

Cruising The Tennessee River Script
02 Introduction

Code	Voice Over	Photo Caption
	MVO: Welcome to "Cruising The Tennessee River" with Bob and Mavis Duthie. (music continues)	Title Screen
	MVO: You are about to embark on one of the longest and most scenic fresh water boating adventures in North America. (music continues)	Title Screen
	MVO: This interactive program contains over 1,000 photos and more than 3 hours of commentary, illustrating Bob and Mavis's adventures on cruising the 650 mile long Tennessee River. Their 36 day cruise was completed in October 2006. (music fade out)	Map with photos
	MVO: You will also find on this CDROM a complete electronic copy of the 5 th Edition of Fred Myers', The Tennessee River Cruise Guide.	Map with photos
	MVO: If you're the type of traveler who insists on surprises and hates planning, then this program may not be for you...	Map with photos
	MVO: ...but if you enjoy knowing what to expect -- or if you simply want to learn more about what is around the next bend on the river -- then, "welcome aboard!" (auto continues)	Map with photos
	MVO: You'll be traveling on Bob and Mavis's boat, the <i>Katy Leigh</i> , a 36-foot 1981 Grand Banks single-engine trawler, equipped as shown on this screen. (short delay before continue)	Katy Leigh photos
	MVO: This program is arranged into legs and segments. The menu structure will enable you to start your virtual tour anywhere along the route. (auto continues)	Legs & segments
	MVO: Now, I would like to introduce the <i>Katy Leigh's</i> First Mate, Mavis Duthie. Mavis: From time to time, I will describe some of the things that interested me the most.	Photo of Mavis
	MVO: The Captain and Chief Navigator was Bob Duthie. Bob: I'll describe what we did from day to day, offer some boating safety tips, and give our opinions on some of the facilities we encountered.	Photo of Bob
	MVO: Our Tennessee river narrator is CruiseGuide writer Fred Myers Fred: I'll discuss the history and points of interest along the river drawing from my Tennessee River CruiseGuide a copy of which is included on this disc.	Photo of Fred
	MVO: This program describes what Bob and Mavis saw on the River during the fall 2006, with some added photos from other time periods. It can be viewed as an introduction to the River or utilized as a supplement to the guidebooks and charts one must also consult in preparing to cruise the Tennessee.	Photo of Katy Leigh helm

Cruising The Tennessee River Script
03 Paducah to Counce

Code Voice Over Photo Caption

03a Paducah to Kentucky Lock

03a01	MVO: Mile zero on the Tennessee River is on the Ohio River at Paducah just below Owens Island. It is 22.4 Miles from here to Kentucky Dam. The dotted line plots the track created by the Katy Leigh's Garmin Chart Plotter.	Paducah, Cruising to Kentucky Dam
03a02	Fred: Paducah was founded in 1827 when General William Clark of the Lewis and Clark expedition acquired the land and planned the town. He named the city in honor of Paduke, a peaceful chief of the Chickasaw Indian tribe that lived and hunted in the area. A wall protects the city from floods such as the one in 1937 when almost the entire city was inundated.	Paducah is named after Chicasaw Chief Paduke
03a03	MVO: Several inside panels of the wall have been painted with impressive murals depicting Paducah's history. This mural illustrates life aboard a tow boat.	Paducah, August 2003
03a04	MVO: A walk around the downtown is well worth the time with many restored buildings ...	Paducah, August 2003
03a05	MVO: this interesting bakery . . .	Paducah, August 2003
03a06	MVO: and a number of good restaurants.	Paducah, August 2003
03a07	MVO: There is a barge dock in front of the new performing arts center, but it is not supposed to be used by the public. Transient docks and fuel are planned for the riverfront.	Paducah, Cruising to Kentucky Dam, July 2005
03a08	MVO: Owen's Island is on the left. You are at mile zero of the Tennessee River.	Owen's Island, Mile 0, August 2002
03a09	MVO: For the next several miles, both sides of the river are lined with barges. Towboat traffic tends to be heavy and there are dry docks for towboats and barges. There is even a school for training towboat crews and captains.	Cruising to Kentucky Dam, July 2005
03a10	MVO: The Tennessee River below the dam is wide and mostly rural. You are likely to see great blue herons in this area. These large and graceful birds can often be seen standing on the riverbank or on a snag or swooping low over the water as they look for fish, frogs, or small reptiles.	Cruising to Kentucky Dam, July 2005
03a11	Bob: This diving operation was probably harvesting freshwater mussels. The shells are shipped to Japan to seed oysters for cultured pearl production. You'll want to go slow past the dive boats and stay clear of them.	Cruising to Kentucky Dam, July 2005
03a12	MVO: A façade painted to look like an old town covers a towboat grocery supply operation on the Tennessee at about mile 6.	Mile 6, Cruising to Kentucky Dam, July 2005
03a13	MVO: Note the large chemical complex on the river at Calvert City	Cruising to Kentucky Dam
03a14	MVO: Several industries, mostly manufacturers or processors of chemicals and metals began locating here in the 1950s because of lower cost electrical power and river transportation.	Cruising to Kentucky Dam, July 2005
03a15	Bob: Rounding a bend at mile 20 you see the interstate 24 bridge and just beyond that, the Kentucky Dam. Expect a wait. In July 2005 lockmaster said we would have a two-hour wait.	Cruising to Kentucky Dam, July 2005

03a16	Bob: In 2002, this Krogen Manatee anchored successfully just above the I-24 bridge. In 2005 I dropped our anchor just above the pier with the gage. It held, but we were swinging close to the pier, so I decided to pull it up. We must have tried 6 more times in different places but could not get the anchor to hold.	I-24 Bridge at Kentucky Dam, August 2002
03a17	Fred: Kentucky Dam with a length of 8,422 feet is the longest of the nine main dams on the Tennessee. Construction began in 1938 and was completed in 1944. Construction has begun on a new and large lock that along with the existing lock will eliminate frequent long delays. A new bridge being built below the dam will carry highway and train traffic that now moves across the top of the dam. The project is expected to be completed in 2013	Kentucky Dam, August 2002
03a18	Bob: The lockmaster said we could tie up to a mooring cell but to beware of the wash. Mavis got the line through one of the rings, but the boat swung about in the strong current and would have hit the cell, so we let the line go.	Kentucky Dam, August 2005
03a19	Bob: Finally, after 2 hours of circling the lockmaster took pity on us and said we could tie up to the approach wall until the upbound tow left the lock and it could be emptied.	Kentucky Dam, August 2005
03a20	Bob: After another 20 minutes, the gates opened and we were on our way.	Kentucky Dam, August 2005
03a21	Bob: The location with the least turbulence is close to the far gate. Mavis has the line around the floating bollard. It is important to have good fenders front and stern. You can only reach one bollard here, so the fenders get a real workout.	Kentucky Dam, August 2005
03a22	Bob: On the way up, the water swirls around violently in this lock.	Kentucky Dam, August 2005

03b Kentucky Lock to Aurora

03b01	MVO: This segment covers Kentucky Dam to Kenlake Marina	Kentucky Dam to Kenlake Marina
03b02	Fred: The sweep of Kentucky Lake unfolds as you leave the lock at Kentucky Dam.	Kentucky Dam, August 2005
03b03	Fred: This vast inland sea lets you see all the way to the horizon. A length of 184 miles and a shoreline of almost 2,400 miles make this one of the world's largest manmade lakes.	Kentucky Lake, August 2005
03b04	Fred: A turn to port takes you past the dam to . . .	Kentucky Dam Marina, June 2006
03b05	Fred: Kentucky Dam Marina. The largest in the Kentucky state park system. When you see it for the first time you will think that there is no way in.	Kentucky Dam Marina, June 2006
03b06	Bob: A Google Earth aerial photo shows the secret. The blue line shows the Katy Leigh track. When we first went in looking for the fuel dock we wrongly went around to starboard. The fuel dock is to port.	Kentucky Dam Marina Aerial
03b07	Bob: On the way in we passed the Grand Lakes Yacht Club's blessing of the fleet.	Kentucky Dam Marina, Grand Lakes Yacht Club, Blessing of the Fleet, June 2006

03b08	Bob: This event is held annually on the second Saturday in June.	Kentucky Dam Marina, Grand Lakes Yacht Club, Blessing of the Fleet, June 2006
03b09	Bob: Once inside the breakwater there is lots of room and it is possible to anchor here.	Kentucky Dam Marina, June 2006
03b10	Bob: The Katy Leigh docked just behind the jet-skis on the transient dock.	Kentucky Dam Marina, June 2006
03b11	No audio.	Kentucky Dam Marina, June 2006
03b12	Bob: Crossing the lake on the east side you will see the entrance to the mile long free flowing Barkley Canal that connects Kentucky Lake on the Tennessee River with Lake Barkley on the Cumberland River.	Barkley Canal, July 2005
03b13	Bob: Green Turtle Bay Marina is on Lake Barkley just north of the canal. Be sure to follow the channel and don't hesitate to ask the marina for instructions on how to get in. A lot of props have been dinged going into the harbor on the wrong side of buoys.	Green Turtle Bay Marina Aerial
03b14	Bob: This is a large marina with transient docking, a full service yard, excellent ships chandlery . . .	Green Turtle Bay Marina, July 2006
03b15	Bob: and the Commonwealth Yacht Club restaurant. A courtesy membership is available for transient boaters who stay overnight or are members of other yacht clubs registered with the Yachting Clubs of America.	Green Turtle Bay Marina, Commonwealth Yacht Club, July 2006
03b16	Bob: The village of Grand Rivers is a short distance from Green Turtle Bay Marina and must be visited. Patti's 1880s Settlement is the big attraction. You'll need reservations at the restaurant or face a lengthy wait. But if you do have to wait there is a lot to see in the shops attached to the restaurant and the area outside.	Patti's 1880's Settlement, Grand Rivers
03b17	Bob: Patti's restaurant is best known for their 2 inch thick pork chops, mile-high meringue pies and flower pot bread.	Patti's 1880's Settlement, Grand Rivers
03b18	Bob: The shipping channel on Kentucky Lake follows the old river bed on the east side of the lake. A secondary channel on the west side is well marked and safe when the water is at the summer pool level of 359 feet. In the fall the water is lowered by 5 feet and the secondary channel becomes too shallow for most cruising boats.	Kentucky Lake facing upstream at Mile 26
03b19	Bob: You will know you are in secondary channel as the buoys are small and made of plastic pipe.	Secondary Channel Buoys
03b20	Fred: For the next 40 miles, the entire east side of Kentucky Lake is known as the Land Between the Lakes or LBL. This spine of land separates Lake Barkley and Kentucky Lake and is one of the Nation's largest inland peninsulas. President Kennedy created LBL in 1963 as a recreational and environmental education area. It has a special appeal to boaters because of its undeveloped shoreline; secluded covers; and wildlife including bald eagles, deer and wild turkey.	North end of Land Between The Lakes

03b21	Bob: The first cove on the east side is Pisgah Bay. Note the quarry. The wall separating it from the river was blasted out allowing access by water. Note also the location of Moor's Marina directly across the river.	Pisgah Bay Aerial
03b22	Bob: The quarry is a very busy and popular spot in the summer. If you don't like mobs of boats and jet skis tearing about, then stay out of the quarry. Weekdays and in the off seasons there will be less traffic. Pisgah Bay is to the right of the quarry and is a good anchorage.	Quarry at Pisgah Bay, Mile 30.1
03b23	Bob: Pisgah Bay is used for drag races 3 times each summer on the first weekends in June, July and August.	Pisgah Bay Drag Racing, August 2000
03b24	Bob: Heading up stream you might spot Le Bonne Temps Roule. An 85 foot 1930s yacht built in Daytona Florida. It is now owned by a country music writer from Nashville. It has its own website with a complete history at the address on the screen.	www.lebontempsroule.org
03b25	Bob: Follow a marked channel at mile 31.5 across the river to get to Moor's Marina. You will float over the submerged steamboat Port of Birmingham. Founded in 1849 the town grew to nearly 500 but declined with the rapid rise of the railroads.	Moor's Marina, Mile 31.5
03b26	Bob: Moor's has a restaurant and can accommodate larger boats.	Moor's Marina, Mile 31.5
03b27	Bob: Over the past few years Moor's has suffered from two boathouse fires and a direct hit from a tornado. The tornado flipped the docks upside down leaving some small boats hanging by their lines.	Moor's Marina, Mile November 16, 2005
03b28	Bob: A fun restaurant that will take you back to the 50s is at Bee Springs Camp. They serve a great breakfast. Use a dinghy to get there as the dock is small. There are five coves on LBL. All are good places to anchor. All but Rhodes have shoals part way across the mouth of the cove extending from the north side. Always enter these coves on the south side and use a chart. Smith Bay has the only sand beach in the area. Sugar has a very sheltered and secluded cove on the south side. Higgins has a small island with an old cemetery. Our favorite is Rhodes.	Five Coves between Mile 32.5 to 38.5
03b29	Bob: Rhodes is just 4 miles from our home marina at Kenlake State Park and a great place to raft boats together and swim in the summer. Now, please enjoy some scenes along this part of the river.	Rhodes Bay, September 2001
03b30	Music	Rhodes Bay, August 2003
03b31	Music	Barnett Bay, July 2005
03b32	Music	Near Johnathan Creek, May 2006
03b33	Music	Tow near Johnathan Creek, June 2006
03b34	Music	Sunset, Johnathan Creek, April 2001
03b35	Music	Sunset, Ledbetter Bay, September 2003

03b36	Music	The Delta Queen heading north at the Eggner's Ferry Bridge, November 2005
03b37	Music	Eggner's Ferry Bridge, Hwy 68, November 2001
03b38	Music	Eggner's Ferry Bridge, Hwy 68, July 2005
03b39	Music	Kentucky Lake looking south, Mile 42
03b40	MVO: Passing under the Eggner's Ferry bridge, Kenlake State Park is on your starboard. During the last weekend in August, it is the site of the Hot August Blues Festival. Many boats anchor out for the two day duration.	Kenlake State Park, Hot August Blues Festival, 2006
03b41	Bob: Close to the amphitheater it gets very crowded. One year we rafted 22 boats together.	Kenlake State Park, Hot August Blues Festival, 2003

03c Aurora to Pine Bluff

03c01	MVO: In this segment you will take a tour of Land Between the Lakes and cruise south from Kenlake Marina to Pine Bluff.	Kenlake Marina to Pine Bluff
03c02	Bob: This aerial view shows the bridge, Kenlake Marina and three more bays: Ledbetter, Anderson, and Turkey. All provide good anchoring. The route into Kenlake Marina is marked with the small secondary channel buoys. Don't try to take any shortcuts, just follow the Katy Leigh's track.	Kenlake State Park, Mile 42
03c03	Bob: Kenlake State Park Lodge sits high on a hill overlooking Ledbetter Bay and the Tennessee River. A Go Fast boat poker run was getting ready for the next leg in this photo.	Kenlake State Park Lodge, August 2006
03c04	MVO: The hotel has a good dining room and is open for 3 meals a day. The hotel will pick up transient boaters from the marina.	Kenlake State Park Lodge, January 2007
03c05	MVO: There is a 9 hole golf course on the property and you can rent carts and clubs.	Kenlake State Park Golf Course, November 1999
03c06	MVO: Kenlake Marina has store and a restaurant serving breakfast and lunch on the barge. The barge was originally a bunkhouse for the crew of a dredge on the Mississippi.	Kenlake Marina, November 2006
03c07	MVO: An 890 foot long transient dock is available that can handle the largest yachts doing the Great Loop and at summer pool there is 10 feet of water in the harbor.	Transient dock, 890 ft, Kenlake Marina, January 2007
03c08	Bob: Upon our return from the Great Loop cruise in 2005, we held a pizza party in the marina restaurant and showed our photos to an appreciative audience. These boys are home schooled; their mom gave them a half day credit for attending our talk.	Cindy's On The Barge, Kenlake Marina, August 2005

03 Paducah to Counce

03c09	Bob: Ledbetter Bay provides an excellent anchorage with a beautiful view of the river. Only a northeast wind will build up a chop in this bay. Incidentally, there are very few bugs on the east side compared to the LBL side.	Ledbetter Bay, May 2006
03c10	No audio here.	Ledbetter Bay, November 1999
03c11	Bob: The fall leaves in Ledbetter are beautiful. When the water level drops a stony beach is left along the shoreline.	Ledbetter Bay, November 1999
03c12	MVO: If transportation is available, Kenlake Marina is a good place to begin a visit to the attractions at Land Between the Lakes. It is a short distance to the park across the Egger's Ferry Bridge.	Eggner's Ferry Bridge, Hwy 68 route to LBL, June 2006
03c13	MVO: At the Elk and Bison Prairie you can view these animals in the wild from your car. Both are native to the area.	LBL Elk & Bison Prairie, August 2006
03c14	MVO: The best time to see the animals is the late afternoon.	LBL Elk & Bison Prairie, August 2006
03c15	Bob: The Homeplace is a reconstructed 1850s pioneer village. We visited this attraction in early September 2006 during the annual country fair.	LBL Homeplace, September 2006
03c16	Bob: Homeplace is a working farm. This blacksmith was busy beside a farm field.	Blacksmith, LBL Homeplace, September 2006
03c17	Bob: This young visitor was getting some hands-on training.	Plowman, LBL Homeplace, September 2006
03c18	Bob: At the farm house an interesting activity was underway on the front porch.	Farm house, LBL Homeplace, September 2006
03c19	Mavis: This lady was making lace.	Making lace, LBL Homeplace, September 2006
03c20	Mavis: Her work was beautiful. She said many hours went into making just a simple border.	Making lace, LBL Homeplace, September 2006
03c21	Mavis: A folk music concert was being held under the trees. A hammered dulcimer is being played by the woman in white. This instrument is found throughout Kentucky and Tennessee.	Folk musicians, LBL Homeplace, September 2006
03c22	Mavis: I was fascinated by the photographer. He took your picture with this old ambrotype glass plate camera . . .	Photographer, LBL Homeplace, September 2006
03c23	Mavis: and developed the pictures in his mobile darkroom.	Photographer, LBL Homeplace, September 2006
03c24	Mavis: His hands were covered with chemicals. Although the ambrotype glass plate has a negative image it turns into a positive image when viewed against a black background.	Photographer, LBL Homeplace, September 2006
03c25	Bob: On September 18 th 2006, we loaded up the Katy Leigh . .	Kenlake Marina, Sep 18, 2006
03c26	Bob : and left our covered slip at Kenlake for a 600 mile cruise to Knoxville.	Kenlake Marina, Sep 18, 2006

03c27	Bob: It was a miserable cold and rainy day. But at the lower helm it is warm, out of the wind, and we have all our navigation instruments available. The extent of the rain shows clearly on the radar whose outer circle was set to 2 miles.	Kentucky Lake, Mile 44, Sep 18, 2006
03c28	Bob: This sunny day photo shows Harbor Hill Marina at mile 42.5 on the secondary channel. It has a repair facility and a travel-lift. Be sure to phone ahead for details.	Harbor Hill Marina, Mile 42.5, June 2003
03c29	Bob: Turkey Bay at mile 45 is in LBL and has a good anchorage with shelter behind this shoal. However, it is the location of the Off Highway Vehicle campsite and trails and can be pretty noisy.	Turkey Bay, Mile 45.0, September 2001
03c30	Bob: Most of the shoal at Turkey Bay is underwater at summer pool. The buoyed entrance is on the south side. This large cypress tree on the shoal makes a good landmark . . .	Turkey Bay, Mile 45.0, September 2001
03c31	Bob: and is a favorite lookout for eagles.	Eagle at Turkey Bay, Mile 45.0, June 2000
03c32	Bob: It is not unusual on the Tennessee River for buoys to be hit by barges and break loose floating into the many coves. I spotted this red buoy in a cove at Turkey Bay.	Grounded Red Buoy, Turkey Bay, Mile 45.0, May 2006
03c33	Bob: The rain continued. At mile 49 I spotted these unusual markers in the channel. Listening to the Coast Guard Channel 22 broadcast we later learned that a barge had sunk here the day before.	Temporary Warning Buoys, Mile 49, Sep 18, 2006
03c34	Bob: On our return 36 days later, this colossal salvage operation was underway to raise the barge and clear the channel	Salvaging a sunken barge, Mile 49, Oct 24, 2006
03c35	Bob: Blood River forms a long cove on the west side of the river at mile 50.9. Both Ginger Bay and Clay Bay have good anchorages.	Blood River
03c36	Bob: We passed the entrance to Blood River shown in the middle of this photo.	Blood River entrance, Sep 18, 2006
03c37	Bob: The Blood River light sits on a shoal at mile 52.1. The upper end of the Blood River entrance is behind the light.	Blood River entrance, Mile 52.1, Sep 18, 2006
03c38	Bob: Earlier in the year I cruised Blood River on a jet ski. At the entrance there are some impressive homes with great views of the river.	Blood River, May 2006
03c39	Bob: The Irvin Cobb marina is being rebuilt with new owners. You can get a home-cooked hamburger and light lunch in the store. There is first class pump-out on the new fuel dock.	Irvin Cobb Marina, Blood River, May 2006
03c40	Bob: This antique houseboat is docked at the marina . . .	Irvin Cobb Marina, Blood River, May 2006
03c41	Bob: along with an anchored project boat.	Near Irvin Cobb Marina, Blood River, May 2006
03c42	Bob: Blood River is wide but shallow so it's best left to cruising on a dinghy or jet ski.	Blood River, May 2006
03c43	Bob: It's 9 miles to the tranquil end of the cove as seen here.	Blood River, May 2006
03c44	Bob: Back on the main channel at mile 53 you can see Pine Bluff on the left and the first of some islands on the right side.	View South, Mile 53, June 2006

03c45	Fred: Mile marker 54.2 has one of many large nests built in the top of the navigation marker. These nests are built by osprey, also known as fish hawks. Although native to Kentucky, by 1950 none were nesting in the state. In fact they were nearly extinct mostly because of the widespread use of DDT, a commonly used pesticide. But beginning in 1984, an effort to re-establish a population of nesting birds began. Adult ospreys are up to two feet long and have a wingspan of as much as six feet. They have long, curved talons on their toes and a flexible outer toe ideal for catching fish. Osprey nests are made of sticks, are more than nine feet in diameter and weigh as much as 200 pounds. Ospreys range as far as South America in the winter and are protected by state, federal and international treaties.	Pine Bluff Daybeacon, Mile 54.2, June 2006
03c46	Bob: Clay Bay is just before Pine Bluff and is good place to anchor. We are now in Tennessee on the east side but it is still Kentucky on the west side.	Clay Bay, Mile 54.2, June 2006
03c47	Bob: Pine Bluff is a popular spot in the summer . . .	Pine Bluff, Mile 54.3, June 2006
03c48	Bob: with the high bluff, deep water . . .	Pine Bluff, Mile 54.3, June 2006
03c49	Bob: and a tree to hang a swing line from.	Pine Bluff, Mile 54.3, June 2006

03d Pine Bluff to Johnsonville

03d01	MVO: This segment covers the 42 miles from Pine Bluff to Pebble Isle Marina.	Pine Bluff to Pebble Isle Marina
03d02	MVO: During the civil war, Kentucky was neutral territory. Accordingly the Confederates could only build forts to defend the traffic from heading upstream on the river at the Tennessee border. Fort Heiman was built on the west side and Fort Henry on the east side. Unfortunately, Fort Henry was built on low swampy ground. In February 1862 seven union iron clad gunboats attacked Fort Henry. The water was high and some of the fort's guns were inoperative due to flooding. The battle was over in 75 minutes when the Confederates surrendered. If the Union had waited two days there would not have been any battle as the fort was under water by that time.	Location of Fort Heiman & Fort Henry, Aerial
03d03	MVO: The islands in the river are often formed from waste material during dredging.	Island at Mile 57, June 1006
03d04	MVO: Near the two forts, the Scott-Fitzhugh Bridge at Paris Landing is the major landmark.	Scott-Fitzhugh Bridge, Paris Landing, Sep 18, 2006
03d05	MVO: This is a view of the east side of the river at Panther Bay.	Panther Bay Mile 59.5, June 2006
03d06	Bob: There is a good anchorage as you enter the Cypress Creek embayment on the starboard side. At the end of the embayment is Cypress Springs Resort which has a pretty good restaurant	Cypress Springs Resort, Cypress Creek, Mile 62.7, September 2001
03d07	MVO: The entrance to the marina at Paris Landing State Park runs right beside the causeway leading to the Scott-Fitzhugh Bridge. The coast guard station is on the right hand side.	Paris Landing State Park Marina, Mile 66.3, June 2006

03d08	Bob: At the Paris Landing Marina the cross-shaped tower marks the water level. The top bar is at the level of Kentucky Dam. Snacks are available at the marina. It's about a mile walk to the state park hotel with an excellent dining room.	Paris Landing State Park Marina, Mile 66.3, July 2000
03d09	MVO:: When the modern Scott-Fitzhugh bridge was built, one section from the old bridge was preserved in the state park.	Paris Landing State Park Marina, Mile 66.3, July 2000
03d10	MVO: Click pause to read the marker.	Paris Landing State Park Marina, Mile 66.3, July 2000
03d11	Bob: There is a good dock below the state park hotel for visitors to the dining room. Overnight docking is not allowed. A marked channel is on the charts. It's a 4 mile trip. Don't try to take any short cuts as it is very shallow over a large area outside the marked channels on the south side of the bridge.	Paris Landing State Park Hotel Dock, July 2001
03d12	Bob: The Kentucky counties along the river are all dry when it comes to selling or serving alcohol. Fat Daddy's is the first tiki bar on the river just past the bridge in Standing Rock Creek on the east side.	Fat Daddy's
03d13	Bob: Don't try to dock a large boat here; it's too shallow,.	Fat Daddy's, June 2006
03d14	Bob: Anchor out and come in by dinghy.	Fat Daddy's, June 2006
03d15	No audio	Fat Daddy's, July 2003
03d16	No audio	Fat Daddy's, July 2003
03d17	Bob: This wandering musician was entertaining the crowd on one of our visits.	Fat Daddy's, July 2003
03d18	No audio	Fat Daddy's, July 2003
03d19	Bob: Fat Daddy's is a destination for motorcycle riders as well as boaters.	Fat Daddy's, July 2003
03d20	Bob: I wonder if this man was the model for the wood carving on the right.	Fat Daddy's, July 2003
03d21	Fred: After the bridge at Paris Landing, the next landmark is the power line that crosses both the Tennessee River and Big Sandy. All the water at starboard is a national wildlife refuge. This one totals 52,000 acres of water, woodland, and farm land. Any farm or earth moving machinery you see is most likely being used to produce grain or enhance water resources for use by wildlife. In the fall more than 200,000 ducks and 25,000 Canada geese arrive at the refuge of food and protection. About 75 bald eagles over-winter here. From late August through September, Pace Point where the Big Sandy River meets the Tennessee is one of the best places in west Tennessee to see many kinds of shorebirds.	Power line at Mile 72.5, Sep 18, 2006
03d22	Bob: When you first see this railroad bridge you will wonder how you are going to get through it. Don't be concerned; it was abandoned years ago and the center spans were removed.	L&N Railroad Bridge, Mile 78.3, Sep 18, 2006

03d23	Fred: Just past the bridge on the port side is this abandoned building once used for shipping grain. The story goes that the building was constructed so well that attempts to destroy it failed. So, officials decided to leave it.	Abandoned port, mile 78.5, Oct 24, 2006
03d24	Bob: We passed this interesting tow headed downstream. I would guess that it is going to some kind of refinery.	Tow at mile 85
03d25	Bob: The rain stopped but the clouds continued to hang over the river.	Mile 89, Sep 18, 2006
03d26	Fred: Ahead on the right is Pilot Knob. Rising more than 200 feet above the river, it served as a landmark for early steamboat pilots. Today it is part of the Nathan Bedford Forrest Memorial State Park.	Pilot Knob, Mile 95, Sep 18, 2006
03d27	Fred: Pilot Knob is directly across from the entrance to Pebble Isle Marina. This area witnessed a most unusual battle during the Civil War: the only time in military history a cavalry force defeated a naval force. For the next three miles you will be passing over the rotting remains of the Union boats at the bottom of the river.	
03d28	Bob: We stopped at Pebble Isle Marina on the trip up the river and on our return. The marina restaurant and office were built new in 2006 after a disastrous fire destroyed the old building.	Pebble Isle Marina, Mile 95.6, Oct 24, 2006
03d29	Bob: This is a very friendly marina and we enjoyed both our stays.	Pebble Isle Marina, Mile 95.6, Oct 24, 2006
03d30	No audio	Pebble Isle Marina, Mile 95.6, Oct 24, 2006
03d31	Bob; The transient dock is over 500 feet long and used by many Loopers. Some stay for long periods of time.	Pebble Isle Marina, Mile 95.6, Oct 23, 2006
03d32	Bob: It is a short half mile or so walk through the woods . . .	Road to Johnsonville State Historic Area, Oct 23, 2006
03d33	Bob: beside the river . . .	Road to Johnsonville State Historic Area, Oct 23, 2006
03d34	Bob: to the Johnsonville State Historic Area. Click pause to read the marker.	Road to Johnsonville State Historic Area, Oct 23, 2006
03d35	Bob: This scene of Fort Johnson is on the marker.	Fort Johnsonville
03d36	Bob: The road passes this marker. The story will continue on the other side. As always click pause to read the markers.	Road to Johnsonville State Historic Area, Oct 23, 2006
03d37	No audio.	Road to Johnsonville State Historic Area, Oct 23, 2006

03d38	Bob: There is a small museum on the site. It seems that under a previous state governor the park was to be closed to save money and all the relics in the museum were moved to Nashville. A new governor said no to the plan to close but now they can't find where the relics were stored. The museum is open only by appointment but we peeked in the windows and it was empty except for a cannon and a few pictures on the wall.	Johnsonville State Historic Area Museum, Oct 23, 2006
03d39	Bob: Today, all that remains of Fort Johnson is a low redoubt, now covered by trees.	Fort Johnsonville Redoubt, Oct 23, 2006

03e Johnsonville to Clifton

03e01	MVO: Pebble Isle to Clifton is a distance of 63 miles.	Pebble Isle to Clifton
03e02	Bob: In the fall fog is often found over the river in the early morning. We left at 6:15 on a cold but beautiful clear day headed for Clifton, Tennessee	Pebble Isle Marina, Sep 19, 2006
03e03	MVO: The New Johnsonville industrial complex including Du Pont and TVA is located around Mile 99	Industrial Complex at Mile 99, Sep 19, 2006
03e04	MVO: A staging area for barges is on the west side of the river.	Staging Area, Mile 99, Sep 19, 2006
03e05	MVO: The 600 foot stack of the TVA steam power plant is visible for miles in each direction.	TVA Steam Plant, Mile 99, Sep 19, 2006
03e06	MVO: Another mile and you are at the Seaboard System railroad bridge and the US 70 bridge.	Seaboard System Railroad Bridge, Mile 100.5
03e07	Bob: The next 5 miles is one of the most beautiful parts of the Tennessee River with the wide water spaces.	Aerial View, Mile 99 - 117
03e08	Fred: At port, thin slivers of low land covered with willows and some hardwood trees break the shallow water.	Mile 102, Sep 19, 2006
03e09	MVO: The entrance to Birdsong Marina is at mile 103.5. The marina is 2 miles in the embayment.	Birdsong Marina, Entrance, Mile 103.5, Sep 19, 2006
03e10	Fred: At mile 105 the river cuts into steep hills and exposes folds of yellow rock tinged with orange.	Mile 105, Sep 19, 2006
03e11	Fred: This is the first evidence of what geologists call the Highland Rim, a large elevated and somewhat circular area that once covered most of central Tennessee.	Mile 105, Sep 19, 2006
03e12	Fred: Most of the center being of softer stone has eroded. You are now passing through the western edge of the rim.	Mile 105, Sep 19, 2006
03e13	Mavis: During a May 2000 trip we spotted mountain laurel growing here on the rocks. Bob nudged the bow of the boat right up to the rocks.	Mountain Laurel, Mile 105, May 2000
03e14	Mavis: By 8:00am it was warm enough to go on deck and coil up our two power cords.	Mile 105.3, Sep 19, 2006
03e15	No audio.	Mile 105.8, Sep 19, 2006

03e16	Fred: The wide water at port is the mouth of the Duck River. This river begins southeast of Nashville and flows westward for more than 200 miles across south central Tennessee. Only a few miles up the Duck River is the mouth of the Buffalo River. Mostly fed by springs and flowing through countryside little changed from a hundred years ago, the Buffalo has a national reputation among canoe enthusiasts.	Duck River Mouth, Mile 110, Sep 19, 2006
03e17	Fred: Occasionally you will see cypress trees along the edges of the river. They have small scale-like leaves that grow in dense fan shaped sprays. Their trunks flare out at the base.	Cypress Tree, Mile 114.9, Oct 23, 2006
03e18	Bob: The entrance to Cuba Landing Marina is well marked. This marina is frequently used by cruising boaters. It is close to I-40 and a little over an hour's drive from Nashville.	Cuba Landing Marina, Mile 115.5, Oct 23, 2006
03e19	Bob: Just past Cuba Landing we passed under the interstate 40 bridge.	I-40 Bridge, Mile 116.1, Sep 19, 2006
03e20	Bob: Past the I-40 bridge the river narrows and continues that way for 90 miles.	Mile 117.4, Sep 19, 2006
03e21	No audio	Mile 118.1, Sep 19, 2006
03e22	Bob: At Bohannon's Landing a number of homes have been built high on a bluff	Bohannon's Landing, Mile 127.5, Sep 19, 2006
03e23	Fred: You are now passing through a landscape formed between 150 and 350 million years ago. The rock is mostly grey limestone and shale ledges. All the rock you will see from here to the beginning of the Tennessee will be similar in appearance.	Mile 129, Sep 19, 2006
03e24	Fred: At port is Lady Finger's Bluff, a limestone bluff capped with gnarled cedar and hardwoods. Legend has it that in pioneer days, a lady chose to leap to her death from this bluff rather than be caught by attacking Indians. Also here are fossil remnants of ancient marine life, the result of this part of North America being covered by a shallow sea.	Lady Finger Bluff, Mile 130.2, Sep 19, 2006
03e25	Bob: You may encounter a dredge mining sand in this area just below Perryville.	Mile 132.9, Sep 19, 2006
03e26	Fred: The Alvin C York bridge takes US highway 412 across the river. Alvin York was a much honored World War I hero from Tennessee. Gary Cooper played his character in the 1941 movie, "Sergeant York."	US 412 Alvin C. York Bridge, Perryville, Mile 134.9, Sep 19, 2006
03e27	MVO: The large sign on the left side of the breakwater marks the entrance to Perryville Marina.	Entrance to Perryville Marina, Mile 135.0, Sep 19, 2006
03e28	Bob: The sand you saw being dredged earlier is off loaded at the Tinker Sand and Gravel Co. One of their tow boats and a barge must have been floated onto the shore during a spring flood.	Tinker Sand & Gravel Co., Mile 135.5, Sep 19, 2006
03e29	Bob: Relatively new summer homes are being built at a number of locations along the river. As this part of the river is subject to flooding, stilts are recommended.	Mile 138.4, Sep 19, 2006
03e30	Bob: We passed the entrance to Mermaid Marina at Mile 140.	Mile 140.0, Sep 19, 2006

03e31	Bob: A large mermaid is on the sign on the left side.	Mile 140.0, Sep 19, 2006
03e32	Bob: In June 2000 we stayed at Mermaid behind a wood 42 foot Grand Banks, Mandalay that had been beautifully restored by Carrol and Diane. My log book recorded "great spot, shady long dock".	Mermaid Marina, June 2000
03e33	Bob: The fuel dock, shop and restaurant are on this barge.	Mermaid Marina, June 2000
03e34	Bob: An old elevator rescued from a building that was being demolished, takes guests to the restaurant on the upper deck.	Mermaid Marina, June 2000
03e35	Bob: We enjoyed dinner in the restaurant that evening with Carrol and Diane. They were spending the summer on the Tennessee having cruised up the Tombigbee from Mandeville, Louisiana	Mermaid Marina, June 2000
03e36	Bob: Continuing up river the New Era Bluffs are at mile 145.	New Era Bluffs, Mile 145, Sep 19, 2006
03e37	Bob: We are now approaching Double Island with Little Spring Landing on the starboard side.	Double Island, Mile 149, Sep 19, 2006
03e38	Bob: Another group of cliff dwellers is at Little Spring Landing just before Double Island. In 2003 before the new marina at Clifton was open we anchored at Double Island.	Little Spring Landing, Mile 148.5, Sep 19, 2006
03e39	MVO: The Double Island anchorage is in the center of the photo. The channel is on the right side.	Double Island Anchorage, Mile 149, October 2003
03e40	Bob: We went too far upstream behind the island. That night, the water dropped and the current would not hold us in the deeper center of the channel. By morning we had drifted to one side and were on the bottom. I used the anchor rode to haul us into the deeper water.	Double Island Anchorage, Mile 149, October 2003
03e41	MVO: Beech Creek Island is the island behind the Jeter Towhead on the left at Mile 153	Beech Creek Island, Mile 153.5, Sep 19, 2006
03e42	Fred: As you approach the upper end of Beech Creek Island, the turbulence you may see in the water is caused by water flowing over an old rock dike. Bob's depthsounder shows the hump of the old dike. Back in the 1930s before Kentucky Dam was built, the dike was built diagonally across the river from the mouth of Birch Creek on the east side of the river to the end of the island. This diverted the water so the rich soil downstream of the dike could be farmed. But when Kentucky dam was completed in 1944, the land flooded, and that part of the river was designated the navigation channel, leaving privately owned Beech Creek Island to revert to its natural state.	Upper End, Beech Creek Island, Mile 155, Sep 19, 2006
03e43	Bob: The beach on the backside of Beech Creek Island is on the right side of this photo. The photo is facing downstream.	Beach Creek Island Beach, Mile 154.8, Sep 19, 2006
03e44	Bob: You are almost at Clifton when you see the high bluffs on the east side of the river.	Nearing Clifton, Mile 156.5, Sep 19, 2006
03e45	No audio	Nearing Clifton, Mile 156.5, Sep 19, 2006

03e46	Fred: This is the first view of Clifton, Tennessee, a small town of about 800. Not since Paducah, Kentucky have you seen a town directly on the river. At one time, Clifton was a major port. Part of its colorful history includes the story that when the vote was taken in 1843 to determine the location of Tennessee's capital, a Clifton suburb, Carrollville, lost by only one vote.	Clifton, Tennessee, Mile 158, Sep 19, 2006
03e47	MVO: There is an overlook on the river at the end of the main street. The old road stretching down the slope provided access to the historic ferry landing. The tower is on a new bank building.	Clifton, Tennessee, Mile 158, Sep 19, 2006
03e48	Bob: The entrance to the Clifton marina is just a narrow gap. Be ready for a sharp turn to starboard once inside.	Clifton Marina Entrance, Mile 158.5, Sep 19, 2006
03e49	Bob: The new marina was opened in 2004. The spud poles towering over the buildings are necessary when the river floods.	Clifton Marina, Mile 158.5, Sep 19, 2006
03e50	Bob: Of course the docks are floating. We tied up to the back of the fuel dock and walked the short distance to downtown.	Clifton Marina Mile 158.5, Sep 19, 2006
03e51	MVO: The sidewalks are made of limestone.	Clifton, May 2000
03e52	MVO: A memorial park overlooks the river.	Clifton, Sep 19, 2006
03e53	No audio.	Clifton, Sep 19, 2006
03e54	Bob: There are a number of interesting shops and . . .	Clifton, Sep 19, 2006
03e55	Bob: restaurants on the main street.	Clifton, Sep 19, 2006
03e56	MVO: In 1933 Clifton's own T.S. Stribling won the Pulitzer Prize for Literature with <i>The Store</i> . Today Stribling's home on Water Street serves as a library and museum.	T.S. Stribling House Museum & Library, Clifton, Sep 19, 2006
03e57	MVO: A relatively modern western style home is high on a hill overlooking the town and river.	Clifton, Sep 19, 2006

03f Clifton to Counce

03f01	Bob: Our plan for today was the run from Clifton Marina to Grand Harbor marina, a distance of 57 miles and one lock.	Clifton to Grand Harbor
03f02	Bob: On Wednesdays, the Clifton Rotary Club meets at the Ross Creek Landing Golf Course. The fog was thick at 6:30am so we weren't about to head out on the river. I used the marina courtesy car to get to the meeting. This golf course is one of five in Tennessee was designed by Jack Nicklaus and collectively called the Bear Trace courses.	Ross Creek Landing Golf Course, Clifton, Sep 20, 2006
03f03	By 8:30am the fog had lifted and we were ready to go. Backing out of the slip I touched the bow thruster control, there was a clunk, and the thruster was inoperative. We did manage to get out on the river without hitting anything. It was a good lesson in why single engine boat captains still have to be able to maneuver without the aid of thrusters.	Clifton Marina, Sep 20, 2006

03 Paducah to Counce

03f04	Fred: The Tennessee highway 60 bridge was completed in 1999 and replaced the Clifton ferry. While the new bridge was being built, the new span that had just been put in place suddenly collapsed into the river. One worker was killed. Two other workers hung onto the buckling and falling girders until they hit the bottom of the river. They were then able to float to the surface and were rescued. The cause of the collapse was never determined.	Highway 60 Bridge, Mile 161.9
03f05	Bob: Riverstone Marina is just before the highway 60 bridge at about mile 161.8. The sign advertises food and full service. You should call first to see what size of boats can be docked here.	Riverstone Marina 731-549-3744, Mile 161.8, Sep 20, 2006
03f06	Bob: This grand river home is just past the bridge at mile 162.5	River home near Clifton, Mile 162.5, Sep 20, 2006
03f07	MVO: New homes are being built at Martins Landing.	Martins Landing, Mile 164, Sep 20, 2006
03f08	Bob: A large slab of limestone looks ready to slide off into the water at Swallow Bluff.	Swallow Bluff, Mile 168, Sep 20, 2006
03f09	Bob: I was impressed with top on this fishing boat.	Swallow Bluff, Mile 169, Sep 20, 2006
03f10	Bob: A farmer's goats were walking on the beach at Saltillo.	Goats, Saltillo, Mile 171, Sep 20, 2006
03f11	MVO: The Saltillo Ferry docked at this ramp on the west side of the river before being retired several years ago.	Saltillo Ferry Ramp, Mile 172.3, Sep 20, 2006
03f12	MVO: In 2003 the ferry sat beached on the east side behind a large tree.	Saltillo Ferry Ramp, Mile 172.3, October , 2003
03f13	MVO: By 2006 the ferry was gone along with the tree.	Saltillo Ferry Ramp, Mile 172.3, Sep 20, 2006
03f14	Fred: On your port side at a sharp bend is a road paralleling the river for a short distance and leading into the community of Cerro Gordo.	Cerro Gordon, Mile 177, Oct 22, 2006
03f15	Fred: It was near here that the first white settlers arrived in 1816.	Cerro Gordon, Mile 177, Oct 22, 2006
03f16	Fred: A general store on the bluff was open continuously from the 1880s until it closed in 1988. At one time cotton was loaded from the back of the building directly onto steamboats. This structure appears to be under construction at about the site of the General Store.	Cerro Gordon, Mile 177, Oct 22, 2006
03f17	Bob: The red building appears to be industrial and is at the upper end of Cerro Gordon. These photos were taken on our return trip.	Cerro Gordon, Mile 177.8, Oct 22, 2006
03f18	Fred: Chalk Bluff, is one of the most scenic and colorful on the lower Tennessee, but it isn't chalk. Rather it's a mixture of sand and clay deposited many millions of years ago. Recent earth slides are a reminder that despite man's attempt to control the river, it continues to change the landscape.	Chalk Bluff, Mile 182.3, Oct 22, 2006
03f19	Bob: The east side of the river at Chalk Bluff is low. The 34 foot American Tug passing us is Fred Myers'.	Chalk Bluff, Mile 182.3, Sep 20, 2006

03f20	<p>Fred: The bridge on the right is at Savannah. In 1821 James Rudd established a ferry here. The area became known as Rudd's Ferry. In 1830, it was renamed Savannah. Even in its early days, Savannah was known as a wealthy, cultured town and was prominent as a shipping center for freight and cross-ties used for building the railroads. By 1850, Savannah's population had grown to more than 800, and continued to grow after the Civil War. The present population is about 7,500. If you have known about Cherry Mansion and want to see it from the river, you will think the white house on the hill must be it. Sorry, Cherry Mansion is located just before you pass under the bridge</p>	Savannah, Mile 189.8, Sep 20, 2006
03f21	<p>Fred: This house is Cherry Mansion. It is noteworthy for two reasons. Thousands of years ago, mound builders built 14 mounds along the river. Some were as large as a half-acre and as high as 30 feet. The Cherry Mansion was built in 1830 on top of one of those mounds by landowner and planter, David Robinson. He presented the house as a wedding gift to his daughter Sarah and her new husband, W.H. Cherry. It was built by slave labor with bricks made on the riverbank and features 18-inch thick walls and heart pine woodwork, bookcases and cabinets.</p> <p>General Ulysses S. Grant was eating breakfast here on April 6, 1862, when he heard the distant thud of artillery fire as Confederate forces suddenly attacked his army at nearby Shiloh. The house continued to serve as Grant's headquarters during the fierce two day battle. A field hospital was set up in the yard and hospital boats were moored below the house. Wounded from both the Confederate and Union forces were cared for. Two Union generals died in the house while being treated.</p>	Cherry Mansion, Savannah, Mile 189.8, Sep 20, 2006
03f22	<p>Fred: At mile 191, the riverbanks are low. The soil is a mixture of sand, clay, and gravel carried here over the centuries by the river from farther upstream. Before dams were built on the Tennessee all the land you see on both sides of the river was often flooded.</p>	Mile 191, Savannah, Mile 189.8, Sept 20, 2006
03f23	<p>Bob: River Heights Restaurant is in Crump. There is no dock but it is easily visited by road. Many boaters will stay at Pickwick State Park Marina, Aqua Yacht Harbor, or Grand Harbor and rent a car to visit the Shiloh battlefield and Savannah. We ate here in 2003.</p>	River Heights Restaurant, Mile 193.5, Savannah, Mile 189.8, Sep 20, 2006
03f24	<p>Fred: This is Diamond Island. The navigation channel goes around the starboard side but the back side offers good protection from river traffic and from all but north winds. Allow extra scope if you anchor overnight. Water released through the hydro-electric dam at Pickwick Dam 12 miles upstream can cause the water to rapidly rise by as much as three to four feet. This is the last anchorage until Pickwick Lake.</p>	Diamond Island, Mile 195.3, Sep 20, 2006
03f25	<p>Fred: On your starboard side is the beginning of Shiloh National Military Park. It parallels the river for almost a mile. Unfortunately, there is no place to tie up.</p>	Shiloh National Military Park, Mile 197.8, Sep 20, 2006

03f26	MVO: There is an overlook in the park at mile 198.1	Shiloh National Military Park, Mile 198.1, Sep 20, 2006
03f27	Bob: Mavis and I visited the overlook and park during our 2003 Great Loop trip.	River Overlook, Shiloh National Military Park, October 2003
03f28	Fred: Shiloh National Military Park is one of the most historically significant sites on the river. On 4,000 acres are 151 monuments, 217 cannon and more than . . .	Shiloh National Military Park, October 2003
03f29	Fred: 450 historic tablets that detail the Civil War's first major battle in the western theater.	Shiloh National Military Park, October 2003
03f30	Fred: The battle of Shiloh, named after a church on the Battlefield was fought April 6 th to 7 th , 1862. More than 103,000 Union and Confederate soldiers plus the Union gunboats TYLER and LEXINGTON were involved. Among the casualties was General Albert Sidney Johnson, the highest ranking American ever killed in combat. By the time the battle had ended, 23,000 men were dead and dying.	Shiloh National Military Park, October 2003
03f31	Fred: At such quirky named places as Bloody Pond, Hell's Hollow and the Hornet's Nest, much innocence and enthusiasm was replaced by grim reality as those who had come to defend their cause discovered the horror of war. Many visitors to the site say the Civil War becomes far more vivid to them than at any other battlefield.	Shiloh National Military Park, October 2003
03f32	Bob: This mooring cell is at mile 201 on the east side. The river channel narrows and the current can be very strong in as you near the dam. There is a long bend in the river. If you see a tow, slow down and get instructions on which side to pass.	Mooring Cell, Mile 201, Sep 20, 2006

03f33	<p>Bob: We arrived at this point at 12:49. There is no place to wait if you are delayed in locking through. Anchor holding is poor because the channel bottom is mostly smooth rock.</p> <p>Fred: This is Pickwick Dam, 113 feet high and 7,715 feet long. Construction began in 1934 and was completed in 1944. The highway that crosses the dam is Tennessee 128 that connects luka, Mississippi, with Savannah, Tennessee. As was the case with the construction of all TVA dams, Pickwick Dam came with a price. A total of 506 families and 407 graves had to be relocated. Entire communities such as Unitia, Tennessee, suddenly were no more. One story has it that a family resisted being relocated to their new home because the hearth fire in the fireplace that had been burning continuously for three generations would need to be put out. TVA accommodated the family by moving the burning fire along with the family's other possessions. In return, the project provided 4,000 jobs to the extremely depressed area. With job training, many farmers became valuable construction and hydroelectric workers and the standard of living for thousands of families dramatically improved. There was much debate as to what to call the dam. Finally, however, it was named Pickwick after the Pickwick Post Office. In 1883, the postmaster had the Post Office named for his favorite novel, "The Pickwick Papers," a comedy by a young English writer named Charles Dickens.</p>	Pickwick Lock & Dam, Mile 206.7 Sep 20, 2006
03f34	<p>Bob: Because of turbulence caused by release of water from the main lock, don't tie up to the auxiliary lock wall. Also erratic current makes it dangerous to attempt to tie up to the rings attached on the two steel encased mooring cells in mid-river. About all you can do is stay underway in the area until you can lock through. Sometimes the lockmaster will let you wait inside the auxiliary lock.</p>	Pickwick Lock, Sep 20, 2006
03f35	<p>Bob: By 1:05 we were on our way in to the chamber.</p>	Pickwick Lock, Sep 20, 2006
03f36	<p>Bob: The lockmaster will advise that the least turbulence at this lock is the furthest forward bollard. At 1:17 we were secure and ready to rise . . .</p>	Pickwick Lock, Sep 20, 2006
03f37	<p>Bob: some 55 feet to Pickwick Lake.</p>	Pickwick Lock, Sep 20, 2006
03f38	<p>Bob: At 1:30 we were underway. A giant floating crane was being stored in the auxiliary lock. It had been used recently to repair a damaged lock gate at the Wilson lock.</p>	Pickwick Lock, Sep 20, 2006
03f39	<p>Bob: After the long stretch on the narrow river since Interstate 40, it was wonderful to see a wide open lake once again.</p>	Pickwick Lock, Sep 20, 2006
03f40	<p>Bob: As you leave the lock, on the far south shore is Tennessee's Pickwick Landing State Park Resort. There is a lodge, golf course and marina.</p>	Pickwick Landing State Park Resort, Sep 20, 2006
03f41	<p>Bob: We last stayed at this park and visited the excellent marina facility in 2004. I was a speaker at an Antique and Classic Boat Society rendezvous. We had a ride with our friends, Bob & Gail McMahan in TORCH SONG, their prize winning 1953 22 foot Chris Craft Sportsman model. Incidentally, Bob is Exec VP of Erwin Marine Sales, managing the Chickamauga Marina, Gold Point Marina in Chattanooga and is on the board of Harbor Master Yachts</p>	Pickwick Landing State Park October 2004

03f42	Bob: Our route took us west then south to Grand Harbor. Note how three states converge in the river just west of Grand Harbor.	Aerial, Pickwick Area
03f43	Bob: As we turned south the open view is magnificent. We had just 5 miles to go.	Pickwick Lake, Mile 210, Sep 19, 2006
03f44	Bob: Grand Harbor is at the entrance to Yellow Creek. This grand mansion is the landmark marking the Creek which is on the left.	Entrance to Yellow Creek, Mile 215, Sep 19, 2006
03f45	Bob: Grand Harbor is a relatively new development with a large marina and condominiums. We docked in good company with the 125 foot yacht BULLISH beside us. This yacht is owned by David Woods from Jackson, Tennessee. He also owns Grand Harbor.	Bullish, Grand Harbor Marina, Sep 19, 2006
03f46	Bob: BULLISH was refueling and took 5 hours to complete. The meter on the diesel pump would stop every time the bill went to \$1,400. We used the courtesy van and went into town for dinner at Freddie T's . . . guess what, it's also owned by David Woods. The food was excellent.	Bullish, Grand Harbor Marina, Sep 19, 2006
03f47	Bob: This is a good time to talk about boat problems. Remember when we left Clifton, the bow thruster quit. My guess was that something was stuck in it. The first thing I thought was to get a diver to come and look at it. The marina tried to contact a diver but had no luck. It would be necessary to take the boat to Aqua and lift it out of the water. For several days I thought I was smelling antifreeze. Checking in the engine room I found the pan under the generator was full of antifreeze. I couldn't see any obvious leak so I talked to Northern Lights by phone. Their technician figured out that when I had replaced an impeller that shattered a week earlier, I had not replaced a rubber boot properly. It was a simple fix. Don't wait till your impellers disintegrate, replace them annually.	Grand Harbor Marina, Sep 19, 2006

Cruising The Tennessee River Script
04 Counce to Huntsville

Code Voice Over Photo Caption

04a Grand Harbor to Florence

04a01	Bob: We called Aqua Yacht Harbor and they said we could come right over and they would haul us out. It is only 2 miles from Grand Harbor to Aqua.	Grand Harbor to Aqua Yacht Harbor
04a02	Bob: There is a long transient dock beside the red roofed marina store. The yard is away around past the fuel dock and all the covered slips.	Aqua Yacht Harbor, Sep 21, 2006
04a03	Bob: We were in the slings at 8:25am.	Aqua Yacht Harbor, Sep 21, 2006
04a04	Bob: There was nothing in the bow thruster tunnel and no scratches that would be there if there had been something stuck. I found that the 300 amp main bow thruster ANL fuse had blown. If something gets stuck in the propeller the current rises rapidly until the fuse blows. At 600 amps you have 30 seconds before it blows. Our best guess is a turtle or gar fish found its way in the tunnel and caused the failure. These high amperage ANL fuses are not stocked by marinas. However, I had a spare 500 amp fuse for the inverter and we used it until I could order a new one.	Aqua Yacht Harbor, Sep 21, 2006
04a05	Bob: The bow thruster was fixed but we found a nick in the propeller. It's on the top of the blade on the left. The Aqua staff replaced the prop with my spare. They would have the prop repaired and I could pick it up on the way back. They also power washed the bottom and we were on our way at 10:35am. The service at Aqua is first class.	Katy Leigh Propeller, Aqua Yacht Harbor, Sep 21, 2006
04a06	Bob: Getting the repairs done so quickly meant we had time to cruise the 46 miles to Florence before dark.	Aqua Yacht Harbor to Florence
04a07	Bob: On the way out we passed the Zippy Creek anchorage that was being well used. This photo was taken on our return trip.	Zippy Creek, Yellow Creek, Oct 22, 2006
04a08	Bob: It was a glorious day and we were soon back on the river heading southeast.	Mile 215.8, Sep 21, 2006
04a09	MVO: There is a marina at the J.P. Coleman State Park at mile 220.	J.P. Coleman State Park, Mile 220, Sep 21, 2006
04a10	Fred: Bear Creek is ahead on the starboard. It is so wide that some boaters have made the mistake thinking it is the Tennessee.	Mile 224, Sep 21, 2006
04a11	Fred: This view looks south on Bear Creek. Eastport Marina is on the point on the right. Crossing Bear Creek you are leaving Mississippi and entering Alabama.	Bear Creek, Mile 225, Sep 21, 2006
04a12	Fred: The concrete structure on which the daymark at mile 226.6 is built is the only visible evidence of the old Riverton Lock, part of which was once a canal and lock system built more than 100 years ago.	Riverton Light & Daymark, Mile 226.6, Sep 21, 2006
04a13	Fred: A canal extended upstream for about 5 miles so boats could bypass rapids and shoals. It was covered with water when Pickwick Dam was closed.	Riverton Light & Daymark, Mile 226.6, Sep 21, 2006

04a14	MVO: The river now curves slightly to the right past the bluff.	Mile 229, Sep 21, 2006
04a15	Fred: At mile 234 the mile-long Natchez Trace Parkway bridge can be seen. When completed in 1965 it was architecturally one of the most graceful bridges spanning the Tennessee. Today many bridges share the same design. The 450 mile Parkway is part of the National Park System and closely follows the route of the historic Natchez Trace. The Trace began as an Indian trail and was discovered by the French sometime before 1733. It extended from Natchez to Nashville. In about 1785 men from Ohio, Kentucky and other parts of the frontier began using flatboats to deliver products down the Mississippi River to Natchez and New Orleans. Downriver, they sold the boats for lumber and used the trace for the overland trip back home. Many notables including John James Audubon, Meriwether Lewis, and Andrew Jackson traveled the Trace.	Natchez Trace Parkway Bridge, Mile 234, Sep 21, 2006
04a16	MVO: This panoramic view shows the entire length of the bridge. The photo was taken on the return trip.	Natchez Trace Parkway Bridge, Mile 238, Oct 14, 2006
04a17	Fred: Two miles beyond the bridge at port is Kogers Island. Beginning here and for the next 15 miles pay close attention to the channel buoys. At normal pool, the water hides rocks, stumps, and mud banks that give headaches to careless boaters.	Kogers Island (Center of photo), Mile 238, Sep 21, 2006
04a18	Bob: The river is narrower at mile 237. We had the river to ourselves all day until this cuddy cabin cruiser passed headed upstream.	Mile 237, Sep 21, 2006
04a19	MVO: The Smithsonian Light and Daymark is on this rough looking island at mile 241.4	Smithsonia Light & Daymark, Mile 241.4, Sep 21, 2006
04a20	Fred: This is TVA's Colbert power plant, one of several coal burning plants operated by TVA to produce electricity. It is named after George Colbert, an enterprising Chickasaw Indian who, during the early 1880s, operated a ferry near what is now the Natchez Trace bridge.	TVA Colbert Steam Plant, Mile 245, Sep 21, 2006
04a21	No audio	TVA Colbert Steam Plant, Mile 245, Sep 21, 2006
04a22	Bob: Clouds of dust surround the operations of the Golden Poultry Company barge dock facility at mile 248.1	Golden Poultry Co. dock, Mile 248.1, Sep 21, 2006
04a23	Bob: At the same point, looking ahead, the river bends around Seven Mile Island to port. This island has long interested archeologists because it was the site of several Indian villages. Many artifacts have been found on the island. Unfortunately, many others have been removed illegally. Removing archeological or biological resources on all TVA lands is against the law.	Mile 248.1, Sep 21, 2006
04a24	Bob: At mile 250 we spotted these stone blocks which were left over from building the original river locks. They have sat here for over 100 years. The property owner calls this his bomb shelter.	Mile 250, Oct 21, 2006
04a25	Bob: By mile 251 we began to see many tows waiting for the Wilson Lock. When the main lock was shut down due to the damaged gate, only the auxiliary lock was available for use. The auxiliary lock is small and can only take one barge at a time. In addition the auxiliary lock has two lifts which take even longer. A typical 15 barge tow was taking an entire day to get through the Wilson lock.	Mile 251, Sep 21, 2006

04a26	Fred: You are now entering the Muscle Shoals area. It consists of four cities and is the third largest urban area through which the Tennessee River passes. Only Chattanooga and Knoxville are larger. Three cities are on the south side; Muscle Shoals, Tuscumbia, and Sheffield. These homes are on the outskirts of Sheffield.	Sheffield, Mile 252, Sep 21, 2006
04a27	MVO: There is a riverfront park at Sheffield on the south side of the river . . .	Sheffield, Mile 253, Sep 21, 2006
04a28	MVO: that terminates at the water intake towers on the left.	Sheffield, Mile 253, Sep 21, 2006
04a29	Bob: The south side of the river is now dominated by high bluffs . . .	Sheffield, Mile 255, Sep 21, 2006
04a30	Bob: with cliff dwelling homes.	Sheffield, Mile 255, Sep 21, 2006
04a31	No audio	Sheffield, Mile 255, Sep 21, 2006
04a32	MVO: The north side of the river is low and flat. This is Florence's McFarland Bottoms Park.	McFarland Bottoms Park, Florence, Mile 255, Sep 21, 2006
04a33	MVO: Florence Harbor Marina is just before the O'Neal Bridge which carries US 72 across the river to Sheffield, Tuscumbia and Muscle Shoals.	Florence Harbor Marina, Mile 256.1, Sep 21, 2006
04a34	Bob: Entering the marina we spotted a strange looking ship tied up to the dock.	Florence Harbor Marina, Sep 21, 2006
04a35	Fred: Just beyond the park is O'Neal Bridge. This is U.S. 72 that connects Florence with Muscle Shoals, Sheffield and Tuscumbia. It's also the principal highway linking these cities with Memphis to the west and Huntsville and Chattanooga to the east.	
04a36	Bob: Once we had been guided to our slip and were tied down, we went out for a better look.	Florence Harbor Marina, Sep 21, 2006
04a37	Bob: A replica of Christopher Columbus ship the Nina was docked for tours.	Nina, Florence Harbor Marina, Sep 21, 2006
04a38	Doug: Click pause to read the sign	Nina, Florence Harbor Marina, Sep 21, 2006
04a39	Bob: soon we were aboard and touring the ship. It is a full scale replica built in Brazil in 1991. It was originally built for the movie <i>1492</i> .	Nina, Florence Harbor Marina, Sep 21, 2006
04a40	Mavis: The captain was really nice, and had even sailed the Great Loop. The cook was a very interesting lady in her 80s She sells souvenirs by day and cooks aboard at night. The sleeping quarters were below and very primitive. The only concession to the 21 st century is the ship has a diesel engine and a generator.	Nina, Florence Harbor Marina, Sep 21, 2006

04a41	Mavis: We had dinner in the marina restaurant . . .	Florence Harbor Marina, Sep 21, 2006
04a42	Mavis: outside with a good view of the activity on the docks.	Florence Harbor Marina, Sep 21, 2006
04a43	Mavis: We watched as they turned the Nina around	Florence Harbor Marina, Sep 21, 2006
04a44	Mavis: mostly by hand . . .	Florence Harbor Marina, Sep 21, 2006
04a45	Mavis: with a little help from a bass boat serving as a tug.	Florence Harbor Marina, Sep 21, 2006

04b Florence to Decatur

04b01	Bob: Knowing we might be delayed at the Wilson Lock we planned a short day with an overnight at the Turtle Point Yacht & Country Club. A Nashville friend had invited us to stay at this private club.	Florence to Turtle Point Yacht & Country Club
04b02	<p>Bob: Wilson lock is only 3 miles from the marina. If you have to wait, you are better off staying at the marina. We phoned the lockmaster at 7:00AM and she said there would be a 3 hour wait. She said to be there at 10:00AM. It was overcast and threatening rain at any time.</p> <p>Fred: There are two sets of locks at Wilson Dam. Nearest the bank is the original and small two-chamber lock. It has been rebuilt but is used only in emergencies or when the main lock is closed for repair. The new lock, the one you will be using, was built in the 1950s. Once the world's highest single lift lock at 93 feet, it now ranks sixth in the U.S. behind five higher locks on the Columbia River and Snake River in the Pacific Northwest.</p>	Wilson Lock, Mile 259.4, Sep 22, 2006
04b03	Bob: At 10:30 the gates opened and the green light came on. Note the gates for the upper chamber are closed.	Wilson Lock, Mile 259.4, Sep 22, 2006
04b04	Bob: A tow boat was maneuvering the barge that had just come through the auxiliary lock and rebuilding his tow.	Wilson Lock, Mile 259.4, Sep 22, 2006
04b05	Bob: It looks like there is a leak on the north wall.	Wilson Lock, Mile 259.4, Sep 22, 2006
04b06	Bob: and there were more leaks under the upper gates.	Wilson Lock, Mile 259.4, Sep 22, 2006
04b07	Bob: When the gates opened there was another boat coming down. Of course two way operations only work for pleasure boats as barges are too wide.	Wilson Lock, Mile 259.4, Sep 22, 2006
04b08	Bob: It was the small cruiser that passed us yesterday on its way back.	Wilson Lock, Mile 259.4, Sep 22, 2006

04b09	Bob: Looking up we were able to carry on a conversation with the very helpful lockmaster. They were under a lot of stress with the main lock shut down but this lady was very calm and kind to all the pleasure boaters. We hoped she would be in charge on our return.	Wilson Lock, Mile 259.4, Sep 22, 2006
04b10	No audio	Wilson Lock, Mile 259.4, Sep 22, 2006
04b11	Bob: The final upper gate is unique. Rather than two hinged doors, it is one piece that slides up and down.	Wilson Lock, Mile 259.4, Sep 22, 2006
04b12	No audio	Wilson Lock, Mile 259.4, Sep 22, 2006
04b13	Bob: It was a zoo entering Wilson Lake with tows, barges, cranes everywhere. Fred: With a length of only 15 miles, Wilson Lake is the shortest of all the lakes on the Tennessee. It's also one of the deepest with water depths as great as 125 feet. The fall in the river was greater in this part of the Tennessee than anywhere else along the entire river. The river bed beneath you is a mass of rocks so jumbled that before Wilson Dam was built, the river's roar during times of flood could be heard up to a mile away. A canal and lock system that skirted the north bank to route boats around the rapids is now covered with water.	Wilson Lake, Mile 259.6, Sep 22, 2006
04b14	Fred: This is Wilson Dam, one of the most significant structures on the Tennessee River. The dam is 137 feet high and 4,541 feet long. Named after Woodrow Wilson, the 28th president of the United States, the dam is the oldest on the river. Construction began in 1918. At its peak, the project involved more than 18,000 workers. An average of 111 railcar loads of equipment and materials arrived daily and more than 800 bricklayers worked at one time under a single roof. When the dam was completed in 1925, it was heralded as the world's largest.	Wilson Dam, Mile 259.4, Sep 22, 2006
04b15	Fred: The dam is architecturally intriguing. The arches forming the spillways are patterned after construction skills dating back to the Roman Empire. In 1966, the U.S. Department of Interior designated the dam a National Historic Landmark.	Wilson Dam, Mile 259.4, Oct 21, 2006
04b16	MVO: The new Marriott Shoals Hotel, Spa, and Tower looks over the lock and river behind the Corps of Engineers maintenance facility	Marriott Shoals Hotel, Spa & Tower, Oct 21, 2006
04b17	Bob: All together we had spent 4.5 hours to get through one lock. Now, it was just a 5 mile run on Wilson Lake to Turtle Point. Fred: There are perhaps more private homes per mile along Wilson Lake than on any other lake. When Wilson Dam was closed in 1924, land along Wilson Lake was privately owned. That was true even after TVA was created in 1933 and the lake became part of the TVA system. TVA owns only 10 miles of the lake's 154 miles of shoreline. When TVA began building the other dams on the Tennessee, it retained control of most of the land bordering the water. That's the primary reason a relatively small percentage of the main river's nearly 6,400 miles of shoreline has been developed for residential and industrial purposes.	Wilson Lake, Mile 261, Sep 22, 2006

04b18	Bob: We docked at Turtle Point beside "Freedom" a 100 foot Hatteras motor yacht that belongs to the founder of "Books-a-Million". Please note that Turtle Point Yacht Club is private and only guests of members or members of other clubs with reciprocal arrangements can dock at this location.	Freedom, 100 ft Hatteras MY, Turtle Point Yacht Club visitor dock, Sep 22, 2006
04b19	Bob: There was a strong on-shore wind but our tiny boat was well protected behind an expensive breakwater. We ordered a car from Enterprise so we could see some of the attractions in the area.	Turtle Point Yacht Club visitor dock, Sep 22, 2006
04b20	Bob: While we were waiting for the car we walked around the well kept grounds of the yacht club.	Turtle Point Yacht & Country Club, Sep 22, 2006
04b21	No audio	Turtle Point Yacht & Country Club, Sep 22, 2006
04b22	Bob: When Enterprise arrived, they had brought a panel truck. There was no place for the driver and the two of us to sit. So I had to take the driver back and then come back out to pick up Mavis. By the time we got to Florence, the attractions were closed.	Turtle Point Yacht & Country Club, Sep 22, 2006
04b23	Fred: The homes of two world famous personalities, W.C. Handy and Helen Keller are in the area. Annual festivals honor them. Handy, "Father of the Blues", was born in Florence. His home is now a museum that contains such mementos as his trumpet and the piano he used to write many of his songs including "The St. Louis Blues." Said Handy, "If my serenade of song and story should serve as a pillow for some composer's head, yet perhaps unborn, I will not have labored in vain. If, as my teacher predicted, music brought me to the gutter, I confess it was there I got a glimpse of Heaven, for music can lift one to that state."	W.C Handy Home & Museum, Sep 22, 2006
04b24	Bob: Florence downtown is impressive with a number of interesting shops.	Florence Downtown, May 2000
04b25	Doug: Click pause to read the marker.	Florence Downtown, May 2000
04b26	Bob: Mavis and I love old fashioned ice cream shops. Trowbridges in downtown Florence is a classic.	Towbridges, Florence, Sep 22, 2006
04b27	No audio	Towbridges, Florence, Sep 22, 2006
04b28	Bob: We drove out to see the new Marriott Shoals Spa, Hotel, Conference Center and Tower. There is a restaurant on top.	Marriott Shoals Hotel, Spa, Conference Center & Tower, Sep 22, 2006
04b29	Bob: The restaurant revolves 360 degrees and provides a magnificent view of the Tennessee River in both directions as well as the Wilson Dam.	Marriott Shoals Hotel, Spa, Conference Center & Tower, Sep 22, 2006
04b30	Bob: We had dinner that evening in the Country Club dining room and planned the next day's trip of 42 miles to Decatur	Turtle Point to Decatur

04b31	Bob: We were underway at 8:09AM with the weather somewhat uncertain and a south wind at about 15 mph.	Mile 265, Sep 23, 2006
04b32	Bob: We passed Carter Branch at mile 268. It is not a recommended anchorage.	Carter Branch, Sep 23, 2006
04b33	Bob: By 9:00 we were nearing Wheeler Lock.	Wheeler Lock, Mile 274.9, Sep 23, 2006
04b34	Bob: The lock was being emptied with a spectacular fountain of water on the south side.	Wheeler Lock, Mile 274.9, Sep 23, 2006
04b35	Bob: We were through the lock in 30 minutes and soon passing Joe Wheeler State Park. This was the location of the America's Great Loop Cruisers Association or AGLCA rendezvous which we attended on our return trip. Over 60 boats attended in 2006 with close to 300 attendees. This is the only facility on the entire Great Loop that has hotel facilities and docking for such a large group in one place	AGLCA Rendezvous, Joe Wheeler State Park, Oct 17, 2006
04b36	Bob: The hotel, dining room and meeting rooms are in this building. The docks are in front. Joseph Wheeler was a general in the Confederate States Army during the Civil War, and then a major general in the US Army during the Spanish American War. Between the wars he served as a US Representative from Alabama.	AGLCA Rendezvous, Joe Wheeler State Park, Oct 17, 2006
04b37	Bob: The spectacular high ceiling dining room has a menu and buffet and overlooks the marina.	Joe Wheeler State Park, May 2000
04b38	Bob: AGLCA rendezvous are great fun and very educational. People attend that want to do the Loop, are doing the Loop, and have done the Loop.	AGLCA Rendezvous, Joe Wheeler State Park, Oct 17, 2006
04b39	Bob: Our friends the McMahans came by motor home towing Torch Song behind. This is what I needed to make the decision to acquire our own motor home. We can tow a small boat and visit places easily on the Great Loop where we wished we had spent more time before when we there on the Katy Leigh.	Torch Song, Joe Wheeler State Park, Oct 15, 2006
04b40	Bob: Most afternoons are devoted to boat tours. Mavis is admiring the workmanship that has gone into the restoration of this 32 foot Grand Banks.	AGLCA Rendezvous, Joe Wheeler State Park, Oct 18, 2006
04b41	Bob: By October 19 th the leaves were really gorgeous along the north bank of the marina cove.	AGLCA Rendezvous, Joe Wheeler State Park, Oct 19, 2006
04b42	No audio	AGLCA Rendezvous, Joe Wheeler State Park, Oct 19, 2006
04b43	Bob: Returning to September 23rd, we passed the Champion Paper plant at mile 282.	Champion Paper Mill, Mile 282, Sep 23, 2006

04b44	Fred: Here on the north side of the river is the mouth of Elk River. This river drains a large area of south central Tennessee and has a marked channel extending for about 15 miles upstream.	Mouth of the Elk River, Mile 284, Sep 23, 2006
04b45	Fred: Look toward the opposite side of the river after passing Daymark 286.2 and you will see Bay Hill Marina. Easily identifiable are the two barges in front of the marina entrance that serve as a breakwater.	View East at Mile 284, Sep 23, 2006
04b46	Bob: The first large building you see is not the marina but rather a condominium development with docks.	Condominiums, Mile 286, Oct 14, 2006
04b47	Bob: The second large building is the Bay Hill Marina.	Bay Hill Marina, Mile 287.0, Oct 14, 2006
04b48	Bob: At mile 287 you can see the 660 foot stack on the TVA Brown's Ferry nuclear power Plant 6.5 miles ahead.	Mile 287, Sep 23, 2006
04b49	Bob: The tassel shaped device on top of the stack offers lightning protection for instruments that monitor stack emissions. As we neared the plant the south wind was gusting up to 25 mph . . .	Brown's Ferry Nuclear Power Plant, Mile 294, Sep 23, 2006
04b50	Bob. and spray was kicking up on the windshield.	Mile 293, Sep 23, 2006
04b51	Bob: We could hardly make out the buoys and environmental monitoring stations that float in the river here.	Mile 293, Sep 23, 2006
04b52	Bob: The power lines cross the river at mile 297.5. We were interrupted by a call over the radio from a "westbound trawler" that had lost power and was drifting into the railway bridge. We were an hour away so there was nothing we could do to help.	Mile 297.5, Sep 23, 2006
04b53	Bob: Most of what shows as Finley island on the chart is underwater with just a few trees showing. Two tows were tied up to the mooring cells.	Finley Island, Mile 299, Sep 23, 2006
04b54	Bob: Cormorants have taken over the island and stripped many of the trees clean.	Finley Island, Mile 299, Oct 14, 2006
04b55	Bob: An enormous freighter was moored at the Amoco Chemical Corp dock	Mile 302, Oct 14, 2006
04b56	Bob: The waterfront is being developed with a number of residential units.	Mile 303, Oct 14, 2006
04b57	Bob: The Southern Railway bridge was down and as it has less than 10 foot clearance we called the bridgemaster for an opening. He said that he would have to get clearance from the dispatcher before he could open the bridge. Fred: This bridge is on the same site as the Memphis & Charleston Railroad bridge burned by the Union Army on April 27, 1862, to stop a Confederate advance.	Southern Railway Bridge, Mile 304.4, Oct 14, 2006
04b58	Bob: I was still wondering about the trawler we had heard earlier call for help. You can see the track we made in the blue line, as we circled around for 19 minutes. After a long train cleared . . .	Decatur Aerial
04b59	Bob: the bridge went up.	Southern Railway Bridge, Mile 304.4, Oct 14, 2006

04b60	Bob: and there over on the port side was a 34 ft Marine Trader. The captain had wisely dropped anchor when the engine quit. A runabout was getting ready to tow the boat to the nearby marina. I talked to a crew member later and learned it had run out of diesel. The new owner did not know how to read the sight glasses. I made the same mistake when we bought the Katy Leigh in 1999.	Islands at Southern Railway Bridge, Mile 304.5, Sep 23, 2006
04b61	Bob: On the way back the Delta Queen was moored on the breakwater between the railway bridge and the . . .	Delta Queen at Decatur, Oct 14, 2006
04b62	Bob: twin US highway 31 and 72 bridges. The entrance to Riverwalk Marina is right beside these bridges. Fred: Decatur dates from 1820 when land taken from the Cherokee Indians was sold at auction. The town became important during the Civil War because of the Memphis & Charleston Railroad bridge built across the Tennessee River in 1856. In 1864, Decatur was almost completely destroyed by Union troops. Within several years, however, wealthy northern industrialists had returned prosperity to the city. Today, Decatur's population is about 53,000.	Riverwalk Marina, US 31-72 Bridges, Mile 305.0, Sep 23, 2006
04b63	Bob The transient docks are past the fuel dock. Make a hard turn to port. We docked at 1:30...	Riverwalk Marina, Sep 23, 2006
04b64	Bob: and had lunch in the Dock Restaurant.	Dock Restaurant, Riverwalk Marina, Sep 23, 2006
04b65	Bob: At 5:00pm it was time for a walk around the property.	Riverwalk Marina, Sep 23, 2006
04b66	Bob: The western sky was becoming threatening.	Riverwalk Marina, Sep 23, 2006
04b67	Bob: There is a Native Indian burial ground in the south west corner of the island.	Burial Ground, Riverwalk Marina, Sep 23, 2006
04b68	Bob: The inscription protests the white man taking over the Indian lands and at the bottom reads "You'll not find bones, only souls on this sweet earth, ours since birth"	Burial Ground, Riverwalk Marina, Sep 23, 2006
04b69	No audio	Burial Ground, Riverwalk Marina, Sep 23, 2006
04b70	No audio	Burial Ground, Riverwalk Marina, Sep 23, 2006
04b71	No audio	Burial Ground, Riverwalk Marina, Sep 23, 2006

04b72	Bob: The sky was very threatening so it was time to head for shelter.	Burial Ground, Riverwalk Marina, Sep 23, 2006
04b73	Bob: The NOAA weather radar showed we were right on the edge of a very intense storm that stretched for hundreds of miles. The new NOAA internet radar service is important to have on a boat to avoid going out in impending storms. We use the Verizon wireless data card in an on board laptop computer. We often just leave it running showing the NOAA animated and automatically updated radar images all day long.	NOAA Huntsville Weather Radar, 6:12PM, Sep 23, 2006

04c Decatur to Huntsville

04c01	<p>Bob: During our 2000 trip on the Tennessee we walked through the historic area of Decatur.</p> <p>Fred: Among several tourist destinations in Decatur is the Old State Bank. Opened in 1833, this impressive pre-Greek revival structure is Alabama's oldest bank building. Because of its strategic location near the river, its five stately limestone columns were chipped and scarred by mini-balls and musket from both Union and Confederate troops. The bank served as a Union hospital and was one of only four buildings left standing in Decatur after the war. It has been carefully restored to the era of when it was a bank and serves as a cornerstone for Decatur's historic districts.</p>	Old State Bank Museum, Decatur, May 2000
04c02	MVO: Click pause to read the marker.	Old State Bank Museum, Decatur, May 2000
04c03	Bob: This row of shops is near the Old State Bank.	Decatur Historic District, May 2000
04c04	Bob: We had an excellent dinner at Simp McGhee's restaurant. Simp McGhee's is named after the infamous Civil War era river boat Captain that once traveled the Tennessee River. Simp was also famous for his pet beer drinking pig. .	Simp McGhee's Restaurant, Decatur Historic District, May 2000
04c05	Bob: The restaurant is in the historic district at the corner of Bank and Lafayette Street. It is about a mile and a half walk from Riverwalk Marina.	Simp McGhee's Restaurant, Decatur Historic District, May 2000
04c06	Bob: Another old bank building nearby is famous for being robbed by Jesse James.	Decatur Historic District, May 2000
04c07	Fred: Walking tours may be taken through the districts that consist of Alabama's largest collection of historically significant Victorian and Craftsman homes.	Decatur Historic District, May 2000
04c08	No audio	Decatur Historic District, May 2000
04c09	Bob: Each of the historic homes is designated with these signs. The walking tour along the tree shaded streets is very enjoyable.	Decatur Historic District, May 2000

04c10	MVO: The river distance from Riverwalk Marina in Decatur to Ditto Landing Marina in Huntsville is 28.6 miles.	Decatur to Huntsville, Sep 24, 2006
04c11	Bob: We left the marina at 8:00AM with the remnants of last night's storm still overhead. Fred: Beyond the Highway 31/72 bridges is a complex of grain elevators through which considerable grain moves to support north Alabama's poultry industry. These elevators also are used for shipping soybeans, an important crop on many farms in the region.	Decatur Grain Elevators, Mile 306, Sep 24, 2006
04c12	Fred: This is the beginning of the Wheeler National Wildlife Refuge. It extends along most of both sides of the river for nearly 15 miles. This refuge of 34,500 acres is valuable to both wildlife and recreation interests but is under increasing pressure because of the area's population and industrial growth. The refuge is the easternmost national wildlife refuge on the lower Mississippi Flyway and is the southernmost wintering ground of Canada geese. Thousands of geese and ducks spend the winter here. The refuge's visitors have included 304 species of birds plus many mammals including deer, fox, beaver, muskrats and mink.	Wheeler National Wildlife Refuge, Mile 309, Sep 24, 2006
04c13	Fred: This is the I-65 bridge. I-65 begins in Chicago and links Indianapolis, Louisville and Nashville to the north with Birmingham, Montgomery and Mobile to the south. A bit of trivia: An average of 72,000 vehicles cross this bridge daily. Construction of the bridge was interrupted for several months so that nesting birds in that part of the Wheeler National Wildlife Refuge through which the bridge passes wouldn't be disturbed.	I-65 Bridge, Mile 309.6, Oct 14, 2006
04c14	Fred: The next 20 miles provide a fine opportunity for you to relax and enjoy the scenery. The water is deep, bank-to-bank. There are no buoys, towns or industry.	Mile 313, Sep 24, 2006
04c15	Fred: The scenery isn't awe inspiring but water, trees and sky plus a few sweeping curves combine to offer a hint of wildness you haven't seen for a while.	Mile 315, Sep 24, 2006
04c16	Fred: Half hidden behind the distant hill is a tower that's part of the Redstone Arsenal and the Marshall Space Flight Center. It was here in 1960 that the effort to launch America's space program began.	Mile 319, Sep 24, 2006
04c17	Fred: The mountains you see ahead are south of Huntsville, Alabama. They are part of the southern end of the Cumberland Plateau that begins in eastern Kentucky and extends southwest through eastern Tennessee into northern Alabama. At daymark 326 you are at the midpoint on the Tennessee River. You are now exactly halfway between Paducah and where the river begins just east of Knoxville.	Mile 325, Sep 24, 2006
04c18	Bob: At mile 332 you get your first view of the US 231 bridges that connect Huntsville to southern Alabama.	Mile 332, Sep 24, 2006
04c19	Bob: A new bridge has been constructed between the two older bridges. The older bridge on the east side was being demolished.	US 231, Sep 24, 2006
04c20	MVO: This aerial view shows the US 231 bridges and the marina. The fuel dock is on the right side with the transient docks in front of the large dry storage building. Note the location of the Greenway.	Ditto Landing Aerial
04c21	MVO: The large building just left of center contains offices and an auditorium. The entrance to the marina is on the right.	Entrance to Ditto Landing Marina, Mile 333.3, Sep 24, 2006

04c22	Bob: We stayed at Ditto Landing Marina on our return trip. It was not the quietest place. A couple of small houseboats behind us were partying and receiving continual short term visitors until late at night.	Transient Docks, Ditto Landing Marina, Oct 13, 2006
04c23	Bob: Several loopers that had been up the river stayed with us on their way to Rendezvous.	Harbour Reach at Ditto Landing Marina, Oct 14, 2006
04c24	Bob: It was time for a good walk. Other boaters had told us to be sure to visit the nearby Greenway. We went by the dry stack boat launch. It looked very dangerous with the boats balancing on the fork lifts.	Ditto Landing Marina, Oct 13, 2006
04c25	Bob: There is a handsome pavilion behind the dry stack with washrooms that services the transient slips and campsites.	Ditto Landing Marina, Oct 13, 2006
04c26	MVO: To get to the Greenway you walk out to the entrance and turn left.	Ditto Landing Marina, Oct 13, 2006
04c27	MVO: The Greenway is well marked and goes for miles along the Aldridge Creek to the city.	Aldridge Creek Greenway, Oct 13, 2006
04c28	Bob: One lane is for walkers and one for bicycles. This is where we wished we had bikes. It is a very pleasant and interesting walk as you will see in the next few photos.	Aldridge Creek Greenway, Oct 13, 2006
04c29	Music	Aldridge Creek Greenway, Oct 13, 2006
04c30	Music	Aldridge Creek Greenway, Oct 13, 2006
04c31	Music	Aldridge Creek Greenway, Oct 13, 2006
04c32	Music	Aldridge Creek Greenway, Oct 13, 2006
04c33	Music	Aldridge Creek Greenway, Oct 13, 2006
04c34	Music	Aldridge Creek Greenway, Oct 13, 2006
04c35	Bob: On October 20 th , after the America's Great Loop Cruisers' Association rendezvous had ended, an optional bus trip to Huntsville was offered. That evening we found ourselves back at Ditto Landing for dinner party. The pavilion had been booked so we found ourselves . . .	Ditto Landing Marina, Oct 20, 2006
04c36	Bob: in a tent set up nearby.	Ditto Landing Marina, Oct 20, 2006
04c37	Bob: A fund raising auction was held to sell this beautiful carved pumpkin. In the small world category one of our hosts was the Alabama State Representative for Huntsville that we had docked behind on the riverfront in Chattanooga.	Ditto Landing Marina, Oct 20, 2006

04c38	Bob: Outside the sun was setting behind the bridges while a rowing crew was out practicing. We had stayed on the Katy Leigh at Ditto Landing on Mavis' birthday. She wanted to see a movie, so we took a taxi to the closest theater 10 miles into town. That was an expensive movie with taxi fares, movie, and popcorn costing \$60.	Ditto Landing Marina, Oct 20, 2006
04c39	Fred: Once a small and quiet county seat town, Huntsville has become a busy and thriving city with a population of more than 180,000. It's Alabama's third largest city. Only Birmingham and Mobile are larger. Aerospace is the reason for Huntsville's growth and international prominence. It was here that America's entry into the space age began, a time of daring, dedication and genius. By a wide margin, the most popular tourist attraction in Huntsville is the Space & Rocket Center. It's the world's largest space museum and has the nation's largest and finest collection of NASA rockets and army missiles.	Entrance to the Space & Rocket Center, Oct 20, 2006
04c40	Fred: There are dozens of hands-on exhibits, flight simulations, an IMAX theater with a 67- foot domed screen and an extensive outdoor exhibit that includes such hardware as military rockets, the 354-foot Saturn V moon rocket, a 98-ton full size model of the Space Shuttle, the only full-scale model of the Hubble Space Telescope, a U.S. Air Force SR-71 Blackbird spy plane, the world's most complete shuttle mockup and many artifacts from the Mercury and Apollo space missions. MVO: This is a 1974 Laser Geodynamics Satellite that is used to measure motions of the Earth's crust.	1974 Laser Geodynamics Satellite, Space & Rocket Center, Oct 20, 2006
04c41	MVO: The Spirit of Liberty Bike was on display. It is made from materials recovered from the Statue of Liberty during the 1986 restoration project.	Liberty Bike, Space & Rocket Center, Oct 20, 2006
04c42	Bob: We spent a couple of hours at the Space & Rocket center and were then taken to the Huntsville Botanical Garden for lunch and a tour. The space theme was everywhere in Huntsville.	Huntsville Botanical Garden, Oct 20, 2006
04c43	Mavis: Lunch was served in an auditorium with entertainment provided by a local family of musicians.	Huntsville Botanical Garden, Oct 20, 2006
04c44	Mavis: This porch in one corner of the auditorium looked very inviting.	Huntsville Botanical Garden, Oct 20, 2006
04c45	Mavis: The fall park theme was Scarecrow Trail Various companies sponsored these displays throughout the garden.	Huntsville Botanical Garden, Oct 20, 2006
04c46	Mavis: An outdoor model railway . . .	Huntsville Botanical Garden, Oct 20, 2006
04c47	Mavis: provided a display of miniature plants scaled to the gauge of the railroad.	Huntsville Botanical Garden, Oct 20, 2006

04c48	Mavis: This was a very interesting sculpture with a heron standing on a frog . . .	Huntsville Botanical Garden, Oct 20, 2006
04c49	Mavis: with a catfish in his mouth.	Huntsville Botanical Garden, Oct 20, 2006
04c50	Mavis: A spectacular herb garden . . .	Huntsville Botanical Garden, Oct 20, 2006
04c51	Mavis: put all the plants in raised beds for easy viewing.	Huntsville Botanical Garden, Oct 20, 2006
04c52	Mavis: Bob was fascinated by this sun dial. As the sun was behind the clouds he couldn't prove that it worked.	Huntsville Botanical Garden, Oct 20, 2006
04c53	Mavis: Celosia is an annual flowering plant.	Celosia, Huntsville Botanical Garden, Oct 20, 2006
04c54	Mavis: This historic dogwood is 110 years old, 23 feet tall and 44 feet wide. It was moved here from an old homestead in 1995. The root ball was 18 feet in diameter and weighed 83,000 pounds. A community effort was required to raise the funds for the move.	Dogwood, Huntsville Botanical Garden, Oct 20, 2006
04c55	Mavis: The next stop on our tour was downtown to Big Spring Park beside	Big Spring Park, Oct 20, 2006
04c56	Mavis: the Huntsville Museum of Art. A William Morris exhibit of many very large glass sculptures was on display. There was also an exhibit of Buccellati silver animals.	Huntsville Museum of Art, Oct 20, 2006
04c57	Mavis: On the final part of the tour we saw some of the historic homes in Huntsville...	Historic Homes District, Huntsville, Oct 20, 2006
04c58	Mavis: but only through the windows of the bus.	Historic Homes District, Huntsville, Oct 20, 2006

Cruising The Tennessee River Script
05 Huntsville to Chattanooga
MVO=Male Voice Over

Code Voice Over Photo Caption

05a Huntsville to Guntersville

05a01	MVO: Huntsville to Guntersville is a distance of 25 miles with one lock.	Huntsville to Guntersville
05a02	Bob: On Oct 14 th when we left Huntsville and looked upstream there was a light fog.	Mile 333, Oct 14, 2006
05a03	Bob: At mile 336 Cedar Mountain is on the starboard side. We were now entering the southern end of the Cumberland Plateau.	Mile 336, Sep 24, 2006
05a04	No audio	Mile 341, Sep 24, 2006
05a05	MVO: There is a steep bluff on Merrill Mountain on the port side.	Merrill Mountain, Mile 343, Sep 24, 2006
05a06	MVO: Looking ahead Painted Bluff is around the bend to the left.	Painted Bluff, Mile 343, Sep 24, 2006
05a07	Fred: Painted Bluff at port is the abrupt end of Merrill Mountain. More than 350 feet high, it's one of the highest bluffs on the river between here and Paducah . . .	Painted Bluff, Mile 344, Sep 24, 2006
05a08	Fred: and gets its name from the yellow and brown rock.	Painted Bluff, Mile 345, Sep 24, 2006
05a09	Bob: On our return trip we had a beautiful view of the bluff.	Painted Bluff, Mile 345, Sep 24, 2006
05a10	No audio	Painted Bluff, Mile 345, Sep 24, 2006
05a11	Bob: We were fighting a 2 to 3 mile per hour current at this point 4 miles below the Guntersville Dam.	Painted Bluff, Mile 345, Sep 24, 2006
05a12	Bob: At mile 346 we could see the dam.	Guntersville Dam, Mile 346, Sep 24, 2006
05a13	Fred: Of all the dams on the Tennessee, Guntersville Dam may be the least visually obtrusive. Wedged between two hills, the dam is 94 feet high and 3,979 feet long. Construction began in 1935 and was completed in 1939.	Guntersville Dam, Mile 349, Sep 24, 2006
05a14	Bob: We had a 30 minute wait while another cruiser came down before the lock was ready for us to enter.	Guntersville Lock, Mile 349, Sep 24, 2006
05a15	MVO: There are a couple of points of interest when you leave the lock: the bat cave and the General Jackson Memorial; the long embayment between these two points is Honeycomb Creek. A new full service marina is being built there by Erwin Marine Sales and is expected to be completed by summer 2009.	Guntersville Dam & Lock Aerial
05a16	Fred: Nothing you have yet seen on the Tennessee prepares you for the view as you leave Guntersville Lock. Said one boater, "My gosh, it looks just like a park." Indeed, it does. The expanse of water between bluffs and forested hills rising to 600 feet above the lake invite you to look, admire and explore.	Guntersville Lake, Mile 350, Sep 24, 2006

05a17	Fred: In prehistoric times, the Tennessee didn't flow here. Instead, it continued southwestward from what is now Chattanooga and Guntersville toward central Alabama. But a massive uplift forced the river to change course. So it gnawed its way through the southern end of the Cumberland Plateau where you are now and continued westward across northern Alabama. Guntersville Lake is often more than two miles wide. With an area of 67,900 acres and a length of 76 miles, it's the second largest lake in the Tennessee River system. Only Kentucky Lake is larger.	Guntersville Lake, Mile 350, Sep 24, 2006
05a18	Fred: Just before Daymark 350.4, look for a cave just above the waterline.	Grey Bat Cave, Mile 350, Sep 24, 2006
05a19	Fred: The cave's entrance is identified by two signs and is protected by a wire fence. This is a sanctuary for the federally endangered gray bat. At dusk, thousands of bats fly from the cave to feed on insects. It's not likely you will be there when the bats emerge. But please keep your distance if you are. The number of gray bats living in this cave fluctuates annually but ranges from about 20,000 to 45,000 between April and September. Because this cave is naturally warmer, the bats use it as a maternity cave. As the baby bats mature and begin to learn to fly, the female bats leave and stay in another cave farther upriver. They later return to once again be with their young. In September, however, all the bats migrate to a cooler cave in the hills a few miles north of the river. The cooler temperature lowers their metabolism rate which helps the bats better survive the winter.	Grey Bat Cave, Mile 350, Sep 24, 2006
05a20	Fred: The Tennessee Valley has the most significant gray bat population in the nation. TVA's National Heritage Program includes 12 caves. The largest, on Nickajack Lake, is home to more than 60,000 gray bats. Two caves on Guntersville Lake of which this is one, are critically important. That's because less than one percent of all caves have the correct environmental conditions such as temperature and humidity in which the gray bat can survive. Several of the fifteen other species of bats living in the region are in danger of becoming extinct.	Grey Bat Cave, Mile 350, Sep 24, 2006
05a21	MVO: Looking up river, Goat Island is just left of center.	Goat Island, Mile 351, Sep 24, 2006
05a22	Bob: The view up Honeycomb creek is impressive. On the right side there is a tiny white spot on the point of Goat Island. It is the marker used to point to a first class harbor. .	Honeycomb Creek, Sep 24, 2006
05a23	Bob: Finding the General Jackson memorial is difficult as it may be covered with vegetation. I found it in 2000 but not in 2006. Fred: Look carefully about 300 feet past the channel at the upstream end of Goat Island...	Goat Island Channel, Mile 352.2, Sep 24, 2006
05a24	Fred: and about halfway up the side of the cliff.	General Jackson Memorial, May 2000

05a25	Fred: There, carved in stone, is the following: "Gen. Andrew Jackson 1813-1914, Ala. D.A.R." The inscription dates back to 1914 and is over a cave, now underwater, where supplies were stored for General Jackson while he was en route to the Creek Indian War.	General Jackson Memorial, May 2000
05a26	Bob: The lake was beautiful even on such a dull overcast day.	Mile 353, Sep 24, 2006
05a27	Bob: As you head across the lake at mile 357, look west and you will see this tall light house behind daymarker 356.5	Mile 357, Sep 24, 2006
05a28	MVO: The entrance to Alred Marina is at mile 357.5. You can see the marina at end of the embayment 1.7 miles away.	Entrance to Alred Marina, Mile 357.5, Sep 24, 2006
05a29	Bob: As we headed up the Lush Branch to Alred Marina, we could see the hydrilla and water milfoil that is choking many embayments on Guntersville Lake. Stay away from this stuff as it will quickly foul your prop.	Lush Branch, Entrance to Alred Marina, Sep 24, 2006
05a30	MVO: This aerial shows the bridge crossing the river to Guntersville on the peninsula. Other bridges connect the town to the land on both sides.	Guntersville Aerial
05a31	Bob: While the sun did come out later in the afternoon, I took this photo the next morning to show the docks at Alred. The fuel dock is on the end of the fourth dock.	Alred Marina, Sep 25, 2006
05a32	Bob: I was impressed with this covered walkway to some of the slips.	Alred Marina, Sep 25, 2006
05a33	Bob: We were assigned the face dock slip beside the Carver under the sign.	Alred Marina, Sep 25, 2006
05a34	Bob: After being out for 8 days, it was time for laundry. While they have a good laundry at the marina, Mavis prefers a commercial laundry with lots of washers and dryers. We borrowed the courtesy car and headed into the town of Guntersville. We were also able to stock up on groceries at the supermarket beside the coin laundry.	Alred Marina, Sep 24, 2006
05a35	Bob: That evening we used the car to get to Top O' the River, a very large restaurant on the water near Signal Point. It was very busy and we had a really great meal. While its specialty is catfish we both had the shrimp scampi which came with corn bread, pickled onion, cold slaw, and a baked potato. All for \$10.95.	Top O' The River Restaurant, Guntersville, Sep 24, 2006
05a36	Bob: This large aquarium provided entertainment for the waiting customers. The restaurant is decorated with many early 20 th century photos of the town.	Top O' The River Restaurant, Guntersville, Sep 24, 2006
05a37	Bob: There was a spectacular sunset to finish off our meal at Top O' the River.	Top O' The River Restaurant, Guntersville, Sep 24, 2006
05a38	Bob: Next morning the weather was beautiful as we headed out of Lush Branch at 7:30am to return to the Tennessee River.	Alred Marina, Sep 25, 2006
05a39	No audio	Lush Branch, Sep 25, 2006
05a40	MVO: The island on the right is at the main channel.	Lush Branch, Sep 25, 2006

05a41	MVO: Once in the channel the next land mark is the US 431, George S. Houston bridge.	George S. Houston Bridge, Mile 358, Sep 25, 2006
05a42	Bob: As we passed under the bridge this is the view upstream . . .	View North, Mile 358, Sep 25, 2006
05a43	Bob: the view east to Signal Point and	View East, Mile 358, Sep 25, 2006
05a44	Bob: the view south to the town of Guntersville. Fred: At the south end of the bridge is the site of an Indian-pioneer village. "Head-man" of the village was John Gunter, a full-blooded Scotsman who came to live among the Indians in 1785.	View South, Mile 358, Sep 25, 2006
05a45	Fred: Guntersville, named after Gunter and built on a peninsula, has a population of about 8,000. It has always been an important river port, particularly during the Civil War. Today, grain for much of the poultry production in northeast Alabama passes through terminals that dot the edges of Guntersville's harbor. In recent years, Guntersville has become increasingly popular as a tourist destination. Also, more retirees who appreciate the water, moderate climate and relaxed living, are moving to the area. Many boaters from such nearby cities as Birmingham keep boats here.	Guntersville, Mile 358, Sep 25, 2006

05b Guntersville to Scottsboro

05b01	MVO: The route to Goose Pond Colony is 22 miles with no locks.	Alred Marina to Goose Pond Colony Marina
05b02	Bob: We passed the private Lake Guntersville Yacht Club. The club is almost back to back with Alred Marina, but 4 miles away by water. A very large yacht was moored on the end of the slips. It was the third 100 footer we have seen on the river.	Lake Guntersville Yacht Club, Mile 359, Sep 25, 2006
05b03	MVO: The large mountain on the right is the site of Lake Guntersville State Park. Fred: The park lodge and restaurant are on top of the mountain. Unfortunately, there is no dock for transient boaters nor does the park provide transportation from the river to the lodge. Ahead, the lake widens to almost two miles and the landscape becomes more expansive.	Mile 360, Sep 25, 2006
05b04	Bob: Short Creek is to your starboard and is a good place to anchor.	Short Creek, Mile 360, Sep 25, 2006
05b05	Fred: The width of Guntersville Lake can be deceiving. For example, a secondary channel here leads up Mill Creek to a boat dock. But most of the creek is choked with hydrilla and water milfoil that will quickly foul your prop. The lesson is clear: Be very careful when you leave the navigation channel!	Mile 365, Sep 25, 2006

05b06	Bob: On the port side is a scene that has become all too common along the river. Large parts of the hillside are being clear cut of trees creating an ugly sore on the landscape. Soon some mansions will be built here. You will see much more of this on Tellico and Fort Loudoun Lakes.	Mile 366, Sep 25, 2006
05b07	Bob: There are many traditional summer homes set back into the woods with only a boat house or two showing.	Mile 368, Sep 25, 2006
05b08	No audio	Mile 370, Sep 25, 2006
05b09	No audio	Mile 375, Sep 25, 2006
05b10	Bob: The fastest loopers we have met so far were overtaking us.	North River Seahawk Mile 368, Oct 13, 2006
05b11	Bob: Their boat is a North River Seahawk named Titania cruising at 45 miles per hour. It is a trailerable aluminum cruiser with full electronics and 2 Honda outboard engines.	North River Seahawk Mile 368, Oct 13, 2006
05b12	Bob: I'll introduce you to the owners when we get to Goose Pond.	North River Seahawk Mile 368, Oct 13, 2006
05b13	MVO: It is about a mile into the marina at mile 378.	Goose Pond Colony Aerial
05b14	MVO: The route into the marina is buoyed but the channel has been dredged through the milfoil.	Goose Pond Marina, Sep 25, 2006
05b15	Bob: The water is 6 feet deep at normal pool. As we entered the channel the depth alarm let out a shrill cry and the display showed only 1.8 feet under the keel. The milfoil continues to grow on the bottom resulting in false readings.	Goose Pond Marina, Sep 25, 2006
05b16	Bob: We took it easy. When you round the point on the left you will see the docks.	Goose Pond Marina, Sep 25, 2006
05b17	Bob: At 11:00AM we tied up in one of the transient slips on the fuel dock.	Goose Pond Marina, Sep 25, 2006
05b18	Bob: There is a courtesy SUV available and we took advantage of it to visit the town of Scottsboro, about 9 miles northeast. We parked in the town square . . .	Town Square, Scottsboro, Sep 25, 2006
05b19	No audio	Town Square, Scottsboro, Sep 25, 2006
05b20	Bob: and walked along beside the shops.	Town Square, Scottsboro, Sep 25, 2006
05b21	Bob: The Spice of Life Coffee, Café and Candles looked inviting, so we went in . . .	Spice of Life Coffee, Café, & Candles, Scottsboro, Sep 25, 2006
05b22	Bob: and had a nice sandwich lunch.	Spice of Life Coffee, Café, & Candles, Scottsboro, Sep 25, 2006
05b23	Bob: Scottsboro is best known for its Unclaimed Baggage Center. All unclaimed airline baggage is shipped here, sorted and offered for sale. It is a large operation. I took a picture inside but was reprimanded by a store official so I won't show it. Basically there are racks and racks of clothes, books, jewelry and electronic stuff. It was fun to see.	Unclaimed Baggage Center, Scottsboro, Sep 25, 2006

05b24	Bob: Later in the afternoon we gathered with other boaters in a gazebo and talked boating and ate snacks and had a drink. The BoatUS tow boat operator was there and showed us his new boat. There were a couple of other interesting boats in the boat house.	BoatUS Tow Boat, Goose Pond Marina, Sep 25, 2006
05b25	Bob: This is a Burger yacht. Burger has been building boats since 1863 in Manitowoc, Wisconsin. All boats are custom designed and the company builds about 2 boats per year. The firm now specializes in boats 115 feet long.	Berger Yacht, Goose Pond Marina, Sep 25, 2006
05b26	Bob. Sea Goddess is a fine wood Chris Craft. Its sedan express design is popular once again.	Sea Goddess, Chris Craft, Sep 25, 2006
05b27	Bob: We walked along the shore on the south side of the property which faces downstream. The markers describe the birds that can be seen here.	North Alabama Bird Trail, Goose Pond Colony, Sep 25, 2006
05b28	MVO: This location is Site 38 on the North Alabama Birding Trail.	North Alabama Bird Trail, Goose Pond Colony, Sep 25, 2006
05b29	Bob: Titania was docked at Goose Pond Colony Marina on October 12. It is owned by Bob and Evelyn from New Hampshire. They are both emergency room physicians and thus can more easily take time off and go boating.	"Titania", Goose Pond Colony Marina, Oct 12, 2006
05b30	Bob: They had just finished riding their folding bikes into Scottsboro. At the town they were interviewed by the local newspaper and given the keys to the city by the mayor. For several years they paddled a canoe on the voyageur route from Montreal to Inuvik on the Arctic Ocean. Bob is successfully battling a rare form of cancer and is interested in seeing as much of the country as he can, hence the fast trawler.	"Titania", Goose Pond Colony Marina, Oct 12, 2006
05b31	Mavis: We all walked over past the woods to the Dock Restaurant.	Goose Pond Colony, Sep 25, 2006
05b32	No audio	Dock Restaurant, Goose Pond Colony, May 2000
05b33	No audio	Dock Restaurant, Goose Pond Colony, Oct 12, 2006
05b34	No audio	Dock Restaurant, Goose Pond Colony, Oct 12, 2006
05b35	No audio	Dock Restaurant, Goose Pond Colony, May 2000
05b36	Mavis: The dinners here are outstanding. Bob had their shrimp and grits; that's fresh gulf shrimp with southern stone ground grits served with andouille sausage and pepper cream sauce. Makes me hungry just thinking about it. Who would have thought that shrimp and grits go together?	Dock Restaurant, Goose Pond Colony, Oct 12, 2006

05c Scottsboro to Hales Bar

05c01	MVO: The run from Goose Pond Colony Marina to Hales Bar Marina is 53 miles with one lock. The route runs between mountains on both sides of the river.	Goose Pond Colony Marina to Hales Bar Marina
05c02	Bob: We got up in thick fog.	Goose Pond Colony Marina, Sep 26, 2006
05c03	Bob: At 7:20 we could barely make out the covered slips behind the boat.	Goose Pond Colony Marina, Sep 26, 2006
05c04	Bob: As the fog was lifting we headed out to the river passing a fisherman...	Goose Pond Colony Marina, Sep 26, 2006
05c05	Bob: who emerged from the fog.	Goose Pond Colony Marina, Sep 26, 2006
05c06	Bob: Out in the main channel the fog was lifting but there was enough to make it beautiful.	Mile 378, Sep 26, 2006
05c07	No audio	Mile 378, Sep 26, 2006
05c08	No audio	Mile 378, Sep 26, 2006
05c09	No audio	Mile 378, Sep 26, 2006
05c10	Bob" There is an anchorage in this cove at mile 379 which is used by many boaters as an alternative to the Goose Pond Colony Marina. It is marked as a second class harbor on the chart. There is a row of 4 mooring dolphins or pilings in the cove. Fred: Don't tie up to the pilings. Instead, anchor between the last set of pilings and the bank at port where water depth is about 10 feet. There's plenty of space for swinging on one anchor, the nearly flat to moderately steep banks are completely wooded, there are no structures and you will have good wind protection except from the west. Another bonus is that you will have a fine view of Sand Mountain across the river.	Mile 379, Sep 26, 2006
05c11	MVO: A power line crosses the river at mile 379.4	Mile 379.4, Sep 26, 2006
05c12	Bob: Sand Mountain is on the starboard side. I just couldn't help myself snapping pictures of the fog it was so beautiful.	Mile 380, Sep 26, 2006
05c13	No audio	Mile 380, Sep 26, 2006
05c14	No audio	Mile 380, Sep 26, 2006
05c15	MVO: The Scottsboro Development Corporation has built this covered dock at mile 380.5.	Mile 380.5, Oct 12, 2006
05c16	MVO: A full size barge will fit inside.	Mile 380.5, Oct 12, 2006
05c17	Fred: At mile 381 you can see the old and new spans of the Comer Bridge that take Alabama 35 & 40 across the river.	Mile 381, Sep 26, 2006
05c18	Fred: These highways link Huntsville and Scottsboro with the top of Sand Mountain and I-59 that connects Chattanooga with Birmingham.	Comer Bridge, Mile 385.8, Sep 26, 2006

05c19	Fred: After you pass under the bridge, low tree covered islands clearly reveal where the banks of the river were before Guntersville Dam was built.	Mile 386, Sep 26, 2006
05c20	Fred: At mile 389 you get your first view of TVA's Bellefonte nuclear power plant. Construction began in 1974 but the plant was never completed. It's highly unlikely it will ever become operational. The cooling towers are 587 feet high.	Mile 389, Sep 26, 2006
05c21	No audio	Mile 391.4, Sep 26, 2006
05c22	Fred: Here, the navigation channel has swung to starboard around Bellefonte Island and to the base of Sand Mountain. The mountain, that's been on your starboard side since you left Guntersville, is one of Alabama's most prominent land features. It's more than 50 miles long and about 15 miles wide. The fertile soil on top of the mountain is a sandy loam ideal for many crops including potatoes and other vegetables. Until a few years ago, the mountain reportedly had the highest concentration of small farms in the United States.	Mile 392.4, Sep 26, 2006
05c23	Bob: This was wild life viewing day. We spotted an otter on the bank and then this deer had swum across the river from Bellefonte Island and splashed its way out the water.	Mile 393, Sep 26, 2006
05c24	Bob: At mile 396 the way ahead appears to flatten out.	Mile 396, Sep 26, 2006
05c25	Fred: Visible behind the Captain John Snodgrass bridge is the stack at TVA's Widow's Creek power plant. The bridge and Alabama 117, a highway linking several small communities with U.S. 72 to the west and I-59 to the east.	Captain John Snodgrass Bridge, Mile 403.1, Sep 26, 2006
05c26	Fred: The 1,000-foot stack is one of the tallest structures in the Tennessee Valley region.	Widow's Creek Steam Plant, Mile 403.1, Sep 26, 2006
05c27	Fred: At port is the Widows Creek power plant, the third largest of TVA's 12 coal-fired plants.	Widow's Creek Steam Plant, Mile 407, Oct 12, 2006
05c28	No audio	Widow's Creek Steam Plant, Mile 407, Sep 26, 2006
05c29	Bob: Passing the power station I noted the water temperature rose from 75 to 80 degrees Fahrenheit. With the power plant behind us, the river and mountains once again present a tranquil scene.	Mile 409, Sep 26, 2006
05c30	Fred: Emptying into the Tennessee here is Long Island Creek. It's too narrow to be a good anchorage. Also, a bridge with about nine feet of vertical clearance at normal pool crosses the creek only a few hundred feet from the main river. But it can be used in an emergency or if weather threatens. Water depth ranges from about 15 feet to 20 feet at normal pool upstream as far as the bridge. A strong south or southwest wind could make entering and maneuvering tricky	Mile 410, Sep 26, 2006

05c31	MVO: The bottom end of Bridgeport Island is on the right. Some docks at the town of Bridgeport can be seen in the center of the photo. However, there is no buoyed channel so local knowledge is required..	Mile 412, Sep 26, 2006
05c32	Fred: This railway bridge is a lift span. In the down position, vertical clearance is 34.2 feet at normal pool. Call the bridge tender on channel 13 or 16 if you need the bridge raised.	CSX Railway Bridge, Mile 414.4, Sep 26, 2006
05c33	Bob: After you pass under the railway bridge, note the bridge arch you can see 3.5 miles ahead.	Mile 415, Sep 26, 2006
05c34	Bob: There is some kind of activity going on Bridgeport Island as there is a private ferry at about mile 416	Mile 416, Sep 26, 2006
05c35	Bob: At mile 417 we passed under a power line. We were leaving Alabama and entering Tennessee.	Mile 417, Sep 26, 2006
05c36	Fred: Here at the upstream end of Bridgeport Island, you will have a wide view of the Cumberland Plateau. Its top is more than 1,100 feet above the river.	Mile 417, Sep 26, 2006
05c37	Fred: The South Pittsburg highway bridge, Tennessee 156, is architecturally interesting because it features the suspended arch type of construction. Other designs require considerably more heavy steel in the approaches. Also, because the roadway is supported from above, the bridge can be built lower in relation to the riverbanks while maintaining plenty of vertical clearance. Another distinctive feature of this bridge is that navigational horizontal clearance is 730 feet, the widest of any bridge on the Tennessee.	South Pittsburg Highway Bridge, Mile 418.5, Sep 26, 2006
05c38	No audio	South Pittsburg Highway Bridge, Mile 418.5, Sep 26, 2006
05c39	Fred: You are now at the southern end of Sequatchie Valley. From here you can see both sides of it. This is one of the world's two rift valleys. The other is the Great Victoria Valley in Africa. Both were created by the earth's surface literally splitting apart. Sequatchie Valley is more than 125 miles long but never more than five miles wide. Because the cliffs provide ideal conditions for hang gliding enthusiasts, the valley is known as the "Hang Gliding Capital of the East." The Sequatchie River drains the valley and joins the Tennessee about three miles farther upstream.	Mile 419, Sep 26, 2006
05c40	No audio	View West, Mile 421, Sep 26, 2006
05c41	Bob: At Burns Island we saw four eagles soaring high over the river. Then Mavis spotted the nest on the power line tower.	Eagle Nest, Mile 421, Oct 12, 2006
05c42	Bob: The Sequatchie River drains the rift valley and joins the Tennessee at this point on the port side to the left of the house.	Sequatchie River Mouth, Mile 422.5, Sep 26, 2006
05c43	Bob: A mile after the mouth of the Sequatchie, the Nickajack Lock and Dam came into view.	Nickajack Lock & Dam, Mile 423.5, Sep 26, 2006

05c44	Fred: This is Nickajack Dam that replaced the Hales Bar Dam formerly located six miles upstream. It is 81 feet high and 3,767 feet long and is the newest dam on the river. Construction began in 1964 and was completed in 1967. You will notice that the lock is almost in the center of the dam. Space was left between the lock and north end of the dam so another lock could be added if needed.	Nickajack Lock & Dam, Mile 424.7, Sep 26, 2006
05c45	Bob: Every lock has its own flock of birds because of the ease in which fish trapped in the gate supports can be found. At this lock Blue Herons were common.	Nickajack Lock & Dam, Mile 424.7, Oct 12, 2006
05c46	Bob: At some locks a crowd will gather to watch the operation. It's a little like watching paint dry.	Nickajack Lock & Dam, Mile 424.7, Oct 12, 2006
05c47	Bob: Once we cleared the Nickajack Lock it is just 6 miles to Hales Bar. This is the last stopping place before Chattanooga, another 33 miles upstream. After Hales Bar you will travel the Grand Canyon of the Tennessee; one of the most beautiful stretches of navigable river in the world. You want to be fresh and not in a rush to cruise the Canyon. Early morning is the best time.	Nickajack Lock & Dam Aerial
05c48	Fred: Nickajack Lake, 46 miles long, is the second shortest in the Tennessee River system and has little wide water. Yet, it offers memorable features not found on any of the other lakes including water depths of more than 130 feet.	Nickajack Lock & Dam, Mile 424.7, Sep 26, 2006
05c49	Fred: The embayment on your port side is an anchorage and part of the Shellmound Recreation Area, site of the annual Fall Color Cruise & Folk Festival held the last two weekends in October. The increasingly popular event features a wide range of activities staged against a backdrop of spectacular fall color.	Nickajack Lock & Dam, Mile 425, Sep 26, 2006
05c50	Fred: Note the position of anchored trawler at the center of the photo. Stay clear of the area in front of and just beyond the swimming area to avoid water that becomes shallow quickly. This is a rather open location with minimal wind protection. Wakes from boats on the river and from those using the nearby launch ramp can be bothersome.	Anchorage, Mile 426, Sep 26, 2006
05c51	Fred: From here, you can see the I-24 bridge. This highway begins in southern Illinois and ends in Chattanooga and serves as an important link between the Midwest and Nashville, Chattanooga and points south. A bit of trivia: In 2002, an average of 76,000 vehicles crossed this bridge every 24 hours. Interestingly, however, about 2,000 more were going west than were going east.	I-24 Bridge, Mile 426, Sep 26, 2006
05c52	No audio	Little Cedar Mountain Light & Daymark, Oct 12, 2006
05c53	No audio	Bluffs, Mile 428, Sep 26, 2006
05c54	No audio	View of I-24 Bridge, Mile 428, Sep 26, 2006

05c55	MVO: Over 900 barns along the roadsides in 19 states were painted with See Rock City signs by Clark Byers. This may be the only location where one of these signs is visible from a waterway. This sign is beside I-24. You will be able to visit this attraction in Chattanooga. The Running Water Creek light and daymark is on the right side.	See Rock City, Running Water Creek Light and Daymark, Mile 428.8, Sep 26, 2006
05c56	Fred: This is the Marion County Memorial bridge for U.S. 41. Before I-24 was built, this was the main highway between Nashville and Chattanooga. This once common and visually interesting steel truss bridge design has been replaced by concrete spans that are stronger and easier to build and maintain.	US 41 Marion County Memorial Bridge, Mile 429.7, Sep 26, 2006
05c57	MVO: The Serodino, Inc. shipyard is at mile 430. Hales Bar Marina is behind.	Serodino, Inc. Shipyard, Mile 430, Sep 26, 2006
05c58	MVO: This riverboat is having some work done at the shipyard facility.	Serodino, Inc. Shipyard, Mile 430, Sep 26, 2006
05c59	Fred: The barge stored here is the "Coca-Cola Stage" that's towed to downtown Chattanooga to serve as the centerpiece for the city's annual River Bend Festival.	Serodino, Inc. Shipyard, Mile 430, Sep 26, 2006
05c60	MVO: The marina is in front of the old power house. The transient slips are between the two docks.	Hales Bar Marina, Sep 26, 2006
05c61	Bob: We were in our slip at 2:45. It was time to explore and learn about the power house.	Hales Bar Marina, Sep 26, 2006
05c62	Fred: The old Hales Bar hydroelectric plant is one of the most historic structures on the Tennessee. In 1904, Congressman John Moon introduced legislation to build a dam that would generate hydroelectric power and improve upstream navigation. The bill passed and the Chattanooga & Tennessee River Power Company soon began construction.	Hales Bar Hydroelectric Plant, Sep 26, 2006
05c63	Fred: For the next eight years, the 5,000 workers involved with the project faced considerable risk. Construction accidents resulted in many injuries and several deaths. Also, there was violence resulting from labor troubles. Finally, in November 1913, the Hales Bar Hydro Plant was completed. It was the world's second largest hydroelectric generating plant. Only Niagara was larger.	Hales Bar Hydroelectric Plant, Sep 26, 2006
05c64	Fred: The plant was dedicated with what may have been the greatest celebration in Chattanooga's history. Bands played, people danced, there were banquets and speeches and fireworks lit the sky.	Hales Bar Hydroelectric Plant, Sep 26, 2006
05c65	Fred: But almost from the beginning, there was a serious problem of water leaking through rock strata under the dam. Faced with exorbitant costs for uncertain cures to the problem and a navigation lock too small to meet modern navigation needs, TVA decided to remove the dam and replace it with Nickajack Dam.	Hales Bar Hydroelectric Plant, Sep 26, 2006

05c66	Fred: Today, the old Hales Bar power house, stripped of its machinery, is eerily silent after being the reason for so much jubilation so many years ago.	Hales Bar Hydroelectric Plant, Sep 26, 2006
05c67	Bob: Hales Bar Marina has now taken over the powerhouse and is using it to store boats. Who knows, someday, it might be converted to condominiums.	Hales Bar Marina Dry Stack, Sep 26, 2006
05c68	Bob: There is a travellift and workshops for boat repairs. The marina office is in the center of the photo and to the right is a floating restaurant.	Elaine's Riverboat Barge & Grill, Hales Bar Marina, Sep 26, 2006
05c69	Bob: We had dinner in the lower dining room rather than on the open upper deck as it was getting cold outside.	Elaine's Riverboat Barge & Grill, Hales Bar Marina, Sep 26, 2006
05c70	Bob: As we walked back to the Katy Leigh we passed yet another new development at Hales Bar. A number of floating cabins have been installed. They have no propulsion engine and are rented out like hotel rooms.	Floating Cabins, Hales Bar Marina & Resort, Sep 26, 2006
05c71	Bob: I set up the satellite TV on the flybridge...	Hales Bar Marina, Sep 26, 2006
05c72	Bob: and we watched the sun go down over the hills to the south.	Hales Bar Marina & Resort, Sep 26, 2006

05d Hales Bar to Chattanooga

05d01	Bob: We were underway just before 8 a.m. to make the 33 mile run to Chattanooga.	Hales Bar Marina to Chattanooga
05d02	Bob: The fog had lifted and it was a beautiful calm day . . .	Hales Bar Marina, Sep 27, 2006
05d03	Bob: as we passed the powerhouse.	Hales Bar Hydroelectric Plant, Sep 27, 2006
05d04	No audio	Hales Bar Hydroelectric Plant, Sep 27, 2006
05d05	Fred: The stretch of river from here to Chattanooga is known as the "Grand Canyon of the Tennessee." While that may be a bit exaggerated, everyone agrees that the next few miles offer some of the most stunning scenery to be found anywhere on the river.	Mile 433, Sep 27, 2006
05d06	Fred: At first, homes and small farms line much of the riverbank. But as you leave them behind, the mountains drop steeply into the river that in places is barely 700 feet wide.	Mile 433, Sep 27, 2006
05d07	Fred: Also, the river makes a dozen turns during the next 32 miles as it twists through the mountains. Much of what you will be passing through is part of the Prentice Cooper State Forest and Wildlife Management Area.	Mile 433, Sep 27, 2006

05d08	Fred: The slopes are rich with foliage. More than 300 kinds of trees and 900 varieties of wildflowers grow in the Chattanooga area. In fact, nowhere in the world except in central China is there such a wide range of plant life.	Mile 434, Sep 27, 2006
05d09	Music	Mile 434, Sep 27, 2006
05d10	Music	Mile 435, Sep 27, 2006
05d11	Music	Mile 435, Sep 27, 2006
05d12	Music	Mile 436, Sep 27, 2006
05d13	Music	Mile 436, Sep 27, 2006
05d14	Music	Mile 436, Sep 27, 2006
05d15	Music	Mile 436, Sep 27, 2006
05d16	Music	Mile 436, Sep 27, 2006
05d17	Music	Mile 438, Sep 27, 2006
05d18	Music	Mile 438, Sep 27, 2006
05d19	Music	Tydings Light & Daymark, Mile 439.5, Sep 27, 2006
05d20	Music	Mile 441, Sep 27, 2006
05d21	Music	Mile 441, Sep 27, 2006
05d22	Music	Mile 441, Sep 27, 2006
05d23	Music	Mile 441, Sep 27, 2006
05d24	Music	Mile 442, Sep 27, 2006
05d25	Music	Mile 443, Sep 27, 2006
05d26	Music	Mile 444, Sep 27, 2006
05d27	Fred: Here at starboard and 1,100 feet above you is TVA's Raccoon Mountain pumped storage project.	TVA Raccoon Mountain Project, Mile 444.6, Sep 27, 2006
05d28	Fred: A 520-acre lake was created on top of the mountain into which water is pumped from the river during times of slack power use.	TVA Raccoon Mountain Pumped Storage Dam and Reservoir
05d29	Fred: When there are peak demands for electric power, water is allowed to flow down the mountain through giant tubes and turbines to generate electricity.	TVA Raccoon Mountain Project, Mile 444.6, Sep 27, 2006

05d30	Fred: As you approach and pass the Daymark at mile 445.8 don't be surprised if your depth finder shows water as deep as 135 feet. One reason for this extreme depth is that the river follows an ancient earthquake fault.	Mile 445, Sep 27, 2006
05d31	Fred: For the next few miles, the gorge that the Tennessee has carved over millions of years is at its scenic best. This part of the river is known as "The Pan." Before Hales Bar Dam was built, there were many accidents here. Boats became uncontrollable because of unusual and unpredictable currents.	Mile 446, Sep 27, 2006
05d32	Fred: Names given to other troublesome stretches upstream include the "The Skillet," "The Pot," and "The Suck." Early boatmen chose those names because they thought the boiling and swirling water reminded them of food being cooked.	Mile 446, Sep 27, 2006
05d33	Music	Mile 447, Sep 27, 2006
05d34	Music	Mile 448, Sep 27, 2006
05d35	Music	Mile 449, Sep 27, 2006
05d36	Music	Mile 450, Sep 27, 2006
05d37	Music	Mile 450, Sep 27, 2006
05d38	Music	Mile 451, Sep 27, 2006
05d39	Music	Mile 451, Sep 27, 2006
05d40	Music	Mile 451, Sep 27, 2006
05d41	Fred: At daymark 451.8 you are entering the Eastern Time Zone. Set your watch ahead one hour.	Mile 451.8, Sep 27, 2006
05d42	Bob: We passed the River Inn at Mile 453. There is a dock but as it was early we did not stop. I would call the number on the sign before tying up to check on the depth.	River Inn, Mile 453, Oct 11, 2006
05d43	Bob: This building is beside the restaurant and has a very interesting circular window.	River Inn, Mile 453, Oct 11, 2006
05d44	Bob: A small park is also on the property.	River Inn, Mile 453, Oct 11, 2006
05d45	Fred: You now have a clear view of Signal Mountain, one of Chattanooga's most famous natural landmarks.	Signal Mountain, Mile 453, Sep 27, 2006
05d46	Mavis: The view from these homes on Signal Mountain must be spectacular.	Signal Mountain, Mile 453, Sep 27, 2006
05d47	Fred: On the mountain slope at port is a large planting of kudzu. Native to China and Japan, it was first brought to the United States in 1895 and used as a climbing vine for porches and trellises. Later, it was widely adopted in the South to help prevent soil erosion.	Signal Mountain, Mile 454, Sep 27, 2006
05d48	Fred: Kudzu has a thick network of roots and enriches the soil through nitrogen-fixing bacteria on its roots. But the vine, growing as much as a foot a day, is very aggressive and can smother trees and cover entire buildings in only one growing season.	Signal Mountain, Mile 454, Sep 27, 2006

05d49	No audio	Signal Mountain Cement Co., Mile 454, Sep 27, 2006
05d50	Fred: The lower end of Williams Island is on the right. The island, site of an Indian village and named for a pioneer who lived there, may have served as a French trading post. It also played a brief part in Chattanooga's more recent history. In April 1862, James J. Andrews, a Union spy, led 21 men through Confederate lines in Marietta, Georgia. There, they captured a railroad engine, the GENERAL, and headed north toward Chattanooga, destroying telegraph communications as they went. Confederate troops in another engine, the TEXAS, gave chase and eventually caught the GENERAL. Andrews was jailed in Chattanooga but escaped and managed to get as far as Williams Island. There, he was recaptured, taken to Atlanta and hanged.	Lower End, Williams Island, Mile 454, Sep 27, 2006
05d51	Fred: The brick buildings on top of the river bank at port just after you pass under the aerial crossing are part of the Baylor School.	Baylor School, Mile 455, Sep 27, 2006
05d52	Fred: Founded in 1893 as a private prep school, it later became a military school and most recently a co-educational private high school. On the 600-acre campus are several imposing buildings including a chapel.	Baylor School, Mile 455, Sep 27, 2006
05d53	Fred: At mile 456 Lookout Mountain, one of America's most famous landmarks, comes into view. The mountain thrusts upward more than 2,000 feet above the river and extends for nearly 100 miles into Georgia and Alabama. On its slopes was fought the last battle of the American Revolution. And it was here in November of 1863 that Union and Confederate forces clashed in the "Battle Above The Clouds," one of the bloodiest battles of the Civil War during which 34,000 were killed. Confederate General William Bates called it "a river of death."	View of Lookout Mountain, Mile 456, Sep 27, 2006
05d54	No audio	Mile 457, Sep 27, 2006
05d55	No audio	Mile 459, Sep 27, 2006
05d56	Fred: Lookout Mountain is famous for its 8,000-acre Chickamauga-Chattanooga National Military Park that's the Nation's oldest and largest military park. It also features the world's steepest passenger railway and the commercial attractions of Ruby Falls and Rock City	Lookout Mountain, Mile 459, Sep 27, 2006
05d57	Fred: Beginning here and for more than a mile, you will be paralleling I-24 that's only a few hundred feet away. Traffic noise contrasts sharply with the quiet landscape through which you have just passed.	I-24, Lookout Mountain, Mile 460, Sep 27, 2006
05d58	Fred: Downtown Chattanooga will be ahead of you as you leave the curve.	Mile 460, Sep 27, 2006
05d59	Bob: The Southern Belle was out for its morning run.	Southern Belle, Mile 461, Sep 27, 2006
05d60	Bob: We saw a lot of this tour boat during our stay in Chattanooga.	Southern Belle, Mile 461, Sep 27, 2006
05d61	Bob: As we rounded the bend the industrial side of downtown Chattanooga was ahead.	Mile 461, Sep 27, 2006

05d62	No audio	Combustion Engineering, Mile 462, Sep 27, 2006
05d63	Bob: There are three bridges visible that cross the river from downtown. The Oligiatti Bridge is first and takes I-124 and U.S.27 across the river. It's followed at Mile 464.1 by the Chief John Ross drawbridge. In the distance is the Walnut Street pedestrian bridge. The end of MarineMax marina is on the right. .	3 Bridges; Oligiatti, Chief John Ross Drawbridge, Walnut Street Pedestrian, Bridge, Mile 463, Sep 27, 2006
05d64	Bob: We stayed in one of the slips at the MarineMax marina beside the covered docks in 2000. In the morning TVA had dropped the water level so far that the iron bars that keep the finger docks separated blocked our exit. We had to wait an hour or so for the water level to rise before we could get out. The fuel dock is on the left.	MarineMax Marina, Mile 463.6, Sep 27, 2006
05d65	Bob: The new city docks are the best place to stay. They have power and water. They are managed by MarineMax so call that firm to make a reservation.	Downtown Chattanooga, Aerial View
05d66	MVO: This is the first of the city docks.	City Dock, Mile 463.7, Sep 27, 2006
05d67	MVO: The second city dock is right in front of the aquarium. Those black columns are fenders for the large river boats. You will need to get your boat in between the columns.	City Dock, Mile 464.0, Sep 27, 2006
05d68	MVO: This dock extends all the way to the fountain.	City Dock, Mile 464.0, Sep 27, 2006
05d69	Bob: We docked about noon at the third dock just past the bridge. It is more out of the way, they are floating docks, there are no columns, and we could walk along the dock to the Aquarium.	City Dock, Mile 464.2, Sep 27, 2006

05e Chattanooga

05e01	Bob: It was early afternoon and we decided to make the Tennessee Aquarium our first stop. We walked along the dock only to find the way blocked by the construction equipment that was working on the bridge. A section of floating dock had been removed. We would have to climb up and go along the downtown streets to get to the aquarium.	City Dock, Sep 27, 2006
05e02	Bob: A small ramp took us up to the steps.	City Dock, Sep 27, 2006
05e03	Bob: The steps took us up . . .	City Dock, Sep 27, 2006
05e04	Bob: to an amphitheater under the Walnut Street Bridge.	Amphitheater Sep 27, 2006
05e05	Bob: This path ran horizontally along beside the docks, but it too was blocked by the construction. We turned around and went back to . . .	Chief John Ross Drawbridge, Sep 27, 2006

05e06	Bob: this long switchback ramp that took us up beside the Hunter Museum of Art.	Switchback Ramp, Hunter Museum of American Art, Sep 27, 2006
05e07	Bob: A bridge took us across a busy roadway. We could see the top of the aquarium in the distance.	Pedestrian Bridge, Market St., Sep 27, 2006
05e08	Bob: To go down the steep hill to the aquarium we rode on this inclined railway. Finally we were at the aquarium.	East 2 nd Street, Inclined Railway, Sep 27, 2006
05e09	Fred: The biggest attraction on the river waterfront is the Tennessee Aquarium. This \$45 million freshwater life center, the world's largest freshwater aquarium, is home to more than 9,000 animals, including 300 species of fish, reptiles, amphibians, birds and mammals. The aquarium is housed on four levels all of which have impressive exhibits. One tank, the largest freshwater tank in the world, holds 138,000 gallons. From the top of the building you will have a wide view of the Tennessee River in which live more species of fish than in any other river in North America. A second \$30 million salt water aquarium building is in front of the freshwater aquarium.	Tennessee Aquarium, Sep 27, 2006
05e10	Mavis: We decided to do the Ocean Journey first. A long escalator takes you to the top of the building. This pool is at the top and contains a number of small rays and fish which you are encouraged to touch. The barbs have been removed.	Tennessee Aquarium, Sep 27, 2006
05e11	Mavis: The colors and patterns on the rays are spectacular	Tennessee Aquarium, Sep 27, 2006
05e12	Mavis: The rays love to come by making a sharp turn and splash the unwary visitors.	Tennessee Aquarium, Sep 27, 2006
05e13	Mavis: Another area on top is an amazing butterfly exhibit. .	Tennessee Aquarium, Sep 27, 2006
05e14	Mavis: in a lush jungle with hundreds of different butterflies.	Tennessee Aquarium, Sep 27, 2006
05e15	Mavis: You have to be careful not to leave with one attached to your clothes.	Tennessee Aquarium, Sep 27, 2006
05e16	Mavis: As you proceed downward there are huge tanks of tropical fish.	Tennessee Aquarium, Sep 27, 2006
05e17	Mavis: And some long legged crabs.	Tennessee Aquarium, Sep 27, 2006
05e18	Mavis: And even some parrots.	Tennessee Aquarium, Sep 27, 2006
05e19	Mavis: The most incredible exhibits to me were the jelly fish and deep sea creatures. Unfortunately, the light level was too low to photograph them. The light was better in the tanks for these two strange fish.	Tennessee Aquarium, Sep 27, 2006

05e20	Mavis: Next we went to the River Journey and took the escalator to the top. Here in the misty mountain top we were surrounded by rocks, rhododendrons and...	Tennessee Aquarium, Sep 27, 2006
05e21	Mavis: a few snakes . . . fortunately behind glass	Tennessee Aquarium, Sep 27, 2006
05e22	Mavis: The waterfall is one of the most beautiful places and the water runs down into an otter tank.	Tennessee Aquarium, Sep 27, 2006
05e23	Mavis: Lower down in the freshwater aquarium are the cypress swamps...	Tennessee Aquarium, Sep 27, 2006
05e24	Mavis: with live egrets sitting on the trees.	Tennessee Aquarium, Sep 27, 2006
05e25	Mavis: The central section of the aquarium is one giant tank with large salt water fish including sharks and turtles. The ceiling is formed of neon tubes that pulsate and change color. There were divers in the tank cleaning the glass and rocks. A few days later we met up with two of the divers in Watts Bar Lake.	Tennessee Aquarium, May 2000
05e26	Bob: Back on the Katy Leigh we watched one of the Duck tour boats go by under the Walnut Street bridge. The Chattanooga Duck takes tourists over to MacLellan Island just upstream from our marina on a nature tour.	Chattanooga Ducks City and River Eco Tours, Sep 27, 2006
05e27	Bob: The Southern Belle runs during the day...	Southern Belle at Walnut St Pedestrian Bridge, Sep 27, 2006
05e28	Bob: and at night.	Southern Belle at Walnut St Pedestrian Bridge, Sep 27, 2006
05e29	Bob: The weather today was unsettling so we decide to stay a second day. Our plan was to walk across the Walnut Street Bridge, on the way back we would tour the downtown and then walk back to the boat by way of the Bluff Art District.	Aerial View Downtown Chattanooga
05e30	Fred: The bridge was built in 1909 and served as a main artery between communities north of the river and downtown Chattanooga.	Walnut St Pedestrian Bridge, May 2000
05e31	Fred: In the mid 1990s, it was declared unsafe to handle modern traffic and was scheduled to be demolished.	Walnut St Pedestrian Bridge, May 2000
05e32	Fred: But Chattanooga's citizens rallied and caused it to be converted into a pedestrian bridge. With a length of 2400 feet, it was declared the world's longest pedestrian bridge over water. A companion honor now belongs to Nashville whose Shelby Street Bridge across the Cumberland River claims to be the world's longest pedestrian bridge.	Walnut St Pedestrian Bridge, Sep 28, 2006

05e33	Fred: From the bridge, you will be able to see much of downtown as well as long stretches of the river.	View downstream from Walnut St Pedestrian Bridge, Sep 28, 2006
05e34	Bob: It is rare that you get an aerial view of your own boat. The boat behind us was on its maiden voyage and belongs to the Alabama State Representative from Huntsville.	Katy Leigh, 36 Grand Banks Classic, Sep 28, 2006
05e35	No audio.	City Docks, Sep 28, 2006
05e36	MVO: MacLellan Island, an Audubon Wildlife Refuge, is just upstream from the bridge.	MacLellan Island, Mile 464, Sep 28, 2006
05e37	MVO: The Georgia Avenue Bridge takes traffic across the island to North Chattanooga. This bridge is the fourth bridge to cross the river in Chattanooga.	Georgia Ave Bridge, Sep 28, 2006
05e38	MVO: Once an abandoned shipping yard, Coolidge Park is on the north side.	Coolidge Park Carousel, Sep 28, 2006
05e39	Bob: Late in September a school group was having an outing.	Coolidge Park Carousel, Sep 28, 2006
05e40	Bob: There is a water park with animal sculptures beside the carousel.	Coolidge Park Carousel, Sep 28, 2006
05e41	Bob: We were impressed with the carved wooden horse on the top of the carousel building. A couple of weeks later at the rendezvous we met the man whose father carved the horse and was a major donor to the park. The horse is full sized, carved from wood, and covered with copper and gold leaf.	Coolidge Park Carousel, Sep 28, 2006
05e42	Bob: The backs of a number of shops and restaurants form the north west side of the park.	Coolidge Park, Sep 28, 2006
05e43	Bob: The north east side of the park is backed with even more shops and restaurants.	Coolidge Park, Sep 28, 2006
05e44	Bob: New construction includes apartments and condominiums and has restored an area that was going downhill.	River Street, North Chattanooga, Sep 28, 2006
05e45	Bob: We walked around the park . . .	Walnut St Pedestrian Bridge, Coolidge Park, Sep 28, 2006
05e46	Bob: and got a good look at the over 100 year old restored carousel. There was no one riding it so I paid a dollar to have it started up.	Coolidge Park Carousel, Sep 28, 2006
05e47	Bob: As soon as the music began other people came over and got rides.	Coolidge Park Carousel, Sep 28, 2006
05e48	No audio	Coolidge Park Carousel, Sep 28, 2006

05e49	Bob: A variety of nozzles squirt water for the kids at various times.	Coolidge Park, North Chattanooga, Sep 28, 2006
05e50	Bob: These shops run along Frazier Avenue. There are a number of interesting restaurants so a walk across the bridge can be rewarded with breakfast, lunch or dinner.	Frazier Avenue, North Chattanooga, Sep 28, 2006
05e51	Bob: Walking back over the Walnut Street bridge provides a great view of the Hunter Museum of American Art . . .	Hunter Museum of American Art, Sep 28, 2006
05e52	Bob: perched on top of the cliff.	Hunter Museum of American Art, Sep 28, 2006
05e53	Bob: We walked down to Ross's Landing in front of the aquarium to see how you would dock there between the columns. A couple of boats had done it without mishap. And there is power and water there.	City Dock, Ross's Landing, Sep 28, 2006
05e54	MVO: Click pause to read the marker.	Ross's Landing, Sep 28, 2006
05e55	Bob: We rode on one of the free electric buses that run south along Broad Street. They return on Market Street.	Broad St, Chattanooga, Sep 28, 2006
05e56	Fred: Unlike many southern cities, Chattanooga has few surviving antebellum structures. That's because the city, not much more than a community at the outbreak of the Civil War, was dealt two serious blows. First, in attempting to defend itself, a Union Army division cleared the area and built earthworks and gun emplacements. After the Confederate Army regained control, much of the city was converted into a large supply base consisting of many large warehouses and shops built to serve the needs of war. In the process, much of what had been Chattanooga was destroyed. Even after the war, fires, floods and a scarcity of money delayed the rebuilding of Chattanooga until near the turn of the century. Some notable structures built during that era can be seen in the downtown area.	Chattanooga, Sep 28, 2006
05e57	Fred: At the corner of Georgia Avenue and 8th Street is the Dome Building. See how the building's design elements become progressively more elaborate nearer the top of the building. The gold cupola is the building's most distinctive feature and a landmark visible from many downtown locations.	Dome Building, Chattanooga, Sep 28, 2006
05e58	Fred: The Italian Renaissance office building was built in 1891 to house the offices of <i>The Chattanooga Times</i> , a newspaper owned by Adolph S. Ochs who later bought <i>The New York Times</i> .	Dome Building, Chattanooga, Sep 28, 2006
05e59	Fred: The Flatiron Building was built in 1911 as a four-story apartment building. Of particular interest is its triangular shape and the interesting patterns in the brickwork	Flatiron Building, Chattanooga, Sep 28, 2006
05e60	Bob: Heading north on Georgia Street we passed this handsome building housing the Hamilton County Court House.	Hamilton County Court House., Sep 28, 2006
05e61	Bob: Walking to the top of Georgia Street and two blocks north along Riverside we were at the Bluff View Art District.	Bluff View Art District., Sep 28, 2006

05e62	Bob: It was starting to rain so we ducked into an art shop and after a tour went down below to the coffee shop	Back Inn Café, Bluff View Art District, Sep 28, 2006
05e63	Bob: This photo and the next three photos were taken in the Bluff View Art District during our 2000 visit.	Bluff View Art District, May 2000
05e64	No audio	Bluff View Art District, May 2000
05e65	No audio	Tony's Restaurant, Bluff View Art District, May 2000
05e66	No audio	Bluff View Art District, May 2000
05e67	Bob: It rained hard but we were safe inside. When it started to clear we walked past the Hunter which was now closed and back to our boat. MVO: Please note that Tennessee CruiseGuide contains a detailed walking tour of the Chattanooga downtown"	After the storm, Tennessee Aquarium, Sep 28, 2006
05e68	Bob: At 6:00 our friends Bob & Gail came for drinks and then we went to the 212 Market Street restaurant for dinner. It was by far the best meal of the trip. The salmon was perfectly cooked and came with a great creamy sauce. Bob and Gail had just got back from Lake Tahoe where they were showing their classic Chris Craft motor launch in an antique and classic boat show.	212 Market Restaurant, Sep 28, 2006

Cruising The Tennessee River Script
06 Chattanooga to Lenoir City

Code

Voice Over

Photo Caption

06a Chattanooga to Shady Grove

06a01	Bob: The plan for today was a short 23 mile cruise to Shady Grove Marina near Soddy Daisy. There is one lock.	Chattanooga to Shady Grove
06a02	Bob: Because we are now in the Eastern Time Zone it is dark at 7:00AM in late September . . .	City Dock, Sep 29, 2006
06a03	Bob: and we had to wait until 8:00am to get underway. There was a light fog on the water.	City Dock, Sep 29, 2006
06a04	Bob: The Hunter Museum is a spectacular sight from almost any vantage point.	Hunter Museum of American Art, Sep 29, 2006
06a05	Bob: The Chattanooga Golf and Country Club occupies this strategic position on the bend at mile 466	Chattanooga Golf and Country Club, Mile 466, Sep 29, 2006
06a06	Fred: As you approach the C.B. Robinson highway bridge, look from the bridge's south end upriver toward Chickamauga Dam, an area now known as Riverpark. In this vicinity in 1987 archeologists uncovered one of Chattanooga's most important prehistoric Indian sites. Deeply buried below the present structures and the park's open spaces were thousands of prehistoric artifacts, some of which are more than 5,000 years old. Tons of carefully excavated and examined soil revealed pottery fragments and decorations, stone implements, flint tools and weapons, pits used for cooking and storage and an Indian cemetery containing human remains.	Aerial View Mile 466 to 471
06a07	Fred: As you approach the Chickamauga Dam, you will pass under the Southern Railway bridge. With a height of 129 feet, the dam is the second highest on the Tennessee River. The dam is 5,800 feet long. Construction began in 1936 and was completed in 1940. It received its name from a warlike tribe that separated from the main body of the Cherokee Indians. They lived in villages that extended nearly a mile along Chickamauga Creek. Most of the other locks on the Tennessee empty to the side but this one empties in front of the gate. Also, there are only four floating mooring posts, two opposite each other at each end of the lock. Because of the great number of pleasure boats in the Chattanooga area, this lock has more traffic than any other lock on the Tennessee. If other boats are locking through, you may be asked to tie up to another boat. So be ready with extra fenders.	Southern Railway Bridge, Chickamauga Dam, Mile 471, Sep 29, 2006
06a08	Bob: As we left the lock we passed Chickamauga Marina on the starboard side.	Chickamauga Marina, Mile 471.5, Oct 11, 2006
06a09	MVO: Lakeshore Marina is on the port side and is followed by...	Lakeshore Marina, Mile 471.5, Sep 29, 2006
06a10	MVO: a large property development with boat slips on the river.	Mile 471.5, Sep 29, 2006
06a11	Bob: On our return trip we stopped at Gold Point Yacht Harbor.	Gold Point Yacht Harbor, Mile 472.6, Sep 29, 2006

06a12	Bob: Our antique boat friends, Bob and Gail, live right beside this marina and Bob's company owns the facility.	Gold Point Yacht Harbor Gate, Oct 10, 2006
06a13	No audio	Gold Point Yacht Harbor, Oct 10, 2006
06a14	Bob: During the afternoon I decided it was time to start the generator for the first time on the trip, but the battery was shot.	Gold Point Yacht Harbor, Oct 10, 2006
06a15	Bob: Bob drove us over to Erwin Marine Sales' Chickamauga Marina which is also owned by his company and I was able to get a new battery.	Erwin Marine Sales' Chickamauga Marina, Oct 10, 2006
06a16	Bob: We also had time to tour this very large and well managed marina	Erwin Marine Sales' Chickamauga Marina, Oct 10, 2006
06a17	Bob: Sales and service are in the big yellow buildings. We had dinner that night with Bob & Gail. On returning to the boat I discovered I had lost the key. We used the spare to get in and once again Bob came to the rescue. The harbor master had found the key where I dropped it at Gold Point. I replaced the generator battery and the generator started right up.	Erwin Marine Sales' Chickamauga Marina, Oct 10, 2006
06a18	Bob: Looking back to September 29 th , this is the view upstream at Gold Point.	Mile 472.6, Sep 29, 2006
06a19	Fred: This embayment at port at Mile 475.8, is somewhat more open than Nance Hollow just beyond the rock wall known as Grays Bluff. The water here is about 12 feet deep at normal pool for about two-thirds of its length. There are no structures on the moderately steep to very steep banks and you can easily swing on one anchor. Although you will be exposed to southern winds, the view is scenic.	Anchorage, Mile 476.2, Sep 29, 2006
06a20	Fred: Here, the river makes a sharp turn to starboard. After another mile you will see Harrison Bay. At first, it will be ahead of you then will be at starboard as the river turns to the north.	Mile 476.5, Sep 29, 2006
06a21	Fred: From here, you will get your first glimpse of the twin 460-foot cooling towers at TVA's Sequoyah nuclear power plant	Mile 482, Sequoyah Nuclear Power Plant,
06a22	MVO: These very large homes are on the starboard bank at about Mile 483	Mile 483, Sep 29, 2006
06a23	Fred: At mile 483.4 you will have the best view of the Sequoyah nuclear power plant. You may notice some turbulence just after you pass under the aerial crossing. This is caused by reactor cooling water being pumped back into the river at a rate of a million gallons per minute. A maximum temperature rise of five degrees is allowed in the river as a result of releasing the cooling water. When that limit is reached, the cooling towers are used to provide extra cooling. The release of heat is often responsible for dense fog in this area.	Sequoyah Nuclear Power Plant, Mile 483.4, Sep 29, 2006
06a24	MVO: Shady Grove Marina is on Soddy Creek, just a mile and a half ahead on the left.	Mile 486, Sep 29, 2006
06a25	Bob: We arrived at the entrance to Soddy Creek at 11:38AM. Study the chart before going in as the aids to navigation can be confusing and there is a shallow in the middle of the river.	Entrance to Soddy Creek, Mile 487.5, Sep 29, 2006

06a26	Bob: Shady Grove Harbor Marina is one of the friendliest and most interesting stops on the Tennessee.	Shady Grove Harbor Marina, Sep 29, 2006
06a27	Bob: We pulled up to the outside of the face dock.	Shady Grove Harbor Marina, Sep 29, 2006
06a28	Bob: Soon we were in the shop that had best selection of Crocs shoes we had ever seen. Terri, the proprietor sold both Mavis and I Crocs in the colors and sizes we had long been looking for. A snack bar in the back serves sausage biscuits, Waycrazy's barbecue, and of course ice cream.	Shady Grove Harbor Marina, Sep 29, 2006
06a29	Bob: On Oct 10 th when we arrived, Mer Sea, Leslie and Roy's brand new 34 foot American Tug had docked on the face dock. On the far end of the covered slips, Colorado loopers Norbert and Ruth on Maha Ranii had been staying here for some time.	Shady Grove Harbor Marina, Oct 9, 2006
06a30	Bob: Mer Sea moved around to the inside as they expected to be here for several days. Their generator was having intermittent problems and the factory was sending a mechanic to take a look at it.	Shady Grove Harbor Marina, Oct 9, 2006
06a31	Bob: Soon we were all on the dock talking generators and boating.	Shady Grove Harbor Marina, Oct 9, 2006
06a32	Bob: Norbert told us that since he had planned to stay here for several months he put the word out that he would pay \$1,000 for car in running condition. Soon he was riding around in this Cadillac in great condition. He had to pay \$2,000 for it.	Shady Grove Harbor Marina, Oct 9, 2006
06a33	Bob: The marina is on a deep cove. As you walk along the road behind the covered slips there is quite an assortment of floating boat houses . . .	Boathouses, Shady Grove Harbor Marina, Sep 29, 2006
06a34	Bob: followed by these ramshackle floating homes. These were once common on Chickamauga Lake but are mostly gone now. These were grandfathered but required by the marina to install proper sewage handling facilities.	Floating Homes, Shady Grove Harbor Marina, Sep 29, 2006
06a35	Bob: Finally at the end of the cove is the graveyard for the homes that are abandoned by the owners. This one was being beached.	Shady Grove Harbor Marina, Sep 29, 2006
06a36	Bob: When the water drops in the winter, trucks can get up to the wreck and it will be demolished and carted away.	Shady Grove Harbor Marina, Sep 29, 2006
06a37	Bob: 12 days later a second wreck had been beached.	Shady Grove Harbor Marina, Sep 29, 2006
06a38	Bob: We borrowed the courtesy van from the marina and drove to Soddy Daisy to get groceries.	Shady Grove Harbor Marina, Sep 29, 2006
06a39	MVO: Pine Harbor Marina is another mile up Soddy Creek but behind a fixed 17 foot vertical clearance bridge.	Pine Harbor Marina, Sep 29, 2006
06a40	MVO: Steve's Landing Waterfront Grill overlooks the marina. It is very popular in the area.	Steve's Landing Waterfront Grill, Pine Harbor Marina, Sep 29, 2006

06a41	Bob: As is often the case with our luck on a Friday we would not be able to get in and October 10 th a Tuesday, the restaurant is closed.	Steve's Landing Waterfront Grill, Pine Harbor Marina, Sep 29, 2006
06a42	Bob: Down in front of the restaurant is this strange structure. The signs state that this is the Pine Harbor Wildlife Sanctuary.	Pine Harbor Wildlife Sanctuary, Sep 29, 2006
06a43	Bob: There are a couple of good groceries and a pharmacy in Soddy Daisy, but little else. An old mining town it is now a suburb of Chattanooga with various home developments. I just had to get this 1950s era Jaguar in the picture. It was my dream car for many years.	Soddy Daisy, Oct 10, 2006
06a44	Bob: Back at the marina this swamp buggy was docked behind the Katy Leigh. The crew had come in for fuel. They had just returned from a week tearing up the everglades.	Shady Grove Harbor Marina, Sep 29, 2006
06a45	Bob: The two men inserted their ear plugs and took off with a roar.	Swamp Buggy, Shady Grove Harbor Marina, Sep 29, 2006
06a46	Bob: At 7:30 the sun went below the horizon. We had a quiet night with only a bass boat or two stirring up the water.	Shady Grove Harbor Marina, Sep 29, 2006

056b Shady Grove to Euchee

06b01	Bob: On September 30 th we cruised from Shady Grove to Euchee Marina at Ten Mile. In this segment we will also visit Dayton, a town we drove to from Fort Loudoun Marina and Blue Springs Marina that we stayed at on the return trip.	Shady Grove to Blue Springs Marina
06b02	Bob: We left Shady Grove at 8:00am. The weather was overcast but starting to clear.	Mile 493, Sep 30, 2006
06b03	MVO: At mile 496 you can just see the Highway 60 bridge 4 miles away.	Mile 496, Sep 30, 2006
06b04	No audio	Mile 498, Sep 30, 2006
06b05	MVO: These homes are on the west bank at Hinkle Hollow.	Mile 498, Sep 30, 2006
06b06	Fred: This bridge for Tennessee 60 replaced the Blythe Ferry, one of the last ferries on the Tennessee. The highway links Dayton to the north with Cleveland to the south.	Mile 500, Sep 30, 2006
06b07	MVO: An aerial view shows the two routes followed by the Katy Leigh at the mouth of the Hiwassee River and the location of Dayton at the top of Richland Creek.	Aerial View from Mile 499 to Mile 513
06b08	Fred: At starboard is one of the two navigable mouths of the Hiwassee River. The second is about two miles farther upstream. Triangular shaped Hiwassee Island lies between them.	South Mouth of Hiwassee River, Mile 500, Sep 30, 2006
06b09	Fred: The Hiwassee, one of the Tennessee's largest tributaries, begins almost 100 miles to the east in the mountains of northern Georgia and southwestern North Carolina.	Hiwassee Island, Sep 30, 2006
06b10	Fred: Its watershed of 2,700 square miles, 95 percent of which is covered with forest and pasture, involves 4,000 miles of streams.	Blythe Ferry Goose Management Area, Sep 30, 2006
06b11	Fred: The Hiwassee offers a good opportunity for you to get off the wide water of the Tennessee and take an interesting side trip.	Hiwassee Island, Sep 30, 2006

06b12	Fred: If you aren't going up the Hiwassee, at least go up the first channel to the junction buoy. . .	Junction Buoy, Hiwassee River, Sep 30, 2006
06b13	Fred: then turn back on the second channel and rejoin the Tennessee at imposing Garrison Bluff.	Hiwassee Island, Sep 30, 2006
06b14	Fred: Go slow and you will be rewarded with several scenes in which land and water seem to be woven together. This is particularly true on the backside of the island opposite the junction buoy. The island is historically significant because the Cherokee Indians used it as a town site.	Hiwassee Island, Sep 30, 2006
06b15	Fred: Later, it served as a departure point for hundreds of the Cherokee tribe who were herded west to Oklahoma along the "Trail of Tears," one of the darker chapters of our nation's history.	Hiwassee Island, Sep 30, 2006
06b16	Fred: The island is part of the 1,000-acre Tennessee Wildlife Refuge devoted primarily to migrating waterfowl including thousands of ducks and geese plus swans, osprey, bald eagles and golden eagles. Also prominent are sandhill cranes whose population has dramatically increased in recent years.	Hiwassee Island, Sep 30, 2006
06b17	Fred: In the fall, the cranes begin their southbound journey from Canada. A major stop for them is the Jasper-Pulaski Wildlife Refuge in northwestern Indiana. From there, they fly nearly 400 miles non-stop to this location to rest before continuing on to southern Georgia and Florida to spend the winter.	Garrison Bluff from Hiwassee River, Sep 30, 2006
06b18	Fred: As you pass daymark 501.9 at the bottom of Garrison Bluff, look to the top of the bluff where you will see a tall wood structure. This is a "hacking station," a medieval term meaning to collect birds out of nests and train them for falconry. This modern version, however, is used to increase the eagle population. Eaglets about five weeks old are placed in the structure.	Hacking Station, Garrison Bluff, Mile 501.9 Oct 9, 2006
06b19	Fred: They are fed without seeing the people who feed them. This prevents the birds from associating humans with food availability. The front doors are opened as soon as the birds are old enough to fly. Because eagles always return to nest where they learned to fly, the hacking station is used to help establish eagle colonies.	Hacking Station, Garrison Bluff, Mile 501.9 Oct 9, 2006
06b20	Fred: So you may see American bald eagles in this area. At one time, the bald eagle population had dwindled to the point that there was fear this majestic bird, our national symbol, might become extinct. But years of protection under the Endangered Species Act and widespread efforts to increase the population have paid off. On July 1, 2000 the bald eagle was removed from the Federal endangered list and removed from the State of Tennessee list shortly after then.	Hacking Station, Garrison Bluff, Mile 501.9 Oct 9, 2006
06b21	Bob: When we returned to the Tennessee and looked back I found we were being followed by "Idyll Time". A brand new 48 foot Kroger, it is owned by Chattanooga Jeff & Susie who were on their way to Watts Bar lake for the weekend. Jeff had just sold his business and was planning to do the loop in 2007. It turned out they were two of the volunteer divers we saw cleaning the rocks and glass at the Tennessee Aquarium.	Mile 503, Oct 9, 2006
06b22	Fred: This is the entrance to Richland Creek. Small "FUEL" signs advertise the Blue Water Campground & Boat Dock less than a half a mile up the creek.	Entrance to Richland Creek, Mile 504.4, Sep 30, 2006
06b23	Fred: Scenic Richland Creek is narrow but well marked all the way to where it ends in downtown Dayton at the Municipal Park	Dayton Municipal Park, Oct 5, 2006

06b24	MVO: The Dockside Diner is at the park at the end of the docks.	Dockside Diner, Dayton Municipal Park, Oct 5, 2006
06b25	Fred: Dayton is the site of the world famous Scopes evolution trial in 1925. The trial, known as "The Monkey Trial," pitted William Jennings Bryan, a candidate for the U.S. presidency in 1896, against Clarence Darrow, America's most famous criminal lawyer.	Dayton Courthouse, Oct 5, 2006
06b26	Fred: The courthouse is only a short walk from the dock and offers you an excellent opportunity to spend some relaxing time off your boat.	Dayton Courthouse, Oct 5, 2006
06b27	Fred: The Rhea County courthouse where the trial was held, was built in 1890. It has been designated an historic landmark and named to the National Register of Historic Places.	1925 Scopes Evolution Trial Courtroom, Oct 5, 2006
06b28	Fred: In the basement is a museum of memorabilia related to the trial. Old photographs, documents and posters also provide a glimpse of what Dayton was like in its earlier years.	Scopes Evolution Trial Museum, Oct 5, 2006
06b29	MVO: Click pause to read the marker.	Scopes Evolution Trial Marker, Oct 5, 2006
06b30	Bob: There was a small farmers' market underway beside the courthouse on the Thursday we visited Dayton.	Dayton Farmers' Market, Thursday, Oct 5, 2006
06b31	Bob: We walked along the downtown streets	Downtown Dayton, Oct 5, 2006
06b32	Bob: Looked in the shops	Downtown Dayton, Oct 5, 2006
06b33	Bob: and settled on Jacob Myers Deli for lunch.	Jacob Myers Deli, Dayton, Oct 5, 2006
06b34	Bob: Of course it had not only deli sandwiches but ice cream as well.	Jacob Myers Deli, Dayton, Oct 5, 2006
06b35	Fred: For the next several miles, breaks in the trees along the riverbanks reveal shallow pools rimmed with willows and reeds. These pleasant scenes coupled with low hills in the distance and a few houses contrast sharply with the other and far busier and developed end of Chickamauga Lake.	Mile 508, Sep 30, 2006
06b36	No audio	Mile 508, Sep 30, 2006
06b37	No audio	Sep 30, 2006
06b38	Bob: It was comforting to look back and see the Kroger was still behind us. If anything were to go wrong help would be nearby.	Mile 511, Sep 30, 2006
06b39	Bob: We passed Cottonport Marina at mile 512.8	Mile 512.8, Sep 30, 2006
06b40	Fred: Here you will be greeted with a sweeping view of the Cumberland Plateau.	Mile 515, Sep 30, 2006
06b41	Fred: This is the Tennessee 30 bridge that replaced the Washington Ferry. Called the William Jennings Bryan Memorial Highway, this highway links Dayton to the southwest with Athens, Decatur and I-75 to the east.	Mile 518, Sep 30, 2006
06b42	Fred: For the next few miles, the river narrows even more and you are likely to feel an intimacy with the bordering landscape you haven't experienced for quite some time.	Mile 519, Sep 30, 2006

06b43	Bob: About this point something did go wrong. The engine suddenly slowed down then came back up to speed. It would do it every 15 minutes or so. We were still 10 miles below the lock and another 10 miles to the Euchee marina. The question was will the engine quit all together. I checked various things in the engine room. Was air getting into the fuel line? Was the primary Racor filter plugged? I switched it to the standby but it made no difference. I checked the transmission temperature, the shaft log temperature, and so on. Everything pointed to the engine mounted fuel filters. There was little choice but to keep going and try and make Euchee.	Mile 522, Sep 30, 2006
06b44	Fred: From here, you can see the cooling towers at TVA's Watts Bar nuclear power plant. After another three miles, the plant will be in full view.	Mile 523, Sep 30, 2006
06b45	Bob: We were now starting to see the "Buy Waterfront Lots Now" signs. Later we read in the newspaper that TVA has put a halt to any further development along the river. Hopefully this will preserve the river and eliminate the clear cutting and McMansions.	"Buy Waterfront Lots Now", Mile 523, Sep 30, 2006
06b46	Bob: The overhead wires were a good indication we were nearing the Watts Bar nuclear power plant.	Mile 526, Sep 30, 2006
06b47	MVO: The nuclear power plant is just before the Watts Bar Lock and Dam	Mile 529, Sep 30, 2006
06b48	Bob: The current below the lock is very strong. This would not be a good place to have the engine fail.	Mile 529, Oct 9, 2006
06b49	Fred: This complex is unique because it's the only TVA site shared by a hydroelectric dam, an inactive coal-fired power plant and a nuclear power plant. Watts Bar Dam is 112 feet high and with a length of only 2,960 feet, is the shortest of all the mainstream dams on the Tennessee. Construction began in 1939 and was completed in 1942. The lock, on the east end of the dam, is one of the smallest on the river. Also, it has only four floating mooring posts, three at port and one at starboard. The highway on top of the dam is Tennessee 68 that links Spring City to the west with Tennessee 58 and I-75 to the east.	Mile 529.9, Sep 30, 2006
06b50	Bob: We made it to the lock and had a good chat with Jeff on the Krogen. Jeff said the best place to stop was Euchee Marina which is where we planned to stop. I slowed down 200 rpm for the rest of the way after the lock and the engine behaved.	Watts Bar Lake, Mile 530, Sep 30, 2006
06b51	Fred: As you clear the lock, you will quickly understand why Watts Bar is considered by many to be the most beautiful lake on the Tennessee. Beyond the large expanses of water are islands then low hills covered with farms and forest.	Watts Bar Lake, Mile 530, Sep 30, 2006
06b52	Fred: And always in the distance are the Cumberland Mountains.	Watts Bar Lake, Mile 532, Sep 30, 2006
06b53	Fred: Watts Bar also is the least used lake.	Watts Bar Lake, Mile 533, Sep 30, 2006
06b54	Fred: Many Chattanooga boaters like Jeff & Susie on "Idyll Time" are drawn to Chickamauga Lake because of its closeness. Knoxville boaters have the same advantage in their use of Fort Loudoun Lake and Tellico Lake. In between is Watts Bar with a surface area of 39,000 acres and 783 miles of shoreline. Much of the lake remains relatively unspoiled, uncrowded and far from industry and large population centers.	Idyll Time, Watts Bar Lake, Sep 30, 2006

06b55	Fred: More land, however, is being developed and more homes are being built. Also, because an increasing number of boaters from Knoxville and Chattanooga are discovering the lake, weekdays are the best time for peace and quiet	Watts Bar Lake, Mile 534, Sep 30, 2006
06b56	No audio	Watts Bar Lake, Mile 534, Sep 30, 2006
06b57	No audio	Watts Bar Lake, Mile 536, Sep 30, 2006
06b58	No audio	Watts Bar Lake, Mile 536, Sep 30, 2006
06b59	Bob: We were nearing Euchee Marina when we spotted this floating cabin being towed across the lake.	Watts Bar Lake, Mile 537, Sep 30, 2006
06b60	Bob: It was a relief to get to Euchee Marina without a complete engine failure. There was lots of time to change the two primary filters. I went to my spares chest and . . . oh no! I only had one spare filter. I had not renewed my spares after completing the Great Loop in 2005. Clinton, the Development Manager at the marina drove me to a couple of places but we had no luck. He then had his wife call auto parts locations in Athens, TN and she located 3 units. She drove 22 miles to the marina with the filters. That's service!! It was hard to thank them both enough. At 6:00pm I started the installation but was unable to bleed the lines and found no fuel getting to the engine.	Euchee Marina, Sep 30, 2006
06b61	Bob: I gave up at 8:00PM and we had dinner at the restaurant at the marina. I went to bed feeling miserable with my failure to get the engine working again. This was compounded by having to get up in the middle of the night to install the fly bridge cover when it started to rain.	Euchee Marina, Sep 30, 2006

06c Euchee to Kingston

06c01	Bob: This morning I was up early and went at the fuel filters again with a fresh outlook. I discovered I had put the rubber seals on incorrectly so that no fuel could get through the filters. I redid the installation, bled the lines, and at 10:30 am the engine started right up. What a relief that was.	Euchee Marina, Oct 1, 2006
06c02	Bob: However, with 63 miles to go to reach Fort Loudoun Marina we would have a late arrival at about 6:00 pm depending on the lock.	Euchee Marina to Fort Loudoun Marina
06c03	Bob: The weather was perfect today and Watts Bar Lake was gorgeous with islands, lots of rocks, deep water, wide expanses, and high hills all around. It is surely one of the prettiest spots on the Tennessee.	Mile 542, Oct 1, 2006
06c04	Fred: If you favor a quiet environment, you might want to consider Eden Marina and Campground. It is in the cove on the left opposite daymark 542.3.	Mile 542, Oct 1, 2006
06c05	Fred: This is Half-Moon Cutoff. It will reduce your route by almost two miles. But if you're not in a hurry, you may want to follow the original river channel and perhaps explore White Creek, the large embayment at port just before the turn and Phillips Branch that's straight ahead as you make the turn.	Half-Moon Cutoff, Mile 543, Oct 1, 2006
06c06	MVO: This view faces west past daymark 543.9. Terrace View Resort is behind the daymark.	Terrace View Resort, Half-Moon Cutoff, Mile 543.9, Oct 1, 2006

06c07	Bob: Leaving the Half-Moon Cutoff I had to add 2 miles to all my calculations. It can be confusing. The channel goes close to the point on the left.	Half-Moon Cutoff, Mile 546, Oct 1, 2006
06c08	Bob: On our return trip we stayed at Blue Springs Marina. The entrance is marked with this sign at mile 547.7	Blue Springs Marina Sign, Mile 547.7, Oct 8, 2006
06c09	Bob: The entrance is quite narrow and is to the right of the sign.	Entrance to Blue Springs Marina Sign, Mile 547.7, Oct 8, 2006
06c10	Bob: Once you are through the gap, there is lots of room. The layout of the marina is complicated. The marina staff asked us to come to the fuel dock to sign in and get instructions on where to dock.	Blue Springs Marina Sign, Mile 547.7, Oct 8, 2006
06c11	Bob: We went around to the right past the sail boat dock to the fuel dock.	
06c12	Bob: We were instructed to return the way we came and go away around to the far side where the transient docks are located.	Blue Springs Marina, Oct 8, 2006
06c13	Bob: Our slip was rather derelict and beside some really sad looking boats. However at the end of the dock was . . .	Blue Springs Marina, Oct 8, 2006
06c14	Bob: "Flamingo" a beautiful 62 foot Hatteras. Phoebe and Bob greeted us and helped us into the slip. Live-aboards, they have been here all summer to escape the hurricane season in Florida. Phoebe has family near here so it was very convenient. While this is a large marina it does not seem to be very friendly, so they seemed glad to have some company. They planned to head down the Tenn-Tom in two weeks to the Bahamas for the winter.	"Flamingo", Blue Springs Marina, Oct 9, 2006
06c15	Bob: We woke to thick fog the next morning. In the fog this boat looked haunted as it was covered with spider webs.	Blue Springs Marina, Oct 9, 2006
06c16	Bob: The top was riddled with holes.	Blue Springs Marina, Oct 9, 2006
06c17	Bob: and parts of the rail were missing. It's a miracle it floated.	Blue Springs Marina, Oct 9, 2006
06c18	Bob: Since the fog was so thick I used the opportunity to walk the docks. Malihini was a beautiful wooden cruiser . . .	Malihini, Blue Springs Marina, Oct 9, 2006
06c19	Bob: With an open cockpit on the bow. The name means stranger among the people of Hawaii.	Malihini, Blue Springs Marina, Oct 9, 2006
06c20	Bob: At 8:00AM the fog was still thick with visibility about 6 sailboat beams.	Blue Springs Marina, Oct 9, 2006
06c21	Bob: Finally at 8:36 the fog was starting to clear and we cast off.	Blue Springs Marina, Oct 9, 2006
06c22	Bob: The fog was almost gone as we left the entrance to the harbor.	Mile 547, Oct 9, 2006
06c23	Bob: Out on the river I turned around and saw the most spectacular sight of the trip. The fog lay in banks over the coast.	Mile 547, Oct 9, 2006
06c24	Bob: It looked like we were in Antarctica.	Mile 547, Oct 9, 2006

06c25	No audio	Mile 547, Oct 9, 2006
06c26	Bob: A sailboat crossed the river behind us and added scale to the photos. Now I had a cover photo for this CD-ROM.	Mile 547, Oct 9, 2006
06c27	MVO: Let's return to Oct 1 st and continue cruising to Fort Loudoun Marina. This photo looks ahead to the second cutoff, the Thief Neck cutoff.	Mile 549, Oct 1, 2006
06c28	MVO: while this photo looks west to the wide main channel. Thief Neck Island is in the right foreground	Thief Neck Island, Mile 550
06c29	Fred: This is the entrance to Thief Neck Cutoff. If you use it, be sure to carefully follow the channel markers. The shallow water outside them is particularly unforgiving. Although using the cutoff will save you about five miles, you will miss some nice scenery. All of Thief Neck Island is devoted to a small wild area.	Thief Neck Cutoff, Mile 550, Oct 1, 2006
06c30	Bob: We cleared the cutoff safely and in just 8 minutes we went 7 miles according to the chart. The 42 foot Grand Banks was heading to Florida for the winter.	Mile 557, Oct 1, 2006
06c31	Bob: The sharp bend above Mile 564 is very scenic.	Mile 564, Oct 1, 2006
06c32	Bob: with a farm on the hillside on our starboard.	Mile 564, Oct 1, 2006
06c33	No audio	Mile 565, Oct 1, 2006
06c34	Fred: At this point, you can see the stacks of TVA's Kingston power plant rising above the hills.	Mile 565, Oct 1, 2006
06c35	No audio	Mile 565, Oct 1, 2006
06c36	Bob: The Watts Bar Belle, a tour boat operating out of Kingston came out to greet us.	Watts Bar Belle, Mile 567, Oct 1, 2006
06c37	Fred: Here, the Tennessee is joined by the Clinch River, another of its major tributaries. It's navigable for 61 miles to Clinton, Tennessee. The Clinch begins in southwest Virginia then flows southward into Tennessee where it forms Norris Lake behind TVA's Norris Dam. This lake, largest of the 24 tributary lakes in the Tennessee River system, is 129 miles long. Past Clinton, the Clinch flows east of Oak Ridge to TVA's Melton Hill Dam. Farther downriver and just above Kingston, it's joined by the Emory River that's navigable for 12 miles.	Clinch River Daymark & Light, Mile 567.6, Oct 1, 2006

06d Kingston to Lenoir City

06d01	Bob: We didn't stop at Kingston on Oct 1 st but drove a rental car over on Oct 5 th . This dock is at the mouth of the Clinch River. It is the home base for the Watts Bar Belle. It is not the city dock. We parked the car here and walked around the town.	Watts Bar Belle Dock, Kingston, Oct 5, 2006
06d02	MVO: There is a greenway along the Clinch River.	Clinch River Greenway, Kingston, Oct 5, 2006
06d03	MVO: Southwest Point is in the center of the photo in front of the higher hill in the distance.	Southwest Point Marker, Clinch River Greenway, Kingston, Oct 5, 2006

06d04	Fred: Kingston traces its history to the increasing number of early pioneers who wished to live close to Fort Southwest Point. The fort was an army garrison from 1792 to 1807, Since 1974, many archaeological investigations have been conducted at and near the site of the fort. A partial reconstruction has been built on the original foundation.	Clinch River Greenway, Kingston, Oct 5, 2006
06d06	No audio	Clinch River Greenway, Kingston, Oct 5, 2006
06d06	Fred: Downtown Kingston is easy to access. Enter the Clinch River just above Daymark 567.6 and go upstream about a mile. At starboard and at the far end of a two-story apartment building is a dock. Near the dock and on the riverbank is a sign reading "Downtown Dock." Water depth at the dock is about 10 feet at normal pool. Because of the dock's short length and limited support, use special care in docking if your boat is longer than about 30 feet. A better choice might be to anchor away from the dock and use a dinghy. The reward for such effort, however, is convenience.	Downtown Dock, Kingston, Oct 5, 2006
06d07	Fred: Within a few blocks of the dock are several businesses.	Downtown, Kingston, Oct 5, 2006
06d08	Fred: Historic structures in or near the downtown area include the Roane County Courthouse at the corner of Kentucky and Cumberland streets. It's one of only seven antebellum courthouses in Tennessee.	Antebellum Roane County Courthouse, Kingston, Oct 5, 2006
06d09	MVO: Click pause to read the marker.	Antebellum Roane County Courthouse, Kingston, Oct 5, 2006
06d10	Bob: Behind the antebellum courthouse is this newer and much larger courthouse. Each courthouse has a unique tower visible for several miles from the river. The older courthouse was being restored.	Roane County Courthouse, Kingston, Oct 5, 2006
06d11	Bob: On October 1 st we passed by Kingston and continued up river to Lenoir City and Fort Loudoun Marina	Kingston to Lenoir City, Oct 1, 2006
06d12	Bob: Continuing around the sharp bend, Southwest Fort is on the port side. The Kingston-Decatur bridge on Tennessee 58 is ahead.	Kingston-Decatur Bridge, TN 58, Oct 1, 2006
06d13	Bob: What appears to be part of a very narrow old bridge remains beside the new bridge.	Kingston-Decatur Bridge, TN 58, Oct 1, 2006
06d14	Fred: Upstream from the bridge are many nice homes, mostly because Kingston is only 35 miles from downtown Knoxville via I-40. The residents in this home must be big fans of the University of Tennessee football team, the Vols.	Mile 569, Oct 1, 2006
06d15	Fred: The river now splits to flow around both sides of Long Island, a wildlife area and the largest of several islands that dot the landscape for nearly six more miles. The navigation channel veers to port.	Long Island, Mile 569, Oct 1, 2006
06d16	MVO: Long island is on the right.	Long Island, Mile 571, Oct 1, 2006
06d17	Bob: Rounding the bend after Long Island and looking ahead below the two peaks is a very interesting community . . .	Mile 572, Oct 1, 2006

06d18	Bob: called Tennessee Chapel on the chart.	Tennessee Chapel, Mile 574, Oct 8, 2006
06d19	Bob: There is a large Victorian styled building on the left and a church on the right. A search on the Internet showed this to be the Whitestone Country Inn rated in 1999 by American Historic Inns as "One of America's top Ten Most Romantic Inns" A neat place we'll have to visit some day by car.	Tennessee Chapel, Whitestone Country Inn, Mile 574, Oct 1, 2006
06d20	Fred: From here to Fort Loudoun Dam, the navigation channel continues to be narrow. So be careful in following the channel markers. Most homes and other signs of civilization fade away in favor of bluffs, densely wooded hills and rolling pastures.	Mile 575, Oct 1, 2006
06d21	MVO: At mile 579 the community of Adolphus is dead ahead.	Adolphus, Mile 579, Oct 1, 2006
06d22	MVO: Matlock Island is on the right side of the river.	Mile 583, Oct 1, 2006
06d23	MVO: Hines Creek is lined with homes for half a mile from the Tennessee River.	Mile 583, Oct 1, 2006
06d24	Fred: Ahead is the I-75 bridge. This highway begins at the Canadian border at Sault Ste. Marie, Michigan, and links Detroit, Cincinnati and Lexington with Knoxville, Chattanooga, Atlanta, Tampa and Miami	I-75 Bridge, Mile 585, Oct 1, 2006
06d25	MVO: Huff Ferry Bend is on the port side and Harrison Bend on the starboard.	Mile 586, Oct 1, 2006
06d26	No audio	Mile 586, Oct 1, 2006
06d27	Bob: No cowboy on horseback here, a truck was being used to round up the cattle.	Mile 587, Oct 1, 2006
06d28	MVO: There is a large cross on the hill at Mile 588.5. It is visible from both the river and Interstate 75 which is about a quarter mile from the river.	Mile 588.5, Oct 1, 2006
06d29	Fred: There's considerable industry along most of the riverbank at port for the next four miles. So stay alert for commercial tow traffic.	Mile 589, Oct 1, 2006
06d30	MVO: This is the Southern Railway bridge	Southern Railway Bridge, Mile 590, Oct 1, 2006
06d31	Fred: Ahead is the Loudon County Memorial highway bridge, U.S. 11, which leads into downtown Loudon. Settlers, many of whom were English soldiers, founded the town in 1790. Originally known as Blairsville, Loudon later became important as a transportation and commercial center. Today, the city has a population of about 4,000. A walking tour of Loudon includes more than a dozen historic buildings.	Southern Railway Bridge, US 11, Loudon, Mile 591, Oct 1, 2006
06d32	Fred: At port and bordering the river for almost a mile is the A. E. Staley plant. It's one of the best examples you will see along the Tennessee of how industry is taking advantage of lower transportation costs afforded by the nation's river system. Corn, mostly from Indiana, arrives here by barge. After being unloaded, it's subjected to a wet milling process in which the outside of the kernel is removed. The inside of the kernel is then processed to produce high fructose corn syrup, a sweetener used in many foods and soft drinks. A crystalline form of the sweetener is also produced.	A.E. Stanley Plant, Mile 591-593, Oct 1, 2006

06d33	Fred: The other half of the plant is devoted to producing two resulting by-products. One is ethanol that's used as a gasoline additive. Each barge is loaded with 400,000 gallons of ethanol then shipped down downriver to Louisiana. The second by-product is pelletized corn gluten animal feed consisting of the outside of the corn kernel to which a liquid is added to increase protein content. About half of this product is sold to farmers. The other half is loaded on barges and shipped to the Gulf Coast where it's reloaded on freighters for shipment to Europe.	A.E. Stanley Plant, Mile 591-593, Oct 1, 2006
06d34	Fred: For about the next six miles, you will make the turn around Browder Bend, an exceptionally pretty area with bluffs, fields and timbered slopes.	Blair Bluff, Mile 593, Oct 1, 2006
06d35	Music	Blair Bluff, Mile 594, Oct 1, 2006
06d36	Music	Blair Bluff, Mile 594, Oct 1, 2006
06d37	Music	Mile 595, Oct 1, 2006
06d38	Music	Mile 597, Oct 1, 2006
06d39	Music	Mile 598, Oct 1, 2006
06d40	Music	Mile 598, Oct 1, 2006
06d41	Music	Mile 598, Oct 1, 2006
06d42	Music	Mile 599, Oct 1, 2006
06d43	Music	Mile 600, Oct 1, 2006
06d44	Fred: The wider water at starboard is the former mouth of the Little Tennessee River. Fort Loudoun Dam ahead is the last of the nine dams on the Tennessee River. Its 122 feet high and 4,190 feet long. Construction began in 1940 and was completed in 1943. The dam takes its name from Fort Loudon that was established in 1756 in what is now east Tennessee. It was the westernmost British fort in America and named for John Campbell, the fourth Earl of Loudoun, a British nobleman who, ironically, never saw the fort.	Former Little Tennessee River Mouth, Fort Loudoun Dam, Mile 601, Oct 1, 2006
06d45	Fred: Look closely through the trees and you may get a glimpse of Tellico Dam. Most of its 3,200- foot length consists of an earthen embankment. The dam became the center of a bitter controversy soon after TVA announced plans to build it. Sportsmen protested because the dam would destroy a clear and free flowing river long favored for its fishing. The Cherokee Indians objected because it would destroy ancestral burial grounds and cover sites of their former villages. Environmentalists took the position that the dam not only wasn't needed but that it would destroy habitat of the snail darter, a dwarf freshwater fish. TVA insisted that building the dam and creating Tellico Lake would further enhance economic development and prevent millions of dollars in flood damage downstream. Despite the objections, TVA began construction in 1967 but was legally forced to stop when the dam was nearly finished. Eventually, an Act of Congress signed by President Carter allowed TVA to complete the project in 1979 and create Tellico Lake.	Tellico Dam, Mile 601, Oct 1, 2006

06d46	Fred: The lock, second highest on the Tennessee River, is on the south end of the dam, your starboard side.	Fort Loudoun Lock, Mile 602.3, Oct 1, 2006
06d47	Fred: Note that Ft. Loudon Lock operates only from 10 AM to 10 PM from November to April and 9 AM to 9 PM from May to October. This schedule, however, may change. So check with the lock in advance for the latest operating hours.	Fort Loudoun Lock, Mile 602.3, Oct 1, 2006
06d48	Fred: As with Watts Bar lock, this lock has only three floating mooring posts at port and one at starboard. So be prepared to lock through on your port side if the lockmaster requests it. Crossing the dam are U.S. 321 and Tennessee 95 that link I-75, I-40 and Lenoir City to the west with Maryville and Alcoa to the east.	Fort Loudoun Lock, Mile 602.3, Oct 1, 2006
06d49	Bob: Every lock has its own bird colony. Turkey vultures are the bird of record at this lock.	Fort Loudoun Lock, Mile 602.3, Oct 1, 2006
06d50	Bob: While waiting for another boat to join us we were able to carry on a conversation with the lockmaster.	Fort Loudoun Lock, Mile 602.3, Oct 1, 2006
06d51	Bob: Fort Loudoun Marina is visible as soon as you clear the lock.	Fort Loudoun Marina, Mile 602.6, Oct 1, 2006
06d52	Bob: You have to go around the right end to get to the fuel dock and transient slips. This is the only marina I have ever seen that has a second story over the walkway.	Fort Loudoun Marina, Mile 602.6, Oct 1, 2006
06d53	Bob: We made it to the fuel dock at Fort Loudoun Marina one minute before 6:00PM. We got a pumpout and took on 180 gallons of diesel. We had last refueled at Pebble Isle at mile 95.6 so we had traveled 500 miles achieving 2.8 miles to the gallon. The mathematically inclined might wonder why we covered only 500 miles and not 507 miles. Well, just remember those 2 cutoffs we took.	Fort Loudoun Marina, Mile 602.6, Oct 1, 2006
06d54	Bob: We headed past Calhoun's restaurant and pulled into the transient slip beside the trawler at the end of the passage.	Fort Loudoun Marina, Mile 602.6, Oct 1, 2006

Cruising The Tennessee River Script

07 Lenoir City to Knoxville

Code

Voice Over

Photo Caption

07a Tellico Lake Side Trip

07a01	Bob: On October 5 th we took an overnight side trip up the Little Tennessee River which is also known as Tellico Lake. Our objective was to anchor in the cove beside Big Hill and visit with Ron and Eva Stob, authors of the book, "Honey Lets Buy a Boat". This is the book that inspired us to cruise the Great Loop.	Aerial View, Tellico Lake
07a02	Bob: We left Fort Loudoun Marina in the early afternoon. It was overcast as we headed for the Tennessee highway 321 bridge at mile zero on Tellico Lake.	TN Hwy 321 Bridge, Mile 0, Tellico Lake, Oct 5, 2006
07a03	Bob: Interestingly, the port side is rural...	Mile 4. Tellico Lake, Oct 5, 2006
07a04	Bob: and the starboard side is all mansions.	Mile 4. Tellico Lake, Oct 5, 2006
07a05	Bob: Dozens of closely spaced mansions two layers deep, but not a single person could be spotted anywhere.	Mile 4. Tellico Lake, Oct 5, 2006
07a06	Bob: But, a look ahead shows what the river looked like before the mansions.	Mile 5. Tellico Lake, Oct 5, 2006
07a07	Bob: The leaves were starting to turn to their fall colors of yellow and red.	Mile 7, Tellico Lake Oct 5, 2006
07a08	Bob: There is a sharp bend in the river at mile 9.5 that goes around Jackson Bend. However there is a marked short cut that will save a couple of miles.	Mile 10, Tellico Lake Oct 5, 2006
07a09	Bob: Soon we were in the cove and tied up to the Stob's dock. We hiked up the hill and visited with our friends. That night we moved the boat and anchored in the well sheltered cove as our boat was too large for the small dock. If a wind were to come up we might find ourselves floating away with docks attached. True to form whenever we anchor, a thunderstorm comes along with a lot of rain. It ended around midnight. It was good that we had moved away from the dock.	Big Hill, Mile 13.3, Tellico Lake, Oct 5, 2006
07a10	Bob: The next morning, we left early for the run back to Fort Loudoun Marina. The mansions were well lit in the morning sun.	Mile 4, Tellico Lake, Oct 6, 2006
07a11	No audio	Mile 4, Tellico Lake, Oct 6, 2006

07a12	Fred: The three silos at port are a reminder that much of what is under you was farmland that was flooded when Tellico Dam was built. Behind the silos is one of several saddle dams. These were built to prevent water from flowing into low areas after Tellico Dam was completed. As each dam on the Tennessee was built, hundreds of farm families faced the grim reality that homes and land that had been in the family for generations would soon be lost forever. Most families realized the benefits that developing the Tennessee River would bring and were resigned to relocating. Others weren't. Twentieth Century Fox used the dilemma as the basis for producing <i>Wild River</i> , a highly acclaimed movie made in 1960 starring Lee Remick and Montgomery Clift. It's a fictional account of a TVA land buyer's efforts to persuade an elderly matriarch to leave her home and property that was soon to be inundated. The movie was made on the Hiwassee River near Charleston, Tennessee.	Flooded silos, "Wild River" starting Lee Remick & Montgomery Clift, Mile 3.4, Oct 6, 2006
07a13	MVO: This farm is on another Jackson Bend at mile 4.	Mile 4, Tellico Lake, Oct 6, 2006
07a14	MVO: Over half a mile of Tellico Dam can be seen in this photo taken at Mile 1.	Tellico Dam, Mile 1, Tellico Lake, Oct 6, 2006
07a15	MVO: The last remnants of the storm were moving north and east.	Mile 1, Tellico Lake, Oct 6, 2006
07a16	Bob: We returned to Fort Loudoun marina passing around the end of the long double deck dock.	Fort Loudoun Marina, Oct 6, 2006
07a17	Bob: Mavis readied the bow docking line . . .	Fort Loudoun Marina, Oct 6, 2006
07a18	Bob: as we headed for a transient slip passing Calhoun's Restaurant.	Calhoun's Restaurant, Fort Loudoun Marina, Oct 6, 2006
07a19	Bob: We tied up beside Tom and Patty, very active members of the America's Great Loop Cruisers Association, and experts on the gulf coast. They came up from Pensacola in the spring and cruised the Cumberland and Tennessee on their Catalina 28 foot sailboat, "True North".	Fort Loudoun Marina, Oct 6, 2006
07a20	Bob: The instrumentation on Tom's sailboat is impressive.	Fort Loudoun Marina, Oct 6, 2006
07a21	Bob: We were joined by Ron and Eva and all went to Calhoun's for an excellent dinner. Incidentally there is good shopping in the Lenoir City area and Enterprise will pick you up at the marina.	Front: Ron & Eva Stob, Bob & Mavis Duthie, Fort Loudoun Marina, Oct 4, 2006
07a22	Bob: On the morning of October 5 th Patty and Tom left Fort Loudoun headed downstream for the rendezvous at Joe Wheeler State Park.	Fort Loudoun Marina, Oct 5, 2006

07a23	No Audio	Fort Loudoun Marina, Oct 5, 2006
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07b Lenoir City to Knoxville

07b01	MVO: It is a winding 45 miles from Fort Loudoun Marina in Lenoir City to Volunteer Landing Marina in Knoxville. A few of the photos that follow were taken on the Katy Leigh's return trip.	Lenoir City to Knoxville
07b02	Bob: It is easy to get confused leaving the marina. Don't head up the channel to the northeast. It is a dead end.	Aerial View, Fort Loudoun Marina
07b03	Bob: On October 2 nd there was a light fog on the water as we pulled out from our slip at 8:30am	Fort Loudoun Marina, Oct 2, 2006
07b04	Bob: The lock with the Highway 321 bridge on top was in full sunlight.	Fort Loudoun Lock & Dam, Mile 302.3, Oct 2, 2006
07b05	Bob: The fog was thick on the south shore looking up the Tennessee	Mile 602.5, Oct 2, 2006
07b06	Bob: Mavis rolled up the power cords.	Mile 603, Oct 2, 2006
07b07	Fred: Evidence of the nation's robust economy during the 1990s is clearly evident along the river between here and downtown Knoxville. Many large homes have been built in this area. Regardless of your taste in architecture or landscaping, you are likely to see samples of it during the next 40 miles.	Mile 603, Oct 2, 2006
07b08	Bob: In 10 minutes the fog lifted...	Mile 604, Oct 2, 2006
07b09	Bob: and we had beautiful views of the impressive farms at mile 606 on our starboard side...	Mile 606, Oct 2, 2006
07b10	Bob: and this massive mansion.	Mile 606, Oct 2, 2006
07b11	Fred: Here, the river presents an illusion by appearing to end about four miles ahead.	Mile 606, Oct 2, 2006
07b12	Fred: Not until you get much closer do you discover that it turns sharply to starboard and flows past Saltpeter Bluff on the port side.	Mile 610, Oct 2, 2006
07b13	Bob: Parks Bend is on the starboard side. I took this photo at mile 609. Note the tower home above the trees in the center.	Mile 609, Oct 4, 2006
07b14	Bob: Rounding the Chota Bend, Gallager Creek and Ish Creek are on the right side. The main channel turns to port.	Mile 611, Oct 2, 2006
07b15	Bob: Here is the other side of the tower home as seen at mile 611. The view from this home must be magnificent.	Mile 611, Oct 4, 2006
07b16	Bob: At Choto Marina at mile 612.5 there is a good restaurant according to a note I made on my chart...	Choto Marina, Mile 612.5, Oct 2, 2006
07b17	Bob: A quarter mile past Choto Marina are some additional examples of what Fred so politely referred to as our nation's robust economy.	Mile 613, Oct 4, 2006
07b18	No audio	Mile 613, Oct 2, 2006
07b19	No audio	Mile 613, Oct 2, 2006

07b20	Fred: The water quickly widens as you approach two low highway bridges. There are two marinas beyond the second bridge that leads to the Sinking Creek embayment: Concord Marina and Fox Road Marina. As you get closer, you will see their names painted on the bridge. Vertical clearance of this bridge is 17.0 feet at normal pool. Also, both marinas are affected by wakes from passing boats. So make sure you watch yours. Concord Marina is at starboard soon after you pass under the bridge. Almost everything at this marina is new as the result of being rebuilt and greatly enlarged in 2002 and 2003.	Concord Marina, Mile 616.1, Oct 2, 2006
07b21	Bob: I counted 79 masts in this telephoto picture of Concord Marina's sailboat docks.	Concord Marina, Mile 616.1, Oct 2, 2006
07b22	MVO: This neatly laid out horse farm is at about mile 618.	Mile 618, Oct 2, 2006
07b23	MVO: A bluff is on the starboard side at Russell Bend.	Mile 619, Oct 2, 2006
07b24	Bob: More mansions adorn the shore at mile 620. It is much like the Florida shoreline at Vero Beach without the palm trees.	Mile 620, Oct 2, 2006
07b25	Bob: Passing Rocky Hill on the starboard we had our first peek at the Great Smoky Mountains behind the two hills on the right.	Mile 622, Oct 2, 2006
07b26	MVO: There is rustic cottage perched on top of Sheep Pen Bluff at mile 624.	Sheep Pen Bluff, Mile 624, Oct 2, 2006
07b27	MVO: There is a large condominium project at Keller Bend. The photo is looking back or downstream from about mile 625.5.	Keller Bend, Mile 625, Oct 2, 2006
07b28	Bob: Apparently prosperity had vanished at this mammoth dock and house project. It was abandoned when we went by. The Marble Quarry Daybeacon is visible on the right.	Mile 626.6, Oct 2, 2006
07b29	Fred: Sinking Creek, the embayment at port, is marked by a sign at the entrance identifying it as the location of the private Fort Loudoun Yacht Club. Past the club's docks and clubhouse and at the end of the embayment is Travis Marine. Be particularly careful about your wake while en route to this facility.	Fort Loudoun Yacht Club (Private), Mile 627, Oct 2, 2006
07b30	Bob: At mile 627 we got our first really good view of the Great Smoky Mountains about 30 miles away. The highest peaks are 6000 feet above sea level. The Great Smoky Mountain National Park has more than a half million acres of magnificent scenery, lush foliage and a wide range of wildlife. It has more visitors than any other U.S. national park.	View of Great Smoky Mountains, Mile 627
07b31	Bob: All types of architecture can be found along the river...	Mile 628, Oct 2, 2006
07b32	Bob: and the construction of more mansions is continuing.	Mile 628, Oct 2, 2006
07b33	Bob: Toole Bend is ahead on the port side.	Mile 629, Oct 2, 2006
07b34	Bob: Could this be a hotel?	Mile 629, Oct 5, 2006
07b35	Bob: I rather liked the rustic look of this home.	Mile 629, Oct 5, 2006

07b36	Fred: This is the Pellissippi Parkway bridge for Tennessee 162. The Parkway links Oak Ridge and other towns and communities west of Knoxville with Maryville, Alcoa and the McGhee-Tyson Knoxville Municipal Airport south of the city. Caution! The wide water ahead is deceptive. As you approach the bridge, be sure to follow the marked channel as it hugs the bank at starboard for the next two miles.	Pellissippi Parkway Bridge, Mile 630.1, Oct 2, 2006
07b37	MVO: This bluff at James Bend shows how the land folded and twisted before the river cut its way through.	James Bend Bluff, Mile 632.5, Oct 2, 2006
07b38	Bob: Watch out for a pair of house boats like these. The VHF radio traffic back and forth revealed that both captains had little or no experience on the water.	Mile 633, Oct 2, 2006
07b39	Bob: They were more interested in getting the next beer than which side of the buoys to go past.	Mile 633, Oct 2, 2006
07b40	Bob: The Knoxville Boat Club is at mile 633.5.	Knoxville Boat Club, Mile 633.5, Oct 2, 2006
07b41	No audio	Mile 634, Oct 2, 2006
07b42	Fred: Here on your port side and just past this cluster of old English style condominiums is the entrance to Duncan Branch. A sign on the upstream side of the entrance indicates Duncan Boat Dock. This is the last place you can buy gas as you continue toward Knoxville. Ben Duncan, the third member of the Duncan family to operate this dock during the last 55 years, lives in the house behind the dock. He will pump gas during the off-season for anyone who needs it. Also available are snacks, sandwiches and other supplies. While there, you can have some fun feeding to carp that swim near the dock.	Mile 635, Oct 2, 2006
07b43	Bob: Don't be surprised if a plane comes in low beside the river. This is the Sky Ranch Landing Strip at Welwyn.	Sky Ranch Landing Strip, Welwyn, Mile 637, Oct 2, 2006
07b44	MVO: Knob Creek Light and Daymark is at mile 637.9 just past the airport.	Knob Creek Light & Daymark, Mile 637.9, Oct 2, 2006
07b45	Bob: We were now very close to Knoxville's Sequoyah Hills suburb. Lyons Island is on the right.	Lyons Island, Mile 639, Oct 2, 2006
07b46	Bob: Is this one house or several?	Mile 640, Oct 2, 2006
07b47	Bob: Rounding Peter Blow Bend, this structure sits high on the bluff. It is not a mansion but rather an assisted living center.	Mile 641, Oct 2, 2006
07b48	Fred: This is the beginning of Sequoyah Hills, one of Knoxville's fine residential areas. You are passing Sequoyah Park that borders the river for nearly two miles.	Mile 641, Oct 2, 2006
07b49	Bob: This A-frame sits nestled into a gully in the bluffs on the starboard side at Mile 643.	Mile 643, Oct 2, 2006

07b50	Bob: A beautiful wooden runabout hangs from the slings.	Mile 643, Oct 2, 2006
07b51	Bob: Ahead it is very rural even though we are in the city now.	Mile 643, Oct 2, 2006
07b52	Bob: Rounding the bend, we saw the first downtown buildings ahead.	Mile 643, Oct 2, 2006
07b53	No audio.	Mile 643, Oct 2, 2006
07b54	Fred: As you come out of the turn you will see part of the University of Tennessee's agricultural research farm at starboard.	University of Tennessee Agricultural Research Farm, Mile 643, Oct 2, 2006
07b55	No audio	University of Tennessee Agricultural Research Farm, Mile 644, Oct 2, 2006
07b56	Fred: This is the James E. Karnes bridge for U.S. 129. As you approach the bridge, look to port. The large white house with the terraced gardens extending down the hill to the water is the Armstrong-Lockett house. The tip of the garden shows on the far left.	James E. Karnes Bridge, Mile 645, Oct 2, 2006
07b57	Fred: The house was built in 1834 by Drury Paine Armstrong and is one of Knoxville's most historic structures. Inside are the William P. Toms collection of 18th Century English and American furniture, decorative art and an outstanding collection of English silver. The Italianate style gardens include fountains and extensive plantings.	1834 Armstrong-Lockett House & Gardens, Mile 645, Oct 2, 2006
07b58	Fred: Knoxville traces its beginning back to 1757 when the British built Fort Loudoun, their first important outpost west of the Allegheny Mountains. In 1786, James White, founder of Knoxville, built a home and stockade on the east edge of the present downtown area. In Knoxville's early days, the river was regarded as an important resource in the city's growth. But its use was so hampered by hazards such as rapids, shoals and whirlpools that many mariners believed Knoxville would remain unreachable by steamboat. In the early 1800s, however, a group of Knoxville businessmen advertised a prize to the first steamboat to come all the way up river to Knoxville. Captain S. D. Conner answered the challenge and began the long trip aboard the "Atlas," a small side-wheeler. His effort was successful. On the evening of March 3, 1828, he arrived to collect the reward.	Knoxville, Mile 647, Oct 2, 2006
07b59	Fred: Today, Knoxville is often rated as one of the best American cities in which to live. Its population is about 165,000 but county population is nearly twice that. Knoxville is eastern Tennessee's primary cultural, educational and commercial center.	Knoxville, Mile 647, Oct 2, 2006

07b60	Fred: The tower topped with the gold ball is a reminder that Knoxville is one of the few U.S. cities to host a World's Fair. The fair, held in 1982, had more than 11 million visitors. Ahead is the Southern Railroad bridge followed by the Henley Street Bridge. The Southern railroad bridge's stone piers date back to before the Civil war. On the left is the University of Tennessee's Thompson-Boling Assembly Center & Arena. Although mainly used for basketball games, it also is used for concerts and other special events.	Knoxville, Mile 647, Oct 2, 2006
07b61	Fred: Neyland Stadium, on the left, has 104,000 seats making it the second largest college stadium in the nation, exceeded only by the University of Michigan's stadium at Ann Arbor. In 1966, 107,608 fans packed the stadium to watch the Tennessee-Florida game. That set an attendance record which, until that time, was unmatched in the history of college football. The stadium was named after General Robert Neyland. During his remarkable career as head coach, he led the University of Tennessee Volunteers through nine undefeated seasons out of 21 seasons and to the national championship in 1951. In 1939 during the regular 10-game season, his team held every opponent scoreless while scoring 212 points. The three-story building with a steep green roof on the right is the home of the University of Tennessee's women's rowing club.	Knoxville, Mile 647, Oct 2, 2006
07b62	MVO: The City and County building overlooks the river and the scenic walkway starts at Neyland Stadium and runs beside the river to Volunteer Landing Marina.	City & County Building, Knoxville, Mile 647, Oct 2, 2006
07b63	MVO: The Volunteer Landing building provides easy and safe access over the expressways to Walnut Street. Calhoun's On The Water Restaurant is just before the Gay Street bridge. This bridge dates back to 1898. A tour boat is in the distance just before Volunteer Landing Marina.	Volunteer Landing, Knoxville, Mile 648, Oct 2, 2006
07b64	Bob: At 2:00PM we reached our goal for the trip docking in Knoxville, 15 days after leaving Kenlake Marina. We docked beside Tom and Patty on the 28 foot Catalina, "True North".	Volunteer Landing Marina, Knoxville, Mile 648, Oct 2, 2006

07c Knoxville

07c01	Bob: Arriving early afternoon we had time to do some sightseeing and headed on foot toward downtown.	Knoxville Aerial
07c02	Bob: It is a short hike past the marina store...	Volunteer Landing Marina, Knoxville, Oct 2, 2006
07c03	Bob: and up the ramp to the riverwalk.	Riverwalk, Oct 2, 2006
07c04	Bob: We walked past the Riverside Restaurant.	Riverside Restaurant, Oct 2, 2006
07c05	Bob: and went in the back door of the Beck Cultural Exchange Center. There is a public elevator that takes you up to street level.	Beck Cultural Exchange Center, Oct 2, 2006

07c06	Bob: The elevator comes out on this bridge. Here you can get a great view of the river and Knoxville skyline.	Beck Cultural Exchange Center, Oct 2, 2006
07c07	Bob: A fountain and garden can be seen to the east from the bridge.	Beck Cultural Exchange Center, Oct 2, 2006
07c08	Bob: We walked west along Hill Avenue over the expressways and past . . .	Hill Avenue Bridge, Oct 2, 2006
07c09	Fred: Blount Mansion, Knoxville's only National Historic Landmark is one of the first wooden frame houses built west of the Appalachian Mountains. Governor William Blount, veteran of the Revolutionary War and signer of the United States Constitution built the mansion in stages between 1792 and 1830. After George Washington appointed Blount as governor of the territory south of the Ohio River, the home served as the territory's capitol building. Bob: Times have changed. This is a mansion?	Blount Mansion, Oct 2, 2006
07c10	Fred: Bordering Blount Mansion on the west is Gay Street, the main thoroughfare through downtown Knoxville. Here, you can turn right and begin a mini walking tour. The first two blocks are devoted mostly to banks and offices plus a few eateries and a retail mall at the far end of the First Tennessee Bank Plaza.	Gay Street, Oct 2, 2006
07c11	MVO: The Knox County Courthouse is on the west side of Gay Street.	Knox County Courthouse, Oct 2, 2006
07c12	MVO: There are monuments on the lawn of the court house commemorating John Sevier and his first wife Sarah Hawkins. Sevier was the first governor of Tennessee.	Knox County Courthouse, Oct 2, 2006
07c13	Bob: This elaborate university campus-like building was built around 1990 by one of Knoxville's most famous entrepreneurs, Chris Whittle. The building housed Whittle Communications. The company published single sponsor magazines and delivered television programs into schools and doctors offices. The company grew rapidly in the 80s but declined in the 90s.	Former Whittle Communications Campus , Oct 2, 2006
07c14	Fred: As you walk up Gay Street you will see stores that until recently were vacant. Downtown Knoxville, as in other cities, saw hard times back in the 1970s when businesses began leaving and moving into suburban areas.	Gay Street, Oct 2, 2006
07c15	Fred: Now, however, public and private efforts are reversing that trend. Downtown Knoxville is rapidly changing for the better.	Gay Street, Oct 2, 2006
07c16	Fred: Just before you reach Clinch Street, you will pass the front doors of the Tennessee Theatre. Built in 1928, it was a lavish center of entertainment. Closed years ago and abandoned, it has been restored to its former glory and is hosting a variety of entertainment events.	Tennessee Theater / Burwell Building, Gay Street, Oct 2, 2006
07c17	Fred: The Tennessee Theater is in the Burwell Building which at the time it was built in 1907 was the tallest building in Knoxville.	Tennessee Theater / Burwell Building, Gay Street, Oct 2, 2006

07c18	No audio	Gay Street, Oct 2, 2006
07c19	No audio	422 Gay Street, Oct 2, 2006
07c20	Bob: The Mast General Store had just opened a week before we got to Knoxville. It sells a great variety of outdoor clothing and camping supplies. The original Mast store in Valle Crucis, North Carolina is one of the oldest continuously operating general stores in the country.	Mast General Store, Gay Street, Oct 2, 2006
07c21	Bob: We walked back down by the City and County Building and got a good view of the Gay Street Bridge. It is a steel-arched cantilevered design.	Gay Street Bridge, Oct 2, 2006
07c22	Bob: According to a Knoxville historian, this bridge opened to traffic on July 9, 1898 and was the fifth bridge to span the Tennessee at this location. The bridge builders must have hoped it would open a year earlier when this plaque was cast.	Gay Street Bridge, Oct 2, 2006
07c23	Bob: The pedestrian sidewalk on the bridge is a good place to view the river.	View East, Gay Street Bridge, Oct 2, 2006
07c24	Bob: Back at our boat, we celebrated by having an excellent dinner at the Riverview Restaurant, just a few yards up the ramp from the boat. MVO: Please see the Tennessee Cruise Guide for a more detailed walking tour of the Knoxville downtown.	Volunteer Landing Marina, Knoxville, Oct 2, 2006
07c25	Bob: On October 3 rd at dawn, we found the women's rowing team out training in the mist on the river.	UT Women's Rowing Team, Oct 3, 2006
07c26	Bob: It was a good time to explore the riverwalk . . .	Riverwalk at Volunteer Landing Marina, Oct 3, 2006
07c27	Bob: that runs along behind Volunteer Landing Marina. Fred: Sometime during your trip up the Tennessee, you are likely to hear about the famous "Volunteer Navy." It all began in 1962 when George Mooney, a former sports announcer, chose to go to home games in his boat to avoid traffic.	Riverwalk at Volunteer Landing Marina, Oct 3, 2006
07c28	Fred: The idea caught on and today University of Tennessee football fans on as many as 200 boats have a giant tailgate party on the water during every home game.	Riverwalk at Volunteer Landing Marina, Oct 3, 2006
07c29	Fred: When the docks are full, boats raft for a considerable distance into the river. Incidentally, only one other college in the nation, the University of Washington, has a stadium adjacent to a body of water. You may want to avoid the area on those weekends because the river becomes congested. But if you wish to come anyway and be a part of the fun, call Volunteer Landing Marina well in advance and make arrangements for dockage.	Volunteer Landing May 1999
07c30	Bob: This sculpture along the riverwalk celebrates . . .	Volunteer Landing May 1999
07c31	Bob: the signing of the Treaty of the Holston in 1791.	Volunteer Landing May 1999

07c32	Bob: The Knoxville Rotary Club meets in the Marriott Hotel which is just a couple of blocks from the marina. I walked up the hill ready to do a makeup meeting but found I was an hour early...	Marriott Hotel, Oct 3, 2006
07c33	Bob: The Women's Basketball Hall of Fame is right beside the hotel so I decided to see what it was all about. Obviously a lot of money had been spent to create this attraction.	Women's Basketball Hall of Fame, Oct 3, 2006
07c34	Bob: Entering the rotunda at 11:00AM I had the entire place to myself.	Women's Basketball Hall of Fame, Oct 3, 2006
07c35	Bob: The mission was inscribed in the floor under the sculpture.	Women's Basketball Hall of Fame, Oct 3, 2006
07c36	Bob: There are numerous exhibits on the history of basketball. In one locker room exhibit you can listen to recordings of famous coaches like Pat Summit inspiring her team to go all out.	Women's Basketball Hall of Fame, Oct 3, 2006
07c37	Bob: A large area on the lower level lets visitors learn techniques by throwing basketballs. All in all it was an interesting experience for even someone like me with little interest in competitive sports.	Women's Basketball Hall of Fame, Oct 3, 2006
07c38	Mavis: In the afternoon Bob was not feeling well, so I undertook a tour of the Old City. It is about a one mile walk up Central Street. The Old City is a cluster of coffee houses, art galleries and restaurants.	Old City, Oct 3, 2006
07c39	Mavis: Patrick Sullivan's Steakhouse and Saloon is one of the most interesting buildings with	Old City, Oct 3, 2006
07c40	Mavis: each window decorated with a painting and iron grill.	Old City, Oct 3, 2006
07c41	Mavis: Old City is well worth the walk from the marina. That night we dined with Tom and Patsy at Calhoun's.	Old City, Oct 3, 2006
07c42	Bob: We did not quite get to the headwaters of the Tennessee. This is the point where the Holston River and the French Broad River meet to form the Tennessee. It is only two miles from downtown Knoxville. Neither river is navigable for large boats for more than a short distance. The headquarters for Sea Ray boats is less than a mile up the French Broad River.	Tennessee River Headwaters Aerial

07d Return Trip Highlights

07d01	Bob: Many of the pictures taken on the return trip have already been used to illustrate points of interest along the river. In this segment I would like to show five highlights from the return trip that you have not seen.	Return Trip Highlights
07d02	Bob: On the morning of October 4 th the fog on the river was so thick you could hardly see more than a few yards. But by 9:00 it was starting to lift and we set out with Tom and Patsy close behind as they did not have radar.	Fog leaving Knoxville, Oct 4, 2006
07d03	Bob: I used the radar and the bread crumb trail in the Garmin Chartplotter to move from buoy to buoy.	Fog leaving Knoxville, Oct 4, 2006
07d04	No audio	Fog leaving Knoxville, Oct 4, 2006

07d05	Bob: At 10:20 the fog became even thicker.	Fog leaving Knoxville, Oct 4, 2006
07d06	No audio	Fog leaving Knoxville, Oct 4, 2006
07d07	Bob: It continued until 11:00 am	Fog leaving Knoxville, Oct 4, 2006
07d08	Bob: and finally lifted around 11:30.	Fog leaving Knoxville, Oct 4, 2006
07d09	Bob: You may recall we stayed at Gold Point Marina at Chattanooga on the return trip. We left there early just before 8:00 and approached the well lit Chickamauga Lock	Chickamauga Lock, Oct 11, 2006
07d10	Bob: There waiting to lock through was . . .	Chickamauga Lock, Chattanooga, Oct 11, 2006
07d11	Bob: <i>Freedom</i> , the 100 foot Hatteras we moored beside at Turtle Point Yacht Club.	Chickamauga Lock, Chattanooga, Oct 11, 2006
07d12	Bob: Once through the lock at the city docks in Chattanooga we found the Nina, the Southern Belle and the nameless riverboat that had been in the yard at Hales Bar on the way up.	Chattanooga City Dock, Oct 11, 2006
07d13	Bob: As we left Ditto Landing on our way to the Rendezvous, we passed this paddle wheel houseboat. The captain was constantly on the VHF radio warning boaters about his low freeboard and to avoid making a wake.	AGLCA Rendezvous, Oct 21, 2006
07d14	Bob: On the morning of October 18 th the Rendezvous had ended and many boats were planning to leave but worried about the situation at Wilson Lock. As we found on many other days in October the fog was thick.	AGLCA Rendezvous, Oct 21, 2006
07d15	Mavis: I spotted this strange jelly fish like object floating in the water beside our boat.	AGLCA Rendezvous, Oct 21, 2006
07d16	Bob: By 7:15 the fog was lifting . . .	AGLCA Rendezvous, Oct 21, 2006
07d17	Bob: and a procession of 5 boats set out in single file.	AGLCA Rendezvous, Oct 21, 2006
07d18	Bob: We were at the Wheeler lock by 7:48...	Wheeler Lock, Oct 21, 2006
07d19	Bob: and watched the 5 th boat arrive.	Wheeler Lock, Oct 21, 2006
07d20	Bob: I had a breakfast of toast and coffee while we waited. This is one of the great benefits of an inverter as there is no need to start up the generator.	Wheeler Lock, Oct 21, 2006
07d21	No audio.	Wheeler Lock, Oct 21, 2006
07d22	Bob: By 8:14 we were leaving the Wheeler Lock and calling Wilson Lock to see when we they might take us.	Wheeler Lock, Oct 21, 2006

07d23	Bob: It was a beautiful day on Wilson Lake and fun to watch the procession ahead of us.	Wilson Lake, Oct 21, 2006
07d24	Bob: We all dropped anchor a mile or so from the lock and worked out a plan for positioning in the lock. At 12:30 we were told to head in. By now there were 7 boats.	Wilson Lake, Oct 21, 2006
07d25	No audio	Wilson Lake, Oct 21, 2006
07d26	Bob: There were only 3 bollards that worked so we had to raft up to 3 boats across in the forward part of the lock . . .	Wilson Lock, Oct 21, 2006
07d27	Bob: with 4 across in our row. It is amazing that we all fit. I think we established a new record that day.	Wilson Lock, Oct 21, 2006
07d28	Bob: The auxiliary lock at Wilson is a double lift, so we all had to move forward. This was done one boat at a time so it took a while.	Wilson Lock, Oct 21, 2006
07d29	Bob: This old lock leaks a bit, but we were far enough forward to avoid getting wet. Mavis would not have been looking so happy if she had been under the waterfall.	Wilson Lock, Oct 21, 2006
07d30	Bob: At last at 1:33 PM we were able to leave.	Wilson Lock, Oct 21, 2006
07d31	Bob: Several boats peeled away and turned into Florence marina. My calculations showed we could make it to Aqua Yacht Harbor but it would be sundown by then. We were anxious to get back to Kenlake without another day so we kept going.	Pickwick Lake, Oct 21, 2006
07d32	Bob: At 5:55 we had 14 minutes before official sunset but the sun had set behind the hills. I called Aqua to let them know we were coming and wanted fuel and they agreed to wait for us.	
07d33	Bob: At 6:23 we were passing Grand Harbor with 11 more minutes before civil twilight.	Grand Harbor, Pickwick Lake, Oct 21, 2006
07d34	Bob: At 6:28pm it was almost dark as we cruised the remaining mile on Yellow Creek to Aqua. We made it before it was totally dark and tied up on the fuel dock. Aqua had arranged for some live-aboards to help us in and we took on 210 gallons of diesel. The first diesel since Lenoir City. Our propeller had been repaired and was waiting for us at the dock.	Yellow Creek, Oct 21, 2006
07d35	Bob: On the 23 rd of October as we neared Pebble Isle Marina we spotted this interesting, obviously home-built boat from Illinois. I estimated it to be about 17 feet long. The first mate was riding below in the cabin.	Pebble Isle Marina, Oct 23, 2006
07d36	Bob: At Pebble Isle we invited a neighboring boater in for a drink. The picture is so nautical it almost makes me want to grow a beard and get a sailors cap.	Pebble Isle Marina, Oct 23, 2006
07d37	Bob: At this time of year the temperature drops below freezing at night even though the water temperature is still above 50 degrees. Ice forms on the docks and is very treacherous.	Pebble Isle Marina, Oct 24, 2006
07d38	Bob: It was our last day on the cruise. At about mile 60 I noticed this white line along a shoal on the west side.	Mile 60, Oct 24, 2006
07d39	Bob: It was a large flock of Snow Geese.	Mile 60, Oct 24, 2006

07d40	<p>Bob: We entered the harbor at Kenlake Marina at 2:00pm and tied up in our slip. We had covered 1,200 miles and completed the trip with 2100 photos. We had traveled the length of one our nation's greatest rivers. Fred, do you have any parting words?</p> <p>Fred: Well, when you do the Tennessee don't be surprised if what you see and experience brings you back again and again. As many have discovered, the Tennessee is that kind of river.</p>	Kenlake Marina, Aurora, KY, Oct 24, 2006
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