



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18WO237

Site Name: NI-25/26

Prehistoric

Other name(s) Navy Wreck Assateague Survey

Historic

Brief Description:

Late 19th or early 20th century barge wreck

Unknown

Site Location and Environmental Data:

Latitude 38.1415 Longitude -75.1691
Elevation _____ m Site slope _____

Maryland Archaeological Research Unit No. 1

SCS soil & sediment code sand

Physiographic province Eastern Shore Coastal P

Terrestrial site Underwater site

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 submerged

Ownership

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

Nearest Surface Water

Name (if any) Atlantic Ocean

Saltwater	Freshwater
Ocean <input checked="" type="checkbox"/>	Stream/river <input type="checkbox"/>
Estuary/tidal 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. 1820 - 1860
- ca. 1860 - 1900 Y
- ca. 1900 - 1930 Y
- Post 1930

Ethnic Associations (historic only)

- Native American
- African American
- Anglo-American
- Hispanic
- Asian American
- Unknown Y
- 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 | Furnace/forge <input type="checkbox"/> | Military | Post-in-ground <input type="checkbox"/> |
| Urban/Rural? Rural <input type="checkbox"/> | Other <input type="checkbox"/> | Battlefield <input type="checkbox"/> | Frame-built <input type="checkbox"/> |
| Domestic | Transportation <input checked="" type="checkbox"/> | Fortification <input type="checkbox"/> | Masonry <input type="checkbox"/> |
| Homestead <input type="checkbox"/> | Canal-related <input type="checkbox"/> | Encampment <input type="checkbox"/> | Other structure <input type="checkbox"/> |
| Farmstead <input type="checkbox"/> | Road/railroad <input type="checkbox"/> | Townsite | Slave related <input type="checkbox"/> |
| Mansion <input type="checkbox"/> | Wharf/landing <input type="checkbox"/> | Religious | Non-domestic agri <input type="checkbox"/> |
| Plantation <input type="checkbox"/> | Maritime-related <input checked="" type="checkbox"/> | Church/mtg house <input type="checkbox"/> | Recreational <input type="checkbox"/> |
| Row/townhome <input type="checkbox"/> | Bridge <input type="checkbox"/> | Ch support bldg <input type="checkbox"/> | Midden/dump <input type="checkbox"/> |
| Cellar <input type="checkbox"/> | Ford <input type="checkbox"/> | Burial area | Artifact scatter <input type="checkbox"/> |
| Privy <input type="checkbox"/> | Educational | Cemetery <input type="checkbox"/> | Spring or well <input type="checkbox"/> |
| Industrial | Commercial | Sepulchre <input type="checkbox"/> | Unknown <input type="checkbox"/> |
| Mining-related <input type="checkbox"/> | Trading post <input type="checkbox"/> | Isolated burial <input type="checkbox"/> | Other context <input checked="" type="checkbox"/> |
| Quarry-related <input type="checkbox"/> | Store <input type="checkbox"/> | Bldg or foundation | Other context <input checked="" type="checkbox"/> |
| Mill <input type="checkbox"/> | Tavern/inn <input type="checkbox"/> | Possible Structure <input type="checkbox"/> | vessel <input type="checkbox"/> |
| Black/metalsmith <input type="checkbox"/> | | | |

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"/>
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	
Earthenware		Jackfield	<input type="checkbox"/>	Tin Glazed	<input type="checkbox"/>	English Brown	<input type="checkbox"/>
Astbury	<input type="checkbox"/>	Mn Mottled	<input type="checkbox"/>	Whiteware	<input type="checkbox"/>	Eng Dry-bodied	<input type="checkbox"/>
Borderware	<input type="checkbox"/>	North Devon	<input type="checkbox"/>	Porcelain	<input type="checkbox"/>	Nottingham	<input type="checkbox"/>
Buckley	<input type="checkbox"/>	Pearlware	<input type="checkbox"/>			Rhenish	<input type="checkbox"/>
Creamware	<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

Late 19th/early 20th century sunken vessel.

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		Privy/outhouse		Depression/mound		Unknown	
Const feature	<input type="checkbox"/>	Well/cistern	<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"/>	vessel	<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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Brief

Description:

Late 19th or early 20th century barge wreck

Unknown

External Samples/Data:

Collection curated at

Additional raw data may be available online

Summary Description:

Site 18WO237 appears to be the remnants of a late 19th or early 20th century barge wreck near Winter Quarter in the Maryland waters off Assateague Island. The wreck lies in approximately 10.36 m (34 ft) of water and only stands 56 cm (1.8 ft) proud of the seabed.

The site was first documented by the Maryland Maritime Archeology Program (part of MHT) during a 2002 survey of the waters surrounding Assateague Island. The 2002 survey by MHT was undertaken on behalf of the National Park Service's Systemwide Archeological Inventory Program (SAIP). As steward of the lands and waters within the Assateague Island National Seashore, the NPS is obliged to conduct a program of research to identify and evaluate the seashore's cultural resources and appropriately to interpret, preserve, and protect them for public enjoyment. These initial remote sensing surveys identified 6 targets for further investigation: 5 thought to be potential shipwreck sites and 1 a possible ballast pile. Site 18WO237 was verified to be a shipwreck by some US Navy divers who happened to be working in the area at the time of the 2002 survey and were familiar with it.

In 2004, MHT researchers returned to Assateague Island to re-locate and assess these targets in terms of their National Register eligibility. The work was undertaken for the US Department of the Interior, National Park Service (NPS), the State of Maryland, and the Commonwealth of Virginia's Department of Historic Resources (VDHR), pursuant to Amendment No. 2 of Cooperative Agreement CA45060A0054. Both remote sensing and diver investigations were used to examine the sites. Remote sensing methods included side scan sonar and a magnetometer, the former to re-acquire the targets and to examine them in more detail, and the latter to measure the strength of any magnetic signal in order to determine approximately the amount of metal associated with the shipwreck. Because of the extremely low visibility of these coastal waters, these tools provided clear images to aid divers in establish the orientation, dimensions and characteristics of the wrecks, which in turn facilitated their understanding of the vessels' physical position while submerged on a wreck and what features they might anticipate encountering in any given direction.

Survey lanes were pre-plotted onto NOAA navigational charts. For this survey, the lane spacing was considerably reduced to 56 m from the 84 meters that had been used in the previous study which located the aforementioned targets. Due to a generally rolling sea state with .9-1.2m (3-4 ft) seas being the norm, sites were surveyed carefully and lines repeated until a satisfactorily smooth result (100% coverage) was achieved. Sites were also repeatedly surveyed from different angles until the optimum image was achieved.

The side scan sensor was deployed by a small crane on the starboard stern quarter of the research vessel and maintained at a depth of 3.7 m (12 ft). The side scan sonar employs an EG&G 272-TD towfish sensor and an Edgetech topside computer running Triton Isis software. The magnetometer used was a Geometrics 881 cesium gas model (an industry standard). Because this magnetometer sensor was much lighter than that of the side scan sonar, it was deployed by hand from the port stern quarter of the vessel. Hypack Max survey software was used to run the magnetometer and both software systems were integrated and calibrated to GPS and the vessel's navigation system. Because of the possibility of interference between the cables for these two pieces of equipment, the cables were run along opposite sides of the vessel. To avoid interference from the boat's motor and generator, the magnetometer was towed 15 m (50 ft) behind the survey vessel.

Neither the ballast pile, nor the faintest of the possible 5 shipwreck targets could be relocated in 2004. This may have been due to changes in the seabed precipitated by tropical storm Isabel in September of 2003, or the images detected in post-processing the 2002 side scan sonar data may have been artifacts of the process and not actual targets. The other 4 shipwreck sites were re-located and documented further using both the remote sensing techniques and by diving on the wrecks.

Largely because of the shallowness of the sites, generally less than 10.7 m (35 ft), there was considerable tidal action and surge on these sites. Combined with relatively choppy weather on all but one day, the divers had to make a concerted effort to stay on the sites. Concomitantly, there was virtually no visibility on any of the sites and, hence, no photography. Divers had to descend feet first and tentatively to ensure that they would not impale themselves on protruding structure. Because of the surge and lack of visibility, divers often tangled or broke tape measures. Therefore, measurements were repeated and checked against the side scan for corroboration.

Site 18WO237 is one of 2 investigated sites which was situated within Maryland Waters (see also synopsis report for 18WO238). The sunken vessel is situated near the portion of Assateague Island known as Winter Quarter. As mentioned previously, the wreck lies in approximately 10.36 m (34 ft) of water and only stands 56 cm (1.8 ft) proud of the seabed. It was measured as 25.95 m (85.1 ft) long and 3.86 m (12.7 ft) wide and determined to be of wood (plank on frame) construction.

Between the 17th century and the 20th century, 50 vessels were lost in this area. The majority are merely described as being lost "off Maryland" or "on Assateague Island". Only 11 were referenced by approximate locations and these are known from US Life Saving Services (USLSS) records and therefore date after 1871 when USLSS was established. While this does not preclude the remains being from an earlier vessel, the general construction observed in the field supports a late 19th or early 20th century origin. These 11 vessels include 7 schooners, 2 barks, and 2 gas yachts. The sunken gas yacht Delivery is the best match geographically for the wreck location, but the size of the site and the lack of metal components observed does not suggest a 20th century gas yacht. The 235 ton schooner Ida B. Gibson (lost Feb. 22, 1906) is the next most likely candidate from the known vessels and their locations, sizes, and nature. However, the USLSS records are not accurate enough to rule out or support any particular candidate with certainty.

Divers observed very little relief and the vessel's narrowness in relation to length indicates that it is either the lowest portion of the hull of a schooner, or it is a barge. Since schooners were often made into barges when their sailing life was over, it might be both. However, where there is some regular bulkheading, there is no obvious keelson or mast step(s). While this might support the argument that it was built as a barge, no barges are recorded as having been lost in this area. If it is a barge, a strong magnetic signal would not be expected and indeed, this site has the weakest signal of the sites studied in 2004. The magnetic signal of 58 gammas over a 28 second duration suggests that while some metal is present, there is not a great deal of it.

Ultimately, the sunken vessel at 18WO237 was determined not to have sufficient integrity to be considered eligible for the National Register or to have significant research potential. However, despite ineligibility for the NR, resources within a National Park unit should be protected and managed for the enjoyment of the public.

MARYLAND
HISTORICAL



TRUST

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External Reference Codes (Library ID Numbers):

97002268