

MP 3288

Wisconsin Word Processing Format (Approved 1/92)

United States Department of Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Selah Chamberlain Shipwreck (Bulk carrier)
other names/site number 47-SB0304

2. Location

street & number 2 miles northeast of Sheboygan Point, in Lake Michigan N/A not for publication
city or town Sheboygan x vicinity
state Wisconsin code WI county Sheboygan code 117 zip code 53081

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally X statewide locally. (See continuation sheet for additional comments.)

Dana A. Teuhuna
Signature of certifying official/Title

11/20/2018
Date

State Historic Preservation Office - Wisconsin
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

Selah Chamberlain Shipwreck (Bulk carrier)

Sheboygan County

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:
X entered in the National Register.

See continuation sheet.

determined eligible for the National Register.

See continuation sheet.

determined not eligible for the National Register.

See continuation sheet.

removed from the National Register.

other, (explain:)

Signature of the Keeper (Handwritten signature)

Date of Action (1/7/19)

5. Classification

Ownership of Property (check as many boxes as apply)

- private
public-local
x public-State
public-Federal

Category of Property (Check only one box)

- building(s)
district
structure
x site
object

Number of Resources within Property (Do not include previously listed resources in the count)

Table with columns: contributing, noncontributing buildings, sites, structures, objects, total. Values: 1, 1

Name of related multiple property listing: (Enter "N/A" if property not part of a multiple property listing.)

Great Lakes Shipwrecks of Wisconsin

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Water-Related

Current Functions

(Enter categories from instructions)

LANDSCAPE/Underwater

7. Description

Architectural Classification

(Enter categories from instructions)

Other-Bulk carrier

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-
ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1873-1886

Significant Dates

1873

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Quayle & Martin Shipbuilding

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Selah Chamberlain Shipwreck (Bulk carrier)
Name of Property

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9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
 - Other State Agency
 - Federal Agency
 - Local government
 - University
 - Other
- Name of repository:

10. Geographical Data

Acreeage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet.)

(N43 34.253 / W 08746.962)

1	<u>16T</u>	<u>447147</u>	<u>4846529</u>	3	<u></u>	<u></u>	<u></u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u></u>	<u></u>	<u></u>	4	<u></u>	<u></u>	<u></u>
	Zone	Easting	Northing		Zone	Easting	Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Filippo Ronca, Victoria Kiefer, Tamara Thomsen and Caitlin Zant	date	03.01.2018
organization	Wisconsin Historical Society	telephone	608-264-6492
street & number	816 State Str.	zip code	53706
city or town	Madison	state	WI

Selah Chamberlain Shipwreck (Bulk carrier)
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Sheboygan County
County and State

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Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title	Jonathan Barry, Executive Secretary	date	03.01.2018
organization	Wisconsin Board of Commissioners of Public Lands	telephone	608-267-2233
street & number	PO Box 8943	zip code	53708-8943
city or town	Madison	state	WI

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 2050

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Continuation Sheet

Section 7 Page 1

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Summary

Two miles northeast of the Sheboygan Point, Sheboygan, Wisconsin, the wreck site of the bulk carrier *Selah Chamberlain* (47-SB0304) lies 87 feet below the surface of Lake Michigan on a sandy bottom and is broken into three pieces. The *Selah Chamberlain* was owned by the Bradley Transportation Company and operated primarily for transport of iron ore and grain along the Great Lakes. In October of 1886, the vessel was struck on the port side by the passing steamer *John Pridgeon, Jr.* while these two ships were being navigated through fog. Multiple attempts to salvage the vessel occurred directly after its sinking, but to no avail. These salvage attempts resulted in damage to the vessel and the broken wreck that is visible today. Although broken, much of the vessel's hull components remain intact along with the propulsion machinery, giving integrity to the site. The *Selah Chamberlain* is a prime example of a Great Lakes bulk carrier used to carry bulk cargo, and its wreck site provides historians and archaeologists the chance to study and document this unique vessel type.

The *Selah Chamberlain* meets the National Register of Historic Places requirements for Criterion D at the state level as a good example of a bulk carrier vessel type as described in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992). Archaeological investigations of the site were a collaborative effort between the Wisconsin Historical Society and East Carolina University (ECU) archaeologists, and volunteers from Wisconsin Underwater Archaeology Association (WUAA). A Phase II archaeological survey of the *Selah Chamberlain* was conducted during the 1996 and 1997 field seasons where the measurement and diagnostic data was gathered that is presented in this document. Subsequently site visits by Wisconsin Historical Society archaeologists provided site monitoring in 2004, 2008, 2012, and 2016, assuring that no change has occurred to the integrity of the site between data collection and presentation of materials for this nomination. The *Selah Chamberlain* site has produced a wealth of archaeological knowledge regarding bulk carrier hull construction and bulk cargo transportation on the Great Lakes. The *Selah Chamberlain* is one of the few early bulk carriers to be archaeologically investigated. The transitional nature of its design represents an important link in the steady progression of ship construction from steambarques to full-fledged bulk carriers. Wave action on the site causes sand to shift, alternately covering and uncovering portions of the wreck from year to year potentially yielding further archaeological information, particularly about construction methods.

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Vessel Description

The *Selah Chamberlain* was originally built with a single deck able to carry 863 tons of bulk cargo. In 1874, after one year of service, a second deck was added to the *Selah Chamberlain* adding another 344 tons of cargo capacity to the vessel. A pilothouse was placed forward on the ship while the machinery and crew cabin were placed in the aft portion of the hull leaving a large central space between the structures where cargo could be handled through hatches on the deck. The *Selah Chamberlain's* wooden hull and ship lines remain as in her original 1873 appearance. Everything from the waterline down is extant on the wreck site. The components of the vessels additions of a second deck in 1874, original weather deck, and upper deck structures do not remain extant and intact on the site.

The Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) describes a bulk carrier, also known as a bulk freighter, as double-decked vessels with wide hatches that were evenly spaced to accommodate bulk loading devices. More specifically, early Great Lakes bulk freighters were wooden vessels, generally over 200 feet in length, designed to carry large cargoes economically. Their construction was characterized by a massive wooden keel along which a series of large floor keelsons ran horizontally down the length of the vessel to provide maximum strength. The vessels were double-decked with a main top deck and a second deck below supporting the interior hull. These vessels contain narrow shoal-draft hulls with pilothouses placed far forward for maximum visibility, while the powerful machinery was carried astern. Bulk freighters had a distinctive "straight deck" profile with unfettered access to multiple cargo hatches amidships, which were laid out for convenient loading and unloading.

Site Description

The *Selah Chamberlain's* wreck site lies in Lake Michigan two miles northeast of Sheboygan Point, Sheboygan, Wisconsin. The wreck of the *Selah Chamberlain* is splayed open on the bottom in a v-like shape with a heading of 250°. The port and starboard sides of the *Selah Chamberlain* are close together towards the stern, but part moving forward toward the bow. The superstructure of the vessel is missing, including the majority of the decking, the cabins, and the pilothouse. What remains today are hull components including the central bilge floor section, both the port and starboard sides of the vessel, and the steam power plant assembly. A significant

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Selah Chamberlain Shipwreck (Bulk carrier)
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amount of the remaining bilge structure is covered in sand.

During the 1996 archaeological survey, documentation of the collapsed starboard section of the hull, the central bilge section, and the steam power plant assembly was completed. Due to the size of the site, multiple baselines were used during the survey and later tied together using trilateration. The main baseline began at the forward edge of the ash pans and ran toward the bow, ending at the disappearance of the keelson at 155.67 feet. A second baseline was laid along the approximate center of the starboard side hull structure beginning just inside the starboard bow and extended 211.5 feet aft to the corner of the rudder. In 1997, archaeological survey of the site continued with the documentation of the aft portion of the starboard hull, the entire port hull, and any other features of interest not documented the prior year. A temporary baseline was laid along the main deckshelf of the port side hull structure, beginning at the stern of the hull section and extending 212.0 feet forward to the port bow. Documentation of the starboard side stern required that an additional small baseline be placed in this section. All measurements were taken in reference to these baselines and all baselines were tied together using trilateration.

Hull investigation

The starboard side hull section is broken off at the turn of the bilge, lying relatively flat on the bottom, with the interior hull planking facing up. The starboard section of the wreck site is less silted compared to the port side, exposed frame ends are visible at the turn of the bilge, along with numerous deck beams, hanging knees, and lodging knees.

Exposed double frames at the starboard turn of the bilge measure 0.88 feet molded and 0.42 foot sided with a room and space of 1.0 feet and 0.83 feet respectively. Between 60.0 feet and 140.0 feet along the starboard hull section triple and quadruple frames interrupt the pairing and regular spacing of the double frames at the turn of the bilge.

The most prominent feature of the starboard side is the strongly reinforced main deck, supported by numerous hanging knees. The knees are regularly spaced on 2.0 feet to 3.33 feet centers, and are affixed to a large shelf, which is visible for most of the length of the starboard side. The main deck's beams are set into the shelf and measure 0.75 feet sided and 0.75 feet molded. Several lodging knees are visible along the starboard hull, approximately 8.0 feet from the turn of the

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Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

bilge. Besides the main deck beams, several other beams of various dimensions are visible on the site, ranging in size from 0.33 feet by 0.5 feet to 0.67 feet by 1.0 feet depending on their location.

Archaeological inspection of the starboard side stern bulwarks revealed two layers of planking on the interior of the ship. Seven planks make up the bulwarks. The most inboard layer of planks measures 0.5 feet by 0.2 feet. Another layer of planks, measuring 0.5 feet sided and 0.08 feet molded, lies between the inboard planking and attached frames. On top of the bulwarks is the caprail. The caprail is notched along its inboard edge, to allow the insertion of either deck stanchions or knees, and has a recorded dimension of 1.17 feet sided by 0.38 feet molded. While most of the stanchions near the stern are missing, there are some present in the bow.

The port side hull section is broken off at the turn of the bilge and rests on the bottom with its exterior side down. The aft end of the port side hull curves gently off the bottom. Moving towards the bow, the port side extends over 210.0 feet flaring out from the central bilge section and lies relatively flat on the bottom. The foreword-most section of the port bow has broken away from the rest of the port hull and this disarticulated piece rests approximately 10 feet to the northeast of the starboard bow. This section begins at the stempost and extends to the collision damage caused by the *John Pridgeon, Jr.* This section, measures 10.0 feet by 25.0 feet, is comprised of the stempost, closely-spaced frames, ceiling planking, and hawse pipes.

Because of the heavy silt deposition on the port side, less information could be gathered archaeologically, as compared to the starboard side. Among the main architectural features exposed and recorded were the large shelf for the main deck, which is visible for the majority of the length of this section, and numerous deck beams. Most of the deck beams protrude vertically from the sand; some protrude to a maximum of 6.0 feet. Several exposed frames are visible along the turn of the bilge as are the tops of hanging knees and lodging knees. Rough estimates suggest that up to 3.0 feet of sand has been deposited onto the port side. Seven ceiling planks are exposed at the stern of the vessel. The fore and aft running ceiling planking have a sided dimension of 0.67 feet and a molded dimension of 0.2 feet.

A heavily built centerline keelson assembly, along with its three mast steps, dominates the vessel's bilge section. The hull assembly towards the stern is covered and obscured by the boiler

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assembly and the engine. On closer inspection the keelson assembly is comprised of several components including a keelson, a rider keelson, sister keelsons, and sister rider keelsons. The keelson has a sided dimension of 1.17 feet and a molded dimension of 1.08 feet. Set on top of the keelson is a rider keelson, 1.0 feet sided and 1.0 feet molded. The rider keelson runs almost the entire length of the keelson except towards the bow where it has shifted towards the starboard side by approximately 3 feet. The rider keelson is fastened to the keelson with iron bolts measuring, 0.09 feet and 0.15 feet in diameter. Visible along the rider keelson are numerous mortises for deck stanchions that would have provided structural support for the main deck. Sister keelsons and sister rider keelsons are located beside the keelson. They would have provided additional longitudinal reinforcement to the centerline of the *Selah Chamberlain*. Their presence is sporadic, and they do not follow the entire length of the keelson. Where they are extant, the sister keelsons measures 0.16 feet sided and 1.08 feet molded. Sister rider keelsons are located on top of the sister keelsons and measure 0.25 feet sided and 1.0 feet molded.

The *Selah Chamberlain* has three mast steps that are positioned on top of the keelson assembly. The foremast step is located closest to the bow. The foremast saddle measures 6.83 feet long with a width of 1.75 feet. The foremast step measures 1.7 feet by 0.42 feet. Several other notches are cut into the saddle including a stanchion mortise cut into the aft portion of the foremast saddle. Forward of the foremast step a 0.29 feet diameter bilge pump pipe is set into the foremast saddle. The mainmast saddle measures 6.08 feet in length, 1.83 feet sided and 1.17 feet molded. The mainmast step measures 0.71 feet long by 0.75 feet wide. Stanchion mortises are also cut into the fore and aft portion of the mainmast saddle. The foreword stanchion mortise has a dimension of 1.21 feet by 0.25 feet and the aft stanchion mortise has a dimension of 0.71 feet by 0.29 feet. The mizzenmast saddle lies just forward of the boiler ash pans and measures 5.0 feet long and 1.58 feet sided. The mizzenmast step measures 1.25 feet long and 1.08 feet wide. Sand coverage prevented archaeologists from measuring the depth of each mast step.

Several other elements were recorded in the central bilge section of the site. To the starboard side of the mainmast step is a large section of timber measuring 18.75 feet long 8.0 feet wide and 0.25 feet thick. The dimensions and location suggest that the timbers are likely the remains of some of the upper decking. The limberboard, planking located near the

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sister keelson, measures 1.21 feet sided and 0.29 feet molded. Portions of ceiling planking are extant in the lower bilge section. These planks are 0.29 feet molded with sided dimensions of 0.58, 0.71, 0.75, and 1.0 feet. The planking runs fore and aft and is edge jointed and regularly fastened with 0.03 feet square spikes. Investigations confirmed the presence of bilge keelsons (bilge strakes) measuring 0.67 feet sided and 0.58 feet molded, although the exact number of bilge keelsons could not be determined due to sand cover.

Steam Power Plant Assembly

Multiple salvage attempts along with various site processes caused the ship to split apart exposing the boilers, engine, driveshaft, and propeller. These features are the most dominant features on the site, as they are intact and remain upright on the bottom.

Two intact firebox boilers are located forward of the engine, both are standing upright and facing towards the bow of the vessel. The forward portion of the firebox boiler is square in shape measuring 6.42 feet in length and 8.33 feet wide. Aft of this, the boiler becomes cylindrical in shape and extends another 10.58 feet, making the overall length of each boiler 17.0 feet. Both have a height of 11.5 feet. The two boilers are spaced 1.92 feet apart at the square base of the fireboxes. The fireboxes are double riveted in a staggered pattern. The forward face of each firebox contains firetubes, furnace doors, and smokebox doors. The smoke box has collapsed, revealing the exposed ends of the firetubes. Ninety-eight firetubes are positioned 2.33 feet below the top of the boiler and are laid in rows of fifteen and seventeen. The firetubes measure 0.25 feet in diameter and are spaced 0.08 feet apart. There are two furnace doors, or firedoors, one of which is open. The firebox doors all measure 1.5 feet wide 1.75 feet tall. Below them is one long ash door measuring 6.0 feet by 0.75 feet. Inside the firebox, the firegrates are still covered with pieces of burned coal called clinkers. Each boiler has a large cylindrical steam drum attached vertically on top of the cylindrical aft section of the boiler. The steam drum is located 8.08 feet aft of the boiler face and measures 5.0 feet tall and 3.92 feet in diameter.

The remains of the starboard boiler's smokebox now lie in pieces in front of the boiler. Among the remains is a large smokebox door, as well as the base of the ship's smoke stack. The trycocks and water gauges used to monitor the water level in the boilers were removed at some point after

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the vessel sank. None of these, or any other brass items (e.g. oiling cups, engine room gauges, etc.) were found on site, as they were most likely removed during salvage attempts or by looters.

A boiler saddle supports the cylindrical aft end of each boiler. The saddle measures 3.33 feet wide and varies in height between 2.0 feet on the outside and 1.58 feet high under the center of the cylindrical end of the boiler. The saddle also has a timber base measuring 7.5 feet long, 0.92 feet sided, and 1.0 feet molded.

Each boiler was set inside two metal ash pans that were placed in a fore and aft orientation. Originally, these ash pans would have been supported above the keelson, but the structures have long since collapsed. The boiler assembly now sits off center of the keelson, approximately 3.5 feet to the starboard side. The pan under the aft end of each boiler measures 10.0 feet in length and 9.0 feet in width, with a height of 1.0 foot. The forward pan measures 14.0 feet in length with a width of 9.0 feet and height of 1.0 foot. The forward pan butts up against the aft pan and extends forward 6.67 feet beyond the front of the firebox. Bricks line the forward pan of each boiler and extend to the open area in front of the firebox once providing a fireproof floor for the coal handlers. To support the total weight of the boilers, the ash pans rested on a series of iron and wooden beams running athwartship. The iron I-beams and wooden beams are of an irregular pattern of single, double, and triple framing. Because the boilers and ash pans cover these supports, it is impossible to tell if beams were used throughout the bed, or if they were limited to the sides. The ends of the port ash pan support beams are well exposed, with 17 iron I-beams and seven wooden beams visible. The port side wooden beams vary from 0.33 feet to 0.75 feet in width and are consistently molded at 0.67 feet. The wooden beams measure uniformly out from the ash pan, 6.75 feet. All of the I-beams on the port side measure 0.38 feet sided and 0.67 feet molded. The majority of the I-beams protrude 2.75 feet from underneath the port side of the boilers, except for the forward most I-beam, which extends 6.75 feet. To stabilize the boilers and prevent movement, two iron straps, located forward and aft of the steam domes tie the boilers to one another, reinforced by a 0.25 feet wide iron bar located on the forward face of the fireboxes. Further stability is provided by 0.25 feet iron straps located aft of the steam domes, which secure the boilers firmly to the ash pans.

Aft of the boilers is an inverted, two-cylinder direct-acting tandem compound engine, also known in Great Lakes parlance as a Steeple-compound engine, set on top of four simple

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cylinder columns. This engine had two low-pressure cylinders mounted vertically, with a high-pressure cylinder above them. Both cylinders share a single piston rod. The engine assembly measures 24.75 feet tall and was located 5.5 feet aft of the aft ash pans. The engine is supported on four cylindrical case iron columns with footings. The columns, embellished with simple decorative elements, measure 13.17 feet tall and 0.75 feet in diameter at the top. Measuring fore to aft, the columns are 4.17 feet apart at the base. Measuring athwartships, the columns are 6.67 feet apart at the base. The engine assembly, comprised of the two cylinders and valve chests, are 11.58 feet tall. The top-heavy engine is fastened to the lower hull with several turnbuckles and iron rods, which also provide stability. The condenser, hot well, air pump and auxiliary pumps are located on the port side of the engine. The tall, narrow jet condenser is 6.17 feet high with a diameter of 2.58 feet and sits approximately 4.0 feet to the port side of the engine. Due to time restrictions, specific dimensional information on the other features was not recorded.

A total of six pumps were identified during the archaeological investigation. The two pumps aft of the engine may have operated as bilge pumps, while the four pumps forward of the engine appear to be boiler feed water pumps. Because of the amount of debris around them, the pumps were not accessible and measurements were not taken.

The propeller shaft assembly is intact and exposed for its entire length. Visible on the bottom are the flywheel, the shaft coupling and the thrust bearing. Measuring from the forward edge of the flywheel up to the shaft log, the length of the driveshaft assembly is 11.5 feet long. The propeller shaft itself is 1.0 feet in diameter and secured to the lower hull by many bearings placed fore and aft of the crank. The measurements of the bearings vary from 0.58 feet to 0.92 feet in thickness. The shaft goes through the shaft log, which rests on the keelson and then through the sternpost, and connects to the propeller. The shaft log is located on top of the keelson between the engine and sternpost and measures 3.33 feet long and 1.0 feet sided. Deadwood fills the space between the shaft log and sternpost. A large counter timber rests on top of the shaft log, deadwood, and sternpost. The counter timber measures 1.0 feet sided and 1.0 feet molded with 0.42 feet deep rabbets on each side. The cant frames, which heel onto the counter timber, are visible on both the port and starboard sides of the stern.

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The four-bladed loper-style propeller is connected to the propeller shaft and is partially buried in the sand. It has a total diameter of 9.83 feet. Each blade is 4.17 feet long and 4.33 feet wide at its maximum width. The individual blades are affixed to a 1.5 foot diameter propeller boss and the propeller has a pitch of 2.17 feet.

The rudder of the *Selah Chamberlain* remains attached in its proper position aft of the propeller. It is turned hard to starboard and is partially buried in the sand. The rudder was made of wood and a portion of it was sheathed in iron to protect it against ice damage. The rudder is 6.0 feet wide at its base and 0.25 feet thick at the trailing end. At the top of the rudder is the rudder head measuring 0.42 feet in diameter with a 1.42 feet coupling on the horn timber. There is also a 0.42 feet diameter heavy pipe protruding down from the counter timber, between the propeller and the rudder shaft.

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Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Summary

Located two miles northeast of Sheboygan Point, in Sheboygan, Wisconsin, the bulk carrier *Selah Chamberlain* (47-SB0304) lies partially covered by sand in 87 feet of water in Lake Michigan. The *Selah Chamberlain* was built by the shipbuilding firm of Quayle and Martin in Cleveland, Ohio. The bulk carrier was commissioned for the Bradley Transportation Company for the transportation of bulk commodities. The vessel was in service for 13 years, until it met an untimely end in a collision with a passing steamer. The *Selah Chamberlain* meets the registration requirements for Criterion D at the state level as a good example of a bulk carrier vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Selah Chamberlain* represents a critical transitional period in wooden shipbuilding technology between the earlier steam barges and the development of the bulk freighter. The *Selah Chamberlain* reflects early bulk freighter design and is significant because it presents an opportunity to study and learn more about the experimentation that took place to successfully make this transition. The period of significance (1873-1886) begins with the *Selah Chamberlain*'s date of construction and ends with her sinking and the date its enrollment documents were surrendered.

Bulk Freighters and the Great Lakes Iron Ore Trade

Large scale industrial transportation on the Great Lakes was fueled principally by the opening of the Lake Superior iron ore ranges at Marquette, Michigan, in the 1850s (Williams 1905). From an initial trickle, the volume of iron ore shipments grew to a swift flow, chiefly due to improvements in transportation technology wrought by industrial demand. Although several other bulk cargoes constituted a significant share of the Great Lakes cargo volume, including coal, grain, lumber, and stone, iron ore played the largest role in driving bulk freight vessel technology. Initial shipments of ore were made overland until the construction of the first Soo Locks (the Soo) allowed navigation past the Falls of the Saint Mary's River at Sault Saint Marie, Michigan, in 1855 (Williams 1905). This enabled direct vessel transport from the Marquette Ore Docks to the home ports on Lake Erie which refined the raw ore; however, it wouldn't be until the post-Civil War economic recovery that demands for iron ore would create a new kind of vessel. The Great Lakes bulk freighter prototypical vessel *R.J. Hackett* was launched in 1869. This unique style of vessel carried the majority of the iron ore that fueled the industrialization of

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the US for over 100 years and became the model for over 1000 Great Lakes bulk freighters that followed (Devendorf 1995).

Early Great Lakes bulk freighters, like the *Selah Chamberlain*, were wooden vessels, generally over 200 feet in length, designed to carry large cargoes economically. Their construction was characterized by a massive wooden keel along which a series of large floor keelsons ran horizontally down the length of the vessel to provide maximum strength. The vessels were double-decked with a main top deck and a second deck below supporting the interior hull. The pilothouse was placed far forward for maximum visibility, while the machinery was carried astern. Bulk freighters had a distinctive “straight deck” profile with unfettered access to multiple cargo hatches amidships, which were laid out for convenient loading and unloading. The size and carrying requirements of the wooden bulk freighters immediately pushed the bounds of wooden ship construction technology, requiring innovative and often unconventional engineering to reinforce ever larger hulls (Cooper and Jensen 1995). Among the technological improvements employed by the early bulk freighters was the use of the compound steam engine. A few early bulk freighters sported single cylinder low pressure steam engines, which were relatively inefficient. By the early 1870s, most bulk freighters were being built with more efficient high pressure compound engines, which sported two cylinders and were capable of producing nearly twice the power at the same fuel consumption as the older engines (Devendorf 1995).

The wooden bulk freighters of the early 1870s are of interest because they mark a transitional period in wooden shipbuilding technology between steambarges and bulk freighters. Great Lakes steambarges contained single, open freight decks where lumber would be stacked between a raised forecastle and aftercabin. Small storage capacity below deck along with inadequate hatch sizes made steambarges an inferior vessel for bulk cargo transport (Cooper and Kriesa 1992). Larger, stronger, more powerful vessels needed to be built to compensate for developing mining technologies and lock sizes, along with the amount, weight, and shipping techniques of bulk freight. Vessels began being built to fit these criteria, but meeting these goals successfully took experimentation and transition.

Advances in bulk freighter technology that began with the first generation of prototypical vessels were curtailed by the Panic of 1873. Nearly fifty bulk carriers were built before 1875, followed by a five year period of inactivity, during which Great Lakes shipping stagnated and only a

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handful of new freighters were launched (Devendorf 1995). Beginning in 1880, a boom in ore shipment brought forth a second generation of wooden bulk freighters that employed significant new technologies. Advances in boiler and engine technology as well as the construction of the larger and deeper Weitzel Lock at the Soo, pushed the size of wooden bulk freighters beyond 220 feet (Devendorf 1995). The inception of more powerful compound steam engines permitted this generation of bulk freighters to tow one or more consort barges, thereby significantly increasing the payload per trip. It was during this period of innovation that the Republic Iron Company commissioned the building of their flagship bulk freighter, *Republic*.

The *Republic* was one of over fifty new wooden bulk freighters built during the boom which lasted from 1880 to 1883. The boom was followed by a lull in construction that lasted until 1887, when another boom in shipbuilding saw a third class of even larger wooden bulk freighters, routinely built to over 250 feet in length (Devendorf 1995). This final class of wooden bulk freighters was the first to employ diagonal iron strapping mortised into the frames and planked over as a means of strengthening the hull. These later vessels also generally sported two substantial wooden or iron arches in each side of the hull. Another notable improvement in technology necessary for the economical use of such large vessels was the inception of the triple expansion steam engine, which appeared in the Lakes in 1887 (Devendorf 1995). The triple expansion engine employed a third cylinder, which created further efficiency given the same fuel consumption and considerably more power.

In 1882, the first true iron bulk freighter, the *Onoko* was also launched (Devendorf 1995). In 1886, the first steel Great Lakes bulk freighter, the *Spokane* was launched (Devendorf 1995). It wouldn't be until the late 1890s that wooden bulk freighters were eclipsed by steel hulled models. The 1890s were notable in that they saw the largest increase in vessel capacity and the greatest changes in technology (Devendorf 1995). At the beginning of the 1890s, the largest vessels were 300 feet in length, but by the end of the decade, steel bulk freighters were fast approaching 500 feet. This rapid change was fueled by improvements in steel shipbuilding technology brought about by the opening of the vast Mesabi Iron Range in Minnesota, which exponentially increased the volume of iron ore traversing the Lakes. The construction of the much larger Canadian Lock and the Poe Lock at the Soo, in 1895 and 1896 respectively, also enabled this rapid increase in size and capacity (Mansfield 1899).

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The twentieth century saw dramatic numbers of steel hulled bulk freighters on the Lakes. Several hundred steel bulk freighters were built on the Great Lakes in the twentieth century and the ships became a significant part of the culture of the upper Midwest. Nearly every major port city on the Great Lakes was home port to a significant fleet of bulk freighters and thousands of young men and women were employed on the ships each year. Bulk freighters played a substantial role in the development of the economy and the cities of the Great Lakes, and have become an important part of the region's cultural identity.

Operational History

In 1872, the Bradley Transportation Company of Cleveland commissioned Quayle and Martin shipbuilding to construct a new bulk carrier for the company. For close to twenty years, the firm had been building sail and steam vessels for Alva Bradley, and this latest venture would be the second bulk carrier built for him. While Quayle and Martin may not have been the first shipyard to develop the wooden bulk carrier, their shipyard had already achieved success in building this new type of 'propeller' specifically for to the transportation of bulk commodities. Some of the vessels constructed included the *William T. Graves* (1867), *B. W. Blanchard* (1870), *W.L. Wetmore* (1871), *Raleigh* (1871), and the *J. S. Fay* (1871). It took less than two years to construct Alva Bradley's new vessel, which was completed in the spring of 1873. Upon completion, it was named the *Selah Chamberlain*, after one of Cleveland's most influential businessmen, and one of the vessel's principal investors (Mansfield 1899:337). The *Selah Chamberlain* was launched on April 1, 1873, and later towed down river to the dock of Upson & Walton to be outfitted (*Buffalo Evening Post* 1873; *Cleveland Daily Herald* 1873a, 1873b; *Sandusky Daily Register* 1873). For the next month the vessel took on anchors, chains, Union power capstans, windlasses, pumps, wire rigging, sails, hawsers, and "the thousand and one items that go to make a first class out-fit," all supplied by A.S. Herenden & Company of Cleveland (*Cleveland Daily Herald* 1873c; *Cleveland Plain Dealer* 1873a).

Enrolled on 1 May 1873, the *Selah Chamberlain* (Official Number 115147) was listed as a steambarge with a single deck, three masts, a plain head and a round stern. Her dimensions were 212 feet in length and 34 feet in breadth, with a 14.8 foot depth of hold and a total tonnage capacity of 894 69/100 tons, of which 863 tons was her capacity under the tonnage

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deck and 31.69 tons was the capacity in the enclosures above (Bureau of Navigation 1873). The *Selah Chamberlain* was built especially strong in the bow to protect it from damage because "the frames that go out first [sic]... are the ones located forward and aft, between the wind and water" (USDC 1888a). Globe Iron Works of Cleveland, made the steam machinery for the *Selah Chamberlain*, which consisted of an engine and two boilers measuring 7 feet 3 inches diameter and 18 feet in length" (*Cleveland Daily Herald* 1873c; *Cleveland Plain Dealer* 1873a). At the time of launch *Selah Chamberlain* had eleven different owners as follows: Alva Bradley with 16/30 shares, *Selah Chamberlain* with 4/30 shares, S.L. Mather with 2/30 shares, and Thomas Quayle, Estate of John Martine, John Fitzpatrick, Fred A. Morse, George Judson, George Stone, Leonard Lomms and C. Revell, all owning 1/30 shares each (Bureau of Navigation 1873).

The *Selah Chamberlain*'s maiden voyage, under the command of Captain George Judson, transported crew members of other Bradley vessels to their ships in Lake Superior while traveling to Escanaba, Michigan to take on a load of ore (*Cleveland Daily Herald* 1873c; *Cleveland Plain Dealer* 1873e). On its voyage to Escanaba, the *Selah Chamberlain* towed the schooners *Negunee*, *David Wagstaff*, and *S.J. Tilden* to Lake Huron, and the schooner *Exchange* to Detroit (*Cleveland Plain Dealer* 1873a). Not surprisingly, *Selah Chamberlain*'s first voyage was not without incident, as the dangers associated with travel on the lakes soon made themselves apparent. While attempting to negotiate the Straits of Mackinac, the steamer ran aground on Bois Blanc Island. Fortunately, she sustained only minor damage and was able to continue the journey the following day (*Cleveland Plain Dealer* 1873b, 1873c; *Detroit Free Press* 1873). Newspapers noted her return trip from Escanaba downbound carrying 1,236 tons of ore (*Chicago Tribune* 1873; *Cleveland Plain Dealer* 1873d). Late in the 1883-season, *Selah Chamberlain* was traveling from Port Arthur, now called Thunder Bay, Ontario, to Marquette towing the schooners *John Martin* and *James C. Harrison* when they encountered a severe northwest gale. The vessels tow line parted her consort. Fortunately, *Selah Chamberlain* only lost her mainmast among other minor damage and the schooners all arrived safely at Marquette by sail (*Chicago InterOcean* 1883a, 1883b). Although uneventful, the *Selah Chamberlain*'s first sailing season was profitable, as the vessel and its consort; the *John Martin* tallied \$80,000 dollars in receipts (Beasley 1930:151).

Despite the initial success of the *Selah Chamberlain*, the owners decided to make some

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improvements on the vessel. Over the course of the winter Bradley Transportation Company added another deck, which increased the carrying capacity of the vessel from 895 gross tons to a little more than 1,207 gross tons. The capacity under the tonnage deck remained unchanged at 863 tons, but the capacity between decks above the tonnage deck was a share above 344 tons (Bureau of Navigation 1874). The bulk carrier still maintained an insurance rating of A1 and was valued at \$85,000 (BLU 1874). The 1874 season also began with a small change of ownership. Alva Bradley purchased two more shares of the vessel giving him a total of 18/32 shares. The other owners maintained ownership as follows; *Selah Chamberlain* with 4/32 shares, S.L. Mather with 2/32 shares, and Thomas Quayle, Estate of John Martine, John Fitzpatrick, Fred A. Morse, George Judson, George Stone, Leonard Lommis, and C. Revell, with 1/32 shares each (Bureau of Navigation 1874). Through the changes, Captain George Judson continued as the vessel's Master. Judson would command the bulk carrier for another six years before retiring his post.

The relative anonymity of the *Selah Chamberlain's* first season was broken the next year, when Bradley pitted the wooden bulk carrier against another from his fleet in a friendly competition. Speed was of the utmost importance in the shipping industry as it translated to greater profits. The faster a vessel was able to travel, the faster it could deliver its goods to market. The more trips completed during a single season, the more profits that could be made. *Selah Chamberlain* raced against the *E.B. Hale*, a vessel of comparable size, but a year newer. Initially, the race was even, as both vessels, each towing two consorts, reached Sault St. Marie at the same time. In the end, the *E.B. Hale* defeated the *Selah Chamberlain* by arriving at Lake Erie some three hours earlier (*Chicago Tribune* 1874; *Detroit Free Press* 1874). During the 1874-season the *Selah Chamberlain* brought 1,400 tons of ore from Escanaba and 1,040 tons of ore from Marquette, along with unknown amounts of cargo from Chicago (*Ashtabula Telegraph* 1874).

Very little is known about *Selah Chamberlain's* next few seasons. Inland Lloyds' vessel register (1860-1906) continued to rate the bulk carrier with an A1 insurance rating. In 1875, the only recorded movement of the bulk carrier was her passing Detroit, Michigan heading down bound with a consort sometime in June (*Buffalo Courier* 1875). In 1878, partial owner John Fitzpatrick sold his 1/32 to share to A. Bradley, giving Bradley 19/32 shares in the vessel (Bureau of Navigation 1878). Between 1876 and 1880 the vessel continued transporting ore from Marquette,

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Michigan to ports on eastern Lake Erie until winter lay up in Cleveland (*Buffalo Express* 1879; *Chicago Tribune* 1876, 1877, 1878; *Detroit Free Press* 1879; *Oswego Daily Times* 1876; *Sandusky Daily Register* 1878, 1880). *Selah Chamberlain* rescued the crew of schooner *Tom Boy* after the vessel sank in Lake Michigan (*Boston Daily Globe* 1880).

At the beginning of *Selah Chamberlain*'s 1881 season, three women joined the list of partial owners. The Estate of John Martine sold its 1/32 share to Maria A. Wright, Mary E. Hutchinson, and Blanche L. Martin who now each owned 1/96 share of the vessel. Captain Judson continued as partial owner of the *Selah Chamberlain*, but gave up his position as Master to Captain S. Lampoh (Bureau of Navigation 1881). The bulk carrier also began the year in dry dock in Cleveland, Ohio for repairs. The repairing cost was estimated at \$2,500, but no other information on the repairs could be found (*Cleveland Daily Herald* 1881a, 1881b). The *Selah Chamberlain* and consorts continued to transport ore on the lakes for the Bradley Transportation Company (*Detroit Free Press* 1881a, 1881b; *Sandusky Daily Register* 1881).

The beginning of *Selah Chamberlain*'s 1882 season was steeped in superstition. The crew of the bulk carrier and her consorts delayed their journey from Cleveland Harbor one Friday in April. Following the superstition that it is bad luck to start a journey on a Friday, the vessel waited until after midnight to start her journey (*Sandusky Daily Register* 1882). The bulk carrier and consorts maintained their usual route transporting ore from the upper lakes to eastern ports (*Buffalo Courier* 1882; *Detroit Free Press* 1882; *Sandusky Daily Register* 1882).

In 1883, Alva Bradley maintained the 18/32 shares of the *Selah Chamberlain*, but these shares were now listed under the newly consolidated Bradley Transportation Company. All other vessel owners remained the same (Bureau of Navigation 1883). On 5 August 1882, Congress passed an act in section 4153 in the Revised Statutes, affecting the tonnage measurement of vessels. According to the act, the tonnage of the spaces appropriated for the use of the crew would be deducted from the gross tonnage of the vessel. Due to the statute, *Selah Chamberlain*'s gross tonnage decreased from 1,207 to 963.98 tons (Bureau of Navigation 1883; United States Congress 1882). In the beginning of November the bulk carrier went missing in Lake Superior. *Selah Chamberlain* and her consorts, schooners *Harrison* and *John Martin*, left Port Arthur loaded with ore heading downbound when a gale swept up. Just off Keweenaw Point the carrier lost her tow. The captain of the schooner *Harrison* explained that at the time of separation the *Selah*

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Chamberlain lost her mainmast and was having trouble in the heavy seas. The *Selah Chamberlain* returned to port safely and with no other damage (*Janesville Daily Gazette* 1883; *Sandusky Daily Register* 1883).

After 11 years of service, *Selah Chamberlain* was given an A2 insurance rating. The bulk carrier began its 1884-season with this new rating and a value of \$58,000 (Inland Lloyds 1860-1906; Polk 1884). While *Selah Chamberlain* spent much of her career shipping ore, she also transported grain. In fact, it was not uncommon for bulk carriers to carry a variety of cargoes, since a working vessel, whatever the freight, was still profitable. The bulk carrier and her consort were chartered to carry wheat from Duluth to Buffalo (*Duluth Tribune* 1884a). Indeed, the *Selah Chamberlain* ventured wherever valuable cargoes were to be made, calling at major American and Canadian ports along the Great Lakes (*Buffalo Courier* 1884; *Buffalo Evening Republic* 1884a, 1884b, 1884c, 1884d).

The *Selah Chamberlain* made considerable news again in October 1884. While approaching Port Arthur, the *Selah Chamberlain* and her consort the *John Martin* encountered what was reportedly the most severe gale of the season on Lake Superior. The following article summarizes their ordeal (*Duluth Tribune* 1884b):

Early Sunday morning the (steam) barge *Chamberlain* towing the schooner *John Martin*, arrived light to take out wheat. The wind was strong from the northeast, and as usual under such circumstances, a powerful current was running out of the canal. The barge entered all right, but the current caught the schooner and through her upon the bulkhead of the South pier. To prevent serious damage to the vessel, the tow line was cast off, and she swung around the pier and down towards to the beach on the South side. Both anchors were dropped, but the distance was so short and her momentum so great that they dragged and she went high on the beach, after breaking down some of the trestle work leading to the lighthouse at the end of the pier. The tugs in the harbor were powerless to render any assistance until the sea went down. Yesterday the tugs *Mollie Spencer*, *Nellie Cotton*, and *Brower*, and the barges *Chamberlain* and *E.B. Hale* were busy in an effort to dredge and pull her off. It was not until the middle of the afternoon that they succeeded, and the *Martin* reached her dock. She is not damaged. In making for the Northern Pacific dock when she entered the harbor Sunday morning, the

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barge *Chamberlain* ran clear through the middle of the wagon bridge between that dock and the Northwest Coal docks. The bridge was impassible yesterday, but the barge was not injured.

The damage the *Selah Chamberlain* caused to the Canadian Pacific Railway Dock at Port Arthur was estimated at \$1,500; however no further details were provided with respect to payment or reparations required for the dock (*Duluth Tribune* 1884c).

In 1885, Captain Jasper Lawless succeeded S. Lampoh as Master of the *Selah Chamberlain* (Bureau of Navigation 1885). During the season the bulk carrier received new upper decks and a recaulking (*Marine Record* 1885; *Norwalk Daily Reflector* 1885). Again the bulk carrier spent the season transporting grain and ore across the lakes with her consort *James Martin*, and others, in tow (*Buffalo Express* 1885; *Norwalk Daily Reflector* 1885; *St. Paul Daily Globe* 1885).

The year 1886 began with a change of owners and change of Master. *Selah Chamberlain* had fourteen different owners as follows: Bradley Transportation Company with 18/32 shares, *Selah Chamberlain* with 4/32 shares, S.L. Mather with 2/32 shares, and Thomas Quayle, Fred A. Morse, George Judson, George Stone, Leonard Loomis and C. Revell, owning 1/32 shares each, M.A. Bradley and A. Greenly each own 1/64 and Maria A. Wright, Mary E. Hutchinson, and Blanche L. Martin all own 1/96. Captain A. Greenley took command of the bulk carrier (Bureau of Navigation 1886). During the season the vessel would either be transporting grain from Chicago, Illinois to Buffalo, New York or heading up bound to load coal at Lake Superior ports (*Buffalo Express* 1886a, 1886b, 1886c, 1886d; *Buffalo Evening News* 1886; *Marine Record* 1886a; *Oswego Daily Times* 1886a).

For the 16 crew members of the *Selah Chamberlain*, 13 October 1886, started out as a typical day. The ship's latest cargo was being unloaded in the crowded harbor of Milwaukee, Wisconsin, alongside numerous other sail and steam vessels. Once the *Selah Chamberlain* was unloaded, the itinerary was for the steamer and its consort, the *Fayette Brown*, to pick up a load of iron ore at Escanaba, Michigan, and transport the cargoes to Cleveland. It was not until later on in the afternoon that Captain A. Greenly and crews of the *Selah Chamberlain* and the *Fayette Brown* finally left Milwaukee. Given that the weather at the time of their departure started fresh and was favorable, both vessels had their

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sails up, which enabled them to travel between 9 and 9 ½ miles per hour (USDC 1889). Without cargo, the *Selah Chamberlain* carried about one hundred and eighty tons of coal, which was enough fuel for an entire round trip from Milwaukee to Escanaba (*Daily Saratogian* 1886; *Oswego Daily Times* 1886b). Since the *Selah Chamberlain* was traveling light, the hull drew approximately 4 1/2 ft. to 5 ft. forward and 10 feet or 10 ½ feet of water aft (USDC 1888d). After several hours underway, the vessel encountered some fog and undertook several precautionary measures in response to these conditions, including reducing its speed from 9 to 5 miles per hour. The Captain stationed two experienced lookouts well forward in the bow, to watch for any potential dangers and the steamer began to sound her whistle every minute. As the *Selah Chamberlain* carefully continued on her way, the weather conditions worsened.

The same day that the *Selah Chamberlain* left Milwaukee, another wooden steamer *John Pridgeon, Jr.*, headed west at 8-8 ½ miles per hour from Ogdensburg, New York, to Milwaukee, with a load of merchandise for the Ogdensburg and Lake Champlain Railroad (USDC 1887b). By 6 p.m., the crew of the *John Pridgeon, Jr.* changed watches somewhere between Twin River Point (now Rawley Point) and Sheboygan. The Captain's watch comprised of Captain Sherwood, Second Mate Jerry Caufield, Lookout James McCartin, Wheelsman John McNally, Engineer Joe Morgan, Deckhand John Zahn, and a fireman, now assumed command of the vessel from the Mate's watch. Captain Sherwood was a man with considerable sailing experience. For over thirty years he had sailed on the lakes, seven years as a master of a steam vessel and twelve years as a Master on sailing vessels. That evening he took his usual position on the hurricane deck by the signal bell, which was used to relay commands to the engineer stationed in the engine room. Second Mate Jerry Caufield was positioned to the Captain's right and it was his responsibility to signal the fog whistles during severe weather conditions (USDC 1887b). James McCartin was the only man on the watch with a limited amount of sailing experience. He had been the ship's Lookout for only two months as he began the watch at his usual post in the extreme bow of the vessel. As the captain's watch began, the weather was thick and blowing a stiff breeze from the south. Captain Sherwood signaled the engineer's bell once, to check the vessel's speed to 4 mph. The *John Pridgeon, Jr.* continued to steam its course of south by west, altering it solely to clear other vessels. As the evening wore on, the weather conditions worsened. Even though the *John Pridgeon, Jr.* carried its proper white head light on the mast and its red and green running

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lights, the fog was so thick that Wheelsman McNally could not see the smokestack when looking aft (USDC 1887a). Regardless of these conditions, the *John Pridgeon, Jr.* continued towards Milwaukee.

At approximately 8:30 p.m., about seven miles from shore, the crew of the *Selah Chamberlain* suddenly heard the single whistle blast of another vessel travelling just off their port bow. From the deck of the *Selah Chamberlain*, Captain Greenly responded immediately with a single whistle blast, then ported the wheel and blew another three blasts to indicate he had a consort in tow. All at once, the lights of the *John Pridgeon, Jr.* appeared over the *Selah Chamberlain's* port bow. Again the *Selah Chamberlain* sounded the whistle, this time to indicate that it would pass the oncoming vessel on the port side. When the *Selah Chamberlain's* bright white light suddenly came into view, Captain Sherwood of the *John Pridgeon, Jr.* ordered their wheel to starboard, followed by a signal blast of his own whistle. As the vessels came closer, the *Selah Chamberlain's* red light appeared and Captain Sherwood reportedly commanded hard to starboard and issued a signal to stop and reverse (USDC 1888b). Unfortunately, *John Pridgeon, Jr.*'s engineer, unaware of the imminent danger, did not reverse the vessel in time, and the two steamers collided (*Lockport Daily Journal* 1886; US Lifesaving Station 1888).

The *John Pridgeon, Jr.*'s bow struck the bow of the *Selah Chamberlain* at an angle between 45 and 90 degrees. The impact point was fifteen feet aft of *Selah Chamberlain's* stem, between the anchor shutters and the pilothouse. Since the *John Pridgeon, Jr.* was almost fully loaded, compounded by the fact that the vessel's bow was reinforced with four in thick iron said to be able to "cut a vessel nearly in two under square contact," the vessel drove eight to ten feet into the side of the *Selah Chamberlain* (*Chicago InterOcean* 1886a; USDC 1888d). In a valiant effort to minimize the damage, Captain Greenly cut lose his consort, the *Fayette Brown*. The consort's jibboom raked the side of the *John Pridgeon, Jr.*, but managed to steer clear of the wreckage. Without a tow, the vessel was at the mercy of the wind and was driven south down the lake.

For the next twenty to thirty minutes, the crew of the *John Pridgeon, Jr.* scrambled to assess the damage sustained by their now-motionless vessel. Initial inspection revealed that the steamer had sustained only superficial damage, including a marked bridge, the loss of a

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small piece of the arch post, and a section of a door knocked out. Since they were not taking on water, the Captain had the engines restarted and the *John Pridgeon, Jr.* headed back towards where they had last seen the *Selah Chamberlain* to provide assistance.

Unfortunately for the crew of the *Selah Chamberlain*, their situation was much more serious. The collision had created such a large hole in the bow that the steamer was taking on water at an alarming rate. The *Selah Chamberlain* desperately kept sounding its whistle for assistance; "four short sharp whistle blasts were given as a signal of distress, but the other steamer passed by with no detection" (*Sheboygan Times* 1886). Captain Greenly decided that their best chance of saving the vessel was to head due west and run it aground. For fifteen minutes the *Selah Chamberlain* ran towards shore as water steadily flowed into the vessel and began filling up the hold. Engineer Daniel Conway feared that the fires for the boilers would soon be extinguished, and left the engine room to report the grave situation to the Captain. Recognizing the gravity of the situation, Captain Greenly ordered the ship's two lifeboats to be readied. The smaller of the *Selah Chamberlain's* two boats was worked on first and swung over the side. There it remained, hung on the davits and ready to be lowered into the water. As some of the crew worked on the larger boat, panic and confusion gripped seven of the crewmembers, and they scurried back to the small suspended lifeboat. Five crewmembers leapt in the little lifeboat's stern, while the cook and the steward crawled underneath its forward thwarts. As the terrified crewmembers lowered the boat, the davits became fouled. The excessive weight of the crew caused the davit to break, throwing five men into the frigid waters of Lake Michigan. The men who had scrambled into the stern of the small boat of the *Chamberlain's* were never seen again, while the cook and the steward, who were under the forward thwarts remained in the boat when the davits broke (*Chicago InterOcean* 1886a). Captain George Judson, of the *Fayette Brown* (*Selah Chamberlain's* consort), heard the gut-wrenching cries of the drowning sailors, but he was unable to see the sailors anywhere in the dense fog and could not render assistance (*Sheboygan County News* 1886).

The overall situation for the *Selah Chamberlain* worsened, as the steamer slowed and began to sink. With no alternative, Captain Greenly ordered the second lifeboat readied and, after salvaging the steamer's compass from the wheelhouse, they launched the larger boat. Once in the water, the nine remaining crewmembers rowed over to the small boat with the cook and the

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steward aboard still hanging from a davit. They cut it down and transferred several men into it. The eleven survivors were barely able to row themselves clear of the sinking steamer (*Sheboygan Times* 1886). As the *Selah Chamberlain* sank, the top of the after cabin floated off, with the jack staff and the stem light still attached. The smaller boat then rowed back and recovered the stern light, which was sticking out of the water. The crew put the light into the larger boat and made for shore with the small boat in tow. After rowing for several hours through dense fog, the crew finally came ashore at 11:15p.m. (*Sheboygan Herald* 1886). The crew had landed about 1.5 miles north of North Point, above the city of Sheboygan, Wisconsin. Cold, wet, and exhausted, the men then walked into the city (*Sheboygan Times* 1886). Unaware of the *Selah Chamberlain's* troubles; the *John Pridgeon, Jr.* remained in the vicinity of the collision looking for any signs of the other vessel. After searching in the dense fog for over three hours and running back ten miles, Captain Sherwood concluded that the other vessel must have sustained only minor damage and resumed his original course for Milwaukee. Upon their arrival, the eleven surviving crewmembers of the *Selah Chamberlain* notified the Sheboygan Life Saving Station. The Sheboygan Life-Saving Station had not heard about the collision until Captain Greenly and crew arrived on shore. At that time, station keeper Captain Thomas McBride briefly interviewed the survivors. Unfortunately the weather did not permit the live-saving crew to head out to investigate the wreck site until the afternoon of the following day. None of the five missing crewmen were found during the search through the wreckage. Upon returning, McBride continued to interview the survivors. Winds and currents were moving north, so McBride contacted the Two River Life-Saving Station to inform them to keep a lookout for the bodies of the missing crew. After the *Fayette Brown* safely sailed into port, Captain George Judson joined the survivors of the *Selah Chamberlain* disaster in Sheboygan and gave his testimony to McBride (*Echo Soundings* 1886:50-51; *Marine Record* 1886b; 1886c; *Port Huron Daily Times* 1886).

Following the collision with the *Selah Chamberlain*, the *John Pridgeon, Jr.* reached the port of Milwaukee on 14 October. News of the disaster preceded their arrival and once they were docked, a reporter boarded the vessel and interviewed several crewmembers about the events. The vessel's crew maintained that the accident was unavoidable and that no blame should be attached to either commander. Close inspection of the *John Pridgeon Jr.* revealed that the bow sustained the most amount of damage, with a large hole stove into her starboard bow above the waterline. The quick work in this area was crushed inwards and the stem

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Section 8 Page 14

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

was badly splintered. Newer and more heavily built than the *Selah Chamberlain*, the *John Pridgeon, Jr.* was saved from more serious damage. Because the *John Pridgeon Jr.*'s cargo was not damaged, Captain Sherwood felt it unnecessary to file a report (*Chicago InterOcean* 1886a). The following day the *John Pridgeon, Jr.* departed Milwaukee headed for Chicago. When they arrived at the Central Vermont Docks early the next morning, reporters were waiting once again. An upset Captain Sherwood complained of the way his statements were twisted by the Milwaukee press. He claimed that the *John Pridgeon, Jr.* was beating against a strong wind that evening and could only travel four miles per hour at the most, while the *Selah Chamberlain*, which steamed before the wind must have been traveling much faster. He also insisted that it would have been foolishness to launch any lifeboats, as they would have been lost in the fog as well (*Chicago InterOcean* 1886b).

Three days after the loss of the *Selah Chamberlain*, the owners of the steamer filed a lawsuit against the owners of the *John Pridgeon, Jr.* (*Marine Record* 1886b). The ensuing legal battle lasted more than two years. The initial libel and complaint was filed in the District Court of the United States, for the Northern District of Ohio: In Admiralty. During the two years of deliberation, the Honorable Henry W. Blodgett, Judge of the United States District Court of the Northern District Court of Illinois presided over the case. Since this was a maritime issue, the Admiralty courts deliberated over which party was responsible for the collision between the *Selah Chamberlain* and the *John Pridgeon, Jr.* In the initial libel, the particulars of the fateful evening were described, as well as an estimated cost for the loss of the *Selah Chamberlain* totaling \$65,000. The court appointed appraisers to value the *John Pridgeon, Jr.* and her freight at the time of the collision, which was set at \$37,483.24. After two years of numerous testimonies and evidence, Judge Blodgett ruled in favor of the owners of the *Selah Chamberlain*. Judge Blodgett ruled that the master of the *John Pridgeon, Jr.* should have turned to port instead of starboard, as well as stopping and reversing at the first sign of the oncoming vessels light (*Marine Review* 1890). The Ogdensburg and Lake Champlain Company were, therefore, ordered to pay the Bradley Transportation Company for the cost of the vessel. Historical documents on the amount of the settlement varied between \$44,000 and \$60,000 (*Buffalo Courier* 1889a; *Marine Review* 1890, 1891; *Oswego Daily Times* 1886b; USDC 1889).

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Selah Chamberlain Shipwreck (Bulk carrier)
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Integrity

Throughout *Selah Chamberlain*'s entire career, she retained her original frames, deck beams, and outside planks (USDC 1888c). Historical sources attribute the good condition of the *Selah Chamberlain* throughout its career to the fact that Alva Bradley took such tremendous care of his vessels. At the end of the each season and during the winter, Bradleys' vessels were brined and salted. A common procedure on the lakes, salting involved placing a large quantity of salt between the frames; the beams, and the keelson of a vessel (Hall 1884). The salt acted as a preservative for the wood and prevented excessive rot. In addition to salting, the Bradley Transportation Company had its vessels 'overhauled' on a regular basis. The abandonment of the *Selah Chamberlain* meant a loss of such a well-managed vessel and the \$65,000 that she cost. Believing that the bulk carrier could be saved, the Bradley Transportation Company attempted to salvage the *Selah Chamberlain* in May of 1887. The wreck lay in a little over 80 feet of water, which made the vessels salvage the first deep water wreck operation on Lake Michigan (*Duluth Daily News* 1887). The plan was to raise the *Selah Chamberlain* in its entirety in the course of four weeks (*Sheboygan Times* 1887). Using chains, the wrecking crew managed to lift the *Selah Chamberlain* off of the lakebed multiple times only to have the chains part and the vessel settle back on the bottom of the lake (*Iron Port* 1887). The extensive damage to the vessels hull, onset of poor weather, and multiple failed attempts suspended the operation for two years. In 1889 another salvage attempt was being considered, but on investigation, divers concluded that the vessels had completely broken into pieces and was deemed a total loss (*Buffalo Courier* 1889b, 1889c; *Buffalo Evening News* 1887; *Chicago InterOcean* 1889; *Door County Advocate* 1889; *Marine Record* 1887; *Marquette Daily Mining Journal* 1887; *Port Huron Daily Times* 1889).

Archaeological Significance

Historical references tended to use words 'steambarge' and 'bulk carrier' synonymously, though they are very different vessel types. The bulk carrier hull design; however, did evolve from the steambarge construction and both vessel types have similar appearances from the waterline down. The Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) describes a steambarge as a screw propelled steamer with a schooner type hull containing single decks for open freight and compact for and after cabins. The multi-property document describes a bulk carrier, also known as a bulk freighter, as double decked vessels with wide hatches that were evenly spaced to accommodate bulk loading devices. These vessels

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Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

contain narrow shoal-draft hulls with pilothouses placed forward to improve visibility and powerful machinery equipped in the stern. The true difference lies in the construction of the lower hull. Steambarges were built with large keelson structures comprised of keelson, rider keelson, sister keelsons, and rider sister keelsons. This structure was the bulk of the vessels longitudinal support. Bulk carriers were built smaller keelson structures, but gained longitudinal support by incorporating heavy floor framing, multiple large floor keelsons and reinforcing cross-bracing and hogging trusses.

Historical and archaeological evidence show that *Selah Chamberlain* contains; strong deck shelving, multiple knees, large double-floor framing, and double-ceiling planking. This, along with her length, her usual cargo, and an addition of a second deck, are evident of bulk carrier construction. The vessel's large keelson structure and lack of cross bracing and hogging trusses resembles that of a steambarge. This data suggests that *Selah Chamberlain* was a first generation bulk carrier and one example of the transition between steambarges and bulk carriers. A major indicator of bulk carrier construction is the use of multiple floor keelsons, large timbers placed along the lower hull parallel to the keel. Unfortunately, the lower hull of the *Selah Chamberlain* is buried beneath the sand and was not documented by archaeologists. As water levels change and sand moves, more of the wreck site could be uncovered and the *Selah Chamberlain* site may yield new information as to the transition from the hull design of the steambarges of old to the historic bulk carrier design that is so iconic today.

The *Selah Chamberlain* meets the registration requirements for Criterion D at the state level as a good example of a bulk carrier vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of commerce for its 13 year role in the transportation of iron ore and grain throughout the Great Lakes. The *Selah Chamberlain* was a first generation bulk carrier and a transitional vessel type that was vital (and remains essential) to maritime transportation in the Great Lakes. The site retains excellent archaeological integrity and many opportunities remain for future archaeological research on the *Selah Chamberlain* as sands shift, and the site becomes more exposed with changing lake levels. Additional information from the site may add to our understanding of the evolution of Great Lakes bulk carriers.

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Selah Chamberlain Shipwreck (Bulk carrier)
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Lake Michigan, Sheboygan County, Wisconsin

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Selah Chamberlain Shipwreck (Bulk carrier)
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Selah Chamberlain Shipwreck (Bulk carrier)
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Selah Chamberlain Shipwreck (Bulk carrier)
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Selah Chamberlain Shipwreck (Bulk carrier)
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Selah Chamberlain Shipwreck (Bulk carrier)
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Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Verbal Boundary description:

The *Selah Chamberlain* shipwreck site is marked by a circle with a radius of 200.0 feet centered on the UTM coordinates 447147 Easting, 4846529 Northing, Zone 16.

Boundary justification:

The site boundary was chosen to encompass the wreck site and associated debris field

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Section photos Page 1

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Photo #1 of 3

Selah Chamberlain Shipwreck (Bulk Carrier)
Sheboygan County, Wisconsin
Photographer Tamara Thomsen
2008
Front of *Selah Chamberlain's* firebox boilers



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Section photos Page 2

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Photo #2 of 3

Selah Chamberlain Shipwreck (Bulk Carrier)

Sheboygan County, Wisconsin

Photographer Tamara Thomsen

2012

Diver located between *Selah Chamberlain's* boilers and engine



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Section photos Page 3

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Photo #3 of 3

Selah Chamberlain Shipwreck (Bulk Carrier)

Sheboygan County, Wisconsin

Photographer Tamara Thomsen

2008

Selah Chamberlain's rudder and propeller looking starboard



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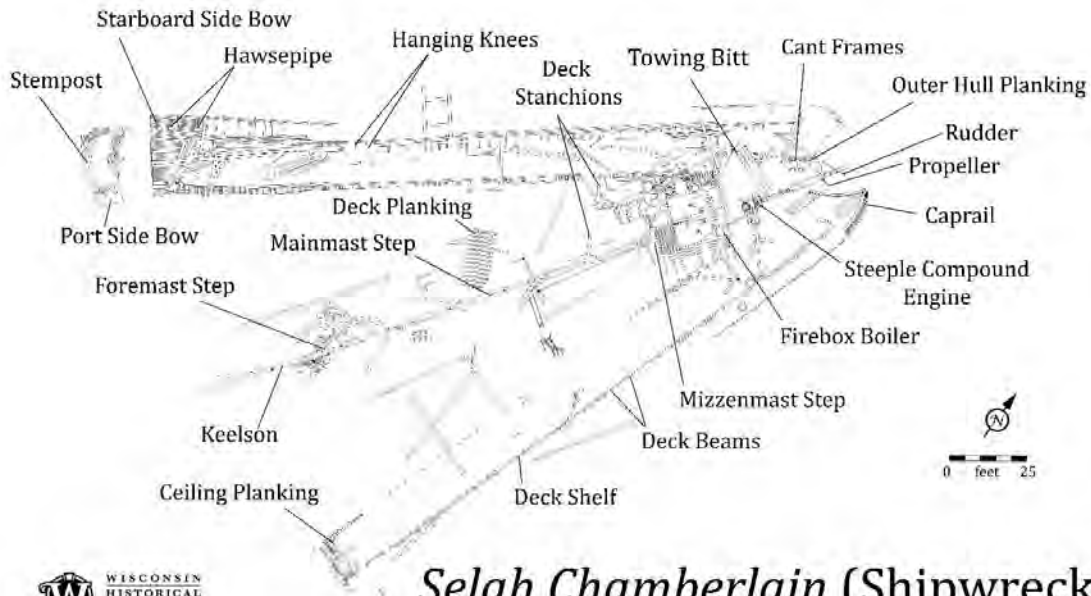
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Section figures Page 1

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Figure #1 of 4

Selah Chamberlain Shipwreck (Bulk Carrier)
Sheboygan County, Wisconsin
Site plan of the *Selah Chamberlain*
1997



***Selah Chamberlain* (Shipwreck)**
Sheboygan, Sheboygan County, Wisconsin

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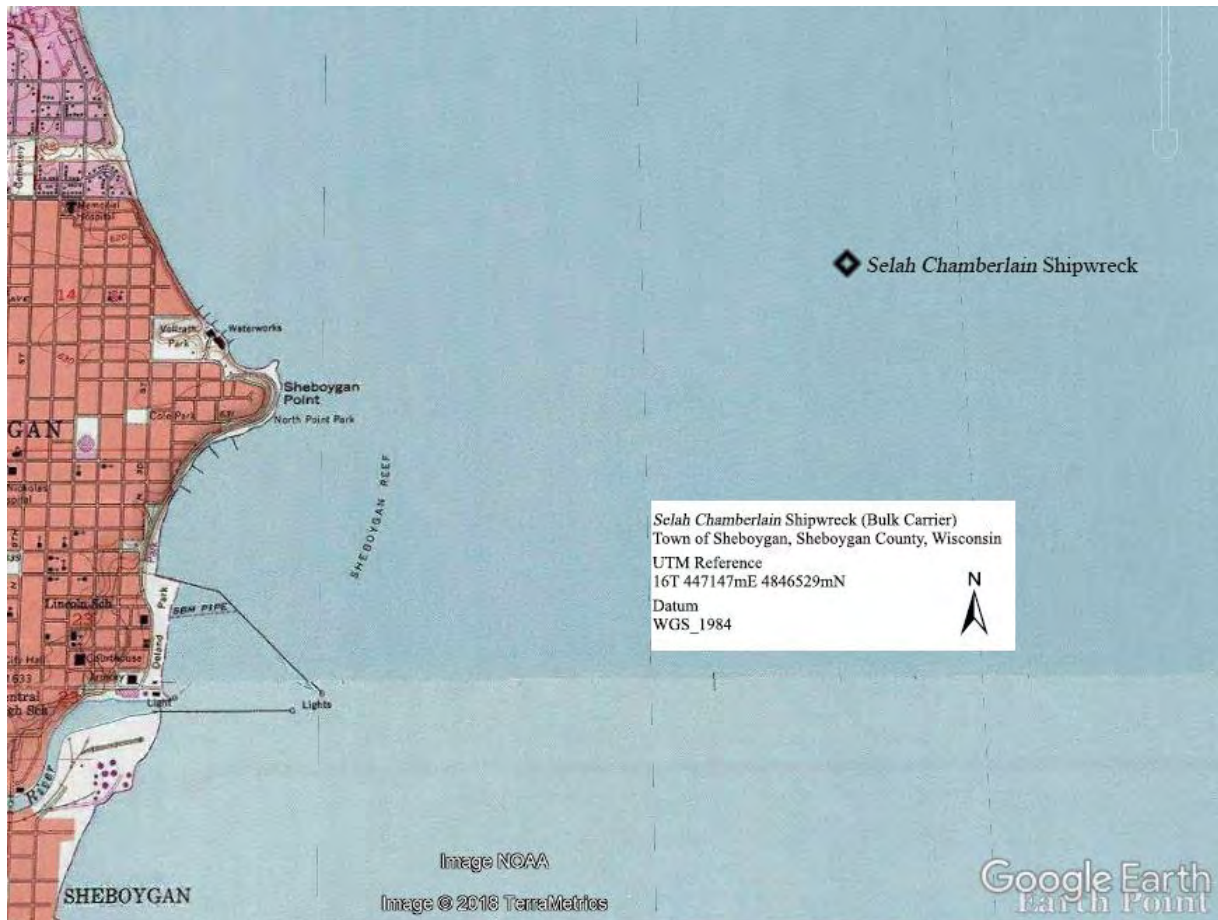
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Continuation Sheet

Section figures Page 2

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Figure #2 of 4

Selah Chamberlain Shipwreck (Bulk Carrier)
Sheboygan County, Wisconsin
Location of the *Selah Chamberlain*



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Section figures Page 3

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Figure #3 of 4

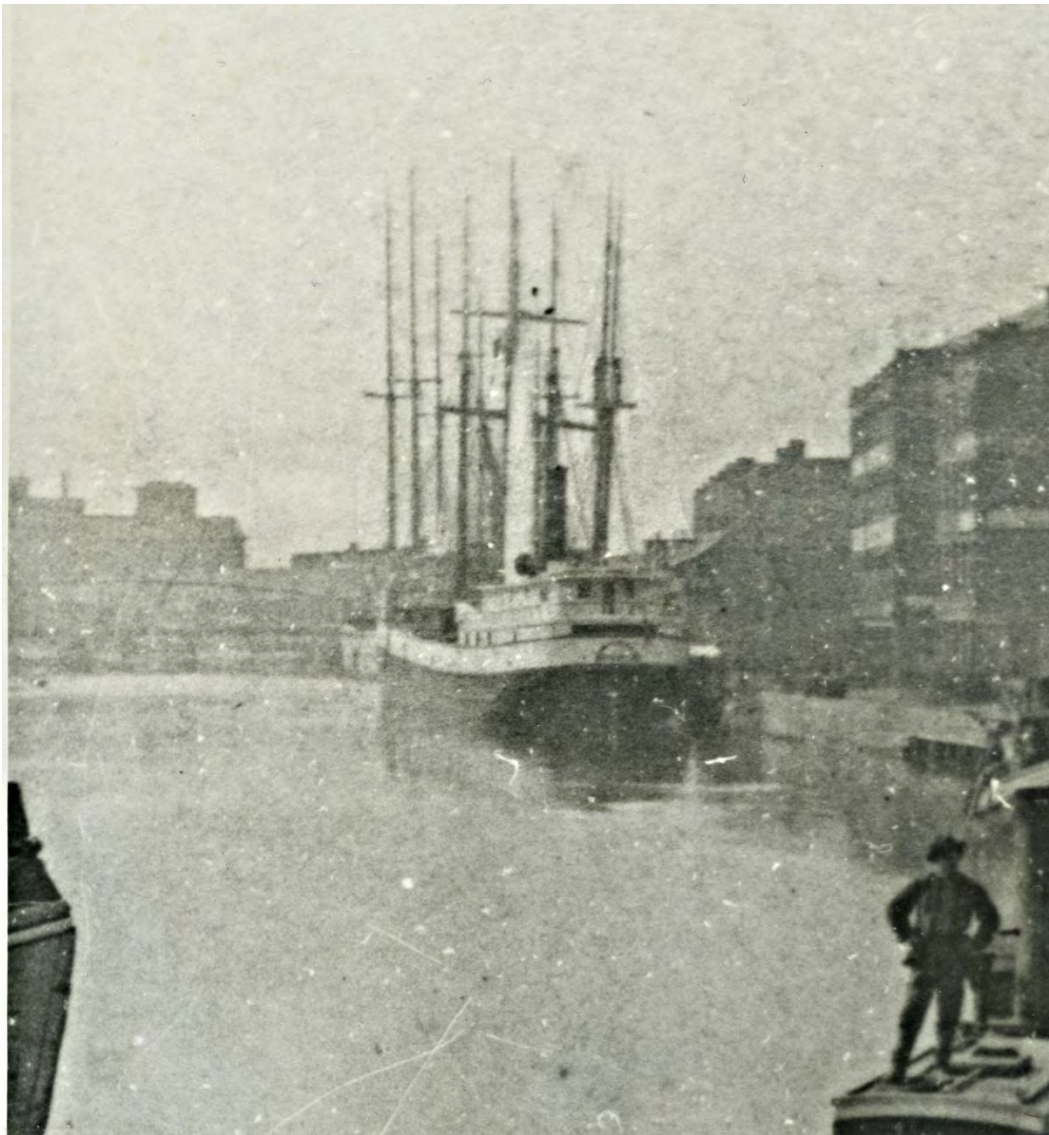
Selah Chamberlain Shipwreck (Bulk Carrier)

Sheboygan County, Wisconsin

Photographer Unknown

Ca. 1875

Stern of the bulk carrier *Selah Chamberlain*



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Section figures Page 4

Selah Chamberlain Shipwreck (Bulk carrier)
Lake Michigan, Sheboygan County, Wisconsin

Figure #4 of 4

Selah Chamberlain Shipwreck (Bulk Carrier)
Sheboygan County, Wisconsin
Photographer Unknown
Date Unknown
Bow of the bulk carrier *Selah Chamberlain*









UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: SELAH CHAMBERLAIN (bulk carrier) Shipwreck

Multiple Name: Great Lakes Shipwreck Sites of Wisconsin MPS

State & County: WISCONSIN, Sheboygan

Date Received: 11/21/2018 Date of Pending List: 12/10/2018 Date of 16th Day: 12/26/2018 Date of 45th Day: 1/7/2019 Date of Weekly List:

Reference number: MP100003288

Nominator: SHPO

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input checked="" type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 1/7/2019 Date

Abstract/Summary Automatic listing due to lapse in appropriations and subsequent furlough.
Comments:

Recommendation/
Criteria

Reviewer Julie Ernstein *Julie Ernstein* Discipline Archeologist

Telephone (202)354-2217 Date 1/7/19

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



WISCONSIN
HISTORICAL
SOCIETY



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Twentieth day of November 2018, for the nomination of the Selah Chamberlain Shipwreck (Bulk carrier) to the National Register of Historic Places:

- 1 Original National Register of Historic Places Nomination Form
- 1 CD with NRHP Nomination form PDF
- Multiple Property Nomination form
- 3 Photograph(s)
- 1 CD with image files
- 1 Map(s)
- 4 Sketch map(s)/figures(s)/exhibit(s)
- Piece(s) of correspondence
- Other:

COMMENTS:

- Please ensure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do or do not constitute a majority of property owners
- Other: