

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED MAY 15 1984
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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

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

1 NAME

HISTORIC
KAMLOOPS (Canadian Registry #147682)
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NOT FOR PUBLICATION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	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 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

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. Canadian Department of Transport, Registrar of Shipping

STREET & NUMBER

CITY, TOWN
Montreal, Quebec

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 common knowledge of Isle Royale park staff and island inhabitants. No systematic surveys have been conducted.

7 DESCRIPTION

CONDITION
 EXCELLENT
 GOOD
 FAIR
 DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE
 UNALTERED
 ALTERED

CHECK ONE
 ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Original Description

The Canadian Steamship Lines' Kamloops, registry number 147687, was launched May 20, 1924, at the Furness Shipbuilding Company, Ltd., Haverton-Hill-on-Tees, England. Owned by the Kennedy Shipbuilding Company of Collingwood, Ontario, the vessel was chartered by Canada Steamship Lines for use as a package freighter on the Lakes. Canada Steamship Lines managed the vessel until her loss on December 7, 1927, off Kamloops Point. Hull number 68 was 250-foot long, 24-foot deep, 42 3/4-foot wide with a gross tonnage of 2,401. Designed as a canaller, that is built to the limitations of the Welland Canal, the vessel was constructed entirely of steel, the only wooden construction being her officers' and crews' quarters, pilothouse and hatchcovers. Kamloops was built on the longitudinal system of framing with double hull construction, three decks and both top loading and side loading hatches. A water-tight cofferdam was fitted at the sides of the fore hold for added cargo protection, and peak tanks were arranged for water ballast.

The pilothouse and captains' quarters sat well forward on the vessel with the crews' quarters in the deckhouse aft. Her single stack, painted red with a white band and black top, sat atop the deckhouse. Kamloops was open amidships with cargo gear consisting of 4 Sampson posts, each with a 5-ton derrick, operated by one 8x10-inch and two 7x10-inch steam cargo winches, and hoisting gear consisting of 13 winches driven by a vertical steam engine located 'tween decks. A triple expansion (18", 30", 50" diameter cylinders x 36" stroke) engine capable of 1,000 hp and two 13-foot 6-inch long and 11-foot in diameter steam boilers capable of 180 lb working pressure powered her single screw propeller. Both the engine and boilers were built by Richardsons Westgarth and Company of Hartlepool, England, especially for Kamloops. She had two masts, a fore and a mizzen, for her running lights. A steam steering gear, fitted in the after 'tween decks, was controlled from the wheelhouse.

Present Description

Kamloops [REDACTED]

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

The vessel [REDACTED]

[REDACTED] The vessel is virtually intact with the exception of her stack which is missing and pilothouse, the roof of which was found in 1928 along with other debris. Her cargo remains in the holds or spilled out directly beneath the openings and on the slope above the vessel. The vessel was carrying tea, candy, shoes, paper making machinery, fencing, pipe and tar paper. All of her steam machinery, cargo gear, steering and mooring equipment, etc. are present and presumed to be in good condition.

Post-depositional Impacts: Assumed to have capsized due to ice buildup, the Kamloops settled in deep water where little or no natural impacts from ice, waves or currents have occurred. Only very limited sport diving has been undertaken at the site due to extremely hazardous conditions, i.e., depth and cold water temperatures. It is the least visited wreck within Isle Royale National Park (Stinson 1980:15). No salvage attempts have been made since the vessel was located in August, 1977. The vessel is currently under the protection of the National Park Service, precluding removal or salvage of materials. It can be reasonably assumed that Kamloops is in a virtually pristine condition and is the only one in the Park in such a remarkable state of preservation.

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 May 20, 1924-December 7, 1927 BUILDER/ARCHITECT Furness Shipbuilding Company, Ltd, Haverton-Hill-on-Tees, England

STATEMENT OF SIGNIFICANCE

Significance Summary

Kamloops (1924-1927) was a steel package freighter built specifically to pass through the Welland Canal. This vessel is significant because: 1) it is a representative example of the intermediate class of classic canallers designed solely for the upbound package and downbound bulk freight trade on the Great Lakes and is part of the continuum of canaller evolution; 2) her extremely high degree of integrity, in a nearly pristine condition with the full array of early 20th century material goods still in place after more than 50 years underwater Kamloops is likely to yield significant information on the details of steel package freighter construction and contribute to our understanding of life aboard a Great Lakes "tramp"; 3) Kamloops is the only known steel package freighter represented in the Isle Royale shipwreck assemblage and the only one of her size and class in the entire Lake Superior wreck population (Heden 1966:69-80); and 4) the story of the loss and re-discovery of Kamloops, often referred to as the "Ghost Ship of Isle Royale", contributes an important chapter in local Isle Royale and regional Great Lakes history.

Supporting Data

Kamloops is significant because she is a representative example of the intermediate class of classic steel canallers designed and built specifically to pass through the Welland Canal and is part of the continuum of canaller evolution. The first canallers were actually canal schooners, 3-masted sailing vessels with boxy hulls and flat bottoms limited in draft to less than 8-feet, length to less than 110-feet, and width less than 22-feet, the maximum dimensions of the Welland when it opened in 1829. First developed in the late 1840s as a distinct type, a typical Welland canaller of 1852, Lafayette Cook, was a two-masted brigantine 140-foot long on a 9-foot draft; the vessel's bow sprits and jib booms had to be canted up at a steep angle to clear the lock gates (Barry 1973:64). Channel and lock improvements by 1884 permitted vessels of 140-foot length and a deeper 10-foot draft.

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Twenty-two years later, George M. Case, a wooden canal schooner built in 1874, exhibited all of the refinements of the full fledged sailing canaller of her day. She was a three masted schooner of 137-feet, 26-foot beam and draft of 10-feet, she was flat sided carrying her full beam as far forward and aft as possible to add to her capacity (Barry 1973:123-124).

Asia, an early wooden canal steamer launched in 1873, was used in both the passenger and package freight trade. All of the canal steamers were propellers, side-wheelers being too wide in most cases to fit through the canals. Canal steamers gained rapidly in popularity for use in the passenger/package freight trade because sailing vessels could not be built with large cabin structures, the steamers, however, were not so limited and as a result they quickly developed extensive upper deckworks. Asia was no exception; atop her low and narrow hull a boxed-in main deck appeared, a cabin ran the full length of the upper deck and the pilothouse sat well forward atop the upper-most deck. These vessels were able to carry a maximum amount of cargo and passengers between the upper and lower lakes. However, steam canallers were particularly difficult to handle in open water because of their narrow beam and top-heavy construction. "With cargo in her hold such a vessel could stand up well enough, but if she was unladen she could be hard to handle, and if she was loaded wrong she could be a deathtrap" (Barry 1973:126). While the canal schooners were seaworthy, the canal steamers quickly developed a record of disaster in open water (Barry 1973:127).

Additional channel and lock improvements by the 1890s permitted vessels of 250-foot length and 14-foot draft to pass through the Welland Canal (Mansfield 1899:229-237). The steel-hulled screw steamer Bannockburn, launched in 1893, was a typical canaller of the period at 244-feet long and 40-foot beam on a 14-foot draft. Most of the canallers built during this period were Canadian-owned and were designed solely for the burgeoning bulk and/or package freight trade, with the bulkers outnumbering the package freight vessels considerably (Barry 1973:170-171). These intermediate sized package freight vessels, of which Bannockburn was an early example and Kamloops a later example, changed little in their

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overall dimensions between the launching of the former in 1893 and the latter in 1924 because of the limits imposed by interconnecting canals. Kamloops was only slightly longer at 250-feet and wider with a beam of 42-feet 9-inches, her draft remaining equal to Bannockburn. The biggest difference was in their respective gross tonnages, with Kamloops at 2,401 GT and Bannockburn at 1,736 GT.

Shortly after the launch of Kamloops the Welland was again deepened; the locks were then carrying 30 feet of water on the sills (Havighurst 1944:271) permitting large ocean going vessels to enter the Lakes in the early 1930s. Vessel design and construction quickly adapted to the increased size and depth outstripping vessels like Kamloops. Continued improvements in the channel system through the early 1970s has resulted in vessel growth to 730-feet long, 75-feet in beam and a draft of nearly 26-feet. The relatively small Kamloops was built at a time of rapid change in interlake vessel size and would have been quickly surpassed in size and carrying capacity. The disposition of Kamloops' sister ship, Lethbridge, built the same year at the same shipyard, was more than likely a mirror of the fate of Kamloops had she survived the storm of December 7. Lethbridge was eventually scrapped after improvements in the Welland made it no longer economically feasible to continue using such small vessels between the lakes. Study of Kamloops is likely to yield significant information on the details of intermediate steel canaller construction.

Because of her extremely high degree of integrity, in a nearly pristine condition with the full array of early 20th century material goods in situ after more than 50 years underwater this vessel is clearly unique in its potential for study and can contribute to our understanding of life aboard a Great Lakes "tramp."

Kamloops is also significant because she is the only known steel package freighter represented in the Isle Royale shipwreck assemblage. There are 8 known steamers sunk in Lake Superior which are within the 1,500 to 2,000 net tonnage range of Kamloops (Heden 1966: 69-80). Kamloops is significant within the entire Lake Superior wreck population as well; of the eight known

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shipwrecks this vessel is the only steel package freighter of this size and class still available for study. The other vessel types represented are one whaleback, four wooden bulk freighters, two steel bulk freighters, and the only package freighter, Kamloops.

The story of the loss and re-discovery of Kamloops, often referred to as the "Ghost Ship of Isle Royale," contributes an important chapter in the local Isle Royale story and the regional history of the Canadian lakehead from which she hailed.

Description of Loss - The Wreck Event

Kamloops left Sault St. Marie at 6 am on December 4, 1927, bound for her home port of Port Arthur/Fort William (now Thunder Bay) on her last trip of the season. One day out of port the weather worsened so Captain William Brian decided to shelter in the lee of Whitefish Point for a day. In the afternoon of the following day, December 6, the vessels Winnipeg, Quedoc and Kamloops resumed their journey during what turned out to be only a lull in the storm. That night warnings were issued with gale force winds and 15-foot waves coming out of the northeast. All three vessels continued toward port in the face of heavy snow squalls and near zero temperatures. A course closer than customary to the Canadian northshore was chosen in the hope that some shelter could be afforded by Michipicoten Island. The downbound freighter J. Frater Taylor spotted the vessels that day. Approximately 10 pm that evening Quedoc's watchman spotted rocks off the eastern end of Isle Royale. A sharp turn to starboard was ordered by Quedoc's Captain, Roy Simpson, and a danger signal was blown to the two other vessels. All three vessels safely made the run between Blake's Point and Passage Island. Shortly after rounding the point the three vessels separated due to limited visibility; Quedoc made Port Arthur late on the 7th and Winnipeg ran north to the shelter of the Canadian shore for a day before proceeding to port. Winnipeg's Captain LaRush stated that he had lost sight of Kamloops north of Isle Royale.

It was nearly 10 days before the ice breaker James Whalen began searching for the missing vessel. During that week "fears that the package freighter Kamloops of the Canadian Steamship Lines has

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gone to the bottom, taking with it 22 officers and crew, had grown almost to a certainty last night when the seventh day dragged by with not a word of the ship or those who manned it" (Daily Mining Gazette, December 14, 1927). Search efforts concentrated on the Canadian northshore and Keweenaw Peninsula through the 16th when a blizzard forced a temporary halt. During the search one of the rescue vessels Islet Prince was also feared lost while looking for Kamloops. On December 22, a telegram was received from Whalen's captain stating that no trace of the steamer Kamloops was found during a search of Isle Royale (Mining Gazette, December 22, 1927). The feeling in marine circles that:

Failure of the Whalen to discover a trace of the steamer Kamloops missing on Lake Superior for three weeks, in a search of Isle Royale, indicates the vessel either has gone down to the bottom with its crew, or has been hurled on the rocks of Manitou Island (Daily Mining Gazette, December 22, 1927).

All search efforts were abandoned on December 24, 1927.

It was not until the end of May, 1928, that the bodies of two of the crew members of Kamloops and some of her wreckage was discovered on Isle Royale. The Coast Guard cutter Crawford was immediately sent to recover the remains; barely a week later six additional bodies were discovered on the island. Later in the month the tug ChAMPLAIN arrived with a search party on board, spending 5 days on Isle Royale looking for bodies of the crew; in all 9 bodies were recovered from a crew of 22. The most dramatic discovery, however, did not occur until January, 1929, when a note in a bottle was found. Alice Bettridge apparently reached shore alive and had enough time to write the note, "I am the last one alive, freezing and starving to death on Isle Royale" (Holden 1978 unpublished manuscript). The note touched off additional controversy as to the fate of the crew and the lost Kamloops. Another crew member's body was found 300 to 400 feet from shore, indicating at least one other person made it ashore alive.

It was not until late August, 1977, that the wreck of Kamloops was discovered by two Minneapolis divers. It was hailed as one of the most significant finds of the 20th century (Evening Telegram,

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October 4, 1977) and was accompanied by a flurry of publicity. As a result of a confirmed location of the vessel. [REDACTED]

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(see attached sheets)

10 GEOGRAPHICAL DATA (see attached sheets)

ACREAGE OF NOMINATED PROPERTY 45.9

Latitude [REDACTED]
Longitude [REDACTED]

UTM REFERENCES

A [REDACTED]
ZONE EASTING NORTHING

B [REDACTED]
ZONE EASTING NORTHING

C [REDACTED]

D [REDACTED]

VERBAL BOUNDARY DESCRIPTION

[REDACTED]

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 9/83

STREET & NUMBER
1220 South St. Francis (505) 988-6750

CITY OR TOWN
Santa Fe 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

for Michael D. Stewart
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST

DATE 6/12/84
DATE

KEEPER OF THE NATIONAL REGISTER

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