



Comm. Rpt

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APPROVED
SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
 SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
 CITY OF SACRAMENTO



June 13, 1984
JUL 10 1984

CITY MANAGER'S OFFICE
RECEIVED
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Redevelopment Agency of the
 City of Sacramento
 Sacramento, California

Honorable Members in Session:

SUBJECT: Revision to Financing for Construction of the GLOBE and
 Central Pacific Freight Depot, Old Sacramento Riverfront
 Project

SUMMARY

This report and the attached Resolution regards the acceleration and construction of the hulk, GLOBE, the Central Pacific Freight Depot and revision to the approved financing plan per the approved Old Sacramento Riverfront Master Plan.

BACKGROUND

On January 24, 1984 Resolution No. RA 84-004 was adopted which approved the revised phasing and financing plan for reconstruction of the Old Sacramento Riverfront. Section 6 of the Resolution authorized the Executive Director to take all actions necessary to complete construction of the GLOBE for a cost not to exceed the amount specified in the revised financing plan.

The usual procedure for construction of this boat would consist of the Agency hiring a naval architect to design the GLOBE and receive bids from boat builders whether the boat is steel, wood, concrete or fiberglass. The arrival of the PRIDE OF BALTIMORE and construction of the tall ship, CALIFORNIAN, in San Diego prompted staff to look at the construction of the GLOBE in a different perspective. The construction of the CALIFORNIAN was a major tourist attraction. The idea recommended in this staff report is to build an authentic historic wood ship in Old Sacramento for use on the waterfront. A great deal of positive community involvement, public relations and news coverage were all extra benefits that came from the CALIFORNIAN'S construction and the same benefit would accrue to Sacramento.

Staff has negotiated a two (2) phase contract for the design and construction of the GLOBE with the Nautical Heritage Society and Mr. Melbourne Smith, Marine Designer and Ship Builder.

The Nautical Heritage Society operates the Nautical Heritage Museum at Dana Point, California which is the entity which sponsored the

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recently-launched tall ship, CALIFORNIAN, a replica of an 1850 era 90-foot topsail schooner designed and constructed by Melbourne Smith who is the designer and builder of the tallship, PRIDE OF BALTIMORE which visited Sacramento last fall.

The proposed two (2) phase contract will be two (2) separate contracts. The initial contract will be with the Nautical Heritage Society for the historic design of the GLOBE and the development of a plan for public interface for implementation during construction of the GLOBE (see Attachment A). Melbourne Smith shall be a sub-contractor to the Nautical Heritage Society and will perform all design services. The second contract for construction of the GLOBE would be executed with Melbourne Smith upon substantiation by staff and the Nautical Heritage Society that the GLOBE can be constructed per the historic design within the limits of the previously identified and approved funding. Should it be determined that the GLOBE cannot be constructed within the identified funds the second contract with Melbourne Smith will not be executed, and the initial contract with the Nautical Heritage Society will be terminated without payment.

If it is demonstrated that the GLOBE can be constructed within an amount not to exceed the approved construction cost, the design fee is to be paid to the Nautical Heritage Society whether the Agency elects to proceed with the construction of the GLOBE or not. Assuming that the Agency proceeds with the construction of the GLOBE it is proposed that a separate contract be negotiated with the Nautical Heritage Society for the implementation of the public interface program.

In conjunction with the construction of the GLOBE, staff is recommending that the Central Pacific Freight Depot be accelerated and constructed now during Phase I rather than later during Phase II as originally planned. The Depot would be used in the interim period as a construction shed while the construction of the GLOBE is in progress and as a visitors' center. The GLOBE would be built between the Depot and the existing State passenger station museum (see Attachment B). Upon launching of the GLOBE the Depot would be converted to and completed as a visitors' center including offices for the Visitors and Convention Bureau, Parks and Recreation Division and as a passenger loading area for the State of California.

ENVIRONMENTAL REVIEW

As an integral part of the Old Sacramento Riverfront project, the construction of the GLOBE has previously been determined to be exempt under Section 15070(a) of the State guidelines.

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FINANCIAL DATA

Per the approved Resolution, Section 1 approved the revised phasing and financing plan which contained in Phase One the amount of \$25,000) for research and plan preparation for the hulk, the GLOBE, to be funded from 1983 and 1984 Agency cash funds. Phase Two construction includes the amount of \$435,000 to be funded from a future bond issue which will be part of the Downtown Redevelopment Plan Update. The proposed schedule for the construction of the GLOBE (see Attachment C) is such that a substantial amount of the funding for construction will be needed prior to the proposed bond issue.

Therefore, in order to have necessary funds available when needed for material purchase, labor and related construction expenses; it is proposed to accelerate the funding for the GLOBE from Phase Two to Phase One.

The Freight Depot is estimated to cost \$309,000 and was assumed to be funded from a future downtown bond issue. Because of the need to provide a construction shed for the GLOBE and to provide a visitors' center at the earliest possible date, the Depot will have to be funded by postponement of an existing Agency project and using this cash to construct this project now with repayment of the postponed project through the bond issue. The total amount required is:

a. GLOBE	\$435,000
b. Depot	309,000
c. Utilities to Depot	<u>30,000</u>
	\$774,000
d. Contingencies	<u>26,000</u>
	\$800,000

Note: The costs for launching of the GLOBE will be part of the downtown bond issue.

The \$437,431 loan will come from the housing replacement fund, Project No. 8 (\$21,764), Cost Code 1008; Project No. 8 (\$172,527), Cost Code 1010; Project No. 2 (\$175,227), Cost Code 1022; Project No. 2 (\$67,913), Cost Code 1010. The remainder of the monies needed to make up the total \$800,000 and to provide a construction contingency will come from the postponement of the Lot W tour bus parking project and transfer of \$310,000 to the Old Sacramento Riverfront for construction of the GLOBE, Depot and Project No. 4 replacement housing funds (\$259,929, Cost Code 1004 and \$97,941, Cost Code 1010).

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VOTE AND RECOMMENDATION OF COMMISSION

At its regular meeting of July 2, 1984 the Sacramento Housing and Redevelopment Commission adopted a motion recommending adoption of the attached resolution. The votes were as follows:

AYES: Amundson, Glud, Hall, Luevano, Luttrell, Miller,
Ose, Pettit, Vargas, Teramoto

NOES: None

ABSENT: Angelides, Moose, Walton

POLICY IMPLICATION

Adoption of the attached Resolution will amend certain previous actions per the adopted Resolution referenced in this report. Specifically, adoption of the attached Resolution will accelerate the availability of funds for the previously approved construction of the GLOBE and Freight Depot. Otherwise, the actions proposed in this staff report are consistent with previously approved policy and there are no other policy changes being recommended.

RECOMMENDATION

The staff recommends the adoption of the attached Resolution which approves a loan of \$437,431 to the Old Sacramento Riverfront project from various replacement housing funds and remaining balance of a completed capital improvement project in Old Sacramento and a transfer of Lot W project funds and replacement housing funds from Project No. 4 to the Riverfront Project.

Respectfully submitted,

William H. Edgar

WILLIAM H. EDGAR
Executive Director

TRANSMITTAL TO COUNCIL:

Walter J. Slipe

WALTER J. SLIPE
City Manager

Contact Person: Leo Goto

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RESOLUTION NO. 84-042

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

APPROVED
SACRAMENTO REDEVELOPMENT AGENCY
CITY OF SACRAMENTO

ON DATE OF

July 10, 1984

APPROVING REVISION TO FINANCING FOR
CONSTRUCTION OF THE "GLOBE" AND
CENTRAL PACIFIC FREIGHT DEPOT
OLD SACRAMENTO RIVERFRONT PROJECT

JUL 10 1984

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

Section 1. The Agency Capital Improvements Budget for 1984 is hereby amended by increasing the Old Sacramento Riverfront Project (0453) by the following amounts and sources of revenue as a loan at 9 percent interest to be repaid by December 31, 1985:

-Project No. 8 (Replacement Housing, Cost Code 1008)	\$ 21,764
-Project No. 2 (Replacement Housing, Cost Code 1022)	175,227
-Project No. 2 (Replacement Housing, Cost Code 1010, Fund 242)	67,913
-Project No. 8 (Replacement Housing, Cost Code 1010, Fund 248)	<u>172,527</u>
Total	<u>\$437,431</u>

Section 2. The Agency hereby makes a finding of benefit to Projects No. 2 and No. 8 based on increased visitors coming to the downtown area due to the completion of the Waterfront and an increase in sales to retailers, hotel owners and other business persons in Project Areas Nos. 2 and 8.

Section 3. The Agency Capital Improvement Budget for 1984 is hereby amended by increasing the Old Sacramento Riverfront Project (0453) by the following:

- (a) Funds for Replacement Housing for Project No. 4 (Cost Code 1004), \$259,929, will be transferred to 0453. These funds will be replaced as a part of a bond issue for the downtown Redevelopment Plan update.

- (b) Funds from the Replacement Housing for Project No. 4 (Cost Code 1010, Fund 244), \$97,841, will be transferred to 0453. These funds will be replaced as a part of a bond issue for the downtown Redevelopment Plan Update.
- (c) The tour bus parking lot (Lot W) project will be postponed and defunded with \$310,000 transferred to the Old Sacramento Riverfront Project (0453) to assist in the construction of the "Globe", Freight Depot and act as a construction contingency for the wharf. The tour bus project will be reactivated in the 1985 budget.

Section 4. The 1984 carryover of miscellaneous projects from previous years contained \$653,809 from Project No. 2 in the Old Sacramento Waterfront (Cost Code 0453). The use of this money is hereby clarified by making the \$653,809 a loan to Project No. 4 to be repaid at 9 percent interest. The Agency hereby makes a finding to Project No. 2 as noted above in Section 2.

CHAIRMAN

ATTEST:

SECRETARY



The Dana Lighthouse

24532 Del Prado, Dana Point, CA 92629 · (714) 661-1001

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March 27, 1984

Theodore R. Leonard
Agency Architect/
Old Sacramento Project Manager
P.O. Box 1834
Sacramento, California

Dear Ted,

Attached please find our proposal for the design of the store ship GLOBE (Phase two of the Old Sacramento Riverfront master plan). In addition to the design of the vessel, our work would include suggesting methods for intergrating the public and Historical community into the project.

Our experience in building the CALIFORNIAN in downtown San Diego has made us very aware of the tremendous interest a project like this can generate within a community.

We propose the actual designing of the ship be undertaken by Melbourne Smith and public interface and general supervision be done by the Nautical Heritage Museum. This combination of skills has worked exceptionally well in the CALIFORNIAN Project and we propose that we repeat it in Sacramento.

Your project sounds exciting and we would like very much to work with you in realizing the recreation of your Historic waterfront.

Very truly yours,

Steve G. Christman
Executive Director

Enclosure

SGC/ds

(A)

PROPOSAL

FOR THE RESEARCH AND DESIGN OF THE HISTORIC BRIG "GLOBE"

For: Redevelopment Agency of the City of Sacramento
 Sacramento, California

From: Nautical Heritage Museum at Dana Point

The proposed design is for a sailing vessel hull and superstructure to be constructed in Sacramento.

The proposal is to provide:

- (1) Lines Drawing 1:32 scale
- (2) Construction Drawing 1:32
- (3) Sheer and Deck Plan 1:32
- (4) Accommodations Plan 1:32
- (5) Superstructure Plan 1:32
- (6) Spar and Rigging Plan 1:64

- with
- (a) Offset Tables
 - (b) Displacement and Tonnage Calculations
 - (c) Hydrostatic and Stability Summary
 - (d) Scantlings and Specifications
 - (e) Materials Directory
 - (f) Builder's Half Model 1:32
 - (g) Construction Cost Estimate

TYPE OF VESSEL PROPOSED

The design is for the hull of the American brig GLOBE of 245 tons burthen, originally intended as missionary ship and was known to have been moored as a hulk at Sacramento in the 1860's and 70's.

TYPE OF CONSTRUCTION PROPOSED

The design will be for a vessel built of wood, well treated and suitable for construction on a site provided by the owners. The hull to be built to commercial shipbuilding standards and well suited for her purpose as outlined in the Old Sacramento Riverfront Master Plan.

DESIGN CHARACTERISTICS PROPOSED

The hydrostatic and stability characteristics will comply with any USCG Regulations under Subchapter T. The static deck-edge immersion (HZA) will meet or exceed the requirements for protected waters. All such characteristics including basic dimensions will be defined and agreed upon before the commencement of the design.

DESIGN RESEARCH PROPOSED

A comprehensive search will be made as to the original builders, place of construction, port of registry, and any other graphic or documented descriptions of the ship.

DESIGN COMPLETION SCHEDULE

The design as outlined will require 120 days to complete from the date of agreement to proceed and the design characteristics and dimensions are established.

CONSTRUCTION SITE AND PUBLIC INTERFACE

A study will be made to determine the extent of benefit that can be obtained by involving the general public, tourists and historic community in the project.

Preliminary work will be presented within 60 days after agreement for discussion and approval. Alterations or changes to the design at any stage after the basic dimension are agreed upon by the owners or their representatives that require additional work or time to complete are not included in this schedule.

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DESIGN FEES PROPOSED

The fee proposed is Twenty-Five Thousand (\$25,000) Dollars payable in ~~three equal installments~~. UPON DETERMINATION THAT THE GLOBE CAN BE CONSTRUCTED WITHIN THE

1st payment of 1/3 upon agreement to proceed
2nd payment of 1/3 on presentation in 60 days
3rd payment of 1/3 upon completion.

PER NHM LETTER 4/11/84
& MEETING 5/15/84.
TRF.

APPROVED BUDGET FOR CONSTRUCTION.

Additional costs will only be submitted for agreed changes or alteration if required in the design.

DESIGN USE AND RIGHTS

The design will be copyrighted in the designer's name with exclusive rights granted to owners.

FURTHER OBLIGATIONS

This proposal carries no further obligations for either party to proceed with construction of the vessel unless by a mutual agreement between the designer and the owners or constructors under a separate contract.

Presented in Good Faith,

Melbourne Smith
INTERNATIONAL HISTORICAL
WATERCRAFT SOCIETY, INC.

Date:

Steve G. Christman
EXECUTIVE DIRECTOR
NAUTICAL HERITAGE MUSEUM

RESUME: MELBOURNE SMITH

Born Hamilton Ontario Canada 20 March 1930
President, International Historical
Watercraft Society, Inc. 7 years
Director, American Clipper Trust 5 years
Sailing Master, Home-Trade, Canada 150 tons
P.O.Box 54, Annapolis, MD 21404

DESIGN & BOATBUILDING EXPERIENCE

Designed and built Revenue Cutter CALIFORNIAN
94x24x9.5' a topsail schooner of 136 tons dis-
placement for the Nautical Heritage Museum in
California. The design is a working example of
vessels employed by the US Revenue Marine in
1850. Built to USCG requirements under Subchapter
T for carrying passengers for hire. Launched 29th
of May 1984 at San Diego to be used for youth
training as California's official sail ship.

Designed SPIRIT OF MASSACHUSETTS 96x24x10' a
schooner on the Fredonia design of 1910 for
New England Historic Seaport and launched in
April 1984 and is now operating under USCG re-
quirements Subchapter T as a sail training ship.

Built topsail schooner PRIDE OF BALTIMORE repro-
duction a 1812 Baltimore clipper privateer.
85x23x10', 121 tons displacement. Vessel has
sailed over 50,000 miles since her launching
in 1977 between Nova Scotia, Great Lakes, South
America, Panama Canal, and Vancouver with an 18
month voyage planned to Europe this year.

Designed and built skipjacks MINNIE V. and ANNA
McGARVEY to 1906 design for commercial sail
dredging on Chesapeake Bay. 45x15x3 Launched 1981

Partner in Simeon Young Dockyard, Belize, C.A. 1962-66 building motor tugs and schooners for Mexican interests and six 33-foot yachts including topsail cutter APPLIEDORE.

Supervised repairs of the Guatemalian training schooner QUETZAL at Matias de Galvaz in 1961.

Rebuilt and outfitted 3-masted schooner ANNYAH 105x21x12' at Gibraltar 1959-60.

Refitted Brixham trawler SANS PARIEL 65x19x10' at Poole UK 1959.

Rebuilt Dutch botter WOODEN SHOE 44x15x4 in Hamilton Canada 1955.

SAILING EXPERIENCE

Master, PRIDE OF BALTIMORE on the maiden voyage in 1977 between Bermuda, Halifax, and 35 US ports and responsible for maintenance for first year.

Navigator, Australian yacht APOLLO for two Newport/Bermuda races and one trans-Atlantic race.

Compass adjuster since 1968 including USCG Yard at Curtis Bay and US Naval Academy sailing fleet. Installed and corrected magnetic compass aboard USCG Bark EAGLE.

Delivery captain for numerous vessels Canada-US ports- Caribbean.

Commissioned officer (teniente-comodoro) Marina de la Defenca Nacional de Guatemala for one year 1961 as sail and celestial navigation instructor.

Master, 3-masted schooner ANNYAH (no auxillery power) Gibraltar, Cadiz, Las Palmas, West Indies, and Central America 1959-60.

Master, Brixham trawler SANS PARIEL, English Channel 1959

Master, Research Vessel FITZGERALD, 83' Ohio and Mississippi Rivers, 1967 Chicago/New Orleans.

Able Seaman, S.S. SALACIA, 12,000 tons 1953-54 Montreal/Port Alfred/Cardiff.

Misc small racing and cruising on the Great Lakes, Chesapeake Bay, Long Island Sound, San Diego Bay, and West Australia.

RELATED MARITIME WORK

Marine artist with some 150 paintings of historic sail ships published including FAMOUS SHIPS IN CANADIAN HISTORY (Hudson's Bay Co), AMERICAN SAILING FRIGATES, AMERICAN SAILING NAVAL SHIPS, AMERICAN SAILING NAVAL SCHOONERS (US Naval Institute Press), SAILING CRAFT OF THE CHESAPEAKE, SHIPS OF THE AMERICAN REVOLUTION, BRIGS & SLOOPS OF THE AMERICAN NAVY (Admiralty Publishing House), CIRCUMNAVIGATORS, REVENUE CUTTERS (IHW Society), AMERICA'S CUP DEFENDERS (American Heritage Press).

Book Designer & Illustrator for GREYHOUNDS OF THE SEA 3rd edition, JOHN G. ALDEN & HIS YACHT DESIGNS, WATCH OFFICERS GUIDE, JUNKS & SAMPANS OF THE YANGTZE, THE IMPERIAL & ROYAL AUSTRO-HUNGARIAN NAVY, FARWELL'S RULES OF THE NAUTICAL ROAD, etc.

Writer & Illustrator, articles and graphics for SEA HISTORY, NAUTICAL QUARTERLY, NAUTICAL RESEARCH JOURNAL, WOODENBOAT, SUN MAGAZINE, THE SKIPPER, etc.

Maritime Research for Hudson's Bay Co (NCMSUCH proposal), Chesapeake Bay Maritime Museum (plans and model for brig PEGGY STEWART), American Clipper Trust (research and plans for clipper SEA WITCH), Reynold Tobacco Co (research and plans for brig FAIR VIRGINIAN, etc.

EDUCATION

Graduate, Hamilton Technical Institute 1949
Royal Canadian Sea Cadet, RCSCC LION 1943-48

REFERENCES

Victor Suthren, Curator, National Museums Canada
36 Bellwood Ave, Ottawa, Ont K1S 1S7, 613 996-9284
Steve Christman, President, Nautical Heritage Museum
24532 Del Prado, Dana Point, CA 92629, 714 661-1001
Peter Stanford, President, Nat. Maritime Hist. Soc.
132 Maple, Croton-on-Hudson, NY 10520, 914 271-2177



Melbourne Smith
558 Savoy Street
San Diego, CA 92106

From The Citizens Of
BALTIMORE

The Splendid Clipper Schooner



On A Daring and Historic Mission of

FRIENDSHIP & GOODWILL

Prompt Dispatch October 31, 1982
Seventeen Thousand Miles

Swift Passage 101 Days At Sea

Francis Scott Key Bridge
to
THE GOLDEN GATE

With all the rights and privileges of an
Ambassador of Baltimore

This elegant and celebrated vessel
will make diplomatic calls on the following ports:

- Kingston Panama City Puntarenas Acapulco
- Mazatlan San Diego Newport Beach
- Los Angeles Marina Del Rey Monterey San Francisco
- Oakland Sausalito Eureka Seattle
- Victoria Vancouver Portland



The *Pride of Baltimore* is the first Baltimore Clipper Schooner to sail in more than 100 years, the only existing example of the vessels which played such an important role in America's maritime history: In the early 1800's a

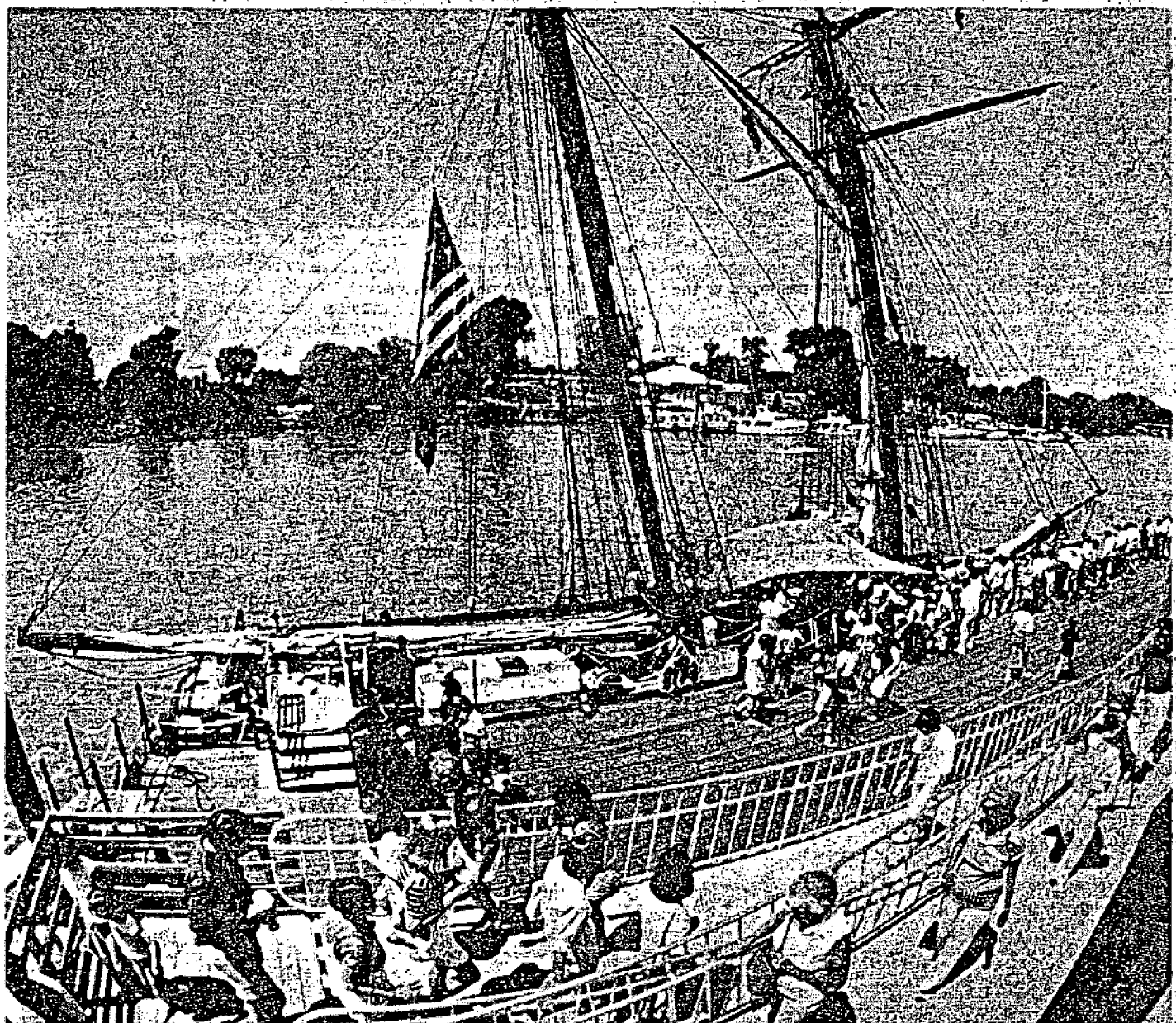
new and independent United States had a small navy, inadequate to protect American ships from the predations of British naval vessels and the impressment of American sailors. A sharp-built schooner model, emphasizing speed and maneuverability, evolved along the shores of the Chesapeake Bay. It was a sailing vessel destined to become a distinct American creation of exceptional beauty. Sleek, low in the water, fast and light, these new ships could outmaneuver British naval and merchant vessels and embodied the highest advancement of the age's nautical technology.

During the War of 1812, Baltimore Clippers served as privateers and were very successful in capturing and sinking British vessels and evading the British coastal blockade. Captain Thomas Boyle, the most famous privateer captain, outfitted his Baltimore Clipper, *Chasseur*, with extra cannon, spars, canvas and men, set sail for England, and audaciously declared a blockade of the English coast. When the victorious *Chasseur* returned home, thousands of Baltimoreans lined the docks to greet her and nickname her "The Pride of Baltimore."

The *Pride of Baltimore* is a re-creation of the original Baltimore Clippers, a composite of the best of her predecessors. She is a handbuilt, wooden vessel, with characteristically raked masts that tower 95' above the waterline and carry 9500 square feet of canvas. Her sleek hull, low freeboard, and raking stem and sternposts make her extremely light and fast.

Pride was handbuilt in Baltimore's Inner Harbor by the International Watercraft Society. A blacksmith forged all the iron fittings at the site, sailmakers sewed enormous sails of flax and canvas, and master carpenters hand-hewed woods from around the world. This proud vessel sails today as a goodwill ambassador from her homeport, symbolizing Baltimore's cherished maritime heritage and exciting new future...

*MELBOURNE SMITH



Bee photo by Lelani Hu

Tall Ship Draws Crowds

With her period colors limp in Saturday's breathless midday heat, the Pride of Baltimore lay-to at the newly dedicated Old Sacramento Docking Barge as a wide-angle camera lens captured visitors streaming down the

ramps to stand in line for a free tour. The Pride of Baltimore is open for tours again today from noon until 5 p.m. The docking barge is to be built as the first phase of the Old Sacramento waterfront development.

BEE 8.14.83

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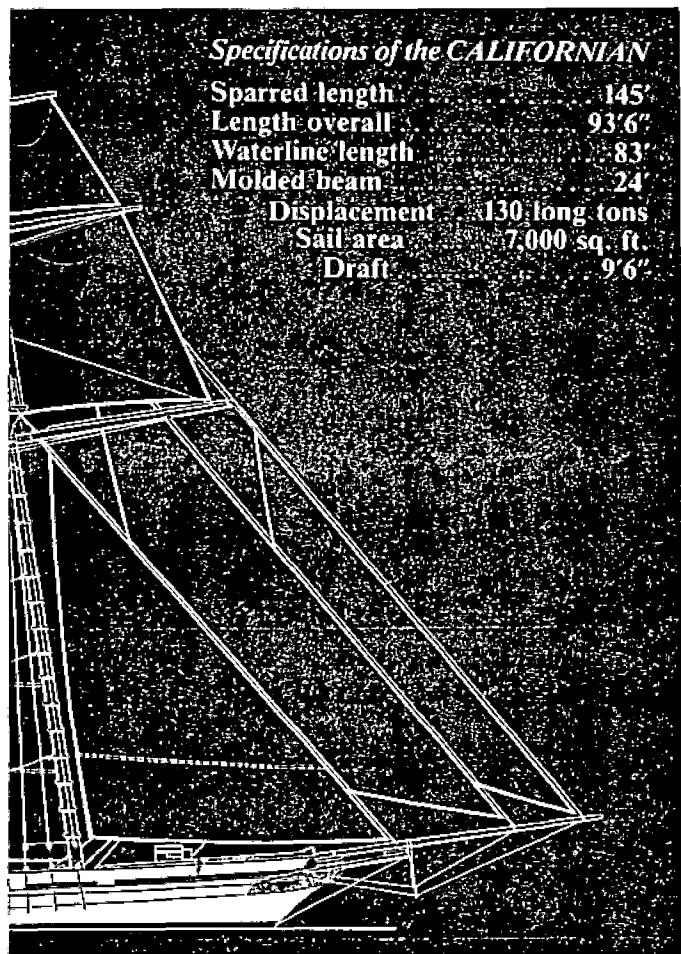


Commemorating
THE CALIFORNIA TALLSHIPS
Tradition

Early in the Spring of 1984, California's coastline will be the setting for the most exciting maritime event since the days of the Gold Rush—and you're invited to participate. That occasion will be the maiden voyage of the *Californian*, the full-scale recreation of the 1849-vintage Revenue Cutter *Lawrence*, being built by the Nautical Heritage Museum at Spanish Landing at San Diego.

Under the guidance of Museum Director Steve G. Christman and internationally renowned naval architect Melbourne Smith—builder of the *Pride of Baltimore*—the building of the *Californian* will restore to our shores the grace, beauty and indomitable spirit of the single Coast Guard Cutter that maintained law and order during the frenzy of the Gold Rush. And the proud Cutter sailing tradition that disappeared from the seas in the 1880's will be revived and preserved for future California citizens before the skills of building and handling these sleek vessels are lost forever.

Thousands of schoolchildren will be going on-board the *Californian* as a sailing classroom of our nation's maritime heritage once she's launched. In fact, men and women of all ages will be able to participate not only in the many onboard activities of the *Californian*, but also



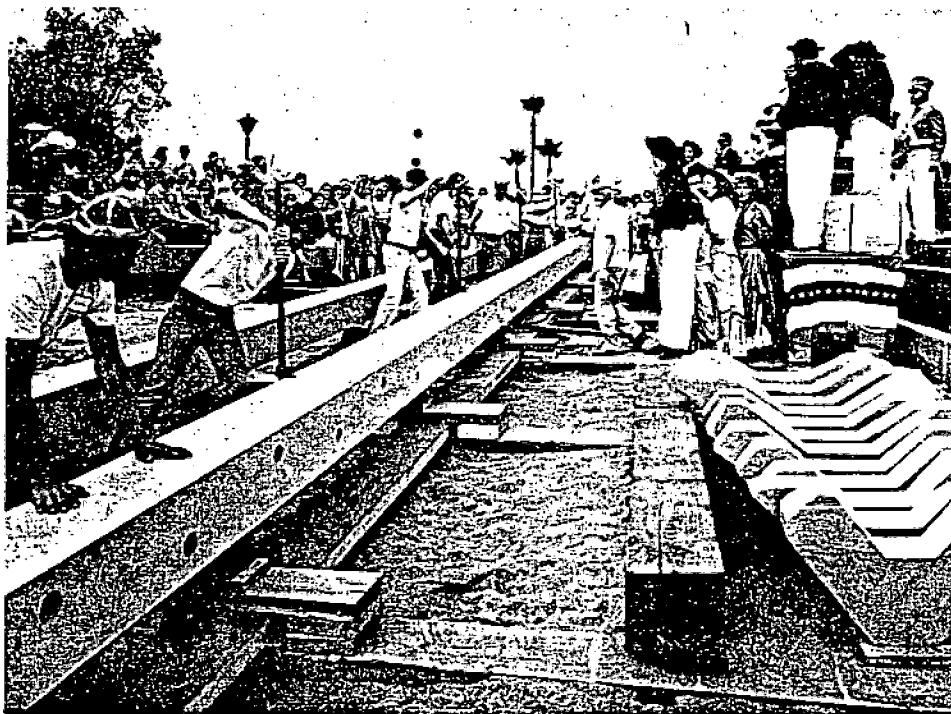
Specifications of the CALIFORNIAN

Sparred length	145'
Length overall	93'6"
Waterline length	83'
Molded beam	24'
Displacement	130 long tons
Sail area	7,000 sq. ft.
Draft	9'6"

firing cannons and three shorecraft.

Below decks, the *Californian* will have full headroom, with a large Saloon to accommodate classroom presentations, meetings, and conferences. The Governor's Cabin will be suitably furnished for VIP's, panelled in rosewood and outfitted with its own pantry. The Governor's Cabin also has two private staterooms and will accommodate 4 passengers in luxury.

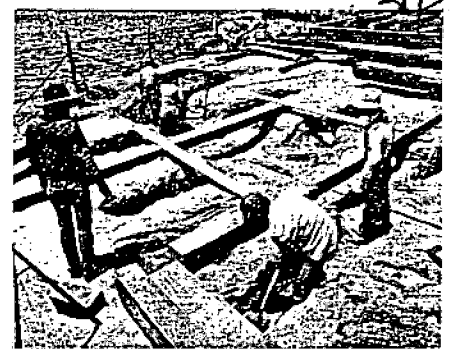
The *Californian* can be handled by her Captain, a mate and a crew of six—and she'll sleep a total of 24, so as many as 14 sea cadets can participate in overnight voyages for the tremendous educational experience and thrill of sailing a square-rigger.



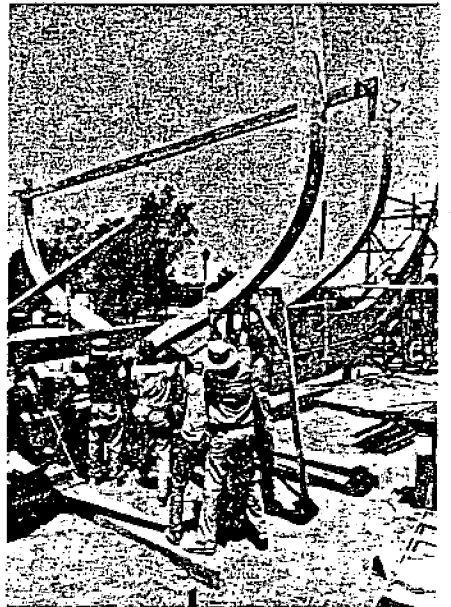
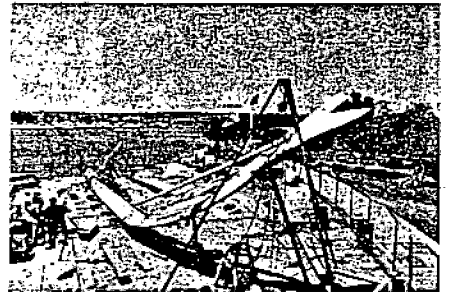
A crowd of over 300 supporters participated in the Keel Laying Ceremonies that were held on July 4th at Spanish Landing in San Diego. Those present were invited to "sign the keel" their names becoming a permanent part of the ship. Port Captain Howard Thomas introduced special guests: Admiral

Fredrick Schubert, commander of the 11th Coast Guard District; Bill Dick, Director of Governmental Affairs for the Port and County; Supervisor, Tom Hamilton, Denver Pyle, star of the Dukes of Hazzard was also present. The day-long task of raising the backbone took place on July 20th.

All Photos on this page by Gary Felton



The first signs of activity on the site were the laying of 9 sills. These large timbers support the ways which will be the track the Californian will slide down on launching day.



A unique feature of the Californian is the use of laminated framing. Melbourne is an advocate of this method as the laminated configuration is twice as strong as double-sawn frames yet are considerably lighter. Our first frames were erected during August.



Skip Newcomer completes work on trimming the rabbit for the planks which were soon to come.



Jay Hazell, our Master Shipwright is a native of the island of Bequia (located south of Saint Vincent in the West Indies) and has been building ships for 53 of his 65 years. Jay is a master in the use of the adz, the traditional tool of shipwrights for centuries.



Much of the construction takes place in the 20 x 60 shed constructed next to the ship. The seaward end of the shed contains the yard office.



The ship construction can readily be viewed from the bleachers erected at one end of the site. From this area our Watchkeepers describe the progress to the many visitors who visit daily.

Tall-ship replica christened, but launch delayed

By Dennis Georgatos

SAN DIEGO (AP) — Christening of the tall ship Californian, a replica of a Coast Guard cutter lost off San Francisco in 1851, went as planned with California first lady Gloria Deukmejian cracking a bottle of champagne against the bow. But the launch of the wooden ship was delayed by technical problems.

"I christen thee the Californian," Gov. Deukmejian's wife said Monday night before whacking the bow of the 90-foot topsail schooner twice with a bottle of Schramsberg champagne.

On the second swipe, the bottle broke, spraying foam on the nose of the ship and slightly splattering Gloria Deukmejian's white dress.

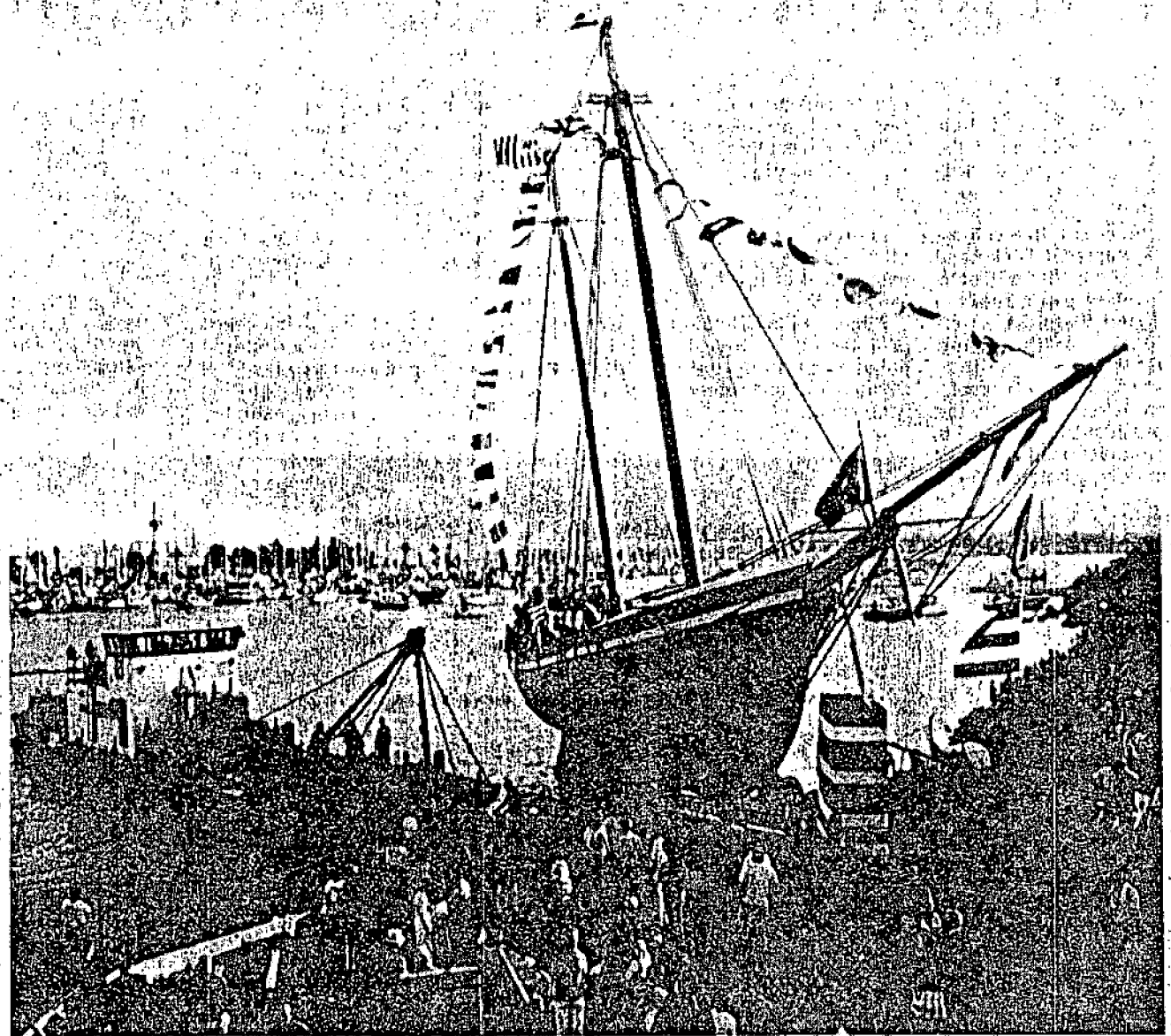
Launching of the Californian, modeled after the only Coast Guard cutter to patrol the California coast during the frenzied days of the gold rush, was delayed until high tide tonight, said Steve Christman, founder and director of the Nautical Heritage Museum in Dana Point, sponsor of the Californian.

"The sand wasn't as deep as we thought it really was," said Christman, explaining that a deep cushion of sand was needed to prevent the ship from becoming mired in the mud as it was wheeled into San Diego Bay on a trailer.

He said workers would slip steel supports beneath the wheels to facilitate the launching of the 130-ton Californian, which is destined to lead to the Tallship Olympic Parade of Sail through Long Beach and Los Angeles harbors on July 4 in a salute to the summer Olympic games.

The primary purpose of the Californian, the official tall ship ambassador for the state, "is the preservation of the nearly lost art of traditional sailing practiced during the last century," she said.

The ship will serve as a seagoing classroom for young people, said Christman, a former sea cadet.



Associated Press

All christened with nowhere to go, the tall ship Californian sat waiting for high tide Tuesday in San Diego. The 90-foot topsail schooner, a replica of a

Coast Guard cutter lost off San Francisco in 1851, was christened Monday night by Gloria Deukmejian, wife of the governor.

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Key to Building Numbers
NOTE: * OF PLAN INDICATES RECONSTRUCTION. ALL OTHER BUILDINGS ARE ORIGINAL. * BEST INDICATES BUILDING TO BE DEMOLISHED BY DATE LISTED IN DATE OF PLAN AND REVISIONS.

- 101 BARNETT'S BLDG. 101
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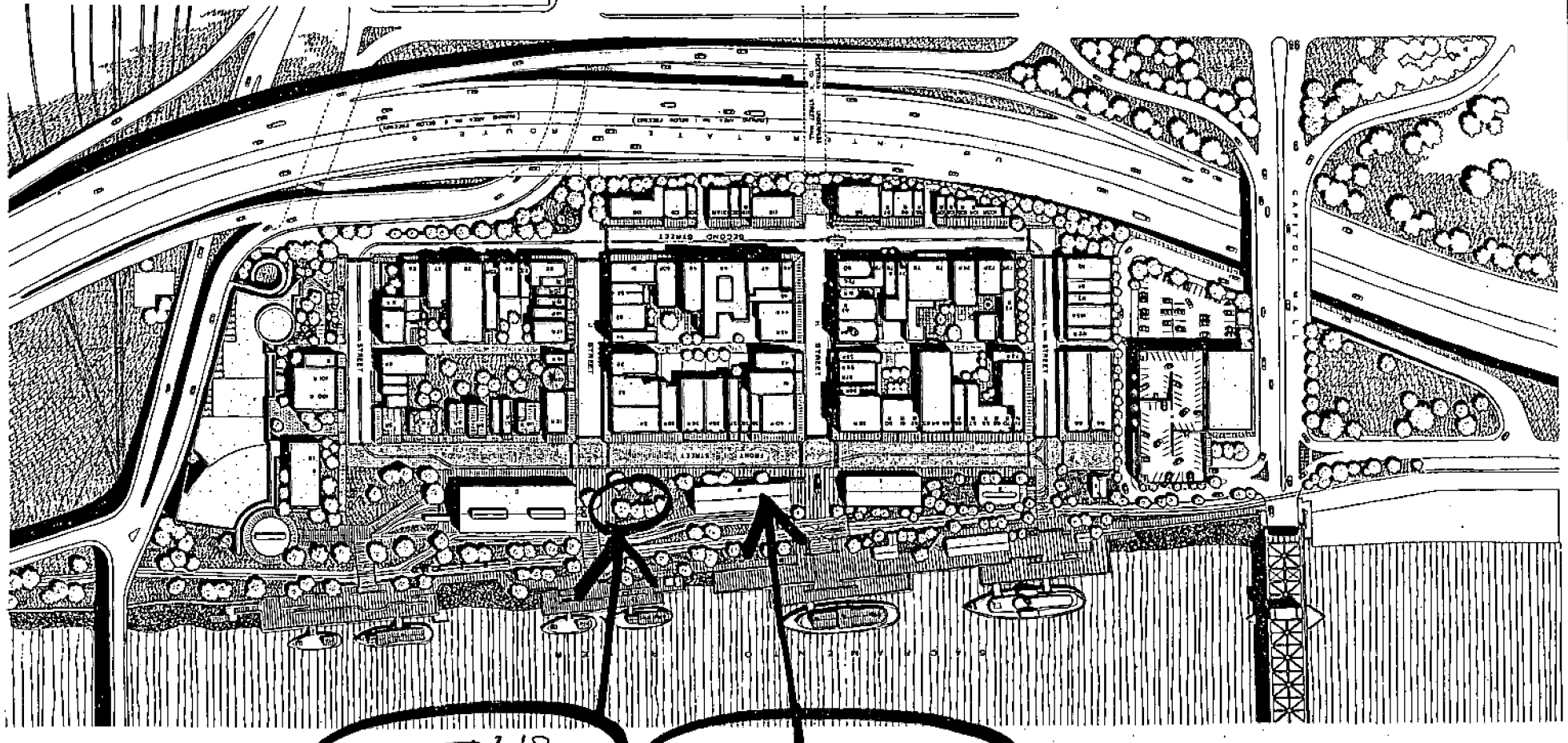
OLD SACRAMENTO

A REGISTERED NATIONAL HISTORIC LANDMARK

PICTORIAL PLAN



- 1. SHOW COURTESY FROM EXHIBIT DOCUMENT AND PLATS
- 2. RESTORATION RECOMMENDATIONS TO DEMOLISH BUILDINGS AND PLATS
- 3. RESTORATION RECOMMENDATIONS TO DEMOLISH BUILDINGS AND PLATS
- 4. RESTORATION RECOMMENDATIONS TO DEMOLISH BUILDINGS AND PLATS
- 5. RESTORATION RECOMMENDATIONS TO DEMOLISH BUILDINGS AND PLATS
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- 20. RESTORATION RECOMMENDATIONS TO DEMOLISH BUILDINGS AND PLATS



Handwritten annotations in ovals:

- Central Pacific Freight Depot
- Globe Construction Site

Handwritten initials: HJG

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
COMMUNITY DEVELOPMENT DEPARTMENT

WORK ASSIGNMENT/PROGRAM REPORT

Division Community Development

Legislative Approvals and Dates:

1. RA-83-037 May 10, 1983
2. RA-84-004 January 24, 1984
3. _____

Project Type

- City Redevelopment
 County Housing
 Grant
 Technical

Project The Hulk, GLOBE

Responsible staff Ted Leonard

Supervisor Leo Goto

Updated 1 June 1984
Day Month Year

Legend

- * Critical milestone (identify)
- △ Date project updated
- ▲ Current progress of project

Project Budget	Construction Bid Amount	Expenditures to date	Funding Source
\$ <u>460,000</u>	\$ <u>Pending</u>	\$ <u>None</u>	\$ <u>Pending Approval</u>

Major Steps

Year	1984												1985												1986											
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J										
GLOBE	Execution of contract for design of the GLOBE																																			
GLOBE	Design phase																																			
GLOBE	Evaluation of design and estimated cost																																			
GLOBE	Execution of contract for construction of the GLOBE																																			
GLOBE	Material acquisition and boat yard set up																																			
GLOBE	Construction of the GLOBE																																			
Boat Yard	Design of Central Pacific Railroad Freight Depot (Temporary Boat Yard)																																			
Boat Yard	Bid and award of contract for construction of Central Pacific Railroad Freight Depot																																			
Boat Yard	Construction of Central Pacific Railroad Freight Depot																																			
Wharf	Bid and award and construction of utilities (per EDA Schedule)																																			
Wharf	Bid and award and construction of Wharf																																			

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