

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED **MAY 4 1979**
DATE ENTERED **MAY 29 1979**

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

M. V. SANTA ROSA

AND/OR COMMON

SANTA ROSA FERRYBOAT

LOCATION

NOTE: The SANTA ROSA will be permanently moored at Pier 3 in San Francisco in the vicinity of the Ferry Building. (1980)

STREET & NUMBER

Howard Terminal

___ NOT FOR PUBLICATION

CITY, TOWN

Oakland

CONGRESSIONAL DISTRICT

8

___ VICINITY OF

STATE

California

CODE
06

COUNTY
Alameda

CODE
001

CLASSIFICATION

NOTE: Public access will be provided when permanently moored in San Francisco. (1980)

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE |
|--------------------------------------------|---------------------------------------------|------------------------------------------------------|-----------------------------------------------------------------|
| ___DISTRICT | ___PUBLIC | ___OCCUPIED | ___AGRICULTURE ___MUSEUM |
| ___BUILDING(S) | <input checked="" type="checkbox"/> PRIVATE | ___UNOCCUPIED | ___COMMERCIAL ___PARK |
| ___STRUCTURE | ___BOTH | <input checked="" type="checkbox"/> WORK IN PROGRESS | ___EDUCATIONAL ___PRIVATE RESIDENCE |
| ___SITE | PUBLIC ACQUISITION | ACCESSIBLE | ___ENTERTAINMENT ___RELIGIOUS |
| <input checked="" type="checkbox"/> OBJECT | ___IN PROCESS | <input checked="" type="checkbox"/> YES: RESTRICTED | ___GOVERNMENT ___SCIENTIFIC |
| | ___BEING CONSIDERED | ___YES: UNRESTRICTED | ___INDUSTRIAL ___TRANSPORTATION |
| | | ___NO | <input checked="" type="checkbox"/> OTHER: vacant during rehab. |

OWNER OF PROPERTY

NAME John M. Pflueger
Mike McCormac and Dick Bechelli c/o Pflueger Architects

STREET & NUMBER

580 Market Street

CITY, TOWN

San Francisco

___ VICINITY OF

STATE

California 94104

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___FEDERAL ___STATE ___COUNTY ___LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

| CONDITION | | CHECK ONE | CHECK ONE |
|-----------------------------------------------|---------------------------------------|---------------------------------------------|-----------------------------------------------------------|
| <input checked="" type="checkbox"/> EXCELLENT | <input type="checkbox"/> DETERIORATED | <input type="checkbox"/> UNALTERED | <input type="checkbox"/> ORIGINAL SITE |
| <input type="checkbox"/> GOOD | <input type="checkbox"/> RUINS | <input checked="" type="checkbox"/> ALTERED | <input checked="" type="checkbox"/> MOVED DATE _____ |
| <input type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED | | |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The motor vessel Santa Rosa was one of a class of six ferries built for the Southern Pacific Company, three of which were assigned to the Northwestern Pacific Railroad, a wholly owned Southern Pacific subsidiary. Those boats which bore the Southern Pacific emblem were M. V. Stockton, M. V. Fresno, and M. V. Lake Tahoe. The other two vessels were the Northwestern Pacific's M. V. Mendocino, and M. V. Redwood Empire.

Santa Rosa was built by the General Engineering and Drydock Co., Alameda, California, the keel being laid in late summer 1926, and the vessel turned over to the Northwestern Pacific June 28, 1927. The vessel had a length over all of 251 feet, and a registered length between perpendiculars of 242.5 feet. The breadth of the hull is 46.3 feet, breadth over the guards (extreme breadth) is 66 feet. Registered depth, as built, was 19.6 feet. Registered gross tonnage was 2470 tons, this figure being greatly reduced in later years when the automobile deck was excluded from computations of the admeasurer. The cost of the ferry when new, was \$525,000. She was General Engineering's hull No. 6.

The engineering plant in Santa Rosa consisted of 4 diesel engines built by the New London Shipbuilding & Engine Company, New London, Connecticut. Each engine was rated at 600 horsepower, but only three engines maximum could be used to power the vessel through electric drive. The two electric drive motors were built by the General Electric Company, one motor at each end of the double-ended vessel. The diesel engines were rejected submarine engines which failed the rigorous Navy tests, but they were adequate for commercial uses, and so were purchased by the Southern Pacific. One motor was used to drive the vessel, and operated at top r.p.m., but in order to reduce the friction of the forward screw, it operated in reverse at 1/3 speed.

The auto deck was completely closed in, the ends being closed after loading by articulated roller-type steel doors manufactured by the Gunn-Carle Co., of San Francisco. Four stairways went to the upper deck which featured a ladies' cabin, a smoking room, and a solarium lounge at each end, lavishly equipped with wicker furniture which was extremely comfortable. Benches rimmed the promenade of the upper deck, and life-jacket stowage permitted 1200 passengers. The auto capacity was modestly calculated at 65 cars of the vintage.

Santa Rosa boasted a Sperry electric-hydraulic steering system which was extremely sophisticated for the time. The pilot house steering wheels were very small, almost incongruous with the monstrous wheels which had been the vogue for centuries. Interior and exterior painting was almost entire white. The stack was black, with the Northwestern Pacific emblem in white painted on each side. The letters "NORTHWESTERN PACIFIC" in bold letters were above the row of windows on the main deck. The boot topping (exposed wind and water surface of the hull below the guard rail) was green. The canvas decks were painted deck buff.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

| | |
|-------------------|-------------|
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| RECEIVED | MAY 4 1979 |
| DATE ENTERED | MAY 29 1979 |

CONTINUATION SHEET 1

ITEM NUMBER 7 PAGE

An invitation only exhibition of the vessel took place at the Sausalito terminal of the Northwestern Pacific and in early July, 1927, the boat was placed in service between Sausalito and San Francisco. Her master of registry was Captain Andrew Artzen of Sausalito. When Santa Rosa was built, the Northwestern Pacific had no licensed chief engineers with a motor endorsement. Only Jim Sheridan, Chief Engineer of the gasoline ferry Marin had a motor license of any sort. The company made arrangements that if Jim would be present in the shipyard during the construction period that the Department of Commerce, the then licensing authority, would endorse his license to Chief Engineer of motor vessels, unlimited. A similar arrangement was made for Harry C. Baker, who was the Assistant Chief Engineer designate of Santa Rosa. After the trial trip, Jim Sheridan convinced himself that Santa Rosa was far more complicated a machinery plant than he cared for, so he returned to his beloved Marin and so Harry Baker went down in history as Santa Rosa's first Chief Engineer.

Santa Rosa's career with the Northwestern Pacific was extremely brief. In two years' time, the Southern Pacific Company bought out the stock of the Golden Gate Ferry Co., the rival corporation, and created a new company which was exclusively for auto ferries, the Southern Pacific Golden Gate Ferries, Ltd., founded in 1929. All auto boats under the control of both companies were consolidated into one fleet, 27 vessels strong. Among them was the Santa Rosa. Although she had no definite route in the new company, her last assigned service was between San Francisco and Oakland Pier which concluded in 1939. At this time she was placed on the block, for sale, along with many other vessels. The Southern Pacific was now faced with an embarrassing situation tax-wise. They know, when they built the boats, that they would be in excess in ten years due to the building of the Golden Gate and San Francisco-Oakland Bridges, so they depreciated them in their income tax over the ten year period, so theoretically, in 1937, they were worthless. But to Capt. Alexander M. Peabody and the Puget Sound Navigation Co., they had a value. He dickered with the Southern Pacific for the boats, and obtained for himself a most favorable deal, for tax purposes the S. P. let them go for \$55,000 per copy. One by one the boats were towed to Seattle to fly the house flag of the Black Ball Line. The Redwood Empire got caught in a storm and almost was lost, but by using her own power, she kept from going aground on the Northern California Coast. Santa Rosa encountered no problems, arrived in Seattle in early 1941, and after preliminary design work, she and Fresno were earmarked for conversion to single enders, re-engining, and general reconfiguration including the enlargement of the passenger spaces on the upper deck and the removal of one pilot house.

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CONTINUATION SHEET 2

ITEM NUMBER 7

PAGE

The modification contract was awarded to Winslow Marine Railway & Shipbuilding Company of Winslow Washington. The four New London diesels were removed as well as, the main propulsion motors, and replaced with one Busch Sultzer Brothers single acting, two cycle engine of 2800 horsepower, giving the vessel a revised speed of 15 knots. The auto deck was converted to a partially enclosed deck, permitting exclusion from admeasurement of the space, and reducing the gross tonnage to 1023 tons. As rebuilt, the vessel was considered capable of carrying 70 autos and 1530 passengers. She was renamed Enetai, an Indian word meaning "on the other side", which was particularly appropriate for a ferry. Her initial Black Ball service was the Seattle -Bremerton run, although she might be found on many other routes.

Capt. Peabody sold the Puget Sound Navigation Company (Black Ball Line), to the Washington State Ferries, 26 May 1951 for \$15,000,000. The contract of sale provided that he not go back into the ferry business for a term of years, but the wiley Peabody stepped over the border into Canada, where his agreement had no status, and founded the Black Ball Line of Canada. But for the purpose of this Narrative, Enetai rested with new owners. She saw 17 more years of service, much of which time was spent as the "extra boat" available, but not operating. She was retired in 1968.

Rehabilitation work is now in progress, and when complete, the SANTA ROSA'S appearance will be substantially the same as it was when it was a San Francisco Bay ferryboat. The vessel will have the appearance of a double ended ferry with pilot houses at both ends. The stack, funnels, paint colors, graphics and car deck windows will match the original features. The passenger deck, which was enclosed to accomodate the inclement weather of Puget Sound, will be the only visible alteration of the original appearance to remain. This feature could also be fully restored at some future time.

Original steel sash windows on the car deck were replaced with porthoses in 1941 when the Santa Rosa was converted for use on Puget Sound. Windows similar to the original steel sash will be installed to replace port hole plates. One pilot house was partially removed in 1941; it will be reconstructed to match the original pilot house. The car deck will be leveled and divided for public access, museum and commerical use. New lighting, heating and ventilation will be provided. All rehabilitation work is being performed in accordance with the Secretary of the Interior's Standards for Preservation Projects and is being monitored by the State Office of Historic Preservation.

8 SIGNIFICANCE

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | |
|--------------------------------------|--------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------------|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input checked="" type="checkbox"/> OTHER (SPECIFY) Maritime History |
| | | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES Construction: 1926-27 BUILDER/ARCHITECT General Engineering & Drydock Co., Alameda, California

STATEMENT OF SIGNIFICANCE

Between 1850 and 1939 there were one hundred and twenty ferryboats in operation on San Francisco Bay at one time or another. Only fourteen can be accounted for today. They are the SANTA ROSA, KLAMATH, FRESNO, SAN MATEO, SHASTA, EUREKA, SIERRA NEVADA, CITY OF SACRAMENTO, BERKELEY, VAN DAMME, LAKE TAHOE, STOCKTON, MENDOCINO and REDWOOD EMPIRE. Of those listed, only nine are in fairly good condition. Of the nine, the LAKE TAHOE, STOCKTON, MENDOCINO and REDWOOD EMPIRE are still in operation, although no longer on San Francisco Bay. These four and the FRESNO are sister ships to the SANTA ROSA, with the SANTA ROSA being the first ship built.

The SANTA ROSA was the first steel-hulled diesel-electric ferryboat to operate on San Francisco Bay. The design of the SANTA ROSA and her sister ships represented an important technological advance in the evolution of San Francisco Bay's passenger and automobile ferries. Constructed in 1926-27, the SANTA ROSA was initially placed into service between San Francisco and Sausalito. It connected San Francisco with Northwestern Pacific Railroad's Sausalito terminal, which provided the major rail access into northwestern California, operating as far north as Eureka. The SANTA ROSA's role as an important link in this major transportation system was short-lived. The Southern Pacific Company's acquisition of the rival Golden Gate Ferry Company in 1929 resulted in the consolidation of the auto ferry fleet. The SANTA ROSA then served on different routes in San Francisco Bay until 1939, when the opening of the San Francisco-Oakland Bay Bridge eliminated the need for auto ferry service. The SANTA ROSA was sold to the Puget Sound Navigation Company for service on the Black Ball Line between Seattle and Bremerton. She arrived in Seattle in 1941, and was modified for single end operation. The SANTA ROSA was renamed the ENETAI at this time, and spent the next 10 years operating under the Black Ball Line flag. In 1951 the Puget Sound Navigation Company (Black Ball Line) was sold to Washington State Ferries. The ENETAI remained in service for the next 17 years, much of which was in reserve status. She was finally retired in 1968.

The old M. V. SANTA ROSA has now been purchased by a private firm and has been returned to San Francisco Bay. She is presently undergoing rehabilitation for commercial uses. Most of the visible 1941 modifications are being reversed; excellent documentation of the original appearance exists through photographs and drawings and is being utilized to guide renovation efforts. Work is being performed in accordance with the Secretary of the Interior's standards for preservation projects, and is being monitored by the State Office of Historic Preservation. Although an upper deck enclosure will remain, even this alteration could be reversed in future restoration work, and does not detract significantly from the overall appearance of the ship. When present work is completed, the SANTA ROSA will be returned to a condition close to her original appearance.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

San Francisco Bay Ferryboats by George H. Harian
Howell - North Books; Berkeley, California

Of Walking Beams and Paddle Wheels by George H. Harian and C. Fisher, Jr.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .264

QUADRANGLE NAME (1979) Oakland West (1980) S.F. North QUADRANGLE SCALE 1:24000

UTM REFERENCES

| | | | | | | | |
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| Location | ZONE | EASTING | NORTHING | ZONE | EASTING | NORTHING | |
| 1980C | [1,0] | [5 5,3 4,2,0] | [4,1 8,3 4,8,0] | D | [] | [] | [] |
| | E | [] | [] | F | [] | [] | [] |
| | G | [] | [] | H | [] | [] | [] |

VERBAL BOUNDARY DESCRIPTION

The Santa Rosa is currently moored at Howard Terminal in Oakland. (See topographic maps in Support Document). The Santa Rosa will be permanently moored at on the North side of Pier 1 in ~~San Francisco~~

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

11 FORM PREPARED BY

NAME / TITLE

Kathleen Cruise, AIA, Project Architect

ORGANIZATION

Pflueger Architects

DATE

March 16, 1979

STREET & NUMBER

580 Market Street

TELEPHONE

(415) 781-8872

CITY OR TOWN

San Francisco

STATE

California 94104

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Kroy Mellon 5/4/79

TITLE

DATE

FOR NPS USE ONLY

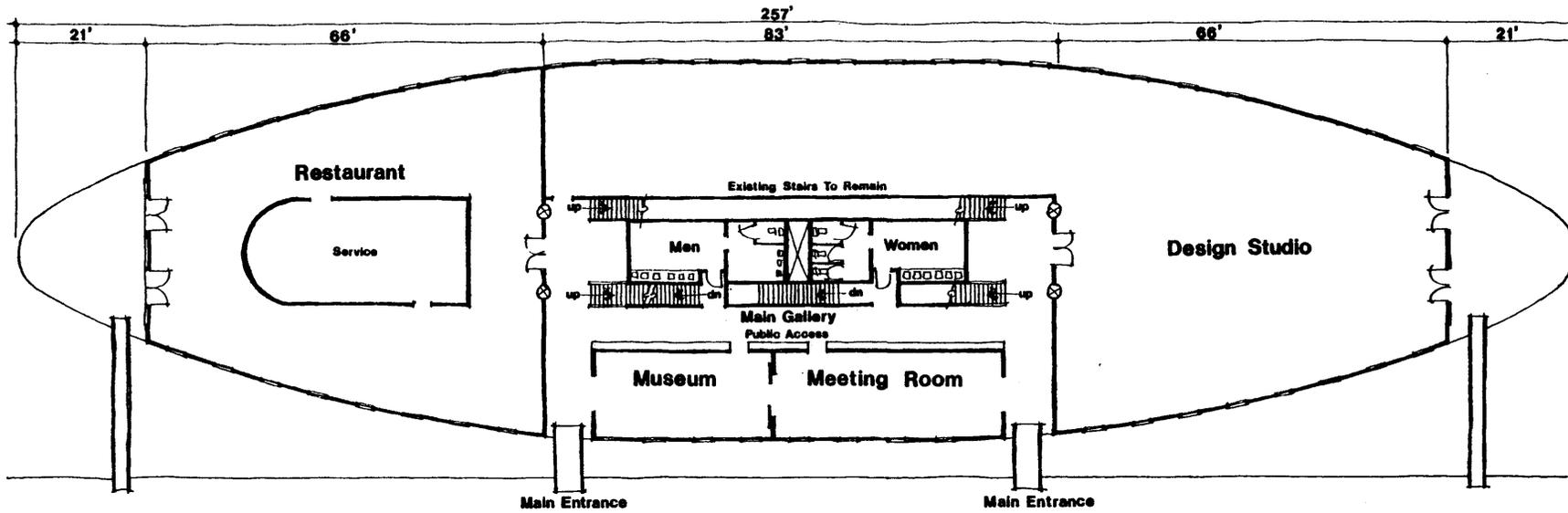
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

[Signature]
DIRECTOR OF THE NATIONAL REGISTER

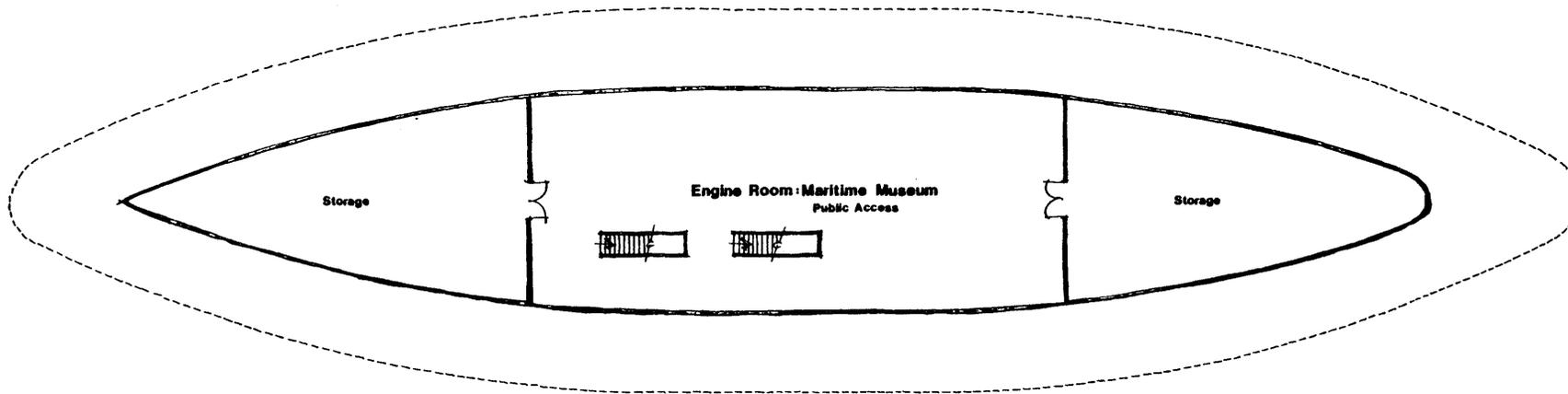
DATE 5-29-79

ATTEST: [Signature]
CHIEF OF REGISTRATION

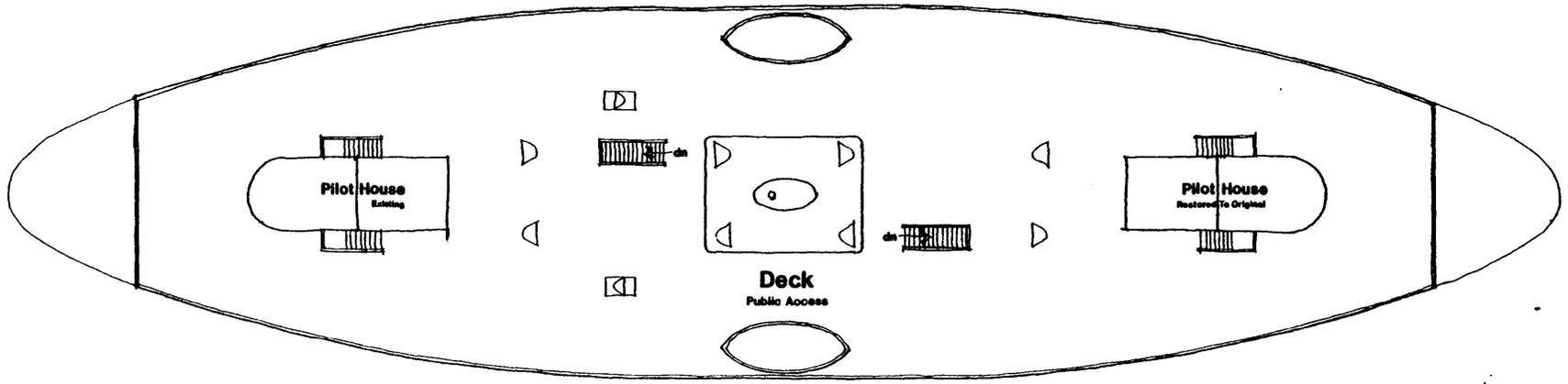
DATE 5-1-79



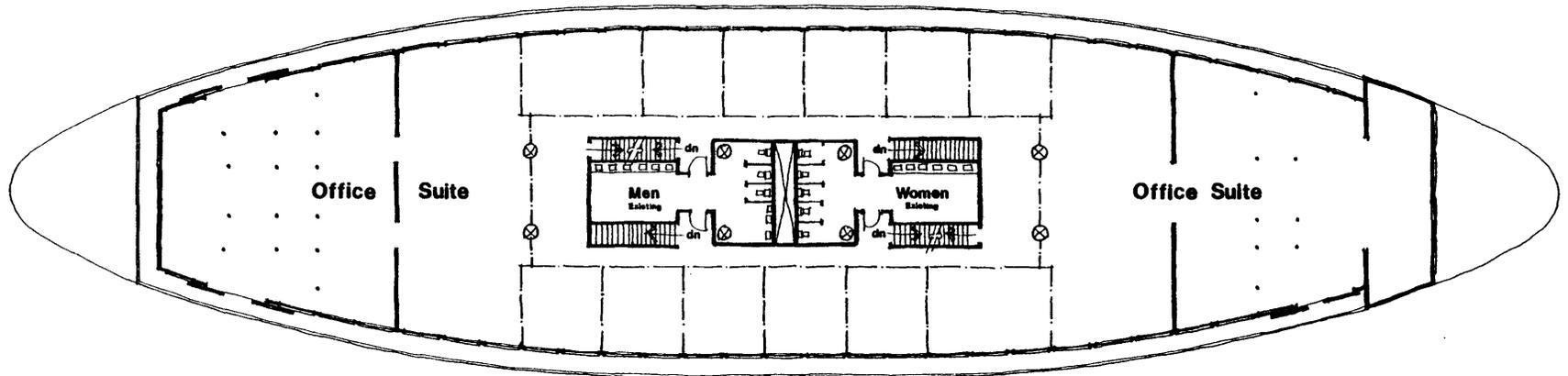
Main Deck
11,500 Sq. Ft.



Engineering Spaces
scale 1/4"=1'-0"



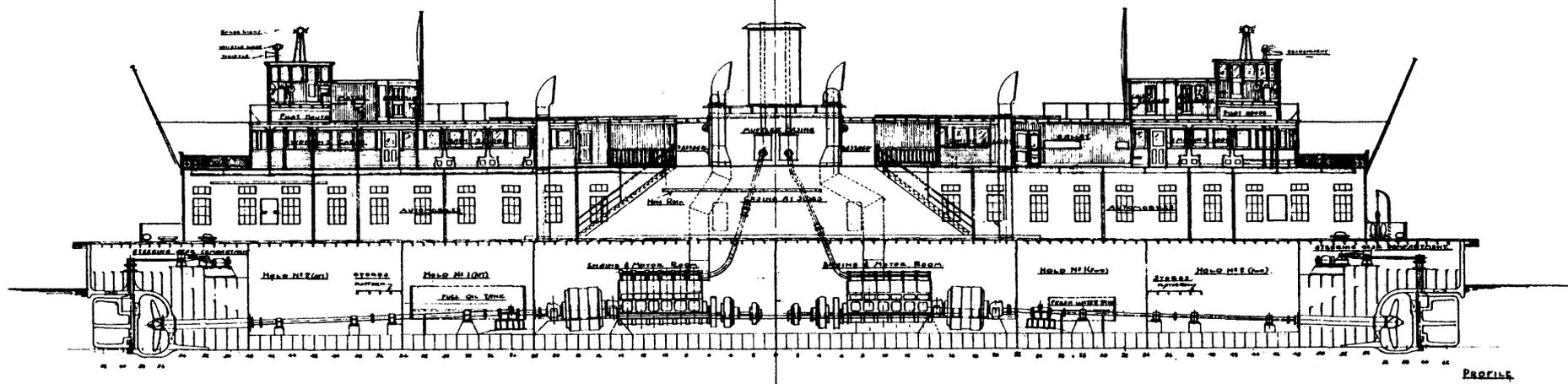
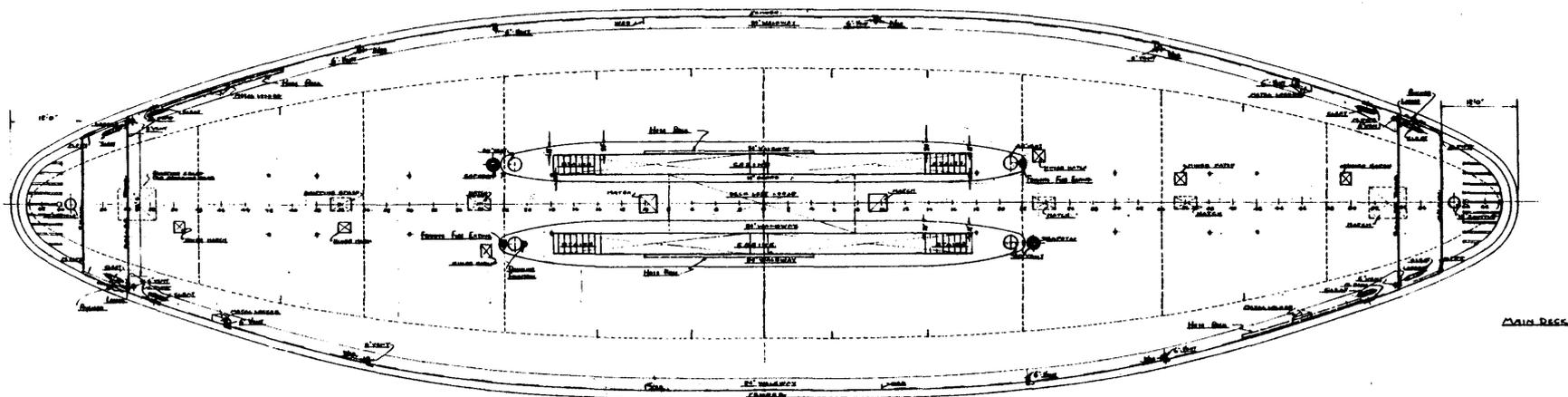
Pilot Deck



Upper Deck
9,900 Sq. Ft.

scale 1/4"=1'-0"

Pflueger Architects
June 1978



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| 5668 | 1924 | S.S. "KRENO" | S. E. C. |
| 5669 | 1924 | S.S. "KRENO" | S. E. C. |
| 5670 | 1924 | S.S. "KRENO" | S. E. C. |
| 5671 | 1924 | S.S. "KRENO" | S. E. C. |
| 5672 | 1924 | S.S. "KRENO" | S. E. C. |
| 5673 | 1924 | S.S. "KRENO" | S. E. C. |
| 5674 | 1924 | S.S. "KRENO" | S. E. C. |
| 5675 | 1924 | S.S. "KRENO" | S. E. C. |
| 5676 | 1924 | S.S. "KRENO" | S. E. C. |
| 5677 | 1924 | S.S. "KRENO" | S. E. C. |
| 5678 | 1924 | S.S. "KRENO" | S. E. C. |
| 5679 | 1924 | S.S. "KRENO" | S. E. C. |
| 5680 | 1924 | S.S. "KRENO" | S. E. C. |
| 5681 | 1924 | S.S. "KRENO" | S. E. C. |
| 5682 | 1924 | S.S. "KRENO" | S. E. C. |
| 5683 | 1924 | S.S. "KRENO" | S. E. C. |
| 5684 | 1924 | S.S. "KRENO" | S. E. C. |
| 5685 | 1924 | S.S. "KRENO" | S. E. C. |
| 5686 | 1924 | S.S. "KRENO" | S. E. C. |
| 5687 | 1924 | S.S. "KRENO" | S. E. C. |
| 5688 | 1924 | S.S. "KRENO" | S. E. C. |
| 5689 | 1924 | S.S. "KRENO" | S. E. C. |
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| 5691 | 1924 | S.S. "KRENO" | S. E. C. |
| 5692 | 1924 | S.S. "KRENO" | S. E. C. |
| 5693 | 1924 | S.S. "KRENO" | S. E. C. |
| 5694 | 1924 | S.S. "KRENO" | S. E. C. |
| 5695 | 1924 | S.S. "KRENO" | S. E. C. |
| 5696 | 1924 | S.S. "KRENO" | S. E. C. |
| 5697 | 1924 | S.S. "KRENO" | S. E. C. |
| 5698 | 1924 | S.S. "KRENO" | S. E. C. |
| 5699 | 1924 | S.S. "KRENO" | S. E. C. |
| 5700 | 1924 | S.S. "KRENO" | S. E. C. |

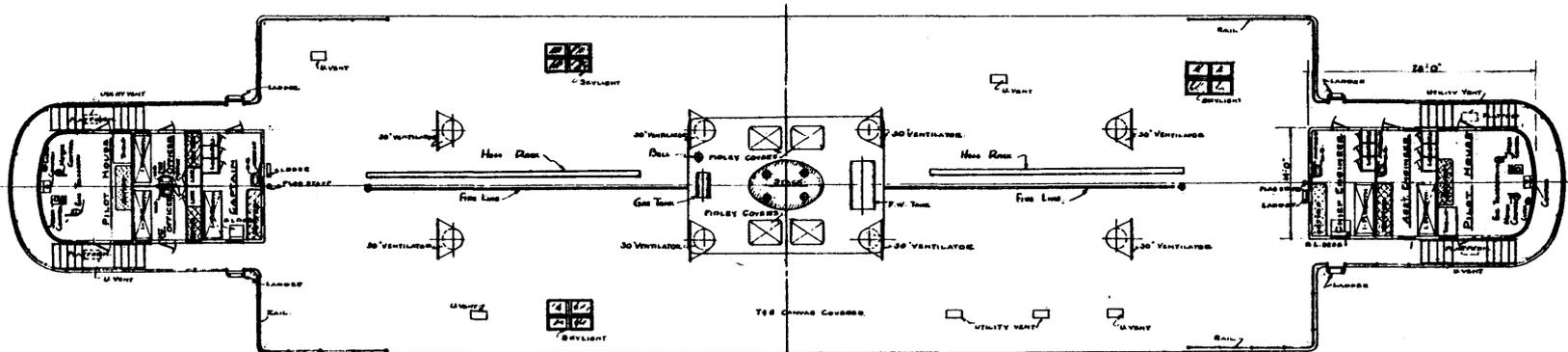
BETHLEHEM SHIPBUILDING CORPORATION, LTD.
 UNION PLANT, SAN FRANCISCO, CAL.
 HULL DEPT.

TITLE
 INBOARD PROFILE AND
 ARRANGEMENT OF MAIN DECK.

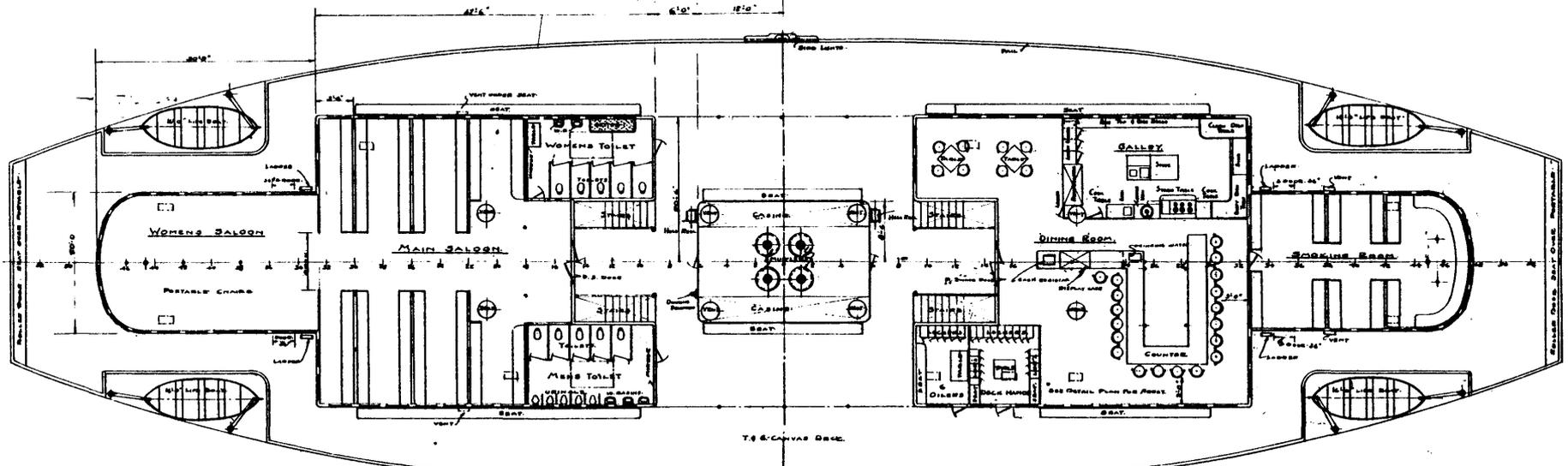
SCALE 1" = 10'
 DATE Dec. 23, 24

DESIGNED BY
 DRAWN BY
 CHECKED BY
 APPROVED BY

PROJECT No. 5551 - 11 - 8A

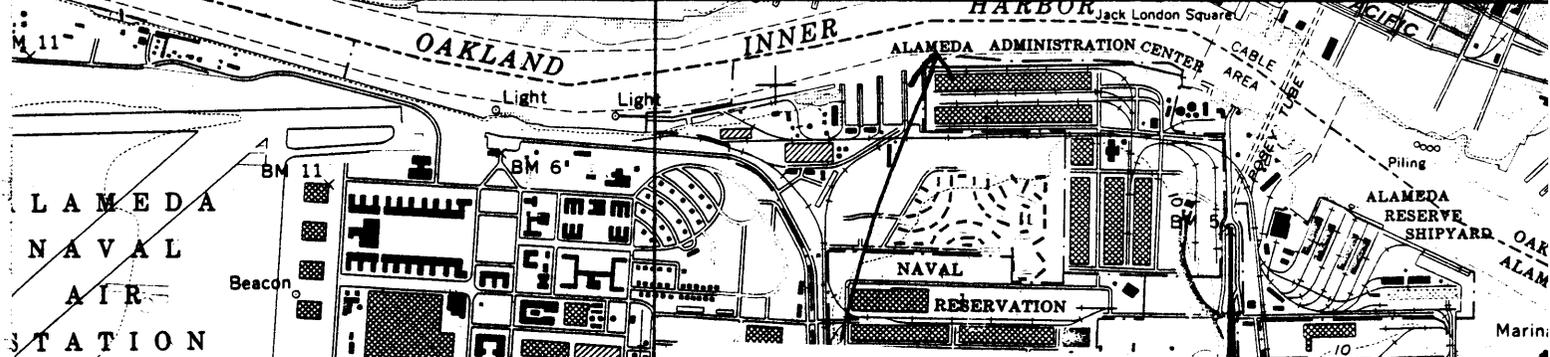
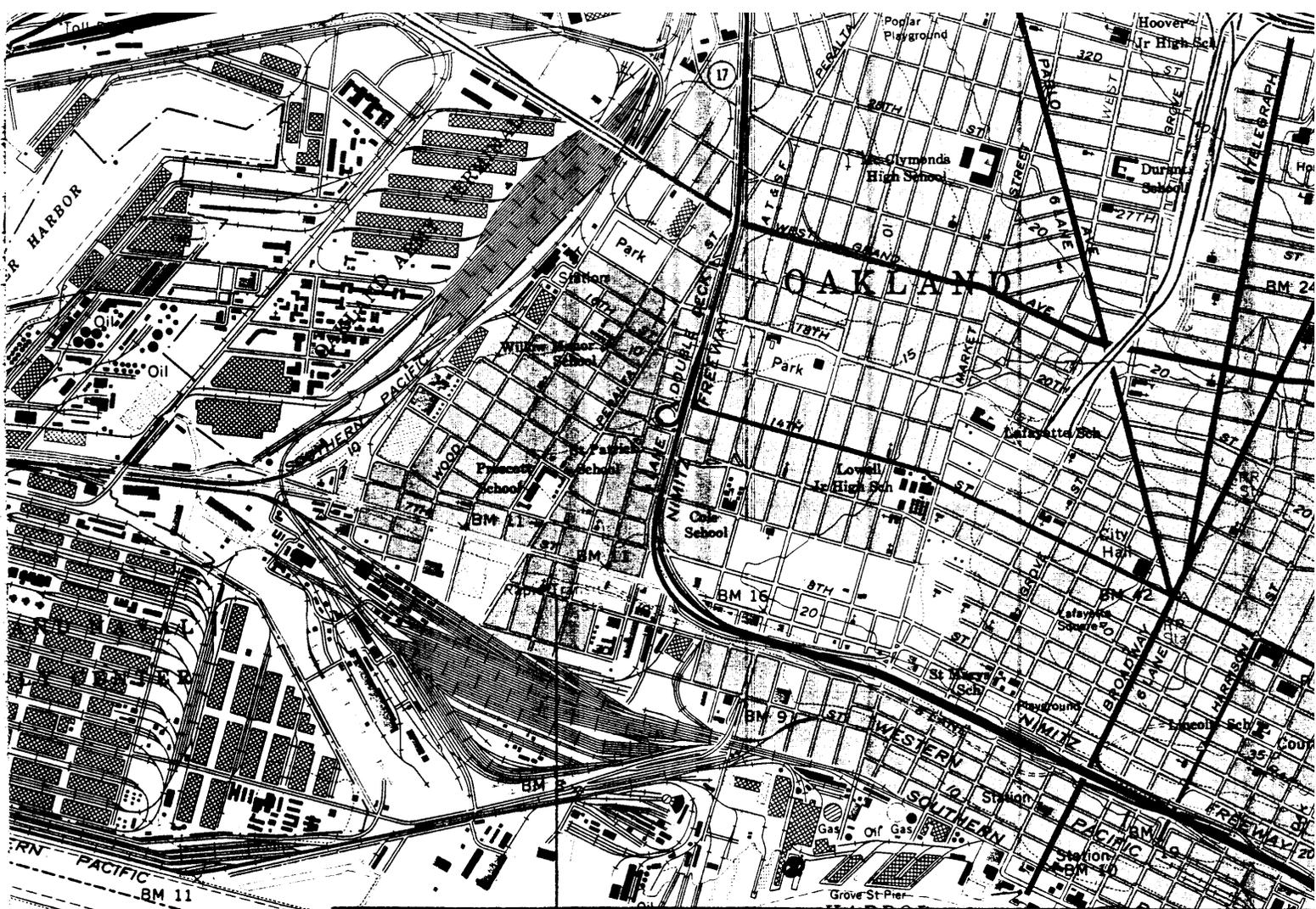


HURRICANE DECK



SALOON DECK

| | | | | |
|------|-----|------|---------------|-----------|
| 3333 | 1 | 1916 | SS "MENDING" | D. P. Co. |
| 3332 | 2 | | SS "STOCKTON" | |
| 3331 | 3 | | SS "FRENO" | |
| 3330 | 4 | | | |
| 3329 | 5 | | | |
| 3328 | 6 | | | |
| 3327 | 7 | | | |
| 3326 | 8 | | | |
| 3325 | 9 | | | |
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| 3323 | 11 | | | |
| 3322 | 12 | | | |
| 3321 | 13 | | | |
| 3320 | 14 | | | |
| 3319 | 15 | | | |
| 3318 | 16 | | | |
| 3317 | 17 | | | |
| 3316 | 18 | | | |
| 3315 | 19 | | | |
| 3314 | 20 | | | |
| 3313 | 21 | | | |
| 3312 | 22 | | | |
| 3311 | 23 | | | |
| 3310 | 24 | | | |
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| 3308 | 26 | | | |
| 3307 | 27 | | | |
| 3306 | 28 | | | |
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| 3303 | 31 | | | |
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| 3300 | 34 | | | |
| 3299 | 35 | | | |
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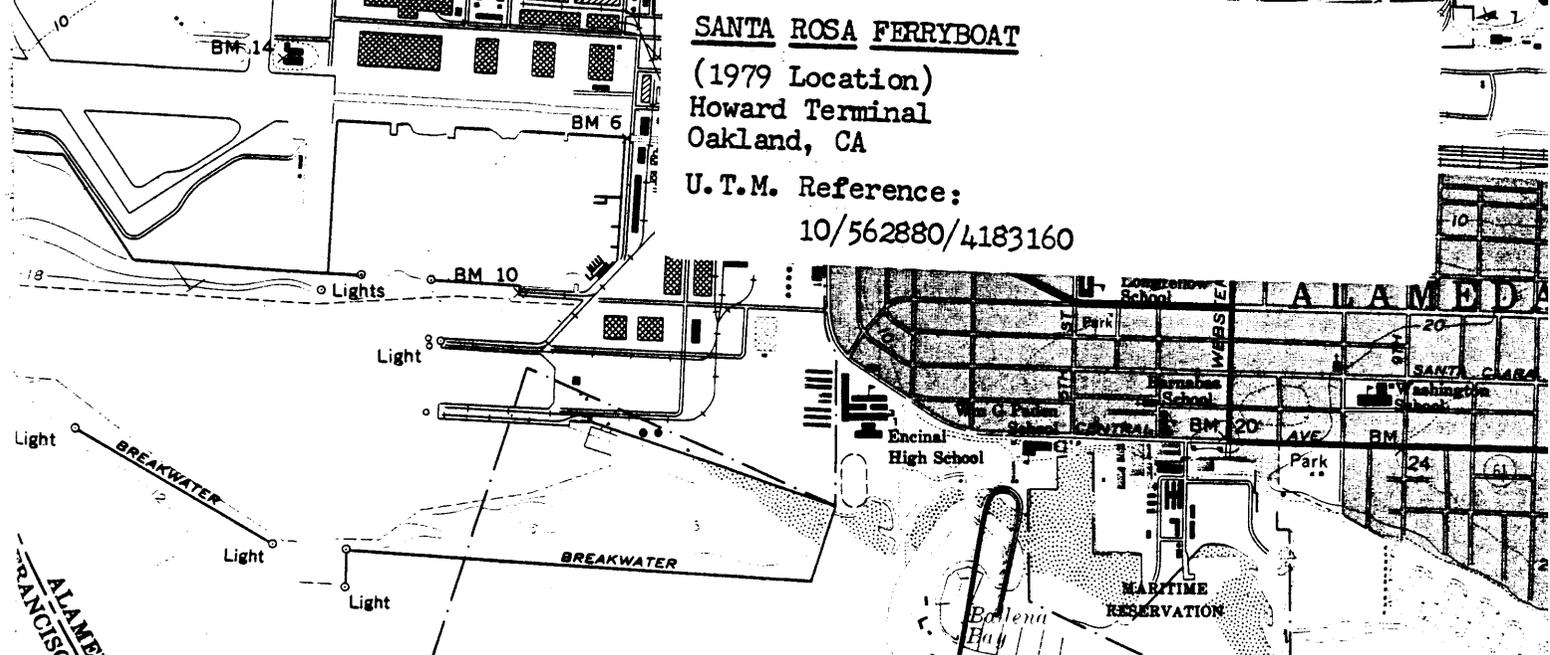


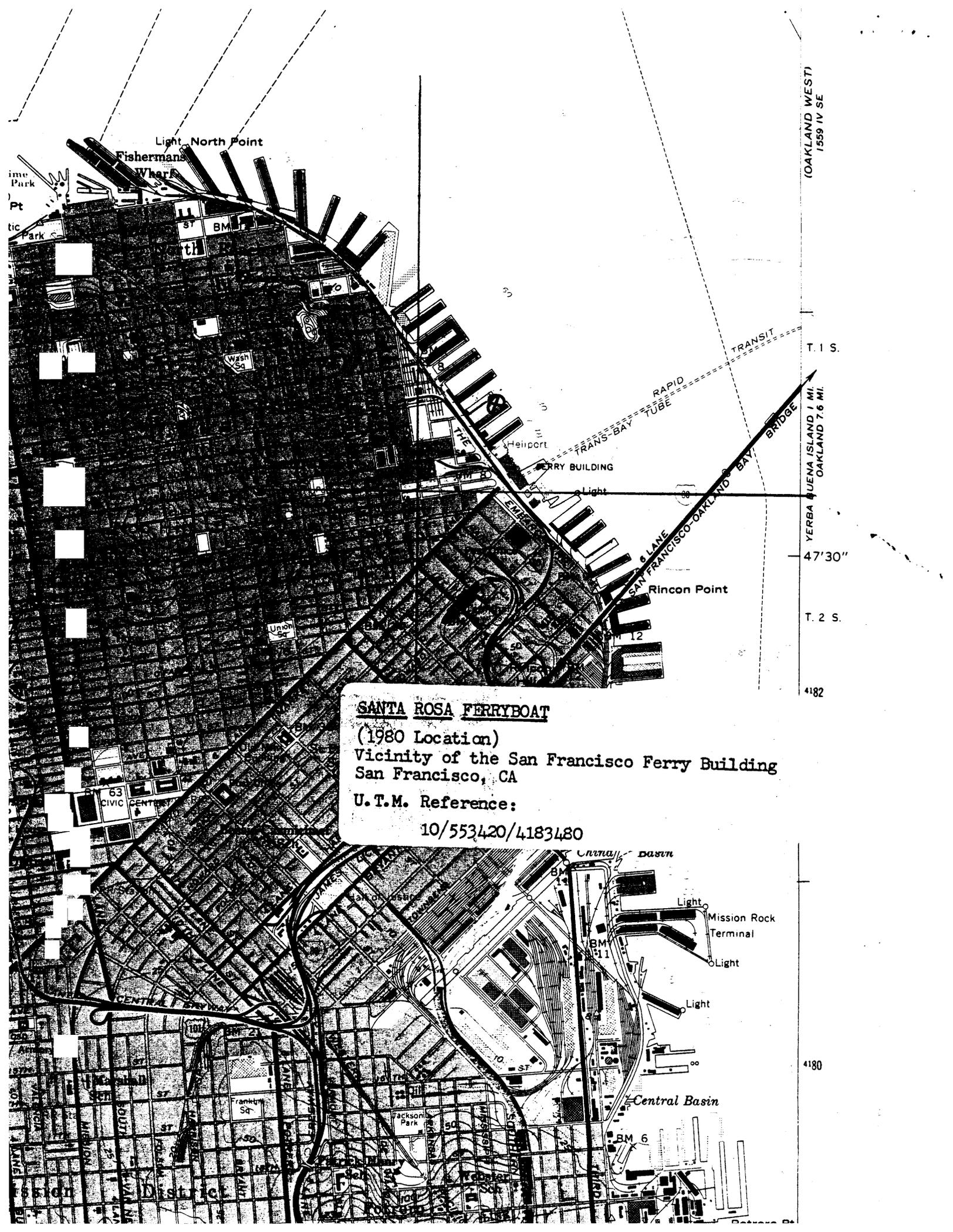
SANTA ROSA FERRYBOAT

(1979 Location)
Howard Terminal
Oakland, CA

U. T. M. Reference:

10/562880/4183160





(OAKLAND WEST)
1559 IV SE

T. 1 S.

YERBA BUENA ISLAND 1 MI.
OAKLAND 7.6 MI.

47'30"

T. 2 S.

4182

SANTA ROSA FERRYBOAT
(1980 Location)
Vicinity of the San Francisco Ferry Building
San Francisco, CA
U.T.M. Reference:
10/553420/4183480

4180

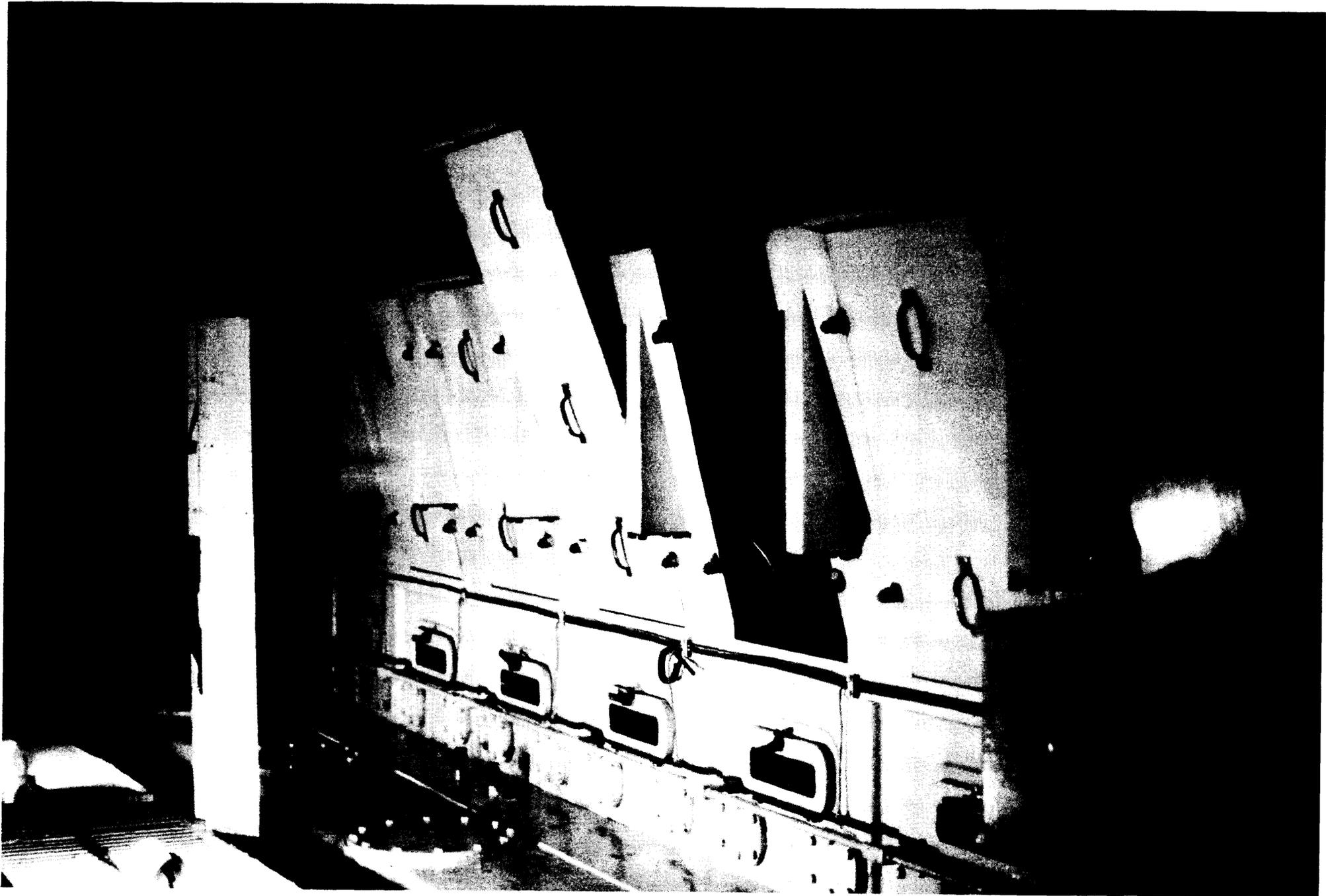


MAY 4 1979



MAY 4 1979

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