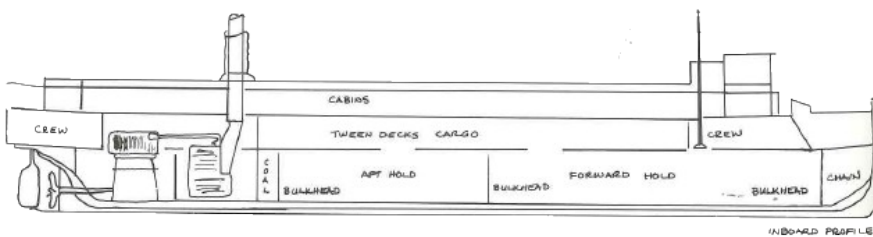


Monarch

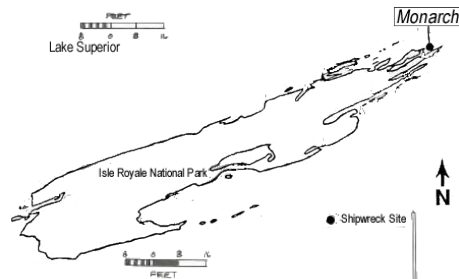
Package Freighter

Learn More About Diving at Isle Royale: <http://www.nps.gov/isro/planyourvisit/scuba-diving.htm>

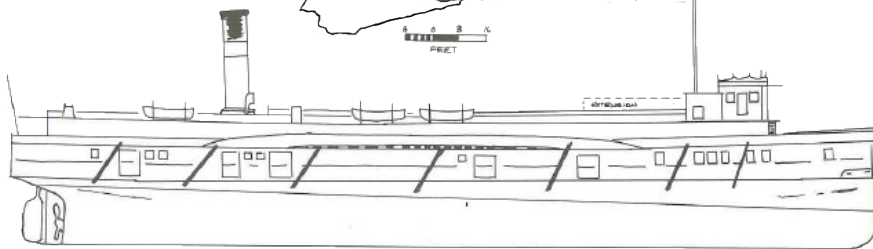


INBOARD PROFILE

FEET
0 5 10
Lake Superior



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PROPELLER MONARCH 1890-1906

Vessel History

Launched: June 27, 1890 in Sarnia, Ontario

Dimensions: 259 feet x 35 feet; 15 foot depth; 900 HP triple expansion steam engine, including 2 Scotch boilers. Could attain 14 mph.

Livelihood: Built for Northern Navigation Company, mastered under Captain Edward Robertson. The vessel was used to transport passengers as well as freight across the Great Lakes, primarily running between Sarnia, Thunder Bay, Ontario and Duluth, Minnesota.

Loss: December 6, 1906, *Monarch* departed Thunder Bay while pushing through a blinding snowstorm; the vessel headed off its planned course and collided, full speed, into the palisade area on the north side of Blake's Point. Jack McCallum was swung to the shore and secured a rope for the crew and passengers to get to shore. One crew member died, out of the 32 crewmembers and 12 passengers.

Fate: *Monarch's* wreck was purchased by Reid Wrecking Company, Captain Reid commented, "We took everything of value out of the wreck. We have the boilers, engines, dynamos, chains, windlasses, etc," however, salvaged materials were lost when Reid's vessel *Bennington* sank October 5, 1908. *Monarch* is strewn across the lakeshore from salvage operations and from ice shove since portions of the hull are in shallow waters.



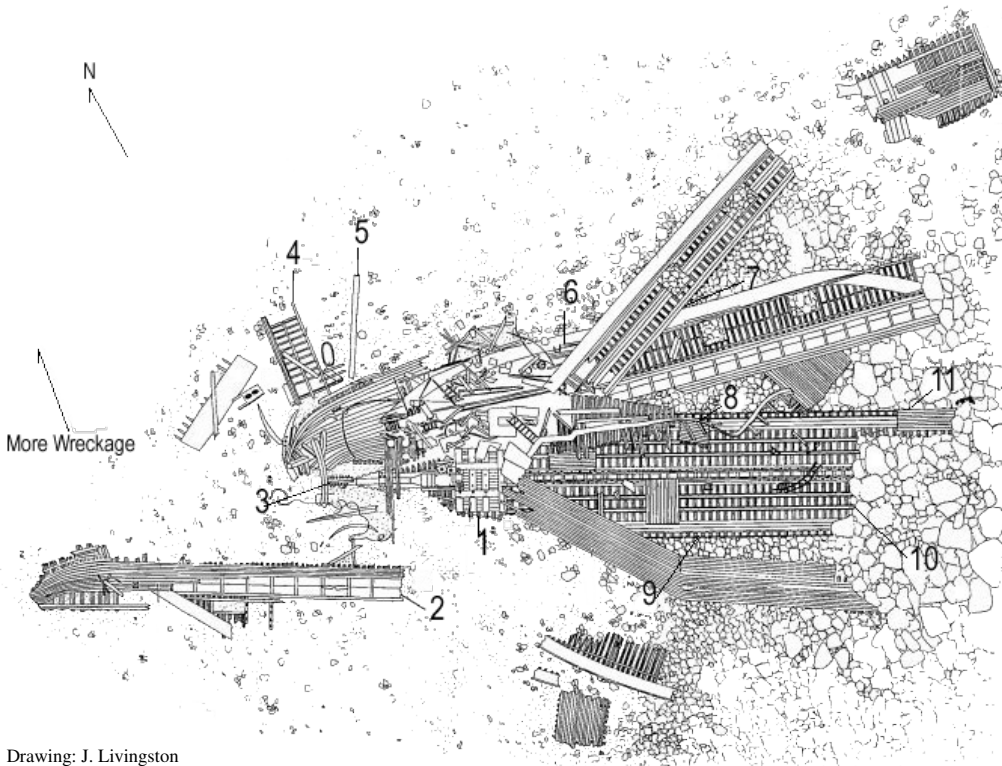
GPS Coordinates: 48°11'20"N and 88°26'3"W

Depth: 10-80+ feet

Skill level: Beginner

Monarch

Archaeological Site Plan



Number Key

1. Engine mount for triple expansion, inverted vertical engine
2. Forward portion of starboard stern section
3. Shaft log, missing salvaged propeller shaft
4. Section aft of crew quarters, close to bathtub
5. Sea Cock—water intake for boilers
6. Metal rings for coal bunker and bilge pump
7. Starboard section of ship, note cargo winches close by
8. Scarf (beveled joint) in keelson
9. Double frames
10. Wood conforms to rock face: natural transformation process
11. Anchor

Please be aware that this site is characterized by turbulent wave action. This guide may not represent the current distribution of sediment and species of smaller vessel features.