



THE PRESS CLUB OF SAN FRANCISCO

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SAN FRANCISCO, CALIFORNIA 94102

(2) to Jerry MacMullen

Simultaneously the Sacramento UNION columnist, Tom Horton, has got the eager-beavers of the Junior Chamber of Commerce so enthused that they've formed a RIVERBOAT's COMIN'! committee -- but of course there are no riverboats (except the KING). And it would certainly be anachronistic, I told them, to place a river steamer of the '20s (built 1926) in a project purporting to be of the same period as the remaining-and-restored buildings on First & Second, and the cross streets, of the ambitious Old Sacramento.

*'50s, '60s, '70s

How much more in keeping, I argued, to create a replica of one of the very river steamers shown in both early lithographs and their current projections (in their excellent color brochure) of the Sacramento levee-front. I thought the CHRYSOPOLIS, with the twin stacks, side-wheels, and walking-beam, would be the most colorful (and the UNION printed my drawing taken from your drawings). But since the financially-responsible parties who talked to me own the minor league pro football team, the CAPITOLS, they thought the CAPITAL (seen in early pictures) might be better from their point of view. Or it could be the NEW WORLD, the SENATOR, or ANTELOPE, etc.

Question: Do detail drawings exist anywhere of early-day California riverboats? Are there any photos beside the ones already seen in your book, and Harlan's recent FERRYBOATS (which shows only those riverboats converted to ferry service)? Do any interior photos or drawings exist?

Or models?

Also, are there any artifacts available to your knowledge? (I have a very few, and doubtless Delta people may have some, but who knows?)

In other words, how in the world would you go about designing a replica riverboat authentic enough to satisfy the historical nit-pickers in the Old Sacramento project, and still within practical limits as to cost?

I will be anxiously awaiting your advice. The Maritime Museum here has a great model of the ill-fated FORT SUTTER (which they evidently preferred to the actual riverboat, right out in front of them from '53 to mid-'59!). But this model does not help much as to the earlier types aforementioned.

Friend Harry Dring is, of course, always helpful. But it is to you, Jerry, that we look for information and opinion for the ready-to-go Sacramento backers of the boat, whose restaurant potentials would, they think, justify the project. I have found them an excellent steel hull, large, with intact cargo deck, sides & "ceiling." The upper deck has never fire damage, but any replica-plan would change this deck, anyhow.

And if I get my own SHOWBOAT SAN FRANCISCO going, I will want your valued advice, but on a professional basis -- not for free, as with this hopeful inquiry.

Kind regards

Barney Gould
BARNEY GOULD