

# Juanita

**Owner:** Tommy & Lakin Cook

**Home Port:** Dunbar, WV, Kanawha River Mile Marker 51.1

**Hull Type:** Scow Bow

**Hull Material:** Steel

**Length:** 80'

**Width:** 16' 5"

**Draft:** 3' 9"

**Wheel Diameter:** 12'

**Wheel Width:** 12'

**# of Buckets:** 12

**Engine Type/Size:** Detroit diesel 6-71 Naturally Aspirated

**Drive Train Type:** Twin Disc MG 166 reversing gear 4.5 to 1 ratio, Link Belt Silent Chain drives 4 7/16" jack shaft, #200 chain drives wheel. Most of the machinery (engine, gear, drive train steer system & paddlewheel) were transferred from the 1<sup>st</sup> Juanita.

**Built By:** O F Shearer & Sons on a deck barge. When she was finished the deck barge was floated onto a dry dock and raised out of the water. Holes were cut into the deck barge, then it was sunk out from underneath the Juanita. Plans for this boat consisted of a sketch drawn on a wall calendar

**Built at:** Cedar Grove, WV, Kanawha River Mile 76.6

**Date:** 1954

**Past Names (oldest to newest):** Juanita

## Description and History:

**Steering:** Hydraulic steering with two main & two monkey rudders controlled by steering levers instead of a pilot wheel.

**Superstructure:** One deck is all steel construction, bath and shower area, kitchen & dining area, one bedroom.

**Misc:** 12,5 KW Onan generator, Radar, GPS, 510 gallon water capacity, 2150 gallon fuel capacity, Kahlenberg three trumpet air horn.

The **JUANITA** was built to replace a wooden hull towboat that was also named **JUANITA**. The 1<sup>st</sup> one was built in 1928 as the **ESTELL II** in Madison IN. The **ESTELL II** was the second boat in a long line of boats owned by O F Shearer & Sons that stretched from the early 1900's to 1973.



Juanita continued on next page

## Juanita (continued)

The primary duties of the **JUANITA** were servicing the Shearer landing at Cedar Grove, WV and coal loading docks on the upper Kanawha River.

The JUANITA and the rest of the Shearer operations were sold in 1973 to Indiana & Michigan Power Co. In 1976 their base of operation was moved to Lakin, WV Mile 257.2 on the Ohio River. We purchased the boat in 1994 and returned it to the Kanawha River after a nearly twenty year absence.

When we purchased the boat it needed extensive renovation. There were no living facilities. The bedroom, bathroom, kitchen and living room area were added. No changes were made to the outside appearance.

The hull has been sandblasted and coated with Coal Tar epoxy. The paddlewheel was rebuilt and made one foot larger in diameter. The three steering rudders were replaced with two new rudders.

The toughest part of renovation was removing 19 tons of river gravel ballast from the bow rake compartment. All this gravel was removed by hand using plastic buckets approximately 450 buckets. This ballast was replaced with 6 tons of steel placed as close to the head of boat as possible.

