

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only

received APR 16 1982

date entered MAY 20 1982

1. Name

historic "John W. Hubbard"

and/or common "Mike Fink"

2. Location

street & number Foot of Greenup Street NA not for publication

city, town Covington NA vicinity of congressional district 6

state Kentucky code 021 county Kenton code 117

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	NA <input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Mike Fink, Incorporated

street & number Foot of Greenup Street

city, town Covington NA vicinity of state Kentucky

5. Location of Legal Description

courthouse, registry of deeds, etc. Kenton County Courthouse

street & number

city, town Covington state Kentucky

6. Representation in Existing Surveys

title Survey of Historic Sites in Ky. has this property been determined eligible? yes no

date 1980 federal state county local

depository for survey records Heritage Division, Dept of the Arts

city, town Frankfort state Kentucky

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

Permanently docked at the foot of Greenup Street in Covington, Kentucky, the "John W. Hubbard" sternwheeler is situated adjacent to the Ohio Riverside Historic District (listed in the National Register 11/23/71). It is highly visible from most parts of the riverside area and within sight of the Covington-Cincinnati Suspension Bridge (National Historic Landmark).

Built in 1936, the "Hubbard" measures 171 1/2 feet from bow to stern, is 34.6 feet wide and is 7 1/4 feet deep in the hull, which is constructed of one-fourth inch overlapped, double riveted steel.

The main deck, which originally housed the engine room and storage area, has been adapted into the main dining area of the restaurant. Originally the crew's quarters, the cabin deck above now contains a bar and lounge. Several cabins at the forward end are to be restored to their original character. To the rear, the room dividers were removed to provide space for the lounge. The windows in this section were also altered in 1967, when most of the renovation took place (see photos 1 and 2).

No alterations were made on the exterior, and the boat retains the original smokestacks, pilot house, and paddle wheel, as well as original doors, roof and copper downspouts.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1936 **Builder/Architect** Dravo Corporation

Statement of Significance (in one paragraph)

The "John W. Hubbard", permanently moored in Covington on the Ohio River, is an important surviving example of a type of paddleboat built in the latter half of the nineteenth and early part of the twentieth century. During this period, the steam-powered stern-wheeler predominated in the commercial use of the steamboat and was a significant participant, especially on the Ohio, in the lucrative towing trade.

Beginning in the 1820s and continuing for over a century, the steam-driven paddleboat was a common sight on America's rivers. With their rugged, simple construction and accessible, easily repaired wheels, "they were admirably adapted to the distinctive and difficult conditions of navigation."¹ The steamboat provided greater accessibility to the nation's interior and thus made a vital contribution in the development of the West.²

In the early decades of steamboating, the sidewheeler predominated. They were faster, more maneuverable, and, to the end of the era, remained the favorite of the river public. However, improvements to the sternwheeler continued to be made, and by 1880 stern-wheelers outnumbered sidewheelers in the Ohio River trade three to one.³ Although, by this time the railroad had captured passenger trade and higher classes of freight traffic, the sternwheeler established its own area of commercial importance in the towing trade.⁴ On the Ohio, there was tremendous use of the sternwheeler particularly in moving coal. In such commercial utilization, the sternwheeler had no other real competition until the invention of the diesel engine.⁵

Even after the completion of improvements on the Ohio in 1929 and the installation of a series of fifty-three locks and dams from Pittsburgh to the mouth of the Ohio, a few sternwheelers continued to be built because of their proven reliability. After 1929, a total of six sternwheelers were constructed for use on the Ohio--three in 1936 and three during the period of 1938-1940.⁶

The three boats dating to 1936 were "sister ships"--all fashioned after the same plan--and all built by the Dravo Corporation at Neville Island, near Pittsburgh. One was the "Omar," constructed by the Ohio River Company to tow coal from Huntington to Cincinnati.⁷ The other two included the "John W. Hubbard" and the "Charles T. Campbell," built for the Campbell Transportation Company and named for its two partners. The Campbell Company, which later became the Mississippi Valley Barge Line, operated the "John Hubbard" until 1947 when it was sold to the Ohio River Company, which was primarily involved in towing coal between Huntington, West Virginia, and Cincinnati. (It was during this period that the boat was renamed the "Charles Dorrance.")⁸

9. Major Bibliographical References

- Coleman, J. Winston, Jr. Steamboats on the Kentucky River. Lexington: Winburn Press, 1960.
- Hunter, Louis C. Steamboats on the Western Rivers. Cambridge: Harvard University Press, 1949.

10. Geographical Data

Acreeage of nominated property 23 acres

Quadrangle name Covington, Ky.-Ohio

Quadrangle scale 1:24000

UMT References

A

1	6	7	15	4	9	10	4	3	2	9	6	7	10
Zone			Easting				Northing						

B

Zone			Easting				Northing						

C

Zone			Easting				Northing						

D

Zone			Easting				Northing						

E

Zone			Easting				Northing						

F

Zone			Easting				Northing						

G

Zone			Easting				Northing						

H

Zone			Easting				Northing						

Verbal boundary description and justification The nominated area includes the "John W. Hubbard" and the land area under which the vessel rests, (the boat is permanently moored at the site), and extending 20 ft. from all sides of the boat. Beginning at a point in the Ohio River 300' from the north side of the western extent of Riverside Drive, the boundary extends 191' eastward; turning south the line extends 74'; turning westward it extends 191'; turning

List all states and counties for properties overlapping state or county boundaries

state NA code county code

state code county code

11. Form Prepared By

name/title Gloria Mills, National Register Coordinator; Gibson Worsham, architect

organization Heritage Division--Dept. of the Arts date February 1982

street & number 2200 Capital Plaza Tower telephone (502) 564-7508

city or town Frankfort state Kentucky

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Mary Susan Appel

title State Historic Preservation Officer date 3/31/82

For HCERS use only

I hereby certify that this property is included in the National Register

William H. Brashers
Keeper of the National Register

date 5/20/82

Attest: Lynn Duke

date 5/20/82

Chief of Registration

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NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM**

"John W. Hubbard"
Kenton County, Kentucky

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In 1957, the "John Hubbard" was sold to Point Towing Company, out of Point Pleasant, West Virginia, who dismantled the machinery and boilers and put her to use in their Kanauga, Ohio, landing as a harbor boat. It was sold in 1959 to Todd Marine Service but was shortly thereafter purchased by Capt. John L. Beatty who transformed her into a floating restaurant called the "Mike Fink." The boat, now permanently moored at the foot of Greenup Street, is in the immediate vicinity of the Riverside Historic District, a residential area listed in the National Register. This particular site on the riverfront has been used continuously since the early days of Covington's founding as a mooring place for boats. This maritime/residential mix and relationship has existed since that time and would appear to be typical of the Ohio River towns.⁹

The three sternwheelers dating to 1938-40 were built by the Marietta Mfg. Company at Point Pleasant, West Virginia, and include the "Jack Rathbone," "Alexander McKenzie" and the "Jason"--none of which are Kentucky owned, or operate out of Kentucky.¹⁰

In 1945, sternwheelers could still be found in large numbers operating on the Mississippi and the Ohio.¹¹ Now only two are known to be operating on this historic waterway--the Delta Queen, operating out of Cincinnati; and the Belle of Louisville, based out of Louisville and listed in the National Register April 10, 1972.¹² The "John W. Hubbard" is one of only two remaining sternwheelers licensed in Kentucky on the Ohio River and represents a rapidly vanishing cultural resource important to the understanding of America's past.

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FOOTNOTES

¹Louis Hunter, p. 167.

²Louis Hunter, p. 32.

³Louis Hunter, p. 170.

⁴Frederick Way, Jr., Towboats--Old and New, p. iii; Louis Hunter, p. 481.

⁵Frederick Way, Jr., Towboats--Old and New, p. iii.

⁶From information provided by Charles Parrish and C. W. Stoll.

⁷From information provided by C. W. Stoll.

⁸From information provided by Frederick Way, Jr.

⁹In 1848 the citizens of Covington voted a tax increase to establish a wharf near Scott Street (just west of Greenup) and construction began a few months later. An 1857 letter to the city council requested an extension of the wharf landing area in order to accomodate all classes of boats. The wharf was extended eastward and by 1871 the Front Street area between Garrard and Shelby was stone-paved. The wharf was doing such a brisk business that a full time wharf boat to aid in docking procedures was acquired. So many boats were docking near the foot of Greenup Street that the city council authorized a "laying up" fee of fifty cents a day for steamboats that remained at the wharf for a longer than normal period of time.

¹⁰From information provided by C. W. Stoll.

¹¹J. Winston Coleman, Jr., p. 7.

¹²Built in 1914, the Belle of Louisville is presently owned by the city of Louisville and Jefferson County.

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Kenton County, Kentucky
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"Navigation by Steam." The American Pioneer. I (1842), p. 148.

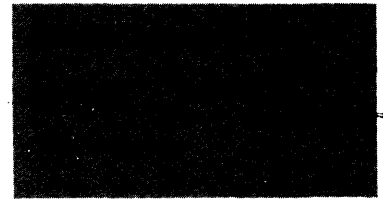
Way, Frederick, Jr. Towboats--Old and New. Sewickley: Steamboat Photo Co.,
1946.

Way's Directory of Western River Packets. n.p., 1950.

Information provided by Mr. C. W. Stoll, Louisville, Kentucky, February 1982;
Mr. Frederick Way, Jr., Sewickley, Pennsylvania, October 1979; Mr. Charles
Parrish, U.S. Army Corps of Engineers, Louisville, Kentucky, February 1982.

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"John W. Hubbard"

Continuation sheet

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northward and to the point of beginning, it extends 74' .