



# Phase II and Phase III Archaeological Database and Inventory

Site Number: 18ST574

Site Name: Grason's Wharf

Prehistoric

Other name(s) Wreck 21, STMARY-QF08

Historic

Unknown

Brief Description:

19th century wharf/landing, possible Civil War coaling station, submerged 1912 yacht wreck

## Site Location and Environmental Data:

Latitude 38.1677 Longitude -76.4222  
Elevation m Site slope 0

Maryland Archaeological Research Unit No. 10

SCS soil & sediment code

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  High terrace   
Hilltop/bluff  Rockshelter/cave   
Interior flat  Hillslope   
Upland flat  Unknown   
Ridgetop  Other   
Terrace  Riverine, Under water   
Low terrace

### Ownership

Private   
Federal   
State of MD   
Regional/county/city   
Unknown

### Nearest Surface Water

Name (if any) St. Inigoes Creek  
**Saltwater**  **Freshwater**   
Ocean  Stream/river   
Estuary/tidal river  Swamp   
Tidewater/marsh  Lake or pond   
Spring   
Minimum distance to water is 0 m

## Temporal & Ethnic Contextual Data:

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

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

### Ethnic Associations (historic only)

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

Y=Confirmed, P=Possible

## Site Function Contextual Data:

### Prehistoric

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

shipwreck,coaling station?

## 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"/>
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"/>
Minguannan	<input type="checkbox"/>	Sullivan Cove	<input type="checkbox"/>
Shenks Ferry	<input type="checkbox"/>	Moyaone	<input type="checkbox"/>
Potomac Crk	<input type="checkbox"/>	Keyser	<input type="checkbox"/>
Yeocomico	<input type="checkbox"/>	Monongahela	<input type="checkbox"/>
Susquehannock	<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			
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"/>
Chert	<input type="checkbox"/>	Sil sandstone	<input type="checkbox"/>
Rhyolite	<input type="checkbox"/>	Chalcedony	<input type="checkbox"/>
Quartz	<input type="checkbox"/>	European flint	<input type="checkbox"/>
Quartzite	<input type="checkbox"/>	Ironstone	<input type="checkbox"/>
		Basalt	<input type="checkbox"/>
		Argilite	<input type="checkbox"/>
		Unknown	<input type="checkbox"/>
		Other	<input type="checkbox"/>
		Sandstone	<input type="checkbox"/>

Dated features present at site

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 checked="" type="checkbox"/>

vessel, wharf, pilings

Historic Features			
Const feature	<input type="checkbox"/>	Privy/outhouse	<input type="checkbox"/>
Foundation	<input type="checkbox"/>	Depression/mound	<input type="checkbox"/>
Cellar hole/cellar	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>
Hearth/chimney	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Postholes/molds	<input type="checkbox"/>	vessel, wooden pilings	<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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Unknown

## External Samples/Data:

Collection curated at

Additional raw data may be available online

## Summary Description:

The Grason's Wharf site (18ST574) consists of the remains of a 19th century pile and timber wharf structure and steamboat landing, and a ca. 1912 steel hulled yacht shipwreck (Wreck 21). The wharf was also the site of a Navy coaling station during the Civil War. The site is located off Cross Manor peninsula, in St. Inigoes Creek, below the 18th century site of Cross Manor (18ST571). Erosion is heaviest along the western face of the point, with tide and wave action continually eating away at the shoreline, but the eastern shoreline is growing.

In May of 1988, Washington Perspectives, Inc. contracted for a preliminary underwater archeological investigation of the waters of the St. Inigoes Creek and the beachfront adjacent to the Cross Manor estate. The study was undertaken on behalf of the then current owners of Cross Manor to comply with U.S. Army Corp of Engineers permit requirements for the construction of sea walls, bulkheads, a riprap breakwater, and the fill and planting of marsh grasses along the estate shoreline to stabilize the beach against erosion. The purpose of the investigation was to establish the parameters of the cultural resource base within the area of potential effect.

The survey area extended to a maximum reconnaissance range of 24.38 m (80') from the mean high watermark (MHW) on the beach, along a frontage of over 396 m (1,300') in extent. The coastal areas of the project were divided into 6 component areas. On the western shoreline encompassing A-1, A-2, and half of A-3, seven stations were established at 24.38 m intervals, beginning 7.62 m (25') south of the tip. At each station, a 24.38 m line, marked off in 3.048 m (10') intervals, was attached to a stake in the ground at the MHW on the beach. By conducting radial surveys, at a progressively wider sweep from the station stake with each swing, divers were able to systematically examine an extensive sample of the bottom, including the wharf area. From the northern tip of A-3 and east through B-1, and B-2 (B-3 was not surveyed), a systematic reconnaissance was carried out with the aid of scuba. Three divers swam abreast of each other at approximately 4.57 m (15') intervals, to accommodate for the angle of incline of the shoreline. Lines were maintained by setting compass courses, with two complete sweeps carried out to accommodate an extreme range of 24.38 m from the shore and a mean range of 18.28 m (60'). All observed artifacts were noted but none were collected.

No cultural features were encountered in Areas A-1 or A-2 during the survey. However, the archeologists did note a variety of artifactual debris. There were wood fragments, fair amounts of brickbats and brick fragments, a late 18th century glass wine bottle fragment, a few modern bottles, and some iron concretions, probably of modern origin.

At the southern end of Area A-3's western side, a wide variety of artifacts were revealed on the adjacent beach, heavily concentrated in an area approximately 9.14 m (30') in length. Materials included 19th century stoneware, copper strips, dross possibly associated with a forge or smithy, coal, brickbats, and iron fragments.

Grason's Wharf (also known as Jones Wharf) was located at the northernwestern tip of area A-3, where the beach drops off precipitously. In the immediate area of the wharf small coal fragments, probably related to the Naval coaling station, 6 wooden stretchers, and a single crossbeam were noted on and in the beach in the immediate beach surf line. The stretchers ran at a 90° angle to the beach and directly into a shallow berm at the edge of the upland plain. At least 3 pilings were observed just to the south of that structure, and several more pilings were visible from the shore in the immediate near-shore. Probing at a range of about 18.28 m from the beach located solid timbers and a spread of either stone or shell. The timber lay from 0.1524-0.609 m (0.5-2') beneath the sediments and was irregularly spread over an area estimated to be at least 9.14 m in length. A single wooden cleat was noted projecting above the bottom and probing revealed that it was attached to a large timber buried by 30 cm or more of sediment and grass. A possible dolphin post was identified at about 22.86 m (75') from the beach at a depth of 3.65-4.57 m (12-15'). It was approximately 45.72 cm (18") in diameter, and had several large spikes located at intervals within its mass and possible rope wear marks at its northern extremity.

Examination of an undated photograph of Grason's Wharf indicated that it was a common T-head wharf with an estimated 15.24 m (50') square head, of cob construction design. The T-head was buttressed on its 2 seaward extremities by dolphin posts composed of at least 8 logs or headers apiece and on its shoreward sides by dolphins of 3 to 4 logs. At the rear of the wharf there was a 2-story storehouse with large doors that opened to the seaward side. Cobble or shell fill was visible in the photo on 2 sides of the wharf and timber flooring was apparent within. There was no indication of access to the seaward edges of the wharf, which suggested that boarding of steamboats or other vessels was made possible only through the placement of a boarding platform placed directly from the wharf flooring, over the cobble, and onto the vessel.

On the northeast, or cove side, of A-3 the drop-off is also precipitous. A large steel-hulled derelict vessel was observed directly abutting the shore. It was suggested that the shipwreck is a modern (ca. 1912) private yacht abandoned at the present site in 1967 after having been burned and stripped by a salvage company. The approximate dimensions of the wreck were 34.13 x 5.48 m (112'x18'). Round portholes and oblong scuppers were noted on the port side. It was determined that the wreck itself, of modern construction, was of little or no cultural consequence or historical or architectural value. The wreck, however, was considered to have become something of an artificial breakwater, preventing erosion of that portion of the shoreline.

A single ca. 9.14 m long iron pipe was noted to the immediate west of the wreck, on the cove side lip of the peninsula. It was considered to be perhaps a drain or water pipe, or even a disarticulated portion of the derelict shipwreck. Its purpose was unclear. At about 45.72 m (150') northeast of the wreck, a block of iron was observed. It was thought that this may have been a winch, possibly a disarticulated part of the wreck deposited during the wrecking process.

The far eastern end of A-3 had a more tapered slope from the beach. Beneath leaves and rotting vegetation along the bottom, a substantial shell deposit, possibly the remains of an oyster bed or shell dump, was located.

No cultural features or artifacts were encountered in Areas B-1 and B-2; therefore, nothing of archeological relevance was considered to be in danger of impact from construction activities. Area B-3 was not surveyed so no conclusion was presented concerning that area. As an archeological consideration, the shipwreck was deemed to pose no obstruction to planned stabilization efforts, but it was suggested that its removal should be carefully considered in light of its own stabilizing effects on the shoreline. It was recommended that systematic shovel testing and surface collection be conducted on the peninsular section of Area A-3 and that a full survey, excavation, and recording of features of and associated with Grason's Wharf, on land and in the water, be carried out prior to stabilizing activities.



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In October of 1988, a systematic search of the near-shore area along the tip of the Cross Manor peninsula was conducted. The goal of the investigation was to determine if heavy machine activity associated with the proposed shoreline stabilization project would impact any significant subsurface archeological remains on the tract of land that made up the project area. The project area was the spit of land projecting northward into the creek. The spit was triangular in shape and measured from less than 4.572 m from the northernmost extreme to 54.86 m (180') at the base of the triangle.

Five test pits measuring 0.762 x 0.914 m (2.5'x3') were excavated along a transect roughly parallel to the shoreline on the western side of the spit. Selected portions of the test units were screened through 3/8" mesh hardware cloth. As no artifacts were recovered and most of the soil layers were determined to be Civil War and later, screening was abandoned. Looking at the soil profiles of the test pits, it appears that screening was stopped after the first 2 test units, where artifacts (presumably late 19th and 20th century in origin) were noted as coming from the topsoil. A heavy coal layer was identified in test pits 2-5 generally within the 5th or 6th natural stratum, encountered at depths below surface between 35.05 cm (1.15') in test pit 5 and 47.24 cm (1.55') in test pit 4. In test pits 1 and 6, the water table was reached before the excavation could identify a coal lens. Pilings identified below the sand were within the coal deposit as were horizontal parts of the dock. The soils along the spit were extremely hard and compact. No features were identified.

In addition to the test unit excavations, all visible and vertical construction timbers of the wharf were mapped and marked with stakes, some of which project above the water table at high tide. The sand was removed from atop 2 of the timbers in order to determine if they extended back under the sand at the edge of the shoreline, which appeared to be the case. After overburden removal along the beach, 6 pilings were located and mapped. The structural remains of the wharf were mapped and staked, locating them for the contractors involved in the shoreline stabilization. It was determined that given the compactness of the soils, if any unidentified archeological features were present below the coal layer, they would be undisturbed by machinery.

The Grason's Wharf site (18ST574) is significant as an historic wharf/coaling station during the Civil War period of occupation, as a generic Maryland riverfront facility, but most importantly as a unique typological variant of 18th century, and possibly 17th century, wharf design surviving into the 19th and 20th centuries. It is unclear how much of the wharf site was avoided or damaged during the shoreline stabilization project but there may be remnant pilings located in the area immediately adjacent to the riprap.

## External Reference Codes (Library ID Numbers):

00006445, 00006448