

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received JUN 11 1986
date entered 8-4-86

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

1. Name

historic Dredge Sainte Genevieve, Davenport Multiple Resource Area Nomination

and/or common The Genny

2. Location

Antoine LeClair Park off US 69

street & number 100' downstream of the Main St. Landing not for publication

city, town Davenport vicinity of

state Iowa code 019 county Scott code 163

3. Classification

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

4. Owner of Property

name City of Davenport

street & number City Hall, 226 W. 4th St.

city, town Davenport vicinity of state Iowa

5. Location of Legal Description

courthouse, registry of deeds, etc. City of Davenport, Community Development Department

street & number City Hall, 226 W. 4th Street

city, town Davenport state Iowa

6. Representation in Existing Surveys

title N/A* has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

*see Methodology, page 7-10

JUN 30 1986

7. Description

| | | | | |
|--|---------------------------------------|---|---|-------------------------------------|
| Condition | | Check one | Check one | |
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered | <input type="checkbox"/> original site | |
| <input checked="" type="checkbox"/> good | <input type="checkbox"/> ruins | <input checked="" type="checkbox"/> altered | <input checked="" type="checkbox"/> moved | date <u>berthed in Davenport on</u> |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | | | <u>August 17, 1985</u> |

Describe the present and original (if known) physical appearance

The Dredge Sainte Genevieve is a steam powered cutterhead dredge with an overall length of 267', displacement weight of 1,390 tons, 5'9" draft, reciprocating engines, and a paddlewheel propulsion system. Principal original features which remain intact include the dredge ladder (ladder length of 65' with a 35' depth capacity), dredge pump (1,200 cubic yards per hour capacity), the turbo-generator system (1,760 horse power steam turbine driving 1,200 KW and 250 KW generators), boilers (two 300 psi watertube units), and paddlewheel propulsion system. Cabins, quarters, galley, wardrooms, and storage areas remain 75 to 100% intact.

The Dredge Sainte Genevieve has a steel hull and superstructure of wood with steel strengthening. Her overall hull length is 265' 2" with a width of 47' 10". Moulded depth measures 8' 0" with a 5' 6" draft. Between 1963 and 1973, 97% of the hull bottom and 71% of the sides were replated. The Lower Deck has a steel bulkhead painted in gray and ivory. Trim colors are dark red, black and gray. All paint colors are consistent with the U.S. Army Corps of Engineers application and hues.

The Ste. Genevieve contained facilities onboard for three separate types of functions--living quarters and crew support; dredging operations; and navigation and propulsion. Although these three uses were interconnected as a result of power supply, engineering requirements and operational necessity, the functions were separated on the three decks as follows:

- Lower Deck--Paddle wheel (propulsion); Engine Room and Tool Shop (propulsion and dredging equipment repairs); Boiler Room and fuel bunkers (propulsion and dredging power); Main Turbine and Pump Room (dredging); and cutterhead (dredging).
- Upper Deck--Crew quarters and lounge, officers' quarters and lounge, galley, dining rooms, and laundry (living quarters and crew support); Lever Room (dredging); and clerk and radio operator's offices (crew support).
- Top Deck--Pilot House (navigation) and spud structure (dredging).

A more detailed description of the condition, function and alterations follows.

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LOWER DECK:

The cutterhead ladder is located at the center of the bow and contains the cutterhead itself and the structure for raising and lowering the cutterhead into the water. The semispherical suction head is equipped with six detachable blades or knives mounted on hub and ring castings and bolted in place. The outside diameter measures 6' 4" with an overall length of the cutter of 6' 3". The material is cast steel. The cutterhead rotated and loosened materials on the river face so that they could be drawn into the suction pipe and pumped back through the hull of the dredge and out one of the discharge pipes.

The Ste. Genevieve's cutterhead had the capacity to make a 250' wide cut to a depth of 35'. In operation, the cutterhead ladder was moved from side to side by reciprocating cables and winches, the latter located in the forward section of the Main Turbine and Pump Room. These winches were powered by port and starboard hauling engines called "gypsy" engines. A center winch raised and lowered the cutterhead to the desired depth. During operation, sliding 6' doors were opened into this area from the forward deck for easy access and observation by the crew.

The forward deck surrounding the cutterhead ladder contains a two hold access points, a gangway connecting port and starboard sections of the forward deck. Two alterations from the dredge's operational state appear here as well. An entrance gangway is secured in place on the port side. The gangway is made of aluminum and extends approximately 15' to shore. The gangway automatically raises and lowers as the water level fluctuates. The second alteration is the display of the "monkey rudders" adjacent to the cutterhead ladder. The monkey rudders were originally installed aft of the paddle wheel and were used for steering. Each measured approximately 4' by 4'. These rudders were removed by the U.S. Army Corps of Engineers while the Ste. Genevieve was moored in St. Louis.

The Main Turbine and Pump Room is located immediately aft of the forward deck. The Turbine and Pump Room is the largest room on board measuring approximately 99' by 35' 4". The dredge pump (original design, parts replaced and rotated throughout the Ste. Genevieve's career) is located at the center of room, approximately 36' below the deck. The dredge pump had a capacity of 1200 cubic yards per hour through its 20" discharge pipe. Its casing is made of two cast iron pieces, each weighing 7,500 pounds. During operation the access covers were opened from 2 to 20 times each six hour watch to inspect for debris. Suction for the pump comes from a snorkel located beneath the cutterhead-pump pipe.

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The dredge pump and cutterhead were driven by separate motors (both original). The cutterhead motor was a a shunt wound type manufactured by the Westinghouse Electric Company. The drum type controller was also produced by Westinghouse. The motor operated at a capacity of 350 to 450 rpm. The 1200 horse power pump motor was driven by a 1000 kw generator while a 200 kw generator drove the cutterhead motor. The cutterhead motor was a compound wound design with a capacity of 720 rpm. Like the pump motor, it was produced to specification by the Westinghouse Electric Company.

Both generators derived their power from the main steam turbine located aft of the 1000 kw generator. The main steam turbine has a capacity of 1,800 hp at 5,000 rpm. A DeLaval Helical reduction gear connects this turbine to the the 1000 kw generator. At the aft section of the Turbine and Pump Room is the main condenser with a capacity 3,100 square feet, the inter-after condenser, and the circulating pump controller and panel for conducting river water through the main condenser (all original).

The DC panel which controled the amperage, voltage and cut-offs for these generators and all other generators on board is located along the starboard side. The panel measures 11' by 5'9" and is shielded from the dredge pump and motor by a plexiglass wall. Originally all power on board the Ste. Genevieve was DC but electrical upgrading carried out during the past decade generally involved AC installations. The power panel was disconnected from use in 1985 but the existing wiring onboard remains in use. All power panel switches and fuses remain in place.

Aft of the power panel on the starboard side are two 75 kw turbo DC generators (original). A refrigeration plant with ammonia condenser, compressor, and brine tank is located along the starboard bulkhead. A complete auxiliary power plant (original) is located opposite the generators. The auxiliary power plant was used when starting up from cold or if a major portion of the main condenser system was shut down for repairs. The auxiliary power plant was a small steam turbine system composed of a small condenser and a small condensating circulating pump.

Opposite the main condenser system along the port side are pumps for the fuel oil transfer system, the fire and bilge pump, and the potable water pumps and heater used for providing water service for crew and galley use. These pumps are original but the water purification system has been upgraded from the original stone filter system. Water was stored in two 800 gallon tanks located along the port side below deck.

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The Boiler Room (26' by 35' 4") is located immediately aft of the Main Turbine and Pump Room. The main boilers (original) for the dredge's steam powered propulsion and dredging operation are located here. Manufactured by Babcock and Wilcox, the two boilers are straight tube, cross drum boilers with a single drum measuring 41" by 10' 11". Allowable steam pressure is 310 psi with a heating surface of 3,100 square feet in each boiler. Each boiler has a steam capacity of 16,000 pounds per hour; average use was 11,000 pounds. Superheated steam is provided to the machinery on board by these boilers. Each boiler had three burners and was equipped with sinuous headers and a vertical baffle. Two Babcock and Wilcox superheaters are adjuncts to this system, each providing 100 degrees of heating capacity beyond the boilers' basic capacity. Each superheater has 186 square feet of heating surface.

An auxiliary or donkey boiler for heating the dredge during the winter time is located along the starboard side. It was powered by diesel fuel. This boiler does not show on original plans and is believed to have been an alteration made within the first few years of operation. Fuel oil heaters (original) were used to preheat the main boiler's fuel (black oil) to a temperature of 210 to 225 degrees in order for it to ignite. One watchman maintained this area during each watch, cleaning the filters and burners regularly.

Two oil bunkers (original) are located beneath the Boiler Room, each with a capacity of 8,000 gallons. The Ste. Genevieve consumed a minimum of 3,000 gallons of fuel each day. To augment the onboard storage capacity, a fuel barge with a capacity of 180,000 gallons would accompany the Ste. Genevieve on most trips.

Aft of the Boiler Room are the dredging spuds. The spuds currently on the Ste. Genevieve were installed in 1958 and are made of cast steel. The cylinder shaped spuds measure 46' 4" and have a diameter of 27". The approximate weight of each spud is 14 tons. The original plans for the spuds called for Douglas Fir. The Ste. Genevieve has had a number of replacement spuds at varying weights since its original construction. Replacement spuds were usually redwood or cypress. Spuds were integral to the dredging function of the Ste. Genevieve. In operation, the spuds would be dropped to the river bottom one at a time in order to allow the cutterhead ladder to pivot from side to side. Spud raising and lowering was controlled by the same hauling engines which operated the cutterhead's sideway movement. When wooden spuds were in use, eight-foot 2,000 pound sections or "shoes" would occasionally break-off and remain buried below the river.

The Engine Room is located at the stern of the dredge. This area measures approximately 46' 6" by 40' 8" and functioned as a tool room, machine shop

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and carpentry area. Storerooms for fixture storage was below deck. Fixed machinery in the Engine Room includes two steam powered propelling engines, Nordberg tandem compound engines. Cylinder diameter is 6". Each engine is rated at 500 hp and operates a Pittman arm which transfers the energy to the the sternwheel through a crank arm. The Pittman arm is 31'6" long with a 8-1/2" stroke. Forward and reverse motion is accomodated by the direction the paddle wheel is turned.

The Engine Room also contains a variety of power equipment for accomplishing repairs while the Ste. Genevieve was away from port--a drill press, lathe, and bench grinder. Plan storage cabinets, lockers, and work benches finish out the Engine Room's furnishings. The floor plan of the room was altered at least 10 years ago when an AC generator was installed in the forward, port section. Metal walls were installed separating this generator from the balance of the room. For noise abatment the generator was diesel powered.

In the forward, center section of the room is the operator's stand. This raised platform provided a command post for the officer responsible for receiving and executing commands received from the Pilot House by engine order telegraph. The telegraph and throttles are located above the operator's stand and consist of a red lever for astern, black lever for ahead, cutout lever, and release lever. The central location of the operator's stand allowed the operator to observe the engine's operation as well as monitoring steam pressure gauges, cylinder gauges and exhaust gauges on the gauge board.

The paddle wheel itself contains 14 buckets each measuring 28' by 20" by 2". The wheel's diameter is 20' with approximately 16' exposed above the waterline. The Ste. Genevieve's original design has been maintained through the years but its wooden buckets have been replaced frequently as a result of seasonal maintenance and damage resulting from snags or collisions. The sternwheel is painted bright red matching the U.S. Army Corps of Engineer's color specifications.

UPPER DECK:

The Upper Deck contains 29 separate rooms including the Lever Room, Dredge Master's stateroom and bath, guest stateroom, Pilot's stateroom, Chief Engineer's stateroom and bath , radio room, Clerk's office, six double occupancy officer's staterooms, officer's wardroom, linen locker, officer's toilet, officer's mess, galley, pantry, refrigerator/freezer room, crew's mess room, cook's cabin, waiter's cabin, crew's wardroom, laundry, crew's quarters, and crew's toilet.

The Lever Room is located in the center of the forward section and is raised above the balance of the Upper Deck approximately 6'. The Lever Room or

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Operating House takes its name from the fact that this was the area from which all dredging operations were coordinated. The principal functions--raising and lowering the spuds and moving the cutterhead--were controlled by a series of levers. The Dredge Engineer had better than average visibility from this elevated location for monitoring all phases of the dredging from intake to output of the dredge spoil. Alterations of this space were carried out in 1978 and principally included window replacements. Four single light sliding windows on the port and starboard sides replaced three 4-light sliding windows. The three windows across the front have been replaced with new sash with the following configuration: a fixed light in a cantilevered position on the top and a casement window below. The rear windows open onto the Top Deck and contain replacement sash with a single light configuration. The original doors have been replaced with wood doors with a full length, undivided light.

Immediately aft of the Lever Room at the main level of the Upper Deck is the dredge's office. The office functioned as the central clearing house for personnel operations and contracting. The dredge's first aid supplies were also stored here. Two built-in storage closets are located in this office.

The Master's stateroom and the Engineer's stateroom were located on each side of the Lever Room on the Upper Deck. Both rooms were single occupancy cabins which doubled during the daytime as offices. Both rooms also had lavatories and access to semi-private toilets and showers. The fixed furnishings in these rooms included the beds. Interior walls are painted tongue and groove wood surfaces. Flooring is asbestos tile. (Note: these finishes are found in each of the Upper Deck rooms unless otherwise noted.) Like all of the compartments on the Upper Deck, these staterooms have outside entrances as well as interior access door(s).

Aft of the Master's stateroom along the port side is the guest stateroom. The double occupancy cabin contains the original hanging metal bunk beds and a lavatory. This cabin would be used by visiting guests and Corps of Engineer's officers and inspectors. Aft of the Engineer's stateroom along the starboard side is the Pilot's stateroom. This double occupancy cabin was quarters for the dredge's two pilots--one on duty at all time. Both the guest stateroom and the Pilot's stateroom adjoin the semi-private toilets and showers.

The balance of the officer's quarters are located off a central hallway which doubled as the Officer's Wardroom. Four double occupancy staterooms measuring 7' 6" by 9' 7" were located along the port side and three slightly larger staterooms along the starboard side. In six of the staterooms, the original hanging metal bunks are intact. The Radio Room which doubled as the radio operator's cabin was the forward stateroom on the starboard side. Here the dredge's operational status would be communicated to passing river

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traffic and regular communication would be maintained with the Corps of Engineer's base in St. Louis and other Corps sites. The enclosed storage space above the radio operator's bunk was modernized in the past 10 years, a portable air conditioner was installed in the room's single window, and no original radio equipment remains in this room.

The Officer's Wardroom functioned as a lounge for the dredge's officers. The overhead skylight (now altered with wood panel inserts in place of glazing) provided natural light for the tables located below. Florescent lights, a water cooler, and a hanging electric heater are alterations in the Wardroom fixtures in the past 10 years.

The Linen Closet and Officer's Toilet are located between the Officer's Quarters/Wardroom and the Officers' Mess Room. The Linen Closet was a central storage area for the dredge's linen supplies and included ceiling to floor shelving in a horseshoe configuration. The Officer's Toilet contains original fixtures for the W.C.'s and basins but new shower stalls.

The Galley is located in the center of the Upper Deck with the Officer's Mess Room (forward portside) and the Crew's Mess Room (aft portside) along the port side. The Officer's Mess Room was remodeled in the 1970's with hardboard panels installed over the tongue and groove walls and central air conditioning ducts concealed behind the walls. The Crew's Mess Room has been altered through the closure of the skylight with wood panels replacing the original glazing. The balance of the Crew's Mess is unaltered.

The Ste. Genevieve's Galley is fully equipped as a restaurant kitchen and maintains the original floor plan although modifications have been made in the equipment. Original cabinets include a dresser and shelves and work table/cabinet. New equipment was installed in 1974 when the dredge went through a general improvement program. Equipment dating from this period included the propane powered stove and ice machine. Stainless steel surfaces were applied to all work areas and new stainless steel sinks were also installed. No dishwasher is onboard as a result of a Ste. Genevieve tradition that crew members did their own dishes. The overhead sky light has been closed with wood panels replacing the original glazing.

Food storage areas forward from the Galley included a pantry equipped with open shelving and a walk-in refrigerator/freezer. The refrigerator/freezer was newly installed in 1980 or 81 and contains an access door along the starboard side for easy loading of provisions. Two separate cabins for two cooks and four waiters were located adjacent to the Crew's Mess Room and Galley along the starboard side. Original hanging bunks and lockers are located in each of these cabins.

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A fire wall separates the food preparation and serving areas from the boilers and spud wells which extend through multiple levels of the dredge. A metal grating makes up the boiler casing—a "catwalk" connecting port and starboard sides along the outside of the boilers. Portable metal walkways also provide connections along the outside decks at the spud well points. These walkways remained moveable in order to allow for replacement to spuds or maintenance work.

The balance of the crew's facilities were at the stern. The Crew Wardroom was located along the port side. Evidence of the recreational habits of crewmen is the worn sections of the wall's tongue and groove surface adjacent to the dice table. Original skylight glazing in the ceiling has been replaced with wood panels and the access door to the crew bunkroom was closed as part of a general improvement program in 1975-76.

The Crew Quarters were originally one large open area with stacked bunks in the center of the room. Lockers lined inside walls and a skylight provided light and ventilation overhead. This area was altered in 1974 as part of a general improvement program for the Ste. Genevieve. Alterations included a division of the single 25' 6" by 29' 6" space into three compartments and an access hallway along the port side, the installation of insulation in the walls and ceilings, the installation of central air conditioning, and the installation of plastic coated hardboard paneling as a wall finish. All exterior window openings and doorways remained unaltered.

The Crew's Toilet and Lavatory were originally in separate, adjoining rooms at the stern. In 1975-76, the space was made into a single room and all new plumbing fixtures were installed. As in the Crew Quarters remodeling, no exterior doors or window openings were altered.

Top Deck:

The Top Deck of the Ste. Genevieve is accessed by metal steps or ladders near the Lever Room. The Pilot House is the only enclosed space located on the third level. This room is located above and slightly astern of the Lever Room and operates as the dredge's central control area. From here the master or pilot would navigate the vessel when it was underway. Propulsion and steering directives were carried out through the engine order telegraph (original) located in the center of the room. A series of bells, whistles and lights were also operated from this central location. Radio equipment, radar equipment and other navigational devices were modernized through the years and removed in December, 1984. Originally equipped with a spoke pilotwheel, levers now control the Ste. Genevieve's steering. The other principal feature of the Pilot House is the bench seat located between the two doors. The bench seat (original) or "liar's bench" is a tradition of pilot houses on steamboats in the 19th and 20th centuries nicknamed because

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of the tall tales which originated from this location. Approximately 50% of the brass trim and hardware in the Pilot House and elsewhere on board has been painted through the years.

The principal alterations of the Pilot House through the years have been to the windows. The port and starboard sides originally had three 4-light sliding windows (original windows remain above the pilot bench). These were replaced in 1981 with four single light sliding windows in two openings per side. The double hung windows in front of the Pilot House may have been retained but with single lights rather than 4/4 configurations.

The Top Deck was originally a clear space with access limited to equipment repairs. In 1936 a "Texas Deck" structure was installed using piping and canvas roofing adjacent to the Pilot House. In more recent years, the canvas was replaced with corrugated fiberglass.

Exterior:

The overall appearance of the exterior of the Ste. Genevieve is consistent with its 1932 design and construction. All exterior screen windows and screen doors are oak and most retain their varnished finish. Interior pocket blinds are also retained in approximately 80% of the windows. Exterior paint colors are applied according to current day U.S. Army Corps of Engineer's requirements:

- Old Ivory--exterior bulkhead, all levels
- Gray--railings; lower 2' of the bulkhead, Lower Deck; roof
- Dark Red--exterior deck surfaces, all levels; trim on Top Deck
- Black--signage, window sash, metal structural pieces, steam stacks, cutterhead
- Yellow--kevels, ladders
- Bright Red--paddlewheel buckets

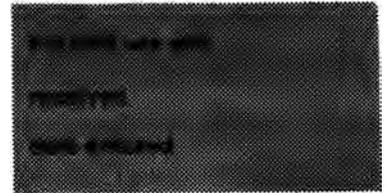
Summary of Integrity:

The Ste. Genevieve retains its distinct, original silhouette or profile. Elements of the profile include the jackstaff, spuds, smokestacks, and pilot house on the top deck; the paddlewheel at the stern; and the cutterhead ladder at the forward bow. The fiberglass Texas Deck structure and air conditioning condensers are the only changes in the profile of the Ste. Genevieve.

The original dredging system and propulsion system are intact. These systems include the cutterhead pumps and generators, turbines, condensers, boilers, auxiliary boiler, auxiliary power plant, fuel oil transfer system, fire and bilge pump, potable water pumps, ammonia condenser/compressor and

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brine tank, propelling engines, Pitman arms, paddlewheel, rudders, and engine order telegraph system.

The original floorplan of the Ste. Genevieve's living quarters deck has been retained except for the crew quarters area where separate lavatory and toilet rooms were made into one room and where the single open sleeping area was divided into three rooms and a hallway. The galley retains its original plan with replacement equipment and work surfaces. Flooring material has been replaced throughout the entire Upper Deck and skylights have wood panels in place of glazing. Approximately half of the officer's staterooms have original bunks, lockers, and chests. New showers have been installed in both officer's and crew's lavatories.

Alterations of the Ste. Genevieve, on balance, are minimal. Survival of floorplan, dredging systems, equipment and silhouette although not unique, are rare among Mississippi River dredges.

Location:

The Dredge Ste. Genevieve is located along a stone seawall which borders downtown Davenport's LeClaire Park. The Genny is held in place by a steel 15' spar and rope (wire cables) anchored in a concrete mooring structure. The mooring structure was designed and constructed for the Genny in July, 1985 and includes five steel pilings driven into bedrock and held in place by 90 cubic yards of concrete. Access to the Ste. Genevieve is by a custom aluminum ramp, 4' by 15', located at the forward section of the Lower Deck.

Plans call for the Ste. Genevieve to remain in its current location until a permanent location is prepared. Plans being discussed for a permanent site include an inland slip with drydocking capacity or a breakwater enclosure in the river. A downtown location will be retained for either design.

Methodology:

This nomination is within the boundaries of the Davenport Multiple Resource Area but was not included in earlier submissions due to the recent acquisition of the vessel by the City of Davenport. Similarly, the lack of a resource which speaks to riverine themes precluded a survey of those resources.

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 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 checked="" 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 checked="" type="checkbox"/> other (specify) |
| | | <input type="checkbox"/> invention | | |

Specific dates 1932-1936(+) **Builder/Architect** Dravo Corporation

Statement of Significance (in one paragraph)

The Dredge Ste. Genevieve is significant as the last sternwheel vessel and the last steam powered cutterhead dredge to be operated by the Corps of Engineers on the Mississippi River. Its retirement in December, 1984 marked the final chapter in the 117 year history of the steam powered dredging carried out by the Corps of Engineers. The Ste. Genevieve's career paralleled a period of major Mississippi River improvements which extended from the beginning of the 9 foot channel project in 1930 until its completion in 1940. Channel maintenance work and construction projects carried out by the Ste. Genevieve in subsequent years were essential for the operation of the Mississippi as a major inland transportation corridor.

The use of steam propelled dredges for government sponsored dredging on the Mississippi River began after the Civil War, and the 1870's saw an expansion of the government role in other types of Mississippi River improvements as well. The St. Louis District of the Corps of Engineers was established to coordinate and plan for improvements in the middle Mississippi River section during this period. Regularizing of the channel, removing snags, and harbor improvements were operations involving dredges in the St. Louis District. After 1900, flood prevention was added to the responsibilities of the Corps of Engineers and flood prevention construction projects involved the use of dredges as well. Dredging improvements were specifically authorized for the St. Louis District by Congressional actions in 1896, 1902, 1907, and 1922.

World War I saw river traffic expand greatly. The establishment of the Federal Barge Line operating between St. Louis and New Orleans beginning in 1918 further expanded the river commerce in the St. Louis District of the Corps of Engineers. As a result, river interests were successful in securing passage of the River and Harbor Act of 1927 which established the goal of a nine foot channel, 30 feet wide for the section of the Mississippi River below St. Louis.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Davenport East, IA-III

Quadrangle scale 1/24,000

UTM References

| | | | |
|---|------|-------------|---------------|
| A | 1 5 | 7 0 2 2 5 0 | 4 5 9 8 9 4 0 |
| | Zone | Easting | Northing |

| | | | |
|---|------|---------|----------|
| B | | | |
| | Zone | Easting | Northing |

| | | | |
|---|--|--|--|
| C | | | |
| E | | | |
| G | | | |

| | | | |
|---|--|--|--|
| D | | | |
| F | | | |
| H | | | |

Verbal boundary description and justification

See Continuation Sheet

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

| state | N/A | code | county | code |
|-------|-----|------|--------|------|
| | | | | |
| state | | code | county | code |

11. Form Prepared By

name/title Marlys A. Svendsen, Senior Planner/Historian

organization City of Davenport

date June 2, 1986

street & number 226 W. 4th Street

telephone 319-326-7765

city or town Davenport

state Iowa

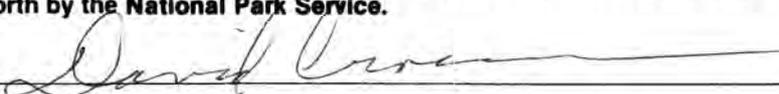
12. State Historic Preservation Officer Certification

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 National Park Service.

State Historic Preservation Officer signature



title State Historic Preservation Officer

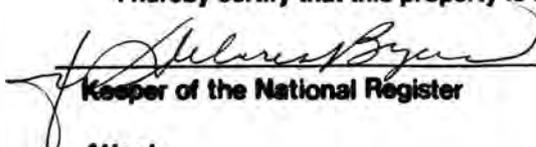
date 6/6/86

For NPS use only

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

Entered in the
National Register

date 8/4/86



Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service**

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



Continuation sheet Significance Item number 8 Page 2

The River and Harbor Act of 1930 extended the nine foot channel goal upstream to Minneapolis. The construction of 26 locks and dams above St. Louis as a part of this project was the largest river improvement project in the United States up to that time. (Note: The first lock and dam built as a part of this project, Lock and Dam 15, is located off the starboard bow of the Ste. Genevieve today.) As result of the Congressional actions, the work program of the St. Louis District was greatly expanded.

It was against this backdrop that in 1931 construction of two self-propelled pipeline dredges was undertaken by the St. Louis District of the Corps of Engineers. The Ste. Genevieve and her sister dredge, the Grafton, were built in 1932 by the Dravo Contracting Company at its Neville Island Yard, Pittsburgh, Pennsylvania. Major William A. Snow served as District Engineer from 1930 to 1933 during the period in which the Ste. Genevieve was constructed and commissioned.

Dravo successfully bid and constructed eight suction dredges for the U.S. Army Corps of Engineers during the decade of the 1930's. This work was regarded as an "important step in the development of the [Dravo] Engineering Works as a major shipbuilding unit." (A Company of Uncommon Enterprise: The Story of Dravo Corporation 1891-1966). The original cost of the Ste. Genevieve was \$413,217.03.

The 1930's was a period of low water on the middle Mississippi and Ohio Rivers, and as a result, dredging activity became critical to the operations of the Federal Barge Line and other barge companies. As many as eleven dredges worked during the decade of the '30's in the St. Louis District. The Ste. Genevieve was one of the principal vessels in the floating plant during this period. The Ste. Genevieve's cutterhead design and immense capacity made her a favored dredge for the St. Louis District's most demanding projects. A measure of the importance of dredging operations by the St. Louis District is the amount budgeted—\$746,000 in 1934.

The result of dredging operations by vessels such as the Ste. Genevieve was the creation of a relatively hazard free transportation corridor which would accomodate larger and deeper draft barges. Increased efficiency and reliability of barge traffic in turn lead to lower freight rates—approximately 80% of rail rates—and a more competitive position for river traffic. The shift in advantage from rail to river reversed a sixty year trend in commercial transportation development that had begun during the Civil War in the Mississippi River Valley.

During her 52 year dredging career, the Ste. Genevieve was headquartered in the St. Louis District. In 1932 when the dredge was commissioned, the St. Louis District included 195 miles of the Mississippi River between the mouths of the Missouri and Ohio Rivers, 23.3 miles of the Mississippi between the Missouri and Illinois Rivers, 8 miles of the Old River and 30

**United States Department of the Interior
National Park Service**

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



Continuation sheet Significance Item number 8 Page 3

Miles of the Atchafalaya Rivers, both in Louisiana. Through the years the dredging operations were extended to other rivers as well in order to accomplish operational efficiencies within the Corps of Engineers. As a result, the Ste. Genevieve operated on the Ohio River to well above Cincinnati and more distant sections of the Missouri River.

The Dredge Ste. Genevieve is a significant example of advanced inland waterway dredging technology from its day. The original design of the Ste. Genevieve called for a self-propelled 20" pipeline dredge equipped with a cutterhead dredging apparatus and a sternwheel propulsion system. This system remained intact throughout its operational life. Its operational efficiency and capacity were enhanced by the design decision which placed its spuds in the stern quarter of the vessel. This decision extended the width of the cut possible by the cutterhead.

The Corps of Engineer's floating plant was almost entirely steam powered at the time the Ste. Genevieve was designed and built. Following World War II new vessels were more often diesel powered. The steam powered equipment required larger crews for operation and could not be quickly shut down or started up. Steam powered equipment was favored by dredge operators because of its overall reliability and ability to provide extra horse power by adding extra steam. Diesel cylinders created more noise in operation than a steam system.

The Ste. Genevieve's design as a cutterhead enhanced its dredging applications. Unlike dust pan dredges or dipper dredges, a cutterhead can cut through harder materials and can handle much longer pipelines. This flexibility allowed the Ste. Genevieve to operate its channel maintenance function ten months a year. Problem shoals and bars were removed annually.

In addition, the Ste. Genevieve was able to undertake major new construction projects inside and outside of the St. Louis District. An example of the type and scale of project completed by the Ste. Genevieve was the \$2.2 million French Bottoms cut-off near St. Joseph, Missouri in 1952. In this project, the Ste. Genevieve worked in cooperation with the Dredge William Black, Kansas City District, and several private contractors. The Ste. Genevieve's cutterhead design allowed the dredge to cut an 18' deep and 200' wide pilot channel 9,000' in length in order to reroute the Missouri River through French Bottoms. More than 1 million cubic yards of spoil was removed by the Ste. Genevieve in this construction project.

In 1973 the St. Louis District made preliminary plans for surplusng the Ste. Genevieve because of her cost of operations and maintenance. These plans were abandoned in 1974 following major flooding on the Mississippi and Illinois Rivers. Ten years later, the St. Louis District made plans for surplusng again and in December, 1984, the Ste. Genevieve returned to the Corps of Engineer's Service Base for the last time.

**United States Department of the Interior
National Park Service**

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



Continuation sheet

Significance

Item number

8

Page

4

In April, 1985 the City of Davenport was awarded transfer of the Ste. Genevieve following a competition among Mississippi River towns. Plans for bringing the dredge upstream from St. Louis involved towing by a private barge company in August. A skeleton crew of U.S. Naval Reserve volunteers came onboard from St. Louis to Buffalo, Iowa. Cleaning, stowing gear, painting, and polishing were carried out by additional volunteers before the Ste. Genevieve was delivered to Davenport and opened to visitors on August 17, 1985.

Future plans call for the development of an onboard museum, a small restaurant in the crew quarters (following removal of modern walls) and the engine room, and overnight accommodations in eight of the former staterooms. General restoration of interior finishes (brass, flooring, paint colors, etc.) is planned.

**United States Department of the Interior
National Park Service**

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



Continuation sheet Bibliographical References Item number 9

Page 1

Major Bibliographical References:

~~A Company of Uncommon Enterprise: The Story of Dravo Corporation 1891-1966.~~
Pittsburg, Pennnsylvania: Dravo Corporation, 1966.

~~Annual Report of the Chief of Engineers, U.S. Army,~~ (Washington, D.C.: U.S. Government Printing Office), 1931, 1932, 1933, 1934, 1935, 1936, 1938, and 1939.

~~Busen, Leonard J., "Walking" with Sainte Genevieve,"~~ *World Dredging and Marine Construction*, December, 1983, pp. 22-25..

~~Dobney, Fredrick J., River Engineers on the Middle Mississippi,~~ (Washington, D.C.: U.S. Government Printing Office) 1978.

Ste. Genevieve Contract File, Dravo Corporation.

Interview, Carl Barron, retired, U.S. Army Corps of Engineers (inspector, Dredge Ste. Genevieve, 1936; chief, Dredging Operations, St. Louis District), March 5, 1986.

Interview, Charles Roate, retired, U.S. Army Corps of Engineers (deck hand - leverman, Ste. Genevieve, 1947-1963), summer, 1985.

Interview, Jim Swift, Managing Editor, *Waterways Journal*, March 5, 1986.

Interview, Judith Powers, *International Dredging Review*, March 18, 1986.

Interview, Paul Mitchell, *World Dredging and Marine Construction* magazine, March 18, 1986.

Interview, Charles Robbers, Midwest Regional Vice-President, Western Dredging Association, March 18, 1986.

Interview, Trisha Allison, Dravo Corporation, Pittsburgh, Pennsylvania, March 26, 1986.

Interview, Thomas C. Whalen, Dredging Division, Water Resources Support Center, Corps of Engineers, Fort Belvoir, Virginia, March 27, 1986.

Miscellaneous Interviews, U.S. Corps of Engineers staff, St. Louis District, April-August, 1985.

~~Morrison, John H., History of American Steam Navigation~~ (New York: W. F. Sametz & Co., Inc.) 1903.

**United States Department of the Interior
National Park Service**

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



Continuation sheet Bibliographical References Item number 9 Page 2

Newspaper Clippings, French Bottoms Diversion Project, Waterways Journal
Files, St. Louis, Missouri.

Ste. Genevieve Plans and Drawings, Ste. Genevieve Archives, City of
Davenport, Davenport, Iowa, 1930-1984.

Ste. Genevieve Operations and Maintenance Files, Ste. Genevieve Archives,
City of Davenport, Davenport, Iowa, 1932-1984.

Ste. Genevieve Inspection Reports, U.S. Coast Guard Records, St. Louis,
Missouri, 1974-1984.

**United States Department of the Interior
National Park Service**

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

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received
date entered

Verbal Boundary Description

Item 10

Page 1

Continuation sheet

Item number

Page

Verbal Boundary Description and Justification:

The boundaries of the nominated object correspond to its exterior dimensions: the vessel is 267' 2" long with an overall width of 48' 7-1/8" and a moulded depth of 8' 0" with a 5' 6" draft. The Dredge Ste. Genevieve is moored at a location at the foot of Main Street, Davenport, Iowa more extensively described as follows:

Part of Section 35, Township 78 North, Range 3 East of the 5th P.M. in the City of Davenport, Scott County, Iowa being more particularly described as follows:

A tract of land commencing at the point of intersection of the southerly right-of-way line of River Drive with the westerly right-of-way line of Main Street; thence southerly along the said westerly right-of-way line of Main Street and its extension to a point, said point being in the riverward face of the City seawall, said point also being the point of beginning for the tracts described herein:

Tract 1:

thence southerly along the westerly right-of-way line of Main Street extended southerly for a distance of 100 feet more or less; thence westerly, parallel to and 100 feet equidistant from the City seawall for a distance of 350 feet more or less thence northerly parallel to and 350 feet equidistant from the westerly right-of-way line of Main Street and its extension for a distance of 100 feet more or less to a point, said point being in the riverward face of the City seawall; thence easterly along said City seawall to the Point of Beginning. Above tract containing 35,000 square feet more or less.

Tract 2:

The area landward of the City seawall that contains the mooring devices—containing 300 square feet more or less.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

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received 5/24/83
date entered _____

Continuation sheet

Item number

Page 224 ✓

Multiple Resource Area
Thematic Group

dnr-11

Name Davenport Multiple Resource Area
State Scott County, IOWA

Nomination/Type of Review

Date/Signature

1. Linden Flats **Substantive Review**

Keeper Beth Grosvenor 11/28/88

Attest _____

2. Whitaker, Charles, House

**Entered in the
National Register**

Keeper Alvina Byers 7/14/85

Attest _____

3. SAINTE GENEVIEVE (dredge)

**Entered in the
National Register**

Keeper Alvina Byers 8/4/86

Attest _____

4.

Keeper _____

Attest _____

5.

Keeper _____

Attest _____

6.

Keeper _____

Attest _____

7.

Keeper _____

Attest _____

8.

Keeper _____

Attest _____

9.

Keeper _____

Attest _____

10.

Keeper _____

Attest _____



Dredge Ste. Genevieve
Along Davenport, Iowa riverfront
Looking north 1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 1
By: George Donaway
Date: 1986
View: north, general view



Dredge Ste. Genevieve
Mooring system and Access Ramp
1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 2
By: George Donaway
Date: 1986
View: Mooring system and access ramp,
view to west



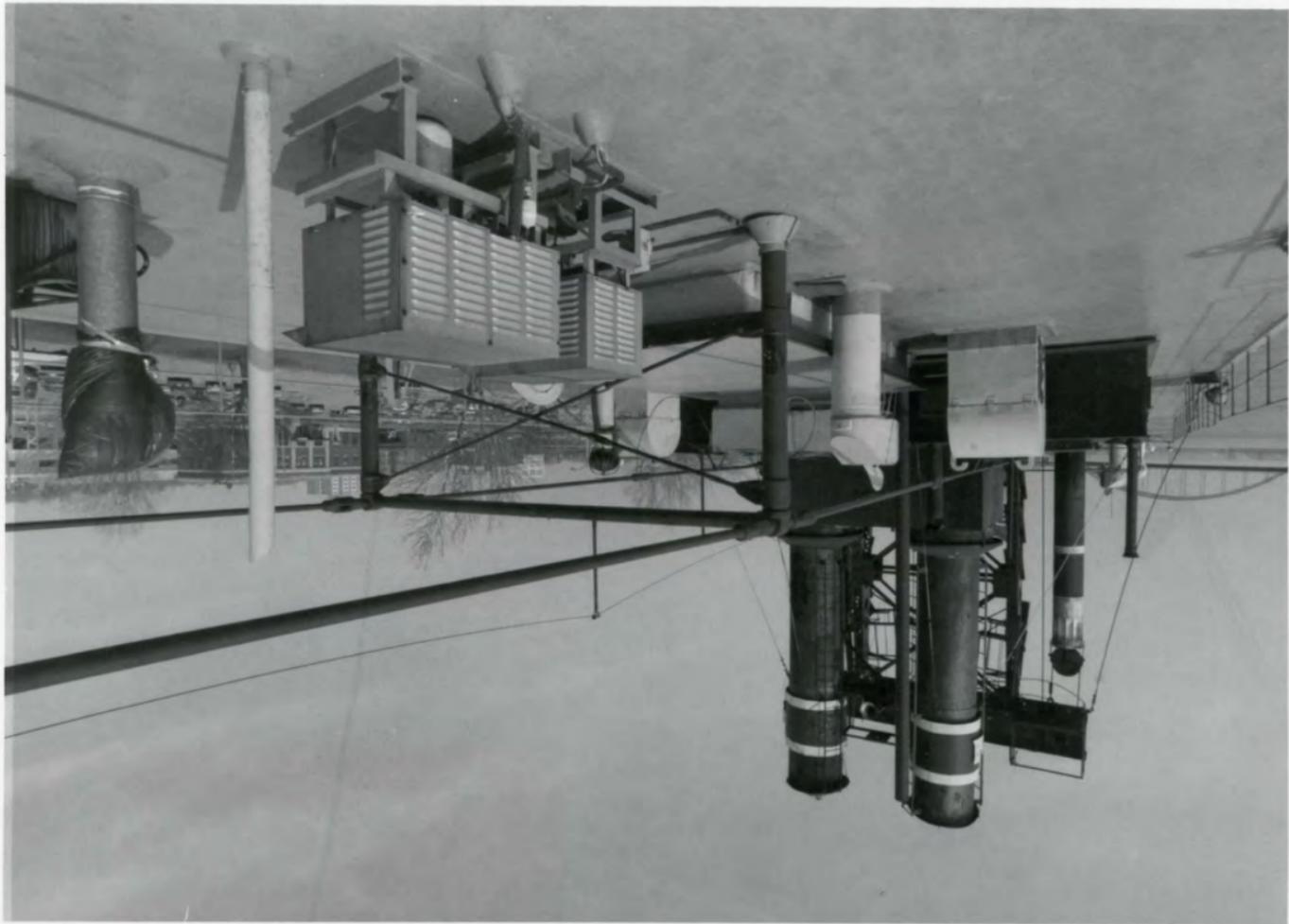
Dredge Ste. Genevieve
Davenport, Iowa
Foot of Main Street 1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 3
By: George Donaway
Date: 1986
View: general view, to west



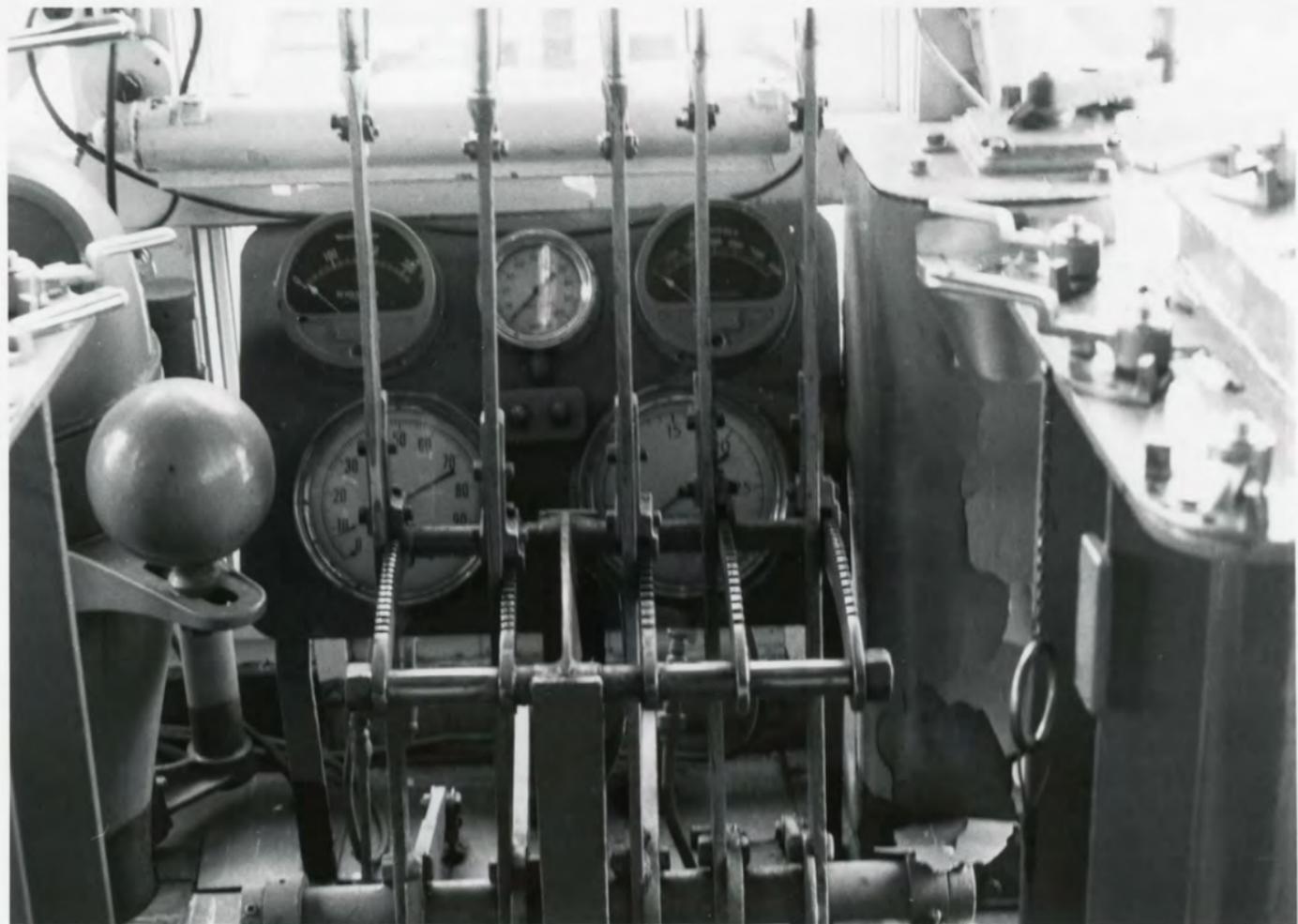
Dredge Ste. Genevieve
Cutterhead
1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 4
By: George Donaway
Date: 1986
View: Cutterhead



Dredge Ste. Genevieve
Upper level, looking aft
Stacks and Spuds 1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 5
By: George Donaway
Date: 1986
View: upper level, looking aft, stacks
and spuds.



Dredge Ste. Genevieve
Lever Room, Cutterhead control
1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 6
By: George Donaway
Date: 1986
View: cutter head control, lever room



Dredge Ste. Genevieve
Upper level, looking forward
Pilot House & Texas Deck, 1986

Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa

Photo No. 6A

By: George Donaway

Date: 1986

View: upper level, looking forward, pilot
house and Texas Deck



Dredge Ste. Genevieve
Chief Engineer's Stateroom
1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 7
By: George Donaway
Date: 1986
View: Chief Engineer's Stateroom



Dredge Ste. Genevieve
Galley 1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 8
By: George Donaway
Date: 1986
View: Galley



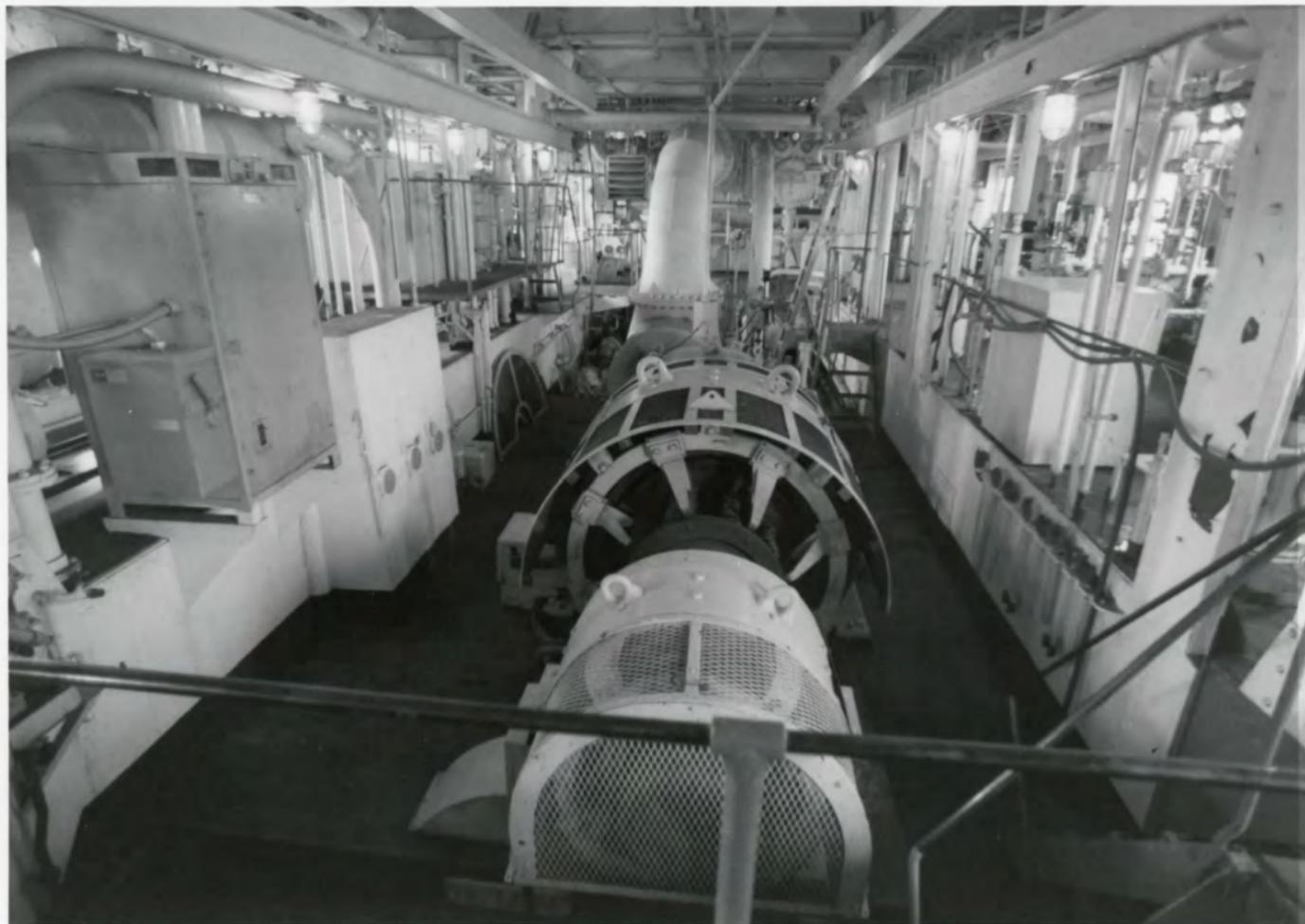
Dredge Ste. Genevieve
Stewards' Quarters and Crew's
Mess 1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 9
By: George Donaway
Date: 1986
View: Steward's Quarters and Crew's Mess



Dredge Ste. Genevieve
Main Turbine Room, Dredge
Pump and Pump Motor, looking
forward 1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 10
By: George Donaway
Date: 1986
View: Main turbine room, dredge pump
and pump motor, looking forward.



Dredge Ste. Genevieve
Main Turbine Room, Generators
Looking aft, 1986
Photographer: George Donaway

Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 11
By: George Donaway
Date: 1986
View: Main turbine room, generators,
looking aft.

THE BABCOCK & WILCOX CO.

GENERAL OFFICES NEW YORK

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BOSTON
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DENVER



OFFICES

NEW ORLEANS
ATLANTA
SAN FRANCISCO
LOS ANGELES
SEATTLE
SALT LAKE CITY
HAVANA

PATENTED

BUILT FOR

S. S. SAINTE GENEVIEVE

STEEL PLATE MADE BY

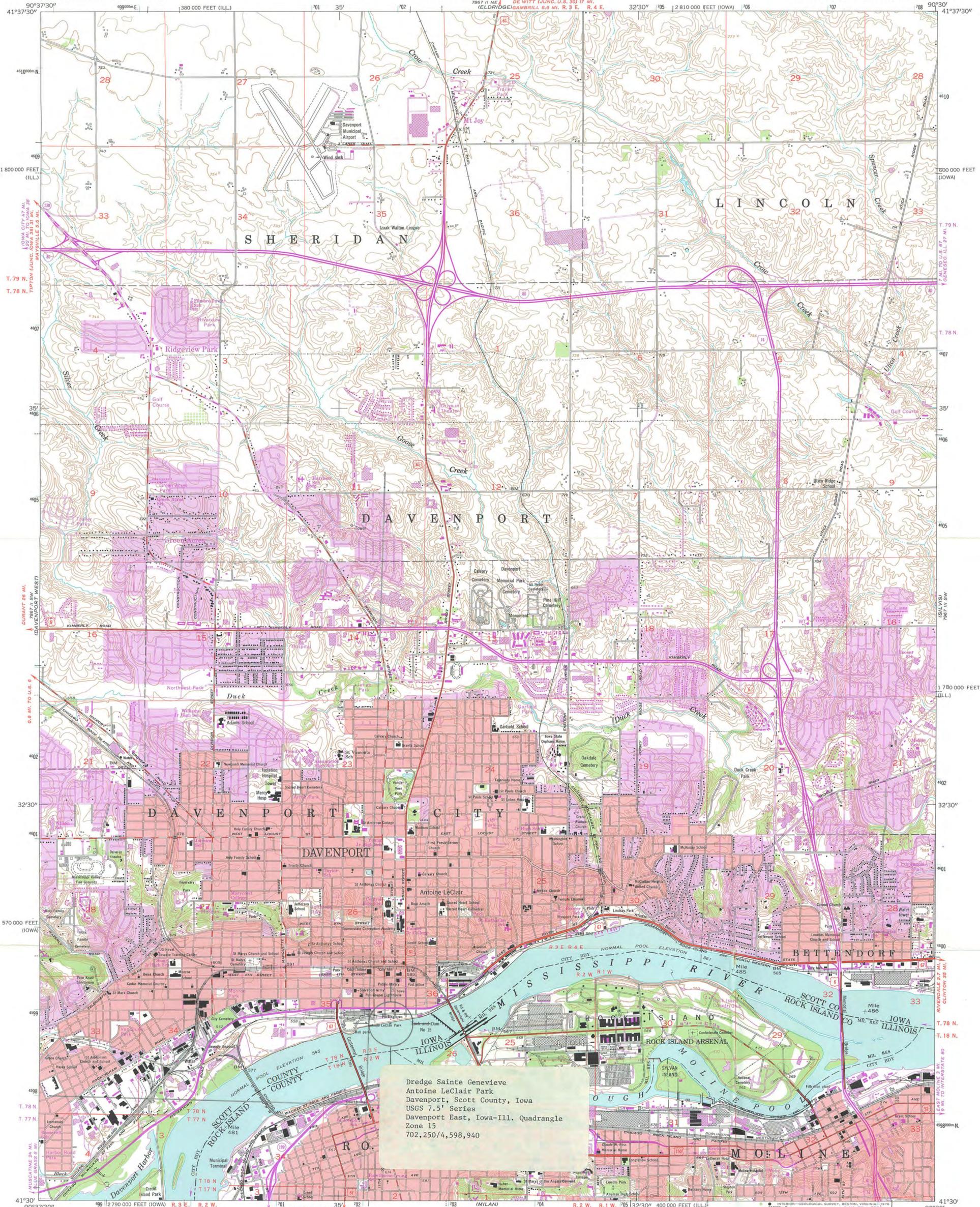
LUXEM IRON & STEEL CO. COATESVILLE, PA.

T. 9.60000 LBS. PER SQ. IN

M. B. 1219, BUILT 1932, FIRST INSPECTION. NO. 2

Dredge Ste. Genevieve
Boiler Plate, Boiler Room
1986
Photographer: George Donaway

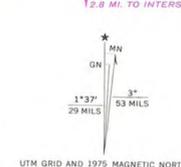
Dredge Sainte Genevieve
Antoine LeClair Park
Davenport, Scott County, Iowa
Photo No. 12
By: George Donaway
Date: 1986
View: Boiler plate, boiler room.



Illinois area mapped by the Geological Survey
Iowa area mapped by the Army Map Service
Edited and published by the Geological Survey
Control by USGS, USC&GS, USCE, and
Mississippi River Commission

Topography from aerial photographs by photogrammetric methods
Entire map revised and field checked by AMS 1953
Polyconic projection. 1927 North American datum
10,000-foot grids based on Iowa coordinate system,
south zone, and Illinois coordinate system, west zone
1000-metre Universal Transverse Mercator grid ticks,
zone 15, shown in blue

Red tint indicates areas in which only landmark buildings are shown
Revisions shown in purple compiled by the Geological Survey
from aerial photographs taken 1970 and 1975. This information
not field checked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240,
AND STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

| | |
|-------------|------------------|
| Heavy-duty | Light-duty |
| Medium-duty | Unimproved dirt |
| U. S. Route | State Route |
| | Interstate Route |

DAVENPORT EAST, IOWA-ILL.
N4130-W9030/7.5

1953
PHOTOREVISED 1970 AND 1975
AMS 7867 II SE-SERIES V876

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

SAINTE GENEVIEVE (dredge) (Davenport MRA)
Scott County
IOWA

Working No. JUN 11 1986
Fed. Reg. Date: _____
Date Due: 7/10/86 - 7/26/86
Action: ACCEPT
 RETURN 7-14-86
 REJECT
Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name _____

2. Location _____

3. Classification

| Category | Ownership Public Acquisition | Status Accessible | Present Use |
|----------|---------------------------------|----------------------|-------------|
| | | | |

4. Owner of Property _____

5. Location of Legal Description _____

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

- | | | | |
|--|---|--|---|
| Condition <input type="checkbox"/> excellent <input type="checkbox"/> good <input type="checkbox"/> fair | <input type="checkbox"/> deteriorated <input type="checkbox"/> ruins <input type="checkbox"/> unexposed | Check one <input type="checkbox"/> unaltered <input type="checkbox"/> altered | Check one <input type="checkbox"/> original site <input type="checkbox"/> moved date _____ |
|--|---|--|---|

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____
Statement of Significance *(in one paragraph)*

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

X Acreage of nominated property _____
Quadrangle name _____
UTM References _____

*Please provide acreage.
this is required for all
objects*

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed *W. Byers* Date *7-14-86* Phone: _____

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

RESUBMISSION

SAINTE GENEVIEVE (dredge) (Davenport MRA)
Scott County
IOWA

Working No. 06/11/86

Fed. Reg. Date: 2/3/87

Date Due: 9/13/86

Action: ACCEPT 8-4-86

Entered in the
National Register: RETURN
REJECT

Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

| | | | |
|----------|---------------------------------|----------------------|-------------|
| Category | Ownership Public Acquisition | Status Accessible | Present Use |
|----------|---------------------------------|----------------------|-------------|

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

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

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance *(in one paragraph)*

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

National Register of Historic Places

Note to the record

Correspondence related to removal

IOWA DEPARTMENT OF
CULTURAL AFFAIRS

KIM REYNOLDS, GOVERNOR
ADAM GREGG, LT. GOVERNOR

CHRIS KRAMER, ACTING DIRECTOR

COPY

November 19, 2018

Frank Klipsch, Mayor
Mayor's Office, City of Davenport
226 West 4th St
Davenport, IA 52801

Re: **Dredge Sainte Genevieve**
Formerly located at Antoine LeClaire Park, Davenport

Dear Mayor Klipsch:

It has come to the attention of the State Historic Preservation Office (SHPO) that the above referenced property, which was listed in the National Register of Historic Places in 1986, sank in 1994 near Cape Girardeau, MO, and was reportedly scrapped. We are providing notification that the SHPO will be requesting that the National Park Service delist/remove the property from the National Register of Historic Places. If we do not hear from you within 30 days from the date of this letter we will move forward with the delisting.

Kind regards,



Laura Sadowsky
State Historian and National Register Coordinator
laura.sadowsky@iowa.gov | 515.281.3989 | iowaculture.gov

*** Proof of Publication ***

STATE OF IOWA
SCOTT COUNTY, } ss.

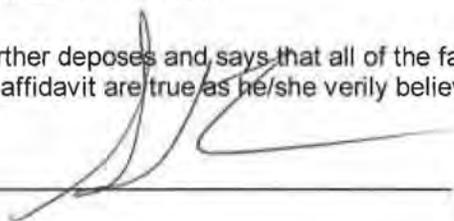
The undersigned, being first duly sworn, on oath does say that he/she is an authorized employee of THE QUAD-CITY TIMES, morning edition, a daily newspaper printed and published by Lee Enterprises, Incorporated, in the City of Davenport, Scott County, Iowa, and that a notice, a printed copy of which is made a part of this affidavit, was published in said THE QUAD-CITY TIMES, on the dates listed below.

State Historical Society of Iowa

600 E LOCUST
DES MOINES IA 50319

ORDER NUMBER 21315

The affiant further deposes and says that all of the facts set forth in the foregoing affidavit are true as he/she verily believes.

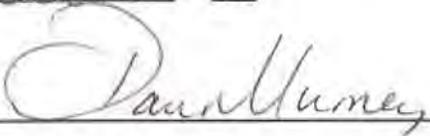


RECEIVED
OCT 23 2018
by SHPO

PUBLISHED ON: 10/15/2018

TOTAL AD COST: 14.69
FILED ON: 10/17/2018

Subscribed and sworn to before me by said affiant this 17 day of October 2018.



Notary Public in and for Scott County, Iowa

DAWN MUMEY
Commission Number 810363
My Commission Expires
May 09, 2021

PUBLIC NOTICE
It has come to the attention of the State Historic Preservation Office (SHPO) of Iowa that the Dredge Sainte Genevieve, which was listed in the National Register of Historic Places in 1986 (#8600232), sank in 1994 near Cape Girardeau, MO, and was reportedly scrapped. We are providing notification that the SHPO will be requesting that the National Park Service delist/remove the property from the National Register of Historic Places. If we do not hear from the owner within 30 days from the date of this notice that this information is in error, we will move forward with the delisting. Contact SHPO at 515-281-5111 or National Register Coordinator at 600 E Locust St, Des Moines, IA 50319.

PUBLIC NOTICE
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LOCAL

Retro Thursday: Remember when the Ste. Genevieve called the Q-C home?

Jul 19, 2018

The **Ste. Genevieve**, the last steam-powered stern-wheeler cutterhead dredge to be operated by the Army Corps of Engineers, retired in 1984. After her retirement, the Ste. Genny, as she was called, spent several years docked on the Davenport riverfront, where it was supposed to be turned into a museum. That never happened.

At the time she was listed on the National Register of Historic Places.

Here are excerpts from a May 2, 1985 United Press International story.

"Davenport city officials announced plans to enhance their section of the Mississippi River with a gift paddle-wheeler that some have charged is no bargain.

"The Sainte Genevieve, a 53-year-old dredge used by the federal government to keep the nation's longest river open to barge traffic, was given to the city for use as a tourist attraction, city administrator Bruce Romer said.

"Plans for the Sainte Genevieve include turning it into a dockside restaurant, a floating museum or a bed and breakfast hotel."

The Ste. Genevieve was built by the Dravo Contracting Co. of Pittsburgh, Pennsylvania in 1932. The boat weighed 947 tons.

In October of 1990, the boat left the Quad-Cities to its new home on the banks of the Missouri River at St. Charles where it was going to become the Great River Museum. That didn't happen, either.

The boat sank in 1992 near Cairo, Ill., was raised, sank again in 1994 in Cape Girardeau, Mo. and was later reportedly scrapped.

Enjoy these photos from when the dredge called the Q-C its port.

Undated



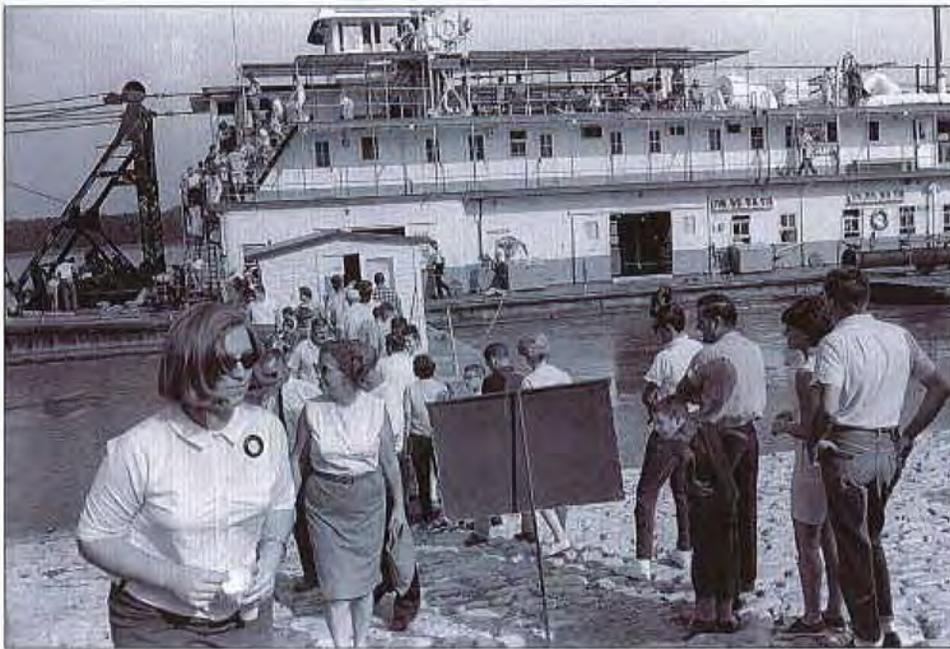
SEPTEMBER 16, 2012 BY KEN STEINHOFF

Dredge Ste. Genevieve

Save

Like 21

G+



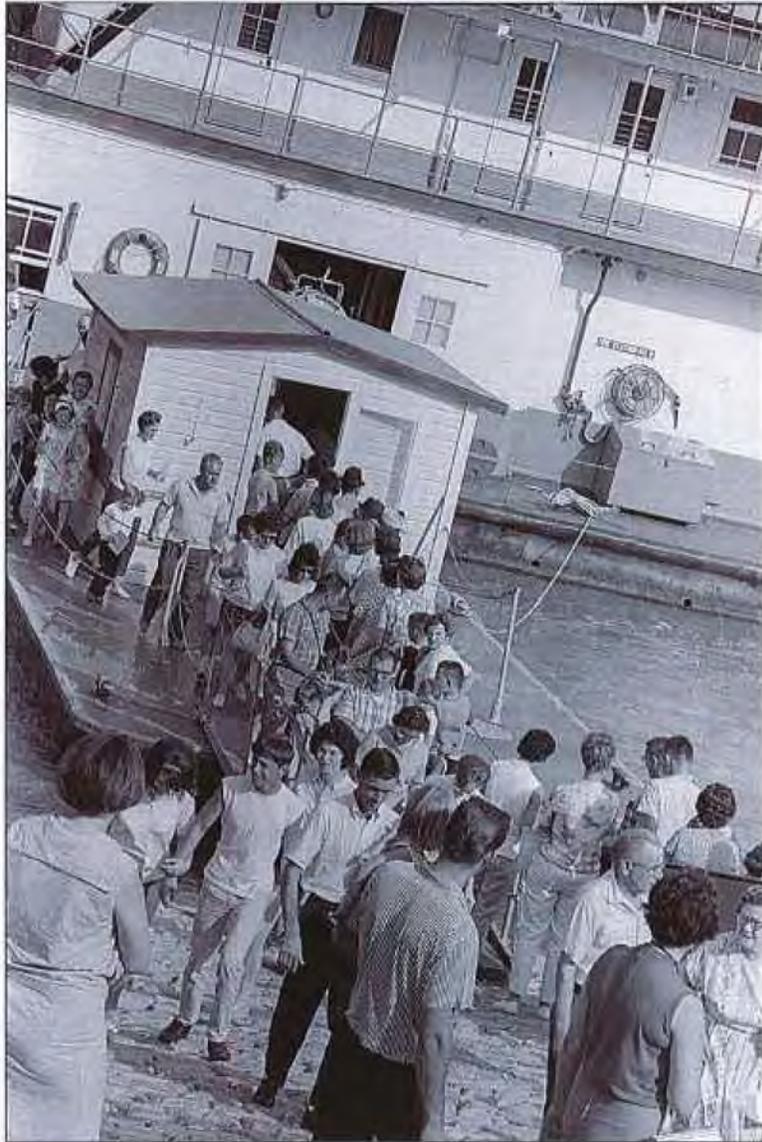
Huge crowds turned out to tour the Corps of Engineers Dredge Ste. Genevieve in the middle 1960s. I tried to find the story associated with the photos, but came up blank. The “Genny,” as she was called by the men who worked aboard her for more than half a century, was built in 1932 by Dravo Corp. at Neville Island in the Ohio River at Pittsburgh.

Last stern-wheeler



The Ste. Genevieve, the last steam-powered stern-wheeler cutterhead dredge to be operated by the Corps, was retired in 1984. A [story by David Hente June 18, 1994, tells of its sad end.](#) Or, at least part of it. After it was retired, it spent several years in Davenport, Ia., where it was supposed to be turned into a museum. That never happened.

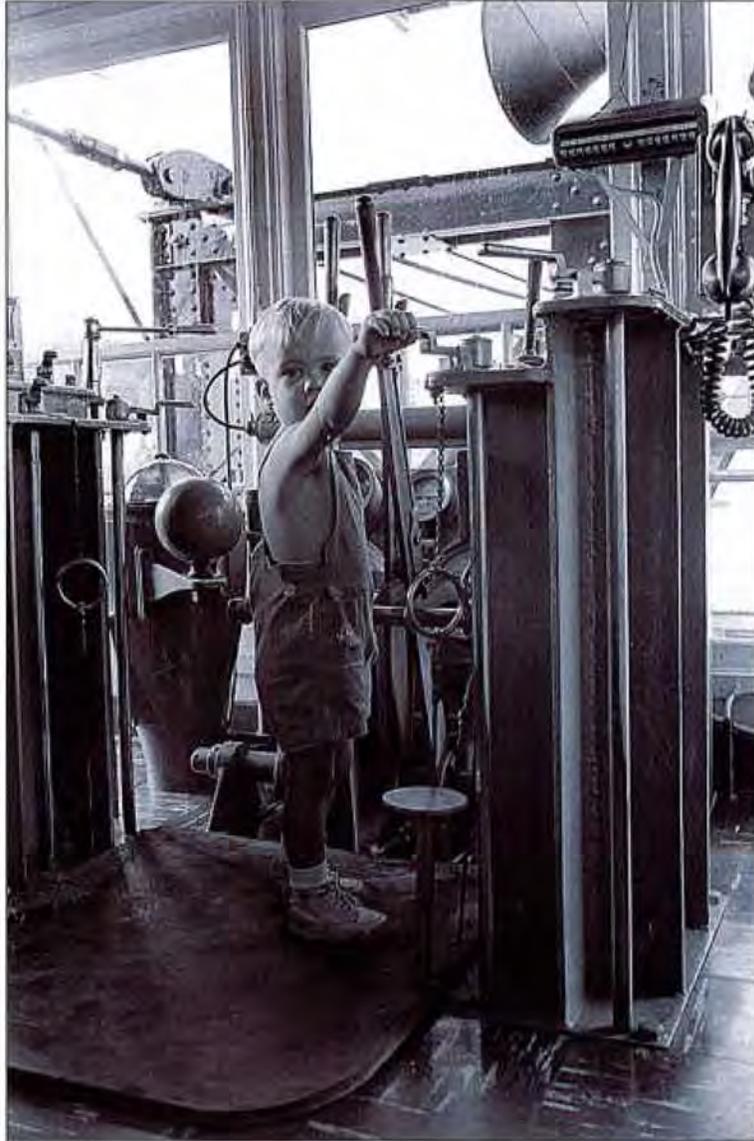
Donated to Marine Learning Institute



In 1992, the General Services Administration donated the craft to the Marine Learning Institute, which had offices in Missouri and Maryland. The institute wanted to turn the boat into a floating museum and educational center on the banks of the Missouri River at St. Charles. That didn't happen, either.

The next plan was to put it at the corps' environmental demonstration area on the Mississippi River at a former marina at West Alton, Ill. That also didn't come to pass.

Sank in 1992 near Cairo



While the institute was trying to find a permanent home for the dredge, they received an invitation from the city of Cincinnati to bring the dredge to its Tall Stacks '92 festival on the Ohio River. It was towed to a staging area below Cairo to wait for a ride up the Ohio. While it was there, it sank on Oct. 1, 1992. After spending 31 days on the river bottom, it was raised, emergency repairs were made to its hull and it was towed to the Missouri Dry Dock and Repair Service in Cape for permanent repairs.

Repairs and wrangling



After the Ste. Genevieve made it to Cape, there was a two-month delay, but the repairs were finally made to its hull in 1993. The shipyard placed a lien on the boat because the Marine Institute didn't have enough money to pay for the repairs. The repaired dredge was put back into the water and remained docked in the shipyard while the legal wrangling went on through the rest of 1993 and early 1994.

Sank again in March 1994



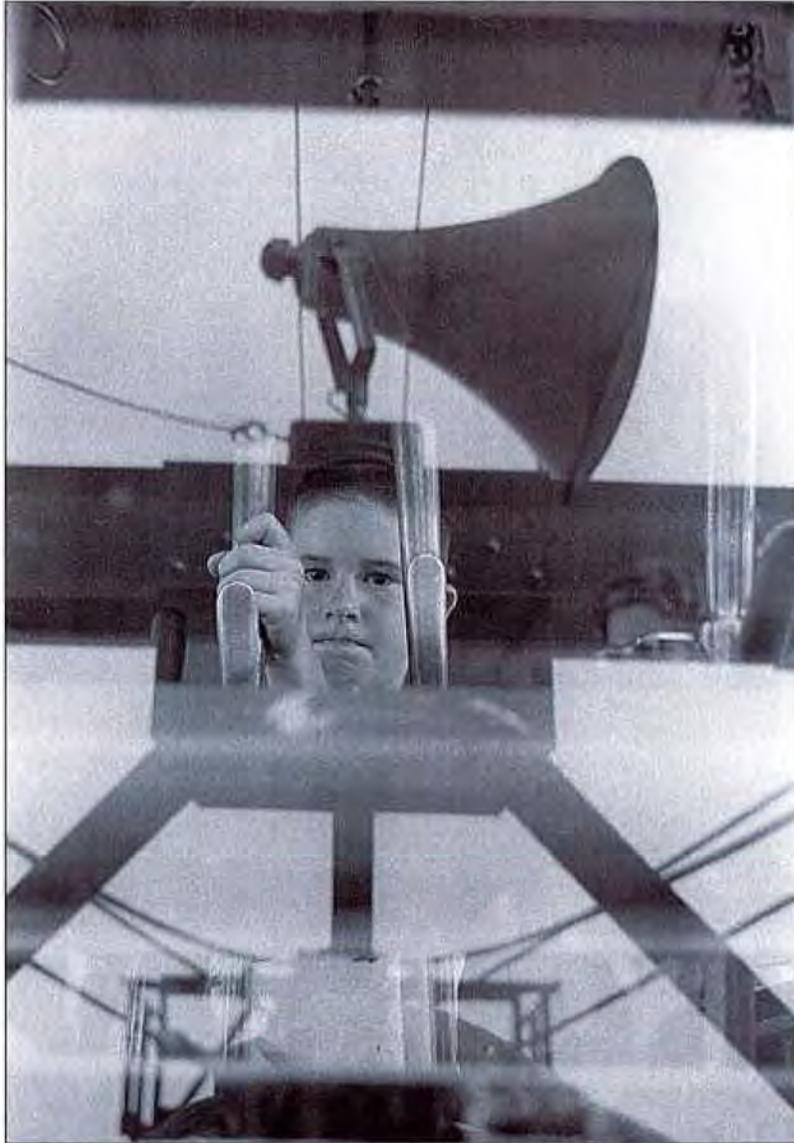
On March 10, 1994, for reasons unknown, the Ste. Genevieve ended up on the river bottom again. That brought about even more legal squabbling. The Missouri Dry Dock owner, **Rob Erlbacher**, said he wanted to cut it ip for scrap to get it out of the way. “I want to see the boat removed regardless of what it takes to do it. We need to get it out of here.”

More grand plans



The institute argued that the boat was worth \$775,000. **Richard Wooten**, a spokesman said that a number of groups were interested in preserving the boat. “After the Genny is raised, we intend to take her to Ft. Meyers, Fla., where the Ford Foundation and the Edison Foundation have placed \$500,000 in their budget for a permanent berthing area for the vessel as a museum and educational center,” he told *The Missourian*.

The sad end



I don't know what finally happened to the Genny, but based on photos I saw of its paddle wheels on the LittleRiverBooks website, I'm pretty sure she never made it to Ft. Meyers. Here is a photo showing only the stacks and pilot house sticking up out of the water. **Dan Back** photographed the stacks and pilothouse with the dry dock in the background; the stacks were removed eventually and sent off to be dismantled. During the high water, spring 1995, she was completely under water.

Here is a photo of the "recovery" effort. It's the last mention of the Ste. Genevieve in The Missourian.

Ste. Genevieve photo gallery

Here's a collection of all the photos I could find of the dredge's visit to Cape Girardeau. They remind me a little of when I photographed the Delta Queen taking on passengers in Cairo in 1968. Click on any photo to make it larger, then click on the left or right side of the image to move through the gallery.



Like 21

G+

Save

CAPE GIRARDEAU DOWNTOWN AND RIVERFRONT

CAIRO, CORPS OF ENGINEERS, DAN BACK, DREDGE STE GENEVIEVE, DREDGES, LITTLERIVERBOOKS, MARINE LEARNING INSTITUTE, MISSISSIPPI RIVER, MISSISSIPPI RIVER BRIDGE, MISSOURI DRY DOCK, RICHARD WOOTEN, ROB ERLBACHER, STEAM-POWERED STERN WHEELERS, TALL STACKS FESTIVAL

5 Replies to "Dredge Ste. Genevieve"



Terry Hopkins

SEPTEMBER 16, 2012 AT 10:49 AM

Wow what story!....I see in the last picture I see Fil Blsckiston in the number 68 Jersey!



Jim Lockett

SEPTEMBER 16, 2012 AT 11:03 AM

a lot of chevys sitting around.



Elroy F. Kinder

SEPTEMBER 16, 2012 AT 12:48 PM

1960 — My first “real” job after college. Downtown St. Louis, first with the Corps in the Old Post Office building, 8th and Olive, then Boatmen's Bank on Broadway (where we could overlook the groundbreaking for the Arch), then Frisco building for more space. The St. Louis District (south to Cape), oversaw the Missouri and Mississippi rivers activities including all levees, Dams (north to Iowa) and keeping the channels open for barge travel. The Memphis district was from Cape south.

As Management Analyst I worked with writing and publishing Civil Service Exams, then rating applications for employment. We did enjoy visiting our two working dredges, the Ste. Genevieve (great meals) and the Kennedy. Both worked 24/7 within the area of the St. Louis district. In 1965 we began working with computers...I spent several nights “sitting” with a punch card reader as it was printing...etc. I enjoyed downtown St. Louis and knew “every inch” and every store and eating place. Susan and I lived in Hampton Gardens Apartments in South St. Louis. She worked at the St. Louis State Hospital on Arsenal.

I really enjoy looking at your pictures taken when the “Genny” visited here. One picture showed one of the unusual “spuds” that, when arriving at the site to be dredged, one at a time would descend to the river bed sinking several feet into the mud, etc. This action would stabilize the dredge so forward pressure could be exerted to the cutter head, without which the boat would be pushed backward. When sufficient sand and material was removed...and the dredge moved a few feet forward, the deployed spud would be lifted and the opposite side would sink...Imagine a “walking” type of motion. In the late 60's I began in the Cape Office, also followed in the reserves while working in the Cape Girardeau Public Schools, retiring in 1992. I was very sad to see the Ste. Genevieve be unable to live on as a museum as was planned.



Keith Robinson

SEPTEMBER 16, 2012 AT 2:48 PM

Cool pix. In photo number six (or eight), I believe the middle boy is Doug Blumer ('73). The group may be the Blumer family minus Mrs Blumer.



Elroy F. Kinder

SEPTEMBER 16, 2012 AT 6:21 PM

Photo # 7

Spud – noun

A pointed leg or stake for staying or supporting dredging or earth-boring machinery.

WIRE REPORT

Red Sox bounce back, even series

ASSOCIATED PRESS

BOSTON — David Price was good enough, the Red Sox bullpen was even better, and Jackie Bradley Jr. delivered a go-ahead, three-run double off the Green Monster on Sunday night to lead Boston to a 7-5 victory over the Houston Astros and tie the AL Championship Series at one game apiece.

Price fell one out short of his first career postseason win as a starter but still went back to the

winning clubhouse for the first time in 11 playoff starts.

Craig Kimbrel gave up an RBI single to Jose Altuve with two outs in the ninth before Alex Bregman hit a flyball that was caught on the warning track in left field to end it, handing Houston its first loss in five playoff games this year.

Sale hospitalized with stomach illness: The Boston Red Sox say ace left-hander Chis Sale has a stomach illness and will spend

the night in the hospital. Boston said Sale reported the illness earlier in the day and was admitted to Massachusetts General Hospital. He will be held overnight for observation.

Golf Leishman wins in Malaysia: Marc Leishman shot a 7-under 65 in the final round to win the CIMB Classic Sunday by five strokes and equal the tournament course record.

The Australian was in fine form as he strolled to his fourth PGA Tour title and matched Justin Thomas' tournament record of 26-under 262 in 2015 on the PGA Kuala Lumpur West course.

Women's soccer U.S., Canada qualify for World Cup: Tobin Heath and Alex Morgan each scored twice in the first half and United States earned a spot in the World Cup next summer in France with a 6-0 victory

over Jamaica on Sunday in the CONCACAF qualifying tournament.

The top-ranked United States is the defending champion of the sport's premier event, having won the final in the 2015 World Cup against Japan. It was the team's third World Cup title.

Canada, ranked No. 5 in the world, also clinched a spot in France with a 7-0 victory over Panama in the earlier game Sunday at Toyota Stadium.

HIGH SCHOOL

Football

Friday's late result

Tipton 32, Louisa-Muscatine 16

1-M 8 11 0 0 - 16

Tipton 7 12 6 6 - 32

First quarter

T - 62 run (PAT Kick), 11:46

LM - Cody Calvelage 8 run (Chase Kruse pass to Karson Cantrell), 2:22

Second quarter

LM - Kruse 6 run (Kruse to Brock Jeambey), 5:21

T - 1 run (PAT Kick), 1:40

T - 14 run (PAT Failed), 0:15

Third quarter

T - 7 run (PAT Failed), 1:20

Fourth quarter

T - 3 run (PAT Failed), 5:27

Girls cross country

Tri-Rivers Conference

at Arlington

Team results - 1. Springville Central City 30; 2. Starmont 43; 3. Bellevue Marquette 69; 4. North Linn 81; 5. Edgewood-Colesburg 151

Top 5 individuals - 1. Emily Staal (SCC) 18:00.3; 2. Janelle Staal (SCC) 20:10.3; 3. Halle Kilburg (Bellevue) 20:22.9; 4. Kenna Melsieger (Star) 21:25.7; 5. Tessa Helms (North Linn) 21:37.4

Bellevue Marquette - 3. Kilburg 20:22.9; 11. Holly Beachamp 22:39.1; 16. Kaylae Koo 23:09.6; 18. Allison Kettmann 23:29.7; 21. MacEly Kremer 23:55.9

Calamus-Wheatland - 57. Paige Heileman 30:01.9

Easton Valley - 11. Amika Regenwetter 22:27.7; 48. Emie Felner 27:36.6

Prince of Peace - 7. Kaelyn Goodson 21:57.3; 8. Sophie Griffin 21:59.2; 18. Ava Ruden 22:55.5; 36. Madison Angelse 25:13.2

Volleyball

MAC standings

Conf Overall

Assumption 7 1 27 5

Pleasant Valley 7 1 24 7

Clinton 7 2 26 10

North Scott 6 2 21 10

Bettendorf 4 4 13 17

Muscatine 4 4 10 19

Davenport Central 3 5 6 11

Davenport North 2 7 9 19

Davenport West 1 7 3 21

Burlington 0 8 6 22

Today's matches

Assumption at North Scott

Bettendorf at Davenport West

Burlington at Pleasant Valley

Davenport Central at Muscatine

COLLEGE

Football

Battersen's ballot

AP top 25

Quad-City Times sports reporter Steve Battersen's ballot for this week's Associated Press college football poll:

1. Alabama, 2. Ohio State, 3. Clemson, 4. Notre Dame, 5. Texas, 6. Michigan, 7. LSU, 8. Georgia, 9. UCF, 10. Oklahoma, 11. Florida, 12. Oregon, 13. Kentucky, 14. North Carolina, 15. West Virginia, 16. Washington, 17. Penn State, 18. Texas A&M, 19. Wisconsin, 20. Iowa, 21. South Florida, 22. Cincinnati, 23. Mississippi State, 24. San Diego State, 25. USC

AP top 25

The Top 25 teams in The Associated Press college football poll, with first-place votes in parentheses, records through Oct. 13, total points based on 25 points for a first-place vote through one point for a 25th-place vote, and previous ranking:

Table with columns: Rank, Team, Record, Pts, Prvr

Others receiving votes: Stanford 71, San Diego State 53, Southern Cal 53, Appalachian State 51, Colorado 49, Utah State 38, Miami 38, Utah 33, Duke 17, Texas Tech 8, Fresno State 7, Houston 3, Maryland 2, Virginia 2.

Amway top 25 coaches poll

The Amway Top 25 football poll, with first-place votes in parentheses, records through Oct. 13, total points based on 25 points for first place through one point for 25th, and previous ranking:

Table with columns: Rank, Team, Record, Pts, Pvs

Men's soccer

Augustana 2, Millikin 1

HalfTime - Augustana 2, Millikin 0. Goals - A. Chris Plantz (Salah Agihal assist), 28:07; A. Agihal (Jack McKearan assist), 40:08; M. Braydn Nokes (Austin Taylor assist), 85:54. Saves - Augustana, Jeff Bell 5; Millikin, Isaac Hopper 3. Shots - Augustana 9, Millikin 15. Corner Kicks - Augustana 0, Millikin 6. Fouls - Augustana 10, Millikin 12. Records - Augustana 5-7, 3-2; Millikin 8-4, 3-1

Men's cross country

Wisconsin-Oshkosh Invitational

At Winneconne, Wis., 8K Team results (50 teams) - 1. North Central 41, 2. Washington U. 97, 3. Calvin 127, 4. Haverford 144, 5. Pomona-Pitzer 277, 6. Wisconsin-Stout 302, 7. Otterbein 306, 8. Wartburg 314, 9. Chicago 314, 10. MIT 368, 30. Augustana 822 Individual results - 1. Dhruvil Patel, North Central, 25:04; 2. Matthew Osmulski, North Central, 25:14 Augustana results - 40. Brandon Wilkerson, 25:50; 169. Josh Teets, 27:07; 202. Carl Schoenfeldt, 27:26; 203. Roger Williams, 27:27; 208. Matthew Contreras, 27:33; 247. Karsten Zielinski, 27:55; 278. Michael Mankowski, 28:23

Women's cross country

Wisconsin-Oshkosh Invitational

At Winneconne, Wis., 6K Team results (50 teams) - 1. Washington U., 70, 2. MIT 108, 3. Brandeis 213, 4. Wheaton 236, 5. Wisconsin-Eau Claire 256, 6. Carleton 258, 7. Chicago 273, 8. Hope 277, 9. Pomona-Pitzer 285, 10. Emory 296, 29. Augustana 831 Individual results - 1. Claire Lamb, Otterbein, 21:23.03; 2. Paige Lawler, Washington U., 21:31.58 Augustana results - 62. Abby Casey, 23:22; 121. Mackenzie Renihan, 24:01; 184. Jill Humecke, 24:39; 225. Hannah Penn, 25:04; 239. Jessica Lechtenberg, 25:18; 257. Alexis Bennis, 25:32; 290. Carol Garcia, 26:19

BASEBALL

MLB LEAGUE CHAMPIONSHIP SERIES

(Best-of-7, a-11 necessary)

American League

All Games on TBS

Houston 1, Boston 0

Saturday, Oct. 13: Houston 7, Boston 2

Sunday, Oct. 14: Boston 7, Houston 5

Tuesday, Oct. 16: Boston at Houston, 4:09 p.m.

Wednesday, Oct. 17: Boston at Houston, 7:39 p.m.

Thursday, Oct. 18: Boston at Houston, 7:09 p.m.

x-Saturday, Oct. 20: Houston at Boston, 4:09 p.m.

x-Sunday, Oct. 21: Houston at Boston, 6:39 p.m.

National League

All Games on FS1

Milwaukee 6, Los Angeles 5

Saturday, Oct. 13: Los Angeles 4, at Milwaukee 3

Monday, Oct. 15: Milwaukee (Chacin 15-8) at Los Angeles (Buehler 8-5), 6:39 p.m.

Tuesday, Oct. 16: Milwaukee at Los Angeles (Hill 11-5), 8:09 p.m.

Wednesday, Oct. 17: Milwaukee at Los Angeles, 4:05 p.m.

x-Friday, Oct. 19: Los Angeles at Milwaukee, 7:39 p.m.

x-Saturday, Oct. 20: Los Angeles at Milwaukee, 8:09 p.m.

GOLF

CIMB Classic Scores

Sunday

At TPC Kuala Lumpur

Kuala Lumpur, Malaysia

Purse: \$7 million

Yardage: 7,005; Par: 72

Final

M. Leishman 68-67-67-65-262

E. Grillo 66-68-67-66-267

C. Hadley 67-68-66-66-267

B. Burgeon 63-69-67-68-267

A. Ancer 67-68-68-65-268

C. Howell III 69-67-65-67-268

L. Oosthuizen 66-68-65-69-268

J. Thomas 66-69-69-64-268

G. Woodland 61-61-67-71-268

K. Chappell 66-67-71-65-269

S. Woo Kim 67-71-66-65-269

S. Sharma 67-64-66-72-269

Local golf

Note in one

Dennis Finch, Moline: Indian bluff, No. 13, 151 yards, 7-iron. Witnesses: Scott Early, Moline; Verne Blankenship, Moline; Doug Scott, Moline; John Davis, Rock Island

AUTO RACING

NASCAR-Monster Energy-1000Bulbs.com 500 Results

Sunday

At Talladega Superspeedway

Talladega, Ala.

Lap length: 2.55 miles

(Starting position in parentheses)

1. (4) Eric Almirola, Ford, 193.

2. (2) Clint Bowyer, Ford, 193.

3. (12) Ricky Stenhouse Jr., Ford, 193.

4. (10) Denny Hamlin, Toyota, 193.

5. (20) Joey Logano, Ford, 193.

6. (23) AJ Allmendinger, Chevrolet, 193.

7. (6) Jimmie Johnson, Chevrolet, 193.

8. (15) Erik Jones, Toyota, 193.

9. (30) Paul Menard, Ford, 193.

10. (25) Regan Smith, Chevrolet, 193.

11. (34) Kyle Larson, Chevrolet, 193.

12. (28) Brendan Gaughan, Chevrolet, 193.

13. (24) Trevor Bayne, Ford, 193.

14. (1) Kurt Busch, Ford, 193.

15. (29) Ty Dillon, Chevrolet, 193.

16. (13) Daniel Suarez, Toyota, 193.

17. (21) Austin Dillon, Chevrolet, 193.

18. (37) Joey Gase, Chevrolet, 193.

19. (17) Darrell Wallace Jr., Chevrolet, 193.

20. (8) William Byron, Chevrolet, 193.

21. (26) Chris Buescher, Chevrolet, 193.

22. (38) Landon Cassill, Chevrolet, 193.

23. (11) Martin Truex Jr., Toyota, 193.

24. (36) Ross Chastain, Chevrolet, 193.

25. (22) Ryan Newman, Chevrolet, 193.

26. (9) Kyle Busch, Toyota, 193.

27. (18) Brad Keselowski, Ford, 193.

28. (3) Kevin Harvick, Ford, 193.

29. (19) Ryan Blaney, Ford, 193.

30. (27) Matt DiBenedetto, Ford, 192.

31. (5) Chase Elliott, Chevrolet, 192.

32. (40) Corey LaJoie, Chevrolet, 191.

33. (7) Alex Bowman, Chevrolet, 191.

34. (33) DJ Kennington, Chevrolet, 190.

35. (11) Jamie McMurray, Chevrolet, 186.

36. (32) JJ Yeley, Ford, Accident, 185.

37. (23) Jeffrey Earnhardt, Toyota, 185.

38. (39) Cody Ware, Chevrolet, 185.

39. (16) David Ragan, Ford, 173.

40. (14) Michael McDowell, Ford, 155.

Time of Race: 3 hours, 20 minutes, 24 seconds. Margin of Victory: 0.105 seconds.

Caution Flags: 8 for 32 laps.

Lead Changes: 15 among 11 drivers.

Lap Leaders: Kurt Busch 1-11; A. Allmendinger 12; Kurt Busch 13-56; K. Harvick 2 times for 46 laps; B. Keselowski 2 times for 21 laps; R. Blaney 1 time for 6 laps; W. Byron 1 time for 5 laps; M. DiBenedetto 2 times for 2 laps; R. Chastain 1 time for 1 lap; Kyle Busch 1 time for 1 lap; A. Almirola 1 time for 1 lap; A. Allmendinger 1 time for 1 lap; B. Gaughan 1 time for 1 lap.

HOCKEY

NHL

Eastern Conference

Atlantic Division

Toronto 6 5 1 0 10 29 22

Boston 5 4 1 0 8 22 13

Buffalo 5 3 2 0 6 11 13

Montreal 4 2 1 1 5 11 10

Ottawa 5 2 2 1 5 20 7

Tampa Bay 3 2 1 0 4 11 21

Detroit 5 0 3 2 2 11 23

Florida 3 0 2 1 1 7 10

Metropolitan Division

Carolina 6 4 1 1 9 23 18

New Jersey 3 3 0 0 6 14 4

Columbus 5 3 2 0 6 16 19

Pittsburgh 4 2 1 1 5 15 17

Washington 5 2 2 1 5 20 19

N.Y. Islanders 4 2 2 0 4 11 10

Philadelphia 5 2 3 0 4 16 20

N.Y. Rangers 5 1 4 0 2 12 18

Western Conference

Central Division

Nashville 5 4 1 0 8 15 10

Chicago 5 3 0 2 8 22 21

Colorado 5 3 1 1 7 19 12

Dallas 4 3 1 0 6 17 11

Winnipeg 5 3 2 0 6 11 11

Minnesota 4 1 1 2 4 10 14

St. Louis 5 1 2 2 4 15 20

Pacific Division

Anaheim 6 4 1 1 9 17 14

Vancouver 5 3 2 0 6 19 17

Calgary 5 3 2 0 6 18 16

Los Angeles 5 2 2 1 5 11 12

San Jose 6 2 3 1 5 17 19

Vegas 6 2 4 0 4 11 19

Edmonton 3 1 2 0 2 5 10

Arizona 4 1 3 0 2 3 9

NOTE: Two points for a win, one point for overtime loss. Top three teams in each division and two wild cards per conference advance to playoffs.

Saturday Games

Vegas 1, Philadelphia 0

Edmonton 2, N.Y. Rangers 1

Ottawa 5, Los Angeles 1

Boston 8, Detroit 2

Carolina 5, Minnesota 4, OT

Toronto 4, Washington 2

Tampa Bay 8, Columbus 2

CHRIS KRAMER, ACTING DIRECTOR

January 2, 2019

Joy Beasley, Keeper of the National Register of Historic Places
National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Dear Ms Beasley:

The Iowa State Historic Preservation Office is requesting the removal of two resources from the National Register of Historic Places due to demolition:

Eldridge Turn-Halle, # 87000032 (listed 1987)

- 102 West LeClaire Street, Eldridge, Scott County.
- Demolished April 2013 after a massive fire on January 17, 2013.
- Enclosures:
 - Notifications to owner and chief elected official.
 - Online news account of demolition and Google Street images from 2011 and 2013.

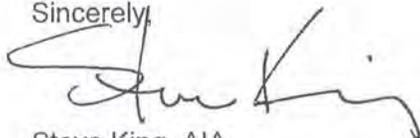
Dredge Sainte Genevieve, # 86002232 (listed 1986)

- Antoine LeClair Park, 100 feet downstream of the Main Street Landing, Davenport, Scott County.
- Sank for final time in 1994 in Cape Girardeau, Missouri, and was reportedly scrapped.
- Enclosures:
 - Notification letter to chief elected official.
 - Public notice of intent to delist published in local Davenport newspaper.
 - Online reports of the dredge being scrapped.

In accordance with 36 CFR 60.15, the chief elected officials and owners of each property have been notified in accordance with the state's established notification procedures and were given 30 days to respond. No responses were received from any party. Copies of all letters are enclosed.

If you have any questions regarding this request, please contact Laura Sadowsky, State Historian and National Register Coordinator, at laura.sadowsky@iowa.gov.

Sincerely,



Steve King, AIA
Deputy State Historic Preservation Officer
steven.king@iowa.gov | 515.281.4013 | iowaculture.gov

Enclosures.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Removal

Property Name: SAINTE GENEVIEVE (dredge)

Multiple Name: Davenport MRA

State & County: IOWA, Scott

Date Received: 1/28/2019 Date of Pending List: 2/12/2019 Date of 16th Day: 2/27/2019 Date of 45th Day: 3/14/2019 Date of Weekly List:

Reference number: OT86002232

Nominator:

Reason For Review:

X Accept Return Reject 3/6/2019 Date

Abstract/Summary Comments: The SHPO has provided documentation that the dredge SAINTE GENEVIEVE has lost those qualities which caused the property to be originally listed. The ship was removed from its location at the time of listing on Davenport's waterfront; the vessel subsequently sank twice and was dismantled for scrap. Recommend Removal.

Recommendation/ Criteria Remove from National Register

Reviewer Paul Lusignan  Discipline Historian

Telephone (202)354-2229 Date 3/6/2019

DOCUMENTATION: see attached comments : No see attached SLR : YES

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.