

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:

1992 Morrison, P.H. and S.R. James
Phase II Archeological Investigations of Three Shipwreck Sites in the Baltimore Harbor and Channels Federal Navigation 50 Ft. Project, Chesapeake Bay, Maryland and Virginia.
Submitted to U.S. Army Corp of Engineers, Baltimore District
Library ID No: 97000225 Catalog/Shelving ID: ST 220

Research Firm/Institution:

R. Christopher Goodwin and Associates, Inc.
337 East Third Street
Frederick, MD 21701

Sites examined:

18ST624 18ST625

Project Details:

Phase	Project Justification:
Phase I	
Phase II <input checked="" type="checkbox"/>	During the late winter and spring of 1991, archival research and field work were conducted at Site 18ST624 (AWOIS #7240) and Site 18ST625 (AWOIS #7241). 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.
Phase III	

Project Objectives:
-Determine the predicted effects of the clearance project on the wreck
-Make management recommendations concerning the cultural resource

Research Potential:

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.

See below for remaining research questions at 18ST625.

REPORT INFORMATION:

1995 Irion, J.B. and D.V. Beard
Data Recovery on the Wreck of the Steamship Columbus, 18ST625, St. Mary's County, Maryland.
Submitted to U.S. Army Corps of Engineers, Baltimore District
Library ID No: 97001754 Catalog/Shelving ID: ST 209

Research Firm/Institution:

R. Christopher Goodwin and Associates, Inc.
337 East Third Street
Frederick, MD 21701

Sites examined:

18ST625

Project Details:

Phase	Project Justification:
Phase I	
Phase II <input checked="" type="checkbox"/>	Phase II investigations in September and October of 1992 were undertaken at 18ST625 with the purpose of mitigating impacts to the site from the proposed Baltimore Harbor and Channels 50' Project. Following the recovery project, a Historic American Engineering Record (HAER) documentation of the Columbus' machinery was completed.
Phase III	

Project Objectives:
-Placement of significant engine remains in their relationship to the hull
-Mapping of the extent of hull remains
-Investigation amidships of the engine attachments
-Investigation in the stern to determine the means of rudder attachment
-Excavation in the bow to define its construction

Research Potential:

See below for remaining research questions at 18ST625.

REPORT INFORMATION:

2003 Baltimore Museum of History
Disposition of the Columbus Engine.
Submitted to Maryland Historical Trust

Sites examined:

18ST625

Project Details:

Project Justification: This report contains the Maryland Historical Trust (MHT) Executive Summary for Disposition of the Columbus Engine, a document prepared by the Baltimore Museum of Industry (BMI) in partial fulfillment of FY 2002 Non-Capital Grant titled "Documentation of the Baltimore, Governor McLane, and Columbus Engine".
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Project Objectives: -Develop an assessment and planning document that would be non-proprietary to the BMI and held in common with MHT

Research Potential:

Site 18ST625 (AWOIS #7241) represents a 19th century side-wheel steamer boat, specifically the steamboat Columbus. The Columbus is representative of the earliest period of construction of specialized steamboat hulls. Its hull was constructed during an important transitional period bridging traditional sailing craft construction to the building of specialized steamship hulls. Its crosshead engine is among the first engines to propel water craft in the United States and is one of the earliest extant ship's engines in the country. It was also one of the first vessels to provide freight hauling service in the Chesapeake Bay on a regular schedule. While the data recovery projects succeeded in collecting fundamental information about the function and composition of the site, more research potential exists at the site. The U.S. Army Corps of Engineers plans for the wreckage involved clearing the vessel to the level of the existing sand bottom only, accomplished by lifting components of the vessel that extended vertically into the water column. Remains of the vessel's hull, including the engine compartment, should still be extent on the Bay floor.
