MARITIME HERITAGE PROGRAM

James P. Delgado
Director, Maritime Heritage Program

Office of National Marine Sanctuaries
CONNECTING PEOPLE TO THE OCEAN AND ITS STORIES THROUGH PEOPLE
Recent Projects

- Battle of the Atlantic
- *Monitor* Faces
- USS *Hatteras*
- Project Shiphunt
- Gulf Wrecks
- *Robert J. Walker*
- Graveyard of the Atlantic Maritime Landscape Report
- *City of Chester*
MEN WANTED
FOR THE
NAVY!

All able-bodied men not in the employment of the Army, will be enlisted into the Navy upon application at the Naval Rendezvous, on Craven Street, next door to the Printing Office.

H. K. DAVENPORT,
Com’r. & Senior Naval Officer.
New Berne, N. C.,
Nov. 2d, 1863.
NOTE. The red, brown, and blue lines represent the draft of the steam-tug "Bedouin" on Aug. 8 and 18, 1888 at the times stated. The small colored circles represent the positions of the tug at times marked in similar colors.

On the day of the collision (Aug. 12 at 8 A.M.) the Low Water was at 1 1/2 ft., High Water at 3 ft., and the tide rose 5 ft. On the day of this report (Sept. 15) the Low Water was at 2 1/2 ft., High Water at 6 ft., and the tide rose 2 ft.

The current continues to run about 14 hours after the stand of the tide, and there is scarcely any slack water.
The small circles around the wrecks represent the positions where samples were taken to determine to which the wrecks were caught on the wreck and being hauled last.
The observations for the currents, and the positions around the wreck of the Chester were made by Capt. Rodgers, Waukegan, and Mr. Perini, Waukegan, under my instructions.

The bars on this tracing are copied from an undated re-survey by Capt. Rodgers in 1887 where it is drawn in full, otherwise it is dotted.

[Signature]
San Francisco Chronicle.

SIX SCORE SOULS GO DOWN TO DEATH AT THE GOLDEN GATE.

Steamer Kin de Amere
La Laud at City's Dooc.

Strikes in Fog and Then Swiftly Sinks.
LOSS OF THE "S. S. LEWIS."

The propeller S. S. Lewis went ashore about 3 o’clock, P. M., on the 14th of April, 1858, near Bolinas Bay, ten miles North of the "Heads." She had on board 440 passengers, 78 of whom were women and children, all of whom were landed in safety. The vessel was owned by the Nicaragua S. S. Co., and was a total loss.
Engine Builder's Plate

JAS. T. SUTTON & Co.
FRANKLIN IRON WORKS
KENSINGTON, PHILADA, U.S.
1851 ~ № 160
R. F. LOPER’S PROPELLER
Non-Ferrous Drift Bolts

Side of Steam Engine