



# Phase II and Phase III Archaeological Database and Inventory

Site Number: 18KE339

Site Name: Bungay Creek Wreck

Prehistoric

Other name(s) MMAP Survey #32

Historic

Unknown

Brief Description: historic shipwreck

## Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 5

SCS soil & sediment code

Latitude 39.1370

Longitude -76.1827

Physiographic province Eastern Shore Coastal P

Terrestrial site

Underwater site

Elevation 0 m

Site slope 0

Ethnobotany profile available

Maritime site

Site setting

-Site Setting restricted

-Lat/Long accurate to within 1 sq. mile, user may need to make slight adjustments in mapping to account for sites near state/county lines or streams

### Topography

- Floodplain
- Hilltop/bluff
- Interior flat
- Upland flat
- Ridgetop
- Terrace
- Low terrace
- High terrace
- Rockshelter/cave
- Hillslope
- Unknown
- Other
- Underwater

### Ownership

- Private
- Federal
- State of MD
- Regional/county/city
- Unknown

### Nearest Surface Water

Name (if any) Bungay Creek

#### Saltwater

Ocean

Estuary/tidal river

Tidewater/marsh

Minimum distance to water is

#### Freshwater

Stream/river

Swamp

Lake or pond

Spring

0 m

## Temporal & Ethnic Contextual Data:

Paleoindian site

Woodland site

Contact period site

ca. 1820 - 1860

Archaic site

MD Adena

ca. 1630 - 1675

ca. 1860 - 1900

Early archaic

Early woodland

ca. 1675 - 1720

ca. 1900 - 1930

Middle archaic

Mid. woodland

ca. 1720 - 1780

Post 1930

Late archaic

Late woodland

ca. 1780 - 1820

Unknown historic context

Unknown prehistoric context

Unknown context

### Ethnic Associations (historic only)

Native American

Asian American

African American

Unknown

Anglo-American

Other

Hispanic

Y=Confirmed, P=Possible

## Site Function Contextual Data:

### Prehistoric

- Multi-component
- Village
- Hamlet
- Base camp
- Rockshelter/cave
- Earthen mound
- Cairn
- Burial area
- Misc. ceremonial
- Rock art
- Shell midden
- STU/lithic scatter
- Quarry/extraction
- Fish weir
- Production area
- Unknown
- Other context

### Historic

Urban/Rural? Rural

#### Domestic

- Homestead
- Farmstead
- Mansion
- Plantation
- Row/townhome
- Cellar
- Privy

#### Industrial

- Mining-related
- Quarry-related
- Mill
- Black/metalsmith
- Furnace/forge
- Other
- Transportation
- Canal-related
- Road/railroad
- Wharf/landing
- Maritime-related
- Bridge
- Ford
- Educational
- Commercial
- Trading post
- Store
- Tavern/inn

#### Military

Battlefield

Fortification

Encampment

#### Townsite

#### Religious

Church/mtg house

Ch support bldg

#### Burial area

Cemetery

Sepulchre

Isolated burial

Bldg or foundation

Possible Structure

Post-in-ground

Frame-built

Masonry

Other structure

#### Slave related

Non-domestic agri

Recreational

Midden/dump

Artifact scatter

Spring or well

Unknown

Other context

shipwreck

## Interpretive Sampling Data:

### Prehistoric context samples

Soil samples taken

Flotation samples taken

Other samples taken

### Historic context samples

Soil samples taken

Flotation samples taken

Other samples taken



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## Diagnostic Artifact Data:

Projectile Point Types		Koens-Crispin	
Clovis	<input type="checkbox"/>	Perkiomen	<input type="checkbox"/>
Hardaway-Dalton	<input type="checkbox"/>	Susquehana	<input type="checkbox"/>
Palmer	<input type="checkbox"/>	Vernon	<input type="checkbox"/>
Kirk (notch)	<input type="checkbox"/>	Piscataway	<input type="checkbox"/>
Kirk (stem)	<input type="checkbox"/>	Calvert	<input type="checkbox"/>
Le Croy	<input type="checkbox"/>	Selby Bay	<input type="checkbox"/>
Morrow Mntn	<input type="checkbox"/>	Jacks Rf (notch)	<input type="checkbox"/>
Guilford	<input type="checkbox"/>	Jacks Rf (pent)	<input type="checkbox"/>
Brewerton	<input type="checkbox"/>	Madison/Potomac	<input type="checkbox"/>
Otter Creek	<input type="checkbox"/>	Levanna	<input type="checkbox"/>

Prehistoric Sherd Types			
Marcey Creek	<input type="checkbox"/>	Popes Creek	<input type="checkbox"/>
Dames Qtr	<input type="checkbox"/>	Coulbourn	<input type="checkbox"/>
Selden Island	<input type="checkbox"/>	Watson	<input type="checkbox"/>
Accokeek	<input type="checkbox"/>	Mockley	<input type="checkbox"/>
Wolfe Neck	<input type="checkbox"/>	Clemson Island	<input type="checkbox"/>
Vinette	<input type="checkbox"/>	Page	<input type="checkbox"/>
Shepard	<input type="checkbox"/>	Townsend	<input type="checkbox"/>
Keyser	<input type="checkbox"/>	Minguannan	<input type="checkbox"/>
Yeocomico	<input type="checkbox"/>	Sullivan Cove	<input type="checkbox"/>
Monongahela	<input type="checkbox"/>	Shenks Ferry	<input type="checkbox"/>
Susquehannock	<input type="checkbox"/>	Moyaone	<input type="checkbox"/>
		Potomac Crk	<input type="checkbox"/>

Historic Sherd Types		Ironstone		Staffordshire		Stoneware	
<b>Earthenware</b>		Astbury	<input type="checkbox"/>	Jackfield	<input type="checkbox"/>	Tin Glazed	<input type="checkbox"/>
Borderware	<input type="checkbox"/>	Mn Mottled	<input type="checkbox"/>	Whiteware	<input type="checkbox"/>	Eng Dry-bodied	<input type="checkbox"/>
Buckley	<input type="checkbox"/>	North Devon	<input type="checkbox"/>	<b>Porcelain</b>	<input type="checkbox"/>	Nottingham	<input type="checkbox"/>
Creamware	<input type="checkbox"/>	Pearlware	<input type="checkbox"/>			Rhenish	<input type="checkbox"/>
						Wt Salt-glazed	<input type="checkbox"/>

All quantities exact or estimated minimal counts

## Other Artifact & Feature Types:

Prehistoric Artifacts		Other fired clay	
Flaked stone	<input type="checkbox"/>	Human remain(s)	<input type="checkbox"/>
Ground stone	<input type="checkbox"/>	Modified faunal	<input type="checkbox"/>
Stone bowls	<input type="checkbox"/>	Unmod faunal	<input type="checkbox"/>
Fire-cracked rock	<input type="checkbox"/>	Oyster shell	<input type="checkbox"/>
Other lithics (all)	<input type="checkbox"/>	Floral material	<input type="checkbox"/>
Ceramics (all)	<input type="checkbox"/>	Uncommon Obj.	<input type="checkbox"/>
Rimsherds	<input type="checkbox"/>	Other	<input type="checkbox"/>

Prehistoric Features	
Mound(s)	<input type="checkbox"/>
Midden	<input type="checkbox"/>
Shell midden	<input type="checkbox"/>
Postholes/molds	<input type="checkbox"/>
House pattern(s)	<input type="checkbox"/>
Palisade(s)	<input type="checkbox"/>
Hearth(s)	<input type="checkbox"/>
Lithic reduc area	<input type="checkbox"/>
Storage/trash pit	<input type="checkbox"/>
Burial(s)	<input type="checkbox"/>
Ossuary	<input type="checkbox"/>
Unknown	<input type="checkbox"/>
Other	<input type="checkbox"/>

Lithic Material		Fer quartzite		Sil sandstone	
Jasper	<input type="checkbox"/>	Chalcedony	<input type="checkbox"/>	European flint	<input type="checkbox"/>
Chert	<input type="checkbox"/>	Ironstone	<input type="checkbox"/>	Basalt	<input type="checkbox"/>
Rhyolite	<input type="checkbox"/>	Argilite	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
Quartz	<input type="checkbox"/>	Steatite	<input type="checkbox"/>	Other	<input type="checkbox"/>
Quartzite	<input type="checkbox"/>	Sandstone	<input type="checkbox"/>		<input type="checkbox"/>

Dated features present at site

Historic Artifacts		Tobacco related	
Pottery (all)	<input type="checkbox"/>	Activity item(s)	<input type="checkbox"/>
Glass (all)	2	Human remain(s)	<input type="checkbox"/>
Architectural	5	Faunal material	<input type="checkbox"/>
Furniture	<input type="checkbox"/>	Misc. kitchen	<input type="checkbox"/>
Arms	<input type="checkbox"/>	Floral material	<input type="checkbox"/>
Clothing	<input type="checkbox"/>	Misc.	4
Personal items	<input type="checkbox"/>	Other	<input type="checkbox"/>

Historic Features		Privy/outhouse		Depression/mound		Unknown	
Const feature	<input type="checkbox"/>	Well/cistern	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>	Other	<input type="checkbox"/>
Foundation	<input type="checkbox"/>	Trash pit/dump	<input type="checkbox"/>	Railroad bed	<input type="checkbox"/>		
Cellar hole/cellar	<input type="checkbox"/>	Sheet midden	<input type="checkbox"/>	Earthworks	<input type="checkbox"/>		
Hearth/chimney	<input type="checkbox"/>	Planting feature	<input type="checkbox"/>	Mill raceway	<input type="checkbox"/>		
Postholes/molds	<input type="checkbox"/>	Road/walkway	<input type="checkbox"/>	Wheel pit	<input type="checkbox"/>		
Paling ditch/fence	<input type="checkbox"/>						

All quantities exact or estimated minimal counts

## Radiocarbon Data:

Sample 1:  +/-  years BP Reliability  Sample 2:  +/-  years BP Reliability  Sample 3:  +/-  years BP Reliability

Sample 4:  +/-  years BP Reliability  Sample 5:  +/-  years BP Reliability  Sample 6:  +/-  years BP Reliability

Sample 7:  +/-  years BP Reliability  Sample 8:  +/-  years BP Reliability  Sample 9:  +/-  years BP Reliability

Additional radiocarbon results available



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## External Samples/Data:

Collection curated at

Additional raw data may be available online

## Summary Description:

The Bungay Creek Wreck (18KE339) is a historic period shipwreck, the construction of which is dated to between ca. 1750 and 1860. It is completely submerged near the shore of Bungay Creek in the waters of Kent County. The vessel is buried in sediment up to the gunwales and the frames are protruding from the bottom. The overall hull remains have a length between uprights, from stem post to stern post, of 15 m 48 cm, and a maximum beam of 5 m 57 cm and a length to beam ration of 2.8:1.

The wreck was originally discovered in 1992 on side scan sonar during a Maryland Historical Trust/Maryland Maritime Archeology Project (MMAP) remote sensing and pedestrian survey of Chester River tributaries. MMAP staff and volunteers expended 68 hours and 7 minutes of dive time on the wreck and 123 hours conducting archival research. Field work conducted at the site following the initial discovery of the vessel was aimed at evaluating its potential to meet criteria for its inclusion in the National Register of Historic Places. After the initial discovery in 1992, the site was revisited in April 1993 to map regional features in association with the wreck, measure the vessel length, and conduct a frame count (52 recorded) along the port side of the wreck. At that time, the vessel's recorded length was 16.84 m, its width was 6.1 m, and it was more than 2.5 m deep. The site was again briefly visited in October 1998 to recover a sample futtock timber to study fastener patterns and tool marks, and to initiate contact with the new Bungay Farm landowners above the site. Artifacts collected between 1992 and 1998 included 3 small mica sheets and 1 short brass nail or spike.

Between April and May 1999, measurements were taken of the stem post and stern post, of the exposed port frames' room-and-space, and at five points along the beam. A stratigraphy test was dug in the center of the wreck. Level 1 contained disarticulated wood up to 13 cm deep. Below that, 4 alternating layers of compact mud and oyster and clam shell were encountered. However, due to limited field time, the test hole was stopped at a depth of 88 cm before encountering any substantive structural features such as lower decking or the keelson. A bronze gudgeon was noted on the outer face of the sternpost. Only two artifacts were collected during these operations, a fragment of mica and a small brass spike.

Armed with more questions than answers, the MMAP team returned for a two-week excavation of the site from April to May, 2000. Three areas of the wreck were tested--two 1 m<sup>2</sup> units (TUs 1 and 2) were dug within the wreck's frame pattern and a third 1 m<sup>2</sup> unit (TU 3) was excavated between the outer stern post and the dislodged rudder. Utilizing an induction dredge and a floating screen, the interior units were cleared to a depth of 2 m and the stern post unit went to a depth of 2.3 m. Both interior units revealed crossbeams running from gunwale to gunwale at approximately 10 cm below the sediment. At the 2 m depth the divers encountered a lower floor deck. The test unit at the sternpost uncovered a second bronze gudgeon strap attached to the post and an intact rudder with iron pintle straps and one pintle. Two 19th century glass bottle fragments were found near the surface of the sediment but were thought to be possible post-wrecking intrusions. Three brass spikes similar to the one found in 1999 were recovered; no other artifacts were encountered.

Characteristics of the vessel uncovered during the investigations up to this point led the archeologists to postulate that the site represented the remains of an 18th century merchant vessel. Such characteristics included timbers which appeared to have been adzed, the presence of fasteners including treenails and wrought iron nails, the apparent lack of circular saw marks on the wood, and the frame pattern. The plan view of the frame pattern is whale-shaped, which is another characteristic of colonial vessel forms. Charles Hynson, the mid-18th century owner of the property above the wreck, was invested in shipbuilding interests and carried on extensive waterborne commerce in the area. Similarly, his brother Captain W. Hynson conducted vessels throughout the triangle trade in the mid-18th century. Generations of the Hynson family lived on the property from ca. 1757-1845 and then again from 1886-1917. It was originally thought that the Bungay Creek Wreck represented the remains of their ship called "Cutter" that built sometime during the mid-18th century.

In preparation for a final field exercise at the site, more remote sensing needed to be carried out. In April 2001, a bathymetric study of Bungay Creek and a sub-bottom profile over the wreck site were completed. This information assisted in limiting the debris field around the wreck. The sub-bottom routes encountered one anomaly (a small point source as yet unevaluated), approximately 30 m west of the hull structure. With no real diagnostic artifacts to date the site, it was decided that the rudder's form and construction might assist in determining a parallel for the ship. Between April and May of 2001, the rudder was removed from the wreck site, measured and drawn, and then stored in a farm pond off site. In June of 2001, the rudder was returned to the site.

Further evaluation of the angle and shape of the stern post, construction and form of the rudder, lower deck dimensions, position and number of gudgeons, overall size, and smooth lower deck all pointed to an early type of Pungy (accepted date range is ca. 1840s to 1920s). Other facts, such as the absence of circular saw marks, the blunt shape of the forward plan view of the frame pattern, the quality of craftsmanship, the lack of iron fasteners, depth of overburden, and location, suggested an early to mid-19th century date for this vessel, ca. 1810 to 1860.

A total of 11 artifacts were retrieved from the site: 5 brass spikes (architectural), 3 small sheets of mica and 1 fragment of mica (miscellaneous), and 2 glass bottles (glass). Artifacts that were encountered and noted, but not collected, at the site included treenails, iron Rosehead style nails, tongue-and-groove planking, several wooden plugs 2 cm in diameter and 1 cm thick, iron drift pins, and iron concretions that were probably the remains of iron nails. The limited number of artifacts on the site, particularly rigging blocks, spars, masts, etc., indicated that the vessel may have been abandoned. Typically, abandoned or derelict vessels were tied to shore so as to prevent benign hazards to navigation, but in this case it appears the boat might have broken its tie and swung out, pivoting around the rudder point and swinging out close to the channel.

The Bungay Creek Wreck (18KE339) is a historic period shipwreck, the construction of which is dated to sometime between ca. 1750 and 1860. Although the vessel may be the remains of the Hynson's ship "Cutter", evaluation of the remains seemed to indicate a more specific construction date in the mid-19th century. If the wreck does represent the remains of a Pungy, then this site offers an opportunity to discover how and why the vernacular craft evolved from the colonial antecedent to its 19th century counterpart. Preservation concerns are limited since the majority of the structural remains are buried beneath sediment and the area is relatively undeveloped, thus reducing the chance for human intrusion. Further work at the site was not deemed necessary although it was suggested that the rudder should be conserved and displayed. The vessel was determined eligible for listing on the National Register under Criteria C and D.

## External Reference Codes (Library ID Numbers):

97000660, 95000617