

AVAILABLE

63,800± SF OF WAREHOUSE & OFFICE INCLUDING THE KLAMATH FERRY ON 36.83± ACRES

LOCATED ON THE STOCKTON DEEPWATER CHANNEL WITH DOCK SLIP

**KLAMATH FERRY MAY BE SOLD SEPARATELY & RELOCATED
FOR RETAIL, OFFICE, SHOWROOM, OR RESTAURANT USE**



2894 MONTE DIABLO AVENUE

STOCKTON, CALIFORNIA

EXCLUSIVE BROKERS - INDUSTRIAL SERVICES TEAM:

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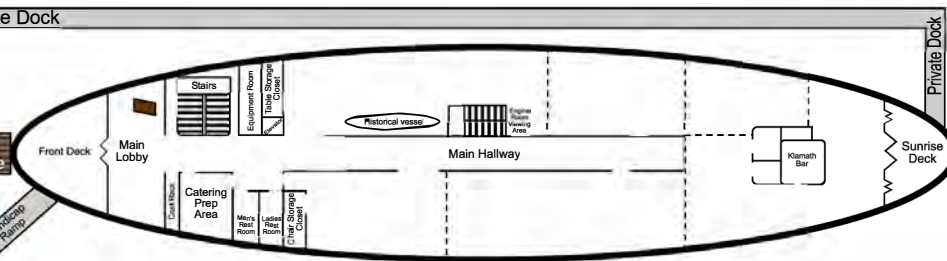


UNIQUE WATERFRONT OFFICE SPACE



Passenger Deck

Second Floor



Auto Deck

First Floor

*EACH DECK TOTALS APPROXIMATELY 20,000± SF, FOR A TOTAL OF 40,000± SF OF SPACE



KLAMATH FERRY BOAT HISTORY

The Klamath was built by the Bethlehem Shipbuilding Corporation in 1924 to service the Southern Pacific autoroutes between the San Francisco Ferry Building and Oakland/Alameda of the East Bay. She was named for Klamath County, Oregon, and carried as many as 1,000 people and 78 cars. The Klamath was powered by 1,400 horsepower triple-expansion steam engine that drove two cast iron propellers, 10 feet in diameter, one on each end.

In 1929 the Klamath joined the fleet of Southern Pacific Golden Gate Ferries, Ltd., which was the largest ferry line in the world, and serviced the San Francisco Hyde Pier - Sausalito route for nine years.

The completion of the Golden Gate Bridge and Oakland Bay Bridges initiated the eventual demise of ferryboats on the bay, and in 1938 the Klamath was sold to the Richmond-San Rafael Ferry Company. For the next 18 years she operated between Point Molate (Richmond) and San Quentin. She made her last ferry run on September 21, 1956, the day before the Richmond-San Rafael Bridge opened.

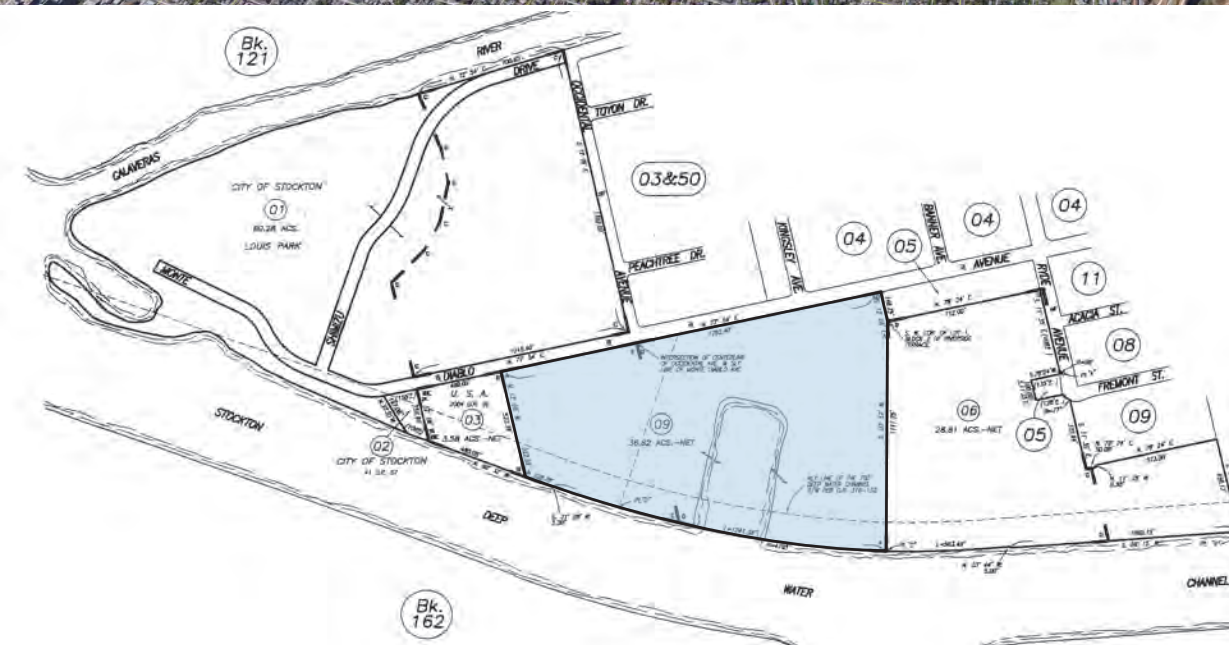
The Klamath left her mark on naval history on July 22, 1944 when it collided with a U.S. Navy submarine. Rear Admiral Roy Davenport, who was piloting the submarine, wrote in his book that the investigation into the collision revealed that following the last run of the day, the Klamath's pilot left his post to change, which led to Rear Admiral Davenport's collision with what he called a "pilotless ferry."

In 1964 Landor Associates purchased the Klamath after finding it abandoned at the Port of Redwood City. He renovated the ferry and it served as the headquarters for his design firm at Pier 5 on the Embarcadero in San Francisco until 1988.

In 1992, a Stockton firm acquired her for its corporate headquarters. The historic ferry crossed San Pablo Bay for the last time on November 9, 1992, bound for her new permanent mooring site on Stockton's Deep Water Channel.

After a year of renovations, the owner moved onto the ferry. It has been used as a corporate headquarters for a number of years.

The historic Klamath is included in the offering.



PROPERTY SPECIFICATIONS

SUBJECT PROPERTY:	2894 Monte Diablo Avenue Stockton, California 95203
APN:	133-060-09
ZONING:	I-G (General Industrial) City of Stockton
PARCEL SIZE:	36.83± Acres
DOCK SLIP:	7.4± Acres
IMPROVEMENTS:	63,800± SF of warehouse and office space; including the historic 40,000± SF Klamath ferry boat. Additional improvements include secure entry way, guard house, improved surface and related parking, concrete dock and access to deep water channel via 7.4± acre slip.
SEWER:	City of Stockton
WATER:	California Water Service
STORM DRAINAGE:	City of Stockton
GAS & ELECTRIC:	PG&E
FREEWAY ACCESS:	Interstate 5

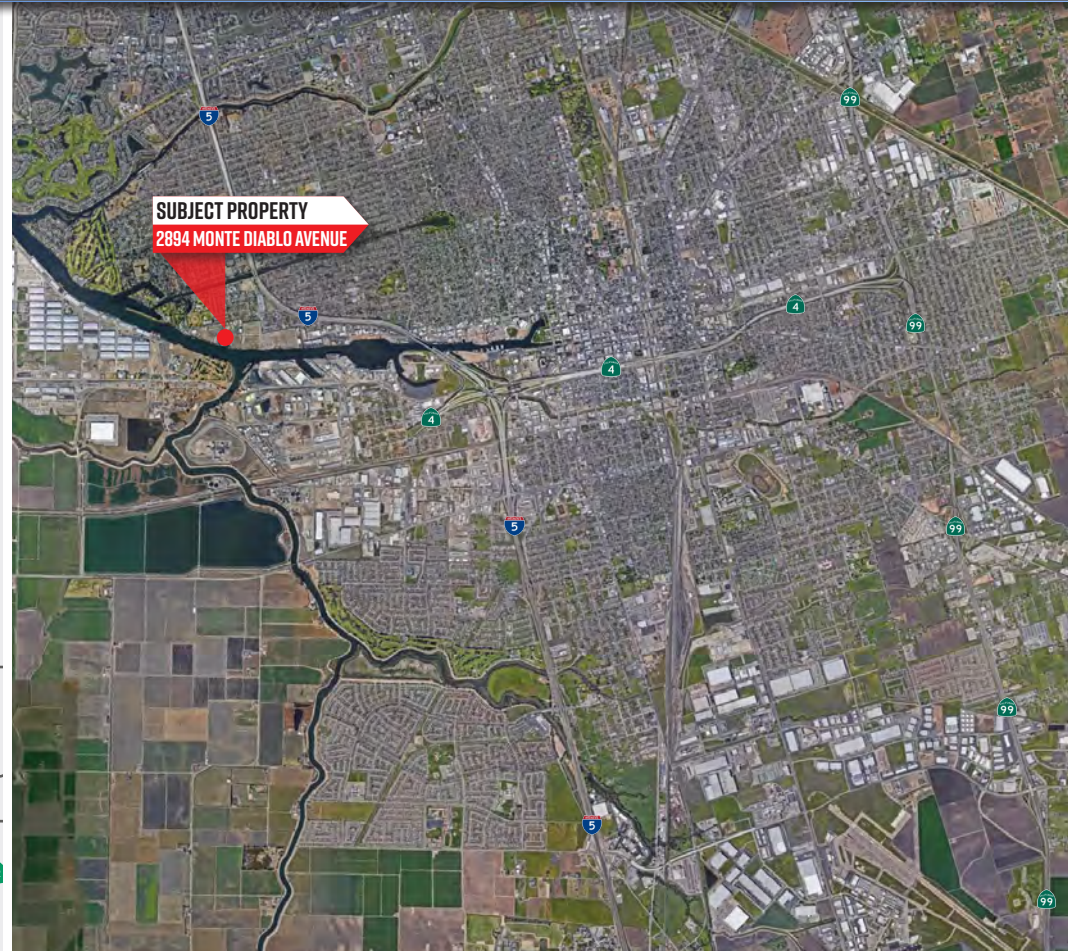
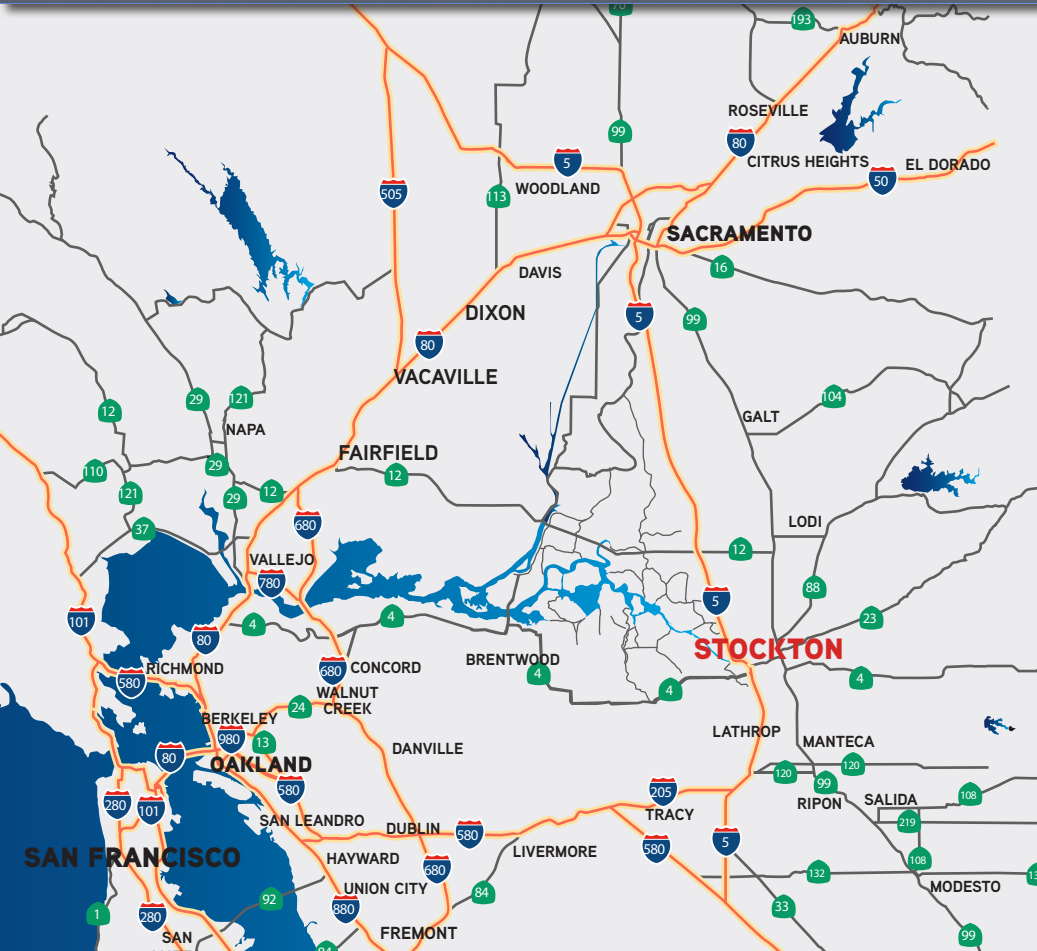


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