

# MAHS NEWS



VOLUME 21, NO. 1

SPRING 2010

## Underwater Archaeology Training: 2010 Pool Session Attended by the Archeological Society of Virginia, Massanutten Chapter

By Dennis Knepper and Jeff Good

The MAHS pool session for the 2010 Basic Underwater Archaeology Class was held again this year at the George Mason University Natatorium, in Fairfax, Virginia. Students from the live class were joined by several distance learning students who have taken the class either by video or DVD. The latter included members of the Massanutten Chapter of the Archeological Society of Virginia. Led by co-author, Jeff Good, the Massanutten group is based in Harrisonburg and made the trip to Fairfax to try their hands at in-water trilateration mapping

MAHS trainers assembled the practice shipwreck, *Lil' Sinkenteen*, on the bottom of the pool, weighted it with window sash weights, and set up a baseline.

The students began with a pool-side orientation that included a walkthrough of the trilateration process. Next they donned their gear, completed safety checks, and received their mapping assignments. MAHS trainers worked in the water with each student



*Divers from the Massanutten Chapter of ASV practice trilateration mapping underwater.  
Photo by the authors.*

team, and all was ably overseen by Director of Education, Tom Berkey.

Many of the students at the pool session, including some of the group from the Massanutten Chapter, are planning to attend the upcoming Field School to be held in late June in the Florida Keys National Marine Sanctuary.



Interest in the field school has been high this year, great enough in fact that we are planning two consecutive sessions in order to accommodate all of the students.

We will begin surveying a new area, in a section of the Sanctuary known as Pickles Reef, and so we are looking forward to a busy week. ⚓

*additional photos on page 18*

**INSIDE THIS ISSUE:**

<b>ASV at the MAHS Pool Session .....</b>	<b>1</b>
<b>Search for the Schooner <i>Arrow</i> .....</b>	<b>3</b>
<b>MAHS Project Updates.....</b>	<b>6</b>
<b>Navy History and Heritage Command .....</b>	<b>7</b>

<b>Fort Clinch and the Two Fernandinas .....</b>	<b>11</b>
<b>Anguilla Heritage Trail .....</b>	<b>12</b>
<b>Search for the <i>Jefferson Davis</i> .....</b>	<b>13</b>
<b>Anacostia River .....</b>	<b>14</b>

## Notes from the Prez – Steven Anthony

It was a long, snowy winter and spring was slow in coming to the Washington DC area this year. Things really didn't start warming up until June. But that was fine because our 22<sup>nd</sup> Annual Introductory Course in Underwater Archaeology was in full swing and remained right on schedule. We had a large number of video students participating in the course this year as well. On April 17, Tom Berkey and his staff conducted the pool session where the students tried their hand at the trilateration survey method for underwater site mapping. The class did well and everyone seemed to have a great time.

Last fall and throughout the winter months MAHS volunteers focused on the Bodkin Creek Project finishing field work, research assignments and preparing the final report. In November, Dennis Knepper and I teamed with local residents Abe Roth and his son, Abraham to explore some of the wreck sites they had found in Bodkin Creek. The Roth's live a stone's throw from the creek and dive there on a regular basis. They were very knowledgeable about local sites and provided helpful information that confirmed the site conditions of Geomar target No. 23 located during their remote sensing survey of the creek in 2008.

One of the primary objectives of the Bodkin Creek Project was to locate the remains of the *Lion of Baltimore*, a famous American privateer. The *Lion* was reported to have been burned in Bodkin Creek by the *HMS Menelaus*, a British warship on patrol in the Chesapeake Bay during the War of 1812. However, Tom Berkey uncovered documents during his research that confirmed that the famous privateer was actually docked in L'Orient, France during the time period that she was reported to have been burned by the crew of the *Menelaus* and no records of any other ship burned in the creek during this period could be found. So, the mystery remains as to what ship, if any, was burned by the crew of the *HMS Menelaus*.

Nevertheless, the 300-page project report was submitted to the Maryland Historical Trust on April 30 and was well received. The investigation represented a cooperative effort by volunteer, private and public sectors. Primary archival research was conducted by MAHS volunteers in the United States, Canada and England; a remote sensing survey of the creek was conducted by Geomar, LLC, a private archaeological contracting firm; and diver investigations of targets were carried out by MAHS volunteers and divers from Geomar and from the Maryland Historical Trust. Special thanks go to Dr. Susan B. Langley, Jeffrey Morris,

*continued on page 18*

### 2010 MAHS OFFICERS

Steven Anthony – President (301) 652-2622  
Dennis Knepper – Vice President (703) 642-6878  
James A. Smailes – Secretary (202) 543-4895  
Earl Glock -- Treasurer

### At Large Board Members

David Shaw  
John Craig

### Committee Chairpersons

Education Director – Thomas Berkey  
Dive Safety Officer – Earl Glock  
Webmaster – David Shaw  
Equipment Manager – James A. Smailes

Intern: Stephanie Koenig

---

*MAHSNEWS* Editors: **James A. Smailes, Dennis Knepper**

### ADVISORS

John Broadwater  
*Maritime Heritage Program Manager, National Oceanic and Atmospheric Administration*

Dr. Michael Crawford  
*Early History Branch, Naval Historical Center*

Dr. Kevin Crisman  
*Assistant Professor of Anthropology, Texas A&M University*

James A. Goold, J.D.  
*Covington and Burling*

Dr. Richard Gould  
*Professor of Anthropology, Brown University*

Dr. Paul Johnston  
*Curator, Maritime History, National Museum of American History, Smithsonian Institution*

Dr. Susan Langley  
*State Underwater Archeologist, Maryland*

Jeffery Morris  
*President, Azulmar, LLC*

Larry Murphy  
*Submerged Resource Center, National Park Service*

Dr. Robert Neyland  
*Head, Underwater Archaeology Branch, Naval Historical Center*

Dr. John Seidel  
*Assistant Professor of Anthropology and Environmental Studies, Washington College*

Dr. Roger C. Smith  
*State Underwater Archaeologist, Florida*

Bruce Terrell  
*National Marine Sanctuaries, National Oceanic and Atmospheric Administration*

---

*MAHSNEWS* is the official publication of the Maritime Archaeological and Historical Society (MAHS), a non-profit organization dedicated to preserving our global maritime heritage.

---

*MAHSNEWS* will consider articles and notices for publication which enhance public awareness and appreciation of maritime history, archaeology, and heritage preservation.

# The Search for the *Arrow* / HMS *Whiting*

by Michael Higgins

The story of the schooner *Arrow*, aka HMS *Whiting*, is typical of many sea-going vessels of the early 19<sup>th</sup> century caught up in the War of 1812. In her short career she served under American and British flags as a merchant ship, a privateer, a slaver, and a naval vessel, eventually meeting a violent end. She is significant in naval architecture owing to her "Baltimore pilot" design. She is significant in history owing to her capture by the British Royal Navy in one of the major flash points between the United States and Great Britain resulting in the War of 1812, or as it is known in Great Britain, "The American War."

*Arrow*-HMS *Whiting* played an important role in the local histories of Baltimore, Maryland; St. Mary's, Georgia; and Padstow, Cornwall. As HMS *Whiting*, the vessel had an admirable career in Royal Navy service. She was with Rear Admiral Sir George Cockburn during the burning of Washington, D.C.; she returned to her home waters of the Chesapeake Bay for the assault on Fort Mchenry; and she took part in the assault on Point Petre and the occupation of Cumberland Island, Georgia. Upon her departure from Georgia on 16 March, 1815, she transported former African-American slaves from Cumberland Island to Bermuda from whence they proceeded to Halifax, Nova Scotia, and then to Trinidad in the Caribbean and to freedom.

In observation of the Bicentennial of the War of 1812, it was thought vestiges of Rear Admiral Sir George Cockburn's Light Squadron might be found in Georgia waters or elsewhere. Yet, a cursory review of Cockburn's Light Squadron determined that only two vessels came to grief in service: HMS *Terror* and HMS *Whiting*. The rest of the squadron was either sold or broken-up during the 19th century. The bomb or mortar ship HMS *Terror* saw service long after the war and was eventually abandoned in the ice on 22 April, 1848, during the fateful Franklin Northwest Passage Expedition. HMS *Whiting*'s postwar career was considerably shorter, as she was lost off Doom Bar,



*The schooner Arrow off Tybee Island, Georgia.  
Image courtesy of J. Kochan.*

Padstow, Cornwall, England on 15 September, 1816, while seeking shelter from a gale.

More than four and one half years ago, members of the Nautical Archaeological Society (NAS) began a search for HMS *Whiting*. The *Arrow-Whiting Project* is an international educational effort comprised of a confederation of schools in Canada, the United Kingdom, and the United States. Schools from all three countries

are working in collaboration to help research the vessel and its history as part of school projects. Research has been conducted at the British National Archives at Kew, in the US, and was expanded to include Canadian schools. The results of this research will be added to the findings from a field survey on Doom Bar being conducted in May 2010.

## Construction, Ownership, Masters, and Voyages.

The Baltimore pilot schooner *Arrow* boasted a formidable Maryland maritime pedigree. Built in the Fell's Point yard of renowned shipbuilders Thomas and Joseph Kemp, her owners were the celebrated Baltimore merchant firm of Hollins and McBlair. During the War of 1812, the famous Baltimore privateers *Rolla*, *Comet*, and *Chasseur* would share the same collaborative beginning. *Arrow* was launched on 7 December, 1811, her keel having been laid down earlier that year. She was described as a "round tuck schooner," referring to the shape of the stern. According to Master Carpenter's Certificate # 52, *Arrow* was built in "privateer fashion," for the sum of \$25 per ton with the following particulars:

- Length 71' 3"
- Breadth: 23' 4"
- Depth of Hold: 10' 4"
- Displacement: 180 4/95 (180.14) Tons

Trading with France and bound from Bordeaux for Baltimore, the schooner *Arrow* was seized pursuant to British Orders in Council of 1807, one of the precursors

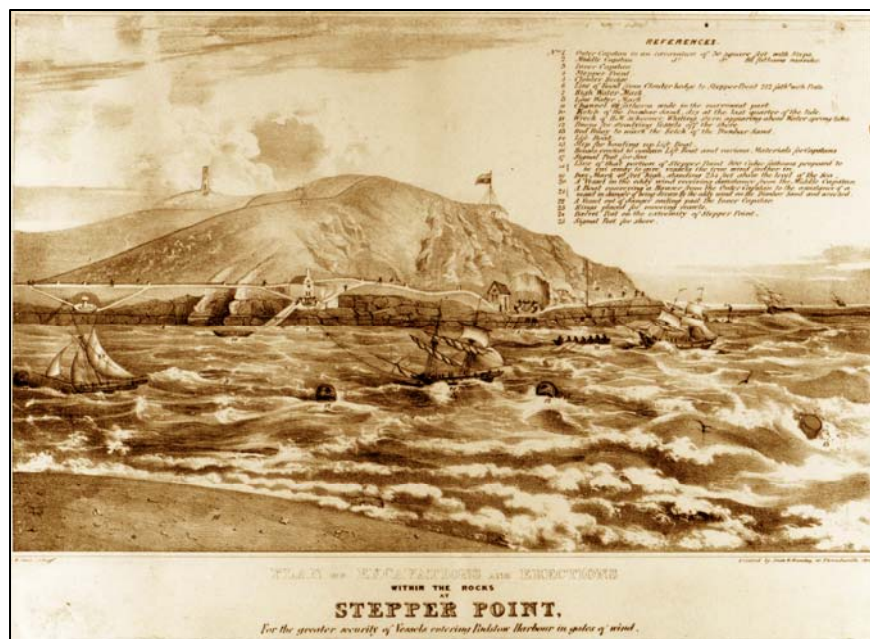
of the War of 1812<sup>1</sup>. In one of the final captures under the Orders in Council, *Arrow* was taken by the Royal Navy frigate HMS *Andromache* (38 guns) on 8 May, 1812. The Orders in Council were repealed on 16 June, 1812, two days prior to America's declaration of war.

*Arrow* was sent to Plymouth for adjudication under escort of HMS *Armide* together with the American Schooner *Tantivey* and six seamen and two marines as a prize crew. She was determined fit for Royal Navy service in a note from the Navy Board to the Admiralty stating that "...Mr. Edward Lockyer has tendered for H M Service the American schooner *Arrow* of 250 tons, Prize to HMS *Andromache*."

Following her capture, refitting and rechristening as HMS *Whiting*, her first commander was Lieutenant George Hayes, who took command in January, 1813. Some highlights of her cruises follow:

### 1813

HMS *Whiting* joined HMS *Iris*, HMS *Medusa*, HMS *Scylla*, HMS *Surveillante*, HMS *Sparrow*, and HMS *Bramble* in the Bay of Biscay operating against American privateers and the trade between America and France. On 22 March, 1813, while cruising with HMS *Medusa* and HMS *Scylla*, HMS *Whiting* captured the Letter of Marque, *Tyger*, of 263 tons taking brandy, wine and silks from Bordeaux to New York. The famous American privateer *Fox*, Captain Jack, of Baltimore (not



*Padstow Harbor in the 19th century. Image courtesy of P. Holt.*

<sup>1</sup> The Orders in Council were a decree issued in 1807 forbidding trade with France and ordering a blockade of French ports. They were issued in response to Napoleon's so-called Continental System, which forbade trade between French or neutral ships with England.



*Rear Admiral George Cockburn, an early-19th-century portrait depicting Washington, D.C., in flames in the background. Image from the public domain.*

to be confused with the privateer *Fox*, Captain Samuel C. Hardy and Captain Elihu D. Brown, out of Portsmouth, New Hampshire) had captured eight British vessels. On a voyage from Bordeaux bound for Philadelphia, *Fox* was taken on 6 April, 1813, after a chase of more than 100 miles. The *Fox*, with a complement of 29 men, mounted eight guns, two of which were thrown overboard during the chase. *Fox* was captured some 200 miles southwest of Cape Clear (Ireland's southernmost island). Lt. Hayes sent *Fox* into Plymouth where she arrived on 8 April, escorted by HMS *Pheasant* and HMS *Scylla*.

### 1814

HMS *Whiting* was attached to Rear Admiral George Cockburn's Squadron to support activities on the Iberian Peninsula.

### 1815

HMS *Whiting* was sent to Bermuda to transport a detachment of Royal Marines to

Cumberland Island, Georgia, to support Rear Admiral Sir George Cockburn's Squadron for the invasion of Georgia. Her station would be with another Baltimore-built schooner, HMS *Canso*, the ex-Baltimore privateer *Lottery*, captured in the Chesapeake on 13 August, 1813,

after a desperate battle. Together they would patrol the north end of Cumberland Island to guard the Inland Passage to St. Mary's. HMS *Canso* took part in a raid on St. Simons and Jekyll Island plantations. In March, HMS *Whiting* returned to Bermuda. During this voyage, HMS *Whiting* transported former African-American slaves who had sought their freedom under the British flag.

### 1816

Lieutenant John Jackson took command of HMS *Whiting* at Plymouth and was sent to cruise the Irish Sea, tasked with interdicting the smuggling trade from France. In September, HMS *Whiting* set her course to put into Padstow, Cornwall, in an effort to seek shelter from a gale, "repair damage, and seek intelligence." Lt. Jackson signaled for a pilot but became impatient and decided not to wait. While entering the harbor, HMS *Whiting* struck on Doom Bar, Dunbar Sands near Padstow on 15 September, 1816, abandoned on 21 September, 1816, and subsequently sold by the Royal Navy. During his Court Martial, Lt. Jackson was found negligent in the loss of HMS *Whiting* and lost one-year seniority. Three crewmen were given 50 lashes with nine-tails for desertion.

Among the correspondence in Admiralty documents is a letter dated 17 October, 1816, from H.M. Coast Guard officer Captain Hanchett to J. W. Croker, Secretary to the Admiralty Board, with suggestions for disposing of wreck. Written in script on the letter is the following: "Note the 20-foot tide at Padstow." Captain Hanchett suggested either paying £400 on results of the salvage efforts or else selling the wreck where she lay. A note on Hanchett's letter dated 23 October, directed the Navy Board to sell the vessel on the spot. A Mr. Tredisser, a lawyer from Padstow, contracted to salvage the vessel under the direction of a notable Cornish mining engineer, Captain Joseph Odgers. The initial salvage operations failed. There is no record of how subsequent salvage operations proceeded.

More than ten years later, in 1827, a noteworthy group of citizens, merchants, fishermen, and shipping concerns from Padstow and environs petitioned the Admiralty for their assistance in removing the wreck of the *Whiting* which had become a hazard to navigation resulting in the loss of vessels and lives. The Admiralty reply informed the petitioners that the wreck had been sold and was no longer the property of the Crown.

In 1830, an Admiralty survey was conducted on 21-22 June. At the time of the survey, the strongest spring tide for the entire year was expected with notes describing a 24-foot tide. The surveyors were actually able to stand on the deck of the *Whiting*. This was the last documented sighting of the wreck before she disappeared into the sands of Padstow's treacherous "Doom Bar", home to between 500 and 600 wrecks.

**The Search for the Wreck.** The author has been engaged in research regarding the loss of HMS *Whiting* and working with NAS toward locating the remains of the vessel since mid-2005. Mark Beattie-Edwards, NAS Program Director, advised, "Over the last few months the team have been looking at historic accounts of the loss of *HMS Whiting* as well as old charts to try and narrow down the possible location of the wreck. Also during a recent low tide, members of the team found wreckage of the right period from within the research area, which leads us to suspect we are on the right path to finding the wreck."

A survey team was in the field in mid-May of this

### The fate of Rear Admiral Sir George Cockburn's Light Squadron, by vessel

#### HMS ALBION

became a storage hulk at Portsmouth - July 1831; broken-up at Deptford - June 1831.

#### HMS BRUNE

hulked at Sheerness, then a victualizing depot at Chatham, 1829; sold 16 August, 1838.

#### HMS CANSO

sold 30 May, 1816.

#### HMS CEYLON

laid-up 1816; hulked at Malta - receiving ship; sold 4 July, 1857.

#### HMS DEVASTATION

sold 30 May, 1816.

#### HMS DRAGON

became a storage hulk, September 1824, at Pembroke; receiving ship, Marine Barracks - 1832; hulked and name changed to *FAME* 15 July, 1842; broken-up August 1850.

#### HMS EREBUS

sold to Mr. Manlove; broken-up 22 July, 1819.

#### HMS PRIMROSE

converted to sloop in 1824; broken-up August 1832.

#### HMS REGULUS

hospital ship 1812 - 1814; broken-up March 1816.

#### HMS RESOLUTE

became a diving bell ship June 1816; diving bell ship and receiving ship, Bermuda 1826; convict Hulk 1844; broken-up 1852.

#### HMS ROTA

sold 11 January 1816.

#### HMS SEVERN

sold to John Small Sedger, Rotherhithe 20 July, 1825.

#### HMS TERROR

converted to Arctic discovery vessel May 1836; fitted with steam auxiliary screw 1845; abandoned in the ice in 1848 during Franklin's Northwest Passage Expedition.

#### HMS WHITING

grounded on Doom Bar, Padstow on 15 September, 1816; abandoned and sold.

year, surveying a 110,000-square-meter area (about 27 acres), and reporting their findings via [www.teachertube.com](http://www.teachertube.com). Using a magnetometer, a temperamental side-scan sonar, and a sub-bottom profiler, a large and as yet unidentified object was detected buried in the sand. Two cannon currently stored in a municipal warehouse were measured by the team. According to local lore, the cannon consist of two six-pounders recovered from the *Whiting* site years before. HMS *Whiting*'s armament reportedly consisted of 12 guns: two six-pounders and 10 twelve-pounders (carronades). Based on the measurements taken, one of the recovered cannon is believed now to be a nine-pounder, suggesting that it is not from the *Whiting*.

Like many shipwrecks, *Arrow/Whiting* has the potential to be an exceptional teaching tool. This project allows students to "look over the shoulders" of underwater archaeologists as the project unfolds. I envision the project will continue moving forward



even after the underwater portion is complete. Video footage will fill the place of the live-video. I want the tremendously valuable use of shipwrecks and underwater archaeology to be highlighted by this project – I want the value of such a project to be seen for all levels of education, not just on the undergrad and post grad level as it is currently widely perceived.

*Michael Higgins is a graduate of The State University of New York Maritime College and a former U.S. Merchant Mariner. He is an author on naval subjects, and currently serves as Vice President, Camden County, Georgia, War of 1812 Historical Commission. ⚓*

## MAHS Project Updates

**M**AHS has been engaged in several large-scale projects in Maryland and Florida over the past year. Perhaps the most exciting development was the completion of the report for the Bodkin Creek Survey.

In August of 2008, MAHS received a Non-Capital Historic Preservation Grant from the Maryland Historical Trust (MHT) to conduct a comprehensive historical and archaeological survey of Bodkin Creek, a regional waterway situated just below the mouth of the Patapsco River. Interest in the project was high due to various historical reports of the sinking of an American privateer, the *Lion of Baltimore*, in the creek during the War of 1812.

Extensive research was conducted by MAHS volunteers at archives in the United States, Canada, and England. While a famous (or infamous, depending on which side of the battle you were on) privateer referred to as the *Lion* was documented raiding British shipping along the coast of France, no evidence of a schooner by the name of *Lion* with its home port in Baltimore could be found. An extensive remote sensing survey was conducted by Geomar, LLC, as part of the grant. Various sonar and magnetic targets were mapped, among which divers identified at least four wooden

shipwrecks. None has yet been determined to be a 19<sup>th</sup>-century schooner.

A technical report with extensive background studies including a survey of known terrestrial archaeological sites along the creek, a historical survey of Chesapeake Bay sailing vessels, and a brief history of Hancock's Resolution, the first and largest plantation on Bodkin Creek, was submitted to MHT in April 2010, along with digital files documenting all aspects of the project.

**M**AHS has also been conducting a video survey of a portion of Molasses Reef, in the Florida Keys National Marine Sanctuary, for the State of Florida. Over the winter, MAHS edited several hours of high definition video shot by volunteer videographer Glenn Patton, of Key Largo, producing a video map of a debris field initially investigated in 2008 by Roger Smith, Florida's State Underwater Archaeologist. Using grid references from the video, MAHS also generated a gridded map of the site showing the major cultural features. The video and map have been submitted to the State. MAHS volunteers will return in June of 2010 to continue the survey in conjunction with the 2010 Field School in Underwater Archaeology. ⚓

It's not too late to renew your MAHS Membership. If you aren't a member, become one and join us in supporting maritime historic preservation.



# Naval History and Heritage Command Underwater Archaeology Branch

by George Schwarz

The U.S. Navy (USN) is the custodian of one of the largest collections of submerged cultural resources in the world, with over 3,000 sunken historic ships and 14,000 sunken aircraft dispersed globally. Due to the invention of the aqualung in 1942 by Jacques-Yves Cousteau and Emil Gagnan and continued advances in SCUBA diving, these sunken craft have become increasingly susceptible to damage from unauthorized disturbances. It was soon found that these resources, often recognized by USN as archaeological sites, required strategic management and protection. The discovery of *CSS Alabama* in the 1980s and the subsequent excavation and documentation of the site in the 1990s and 2000s through a joint Franco-American project was a motivating factor in the creation of a USN underwater archaeology program.

The Naval History & Heritage Command (NHHC, formerly the Naval Historical Center) is the naval command that is responsible for collecting, protecting, and preserving USN's cultural and historical resources and making them available to the public through naval research facilities and public outreach programs. The command officially formed the Underwater Archaeology Branch (UAB) in 1996 in response to the need to protect and study its submerged cultural resources. Thus, the branch serves as the command's center of expertise on all matters related to the science of underwater archaeology and historic preservation as it pertains to sunken military craft. This includes the identification, research, analysis, interpretation, preservation, conservation, inventory, and management of USN's historic ship and aircraft wrecks and their associated contents. The branch's chief responsibilities can be put into four main categories: archaeological research, artifact conservation and curation, historic preservation, and educational outreach.

## Archaeological Research

In general, USN prefers that its submerged cultural resources are left undisturbed *in situ*, as this is often

the best method of preservation. In some cases, however, site disturbance and artifact recovery is justified for preservation or educational reasons. If the location of a shipwreck, for example, puts it in danger due to the need to widen a ship channel, archaeological recovery may be deemed necessary. Another example of warranted disturbance includes research on and artifact recovery from early period USN ships, as there is still much to be learned about wooden shipbuilding methods and life aboard early USN vessels.

The UAB conducts its own archaeological research on a range of USN's underwater archaeological resources. Examples of these resources include wooden and iron ships, caissons, and historic aircraft composed of complex metals, wood, and fabrics. UAB staff is

comprised of nautical archaeologists who are also trained divers. UAB projects may include archaeological surveying, site documentation, and full excavation.

UAB also receives third-party requests to conduct archaeological research on USN ships and aircraft. Through UAB's archaeological permitting program, external government agencies, private research groups, universities, museums, and other researchers can obtain permission to study USN archaeological sites for preservation or educational purposes, assuming they

meet the professional criteria listed in the permit instructions, have a sound conservation plan for recovered artifacts, and have adequate funding for the excavation as well as the long-term preservation of artifacts. As an example, the recent *USS Westfield* project was conducted by US Army Corp of Engineers (USACE) in conjunction with the deepening of the Texas City Channel near Galveston, Texas. The wreck site of this Civil War gunboat, an important component in the Battle of Galveston, is located in one of the most heavily-traveled ship routes in the United States. Professional archaeologists were hired by USACE to conduct excavation and site documentation before the deepening of the channel took place. In cases such as the *Westfield* project, UAB staff is often present at the



*Navy archaeologists map an early 19th-century shipwreck (all images courtesy of NHHC).*

site to provide oversight and advice on USN procedure for archaeological excavation.

#### *Artifact Conservation and Curation*

UAB operates an Archaeology & Conservation Laboratory for the treatment of archaeological artifacts from submerged USN sites. The laboratory serves as a multifunctional facility where the Navy's marine artifacts are treated for long-term preservation, fully documented and analyzed by UAB archaeologists, made available to scholars for academic study, and presented to the public through scheduled tours. The laboratory, which also serves as a permanent curatorial facility for the Navy's submerged material culture, adheres to federal and professional standards for historic preservation. Through NHHHC's artifact loan program, over 7,200 artifacts are currently on short- and long-term loans to museums and academic institutions throughout the world for professional exhibit of USN's maritime culture. Objects recovered from sea water are often well-preserved but require immediate treatment to prevent rapid deterioration, which may ruin their potential as diagnostic or display specimens. For example, ferrous materials from antiquity tend to revert back to their natural ore. Likewise, when allowed to dry waterlogged leather and organics shrink and become brittle, thereby distorting their original form and often deteriorating beyond recognition. Bone, ivory, and glass, if not properly conserved, will devitrify and become malformed. Thus, conservation is the foremost concern when undertaking recovery of archaeological material from underwater sites. Even after they are stabilized, objects excavated from underwater sites require periodic monitoring and evaluation, as they are susceptible to fluctuations in their immediate environment.

UAB staff include archaeological conservators to handle a wide variety of treatments for marine artifacts. Among the artifacts undergoing conservation in the laboratory are a Civil War sextant from USS *Tulip*; a 12-pounder cannon from Civil War screw-propelled USS *San Jacinto*; and an Aston pistol from USS *Housatonic*, the Union warship sunk by Confederate submarine *H.L. Hunley*.

#### *Historic Preservation*

According to the property clause of the U.S. Constitution and international maritime law, and consistent with Articles 95 and 96 of the Law of the Sea Convention, Department of the Navy ship and aircraft wrecks are government property in the custody of the U.S. Navy. In addition, the National Historic Preservation Act obligates USN to protect its historic properties, including ship and aircraft wrecks, for which it has custodial responsibilities. UAB maintains a Geographic Information System and a database of over 3,000 ship and 14,000 aircraft wrecks for management and research.

Under the Sunken Military Craft Act (H.R. 4200 Section 1400), right, title, and interest of the United States of and to any United States sunken military craft are not extinguished unless title is transferred deliberately by the United States, usually through an act of Congress. Furthermore, ownership is not dissolved by the passage of time. This act is also the legal mechanism through which USN's sunken craft and their associated contents are protected from unauthorized disturbance. UAB's permitting program is based on the regulations for this act, which prevents unjustified tampering with USN's submerged cultural heritage. UAB insures that USN complies with historic preservation laws. The branch also develops, reviews, and implements policy as it pertains to sunken military craft. For example, UAB was instrumental in developing the implementing regulations for the Sunken Military Craft Act, which are currently undergoing interagency review.

Lastly, it is important to note that the management of USN's sunken historic craft involves other complex issues such as potential war graves and unexploded ordnance which must be considered and effectively managed.

#### *Educational Outreach*

One of UAB's prime objectives is to disseminate relevant information to USN personnel, the maritime archaeological and historical community, students, and the public in general. This is accomplished



*Artifact conservation at the UAB lab: left, sextant from USS Tulip; center, pharmaceutical vials from a War of 1812 shipwreck; right, shell and box from CSS Alabama.*



through the production and distribution of archaeological reports, the UAB website, university lectures, professional conferences, television documentaries, published articles in technical and popular journals and newspapers, and scheduled tours of the UAB Archaeology & Conservation Laboratory. UAB also has an internship program which invites students to work with the branch on a variety of projects, including archaeological fieldwork, historic preservation issues, artifact handling, website design, and three-dimensional artifact scanning. Recently UAB contributed lectures to US Naval Academy's (USNA) first online course in support of USN midshipmen academics.

#### *Past Projects*

UAB's research and fieldwork projects include vessels from the Revolutionary War to WWII. The survey and limited recovery of artifacts from the Penobscot Expedition was carried out by UAB in 2002. During the Revolutionary War, the Continental Navy and State of Massachusetts scuttled a number of vessels in the Penobscot River in Maine to keep them from British capture. Artifacts ranging from a porcelain figurine to a swivel gun were recovered from the site and conserved at UAB's laboratory, and a site plan of one of the scuttled ships was generated for the final report.

Site surveys have been conducted over the past several years of USS *Cumberland*, a full-rigged sailing

Hampton Roads, Virginia. The site had suffered from looting in the past, and recovered artifacts have been conserved and are on display at Hampton Roads Naval Museum. Forthcoming UAB investigations will include additional survey and limited artifact recovery from the wreck site, which will aid UAB in designing a protection and management plan for the site.

The Confederate submarine *H.L. Hunley*, the first successful submarine to sink an enemy vessel in combat, was recovered under the direction of UAB in 2000. *Hunley* and thousands of artifacts and human remains recovered from the site are still undergoing conservation at Clemson Conservation Center in Charleston, South Carolina.

Two intact TBD-1 Devastators, World War II torpedo bombers, were found in Jaluit lagoon, Marshall Islands. These aircraft played a key role in the critical opening months of the Pacific War at the Battle of the Coral Sea and the Battle of Midway. They represent the best surviving examples of their type, but they are also individually historic. A multi-year research project was highlighted by a survey of the site in 2006 in which UAB collaborated with The International Group for Historic Aircraft Recovery, the Republic of the Marshall Islands, and the Center for Maritime Archaeology and Conservation. Potential archaeological recovery and conservation of one of the two aircraft is currently being considered.

#### *Current Projects:*

##### *Archaeological Survey for Bonhomme Richard*

For the past five years, NHHC and Ocean Technology Foundation, in collaboration with the U.S. Naval Academy, have been conducting research into the final disposition of the Revolutionary warship *Bonhomme Richard*. The objective has been to locate the sunken vessel for research and commemorative purposes. The USN's interest in locating *Bonhomme Richard* lies in the wreck's potential for providing important information about the construction of 18<sup>th</sup>-century warships, life of period sailors aboard sea-going vessels, naval battle tactics, diversity of crewmembers, navigational equipment, rigging characteristics of Revolutionary warships, and other topics regarding life at sea and the Battle of Flamborough Head, the battle in which *Bonhomme Richard* was lost. To date, four surveys have been conducted in the North Sea covering over 500 square miles, with no concrete signs of ship or cargo remains.

Using information obtained from an array of historical documents referring to the battle, drift models have been created which project possible trajectories of *Bonhomme Richard* before she sank. Using Geographic Information Systems and both hand-plotted and computer drift models, possible search areas were defined for each survey season. The projects conducted



*Nuclear submarine NR-1 preparing for 2008 survey for Bonhomme Richard.*

sloop that served almost 20 years before being sunk by ironclad warship CSS *Virginia* in 1862 off the coast of  
*MAHSNEWS Spring 2010*

since 2006 have involved the use of a variety of archaeological and oceanographic survey equipment, including magnetometer, sub-bottom profiler, multibeam echosounder, Remotely Operated Vehicles, Autonomous Underwater Vehicles, and even a nuclear submarine. The systematic approach taken by the project team has narrowed the search area during each year of survey, and dozens of shipwrecks have been discovered. Despite a few targets that require further investigation, there has not yet been an underwater site that meets the criteria for *Bonhomme Richard*. Planning for the 2010 field season is currently underway.

#### *War of 1812 Archaeological Project*

Under the leadership of Commodore Joshua Barney, the U.S. government and citizens of Maryland united to defend the Chesapeake Bay against British forces during the War of 1812. A flotilla was established for this cause, and, on 24 May 1814, that force, led by Barney's flagship *Scorpion*, sailed for the lower Chesapeake Bay in an attempt to intercept a British advance toward Washington. Over the course of several weeks the flotilla engaged the British on many occasions and succeeded in delaying the British advance. Finally, on 21 August 1814, facing overwhelming odds, Barney strategically retreated and landed his men at Pig Point, near Upper Marlboro, Maryland. Barney and his men then marched to defend Washington, leaving *Scorpion* and the rest of the flotilla to be destroyed by a detail of men to prevent British capture.



*Portrait of Joshua Barney, ca. 1800.*

An archaeological survey of the Patuxent River was conducted in the late 1970s, and a Chesapeake Bay flotilla shipwreck thought to be the remains of *Scorpion* was discovered. Limited excavation of the site was

performed in 1980, yielding a number of well-preserved and unique naval artifacts. The array of objects recovered includes one of Navy's earliest surgical kits, military hardware, carpentry tools, galley articles, crew's personal effects, and the ship itself. A number of these objects are now on display in the National Museum of the U.S. Navy at the Washington Navy Yard, and in the Calvert Marine Museum in Solomons, Maryland.

In summer of 2009, UAB conducted remote sensing operations in the Patuxent River to relocate the proposed *Scorpion* site and began laying the groundwork for a full-scale archaeological excavation. During the summer of 2010, the branch will probe the site to delineate the extent of the wreck and determine if more than one vessel is present at the site. In addition, UAB will begin test excavations and record archaeological context through site mapping and limited artifact recovery. Recovered artifacts will be conserved at UAB's Archaeology & Conservation Laboratory and made available for study and exhibit. Plans for a possible full-scale excavation in 2012 are currently underway.

#### *Concluding Remarks*

UAB was created due to a recognized need to preserve, protect, and manage USN's immense collection of sunken military craft, which represents a non-renewable and fragile resource. These submerged archaeological sites have enormous potential to contribute to the advancement of science, technology and history.

As this article briefly describes, UAB relies on a multidisciplinary approach, and its operations combine policy, archaeology, history, cultural resource management, marine science, and public education. A primary objective of the branch is to further our knowledge of USN's maritime history and preserve the information gained from these submerged archaeological sites for future generations to enjoy and expand upon.

---

*George Schwarz is manager of the Underwater Archaeology Branch Conservation Laboratory.* ⚓



# SHA Conference, Fort Clinch, and the Mystery of the Two Fernandinas

by James Smailes

The 43<sup>rd</sup> annual Society for Historical Archaeology (SHA) conference was held in early January at a not-so-warm Amelia Island Plantation, north of Jacksonville, Florida. The Plantation resort occupies more than 1,300 acres on Amelia Island, located between the Atlantic Ocean and the Intracoastal Waterway, on Florida's east coast. But for those who had hoped to escape the cold of the Northeast winter, it was very clear that instead the cold had followed them to sunny, but brisk Florida.



*View from the Fort Clinch parapet with cannon protecting the approach to Fernandina. Photo courtesy of Florida Division of Recreation and Parks.*

Before every SHA conference, attendees are offered the chance to attend workshops, with subjects ranging from archaeological illustration to chemistry for archaeologists. Tours highlighting local history are also offered. One such tour this year was to Fort Clinch, a pentagonal brick citadel constructed in 1847 to defend the port town of Fernandina.

On a cold and blustery January day, I joined the tour to the fort, stopping on the way to visit the original Fernandina, now known as Old Town Fernandina (or just "Old Town" to the locals), which was founded in the early 17<sup>th</sup> century. We also stopped in the "new" Fernandina, founded in 1835. On our arrival at Fort Clinch we were greeted by our tour guide, a re-enactor dressed in the uniform of a Union soldier from the Civil War. Our guide led us across the drawbridge, over the dry moat and around the fort, explaining the restoration work that had just been completed in one of the barracks buildings.

Restoration work began during the 1930s when the Civilian Conservation Corps began preserving and rebuilding many of the structures of the abandoned fort. A part of the State's park system since 1935, Fort Clinch is one of the most well-preserved 19<sup>th</sup> century forts in the country. Daily tours with period re-enactors depicting garrison life bring the fort to life for visitors. Sunbathing, swimming, and beachcombing are popular activities at the beach, but on such a cold day we found we had the fort to ourselves. Nearby, anglers can fish



*Top: drawbridge at the entrance to the fort; middle and bottom: concrete replicas of rifled cannon mounted on steel carriages along the fort's parapet. Photos by the author.*

from the pier or take advantage of excellent surf fishing. A six-mile trail has been carved through the park for hikers and bicyclists and self-guided nature trails provide opportunities to learn about and observe native plants and wildlife. A full-facility campground is available for overnight accommodations.


Although no battles were fought at Fort Clinch, it was garrisoned during both the Civil and Spanish-American wars. The tour concluded with an excursion through American Beach, Florida's first African American resort community established in 1935 and still a thriving beach community.

**W**hy Two Fernandinas? The present-day town of Fernandina was founded in 1835 by Florida Senator David Yulee (the first Jewish Senator in the US Senate, elected 1845) who wanted to follow his dream to build a railroad system across upper Florida (in effect, a land version of the Panama Canal).

A state-owned rail system had been planned as far back as 1837, but in 1851, the Senator became the first southerner to utilize federal and state land grants and a public stock offering to capitalize the venture. Chartered

in 1853, the Florida Railroad would be the first railroad to connect the east and west coasts of Florida, running from a deep water port at Fernandina on Amelia Island to Cedar Key on the Gulf coast. Yet the distance and location of the existing town of Fernandina made completing the line impractical. To remedy the situation, Senator Yulee bought new property in a better location, built the railroad, and sold the property at a cheap price to encourage the Fernandina residents to relocate, which many of them did, creating the "new" Fernandina. Construction of the railroad began in 1855, and on March 1, 1861, the first train arrived in Cedar Key, just weeks before the beginning of the Civil War.

Although heavily damaged during the war, the rail lines were rebuilt and expanded. The line later became part of the Seaboard Air Line Railroad, and where still in use today, is operated by CSX Transportation and the First Coast Railroad. The modern highway corridor of SR 24, US 301 and SR AIA closely parallels the former Florida Railroad route.

*Details for this article are from the State of Florida's Fort Clinch website <http://www.floridastateparks.org/fortclinch/> and from <http://www.yuleerailroaddays.org/>. *

## Anguilla Heritage Trail Opens

by Lillian Azevedo


**T**he Anguilla Heritage Trail was developed to introduce visitors and locals to Anguilla's past by creating permanent markers at 10 historic sites selected by public vote last year. Each site is marked with a large, local boulder and plaque with a brief description of the history and importance of the site. The trail officially opened during Anguilla Day celebrations in May 2010.

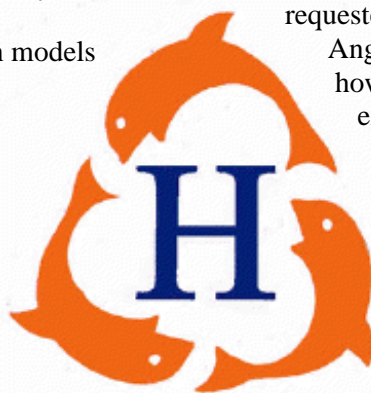
Patterned off the successful Caribbean models in Grand Cayman and Nevis, the Anguilla Heritage Trail is a joint project supported by the Anguilla Archaeological and Historical Society (AAHS), the Anguilla National Trust (ANT), the Anguilla Tourist Board (ATB), the Anguilla Hotel and Tourism Association (AHTA) as well as individual and corporate donors. In addition to the markers, 30 directional signs help guide drivers to the sites. An interpretive, souvenir brochure is available from hotels, car rental agencies,

and selected sites along the trail. The sites include Colville Petty's Heritage Collection, Old Valley Well, Old Courthouse Foundations (Crocus Hill), Koal Keel/a.k.a. Wardens Place, Katouche Bay, Rendezvous Bay, Sandy Ground (Overlook on Backstreet), Pumphouse, Wallblake House, and the Factory.

The Trail and brochure are free but donations are requested to ensure the trail's continued success.

Anguilla is a small island and, depending upon how long one stops at each site, the trail is expected to take approximately 1 ½ hours to complete. Blue and orange directional signs with the Trail logo have been installed to help guide travellers from one location to the next. Each site is marked in the brochure on a map of Anguilla.

More information can be obtained from the Anguilla Archaeological and Historical Society at P.O. Box 252, The Valley, Anguilla, or on the web at (<http://aahsanguilla.com>). 



*The Anguilla Heritage Trail.*

# Documenting the Search for the *Jefferson Davis*

by Joseph W. Zarzynski

The Confederate privateer *Jefferson Davis* sank in the harbor of St. Augustine, Florida, in 1861.

Originally built in Baltimore in 1845 as the merchant brig *Putnam*, through the 1850s she was homeported variously in Philadelphia, Providence, Boston, New York and, eventually New Orleans. There she was rechristened *Echo* and refitted for the slave trade. In August of 1858, she was captured by USS *Dolphin* off the coast of Cuba carrying more than 300 African slaves. According to government records (the *Official Records of the Union and Confederate Navies in the War of the Rebellion*), the slaves were freed and transported to Liberia, while the ship was taken to Key West. A court there held that the seizure was valid, and the vessel was confiscated and sold at auction in January 1859. The new owners, from

Charleston, South Carolina, restored the ship's original name, *Putnam*.

In May of 1861, at the start of the Civil War, the owners applied for a letter of marque from the Confederate government, renaming the ship *Jefferson Davis* in honor of the Confederate president. Despite the name change, her infamous past stayed with her, as Northern newspapers reporting her exploits consistently referred to the ship as "the former slaver *Echo*."

According to the Naval History and Heritage Command, the ship was commissioned as a Confederate privateer in mid-June and left Charleston later that month to raid commerce off the east coast of the United States. The cruise was successful, with nine merchant sailing vessels captured in a matter of weeks. While three of the vessels were subsequently recaptured, three were released, one was burned, and two, able to reach port in the Confederacy, were auctioned for the benefit of the privateer's owners and crew. *Jefferson Davis*, meanwhile, met an untimely end. While attempting to enter harbor at St. Augustine in mid-August of 1861, she ran aground and was lost.

The Lighthouse Archaeological Maritime Program (LAMP) has been conducting an underwater

archaeological survey in an attempt to find this historic shipwreck. As part of the project, Pepe Productions, of Glens Falls, New York, is making a documentary on the underwater search. A strong story is the key to any successful documentary, and the history of the *Jefferson Davis* and the archaeology done so far make a compelling narrative. The documentary will provide insight not only into the lives of the crew of the sunken vessel, it will examine the archaeologists driven to study the shipwreck.

The making of this documentary was the subject of one of the papers presented at the January 2010 SHA conference, a case study examining the role of documentary filmmaking as an integral tool for archaeologists.



Computer-generated illustration depicting the Confederate privateer *Jefferson Davis* grounded and sinking on the bar off St. Augustine, Florida in August 1861.

Image by J. Whitesel & J. Zarzynski.

Joseph W. Zarzynski, RPA, is an underwater archaeologist with Bateaux Below, Inc., a not-for-profit corporation that studies historic shipwrecks in Lake George, New York.

The *Official Records of the Union and Confederate Navies* are available through Cornell University's <http://digital.library.cornell.edu/m/oaawar/ofre.html>

Some of the information in this article is from an on-line article by Sam Turner, of LAMP

[http://www.staugustinelighthouse.com/lamp\\_search\\_jeff\\_davis.php](http://www.staugustinelighthouse.com/lamp_search_jeff_davis.php). ⚓

# Ecology, Commerce, Conflict and Transportation along the Anacostia River

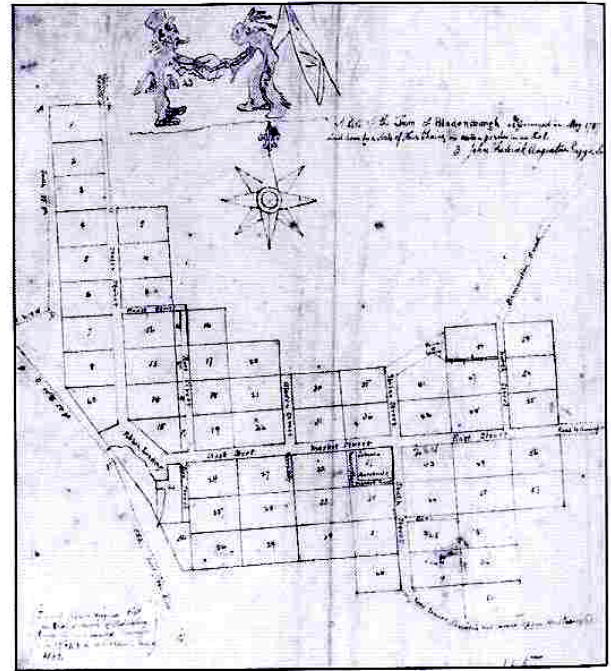
by Michael Roller and Julie Schablitsky

The Maryland State Highway Administration (MdSHA) and the Center for Heritage Resource Studies (CHRS) at the University of Maryland designed the Bladensburg Archaeology Project as a collaborative partnership to investigate the historic resources of the town of Bladensburg, Maryland, in anticipation of the upcoming War of 1812 Bicentennial. Bladensburg, a seemingly ordinary suburban community located approximately two miles to the northeast of Washington, D.C., has a rich history that stretches back to the Colonial period. Since that time, Bladensburg has rapidly altered as a result of broad regional and national changes in ecology, economy, political geography, and demography. Today, the historic landscape is invisible behind the dense fabric of transportation corridors, commercial development and industrial spaces. Through archaeology and community outreach, this modern veil has parted to reveal a complex history that spans from the prehistoric period to the mid-20<sup>th</sup> century.

The Bladensburg Archaeology Project incorporated a civic engagement component that directly involved the community in discovering its past. By engaging the public through addressing their questions about our work and our finds, sharing in their enthusiastic reactions and joining in their civic functions, we were better able to share the experience of our work and its findings in a way that was meaningful and relevant to the community. Additionally, in demystifying the process of doing archaeology we helped the public understand how archaeology works, why it is important, and how it can be useful to them in their community today.

Since the initiation of the project in the spring of 2009, archaeologists and historians have investigated three archaeological sites, conducted documentary and deed research, and compiled architectural inventories in the town. The outreach component of the project began a few weeks before excavations commenced with an initial public history workshop that presented the plans and goals of the project to the community. The workshop included a talk by local historians followed by a community discussion.

The MdSHA began excavations in May of 2009 at the Magruder House, a stone house built for William Hilleary in 1746. Public site tours, a press conference, and news releases



Map of Bladensburg 1742 (Map image from the Town of Bladensburg).

accompanied this work. Throughout the process, staff maintained a project blog with daily updates collected from each member of the field crew. Through the blog, researchers answered questions from the community and from a wider public audience. In June 2009, CHRS joined the State Highway archaeologists to investigate the grounds of the Market Master's house. As at the Magruder House, open site tours, electronic documentation and public presentations accompanied the archaeology work. Upon completion of the



Detail of The City of Washington in 1800, by George Isham Parkyn, with hogsheads of tobacco being stacked on a wharf in the foreground (NY Public Library Digital Gallery).

excavation, a second workshop allowed members of the community to provide feedback, view artifacts, and discuss local history. In order to engage and initiate dialogue from the community, project staff also attended numerous community events, celebrations and meetings where they displayed artifacts and released preliminary interpretations from the work. Although insufficient time had passed to reveal results from the excavations, these opportunities to publicly demonstrate the process of archaeology were key to project goals.

Chartered in 1742 as a port town, Bladensburg is located on the Anacostia River south of the confluence of the Northeast and Northwest branches. This location was chosen for its suitability as a port for the export of tobacco from plantations spread across Maryland in the 18<sup>th</sup> and 19<sup>th</sup> centuries. But archaeology revealed that the ecology of the Anacostia River near Bladensburg attracted inhabitants much earlier. One of the findings of our work that stirred excitement was a Native American spear point. Made from quartzite, it was similar to artifacts dating from the Late Archaic period (2500-1000 B.C.) that are thought by some researchers to have been used to spear and butcher fish. Throughout our excavations we encountered other evidence of Native American occupation spanning as much as 4,000 years, from the Late Archaic (2500 B.C.) to the end of the Woodland period (A.D. 1600). Previously, no recorded Native American sites had been documented along this portion of the Anacostia River.



Quartzite spear point (Photo by the authors).

One of our visitors, a representative of the nearby Piscataway tribe and a former resident of Bladensburg, eagerly told us of Piscataway oral history that describes the shores of the Anacostia River as heavily populated. People took advantage of the rich resources of the wetlands on the edges of the riverbanks and migratory fish in the deep estuarine waters. During the Woodland

period, forests were burnt to maintain grassy meadows that attracted game, for corn farming and for the construction of palisaded villages.

By the time of European arrival, complex regional politics had developed, and the Chesapeake Bay and its watershed were used as “avenues of commerce and communication.” European settlers would eventually dominate and completely replace the Native American occupants of the region, often settling in the same spots that offered congenial environmental advantages. These remains are hidden below centuries of silt from the flooding waters of the Anacostia.

The early inhabitants of Bladensburg began, in small degrees, an ecological alteration of the river that, during subsequent European occupation, would completely change the local ecology. Silt from intensive tobacco farming rendered the river un-navigable by the mid-19<sup>th</sup> century. Flooding, already a problem in the 18<sup>th</sup> century, was exacerbated by the altered water channel and the routing of runoff from impermeable surfaces into the river. The natural bends in the stream, which produced the resource-rich floodplain environments used by its prehistoric inhabitants, were straightened and surrounded by dikes by the Army Corps of Engineers beginning in 1952.

Comments we receive from the public when this evidence from our excavations is presented are often something like: “You found that here, right in town!?” The river’s environment has been so radically changed by its long succession of inhabitants that earlier history, before the concrete, strip malls, and toxic silt, has been essentially unimaginable. But for many residents and Native Americans in the region, finding that Bladensburg history reaches back 4,000 years or more is both a surprise and an affirmation that the river that wound through town was once a rich natural resource that brought people to settle here.

The Market Master’s house is a stone structure built in approximately 1760 by Christopher Lowndes, a prominent merchant and slave trader in the region. Lowndes operated several enterprises including an import business and a ropewalk, where hemp was twisted into rope. Lowndes advertised the ropewalk in a local newspaper:

*To Be Sold by the Subscriber, at his Rope-Walk in Bladensburg, All Sorts of Cables, standing and running Rigging of every Sort and Size; also Spun-Yarn, Marline, Housing, Amber-line, deep See-Lines, Log-Lines, Lead-Lines, and any Kind of Rope that can be made of Hemp; likewise Sail-Twine, Whipping Twine, Seine-Twine, Drum Lines, &c. Any person wanting a Quantity, not under Five Ton, shall have it delivered at their Landing on this Bay, at the same Price it sells for*

*at the Walk; and all Orders shall be strictly observed, both as to Size and Length.*

*Maryland Gazette, June 26, 1755*

Among the artifacts recovered at the Market Master's house was a fragment of black transfer-printed creamware printed with a partial inscription. Research helped us to complete the inscription:

*When this you see,  
Remember me,  
And bear me in your mind;  
Let all the world,  
Say what they will,  
Speak of me as you find.*

On the rear of the teapot is a poignant image of a couple parting, the man gesturing towards a three-masted sailing ship. Transfer-printed creamware, often with a nautical theme to commemorate a sea voyage to the colonies, was mass-produced for export to the American colonies by the English potter Josiah Wedgwood in the third quarter of the 18<sup>th</sup> century.

The poignant message and image remind us of the ties of commerce that connected Bladensburg to a global network of trade that reached across the ocean to England, where tobacco was sold, and goods were collected for export. This network also extended to Africa, where slaves were collected for the long sea journey that resulted in death for many, and misery for the rest. Bladensburg would have been a major destination for global trade, with its deep harbor and its location convenient to the dispersed tobacco growing population of early Maryland. Traces of these ties and the society they engendered are revealed by archaeology,



*Bridge over the Eastern Branch (the Anacostia River) at Bladensburg on the road leading to Washington (from Pictorial Field-Book of the War of 1812, by Benson J. Lossing, 1869).*

and serve as a way of engaging the public about this history. The nautical scene made us think of the many people that made their way to Bladensburg and to other American colonies, some with fortunes, some with dreams, and many against their will.

After the river silted in and rendered the port un-navigable, Bladensburg's economy suffered. However, the town continued to serve an auxiliary role as a way station for travelers. In the 19<sup>th</sup> century, its location at the intersection of major roads to Annapolis, Baltimore, Georgetown, Upper Marlboro, Alexandria, and Washington, D.C., made Bladensburg a key stopping point for travelers. An important bridge over the Anacostia River also served to make the town a strategic location during the War of 1812, when the British confronted limited American resistance in their march to burn Washington in August 1814. At our workshops and public events, many people ask if we have found items from that battle. For the town, this singular event and its historical context is a highly significant part of Bladensburg's heritage. As enthusiasm has been growing in anticipation of the War's bicentennial, tour groups from all over the country have visited Bladensburg and the rest of the D.C. area tracing the path of the British. In fact, the battle itself took place to the west of town, but it is likely that many of the buildings in town, including the Magruder House, served as field hospitals for British troops.



*View of the Suburbs of the City Washington, by George Isham Parkyns, 1795, showing Georgetown wharves contemporary to those at Bladensburg (Library of Congress).*

While excavating at the house, MdSHA archaeologists recovered a British King George halfpenny dated 1774. For the public



and the press, the coin was a palpable connection to the period just before the American Revolution and the subsequent tension that led to the forgotten and fascinating event that made the town famous again, the Battle of Bladensburg. We cannot be certain where the coin came from, whether it was dropped by a wounded British soldier or was simply amongst the pocket change of the occupant of the house at the time, Mr. Henderson. A variety of foreign currency was used in the American colonies, as were valuable commodities such as tobacco and sugar. However, the coin serves to remind us of the political ties that connected Bladensburg and the rest of the fledgling nation with England in its first century. These ties, broken by revolution in 1776, came back to Bladensburg in a conflict in which the town would serve a pivotal role.

In May 2009, CHRS excavated the lawns of Bostwick, an imposing 18<sup>th</sup>-century brick house built by Christopher Lowndes located on a hill overlooking Bladensburg. Today the house stands much as it did when it was constructed, except for stylistic additions by the succession of fashionable and wealthy owners who have occupied the house over the years. In 1997, the house was sold to the town of Bladensburg. Within the context of the bustling city crisscrossed by busy transportation routes, it is a patch of peaceful solace. Yet, it is wrapped in the long history of transportation and change that has deeply affected the cultural landscape.

While excavating at Bostwick, we encountered an artifact that led us to one of the more interesting occupants of the house. Archaeologists excavating on the terraced side-gardens to the southeast of the house found an unusual looking bullet. Bullets are common finds in rural or formerly rural areas, yet this artifact was unusually large. Later that afternoon a member of the Bladensburg police force dropped by to see how the excavation was progressing. As we usually do when the public visits our excavations, we showed him the latest finds and asked what he thought about them. The officer was the firearms-training expert for the police force and he was excited to see the bullet. He carefully examined it, compared it with the bullets in his belt, measured it, and concluded that it most likely came from a big game hunting rifle from the turn of the century.

Later, we found that Bostwick, unoccupied since the 1990s, was furnished almost exclusively with big game trophies from the occupants of the house between 1904 and about 1930. James and Hettie Kyner moved to Bladensburg when the town was still a sleepy rural community reachable from Washington by trolley. Kyner, a Civil War veteran, politician and railroad contractor, retired to Bladensburg after a long career building rail lines in the West. It was there that he acquired the many big game heads found in the house.

Today, the historic core of Bladensburg is crisscrossed by commercial development and the transportation routes that snake along major commuting arteries leading in and out of Washington, D.C. It was these transportation routes that had brought people to Bladensburg throughout the years, by river, by road, by rail, by trolley, each leaving a bit of themselves behind in the archaeological record. For the public, the obliteration of the historical landscape is one of the major concerns expressed at public events. They hope that the archaeological and historical work being undertaken by MdSHA and the University of Maryland will help them to recreate a walking city within this cultural landscape that is commensurate with the complexity and depth of Bladensburg history as we are coming to understand it. Above all, this is what the public has asked from our archaeology project.



*Magruder House excavation (Photo by the authors).*

Through a combination of public outreach and traditional scientific methods, the Bladensburg Archaeology Project has made our work meaningful to the communities of Bladensburg. Inviting the public to take part in the archaeological process aided us in making the physical discoveries meaningful to the town. It has helped us and the community relate the data we find underground to themes that are relevant locally and nationally, historically and in the present. Through the narrative of archaeological research, we can connect the complex history of a small locality to broader national themes of contemporary importance. Through the themes of ecology, conflict, commerce and transportation we can highlight the complexity of a history of which the community can be both critical and proud.

*Michael Roller is a graduate student at the University of Maryland, Department of Anthropology. Julie Schablitsky is Chief Archaeologist at the Maryland Department of Transportation's State Highway Administration. ⚓*

*continued from page 2*

Jim Morrison and Henry Schmidt for their contributions and support for this project.

In January, MAHS was pleased to learn that its appointment as Institutional Associate Member of the Advisory Council of Underwater Archaeology (ACUA) was renewed for another two year term. Jim Smailes and I attended the annual ACUA Board Meeting in Amelia Island, Florida in January, preceding the annual SHA conference. MAHS will be very active with ACUA this year. Jim volunteered to be on the Ethics Press Kit Committee and I volunteered to work on the Recreational Diver Training Standards and the Amicus Brief committees. There will be more to report on this later in the year.

In March, Jim Smailes conducted a session at the annual Maryland Archaeology Workshop updating the public on the various programs, activities and field projects that MAHS has ongoing throughout the year and the opportunities for volunteers to get involved.

Presently, as this publication goes to press, MAHS is refining the details of our annual Florida Field School scheduled for the end of June. Last year we conducted a video survey of a selected area of Molasses reef under a permit with FKNMS. The project report included a DVD

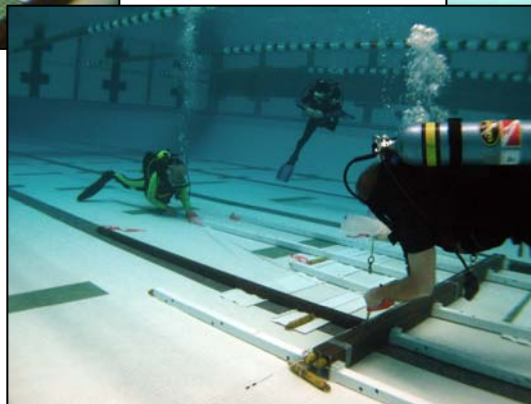
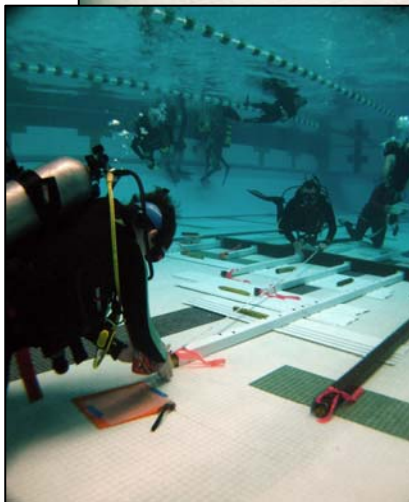
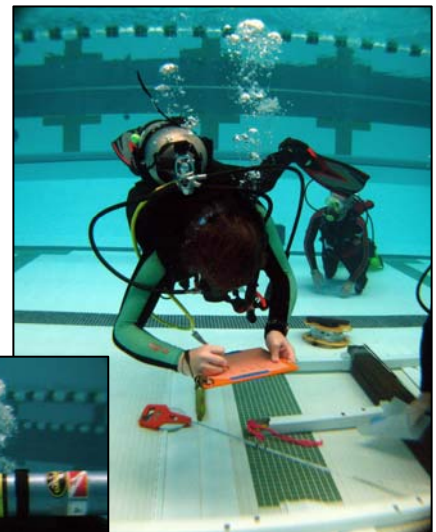
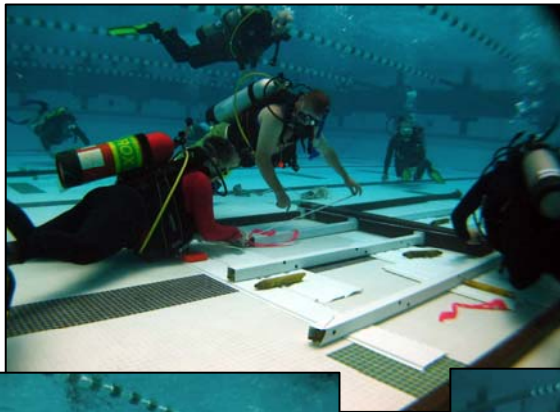
presentation accompanied by a site map. This year we have been requested to move over to Pickles Reef and perform a survey and site assessment there. We are working out the details with Roger Smith, Florida State Underwater Archaeologist and John Halas the Upper Keys Regional Manager for FKNMS for this work now. You will find information on these activities and our upcoming Summer Field School in the Chesapeake Bay in the next issue of *MAHSNEWS*.

I am pleased to announce that Michael Moore, historian with Lee Hall Mansion, has been contracted to continue his research on the Pamunkey River project again this year. I also want to welcome Stephanie Koenig who will be working as an intern with MAHS this summer. Stephanie is in her senior year at Stony Brook University in New York and is majoring in Marine Science and Archaeology. She will be completing her MAHS Field School certification with us in Florida and then turning her attention to a wreck site on Bodkin Point

See you on the water,  
Steven Anthony  
President

## **Additional Photos from the Pool Session**

---



*Photos by D. Knepper  
and R. Hayes.*

MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY

Statement of Ethics

The Maritime Archaeological and Historical Society is organized for the purpose of enhancing public awareness and appreciation of the significance of submerged cultural resources and the science of maritime archaeology. In pursuit of this mandate, members may come in contact with unique information and cultural material associated with terrestrial and underwater sites containing evidence of the history of humankind. To protect these sites from destruction by commercial salvors and amateur souvenir hunters, the Society seeks to encourage its members to abide by the highest ethical standards. Therefore, as a condition of membership and pursuant to Article 2, Section 1 (A) of the bylaws, the undersigned executes this statement of ethics acknowledging adherence to the standards and policies of the Society, and further agrees as follows:

- 1. To regard all archaeological sites, artifacts and related information as potentially significant cultural resources in accordance with federal, state, and international law and the principles and standards of contemporary archaeological science.
2. To maintain the confidentiality of the location of archaeological sites.
3. To excavate, or otherwise disturb an archaeological site solely for the purpose of scientific research conducted under the supervision of a qualified archaeologist operating in accordance with the rules and regulations of federal, state, or foreign governments. Artifacts shall not be removed until their context and provenience have been recorded, and only when the artifact and related data have been designated for research, public display or otherwise for the common good.
4. To conduct oneself in a manner that protects the ethical integrity of the member, the archaeological site and the Society, and prevent involvement in criminal violations of applicable vandalism statutes.
5. To observe these ethical standards and aid in securing observance of these standards by fellow members and non-members.
6. To recognize that any member who violates the standards and policies of the Society shall be subject to sanctions and possible expulsion in accordance with Article 2, Section 4 of the bylaws.

Signature \_\_\_\_\_ Date \_\_\_\_\_

(Revised 1993)

MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY
P O Box 44382, L'Enfant Plaza, Washington, DC 20026
Application for Membership

Membership in the Maritime Archaeological and Historical Society is open to all persons interested in maritime history or archeology whether or not they are divers. Members of MAHS have first preference for enrollment in all courses and other activities and projects of the Society. To join MAHS, please sign the Statement of Ethics above and send it to MAHS along with your check and this application form.

Name (print) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (H) \_\_\_\_\_ (0) \_\_\_\_\_ (FAX) \_\_\_\_\_

Email \_\_\_\_\_

Skills (circle): research/dive/photo/video/communications/drawing/writing/first aid/other:

DUES ENCLOSED
\$30 Individual
\$35 Family
\$50 Sponsor
\$100 Patron

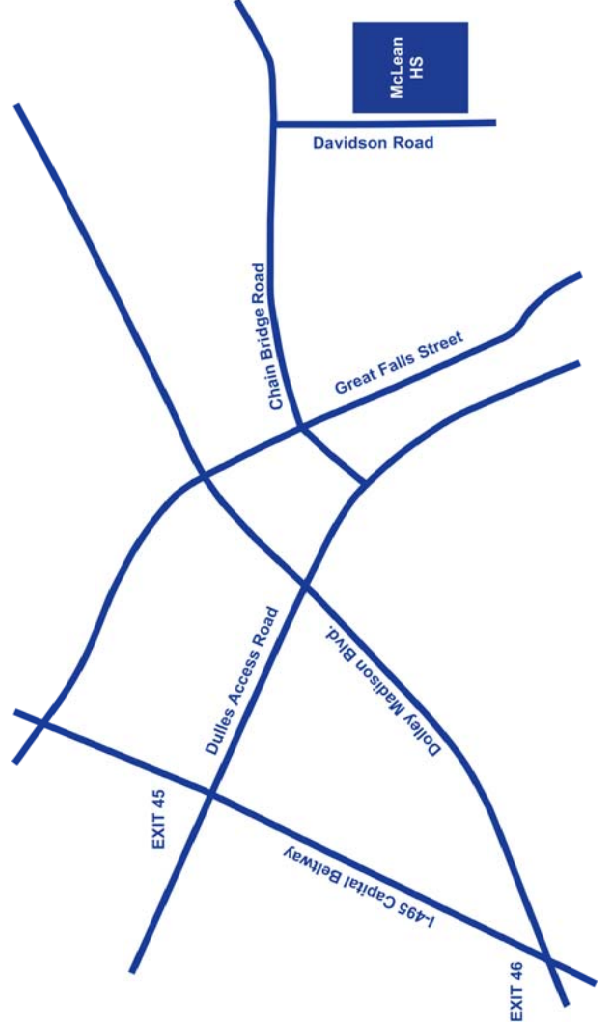
Please mail this form along with your check to: MAHS at P.O. Box 44382, L'Enfant Plaza, Washington DC 20026.

General membership meetings of the Maritime Archaeological and Historical Society (MAHS) are held at 7:30 p.m. on the second Tuesday of each month. MAHS meets at McLean High School, in McLean, Virginia, except in July, August, and December. The school is located on Davidson Road, just inside the Capital Beltway (I-495) - use Exit 45, coming from Maryland, or Exit 46, coming from Virginia. Meetings in July, August, and December are held at other locations for special events and holiday parties. Please join us and bring a friend.

Check the website [www.MAHsNet.org](http://www.MAHsNet.org) for e-mail advisories about any schedule changes.}

## Renew Now!

It's time to renew your membership in MAHS. It's easy. Just complete the application form on the inside back cover and sign the Ethics Statement, enclose a check for your dues, and mail! Thank you!



## MARITIME ARCHAEOLOGICAL AND HISTORICAL SOCIETY

PO BOX 44382, L'Enfant Plaza  
Washington, DC 20026  
[www.mahsnet.org](http://www.mahsnet.org)



ADDRESS SERVICE REQUESTED