

National Historic Landmarks

George M. Verity Riverboat

The *George M. Verity Riverboat* is a historic towboat that was built in 1927. It originally set sail under the name *SS Thorpe*. The boat's first voyage was called the "revival of river traffic" by the *Daily Date* newspaper in Keokuk, Iowa. The riverboat was one of four towboats that inaugurated barge service on the upper Mississippi River. It was the first to move barges from St. Louis, Missouri, to St. Paul, Minnesota. The boat remained in service there until 1940, when she was sold to Armco Steel Corp. and put in service on the Ohio River. Armco renamed her after their founder, George M. Verity. The boat remained in service until 1960, when it was eventually sold for \$1 to the Lee County Historical Society, located in Fort Madison, Iowa. The riverboat was declared a National Historic Landmark in 1989.



Lone Star Steamer

The *Lone Star Steamer* was built in Lyon, Iowa, in 1868, and would be in service for 99 years. The *Lone Star* is a wooden hull, steam-powered stern-wheeled towboat. Built in 1868, it is the oldest of three surviving steam-powered towboats, and the only one with a wooden hull. On April 15, 1895, the *Lone Star* became the first boat to commercially tow in the Hennepin Canal, which is located between the Mississippi and Illinois rivers. Over the many years of service, the boat would undergo lots of repairs and modifications to keep it running. In 1967, the boat was found to be unsafe by the U.S. Coast Guard. The *Lone Star* was then sold to the Le Claire Business Men's Association for \$1 and given to the Buffalo Bill Museum, located in Le Claire, Iowa. It is currently dry docked and on display at the museum. The *Lone Star* was declared a National Historic Landmark on in 1989.



Sergeant Floyd Towboat

Named after Sergeant Charles Floyd, the only death on the Lewis and Clark Expedition, the *Sergeant Floyd Towboat* was built in 1932 for the U.S. Army Corps of Engineers. Created to be an utility vehicle and towboat, it is one of a small number of surviving vessels built specifically for the Corps of Engineers in its management of the nation's inland waterways. It would remain in service until 1975. During the 200th anniversary of the United States, the *Sergeant Floyd Towboat* was chosen as a floating exhibit to showcase the Army Corps of Engineers. The boat was left in St. Louis, Missouri, until 1983 when it was purchased by the city of Sioux City, Iowa. The boat has been restored and dry docked and now houses exhibits about the Missouri River and local tourism information. The museum is a facility of the Sioux City Public Museum.



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William M. Black Dredge

The *William M. Black Dredge* is a side-wheeler steamboat similar in form and style to the great steamboats of the 19th century. This vessel, which is 277 feet long and 85 feet wide, was built in 1934 by the Marietta Manufacturing Company in Point Pleasant, West Virginia, for the U.S. Army Corps of Engineers. Since the 1850s, the Corps has been dredging, removing snags and making and maintaining river channels for navigation. The boat was used to clear the bottom of the Mississippi River of obstacles that would make river navigation more difficult. This ship is notable because it was among the last steam-powered dredges created and still used paddle wheels for propulsion. The *William Black Dredge* was used continuously until 1973 before it was retired. In 1992, it was declared a National Historic Landmark, and is located in Dubuque, Iowa. It is open for tours as part of the National Mississippi River Museum & Aquarium.

