



BAYAREA
COUNCIL

Restoration of the Historic Ferryboat Klamath



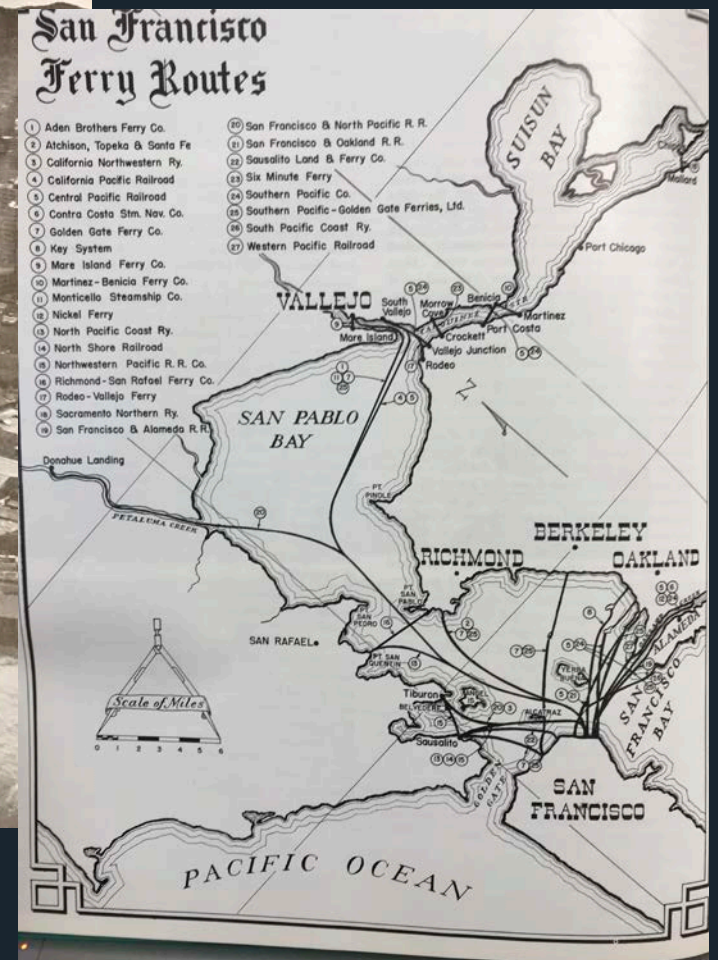
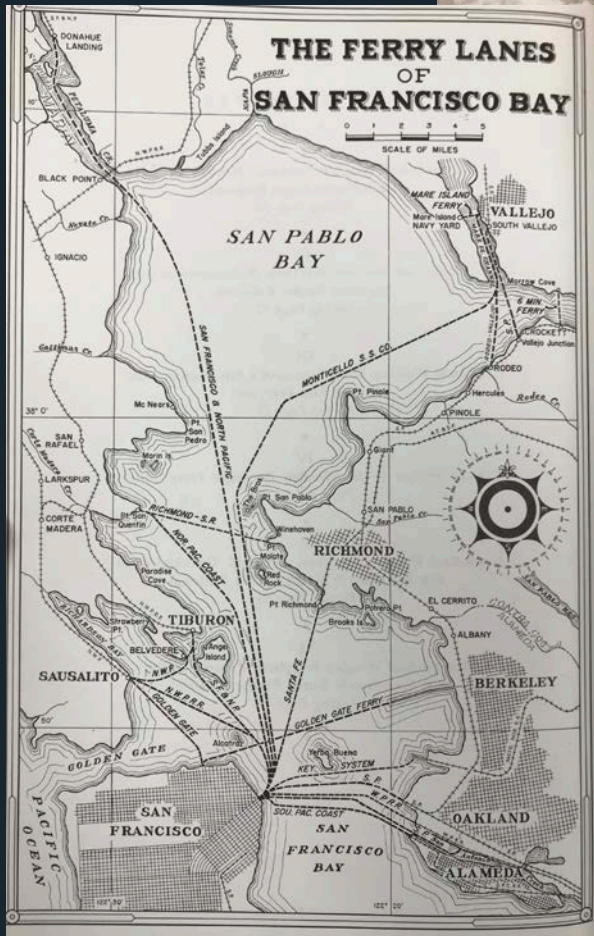
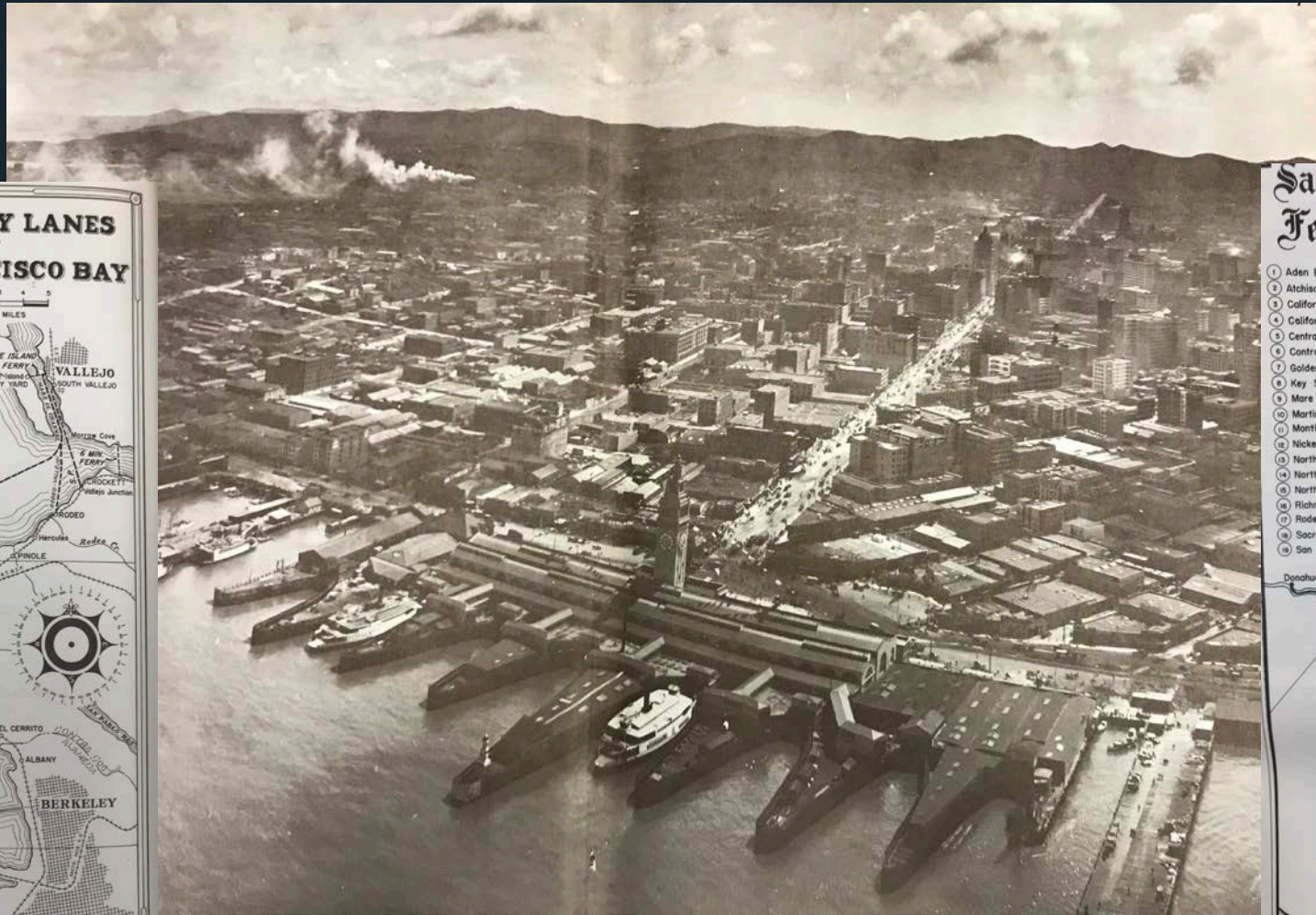


SHAPE THE FUTURE

The Bay Area Council has been at the intersection of business and civic leadership, shaping the future of the Bay Area since 1945.



Between 1850 and 1939 there were 120 ferryboats in operation on San Francisco Bay



The boats came in many shapes and sizes and carried:

- passengers
- cars
- trains
- horses
- livestock
- agriculture
- and all manners of other items

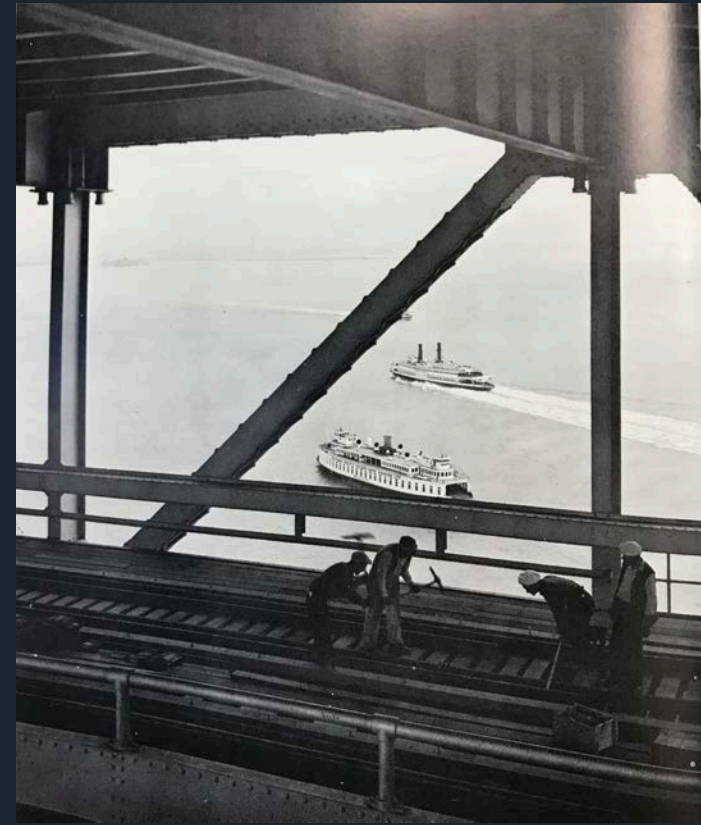


They hosted:

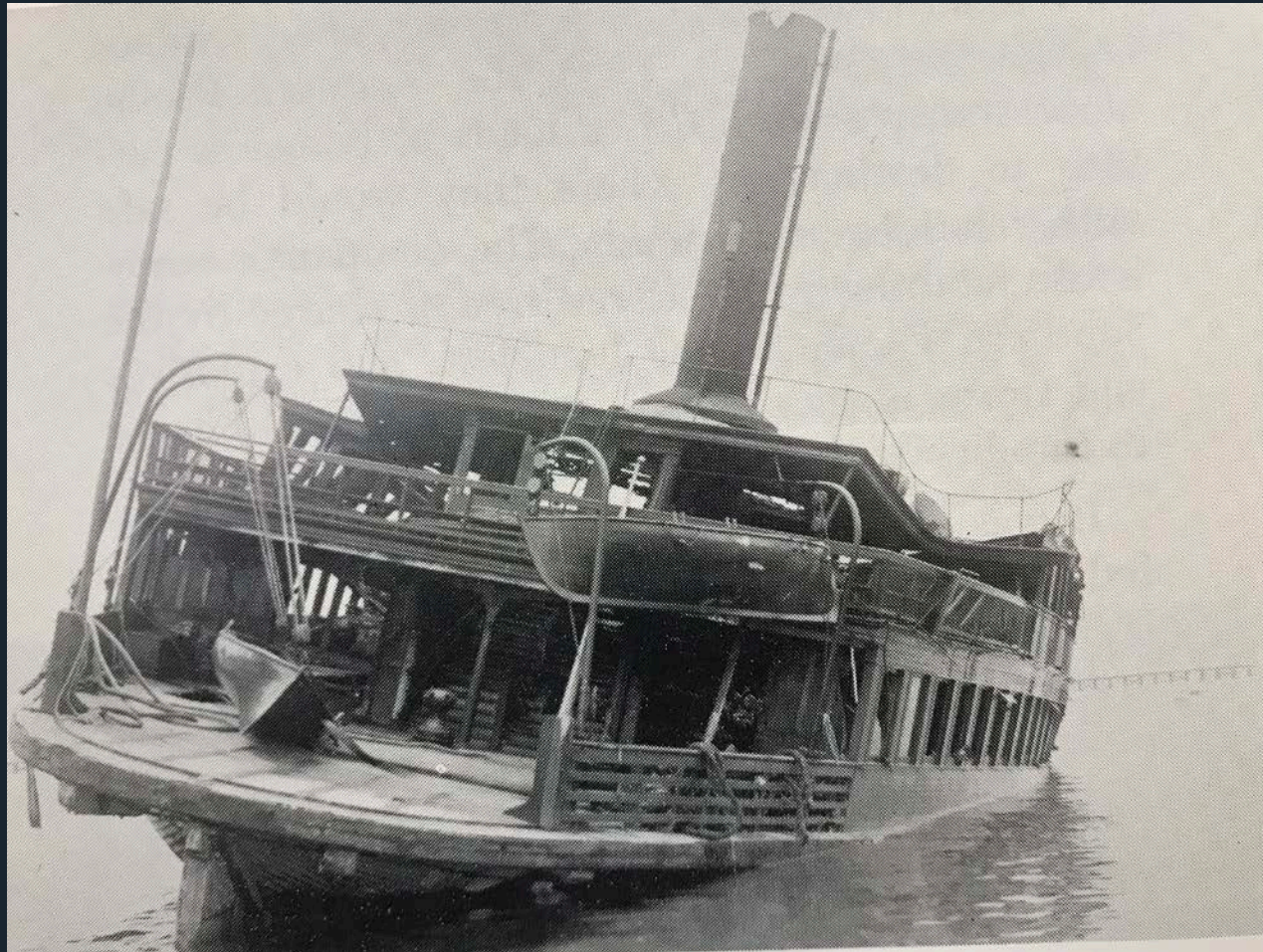
- marathon card games,
- live music
- dining halls
- well-stocked bars and saloons
- had room for running and exercise
- barbershops
- pinball machines
- and of course children "with noses pressed close to the glass panes ... often entertained for the entire voyage."



The completion of the Golden Gate Bridge and Oakland Bay Bridges, and later the Richmond-San Rafael Bridge, initiated the eventual demise of ferryboats on the Bay.

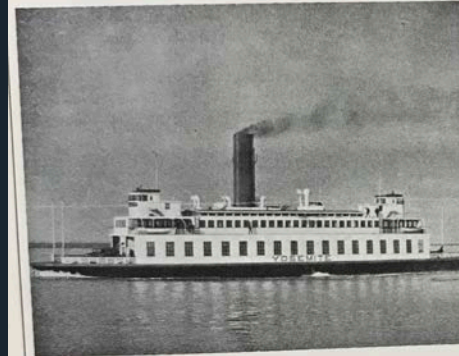


One by one, the stately boats left the Bay Area, were scrapped, destroyed or otherwise lost.



FOR SALE

6 Automobile and Passenger Ferry Boats, now on San Francisco Bay



STEEL HULL—OIL BURNING

Ferry Steamers	Auto Capacity	Passenger Capacity	Vehicle Clearance	Length		Width		Brake Horse Power	Tonnage	
				Keel	Deck	Beam	Guards		Gross	Net
City of Sacramento	103	2,027	11' 6"	298' 0"	308' 0"	50' 0"	67' 4"	2,600	3,016	1,829
Calistoga	103	1,526	9' 6"	298' 2"	368' 5"	45' 0"	65' 0"	2,600	2,680	1,516
Napa Valley (1)	85	1,328	11' 6"	231' 2"	242' 0"	48' 7"	62' 5"	2,600	2,189	1,280
Shasta (2)	62	2,200	11' 6"	206' 0"	230' 0"	42' 0"	63' 6"	1,230	1,782	1,120
Yosemite (2)	62	1,460	11' 4"	206' 0"	230' 0"	42' 0"	63' 6"	1,230	1,782	1,120
San Mateo (2)	62	1,175	11' 6"	206' 0"	230' 0"	42' 0"	63' 6"	1,230	1,782	1,120

(1) Similar in type to Calistoga.

(2) Sisterships.

For Further Information Write:
Southern Pacific Golden Gate Ferries, Ltd.
 65 Market Street, San Francisco, California

In 1979, only 14 could be accounted for in various locations in the United States.

Since then, 9 more have been destroyed or scrapped,

Leaving just five historic ferryboats today.

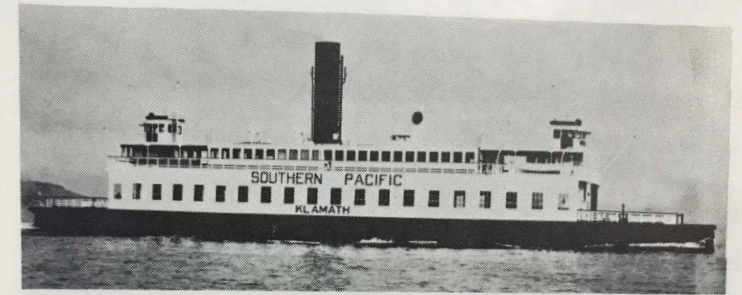


Bay Area Council proposes to save the historic Klamath Ferry



Klamath History

- Built in San Francisco by the Bethlehem Shipbuilding Corporation in 1924
- Carried as many as 1,000 people and 78 cars
- Powered by 1,400 horsepower triple-expansion steam engine that drove two cast iron propellers, 10 feet in diameter, one on each end
- Served the Southern Pacific auto routes between the San Francisco Ferry Building and Oakland/Alameda of the East Bay 1925-1929
- Ran the San Francisco to Sausalito line for 9 years
- Ran the Richmond-San Rafael line for 18 years (1938-1956)
- Last major boat to operate on the Bay



Klamath 224461 Screw
Built 1925, Bethlehem Steel Co. Union Yard,
San Francisco
Operated by Southern Pacific, Southern Pacific-Golden
Gate Ferries, Ltd., Richmond-San Rafael Ferry
Steel hull, 234' x 45' x 17' 1952 tons
Triple expansion engine, 19" x 32" x 56" x 36" 1400 hp
Retired, 1956; rebuilt, 1964, as floating office and
studio. Moored at Embarcadero, San Francisco

Klamath History



Klamath History – The Landor Years

- 1964 became the headquarters of Landor and Associates
- World's largest branding firm
- Hosted legendary parties with actors and actresses, writers and artists
- Became a cultural gathering spot



Klamath History – The Duraflame Years

- 1992 became the headquarters of Duraflame
- Hosted all number of Stockton civic events
- Became a cultural gathering spot
- For sale last year – no buyers – in danger of following fate of the the other 115 that have been lost



Klamath Now – A Return to Her Home

- Docked at Pier 9
- Propose to use it as our headquarters
- Conference center
- Open to the public





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Thank you!