

5310 Rayburn Court
Washington, D.C. 20031

& 17 October 1966

Dear Jerry:

I have a couple of additions to the data in my letter of the 8th.

The Library of Congress has the 1854 Alta, and I tracked down S.S.BISHOP's call at San Diego. She arr San Francisco 2 July 1854, 8 days from San Diego, reporting that she was 118 days from Baltimore to San Diego with "government stores" (probably steam coal), where she discharged part cargo. Nothing said about hitting a rock. The SS FREMONT, at S.F. 25 June from San Diego and way ports, reported she left S.S.BISHOP in port, but again no mention of a rock.

The BISHOP was put on the berth for the East Coast and sailed 1 August. No mention of any examination of her bottom; the underwriters would hardly have let her sail if they had known she hit a rock.

Annual Report of Coast Survey for 1854 is silent on the matter. Annual Report for 1855 (year ending 1 Nov. 1855) tells of a search for a dangerous rock on Cortez Bank, and finding a 3 $\frac{1}{2}$ -fm spot. No mention of S.S.BISHOP. The S.D. weekly of the period (if files still exist) still sounds like the best source to consult. My analysis of the situation is that the BISHOP sighted (not struck) the dangerous rock inbound in June 1854, and that by the time the word got to Washington and the order went out to the field to look for it, it was 1855 and misread as involving striking the rock, and duly imbedded in that form in Davidson's "Coast Pilot." The Coast Survey files, now in the Archives (so no use writing C&GS) might have the answer, but I have no idea how well they are indexed.

As to NEW HOPE, The Archives found a license for 1874, owned by Wm.B. Bourne, San Diego, and another for 1875, owned by estate of W.B. Bourne, San Francisco. She had also been licensed at Wilmington and Eureka, with San Diego in between in each case. Dimensions 37.2 x 11.9 x 3.8 feet; 10.16 tons. Seems feasible to carry her around Cape Horn on a ship's deck, and she certainly never struck a rock with 11 feet over it, unless she was capsized.

Let me know what you & Kortum decide on the new

Bulletin.

Best,

John Lyman
John Lyman

