

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 MAY 15 1984
DATE ENTERED

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

1 NAME

HISTORIC
HENRY CHISHOLM (U.S. Registry #95610)
AND/OR COMMON

2 LOCATION

STREET & NUMBER

CITY, TOWN

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

VICINITY OF

STATE
Michigan

CODE
26

COUNTY
Keweenaw

CODE
083

3 CLASSIFICATION

CATEGORY	<input checked="" type="checkbox"/> OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input 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"/> PARK
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
Unit within	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
Thematic Group	N/A	<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<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 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 checked="" 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 type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Original Description

Henry Chisholm was a wooden bulk freighter built at the prestigious Cleveland yards of Thomas Quales' Sons; master shipbuilder John Drackett superintended her construction. Launched August 12, 1880, and given U.S. registry number 95610, the vessel was 256.5-feet long, 39.3-feet in the beam, 20.3-feet in depth with a net tonnage of 1,331. Alva Bradley of Cleveland, a prominent ship owner, retained ownership of the vessel during her entire span on the Lakes; she stranded and was eventually lost on October 20, 1898.

From keel to rail the vessel was constructed of white oak with iron diagonal straps rabbeted into the outside of the frames, criss-cross fashion. An iron shear strake tied the strapping together. Like other bulk carriers built by Cleveland builders between 1880 and 1884, Chisholm had double decks, with rows of oak knees and horizontal deck shelves; the main deck was fully planked, however, it is not clear whether the spar deck was also planked.

Chisholm's upper deck arrangement was open amidships to allow access to her cargo holds. She had a raised forecastle and a bird-cage style pilothouse positioned well forward, and a deckhouse, aft, for the crew. Originally having three masts, a fore, main and a mizzen, sometime during her career the main mast was removed to facilitate access to her hatches. The vessel was powered by a double expansion (30" and 56" diameter cylinders x 48" stroke) engine capable of 1,700 hp fired originally by a firebox boiler (8-feet 8-inch diameter x 18-feet length). She was re-boilered in Cleveland in 1896 with Scotch boilers. Engine number 128, built by the well known Globe Iron Works of Cleveland, powered Chisholm's single-screw propeller. The vessel was painted with the Bradley Line colors: a green hull and crimson red stack.

Present Description

Chisholm [REDACTED]

[REDACTED]. Water visibility around the site varies from 15 to 50 feet. There is no site number presently assigned to this vessel either by the Park or the State of Michigan.

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The vessel [REDACTED]

which contains the major concentration of wreckage. One hundred and eighty feet of the bottom hull, to the turn of the bilge is present, as well as two major side hull sections 180-feet and 200-feet long respectively, and a smaller portion of the side hull approximately 40-feet long. Overall this portion of the wreckage field of Chisholm extends for [REDACTED] with all of the hull pieces lying inboard up and in a good state of preservation. Chisholm wreckage lies adjacent to and partially over the remains of the wooden side paddlewheeler Cumberland which ran [REDACTED] 1877.

Chisholm's engine and a portion of her stern hull [REDACTED]

[REDACTED]. The engine is sitting upright on its mounts and is in an excellent state of preservation. The vessel's single screw propeller is attached to the prop shaft and is in a good state of preservation with only one broken blade. The rudder [REDACTED]

Post-depositional Impacts: Initial salvage attempts by Captain W. H. Singer of the tug Zenith between October 21-25, 1898, failed to save Chisholm. Heavy seas and 27 mph winds during a two-day storm on October 25 and 26 and again on the 29 and 30, 1898, broke up the stranded vessel. By the early part of November there were no visible signs of Chisholm [REDACTED] (Holden 1978:3). Subsequent storms or ice shelving may have further damaged the vessel. The effects of ice erosion were noted on adjacent pieces of wreckage by Submerged Cultural Resources Unit archeologists during 1982 field work on the site. In August, 1901, the steam barges J.C. Suit and H.A. Root under the leadership of Captain England were used to recover the vessel's twin scotch boilers, valued at \$3,500 (Holden 1978:3). Other pieces of machinery or sections of the vessel may have been removed at the same time.

In June, 1981, a brief assessment visit was made to the site of the Chisholm by the Submerged Cultural Resources Unit (Murphy,

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Lenihan, Carrell 1981:55-81). In June, 1982, thirteen days were spent by unit personnel photographing and mapping the site. No collections were made, and as far as is known, this has been the only attempt at a scientific research effort at the site.

Chisholm's wreckage, primarily her engine, is the 6th most frequently visited shipwreck at Isle Royale (Stinson 1980:15). It is reasonable to assume that many smaller items around the site have either been removed or moved around vis a vis their original location by visiting sport divers. The removal of materials has not adversely impacted the ability of the unit to understand the ship's construction or to identify the hull remains. Clearly, however, the removal of artifacts does impair the development of the full story of the vessel.

Description of Loss - The Wreck Event

Henry Chisholm left Duluth, Sunday, October 16, 1898, with the schooner-barge John Martin in tow. Chisholm was loaded with 92,000 bushels of barley consigned to Buffalo and Martin with 1,200,000 board feet of lumber. In route the vessels ran into a gale and at 5:30 pm Monday afternoon (October 17) off Keweenaw Point Martin either cut her tow or the line parted and the vessel separated from Chisholm in the heavy southeast wind. When the weather eased on Tuesday, October 18, Chisholm began to search for Martin retracing her voyage heading for the Apostle group and on to Ashland for fuel. Having exhausted possibilities elsewhere Chisholm's captain, P. H. Smith, decided to search Isle Royale. At 5:00 am on Thursday, October 20, while trying to enter Washington Harbor from the southwest, Chisholm [REDACTED] while traveling at full speed. The impact was sufficient to drive the bow well out forward and to detach hull planks, causing the vessel to sink [REDACTED]

Sustaining no injuries, the captain and crew were forced to abandon the vessel stranded [REDACTED]. Smith ordered 5 crewmen to take one of Chisholm's 18-foot yawls and proceed to [REDACTED]. The steamer Hiram Dixon spotted the yawl on the 21st, picked up the

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men and took them back to Port Arthur. In the meantime, Captain Smith and the remaining crewmen collected their personal belongings and rowed [REDACTED] to await rescue. The steamer Mary A. McGregor arrived at the stranded Chisholm on the 22nd and reported that with fair weather the vessel might be saved, although it was expected that she would go to pieces in the first bad weather. Captain Inman placed two steam pumps aboard the vessel to lower the water level, but was unsuccessful in his attempts. He accurately predicted that Chisholm would go to pieces in six hours if bad weather was encountered. The wreck remained intact until the storm of October 25, 1898, which destroyed her.

The captain and his crew were rescued [REDACTED] and taken down lake by the steamer City of Cleveland prior to the 25th.

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 checked="" type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input checked="" 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 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 1880-1898 BUILDER/ARCHITECT Thomas Quale's Sons, Cleveland, Ohio

STATEMENT OF SIGNIFICANCE
Significance Summary

Henry Chisholm was a wooden bulk freighter used on the lakes between 1880 and 1898. The vessel is significant because: 1) it is representative of an intermediate period of wooden bulk steamer construction which was initiated in 1869 with the launching of R. J. Hackett and then began to decline following the introduction of iron-hulled vessels in 1882; 2) the vessel was built at the prestigious Thomas Quales' Sons shipyards in Cleveland, considered to be the finest wooden shipbuilders on the lakes, and study of this vessel is likely to yield significant data on the details of wooden bulk freighter construction; 3) it is the oldest example of a bulk freighter within the Isle Royale shipwreck assemblage and is the only wooden bulk carrier in the sample; and 4) it is the only known remaining example of a wooden bulk carrier in her size, class and net tonnage range available for study in Lake Superior (Heden 1966:69-80).

Supporting Data

Henry Chisholm is significant because it is representative of an intermediate period of wooden, steam-powered, bulk freighter construction. The first wooden bulk steamer on the Lakes is generally accepted to be R. J. Hackett which was launched in 1869. About 200 wooden bulk freighters, or steam barges, were built on the lakes between 1869 and 1901 (Labadie, personal communication). Hackett, 211-feet long, 32-feet in her beam, with a boxy hull and a straight steamer bow became the prototype of the now common bulk freighter. The size of bulk freighters grew rapidly and by 1874, with the launch of V. H. Ketchum, they were reaching a length of 233-feet with a 40-foot beam; the vessel was 20-feet longer than anything afloat at the time (True 1956:5). Chisholm, built 6 years later, was 256-feet long and 39-feet in beam and was the largest steamer on the Lakes at the time of her launching (Mansfield 1899:427, 735). Her pre-eminence was short lived, however, with the launching of Onoko in 1882, the first iron-hulled bulk freighter on the Lakes, at 287-feet long and a beam of 38-feet. Nevertheless, Chisholm was the epitome of the

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shipbuilder's art at the time of her launching from the Thomas Quales' Sons Shipyard in Cleveland, recognized by many to be the finest wooden shipbuilders on the Lakes. Chisholm was one of a group of vessels built by two or three shipyards in the Cleveland area between 1880 and 1884 (Labadie, personal communication). Master shipbuilder John Drackett superintended her construction incorporating the latest construction techniques into her hull. In 1880, the use of diagonal iron strapping and an iron shear strake for hull strengthening varied from one shipbuilder to another. No descriptions of Chisholm mention the use of iron strapping (Labadie, personal communication) but onsite investigations by the National Park Service have revealed that Master Drackett did indeed incorporate diagonal iron strapping and an iron shear strake onto the hull frames of Chisholm. The use of diagonal strapping became more widespread in the years after 1880. Continued study of this vessel is likely to yield significant information on the details of wooden bulk freighter construction.

The progressive Globe Iron Works of Cleveland, builders of both the first iron hulled bulk freighter on the Lakes (Onoko 1882) and the first steel hulled vessel constructed on the Lakes (Spokane 1886), built Chisholm's engine and boilers. Although Chisholm was reboilered in 1896, the original Globe engine remains at the wreck site today. The engine exhibits an unusually high degree of artistic craftsmanship with scroll work and gilding still clearly visible.

Within the Isle Royale shipwreck assemblage, which contains four bulk freighters, Henry Chisholm is the oldest and the only wooden vessel in the sample. There are 8 known steamers sunk in Lake Superior which are within 1,250 to 1,500 net tonnage range of Chisholm (Heden 1966:69-80). Of these vessels there are three wooden bulk carriers, the 252-foot Colorado (1,471 NT), the 293-foot Charles J. Kershaw (1,324 NT) and the 256-foot Henry Chisholm (1,331 NT). The earliest of the three wooden bulk carriers, Colorado (1867-1898), was beaten to pieces [REDACTED] Charles J. Kershaw (1874-1895) also constructed prior to Chisholm (1880-1898), [REDACTED] The vessel was a complete loss, disintegrating and breaking up from the severe pounding she received [REDACTED] (Wolff 1979:54). Chisholm therefore

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is the only known remaining sample of the wooden bulk-carrier in 1,250 to 1,500 net tons range available for study in Lake Superior. The other vessel classes represented in the sample include one steel passenger vessel (George M. Cox), one steel bulk carrier, one steel canaller and two wooden passenger/package freighters, one of which is Monarch.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(see attached sheets)

10 GEOGRAPHICAL DATA (see attached sheets)

ACREAGE OF NOMINATED PROPERTY _____
UTM REFERENCES

Longitude _____
Latitude _____
Geographic Center of Unit

A _____
ZONE EASTING NORTHING

B _____
ZONE EASTING NORTHING

C _____
VERBAL BOUNDARY DESCRIPTION

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

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

James R. Stewart
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

6/12/84

ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

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Documents:

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Collections:

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

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Duluth, Minnesota.