



First RV Trip - Fall 2018



Day 8

Wednesday

October 3rd

Vicksburg, MS

To

Holloway, LA

Weather

90's

Sunny

Humid

Hello to Family & Friends

Headed over to the military park first thing in the morning. I know, another Civil War Battlefield. I expected the same thing. For the most part it was better than Chickamauga, but the best comes at the end.

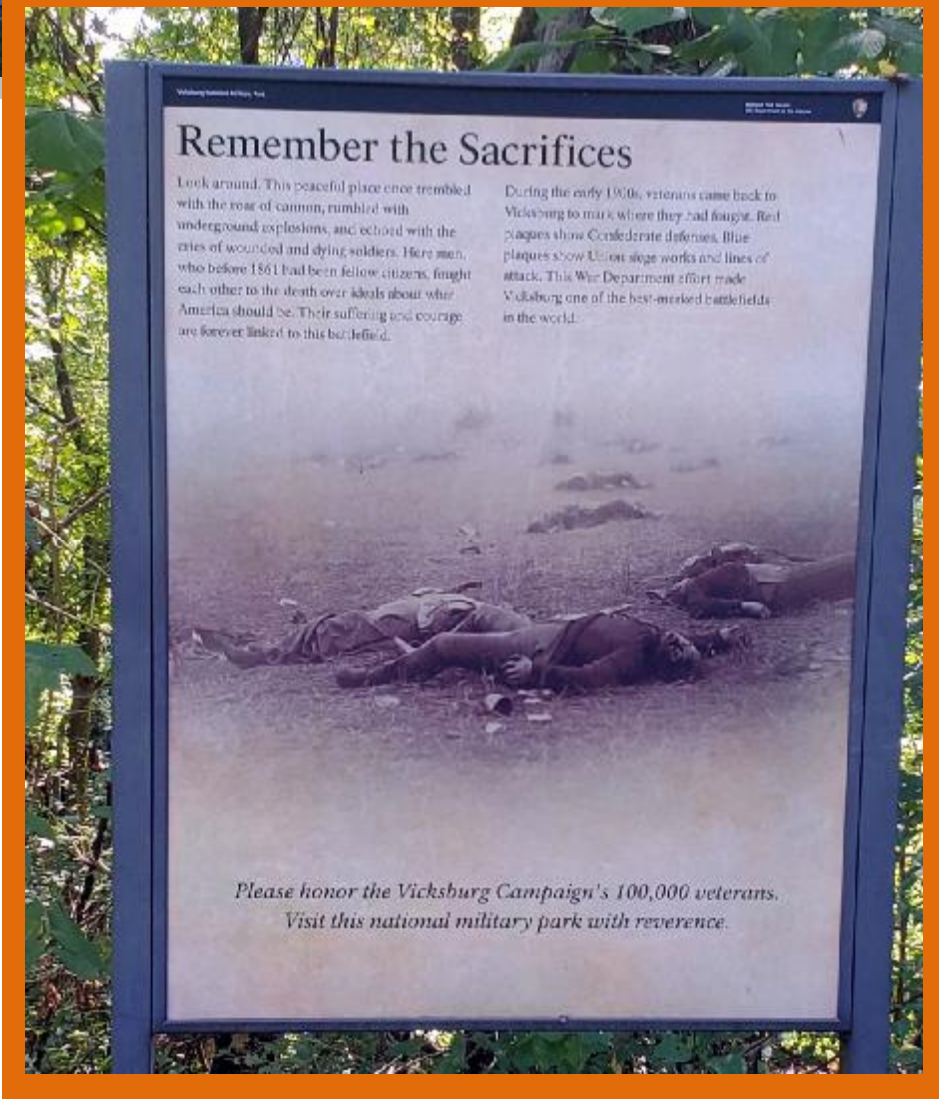
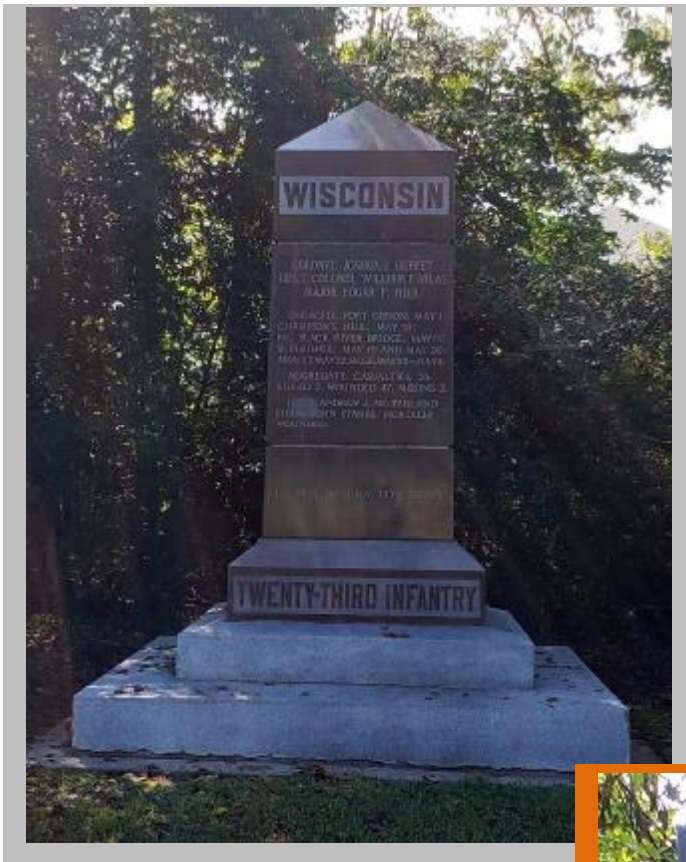
I was able to use the park pass today and save \$20. The ranger at the gate laughed and told me I was getting my money's worth when I said Kali had used it several times and that I had 4 or 5 more stops to make before it expires.



Confederate General Pemberton on the left and Union General Grant on the right.

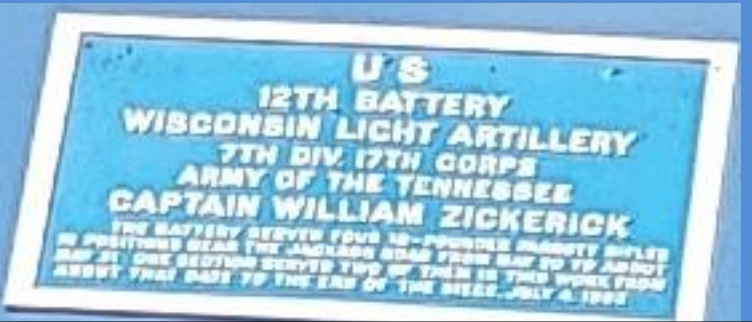
I was planning to visit a place called Poverty Point in Louisiana. A World Heritage site similar to Russell Cave, but no cave. Lots of artifacts. Once I realized it was a state park with no National affiliation, I decided to skip it. Good thing I did. I am pressed for time a little right now.







I soon began to realize that, unlike Chickamauga, the monuments for each state were pretty much the same. Above is an exception. I could soon call out the state represented from 100-200 yards away, just by the shape of the monument. IOWA. ILLINOIS. OHIO. WISCONSIN. Wisconsin was different in that they used the darker brown stone rather than the same white that all the rest did.





These cannon could reach 1600-1800 yards. The tall monument in the distance is at about 600 yards

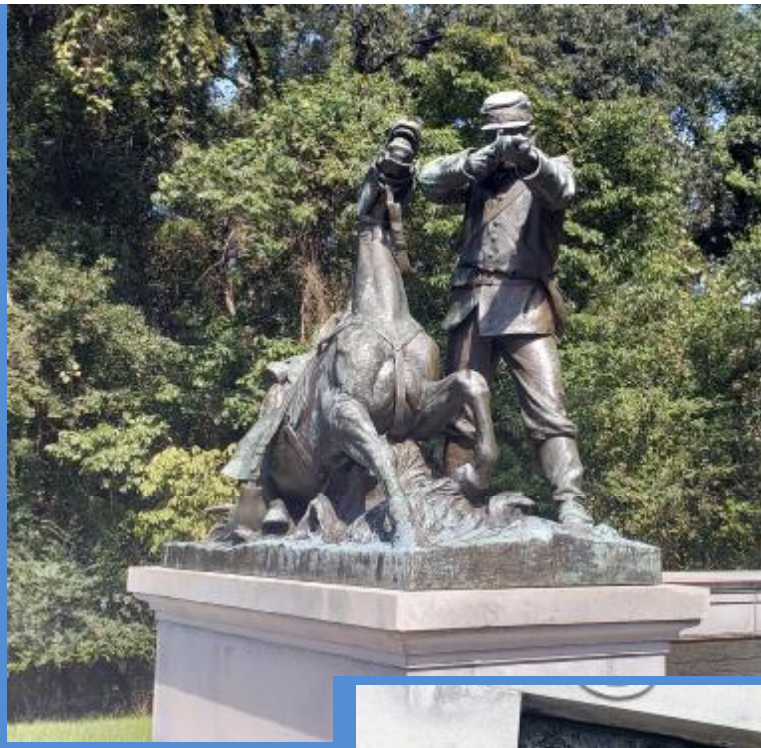


One of the fancier monuments



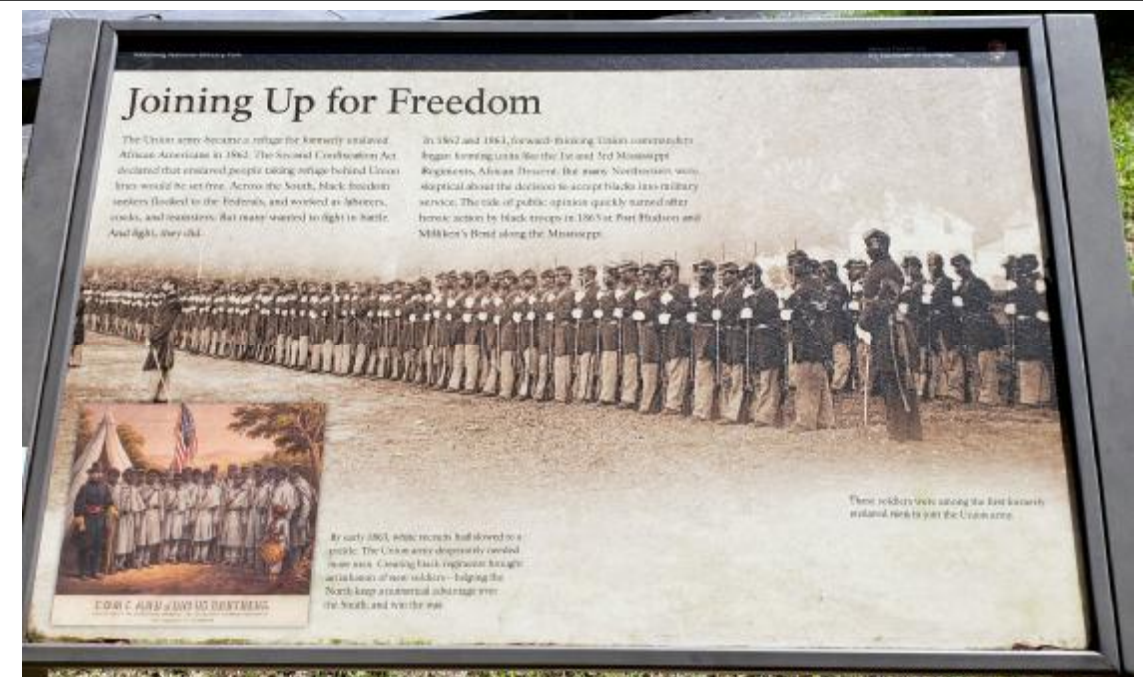
Around the corner and...BAM! A large Wisconsin monument





I could find no explanation of these plaques, but I assume they are the names of the Wisconsin sons who sacrificed themselves for the Union.

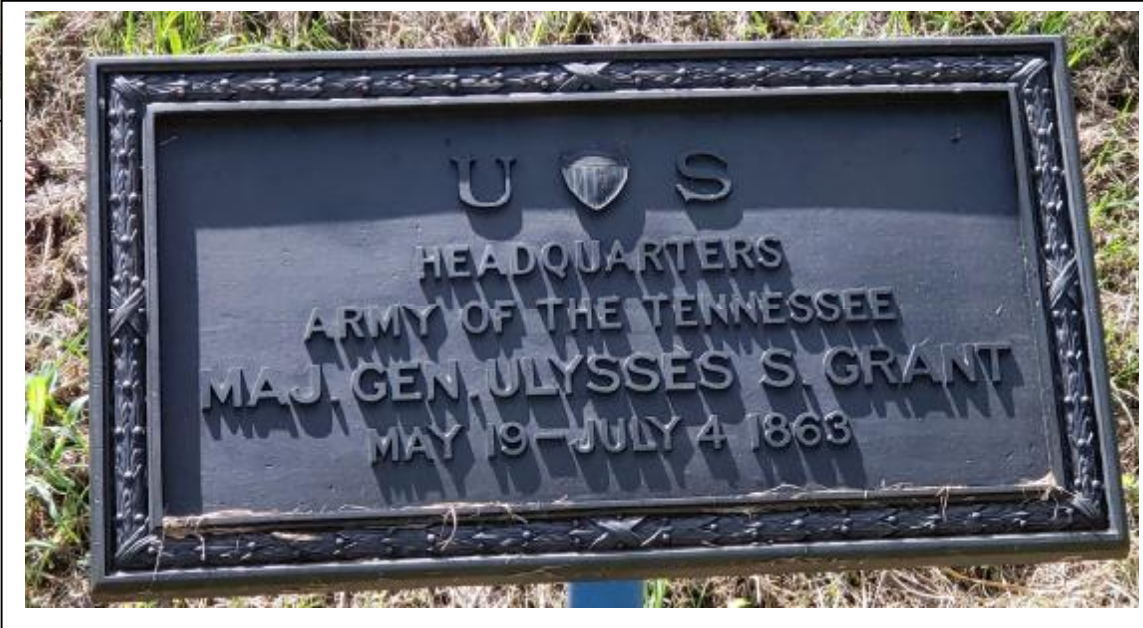
There were 16 different divisions listed.



Grant's Headquarters

When Union forces arrived at Vicksburg, Union General Ulysses S. Grant chose a location for his new base of operations. The location proved to be a very different prospect. During the night of May 21, 1863, Grant received a final report outside. The men were tearing off the railroads—cracking their

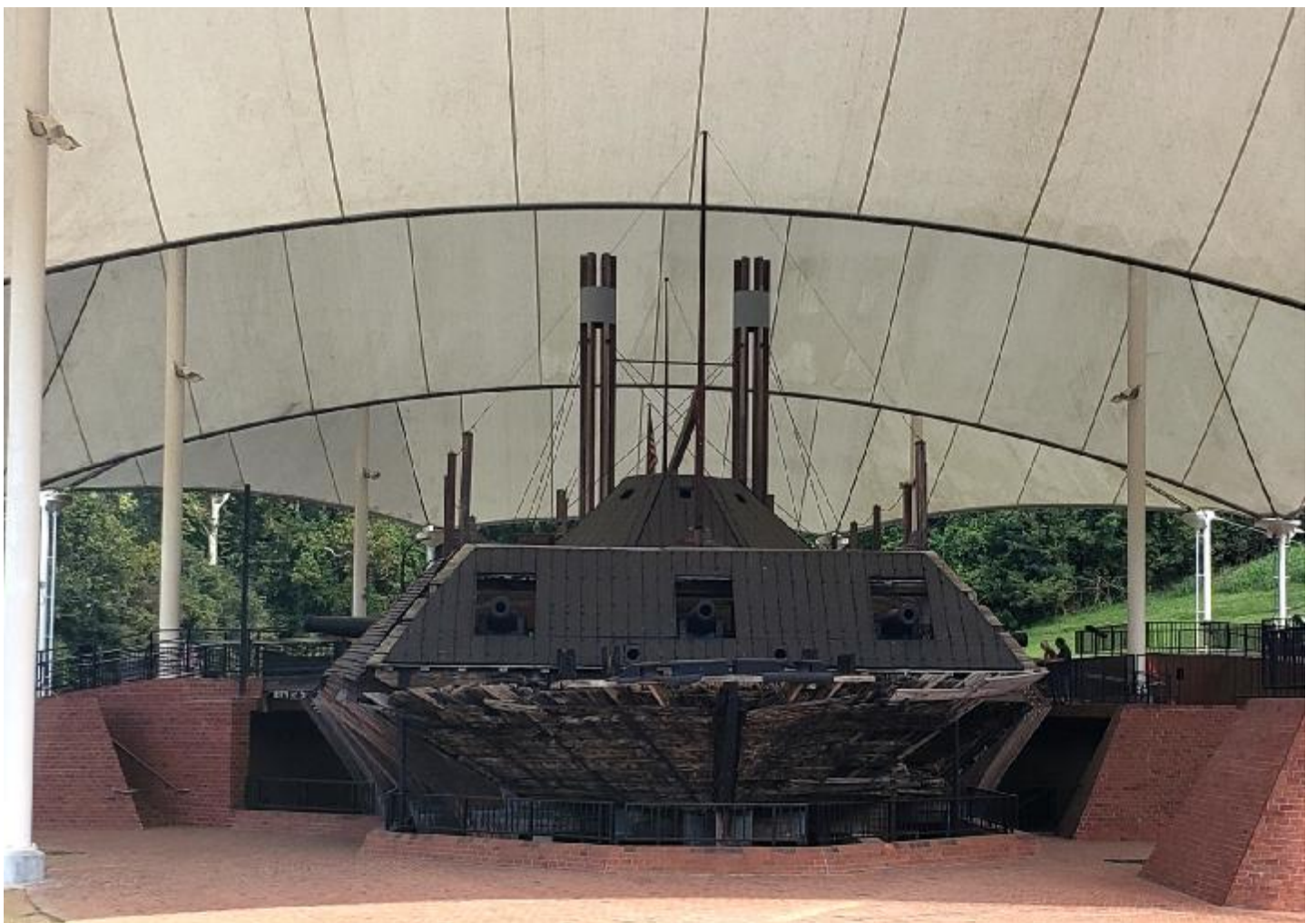
teeth under the sleeping tracks. Grant's army was trained to operate what he termed "flat plains." The plains and center was a bridge of logs built in front of Vicksburg. It was during this day's attack. With the heavy demands, Grant's headquarters re-established its base.





Under the tent is the USS Cairo. A Union Ironclad Warship. But this view shows how Vicksburg commanded the Mississippi River and any boat traffic that tried to pass by. That is the Mississippi River in the background.

Now we get to the good stuff, The USS Cairo. This was really cool and the best part of the day.



U.S.S. Cairo Ironclad River Gunboat, City Class

Commissioned: January 16, 1862

Torpedoed and Sunk: December 12, 1862

Raised: December 12, 1964



Seven Ironclads in 100 Days

Meet the deadline or pay \$200 a day. James Eads had agreed to these terms for the construction of seven new ironclads. To speed production, a partner shipyard built three of the boats, including the one in front of you. Eads' shipyard built the other four boats. All seven boats were delivered 100 days later.

The USS Cairo and her six sister boats were all named for towns along the Ohio and Mississippi Rivers. Unlike wooden sailing ships used at the beginning of the Civil War, these new ironclads had steam driven engines, armor plating, 13 cannon, and a top speed of nine miles per hour.



Ironclads were the backbone of the brown-water navy, a fleet designed to operate in rivers and shallow coastal waters.



James B. Eads, engineer and shipyard owner, was hired to build the ironclads at an average cost of \$101,300 each.

Ironclads under construction in the Union Marine Works Shipyard at Grand Gulf, Missouri.

Torpedoed & Sunk!

On December 12, 1862, *Cairo* was part of a mine-clearing expedition on the Yazoo River. Her comrades, losing small arms fire coming from up ahead, steamed around the rest of the boats and into unexplored waters. Suddenly, explosions tore holes in the boat - including the one you see in front of you. It sank quickly in 36 feet of water. No lives were lost and the crew was recovered by nearby vessels.

What sank the USS *Cairo*? Some historians believe Confederates, lying in wait along the riverbank, detonated the mines (called torpedoes in the Civil War) electrically. Other experts think the underwater mines were strung on a line across the channel. When the *Cairo* hit the line, her forward motion pulled the torpedoes against the side of the boat where they detonated.



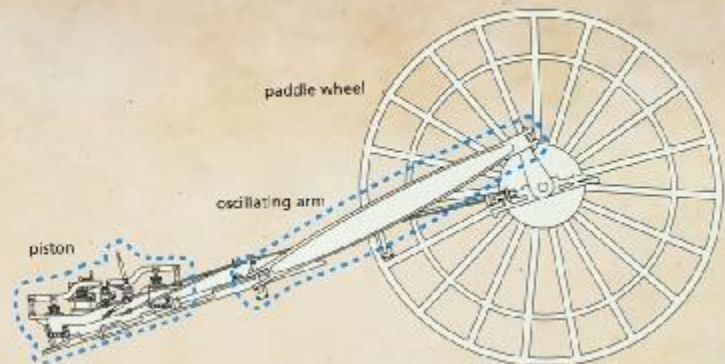
Cairo was 16 miles up the Yazoo River when she hit Confederate mines.





Full Steam Ahead!

Steam-driven propulsion systems like the one you see here powered riverboats churning up and down western rivers in the mid-1800s. Cairo's engines and boilers are among the oldest and best surviving examples of this type of machinery.



Steam Drum

A long drum connected to the top of the boilers collected steam and delivered it to the engines.



Boilers

The five long boilers you see to your left made steam to power Cairo's engines. The boilers were heated with coal—2,000 pounds an hour. Hot gases from the fire flowed through tubes running the length of each boiler. Heat from the gases caused water inside the boilers to steam.



Piston

The steam drove two large pistons, one on either side of the engine compartment.



Oscillating Arm

The pistons pushed oscillating arms that turned the paddle wheel. At full steam, Cairo's engines could move the 888-ton gablock at about nine miles per hour.





The IRON, of Ironclad



The Pilot House

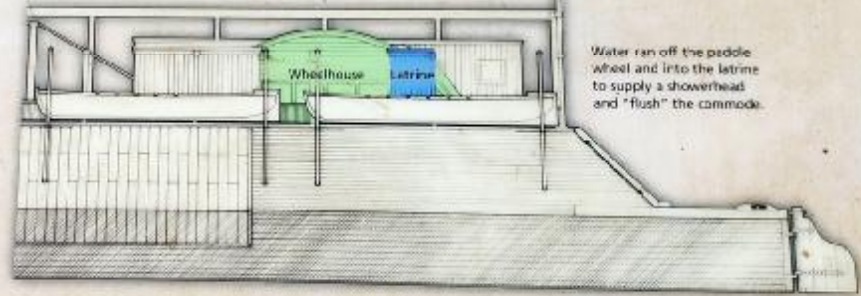


Those are the rudders sticking out



Wheelhouse

The wheelhouse enclosed the paddle wheel. Wheelhouses were not armor-plated. They were vulnerable to cannon fire from batteries atop forts and along high riverbanks.



Water ran off the paddle wheel and into the litrine to supply a showerhead and "flush" the commode.

I thought you ladies would appreciate running water

NATIONAL HISTORIC MECHANICAL ENGINEERING LANDMARK U. S. S. CAIRO ENGINE AND BOILERS 1862

THE CAIRO IS THE SOLE SURVIVOR OF THE FLEET OF RIVER GUNBOATS BUILT BY THE UNION DURING THE CIVIL WAR WITH THE OBJECT OF CONTROLLING THE LOWER MISSISSIPPI RIVER. DESIGNED BY SAMUEL POOK AND BUILT BY JAMES B. EADC, THE 175-FOOT IRONCLAD VESSEL HAD 13 GUNS.

THE PROPULSION SYSTEM IS THE ONLY KNOWN EARLY EXAMPLE OF THE WIDELY USED "WESTERN RIVERS" STEAMBOAT ENGINE, CHARACTERIZED BY MULTIPLE FIRE-TUBE BOILERS WITH SHARED STEAM AND MUD DRUMS AND A TWO-CYLINDER NONCONDENSING ENGINE HAVING A SMALL BORE, LONG STROKE, AND POPPET VALVES. THIS ENGINE WAS DESIGNED BY A. T. MERRITT. WITH A 22-INCH BORE AND 6-FOOT STROKE, IT DEVELOPED ABOUT 600 HORSEPOWER AND DROVE A SHELTERED PADDLEWHEEL OF 22-FOOT DIAMETER AND 15-FOOT WIDTH.



THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS -- 1990

This was where I decided NOT to visit Poverty Point. I headed south planning to find a campground and get settled by the time the Brewer game started at 4:00.

Oops. Realized it was Wednesday when I tried to find the game on the radio. So I continued south with plans to stay at a State Park south of Alexandria, LA. Somehow, time flies in this RV but the miles don't. By 6:30 I was still an hour away. WHOA! What was that? A sign stating an RV park that is not on my Allstays App? Turned around and drove in. Nobody around so I called the number on the sign. Yeah he has 3 spots. How about \$15 for the one night? Great! Fantastic! I'll take it. Put my \$15 in an envelope and left it across the street at the gas station. There are only about 20 spots, but they are gravel, level, wide and roomy with a full hook up. Can't beat it.

Lots of photos as you saw above. I did not include several more of the Wisconsin monuments, they all looked the same.

Probably no photos tomorrow. Early to rise, stop in Lafayette for LP. Then arrive at Morgan's in Houston around 2 or 3 p.m.

I will leave Houston tomorrow night and drive for a couple hours, then find a campground on HWY 71. Then Friday I will pick Morgan up at the airport in Midland and we will hit Big Bend National Park on Saturday.

Marathon, TX is about 45 minutes north of the park. Once past Marathon I have been told there is no cell reception. Can't wait to get my cell phone booster. So the next newsletter(s) may not be until next Wednesday. But, I am heading to Guadalupe Mountains National Park, Carlsbad Caverns and White sands. So who knows when I will have cell reception next.

Until I talk to you again,

Goodnight