

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	5/15/84
DATE ENTERED	

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC  
EMPEROR (Canadian Registry #126654)  
AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

Isle Royale NP

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

CITY, TOWN

VICINITY OF

STATE  
Michigan

CODE  
26

COUNTY  
Keweenaw

CODE  
083

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input checked="" type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> PARK
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> EDUCATIONAL
Unit within	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> ENTERTAINMENT
Thematic Group	N/A	<input type="checkbox"/> NO	<input type="checkbox"/> GOVERNMENT
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input checked="" type="checkbox"/> OTHER: Sport SCUBA

diving by park  
visitors

**4 AGENCY**

REGIONAL HEADQUARTERS: (If applicable)  
NPS, Midwest Regional Office

STREET & NUMBER

1709 Jackson Street

CITY, TOWN  
Omaha

VICINITY OF

STATE  
Nebraska 68101

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC. Canadian Department of Transport, Registry of Shipping

STREET & NUMBER

CITY, TOWN

Midland, Ontario

STATE  
Canada

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None (see note)

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

NOTE: The shipwreck location is known as a result of informal isolated searches by private individuals and/or by common knowledge of Isle Royale park staff and island inhabitants. No systematic surveys have been conducted.

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

### Original Description

Hull number 28 was built by the Collingwood Ship Building Company of Collingwood, Ontario, in late 1910 and was registered into service under Canadian number 126654 in March, 1911 at the port of Midland, Ontario. The vessel was owned by Inland Lines, Ltd. of Midland, Ontario, from June 12, 1911, to May 25, 1916. On that date James Playfair, general manager of Inland Lines sold Emperor to Canada Steamship Lines (C.S.L.) of Montreal, which retained ownership until her loss on June 4, 1947. The vessel's home ports were Midland, Ontario, and Port Arthur (now Thunder Bay) Ontario, respectively.

Emperor was the largest Canadian-built vessel to date at the time of her launching and was the epitome of Canadian shipbuilding at 525-feet long, 56-feet in her beam, 27-feet molded depth and a net tonnage of 4,641. From keel to rail she was constructed of steel, her only wooden construction was her pilothouse atop wooden officers' quarters on the forecastle and her aft deckhouse. She was open amidships to facilitate loading of her 30, 9'x36' telescoping hatches covering 5 holds. Her singlestack sat aft, and as a C.S.L. vessel she was painted red, with a white band and black top; the cabins and forecastle were painted white. Fore and mizzen masts completed her upper deckworks.

A triple expansion (23", 38 1/2", 63" diameter cylinders by 42" stroke) steam engine capable of 1,500 hp powered Emperor's single screw, pushing the vessel at about 10 knots. Both the engine and her twin scotch boilers were built by the Collingwood Ship Building Company of Ontario.

### Present Description

Emperor is resting on a [REDACTED]

There is no site number currently assigned to this vessel either by the Park or the State of Michigan.

The vessel is broken into two sections with the bow facing upward at a 30° to 40° angle (estimated) in a depth [REDACTED]. The pilothouse and forward crew's quarters have been destroyed by storms; the wreckage lies scattered near the bow section. The vessel broke in two aft of the 5th hatch and the remaining portion of the vessel from the 7th hatch back, [REDACTED].

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

immediately aft of the bow section [REDACTED] The hull remains basically intact and the stern cabins, mizzen mast, engine, boilers, deck machinery, etc. are intact and in place. The stack is present, but is lying over on the stern cabins.

Post-depositional Impacts: Emperor [REDACTED] on June 4, 1947 traveling at full speed. The vessel's back was broken and the hull split open, the stern quickly settled in deep water. A gale on the 4th and 5th of June damaged the pilothouse and forward crew's quarters. Subsequent storms caused the vessel to slide completely beneath the surface. The steamer Coastal Queen visited the site on the 4th and later, after the storm cleared, a hard hat diver entered the submerged pilothouse by chopping open a hole; this was undertaken in an effort to recover some of the crew members lost in the sinking. No other contemporary salvage efforts were made.

In 1963 a group of divers off the vessel Lady Isabella removed the ship's safe, recovering \$80.00 in \$10.00 bill denominations. The safe was thrown overboard after removal of the money, however, the door was kept by one of the diving team. It was reported that the divers also removed some miscellaneous items from the stern section of the vessel at the same time the safe was removed (Daily Mining Gazette, August 10, 1963). It is not known what the final disposition of these materials has been.

The site was visited briefly in June 1980 and again in June 1982 by the National Park Service Submerged Cultural Resources Unit for preliminary research evaluation as a part of the ongoing cultural resources inventory. On June 23, 1983, and again on June 25, members of the unit visited the site to obtain additional photographs and an artist's perspective drawing of the bow area and stern deckhouse. No other known research efforts have been made at this site to date.

Emperor is a popular sport diving location and is the 3rd most visited wreck on the island (Stinson 1980:15). It is reasonable to assume that divers have either moved or removed many smaller

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

items from the vessel, although her overall integrity remains high due to the depth of much of the stern section.

## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES December 17, 1910- Collingwood Ship Building Company  
June 4, 1947 BUILDER/ARCHITECT Collingwood, Ontario

### STATEMENT OF SIGNIFICANCE

#### Significance Summary

Emperor was a steel bulk freighter used in the iron ore trade on the Great Lakes between 1910 and 1947. The vessel is significant because: 1) it is representative of the continuum of steel bulk freighter development and construction on the Great Lakes in the early 1900s; 2) it is an example of a transitional vessel size; 3) study of this vessel is likely to yield significant information on the details of Canadian bulk freighter construction of the period; 4) it was the largest Canadian built vessel to date at the time of her construction and the first Canadian vessel of 10,000-ton carrying capacity; 5) within the total Lake Superior shipwreck population Emperor is one of the two known remaining bulk freighters of her size, class and tonnage still available for study; and 6) together with the other bulk freighters in the Isle Royale assemblage demonstrates the early development of Great Lakes bulk carriers.

The feelings and associations that surround the loss of Emperor, which claimed 12 lives, run very high along Canada's northshore. Both survivors and the loved ones of those who died when the vessel sank on June 4, 1947, still live in the Port Arthur (now Thunder Bay), Ontario, area. The story of Emperor's loss, therefore, plays a significant part in the recent history of Port Arthur, the vessel's home port and the loss of these 12 lives in 1947 represented the greatest loss of life on the Lakes since 1942.

#### Supporting Data

Emperor is significant because it is representative of the continuum of steel bulk freighter development and construction on the Great Lakes in the early 1900s. The increases in the size of vessels traveling between the Lakes was tied to major channel, lock and canal improvement; as the size and depth was increased shipbuilders quickly constructed vessels capable of carrying maximum payloads while still passing through the interconnecting waterways. The first steel-hulled bulk freighter on the Lakes was Spokane (1886); 310-feet long, 1,500 to 1,900 net tons and a

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

carrying capacity of approximately 3,000 tons limited to a 14-foot draft by the Welland Canal. By 1895 the first 400-foot bulk freighter was launched, Victory, at a 5,800 ton carrying capacity still on a 14-foot draft. The first 500-foot bulk carriers appeared in 1900, John W. Gates and James J. Hill, capable of carrying 8,200 long tons on the 18-foot maximum draft of the Welland Canal in 1899 (Ericson 1968:18). The 525-foot Emperor, although reaching 10,000 tons carrying capacity was still limited to an 18 foot draft by the Welland, as were all vessels of the period traveling between the Lakes. Deeper draft vessels could not pass through the interconnecting channels and locks until after 1930 when the Welland was again deepened to permit vessels of 22-foot draft. The growth in bulk freighters between channel improvements was, therefore, directed toward the development of longer vessels with greater carrying capacities; Emperor clearly reflects this growth pattern. The continuum of bulk freighter development is further evidenced in Emperor with the retention of such traditional elements as a wooden pilothouse while at the same time exhibiting the refinements and reliability of the riveted steel 500-footers of her day.

Emperor is significant because she is an example of a transitional vessel size which moved very quickly from the first 500-footers in 1900 to the first 600-foot vessels by 1906 (Ericson 1968:6). The construction techniques developed on the 400-foot bulk carriers and refined on the 500-foot class of freighter set the standard for the next class of vessel, the 600-footer, which remained the largest vessels on the lakes for the next 20 years, and the backbone of the Lake fleets for 35 years (Barry 1974; Ericson 1968). The 400-foot steel-hulled Victory marked a departure from ordinary construction in the wide spacing of her main deck beams at 8-feet apart (True 1956:8). Bulk freighters like Victory and Emperor had no need for an intermediate deck, the cargo being carried entirely on the inner bottom hull, although main deck beams with hold stanchions were installed in the early Victory for structural reasons (True 1956:8). The vessels Corey, Frick, Gary and Perkins, coming out of the Pittsburg Steamship Company yards in 1905 at 569-feet overall, a 56-foot beam and a depth of 31-feet, introduced an arch under the main deck beams above the cargo space eliminating the need for center line stanchions (US Steel News, 1937). This modification facilitated the use of more

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

modern unloading machinery such as the Hulett unloaders. Emperor, built in 1910, five years after the introduction of the arch support, is likely to have been constructed with an arch rather than center line stantions.

Common bottom hull construction of vessels built between 1882 and 1910 consisted of heavy channels over which were fitted side keelsons, in imitation of wood construction, known as the channel frame system (True 1956:32). This remained in general use on the Lakes until the advent of longitudinal framing in 1910 (True 1956:32). The 525-foot Emperor, built in Canada nearly four years after the first U.S. built 600-foot vessels appeared, may well have incorporated longitudinal framing into her hull rather than the channel frame system used in vessels of her comparable size constructed prior to 1910 (True 1956:32); Emperor did represent the epitome of Canadian shipbuilding at the time of her launching. It is not clear whether Emperor's bottom hull was constructed similarly to the Corey-Perkins type (1905) or the Dinkey type (1909). The Corey-Perkins steamers had only three keelsons on each side while Dinkey had four and was a much stiffer vessel (US Steel News, 1937:4-5). Study of the Emperor is likely to yield significant data on the details of Canadian bulk freighter construction, which may have lagged somewhat behind U.S. construction techniques, while possibly incorporating innovative methods with traditional techniques.

Comparative analysis of this vessel with the larger, and only slightly earlier U.S. built Chester A. Congdon, may contribute significant information to our understanding of Canadian versus U.S. shipbuilding development and industry capabilities. Emperor is significant in the history of Canadian shipbuilding because it was the largest vessel built to date on the Canadian side, and Canada's first vessel of 10,000 tons carrying capacity.

Between 1899 and 1930 more than 420 bulk carriers were built on the Great Lakes (Ericson 1968:7). However, only a few representatives of this class of vessel are currently known to be wrecked in Lake Superior. The overall number of wrecked bulk carriers has decreased steadily during the first half of this century due to improved safety standards in the shipping industry. Heden documents losses of 106 steamers in Lake Superior, of these only 8 vessels are within the net tonnage range of Emperor

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

(4,000-5,000); all of these were bulk carriers (Heden 1966:69-80). Two of the eight, Condgon and Emperor, lay in the protected waters of Isle Royale National Park. Of the remaining six, one was raised following a collision then eventually scrapped, two exploded during loss, only the approximate location of another is known, one lies in a deteriorated condition [REDACTED] and the condition of the last is unclear although the general location is known. Emperor, therefore, is significant because it is one of only two known vessels of this size and class which are available for study in Lake Superior. Within the Isle Royale assemblage Emperor has significance because it is both the most recently built bulk freighter and the most recently wrecked of the 10 major vessels represented.

Description of Loss - The Wreck Event

When Emperor went aground on June 4, 1947, she was carrying a crew of 33, among them 3 women. Of the 33, 12 lives were lost when the vessel [REDACTED] and her hull split open. Both survivors of the wrecking and loved ones of those who died still live in the Port Arthur (now called Thunder Bay) area today. The story of the loss of the Emperor, which represented the greatest loss of life on the Lakes since 1942 when 57 lives were lost, and the rescue of her crew, plays a significant role in the recent history of one of Canada's major port cities.

Emperor cleared Port Arthur (now Thunder Bay) at 10:55 pm EST on June 3, 1947, downbound for Ashtabula, Ohio, loaded with 10,429 tons of iron ore. First mate James Morrey took command of the vessel at midnight and was the responsible officer in charge at the time of the accident. The normal course for a vessel clearing Fort William-Port Arthur bound for the lower lakes was 137° true from the Welcome Islands (inside Thunder Bay) to the Thunder Cape Light, where the course would be changed to 98° true. During the board of inquiry following the loss of Emperor it was determined that the proper course change [REDACTED]

The vessel [REDACTED] at approximately 4:15 am, June 4, 1947. The boat listed sharply while crew members struggled to launch the lifeboats; one was launched successfully and made it to



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 5

shore carrying 9 members of the crew. A second lifeboat carrying 10, was partially filled with water but still afloat when help arrived. The third lifeboat, with several of the crew aboard capsized when the ship went under. In all only 2 bodies, from the 12 lives lost, were recovered by the Coast Guard Cutter Kimball which arrived on the scene within 25 minutes of the S.O.S., saving 21 crew members. It was reported at the time that many of the lives lost were those in the capsized lifeboat.

Although investigation following the wrecking eventually lead to the placement of blame upon first mate James Morrey, the court made it clear that the system which prevailed that "required the first mate to be in charge of the loading of the ship during the period when he should have been off duty resulted in him becoming overtired..." (Report of Investigation 1947) was also to blame for the disaster. Morrey was only off duty for an hour before his required midnight to 6 am watch.

In 1975 the remains of at least one additional crew member were found by sport divers in the engine room of Emperor. The body was removed to deeper water in the summer of 1976. Other reports of bodies on Emperor have not been verified; however, because of the recent nature of the loss of the vessel, within memory of many Thunder Bay inhabitants, and a justifiable sense of national pride and concern for the remains of deceased Canadian citizens, any report of bodies on Emperor causes a great deal of concern in both Emperor's home port and the adjacent U.S. northshore communities.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

(see attached sheets)

## 10 GEOGRAPHICAL DATA (see attached sheets)

ACREAGE OF NOMINATED PROPERTY 91.8

Longitude [REDACTED]  
Latitude [REDACTED]

UTM REFERENCES

A [REDACTED]  
ZONE EASTING NORTHING  
C [REDACTED]

B [REDACTED]  
ZONE EASTING NORTHING  
D [REDACTED]

VERBAL BOUNDARY DESCRIPTION

[REDACTED]

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE [REDACTED] CODE AL  
STATE [REDACTED] CODE [REDACTED]

[REDACTED] [REDACTED]

## 11 FORM PREPARED BY

NAME / TITLE

Toni Carrell, Archeologist

ORGANIZATION

National Park Service, Submerged Cultural Resources Unit

DATE

9/83

STREET & NUMBER

1220 South St. Francis

TELEPHONE

(505) 988-6750

CITY OR TOWN

Santa Fe

STATE

New Mexico 87501

## 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

Martha M. Bigelow  
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is  National  State  Local.

FEDERAL REPRESENTATIVE SIGNATURE Edwin Beard

TITLE Chief Historian, NPS

DATE May 2, 1984

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Thomas D. Stewart  
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 6/12/84

ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

References

- Barry, James D.  
1973 Ships of the Great Lakes: 300 Years of Navigation.  
Howell-North. Berkeley, California.
- Ericson, Bernard E.  
1962 The Evolution of Ships on the Great Lakes. Part I:  
Early History. The Society of Naval Architects and  
Marine Engineers. Niagra.
- 1968 The Evolution of Ships on the Great Lakes. Part II:  
Steam and Steel. The Society of Naval Architects and  
Marine Engineers. Cleveland.
- Havighurst, Walter  
1944 The Long Ships Passing. The MacMillan Company, New  
York.
- Holden, Thom  
1980 "Stranding and Loss of the Freighter Emperor at Isle  
Royale, Lake Superior in 1947 with the Loss of Twelve  
Lives." Unpublished manuscript.
- Mansfield, J. B.  
1899 History of the Great Lakes. Volume I. J. H. Beers  
and Company, Chicago. Reprinted by Freshwater Press,  
Inc. Cleveland.
- True, Dwight  
1956 "Sixty Years of Shipbuilding." Paper presented at the  
Society of Naval Architects and Marine Engineers,  
October 5.
- Stinson, Robert C.  
1980 "Isle Royale Summer Visitor Study. Phase Two Diving  
Survey: Isle Royale National Park." Michigan  
Technological University. Unpublished manuscript. On  
file U.S. Department of Interior, Isle Royale National  
Park, Houghton, Michigan and Southwest Cultural  
Resources Center, Santa Fe, New Mexico.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

U.S. Steel News  
1937 "When Better Boats Are Built". Pittsburg,  
Pennsylvania.

Wolff, Julius F.  
1979 The Shipwrecks of Lake Superior. Lake Superior Marine  
Museum Association, Inc. Duluth, Minnesota.

Newspapers:

Daily Mining Gazette, Houghton, Michigan; August 10, 1963;  
September 3, 1975, June 5, 1947.

New York Times, New York City; June 5, July 3, 1947.

Cleveland News, Cleveland, Ohio; June 4, 1947.

Duluth News-Tribune, Duluth, Minnesota; June 5, 6, 1947.

Documents:

Transcript of Register, Canadian Department of Transportation,  
Midland, Ontario, March 1911.

Report of Court Investigation, June 4, 1947. Toronto, Ontario.

Annual Report of the Lake Carriers Association, 1947.

Collections:

Canal Park Visitor Center and Marine Museum, U.S. Army Corps of  
Engineers. Great Lakes Ship History Files. Duluth, Minnesota.

Dowling, Rev. Edward J. Vessel Data Sheets, University of Detroit  
Marine Historical Collection. Detroit, Michigan.

Holden, Thom. Isle Royale and Lake Superior Shipwreck History  
Collection. Superior, Wisconsin.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 3

Isle Royale National Park. Shipwreck History Files. Houghton, Michigan.

Labadie, C. Patrick. Great Lakes Marine Historical Collection. Duluth, Minnesota.