



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18ST624

Site Name: AWOIS #7240

Prehistoric

Other name(s)

Historic

Unknown

Brief Description:

shipwreck, 19th century merchant vessel

Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 10

SCS soil & sediment code

Latitude 37.9669

Longitude -76.1898

Physiographic province Western Shore Coastal

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
- Bay floor

Ownership

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

Nearest Surface Water

Name (if any) Chesapeake Bay

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

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

ca. 1630 - 1675

ca. 1675 - 1720

ca. 1720 - 1780

ca. 1780 - 1820

Unknown historic context

Unknown context

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

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?

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

vessel, shipwreck, probable collier

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"/>	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"/>

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"/>	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 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 hull, hull remains, wooden vessel, anchor	
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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Description:

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Unknown

External Samples/Data:

Collection curated at Possibly MHT

Additional raw data may be available online

Summary Description:

Site 18ST624 (AWOIS #7240) represents the largely disarticulated remains of a late 19th century or early 20th century vessel, possibly a barge. At the time of the Phase II investigation, the site was in approximately 18 m of water in the Chesapeake Bay, near the mouth of the Potomac River. Bottom sediments consisted of silty sands with scattered mussel and clam shells. Exposed portions of the wreck attracted various forms of marine growth. It should be noted that the site has been designated with a St. Mary's County trinomial number, however, longitude and latitude place the site within the maritime boundaries of Somerset County, Maryland. The reason for this discrepancy is unknown. The site had been previously identified in the National Oceanic and Atmospheric Administration (NOAA) Automated Wreck and Obstruction Information System (AWOIS) files. The U.S. Army Corps of Engineers was in the planning stage for removal of the vessel remains, as a potential hazard to navigation. Removal was part of a larger project (the Baltimore Harbor and Channels 50' Project) to deepen the Baltimore Harbor and channels in the Chesapeake Bay to allow safe passage of vessels having a 15.24 m (50') draft.

During the late winter and spring of 1991, archival research and field work were conducted. The objective of the Phase II archeological evaluation was to determine the significance of the shipwreck, applying the National Register of Historic Places criteria for evaluation. Ancillary objectives were to determine the predicted effects of the clearance project on the wreck, and to make management recommendations concerning the cultural resource. Background and archival research involved investigating the history of the area surrounding the wreck and developing historical and technical contexts for investigation of the wreck. This was used to develop a list of possible identities for the wreck. Archival research was followed by remote sensing and underwater field investigations. Proton magnetometer survey consisted of towing the magnetometer along transects spaced at 15.24 m intervals, using established Coast Guard navigation buoy and a temporary wreck marker as reference points.

The majority of the underwater investigation was conducted using a surface-supplied air system (SSA) with surface-to-diver communications. Initial investigations entailed identifying the general nature of the site, including the wreck type and the level of integrity. Then the divers recorded site components, construction techniques, and construction materials. Longitudinal datum lines were placed to facilitate measurements and diver orientation. One m² test units were excavated using a 4" airlift until artifactual material was observed. The objects were recorded and excavations were stopped after buried material was revealed. The majority of observed artifacts were left in situ.

Archival research indicated that the wreck may have been one of 3 vessels. The Agnes S. Quillin was a schooner ram with a flat bottom and flat sides, and was similar to the wreck both in size and configuration. The Dorchester, a 358 ton gross wooden-hulled vessel, had one deck and no mast and was built to be able to pass through the Chesapeake and Delaware Canal locks. Yet, the hull length and breadth may have been too long and narrow to constitute the 18ST624 wreck. The Ann Thompson reportedly sank in a storm in 1906 while traveling from Washington, DC to Baltimore, MD. Her cargo at the time was 400 tons of coal stored below deck. However, in length and in breadth, she was a much smaller vessel than the wreck. Due to the poor condition of the wreck it is unlikely that the exact identity of 18ST624 will ever be known.

The wreckage consisted of the port side and bottom of a copper-clad wooden "shoal draft" hulled vessel as far as the turn of the bilge at the other side. Evidence of copper sheathing consisted of patches of copper plate and of copper-alloy nails. The sheathing consisted of surviving patches of copper no more than 10.16 cm (4") across on the exterior of the vertical hull section. Several rows of nail holes were also observed, indicating that the vessel was sheathed at least twice. If re-sheathing took place every four years on the average, the vessel was at least 8 years old when it sank. The keelson was present, but dislodged from its original central location. The bow was missing, but the badly damaged stern is believed to be present. No engine machinery was present, nor was there any rigging.

The surviving 30.32 m (99.5') hull section rested upright on an even keel in a roughly east-west direction. The western end of the vessel was badly deteriorated; however, a large section of what appeared to be deadwood, possibly a structural member of the stern, was recorded. The stern post and rudder were missing. The starboard side had broken away at the turn of the bilge, about 0.762 m (2.5') above the bay floor. The wreck's vertical port side began to curve in at its eastern end, suggesting that the absent bow originally extended another 3.048-4.572 m (10'-15'). Based on these observations and the known length of the surviving hull section, the total original hull length was estimated to be between 33.52 m and 36.57 m (110' and 120').

The keelson, an approximately 60.96 cm (24") high and 27.94 cm (11") wide longitudinal support, had been wrenched off of its central hull location; it rested on the port side of the vessel's interior. However, the original centerline was reconstructed based on the location of the butt ends of the first futtocks where the keelson originally crossed the 7 m (23')-long floors. Extrapolating from these data, the original breadth was estimated at between 7.92 m and 10.05 m (26' and 33'). The floors of the vessel were nearly flat on the center line; the bilges turned gently up to the vessel sides. There was no centerboard trunk.

Hull and ceiling planking were attached to the frames over most of the length of the exposed hull. Frames were spaced 65.58 cm (27") apart. Metal fasteners only lightly fastened the planks, which were held firmly in place by numerous trunnels (tree-nails). Ceiling planking exhibited alternating trunnels and iron spikes; a single spike on the lower corner of the butt end of one plank lay opposite a trunnel on the lower corner of the butt end of the adjacent plank. This arrangement then changed to a trunnel on the upper corner of the first plank, lying opposite an iron spike on the upper corner of the adjacent plank. Hull planking differed from ceiling planking in that the butt ends of each plank were fastened by a single copper spike centrally positioned between the two trunnels.

Most of the interior of the vessel was clear of sediment and virtually devoid of artifactual material. About 1/4" of sediment covered the ceiling over most of the interior. Anthracite coal and occasional small, concreted and unidentified amorphous iron objects were present at the turn of the bilge in the vertical hull section. The coal ranged from a few cm to 60.96 cm (2') across. Because of the hull configuration of the vessel, and because no evidence of machinery was observed, it is believed that the coal was the vessel's cargo rather than its fuel at the time of sinking.

A highly deteriorated anchor was located just starboard of the keelson. It was a 1.524 m (5') iron folding stock "admiralty" type anchor that was commonly used from the 19th century into the 20th century. Several weed-covered nylon lines and nearby anchor holes indicated exploration by divers or by the NOAA surveyors.

The only item recorded in Appendix II, Artifact Inventory in the original report for the site was a single piece of coal, which was recorded as a miscellaneous item in the table above.



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Other name(s)

Historic

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Description:**

shipwreck, 19th century merchant vessel

Unknown

Fieldwork at site 18ST624 (AWOIS #7240) indicated that the 19th or early 20th century vessel did not possess the quality of integrity, and that it did not have substantive research potential. The historic origin of the vessel would not be possible to determine. No further work was recommended for the site.

External Reference Codes (Library ID Numbers):

97000225