

United States Department of the Interior  
Heritage Conservation and Recreation Service

# National Register of Historic Places Inventory—Nomination Form

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

For HCRS use only

received APR 16 1982

date entered MAY 20 1982

## 1. Name

historic "John W. Hubbard" (sternwheeler)

and/or common "Mike Fink"

## 2. Location

street & number ~~Foot~~ of Greenup Street ~~NA~~ not for publication

city, town Covington ~~NA~~ vicinity of congressional district 6

state Kentucky code 021 county Kenton code 117

## 3. Classification

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

## 4. Owner of Property

name Mike Fink, Incorporated

street & number Foot of Greenup Street

city, town Covington ~~NA~~ vicinity of state Kentucky

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Kenton County Courthouse

street & number

city, town Covington state Kentucky

## 6. Representation in Existing Surveys

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

date 1980  federal  state  county  local

depository for survey records Heritage Division, Dept of the Arts

city, town Frankfort state Kentucky

## 7. Description

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved date \_\_\_\_\_

**Describe the present and original (if known) physical appearance**

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

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

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

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

## 8. Significance

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

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

### Statement of Significance (in one paragraph)

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

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

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

Even after the completion of improvements on the Ohio in 1929 and the installation of a series of fifty-three locks and dams from Pittsburgh to the mouth of the Ohio, a few sternwheelers continued to be built because of their proven reliability. After 1929, a total of six sternwheelers were constructed for use on the Ohio--three in 1936 and three during the period of 1938-1940.<sup>6</sup>

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

## 9. Major Bibliographical References

Coleman, J. Winston, Jr. Steamboats on the Kentucky River. Lexington: Winburn Press, 1960.

Hunter, Louis C. Steamboats on the Western Rivers. Cambridge: Harvard University Press, 1949.

## 10. Geographical Data

Acreeage of nominated property .23 acres

Quadrangle name Covington, Ky.-Ohio

Quadrangle scale 1:24000

### UMT References

A 

1	6	7	1	5	4	1	9	10	4	1	3	2	1	9	6	1	7	10
Zone			Easting						Northing									

B 

Zone			Easting						Northing									

C 

Zone			Easting						Northing									

D 

Zone			Easting						Northing									

E 

Zone			Easting						Northing									

F 

Zone			Easting						Northing									

G 

Zone			Easting						Northing									

H 

Zone			Easting						Northing									

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

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

state NA code county code

state code county code

## 11. Form Prepared By

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

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

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

city or town Frankfort state Kentucky

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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

State Historic Preservation Officer signature Mary Cooper Appel

title State Historic Preservation Officer date 3/31/82

For HCERS use only

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

William H. Brasham

date 5.20.82

Keeper of the National Register

Attest: Lynn Duhie

date 5/20/82

Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

"John W. Hubbard"  
Kenton County, Kentucky

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

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

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

In 1945, sternwheelers could still be found in large numbers operating on the Mississippi and the Ohio.<sup>11</sup> Now only two are known to be operating on this historic waterway--the Delta Queen, operating out of Cincinnati; and the Belle of Louisville, based out of Louisville and listed in the National Register April 10, 1972.<sup>12</sup> The "John W. Hubbard" is one of only two remaining sternwheelers licensed in Kentucky on the Ohio River and represents a rapidly vanishing cultural resource important to the understanding of America's past.

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NATIONAL PARK SERVICE

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"John W. Hubbard"  
Kenton County, Kentucky

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 3

FOOTNOTES

<sup>1</sup>Louis Hunter, p. 167.

<sup>2</sup>Louis Hunter, p. 32.

<sup>3</sup>Louis Hunter, p. 170.

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

<sup>5</sup>Frederick Way, Jr., Towboats--Old and New, p. iii.

<sup>6</sup>From information provided by Charles Parrish and C. W. Stoll.

<sup>7</sup>From information provided by C. W. Stoll.

<sup>8</sup>From information provided by Frederick Way, Jr.

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

<sup>10</sup>From information provided by C. W. Stoll.

<sup>11</sup>J. Winston Coleman, Jr., p. 7.

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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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"John W. Hubbard"  
Kenton County, Kentucky  
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

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

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

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

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

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

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

For NPS use only  
received  
date entered

"John W. Hubbard"

Continuation sheet    Kenton County, Kentucky    Item number    10

Page 2

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

JUN 25 1980

Property Riverside Drive Historic District  
State Ky, Kenton Working Number 6.25.80

BOUNDARY REVISION  
INCREASE   
DECREASE   
MOVE

TECHNICAL

Photos 5  
Maps 1

CONTROL

HISTORIAN

~~See~~

ARCHITECTURAL HISTORIAN

*See attached comments*  
*O'Connell*  
*7/23/80*

ARCHEOLOGIST

OTHER

REVIEW UNIT CHIEF

BRANCH CHIEF

*Inappropriate addition to district - moved there in 1960.*  
*No historical precedents - moved there in 1960.*  
*- Return if they want - nominate vessel individually - with strong justification for less than 50 yrs old*

*Return / Report*  
*W.P. Luce*  
*7/24/80*  
*W. P. Luce*  
*7/24/80*

KEEPER

I HEREBY CERTIFY THAT THIS BOUNDARY REVISION IS ACCEPTED

KEEPER OF THE NATIONAL REGISTER

DATE

ATTEST:

CHIEF, BRANCH OF REGISTRATION

DATE

THIS FORM IS TO BE FILED WITH THE NATIONAL REGISTER NOMINATION.

State notified \_\_\_\_\_ Federal Register \_\_\_\_\_ Control Cards \_\_\_\_\_ ADP \_\_\_\_\_

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below. PLEASE RETURN THIS FORM WITH THE N. INV. IS RESUBMITTED.

7 Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8 Statement of Significance: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

9 Bibliography: \_\_\_\_\_

10 Geographical Data -- Acreage: \_\_\_\_\_  
UTM Reference(s): \_\_\_\_\_  
Verbal Boundary Description: \_\_\_\_\_  
\_\_\_\_\_

12 Certification: \_\_\_\_\_  
Photographic Coverage: \_\_\_\_\_  
Map Coverage: \_\_\_\_\_

Other: This is not an appropriate addition to the district because the boat has no historical connection to the residential area, nor does it have the same kind of significance. You may wish to nominate the boat separately, keeping

Questions concerning this nomination may be directed to Kristin O'Connell on the National Register staff, telephone (202) 343-6401

Thank you for your attention to the above items.

Ray Luce

Date: 8/6/80  
7/28/80

12) in mind that exceptional significance must be demonstrated for properties less than 50 years old.

This is a distinguished, outstanding nineteenth century residential area located on the Ohio River; its houses enjoy unobstructed views of the riverfront and the Cincinnati skyline. The district has apparently never had a commercial component - wharves, docks - until very recently, with the mooring of the Mike Jink, a paddlewheel boat converted to a restaurant, at the water's edge between Greenup and Garrard Streets. The extension includes only the boat itself, the water in which it sits, and <sup>a strip of</sup> the frontage connecting the boat with the established district. The extension has little or no justifiable basis in terms of history, and the boat itself presents eligibility problems (though it would have been more appropriate to nominate it on its own, rather than try to establish a specious link to this district). Built in 1936, it was operated by several companies (and under two different names), until 1960, when it was given its present name, converted for restaurant use, and moored here. ~~It is not in the district.~~ This does not seem to me an appropriate extension to the district, nor does it seem a promising candidate for individual listing.

Reject / conference

O'Connell

7/23/80

EVALUATION / RETURN SHEET no - part of Riverside Dr. Vets. Dist. it was proposed as an expansion of District + we said no, nominate it alone.

Property: John W. Hubbard (Sternwheeler)  
State, County: KY, Kenton  
Federal Agency: \_\_\_\_\_

Working No. 4/16/82-1142  
Fed. Reg. Date: 2/1/83  
Date Due: 5/13/82 - 5/31/82  
Action:  ACCEPT 5/20/82  
 RETURN \_\_\_\_\_  
 REJECT \_\_\_\_\_

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

photos   
maps

Substantive Review:  sample  request  appeal  NR decision

Reviewer's comments: 1936 Sternwheeler - one of 2 still in Ohio R. in KY - interior altered by exterior is very close to original site of mooring is endpoint of its early use between W. Va. + Cincinnati coal run, setting is appropriate. Easily of exceptional significance.

Recom./Criteria ACCEPT C  
Reviewer DUBIE  
Discipline HIST  
Date 5/20/82  
 see continuation sheet

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

- 1. Name
- 2. Location
- 3. Classification
- 4. Owner of Property
- 5. Location of Legal Description
- 6. Representation in Existing Surveys

7. Description

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

NA - not applicable

Describe the present and original (if known) physical appearance

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

Based on SO's photos, boat is intact in exterior form, setting is appropriate... Cincinnati (across the river) was one terminus of route on which the boat worked. not addressed here - setting justified in #8.

## 8. Significance

Period \_\_\_\_\_ Areas of Significance—Check and justify below

Specific Dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_

Statement of Significance (in one paragraph)

- summary paragraph *good - but doesn't mention exceptional significance*
- completeness
- clarity
- applicable criteria *C, although A is also discussed*
- justification of areas checked *- also a justification for significance in commerce + transportation*
- relating significance to the resource
- context
- relationship of integrity to significance *engines removed but exterior intact -*
- justification of exception *lost # 7 # 8*
- other

## 9. Major Bibliographical References

## 10. Geographical Data

Acres of nominated property \_\_\_\_\_  
Quadrangle name \_\_\_\_\_  
L&M 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 \_\_\_\_\_

Site \_\_\_\_\_ Date \_\_\_\_\_

## 13. Other

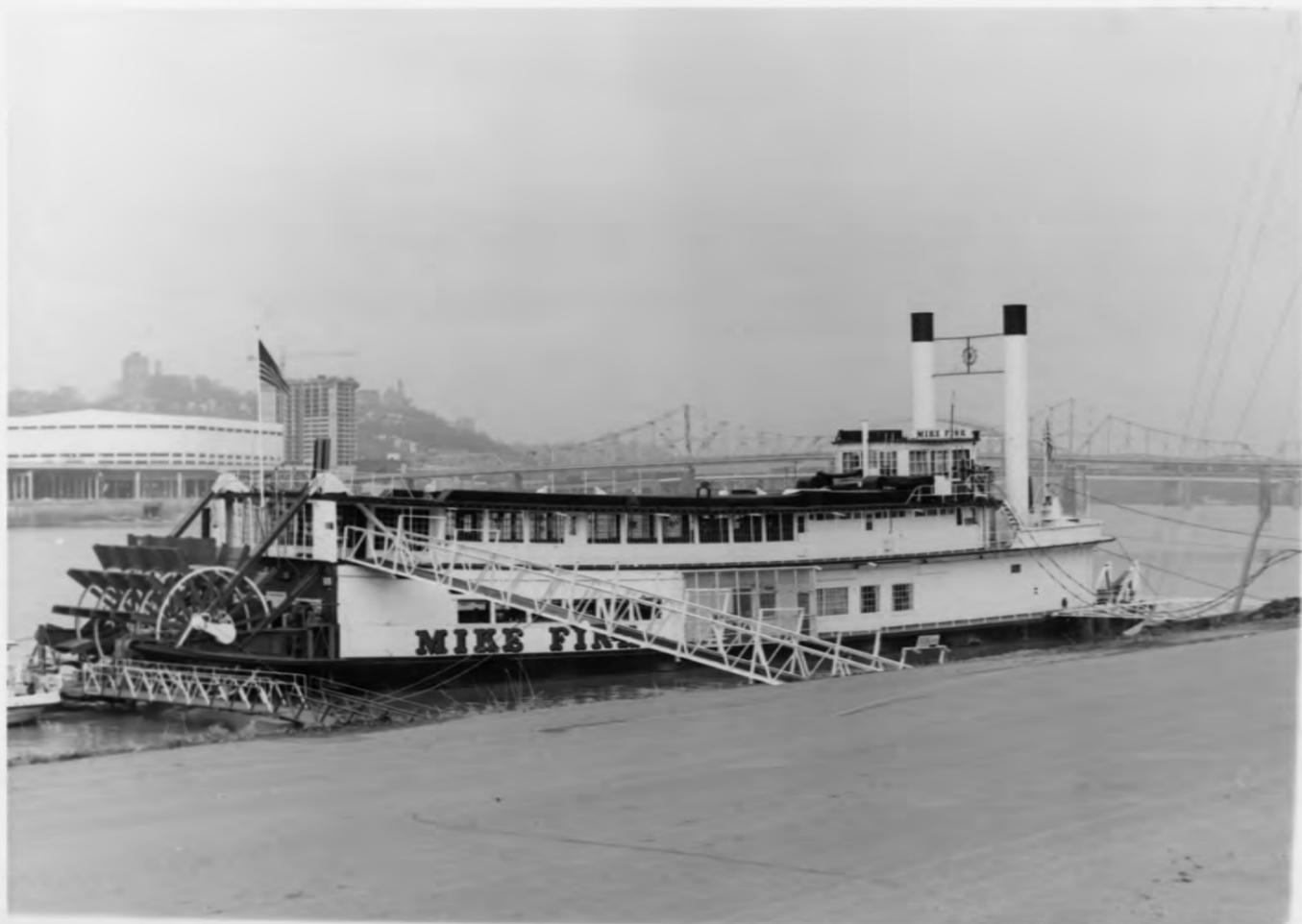
- Maps
- Photographs *good historic photos*
- Other

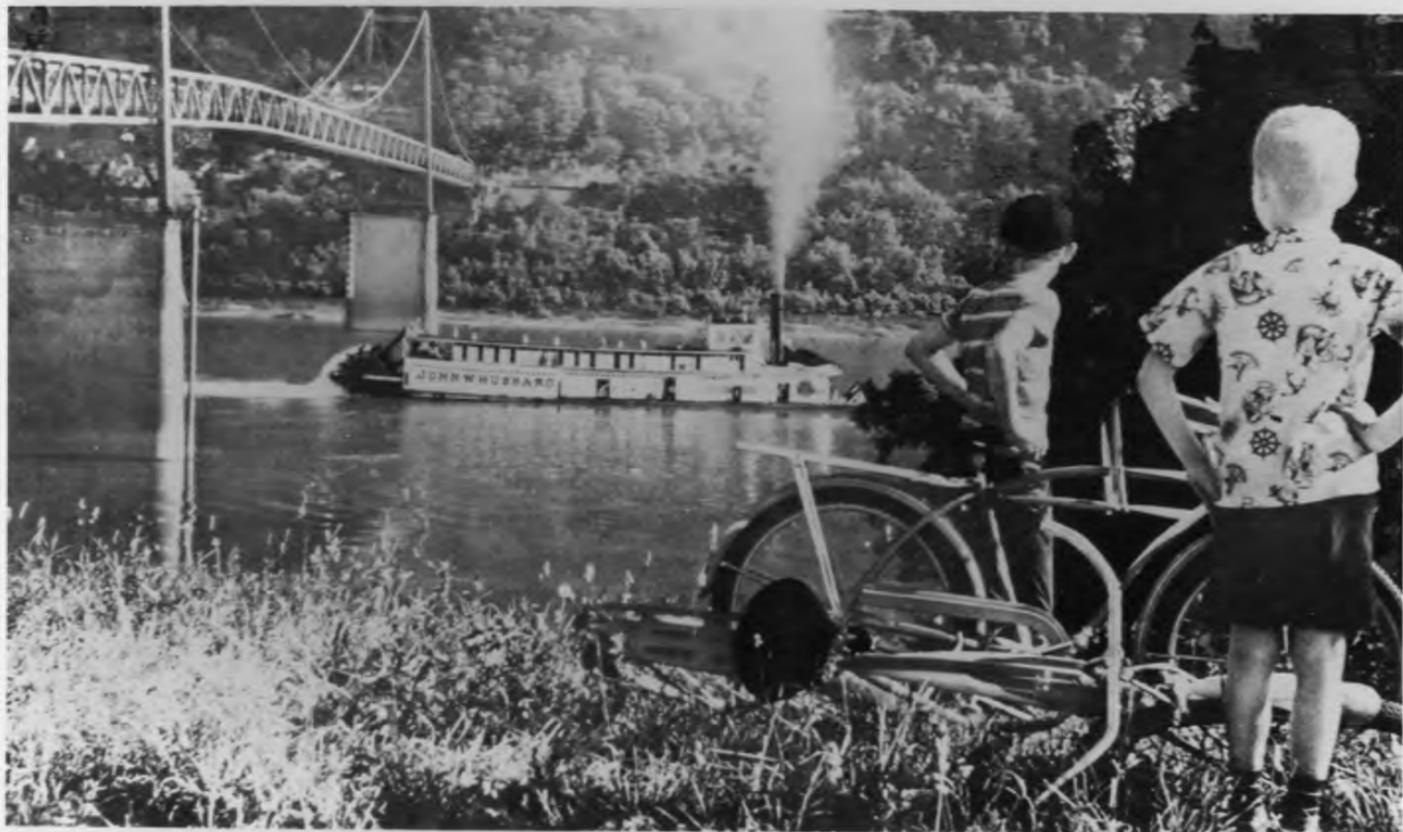
Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: 202 272-3504

Comments for any item may be continued on an attached sheet





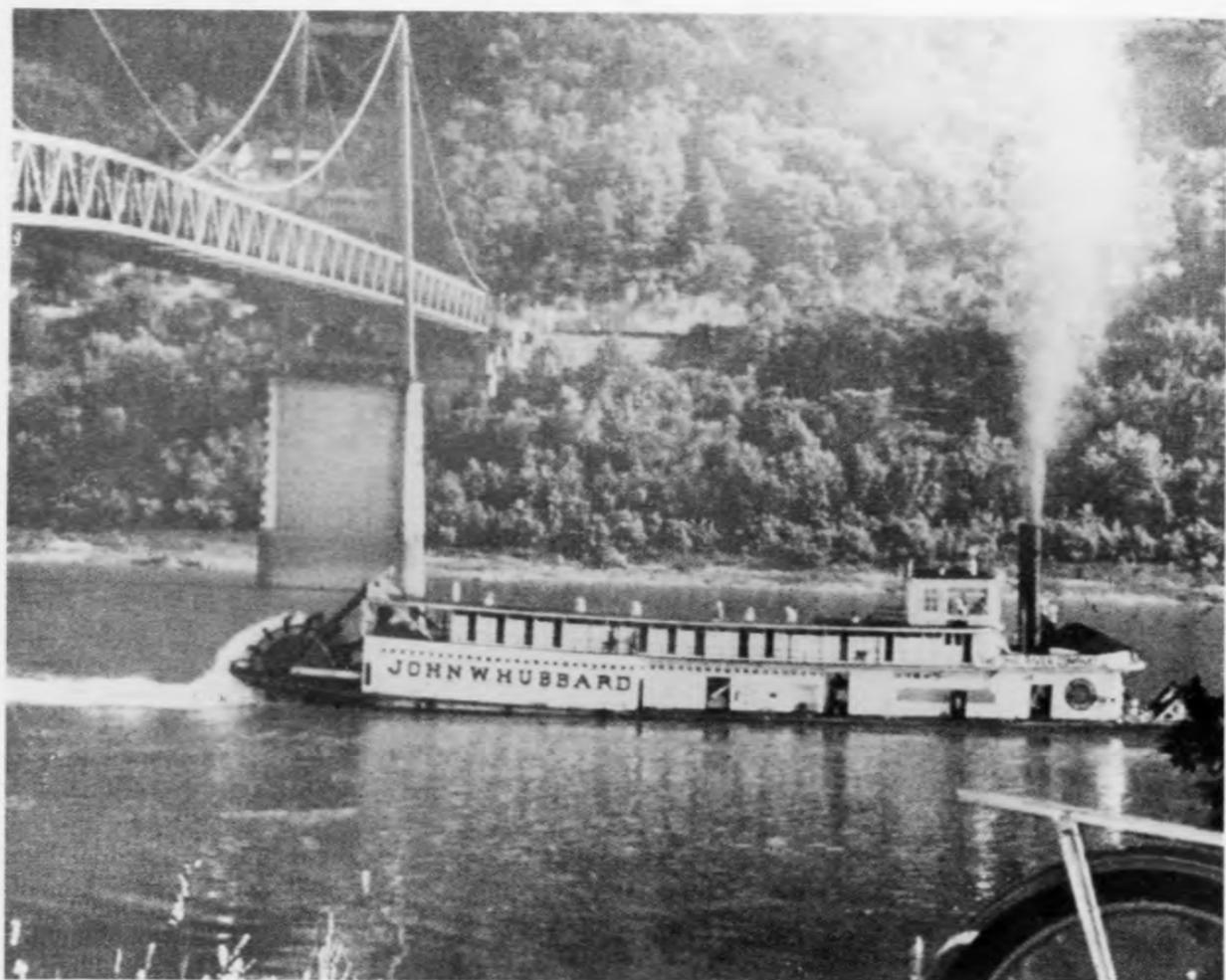


© National Geographic Society

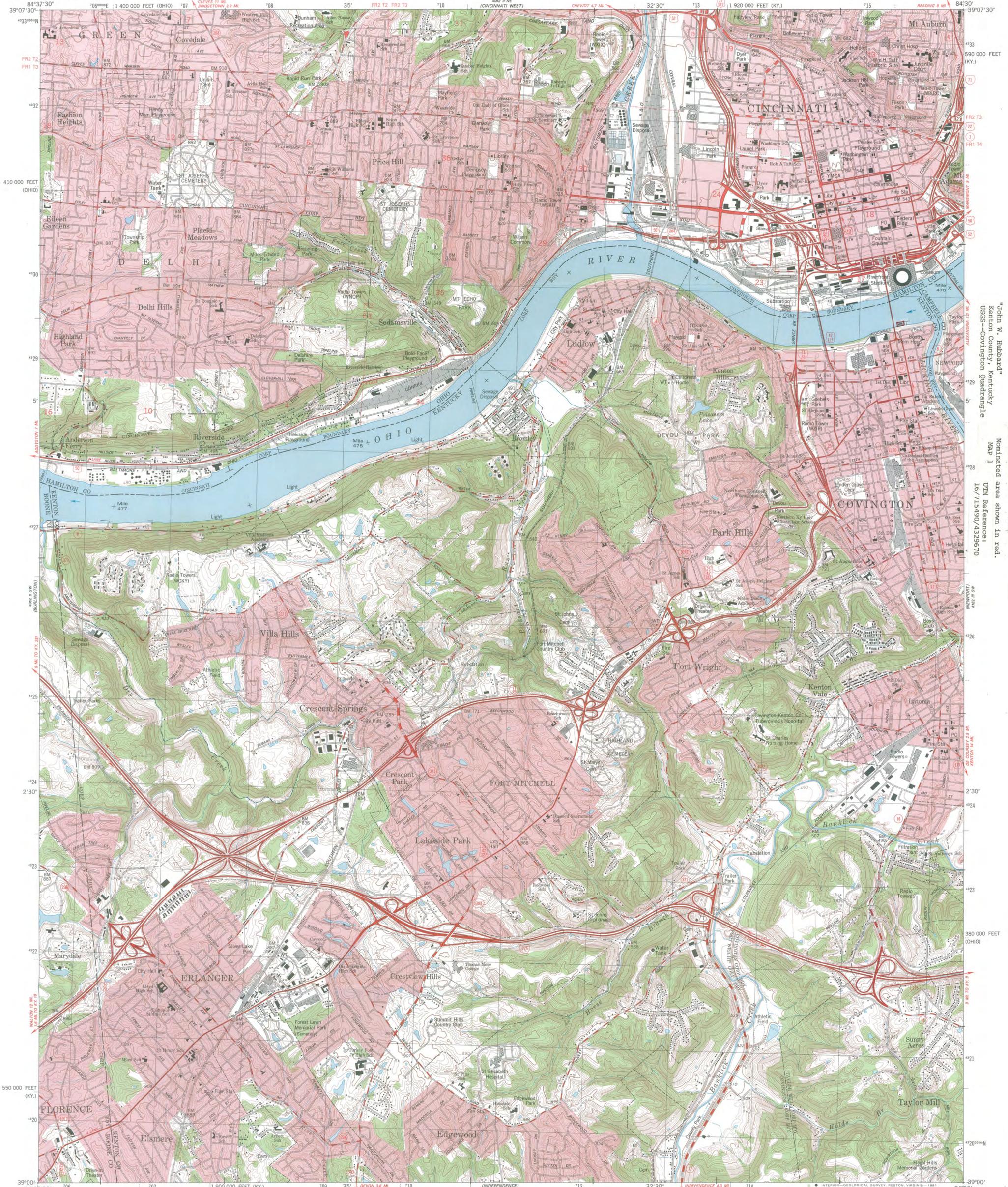
192

Redrawn by Justin Locke

**A Modern Tom Sawyer and Huckleberry Finn Envy That Pilot Who Sits Proudly at His Wheel and Pulls the Whistle Cord**  
Downstream, under the suspension bridge at Portsmouth, Ohio, glides the stern-wheeler *John W. Hubbard*. She pushes her tow ahead of her. Such old-style craft are being largely superseded now by twin-screw, Diesel-driven towboats.



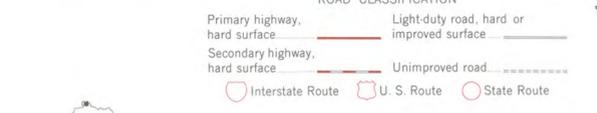
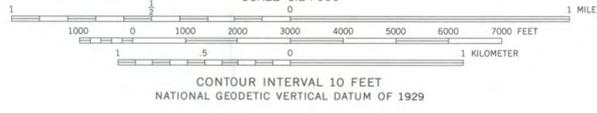
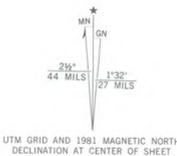




"John W. Hubbard"  
Kentucky County, Kentucky  
USGS-Covington Quadrangle  
Map 1  
UTM Reference:  
16/715490/432670

Nominated area shown in red.  
Scale: 1:24,000  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Mapped, edited, and published by the Geological Survey  
Control by USGS, NGS, NOAA, USACE, and the city of Cincinnati  
Topography by photogrammetric methods from aerial photographs taken 1949, and  
in part by the city of Cincinnati. Field checked 1950 and 1953. Revised from  
aerial photographs taken 1977. Field checked 1978. Map edited 1981  
Polyconic projection. 10,000-foot grid ticks based on Kentucky coordinate system,  
north zone, and Ohio coordinate system, south zone  
1000-meter Universal Transverse Mercator grid, zone 16  
1927 North American Datum  
To place on the predicted North American Datum 1983  
move the projection lines 3 meters south and  
5 meters west as shown by dashed corner ticks.  
Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs. This information is unchecked  
The state boundary as shown represents the approximate position of the  
low water line as determined from U. S. Corps of Engineers  
Ohio River charts, surveyed 1914, and supplementary information  
Red tint indicates areas in which only landmark buildings are shown  
Ohio area lies within the Between the Miamis. Land lines based on the  
Great Miami River Base. Dotted land lines established by private  
subdivision of the Symmes Purchase



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA, 22092,  
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506,  
AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



COVINGTON, KY.-OHIO  
8E4 WEST CINCINNATI 15' QUADRANGLE  
N3900-W8430/7.5  
1981  
DMA 4062 II SE-SERIES Y853

DATE 6-30-80

TELEPHONE REPORT

TIME OF CALL

AM  
PM

1. CALL  TO:  FROM (Name)

2. ADDRESS (Tel. No. if needed)

Gloria Mills

Ky SHPO

3. SUBJECT, PROJECT NO., ETC.

Riverside Drive H.P. expansion

4. DETAILS OF DISCUSSION

Owner of boat was notified under old procedures. Only difference is "coal notice". In light of fact that this is a boat + owner supports expansion, should be no problem.

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

Sheffield

NR



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## HERITAGE

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March 29, 1982



Ms. Carol Shull, Acting Keeper  
National Register of Historic Places  
National Park Service  
Department of the Interior  
Washington, D. C. 20240

Dear Ms. Shull:

The "John W. Hubbard," a sternwheeler permanently moored in Covington, Kenton County, Kentucky was originally presented in December 1979 as an addition to the Ohio Riverside Drive Historic District. The form was returned to us and the suggestion made that the site be nominated individually. The form was, therefore, revised and presented to the February meeting of the State Review Board, who approved the nomination.

Your consideration of the nominated is requested. Please contact our office if you have any questions concerning the site.

Sincerely,

Mary Cronan Oppel, Director  
Heritage Division and  
State Historic Preservation Officer

MCO:GM/rm