

Notes on Southern Pacific ferries.....

Bay City 246.7' on deck 66.1' over guards 15' depth 1283 Gr.tons
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

Encinal 274.1' on deck 72.5 over guards 15.1 depth 2014 Gr.tons
245.2 keel 39.8 beam

B. 1888, White, SF.

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

El Capitan 216' on deck 62.5 over guards 14.1 depth 982 Gr.tons
196' keel 33.7 beam

B 1868 by White, re-built 1896

Sold 6/30/25

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

Newark 294 on deck 76.5 over guards 19.3 depth 2197 Gr.tons
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; made 11 R.p.m. and crossed bay in 11 minutes; later, with x 24-foot wheels and lower steel gallows-frame it took 21 minutes. Now crosses in about 15 minutes, makea approx. 19 r.p.m.)

Oakland 283.1 on deck 70.3 over guards 17.1 depth 1670 Gr.tons
262.1 keel 40.0 beam

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

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

Sold for scrapping 1940

