

Notes on Southern Pacific ferries.....

<u>Bay City</u>	246.7' on deck	66.1' over guards	15' depth	1283 Gr
	230.5' keel	35.6' beam		

B 1878, Risdon Iron Wks. Capacity 1205 passengers. Sold 1931

VB engine 52" x 144" 17 r.p.m., 860 HP 2 boilers 90# pressure
24' wheels

<u>Encinal</u>	274.1' on deck	72.5 over guards	15.1 depth	2014 Gr
	245.2 keel	39.8 beam		

B. 1888, White, SF.

VB engine 52" x 144" 972 HP 50# pressure 24' wheels

<u>El Capitan</u>	216' on deck	62.5 over guards	14.1 depth	982 Gr.
	196' keel	33.7 beam		

B 1868 by White, re-built 1896 Sold 6/30/2

VB engine 36" x 144" 250 HP 100# pressure
20' 10" wheels

<u>Newark</u>	294 on deck	76.5 over guards	19.3 depth	2197
	296 keel	42.5 beam		

(re-built

1924 as

Sacramento,

2254 gr.ton)

B. 1877, Hill & Collier, SF

VB engine 65" x 144" 1237 HP 56# pressure

25' 8" wheels

(Originally had 40' wheel with shaft overhead of vehicle deck; 11 R.p.m. and crossed bay in 11 minutes; later, with a 24-foot and lower steel gallows-frame it took 21 minutes. Now crosses in 15 minutes, makea approx. 19 r.p.m.)

<u>Oakland</u>	283.1 on deck	70.3 over guards	17.1 depth	1670
	262.1 keel	40.0 beam		

VB engine 61" x 144" 1357 HP 55# pressure 27' 9" wheel

(Built as river steamer Chrysopolis by J.G.North, SF, 1860; reb as Oakland -- double-end ferry -- at West Oakland, 1875; rebui again 1898 and 1920)

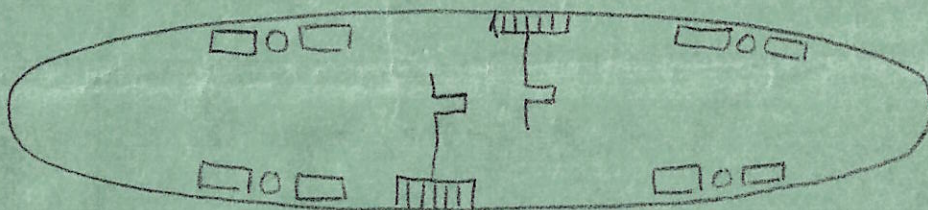
Sold for scrapping 1940



Solano -- "World's Largest Ferry"

Car transfer ferry, 3549 gr. tons 420' long, b. 1879, 2500 h.p.

Had four stacks, eight boilers on guards, 2 walking-beam engines,
one set ahead of the other:



Sold 1924.

succeeded by Contra Costa (#2) as "World's largest"

Contra Costa (#2) 5573 gr tons, 433' long, 3000 h.p.

Built 1914; sold 1934.

(Sketch of Solano deck plan from tracing found in a lot of gear turned over
by the WPA Writer's Project - marine research division - in SF.)

