**Phase II and Phase III Archeological Database and Inventory**

**Site Number:** 18WO237  
**Site Name:** NI-25/26  
**Other name(s):** Navy Wreck Assateague Survey

**Brief Description:** Late 19th or early 20th century barge wreck

**Site Location and Environmental Data:**
- **Physiographic province:** Eastern Shore Coastal P
- **Nearest Surface Water:** Atlantic Ocean
- **Topography:** Unknown
- **Ownership:** Private
- **Ethnobotany profile available:** Yes
- **Lat/Long accurate to within 1 sq. mile, user may need to make slight adjustments in mapping:** Yes
- **Minimum distance to water:** 0 m

**Temporal & Ethnic Contextual Data:**
- **Paleoindian site:** Woodland site
- **Archaic site:** MD Adena
- **Early archaic:** Early woodland
- **Middle archaic:** Mid. woodland
- **Late archaic:** Late woodland
- **Contact period site:** ca. 1820 - 1860
- **Ethnic Associations (historic only):**
  - Native American
  - African American
  - Anglo-American
  - Hispanic
- **Y=Confirmed, P=Possible**

**Site Function Contextual Data:**
- **Urban/Rural?** Rural
- **Domestic:** Multi-component
- **Industrial:** Other context
- **Transportation:** Canal-related
- **Military:** Other structure
- **Townsite:** Non-domestic agri
- **Religious:** No-domestic agri
- **Burial area:** Midden/dump
- **Educational:** Artifuct scatter
- **Commercial:** Spring or well
- **Tavern/inn:** Unknown
- **Educational:** Artifuct scatter
- **Commercial:** Spring or well
- **Tavern/inn:** Unknown

**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:

<table>
<thead>
<tr>
<th>Projectile Point Types</th>
</tr>
</thead>
</table>
| Clovis                          | Koens-Crispin  
| Perkiomen                       |  
| Hardaway-Dalton                 | Piscataway  
| Palmer                          | Calvert  
| Kirk (notch)                    | Selby Bay  
| Kirk (stem)                     | Madison/Potomac  
| Le Croy                         | Jacks RI (notch)  
| Morrow Mtn                      | Jacks RI (pent)  
| Guiford                         | Masonry  
| Brewerton                       |  
| Otter Creek                     | Levanna  

All quantities exact or estimated minimal counts

### Prehistoric Sherd Types:

<table>
<thead>
<tr>
<th>Type</th>
</tr>
</thead>
</table>
| Marcey Creek       | Popes Creek  
| Dames Otr          | Coulbourn  
| Selden Island      | Watson  
| Accokeek           | Mockley  
| Wolfe Neck         | Clemson Island  
| Vinette            | Page  
|                    | Moyaone  
|                    | Potomac Cr  

### Historic Sherd Types:

<table>
<thead>
<tr>
<th>Type</th>
</tr>
</thead>
</table>
| Ironstone           | Staffordshire  
| Jackfield           | Tin Glazed  
| Mn Mottled          | Whiteware  
| North Devon         |  
| North Devon         | Porcelain  

### Other Artifact & Feature Types:

<table>
<thead>
<tr>
<th>Prehistoric Artifacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other fired clay</td>
</tr>
<tr>
<td>Human remain(s)</td>
</tr>
<tr>
<td>Modified faunal</td>
</tr>
<tr>
<td>Unmod faunal</td>
</tr>
<tr>
<td>Oyster shell</td>
</tr>
<tr>
<td>Uncommon Obj.</td>
</tr>
</tbody>
</table>

### Prehistoric Features:

<table>
<thead>
<tr>
<th>Feature</th>
</tr>
</thead>
</table>
| Mound(s)            | Storage/trash pit  
| Midden              | Burial(s)  
| Shell midden        | Ossuary  
| Postholes/molds     | Unknown  
| House pattern(s)    | Other  
| Palisade(s)         |  
| Hearth(s)           |  
| Lithic reduc area   |  

### Historic Features:

<table>
<thead>
<tr>
<th>Feature</th>
</tr>
</thead>
</table>
| Const feature        | Well/cistern  
| Foundation           | Trash pit/dump  
| Cellar hole/ cellar  | Sheet midden  
| Hearth/chimney       | Mill raceway  
| Postholes/molds      | Road/walkway  
| Paling ditch/fence   | Wheel pit  

All quantities exact or estimated minimal counts

### Lithic Material:

<table>
<thead>
<tr>
<th>Material</th>
</tr>
</thead>
</table>
| Jasper               | Chalcedony  
| Chert                | Ironstone  
| Rhyolite             | Argilite  
| Quartz               | Steatite  
| Quartzite            | Other  

### Radiocarbon Data:

<table>
<thead>
<tr>
<th>Sample</th>
<th>+/-</th>
<th>years BP</th>
<th>Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sample 1</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Sample 2</td>
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<td>Sample 3</td>
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<td>Sample 4</td>
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<td>Sample 5</td>
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<td>Sample 6</td>
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<td>Sample 7</td>
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<td>Sample 8</td>
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<tr>
<td>Sample 9</td>
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</tr>
</tbody>
</table>

Additional radiocarbon results available

**Dated features present at site**

Late 19th/early 20th century sunken vessel.
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 divers 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 toftruck 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 of 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 bars, 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 bulkinghead, 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.
<table>
<thead>
<tr>
<th>Site Number</th>
<th>Site Name</th>
<th>Prehistoric</th>
<th>Historic</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>19WO237</td>
<td>NI-25/26</td>
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**External Reference Codes (Library ID Numbers):**

97002268