

Phase II and Phase III Project Cover Sheet

All information contained within the individual site database and inventory sheets is solely the work of the researchers and authors noted below. The data provided has been culled from the original site reports noted below and in many cases has been lifted directly from them with little or no editing. The database and inventory sheets are meant to serve as a synopsis of the report findings and a finding aid and are not intended to replace or republish the research of the authors noted below.

REPORT INFORMATION:

2003 Bilicki, S.R.
A Phase I Survey, Upper Elk River Project, Cecil County, Maryland.
Submitted to Maryland Historical Trust
Library ID No: 97001664 Catalog/Shelving ID: CE 50

Research Firm/Institution:

Office of Archeology, Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

Sites examined:

18CE319

Project Details:

Phase I	<input checked="" type="checkbox"/>	Project Justification:
Phase II		The Frenchtown wreck (18CE319) was located during a remote sensing survey of the Elk River in October 1999. The Maryland Maritime Archeology Program (MMAAP), part of the Maryland Historical Trust, was conducting the Upper River Survey (1999-2000) in the area of Elk River between Frenchtown and Elkton. A team from East Carolina University's Program in Marine Studies, the Maryland Historical Trust, and volunteers, conducted a side scan sonar and magnetometer study. The survey was undertaken in light of proposed channel dredging in the Elk River. The report includes a synopsis of later research at site 18CE319 in Appendix B.
Phase III		

Project Objectives:
-Locate and identify all cultural resources inland, near shore and submerged in the upper Elk River
-Investigate the waters for the vessel remains of an 1813 British attack

MAC Accession: 2001.062

Research Potential:

See below for remaining research questions at 18CE319.

REPORT INFORMATION:

2003 Plakos, M.J.
The Exploration of a Burned American Vessel from the War of 1812 in the Upper Chesapeake Bay.
Submitted to Department of History, East Carolina University
Library ID No: 97002151 Catalog/Shelving ID: CE 59

Sites examined:

18CE319

Project Details:

Phase I		Project Justification:
Phase II	<input checked="" type="checkbox"/>	The site was excavated as part of Master's Degree research performed by M. Plakos for East Carolina University. Plakos and other archeologists returned to the Frenchtown Wreck #1 Site (18CE319) in March 2000 to evaluate the site using high-resolution imaging with a MST Splash Proof side scan sonar as well as a newly developed 600 and a 1,200-kHz sensor. In June 2000, the crew returned to the site for a Phase II archaeological survey. The excavation consisted of selective testing on targeted sections of the vessel to identify diagnostic features.
Phase III		

Project Objectives:
-Determine site integrity, construction features, and possibly the age of vessel

Research Potential:

The Frenchtown Wreck #1 Site (18CE319) represents the remains of a vessel whose construction, location, significant evidence of burning, wood analysis, and artifacts strongly suggested an American-built early 19th century sailing vessel. The ca. 18.29 m x 6.4 m (60'x21') vessel was constructed of wood frames, longitudinal timbers, planking and other structural scantlings secured together with iron fasteners. The bow exhibited typical construction features of a wooden vessel. The stern did not show any characteristics associated with propeller shafts. The vessel's light construction precludes it being a military vessel. A lack of armament also supports this conclusion. All the evidence strongly supports the hypothesis that 18CE319 was a packet ship burned by the British in 1813 during the War of 1812. However, the possibility that the vessel represents a merchantman of the same era which burned in an incident

unrelated to the 1813 attack remains to be determined. Beyond clarifying the vessels destruction by the British in 1813, continued work at the wreck site was highly recommended for several reasons: it is easily accessible in shallow waters, it faces increased degradation by human and natural processes, and it represents a part of Cecil County's history and can contribute to the understanding of 19th century links with other Chesapeake and east coast cities.
