location of noon lunch, and requested all to come to a memorial tree planting ceremony for J. W. Rutter later in the afternoon near W. P. SNYDER, JR.

S&D Chapter reports came next. Our members are encouraged to join an affiliated chapter and participate in river-related fun all year round. These groups gather for trips, tours and programs that are beyond the scope of the parent organization, but by virtue of being affiliated groups, they are one of the larger benefits of S&D membership. Most know no bounds when it comes to finding river/steam/historical places to visit, and the reports again demonstrated that.

The Middle Ohio River Chapter (MOR) takes the broad interpretation of "middle" to mean they go anywhere that might sound remotely interesting. Chapter president Michael Jones reported the spring meeting was held in Bardstown, KY and included visits to the Stephen Foster "My Old Kentucky Home" museum, the John Fitch memorial commemorating the first steamboat(s) in America, and the Kentucky Railroad Museum in New Haven, KY. A number of attendees made unauthorized trips to several of the whiskey and bourbon distilleries in the immediate vicinity, but strictly for educational purposes. The MOR summer meeting started in Taylor, MI at Crosswoods Village, an eclectic assortment of rebuilt vintage buildings, a miniature steam train, and a fine collection of old Parker Amusement Company rides. They then traveled to Frankenmuth, MI which is famous for its year round Christmas theme, but found there was a good boat cruise to get away from all the Santa Claus characters. Then, to top it all off, the next day they went to Detroit, MI for a cruise on the Detroit River, watched all the large freighters navigating the swift current, and received a mid-river delivery of pizza for lunch from one of the boat service companies while underway. Mike said it was like midstream boat service on the Ohio or Mississippi, but with a stronger current which increased the excitement level a few notches. (Author's note: MOR membership is five bucks, yes, \$5! And they have a regular newsletter for those who would rather take their vicarious pleasure on the porch.)

The Ohio-Kanawha Chapter (OK) stays closer to their namesake rivers, and Jim Bupp reported that their one meeting for the year was held in conjunction with Point Pleasant River Museum. They viewed a video presentation titled "Working on the River," which was well done and well received by the members, most of whom had worked on the river or still do. Jim noted the OK Chapter was the first branch of S&D, having been formed in 1971.

Due to recent flooding, the Mississippi River Chapter did not officially meet, but according to Tom Dunn, most members have been in contact with one another as they dealt with the Big Muddy. Stories and stout libations are sure to be arranged once everything, river and non-river related, settles down.

Taylor Abbott reported on the big doings for Ohio Valley River Museum in Clarington, OH and with a project at Hannibal Lock and Dam Visitor Center and Museum in partnership with the U. S. Corps of Engineers. The visitor center was closed following the 9/11 attacks in 2001 for security purposes. Subsequently, the Corps cleaned and completely rehabbed the building, Ohio Valley River Museum installed a number of exhibits to amplify the ones already at the facility, and the visitor center is open again.

Annie Blum introduced Porsche Schlapper, new curator for Herman T. Pott Library in St. Louis, MO. Porsche noted she is no stranger to the river and things funky, having worked in a catfish restaurant on stilts for a time. She then told about some of the important new library acquisitions, including a number of river maps, one of the Mississippi dating to 1600, and some impressive newspaper collections spanning the valley.

The final official business was the report from the nominating committee for the slate of officers for the coming year: President – Jeff Spear, Vice President – Vic Canfield, Secretary – Sharon Reynolds, Treasurer – R. Dale Flick, Board of Governors – Capt. Charles Neele III, Michael Jones, and Taylor Abbott. There being no nominations from the floor, nominations were closed. A motion was made to elect the slate by acclamation, which was approved. For the call of approval, the loud din of shouting and drumming drowned any dissenters. Satisfied that our work was finished, the meeting was adjourned.

Most of those attending the weekend festivities decamped from Marietta to the salubrious environs across the Ohio River in Boaz, WV (greater suburban Williamstown area) and the grounds of Henderson Hall. The group reassembled at a shelter house and small grove of trees to gain sustenance from pre-ordered bagged lunches. Next it was on to a tour of the large brick mansion built on a terrace overlooking the Ohio, which turned out to be much more than just looking at an old, big house.

Henderson Hall Plantation was built in phases, starting with a Federal style brick farmhouse in 1836, and evolving into a 29-room, 3 story (4

story if including the rooftop belvedere/cupola) brick Italianate mansion. It was occupied by five generations of Hendersons before being bequeathed in 2007 to the Oil & Gas Historical Association following the death of its last occupant, Michael Rolston. What is most amazing is that none of the Henderson family got rid of anything – they just added to whatever was already there. So the building and grounds literally became a time capsule spanning American history from the 1700s to the 2000s. During that extended period the family knew both fame and fortune, and were active in a variety of affairs, politically, militarily and in business. It has taken the past ten years to catalogue and curate the contents of the house, and the job is far from complete. In order to make sense of it all, different rooms capture the essence of family life over the generations, and some rooms focus on specific themes such as clothing or children's toys.

The Henderson family arrived in Colchester, VA in 1750 from Scotland. Alexander Henderson quickly became involved in the affairs of his new home, and became friends with George Washington, Thomas Jefferson and James Madison. He also served in the Virginia House of Burgesses. On the advice of George Washington, Alexander purchased several thousand acres of land in western Virginia, and in 1798 sent his three sons over the mountains to see what they could make of these holdings in the wilderness of the Mid-Ohio River valley.

The brothers built houses, began to farm the land, and established a variety of businesses, usually under the moniker of Henderson Brothers. Succeeding generations used the same name to cover a variety of endeavors. They also met the neighbors who lived down river, the Blennerhassetts, and heard of a proposal by Aaron Burr to take over the western lands and declare independence. They informed the authorities about the plot, and testified at Aaron Burr's trial.

The extended Henderson family prospered and grew, necessitating more construction on the property and the establishment of a school in 1836, which was the first school in Wood County. The school and its contents still exist as part of a barn near the homestead. One relative, Archibald Henderson, after serving on the USS

CONSTITUTION during the War of 1812, became the fifth Commandant of the Marine Corps and held that position from 1821 to 1859. Another relative, George Washington Henderson, served in the reformed Virginia Legislature in 1861, which was a Union branch of government working to establish the state of West Virginia. Nevertheless, the Hendersons did own slaves to work the growing plantation, and Elizabeth Henderson corresponded with Robert E. Lee. All of this documentation has been preserved.

Henderson Hall became renowned for breeding horses, especially between 1890 and 1906, and some of those bloodlines continue today in trotters. In 1900, oil and gas was discovered on the large farm. Later on, Rosalie Henderson (1883-1966) began documenting and preserving the massive legacy of the family and farm.

We were all thoroughly impressed with the volume of well-displayed items, the associated history and the house itself. Even the cupola/belvedere on the roof was interesting, for it contained louvers under the windows to create a chimney effect to permit airflow throughout the whole large house – air conditioning, 1800s style. The current displays had little directly involved with river transportation, however, the site alone tends to belie this apparent oversight since river transport was the primary mode of commerce when the plantation was established, and one can only wonder as to what else may still be stored away for later display. (Author's note: The Oil & Gas Association operates an eclectic museum in downtown Parkersburg, a block away from the river and the Blennerhassett Museum. Just east of town is the Julia-Ann Historic District, several square blocks of high Victorian houses which are worth seeing.)

Speaker for the evening banquet was Ed Shearer, principal naval architect for The Shearer Group Inc. (TSGI) of Houston, TX and part of the Bristol Group of Rhode Island. The Shearer family traces its river roots back to the Point Pleasant, WV area where Ed's father Bert Shearer and grandfather O. F. Shearer operated a towboat and barge line company from the 1920s to 1973, among other ventures. Ed recently received recognition

at the Inland Workboat Expo (IWX) for his years of service to the inland marine industry. The topic of his program was "The Evolution of Riverboat Propulsion."

As the product of a river family and his current position as a marine architect and designer, Ed is singularly qualified to present an overview on this topic. Quickly going through slides with the able assistance of his wife, the progression from sidewheel, sternwheel, and the first propeller towboats was covered. Then the evolution of propellers – from pitch of the prop to tunnel hulls and Kort nozzles – all as the result of solving efficiency problems caused by cavitation, debris and steering issues. This brought Ed to the true meat of his program – adoption of azimuth drive, better known as Z-drive propulsion. It is a testament to the begrudging acceptance of Z-drives that there were no gasps of shock from the audience when the topic landed at how the next generation of towboats will be propelled.

The first generation of inland towing vessels from the Civil War to World War I used wooden-hulled boats with steam engines driving paddlewheels. The next generation after World War I used steel hulls and steam engines still driving paddlewheels. The third generation of inland vessels came after World War II with the use of diesel engines driving propellers. Since the 1940s the basic design of inland towboats has not changed dramatically, although major refinements have improved the mechanical equipment. Nevertheless, they are still steel-hulled powered by diesel engines connected to reduction gear with horizontal shafts fitted with large propellers, steering controlled by rudders fore and aft of the propeller.

Z-drive units have been used for many years on ocean and harbor tugs, and gained increased popularity in the mid-1990s. Typically, two Z-drive tugs can be used for ship docking instead of four conventionally-propelled tugs. The propulsion units rotate to provide thrust in any direction, instead of using rudders to change direction. (The huge Cunard ocean liner QUEEN MARY 2, launched in 2004, has no conventional shafted propellers at her stern, but is powered and steered solely by four self-contained units: two in a fixed position, and two

which can rotate a full 360°. This giant vessel can easily maneuver and lay alongside a pier without any assistance from harbor tugs – Ed.)

The first inland towboat to employ Z-drive units was MISS NARI in 1982. Launched in 1951 as DELTA CITIES by St. Louis Ship, the boat was 142.9 x 43, and diesel twin screw powered. The boat burned on September 13, 1970 after colliding with the Port Arthur Bridge in Texas. Nothing much was done with the vessel until it was finally purchased by Compass Marine in 1980, who changed her name, rebuilt the boat, and installed Niigata Z-drives with diesel engines. The Niigata engines were replaced in 1990 with EMD 12-645E2 engines, but otherwise the boat ran as rebuilt with no major overhauls. Although Z-drives can be serviced without the use of a drydock, the boat was docked to perform maintenance on the units. MISS NARI ended up towing RIVERBARGE EXPLORER for owner Eddie Conrad. Tests indicated that while the boat was rated at 3,000 hp, it has proven itself to be equivalent to a conventional 5,000 hp towboat.

Over the years other inland riverboats have used Z-drives as both primary and auxiliary power – the AMERICAN QUEEN to name one – but widespread adoption has been slow. Initial cost has been one factor in the reluctance, but resistance to change is the primary one, ignoring the savings over time in reduced maintenance costs and reduced crew size required to operate Z-drive powered boats.

In 2006, Bill Stegbauer of Southern Towing Company began discussions with Ed Shearer to design a new series of 3,200 hp towboats using alternative propulsion concepts. After much discussion, investigation and research into various propulsion devices, it was decided to pursue the possibility of a boat equipped with Z-drives. Jeffboat, for example, had conducted an in-depth efficiency study and model test with Aquamaster at a VBD facility in Duisburg, Germany in 1997 to compare traditional propulsion using triple screws with a Z-drive model. The results were dramatic: steering forces increased by 50% to 70% using Z-drives, stopping forces increased by 50%, and maneuverability increased from 54% to 390% depending upon the size of the tow. So there was existing data for the parties to examine,

and Southern Towing had already tested several new style propellers on traditional towboats, specifically skewed props. Forward operation was great with skewed propellers and dramatically reduced boat vibration, but reverse operation was less efficient. Late in 2006 Southern Towing produced an informational paper on the possible use of azimuthing thruster drives (Z-drives) for propulsion units on inland towboats. As a result of this research, Southern Towing contracted with the then-named Shearer & Associates to design the new boats and contact several manufacturers of Z-drives to develop preliminary arrangement concepts. Construction on the new boats began in September 2007, with the first boat put into service in August 2008, and the final boat of the four being completed in 2009.

Since this early adoption by Southern Towing, almost a decade of data on Z-drive efficiency has been documented and refinements have been made. For example, skewed propellers on a Z-drive equipped with Kort nozzles further improves thrust efficiency which translates into fuel savings, better maneuverability and stopping distance. Ed played a video of a harbor-sized towboat turning 360° on its axis, meaning it did not go around in a circle, but turned around while remaining in the same place in the water. It has also been determined that the drive engine no longer has to be placed in the hull, but can be placed on the main deck. Rudders, steering pumps, shaft tunnels, shaft seals, etc. are no longer required, so construction cost of new boats can be reduced. Less generator capacity is also required with the elimination of steering pumps. (See Capt. Carl Henry's article on Z-drive propulsion aboard Southern Towing's boats on pages 32-34 of our March 2011 issue – Ed.)

While all this may sound like we were treated to a rather dry, technical presentation, it was anything but that. Ed kept things moving right along, and the banter between him and his wife Gayle, who was operating the projector, resulted in some comic relief. To those in the audience who may have been grudgingly dismissive of Z-drive powered towboats, Ed Shearer's adept telling of the story of the propulsion system first utilized on the inland rivers 37 years ago proved illuminating. No doubt the old steamboat captains had a similar reaction

to the first “gas boats” and then to diesel prop-powered boats. It took time, a long time, for those new technologies to finally hold sway. Ed noted that tests are underway for utilizing new fuels such as natural gas, either compressed or liquefied, and getting away from refined petroleum fuels altogether. That made for a lot of change to try to digest in one after-dinner presentation!

S&D is primarily a river history preservation organization, yet we do need to be cognizant of the new and the future, in order to preserve the past and the present. We are reminded by the banner atop the masthead page of each REFLECTOR that we fulfill our mission by “Lighting up the Past, Present, and Future of the Mississippi River System.” And Ed Shearer’s program did an outstanding job of illuminating those aspects, as it brought to a conclusion the 78th meeting of S&D and a fine weekend.

J. W. Rutter Tree Planting

During the S&D Annual Meeting on September 16, a tree was planted and dedicated to the memory of Joseph W. “Woody” Rutter for his many years of service to the organization and the preservation of river history. Woody was a charter member of S&D, founded in 1939. In a 1942 S&D publication, he is listed as “assistant secretary.” Following his tour of duty as an A-20 attack bomber pilot in the South Pacific during World War II, he spent part of 1945 building display cases for the growing River Museum located in the basement of Campus Martius Museum.

Over the following decades, Woody forged relationships with many of the true pioneer rivermen, and became a channel for donations to the growing S&D collections. This work was appreciated and recognized by the S&D membership, which resulted in Woody holding a number of critical positions from Museum Chairman, Board of Governors, Board Chairman, J. Mack Gamble Fund Chairman, S&D President, and editor of the REFLECTOR. He also managed to have a successful career, help raise a family, photograph and film events and items of historical interest, and co-author and author books. He was ably supported in these endeavors by his wife Bee Rutter, who served as S&D Secretary for

fifty years, also was a charter member of S&D, and is the daughter of one of the founding members, Captain Fred Way Jr.

Bee Rutter, son Fred Rutter, nephews Jay Way and Robert Way, along with dear family friend Bill Barr, all participated in the shovel work to assure the Black Swamp Oak tree will flourish upon the Muskingum River bank above the W. P. SNYDER, JR. as a fitting memorial to this outstanding individual. This was all made possible through the efforts of president Jeff Spear, Bill Reynolds, and the Friends of the Museum.

Register from 78th Annual Meeting

Although every attempt was made to have members sign our guest register, there may well be some attendees whose names were not registered. The author valiantly attempted to accurately decipher all these entries, and apologizes for any inaccurate interpretations.

Don Reynolds, Michael & Rita Jones, C. R. Neele I, C. R. Neele II, C. R. Neele III, Jeffrey L. Spear, Bob & Sharon Reynolds, Frank X. Prudent, Bill Barr, Fred & Tammy Rutter, Tom Dunn, John & Sharon Fryant, Le Ann Hendershot, Capt. Bill Judd, Lee Woodruff, Taylor & Alexandra Abbott, R. Dale Flick, Bee Rutter, Jo Ann Schoen, Barbara Hameister, Ruth Guenther, Jim Bupp, Steve Bupp, Geraldine Swarts, Susan Burks, Victor J. Canfield, Robert S. Way, Jay & Laurie Way, Dan & Dorothy Goen, Liz Patterson, Mike Washenko, Carol Roth, Judy Reynolds, Gayle & William Hindman, Jane Young, Porsche Schlapper, Capt. Jim & Annie Blum, Helena & Bob Isford, Charles Jordan, Jane Greene, M’lissa & Rick Kesterman, Carolyn Kesterman, Robert & Sheila Grubb, Robby Grubb, Jack Fowler, Nita Flynn, David Shearer, Charmaine Adamo, Karen & Dean Silkwood, Oliver F. & Mary Lou Shearer, Barry & Alice Shearer, Ed & Gayle Shearer, Sara (Beckett) Leikin, Cathy Watt, John Spear, Susette Jolley, Joel Spear, Kirsta Anderson, Charles E. Montague III, Kathy Wyatt, Jerry & Lenore Sutphin, Dick & Nancy Prater, Butch Shearer.

Eighty-one attendees registered, with Ohio accounting for 35 and Cincinnati with 13. 🍷

The Tombigbee Packet JAS. T. STAPLES

The beautiful full-color photo on our front cover captures the packet JAS. T. STAPLES the year after she had been launched at Mobile, AL in 1908. Built for Capt. Norman A. Staples, son of James T. and Mary Staples, she has beautiful lines, reminiscent of a classic Howard-built sternwheeler. Her wooden hull measured 207.2 x 35.6 x 5, large enough to transport 2,500 bales of cotton. She carried a \$40,000



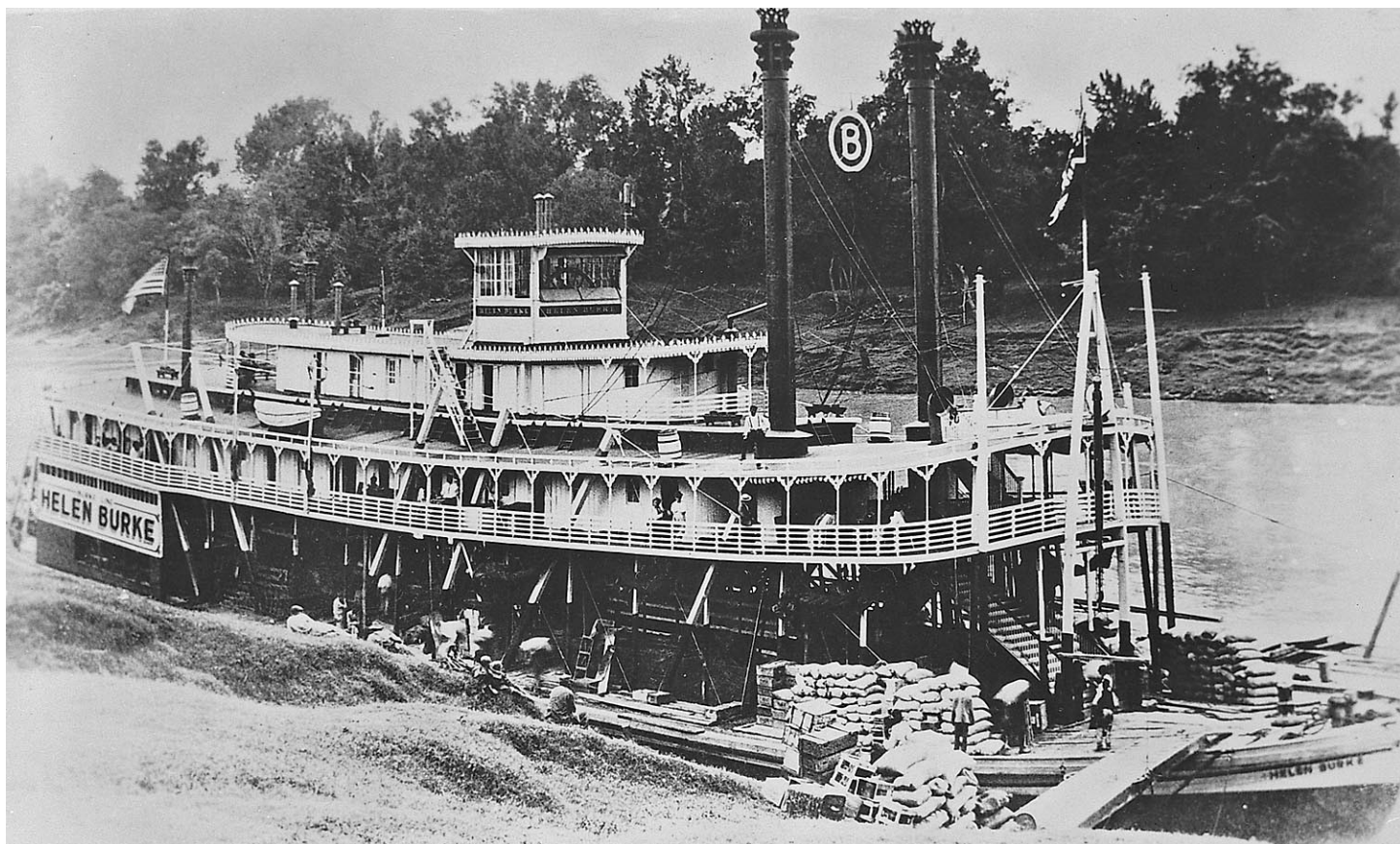
*Above: Launch of new JAS. T. STAPLES at Mobile in 1908.
Below: PEERLESS (4432) was rebuilt from STAPLES in 1914. Both photos from Murphy Library, UW - La Crosse.*

price tag, perhaps somewhat “pricey” considering Howards built the comparably-sized packets J. H. MENGE for \$33,500 and G. W. HILL for \$28,250 in 1909 and the Mobile packet JOHN QUILL for \$21,000 in 1907. She ran in the Mobile-Demopolis, AL trade for Capt. Staples until December 1912 when the boat was sold to her creditors. Shortly after, the captain ended his life with a shotgun on January 2, 1913.

On January 10 while landed at Powe’s Landing (about six miles north of the present-day Coffeerville Lock and Dam), the STAPLES exploded a boiler, destroying the boat, killing twenty-six people, and injuring twenty-one others. Survivors were rescued by JOHN QUILL (3099). It was the last major steamboat accident on the Tombigbee.

Her hull, engines and two boilers were salvaged from the river that year and used by Capt. J. E. Baker in building the PEERLESS (4432) in 1914. According to Capt. Way, she later ran Mobile-Alabama River for W. N. Little and Martin Van Heuvel. In October 1917 the boat changed hands again when purchased by Capt. Owen F. Burke of Mobile, who had previously bought J. H. MENGE in July 1916 and renamed her M. A. BURKE. She ran for the Burkes under the name PEERLESS until

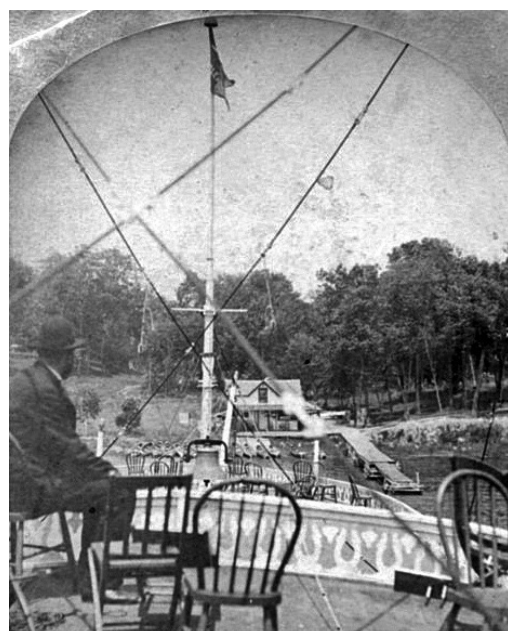




Final reincarnation of JAS. T. STAPLES appeared as Capt. Owen Burke's HELEN BURKE. Photo courtesy of Murphy Library.

becoming HELEN BURKE in 1924. She operated for another five years and was laid up in Twelve Mile Marsh above Mobile and rotted down. According to Kathryn Tucker Windham's short story "The JAMES T. STAPLES, Doomed Steamboat of the Tombigbee," a tale began to circulate soon after the

STAPLES explosion that crewmen had abandoned the engineroom after seeing an apparition under the boilers. Another story printed on several occasions also stated that an old man who was claimed to be a "prophet" by folks in Coffeeville, had foretold the disaster. ☪



Deck scenes from BELLE OF MINNETONKA. See letter on page 2. Courtesy of Excelsior-Lake Minnetonka Historical Society.

Shantyboat

by Thomas D. Schiffer

The Inland Waterways Festival is held in odd-numbered years in Marietta, OH. It is a project of Ohio River Museum which houses the extensive collection of Sons and Daughters of Pioneer Rivermen. It is also a partnership with Washington County Public Library. This writer has attended all four such events that have been held with his steam launch MISS BLUE. His role is to provide steam rides to kids of all ages in the Muskingum River. (For a close-up view of Tom's pride and joy see page 26 of our December 2014 issue - Ed.) The local kayak and rowboat people also provide rides. Those who attend get to see the museum, W. P. SNYDER, JR. and the ORSANCO portable aquarium. There are many other educational special events, presentations and entertainers, all free to the public. Readers of the REFLECTOR will recognize the name of John Fryant who, with Aaron Richardson and others exhibit scale model boats in the special "Small Stacks" model boat basin under the museum.

In the four events we have attended, I have yet to see the event myself. Busy as engineer of MISS BLUE with Carol Schiffer, Kelly Fulmer, Bill Reynolds, John Fryant or Aaron Richardson as pilot, there is little energy left, and no time at all to see the event. However, on Sunday, August 6, 2017, we were not scheduled to start hosting kids in MISS BLUE and at the event itself until noon. Having arrived early to prepare the boat, I was inveigled by Bill Reynolds to see a pet project of his and S&D's Jeff Spear. An authentic shantyboat!

Shantyboats were an integral part of steamboating history. There was a sometimes contentious relationship between shantyboaters and steamboaters. Evidence of that saw an occasional bullet zing through the pilothouse of a steamboat which, in passing by, had rocked the shantyboat too violently. Shantyboats were the manifestation of many folks' fantasy of a free-spirited life. Not navigable by steamboats, there was a large colony of shantyboats at the mouth of Big Bone Creek



Bill Reynolds (left) shows Nelson Logan the bowl used to close the stove chimney to the rain. Placed as a cap on the roof, it did the job. All photos courtesy of Tom Schiffer.

in Boone County, KY, my home county at Ohio River Mile 516. A sheer cliff offered protection from the wind and wind swells, and there were nearby farmer's fields to provide corn, pumpkins and watermelon for the shantyboaters. This concept was reinforced by the shantyboater's universal assumption that the first row or rows (depending upon need and desire) for the produce belonged to the shantyboaters. Since the farmer was seldom consulted in the negotiations, the rule could be quite flexible. Especially so if the farmer appeared with his shotgun. When the shantyboats, which were unpowered, drifted downstream, steamboats were sometimes induced to tow them back upriver. One might suspect cash up front entered prominently into any such negotiations. While nearly all shantyboats have gone the way of the steamboat, there is one yet moored in Gunpowder Creek here in Boone County near Rabbit Hash. It is owned by Shantyboat Mike Fletcher. Not a weekender, Mike has lived on it for many years in various places in Boone County. It is Mike who introduced the writer to S&D many years ago.

The museum's shantyboat, now high and dry, was acquired by Bill Reynolds and Jeff Spear, having spotted it lying on the bank for some years. It was

on the Muskingum River across from the AEP Power Plant at about Mile 20. Investigating, they found the owner, Wayne Schoonover, was getting ready to burn it. Free for hauling, it became a real project as Bill said “everything you are standing on (deck) and below (hull) had to be replaced.” The interior had been gutted and the search was on to discover what *had* been there. They worked for many months and lurked at many a garage and yard sale as well as antique malls to furnish it in an historic fashion. As it stands now, all you need is food and water to live on it. However, the bureau drawers are currently empty of clothing. I can see in my mind’s eye a pair of red flannel long-johns with flap in back, hanging behind the stove to dry and an old, somewhat rusty “polk-stalk shotgun” hanging on the wall or standing in the corner. Seldom called into play, somehow everyone “knew it was there!”

My hat is off to Jeff and Bill and all their helpers for their foresight and efforts to provide a very interesting exhibit. Needless to say, I very much enjoyed giving steam launch rides at the Festival, but the better part of an hour spent with Bill Reynolds and Nelson Logan was memorable. We spent it in the shantyboat.

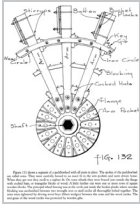
This story is dedicated to my late brother John Schiffer. Many of you knew him. While never an S&D member, he was always ready to join in or assist us and any of you in any endeavor involving our steamboat, including this festival. 🍷



Top right: Shantyboat kitchen work area with stove in corner
Second on right: Nelson Logan between stove and food preparation area of shantyboat.

Third on right: Bill Reynolds shows off “bedroom” end of shantyboat. Currently, the drawers of the chest are empty. He wants to fill them with “good stuff.”

Bottom right: My late “Brother John” in steam launch MISSIE off Rabbit Hash on Ohio River near Rising Sun, Aug. 9, 2004.



Small Stacks

Building the DUNCAN BRUCE

by John Fryant

In this column about riverboat models, our December issue is devoted to a photo feature showing the building of your author's recently completed model of the towboat DUNCAN BRUCE.

Photos 1 & 2 below: Most of my models begin with a big chunk of rigid Styrofoam insulation. Here is the BRUCE hull showing the two halves glued to a rigid hardboard keel piece, sanded to the final shape and covered with fiberglass and epoxy resin. The motors and stern wheels have been installed and tested. There are two 12 volt motors coupled to home-made reduction gear units with aluminum line shafts (made from arrow shafts) extending back to the bevel gears which turn the wheels.

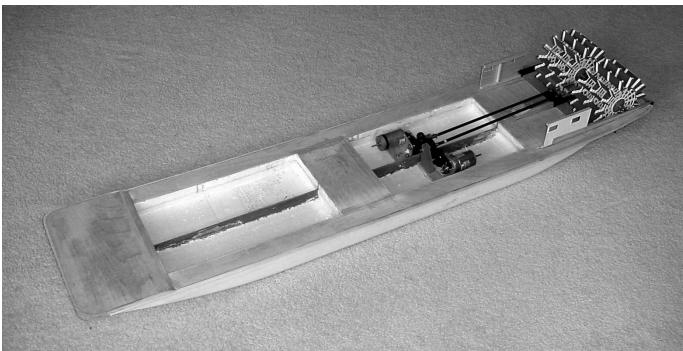


Photo 3, top next column: Close up of the bevel gear drives to the wheels. This is exactly how the full-size boat was driven except that the model substitutes electric motors in place of the two Fairbanks-Morse Diesels. These motors are located

amidships instead of in the forward portion of the cabin under the pilothouse. That is where the F/M engines were located in the full-size towboat.

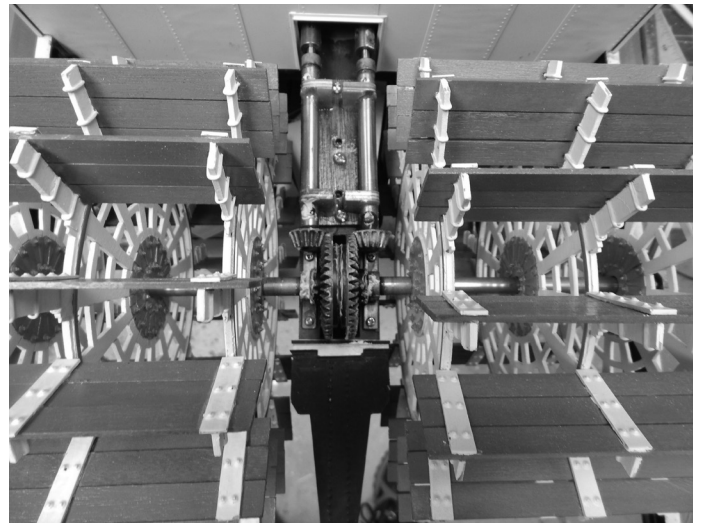


Photo 4, below: Close up of the sternwheels, which were made of plywood and basswood with hubs of cast resin with molded-in rivet detail. The rivet detail on the stern bulkhead was made using .010 sheet styrene with the rivets embossed in the back surface using a pounce wheel. The plastic sheet was then glued to the plywood bulkhead. This method was used for the majority of the superstructure to represent the riveted steel construction of the full-size boat.

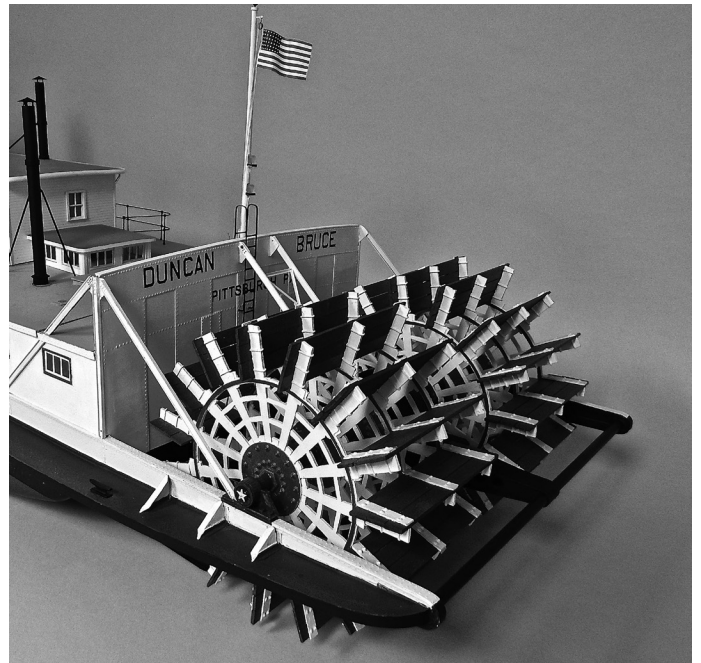


Photo 5, top next column: The partially completed model on the work-table. The two stacks were made from cardboard tubes, sealed inside and out with shellac and then painted.

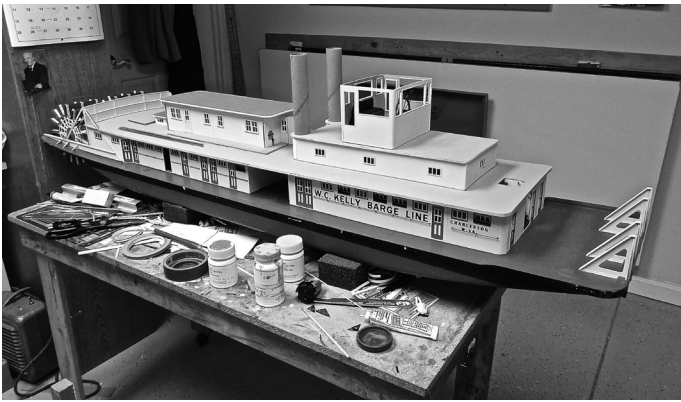


Photo 6, below: The partially completed model “backing down hard” on the water during a test to determine the amount of ballast needed to bring her down to the waterline. Note the line extending from the bow just in case the RC malfunctioned. (It didn't). Much weight had to be added bringing the total weight of the finished model to 24.6 lbs.



Photo 7, below: The nearly completed model poses for her first portrait.

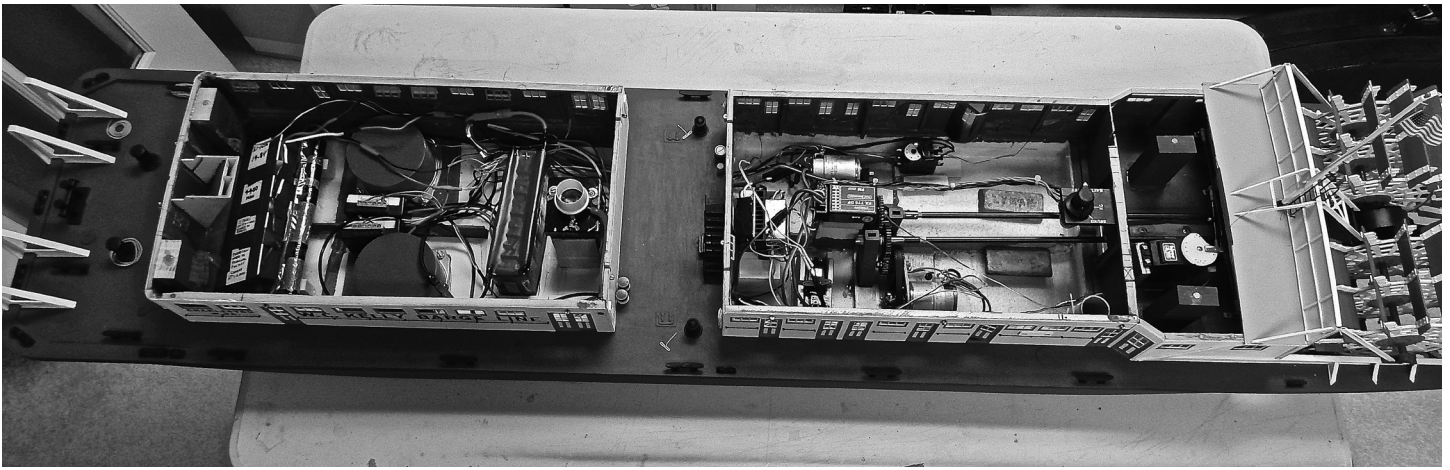
Photos 8 & 9, top next column: DUNCAN BRUCE made its debut at the Inland Waterways Festival in Marietta, OH on August 5 - 6. Many years ago Jack and Sandie Custer gave your

author a bottle of genuine polluted Kanawha River “christening” water done up with a fancy label. While looking around for a “purty girl” to do the honors, (my wife declined), Bee Rutter kindly appeared and was given the job of pouring some of the water over the bow.



Photo 10, next page: This inside view of the model shows the complex arrangement of wires, motors, batteries and other components. It is still






not completely finished as there remain some lights to hook up and a miniature crew to be hired to ride aboard.

Research on this model began in 1996 when your author discovered the plans for the BRUCE in the Ward Collection stored at West Virginia University. Beginning in about 2005, the model was constructed on an available-time basis until finished this past summer.

During that period yours truly aged a bit. The model is five feet long and weighs in at 24.6 pounds. Although the builder used to be able to manhandle it alone, that is no longer the case. A two-person crew is now needed to move it around and to launch and retrieve it. In retrospect, it should have been built to 1/48th scale instead of 1/32 scale. As the old German proverb says, “Wir werden zu schnell alt und zu spät weise.” (We get too soon old and too late smart!)

JULIA BELLE SWAIN Model Launched in Ice Harbor

October 12 saw the 8-foot long scale model of JULIA BELLE SWAIN “set sail” in the harbor where the real steamer was launched in 1970. The 350 pound model was built in the Boat Shop at the National Mississippi River Museum and Aquarium in Dubuque, and several of the model builders were

workers at the Dubuque Boat & Boiler yard on the actual boat nearly a half century ago. Pictured are (L-R) Joe Strecher, Gerry Pickel, project leader Dave Maloney, Jim Brown, Carl Weimerskirch, and Bill Walser. See the December 2012 REFLECTOR for details. Photo by Dubuque *Telegraph Herald*. 



Commercial Barge Line Car Carriers



An animated and enlightening conversation involving Sharon Cunningham, Dale Flick and Capt. Bill Judd was recently shared with your editor and assorted S&Ders. As it is too good to simply file it away, we have taken the liberty of making a “story” of it (which it already was!) and sharing it here with you, our readers.

It began when Sharon unearthed this image of a Commercial Clipper auto carrier on Tennessee River’s Kentucky Lake near Paris Landing in May 1952. She casually commented that “transporting automobiles from northern states to points south by way of river was a common practice in the 1940s and 50s.”

Treasurer Flick, delighted at seeing the photo, responded that this was indeed a “rather professional photo using polarized light filters of one of two ‘Commercial Barge Lines’ vessels that once ran out of Cincinnati down near Wilmer Avenue at old Coal Haven Landing.” He went on to observe that “Bill Judd and I remember them well: two matching vessels and they were BIG. The holding yard off Kellogg Avenue had new cars brought in for loading. They employed a legion of fast young guys to drive the new cars aboard and run back for another until fully loaded. Later, when the car angle ended, they approached hauling thousands of cattle. Bill Judd knows more, along with their sudden end. From an environmental point, they were dumping tons of cattle dung in the river daily. Today, I ‘think’ part of one carrier was altered for use by Four Seasons Marina on Kellogg Avenue with parts

serving as bars and a restaurant.”

Very interesting. But begging for further elucidation. Fortunately our esteemed and seasoned Board member Bill Judd was on hand to provide “the rest of the story.” And so we will let Capt. Bill tell it in his own words.

“Dale says Bill Judd remembers them well. That’s an understatement. I was one of those fast guys, hard for you all to believe that know this old man with the cane. I had been setting pins at the local bowling alley for fifty cents an hour. On the car loading I could get four or five cars in an hour at seventy-five cents a car – good money in 1952! I got a job as steersman on the COMMERCIAL DIXIE and when Capt. John Beatty bought the boat I got all the log books off the vessel. The two big vessels, like in the photo, were COMMERCIAL CLIPPER and COMMERCIAL EXPRESS, each 575 feet long by 40 feet wide and each 3000 hp if my memory is correct. The two smaller units were COMMERCIAL COURIER and COMMERCIAL DISPATCH, each built on War surplus LSM hulls and engines. The COMMERCIAL DIXIE (Fixity) and the COMMERCIAL OHIOAN (Incessant) were converted mine sweepers, later part of Beatty’s Navy. The reason for this trade was that Kentucky and Tennessee put a very high axle tax on trucks. To bypass this, the boats loaded at Cincy and discharged at Guntersville, AL and at West Memphis, AR. Autos loaded back on trucks for the final southern destinations. Ashland Oil also loaded cars at Cincy on their tank barges. The Four Seasons barge is one of six identical big barges that were towed by the COURIER or DISPATCH.”

All of this elicited an observation by newly retired Board member Bob Reynolds: “Bill, thanks for ‘the rest of the story’ as it were. Capt. Ray Prichard used to talk about these boats ... did you ever make his acquaintance? I never knew why they would barge those cars instead of trucking them, and now I know! Were they eventually destined for Atlanta and Birmingham, maybe? You need to write another REFLECTOR article!!!”

And on that note, your editor can only respond “Amen.” And offer the hope that Capt. Bill is reading these words. 🕒

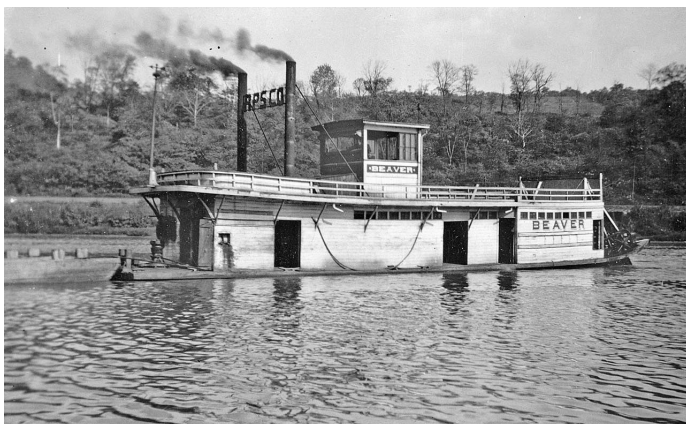
Reflections From Our Readers continued from page 3.

“One such example from the same era as RED RIVER would be QUICK STEP, built 1893 and burned in 1906. It was originally steam, but was converted to gasoline engine when purchased by Kelly Lumber Company in 1904. You can see evidence of the chain drive on the starboard side below the man standing on the paddlewheel.



“I checked the *Merchant Vessels* books from 1902 to 1907 and RED RIVER is always listed as steam. In 1907 she is off the main list, but appears in the ‘Steam Vessels Lost’ section on page 380. There she is listed as ‘Foundered, Feb. 17, 1907 at Alexandria, LA.’

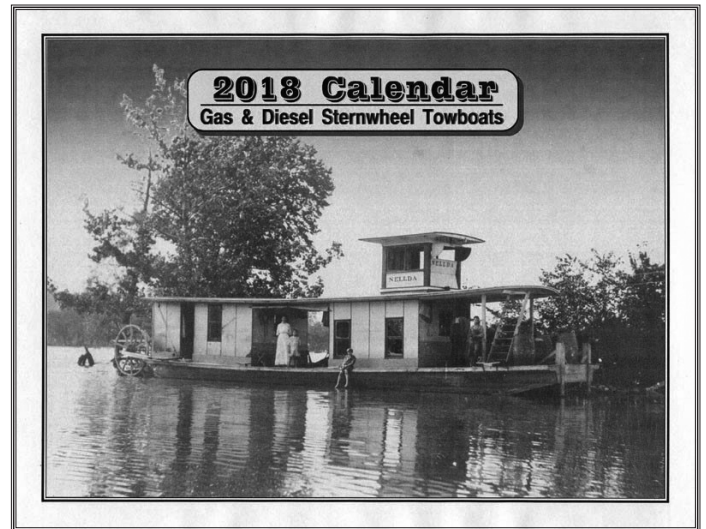
“It is possible that the boat was rigged to use a reciprocating steam engine that would use a chain to turn the wheel. These were very rare adaptations, but there is an example in *Way’s Steam Towboat Directory* (BEAVER - T0214).



However, they were so rare that it is more likely, in my opinion, that RED RIVER was converted to gasoline engine late in its life around 1905-06 and the *Merchant Vessel* books were simply never updated with the change.

“There could be one other remote possibility — it seems possible that one could use the chain guard design to cover a pitman while it remains functional. It seems very unlikely, because frequent access to the pitman’s grease cups and needle-valve oilers was needed. Also, no other ‘pitman covers’ have ever been photographed to my knowledge.”

🕯 Both John and Steve have the editor’s gratitude for shedding light on the question about RED RIVER’s engines and possible set-up. A big note of thanks goes out to Jerry Sutphin as well, who provided the images which precipitated this discussion.



New 2018 Sternwheel Wall Calendar

Back by popular demand, the 2018 calendar features early photos of 13 sternwheel towboats, printed on heavy card stock, and suitable for framing. Each month features a specific boat along with its history, and a complete calendar page with holidays marked. The boats featured for 2018 are: NELLDA, MILTON, PHILIP RITCHIE, ODD FELLOW No. 252, EDYTHE, LELIA, R. T. HOUBE III, ROSEBUD, OSCEOLA, J. L. CALHOUN, PENNSYLVANIA, LUZERNE, and VIXEN.

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Final Crossings

Charles Shaw Arensberg

Charles S. Arensberg, 69, passed away on February 11, 2017 at his home in Pittsburgh. He was born in Pittsburgh on March 24, 1947, the son of Charles and Gertrude Hays Arensberg. Charles was a 1970 graduate of Knox College in Galesburg, IL and received his MBA from The University of Pittsburgh in 1975. Mr. Arensberg worked for the Civil Aeronautics Board in Washington, D.C., for Allegheny International in Pittsburgh, and Chemetron Process Equipment in Louisville before purchasing Dispenser's Optical Service Corp., eventually serving as its President and CEO.

Dedicated to historic preservation, Charles served as Chairman of the Board of Directors of the Kentucky Trust for Historic Preservation in Frankfort, KY. He also was a member of the Harvard-Yale-Princeton Club in Pittsburgh, the Huguenot Society of America, the Society of Colonial Wars in the Commonwealth of Kentucky, and Sons and Daughters of Pioneer Rivermen.

He is survived by his wife Anne Miller, two sons Charles and William, a sister Susan Diacou, a brother Jonathan, and sister-in-law Elizabeth Miller. Funeral services were held on February 16 at Calvary Episcopal Church in Pittsburgh.

Our thanks to Jeff Spear for providing the REFLECTOR with obituary information for Mr. Arensberg.

Dr. Frank Edward Pollock

Dr. Frank Pollock, 89, longtime trustee of S&D's J. Mack Gamble Fund, passed away at midnight on September 23, 2017, surrounded by his wife Maenell and family in Winston-Salem, NC. He was born on September 28, 1927 in New Martinsville, WV to Verne and Eloise Pollock and grew up in Woodsfield, OH. Frank was educated at Ohio State University, where he received both his undergraduate and medical degrees.



He married Maenell "True" Crum on June 17, 1954, and began his medical practice with the Public Health Service in Pine Ridge, SD the following year. He and his bride moved to Winston-Salem in 1957 where he began his training in orthopedic surgery. He practiced orthopedics in Winston-Salem until his retirement in 1995.

Dr. Pollock served as chief of the Dept. of Orthopedic Surgery and Chairman of the Division of Surgery at Forsyth Memorial Hospital, was a visiting lecturer in Law and Forensic Medicine at Wake Forest University, and was awarded the Distinguished Service Award for North Carolina Public Health Assn. and Outstanding Service Award from North Carolina Orthopedic Assn.

His passion for music was unbounded as he played clarinet, saxophone and e-flat alto horn in numerous bands. His hobbies included rebuilding and maintaining cars, woodworking, boating, boat modeling, and studying riverboat history as a dedicated member of S&D. He was a very active and life-long member of Knollwood Baptist Church.

Dr. Pollock is survived by his wife Maenell, son Frank Edward (Tammy), son David Carl (Debby), daughter Elizabeth Ladd (Chuck), daughter Patricia Creta (Eric), brother Donald (Susan) and six grandchildren. Funeral services were held at Knollwood Baptist Church on September 28. Memorials in honor of Dr. Pollock may be given to S&D's J. Mack Gamble Fund at the address on page five of this issue.

Bill Barr kindly supplied the funeral notice for Dr. Pollock.

Back Cover

This striking photo of BELLE OF LOUISVILLE was snapped on a glorious fall afternoon opposite Westport, KY as the boat was en route to Madison, IN on Monday, October 16. Photo courtesy of Matt Dow.

