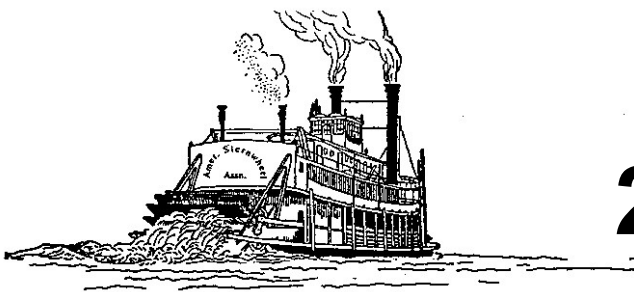


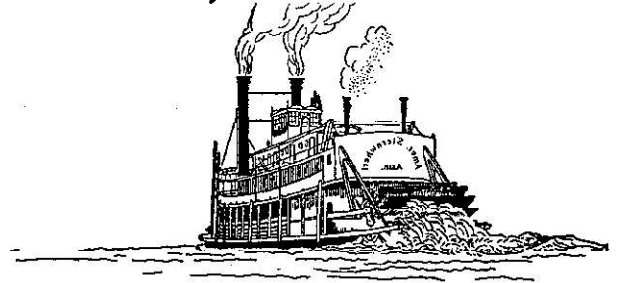
American Sternwheel Association, Inc.

Since 1976

Preserving America's River Heritage



2026



Paddlewheel Directory

Sternwheel Enthusiasts;

Our goal at the American Sternwheel Association is to preserve and promote the tradition of the Sternwheel River Heritage.

Meetings are held every other month (January, March, May, July, September, and November) on the second Saturday, except for May which is held the Saturday after Mother's Day. The January, March, September, and November meetings are held at the hotel Lafayette in Marietta, Ohio. The May and July meetings are held in other locations by invitation. Come share in the great food and good company!

You could also join us at the many regattas/festivals that are held during the summer months. These dates are listed in our newsletters and website which is www.americansternwheel.org.

If you have updates to your paddleboat please email: webmaster@americansternwheel.org.

Happy Paddling.

Aloha

Owner: David Dickenson

Home Port: Robert S. Kerr Reservoir, Applegate Cove Marina, Arkansas River Mile Marker 340

Hull Type: V Vow

Hull Material: Steel

Length: 58'

Width: 14'

Draft: 23"

Wheel Diameter: 9'

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: Detroit 6.2 diesel

Drive Train Type: Chain

Built By: Mark Yohe

Built at: Pennsylvania

Date: 1981

Past Names (oldest to newest): Nora Jean, Aloha

Description and History: The Nora Jean was purchased in March of 1991 and named for Dick's Mother (Nora) and Carol's Mother (Jean). In the first few years many changes were made to the living quarters and some modifications to the exterior. A new bottom in 1994 gave it more freeboard and less draft and improved handling. The custom built 40 x 14 steel barge which is pushed ahead of the boat has fuel storage tanks and a Kubota diesel generator. The barge also serves as a roomy front deck with it's canopy and picnic table. The owners then lived aboard from April through October kept comfortable by a forced air furnace and two air conditioners. This boat has taken part in most of the sternwheel regattas from Marietta, OH, to Charleston, WV, over the years, and has given many hours of pleasurable paddling to the Manifold's family and friends.

In the Summer of 2015 she was sold to David Dickenson and was moved to Robert S. Kerr Reservoir, Oklahoma.



Blennerhassett

Owner: Dana Tomes

Home Port: Majestic Landing, Huntington, WV, Ohio River Mile Marker 300.2

Hull Type: Scow Bow

Hull Material: 5/16 "Steel

Length: Overall - 90' 3" (Hull is 64' 9") **Width:** 20' 4"

Draft: 18"

Wheel Diameter: 11'

Wheel Width: 10'

of Buckets: 18

Engine Type/Size: 671 GMC motor

Drive Train Type: Chain

Built By: Everett Ruble

Built at: Belpre, OH

Date: 1980

Past Names (oldest to newest): Blennerhassett

Description and History: The Blennerhassett was originally built as a deck barge in 1980 to haul equipment and materials to Blennerhassett Island during the mansion renovation project, being towed by the sternwheeler Centennial. In 1982, the builder added the superstructure and converted it to a sternwheeler. The Blennerhassett replaced the Centennial as the main transporter to the island state park at that time and served in that capacity for the next 27 years. The boat served as the primary passenger transport vessel between Parkersburg and Blennerhassett Island, running several trips daily to ferry passengers, until 2009. The boat did charter service for then owner Ruble's Sternwheelers until January 2018 when it sank during heavy ice flow in high water at its landing in Belpre, OH. The boat was raised in June 2019 and sold to the current owner who repaired the hull and moved the boat to Huntington, WV where as of early 2020 it was undergoing a complete remodel in an attempt to return to regular passenger service. The boat is USCG certified to carry 119 passengers and crew on its main deck interior and open upper deck.



Brandy Lynn

Owner: Scott & Katheryn Barr and Andrew & Emily Barr

Home Port: Nitro WV, Kanawha River, Mile Marker 47

Hull Type: Pontoon

Hull Material: Aluminum

Length: 50'

Width: 12'5"

Draft: 11"

Wheel Diameter: 10'x 2

Wheel Width: 4' x 2

of Buckets: 16 x 2

Engine Type/Size: Isuzu diesel 4 cylinder 40 HP

Drive Train Type: Hydraulic

Built By: John Thomas

Built at: Syracuse, OH

Date: 2008

Past Names (oldest to newest): Brandy Lynn

Description and History:



Caney Fork Queen

Owner: Tom & Sherri New

Home Port: Sparta, TN, Caney Fork River Mile Marker 111

Hull Type: Model Bow

Hull Material: Aluminum

Length: 50'

Width: 14'

Draft: 2'

Wheel: Simulated Sternwheel

Wheel Diameter: 6'

Wheel Width: 10'

of Buckets: 8

Engine Type/Size: Twin 3.0 Mercruiser

Drive Train Type: n/a

Built By: Tom & Sherri New

Built at: Sparta, TN

Date: 2008

Past Names (oldest to newest): Caney Fork Queen

Description and History: Faux Sternwheeler (rebuilt from a fire). We use the boat to ride to the dam and it doubles as a guest house. We purchased an aluminum hull twin engine houseboat that had been in a fire. We live on a small river in TN called the Caney Fork. You can go to <http://squander-tom.blogspot.com/> and see the process. Sank in 2019

Sank in 2019



Celly Marie

Owner: Rick and Rachelle Dement

Home Port: Newport, Ohio, Ohio River, Mile Marker 81.3

Hull Type: Scow Bow

Hull Material: Steel

Length: 43'

Width: 11'

Draft: 1'

Wheel Diameter: 7'

Wheel Width: 7'

of Buckets: 12

Engine Type/Size: 1968 M-G Midget engine

Drive Train Type: Hydraulic pump to a hydro-motor connected with chains to paddlewheel

Built By:

Built at:

Date: 1980

Past Names (oldest to newest): Katy C, U.S.S MUDSOCK, The Spirit of Charleston, Celly Marie

Description and History: The U.S.S. MUDSOCK was formerly a propeller driven ferry boat powered by a large international diesel engine. Its former name was Katy C, owned by Capt. Jerry Coe of Vienna, WV. He used the Katy C and a ferry flat to transport farm and oil well equipment to and from the Ohio River islands in the Parkersburg-Marietta-Sistersville area. The boat also made one trip to Zanesville with a sand barge.

The engine and hydraulic systems are carefully monitored by an electronic system or sensors and displays. The boat makes very efficient use of its small engine in moving nearly 10 tons through the water at 6 mph while using 2 gallons of fuel per hour. In 2022 the Dement's bought and renamed her after Rachelle's grandmothers.



Centennial

Owner: Rich and Tracy Riley

Home Port: Bridgewater, PA, Beaver River Mile Marker .4

Hull Type: Displacement

Hull Material: Steel

Length: 80'

Width: 18'

Draft: 18"

Wheel Diameter: 10'

Wheel Width: 10'

of Buckets: 14

Engine Type/Size: John Deere 80 HP

Drive Train Type: Swash Plate Hydraulic over chain

Built By: Everett Ruble Jr.

Built at: 308 Florence Street, Belpre, Ohio

Date: 1976

Past Names (oldest to newest): Centennial

Description and History: Operated as a charter in 1977. From 1980 to 2007 operated back and forth to Blennerhasset Island and also as a private charter. In 2020 was sold to the Riley's. The Riley's are currently work in progress on the Centennial. Currently working on the interior, wiring and plumbing as well as the mechanical side.



CLYDE.

Owner: David Miller

Home Port: Aurora, IN

Hull Type: Displacement

Hull Material: Steel

Length: 53'

Width: 13'

Draft: 3'

Wheel Diameter: 8' 4"

Wheel Width: 9' 4"

of Buckets: 16

Engine Type/Size: 35 HP Kubota, diesel

Drive Train Type: Engine turns a variable displacement Eaton pump giving direction and speed on single control lever. Dual Eaton 6000 motors driving both sides of wheel thru 2:1 roller chain reduction. Secondary hydraulic pump furnishes power for hydraulic steering and 8" bow thruster.

Built By: Ed Newcomb

Built at: Pepin, WI

Date: 1991 - 2001

Past Names (oldest to newest): CLYDE., The Butternut Belle, CLYDE.

Description and History: Clyde is an authentic Sternwheel replica of a 1870's Steamboat called the Clyde that originated in WI; sold in 2012 to Don Sanders and moved to Aurora IN; sold in 2020 to Julie Johnson renamed The Butternut Belle, and moved to Maryville, TN. Sold to current owner in 2026.



Cotton Blossom

Owner: William and Fonda Sherrill

Home Port: Tuscaloosa, AL, Black Warrior River Mile Marker 347

Hull Type: Chine

Hull Material: Steel

Length: 133' 6"

Width: 24'

Draft: 3'

Wheel Diameter:

Wheel Width: 16'

of Buckets: 12

Engine Type/Size: 3406 Caterpillar

Drive Train Type:

Built By: Charles Ward Engineers

Built at: Charleston, WV

Date: 1928

Past Names (oldest to newest): Tecumseh, WC White, Robin D, Cotton Blossom

Description and History: Originally built as a push boat for U.S. Army Corps of Engineers. Was sold to Harry White in 1950 and renamed "WC White". In 1971 was sold to Pete Denny and Renamed "Robin D". She was sold again in 1973 and named the **Cotton Blossom**. In 2004 she was sold to Tchefuncte River Tours. We purchased her on February 4, 2016 from the estate of Frank Crain. Her name will remain the **Cotton Blossom**. She was featured in the movie Show Boat and one Huckle Berry Finn movie. In March 1966 she was placed on The National Register of Historic Places. She will now be converted to a private boat for my family and I to enjoy. She is a beauty. Hope to see some of you on the River.



Crystal Rose

Owner: John Scott

Home Port: Belle, WV, Kanawha River Mile Marker 70.1 RDB

Hull Type: Model Bow

Hull Material: Steel

Length: 62'

Width: 15'

Draft: 3'

Wheel Diameter: 8'.5"

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: Cummins: 4-BTA

Drive Train Type: Twin Disc 3:1 Transmission to Falk 1:1 Side Chain Drive to 4:1 Final Chain Drive

Built By: Parlin Crain

Built at: Pittsburgh, PA

Date: 1986

Past Names (oldest to newest): Buttercup, Mary Isabel, Crystal Rose

Description and History: Sponsons on both sides for improved stability. Full galley, salon, head, and captains quarters. Has Westerbeke 6.5 Marine Generator.



Diana Jean

Owner: Doug and Mary Ellen Lowe

Home Port: Marietta, OH, Muskingum River Mile Marker 1.9

Hull Type: Scow Bow

Hull Material: Steel

Length: 50'

Width: 18'

Draft: 16"

Wheel Diameter: 8'

Wheel Width: 8'

of Buckets: 10

Engine Type/Size: Chrysler slant six engine

Drive Train Type: Hydraulic

Built By: Bobby Curtis and G.D. Eddie

Built at: Pittsburgh, PA

Date: 1980

Past Names (oldest to newest): G.D. Eddie, Jody L, Little Dipper, Diana Jean

Description and History: Originally built in 1980 by Red Curtis and Eddie Darbous, she was named the G.D. Eddy at 25' long and 8' wide with a 5' diameter wheel and powered by a Redwing Marine engine. The entire boat and hull were made of wood. In 1983 she was sold to Joe and Dianne Lockhart and renamed the Jody L. In 1985 she was sold to Jim and Judy Linger and renamed the Little Dipper, where major changes were done. Expanding the paddle wheel to 8' X 8', a new steel hull replacing the wooden one, extending her to 50' in length and 12' width and powered by a Chrysler slant six engine. In 2009 she was sold to Robert McIntosh Sr. and renamed the **Diana Jean** in memory of his eldest daughter. In 2010 she took on a major renovation consisting of pine wood siding and pine wood floors all cut and planed from a friend's portable saw mill, the widening of the upper deck by 2' in addition to a generator and hydraulic steering with the help of family and friends. In 2013 captain Bob passed away and passed ownership of the **Diana Jean** to his youngest daughter and son-in-law Doug and Mary Ellen Lowe.

Diana Jean (continued)

On January of 2016 the **Diana Jean** took on water and sank in the shallow waters on the Muskingum River, where she was moored. Once again with a lot of help from family and friends she was quickly raised and dry docked, now at Lang's Campground. She has been completely gutted inside and in the process of a complete renovation. The hull and upper deck will be expanded to 18' wide, using all new steel. The living quarters will be redesigned with a more efficient layout. A party barge will be attached to the front in order to accommodate family and friends who are putting in many long hours so the **Diana Jean** will be ready for this year's 2016 Ohio River Sternwheel Festival.



Donna Rae

Owner: Jim & Jean Kranz

Home Port: Charleston, WV, Kanawha River Mile Marker 61.3

Hull Type: Scow Bow, 20' spoonbill scow, 21' 6" mid-body section, stern rake 15' 6". It has 3 water tight compartments.

Hull Material: 5/16" steel on the bow compartment, 1/4" steel mid-body and stern.

Length: 74'

Width: 16'

Draft: 30"

Wheel Diameter: 14'

Wheel Width: 8' 6"

of Buckets: 16

Engine Type/Size: 471 Detroit Diesel

Drive Train Type: Belt and Chain: 5.9:1 Tonanco gear box, Woods coupling between gear box and cog belt. 4" wide cog belt to 140 chain to a 180 final drive chain.

Built By: John N. Fadeley

Built at: Robinson Twp., PA

Date: Completed May 10, 1988

Past Names (oldest to newest): Donna Rae

Description and History: The cabin of the **Donna Rae** is made of steel and finished out with a wood interior. She is equipped with an 480 gallon fresh water tank, 600 gallon fuel tank and a Kubota Diesel 7.5 KW gen set. She attended many paddleboat festivals and traveled countless miles on the river during her first 25 years. She was purchased by the current owners in December 2013 and made the 4 day trip to her new home port of Charleston, WV in January 2014.



Dresden Belle

Owner: Joe Stock

Home Port: Charleston, WV, Kanawha River Mile Marker 61.4

Hull Type: Scow Bow

Hull Material: Steel

Length: 83'

Width: 16'

Draft: 2'

Wheel Diameter: 11'

Wheel Width: 12'

of Buckets: 12

Engine Type/Size: 5.9 Cummins Diesel 210 HP

Drive Train Type: Marine Transmission, V belt reduction, 160 chain final drive

Built By: David Comisford

Built at: Gaysport, OH

Date: 1988

Past Names (oldest to newest): Melanie Anne, Dresden Belle

Description and History: The original owner and builder, David and Melanie Comisford, sold the boat to Omer and Suzanne Jenkins and Dale and Doris Fowler in 1996. The partnership changed the boat's name and operated the boat on the Muskingum River for about 2 years out of Lent's Landing above Lock 3 in Lowell, OH. Carl Deaton purchased the boat in 1998 and replaced the engine, drive train, wheel, and installed a new Type II MSD. Purchased by current owner in 2025.

The boat burns approximately 3 gallons per hour of fuel at 1500 RPM doing about 7 miles per hour with a range of around 1000 miles. The boat carries 500 gallons of fuel and 600 gallons of water.



E.L. Thumper

Owner: Jack & Kathy Bedeck

Home Port: Millvale, PA (Near Pittsburgh), Allegheny River Mile Marker 3.3

Hull Type: Model Bow

Hull Material: 7 GA Steel

Length: 55'

Width: 16'

Draft: 30"

Wheel Diameter: 15'

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: Ford 460 Cubic inch gasoline

Drive Train Type: Automatic Transmission. Drive shaft to a rearend, chains to a jackshaft and chains to the wheel.

Built By: Jack Bedeck and Friends

Built at: Jack Bedecks driveway

Date: 1979

Past Names (oldest to newest): E.L. Thumper

Description and History: This is the fourth of a series of E.L. Thumper's built by the owner and friends. The hull was built 12' wide. Widened to 16' wide in 1983, adding a skylight. The Thumper has a trim tab at the rear edge of the hull and a spud thru the bow to aid overnight docking. The Thumper was dry docked in 1995 and in 2007. She carries 800 gallons of gasoline and 250 gallons of water. She is not a live aboard, but built for trips long and short. The Thumper sleeps 9 adults off the floor.



Elena Queen of Arts

Owner: Apryl & Jan Nebozenko

Home Port: Haverstraw, NY, Hudson River

Hull Type: Barge

Hull Material: Steel

Length: 79'

Width: 26'

Draft: 4'9"

Wheel Diameter: 2 x 12'

Wheel Width: 2 x 8'

of Buckets: 2 x 18

Engine Type/Size: 2- 671 Detroit diesels

Drive Train Type: Hydraulic motors

Built By: Acticleod

Built at: Pascagoula, MS

Date: 1982

Past Names (oldest to newest): Elena Queen of Hearts, Elena Queen of Arts

Description and History: Elena was built for John Amos (1929-1990) founders of AFLAC Insurance Company and named after his Cuban born wife Elena. She was eventually refitted by another owner in 1999 in Minneapolis to it's present configuration. She has wood paneling throughout, a grand piano, hot tub, 2 ½ heads and three staterooms among her features. Her 90 plus tons can move at 6-7 knots and her bow thruster and counter-rotating paddles with four rudders gives her good maneuverability. On her practical side, she has 6,000 gallons of fresh water, 1,000 gallons of fuel, and two 40 KW generators. Come see her on the YouTube "Elena Queen of Arts Housebarge"



Faris Wheel

Owner: Tom Faris

Home Port: Gallipolis, OH, Chickamauga Creek Mile Marker 270.1

Hull Type: Scow Bow

Hull Material: Steel & Stainless Steel

Length: 50'

Width: 14'

Draft: 1' 8"

Wheel Diameter: 8' 10"

Wheel Width: 7' 10"

of Buckets: 13

Engine Type/Size: Ford 363 CID Diesel

Drive Train Type: Hydraulic

Built By: John Thomas

Built at: Middleport, OH

Date: 1995

Past Names (oldest to newest): Cheryl Lynn, Faris Wheel

Description and History: Purchased from John and Cheryl Thomas in the fall of 2001. Originally powered by a 4 cylinder gas VW engine. Faris' made the first trip to Marietta, OH in 2004 (high water) in the VW engine. Repowered that year!! The New Holland combine engine is under the front deck and the starboard stack is the engine exhaust. Hydraulic oil cooling is achieved by a pipe to the hydraulic motor passing in the wheel wash.



Fat Cat

Owner: Jason Jaworski

Home Port: West Pearl River, LA

Hull Type: Pontoons

Hull Material: Fiberglass

Length: 40'

Width: 16'

Draft: 1'

Wheel Diameter: 8'

Wheel Width: 3' x 2

of Buckets: 10 x 2

Engine Type/Size: Kubota 24 HP

Drive Train Type: tractor

Built By: Jason Jaworski

Built at: West Pearl, LA

Date: 2016

Past Names (oldest to newest): Fat Cat

Description and History:



Franky D

Owner: Jim Hysell

Home Port: Gallipolis, OH, Chickamauga Creek Mile Marker 270.2

Hull Type: Model Bow

Hull Material: Steel

Length: 65'

Width: 15'

Draft: 22"

Wheel Diameter: 10'

Wheel Width: 10'

of Buckets: 12

Engine Type/Size: Cat 1160 210 HP

Drive Train Type: Allison automatic primary drive chain

Built By: Donald Burden and Family

Built at: Newark and Gaysport, OH

Date: 1984

Past Names (oldest to newest): Grace L, Michael J, Franky D

Description and History: Built in 1984 by Donald Burden, originally named the Gracie L., renamed Michael J in 1996 by Wayne and Jean Leidy of Barberton, OH. In 2009 the boat was purchased by Rick and Rachelle Dement. His fuel capacity is 300 gallons and fresh water of 250 gallons. Has a Westerbeke 12.5 kw generator and will sleep four comfortably. In 2021 was sold to Steve and Gina Cox. In July 2024 it was purchased by its current owner.



Gambler

Owner: Gary Lusso

Home Port: Riverbend Marina, Dayton, KY, Ohio River Mile Marker 367

Hull Type: Scow Bow

Hull Material: 3/16" Steel with 1/4" in bow

Length: 56'

Width: 14'

Draft: 24"

Wheel Diameter: 8'
12

Wheel Width: 8'

of Buckets:

Engine Type/Size: 225 Slant six Chrysler

Drive Train Type: 904A Automatic transmission (low gear only) plus chain and belts

Built By: The Morton Family: Gary, Marilyn, Shane & Rhett

Built at: Parkersburg, WV

Date: 1983

Past Names (oldest to newest): Gambler

Description and History: The **Gambler** is a steel hulled vessel with an all wood superstructure. It was designed and built entirely by the Mortons. It weighs 27 tons, has 5 watertight compartments, carries 160 gallons of fuel and 210 gallons of water. It has a dual electrical system (12v & 110v) with 4, 6 volt deep cycle batteries wired in series (2 circuits) for 'house power' and a 7 KW generator. Cruise speed is about 7 miles per hour while consuming about 2 gallons of fuel per hour.

The **Gambler** was a father and sons project with Marilyn being responsible for a lot of painting and staining. Many hours and many miles were logged in the early years while the boys were still living at home; many memories were made. In 2003 it became the year round living quarters for Gary and Marilyn. Living aboard a boat full time may not be for everyone but it suits them just fine. In 2017 the Gambler was sold to Gary Lusso.

Sank in 2020

Georgia Mae

Owner: Ray & Amanda Backstrom

Home Port: Kansas City, KS, Missouri River

Hull Type: Scow Bow - double hull **Hull Material:** Steel 3/16" and 1/4" bow

Length: 65' **Width:** 14' 6" **Draft:** Approximately 22"

Wheel Diameter: 8' 6" **Wheel Width:** 10' 2" **# of Buckets:** 12

Engine Type/Size: Gas - 165 HP 6 cylinder Mercury marine

Drive Train Type: Hydraulic pump - motor coupled to chain drive wheel.

Built By: Missouri Valley Steel

Built at: Leavenworth, KS

Date: 1965

Past Names (oldest to newest): Whippoorwill, "No Worries Mate", Georgia Mae

Description and History: She is a 1965 'Missouri Valley Steel Co.' Hull (documented as a steam boat) that had a nice steam powered stern wheel double-deck tour-boat built by the Kansas Steamboat Company (which I believe was 'created' for the tour boat on Pomona Lake KS) more of a small group effort on one boat than a boat production company though. Following a tragic accident in 1978, she was rebuilt by a private individual as a gas-engine powered stern wheel "houseboat" (re-launched in 1996). The traceable history gets a bit hazy there, but to the best of my knowledge, she was pulled from the lake and placed in storage around 2004. We found her, and her owner in 2012. After a very short period we made an offer, the offer was accepted, and our new project started. It is our plan to return her to a much more 'river boat-like' profile, and launch her on the Missouri river so we can get to some of the regattas.



Georgie Peach

Owner: Tom & Sherri New

Home Port: Bancroft, WV, Kanawha River Mile Marker 36

Hull Type: Scow bow

Hull Material: Aluminum

Length: 34'

Width: 12'

Draft: 8"

Wheel Diameter: 7' x 2

Wheel Width: 18" x 2

of Buckets: 12 x 2

Engine Type/Size: Nissan diesel 61 hp

Drive Train Type: Hydraulic

Built By: George Pope

Built at: Baltic, OH

Date: 1995

Past Names (oldest to newest): Georgie Peach

Description and History: Recently bought by Tom & Sheri New.



Henny Cook

Owner: Duke and Christy Grant

Home Port: Nitro, WV, Kanawha River Mile Marker 47.2 RDB

Hull Type: Scow Bow

Hull Material: Steel

Length: 47'

Width: 14'

Draft: 2'

Wheel Diameter: 9' 4"

Wheel Width: 6' 5"

of Buckets: 10

Engine Type/Size: Cummins 4BT

Drive Train Type: Automotive automatic transmission

Built By: Roland & Charles Montague

Built at: Ashland, KY

Date: 1959

Past Names (oldest to newest): Lucy Coles, Henny Cook

Description and History: Renamed in 1982 to honor the longtime treasurer of the Charleston Festival Commission and mother of Tom Cook of Dunbar, WV, the **Henny Cook** was originally built as the Lucy Coles by Roland and Charles Montague of Ashland, KY in 1959. Original 20 HP steam engine was repowered in 1963 with a Chrysler gas engine with a 67:1 reduction. She was sold in 1975 to Ollie Adkins of Gallipolis, OH, then sold again in 1977 to Jim Thalet. In 1981, she was sold to Tom Cook and Nelson Jones and repowered with an Oldsmobile diesel engine, 120 HP and changed to Cummins 4BT in 2006. Ownership was transferred completely to Tom Cook in 1985. Then sold to Jacob Grant of Nitro, WV; sold in 2018 to Cory Fagan of Nitro, WV; sold to Kenneth Terry of Nitro, WV; sold in 2023 to Duke Grant of Nitro, WV.



Hobby III

Owner: JD & Becky Pauley

Home Port: Nitro, WV, Kanawha River Mile Marker 47.2 RDB (Port Of Indecisions)

Hull Type: Scow Bow

Hull Material: Steel

Length: 65'

Width: 16'

Draft: 17"

Wheel Diameter: 10'

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: Cat 3056 150 HP

Drive Train Type: See below

Built By: Originally Harry Wilson rehauled by JD Pauley & Denny Dawson

Built at: Belpre, OH

Date: 1977-1985

Past Names (oldest to newest): Hobby III

Description and History:

Hull: All steel with ¼" bow and stern with ½" overlays. Sides and bottom are 3/16". The hull is scow bow with 5 water tight compartments and a 12" x 20' scag in the center. The old hull was removed and this new one installed in 2000. The Hobby has 4 rudders.

Drive Train: The Hobby has a Velvet Drive 72C, 1.51:1 reduction transmission coupled to a V-belt reduction wheel which is coupled to a 6:1 Western reducing gear box and to the paddlewheel with a #160 chain.

Builder: The late Captain Harry Wilson began building the Hobby in 1977. It was finally launched in 1985.

Superstructure: The Hobby has a wooden superstructure with the lower cabin area measuring 12' W x 44' L. The boat sleeps four down stairs. Two on a pull-out couch and two in the bedroom. The recently renovated 10' W x 23' L Pilothouse/Texas cabin also sleeps four. The Hobby has a full bath and a complete kitchen with propane stove. She also has central air and heat.

Misc: The Hobby has a 6.5 KW Kubota diesel generator and holds 210 gallons of fresh water, 250 gallons of diesel fuel and has a 110 gallon holding tank. The pilothouse is also radar equipped and has a Garmin GPS system. Additionally there is a satellite TV hookup in the lower cabin area and the entire boat is protected with a rather sophisticated security system.



Hubba's Pride

Owner: Jarrod and Stephanie Burden

Home Port: Saint Louisville, OH

Hull Type: Tunnel

Hull Material: Aluminum

Length: 14'

Width: 4' 6"

Draft: 7"

Wheel Diameter: 4' 6"

Wheel Width: 13"

of Buckets: 8 per side

Engine Type/Size: 550 Kawasaki

Drive Train Type: Chain driven

Built By: Jarrod and Rick Burden

Built at: Newark, OH

Date: 1992

Past Names (oldest to newest): Hubba's Pride

Description and History: **Hubba's Pride** is the 2nd boat Jarrod and his dad Rick Burden have built. She is on a trailer and has trim tabs. Both boats were sidewheelers and were made from beer trucks. Both very similar- 1st one was painted pink and green. **Hubba's Pride** seats 2 people, and a helmet is a must! She runs about 15 miles per hour. All you see is the stream of water in the back. Beautiful! Although the boat used to tie behind the Jenny B at the regattas in the past years, **Hubba's Pride** is almost retired fully. She is in the back forty still on a trailer. One day maybe we will get her out again!



Jack B

Owner: Jake Kilburg

Home Port: Pittsburgh, PA, Allegheny River Miler Marker 3

Hull Type: Modified Scow

Hull Material: steel

Length: 37'

Width: 13'

Overall Length: 50ft

Draft: 2' 5"

Wheel Diameter: 11'

Wheel Width: 10'

of Buckets: 12

Engine Type/Size: 1969 GM/Mercruiser 250 straight six

Drive Train Type: Gasoline engine with TH350 transmission connected to multi-stage belt and chain reduction

Built By: Jack Bedeck & Jake Kilburg

Built at: Pittsburgh, PA

Date started: Feb of 2021

Past Names (oldest to newest): N/A

Description and History: I had been planning to build a live aboard/travel boat of some type. After taking a ride with Jack Bedeck and his family on their boat the E.L. Thumper back in 2020, I was bitten by the sternwheel bug. Jack graciously agreed to help me with the project and produced a detailed set of blueprints based on some sketches I made. He has since provided an uncountable amount of help and advice during the construction process.

The hull was welded up on the shore of the Ohio River around mile 2. We set the first piece of hull plate in on April of 2021. The bare hull without cabin or drivetrain went in the water in late November of the same year. The rest of the construction has been done a few miles upriver at our landing in Millvale, PA.

Current tankage configuration is 150 gallons of gasoline and 100 gallons of water.



New: 2023

Jenny B

Owner: Rick and Debbie Burden

Home Port: Rayland Marina, Rayland, OH, Ohio River Mile Marker 81.3

Hull Type: Model Bow

Hull Material: Steel ¼"

Length: 80'

Width: 17' 46" deep

Draft: 34"

Wheel Diameter: 14'

Wheel Width: 11'

of Buckets: 14- 16" oak boards

Engine Type/Size: 6 BT Cummins, ZF 63 transmission, 2.5 ratio

Drive Train Type: V-Belt to twin chain drive.

Built By: Rick, Debbie and their children Matt and Jarrod Burden

Built at: Newark and Gaysport, OH

Date: 1988

Past Names (oldest to newest): Jenny B

Description and History: The **Jenny B** was named after Debbie Burden's mother Jenny Beckett. On July 4, 1987 the Jenny B was started in Newark, OH where the running gear and haul was completed and then transported to Shady Lane in Gaysport, OH which is about 40 plus miles from Newark. In order for the haul to be moved, it had to be disassembled and then reassembled once it reached Shady Lane. The superstructure was assembled in Gaysports. She was launched Memorial Day weekend 1988.

Beverly and Lowell lock and dams were shut down for 2 years due to major repair. We were stuck for 3 summers on the upper Muskingum River Mile 62.1. In January 1991 is when she got her new home for several years at Jim Lents Landing, Lowell, OH. In 2014 the Jenny B moved from her long time home to Rayland Marina where she is currently resides.

She sleeps 8 comfortably with 1.5 bath. She carries 1000 gallons of fuel, 600 gallons of fresh water, has central air and heat and a 12 KW Onan generator. She also has Kahlenberg horns with 5 trumpets and a commercial ice machine. In 2019 we made a few changes to the Jenny B. Motor and transmission was a 471 Detroit and Allison automatic transmission.



Joe S

Owner: C R Neale

Home Port: Vienna, WV, Ohio River Mile Marker 178

Hull Type: Scow Bow

Hull Material: Steel

Length: 84'

Width: 20' 5"

Draft: 20"

Wheel Diameter:

Wheel Width: 16'

of Buckets: 12

Engine Type/Size: 6 cylinder 6-354 Perkins Turbo diesel

Drive Train Type: Sumitomo cyclo-drive gear reduction to double row chain. (About 100/1 total reduction)

Built By: Tucker Marine

Built at: Cincinnati, OH

Date: 1986

Past Names (oldest to newest): Columbia, Joe S

Description and History: The Joe S. was built in 1986 by Tucker Marine in Cincinnati, OH. She is equipped with an all-steel hull & superstructure; overall dimensions are 84' in length by 20'5" wide with a draft of 20". The wheel is chain driven, all steel construction with a width of 16' and a total of 12 buckets, powered by a 6-cylinder Perkins 6-354 turbo diesel engine. The Joe S has one stateroom with a large walk-in closet, 1.5 bathrooms, washer/dryer, a complete galley (including a dishwasher!), and a spacious living area. The sizable pilothouse includes modern electronics such as radar to navigate in restricted visibility, depth sounder, marine VHF radios, satellite compass to determine exact position and heading, and an AIS transponder to share the vessel's position and speed with other vessels operating in the area.

Originally named Columbia, Gordon & Marilyn Tucker lived aboard this vessel in the Cincinnati area from 1986 until they sold in 1994. Following 1994 she was homeported in St. Paul, MN and at various locations along the Tennessee River under prior ownership. Her endeavors under former ownership includes hosting lakeside concerts including tall scaffolds of speakers at Pickwick, TN and she even completed a round trip to Key West, FL! She was sold in December 2020 to the Neale family of Vienna, WV. Capt. C.R. Neale III and Capt. Steve Price completed the 968 mile journey in August 2021 to bring the Joe S. to her new home port of Vienna, WV.

Joe S (continued)

The Joe S. is the newest boat that has joined the fleet of towboats owned by the Neale family, owners of Neale Marine Transportation & Fleeting. Along with delivering raw materials to local chemical plants, aggregate yards, and petroleum terminals, Neale Marine Transportation & Fleeting is committed to providing transportation services for the Sternwheel Festival's stage and fireworks barges each year. If you see any of the fleet of 9 yellow & green towboats passing the city front of Marietta, be sure to give our crews a big wave...we will probably wave back and might even provide a horn salute!



John R. Spiller

Owner: Steve Morris

Home Port: Rome, IL, Hamms Holiday Harbor, Illinois River Mile Marker 178.7

Hull Type: Scow bow

Hull Material: Steel

Length: 93'

Width: 23'

Draft: 27" with a 36' air draft

Wheel Diameter: 12'

Wheel Width: 16'

of Buckets: 14

Engine Type/Size: None that are operational

Drive Train Type: Hydraulic driven using old chain drive cement mixer.

Built By: Steve & Tom Hedges and John Robert Spiller

Built at: Kington Mines, Illinois

Date: 1987

Past Names (oldest to newest): Gayle Marie, Sparky's Queen, John R. Spiller

Description and History: She was originally built in 1987 by two brothers Steve and Tom Hedges and then sold to John Robert Spiller under the name of Gayle Marie who started the build of the superstructure and sold before she was finished to Captain Bill Frenchak in 1995. The name was changed to Sparky's Queen. The current owner renamed her to **John R. Spiller** and is looking to make many changes along the way and including giving her a good coat of paint. Currently has a 500 gallon tank with a 1500 reserve tank, potable water that holds 1500 gallons, waste septic system 3 that is 500 gallons. Currently 7 state rooms, 2 ½ baths, laundry room, office, and a 32 x 10 workshop with overhead one ton hoist. Total square footage of living space is 2200 not counting workshop or any outer decks. Some of the changes are going to be engine to a 3208 Cat, Allison automatic and rear drive from an old state plow truck, it will be finished and moved on her own power before NEXT 4th of July 2017!



Jon Anderson White Riverboat

Owner: Captain Michael R Lavalle

Home Port: Des Moines, IA, Des Moines River

Hull Type: Spoon Bow

Hull Material: Steel

Length (LOA): 79'

Width: 17'

Draft: 2.5'

Wheel Diameter: 12'

Wheel Width: 14'

of Buckets: 14

Engine Type/Size: 671 2 cycle diesel

Drive Train Type: Hydraulic pump to Pitman Arms

Built By: Dubuque Boat and Boiler 1967

Built at: Dubuque, Iowa

Date: 1967

Past Names (oldest to newest): Lady D, Belle of Chicagoland, Clinton-Belle, Spirit of Des Moines, Jon Anderson White

Description and History: My sternwheeler was the first paddlewheeler to power the wheel via hydraulics when built. Captain Gordie Bickel told me he won the Hannibal, MO. riverboat race with this boat when the race was there in the 1970's. The coast guard rated this boat as having the capacity of 83 people.

www.port-of-desmoines.com



Revised: 2015

Joseph M. LaBarge

Owners: Reid Millard

Home Port: Missouri River, Jefferson City Mo

Hull Type/Material: Scow Bow, nearly flat bottom (there is a 6" keel), 3/16" steel hull except at the bow, where it is 1/4" thick, overlaying the boat's original wooden hull; the boat's overall length is approximately 79'; the hull itself is 55'6" long, 33" deep, with a 13'6" beam. Draft is 19". Displacement is 14 tons.

Length: 79'

Width: 13' 6"

Draft: 19"

Wheel Diameter: 10'

Wheel Width: 9'

of Buckets: 12 stainless steel buckets, 16" wide, herringbone/vee design with beveled edges.

Engine Type/Size: Detroit Diesel 453T, supercharged, turbocharged. The engine displaces 212 cubic inches, and produces approximately 220 horsepower. Engine cooling is via raw water supplied heat exchanger/engine closed loop antifreeze system. The transmission and differential are also cooled with the raw water system.

Drive Train Type: Allison 4-speed automatic transmission to a Ford 9" rear end/differential, with transverse drive shafts powering two 9" pinion gears, coupled by #120 roller chains to two 30" gears on each side of the paddlewheel shaft.

Built By: Not known

Build at: Zanesville, OH

Date: 1937

Past Names (oldest to newest from the late 70's): The Escape/Jim Ward, Ole Wood/Woody Roberts, Nancy Ann/Floyd and Nancy Drake, Joseph M LaBarge

Description and History:

Steering: Helm wheel via gear/chain to a horizontal shaft, connecting to another gear/chain in the engine room, to 2 rudders forward of the wheel and 2 monkey/aft rudders behind it. The forward rudders are geared directly, while the monkey rudders are operated by cables over pulleys.

Joseph M. LaBarge (continued)

Superstructure: Wood construction, cedar exterior siding, painted. Lower level: knotty pine, carpeted throughout; main cabin with entertainment center, futon, chairs; full galley and dinette, propane stove/oven, propane wall furnace, 3-way refrigerator; head with macerator toilet, sink and shower; captain's quarters; and the engine/mechanical room. Upper level/Pilothouse: accessible via exterior or interior ladders; cedar, carpeted throughout; helm and controls, a second head with a macerator toilet and sink; a pilot's bunk; safety equipment, and a spacious Texas deck astern.

Miscellaneous: 12V DC and 120V AC electrical systems; Kubota 6500 120/240 volt, 30 amp diesel generator; 30 amp shore power; two 100-gallon bow fuel tanks; two 40-gallon potable water tanks, 20-gallon electric hot water heater; 3 window air conditioners, 11' winch-operated stage, weather station, barbecue grill. All electronics (marine transceiver, GPS/chart plotter, depth finder, stereo, entertainment system), air conditioners and the refrigerator have been replaced/upgraded since purchase. Substantial repairs/upgrades have also been made to the monkey rudder steel framework, buckets, stage winch frame, wiring, insulation, siding, interior furnishings, and windows.

Narrative: The boat was built in 1937 at Zanesville, OH as a wooden hull single deck gambling boat. It was later operated as a houseboat. In the 1980's a series of modifications were made, including the boat being set into a steel hull (which extended past the original wooden hull, adding space for the engine/mechanical room), propulsion converted from a screw to the diesel-powered sternwheel, and the addition of the pilothouse.

Roger and Barbara Giles purchased the (then) Nancy Ann in the summer of 2011. At the conclusion of the Ohio River Sternwheel Festival that September, they sailed the boat to their home port on the Missouri River, an 1175 mile/28 day trip. [This trip is described in detail in an article in the Winter 2011 ASA Sternwheeler magazine.] The boat was rechristened **the Joseph M. LaBarge** on May 20, 2012, in honor of the man universally recognized at the best steamboat captain ever on the Missouri River. Sold to current owner in 2025.



Juanita

Owner: Tommy 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 1st 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 1st 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)

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.



Kanawha

Owner: Duke and Christy Grant

Home Port: Nitro, WV, Kanawha River Mile Marker 47.1

Hull Type: Scow Bow

Hull Material: Steel

Length: 84'

Width: 16.5'

Draft: 30"

Wheel Diameter: 12'

Wheel Width: 9'

of Buckets: 14

Engine Type/Size: 671 Detroit

Drive Train Type: Twin Disc Marine 1.51:1, #160 chain to wheel, sprocket reduction 4.15:1

Built By: Eddie Erlbacker

Built at: Girardeau, MO

Date: 1937

Past Names (oldest to newest): Shawnee, Delane Waxler, Carolyn Sue, Shiela D, Pamela D, Miss Lona, Kanawha

Description and History: Built as a single screw towboat in 1937 by Eddie Erlbacker of Girardeau, MO. Her original name was Shawnee. She was sold in 1961 to Waxler towing company of Memphis and renamed Delane Waxler. She was sold to Scioto Docking Inc. of Portsmouth, OH and renamed the Carolyn Sue. She was bought by R.C. Heckert of Parkersburg, WV in 1985, converted to a sternwheeler and named Sheila D. In 1998, she was sold to Frank and Pam Fink of Charleston, WV and renamed the Pamela D. She was then sold to Jeremy Tardy in 2008 and renamed Miss Lona. Her current owners are Duke and Christy Grant.



Katelin Adair

Owner: David and Brigid Haney

Home Port: Charleston, WV, Kanawha River Mile Marker 54

Hull Type: Scow Bow

Hull Material: 3/16" Steel

Length: 50'

Width: 14'

Draft: 28"

Wheel Diameter: 10'

Wheel Width: 7'

of Buckets: 12

Engine Type/Size: 350 cubic inch, 260 HP Mercruiser V-8 (2006)

Drive Train Type: 350 Powerglide Transmission (new in 2011)

Built By: Jack Bedeck, Vince Hammill

Built at: Pittsburgh, PA

Date: 1988

Past Names (oldest to newest): Julia Anne, Lazee Susan, Fancy Nancy, Katelin Adair

Description and History:



Katie H

Owner: Bryan Hughes

Home Port: Charleston, WV, Kanawha River Mile Marker 60.9

Hull Type: Scow Bow

Hull Material: Steel

Length: 80'

Width: 17'

Draft: 4'

Wheel Diameter: 15'

Wheel Width: 9'

of Buckets: 14

Engine Type/Size: Detroit 671N

Drive Train Type: Chain

Built By: Eddie Erlbacher

Built at: Cape Girardeau, MO

Date: 1932

Past Names (oldest to newest): Ouachita, CIS-5, Katie H

Description and History: The **Katie H** was built in 1932 at Cape Girardeau, MO, by Eddie Erlbacher. Christened the Ouachita (the original boat name was after the OUACHITA Indians in Arkansas) and later renamed the CIS-5, she worked the rivers as a commercial tow for the U.S. Steel, Clairton Works until 1960.

Vince Hammill, owner and captain, purchased the boat in 1962, reconstructed her into a sternwheeler and renamed her **KATIE H** after his mother.

The **KATIE H** is 80' long, beam 17' and the wheel is 15' x 9'. She is powered by a 238 HP Detroit diesel GMS engine through a 650 Allison automatic transmission and a 38,000 Rockwell differential. She is self-contained, has a full bath, galley and Texas cabin bedroom.

In 1984 the **KATIE H** was in the movie "Mrs. Soffel" with Diane Keaton and in 1985 she appeared in "Silent Witness" with Valerie Bertinelli and John Savage. In the Fall of 2019 she was sold to Bryan Hughes.



Lady Carmina

Owner: Steve and Catherine Folmar

Home Port: Glen Dale, WV, Ohio River Mile Marker 98.7

Hull Type: Model Bow

Hull Material: Steel

Length: 48'

Width: 13'

Draft: 4'

Wheel Diameter: 12'

Wheel Width: 10'

of Buckets: 14

Engine Type/Size: Detroit Diesel 4-53

Drive Train Type: Allison transmission / chain drive

Built By: Hull: Tom and Mary Smith Superstructure: Folmar Family

Built at: East Liverpool, OH

Date: 1990

Past Names (oldest to newest): 1990 Mary Margaret, 2012 Lady Carmina

Description and History: Built by Tom and Mary Smith of East Liverpool, OH in 1990 and originally named Mary Margaret. Purchased by Steve and Catherine Folmar of Glen Dale, WV winter of 2012 and underwent a complete rebuild of the superstructure.

The boat has traveled from Pittsburg, PA to Charleston, WV enjoying festivals and river towns along the way.



Lady Lois

Owner: Amherst Madison

Home Port: Port Amherst, WV, Kanawha River Mile Marker 64

Hull Type: Raked Bow & Stern

Hull Material: Steel

Length: 100'

Width: 20'

Draft: 3' 6"

Wheel Diameter: 13'

Wheel Width: 13'

of Buckets: 26

Engine Type/Size: Detroit Diesel Series 60

Drive Train Type: Twin Disc Model 514, and silent chain driven 200 double chain

Built By: Nashville Bridge Company

Built at: Nashville, TN

Date: 1928

Past Names (oldest to newest): Catherine D, C.A. Irvin, Graco, Mississippi, Lady Lois

Description and History: Originally named **Catherine D** and was built in 1928 by Nashville Bridge Company.

In 1983 the **Lady Lois** became a star with the Warner Brothers production, "**Mississippi**" TV series. She was leased to Warner Brothers, in Los Angeles for the filming of the TV series purpose only. This is when her name was changed to **Mississippi** for the TV series. The boat serves as the pleasure craft of Ralph Waite in the program. Waite, who was a star of the **Waltons**, portrays a Mark Twain enthusiast who became fed up with being a lawyer in the big city and bought the boat for his home as he defends people in cities and towns along the river. The sternwheel boat was purchased by the late Merdie Boggs in August 1975, and named for his daughter, Lois. She was sold to Madison Coal & Supply in 1996 and was completely overhauled to reveal her original beauty. Good worker!



Lakie Marie

Owner: Mark Babb

Home Port: Memphis, TN, Memphis Harbor (Mississippi River), Mile Marker 737

Hull Type: Scow Bow

Hull Material: Steel

Length: 42'

Width: 11'

Draft: Approximately 1' 5"

Wheel Diameter: 9'

Wheel Width: 6'

of Buckets: 12

Engine Type/Size: 70 HP Westerbeke

Drive Train Type: Hydraulic

Built By: Gary Fisher, Bill Reese, Mike Englert

Built at: Loudon dale, WV

Date: 1990

Past Names (oldest to newest): Lakie Marie, Woodstock, Ole Turtle, Lakie Marie

Description and History: It originally started off as a steel haul houseboat. It was converted to a Sternwheeler in 1990. The original engine was a Chevy V6. The current engine and hydraulic drive came out of the Mudsock and was put into the Lakie Marie in 1998. She was sold to Kevin Huff, who sold it to Patrick Wood and renamed her Woodstock. Pat Wood sold it to Cory Fagan in October 2012 and renamed her Lakie Marie. In 2019 was sold to Don and Flo Hartzler who named her Ole Turtle. In 2021 was sold to current owner and took a trip of 700 miles to her new home port. Left the Tennessee River up to the Ohio River to the Mississippi River where she is at her new home port with her original name Lakie Marie.



Lauren Elizabeth

Owner: Steve Price & Bill Price

Home Port: East Liverpool, OH, Ohio River Mile Marker 42

Hull Type: Scow Bow

Hull Material: Steel

Length: 125'

Width: 22'

Draft: 5' 5"

Wheel Diameter: 18'

Wheel Width: 14'

of Buckets: 16

Engine Type/Size: KTA19 Cummins diesel 600 HP

Drive Train Type: Chain

Built By: Steve Price, Bill Price, John Fadeley

Built at: East Liverpool, OH

Date: 2002

Past Names (oldest to newest): Lauren Elizabeth

Description and History: The **Lauren Elizabeth** is a dream come true for Captain Steve Price. The boat was designed and built by Steve as a tribute to his father, Captain W.H. (Bill) Price. Steve had a lot of good help with building the boat, mainly Captain John Fadeley and Steve's father, Bill.

She was started in 1995, launched in 2001, and cruised to the Marietta Festival in September 2002. At this time the interior was still in the rough.

The interior was designed by Steve and his mother, Mary. The interior was finished by 2005 festival time. The **Lauren Elizabeth** is named after Steve's daughter.

She has two state rooms, 2.5 bathrooms, a full galley, and a living room. The engine room also includes two diesel generator sets and a laundry area.



Le'Port Explorer

Owner: Butch & Angie Leport

Home Port: Gallipolis, OH, Ohio River Mile Marker 270.0 R

Hull Type: Model Bow

Hull Material: Steel

Length: 74'

Width: 16' 5"

Draft: 2'

Wheel Diameter: 10'

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: 6 cylinder Cummins diesel

Drive Train Type: 5 V-belts to 120 intermediate chain to 160 final chain.

Built By: Steve & Bonnie Hutchison

Built at: Miller, OH

Date: 2010

Past Names (oldest to newest): Port Explorer, Le'Port Explorer

Description and History: Construction was started in May 2005 and she was launched January 27, 2010. The hull has five separate water tight compartments. The stage is 16 feet long, boat clearance is 25.5 feet high, weights 34 tons, holds 300 gallons of fresh water and 230 gallons of fuel. The cabin is framed and finished with southern yellow pine. The lower level includes a kitchen/dining area forward, kitchen has all electric appliances, the main salon and bath with shower, a guest stateroom (queen), and the engine room aft. The upper level includes an elevated pilothouse, a half bath, the owner's stateroom (queen), and a 15' x 20' outdoor "rec room" aft. She was sold to Butch and Angie fall of 2018.



Liberty

Owner: Jerry Gonsoulin

Home Port: Houma, LA, Bayou Terrebonne

Hull Type: Model Bow

Hull Material: Steel

Length: 75'

Width: 18'

Draft: 2'

Wheel Diameter: 10'

Wheel Width: 8'

of Buckets: 14 White Oak

Engine Type/Size: 371 GM diesel, 80 HP

Drive Train Type: Twin disc transmission; gear reduction, chain drive

Built By: Ruble Sternwheelers

Built at: Belpre, OH

Date: 1973

Past Names (oldest to newest): Valley Gem, Junior Ruble, C.P. Huntington, Kathryn Helen Hook, Spirit of South Charleston, The Spirit of West Virginia, Liberty

Description and History: Currently the **Liberty** is running on the Mississippi, just south of Bay St. Louis, MS. She was used as an excursion boat and will be upgraded, repowered and modified to a private pleasure cruising sternwheeler for local use in South Louisiana Bayou Country. The owner plans to keep the authentic lines and look of an old fashioned riverboat.



Liberty (continued)

Updates as of 10/1/2014:



To get it there we built a levee around the boat and pumped water into the pond and floated it over onto the blocks. Then broke the levee letting the water go out. Total cost \$100 bucks for fuel. I own the dozer, excavator, and water pump only took 3 hours.

We are beginning the rebuild starting by making her 3 foot wider and all new cabins. We will make engine room larger. Also repower with a hydraulic system, twin generators and bow and stern thrusters. Then we will do bath and galley and guest room on main deck. The key here is that the engine room is the most important room. I'm tired of crawling around on my knees to work on things. Lastly rebuild the pilothouse and added the owners cabin and bath to the 2nd deck.

Fortunately I have people already working for me that are talented in all forms of marine work. I own M & M Bumper Co. We manufacture marine bumpers for all sorts of marine applications. Next time you see a towboat on the river pay attention to its fenders. We probably made them. Oh, the **Liberty** will be protected by bumpers all around when completed.

Lida Ann

Owner: Jack Jarrett

Home Port: Charleston, WV, Kanawha River Mile Marker 61.4 LDB

Hull Type: Model Bow

Hull Material: Steel

Length: 51'

Width: 16'

Draft: 3'

Wheel Diameter: 8'

Wheel Width: 16'

of Buckets: 12x2

Engine Type/Size: Cummins diesel 4-BN

Drive Train Type: Hydraulic driven

Built By: Pittsburghers

Built at: Pittsburgh, PA

Date: 1926

Past Names (oldest to newest): Outings, Whisper, Lida Ann

Description and History: Her hull was built in 1926 and served as an open-air passenger ferry near Erie, PA. In 1984 she was purchased by new owners and then converted to a side wheel vessel in 1986. She offers the comfort of one bedroom, a full bath, galley and salon. Her wheels each are 8 foot by 2 foot.

In 2004 she was purchased by Captains Josh and John Scott. The **Lida Ann**, named in honor of Josh's mother, has seen many beautiful updates making her a unique side wheeler on the Kanawha River. In 2021 she was sold to her current owner.



Major

Owner: Jason Sands

Home Port: Marietta, OH, Muskingum River Mile Marker 1

Hull Type: Raked Bow& Stern

Hull Material: Steel

Length: 64' 7"

Width: 18'

Draft: 3' 6"

Wheel Diameter: 12' 6"

Wheel Width: 10' 6" (split wheel with a common shaft)

of Buckets: 24

Engine Type/Size: Detroit Series 60

Drive Train Type: MG 514

Built By: Charles Ward Engineering

Built at: Charleston, WV

Date: 1928

Past Names (oldest to newest): Major

Description and History: A sternwheel towboat built in 1928 by Charles Ward Engineering Works, Charleston, WV. The boat was originally owned by Kelley's Creek Barge Line, Ward, WV. She was sold to White Brothers, Inc. in Belle, WV and sank at Witcher Creek, WV in 1975. The boat was not raised until November 1982 when Madison Coal & Supply Company in Charleston, WV purchased it. The **Major** is one of the few remaining sternwheel towboats doing commercial work on the inland rivers today.



Miss Magdalena

Owner: Captain Richard & Marlene Jeske

Home Port: Lake Wateree, SC

Hull Type: Model Bow

Hull Material: 3/16" Aluminum

Length: 70'

Width: 20'

Draft: 1' 6"

Wheel Diameter: 12'

Wheel Width: 12'

of Buckets: 14

Engine Type/Size: 8.2 Detroit diesel

Drive Train Type: Allison transmission, 6:1 differential, 160 chains

Built By: Richard Jeske

Built at: Lancaster, SC

Date: Started June 2001-February 2011

Past Names (oldest to newest): Miss Magdalena

Description and History: The hull was custom built by Horizon Yachts in Kentucky. The overall dimensions are 21' x 102', including the stage. The estimated weight is 45 tons and it has 2' of free board. There is 16' x 45' living space, engine room is 16' x 16', and the pilot house is 10' x 18'. Average fuel burned is 1 gallon an hour at 5 miles an hour. 220 gallon fuel tank, 600 gallon fresh water, 300 gallon black water, 3 bedrooms, 2 bathrooms, and 2 ½ ton heat pump. 12 KW generator, 3.6 KW inverter with 8 golf cart batteries. 4-6 inch 20 foot spuds with wenchers. The drive system is from 1987 ford school bus, and it has electric over hydraulic steering.

Build videos on YouTube [YouTube/theboatman11](https://www.youtube.com/user/theboatman11)



Miss Priss

Owner:

Home Port: Millwood, WV, Ohio River Mile Marker 230.5

Hull Type: Scow bow

Hull Material: Steel

Length: 30'

Width: 10'

Draft: 1'6"

Wheel Diameter: 8'

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: Mercedes diesel 5 cyclinder

Drive Train Type: Chain and sprocket

Built By: Thomas J Yates

Built at: Wheeling, WV

Date: 1953

Past Names (oldest to newest): Ray-L, Wahneta, Lillian Belle, Captain Andy, J.F. Englert, Lil Husky, Miss Priss

Description and History:

Out of Service 2023



Miss Sterling

Owner: Kris Eads

Home Port: Dunbar, WV, Kanawha River 51.7 RDB

Hull Type: Model Bow

Hull Material: ¼" Steel

Length: 81'

Width: 20'

Draft: 28"

Wheel Diameter: 12' 5"

Wheel Width: 11' 5"

of Buckets: 12

Engine Type/Size: Cummins 400 Turbo

Drive Train Type: Twin Disc 514

Built By: Marietta Manufacturing

Built at: Point Pleasant, WV

Date: 1926

Past Names (oldest to newest): Marietta, Miss Sterling

Description and History: The Miss Sterling was built in 1926 by the Marietta Manufacturing Company in Point Pleasant, WV. She was originally named The Marietta until being sold to The Sterling Oil Company who renamed her, the **Miss Sterling**. She was acquired in 1950 by The Crain Brothers of Pennsylvania, where she continued as a work boat for over thirty years. She was later sold to Tom Jones of Charleston, WV in 1983. At that time, she was retired from service, underwent a complete rebuild from the hull up, and became a regular champion of the Charleston Regatta races. She was sold to Kris Eads of Dunbar, WV in November of 2013, and underwent another extensive rebuild.



Mississippi Princess II

Owner: David & Wendy Pfaffinger

Home Port: Sabula, IA

Hull Type: 3' x 5' pontoons with shallow V between

Hull Material: Steel

Length: 70'

Width: 20'

Draft: 3'

Wheel Diameter: 15'

Wheel Width: 2 x 64"

of Buckets: 2 x 16

Engine Type/Size: 2 x 42 HP Mercedes Diesel

Drive Train Type: 2 x hydrostatic

Built By: Dallman/Muller Boatworks

Built at: Stillwater, Minnesota

Date: 1978

Past Names (oldest to newest): John Theodore, White Eagle II, Mississippi Princess II

Description and History:

One-third size replica of an authentic sternwheel river boat. Originally, a crew boat with steel pontoons—4 feet wide and 5 feet deep—that were divided into five separate compartments. It had a farm tractor engine and a single paddlewheel. It had a full hull built between the pontoons in 1978 and constructed the rest as close to authentic as possible. The hull is 55 feet long and measures 70 feet to the back of the paddles. It is 14 and a half feet wide and with the walkways, measures just over 20 feet. It holds 240 gallons of fuel, 40 gallons of water and has three holding tanks that total 120 gallons. It is licensed to hold 45 passengers. Twin 42 hp Mercedes diesels set to run only at idle power the boat's hydraulic system. Top speed is about 8 mph, burning just a gallon and a half an hour.



Molly Mason

Owner: Doug Smith, Waco, TX

Home Port: Beardstown, IL, Illinois River Mile Marker 88

Hull Type: Model Bow

Hull Material: Steel

Length: 65'

Width: 14'

Draft: 2'

Wheel Diameter: 10'

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: 1940's 400 Series Case Tractor Engine – inline 4 cyl. – 50 HP

Drive Train Type: Current: C72 Velvet Drive 2.91:1 to 10:1 gearbox to 1:1 120 roller chain to 1:2 120 roller chain, Planned: C72 Velvet Drive 2.91:1 to 4.28:1 reduction 6v5 belt to 4.70:1 reduction 160 roller chain

Built By: Unknown

Built at: Unknown – near St. Louis, MO

Date: Mid 1940's

Past Names (oldest to newest): Jerry, David M. Smith, Molly Mason

Description and History:

The **Molly Mason** started out as the Jerry, a passenger ferry boat on the Mississippi River in the St. Louis area. It was primarily used by a river construction company to get workers to the job site. The cabin was a single room with benches and you stepped down into the hull to have a seat. She was powered by a 6 cylinder inline gas engine and was piloted from a raised section of the cabin at the stern.

My grandfather, Frank Mason bought the Jerry in 1959 from a Boy Scout troop in the St. Louis area who had obtained ownership. In the winter of 1959-60, my grandfathers Mason and Virgil (Chick) Smith along with my great-grandfather Harrison Smith (a carpenter by trade) renovated the cabin of the Jerry in the icy marina at Beardstown, Illinois. Their work turned the Jerry into nice houseboat with a state room, bathroom, bedroom, and a pilot house. She was a beautiful boat. Along with the renovation came a new name, the David M. Smith, named after my oldest brother who was Frank's first grandson that unexpectedly passed away at the age of two that same year.



Molly Mason (continued)

The David M. Smith saw a lot of river travel in the 1960's. During this time her home port was Holiday Harbor on the Mississippi River just outside of St. Charles, Missouri. Frank, his family, and friends made trips to Prairie du Chien, Wisconsin, Hannibal, Missouri and the Quad Cities on the upper Mississippi, and also Kentucky Lake, and Chicago during various trips throughout that decade. I was five years old in 1967 when we took a trip to Chicago and tied up for a week at the fireboat dock on the Chicago River after the Macy's store would not let us tie up at their dock. The boat was almost solely piloted by my grandfather on these trips where he would run nearly 24-7 to make it home before his vacation was up.

Frank retired in 1973 and began another renovation of the David M. Smith. This time he put on a new hull, replaced the gas engine with the current Case tractor diesel, redesigned the drive train, and began to renovate the cabin. As a teenager, I would visit grandpa and help scrape the inside of the new hull to prepare it for painting. She floated out of dry dock in 1978. Since then, she has only made a couple of trips between St. Charles, Missouri and Beardstown, Illinois where she is currently docked. Unfortunately, the last renovation was never fully completed. Frank loved this boat and looked after her nearly every day until his passing at the age of 93 in 2003. I purchased the boat from his estate shortly after that.

Out of Frank's 40+ children, grandchildren, and great-grandchildren at the time, the only one crazy enough to want the boat was me. Her name was changed to Molly Mason soon after I took ownership. Molly was a nickname that my grandfather Frank picked up in elementary school as a child. I never knew him as Molly, but my grandmother Ruth would call him Molly often. I thought it was only fitting for the boat to be named after him.

Over the past 10 years or so while I have owned the **Molly Mason**, I have continued the family tradition of renovating the boat, at least part time. We have done a lot of work on the cabin, and have more planned. Currently the cabin is just one open room, and the pilot house has been temporarily removed. Plans are to have a common living room and kitchen, a bunk room and another bed room with lots of windows. The current drive train is to be replaced as well. In the meantime, she remains the only boat left in the old Beardstown marina. She continues to be a work in progress. Hopefully some day she will tour the rivers of the Midwest as she once did.



Momma Jeanne

Owner: LW Hamilton III

Home Port: Adams Landing Marina, Huntington, WV, Ohio River Mile Marker 305.1

Hull Type: Scow Bow

Hull Material: Steel

Length: 67'

Width: 16'

Draft: 2' 6"

Wheel Diameter: 9'6"

Wheel Width: 7'

of Buckets: 10

Engine Type/Size: Cat 3208 drives hydraulic pump

Drive Train Type: Hydraulic driven

Built By: Parkersburg Welding Company

Built at: Parkersburg, WV

Date: 1939

Past Names (oldest to newest): Major C, Laura J, Momma Jeanne

Description and History: Built in 1939 by the Parkersburg Welding Company for Senator Spencer Creel, the boat was employed at Elizabeth, WV as a ferry boat, but was replaced in the early 1950's by a bridge. In 1955, it served as a work boat during the construction of the Winfield Bridge and was owned and operated by Mr. Goodnight who sold the boat to Charles T. Jones in 1955. Sold to Lawson W. Hamilton, Jr. who named the boat **Momma Jeanne** for his wife.



Morning Glory Chapel

Owner: Robert Ferrin

Home Port: Belpre, OH, Ohio River Mile Marker 184

Hull Type: Model Bow

Hull Material: ¼" Steel

Length: 48'

Width: 14' hull & 16' wide deck **Draft:** 23"

Wheel Diameter: 10'

Wheel Width: 8'

of Buckets: 20

Engine Type/Size: 4BT Cummins diesel 105 HP with a TH 400 transmission

Drive Train Type: 6 VX belts to 120 intermediate drive chain to 140 final drive chain designed by Gary Morton

Built By: Earl Yost

Built at: New Martinsville, WV

Date: September 2007-July 2013

Past Names (oldest to newest): Morning Glory, Morning Glory Chapel

Description and History: The cabin superstructure is wood and consists of an engine room, head with shower and full kitchen. There are inside stairs to an upper level, a couch that makes a bed (both levels) and folds away to allow total boat access to all our visitors. It is equipped with a generator, fresh water-200 gallons, fuel tanks total-250 gallons, and carries 2-100 pound propane tanks for kitchen stove and heater. The Raristan Electrocan self-contained sewage system powered by solar panels. The Morning Glory was built entirely by Earl and Connie Yost as a retirement project. Hull has 4 watertight compartments. This boat is equipped with 4-12' spuds all individually operated which allow it to enjoy its own docking anywhere we can find to sink them into. Recently installed a 25 gallon day tank, the idea stolen from Butch Williams the Sunshine sternwheeler.



Morning Glory (continued)

Update 2/2016

2014 Marine Survey with a rebuild estimate of \$735,000.

Max bridge clearance 22 ft

2 main and 2 monkey rudders

8 bilge pumps (2 each compartment) one port and one starboard

Depth sounder

Deck is 12G steel

Weight, approximately 25 to 30 ton (includes 5 ton ballast)

LOA is 56', including ramp 72', beam 14', deck 16', drafts 24" and 24" freeboard

Hull depth is 47", plenty of storage space and deep to work in.

2- 8' aluminum side planks for reaching banks not accessible from the bow

30 to 1 gear reduction, all mechanical

2 heat exchangers, one each for engine oil and transmission.

Cruise speed 6 mph, max 8 mph

Wiring is all Marine boat wiring both 12 Volt DC and 120 AC

Champion 3500-4000w generator runs everything with little fuel consumption

5 solar panel array (top) and regulator with 2 deep cycle marine batteries linked and a 1000W converter. Stores enough power to run everything on the boat.

Window AC

Engine also has 2 batteries linked for extra power storage

Cobra Marine D.S.C radio, deck horn and 8" bell

TV's both downstairs and up with antenna and auto rotation.

16' aluminum ramp, with electrically driven hoist. Can be turned 90 degrees port and starboard

Full featured head with sink, medicine cabinet, tile shower stall and pocket door.

2" foam under hardwood bamboo flooring downstairs, carpet upstairs

Will not freeze inside #2 and #3 compartments below deck

Electric and air driven horns.

Stereo system with speakers throughout and CD players

Oak cabinets microwave and refrigerator freezer in galley with a 3 burner gas cook stove.

Safety equipment includes several fire extinguishers and 30+ life vests as per COI

Railings and gates on the lower deck and chain link fencing on the upper level allow for possible commercial use.

Newly built post with eyelet that will allow tying off while going through locks from the top deck which allows a person to run the boat and lock through by themselves.

Tires along each side act as cushions against other boats and docks, also works great as a rub bar when locking through.

In October 2021 the Morning Glory was sold to the current owner.

Mudsock

Owner: Carl Teel

Home Port: Bancroft, WV, Kanawha River Mile Marker 36

Hull Type: Scow Bow

Hull Material: Steel

Length: 80'

Width: 20'

Draft: 36"

Wheel Diameter: 12'

Wheel Width: 10'

of Buckets: 15

Engine Type/Size: Cummins 855 Big Cam turbo diesel engine coupled to a twin disc transmission

Drive Train Type: Twin Disc/ 6:1 reduction/elastomer belt/chain

Built By: Carl Wright/Bob Cantrell

Built at: Cottageville/Nitro WV

Date: 1980's/2000

Past Names (oldest to newest): Mudsock

Description and History: The **Mudsock** was originally constructed by Carl Wright along Mill Creek in Cottageville, WV, sometime in the mid 1980's. The boat then measured 58' in length with a 14' beam. Robert Cantrell acquired the boat from Mr. Wright in July 1996. The **Mudsock** was dry-docked and remodeled in 1999, being launched in 2001. The boat's dimensions were increased to 80' in length and 20' in width. It has a modified scow bow, two staterooms, two full heads, a full galley and salon. Powered by a Cummins 855 Big Cam turbo diesel engine coupled to a twin disc transmission. It has a 12'x10' diameter wheel and drafts 36" in depth. It has a 12volt system with four 8D battery storage cells. It has a diesel driven Olympic 14KV genset. It boasts push button controlled steerage through a Sea star hydraulic system coupled to dual, Flanking and Monkey Rudders. From June of 2009 until July of 2014 the boat sat idle due to the owner's illness. It was purchased in 2014 by Vince and Susan McCormick, members of both the "American Sternwheel Association" and the "Great Kanawha River Navy". In the Fall of 2019 she was sold to Kevin Dailey and Bron Williams. In 2022 the Mudsock was sold to Tom & Sherri New. In 2023 the **Mudsock** was sold to the current owner.



Nannie Jean

Owner: Josh Lester and Tye Alleshouse

Home Port: Nitro, WV, Kanawha River Mile Marker 47.2 RDB

Hull Type: Modified Model Bow

Hull Material: Steel

Length: 53'

Width: 14'

Draft: 33"

Wheel Diameter: 8'

Wheel Width: 7'

of Buckets: 12

Engine Type/Size: Mercedes OM617 Turbo Diesel (Inline 5 Cylinder)

Drive Train Type: Chain

Built By: Southern Ohio Marine

Built at: Cincinnati, OH

Date: 1953

Past Names (oldest to newest): Emma B. Tross, Madeline G, C.W. King, Modina Ann, Nannie Jean

Description and History: She hold 240 gallons of fuel and 240 gallons of fresh water. We know she was originally built to be an excursion ferry for Hamilton County, Ohio and was 25 cents for a ride! Sold to Nathan Nisbet 2017 and resold to the current owner in 2021. The Nannie Jean got her name my grandmothers. In memory of Nannie Lester and Imogene Meadows.



Natalie Jane

Owner: Capt. Dana and Jennifer Dement and Capt Rick and Rachelle Dement

Home Port: Newport, OH, Ohio River Mile Marker 155.1

Hull Type: Rakes both ends flat bottom

Hull Material: Steel

Length: 105'

Width: 20'

Draft: 4' 5"

Wheel Diameter: 15'

Wheel Width: 10'

of Buckets: 20 -12" planks

Engine Type/Size: Cummins Diesel 175 HP

Drive Train Type: Gear Driven

Built By: Bub Crain

Built at: Georgetown, PA at Old Lock 7

Date: 1998

Past Names (oldest to newest): Betty Lou; Natalie Jane

Description and History: Betty Lou Sternwheeler was launched August 6, 1998. At 20 rpm she produces a speed of 8 mph. In the Summer of 2021 she was sold to current owners and named Natalie Jane.



Nemacolin

Owner: Brian & Sheila Patterson

Home Port: Henderson, WV, Kanawha River Mile Marker 1

Hull Type: Scow Bow

Hull Material: Steel

Length: 100'

Width: 20'

Draft: 3' 6"

Wheel Diameter: 12' 6"

Wheel Width: 12'

of Buckets: 24

Engine Type/Size: Detroit GM 6-71 120 HP

Drive Train Type: Twin Disc MG 509, 200 double chain

Built By: Dravo Contracting Company

Built at: Neville Island, PA

Date: 1929

Past Names (oldest to newest): Nemacolin, Glenda H, Laura J, Nemacolin

Description and History: **Nemacolin** was built as a sternwheel tow boat in 1929 at Neville Island, PA by Dravo Contracting Company for the United States Army Corp of Enginners. Originally the hull was only 16' wide and was proved to be too narrow and was widened in 1947. In April of 1954, she was purchased by the J.F. Hardymon Company, of Maysville, KY and renamed the **Glenda H.**, then in 1970, Capt. Charles T. Jones, Amherst Industries, Charleston, WV purchased the boat and renamed her, the **Laura J** after his daughter. In May of 2010, the vessel ownership was transferred to Red Star Towing Co. of Charleston, WV. In August of 2020, she was purchased by Amherst Madison employee, Brian Patterson who returned the name of the historic vessel to the **Nemacolin**.



Ouachita Belle

Owner: Captain Kenny & Mary Arnold

Home Port: Ouachita River

Hull Type: Model Bow

Hull Material: ¼" Steel, rolled chine

Length: 62'

Width: 16'

Draft: 2'

Wheel Diameter: 12'

Wheel Width: 11'

of Buckets: 14

Engine Type/Size: 136 HP Deutz air cooled diesel

Drive Train Type: Engine turns a 1:1 Borg Warner Velvet drive gearbox driving a Lufkin 30:1 double reduction gearbox. Pitman Arms on drive shafts from the gearbox gives a realistic 48 inch stroke driving the paddle wheel.

Built By: Kenny Arnold

Built at: Norphlet, AR

Date: Currently building

Past Names (oldest to newest): Ouachita Belle

Description and History:

Cabin: 3" foam filled steel panels

Steering: Rack and Pinion

Fuel: 750 gallons

Water: 600 gallons

P.A. Denny

Owner: Sheila Diane Heckert

Captain: Scot C. Heckert

Home Port: Parkersburg, WV Little Kanawha River Mile Marker 2.5 LDB

Hull Type: Model Bow

Hull Material: Steel

Length: 113'

Width: 23'

Draft: 3' 6"

Wheel Diameter: 15'

Wheel Width: 12'

of Buckets:

Engine Type/Size: Caterpillar D-343 diesel 460 HP

Drive Train Type: Chain Drive

Built By: Charles Ward Engineering Works

Built at: Charleston, WV

Date: 1930

Past Names (oldest to newest): Scott, Robin D Too., P.A. Denny

Description and History: The P.A. Denny was built as the towboat Scott for the Louisville District United States Army Corps of Engineers. She was sold to Howard Powell, Guntersville, Alabama in 1954. In 1973 Pete Denny purchased the boat and renamed her Robin D Too. Mr. Denny started to convert her into an excursion boat. He rebuilt her from the hull up and repowered her. Mr. Denny passed away before he could complete the boat. Following his death in 1975, his long-time friend Lawson Hamilton Jr. purchased the boat in order to complete the dream that Pete Denny had.



Paddle Princess, The

Owner: Tom & Sherri New

Home Port: Bancroft, WV, Kanawha River Mile Marker 36

Hull Type: Model Bow

Hull Material: Steel

Length: 130'

Width: 24'

Draft: 7.5'

Wheel Diameter: 12' x 2

Wheel Width: 6' x 2

of Buckets: 12 x 2

Engine Type/Size: Twin Cummins Diesel

Drive Train Type: Hydraulic

Built By:

Built at:

Date: 1929

Past Names (oldest to newest): Captain D, Papa Joe, Debi Sue, The Paddle Princess

Description and History: Above are the known names from the past owners.

For more pictures click on <http://www.wvnautical242.blogspot.com/>



Pearl Anne

Owner: Brannon Eads

Home Port: Dunbar, WV, Kanawha River Mile Marker 54.2 RDB

Hull Type: Scow Bow

Hull Material: 3/16" Stainless Steel

Length: 79' overall

Width: 18'

Draft: 24"

Wheel Diameter: 11'

Wheel Width: 10'

of Buckets: 12

Engine Type/Size: Detroit 453

Drive Train Type: Twin Disc 5050

Built By: Bud Russell

Built at: Parkersburg, WV

Date: 1987

Past Names (oldest to newest): Oh Susanna, Pearl Anne

Description and History: The **Pearl Anne** was built in 1987 by Captain Bud Russell of Parkersburg, W.V. It was originally named Oh Susanna after his oldest daughter. Shortly after being launched it was lengthened by ten feet, and now measures roughly 18' by 79'. The hull is constructed of 3/16" stainless steel and has seven water tight compartments. The living quarters contain a full bathroom, bedroom, satellite TV/surround sound, and a galley. The pilot house serves as sleeping quarters as well. She carries 175 gallons of fuel and 380 gallons of water. The **Pearl Anne** is powered by a Detroit 453 Diesel engine with a Twin Disc 5050 transmission, and has an 11 KW Kubota generator. Joe and Rose Moore purchased the boat in the mid-nineties and actually traveled on it to Texas before returning her to the Great Kanawha River. She was purchased by Kris Eads and Tabitha Stutler in 2007 and ended up in Dunbar, W.V. She had some minor alterations, including a color scheme change, an outdoor bar, the addition of a 19' Carlisle & Finch searchlight, and Kalenberg horns. Kris and Tabby sold the boat in the spring of 2014 to Brannon Eads (Kris's brother). Some minor alterations were performed to make the boat suitable for full time living. Her current port is Pier 54 Marina in South Charleston W.V. where she serves as a home, pleasure boat, and temporary office for the marina.



Perseverance II

Owner: Captain Mike McRee

Home Port: Indianapolis, IN, White River

Hull Type: Scow Bow

Hull Material: Steel

Length: 74'

Width: 14'

Draft: 11"

Wheel Diameter: 8'

Wheel Width: 5'6" x 2

of Buckets: 8 x 2

Engine Type/Size: 2 John Deere diesel engines 32 HP each completely separate from each other.

Drive Train Type: Char-Lynn hydraulic motor chain driven

Built By: Shackleton Barge Company

Built at: Saginaw, MI

Date: 1981

Past Names (oldest to newest): Star of Cicero, Perseverance II

Description and History: The Perseverance II was named after her predecessor who roamed the white river over 100 years ago. After spending time on the Morse Reservoir as the Star of Cicero, she was abandoned and allowed to sink. In 1991 they added 25 foot to her haul. This boat was submerged for nearly 3 years. With three cranes, Captain McRee salvaged the vessel and hauled it to his ship yard. Using the finest materials, including walnut and white oak gathered from central Indiana, the refit of the boat began in October 2007 and was completed in July 2010. Our 60 passenger, 4 crew member pa

ddle wheel boat is the only passenger fare boat available for hire on the White River.

www.broadripplesboatcompany.com



Pickett Hastings

Owner: William and Fonda Sherrill

Home Port: Tuscaloosa, AL, Black Warrior River Mile Marker 347

Hull Type: Slight V bottom Model Bow

Hull Material: Aluminum

Length: 99'

Width: 22'

Draft: 2' @ Stern

Wheel Diameter: 14'

Wheel Width: 12'

of Buckets: 12

Engine Type/Size: Cummins Turbo

Drive Train Type: Hydro motors on both wheels

Built By: Ike Hastings

Built at: Clark Boats, Bellevue, IA

Date: 2007

Past Names (oldest to newest): Pickett Hastings

Description and History: The Pickett-Hastings is an aluminum hull boat built by Captain Ike Hastings. She was a Twenty year old dream of the Captains that took Four years to build. She was finished in 2007. Captain Ike, who is retired now, was kind enough to allow me to purchase her in February of this year. Soon she will be making her way to Tuscaloosa, Alabama, her new home, and she will remain "the Pickett-Hastings", named after Captain Ike and his Grandfather.



Pride of the Susquehanna, The

Owner: The Harrisburg Area Riverboat Society, Inc.

Home Port: Harrisburg, PA, Susquehanna River

Hull Material: Steel

Length: 68'

Width: 24'

Draft: 2.1'

Wheel Diameter: 6' 1"

Width: 13' 9"

of Buckets: 12 per wheel

Engine Type/Size: Caterpillar Marine Diesel

Built By: The Harrisburg Area Riverboat Society, Inc.

Built at: City Island, Harrisburg, PA (on site)

Date: 1988

Past Names (oldest to newest): The Pride of the Susquehanna

Description and History: **The Pride of the Susquehanna** is a non-profit community riverboat. Cruises focused on tourism, education, dinners, and live music are common throughout the sailing season. The Pride is an authentic paddlewheeler; completely propelled and steered by the paddles. Construction began in 1985 and the vessel was launched in 1988. In her almost 3 decades of operation, **The Pride of the Susquehanna** has entertained over half a million passengers.



Princess Margy

Owner: JD and Anna Basham, Jerry Sodaro

Home Port: Dunbar, WV, Kanawha River Mile Marker 50.9 RDB

Hull Type: Scow Bow

Hull Material: Steel

Length: 80'

Width: 20'

Draft: 40"

Wheel Diameter: 13' 6"

Wheel Width: 12'

of Buckets: 16

Engine Type/Size: 6V-71 200 HP Detroit diesel engine

Drive Train Type: Hydraulic

Built By: Pete Grassie

Built at: Dunbar, WV

Date: 1975-1980

Past Names (oldest to newest): Princess Margy

Description and History: Pete Grassie started building the all steel sternwheeler **Princess Margy** in 1975 at Dunbar, WV, the site of his successful family-run manufacturing business. When about 75% complete, the hull of the **Princess Margy** had to be transported by house movers from Dunbar to Charleston across the Patrick Street Bridge and back down MacCorkle Avenue to South Charleston so that she could be launched. With this task completed, she made her way down the Kanawha River to her new home in Dunbar at the Grassie residence. By 1980 the Princess Margy was complete.

Princess Margy can hold 1,000 gallons of water and 1,200 gallons of fuel and has a 20 KW GM-Delco, 2-71 generators. The wheel shaft sprocket is 45" with a 6" shaft.

The **Princess Margy** is a three level self-sufficient live-aboard vessel. The first level consists of a lounge, full-size kitchen and half bath. On the second level are a bedroom, bunkroom, full size bath, and a utility room with full-size washer and dryer. Enclosed areas are comfortably heated and cooled year round with a 3 ton electric heat pump. The third level is comprised of the pilot house and a large deck. No longer at forward of the third deck is a 36" muzzle loading, black powder cannon. Firing blank charges, this impressive firearm is used mainly for starting races and on other special occasions. Sorry, but the infamous cannon exploded upon use in Charleston, WV in 2009.

Princess Margy (continued)

Atop the pilot house are a two 8" Kahlenberg trumpets air horns, a 1939 model 14" Carlyle Finch carbon spot light, and a #3 heavy 12" brass bell. Decorative, yet functional, wrought iron railing borders each level complimenting Pete Grassie's original streamlined design of the boat. The **Princess Margy** remains docked on the Kanawha River at Dunbar. In 2021 **Princess Margy** was sold from Brannon Eads to JD and Anna Basham and Anna's father Jerry.



Retta

Owner: David & Loretta Westphal

Home Port: Key Largo, Fl

Hull Type: Model Bow

Hull Material: Aluminum

Length: 31'

Width: 8'6"

Draft: 1'

Wheel Diameter: 6'

Wheel Width: 6'

of Buckets: 16

Engine Type/Size: Double Acting- 4 x 16

Drive Train Type: Pitman Arms

Built By: David Westphal

Built at: Key Largo

Date: 1990's

Past Names (oldest to newest): Retta

Description and History:



River Lady

Owner: Harold Harasko & Wendy Richards

Home Port: Contoocook River, Concord NH

Hull Type: Bow

Hull Material: Plywood

Length: 30'

Width: 9'10"

Draft: 24"

Wheel Diameter: 7'

Wheel Width: 6'

of Buckets: 10

Engine Type/Size: Subaru 1.8 4 gallon

Drive Train Type: A/T Transmission

Built By: Harold and Wendy

Built at: Concord, NH

Date: August 2009

Past Names (oldest to newest): River Lady

Description and History:

The River Lady was built in 2003-2009 on the banks of the Contoocook River, Concord, New Hampshire.

The plans we bought were for a 1943 sternwheeler. We changed some of the plans to our liking. Her name came from a song that Roger Whittaker did about a schooner named the River Lady. She is framed with white oak. Sheathed over with a 7 ply 1/2" marine plywood (marantie) (Lords of London approved) waterproof plywood. Paint and fiberglass cloth and resin finished her outside. Inside she has notty pine walls. Kitchen, stove and the countertops made from leftover oak. Sink in the bathroom is a porthole window.

You can steer her from inside the cabin and also from the top of the boat. Seven years in the making. Many of our family and friends would stop by to see our progress and want to help. It was very special for anyone to put a screw in the boat. They felt they were a part of it. There were about 3,000 screws in it. She was launched on Sunday, September 6, 2009 @ 7:32 am. Her big voyage was doing the Erie Canal in 2016. It took us 831 miles on the canal. Every lock knew we were coming. They knew our name and was waiting for us. It was a great trip for a homemade boat. Her summer days are spent on the Contoocook River giving rides to family and friends!



Rooney

Owner: Tommy & Patsy Peters

Home Port: Riverton, AL, Tennessee River Mile Marker 224

Hull Type: Model Bow

Hull Material: 3/16" A242 Corten Steel

Length: 61'

Width: 15'6"

Draft: 22"

Wheel Diameter: 10'6"

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: Caterpillar, 85 HP

Drive Train Type: 400 Turbo Chevy to #140 chain to 5-V belts to #160 chain.

Built By: Tommy Peters and Family

Built at: Home-Tuscumbia, AL

Date: 2004-2014

Past Names (oldest to newest): Rooney

Description and History: Tommy started the **Rooney** on January 17, 2004 and was in the water on October 1, 2014. The Rooney has 2 bedrooms, kitchen, full bath and a living quarters. Will hold 340 gallon of fuel and 180 gallon of fresh water.



Roy C

Owner: Hoyt Fontalbert

Home Port: Marmet, WV, Kanawha River Mile Marker 68 LDB

Hull Type: Scow Bow

Hull Material: Steel

Length: 68'

Width: 18'

Draft: 2' 9"

Wheel Diameter: 11.5'

Wheel Width: 30" (2)

of Buckets: 12

Engine Type/Size: John Deere diesel

Drive Train Type: Hydraulic to chain

Built By: Stan Cole

Built at: Parkersburg, WV

Date: 1983

Past Names (oldest to newest): Roy C

Description and History: The Roy C features a twin, split wheel drive from a single axle with a hydrostatic transmission into a 10:1 reduction gear. The inside is equipped for extended cruising.



RufusB II

Owner: Lou Wendell

Home Port: St. Albans, WV, Kanawha River Mile Marker 46.2

Hull Type: Model Bow

Hull Material: Steel, with wood sides

Length: 63'

Width: 18'

Draft: 2'

Wheel Diameter: 13'

Width: 7' 6"

of buckets: 13

Engine Type: 671 Detroit

Drive Train Type: Twin Disc with belt drive to double 160 chain

Built By: Dubuque Boat & Boiler Company

Built at: LeClaire, IA

Date: 1926

Past Names: Freddie Boy, Bart L, William S, RufusB II

Description and History: Built in LeClaire, Iowa in 1926 on the banks of the Mississippi River by Attorney Carl Lamback. Local legend has it that Attorney Lamback entertained client Al Capone on board during the Freddie Boy's early years. In 1955 Bill Molo purchased the Freddie Boy and renamed it Bart L. In 1958 Mr. Altman purchased the boat and renamed it William S, then in 1963 the boat was sold to Dr. Phillip & Ruth Bettler and they renamed the boat to **RufusB II**. Mrs. Bettler's nickname was Rufus and the B was for Bettler and the II was for the 2nd boat they owned. In 1965 The Bettler's sent the boat to Red Wing, MN, to have a complete renovation of the entire boat, this project took 2 years to complete the work, and the boat looks today as it did in 1965. Dr. Bettler and Ruth ran the boat for over 30 years covering the Mississippi, Tennessee, Cumberland, Missouri, and Kanawha Rivers. The Bettler's had the boat to The World's Fair in Knoxville, TN. In 1991 we purchased the boat from Mrs. Bettler and the boat was stored in Guntersville, Alabama and it took us 18 days to run the boat from Guntersville to St. Albans, WV. We have taken the boat to Marietta Regattas every year since 1991. We have taken the RufusB II to The "Tall Stacks" in Cincinnati, Ohio four times over the past 22 years.



Sewickley

Owner: Robert & George Harrison

Home Port: Bellaire, OH, Bellaire Harbor, Ohio River Mile Marker 92.2

Hull Type: Scow Bow

Hull Material: Steel

Length: 102'

Width: 23'

Draft: 4'

Wheel Diameter: Round

Wheel Width: Round

of Buckets: Steel

Engine Type/Size: GM- G100 220 HP

Drive Train Type: Allison and gear driven

Built By: Dravo

Built at: Neville Island, PA

Date: 1930

Past Names (oldest to newest): Sewickley, Reed Lee, Sewickley

Description and History: Built as a sternwheel towboat rebuilt in 1969 and 1973. New hull and completely remodeled in 2002. Still use to work with when the need comes. Sports the roof bell off the sternwheeler Chris Greene.



Shayla Elizabeth

Owner: Will Windsheimer

Home Port: The 101 Landing, Moundsville, WV, Ohio River Mile Marker 101.8

Hull Type: Scow Bow

Hull Material: Steel

Length: 63'

Width: 12'

Draft: 22"

Wheel Diameter: 8'

Wheel Width: 6'

of Buckets: 14

Engine Type/Size: Perkins 4.107

Drive Train Type: Velvet drive transmission

Built By: James Network

Built at: East Liverpool, OH

Date: 1984

Past Names (oldest to newest): Mary E, Renegade II, Defendant, Shayla Elizabeth

Description and History: The Shayla Elizabeth is currently listed for rent through [Airbnb](#).



Shirley Ann

Owner: Captain Jerry & Shirley Willsey

Home Port: Port of Camden, AR, Ouachita River

Hull Type: Model Bow

Hull Material: 1/4" sheet steel rolled chine

Length: 69'

Width: 16'

Draft: 2'

Wheel Diameter: 12' x 2

Wheel Width: 4' x 2

of Buckets: 25

Engine Type/Size: 250 HP Cummins diesel, naturally aspirated

Drive Train Type: Engine turns 2 variable displacement hydraulic pumps giving direction and speed independently to each wheel

Built By: Jerry Willsey

Built at: Harmony Grove, AR

Date: under construction

Past Names (oldest to newest): Shirley Ann

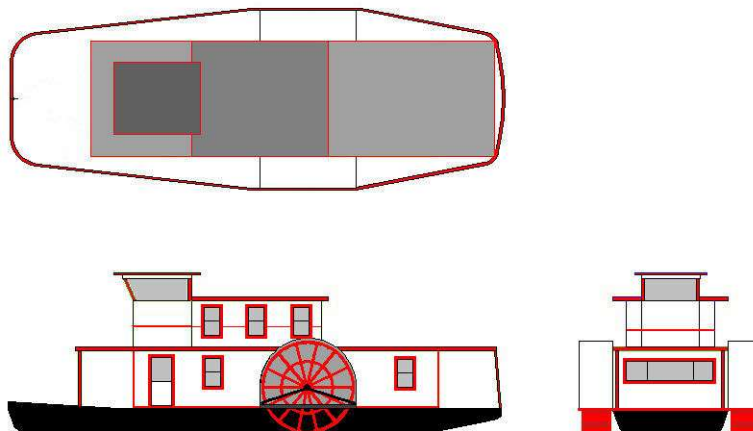
Description and History:

Cabin: 3" foam filled steel panels,

Fuel: 900 plus gallons,

Water: 500 gallons.

Updates to follow when she is finished.



Standard

Owner: Robert & George Harrison

Home Port: Bellaire, OH, Bellaire Harbor, Ohio River Mile Marker 92.2

Hull Type: Scow Bow

Hull Material: Steel

Length: 90'

Width: 18'

Draft: 4'

Wheel Diameter: Round

Wheel Width: Round

of Buckets: Wood

Engine Type/Size: F-M 35E10 160 HP

Drive Train Type: Direct reversible and chain drive

Built By: Marietta Manufacturing Company

Built at: Point Pleasant, WV

Date: 1923

Past Names (oldest to newest): Standard, Donald B, Barbara H, Standard

Description and History: This boat is the authentic sternwheel towboat. It is on the National Historic site. The engine is original to 1940. The boat is in the time period of 1930's.



Star, The

Owner: Tennessee Riverboat Company

Home Port: Knoxville, TN, Tennessee River Mile Marker 648

Hull Type: Model Bow twin sternwheeler

Hull Material: Steel

Length: Hull 81.2' with stage & wheel 125'

Width: 26'

Draft: 3' 7"

Wheel Diameter: 14' ea

Wheel Width: 7' 9" ea

of Buckets: 14 ea

Engine Type/Size: 8.2 L Detroit 180 HP each

Drive Train Type: Diesel/Hydraulic (Sunstrand pumps and motors with 72.5:1 torque hub gears)

Built By: La Crosse Riverboats

Built at: La Crosse, WI

Date: 1982

Past Names (oldest to newest): 1982-Star of Lexington, 1991-Robert E Lee, 1994-The Star

Description and History: Designed by Allen Bates as "400 Passenger Sternwheel Excursion Boat", CG stability letter 1982 305 passenger and crew to 325 total (160 lbs), 2013 reduced to 231 passenger and crew to 345 total (140 lbs to 185 lbs passenger allowance), CG rated 86 GRT, Simrad touch screen chart plotter and 3G digital signal processes 165 milliwatt radar 200' to 24-mile ranges, Perkins diesel 35 KW generator for house power, with 11' x 4' passenger stage.



Stillwater

Owner: John Schultz

Home Port: Onoville, NY, Allegheny River, Kinzu Reservoir

Hull Type: Model Bow

Hull Material: Aluminum

Length: 42'

Width: 14'

Draft: 18"

Wheel Diameter: 10'

Wheel Width: 8'

of Buckets: 12

Engine Type/Size: 6 cylinder diesel generator 30 KW

Drive Train Type: 40 HP electric

Built By: John Schultz

Built at: Jamestown, NY

Date: 2012

Past Names (oldest to newest): Stillwater

Description and History: Not your traditional sternwheel design. Took us 4 years to build, and put in the water in 2012. Made some changes in 2013 and completed in 2014.



Sunshine

Owner: Justin and Lacey Winter

Home Port: Syracuse, OH Ohio River Mile Marker 244.4 RDB

Hull Type: Scow Bow

Hull Material: Steel

Length: 76'

Width: 18'

Draft: 2'

Wheel Diameter: 11'

Wheel Width: 10'

of Buckets: 12

Engine Type/Size: 4BT Cummins diesel

Drive Train Type: Hydraulic

Built By: Butch Williams. Modified by Jeff Maund & Chris (Frog) Gwyn

Built at: Beardstown, IL

Date: 2010

Past Names (oldest to newest): Sunshine, Alexandria M, Sunshine

Description and History: Designed and built by Butch Williams with some help from friends, beginning in 2000. Initial trip to Ohio River in 2010 (1200 miles). Boat features many antique elements and a unique bow ramp that allows carrying a small car. All steel cabin exterior and decks. Sold to Jeffrey Maund and renamed to Alexandria, M after Jeff's daughter in 2016 and moved from Rayland, OH to West Brownsville, PA. There alterations were made including a 12" walkway along the bottom deck with railings; rounded bow from the original square design; new stairways added leading to the wheel house, (2) exterior and (1) interior; and added onto the existing wheel house to allow room for a kitchen. Full electronics and navigational lighting, and a diesel generator are included in the engine room. Purchased in 2026 by the current owners and moved to Syracuse Ohio. The original name of the boat was restored.



Travis Lee

Owner: David Martin

Home Port: Gallipolis, OH, Ohio River Mile Marker 273

Hull Type: Model Bow

Hull Material: Steel hull, 3/16" 4 water-tight compartments and weighs 60 tons

Length: 64'

Width: 22'

Drafts: 48"

Wheel Diameter: 11'

Wheel Width: 11'

of Buckets: 14 offset buckets

Engine Type: GM 4-53 Detroit Diesel engine

Drive Train: Hydraulic with double 160 chain

Built By: Dubuque Boat & Boiler Company

Built At: Dubuque, IA

Date: 1970

Past Names: Don Rob't, IvaRuby, Travis Lee

Description and History: The Don Rob't was built by the Dubuque Boat & Boiler Company for Don & Kay Klein of Rock Valley, IA., in 1970. In an effort to replicate the packet boats of the 1800's, the Kleins' paid great attention to detail when designing their vessel. Named for their son, the Don Rob't is patterned after Captain Fred Way's vessel, the Betsy Ann and is complete with a gingerbread trimmed pilothouse and eight leaded stained glass windows. In 1991 the Don Rob't was purchased by Quarry Creek Land Developers. In 2007 the Don Rob't was purchased by Mike Monk. In 2012 the Don Rob't was purchased by Melvin Lawrence and Nancy Bird and renamed the **IvaRuby** after their Mothers and did some major renovations. Melvin Lawrence renamed it the Don Rob't a few years later. In 2019 the Don Rob't was sold to David and JoLynn Martin, who named it for their son Travis Lee.



Valley Gem

Owner: Jason Sands

Home Port: Marietta, OH, Muskingum River Mile Marker 1

Hull Type: Displacement

Hull Material: Steel

Length: 102'

Width: 24' 5"

Draft: 3'

Wheel Diameter: 16'

Wheel Width: 14'

of Buckets: 16

Engine Type/Size: 60 Series Detroit diesel

Drive Train Type: ZF W325

Built By: Sands Family

Built at: Marietta, OH

Date: April 1989

Past Names (oldest to newest): Valley Gem

Description and History of the Valley Gem and Barge “Miss Lily: The Valley Gem was established in 1973 by James E. Sands with the 98 passenger Valley Gem I. This Vessel was a 71' x 18' sternwheel excursion boat that operated on the Muskingum and Ohio Rivers. The first Valley Gem was constructed by Everet Ruble of Belpre OH. In 1984 James Sands and Ivan Arnold built the “Belle Rivera” landing barge. This barge was constructed as a staging area for the Valley Gem. The barge was 65' x 24.5'. It also featured a wooden building with restrooms, snack shop, retail shop, and a small storage tool room. The business outgrew the small 98 passenger Valley Gem I, so James Sands began designing the Valley Gem II in 1986.

By 1987 most of the plans were drawn and the structural calculations were finished. Naval Architect Lee Mount of Higham MA, and Thomas Hudson of Hebron OH assisted in the submissions to the USCG marine safety center in Washington DC. Construction Began in February of 1988 and the vessel was launched on April 1 1989, but the maiden voyage wasn't until June 5, 1989. The entire vessel was welded by Ivan Arnold.

In 1995 Ivan Arnold, Jason Sands, and Don Sandford began construction of a hull extension that was going to lengthen the “Belle Rivera” barge from 65' to 115.5'. Once the “extension” was launched, it was towed to Amherst Industries in Point Pleasant WV where the bow of the “Belle Rivera” was removed and the extension was inserted. In 1996 a cabin was built onto the extension of the “Belle Rivera.” This cabin shared the same design of the Valley Gem II.

In 2001 the existing wooden cabin on the stern portion of the “Belle Rivera” was removed and the steel cabin was extended to the stern. The new steel cabin features bathrooms, a galley, and storage. Currently the “Belle Rivera,” now known as the “Miss Lily” is being converted into a passenger barge that will be used with the Valley Gem II. The structural plans were approved May 1 of 2009.

Valley Gem (continued)

Operations of the Valley Gem:

We offer cruises on the Muskingum River and the Ohio River from April 1 to December 31 with most of our tours are on the Ohio River. Our trips are divided relatively even between Public Tours (Sightseeing, Saturday Dinner Cruises, and Fall Lock Trips) and Private Charters. Both the Valley Gem and Miss Lily have surveillance systems that monitor year round for movement and bilge conditions. During the off season, we perform maintenance that cannot be performed during our season. We are firm believers in preventative measures and replacing or repairing based upon hours of service.

Valley Gem Data:

Estimated Market Value: 850,000

THERE ARE NO THRU HULL FITTINGS OR PENETRATIONS

Official Number: 949832

Length: Hull 102' Overall 157'

Width: 24.5'

Depth: 4'

Net Tons: 55

Gross Tons: 80

Construction: Bottom 5/16" steel, Gunnel 5/16" steel, Deck 1/4" steel, Upper Deck 3/16" steel.

Subdivision: 6 watertight compartments with 2" bilge lines to each. Watertight deck hatches. Ventilation provided thru cabin wall vertical tubing (prevents any water from splashing into hull).

Coating Systems: Exterior Hull is Cathacoat 302H + DevTar 5A (Nov 2007 w/little to no wastage), Interior Hull Bar-Rust 235 + Devran 4308 (2005), Cabin Exterior is Cathacoat 302H + Bar Rust 235 + Devthane 389, Decks.

Propulsion: Sternwheel (no thrusters or propellers).

Drive: Chain (reduction is 140 double roller and main drive is 200 double roller) with total reduction of 20:1. Both chains run in an oil bath of Lubrication Engineers Amisol.

Transmission: ZF W325 2.96:1 (installed in 2006) has hydraulic shaft brake and trolling valve function

Main Drive Engine: Detroit Diesel 60 Series 12.7 litre 425HP (installed in 2006) heat exchanger cooled

Steering: Mechanical linkage with hydraulic assist (exactly the same system in a semi-truck) (Rebuilt in 2006)

Valley Gem (continued)

Auxiliary Steering: Mechanical tiller arm

Controls: ZF 785 CE-GT Governed Troll Function for precise maneuvering w/ paddlewheel

Generator: John Deere 4039 40 KW marine generator heat exchanger cooled.

Heating System: Baseboard hot water heat with 3-5000 watt elements. Heat exchanger also draws heat from generator and/or main engine water jackets.

Air Conditioning: 2X Carrier 60,000btu split evaporators with 2X custom made water cooled condensing units

Bilge Pumps: 2x Gorman Rupp belt driven with electric clutches. One installed on each engine.

Fresh Water: 325 gallon plastic tank with goulds well pump system and dual carbon filter. 50 gallon fresh water heater (electric household style).

Sewer: 325 gallon plastic tank w/level indicator. Holding tank can be pumped out via bilge pumps.

Navigation: Furuno 1942 MK2 6KW open array radar. Garmin 182 GPS. Dell 5200 12VDC PC w/navigation software. Hummingbird sonar. Dual icom marine radios.

Safety Equipment: Carslile Finch 19" searchlight. Kahlenburg Q-4A horn. Three liferings and one w/ACR strobe.

Fire Fighting Equipment: Two 1.5" fire hose stations on upper deck. Two CO2 extinguishers within engine room area. Two 10lb extinguishers in lower cabin and one 5lb in pilot house.

Emergency Lighting: 12VDC w/solenoid control if generator fails.

Miss Lily:

Estimated Market Value: 250,000

Official Number: Unassigned

THERE ARE NO THRU HULL FITTINGS OR PENETRATIONS

Length: Hull 115.5' Overall: 160'

Width: 24.5'

Depth: 4'

Net Tons: >100 (TBD by GL)

Gross Tons: <100 (TBD by GL)

Valley Gem (continued)

Construction: Bottom ¼" steel, Gunnel ¼"steel, Deck ¼' steel, Upper Deck 3/16" steel

Subdivision: 8 watertight compartments with 2" bilge lines to each. Watertight deck hatches.
Ventilation provided thru cabin wall vertical tubing (prevents any water from splashing into hull)

Sewer: 325 gallon plastic tank with level indicator

This vessel is still under construction.



Vernon C. Ledbetter

Owner: Rick and Rachelle Dement

Home Port: Newport, OH, Ohio River Mile Marker 155.1

Hull Type: Aluminum pontoons, 22 inches diameter by 24 feet long

Hull Material: Aluminum

Length: 30'

Width: 8'

Draft: 11"

Wheel Diameter: 6'

Wheel Width: 42"

of Buckets: 8

Engine Type/Size: 24 Horsepower Honda V-twin

Drive Train Type: Hydraulic

Built By: Gary Morton

Date: 2006 to 2008

Past Names (oldest to newest): Vernon C. Ledbetter

Description and History: Gary said that although he designed and built 5 other personal size sternwheelers (including 2 USCG certified for passenger hauling), he'd never before built one that was powered by hydraulics and thought I'd give it a try. Sold 2017 to current owners.



William D

Owner: John & David Lehew

Home Port: Syracuse, OH, Ohio River Mile Marker 244.5

Hull Type: Raked Bow and Stern

Hull Material: 3/16" Steel

Length: 65'

Width: 18'

Draft: 2'

Wheel Diameter: 13'

Wheel Width: 5' x 2

of Buckets: 12 x 2

Engine Type/Size: Cummings 6BT

Drive Train Type: Closed circuit dual path hydraulic

Built By: David Lehew

Built at: Point Pleasant WV

Date: 2011-2014

Past Names (oldest to newest): William D

Description and History: William D is a Father and Son venture that began around 2011. Skinney Bill was our first Sternwheeler, but it had several deficiencies so we wanted to try to build a new boat that would better suit us. Unfortunately, Skinney Bill sank while William D was under construction; so we knew William D had to work. William D's name sake is William "Skinney" David Lehew. He is the late father of John Lehew. William D was built by David Lehew in Point Pleasant, WV in John's back yard. It took roughly 4 years to get William D running under it's own power. In 2019 a "Party Barge" was constructed from an old steel hulled house boat for William D to push around the river. In the spring of 2020 monkey rudders were added to aid in steering the barge. The Father and Son duo still enjoy running William D to the Fall festivals, and hope to continue running William D for years to come.



Wilma K

Owner: Wayne & Wilma Fisher

Home Port: Creola, AL, Gunnison Creek

Hull Type: Model Bow

Hull Material: Steel

Length: 52'

Width: 12'

Draft: 16"

Wheel Diameter: 8' 5"

Wheel Width: 7'

of Buckets: 12

Engine Type/Size: Perkins diesel 62 HP

Drive Train Type: Hydraulic

Built By: Wayne Fisher

Built at: Creola, AL., Wilma's Backyard

Date: 1990-1994

Past Names (oldest to newest): Wilma K

Description and History: The **Wilma K** started being built in 1994 and launched in Gunnison Creek, Creola, AL 1994. Boat has full galley, bath with shower, living area sleeper sofa, back bedroom has bunks one is like a Murphy bed (folds up and away if room is needed). Wayne hand build most everything on this boat except the kitchen sink. We can easily sleep 6 with air mattresses. Spiral stair way goes up to canopy covered deck, wheel house has liars bench and plenty tall tales have been told in there. Our favorite trips we take on the **Wilma K** is going down the Mobile River for Mardi-Gras in Mobile. Wilma is not fond of the river traffic with ocean going cargo ships alongside us. We all love the river and delta trips. The paddlewheel gets lots of attention everywhere we go.



Winnie Mae

Owner: Sam Evans and Cheryl Clason

Home Port: Iuka, MS, Tennessee River Mile Marker 215

Hull Type: Scow Bow

Hull Material: ¼ Steel

Length: 112'

Width: 24'

Draft: 4'

Wheel Diameter: 14'

Wheel Width: 16'

of Buckets: 11

Engine Type / Size: Caterpillar D-353, 375 HP

Drive Train Type: Direct drive shaft from transmission to a right angle drive with a sprocket and triplex chain pulling a wheel sprocket

Built By: Dravo Corporation

Built at: Neville Island Pittsburgh, PA

Date: 1936

Past Names (oldest to newest): Winnie Mae

Description and History: The **Winnie Mae** was built in Pittsburgh in 1936 by the Dravo Corporation. It was purposebuilt as a Tow boat for M&O Towing Company. It originally had a different cabin profile with two sprockets driving the wheel. It spent many years as a "Dredge Tender" for M&O. In its history, it burned down to the deck and was rebuilt twice. The last time, it was rebuilt as a fine private luxury boat by Captain Jamie Donahue who lived on it for a period of time. It was then sold to Jay Schaffner and was in Pittsburgh until 2015 and was sold to the current owner. It is a first class river home with all modern heat, air conditioning, generator 35 kw Hercules, appliances, a full size aft deck bar, and fine amenities. She carries 6200 gallons of fuel and 1000 gallon of water. The hull was completely rehulled in 1993. It is very fuel efficient boat.



Non Paddlewheel Boats



Sea Horse

Owner: Jerry & Sara Strick

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

Hull Type: Trawler

Hull Material: Wood / Fiberglassed over

Length: 41'

Width: 14'

Draft: 6'

Engine Type/Size: 671 Detroit

Drive Train Type: Single shaft /Allison transmission 2:1

Built By: Who knows

Built at: Brunswick, GA

Date: 1959

Past Names (oldest to newest): FRANCIS C, Sea Horse

Description and History: The **Sea Horse**, formally the Francis C., was built in Brunswick, GA. Two Trawlers were supposedly built from an old school house in 1959. She shrimped the Palmarico Sound and Chesapeake Bay area most of her life. Her home port was Swan Quarter, NC. In the year 2000 she was purchased by John Herr and Jerry Strick and trucked to West Virginia where she was rebuilt. She has a bathroom in the front hold, center engine room, and rear area rudder room. She has a 671 Detroit diesel and holds 575 gallons of fuel. Her main cabin can comfortably accommodate 8 people and sleep 4. The back deck sports a 4-person Hot Tub and plenty of extra room for lounging around. The mast and outriggers were rebuilt new and downsized 50% to fit under bridges. It is a different style of boat, like the old wood sternwheel boats, both were workhorses of the country and you see less of them every day.

