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SF
Shipping
1889

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SF Chron Thurs May 16, 1889:

"The steam schooner MAGGIE ROSS has at last been put in shape, and on Tuesday afternoon she made her engineer's trial trip, which from all accounts was a successful one. It was about two years ago since the keel of the Maggie Ross was laid at Coos Bay. She came to this city under sail with a cargo of lumber, and had her machinery put in by the Risdon Iron Works. Shortly after her arrival here, the iron works burned out, and the Ross' machinery was destroyed. The steamer surprised both owners and builders by developing a speed of nine knots an hour."

do Mon May 20, 1889: "The steamer DOMONA arrived from Eureka, Humboldt county, yesterday morning. In the cabin was Captain H. H. Buhne of Eureka, who is an old pioneer, having arrived here as second mate of the British ship CLEMENTINE in the early part of the year 1847. One of the first things to which the attention of Captain Buhne was called yesterday morning was an article in a morning contemporary in regard to the pioneer steamers of San Francisco bay. The article in question alluded to the stern-wheeler steamer SITKA as being the first to plow the waters of the bay. The Sitka was not a stern-wheeler, but had two side paddles like most of the steamers of that time. She was built at Sitka and sent here as a present to General Sutter, arriving in sections. She was put together by the Russians at Coat Island and made her trial trip in November of 1847. Captain Buhne being among the invited guests. She sailed to South Sausalito, thence around Angel Island, and came back to Leidesdorff -street slip, which at that time consisted of half a dozen piles, and was located in about the same position where the Merchants' Exchange now stands." (note: make copy of this article for Calif Hist Soc)

do Saturday May 25, 1889: "The new steamer ZINFANDEL, which was launched from Damon's Yard at North Beach on Tuesday, is lying at Washington street wharf, where her boilers and engines are being tested preparatory to her trial trip in a few days. The Zinfandel is a stern-wheeler and is intended to take the place of the Caroline plying between San Francisco and Napa. She was built with a view to taking advantage of every foot of space which can be used on the Napa river, and her length will just enable her to make the bends of that stream. She is 22 1/2 feet in length, 31 feet beam and has a depth of hold of 8 feet. Her cylinders are 15 inches in diameter with a four and one-half foot stroke. On her upper deck is a saloon in which are 16 staterooms aft of which is the kitchen. She is owned by N. H. Muogg & Son, who intend making three trips a week, with her, to and from Napa, carrying freight and passengers."

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