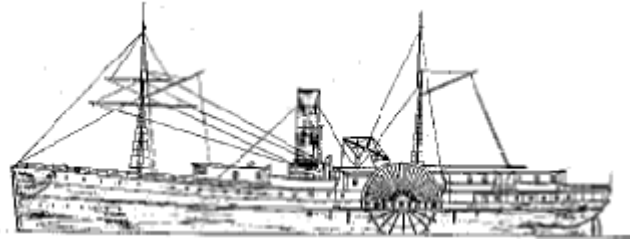


## SS Orizaba



Builder: Jacob A. Westervelt and Company, New York. Engine: Vertical-beam by Morgan Iron Works. Cost: \$241,000. Launch: January 14, 1854. Original Owner: New York-New Orleans-Vera Cruz line of Morgan and Harris. Wooden side-wheel steamer, 3 decks, 2 masts. 1,450 tons, 246 feet. Accommodations for 1,028. Fifty-six first-cabin staterooms, 30 of which were on deck with 26 opening into the main salon. The second cabin was divided into 35 staterooms, which was an innovation on the Pacific at the time of the *Orizaba's* arrival. In steerage there were berths for 590, and "60 standees." (Note: Unclear as to what "standees" means as of this date – that passengers had to actually *stand* on the journey?!) She had an icehouse with a capacity of 30 tons, tanks for 18,000 gallons of fresh water and carried four large lifeboats and two quarter boats.

The *SS Orizaba*, was launched in 1854 for the New York to Panama passenger business. Vanderbilt bought her and sent her to the Pacific in 1856 for his Nicaragua-San Francisco route. She made her first trip to San Francisco, where she arrived on October 30, 1856, in sixty-one days at sea from New York via Rio de Janeiro, Lota, Valparaiso, Talcahuana and San Juan del Sur, Nicaragua. She plied those waters for ten years, then was sold to the California Steam Navigation Co, then the Pacific Mail Line and, in 1875, to Goodall, Nelson and Perkins. She remained in the local coast trade between San Francisco and San Diego until 1865. Unlike many of her contemporaries, the *Orizaba* was a lucky ship in that she did not end up on the rocks like, but finished out her career as a coastwise liner, serving ports from San Francisco to San Diego until retired in 1877.