

THE WAPAMA

is one of

San Francisco's

historic

ships...

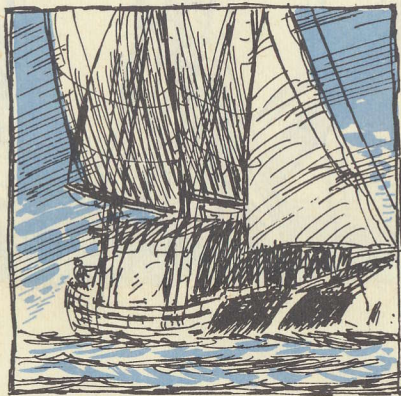
R. WEINSTEIN

Four old ships...

*California's living monument
to her maritime heritage*

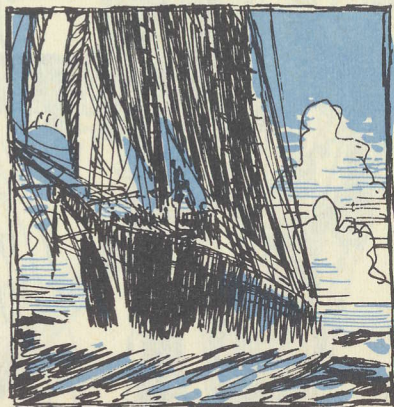
ALMA

*Scow schooner . . . operated
along with hundreds of
similar shallow draft
sailing scows carrying
bulky commodities in the Bay
and up the Bay rivers.*



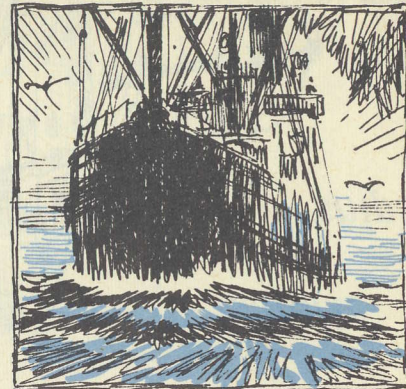
The State of California and the Department of
Parks and Recreation welcome you to this unique and
fascinating Maritime Park.

Through the continuing efforts of
the shipwrights, seamen and rigging boss . . . restoration
and maintenance is carried on daily, making
the ships true "living museums."



C. A. THAYER

*Typical West Coast lumber schooner
. . . a "pure" sailing vessel . . .
no power but the wind.*

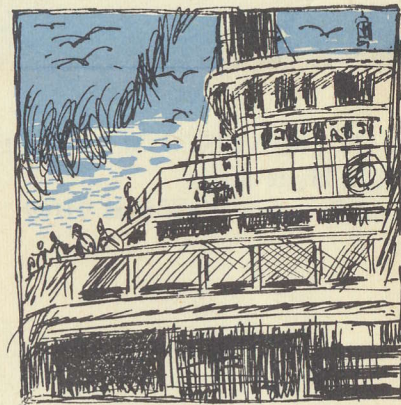


WAPAMA

*Steam schooner . . . built to
replace vessels like
the THAYER . . .
carried lumber and passengers
between California ports and
the Pacific Northwest.*

EUREKA

*The last paddle wheel,
walking-beam
engined ferry to operate
on San Francisco Bay . . .
her final trip was made in 1957.*



State of California
The Resources Agency
Department of Parks and Recreation

WELCOME to the San Francisco Maritime State Historic Park.

This is the FIRST effort by the Department of Parks and Recreation to perpetuate California's vigorous maritime history.

The waters of San Francisco Bay have witnessed the entire pageant of California history. From the early Spanish explorers to the Gold Rush of 1849: from early statehood in 1850 through her growth to the greatest State in the Union, sea-borne commerce and naval activities have centered on this magnificent, natural harbor.

Each of these ships represent a part of our sea heritage, in the most fitting location imaginable, San Francisco Bay.

The four vessels displayed here are ALL important examples of a ship type developed, built and operated on the Pacific Coast for specific trades. The piers of San Francisco were their home and the words San Francisco painted on their sterns clearly indicated the port of registry . . . their "home port."

Laid up after outliving their usefulness, the ships were acquired by the State of California, and meticulously restored to the condition and appearance you can see today. Integrity of purpose, and pride of work of all concerned is readily evident throughout the ships.

The black-hulled vessel with the three tall masts is the lumber schooner C. A. THAYER. One of over a hundred of her kind, she was built in 1895 on Humboldt Bay near Eureka, California by Danish-born shipbuilder Hans Bendixsen.

Her job was to carry lumber . . . and she did it faithfully for seven-teen years. Millions of board feet of lumber, sawn from trees felled in the Pacific Northwest were shipped south in her hold and on deck for the waiting carpenters of booming California. She knew many masters, and even ran down to the Hawaiian Islands and Australia on occasion.

Although the faster and more reliable steam schooners, like the WAPAMA pushed her out of the lumber trade, her usefulness was far from ended. For the next few years she was employed in the salt salmon trade. Sold again, she entered the salt codfishery in the Bering Sea, and after a spell as a towing barge during World War II she made her last commercial fishing voyage under sail in 1950.

Purchased by the State of California in 1956, she was partially refitted in Seattle and then sailed to San Francisco for thorough restoration. Now at her permanent Hyde Street Pier berth, she has embarked on her final career as a lasting memorial to West Coast built sailing vessels and the hardy men that manned them.

The steam schooner WAPAMA lies directly ahead of the THAYER. This type of vessel was designed to solve a problem, and they did so with remarkable success.

The development of an efficient marine steam engine coincided with the years that the C. A. THAYER and her sister sailing ships were built. It was only natural that the idea of putting a steam engine into a schooner should be tried: it was, and found to be so practical that by the time the WAPAMA was built in 1915, the use of sails in conjunction with steam was virtually abandoned.

But . . . the name "steam schooner" stuck, and in time was applied to any powered vessel engaged in the coastwise lumber trade.

Some of the steam schooner owners found it practical to fit their vessels with limited passenger carrying facilities. The WAPAMA represents this type in its highest state of development.

WAPAMA was built in St. Helens, Oregon, and launched on January 19, 1915 by the Charles R. McCormick lumber Company. She was able to carry nearly one million board feet of lumber. Her standard deck load was 16 feet high.

Please turn this page over for more detailed information . . .

During the depression, she was sold to the White Flyer Line, and for about 10 years was employed in their freight and passenger service between San Francisco and Southern California ports. Her last years were spent under the house flag of the Alaska Transportation Co., and the little wooden steamer ran steadily between Puget Sound and Alaskan ports right through World War II and until 1947, at which time she was laid up and sold to a scrap dealer.

Happily, WAPAMA was not scrapped, and after appropriating the necessary funds, she was purchased by the State of California in 1957. The result of this investment in West Coast maritime history is yours to enjoy today.

Ferry Steamer EUREKA . . . her name conjures up pleasant memories of commuter days, first from Marin County and later, Oakland. An unhurried breakfast . . . the morning paper . . . fresh air and the rich aroma of fresh coffee.

Before the Bay bridges were built you had to use ferryboats like the EUREKA to get across the Bay. Pumping away in powerful, rhythmic strokes, paddle wheels flashing and "whoomping" . . . this marvel of marine engineering . . . the walking beam engine carried the ferries back and forth across the Bay.

Built in 1890 and originally named UKIAH, this ferry carried passengers and railway cars between Tiburon and San Francisco for many years. Churning the North Bay waters at 18 knots she was at one time the largest and fastest double-ended ferry in the world.

Her massive nine-inch diameter crank pin snapped on February 19, 1957 and she was finally withdrawn from her service between the Southern Pacific's terminus at the Oakland Mole and San Francisco. Successful negotiations by the San Francisco Maritime Museum and the Southern Pacific Railroad enabled the ferry,

renamed the EUREKA in 1922, to be turned over to the State of California for inclusion in the State Maritime Historic Park.

The smallest vessel in the "fleet" is the Bay scow schooner ALMA. Developed locally, scow schooners pushed, kedged, sailed and poled their way into every backwater, tide flat and creek. They carried everything produced by man or nature, but hay was their dominant cargo. They were a classic fixture of the waterfront scene and soon became familiarly known as "hay scows."

These flat-bottomed, centerboard schooners were built in small yards around the Bay. Their crew consisted of the master, often the owner as well, and perhaps one or two sailors. These men did all their own loading and discharging, and a harder working, tougher bunch of men would be difficult to find . . . then or now.

ALMA was built by Fred Siemer at Hunter's Point in 1891. Schooners of this type averaged 60 to 70 feet in length and between 20 and 25 feet wide. Their heavy, flat-bottomed design allowed for inexpensive construction, and thus ALMA is the last survivor of over 300 of her kind.

Purchased in 1960 by the State of California, she has joined her historic sisters, the only surviving, restored scow schooner afloat.

To help you learn about these historic ships, a BY-WORD system has been installed. As you view the ships' engines, cabins, and displays, a small wireless headset will tell you about them and about the days when the ships were in active service in California's waters and along her coasts, narrations dramatized by sounds of creaking timbers, steam whistles, and the cries of seagulls.

Please telephone 885-1216 for information and group reservations.

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