



Phase II and Phase III Archeological Database and Inventory

Site Number: 18BC110

Site Name: Governor McLane Shipwreck

Prehistoric

Other name(s) (& Associated Wrecks)

Historic

Unknown

Brief Description: late 19th/early 20th century shipwrecks and shipyard

Site Location and Environmental Data:

Maryland Archeological Research Unit No. 7

SCS soil & sediment code

Latitude 39.2748

Longitude -76.5895

Physiographic province Western Shore Coastal

Terrestrial site

Underwater site

Elevation 0 m

Site slope

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) Northwest Branch of Patap

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

Ethnic Associations (historic only)

- Native American
- African American
- Anglo-American
- Hispanic
- Asian American
- Unknown
- Other
- Y

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
- Urban/Rural? Urban
 - 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
 - submerged vessels

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 Mtn	<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"/>
Yeocomico	<input type="checkbox"/>	Minguannan	<input type="checkbox"/>
Monongahela	<input type="checkbox"/>	Sullivan Cove	<input type="checkbox"/>
Susquehannock	<input type="checkbox"/>	Shenks Ferry	<input type="checkbox"/>
		Moyaone	<input type="checkbox"/>
		Potomac Cr	<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-bodie	<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 shipwrecks

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"/>	iron and wood hulled vessels; bulkhead, piers, piling s	
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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External Samples/Data:

Collection curated at

Additional raw data may be available online

Summary Description:

Site 18BC110 is a submerged archeological site consisting of the remains of 7 derelict late 19th and early 20th century vessels along the waterfront adjacent to the Baltimore Museum of Industry. The site lies near Whetstone Neck on the flat, featureless bottom of the Northwest Branch of the Patapsco River. The vessels are situated on two sides of an abandoned pier (replaced in 2007) northeast of the museum property. On the land side, the site is covered with gravel, two concrete foundations, and one standing structure. Site boundaries include the wreck sites and wharf site. The submerged vessels include an iron-hulled tugboat, a partially submerged wooden scow, an iron compressor boat, and a submerged wooden scow on the northwest side of the former pier debris. The southeast side contains a partially submerged wooden scow and the iron hulled and exposed remains of the Governor R. M. McLane: a steam tug constructed in 1882 which served as the flagship for the Maryland State Oyster Police Force.

In the 1870s and 1880s, annual oyster harvests ranged from 12 to 15 million bushels, but by 1890 the oyster population was in decline. Overharvesting by the efficient dredge boats was taking its toll. Attempts to close certain areas to maintain the population were ignored by outlaw dredgers. Since 1900 the annual harvest has seldom exceeded 5 million bushels and in the second half of the century had fallen to about 2 million bushels annually. The early efforts of the State Fishery Force to control the oyster harvest are particularly significant in light of present concerns over the health of the Bay, and the dramatic, recent decline in the oyster population due to disease. The use of the steam tug Governor R.M. McLane is an important piece of that early effort.

Map research indicates that Whetstone Neck was not densely inhabited in the late 18th century when Baltimore was being incorporated. Maps of the period show little or no development or cultivation in the area. This situation had changed by the mid 19th century, when a city street network had been extended across Whetstone Neck. In addition to streets, the waterfront surrounding the site was developed during the mid to late 19th century. Wharves began to appear on the maps of the area during this period.

In conjunction with the development of the waterfront, these maps suggest that land was being reclaimed along with the development of the shoreline. An 1836 map appears to indicate that the shoreline of the Northwest Branch was located some distance to the south from its present position, perhaps as far south as modern-day Key Highway. Soil borings taken at the Baltimore Museum of Industry, during a 1988 environmental study indicate a depth of fill close to 12.2 meters (40 feet).

An 1876 US Coast and Geodesic Survey map showed that the shoreline of Whetstone Neck had been developed for maritime-related activities by the middle to late 19th century. Numerous wharfs and piers are depicted, and many are labeled including Platt & Co., the building in which the Baltimore Museum of Industry is housed. The site area, immediately to the east of Platt & Co., was still undeveloped and had not been improved by filling, as had most other properties along this stretch of shoreline. The area is again depicted on a 1902 Sanborn Insurance Map. This map, which again showed the adjoining Platt and Co. Oyster House and pier also indicated that the C.H. Pearson Oyster Packing house had been established east of the property at 1425 Key Highway (the modern-day Baltimore Museum of Industry), which still remained undeveloped.

Later Sanborn maps indicate that the shoreline at 1425 Key Highway was extended by fill sometime before 1914. By 1914, Louis Grebb Oyster and Fruit Packers had developed the lot which is now 1425 Key Highway, constructing a large, corrugated-iron clad office, warehouse, and processing building. The foundation of this structure was reportedly visible before the property was covered with gravel in the late 1980s. A shell mill and machine shop were located at the north end of the property. The abandoned pier structure now present at the site appears on this map.

The property was subsequently used by the Hercules Company, a ship maintenance firm owned jointly by Jonathan and Eleanor LaVeck. Hercules was listed at 116 Key Highway in the 1942 Baltimore Directory, and a clipping dated February 1943 in the Pratt Library vertical files indicates that the Company had acquired and moved into the former Louis Grebb Packing Plant. The Hercules Co. was described as "one of the oldest ship maintenance firms in the east, "engaged in "general ship repairing, renovation of cargo spaces...and other specialized activities needed to keep vessels at high operating efficiency". Hercules used pre-fabricated units that could be quickly installed upon arrival of the ship under repair. A clipping in the Pratt vertical files dated May 1943 also notes that Hercules performed ship maintenance including "cleaning and painting hulls" and "repairs to wooden parts".

The Hercules Co. leased office space on the property to A & B Freight and All States Freight in the 1940s; Raytheon Manufacturing Co. sales and service division for radar, submarine signals, and radio telephones in the 1950s; and Carrier Corporation and Coronet Boat Company (both dealers in marine supplies) and the Vance Trucking Company in the 1960s. Hercules sold the property in 1975. During the late 1970s and 1980s the property went through several owners. In 1989, the Superior Concrete Company operated a cement plant on the site. While Superior owned the site, a gravel layer was spread across the property to bury chromium tailings that had built up during the property's use by Hercules. Most recently, the property was sold to the Baltimore Museum of Industry.

The site was first examined archeologically in the spring of 1994. At that time, archeologists with both the Maryland State Highway Administration and Maryland Historical Trust carried out historical background research and field reconnaissance to investigate the derelict ships located at the site, which was adjacent to property being acquired for the Baltimore Museum of Industry. The field investigation determined that at least 7 abandoned vessels were present at the site. Of the seven, five appeared to be modern barges, one appeared to be a modern steel workboat, and one appeared to be the remains of the potentially significant Governor R.M. McLane. Closer examination of the 19th century steamer hull revealed the vessel's registration number and confirmed the boat's identity.

Background research was also conducted on the waterfront 1425 Key Highway property where the museum would actually be located. It was determined that the property had not been developed until the first quarter of the 20th century. That investigation also suggested that the derelict vessels abandoned at the location were likely associated with Hercules Shipbuilding, which occupied the site from 1943 to 1975. The 1994 report concluded that additional fieldwork was necessary to determine if more vessels were located at the site and to determine if those, other than the Governor R.M. McLane, were potentially eligible for inclusion on the NRHP.

The fieldwork recommended in the 1994 report was carried out in 1996 and 1997 when a combined Phase I and II project was carried out in waterfront areas adjacent to the Baltimore Museum of Industry property. At the time, the museum was proposing improvements to the waterfront including the construction of a sheet pile bulkhead, removal of several of the derelict vessels, construction of a pier, and possible dredging to improve vessel access. In conjunction with



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those improvements, the museum and the Maryland Historical Trust determined that Phase I and II underwater archeological investigations were warranted prior to construction. Those investigations consisted of hydraulic probing, pedestrian survey, side-scan sonar survey, diver reconnaissance, and vessel documentation to determine if significant submerged cultural resources were present.

The pedestrian survey portion of the project was carried out during an extreme low tide. That low tide, approximately 1.52 m (5 ft) below mean low water (MLW), allowed for substantial portion of the site to be visually examined without the limitations imposed by the underwater environment. Photographs of the entire project area were taken during that occasion to further document the features and context of the resources located at the site.

The side-scan sonar survey was conducted from a 16-foot skiff. The side-scan sonar survey consisted of three lanes, run at 4.6, 7.6, and 12.2-15.2 meters (15, 25, and 40-50 feet) around the perimeter of the site. Debris and an abandoned pier on the adjacent property allowed only one lane to be run on the eastern side of the project area. The sonar was set to a range setting of 50 meters. Targets identified during that survey were marked with buoys that were later mapped into the site plan with a transit.

Testing for buried submerged cultural resources at the site in the vicinity of surface debris was conducted by systematic probing. Along the proposed bulkhead alignment, probing was conducted on 30 cm (1 ft) intervals to a depth of 7.6 meters (25 ft). In and around the debris pile probing was conducted on approximately 1.52 m intervals to a depth of 4.6 meters. Targets identified during the probe surveys were further examined by tracing their outlines with a probe to determine if they were potential features or single objects. If the target exhibited characteristics of a buried feature, diver reconnaissance to physically examine the object was conducted.

Phase II evaluation of the known vessel remains was conducted to insure that none of the vessels, other than the Governor McLane, were potentially eligible for inclusion on the NRHP. To evaluate those vessels, their principal dimensions, structural features, and construction techniques were documented through photographs and measured drawings. That information in conjunction with historical data concerning ship's architecture allowed for those vessel remains to be evaluated in terms of NRHP criteria.

The archeological investigations at 18BC110 confirmed the nature of the resources located adjacent to the Baltimore Museum of Industry waterfront. To date, seven vessels have been identified. Five were determined to be barges, each of which exhibited different methods of construction and use. One (cataloged as Vessel 2) was a small, iron compressed barge with intact machinery. Two (Vessels 3 and 6) proved to be steel work barges. One heavily constructed wooden deck barge (Vessel 4) was also identified. It most likely served in the same capacity as the two steel barges. The final barge, Vessel 5, was destroyed during the removal of Vessel 3, before it could be documented. All that was noted of this vessel prior to its destruction were its wooden frames protruding from the water around two sides of the compressor barge, which was abandoned on top of it. Vessel 5 appeared to be of lighter construction than Vessel 4 and most likely did not serve as a hauler for heavy items.

Two iron hulled vessels were also identified during the survey. One was identified as a small work boat. The vessel was badly damaged but was undoubtedly modern. Elements of the structure and machinery confirm that it dates from the post-World War II period. The last derelict was the steam tug Governor R.M. McLane. The McLane was constructed in 1882 and served as the flagship for the Maryland State Oyster Police Force between 1884 and 1932. The vessel was sold from the Force in 1948, converted to diesel, and employed to tow barges between New Bern, North Carolina and Baltimore. The McLane was removed from the list of active vessels in 1954. The vessel was determined potentially eligible for inclusion on the NRHP, however, because of its condition restoration of the McLane was determined impractical. In addition, any attempts to move the vessel to a safer location could possibly damage or destroy the surviving structure. Ultimately, a decision was made to leave the vessel in place and redesign the pier installation and other waterfront improvements in a way that would not destroy the vessel during construction. Due to the relatively modern date of all the other vessels encountered, these resources were determined ineligible for NRHP listing, and were scheduled for removal.

The side-scan sonar and diver investigations also revealed an area which researchers recommended be monitored during subsequent phases of wreck and/or debris removal. This area was located off the northwest corner of the former pier. Jet probing of the bottom in this area revealed a scatter of debris buried between 0.76 and 3.05 meters (2.5-10 ft) below the bottom surface. The objects were noted to consist of different types of material and some appeared to be hollow, possibly steel drums. Since the area was used for heavy industry in the past the likelihood that drums containing potentially hazardous waste material were dumped into the harbor off the end of the pier is possible. It was recommended that future activities avoid this area unless an investigation could be undertaken to determine the composition and nature of the buried material.

External Reference Codes (Library ID Numbers):

95000865, Site Files