



United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

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

1. Name

historic MAMIE S. BARRETT (row boat)
and/or common PENNIMAN, PIASA

2. Location

street & number Eddy Creek Marina _____ not for publication
city, town Eddyville _____ vicinity of ~~congressional district~~
state Kentucky code 021 county Lyon code _____

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" 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 checked="" type="checkbox"/> NA in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> NA being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: rehab. planned

4. Owner of Property

name Richard and Kathy Oberle
street & number Eddy Creek Resort and Marina, Route 1, Box 327
city, town Eddyville _____ vicinity of _____ state Kentucky 42038

5. Location of Legal Description

courthouse, registry of deeds, etc. Lyon County Courthouse
street & number _____
city, town Eddyville _____ state Kentucky

6. Representation in Existing Surveys

title Inland River Record, Way's Directory, has this property been determined eligible? yes no
date 1948; 1946 _____ federal _____ state _____ county _____ local
depository for survey records _____
city, town _____ state _____

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>October 1981 and previous</u>

Describe the present and original (if known) physical appearance

The MAMIE S. BARRETT is permanently moored at the Eddy Creek Resort and Marina on Lake Barkley, Eddyville, Kentucky. Located in the extreme southwestern corner of the state, Lake Barkley and the Eddy Creek Resort are part of a regional water recreation area known as Land Between the Lakes. Eddy Creek became the permanent location for the BARRETT in the fall of 1981, where she was brought by the towboat SUPERSTONE from West Alton, Missouri.

The MAMIE S. BARRETT is a steel hulled sternwheel river towboat constructed with scow bow and steam engine rig. Built in 1921 by the Howard Brothers of Jeffersonville, Indiana, the Barrett measures 125' in length between perpendiculars with a 30' width. Her shallow draft of 4'7" and displacement of 428 tons were considered superior features for towboats of the period. The BARRETT was constructed with a continuous longitudinal center bulkhead flanked by wooden compartments. The hull is riveted with 5/16" steel plating below a boiler deck reinforced by 6" I beams. Built at a cost of \$145,000, the BARRETT was designed to accommodate a crew of 11 officers and 27 men.¹ However, river directories indicate the actual crew was far smaller than this figure.¹

Given its long and varied career on the inland river system, the BARRETT has experienced numerous modifications since its launching in 1921. Historical photos indicate that sometime between 1921 and 1947 the aft compartments on the second deck were extended to the stern. It seems probable that at the same time the cabin deck was enlarged, the stacks altered, and the pilot house modified. Later, when the vessel was converted into a clubhouse, the steam boilers and related equipment were removed. In the 1950s the second deck was partially enclosed with wood panels and jalousie windows (see photo #2).

In 1981 the entire hull was foamed to prevent further deterioration to the vessel. Preliminary cost estimates indicate that over \$725,000 will be needed to rehabilitate the BARRETT into a first class restaurant and boutique. Almost \$100,000 has been budgeted toward exterior carpentry and painting, including sandblasting, replacing windows, framing, and application of new wood siding and railing (see photo # 8). Although it is not clear at the present time, local fire laws may require that the exterior walls will have to be altered in order to extend a promenade around the second deck.

¹In 1923 the crew was comprised of Captain Clarence Carter, master; Arthur T. Jones, pilot; Cliff Pickens and W. A. Carrigus, engineers; Hiram Jordan, mate; and Dickey Moore, steward. Information provided by James V. Swift, Business Manager, the Waterways Journal Weekly, St. Louis, Missouri, November, 1981.

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 type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input checked="" 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 checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1921 **Builder/Architect** Howard Brothers Ship Yard, Jeffersonville, Indiana

Statement of Significance (in one paragraph)

The MAMIE S. BARRETT, built in 1921 as the flagship vessel for the Barrett Towboat and Barge Line Company, is significant as a rare surviving form of riverboat transportation and for its historical association with the Howard Brothers Ship Yards of Jeffersonville, Indiana. During the BARRETT's relatively long period of service on the Ohio and Mississippi Rivers (1921–1949), riverboat transportation and technology underwent a period of great transition, passing from the age of steam powered sternwheelers into the modern era of propeller driven, diesel powered vessels. Although a substantial number of sternwheelers had been built during the nineteenth and early twentieth centuries, very few still survive. In Kentucky, only one other sternwheel towboat, the JOHN W. HUBBARD, is known to have survived in its original, basically unaltered form.¹

The MAMIE BARRETT was launched at the Howard Yards on 11 August 1921, making her maiden voyage to Cincinnati two weeks later in tow of the J. D. LANE.² Founded by James Howard in 1834, the Howard Steamboat Yards operated for over a century as one of the nation's largest and most important ship manufacturers. During the period of family ownership (1834–1942), more than 2,000 vessels of all classifications were built at company³ yards in Jeffersonville, Madison, Louisville, Cincinnati, Shippingport, and Mound City.

While technological innovations made by Howard and other ship yards had occurred over the years, early twentieth century steamboat design had experienced few major changes since the mid-nineteenth century, when steam driven paddleboats were a common sight on America's navigable rivers. Two types of vessels, the sidewheeler and later the sternwheeler, dominated riverboat traffic along the Ohio and Mississippi Rivers. Toward the latter half of the nineteenth century, a newer class of vessel, the sternwheel towboat, began to capture a larger share of freight traffic from the steam driven packet boats. Their sturdy, relatively inexpensive construction, coupled with their ability to tow groups of barges, made them well suited to the increased freight traffic along the Ohio and Mississippi Valleys. Nonetheless, towboats were still limited by the low water levels that plagued the river channels.

Even though river towboats piloted a larger share of the lucrative trade in oil, coal, coke, grain, sand and gravel, there were indications that river freight tonnage and boat construction in general were in decline by the end of the First World War. Competition from railroads, particularly in the higher classes of freight traffic, had become more intense, while riverboat technology had largely failed to meet the growing demands of commercial shippers. The Howard Ship Yards, considered by many to be the barometer of the riverboat building industry, suffered its worst slump during the three-year period before 1920.⁴

Plans for the slackwater channelization of the Ohio River, authorized by the Rivers and Harbors Act of 1910 but delayed by the war, promised new hope for the depressed river industry. Construction of the 9' channel system from Cairo to Pittsburgh was finally under way by the early 1920s and was officially completed in 1929. The impact of the slackwater channel on navigation was dramatic; in 1917 only 4.7 million tons of freight

9. Major Bibliographical References

Alton Telegraph, newspaper clipping, n.d.

Bloomington, Indiana. Indiana University. Lilly Library. Howard Ship Yards and Dock Company, Mss.

10. Geographical Data

Acreeage of nominated property *less than one - see phone report of 4/12/83*

Quadrangle name Eddyville, KY.

Quadrangle scale 1:24000

UMT References

A

1	6	4	0	9	5	2	0	4	0	9	6	0	0	0
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 MAMIE BARRETT is docked at the Eddy Creek Marina in Lyon County. The boundary of this nomination is the boat itself.

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

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Stephen C. Gordon, Senior Historian

organization Kentucky Heritage Council

date January 1983

street & number 9th Floor, Capital Plaza Tower

telephone 502/564-7005

city or town Frankfort

state Kentucky 40601

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 Mary Corman Appel

title State Historic Preservation Officer

date March 22, 1983

[Signature]
Special Agent in Charge
National Park Service
Department of the Interior
Washington, D.C.
4/28/83

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had passed between Pittsburgh and Cairo, but by 1929 tonnage had risen to 22 million tons.⁵

Innovation and change came to the Howard Yards under the able leadership of James and Clyde Howard, who assumed full control of the firm in 1919. The following year the first tunnel screw propelled towboat was launched, while eleven years later, in 1931, the Howard Yards turned out its last sternwheel riverboat. The BARRETT and other sternwheel towboats such as the LORETTA HOWARD, long considered the standard of the period, were two of only 17 sternwheel towboats built at the Howard Yards after 1920. After 1929 a total of only six sternwheelers were constructed nationally for use on the Ohio River. The 1930s ushered in the era of the diesel powered, highly efficient all steel towboats.⁶

As a result of the Depression, the Barrett Line sold the towboat in 1937 to the Army Corps of Engineers Office in Florence, Alabama. The Barrett was transferred to the St. Louis District and renamed the motor vessel PENNIMAN, in honor of William H. Penniman, an employee of the St. Louis Office from 1891 to 1934. Serving as a work boat, the PENNIMAN's chief responsibilities were to inspect and buoy the river, monitor the channels, and perform dredging duty. The vessel also was employed as a towboat for hauling rock and lumber to sites for revetment work. In 1945 the BARRETT carried a group of important officials and dignitaries on an inspection tour of the Mississippi River between Minneapolis and Cairo.⁷

The Army Corps of Engineers decommissioned the PENNIMAN in 1947 and sold her to the Vollmer Brothers Construction Company of St. Louis. In 1949 Lela and Spence Marshall purchased the PENNIMAN, renamed it the PIASA, and moved it to a permanent dock at the Harbor Point Yacht Club in West Alton, Missouri. For the next thirty years the PIASA operated as a floating clubhouse, and when observed in 1978 her condition was described as being "well tended."⁸ On October 20, 1981, the PIASA was towed to Lake Barkley, Kentucky, where the present owners plan on rehabilitating the vessel and operating it as a restaurant, ship store, and private yacht club.⁹

¹Moored at Covington on the Ohio River, the HUBBARD was listed in the National Register on 20 May 1982.

²Barrett Boat Specifications, Howard Ship Yards and Dock Company, Mss., Lilly Library, Indiana University, Bloomington, Indiana. The Barrett Towboat & Barge Company, with offices in Cincinnati and Cairo, was listed in the Cincinnati city directories from the 1880s through the 1940s. Mamie Slack Barrett was the wife of Oscar F. Barrett (1860-1935), President of the Barrett Lines.

³Charles Preston Fishbaugh, From Paddle Wheels to Propellers (Indianapolis: Indiana Historical Society, 1970), Appendix.

⁴Fishbaugh, Paddle Wheels, p.225.

⁵Fishbaugh, Paddle Wheels, pp.162-165; "Ol'Man River Sure Hauls That Ol'Freight," Courier-Journal, 1 September 1946; Ohio River Navigation, Past-Present-Future, U.S. Army Corps of Engineers. The first Rivers and Harbors Act was passed by Congress in 1875.

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⁶Gloria Mills, JOHN W. HUBBARD, National Register of Historic Places Inventory--
Nomination Form, February, 1982, p.3; Fishbaugh, Paddle Wheels, pp. 167-169.

⁷From information provided by Clyde Wilkes and Leonard Busen, St. Louis District,
Army Corps of Engineers.

⁸Alton Telegraph, n.d.; S & D Reflector, March, 1979, p.33

⁹The Waterways Journal, 24 October 1981.

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Courier-Journal, 1 September, 1946.

Fishbaugh, Charles Preston. From Paddle Wheels to Propellers, Indianapolis: Indiana Historical Society, 1970.

Inland River Record, 1948. Steam and Diesel Vessels of the Mississippi River System in Operation as of July 15, 1948.

Louisville, Kentucky. The Filson Club. Hopkins Steamboat Photograph Collection.

Mills, Gloria. John W. Hubbard. National Register of Historic Places Inventory-Nomination Form. February, 1982.

Ohio River Navigation Past-Present-Future. U.S. Army Corps of Engineers, Ohio River District.

The Pepper Box. Official Publication of the St. Louis Rotary Club. 44 (July 1964).

Rossham, Edwin and Louise. Towboat River. New York: Duell, Sloan, and Pearce, 1948.

S & D Reflector. Published by Sons and Daughters of Pioneer Rivermen, Marietta, Ohio. 16 (March 1979).

Way, Frederick, Jr., Directory of Steam Towboats of the Mississippi River System, Past & Present. Sewickley, Pa. Steamboat Photo Co., 1946.

Information provided by Mr. A. Lawrence Bates, Louisville, Kentucky, September 1982; Mr. David H. Miars, Martinsville, Ohio, September 1982; Messrs. Clyde Wilkes and Leonard Busen, U.S. Army Corps of Engineers, St. Louis, Missouri, February, 1983; Mr. James V. Swift, Business Manager, Waterways Journal Weekly, St. Louis, Missouri, November, 1981; Mrs. Elmer S. Forman, Cincinnati Historical Society, Cincinnati, Ohio, February, 1983.