

SHIPWRECKS OF ISLE ROYALE NATIONAL PARK.
CHISHOLM/CUMBERLAND WRECK SITE
Lake Superior near the shores of Isle Royale
Isle Royale
Keweenaw County
Michigan

HAER MI-51-B

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WRITTEN DATA PAGE
MEASURED AND INTERPRETIVE DRAWINGS

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
1849 C Street, NW Rm NC300
Washington, D.C. 20240

HISTORIC AMERICAN ENGINEERING RECORD
SHIPWRECKS OF ISLE ROYALE NATIONAL PARK,
CHISHOLM/CUMBERLAND WRECK SITE
HAER No. MI-51-B

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1B-

Location: Lake Superior near the shores of Isle Royale
Isle Royale Keweenaw County Michigan

Date of Construction: **HENRY CHISHOLM** - 1880 (wrecked 1898)
CUMBERLAND - 1871 (wrecked 1877)

Type of Structure: **HENRY CHISHOLM** - Wooden Steam-Powered Bulk Freighter
CUMBERLAND - Wooden Side-Wheel Steamer

Use: **HENRY CHISHOLM** - tow barge / bulk freight
CUMBERLAND - passenger and package
(now Archeological and Recreational)

Designer/
Engineer: **HENRY CHISHOLM** -
CUMBERLAND - Toronto and Lake Superior Navigation Company

Fabricator/
Builder: **HENRY CHISHOLM** - Thomas Quayle's Sons, Cleveland, Ohio
CUMBERLAND - Melancthon Simpson, Port Robinson, Ontario

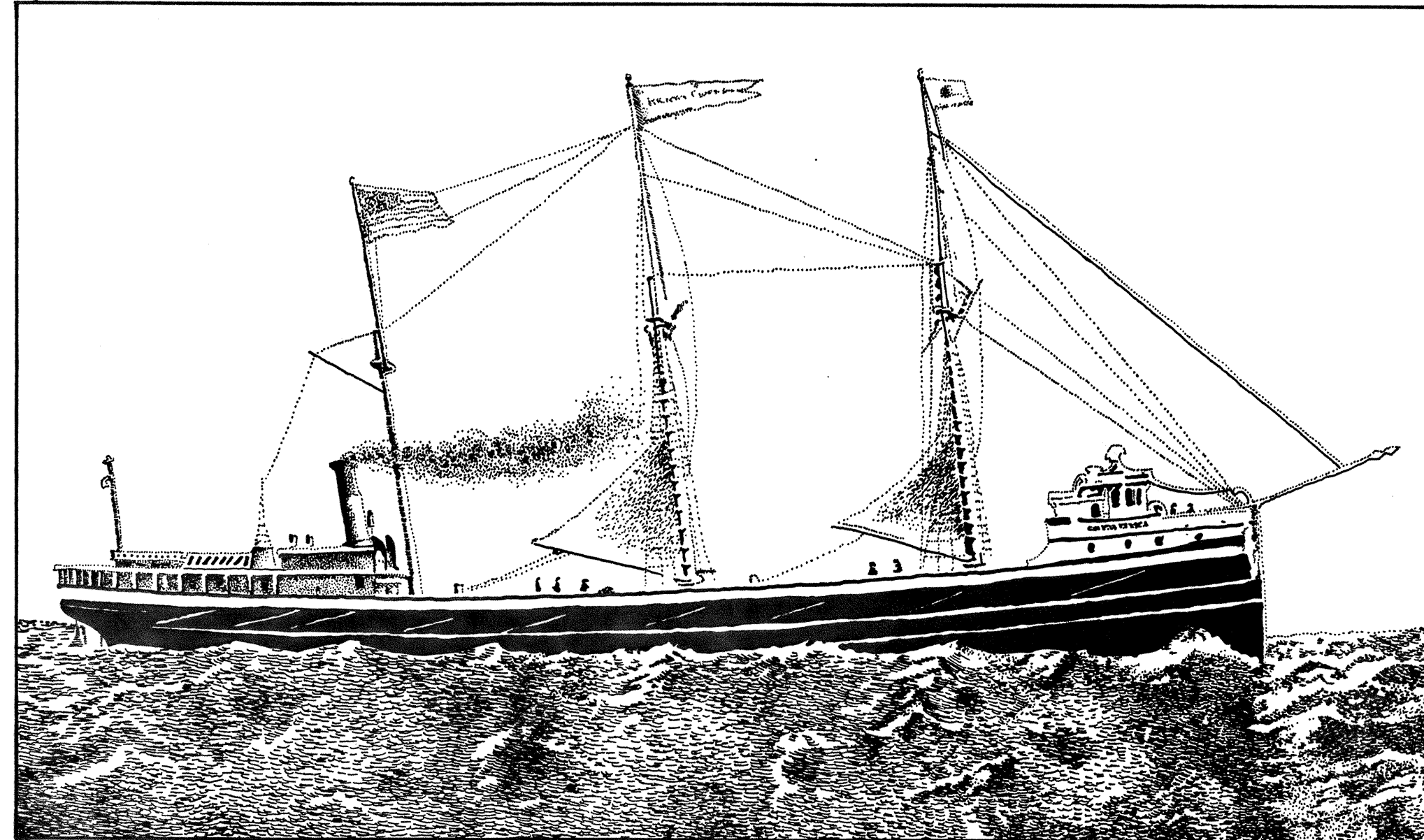
Owner: Federal Government
HENRY CHISHOLM -
CUMBERLAND - Toronto and Lake Superior Navigation Company

Significance: The shipwrecks located within the archipelago of Isle Royale represent many types and stages of the development of maritime steam technology. Vessel types include passenger steamers, bulk, and package freighters of both wood and steel hulls. The subarctic environment of Lake Superior has preserved much of the wrecks structure and cargo, which makes for ideal research conditions.

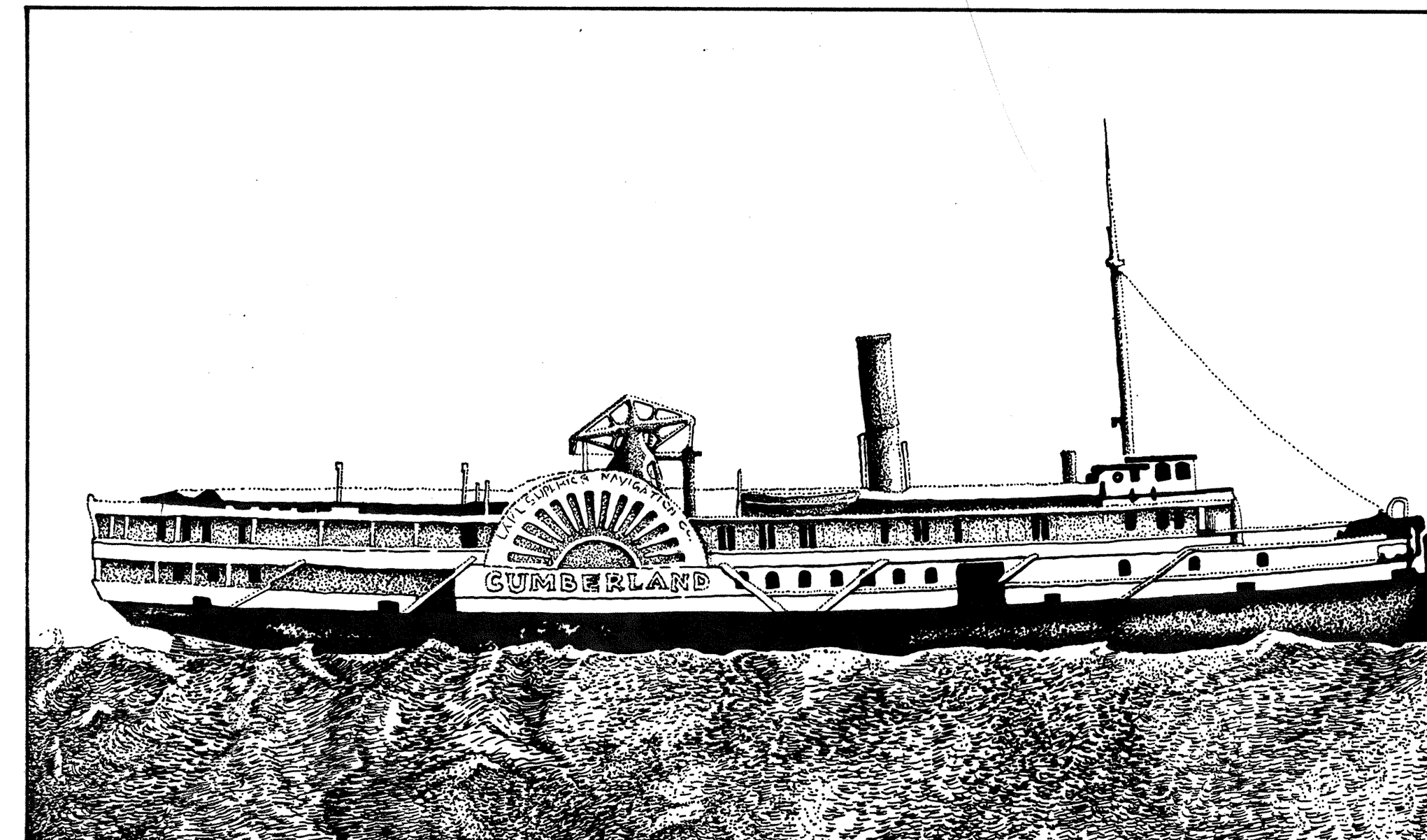
Project Information: Documentation was conducted by the Submerged Cultural Resources Unit (SCRU) of the National Park Service in 1987. This HAER project incorporates the archeological drawings with new interpretive drawings on Mylar in the HAER format. Robbyn L. Jackson served as HAER project leader responsible for the compilation of sheets. See individual sheets for delineators' names.

Chisholm WRECK SITE Cumberland

HENRY CHISHOLM, launched in August 1880, was the largest steam barge on the Great Lakes at that time. She was a wooden bulk freighter, built in Cleveland, Ohio by Thomas Quayle's Sons, and originally carried three masts. She had a single screw and was powered by a fore-and-aft compound steam engine, built by Globe Iron Works of Cleveland, which was fed by twin boilers and produced 1,707 horsepower. CHISHOLM was 270 feet in overall length with a registered length of 256 ⁵/₁₀ feet, 39 ³/₁₀ feet in breadth and 20 ³/₁₀ feet in depth. The capacity under her tonnage deck was 1692 ²/₁₀₀ and the capacity of enclosures on her upper deck (poop) was 83 ¹⁰/₁₀₀ for a total of 1775 ³/₁₀₀ gross tons. This powerful steam barge frequently set records for carrying capacity on the Lakes, often towing several schooner barges at one time, all loaded with freight.

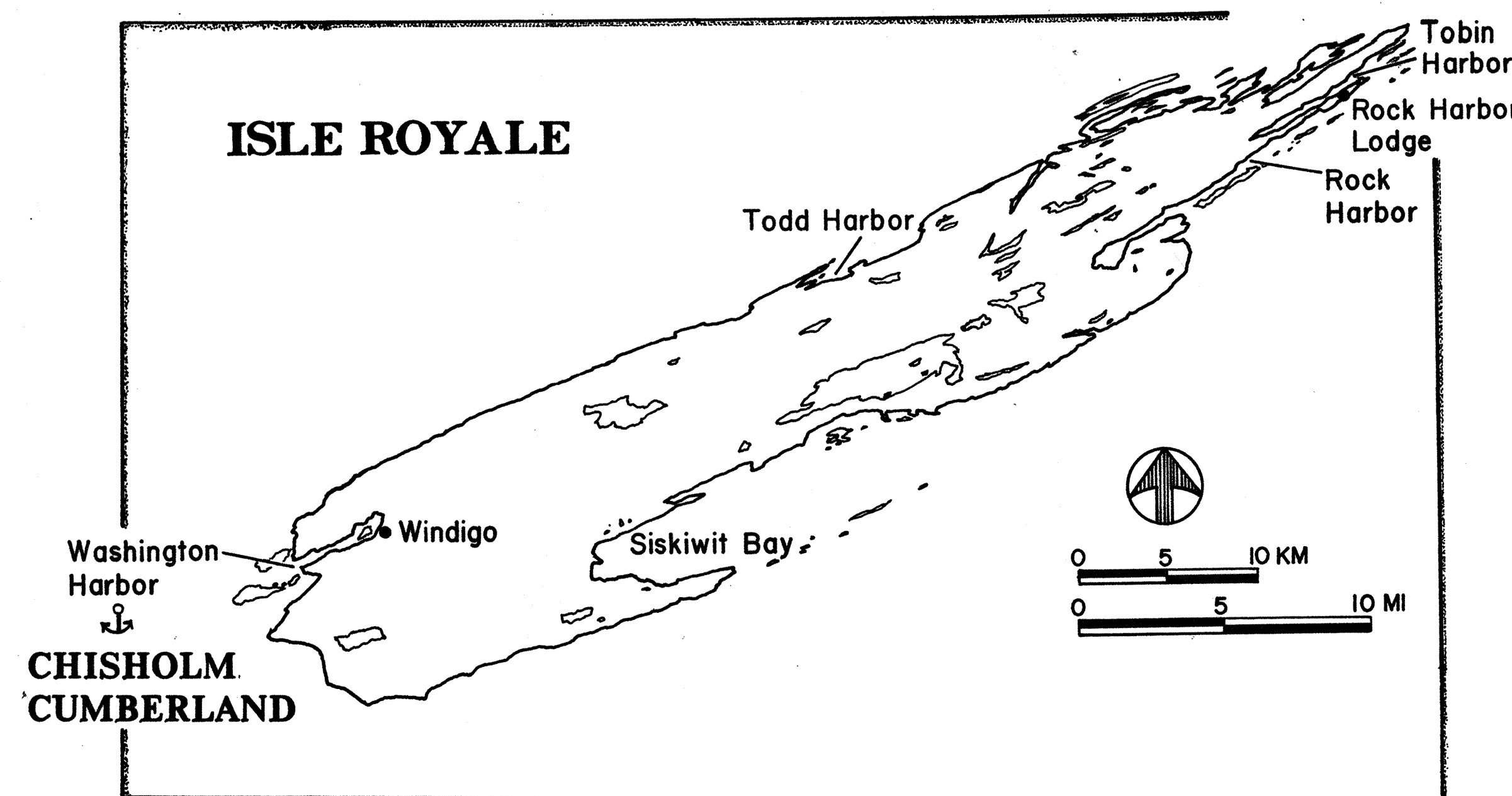


Constructed in the late nineteenth century, the CHISHOLM (left) and CUMBERLAND (right) came to rest shortly thereafter in the same site along the Isle Royale in Lake Superior. The remains of these vessels are a particularly rich source of information on wooden steamers of this period.

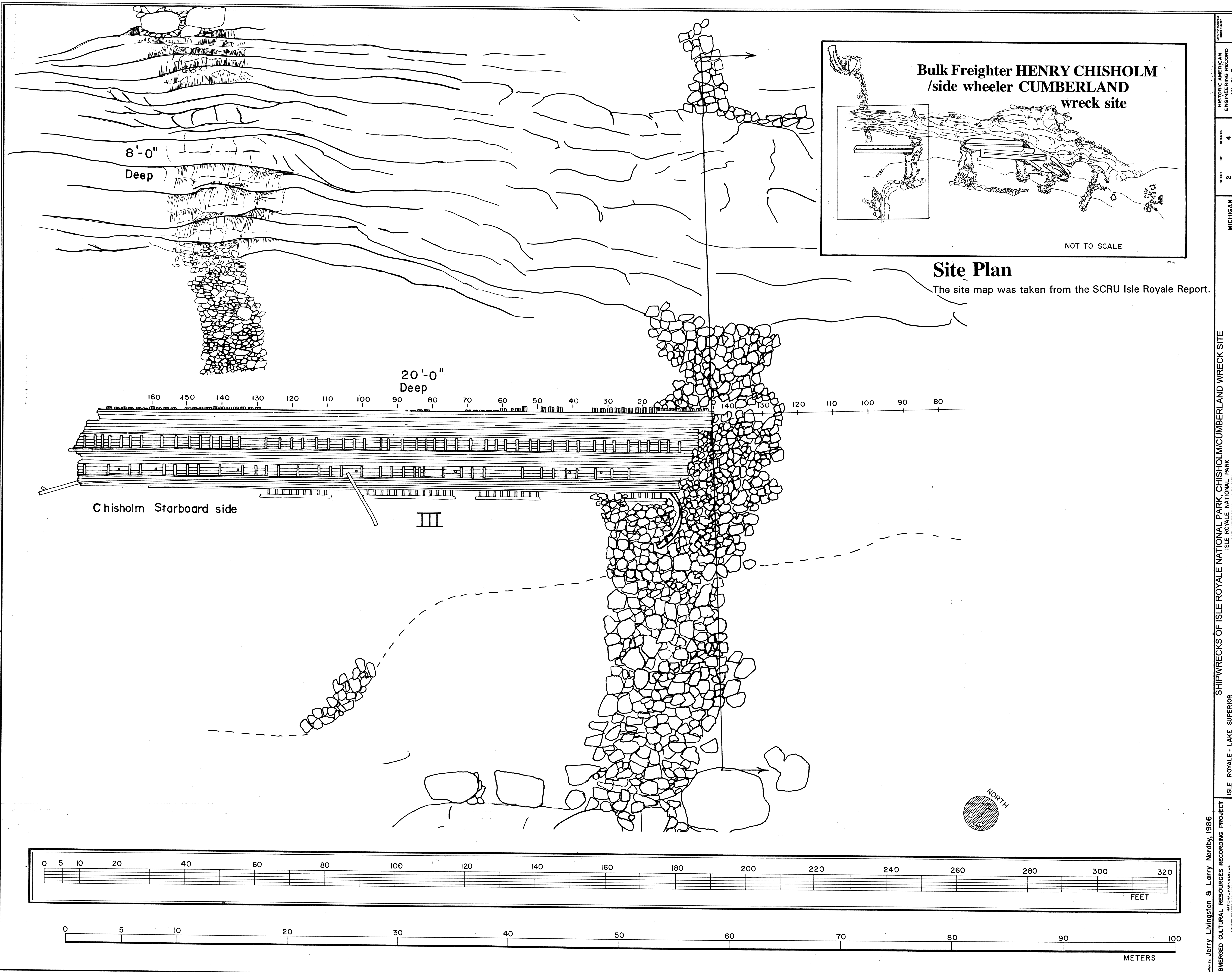


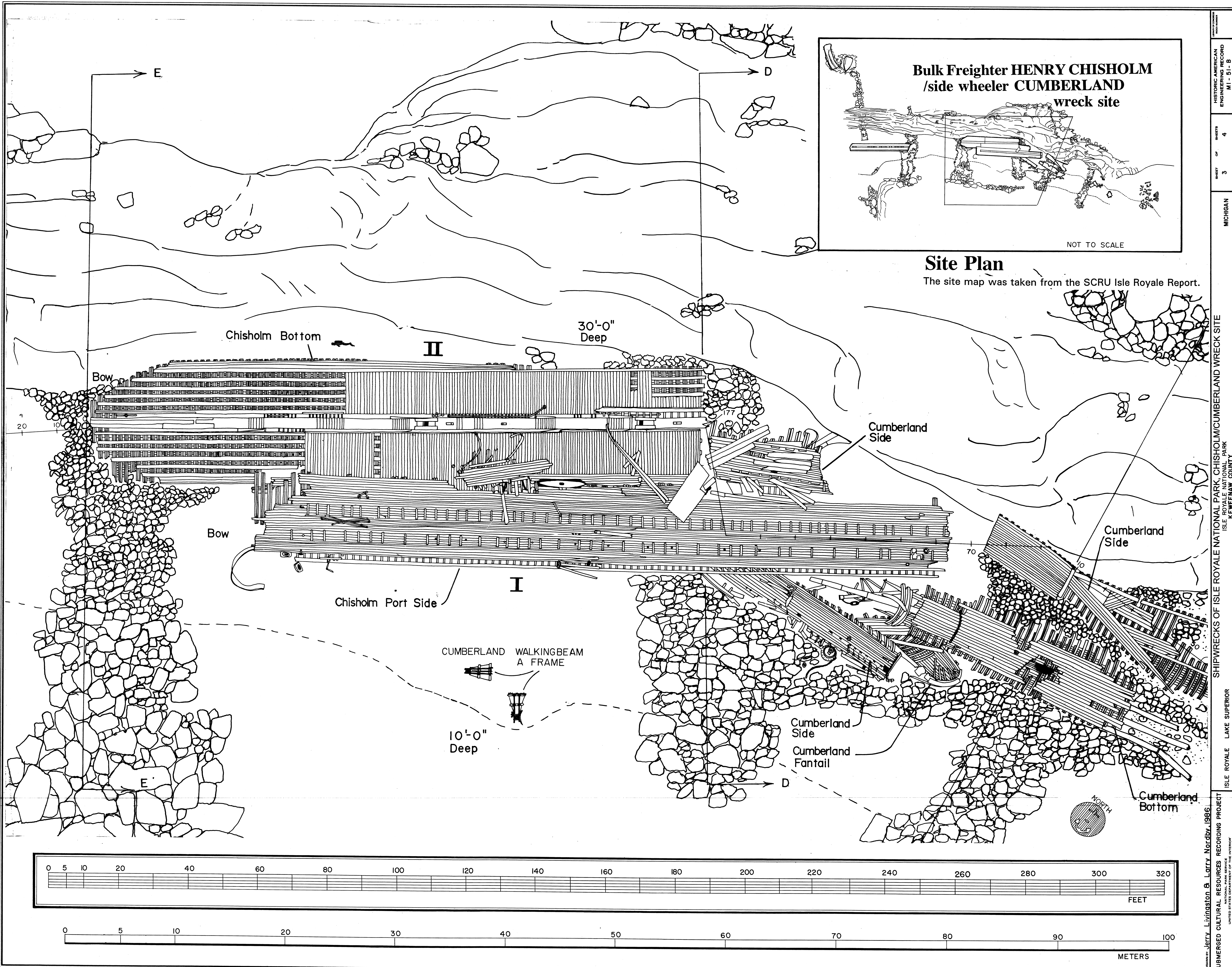
CUMBERLAND was built in 1871 in Port Robinson, Ontario by Melancthon Simpson for the passenger and package trade. Northern Railway, the parent company of the Toronto and Lake Superior Navigation Company, had the ship designed and built to run the Duluth and Collingwood or Owen Sound route which connected with existing rail lines. Typical of the Great Lakes sidewheel steamers built from the late 1840s through 1880s, CUMBERLAND was powered by a vertical "walking-beam" engine with a rating of 400 horsepower, and had one boiler and a single stack. Reported to be 208 feet on keel and 214 feet overall with a beam of 28 feet, 43 feet 8 inches overall; CUMBERLAND's draft was 10 feet 6 inches with 229 tons burden, 750 tons gross measurement. The steamer's cabins were warmed by steam, and although the details of her deck configuration are not known, comparable steamers had about sixty cabins, plus parlors. She possessed a round fantail stern, and had paddle wheels 30 feet in diameter.

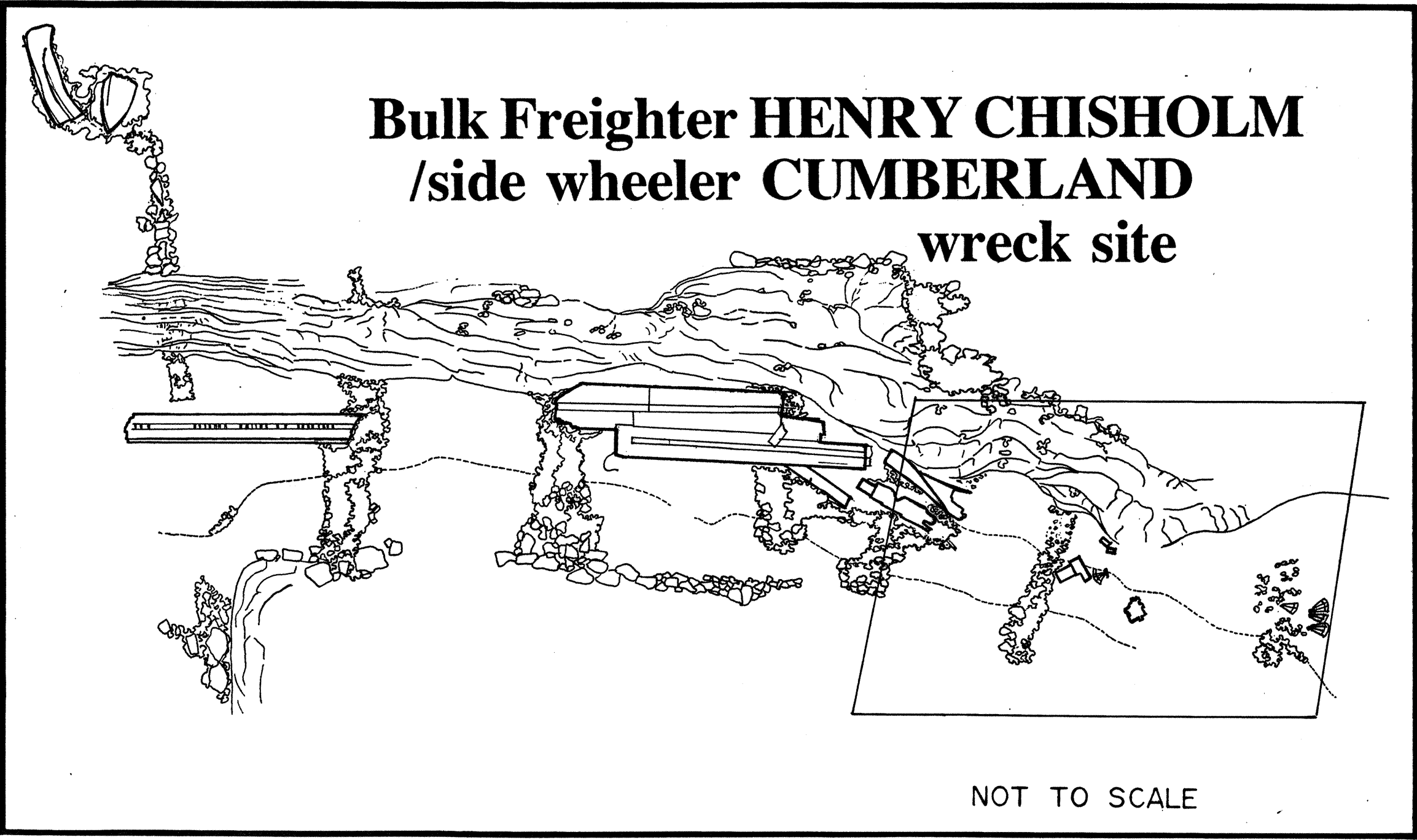
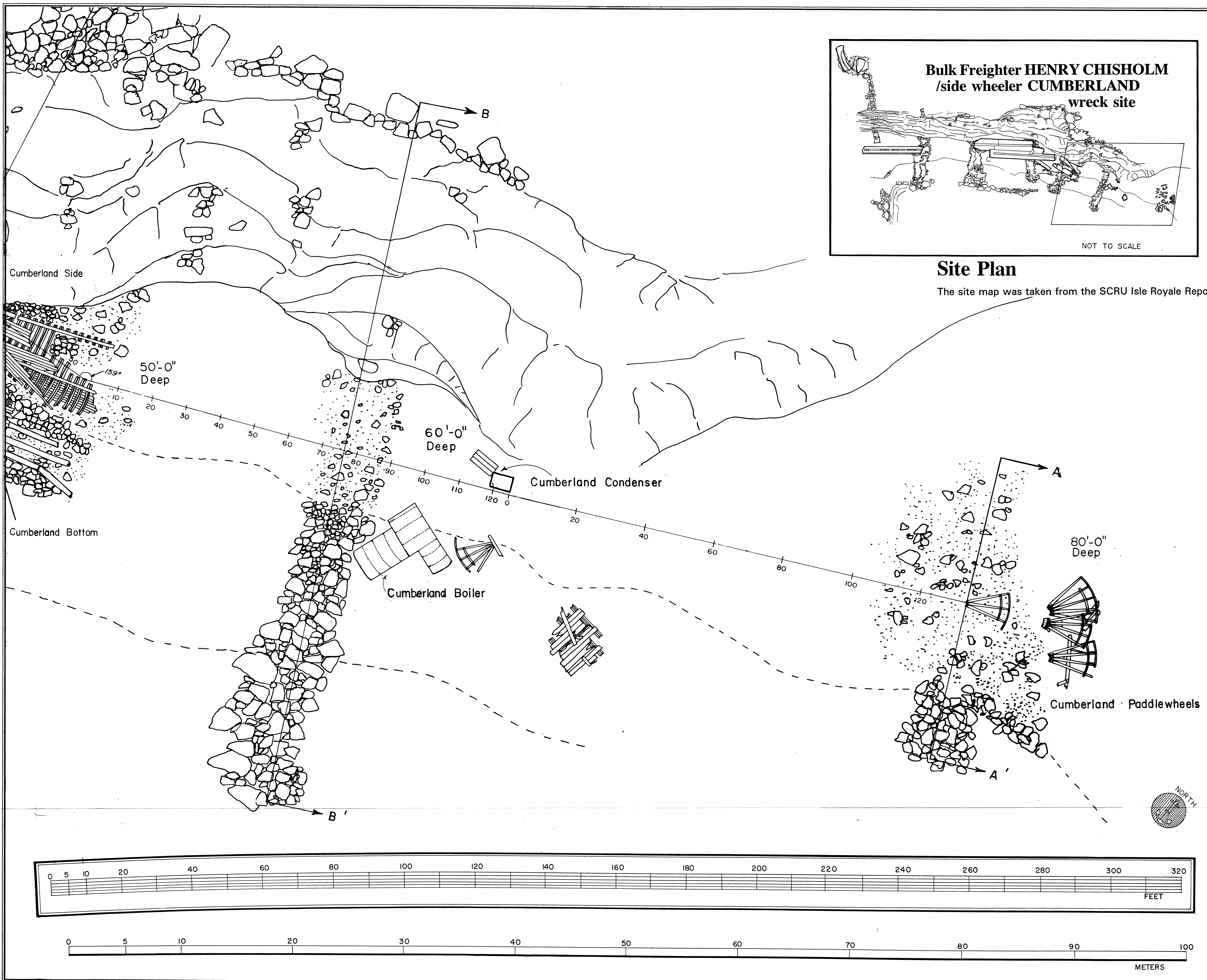
On October 16, 1898, loaded with 92,000 bushels of barley bound for Buffalo, New York, and towing the 220-foot schooner JOHN MARTIN, HENRY CHISHOLM began her last journey. During a heavy storm on October 17, the tow line was cast off and the JOHN MARTIN was lost to view. On October 20, after days of searching for the lost MARTIN, CHISHOLM struck the Rock of Ages reef off Isle Royale. (The MARTIN survived the storm.) Salvage attempts began almost immediately, but the ship could not be saved. She broke up and sank during storms in late October, settling alongside the earlier wreck of the CUMBERLAND. In 1901 her two scotch boilers, only two years old at the time of her wreck, were salvaged. No other visits to the site were recorded until it was rediscovered by sport divers in the 1960s.



Through her years of service, CUMBERLAND experienced many unfortunate events. She was frozen in ice, developed serious leaks, and was even run ashore by one late season storm. CUMBERLAND's career ended in July of 1877 when she struck Rock of Ages reef and began taking on water. Several tugs and steamers tried to free her, but her bow was stuck solidly on the reef. Many articles were salvaged from the vessel, from metal lifeboats and rigging, to gilt mirrors and velvet carpet before the wreck was abandoned on August 12. She had broken in two by August 18 and was entirely submerged by early September. In 1898 her remains were joined by those of the HENRY CHISHOLM.







Site Plan
The site map was taken from the SCRU Isle Royale Report.