



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18ST1-118

Site Name: St. Mary's City Shipwreck

Prehistoric

Other name(s) Dove's Pier Wreck, Brome Wharf Wreck, IMH # MD2416

Historic

Brief Description:

Mid-Late 19th century centerboard work boat, possibly schooner; probably deliberately scuttled

Unknown

Site Location and Environmental Data:

Latitude 38.1807 Longitude -76.4339
Elevation m Site slope 0-5%

Maryland Archaeological Research Unit No. 10

SCS soil & sediment code Muck

Physiographic province Western Shore Coastal

Terrestrial site

Underwater 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
- River bottom/submerged

Ownership

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

Nearest Surface Water

Name (if any) St. Mary's River

Saltwater

Ocean

Estuary/tidal river

Tidewater/marsh

Minimum distance to water is 0 m

Freshwater

Stream/river

Swamp

Lake or pond

Spring

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. 1820 - 1860
- 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

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

sailing vessel

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 | | 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"/> | 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 | | 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"/> | 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

| | | | |
|---------------|--------------------------|----------------|--------------------------|
| Fer quartzite | <input type="checkbox"/> | Sil sandstone | <input type="checkbox"/> |
| Jasper | <input type="checkbox"/> | Chalcedony | <input type="checkbox"/> |
| Chert | <input type="checkbox"/> | Ironstone | <input type="checkbox"/> |
| Rhyolite | <input type="checkbox"/> | Argilite | <input type="checkbox"/> |
| Quartz | <input type="checkbox"/> | Steatite | <input type="checkbox"/> |
| Quartzite | <input type="checkbox"/> | Sandstone | <input type="checkbox"/> |
| | | European flint | <input type="checkbox"/> |
| | | Basalt | <input type="checkbox"/> |
| | | Unknown | <input type="checkbox"/> |
| | | Other | <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) | <input type="checkbox"/> | Human remain(s) | <input type="checkbox"/> |
| Architectural | <input type="checkbox"/> 3 | 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. | <input type="checkbox"/> |
| Personal items | <input type="checkbox"/> | Other | <input checked="" type="checkbox"/> coal, iron bolts |

Historic Features

| | | | | | |
|--------------------|--------------------------|------------------|--------------------------|--------------|-------------------------------------|
| Privy/outhouse | <input type="checkbox"/> | Depression/mound | <input type="checkbox"/> | Unknown | <input type="checkbox"/> |
| Const feature | <input type="checkbox"/> | Burial(s) | <input type="checkbox"/> | Other | <input checked="" 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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Historic

Brief Description:

Mid-Late 19th century centerboard work boat, possibly schooner; probably deliberately scuttled

Unknown

External Samples/Data:

Collection curated at

Additional raw data may be available online

Summary Description:

The St. Mary's Shipwreck site (18ST1-118) is the remains of a 19th century schooner or sloop. It was probably a centerboard sailing vessel with either one or two masts. The wreck is located south of Church Point off the old Brome Wharf in St. Mary's City Historic District, Maryland. The site is located in shallow water (0.914-1.82 m deep) approximately 15.24 m (50') from the beach. The bottom sediments are sandy, with a substantial silt content. Currently, the replica of the Dove is docked at the new wharf.

St. Mary's City was the 17th century capital of Maryland. After the capital was moved to Annapolis in 1694, St. Mary's suffered rapid abandonment and the lands once part of the city were converted into an agrarian landscape. Throughout the 18th century and into the 19th century, the plantation economy continued in Southern Maryland. During the Civil War, the waters off St. Mary's City were regularly patrolled by Union naval vessels. After the Civil War, in the later part of the 19th century, seafood was becoming an important economic resource. Developments in dependable steamboat services made the shoreline of St. Mary's City the site of significant maritime activity. In 1874, the old Brome Wharf was rebuilt and a warehouse was constructed. It appears that the vessel, now apparently out of commission, was placed along the shore to serve as a bulkhead to stabilize and protect fill deposits brought in at that time. In all likelihood, many of the ship's fittings and artifacts were removed before it was sunk. However, the iron fasteners that secured the principal timbers together were left in place. This was necessary for maintaining the integrity of the hull in order for it to serve its new function as a bulkhead.

The shipwreck site was originally located in 1978 during a waterfront survey of the vicinity of Brome Wharf. The survey work was conducted prior to proposed changes in the configuration of the new wharf for the Dove. At that time, the presence of a large vessel buried in sediment was noted. Also, the archeologist noticed several pilings that were the remnants from earlier wharves. The wreck is situated between the old wharf and the new wharf.

In 1983, the site was revisited. Work was conducted by Karell Archeological Services for the St. Mary's City Commission. The purpose of the investigation was to determine the nature of the cultural remains and to document them. The investigation was to precede the proposed removal of what was thought to be an old wharf or bulkhead structure. A centrifugal pump was used to expose a sufficient area of the remains in order to definitely determine that the structure was indeed a sunken vessel. A map was produced detailing the uncovered portion of the vessel. Excavated areas were limited in order to avoid major disturbance of the site. After the mapping was completed, the water pump system was used to backfill the vessel. Mapping was done using a baseline along the axis of the vessel's keel which was divided into 1.524 m increments. A cross-section of the wreck was also drawn in order to illustrate the vertical distribution of the remains.

The vessel was situated at the edge of a prominent change in depth contour. The inshore side of the vessel was seated on a relatively flat area that has a gentle slope upwards towards the beach. On the offshore side, the bottom drops off quickly to a depth of approximately 5.48 m. Sediments built up on the inshore side had covered and preserved the remains on that side of the vessel. The offshore side, which was partially exposed, is home to a variety of marine life including mussels, oysters, toad fish, and eels. Analysis of the wreck has suggested that it is between 80 and 120 years old.

The remains of 4 piles were situated near the southwestern part of the site, the tallest of these projecting out about 0.457 m (1.5'). The wreckage extends over a distance of at least 19.2 m (63'). The vessel is oriented in a roughly north-south direction with the bow pointing southward. The wreck consisted of the lower remains of the hull, the breadth of which was at least 5.48 m (18'). The lower part of the hull was preserved in tact where it had been covered by sediments, or approximately 30%-50% of the hull structure was remaining.

A number of structural remains were identified during the 1983 investigation. The keelson, which measured 25.4 cm (10") across, was overlain by a capping timber 20 cm (8") wide. The northern end of the keelson had twisted towards the west as the hull collapsed. The southern end of the keelson, towards the bow, was not excavated. The retractable centerboard box, located on the offshore (starboard) side of the keelson, penetrated the strake and had a debris-filled well 2.59 m long X 0.1524 m wide (8.5'X6").

The vessel's frames extended laterally to either side of the keelson. They varied in width from 20-30.48 cm. The frames vary in their construction, some were massive single timbers and others consisted of pairs of narrower pieces of wood. Two of the frames near the northern offshore quarter of the vessel were notched into a fork configuration in order to accept the subsequent frame segment (futtock) for attachment. In the area of the centerboard well, the frames were attached to the base of the centerboard box by heavy iron bolts. The spacing between the frames was irregular and the frames on opposite sides (port and starboard) are offset from one another in some places.

The exterior hull planks (strakes) vary in width from 20-30.48 cm in width, with a thickness of 3.8 cm. The interior planking consists of 15.24 X 3.8 cm boards laid directly on the frames. These in turn are overlain by boards measuring 20 X 3.8 cm. A third layer of 15.24 cm wide boards was laid on top of those adjacent to the keelson in the vicinity of the centerboard box. Iron spikes and bolts were used to hold the hull planks together. Three bolt fragments were found loose near the keelson and were collected. A large river cobble was noticed within the hull wreckage and may have functioned as a ballast rock. Several modern fishing items were entangled in the exposed wreckage. Sitting on the bottom just offshore of the edge of wreck there was a solid concrete block with an imbedded steel ring. This was likely a homemade mooring anchor dated to the 20th century. Unfortunately, no datable artifacts were found in association with the wreckage.

When the site was re-visited in 1987 by D. Beard from the Maryland Geological Survey, only 3 of the previously recorded 4 piling stumps, were visible on the southern end of the site. In 1994, the site was re-inspected by B. Thompson and J. Embrey of the Maryland Maritime Archaeology Program (MMAAP), part of the Maryland Historical Trust's Office of Archeology. At that time, the shipwreck was stable and covered with sediment. In 1997, when Embrey was conducting an inspection of the entire near shore area from Church Point to Key Swamp, he noted that the vessel was almost completely exposed on the bottom, with from 30.48-91.44 cm of sediment having been removed by the currents. A large portion of the ship's offshore side was destroyed. By the time of a shoreline survey conducted in 2000, it was observed that most remains of the vessel had been destroyed. This was most likely the result of the installation of riprap. The first riprap was installed in 1992 at about 38 m south of the ship, and the second installation of riprap was in 1995 and covered a beach section starting about 61 m north of the wreck.

The St. Mary's Shipwreck site (18ST1-118) represents the Chesapeake's "Golden Age" of the late 19th century and is part of the all-but-extinct Chesapeake boat-building tradition for vernacular sailing craft. However, given its current condition, the vessel offers little further opportunity to make significant



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Historic

**Brief
Description:**

Mid-Late 19th century centerboard work boat, possibly schooner; probably deliberately scuttled

Unknown

contributions to Maryland's underwater archeology. Some of the major timbers may still be salvaged for analysis but the vessel lacks integrity. This destruction of the site from riprap construction serves as a clear indication that wrecks of this type need to be assessed during shoreline stabilization projects.

External Reference Codes (Library ID Numbers):

00006488, 00006522, 97000722