



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18QU241

Site Name: Herbert D. Maxwell

Prehistoric

Other name(s) IMH # MD0750; Target X2970-1

Historic

Unknown

Brief Description:

Early 20th century shipwreck, 4-masted schooner, built 1905, sunk 1912.

Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 5

SCS soil & sediment code

Latitude 38.9300

Longitude -76.3877

Physiographic province Eastern Shore Coastal P

Terrestrial site

Underwater site

Elevation 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
- Tidal estuary/river bottom

Ownership

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

Nearest Surface Water

Name (if any) Chesapeake Bay

Saltwater		Freshwater	
Ocean <input type="checkbox"/>	Estuary/tidal river <input checked="" type="checkbox"/>	Stream/river <input type="checkbox"/>	Swamp <input type="checkbox"/>
Tidewater/marsh <input type="checkbox"/>		Lake or pond <input type="checkbox"/>	Spring <input type="checkbox"/>

Minimum distance to water is 0 m

Temporal & Ethnic Contextual Data:

- Paleoindian site
- Archaic site
- Early archaic
- Middle archaic
- Late archaic
- Woodland site
- MD Adena
- Early woodland
- Mid. woodland
- Late woodland
- Unknown prehistoric context

- Contact period site
- ca. 1820 - 1860
- ca. 1630 - 1675
- ca. 1675 - 1720
- ca. 1720 - 1780
- ca. 1780 - 1820
- Unknown historic context
- Unknown context
- ca. 1860 - 1900
- ca. 1900 - 1930
- Post 1930

Ethnic Associations (historic only)

- Native American
- African American
- Anglo-American
- Hispanic
- Asian American
- Unknown
- Other

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

- 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

vessel, shipwreck

Interpretive Sampling Data:

Prehistoric context samples

Soil samples taken

Flotation samples taken

Other samples taken

Historic context samples

Soil samples taken

N

Flotation samples taken

N

Other samples taken



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Diagnostic Artifact Data:

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

Prehistoric Sherd Types

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

Historic Sherd Types

Earthenware		Ironstone	<input type="checkbox"/>	Staffordshire	<input type="checkbox"/>	Stoneware	
Astbury	<input type="checkbox"/>	Jackfield	<input type="checkbox"/>	Tin Glazed	<input type="checkbox"/>	English Brown	<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"/>	Porcelain	<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			
Flaked stone	<input type="checkbox"/>	Other fired clay	<input type="checkbox"/>
Ground stone	<input type="checkbox"/>	Human remain(s)	<input type="checkbox"/>
Stone bowls	<input type="checkbox"/>	Modified faunal	<input type="checkbox"/>
Fire-cracked rock	<input type="checkbox"/>	Unmod faunal	<input type="checkbox"/>
Other lithics (all)	<input type="checkbox"/>	Oyster shell	<input type="checkbox"/>
Ceramics (all)	<input type="checkbox"/>	Floral material	<input type="checkbox"/>
Rimsherds	<input type="checkbox"/>	Uncommon Obj.	<input type="checkbox"/>
		Other	<input type="checkbox"/>

Prehistoric Features

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

Lithic Material

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

Dated features present at site

Early 20th century wreck of the Herbert D. Maxwell

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

Historic Features

Const feature	<input type="checkbox"/>	Privy/outhouse	<input type="checkbox"/>	Depression/mound	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
Foundation	<input type="checkbox"/>	Well/cistern	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Cellar hole/cellar	<input type="checkbox"/>	Trash pit/dump	<input type="checkbox"/>	Railroad bed	<input type="checkbox"/>	vessel	<input type="checkbox"/>
Hearth/chimney	<input type="checkbox"/>	Sheet midden	<input type="checkbox"/>	Earthworks	<input type="checkbox"/>		
Postholes/molds	<input type="checkbox"/>	Planting feature	<input type="checkbox"/>	Mill raceway	<input type="checkbox"/>		
Paling ditch/fence	<input type="checkbox"/>	Road/walkway	<input type="checkbox"/>	Wheel pit	<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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Early 20th century shipwreck, 4-masted schooner, built 1905, sunk 1912.

Unknown

External Samples/Data:

Collection curated at

Additional raw data may be available online

Summary Description:

Underwater site 18QU241 is the submerged archeological remains of an early 20th century shipwreck off of Kent Island in Queen Anne's County. The site is situated in marine sediments beneath about 23m (75 ft) of water off the western shore of the island.

The site was first recorded as an archeological site in April of 1990 during the course of a combined Phase I/II remote sensing project carried out on behalf of the Maryland Port Administration (MPA) as part of the larger Deep Trough Dredge Disposal project. The MPA was (at the time) considering the feasibility of using the Deep Trough area of the Chesapeake Bay (off the western shore of Kent Island) as a disposal site for dredged sediments from bay channels leading to Baltimore Harbor. Over 2 million cubic yards of sediment would be dredged from the channels and redeposited at Deep Trough. The US Army Corps of Engineers, at the permitting agency, has the responsibility as an agency of the federal government to protect and preserve cultural resources. Their obligations under a number of pieces of federal legislation necessitated the study.

The remote sensing work was carried out over a 500 acre primary area and an additional 1250 acre expanded area for a total of 1750 acres. The combined area was surveyed at a line spacing interval of 27 meters (90 feet). Lines were run north-south because of prevailing winds and tidal directions. Since the 500 acre primary area occupied a position approximately centered within the total 1750 acre area, the decision was made in the field to survey the entire north-south length of the large area, but begin with those lines which fell between the east-west borders of the primary area. A total of 54 lines were surveyed.

Survey instrumentation consisted of a Geometric G866 proton precession magnetometer and an EG&G 260 side-scan sonar. Positioning was performed with a Motorola MiniRanger III radio positioning device interfaced with a Hewlett-Packard computer which simultaneously stored magnetic readings and provided time event marks to both the magnetometer and the sonar at ten second intervals. Data was collected by the magnetometer at a 1 second sample rate. Readings were recorded on the 866's internal chart recorder in both a numeric and chart format to provide a hard copy backup to the data stored on magnetic disk. The sonar was set at a 500 kHz setting with ranges set between 50 and 75 meters depending on the height of the towfish (sensor) above the bottom. The magnetometer sensor was towed at a distance of 56.39 m (185 ft) behind the MiniRanger receiver, and the sonar at 25.9 m (85 ft).

The survey vessel used throughout the project was a 10.67 m (35 ft) fiberglass-hulled yacht powered by two diesel engines. The vessel proved to be ideal for this project as it offered plenty of enclosed space to shelter gear and crew from the elements and was able to operate in 2-3 foot seas.

The site was first recorded as Target X2970-1 and both magnetic and acoustic records suggested a large wooden-hulled sailing vessel. The almost photographic quality of the sonogram clearly showed the intact structure of the vessel, three open hatches, and the stubs of masts. The stern appeared to be damaged.

Archival research revealed that Target X2970-1 was the four-masted schooner Hebert D. Maxwell. The Maxwell was built in Bath, Maine by the New England Company and was first registered with the Bureau of Navigation on October 28th, 1905. Her registered dimensions were a length of 185.9 feet, a breadth of 38.4 feet and a depth of 14 feet with four masts and one deck and a capacity of 772 tons. She was described as having a billet head and elliptic stern. Her home port was Seaford, Delaware, where she was owned by William J. Quillin. The Maxwell sank as the result of a collision with another vessel, the Duke of Gloucester, on May 16th, 1910.

The Maxwell, which lies in 23m (75 ft) of water, is a favorite recreational dive spot with local scuba divers. It has been largely stripped of brass fittings and removable artifacts, reportedly including the ship's bell. The structure of the hull, however, is remarkably well preserved and is an excellent example of the large schooners built in New England after 1880 during the final era of the American sailing ship.

Prior to 1900, New England schooners, which were regarded as the finest fishing vessels in the world, were rarely over 100 feet tonnage length. These were built at a time when timber was plentiful and single oak and pine timbers in ships were sometimes 75 feet long. Around the turn of the century, timber became scarcer while at the same time the demand for larger vessels increased. This resulted in the use of far more short timbers requiring many more fasteners than would have been considered prudent when materials were plentiful. The construction of the Maxwell falls during this transitional period between the traditional 80 to 100 foot three-masted schooner and the 125 to 240 foot 4, 5, 6, and 7-masters built to compete with the early barge lines in the coal trade.

The Maxwell is representative of a type of vessel which played a key role in the development of modern industrial America and was, thus, considered to be potentially eligible to the National Register of Historic Places. Due to the prospect of the wreck's fragile hull being crushed if buried in dredged spoils, avoidance of Site 18QU241 was recommended as the best option in the Deep Trough Dredge Disposal project report. It should be noted that the site was re-located in 2012 by the Institute of Maritime History via side-scan sonar, but no diving on the vessel by archeologists has occurred. The shipwreck should still be considered a significant archeological resource.

External Reference Codes (Library ID Numbers):

00000812