

The Evening Star, August 20, 1873, p. 4
Captain Woods and Engineer Nash

We have aimed in our statements and comments in regard to the *Wawaset* disaster to deal impartially between the public and the officers and owners of the ill-fated vessel. In this spirit we give below a certified copy of the master's certificate held by Captain Woods, showing that while he inadvertently neglected to take out a license, he was a duly qualified master:

Custom House, Alexandria, Va.,
Collector's Office, August 19, 1873

This is to certify that the annexed is a true copy of the appointment and "Oath of New Master," of John R. Woods, as master of the steamer *Wawaset*, on record at this office.

D. Turner, Collector

Oath of New Master

I, John R. Woods, master of the steamer called the *Wawaset*, of Washington, burden 328 90-1000 tons, do solemnly swear, that I am a citizen of the United States, having been appointed master of saidd steamer, according to the law; so help me God. John R. Woods

District of Alexandria, Port of Alexandria--

Sworn to, before me, this 1st day of May, 1873.

D. Turner, Collector

It should be added that Captain Woods has the reputation amongst river men of being a good, careful officer, having a thorough knowledge of the river, and of his general duties. That he is a brave man, was shown by his standing by his boat to the last.

As regards Engineer Nash, we are also assured by steamboat officers, who have known him as an engineer for w6 years, that he is an exceptionally competent man for his duties, understanding his work thoroughly, and a strictly temperate man withal. In regard to the point testified to his disadvantage, that he was seen acting as bar-keeper on the *Wawaset*, it is stated that the fact was an exceptional one, and occurred in this way. The bar-room was just opposite the engine room and only six feet away from it, and wanting a drink of water he stepped in there for it instead of going some distance for it elsewhere. While there some persons applied for a drink, and the bar-keeper being absent he supplied them. This, however, was sometime previous to the accident. Captain Woods states that Nash is a very careful and attentive engineer, and that he never gave him a bell that it was not answered promptly and correctly. In regard to his attending to trading, Nash states that he only did so at points when the boat was stationery, and it did not interfere with his duties, as at Currioman, where she stopped all night, and Cone river, where she stopped three hours and her fires were banked.