

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

DATE ENTERED

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

1 NAME

HISTORIC
GLENLYON (Canadian Registry #12660)

AND/OR COMMON

Previously named: WILLIAM H. GRATWICK (U.S. Registry #81427 and MINNEKAHTA

2 LOCATION (Canadian Registry #126660)

STREET & NUMBER

CITY, TOWN

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

VICINITY OF

STATE
Michigan

CODE
26

COUNTY
Keweenaw

CODE
083

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH

PUBLIC ACQUISITION

- IN PROCESS
- BEING CONSIDERED
- N/A

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERICAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER Sport SCUBA

Unit within
Thematic Group

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 68102

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Original Description

F. W. Wheeler and Company of Bay City, Michigan, built hull number 93 for Mitchell and Company of Cleveland, Ohio, in 1893. Officially registered as William H. Gratwick, U.S. number 81427, the vessel was a steamer intended for use in the bulk freight trade. The vessel was sold in succession to the Western Transit Company (1894), Mitchell and Company (1895-97), Drake and Mayham, Graham and Morton, Canada-Atlantic Transit Company (Between 1897 and 1902) Chicago and Duluth Transportation Company (1902-1914), finally remaining with the Great Lakes Transportation Company from 1914 until her loss in 1924. In 1914 she was re-registered Canadian, number 1226660, and her name changed to Minnekahta later that year she was renamed Glenlyon.

Constructed of steel from keel to rail, the vessel was 328-feet long, 42-feet 6-inches in beam, 20-feet 6-inches in depth with her net tonnage 1,664. As Gratwick the vessel had three masts (fore, main, and mizzen) and as Glenlyon her main mast was removed. It was the third largest vessel to come out of the Wheeler Yards in 1893 and was an exact duplicate of W. H. Gilbert built in 1892. Her wooden horseshoe shaped pilothouse sat forward atop a raised forecastle and officers' quarters. With the crew's quarters in a wooden deckhouse, aft, below a large single stack. Of the four steel freighters built in 1893 in the Wheeler yards, the designs of three were influenced by the loss of Western Reserve. H.A. Hawgood explained the changes:

...engines will be placed amidships, with 136 feet of shaft, and will be so located that we will have six hatches forward and four aft, with one trimming hatch between engine and boiler houses. The hatches are laid off with reference to 24 feet centers, the engine and boilers taking up space of two hatches. In this way we will have three-fifths of our cargo forward and two-fifths aft...the great aim is...to insure safety when running light (Marine Review, December 15, 1892).

Glenlyon, however, was the exception; she was constructed using the traditional engine and hatch arrangement with engines in the stern and hatches amidships. The single screw steamer was powered by a triple expansion (20", 32", 54" diameter cylinders by 42"

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

stroke) steam engine built by Wheeler. Gratwick (Glenlyon) was the first vessel to have Wheeler-built engines. Her original twin-scotch boilers, 144-inch diameter and 131-inches long, were built at Wilkes Brothers Boiler Works in Saginaw, Michigan. She was reboilered in 1908 with similar boilers built in Cleveland, by the American Shipbuilding Company. As Glenlyon the vessel's hull was painted light blue, white cabins, and had a red stack with a black top.

Present Description

Glenlyon is [REDACTED],

[REDACTED] There is no site number currently assigned to the vessel either by the park or the State of Michigan. Water visibility around the site varies up to 50 feet.

The major fields of wreckage lay [REDACTED]

[REDACTED] large sections of the vessel present.

A portion of the fantail clearly showing the cant frames, the intact rudder, spare propeller blades and a capstan are lying in [REDACTED]

Several sections of side hull and a 70-foot section of deck plating with mooring bits still attached are [REDACTED]

[REDACTED] The 1,200 hp triple expansion steam engine is intact and lying on its side; the propeller shaft, thrust bearing and prop are still articulated to the engine. The engine is still attached to the bottom hull and construction details are visible. A large section of side hull up to the scuppers, with portholes in place and capable of opening and closing, is present and lying adjacent to the engine. One of the boilers is broken and scattered with pieces of corrugated furnace, fire tubes, grate bars, furnace doors and boiler plating present. The second boiler is intact, the only damage being loss of outside boiler plating and a missing furnace door.

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

The largest sections of side hull from the turn of the bilge to the main deck are [REDACTED] engine. Derricks, the mast, a large intact portion of the bow with two anchors and associated deck winches, and a part of the forward deckhouse are present. Smaller items such as gauges, door keys, and glass still in the portholes suggest the presence of numerous portable artifacts scattered throughout the wreckage.

Post-Depositional Impacts: Storms and ice pack during the winter of 1924 broke the vessel apart and subsequent thick ice floes could have resulted in some flattening or movement of the wreckage. The wreck remains generally unexplored by sport divers [REDACTED]

[REDACTED], the wreck site is open to the full force of heavy weather from the south, west and east. Glenlyon is the 8th (of the 10 wrecks) most frequently visited wreck on the island (Stinson 1980:15). The National Park Service Submerged Cultural Resources Unit briefly visited the site in June, 1982, to evaluate it for future research. In June, 1983, the team spent 5 days obtaining baseline information suitable for a sketch map of the site and photodocumenting major features. Followup work at the site is planned for the 1984 field season. No other archeological activities have taken place at the site.

Description of Loss - The Wreck Event

Glenlyon departed Fort William (now Thunder Bay), Ontario, downbound to Port Colborne early in the morning on Thursday, October 30, 1924, loaded with 145,000 bushels of wheat. Outside the shelter of Thunder Bay a severe lake storm caused Captain William Taylor to alter his course and move into the lee of the Welcome Islands. Glenlyon stayed behind the islands until late in the day, Friday, October 21, when the winds died down. Before midnight on the 31st the vessel cleared Passage Island Channel, off the eastern end of Isle Royale, heading toward Sault St. Marie. Once passed the channel Captain Taylor realized that he had set out during a lull in the storm as the vessel met 40 mph gale winds and 8-foot seas. Glenlyon was brought around 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 7 PAGE 4

course was set [REDACTED]

[REDACTED] With the wind off her stern quarter, a starboard turn was ordered forcing the vessel into the trough of the waves. It was while the vessel was wallowing in the trough and during another course change that the vessel [REDACTED]

[REDACTED] A large hole in her hull flooded her engine room and the pounding she received eventually broke her back. Captain Taylor ordered the sea cocks opened to settle the steamer [REDACTED]

[REDACTED] An SOS was sent out and both Glenlinnie and Glensannox, sister ships of Glenlyon, and the wireless station at Port Arthur picked up the signal. The sister ships arrived at the scene early on Saturday, November 1, but were forced to wait a distance off shore until the weather calmed before rendering any assistance. During the confusion of stranding two of Glenlyon's crewmembers abandoned ship in a lifeboat; they were picked up a day later by the Coast Guard. By 2 o'clock that afternoon the remaining crew had been transferred to Glenlinnie then to Glensannox for return down lake.

The 81-foot salvage tug Strathmore was sent out by the Dominion Towing and Salvage Company at 6 am on Saturday morning. Later that same day the tug James Whalen, towing the barges Empire and Green River departed for the wreck site. By Sunday, November 2, the two barges had lightered 10,000 bushels of Glenlyon's wheat cargo; further salvage efforts continued until mid-November with most of the wheat cargo eventually being saved.

The well known Great Lakes Reid wreckers bid on the vessel after she had been declared a loss. Glenlyon remained [REDACTED] through the winter of 1924-25 with no further salvage attempts being made. In the spring when the Reid wreckers returned to the site, the vessel had disappeared, breaking up and slipping below the water.

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 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 checked="" 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 1893-1924

BUILDER/ARCHITECT F. W. Wheeler, Bay City, Michigan

STATEMENT OF SIGNIFICANCE

Significance Summary

Glenlyon was a steel bulk freighter used on the Lakes between 1893 and 1924. The vessel is significant because: 1) it is representative of the continuum of steel bulk freighter development and construction in the 1890s; 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 U.S. bulk freighter construction of the period; 4) within the Isle Royale bulk freighter shipwreck population the vessel is intermediate both in terms of size and age which is not otherwise represented and together with the other bulk freighters at Isle Royale demonstrates the early development of Great Lakes bulk freighters; and 5) within the total shipwreck population of Lake Superior Glenlyon is the only known remaining example of this size and class of vessel available for study.

Supporting Data

Glenlyon is significant because it is representative of the early class of steel-hulled bulk freighter construction and development on the Great Lakes. The size of vessels traveling between the Lakes was tied to major channel, lock and canal size and depth; as size and depth were increased shipbuilders quickly constructed vessels capable of carrying maximum payloads while still passing through the interconnecting waterways. The first vessels passing through the Welland Canal in 1829 were limited to a very shallow draft by the 8-foot depth of the canal. Improvements lagged until 1867 when the channel was deepened to 8 1/2-feet. When the first of the true bulk carriers was launched in 1869, the wooden 211-foot, 1,200 ton carrying capacity R. J. Hackett was limited in draft to less than the 11 1/2-foot depth of the Welland. The larger 287-foot, 3,000 ton carrying capacity, iron-hulled Onoko was launched in 1882, but it too was still limited to a 10-foot draft. In 1886 the first steel bulk carrier on the Lakes was the 310-foot Spokane. At just over 3,000 tons carrying capacity, she was able to take advantage of the increased depth of the Welland and had a 14-foot draft. Just 7 years later the 328-foot, 3,866

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

ton carrying capacity Glenlyon was launched but she was still limited to a 14-foot maximum draft by the Welland. Two years later, in 1895, Glenlyon was surpassed when the 400-foot, 5,800 ton carrying capacity Victory was launched. It was not until 1899 that vessels of deeper draft (18-feet) were able to pass through the Welland Canal. The growth of bulk freighters in between channel improvements was clearly directed toward the development of longer vessels with greater carrying capacities, the size and capacity of Glenlyon reflects this developmental pattern. Although Glenlyon exhibited the assets of the rapidly growing bulk freighters of her day pushing the limits of length and tonnage, her more traditional roots were evident by the retention of the traditional wooden horseshoe shaped pilothouse and fore and mizzen masts.

Glenlyon is significant because it is an example of a transitional vessel size which moved very quickly from the first 310-foot steel bulk carrier in 1886 (Spokane) to the first 400-foot bulk freighter in 1895 (Victory), a period of only 9 years (Ericson 1968:6). The construction techniques employed on bulk carriers changed rapidly over time, an example is frame spacing. The standard structural arrangement of wooden bulk carriers called for 22-inch frame spacing with beams and stanchions retained for structural purposes (True 1956:30). The composite (iron and wood) Lewiston (1886) called for 20-inch frame spacing, 3-foot 4-inch spar deck beam spacing, and the retention of centerline hold stanchions (True 1956:31). Iron- and steel-hulled bulk carriers built between 1882 and 1904 generally used 24-inch frame spacing; hold beams were spaced at 8-feet after 1895 (True 1956:32). The structural arrangement of Glenlyon was not made clear in contemporary accounts; the use of center line hold stanchions and narrowly spaced main deck beams like Lewiston, and either 20-inch or 24-inch frame spacing was highly likely. On site examination by the Submerged Cultural Resources Unit in June, 1983, revealed that Glenlyon's frame spacing is on 24-inch centers, with her hold beams on 4-foot centers. Centerhold stanchions were retained for structural support; placed under each beam they too were on 4-foot centers.

Bottom hull construction of steel bulk carriers built between 1882 and 1910 was commonly based upon the channel frame system, i.e.,

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

floors of heavy channels over which side keelsons were fitted, in direct imitation of wooden construction (True 1956:32). Many of the early steel freighters had single bottom construction, although by 1890 double bottomed hulls were gaining in popularity (True 1956:32). Glenlyon's floors were not channels, rather they were constructed of web plates with reverse frames over which were placed side keelsons of alternating continuous reverse bars and ordinary angle bars forming a channel.

Between 1911 and 1914, the vessel was used as a passenger package freighter; in 1914 she was reintroduced to the grain and coal trade. Original plans for Glenlyon called for fully planked main and plated spar decks. On site examination did not reveal the presence of any wood planking for the main deck, arousing speculation that the decking may have been removed when she was returned to the bulk freight trade. Continued study of the vessel is likely to yield significant data on the details of transitional bulk carrier construction just prior to the turn of the century. Comparative analysis of this vessel with the larger and more recent steel bulk carriers Congdon and Emperor may contribute significant information to our understanding of the continuum of steel freighter development in the Great Lakes.

Within the Isle Royale bulk freighter population the 328-foot Glenlyon is significant because it is an intermediate vessel both in terms of size and age which is not otherwise represented. The vessel falls between the 256-foot wooden steamer Henry Chisholm (1880) and the larger 532-foot Congdon (1907) and Emperor (1910). Together with the other bulk freighters around Isle Royale, these vessels provide a strong series of examples of the development of Great Lakes freighters.

In the total shipwreck population of Lake Superior there are 8 known steamers which are within the 1,500-2,000 net tonnage range of Glenlyon (Heden 1966:69-80). Of the eight two steel bulk freighters are represented in the sample: Ira H. Owen (1,753NT) and Glenlyon (1,644NT). The 262-foot Owen was an early style twin-stacked steel steamer built in 1887. The vessel foundered in heavy seas near Outer Island and was never found. The 328-foot Glenlyon, a single-stacked steel steamer, rests within Isle Royale National Park, and is the only known remaining example of this size and class of vessel in Lake Superior available for study.

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

The other vessel classes present in the sample are four wooden bulk steamers, one steel package freighter and one whaleback freighter.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(see attached sheets)

10 GEOGRAPHICAL DATA (see attached sheets)

ACREAGE OF NOMINATED PROPERTY _____

91.8

Longitude _____
Latitude _____

UTM REFERENCES

A _____
ZONE EASTING _____ NORTHING _____

B _____
ZONE EASTING _____ NORTHING _____

C _____

D _____

VERBAL BOUNDARY DESCRIPTION

(see attached sheets)

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

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

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 _____

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

TITLE

DATE

FOR NPS USE ONLY

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

Yvonne R. Stewart

DATE 6/19/84

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

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.
- Heden, Karl
1966 Directory of Shipwrecks of the Great Lakes. Bruce
Humphries, Boston.
- Holden, Thom
1979 "The Stranding and Loss of the Canadian Freighter
Glenlyon at Isle Royale, Lake Superior in 1924".
Unpublished manuscript.
- 1975 "Wilderness Port Wreck of the Glenlyon", Soundings
15(1). Wisconsin Marine Historical Society,
Milwaukee, Wisconsin.
- 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
Meeting, October 5, 1956.
- Stinson, Robert C.
1980 "Isle Royale Summer Visitor Study. Phase Two Diving
Survey: Isle Royale National Park." Michigan

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

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.

Stonehouse, Frederick

1977 "The Stranger on Menagerie" in Isle Royale Shipwrecks, 50-54. Avery Color Studios, Au Train, Michigan.

Newspapers:

Canadian Railway and Marine World; December, 1924, January, June, 1925.

Daily Mining Gazette, Houghton, Michigan; November 4, 1924.

Marine Review, December 15, 1892.

Port Arthur News Chronicle, Port Arthur, Ontario; November 20, 21, 25, 1924.

Superior Evening Telegram, November 1, 3, 1924.

Documents:

Annual Report Lake Carriers Association, 1924.

Report of Attempt to Carry Out Commander, Lakes Division Orders, November 1, 1924. U.S. Coast Guard, Sault Ste. Marie, Michigan.

Summary of Documents of Enrollment for the Steamer William N. Gratwick (1893). RG-41, NARS, Washington, D.C. Thom Holden, Compiler.

Collections:

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 3

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.

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

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