Maryland DEPARTMENT OF FLAMMING MARYLAND HISTORICAL TRUST	A DAMA AND AND AND AND AND AND AND AND AND AN
STAMP Tag Deploying Form 1. Tagged by: <u>Pamela Burgesser</u> 2. Tag Number(s) (####): <u>MD 0024</u>	
3. Date: 8-14-2024 Time: 2 Tide level: D High O Medium O Lo Name of wreck (if known):	am pm
Main Material of Construction: What is the wreckage material? Wood Steel Iron Fiberglass	Skip the following questions if not wooden wreckage If the wreckage is wood, does it
Check the following boxes if these details	appear to be: Hand hewn Machine Cut
are present on the wreckage: Treenails O Square Spikes	Both O Other Look at the images on the instruction sheet and give your
Round Spikes Other Check the following boxes if the materials are present on the wreckage:	best guess on what part of the shipwreck you believe you found. R.bs (Francis errors term
Wood D Iron Copper D Steel	For rib) attached to the Keel or spine. Usually Found in bow of shie, Wooden treenals

7. Deterioration: What does the level of deterioration seem to be? No deterioration Partially deteriorated Heavily deteriorated 8. Exposure: Check the best choice for how exposed the wreckage is: Completely exposed OPartially exposed ONearly covered 9. Directions: 10. Estimated distance from the high tide line: above (ft) 2 (ft) Obelow Dehind primary dune 11.GPS coordinates: Latitude: 38'10' 50 N_ Longitude: 75' 09'37.7 w 12.Length/Width/Thickness of timber: Length : 7'3.5() Width : 8.5"() Thickness: 9''() Orientation: _____ Diameter of wooden fasteners: $\frac{1'/4''}{5'''}$ Distance between 2 fasteners: 13. Pictures: Sent syparately [attached to (Name/Id#) (continue on back) 14. Comments: Some worm danage evident of some starring/possible charring?

All photographs are courtesy of P. Burgesser













Treenail appears to have been shimmed; this prevents it popping out under stress until the wood swells enough to hold it securely.



This treenail is not shimmed and moot are not on this timber.



Damage by wood boring/devouring worms. These are probably by shipworm (*Teredo navalis*) although they seem small so may be made by another wood-eater the gribble (*Limnoria lignorum*).











The half frames in the bow are called "cant" frames and are spaced very closely together to act as something of a shockabsorber as the vessel ploughs through waves.

BOW TIMBERING

Bollard timber

Cathead (a fixed davit used when getting in the anchor)

Hawse pieces

Angle piece

Foremost cant frame. This was a double frame like those in the body of the ship but instead of being perpendicular to the keel line, it was canted (ie angled) towards the bow so that its face provided a more square land for the planking. There were cant frames at the narrowing extremities of the hull, those at the stern being angled aft.

Boxing for the hawse holes, through which the anchor cables ran. This was later omitted, the hawse holes being bored directly through the hawse pieces.