

American Sternwheel Association, Inc.

Headquarters: Lafayette Motor Hotel • Marietta, Ohio 45750

STERNWHEELER

VOL. XXIV NO. 1 JULY 2000



AUGUSTA

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Captain Bob Monk
1st Vice President

Captain Jack Bedeck
2nd Vice President

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Nancy Drake
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Membership

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Ways and Means

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AMERICAN STERNWHEEL ASSOCIATION, INC.

Founded 1976

**"TO HELP US KEEP ALIVE THAT PRECIOUS
BIT OF AMERICANA, THE PADDLEWHEEL
BOAT."**

The American Sternwheel Association, Inc. was founded in January, 1976, as a non-profit organization by a small group of enthusiastic sternwheel boat owners. The meeting was held at the Hotel Lafayette in Marietta, Ohio, which has become the headquarters for the organization.

Membership has increased on a steady basis, making the A.S.A. an international organization. Members hail from all over the United States, Canada, Western Europe and Australia.

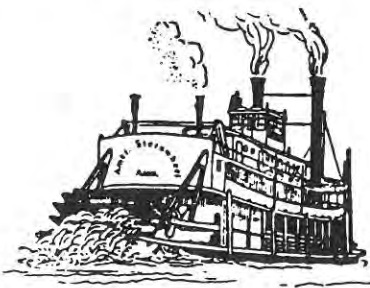
Meetings are held every other month in January, March, September and November. These meetings are held at the Hotel Lafayette on the second Saturday of the month. The May and July meetings are held in other cities by invitation on dates that will be determined.

Board meetings start at 2 PM, followed by the regular meeting at 3:00 PM. Social hour, dinner and a program, many times, follow.

Dues are \$20-US Members/\$30-Foreign Members per year with additional family memberships of \$5 per person. Membership is due on the first of each calender year and is to be sent to:

**THE AMERICAN STERNWHEEL ASSOCIATION, INC.,
P.O. BOX 325
MARIETTA, OHIO 45750.**

STERNWHEELER



DEPARTMENTS

- 4 Editor's Page
- 5 What's Been Happening
- 8 From The Galley

14 Notifications

FEATURES

- 9 Hobby III
- 15 Jennie Wade Revisited
- 18 Best Tourist Spot
- 21 Minnesota Showboat
- 22 Comic Relief
- 21 Through The Eyes Of Children
- 23 Letters

The *STERNWHEELER* is the official publication of the American Sternwheel Association, Inc. It is published bi-annually in Marietta, Ohio. It is paid for through membership dues and donations to this organization.

The publication is under the responsibility of the magazine committee.

Ray Flint
Editor/Publisher

Marty's Print Shop
Printing

This magazine accepts and encourages submittals from members and sternwheel enthusiasts in general. Original photos will be returned upon request. Owner's name & address should be marked on back with a short story about the photo. Please send clear, in focus, color or B&W photos. Newspaper clippings are welcome if the source and date of publication is known. Newspaper photos will not reproduce. When selected, the submitted material will be published as quickly as possible.

Send all materials to:

Sternwheeler Magazine
c/o Ray Flint
Route 4, Box 134 A
Charleston, WV 25312
1-304-776-3219

ON THE COVER

**COOKOUT AFTER
MEETING IN
AUGUSTA, KENTUCKY**

HELLO IS THERE ANYONE OUT THERE?

Well, another winter has come and gone and now the heat is on. I guess everyone fared fairly good through the winter and all boats made it through, at least no one has complained or written anything to me about their experiences as to bad weather causing problems.

This is the first magazine of 2000 and of course, it's late. It seems like it gets harder day by day to get articles from out there. Is there something wrong or is it one feels that they aren't writers or just believe, I'll write it but it'll never get printed.

Folks, this is your magazine and without you and your submittals, it can't be a magazine. It's the same as the Association. Without your help, what is there. Oh, I can put articles in there about the different Regattas and meetings but who just wants to read about that. Members want to know what other members are doing in different areas and if they are building or running boats, what's happening. So, let's get those articles to your Editor so he can let others know. I'm no great writer but I can spell check and format information with my sometimes trusty old computer so send those articles and lets see what happens.

As you can see, the rate for foreign members has been increased by \$10. This is due to the added expense that has been incurred in conversion over to US currency.

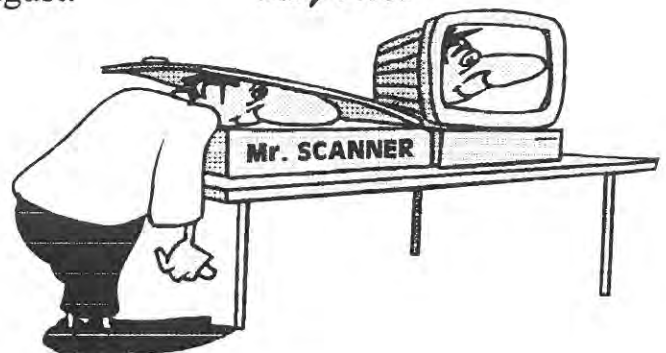
I hope this magazine finds all our members and families in good health. And those who are ill, improving each and every day.

As I have stated in the magazine, I would like to publish a page in the magazine as to the E-mail addresses of the different members who desire to. I feel that this would be a great way for members to talk to each other, exchange ideas and even receive assistance in their boat building or finding a solution to a boat problem that is facing them.

As you will see on Page 23, I have made this page, the information and form that is found in the Association membership form. I did this as many times I hear from people that if only they had an application form, they would have signed up a new member or had a way to explain what the A.S.A. was about. Well, now you have it. Just take the book to a copy machine and run off a few copies. And you will always have the application brochure as it will be in your magazine.

Well, I'll close for now. One last note for you who missed the meeting in Augusta, Kentucky, it's a nice place to visit and they throw a heck of a Regatta. Try to be there in August.

Ray Flint



MINUTES**JANUARY 8, 2000**

The regular meeting of the American Sternwheel Association was held at the Lafayette Hotel. The meeting was called to order at approximately 3:10 PM by President Tom Sparks. Sixty-two members were present.

The reading of minutes of November meeting was dispensed with after motion and vote.

Treasurer Nancy Drake presented the Treasurer's report. As of 12/31/99, balance on hand was \$11,302.00. A motion was made to accept report and approved on membership vote.

COMMITTEE REPORTS**STERNWHEELER MAGAZINE:**

Ray Flint reports that the next magazine will be out in two weeks. The next issue will be in July 2000.

NEWSLETTER:

The next newsletter will be completed in February. Please send any info to MaryBeth Jenkins.

MEMBERSHIP:

Hoyt Fontalbert reported that January membership renewal cards have been mailed out.

BUDGET AND FINANCE:

Tom Cook reported that as of 12/31/99, the organization received \$2900 more than was spent during the year. The membership was advised that the Trustees had approved a Year 2000 budget. He reported that the statistics show that all the profits within the last two years have been from the sale of merchandise and raffles held at each meeting. The last four raffles have covered the meetings. Tom stated that he would prepare an end-of-the-year budget for the magazine and newsletter.

STEERING COMMITTEE:

No complaints.

WAYS AND MEANS:

Jack Bedeck reports that there will be new boats on the new T-shirt. Raffle sales netted \$237.

(Nelson Jones collected an additional \$25 by passing a candy dish). Eleven items were donated to the raffle. Winning tickets drawn for the picture donated by Diane Heckert and Donna Davis as well as the two slates donated by Mike and Betsy Crouch. The winners were: Kathy Bedeck winning the picture, James Skeens of Marmet, W.Va. and Sonja Taylor of Clarrington, Ohio, each taking home one of the slates.

ENTERTAINMENT:

No report this meeting.

OLD BUSINESS:

A.S.A. Directories will be sold by Bob Simmons. The Charleston Sternwheel Festival Committee inquired if they owned ASA any money.

NEW BUSINESS:

Nelson Jones informed the membership about the Charleston Sternwheel Regatta 2000. In spite of the substantial debt from previous regattas, the Festival is being planned with enthusiasm by a new non-profit committee organized by Mayor Goldman. The festival will be shorter in length. The scope of activities will be simpler. This marks the 30th anniversary. Barges will be used for mooring to accommodate more boats. There will be a section open for working boats. There will be several industry exhibits and High School bands will compete in a Battle of the Bands. **STERNWHEEL BOATS WILL BE THE FOCUS!**

Tom Sparks read a letter from the Augusta 2000 Regatta, in which they asked that the membership consider Augusta for the May meeting. The Augusta Regatta date is being moved to the first weekend in August. A motion was made and seconded and May meeting set to be held in Augusta, Kentucky.

As to the July meeting, Jack Bedeck and Vince Hamill invited the membership to Pittsburgh, PA for the July meeting. Voted on and accepted.

Nelson Jones suggested that the ASA organize a historical project to be taken around to marine events.

Donna Schlosser and Bonnie Niess were recognized for winning "Split the Pot" at last meeting. Meeting adjourned at 4:10 PM.

MARCH 4, 2000

The regular meeting of the American Sternwheel Association was held at the Lafayette Hotel with fifty-seven people were present. Meeting called to order at 3:15 PM.

Minutes of January meeting dispensed with, on vote of membership.

Nancy Drake presented Treasurer's Report, which showed as of 2/29/2000, balance on hand was \$10,830.26. Report approved and accepted by vote.

COMMITTEE REPORTS

STERNWHEEL MAGAZINE:

Ray Flint reported that articles are needed for July issue.

NEWSLETTER:

The next newsletter will be sent before May meeting.

MEMBERSHIP:

Hoyt Fontalbert reported that he is sending out dues cards.

BUDGET AND FINANCE:

Tom Cook reported that the organization is in good financial shape. Collections on dues is more than last year.

STEERING COMMITTEE:

No complaints.

WAYS AND MEANS:

Jack Bedeck reports that the new T-shirt is complete. Raffle collected \$213.

ENTERTAINMENT:

No plans for dinner.

DIRECTORY:

Bob Simmons brought six directories. Update forms for the directory will be distributed as an insert in the Sternwheeler Magazine.

OLD BUSINESS:

None

NEW BUSINESS:

Wally Venable distributed a flyer about the Arts and River Festival to be held in Morgantown, W.Va., the weekend following the Pittsburgh Regatta. Wally also talked about a plea to Congress, regarding the Corps of Engineers consideration of recreation in design, construction and operation of navigational works.

Robin presented the Corps of Engineers plan to hold a festival at Summersville Lake, similar to the one held at Bluestone Dam.

Virgil Reynolds talked about his attempts to have the US Postal Service dedicate a postage stamp to the Delta Queen. He is working with Stan Garvey, author of **King and Queen of the River**. A motion was made and carried that the ASA would send a letter of endorsement for this venture.

Visitors were welcomed.

It was announced that the May meeting would be held in Augusta and the Bee Hive Restaurant would host a reception on Friday night. A barbecue will be hosted after meeting by Vicky Bogucki.

Wilma Powell talked about compiling a cookbook. Information will be included in the newsletter.

Nelson Jones presented information about the upcoming Charleston Regatta. He reports that the City Council and the Mayor are involved in settling the Festival Committee's debt. The festival will last four days. Events will include, among other activities, the traditional Sternwheel boat race. Corps and Coast Guard boats will be available for tours. High School bands will perform in the park during the boat race. The Delta Queen will attend.

Heck Heckert introduced Captain Charlie Jones as the guest speaker. Captain Jones presented the 45 year history of the J.S. Lewis.

Meeting adjourned at 4:10 P.M..

MAY 20, 2000

The general meeting was held at the Parkview Inn, Augusta, Kentucky. Called to order at approximately 3 PM.

Ann Sparks read the minutes of March 2000 meeting which were accepted as presented.

She also, presented Treasurer's Report for Nancy Drake who was absent. As of 4/30/2000, balance on hand was \$12,628.31. Report accepted as read.

COMMITTEE REPORTS

STERNWHEEL MAGAZINE:

Ray reported that he needs material for the upcoming July issue. Tom Sparks encouraged all to contribute.

Ray, also, advised that Tubby, who had been mentioned in last issue in story of the new sternwheeler, Betty Lou, had passed away due to a freak accident.

NEWSLETTER:

Tom Sparks reported that MaryBeth Jenkins, who was absent, was looking for someone to take over production of the newsletter.

MEMBERSHIP:

Hoyt Fountalbert announced that he will accept anyone's dues after meeting and Tom Sparks reported that there are approximately 45-50 members whose dues are overdue.

BUDGET AND FINANCE:

Tom Sparks reported for Tom Cook, who was absent, that everything is looking okay and that we are under budget.

STEERING COMMITTEE:

Ferrell Vanway reported that all is okay.

WAYS AND MEANS:

Jack Bedeck reported that new T-shirts will be available in July, in addition to the "old" ones. He also reported that Robyn Strickland approached him regarding the ASA selling items at the Charleston Regatta. Jack's suggestion was that we set up at the dock and have ASA members volunteer to man the booth. Raffle held and netted \$138.

ENTERTAINMENT:

Vicky Bogucki, Augusta, Kentucky Sternwheel Regatta Committee member announced that there will be a cookout/community picnic beginning at 5:30 PM at her residence on the waterfront. She also introduced fellow commission members, Mayor Wendell Hyde, City Attorney Cynthia Thompson, Valerie Smith of Kentucky Monthly magazine and another gentleman (owner of the Parkview Inn), all who were present to welcome the ASA to Augusta.

OLD BUSINESS:

Ann Sparks read the letter drafted by Candy Wright, on behalf of the ASA, in support of the postage stamp honoring the Delta Queen.

Tom Sparks reminded everyone to submit their recipes for the cookbook to Kathy Bedeck or Wilma Pile.

NEW BUSINESS:

Several pieces of correspondence were read by Ann Sparks:

A note from Wally Venable announcing that there will be no activities at Morgantown this year.

A letter from Dewey Bennett, announcing that the Port O'Morgan Regatta will be held August 4-6, 2000.

A letter from new member, Steve Huffman, as to his website and his search for a sternwheeler to buy..

A letter from the Great Steamboat, introducing their website.

A letter from Robyn Strickland, directed to those who plan to attend Charleston's Regatta.

Vicky Bogucki encouraged everyone to attend the Augusta, Kentucky Sternwheel Regatta on August 4-6, 2000, in addition to encouraging those who plan on attending, to talk to Wendell, the Committee's electrician, to let him know what they will need as to power. Vicky also announced that they are in negotiations with New York to get national coverage for the event. Mayor Hyde made mention that this is the festival's 23rd year and they would welcome any ideas that would better the event in preparation for their 25th year celebration.

Visitors were introduced and welcomed.

Meeting adjourned at 3:45 PM.

A LITTLE HUMOR

Two robins were flying along when they observed a bush full of berries so they decided to stop for a snack. But the snack turned into a full meal. After eating their fill, they found that they were too full to fly away so they decided to just bask in the sun and rest.

As the two robins slept, a mangy old alley cat came slinking by and spied the two robins and thought, "What luck!" He pounced on the sleeping birds and after it was over, sat licking his paws. He was overheard to say, "I always liked Baskin Robins!"

CHOWS ON

SAN FRANCISCO CHOPS

- 4 Pork Chops, 1/2 to 3/4 inch thick
- 1 Tbls oil
- 1 Clove garlic, minced

SAUCE:

- 2 Tsp oil
- 4 Tbls drey sherry or broth
- 4 Tbls soy sauce
- 2 Tbls brown sugar
- 1/4 Tsp. crushed red pepper
- 2 Tsp cornstarch
- 2 Tbls water

Trim pork chops of any fat. Heat oil in skillet, brown chops on both sides. Remove and add a little more oil if needed. Saute garlic for a minute, being careful not to burn it. Combine oil, sherry or broth, soy sauce, brown sugar and red pepper. Place chops in a skillet and pour sauce over them. Cover tightly!

Simmer over low heat until chops are tender and cooked through, 30 - 35 minutes. Add a little water if needed to keep sauce from cooking down too much. Turn once.

Remove chops to a platter. Stir in cornstarch dissolved in water until thickened. Pour over chops and serve.

AMARETTO CHEESE CAKE

CRUST:

- 1 - 1/2 Cups grahan cracker crumbs
- 1 Stick (1/2 cup) melted butter
- 3 Tbls sugar
- 1/8 Cup Amaretto

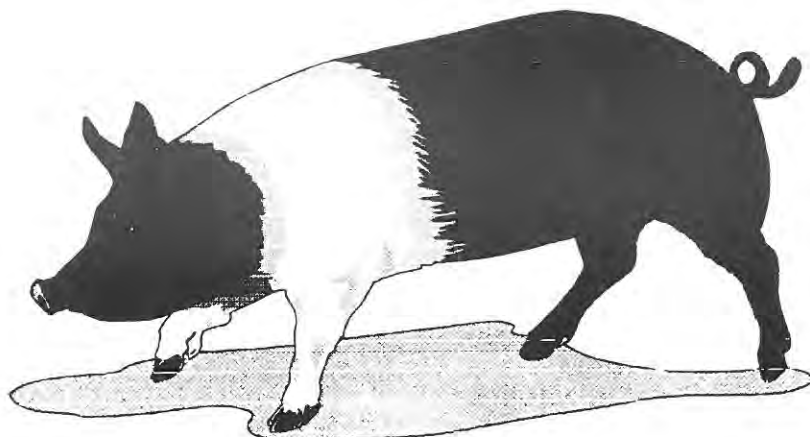
BATTER:

- 3 (8 oz) Packages cream cheese (room temp.)
- 1 Cup sugar
- 3 Eggs
- 1/2 Cup butter
- 1/3 Cup Amaretto

CRUST: Combine graham cracker crumbs, butter, sugar and Amaretto. Press crumbs evenly into bottom of 9 inch spring-form pan and up side of pan 1/2 inch.

BATTER: Preheat oven to 450 degrees. Beat together cream cheese and sugar until light and fluffy. Add eggs one at a time, beating after each addition. Blend in butter and 1/3 cup Amaretto. Turn mixture into pan.

Bake 25 minutes. Refrigerate 12 hours before serving!



HOBBY III

By Denny Dawson

During the Regatta at Pomeroy in 1998, a man by the name of "Heck" Heckert came to the owners of the Hobby III and told us that he understood that the Hobby was in dire need of being dry docked for hull replacement and/or repairs. We explained to Mr. Heckert the dilemma that we were in, having exhausted all other possibilities and continued to detail the reason for our overall urgency of getting the Hobby out of the water. Mr. Heckert listened at length to our problem and had no doubts about what should and would be done. He immediately extended an offer to help. When his, the Sternwheeler Sheila D, left for Parkersburg early that next Sunday morning, the Hobby III would be tied alongside and would be pulled out of the water for repairs at his facility on the Little Kanawha River.

We had met Mr. Heckert before at the various Regattas we had attended and we had always been treated with the upmost hospitality when we were aboard the Sheila D. We, like most other Sternwheeler owners and Captains have been invited to and had attended the cookouts that he and his wife Diane have treated untold members to, but at that point we couldn't call him a close friend. Subsequent discussions with the owners of the Sternwheeler Nancy Ann, Floyd and Nancy Drake, also made available a trailer that could be used to get the Hobby out of the water. Excited as we were to finally have an offer of help and of hope, J.D., Mara and myself had no idea of exactly what was going to happen or how the task at hand would be completed. Nor did we have any idea of how life for us was about to change.

We spent the next day unpacking all the things that weren't essential from the boat and as that Sunday morning dawned, J.D. Pauley and myself prepared the Hobby for the trip to Parkersburg. The Sheila D as well as the Sternwheeler Old Glory would serve as escort and assure getting the Hobby to its next important and very necessary destination. The boats departed Pomeroy as soon as the fog would let them and following a brief stop at the dock of Jim Davis above Pomeroy to pick up the

hull of the long lost Minota, our upriver journey began. After having a chance to give the old Minota hull a closer inspection, my skepticism or perhaps intrigue about this Heckert fellow would now increase immensely. The weather as we traveled was excellent and we decided to layover at Long Bottom that Sunday evening. We arrived at the Port of Parkersburg on Monday afternoon as scheduled. As we departed the Ohio River and proceeded up the Little Kanawha to Heckert's Landing, the Hobby was unlashd and Mr. Heckert and Skip Drain positioned and secured the Minota hull at a point where they could later pull it out of the water. Although the crew was anxious to get home, the trip had been exactly what a trip on a sternwheel boat is supposed to be, somewhat adventurous but relaxing nevertheless.

On November 14, 1998, J.D. and myself boarded the Hobby and ran her the short distance down the little Kanawha River from Heckert's Landing to the point where we would subsequently spend many, many days over the next eighteen months. True to Mr. Heckert's word, all the equipment was there and ready and under Skip Drain's supervision, the Hobby III was loaded onto the trailer without incident and quickly pulled out of the water.

After hearing untold numbers of bad experiences, my general concern and inherited worry regarding this event was downplayed by Mr. Heckert with his reassurance that there was nothing to getting a boat like the Hobby out of the water. I remember well the indescribable wave of emotion that we felt when we finally had the pride of the late Captain Harry Wilson up and safely out of the river. I wondered if Harry would approve of what was about to take place as we would be forced to dismantle much of his work during the repair process.

Inspection of the Hobby's hull identified many serious problem areas and people watched in amazement as water ran out of the old hull for the next three weeks. The hull was worse than we expected and the general consensus of all, was that the Hobby III more likely wouldn't have survived the coming winter.

With a rather informal plan of replacing the old hull with a brand new one in mind, several friends and family members surrounded the Hobby in January 1999 and proceeded to cut four holes down each side. These holes had to be aligned from side to side so that four I-beams 30 feet long could be slid completely through the existing hull. The entire boat was then raised on the beams with eight different lifting points and the trailer that the boat was sitting on, was pulled out. The Hobby III was now perched precariously on 4 I-beams and the very difficult task of removing not one, surprise, but two hulls began.

The old hulls were removed in sections as the inexperienced but yet determined crew labored through some horrendous weather, improvising as the process continued. New and unexpected problems arose one right after another. Mr. Heckert or Skip would check on us from time to time and if we needed anything, they would see that it was taken care of. Skip would often pitch in and help as only he can. Mr. Heckert would often visit us on site as I remember and offer his knowledge and life experiences on how we should do this or that but never once would he discourage us. His reassurances were always timely and we realized that he had been where we were.

On April 15, 1999 a very rough set of plans for a new hull were submitted to Trojan Steel and it was agreed that the new thicker 16 foot wide hull would be built at Trojan Steel's facility in Charleston and then trucked to Parkersburg and reattached. Our optimism had never been higher as we planned for the new hull, but the arduous task of removing the intricate engineering of Captain Harry Wilson continued.

On April 24, 1999, a stray spark from a cutting torch quickly dampened the crew's spirit and optimism. The Hobby III was on fire and flames were coming out of the windows and the front door and there was no time to question or wonder what we would do. We had come this far to bring the Hobby back and this fire was yet another test of just how much this old boat meant to us and our friends. Myself, J.D., Stuart Douglas and John Brown fought the fire and in a very short time, had the fire under control. For some untold reason we had taken

a large container of water with us for the first time on this trip. That water had enabled us to completely douse the hot spot that had caused the fire. We had exhausted all the fire extinguishers at our disposal and the river was close but not near close enough to aid our efforts in extinguishing the fire.

It is believed that Captain Harry still watches over the Hobby III and we believe that it was he who was responsible for all that water being on this particular trip. The damage from the fire was heavy but fortunately it was concentrated mainly to the first floor and we knew it could have been worse. This was definitely a serious setback and unplanned obstacle to getting the Hobby back into shape, but we reserved ourselves to thinking that the damage caused by the fire only provided us with yet more opportunities to make the boat better.

We continued our task of preparing for the new hull throughout the summer of 1999 and Trojan Steel finally began construction on the hull in August. By this time the trips to Parkersburg every weekend had started to wear on all of us and the next month saw us spending more time at Trojan doing daily inspections of the new hull than at Parkersburg. On August 30, 1999 the hull was completed and moved out of the shop and readied for shipment. On Sept. 26, the hull was transported to Parkersburg and approximately 20 friends and family members made the trip to help move the new hull off of the shipping trailer and onto Floyd Drake's trailer for placement back under the Hobby. With all those people responding to help and because the process went remarkably smooth, what had been planned to take the better part of a day, only took about two hours. Mr. Heckert stopped by and offered the entire group of Hobby volunteers a ride on his boat, the Dixie, and summoned one of his small buses to take the entire group to Marietta to board the Dixie. I remember that trip down the Ohio River back to Parkersburg that day very well. It was a remarkable day spent with many of our friends on a sternwheel boat and those friends still talk about that trip today. It was also exactly what we needed to totally appreciate and rekindle the desire to get the Hobby back on the water. Mr. Heckert knew exactly what he was doing as he appeared that day and offered us that boat ride.

We needed a break and he knew it and as always, his hospitality was way beyond what was expected.

The next major test came when it was realized that the new hull wasn't going to fit back under the boat and we were faced with the decision to either raise the boat cabin further or dig under the I-beams. The fire had taken its toll on the boat's structural integrity and the cabin resting on the I-beams seven feet in the air had experienced and survived several bouts with major wind storms.

So it was decided not to test fate any further and subject the boat to more stress caused by raising it up even higher. We then used Mr. Heckert's Caterpillar 988, his large American trackhoe and rented a small backhoe and started digging out the required 36 inches, the entire length of the boat. Skip was there ready to help and again Mr. Heckert offered his equipment to use as needed. As busy as he was that day, Heckert stopped by and offered his own self-taught wisdom on how to do this laborious job. Most of the time I think we were amusing as he watched our seemingly endless comedy of errors, still learning as we progressed. He, however, seemed to appreciate our outright determination to get the Hobby back in the water where it belonged.

The task of digging the trench was completed in one day and that same evening Skip hooked to the trailer with the Caterpillar 988 end loader and rolled the new hull beneath the upper structure of the boat.

The following weekend, a crew of 16 people, consisting again of very special friends and family, arrived in Parkersburg. Their task this day was to carefully raise the boat structure enough to remove the 4 I-beams and then lower the boat squarely back down onto the new hull. This required close coordination of everyone and also required eight men to get under the cabin and inside the hull which was no doubt, the most dangerous part of our efforts so far. This exercise came off as planned and the crew celebrated this very major accomplishment in what most would call the true Hobby III fashion.

The next four months had the rag tag crew of repairmen welding the new hull back to the cabin, installing floor supports, plumbing fuel and water lines and generally hooking up or replacing everything that was removed or destroyed in the process of replacing the hull. By this time we were getting close to finally putting the boat back into the

water and were spending entire weekends in Parkersburg. In true form, Mr. Heckert and his wife, Diane insisted that we stay at their place as opposed to staying in a motel or traveling back and forth to Charleston. We were able to enjoy more heretofore unbelievable Heckert stories and we also learned about how special a person Diane really is and what a truly fantastic cook she is. By now we had come to know Heckert's son, Scott and his wife Missy and how truly accommodating they can be as well. Scott was a tremendous help with the boat and Missy patched me up following an injury and she is a world class cook herself. We also figured out that Heckert was just as excited to get the Hobby back into the water as we were and genuinely excited for us as well.

On March 4, 2000 the new hull was successfully reattached and the decision was made to pull the boat up out of the trench and put it in the water, just to see how it would sit and to determine whether or not there were major problems (leaks) with the new hull. We were also curious to see how good a hull a couple of inexperienced country boys had designed. After several repairs to the trailer that the boat was sitting on, the CAT 988 loader aided by a CAT-D-8 bulldozer pulled the Hobby from its 18 month home and we headed very slowly towards the Little Kanawha River.

Somewhat and very pleasingly surprised, everything looked pretty good. There were no leaks and after noting a potential problem with the depth of the wheel, the boat was again pulled and trammed about a hundred yards from the river. It would sit at that point for the next month as we continued our many tasks prior to the official re-launching. The wheel was sandblasted and Mara and myself painted the wheel, knowing full well it was easier done on land as opposed to doing it in the water. Then on March 25, 2000 the Hobby was once again backed into the water and when everything settled down, we had only two inches of bucket in the water. Of course, we knew the going was going to be slow as we attempted to make it upstream to Heckert's Landing but we decided we would lower the wheel there as opposed to attempting to pull the boat out of the water yet again.

With a pretty good tail wind we were barely able to maintain a forward momentum and had very little rudder response.

It was about that time we looked around the bend and there was Mr. Heckert and Skip coming ahead full in the Sternwheeler Henny Cook, Mr. Heckert's latest acquisition. They had come to push us on in to the landing and the new rear push bar on the Hobby came in handy right away. Throughout this project, Mr. Heckert and Skip have always had a way of showing up just in the nick of time to help and this day was no exception.

Skip, Scott Heckert, J.D. and myself got up early on the morning of Sunday, March 26 and proceeded with the necessary task of lowering the Hobby's wheel. With the aid of the boom on the front of the Dixie, the wheel was lowered by that afternoon and the Hobby III was once again under power, running up and down the Little Kanawha River. Her familiar horns and whistles were forever sounding off as we tested, played and celebrated for the next two hours. Everything seemed to be in working order and late that evening on the way back to Charleston, J.D. and I made plans to bring the Hobby back to Charleston the very next weekend.

It seemed fitting somehow that we would head home on April fools Day, as many people had questioned our sanity for buying a boat like the Hobby III and then saying that we would undertake the replacement of the hull ourselves.

But at 6:30 a.m. on April 1, 2000, we departed Heckert's Landing headed for Charleston. David Pauley, Delbert Holstein and Scott Heckert would accompany J.D., Mara and myself on this trip. Longtime Sternwheel Captain, Joe Lockhart, was in much need of a sternwheel boat trip and shared this experience with us at least to the mouth of the Little Kanawha River where he departed. Mr. Heckert decided that he would travel with us with the Henny Cook, just in case we had any trouble and with the two boats rafted together we headed down the Ohio River.

The Hobby and the Henny Cook worked marvelously together and the weather that first day of April could not have been better.

We spent no longer than twenty minutes getting through each of the Locks at Belleville and Racine and we turned up the Kanawha River at 6:32 p.m. that same evening. As darkness overcame us, we decided to lay over at the Carbide Cells.

That decision still required us to run about an hour after dark and we had no problems, thanks to the very accommodating Captain of the M/V Dreama G. Woods, who was kind enough to light our way with his spotlight as he worked his way up behind us. That next morning brought us rain as we continued our journey up the Kanawha and we were able to proceed straight through the Winfield Locks without delay. Each passing mile had us seeing more and more familiar sights and our emotions were building as people who had heard that the Hobby III was coming home, positioned themselves along the Kanawha River to see for themselves. We gave a whistle salute to Lou Wendell and Tom Pile as we passed St. Albans and as we passed the home of Tom and Wilma Pile we were happy to see Wilma holding a large sign saying "Welcome Home Hobby III". Our biggest surprise was to have at least 20 people standing on our dock, holding banners, signs and balloons welcoming the Hobby III home.

The work continues and there are many people that we need to thank who have helped with the new hull project and continue to help as we continue to refurbish the Hobby III. I shall not try to name them all now for fear I would surely inadvertently forget one. We do plan to have a party later on and try to invite all of those that have helped.

Our many experiences as we have progressed with this project, have brought us many new friends and I hope we have learned from our many mistakes along the way. We have also grown much closer and learned to appreciate our old friends and family members who have spent untold numbers of hours and days helping us when they certainly had many other things that they could have and should have been doing. They, too, love the river. the people on the river and the good times everyone has when they are aboard the Hobby III. But perhaps what shall stick in our minds forever is when we routinely radioed Captain Carl Wright as we passed Mill Creek that day on April 1st, 2000. We talked for just a short while with Carl that day about our adventure and about the Hobby's progress to date.

Carl said "Harry would be proud of you boys!" To have Carl say that, made the project completely worthwhile and without the help, the wisdom, the patience and the resopurces of our now friend "Heck" Heckert, there is no way we could have pulled this off.

Thanks "Heck".



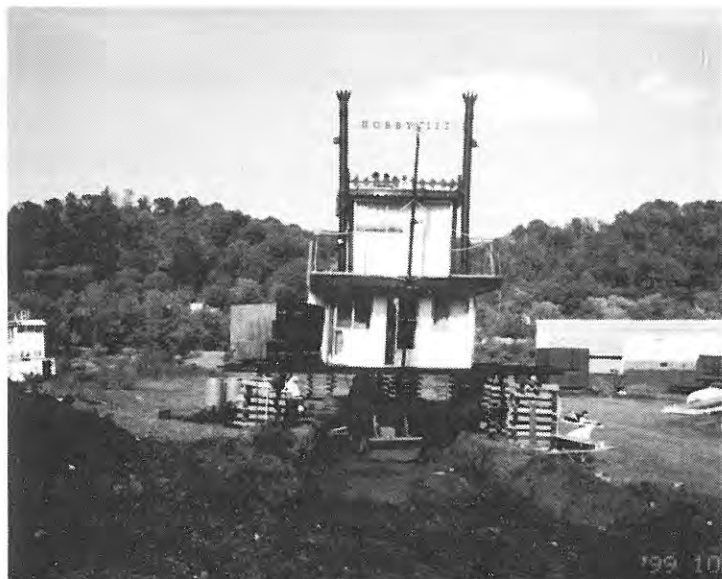
HULL AND CABIN MEET



JUST CABIN LEFT



SKIP LOWERS THE WHEEL



THE DITCH



1ST RUN WITH LOWERED WHEEL

LANDING SIGNALS
Supplied By Robyn Strickland

Various lines have distinctive signals sounded on the whistle or airhorn as code groupings of long and short blasts. Such signals are blown to attract notice of the approach of a particular tow or vessel.

Amherst Barge Co.



The Armco Steel Corp.



Ashland Oil & Refining Co.



American Commercial Barge Line Co.



Esso Standard Oil Co., Baton Rouge Div.



Federal Barge Lines



Hillman Transportation Co.



Houglan Lines



Jones & Laughlin Steel Co.



Island Creek Coal Co.



Keystone Division, Dravo Corp.



Mississippi Valley Barge Line



Moran Inland Waterways, Inc



Ohio River Co.



Pittsburgh Coal Co.



Union Barge Line



U.S. Coast Guard



U.S. Steel Corp.



Wheeling Steel Corp.



**TO ALL OF OUR MEMBERS AND
FAMILY MEMBERS WHO HAVE HAD
BIRTHDAYS,ANNIVERSARIES,OR
NEW ADDITIONS TO THEIR
FAMILY, EITHER BY BIRTH OR
MARRIAGE.
CONGRATULATIONS**

**TO ANY OF OUR MEMBERS WHO
HAS LOST A LOVED ONE SINCE
OUR LAST ISSUE,
WE OFFER OUR DEEPEST
HEARTFELT SYMPATHY
FOR YOUR LOSS**

**TO ANY MEMBER OR FAMILY
MEMBER SUFFERING FROM
ILLNESS OR RECUPERATING FROM
SUCH, OUR PRAYERS GO OUT FOR
YOU AND YOURS!**

WHERE IS SHE NOW? THE JENNIE WADE REVISITED!

By
Bev McClain

It was a pleasure to share time and stories with all of those attending the May ASA meeting in Augusta, Kentucky. It was also a big surprise to learn that so many of the ASA members still wondered what happened to the Jennie Wade and her two crazy owners. After trying to answer all the questions, we left the meeting feeling that now was the time to continue the story. I needed to write just one more chapter. And so, here are my last pages of the Saga of the Jennie Wade. This will bring you to here and now.

Five years ago, when I first submitted my article to the ASA Sternwheeler publication, I realize I wrote it with an almost blind faith. The work of love, we called the Jennie Wade, we envisioned would be completed and launched that summer of 1994. That wasn't to be!

Who would have known back then that everything, even the Jennie Wade, would take a back seat to what fate would deal us. As I am sure we all know, none of us have real control over our lives. The "present" is just that, a "gift". Sometimes the things that we have planned must take a back seat to the things dealt us in life. That is what happened to Wayne and me.

We had begun working on all the details to launch the Jennie Wade into the Susquehanna River that summer of 1994. I had retired from my full time executive job and we devoted all our time and energy to the completion of the boat. But my mother, who lived in Ohio, became ill earlier that year and my focus began to change. Both Wayne and I had seen the change an illness in a family can create. We decided that now was the time to make a move back to my home state. As it turned out, that move was to change the final chapters of the story of the Jennie Wade.

For us, right then, down-sizing became our priority. Our properties went up for sale and the Jennie Wade project was halted. We did, however, decide to continue the work on the launch site.

We began the grueling Pennsylvania permit process for the launch area. Somehow, it seemed that every corner we turned, had another roadblock. Who knew that putting a boat into the water was going to be almost as difficult as building the boat itself. For those of you not familiar with this process, here is a brief description of the ordeal. First, we documented that the launch site wasn't a historic Indian archaeological site and that no extinct owl was nesting in the area. This isn't as easy as it may appear. Photos, drawings, signed affidavits and your first born child (only kidding on the first born part) had to be submitted in triplicate and then in a few months, after checking that all the "i's" were dotted and "t's" were crossed, the great Commonwealth of Pennsylvania approved our launch permit. Within a week, once we obtained the permits, the launch site was started and thanks to the expert work of the excavator, Walton Everetts, the job was completed in just one week.

Now, although the launch area was ready, we were not and the Jennie Wade sat waiting for her big debut.

After a visit to Ohio in Spring of 1994, we finalized our decision to make the move to Ohio with the purchase of property in Ripley, along the Ohio River. As I remember telling Wayne, "All this home needed was a little TLC. It's just our kind of project". Actually, if you want to know the truth, the 1830's frame structure was nearly condemned. It needed a lot more than TLC, it needed complete reconstruction. (Sound familiar).

To complicate matters, our home in Pennsylvania sold in a few months and BEFORE the house in Ohio was ready to become a home. The Jennie Wade continued to take a back seat to the need to get a roof over our heads. Our lives were totally changed and so our dreams, and especially the Jennie Wade, took a back seat to survival.

I went back to college at age 50 and renewed my teaching credentials, Wayne opened Eagle Creek Antiques and obtained an Ohio auctioneer's license. Writing the next chapter of the Jennie Wade would have to wait. Her owners, Wayne and I were rewriting our entire lives.

1995 - 1998

The Jennie Wade and its story and its story was on hold but by now, it became famous. The ASA story was just the beginning. Newspaper and television features brought people from miles around. One day, a gentleman from New York area, flew over the boat, found out who owned it, looked us up and asked to buy her. He had plans to run it as an excursion boat in an area not requiring Coast Guard regulation. It was all set. The deal was written and then as fate would have it, he had a serious heart attack and this put an end to that deal real fast.

We never advertised the boat for sale but soon another man showed interest and another and another. Everyone always wanted to buy the boat. Once, even a group of people from the city of Wilkes Barre, Pennsylvania wanted to buy it but obviously none of these were to be. The boat was meant to stay where it was reborn, in Tunkhannock. We never felt any pressure to move the boat or get it out of anyone's way. Thanks to the generosity of Steve Gay, the owner of the airport field where the Jennie Wade had been refurbished and stored all these years, there was never an urgency to sell it. We were very grateful for that. But as the years passed and time began to take its toll on her, we knew something had to be done. She needed to have a new dreamer, she needed to continue in a forward direction.

1999

As fate would have it, Wayne's brother, Ed McClain, who had helped work on the refurbishing of the boat and his friends Holly and Rick Stark wrote a proposal for the town of Tunkhannock. Their dream was to turn the boat into a stationary restaurant right on the Susquehanna river near the new River Park. Permits were a constant stumbling block, as usual and the original plan was altered. They chose another site and that was approved. Ed signed an agreement to lease the boat and now, someone is continuing the Jennie Wade dream.

Things are all bustling at the boat again. A new paint job, new look inside and out, new faces and old friends are all back on board with the project. These friends who helped out in the early days, like *Sternwheeler Page 16*

Walter Campbell, Jack Brabant, Grady (Muleskinner) Everetts, Matt McClain and others are all pitching in to help get her ready to go. The Jennie Wade is scheduled for launch on the 17th of June. It is their hope that the restaurant should be operational by the end of the month.

Yes, you are right, it was never our dream to turn her into a restaurant. Then, again, who is to say that we were the only ones with a dream. "Our dream" was to rebuild and restore her and we did that. We repeated many times during our journey, "if you build it, they will come". I know it is our hope that this statement comes true for the new dreamers. If the restaurant is successful, the Jennie Wade will have a new owner by this time next year.

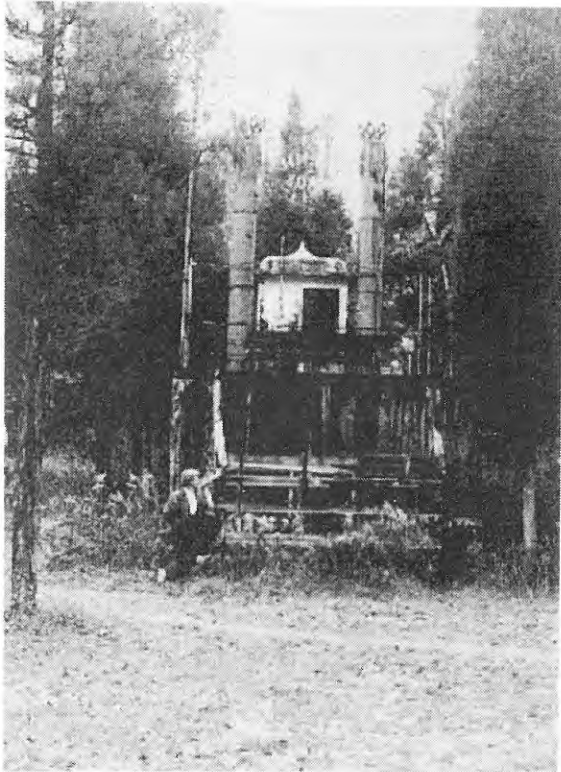
The restaurant, Jennie Wade, will be located on the Susquehanna River, just off Route 29 Tunkhannock, Pennsylvania. With her fresh coat of paint and a complete renovation inside, she is doing what she does best, attracting a crowd. A Civil War theme is being considered and of course, the story of the dream passed on.

The site of the docking and boat entrance is a beautiful park-like setting. It will compliment the already serene Susquehanna River valley and bring new visitors to the river's edge. No one has ever seen a boat project of this magnitude in this region of the Susquehanna River since the 1800s.

For those of you new to the ASA and unaware of the Jennie Wade story, look up an old 1994 issue of the Sternwheeler. To fill you in, she is a 54 ft, 15.9 ft ft wide steel sternwheeler, two stories high. She was a restored amusement park ride. Her story covers 5 years of history (1990-1994) and could never be retold in one paragraph here and now.

As far as the "love story" that the Jennie Wade restoration project began, we have a new boat restoration project beginning this year. We would like to call it the US Grant. Maybe we might even finish this one in less than 10 years. (I really don't believe we will be able to write about it if it takes longer than that.) It is smaller, and will be able to be transported over land. Most of all, if it's in our cards, we will finally be able to enjoy this boat in a way we were never able to enjoy the Jennie Wade, on the river. **Update:** The Jennie Wade was launched at noon on July 1st in 1 1/2 Ft of water and bobbed around like a cork. She's riding the water. (E-MAIL: mcclainw@bright.net)

BOAT FOR SALE



JENNIE WADE THEN



SOMETHING SPECIAL

70 Foot Overall

55 ft by 16 ft Hull

All Steel Construction

Detroit 6-71 T Engine

New Wheel

Twin Disc Marine Gear Transmission

Chain Drive

Fully Furnished for Live-in

New Incinator Toilet

\$40,000

Contact: Capt. Bob Monk

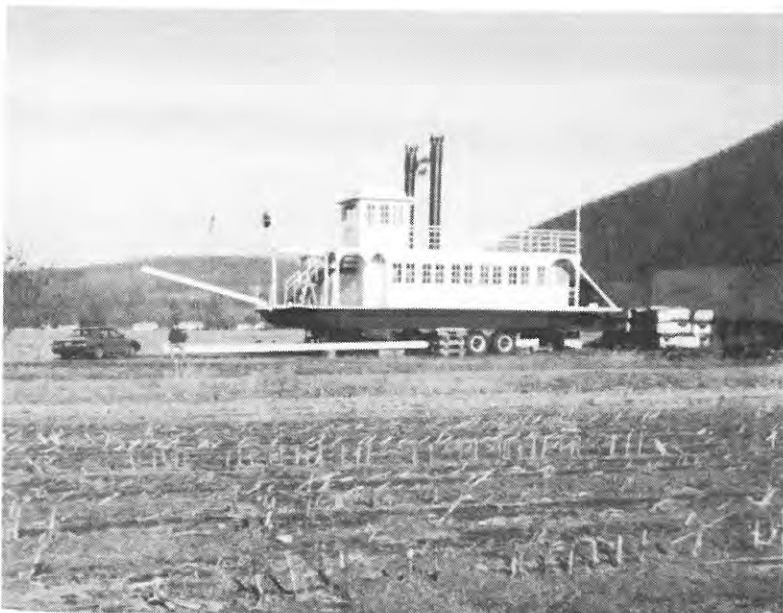
at

PO Box 91, Winfield, W.Va.

or call in evening

at

1-304-586-4445



**JENNIE WADE AWAITS LAUNCH
IN CORN FIELD**

THE BEST TOURIST SPOTS IN OHIO -BY A DAM SITE

By Roger Pickenpaugh

The banks of the Ohio River were jammed with people as devoted riverboat fans joined the merely curious for a look at the American Queen, the largest packet boat ever to navigate the "Father of Waters."

Although a sand bar had delayed the boat's voyage and perhaps removed a bit of its mystique, the crowds who lined the shores weren't disappointed. The opulent vessel was an impressive sight.

For those eager to get photos, or just an up-close look, the best seats in the house were provided by the U.S. Army Corps of Engineers. The Corps operates 20 sets of locks and dams along the Ohio, and from elevated platforms at each the visitors are welcome to watch boats "lock through."

Nine of the Corp's dams border the river's namesake state. Of those, five have lock chambers, and therefore visitor platforms, on the Ohio side of the river.

While the lock sites were packed for the American Queen's visits, large crowds aren't common. Visiting through the week, it is entirely possible to have the place to yourself. There is no admission charge and benches provide a nice spot to enjoy a picnic lunch while waiting for the next boat to come through.

That wait seldom is long. Boats on the Ohio are kept busy, transporting approximately 223,889,000 tons of materials annually. Coal and coke make up 60 percent of that total. Other important commodities include aggregates, petroleum, chemicals, grains, iron, steel and ores.

Tote that bale, haul that barge

The quantities pushed by the boats are impressive. A 15 barge tow can transport 22,500 tons, 787,500 bushels or 6,804,00 gallons of cargo. It would take 870 trucks or a train pulling 225 jumbo hopper cars to match that total.

The purpose of the locks is to transfer these large vessels safely from one navigation pool to another. As the Ohio winds its way 981 miles from Pittsburgh to Cairo, it descends from an elevation of 710 feet above sea level to 250 feet. In general, the level of decent is greatest between Pittsburgh and Huntington, W. Va. As a result, most of the locks in Ohio are in the southeastern part of the state.

Contrary to popular belief, serving river traffic is the sole purpose of the locks and dams. According to the Corps, the dams "have no bearing on flood control." The Corps, however, does provide flood control through a system of tributary reservoirs, flood walls and levees.

Those wishing to take a downriver tour of the Corps' locks bordering the Buckeye State, need to start in Stratton, Ohio. There, along State Route 7 in Jefferson County, can be found the New Cumberland Locks and Dam.

Opened in November 1959, the New Cumberland locks were among the first completed in the Corps' 30 year improvement project, which began in 1955. They were named for the West Virginia community two miles downstream that originally was the planned site of the dam. Like all the Ohio dam sites, an elevated platform offers an unobstructed view of the operations.

See history in Hannibal

Going south on Rt. 7, which never ventures far from the river, the next set of locks is at Hannibal, in Monroe County. An appropriately named river town, Hannibal is located 72 miles downriver from Stratton.

The Hannibal locks offer the most interesting experience for river buffs. In addition to the observation deck, a small museum offers hands-on displays that cover the history of the Ohio and the operations of the locks. A posted schedule lets visitors know when the Delta Queen, the American Queen and other special boats will be passing through.

Adjacent to the parking lot is a display on the history of river navigation.

It includes an example of the wicket dams that served the river from the 1910s through the 1950s and a maneuver boat that was used to raise and lower the wickets. A public day-use area offers picnic tables, grills, a shelter and restrooms.

Continuing south from Hannibal, motorists pass from the Corps' Pittsburgh District into the Huntington District. Here Rt. 7 offers some of its closest and most picturesque views of the river. The vistas are particularly breathtaking during the fall.

Thirty-six miles downstream are the Willow Island Locks and Dams, located in Washington County. While there is no visitor center at Willow Island, the three-level observation deck offers an excellent view of the locks at work. The large number of pleasure boats on this portion of the river also helps guarantee that the locks will be busy during the summer months, even if commercial traffic is running slow.

Ten miles south of Willow Island is the city of Marietta, site of Ohio's first permanent settlement. If at this point your tour of locks and dams has made you curious about Ohio's river heritage, a recommended trip would be to the Ohio River Museum. Operated by the Ohio Historical Society, the museum features dozens of interesting displays, highlighted by the sternwheeler W.A. Snyder, Jr., which operated along the river during the latter days of the stern wheel era.

If you prefer to see more contemporary action, the next site to visit would be the Belleville Locks and Dam at Reedsville, in Meigs County. To get there, follow Rt. 7 through Marietta and continue south 20 miles to State Rt. 124. Designated a scenic route by the state, this winding, sparsely traveled road hugs the river.

Remotely located, the Belleville Locks offer the least in visitor amenities; just a single deck platform, although there is a municipal park adjacent. However, for the visitor who desires only to watch the boats in solitude for a few hours, this is the perfect location.

The next three Ohio River dams, Racine, Robert C. Byrd (formerly Gallipolis), and Greenup, all have locks located across the river in either West Virginia or Kentucky. The result of all this is that river fans in southwestern Ohio have only one opportunity to view the boats locking through.

That is provided at the Captain Anthony Meldahl Locks on U.S. 52 in Clermont County. Named for a veteran Corps steamboat captain, the locks are located midway between the villages of Neville and Chilo.

The Ohio is particularly wide, and the view of the river upstream is largely unimpeded. The result is an ideal location for photographing boats. The Corps of Engineers has cooperated by erecting a large three-tier platform, much like the one at Willow Island.

An adjacent park also affords an excellent view of river traffic. It included picnic tables, some of which are sheltered and restroom facilities. On display is a 3/4 ton hand-forged anchor of the type used on river boats in the 1800s.

The locks and dams along the river have played a vital role in the Buckeye State's history. They also point to the important economic role they will continue to play well into the future.

THE OHIO RIVER SYSTEM NEARLY 200 YEARS IN THE MAKING

By Roger Pickenpaugh

The modern system of locks and dams that ensures efficient riverboat transportation along the Ohio represents the most recent edition of a 170 year effort to improve navigation along one of America's most important inland waterways.

The steamboat era on the Ohio River began in 1816 when Captain Henry Shreve piloted the Washington downstream from Wheeling. One hundred and fifty feet long, the Washington had a capacity of 200 tons of cargo.

Soon, steamboats were a common sight along the Ohio. Moving downstream, they carried farm products from what then was America's Northwest on the first leg of their voyage to New Orleans. They returned loaded with sugar, coffee, dry goods and other necessities for the people of Ohio and surrounding states.

Steamboating was a risky business in those days. Snags and other obstructions were common, and only well-trained and skillful pilots dared navigate through the many hazards lurking along the Ohio River of the early 1800s.

In 1819 a group of citizens from Pittsburgh decided to do something about the situation. Concerned about their city's economic future, they waded downstream all the way to Wheeling, removing rocks as they went.

Five years later, the federal government got involved. Congress appropriated \$75,000 for improvements on the Ohio and Mississippi. The Army Corps of Engineers received the assignment and did the best it could with meager funds.

Thanks to the Corps, riverboating became a safer business, but it remained a seasonal one. Spring rains generally brought the Ohio to a navigable stage, but during the dry season, the depth of the river fell to about one foot.

While this situation was inconvenient for shippers, the Civil War demonstrated that it had military implications as well. Dry weather limited the river's usefulness as a supply line and grounded gunboats and transports.

Finally persuaded of the need to widen and deepen the channel, Congress in 1875 appropriated the necessary funds. In 1879, work started on the Davis Island Lock and Dam, five miles downstream from Pittsburgh.

Davis Island opened in 1885. The first federally funded lock and dam in the country, it created the first navigation pool on the Ohio River. The project, however, lagged after that. It took an Ohio-born preacher, William Howard Taft, to provide the impetus to get things going again. Taft was elected in 1908, and in 1910 Congress approved a plan to canalize the Ohio to 9 foot.

From that point, things moved relatively swiftly. In August 1929, the Corps of Engineers completed Lock and Dam 53 near Cairo, Illinois and the goal had been achieved. A system of 51 locks and dams (Dams 40 and 42 had not been necessary) had turned the Ohio into a reliable waterway.

The locks and dams that now serve Ohio River boats are part of the Corps' latest project to improve navigation. Begun in 1955, the 50 year plan called for the replacement of the old wicker dams with 19 higher, larger locks to handle increased river traffic.

Only Dams 52 and 53, located between Paducah, Kentucky and Cairo, Illinois, remain from the old system. Work is currently underway on the 19th set of modern locks and dams, projected for completion by the year 2005.

When they open, the latest chapter in the ongoing saga of the 981-mile "Father of Water" will be complete.

POEM BY JOHN HARTFORD

I must get down to the levee again
The muddy river and the sky
And all I ask is a sternwheel boat
And some marks to steer by
The pull of the wheel, scapin' out on the roof
The pilothouse windows shakin'
A full moon in the Missouri sky
And a foggy morning breaking.

WHERE IS JACK DANIELS NOW?

Many times you hear that some people just like to drink and party and don't let them get ahold of a good bottle of drink or it will be gone. Well, I'm here to tell you that one bottle has been around for several years and is still sealed and full. It's a bottle of Jack Daniels, that made its first appearance at the September meeting (I believe the Meeting to be) in Marietta in 1995. It was donated for the raffle and was won by Captain George Pope of the Georgie Peach. Well, knowing George and his likin' for an occasional taste, it was thought that this bottle was gone but lo and behold, the same Full (unbroken seal bottle) was donated by Captain George in 1996 to raffle and was won by Captain Bill Reese of the Lakie Marie, who enjoys tipping a few, himself.

In 1997, the same unbroken bottle of Jack was donated by Captain Reese to raffle and won by Lou Wendell of the Rufus B II., who in turn donated it to the raffle in 1998 and it was won by Capt. Tom Cook of the Juanita. Capt. Cook brought it back in 1999 and it was again won by Capt. Reese. Will it show up agin in 2000!

**The American Sternwheel Association, Inc. Founded 1976
 HELP US KEEP ALIVE THAT PRECIOUS BIT OF AMERICANA, .
 THE PADDLEWHEEL BOAT**

The early days of America saw hundreds of steam powered paddlewheel boats plying our beautiful rivers. They delivered merchandise, livestock and people to build and expand this great country. They did this long before there were railroads or even roads and were invaluable to our western growth and expansion. Their unique design allowed them to transport tons of cargo in shallow water both upriver as well as down. Their classic styling, graceful lines, and breathtaking beauty made them a welcome sight to everyone along the rivers. The commercial viability of these vessels lasted well over a century, nevertheless, by the mid to late fifties, all but a few had disappeared into history. They had succumbed to the ravages of sandbars, snags, fire, floods, and finally the diesel powered, propeller-driven towboat.

In the summer of 1975 there were only a few privately owned sternwheel boats being operated on our rivers. Most of those had been old sternwheel driven towboats which were totally rebuilt and converted to live-aboard vessels. The owners of those boats and other enthusiasts began talking about the need for an organization dedicated to the preservation and encouragement of the sternwheel boat tradition. In January of 1976 a small group of these folks met at the historic Hotel Lafayette in Marietta, Ohio for the express purpose of forming such a club. The result of the meeting was the founding of the American Sternwheel Association, Inc., with headquarters at the Lafayette.

The ASA functions primarily to raise public awareness of paddlewheel boats. These efforts are working, as evidenced by the increasing number of cities along the Ohio river and its tributaries that are having festivals centered around the boats. Some festivals have been featured on local and even national television programs.

The ASA also provides advice and technical support to those interested in building a paddlewheel boat. There is a boat directory available which lists boats of any members who wish to participate. The listing includes a picture along with general specifications. Educational material is provided to libraries and museums and on occasion, donations have been given to preservation projects.

The public has always been welcome to become members of the ASA and hundreds have. Some join to learn more about paddlewheels with hopes of owning one or even building one. Others are interested in promoting and advancing paddlewheel boating. Some join for the fun of socializing and enjoying the fellowship of other members. Then, too, there are those who believe in the goal of keeping paddlewheel boats alive and join just to support the effort. Whatever the reason, you are wanted as a member.

Meetings are held on the 2nd Saturday of every other month, beginning in January. The May and July meetings are often held in cities other than Marietta to give members who can't regularly attend, the chance to participate. All out of town meetings result from an invitation from the host city and must have an organizer to make arrangements. Members are notified of time and location of these occurrences.

The schedule of a typical ASA weekend starts at 1 p.m. on Saturday with socializing. The Board of Trustees meet at 2 p.m. and general membership meeting is at 3 p.m. Often, in the evening there is some type of program or the members just socialize.

Dues are \$20 per year for US members and \$30 per year for Foreign members and includes 2 issues of the ASA magazine, The Sternwheeler and 4 issues of the ASA Newsletter. The magazine contains articles on river events, boats under construction, history and other subjects pertinent to paddlewheel boating. The Newsletter keeps members informed on current activities.

Additional family members may join the organization for \$5 per year each. This includes all of the privileges of membership except publications.

If you enjoy history, river boating, river festivals and the company of some real great people, you'll enjoy them all as a member of the American Sternwheel Association.

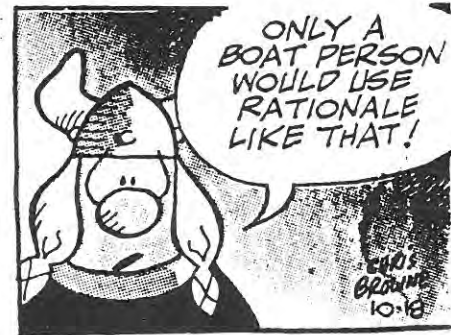
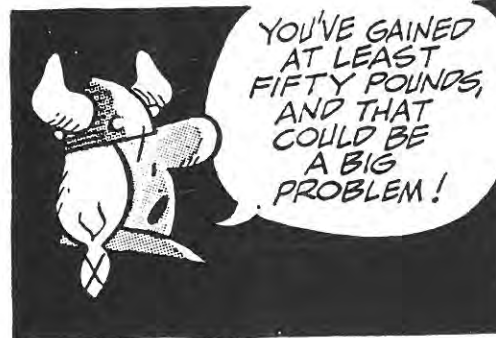
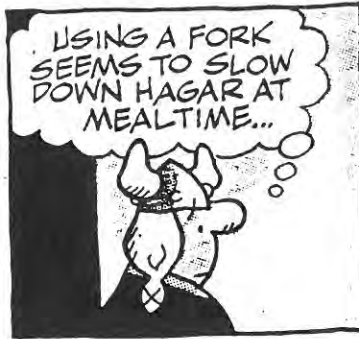
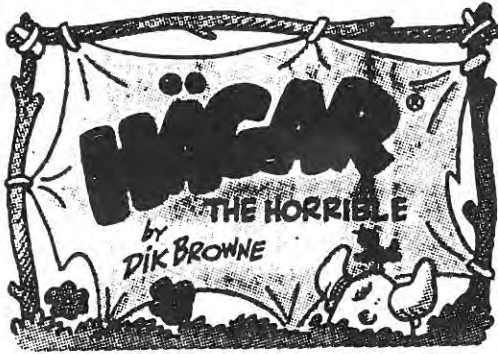
MEMBERSHIP APPLICATION - The American Sternwheel Association

Yearly Membership: US - \$20 / Foreign - \$30

Name _____ Date _____
 Address _____ Total Enclosed _____
 City _____ State _____ Zip _____
 Phone _____ Do you own a paddlewheel boat? Yes ___ No ___
 Would you like it included in the next ASA boat directory? Yes ___ No ___

Additional Family Members \$5 per year each:

SEND TO: American Sternwheel Association, Inc., PO Box 325, Marietta, Ohio 45750-0325



PRICE'S DEBRA ANN UPDATE

A.S. A. ITEMS FOR SALE



1. ASA LOGO PATCH: \$3 INCLUDES POSTAGE

**2. ASA PIN 3. ASA KEYCHAIN
\$5 PLUS \$1 POSTAGE FOR EACH**

**4. T-SHIRTS: ASA LOGO ON BACK,
SIZES: SM TO XXXL, ASST COLORS
AVAILABLE EARLY 1997.
\$10 EACH PLUS \$1.50 POSTAGE**

**5. COFFEE MUG (VALLEY GEM)
\$8 PLUS \$1.50 POSTAGE**

**6. NEW ITEM;14 OZ TRAVEL MUG
GRANITE WITH BLUE LOGO
\$5 PLUS \$1.50 POSTAGE**

**7. COLLECTOR MUG (VALLEY GEM)
\$10 PLUS \$1.50 POSTAGE**

**8. ASA BRASS PLATED ORNAMENT
\$8 PLUS \$1.50 POSTAGE**

**9. HATS: RED OR BLUE
\$8 PLUS \$1.50 POSTAGE**

**10. CAN COOLERS: COLORS:
RED-BLUE-GREEN-AQUA-PURPLE-HOT
PINK. \$3 PLUS \$1.50 POSTAGE**

**11. ASA LOGO DECALS: 50 CENTS EA
SEND SASE WHEN ORDERING BY MAIL**

**12. SWEATSHIRT: ASA LOGO ON FRONT
\$15 PLUS \$1.50**

**NOT SHOWN:ASA FLAG
\$25 PLUS \$1.50 POSTAGE**

**ABOVE LISTED ITEMS CAN BE ORDERED
BY MAKING CHECKS PAYABLE TO JACK
BEDECK, 4275 EVERGREEN RD,
PITTSBURGH,PA. 15214**

**13.ASA LOGO NYLON GOLF UMBRELLA
48" SPREAD, ASST TWO-TONE
COLORS:RED/WHITE,MAROON/WHITE,
BLACK/WHITE,GREEN/WHITE,NAVY
BLUE/WHITE,ROYAL BLUE/WHITE.
\$18 PLUS \$3 POSTAGE. SEND TO RAY
FLINT,
RT 4 BOX 134A, CHARLESTON,WVA 25312.**

**OTHER ITEM AVAILABLE BUT
NOT SHOWN**

**ASA PADDLEWHEEL DIRECTORY:\$15
INCLUDES POSTAGE. ORDER FROM BOB
SIMMONS, 1747 SOUTH LIBERTY AVENUE,
ALLIANCE, OHIO 44601**