UNDERWATER REMOTE SENSING AND TERRESTRIAL SURVEY
PENSACOLA BAY AND DEADMAN'S ISLAND
SANTA ROSA COUNTY, FLORIDA

FINAL REPORT

APRIL 2003

Panamerican Consultants, Inc.
15 South Idlewild Street
Memphis, Tennessee 38104
Contract No. DACA01-02-P-0472

PREPARED FOR:

U.S. Army Corps of Engineers
Mobile District
109 St. Joseph Street
Mobile, Alabama 36628

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<td>In August 2002, archaeologists from Panamerican Consultants, Inc. conducted a cultural resources investigation on and surrounding a portion of Deadman's Island in Santa Rosa County, Florida. Project plans call for the construction of a wall of vinyl sheetpile offshore of the island and the planting of vegetation on the island itself to combat the effects of erosion and stabilize the island. A remote-sensing survey found 17 magnetic anomalies within the project boundaries. Four of the anomalies are located directly in line with the proposed sheetpile placement route and require investigation to assess their identity and historical significance relative to NRHP eligibility criteria to adverse construction impacts. The other 13 anomalies are seaward and shoreward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities. Terrestrial investigations did not encounter any significant cultural material.</td>
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AND TERRESTRIAL SURVEY, PENSACOLA BAY
AND DEADMAN’S ISLAND, SANTA ROSA COUNTY,
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Prepared for:
U.S. Army Corps of Engineers
Mobile District
P.O. Box 2288
Mobile, Alabama 36628-0001

Contract No. DACA01-02-P-0472

Prepared by:
Panamerican Consultants, Inc.
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Michael C. Tuttle
Principal Investigator

Authored by:
Michael C. Tuttle, RPA and Stephen R. James, Jr., RPA

April 2003
ABSTRACT

From August 26 to August 29, 2002, archaeologists from Panamerican Consultants, Inc. (Panamerican) of Memphis, Tennessee conducted a cultural resources investigation on and surrounding a portion of Deadman’s Island which is located in Santa Rosa County, Florida. More specifically, the project area encompasses the northern quarter of the island and the bay waters that surround it on its north and west sides. Comprised of the construction of a wall of vinyl sheetpile offshore of the island and the planting of vegetation on the island itself, the construction and planting activities are being conducted to combat the effects of erosion and to subsequently stabilize the island. A limited archival research, remote-sensing survey of the offshore project area, and shovel testing of portions of the island comprised the current study which was implemented by the Mobile District Corps of Engineers in partial fulfillment of their obligations under various Federal statutes: Section 106 of the National Historic Preservation Act of 1966, as amended; Executive Order 11593; the Advisory Council on Historic Preservation Procedures for the Protection of Historic and Cultural Properties (36 CFR Part 800); and the Abandoned Shipwreck Act of 1987. Implemented for the Mobile District in response to their Scope of Work entitled Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman’s Island, Santa Rosa County, Florida (SOW), the project was conducted under Contract No. DACA01-02-P-0472.

The investigation indicated that the project site is an extremely historically sensitive area. The island itself was home to prehistoric peoples, and comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization and were employed early on as a careening station. Deadman’s Island has numerous known archaeological sites and several of the specific sites on and around it have been the focus of intensive cultural resources investigations. Several shipwrecks are located in and near the general vicinity of the project area, but perhaps the most readily visible testaments to the island’s history are the remains of an historically significant late-nineteenth century marine railway on its northern tip.

Results of the investigation indicate that there are historic properties in the area. Seventeen magnetic anomalies are located within the project boundaries. Due to the historic associations of the project area it is considered that each anomaly has the potential to represent a potentially significant cultural resource, specifically components of the marine railway or possibly vessel components. Four of the anomaly sources are located directly in line with the proposed sheetpile placement route and require investigation to assess their identity and historical significance relative to National Register of Historic Places (NRHP) eligibility criteria prior to adverse construction impacts. Of the other 13 anomalies, three are to seaward and ten are to shoreward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities. If they cannot be avoided, they require investigation to identify and assess their NRHP significance.

The terrestrial investigations did not encounter any significant cultural material during the shovel test pit phase of the project. However, there were obvious features observable on the surface. These features represent the cultural remains of previous historic activity in the area specifically associated with the marine railway, and are, therefore, deemed potentially significant. Owing to the site and its features disappearing due to extensive erosion, it is the opinion of the Principal Investigator that given the stated minimal depth and impact of vegetation planting, this activity will serve to protect the features rather than impact them. With that said, because they are visible, recordation of the exposed portions of the features would take a minimal amount of effort.
ACKNOWLEDGMENTS

The successful completion of this project is due in large part to the professionalism and dedication of numerous individuals in various capacities. Ms. Dottie Gibbens and Ms. Ree Rodgers of the U.S. Army Corps of Engineers, Mobile District should be acknowledged for allowing Panamericans the opportunity to conduct the investigation in the historic location of Deadman’s Island, Florida.

Dr. Roger Smith, the State Underwater Archaeologist for Florida, contributed his insightful commentary and shared his concern for the historically sensitive area.

The staff at the Florida State Master Site Files should be commended for their efficient and timely work which produced high quality site files for the sites identified within the text.

Dr. Elizabeth Benchley of the University of West Florida opened the Institute of Archaeology archives to the researchers and assisted in locating the most pertinent reports concerning studies in the proximity of the project area.

The survey team consisted of Stephen R. James, Jr., Underwater Projects Manager, Michael Krivor, the onsite Principal Investigator, Michael Tuttle, marine remote-sensing archaeologist, and Jason Raupp, archaeological technician. The crew deserve acknowledgment for their hard work, dedication and attention to detail that aided in concluding this project effectively and safely.

The Panamerican office team that assisted in the production of this report include Kate Gilow, office manager, Stephanie Gray, cartographic specialist and Kelly Blount, report editor, whose efforts are greatly appreciated as always.
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1. INTRODUCTION

From August 26 to August 29, 2002 archaeologists from Panamerican Consultants, Inc. (Panamerican) of Memphis, Tennessee conducted a cultural resources investigation on and surrounding a portion of Deadman's Island, which is located in Santa Rosa County, Florida. More specifically, the small island is situated in the City of Gulf Breeze on the northwestern end of the Santa Rosa (Gulf Breeze) Peninsula that runs in a general east-to-west orientation in Pensacola Bay. Fronted on its north and west sides by bay waters, the island is actually a peninsula that is connected to a high bluff to the east by a small sand spit. Separating the island from the bluff are the waters of Gilmore’s Bayou (Figure 1).

![Project Area](image)

Figure 1. Project location map (USGS quadrangle Gulf Breeze, Florida).

The project area encompasses the northern quarter of the island and the bay waters that surround it on its north and west sides. Comprised of the construction of a wall of vinyl sheetpile offshore of the island and the planting of vegetation on the island itself, the construction and planting activities are being conducted to combat the effects of erosion and to subsequently stabilize the island. Presented in Figure 2, the sheetpile parallels the shore approximately 260 feet offshore. Set on fifteen-foot long piles driven into the sand at eight-foot intervals and ten feet deep, the
piles have their southwestern terminus at N507343/E1120796 and their northeastern terminus at N505909/E1121479.

Historically sensitive, the island itself was home to prehistoric peoples; comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization and were employed early on as a careening station. Several shipwrecks are located in and near the general vicinity of the project area, but perhaps the most readily visible testament to the island's history are the remains of a late-nineteenth century marine railway on its northern tip.

Comprised of limited archival research, a remote-sensing survey of the offshore project area, and shovel testing of portions of the island, the current study was implemented by the Mobile District in partial fulfillment of their obligations under various Federal statutes. As an agency of the Federal government, the Mobile District is entrusted with the protection and preservation of all cultural resources that may be adversely affected by their project activities. The Federal statutes regarding these responsibilities include: Section 106 of the National Historic Preservation Act of 1966, as amended; Executive Order 11593; the Advisory Council on Historic Preservation Procedures for the Protection of Historic and Cultural Properties (36 CFR Part 800); and the Abandoned Shipwreck Act of 1987. In fulfilling these responsibilities, the Mobile District initiated the investigation to determine the presence or absence of remote-sensing targets and historic properties within the project area. Implemented for the Mobile District in response to their Scope of Work entitled Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman's Island, Santa Rosa County, Florida (SOW), the project was conducted under Contract No. DACA01-02-P-0472.

Results of the investigation indicate that 17 magnetic anomalies are located within the project boundaries. Due to the historic associations of the project area it is considered that each anomaly has the potential to represent a potentially significant cultural resource, specifically components of the marine railway or vessel components. Four of the anomaly sources are located directly in line with the proposed sheetpile placement route and require investigation to assess their identity and historical significance relative to National Register of Historic Places (NRHP) eligibility criteria prior to adverse construction impacts. Of the other 13 anomalies, three are to seaward and ten are to shoreward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities. If they cannot be avoided, they require investigation to identify and assess their NRHP significance.

The terrestrial investigations did not encounter any significant cultural material during the shovel testing phase of the project. However, there were obvious features observable on the surface. Thought to be associated with the marine railway, these features represent the cultural remains of a significant maritime facility and activity for the area and are, therefore, deemed potentially significant. However, the planting of vegetation should not result in an impact to these features, but, conversely, will serve to preserve them in situ.

Comprised of sections on Historical Background, Methods, Results, and Conclusions, the following report describes in detail the conduct of the study, as well as the recommendations for additional investigations. Accordingly these features should be avoided during sheetpile placement; if avoidance is not possible the features should be archaeologically investigated to assess their NRHP significance.
2. HISTORICAL BACKGROUND

ENVIRONMENTAL SETTING

As stated above, Deadman’s Island is a small island situated in the City of Gulf Breeze on the northwestern end of the Santa Rosa (Gulf Breeze) Peninsula that runs in a general east-to-west orientation in Pensacola Bay. Fronted on its north and west sides by bay waters, the island is actually a peninsula that is connected to a high bluff to the southwest by a small sand spit. Separating the island from the bluff are the waters of Gilmore’s Bayou. As illustrated in an 1882 map, Deadman’s Island was originally a small peninsula on the west side of Gilmore’s Bayou with its northern tip called “Town Point” (Figure 3). The peninsula has been made into an artificial island by dredging a canal at its southern end for boat access. The original mouth of Gilmore’s Bayou was on the northern end, but is now closed by a small spit of sand that connects Deadman’s Island to the bluff line. It is unknown if this sand is a natural occurrence subsequent to the dredging of the canal or is an artificial placement of sand.

Figure 3. 1882 map that illustrates Deadman’s Island, with its northern tip called “Town Point,” was originally a small peninsula on the west side of Gilmore’s Bayou (as presented in Joy 1988:7).
As illustrated in Figure 4, the island's western side is a steeply sloping dune face that shows clear signs of continuing erosion. Atop the four to five foot high dune, the land is level for some distance but gradually slopes towards the edge of Gilmore's Bayou that is fringed by marsh saw grass (*Serenia repens*). On the northern tip is found the highest ground, still no more than six feet above mean sea level. It slopes quickly to the east where it blends into the two-foot high and approximately 10 foot wide sand spit that connects the island to the bluff. The vegetation on the island is characteristic of the Florida Gulf Coast dune community. Located on the face and top of the dune, the sea oat zone is the first vegetation zone adjacent the bay water, being able to withstand salt spray and little fresh water. As one proceeds inland, the sea oats (*Uniola paniculata*) are replaced by a scrub and forest zone comprised of stunted live oak (*Quercus virginiana*), and various scrub vegetation that survive in a climate of little water, harsh sunlight, salt spray, and strong winds.

![Figure 4. The island's western side is a steeply sloping dune face that shows clear signs of continuing erosion. Note the trees eroding along the shoreline in the distance. Project area’s southern terminus is adjacent to the boat. View is to the north.](image)

**PREHISTORIC BACKGROUND**

A brief overview of the prehistory of northwest Florida is presented below. The limited nature of modern investigations necessitates that the cultural overview be drawn both from general sources such as Willey (1949), Joy (1988), Milanich (1994), and Bense (1994) and the few pertinent specific references such as Athens et al. (1993), Mikell et al. (1989), Phillips (1995), and Thomas and Campbell (1993). In order to provide a culture history perspective for the project area, a brief discussion of the regional prehistory and historical background follows. Table 1 summarizes the general prehistoric and historic chronology of the Pensacola Bay region and northwest Florida.
Table 1. Prehistoric, Protohistoric, and Historic Cultural Sequence for Northwest Florida.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Period</th>
<th>General Dates</th>
<th>Culture</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paleoindian</td>
<td>Transitional</td>
<td>12,000-8500 B.C.</td>
<td>Unnamed</td>
</tr>
<tr>
<td>Archaic</td>
<td>Early</td>
<td>8500-8000 B.C.</td>
<td>Dalton</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>8000-5000 B.C.</td>
<td>Kirk/Bolen</td>
</tr>
<tr>
<td></td>
<td>Late</td>
<td>5000-3000 B.C.</td>
<td>Unnamed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3000-1000 B.C.</td>
<td>Unnamed</td>
</tr>
<tr>
<td>Gulf Formational</td>
<td>Middle-Late</td>
<td>1000-500 B.C.</td>
<td>Elliot's Point-Norwood</td>
</tr>
<tr>
<td>Woodland</td>
<td>Early</td>
<td>500 B.C.- A.D. 300</td>
<td>Deptford</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>A.D. 300-450</td>
<td>Santa Rosa/Swift Creek</td>
</tr>
<tr>
<td></td>
<td>Late</td>
<td>A.D. 450-1000</td>
<td>Weeden Island</td>
</tr>
<tr>
<td>Mississippian</td>
<td>Early - Middle</td>
<td>A.D. 1000-1500</td>
<td>Bottle Creek phase</td>
</tr>
<tr>
<td></td>
<td>Late/Protohistoric</td>
<td>A.D. 1500-1700</td>
<td>Bear Point phase</td>
</tr>
<tr>
<td>Colonial</td>
<td>First Spanish</td>
<td>A.D. 1528-1763</td>
<td>Spanish Colonial, Protohistoric and early</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>historic Aboriginal</td>
</tr>
<tr>
<td></td>
<td>British</td>
<td>A.D. 1763-1781</td>
<td>British Colonial</td>
</tr>
<tr>
<td></td>
<td>Second Spanish</td>
<td>A.D. 1781-1821</td>
<td>Spanish Colonial, American Colonial</td>
</tr>
<tr>
<td>Early American</td>
<td>Territorial-Civil War</td>
<td>A.D. 1821-1865</td>
<td>American</td>
</tr>
</tbody>
</table>

Consideration of the potential for cultural resources within the project area focuses on two distinct types: prehistoric sites and historic sites including shipwrecks. Although the location of shipwreck sites can be realized through the employment of an array of remote-sensing equipment like that currently being utilized within the marine portions of the project area, the location of submerged prehistoric sites with current technology is highly unlikely. Rather, the emphasis during a study of this nature is more hypothesis than reality, the investigation basing potential submerged site location on known above current sea level site locational parameters (i.e., land forms such as river terraces), as well as data on Pleistocene environments and resources for the area (i.e., estuaries, food types). However, it is possible to identify relic submerged landforms to some extent with the side scan sonar, and then apply known parameters from above-sea-level sites to these landforms.

The remains of the peninsula that now make up the artificially-created Deadman’s Island were first home to aboriginal peoples. Providing access to available marine resources, prehistoric occupation of the island is evidenced by ceramic remains found on the northern tip of what was then a peninsula. Identified as from the Late Mississippian period (A.D. 1500-1698), the cultural material is from a period associated with the European conquest of Florida. With a cultural economy based on agriculture, it is clear that the peninsula did not offer soils or an environment conducive to farming; instead, gathering of marine resources such as shellfish prevailed. It is very likely that the site is an example of the latter of three settlement patterns of aboriginal occupation of the Pensacola Bay area. Referring to this last settlement pattern, Joy states that “as the human population increased in this area, the number of base camp sites situated along the coasts also increased and eventually caused a northward expansion along bayou shores and on marsh islands that provided a source of shellfish harvesting” (1988:17).

Generally speaking, a wide range of site types has been recorded around West Florida and Pensacola Bay. Previously recorded sites include prehistoric sites, village sites, camps or small village sites, prehistoric aboriginal lithic and lithic/ceramic scatter sites, and historic artifact scatters. Paleoindian and Early Archaic, Late Archaic, Deptford, Swift Creek, and Weeden Island components have been identified on these aboriginal sites, and historic sites with late nineteenth and early to modern twentieth-century American period components have been identified.
Past research and the data indicate that a portion of the reported archaeological sites in the waters of Florida are historic. It is known that several submerged prehistoric sites have been found and investigated in Florida. Most artifacts have not been found by archaeologists, but by divers/collectors. Some of the extinct faunal remains found in a submerged context show evidence of butcher cuts and other evidence of human shaping (Faught 2001). In general the present environment in the project area is relatively benign, but has been exposed to sea level change and dramatic effects of the occasional hurricane.

It is known that other coastal Atlantic regions have produced underwater prehistoric sites. To the north, over 800 submerged archaeological sites are known to be located in North Carolina waters, a vast majority being historic shipwrecks and landings. Approximately 50 (less than 6%) of these sites are from a prehistoric context. Most, if not all of these, come from a lochustrine or riverine context (Richard Lawrence, personal communication 2002). Further north in Virginia there are at least 283 underwater sites on file. While 90 have prehistoric components, only three are totally submerged. The bulk are eroding out of present shore lines. Only one confirmed prehistoric site is located on the Atlantic Ocean, and that is located on the eastern shore of Virginia (Blanton and Margolin 1994:ii, Appendix A). Thus the presence of known marine prehistoric resources in Virginia is exceedingly rare. “It is conceivable that large portions of the home range of some Paleoindian bands are now submerged on the continental shelf, particularly for any that may have adopted a partial coastal subsistence focus” (Blanton and Margolin 1994:10).

Further north, it is believed that past dredging activity off of Sandy Hook, New Jersey may have exposed and redeposited portions of a prehistoric site. An assemblage of over 200 prehistoric artifacts was collected in an area that had been re-nourished by material dredged from an area approximately one mile offshore in depths of 35 to 40 feet below mean low water. It is believed that the artifacts came from a layer within the first five feet of the sea bed from the Weeks 1 Borrow Area (NYCOE Memo, 9/21/95). Other artifactual materials in the New England/Long Island Sound area were located due to dredging activity; many were assigned to the Archaic period (Stright 1990:441-442).

Thus, it is known that submerged prehistoric sites have been located or intuited through the evidence from Florida to New England. But, how can these sites be recognized? The equipment utilized for this project, a magnetometer, cannot positively identify prehistoric sites which are non-magnetic. Alternate methods and techniques may have better results. The application of a subbottom profiler survey, with parameters to identify relict landforms, and in conjunction with coring could possibly identify likely locations for submerged prehistoric sites. Rather than using these instruments in a broad survey to look for specific sites, which would be difficult, their application should be to indicate past submerged Holocene landforms with potential to contain cultural material. Subsequent testing for prehistoric sites (i.e., coring) could concentrate on the areas of higher potential, increasing the chance to contact these materials.

Historic Period

The first European to land on and explore Florida was Ponce De Leon. With permission from the King of Spain to find new lands, De Leon left Puerto Rico in 1513 to search for land, wealth, and the Fountain of Youth. After traveling by the Bahamas he landed just above the mid-point of the coast of the Florida peninsula in early April. Turning south, De Leon coasted along the Atlantic shore of Florida, through the Keys and approximately a third of the way up the gulf coast of the Peninsula. After being rather savagely attacked by the local inhabitants, who had no knowledge of the Fountain of Youth, De Leon decided to leave Florida in mid-June after a month and a half of exploration (Morison 1974a:507-511). Three years later Diego Miruelo, who had sailed with De Leon, explored far enough north in the gulf to find what most likely would be named
Pensacola Bay. Later, De Leon attempted to colonize Florida on the gulf side in 1521, but died after receiving a fatal wound from the natives (Morison 1974a:515). Thus began the Spanish exploration of the North American mainland.

Spanish persistence in the gulf kept explorers busy. In 1519 an expedition under the command of Alonso Alvarez De Pineda again entered the Gulf of Mexico. Landing in southwest Florida, the explorers made contact with the natives. Hostile to this European encroachment, they protested with violence. The Spaniards sailed north and west and were the first to sail the coast of the gulf and encounter the mouth of the Mississippi. They sailed on into Mexico where De Pineda and many of the crew met the same fate as De Leon (Morison 1974a:517-518). However, there is no mention of the discovery of the bay which contains the project area.

Another attempt at colonization that ended in a spectacular disaster was the endeavor of Panfilo Narvaez in 1527. Originally intended to settle on the Rio de Palmas, they landed on the mid-west coast of the Florida peninsula with 400 men and 80 horses. Due to apparent Eurocentric attitudes and poor planning, the natives did not welcome the Spaniards with open arms and forced them to retire from the coast. Unfortunately the poor planning included instructions from Narvaez for all the vessels to look for a good harbor. Having to leave the area under threat of death at the hands of locals, the conquistadors built five vessels to evacuate to Mexico. By the end of September 1528 the remnants of the settlers were sailing north to intended refuge and comfort. Their first real safe haven was found in approximately 30 days, thought to be Pensacola Bay. Unfortunately the natives there were not friendly either and their trek to Mexico continued. Narvaez, the leader of the expedition, was lost at sea and later the remaining boats wrecked on the Texas coast. Only four survivors walked back to the protection of Spanish-held lands in 1536, eight years after the beginning of the voyage (Morison 1974a:519-23).

During the explorations of De Soto in 1539, he sent out an investigative mission under Francisco Maldonado to find a suitable harbor, where De Soto could march his troops and be re-supplied early the next year. Two months of examining the coast located a fine harbor with a friendly native population. The harbor Maldonado found is suspected to be either Mobile or Pensacola Bay (Duncan 1995:311). The harbor turned out to be of no immediate consequence as in the spring of 1540 De Soto marched northeast and on into legend.

With a body of cartographic and navigational knowledge growing, Pensacola Bay, with all its accolades, became a candidate for future Spanish colonization efforts. In 1558 Gonzalo Gayon was sent to reconnoiter the coast of Florida for a possible settlement. Of the possible ports or bays for colonization Pensacola Bay was chosen as the site for an expedition. A year later, in the summer, Tristan De Luna y Arellano entered the bay with 12 vessels. Unfortunately this expedition was done in, not by hostile locals, but by more vicious weather. A hurricane destroyed many of the vessels and doomed the colony and gulf settlement as St. Augustine, on the Atlantic coast was settled six years later (Franklin et al. 1991:20, 25).

The French, emboldened by Verrazzano's voyage along the east coast of the New World, in 1524 took action to claim some of this terra nova for themselves. During 1562 the French sent two vessels to explore along the Carolina coast. Jean Ribaut took possession of the area in the name of the King of France, Charles IX. His original settlement of Santa Elena (Port Royal, South Carolina) did not survive long as there was internal dissent, and the post was abandoned. The French were not to be discouraged and two years later a second attempt, under Rene de Laudonniere, established a settlement at Fort Caroline, on the St. Johns River in Florida (Coker 1987:3). The new settlement proved to be too close to Spanish lands.

The French settlement in Florida was a danger to the homeward fleets carrying New World wealth to Spain. King Philip II of Spain dispatched Menendez de Aviles to eradicate the problem in 1565. Fort Caroline was taken by a land assault, and after a promise of fair treatment the
defenders were all put to death. The French avenged the treachery three years later when the fort was retaken and all Spanish prisoners murdered (Morison 1972b:470). The Spanish, in an attempt to maintain sovereignty over the region, resettled at Port Royal in 1566. When Francis Drake captured and burned St. Augustine in 1586, the post was abandoned. However, the raids of interlopers were only irritants as the Spanish might put a temporary halt to other European nations encroaching down the east coast.

The east coast of Florida would be prey for foreigners, but the Gulf of Mexico would be relatively quiet for the Spanish until the French descended the Mississippi in the mid-seventeenth century. The Gulf of Mexico was essentially a Spanish lake for a century. With the intrusion of La Salle into the gulf from the Mississippi River in 1682, Spain had to reassert her sovereignty over the region. The Spanish sent out another expedition in 1686, that once again found Pensacola Bay to be the best choice for a settlement. The political situation caused the King of Spain to demand that a settlement be placed in the region; another voyage of exploration was undertaken in 1593, and recommended Pensacola Bay as a settlement site. Finally, in 1698 a settlement was placed in the Florida panhandle at Pensacola (Franklin et al. 1991:25).

Pensacola Bay was recommended as a possible settlement site by every exploratory voyage that was sent to the region and discovered it. The initial settlement of the region took place in the late seventeenth to early eighteenth century. Wars saw the French (1719) and the English (1763) gain temporary possession of the region from the Spanish. During the American Revolution the Spanish retook Florida from the British in 1781. During the Second Spanish period, the population of Pensacola continued to grow and both new and old industries (brickyards, sawmills, naval stores, Indian trade, etc.) grew and ensured Pensacola's place as an important port and center of commerce.

Comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization beginning with the Colonial period. As early as the mid-1700s, the project area was employed as a careening site where ships could have their hulls cleaned and repaired (Figure 5). On October 21, 1821 The Floridian reported that:

Opposite Pensacola, on what is called Deer Point, there is a small cove called the Careening Ground, where vessels may lie close in shore, as completely sheltered as in a basin. Under the British government, two wharves were constructed and at different times, vessels have been repaired, and even built and launched there. At present there are scarcely any remains of those works. During the summer months this area was used as a quarantine ground. There were formerly some good live oaks in the neighborhood, but it has been long since destroyed. The place is well fortifyed by nature having a lagoon in the rear, which cuts it off from the mainland, leaving only a high bluff, that commands every place around it. On the other side of Deer Point is the sound between the island of Santa Rosa and the peninsula of which Deer Point is the extremity (as presented in Joy 1988:24).

Many of the colonial period settlers were Americans from the Carolinas looking for better land. These pioneering families settled near creeks on fertile land, essentially "squatting" in Spanish territory, but the Spanish could do little about American encroachment and eventually lost their colony to the United States following the War of 1812 and the Creek Wars of 1813 and 1816. The United States took possession of the territory when Spain ceded Florida in 1819. Most of the historic documentation for the region comes from Pensacola Bay, as it was the area initially settled by European colonists and the focus of economic activity.

**The Early American Period.** The first substantial settlement of the Pensacola region occurred as the newly formed United States began to acquire the crumbling colony of Spanish West Florida as a territory in the early nineteenth century. Spain sold Florida to the U.S. and ceded it by treaty in 1820; in 1821 Florida became an American territory. Andrew Jackson, who had at best a tenuous relationship with the Spanish, became the first governor of West Florida. Florida
remained a U.S. territory until 1845, and this period was dominated by military activities. In 1821, Secretary of State John Quincy Adams ordered the building of forts and a Navy Yard at Pensacola, but the project area remained rural and sparsely settled. As during the Colonial period, Early American-period Pensacola continued to be the focal point of settlement and commerce in the region. On May 24, 1826, President John Quincy Adams ordered the sale of large tracts of land in west Florida to facilitate settlement of the area. Early roads such as the Pensacola to St. Augustine Road helped to advance settlement.

![Plan de la Baye de Pensacola](image-url)

Figure 5. 1742 map with the project area identified as a careening site (as presented in Joy 1988:25).

**The Civil War Period.** The forts of the Pensacola Bay area were of critical importance during the Civil War period (1861-1865). Control of Fort Pickens, Fort McRee, and Fort Barrancas was imperative to the Confederacy so that Pensacola could remain a vital port for the importation of foreign manufactured goods and export of southern cotton. The Confederate Army seized Pensacola early in 1861, but later that year Union forces took Fort Pickens and controlled the pass from the Gulf of Mexico into Pensacola Bay. Early in 1862, Confederate General Braxton Bragg ordered the military evacuation of Pensacola and Union forces took control of the Pensacola area until the end of the war. As the Confederate forces left Pensacola, they burned and destroyed port facilities and industrial properties and the port was shut down until after the war. The Union also took control of the port of Apalachicola and operated a naval blockade along the Gulf Coast out of Key West.

There were eight Civil War-era vessels reported as being lost in the Pensacola Bay region during the conflict. Many were burned to prevent capture in the bay. Both the Union and Confederate forces had losses in the area. Many types of vessels were lost including a schooner, a sloop, steamers, gunboats and an ironclad. The various types of vessels lost indicate that the bay was an active port.
Most citizens of the state welcomed the cessation of hostilities and the opportunity to return to a normal life. The economy, however, was in shambles and property values plummeted. The lack of adequate transportation to inland areas impeded economic development and population growth. The end of the war also brought anarchy to northwest Florida, as bands of former soldiers, deserters, and criminals terrorized the population. Local governments collapsed and in 1866 several northwest Florida counties were placed under martial law.

The 1870s saw a resurgence of the timber trade, foreshadowing the great change that came to the Panhandle when the Pensacola & Atlantic Railroad (later known as the Louisville & Nashville Railroad) was established in the 1880s. In 1881-1882, Pensacola and other trade centers such as St. Andrews, Vernon, and Marianna were connected to the Louisville & Nashville (L&N) Railroad, providing rail connections to markets such as Jacksonville to the east and Montgomery to the north. Prior to this time, transportation and communication along the Gulf Coast was maintained by horse and wagon or by flat-bottomed steamers and pole barges that made regular trips along the coast and up rivers to various landings along the coast. With the opening of the railroad, many new immigrants came to the area and the timber industry boomed. The number of late-nineteenth to early twentieth-century period sites in the region attests to the expansion of the rural population during this period as well.

The interior of the county saw a marked increase in population brought on by the completion of the railroad and the opening of the interior to widespread commercial logging. When the L&N railroad was completed to Tallahassee and Pensacola in 1884, it brought a shift in the traditional economic focus. The railroad and the clear cutting of the vast stands of timber also facilitated the expansion of agriculture into previously forested areas. Sharecropping and other forms of tenant farming became the standard agricultural institution.

The establishment of railroads in western Florida also facilitated the development of the naval stores industry. Turpentine stills and naval stores’ work sites dotted the landscape of the Panhandle (Butler 1998). Over 250 sites on Eglin AFB are ascribed to the Rural Industrial Expansion period (Thomas and Campbell 1993), including forest resource exploitation and industrial sites, communities, rural homesteads, fishing, shipping, and agricultural communities.

Perhaps the most readily visible testament to the Deadman’s Island’s history are the remains of a late nineteenth century industrial complex, a marine railway on the island’s northern tip. Archival research conducted by Debra Joy indicated that the remains are from one of the largest marine railways on the Gulf Coast for the repairing of ships. The Pensacola Marine Railway Company began construction of the facility at Town Point in March of 1889 for the repair of snapper boats (Figure 6). Advertising in 1889 for two ship’ carpenters and laborers, and with expectations to be the greatest and most important facility of its kind on the Gulf Coast, the “planned docking capacity was expected to handle a gross tonnage of 2000 lbs (sic 'tons'?)” (Joy 1988:28). However, in 1906 the railway was destroyed by a disastrous hurricane (Joy 1988:28). Illustrated in Figures 7 and 8, it is evident that the railway was indeed a huge facility that repaired much larger vessels than snapper schooners.

In the twentieth century—the decline of the naval stores industry and the Depression—many small communities disappeared or lost population as people moved to urban centers. Tourism, agriculture, fishing, and military proprietorship have been the driving economic forces of the twentieth century for the Florida Panhandle. The past 50 years have been influenced heavily by the military presence at Eglin and Tyndall Air Force bases, as well as the growth of the tourist trade and beach development. The portion of Deadman’s Island examined was heavily modified by commercial construction during the early part of the twentieth century that has arisen with the expansion of beach culture leisure industries along the Florida coast during the later half of the twentieth century. However, time and technology have passed the once-important point by, and now only the remains of past industrial activity give a glimpse of the importance of this point.
Illustrated in Figure 9, a 1919 map indicates that a fertilizer plant was constructed at what had been the site of the marine railway, but by 1920 the Milton Gazette, a local newspaper, questioned what had become of the fish fertilizer factory. As reported to Joy, a local historian suggested that the venture failed owing to financial hardships (Joy 1988:28).
Figure 7. Photograph of the Pensacola Marine Railway with the Danish bark *Killeena* on the ways (Courtesy of the Lelia Abercrombie Historical Library, Pensacola. As presented in Joy 1988:30).

Figure 8. Photograph of the Pensacola Marine Railway with what appears to be another Danish bark hauled over for cleaning and repair (Courtesy of the Lelia Abercrombie Historical Library, Pensacola. As presented in Joy 1988:30).
PREVIOUS INVESTIGATIONS

The earliest archaeological investigations in northwest Florida began in the 1880s with S.T. Walker's (1885) study of shell middens and shell mounds along the Gulf Coast. Walker excavated portions of sites on St. Andrew Bay to the southeast. At the turn-of-the-century, Clarence B. Moore investigated numerous sites on the Gulf Coast, including several on the Choctawhatchee watershed (Moore 1901, 1908). Although Moore is best known for the mound sites he excavated, he did not restrict his activities to mounds and cemeteries. His investigations, no matter how unsophisticated by today's standards, have proven invaluable since many of the sites he recorded have long ago been lost to development, looting, and erosion.

It was nearly 40 years later when the next substantive investigations took place in the project area. In 1939 Gordon Willey conducted an extensive investigation of the prehistory of the Florida Gulf Coast, which included approximately 500 miles of coastline from Perdido Bay to the southwestern coastal region. Willey's work included survey, testing, and recording of numerous sites around the Choctawhatchee region. In his well-known Archaeology of the Florida Gulf Coast, Willey (1949) developed a prehistoric temporal framework that still serves as the basis for the since-refined chronologies of the Florida Gulf Coast. His work resulted in a synthesis where eight cultural periods and the first ceramic typologies for the Gulf Coast were defined. Willey's work marked the beginning of the modern era of archaeological investigation in Florida.

Historically sensitive, the island has numerous known archaeological sites and several of the specific sites on and around it have been the focus of intensive cultural resources investigations. Perhaps the most germane study to the current investigation was the 1988 historical and
archaeological investigation of the island conducted by the University of West Florida (UWF) in 1988 (Joy 1988). Funded by the City of Gulf Breeze, the investigation identified three sites, the terrestrial site of Deadman’s Island designated state archaeological site number 8SR740, the Deadman’s Island Wreck (8SR782), and the site of the Pensacola Marine Railway (8SR783).

Located at the extreme northern end of the island is the Late Mississippian Stage prehistoric component of the Deadman’s Island site (8SR740) (Figure 10). Cultural material in the form of numerous ceramics are the only associated artifacts. The UWF report states that the “cultural component is weakly represented on the island and is very likely submerged in the shallow water off the north point of the island” (Joy 1988:94). The current investigation of the island did not encounter any aboriginal materials from this site, but did note that a significant amount of the island has eroded since the 1988 study, indicating that most if not all of the site most likely has eroded into the bay.

![Diagram of Gilmore's Bayou and the sites](image)

Figure 10. Location of aboriginal ceramics recovered from the Deadman’s Island site (8SR740) during the 1988 UWF investigation (as presented in Joy 1988:83).

Located during the 1988 UWF investigation of the island, Deadman’s Wreck was the focus of intensive investigation the same year by UWF with assistance from the Bureau of Archaeological Research in Tallahassee (Bense 1988; Smith 1990). Situated just south of the current project area in three feet of water, the site is represented by approximately 56 feet of the lower, unballasted hull of a vessel. A site plan was drawn of the hull, and numerous artifacts were recovered that indicate the site could possibly represent the remains of a late eighteenth
century British Royal Naval vessel, possibly the HMS Stork or the HMS Florida. Purchased in Jamaica, the Stork was damaged in a storm while entering Pensacola in 1779 and was condemned. It had its guns, rudder and pig iron ballast removed, and the condemned hulk was used during the careening of a frigate at Gulf Breeze. The Florida, with 12 or 14 light guns, was also abandoned at the careening ground adjacent to Deadman’s Island in 1778 when she filled with water and could not be refloated (Smith 1990:115).

The 1988 UWF investigation of Deadman’s Island also conducted preliminary recordings of the marine railway site at the northern tip of the island. Illustrated in Figure 11, the 1988 UWF site plan shows the marine railway supports to the north of the island and additional associated structures just south and connected to the island. Labeled as boat slips on the site plan and shown in Figure 12, the “slips” most likely represent structural supports for what would be termed a building slip and launching way, more commonly referred to as a marine railway. Illustrated in Figures 13 and 14, their orientation is perpendicular to the vessel being constructed or repaired. Interestingly, Figure 12, which is a 1976 photograph, shows the “careening slips” located just off the beach while at the time of the current investigation they were located at least 100 feet offshore, indicating massive erosion since 1976.

![Diagram of marine railway site plan on Deadman’s Island](image)

Figure 11. 1988 UWF site plan of the marine railway on Deadman’s Island (as presented in Joy 1988:89).
Figure 12. 1976 UWF photograph of the northern portion of the marine railway located just along the shoreline on Deadman's Island (as presented in Joy 1988:90).

Figure 13. Profile and plan view of a building slip and launching way. Although constructed of wood and not of brick, the components for the railway would be similar. Note how the supports are located both on land and extend into deep water (as presented in Desmond 1984:66).
Apart from the aboriginal site, Deadman’s Wreck, and the marine railway, the 1988 UWF investigation identified no other sites on the island. Although briefly mentioned as present on the island at least on one early map, no structures or cultural materials were identified by UWF as relating to the fertilizer plant.

In 1991, shortly after the 1988 UWF investigation of the island, the Underwater Division of the Florida Bureau of Archaeological Research conducted the first phase of the Division’s “Pensacola Shipwreck Survey.” As part of the survey the Division recorded the Town Point Wreck (8SR983), later identified as the remains of an eighteenth century cutter or sloop. Illustrated in Figure 15, the vessel remains are approximately 36 feet in length and are represented by an unballasted lower hull intact from stem to stern. With construction techniques thought to be indicative of English or American colonists in the New World, the site was considered historically and archaeologically significant (Franklin et al. 1991:120-131). Located within the current project area, visual inspection of the reported site location did not reveal its presence and it is suspected that it is buried by sands.

One additional site located within or near our project area and identified by the 1991 survey was the Deadman’s Punt (8SR1014). Situated just south of the Town Point Wreck in one to two feet of water are the remains of a sturdy punt or small scow or bateau (Figure 16). With a preserved length of 16.5 feet, the site at the time was threatened by erosion from wind and wave effects. Completely recorded, the vessel was thought to date to the early twentieth century (Franklin et al. 1991:195-203). Visual inspection of the general reported site location did not reveal its presence and it is suspected that it is buried by sands or has been destroyed by wave action.

Discussions with Roger Smith, Florida’s State Underwater Archaeologist, indicate that the remains of the base of a dance pavilion are present near the southern boundary of the project area. Thought to date from the early twentieth century, the remains are represented by a timber structure octagonal in shape. Visual inspection of the general reported site location did not reveal its presence and it is suspected that it is buried by sands or lies outside of the project area.

In addition to the dance pavilion remains, several additional sites identified by the 1991 survey are present near but outside the project area to the south. These include the Centerboard Schooner site (8SR996), the wreck of the Cabradroca (8SR995), and the Composite Hull site (8SR1000). The Centerboard Schooner site is stated as poorly preserved but is recommended for further recordation. Thought to date to the late nineteenth century, the Composite Hull site is heavily deteriorated and offers little archaeological value other than some construction information. The site of the Cabradroca is represented by a wooden hull in excess of 200 feet situated in twelve feet of water. Identified by local divers, the Cabradroca was a Portuguese ship
scuttled in Old Navy Cove in the early 1900s (Franklin et al. 1991:203-207). Identified on NOAA navigation charts for the area, a review of the Automated Wreck and Obstruction Information System (AWOIS) lists the vessel in this general location.

Figure 15. Site plan of 8SR983, the Town Point Wreck (as presented in Franklin et al. 1991:123).

Figure 16. Site plan of 8SR1014, the Deadman's Punt (as presented in Franklin et al. 1991:201).
**SHIPWRECK INVENTORIES**

Florida has attracted much attention relative to shipwreck finds. During the colonial period the annual Spanish Flota conveyed New World wealth to Spain. Leaving from Mexico or Cuba, these vessels were heavily laden with treasure. Following the Gulf Stream past the east coast of Florida, some of the vessels involved in this transport were invariably lost. The lure of treasure has attracted many people to Florida to search for these lost riches, and has inspired many more dreams. The project area is located on the opposite coast of the traditional Flota routes, but the value of the information contained in any shipwreck here is just as important as those on the other side of the state.

An early and comprehensive collection of shipwreck information was compiled by Robert Marx (1971). Entitled *Shipwrecks in the Americas*, the book is divided into two basic parts. The first concerns the general history and development of shipping with an emphasis on being able to identify shipwreck sites. The second part of the book focuses on specific shipwrecks and their locations. A section in this part is devoted to Florida as the author states, “More work has been done on shipwrecks in Florida waters than throughout the rest of the Western Hemisphere” (Marx 1971:191). The reasons are many but generally come down to history (Spanish treasure) and geography (Florida got in the way of the ships). Hundreds of wrecks are listed but most are noted as being lost on the Atlantic Coast or the Keys. Several vessels were reported to be lost in Pensacola Bay and its vicinity.

A more scholarly publication, *Ships and Shipwrecks of the Americas*, edited by Bass (1988), is a survey of numerous shipwrecks that can enlighten us through archaeological study of our past cultural traditions. Vessels from both North and South America are included. Much more selective than the previously noted volume, inclusion in this tome is limited to vessels of historic importance and that have offered up information of the past through archaeological investigation. The ships in Florida waters that are of interest are of the Spanish Treasure Fleets lost in 1715 and 1733 on the East coast or Keys respectively. Although there are noted vessels of importance in Pensacola Bay, such as the Emanuel Point wreck, no bay vessel was included in this volume.

Another collection of shipwreck site locations is presented in *Shipwrecks of Florida* (Singer 1992). Over 2,100 vessels are listed as being lost off the Florida coast. The state is separated into six geographical districts along the coast. The most pertinent information for the present study comes from the Panhandle section which runs from the Alabama border in the west to Apalachee Bay in the East. Over 270 vessels are listed as lost in this district. As with the first volume reviewed, many of the wrecks in this section concentrate around Pensacola Bay (Singer 1992:22-48).

A recently published volume entitled *Beneath the Waters* concentrates only on shipwrecks from the American Civil War. An examination of the more than 600 vessels listed indicates that there are at least three vessels lost in Pensacola. The *Ewing, Fulton, and Preble* were all war losses in the bay (Hemphill 1998:83,93,204). Although only focusing on a four-year conflict, this volume does indicate that there was some violent maritime activity in the area.

The most recent addition to shipwreck location literature is *Shipwrecks Unforgotten* (Freitag 1998). The volume lists shipwreck sites down the East coast from New Jersey to Florida. Approximately 670 wreck sites are listed in Florida waters, with a sub-set of 189 noted as being Gulf Coast sites. The book appears to be focused at fishermen and scuba divers with locational information given for each wreck site. Several wreck sites are noted off Santa Rosa County and in Pensacola Bay.

A review of some well known or recent literature indicating prehistoric and historic resources, navigational histories, shipwreck inventory, and previous studies indicates that the waters of
Pensacola Bay contain several shipwreck sites off the Gulf Coast of Florida. The initial settlement of Pensacola during the Spanish colonial period and the relatively late settlement of southwestern Florida in the late nineteenth century would lessen the importance of maritime traffic in the area. The introduction of the railroad during the later part of the nineteenth century to the region offered a tentacle to the interior and may have aided the growth of the port by expanding its potential hinterland to obtain and distribute goods to. The information provided above, when integrated with remote-sensing and diver investigations of any remote-sensing target investigated, will aid in the construction of a rational determination of significance for any cultural material found during the course of this project.
3. METHODS

PERSONNEL

The personnel involved with this investigation have the requisite experience to effectively and safely complete the project as proposed. Stephen R. James, Jr. served as the project manager with Michael C. Krivor serving as the on-site principal investigator. Michael Tuttle acted as the marine remote-sensing archaeologist, and Jason Raupp from the University of West Florida volunteered to act as an archaeological technician.

ARCHIVAL

During this project several previous archaeological and historic accounts focusing on the project area were referenced. These reports were synthesized in the previous chapter. The Institute of Archaeology at the University of West Florida was visited and Dr. Elizabeth Benchley opened the Institute’s archives and directed the researchers to pertinent data. Dr. Roger Smith, the State Underwater Archaeologist for Florida, was consulted relative to the historic resources located in proximity to the project area, and provided beneficial information. The collection of data from previous reports in the area and local experts can aid in determining the types of materials that may be found during a remote-sensing investigation.

ENVIRONMENTAL CONDITIONS

The submerged portion of the project area examined was approximately 650 feet by 700 feet. The inverted L-shape had its long axis oriented east-west, while the tail of the L ran north-south at the western end. The interior of the marine portion of the survey area, approximately the final 30 feet, could not be run due to shallows (Figure 17). The project area was exposed to winds from the north, east, and west. Tidal currents ran east–west. The winds and tide caused no negative impact during the survey.

Another potential concern during the investigation was vessel traffic. Although there were several crab pots in the project area, indicating active commercial usage, there were no incidents where vessels approached the survey crew or interfered with any project activity. A limited number of fishing and pleasure craft were seen in the area to the north, but did not represent any significant problem.

Water depths encountered within the project area ranged from zero to four feet. Thus the proper watercraft was required to conduct a survey in the shallows. The area surveyed extended west and north of the bounds of the project area to insure adequate coverage. It was noted in the very southwest corner of the area examined that the depth was 12 feet. The tide range while conducting the project was minimal. On August 27 the high tide was 1.0 feet above mean low, while low tide was 0.8 feet above mean low, for a tide range of 0.2 feet. The following day the tide range was 1.1 feet above mean low at high and 0.7 feet above mean low at low tide, for a tidal range of 0.5 feet. This data can be found on the Internet at http://co-ops.nos.noaa.gov/tides/get_pred.shtml?stn=2650+Pensacola.

The shallowness of the project area necessitated the use of some additional equipment to keep the remote-sensing equipment floating on the surface so that it would not drag on the sea bed and risk snagging on the observable cultural material. The magnetometer tow cable was buoyed with piping insulation and the tow fish was fastened to a “boogie” board to insure floatation.

Water clarity was a factor in the present survey. The entire project area was in very shallow water, as above. The visibility was at least two to four feet. These conditions made piloting the
survey vessel and later wading and snorkeling very easy to accomplish. Obstructions in the water could be avoided, and location of cultural material in the water was easily accomplished.

Much smaller than the submerged portion, the terrestrial portion of the project area covered the northern 350 feet of the island in a north/south direction, and 300 feet of the island and sandspit in an east/west direction. Additionally, the project area was 70 feet wide beginning at the tide mark. The white sugar sand was easy to shovel and screen and to observe any cultural materials if present. Furthermore, the sparseness of vegetation allowed for excellent visual inspection of the ground surface. Due to the proximity of Pensacola Bay shovel tests could only be taken to the water table, approximately one meter maximum depth.

Figure 17. Typical project area environment looking north. Shallows in foreground and Town Point in background.

REMOTE SENSING SURVEY EQUIPMENT

The remote-sensing survey was conducted with equipment and procedures intended to facilitate the effective and efficient search for magnetic anomalies and to determine their exact location. The positioning system used was a Trimble Navigation DSM212H, Integrated 12-channel Global Positioning System (GPS) and Dual-channel MSK Beacon receiver for differential (DGPS) capabilities. Remote-sensing instruments included a Marine Magnetics Sea Spy proton spin resonance principle magnetometer and an Eagle Magna III fathometer (Figure 18).

Although noted in the Florida Division of Historic Resources Performance Standards for Submerged Remote Sensing Surveys, two remote-sensing technologies potentially available but not used during the present survey include side-scan sonar and sub-bottom profiler. The reasons that these instruments were not used are listed below.
The primary reason that the side-scan sonar was not utilized is due to the general shallowness of the environment. The vast majority of the marine portions of the project area were less than three feet deep. The shallows pose a myriad of problems with side-scan sonar. For effective sonar images it is generally recommended that the side-scan sonar towfish be deployed between 10-20% the distance off the bottom relative to the swath width. With less than a meter of water below the keel of the survey craft, a swath width of 5-10 meters (15 to 30 feet) would be required rather than the less than 100 feet required. At a 100 foot swath, width to towfish should be theoretically 10 to 20 feet above the seabe, an impossibility under the conditions. Due to the shallows and clarity of the water in the project area, visual inspection by the survey crew would be considered much more efficient. Also the shallow water would represent a hazard while dragging the towfish. Since the margin of error would be so small, a couple of feet, when the survey vessel slowed to turn, the towfish could potentially drop to the sea bed and be damaged. Also, there were previously recorded objects in the marine portion of the project areas. These would represent a hanging hazard, due to the fine tolerances that would have to be maintained due to the shallow conditions. Another reason that side-scan sonar would be ineffective in the shallows encountered is the very nature of sound and reflectivity. The side-scan sonar towfish would have to be towed very close to the water surface in order not to drag or snag. The swath width for the survey was to be no greater than 100 feet (approximately 30 meters); as noted, the towfish should optimally be 10 to 20 feet off the sea bed. However, due to the closeness to the bottom and the dynamics of a moving survey vessel, the side-scan sonar would most likely acquire data that represented the reflection of the sea bed and underlying surface of the bay as the reflectivity of the sound energy of the side-scan sonar bounces in the water between the air at the surface and sand on sea bed (Likén this to taking a flashlight to a department store changing
room with multiple mirrors and turning the light on. The resultant multiple reflection may look nice, but it is a multiple distortion of a single beam.). Thus the side-scan sonar was not used for technical and safety reasons for the conditions encountered.

The sub-bottom profiler was not used for the reason that the client, the Corps of Engineers, did not request or require the technology to be applied to the area under their jurisdiction.

**Differential Global Positioning System**

A primary consideration in the search for magnetic anomalies is positioning. Accurate positioning is essential during the running of survey tracklines, and for returning to recorded locations for supplemental remote-sensing operations or ground-truthing activities. These positioning functions were accomplished on this project through the use of a Trimble Navigation DSM212H global-based positioning system.

The 212H is a global positioning system that attains differential capabilities by internal integration with a Dual-channel MSK Beacon receiver. This electronic device interprets transmissions both from satellites in Earth’s orbit and from a shore-based station, to provide accurate coordinate positioning data for offshore surveys. The Trimble system used here has been specifically designed for survey positioning. Positioning was provided through continuous real-time tracking of the moving survey vessel by utilizing corrected position data provided by an on-board GPS, which processed both satellite data and differential data transmitted from a shore-based GPS station utilizing Radio Technical Commission for Maritime Services (RTCM) 104 corrections. The shore-based differential station monitored the difference between the position that the shore-based receiver derived from satellite transmissions and that station’s known position. Transmitting the differential that corrected the difference between received and known positions, the DGPS aboard the survey vessel constantly monitored the navigation beacon radio transmissions in order to provide a real-time correction to any variation between the satellite-derived and actual positions of the survey vessel. Florida North State Plane coordinates, based on the 1983 North American Datum (NAD 83) coordinate system (provided by the Corps), were used for this project.

Both the satellite transmissions and the differential transmissions received from the shore-based navigation beacon were entered directly into a Sony Vaio laptop computer with an auxiliary display screen aboard the survey vessel. The computer and associated hardware and software calculated and displayed the corrected positioning coordinates every second and stored the data. The level of precision for the system is considered by the manufacturer “…to achieve positions accurate to the submeter level” (Trimble Navigation Limited 1998:1-10). Computer software (Hypack Max*) used to control data acquisition was written and developed by Coastal Oceanographics, Inc. specifically for survey applications. Positioning information was stored on magnetic disk aboard the survey vessel.

All positioning coordinates are based upon the position of the antenna of the DGPS. Each of the remote-sensing devices was oriented to the antenna, and their orientation relative to the antenna (known as a lay back) was noted. This information is critical in the accurate positioning of targets during the data analysis phase of the project, and repositioning for any subsequent archaeological activities. The lay back of the magnetometer sensor was 40 feet aft.

**Magnetometer**

The remote-sensing instrument used to search for ferrous objects on or below the sea floor of the survey area was a Marine Magnetics Sea Spy proton spin resonance principle magnetometer (Figure 19). The magnetometer is an instrument that measures the intensity of magnetic forces. The sensor measures and records both the Earth’s ambient magnetic field and the presence of magnetic anomalies (deviations from the ambient background) generated by ferrous masses and various other sources. These measurements are recorded in gammas, the standard unit of
magnetic intensity (equal to 0.00001 gauss). The Sea Spy is capable of sub-second repeatability, but data was collected at one-second intervals both digitally and graphically, providing a record of both the ambient field and the character and amplitude of anomalies encountered. This data was stored electronically in the navigation computer.

![Figure 19. Marine Magnetics Sea Spy magnetometer tow fish.](image)

The ability of the magnetometer to detect magnetic anomalies, the sources of which may be related to submerged cultural resources such as shipwrecks, has caused the instrument to become a principal remote-sensing tool of marine archaeologists. While it is not possible to identify a specific ferrous source by its magnetic field, it is possible to predict shape, mass, and alignment characteristics of anomaly sources based on the magnetic field recorded. It should be noted that there are other sources, such as electrical magnetic fields surrounding power transmission lines, underground pipelines, navigation buoys, or metal bridges and structures, that may significantly affect magnetometer readings. Interpretation of magnetic data can provide an indication of the likelihood of the presence or absence of submerged cultural resources. Specifically, the ferrous components of submerged historic vessels tend to produce magnetic signatures that differ from those characteristic of isolated pieces of debris. While it is impossible to identify specifically the source of any anomaly solely from the characteristics of its magnetic signature, this information, in conjunction with other data (historic accounts, use patterns of the area surveyed, visual inspection), other remote-sensing technologies, and prior knowledge of similar targets, can lead to an accurate estimation.

For this project the magnetometer was interfaced with the Sony Vaio laptop, using Hypack® software for data storage and management. It was also interfaced with the positioning system, allowing positioning fix points to be integrated with each magnetometer data point.
Survey Vessel
The survey vessel used during the marine remote-sensing survey was one of Panamerican's several small boats. The vessel was a 16-foot, all aluminum jonboat well suited for remote-sensing work in the environments encountered (Figure 20). There was ample area available for the placement and operation of the remote-sensing equipment. The project vessel conforms to all U.S Coast Guard specifications according to class and had a full complement of safety equipment. The vessel carried appropriate emergency supplies including lifejackets, spare parts kit, tool kit, first-aid supplies, flare gun, and air horns. The jonboat was conveniently launched from the Gulf Breeze launching facility at the southwest end of the Three Mile Bridge over Pensacola Bay.

Figure 20. Panamerican's 16-foot aluminum jonboat survey vessel.

Survey Procedures
Marine
Coordinates for the survey provided by the Corps were entered into the navigation program Hypack® and pre-plotted tracklines were produced (Figure 21). The survey vessel would transit to the coordinates as indicated by the navigation system. The magnetometer and DGPS were mobilized and tested, and the running of pre-plotted tracklines began. The helmsman viewed a video monitor, linked to the DGPS and navigational computer, to aid in directing the course of the vessel relative to the individual survey transects. The monitor displayed the real-time position of the path of the survey vessel along the trackline (Figure 22). The speed of the survey vessel was maintained at approximately two knots for the uniform acquisition of data.

As the survey vessel maneuvered down each trackline, the navigation system determined vessel position along the actual line of travel every second. The computer recorded positioning and magnetometer data every second. Vessel speed was between three and four feet per second, acquiring magnetic readings every second. The positioning points along the line traveled were recorded on the computer hard drive and the magnetic data were also stored digitally.
Figure 21. Example of pre-plotted trackline data for the project area in Hypack® software.

Figure 22. Example of real-time survey trackline and magnetic data in Hypack® software collected at the survey site. Top left window shows magnetic values and positioning; top right window as well as window immediately below, shows overhead view for the trackline; bottom window shows magnetic deviation of the trackline.
Each of the tracklines was run until completed. Any navigation errors, problems with the remote-sensing instruments, or with the positioning system during the running of a line resulted in the termination of that run. Significant off-line errors in navigation resulted in the immediate repetition of that line.

Problems with remote-sensing instruments were resolved before repeating the run of an aborted line. Due to the easily observable features within the project area, some offline data was collected to avoid collision. The most interior line was run as close to the shoreline as possible without grounding out and is not equally distanced from the preceding transect.

Upon completion of the magnetometer survey, the raw positioning and magnetometer data were edited within the Hypack® computer program. The edited file was input into the system’s contouring program to produce magnetic contour maps. The maps, field notes, and magnetometer stripcharts were then analyzed to create a list of magnetic anomalies that were indicative of potentially significant cultural resources.

**Terrestrial**

Due to the 70 foot width of the terrestrial portion of the project area, only a single line of shovel test pits was excavated behind the initial dune line. The initial test pit was excavated at the far eastern terrestrial portion of the project area in proximity to project datum DM1001. Subsequent test pits were placed at measured 30 meter intervals to the west and south approximating the same distance from the shore. Each was dug to the water table and all soils were screened through 1/4 inch wire mesh. All cultural material and soil horizons (if any) were noted for each test pit on shovel test forms (Appendix B). Additionally, a visual inspection was conducted in the area and various cultural features were noted and placed on a project area map.
4. RESULTS

LITERATURE SEARCH RESULTS

Although current speculation suggests that the entire project area may have been available for prehistoric occupation, it is believed that the marine remote-sensing equipment utilized during the present investigation is incapable of effectively locating this type of resource in the environment encountered. A review of local history, archaeological reports and shipwreck inventories indicated that there is the potential for prehistoric materials, historic structures and shipwrecks to be encountered within the project area. A single Late Mississippian Stage prehistoric site (8SR740) had been previously recorded at the extreme northern end of Deadman’s Island (Joy 1988:94), although no evidence of prehistoric material was encountered during the present study. As noted above, there are several recorded historic sites including shipwrecks within and adjacent to the project area.

The following discussion will focus primarily upon historic resources. From the first Spanish and French explorations and colonization in the sixteenth century to the rise of the English in the late eighteenth century, there was a definite historic presence in the Pensacola Bay region. Several forms of sailing and steam vessels transited the waters of the region. Many of these vessels were abandoned or lost for a variety of reasons. Previous surveys involving investigations of remote-sensing targets, wreck sites, shipwrecks, abandonments, and historic structures have been conducted in the general area of the present project area (Joy 1988; Bense 1988; Smith 1990; Franklin et al. 1991). These studies indicate the existence of submerged cultural resources and vessels in the region as well as actual shipwreck/abandonment sites off Town Point and surrounding waters.

The NOAA AWOIS report found at <http://anchor.ncd.noaa.gov/awois/search.cfm> lists four obstructions near the project area. The center of the project area was calculated to be 30° 22' 06.515" N Latitude, 087° 11' 13.856" W Longitude. Expanding on the center point of the project area by 2', approximately two miles north-south and 1.9 miles east-west, indicated the four obstructions reported in Table 2. None are within the project boundaries.

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Record No. is the numerical designation given by NOAA of the obstruction. Chart No. is the number of the NOAA navigation chart that contains the obstruction.

REMOTE SENSING SURVEY RESULTS

During the project approximately 7,000 linear feet (1.32 miles) were run during the traversing of six separate transects to insure complete coverage of the maritime portion of the project area. Depths encountered during the investigation ranged from 12 feet to the southwest of the project area to a mere two feet in the eastern portion of the project area. Survey coordinates are presented in Florida North State Plane, North American Datum 1983 (NAD 83). The magnetometer was run on each transect within the survey area, and two additional transects offshore to the west and north were completed. The addition of the two extra transects insured enough overlap to be certain the project area was fully covered. Due to the small area covered for
this project, some of the larger magnetic anomalies tend to mask areas that contain smaller discrete anomalies. Using an instrument that has a sensitivity of less than one-tenth of a gamma, the magnetic data as recorded was not difficult at all to analyze, but the resultant computer-generated contour map may not display data indicating the smallest anomalies due to the gamma intensity of larger anomalies and parameters needed to display them.

Since the area investigated lies for a great part within an historically active careenage and marine railway, some suppositions will be made relative to the magnetic data recorded during the project. Use history of the area may aid in determining the source of the anomalies. During the analysis of the magnetometer data all single point sources, single readings deviating from background, and anomalies with a gamma deviation of less than 10 gammas located on a single survey transect were not considered to represent potentially significant cultural resources. Experience has shown that single point sources and single line anomalies are almost exclusively modern debris, while larger anomalies represented on multiple parallel transects have greater potential to represent potentially significant structures or shipwreck sites.

The use history of the waterway examined would indicate that a vast bulk of the magnetic anomalies recorded may represent potentially significant materials. Several archaeological investigations in the area indicate that there are historic resources there (Joy 1988; Bense 1988; Smith 1990; Franklin et al. 1991). Therefore all magnetic anomalies located in the project area should be considered to have the potential to represent significant cultural resources. Due to the known resources in the area and the historic associations with this relatively small area the assertion of potential significance for identified anomalies is considered reasonable.

The project area was an irregular L-shape with its long axis running in general west-east. The area examined was relatively small and had a consistent magnetic background reading which ran between approximately 49,235 gammas in the southwest and 49,240 gammas in the east. Thus there should be no indication of the small gradient change on a contour map separated at a standard 10 gamma interval. All contour lines should represent anomalous features. Due to the contour interval needed to represent some of the larger anomalies, 100 gammas, the scale in the magnetic contour map may not let many of the smaller magnetic anomalies express themselves.

In total 23 individual magnetic anomalies were recorded in the raw magnetic data. These anomalies were prioritized as to their probability of representing historic structures or shipwreck remains based on characteristics such as anomaly strength, duration, anomalies on parallel transects, historic use of the area, and correlation with observed materials. After analysis and correlation with anomalies on parallel transects it was concluded that there were 17 individual anomalous features represented by the data. The anomalies are represented in general from south to north in Figure 23 and Table 3. Other observable features in the project area, such as brick and concrete assemblages, are also contained in Figure 23 and listed in Table 4. Figure 24 is presented next, representing features and shovel test pit excavations.

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<th>Duration (feet)</th>
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<td>43</td>
<td>1</td>
</tr>
</tbody>
</table>

The “Number” indicates the number of the anomaly from the most southerly to most northerly. “Intensity” represents the gamma deviation from the ambient magnetic reading. “Type” represents the magnetic signature i.e. monopole, a singular rise or fall from background; dipole, a rise and fall from the background; complex, any combination of the monopole and/or dipole configuration.

**Table 4. Features Located in the Magnetic Contour Map.**

<table>
<thead>
<tr>
<th>Number</th>
<th>Northing</th>
<th>Easting</th>
<th>Feature</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>507625</td>
<td>1121059</td>
<td>Brick structure at Town Point</td>
</tr>
<tr>
<td>F2</td>
<td>507601</td>
<td>1121026</td>
<td>Exposed concrete off Town Point</td>
</tr>
<tr>
<td>F3</td>
<td>507606</td>
<td>1120925</td>
<td>Ballast Concentration (Pile?)</td>
</tr>
<tr>
<td>F4</td>
<td>507665</td>
<td>1120966</td>
<td>2nd Exposed concrete off Town Point</td>
</tr>
<tr>
<td>F5</td>
<td>507864</td>
<td>1121178</td>
<td>Brick structure at head of marine railway</td>
</tr>
<tr>
<td>F6</td>
<td>507756</td>
<td>1121243</td>
<td>East end of concrete covered pipe</td>
</tr>
</tbody>
</table>

“Easting” and “Northing” are the feature coordinates in Florida (North) State Plane NAD 83.

**Anomaly 1**
Anomaly 1 is found at 507363 North 1120797 East in four feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 1324 gammas. The maximum duration of the magnetic impression is 75 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheet pile placement and should be investigated prior to any further construction activity.

**Anomaly 2**
Anomaly 2 is found at 507390 North 1120952 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 366 gammas. The maximum duration of the magnetic impression is 159 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

**Anomaly 3**
Anomaly 3 is found at 507469 North 1120794 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 152 gammas. The maximum duration of the magnetic impression is 55 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheetpile placement and should be investigated prior to any further construction activity.
Figure 23. Magnetic contour map of the project area with anomalies and observable features noted. Due to the contour interval needed to represent the larger anomalies, the 100 gamma scale in the magnetic contour map may not let a few of the smaller magnetic anomalies express themselves.
Figure 24. Feature and shovel test pit excavation location map. Red numbered locations indicate shovel test pits.

Anomaly 4
Anomaly 4 is found at 507506 North 1121012 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 30 gammas. The maximum duration of the magnetic impression is 40 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

Anomaly 5
Anomaly 5 is found at 507539 North 1120873 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 806 gammas. The maximum duration of the magnetic impression is 243 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.
Anomaly 6
Anomaly 6 is found at 507593 North 1121003 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 541 gammas. The maximum duration of the magnetic impression is 39 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

Anomaly 7
Anomaly 7 is found at 507706 North 1120967 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 223 gammas. The maximum duration of the magnetic impression is 26 feet with a dipole signature. The anomaly is found on two survey transects. Although the two anomaly sources that constitute this anomaly have a very short duration, they are aligned in a way that may indicate a pipe, cable or other linear object. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

Anomaly 8
Anomaly 8 is found at 507723 North 1121080 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 874 gammas. The maximum duration of the magnetic impression is 37 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

Anomaly 9
Anomaly 9 is found at 507725 North 1120714 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 8713 gammas. The maximum duration of the magnetic impression is 370 feet with a complex signature. The anomaly is found on three survey transects. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheetpile placement and should be investigated prior to any further construction activity.

Anomaly 10
Anomaly 10 is found at 507768 North 1121182 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 832 gammas. The maximum duration of the magnetic impression is 47 feet with a monopole signature. The anomaly is found on two survey transects. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

Anomaly 11
Anomaly 11 is found at 507777 North 1120893 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 109 gammas. The maximum duration of the magnetic impression is 22 feet with a monopole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.
Anomaly 12
Anomaly 12 is found at 507806 North 1121141 East in two feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 170 gammas. The maximum duration of the magnetic impression is 39 feet with a monopole signature. The anomaly is found on two survey transects. Although the two anomaly sources that constitute this anomaly have a very short duration, they are aligned in a way that may indicate a pipe, cable or other linear object. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement. This anomaly extends to the north, to a brick and mortar structure at the head of the remains of the marine railways (Figure 25).

Figure 25. Brick and mortar structure protruding from the bay waters looking south. Portion of marine railway, the first of several cross ties, observable to west.

Anomaly 13
Anomaly 13 is found at 507840 North 1120834 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 793 gammas. The maximum duration of the magnetic impression is 209 feet with a complex signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant. The anomaly source is located directly in line with the sheetpile placement and should be investigated prior to any further construction activity.

Anomaly 14
Anomaly 14 is found at 507847 North 1121369 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 515 gammas. The maximum duration of the magnetic impression is 41 feet with a monopole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a
careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the proposed sheetpile placement.

**Anomaly 15**
Anomaly 15 is found at 508003 North 1120722 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 86 gammas. The maximum duration of the magnetic impression is 28 feet with a dipole signature. The anomaly is found on two survey transects. Although the two anomaly sources that constitute this anomaly have a very short duration, they are aligned in a way that may indicate a pipe, cable or other linear object. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the potential sheetpile placement.

**Anomaly 16**
Anomaly 16 is found at 508112 North 1121273 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 20 gammas. The maximum duration of the magnetic impression is 22 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the potential sheetpile placement.

**Anomaly 17**
Anomaly 17 is found at 508114 North 1120901 East in three feet of water (Figure 23, Table 3). The anomaly has a maximum magnetic deviation from a background of 53 gammas. The maximum duration of the magnetic impression is 43 feet with a dipole signature. The anomaly is found on one survey transect. Due to the historic significance of the area, both as a careening area for ships and its late nineteenth century industrial associations, this anomaly is considered potentially significant, but is shoreward of the potential sheetpile placement.

The interpretation of remote-sensing data obtained from the magnetometer is an imperfect process at best, and, as stated by Pearson et al., “relies on a combination of sound scientific knowledge and practical experience” (1991:69). The evaluation of remote-sensing targets with regard to a determination that the target does or does not represent a shipwreck or historic structure remains depends on a variety of factors. These include the detected characteristics of the individual targets (e.g., magnetic anomaly strength and duration), association with other magnetic targets on the same or adjacent lines, and relationships to observable target sources such as channel buoys, pipeline crossings, marine and shoreline structures.

Interpretation of magnetometer data is perhaps the most problematic. Magnetic anomalies are evaluated and prioritized on the basis of magnetic amplitude or deflection of gamma intensity in concert with duration or spatial extent. The problems of differentiating between modern debris and potentially significant cultural resources on the basis of remote-sensing data have been discussed by many authors. This difficulty is particularly true in the case of magnetic data, and therefore it has received the most attention in the current body of literature dealing with the subject. Pearson and Saltus state that “even though a considerable body of magnetic signature data for shipwrecks is now available, it is impossible to positively associate any specific signature with a shipwreck or any other feature” (1990:32). There is no doubt that the only positive way to verify a magnetic source object is through physical examination.

Pearson and Hudson (1990) have argued that the past and recent use of a water body must be an important consideration in the interpretation of remote-sensing data, in many cases the most important criterion. Unless the remote-sensing data, the historical record, or the specific environment (e.g., careening area) provide compelling and overriding evidence to the contrary, it
is believed that the history of use should be a primary consideration in interpretation. What constitutes “compelling evidence” is to some extent left to the researcher’s discretion; however, in settings where modern commercial traffic is light but the historic use has been intensive, such as this project area, the presence of a large quantity of modern debris must not be expected.

**Terrestrial Survey Results**

Seven shovel test pits were excavated in the project area. The initial test pit was dug at the far eastern terrestrial portion of the project area at the project datum DM1001 (see Figure 24, Table 5). Subsequent test pits were placed at taped 30 meter intervals approximating the same distance from the shore. Each pit was excavated to the water table, which ranged from a shallow 54 centimeters on the sand spit to a depth of 90 centimeters. The general soil matrix excavated was the white sugar sand that is typical of the area. No evidence of potentially significant cultural resources, either pre-historic or historic, was indicated by the shovel test pits. With the exception of one, there were no artifactual materials located in any of the test pits. Only one, ST No. 5, had a thin lens with small amounts of clinker present. Observation of the ground surface in the project area indicated that there were scatterings of clinker (furnace tailings) and coal or coke (fuel for steam powered machinery). This surface material was distributed throughout the area with one specific concentration at the extreme northwest corner of the island. Several other visible features observed included brick piles and concrete covered piping. These cultural features were measured and mapped and placed in their relative position.

Inside the project area bounds and located on the map presented in Figure 24 are several features. Labeled as F1 above, the end of Town Point is a layered brick structure in poor repair most likely associated with the marine railway (Figure 26). Another feature mostly eroded out of the shoreline and now underwater is a concrete covered pipe that extended across the northern shoreline (Figure 27). Recorded during the 1988 UWF investigation as Feature 1, the pipe was identified as a water conduit for the marine railway. A metal conglomeration, including metal strapping and wire cable, eroding out of the shoreline and located at the bay/land interface, may be typical of the anomaly sources located during the marine portions of the survey (Figure 28). This concretion is located on the north facing shore to the east of Town Point.

In addition to these features, visual examination by wading and snorkeling revealed a scatter of ballast shoreward of the proposed line of piles. Composed of large black granite cobbles with quartz inclusions, it is unknown if the ballast represents a scatter of discarded ballast or the site of another wreck like the Town Point Wreck. Designated 8SR983, the Town Point Wreck lies adjacent to and just south of the northwestern point of land which supports the remains of a now-dead live oak whose root mass entwines an intact brick foundation. Believed to be buried by sand, the wreck site was not relocated. The Deadman’s Punt (8SR1014), which lies in or just south of the southern project boundary, also could not be relocated. It, however, may have been destroyed by the erosional effects of wind and wave action.

Outside the project area there were the remains of a brick and concrete structure to the south (Figure 29). Its association if any with the marine railway is unknown. Also, the remains of a wooden barrel located off the west-facing shore to the south of the project area at the bay/land interface were observed (Figure 30). As stated above, the archival research conducted for this project noted that there are several other historic sites in close proximity to the project area.
Figure 26. Town Point brick structure from the south.

Figure 27. Concrete covered pipe located along the northern shore of Town Point.
Figure 28. Metal material concretion located at the bay/land interface.

Figure 29. Brick and concrete remains to the south of the project area viewed from the west.
Another observation made on site with respect to past investigations in the area indicates that there has been continued erosion in the northern and western portions of the site. Illustrations from past reports, most specifically Figure 12 presented above, indicate a massive level of erosion within the years since the photo was taken. In the photo the structure appears to be within approximately 10 feet of the shoreline. The recent investigation found that the structures are now submerged and over 100 feet from shore. The amount of erosion can also be seen in a comparison of feature locations found on the 1988 UWF shovel test and feature location map presented in Figure 31. Depicted running between Unit 2 and Unit 14 (U2 and U14) is a straight line denoting UWF’s Feature 1, the cement encased pipe thought to have served as a fresh water conduit. When compared to Figure 24 above, with the exception of one small segment the entire cement covered pipe is now entirely exposed and lies submerged off the island. This is additional evidence that the 1988 northern shoreline has receded remarkably in the last 14 years.
Figure 31. 1988 UWF site map showing features, shovel test pits and excavation units. Note Feature 1, the cement covered pipe, located between U2 and U14 and compare its current location in relationship to the northern shoreline in Figure 26 (as presented in Joy 1988:44)
5. CONCLUSIONS

The investigation conducted by Panamerican for the Mobile District indicated that the project site is an extremely historically sensitive area. The island itself was home to prehistoric peoples, and comprising the northeastern shore of Old Navy Cove, the immediate waters have had a long history of early European utilization and were employed early on as a careening station. Deadman’s Island has numerous known archaeological sites and several of the specific sites on and around it have been the focus of intensive cultural resources investigations. Several shipwrecks are located in and near the general vicinity of the project area, but perhaps the most readily visible testament to the island’s history are the remains of a late-nineteenth century marine railway on its northern tip.

Located at the extreme northern end of the island is or was the Late Mississippian Stage prehistoric component of the Deadman’s Island site (8SR740) identified by UWF in 1988. Cultural materials in the form of numerous ceramics were the only associated artifacts located by UWF. The UWF report stated that the “cultural component is weakly represented on the island and is very likely submerged in the shallow water off the north point of the island” (Joy 1988:94). The current investigation of the island did not encounter any aboriginal materials from this site, but did note that a significant amount of the island has eroded since the 1988 study, indicating that most if not all of the site most likely has eroded into the bay.

With the exception of one cultural lens which contained clinker most likely associated with the marine railway, shovel testing and visual inspection of the land portions of the project area did not reveal the presence of any other buried deposits. With that said, extensive testing by UWF located deposits predominantly from the nineteenth to early twentieth century in areas of Deadman’s Island. Most containing brick and clinker, the UWF study indicated that they are mainly associated with the marine railway and are historically significant. However, owing to the site disappearing due to extensive erosion, it is the opinion of the Principal Investigator that given the stated minimal depth and impact of vegetation planting, this activity will serve to protect these deposits, if present, rather than impact them.

In addition to the one positive shovel test, several features were noted on the island and within the project area. Composed of brick and/or cement, the structural features are all most likely associated with the marine railway. Again, owing to the site and its features disappearing due to extensive erosion, it is the opinion of the Principal Investigator that given the stated minimal depth and impact of vegetation planting, this activity will serve to protect the features rather than impact them.

The marine remote-sensing investigation indicated 17 magnetic anomalies within the project boundaries (Table 6). While it is possible that they may represent historic vessel remains, because of their location most if not all are most likely associated with the marine railway which UWF considers historically significant. Four of the anomaly sources are located directly in line with the proposed sheetpilie placement route and require investigation to assess their identity and historical significance relative to NRHP eligibility criteria prior to adverse construction impacts. A graphic representation of these four anomalies can be found in Appendix C. Of the other 13 anomalies, three are to seaward and ten are to shorward of the proposed pile placement area. These anomaly sources should be avoided during pile placement activities (i.e., anchoring or spudding of pile driver barge). A sufficient area of avoidance should be accorded around the reported anomalies to insure that any construction activity does not affect these sites. If avoidance is not possible, it is recommended that an archaeological diving investigation be conducted to examine the source of any anomaly not avoidable in an effort to determine their identity and their significance relative to NRHP eligibility criteria.
Table 6. Magnetic Anomalies Recorded in the Project Area.

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<th>Number</th>
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<td>Yes</td>
<td>On proposed sheet pile placement corridor</td>
</tr>
<tr>
<td>2</td>
<td>507390</td>
<td>1120952</td>
<td>No</td>
<td>To shoreward</td>
</tr>
<tr>
<td>3</td>
<td>507469</td>
<td>1120794</td>
<td>Yes</td>
<td>On proposed sheet pile placement corridor</td>
</tr>
<tr>
<td>4</td>
<td>507506</td>
<td>1121012</td>
<td>No</td>
<td>To shoreward</td>
</tr>
<tr>
<td>5</td>
<td>507539</td>
<td>1120873</td>
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</tr>
<tr>
<td>6</td>
<td>507593</td>
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<td>8</td>
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</tr>
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<td>507725</td>
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</tr>
<tr>
<td>10</td>
<td>507768</td>
<td>1121182</td>
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</tr>
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<td>1120901</td>
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<td>To seaward</td>
</tr>
</tbody>
</table>

In addition to the anomalies, a scatter of ballast lies shoreward of the proposed line of piles. Composed of large black granite cobbles with quartz inclusions, it is thought that vegetation planting should have no effect on the scatter. Additionally, the Town Point Wreck (8SR983) lies adjacent to and just south of the northwestern point of land which supports the remains of a now-dead live oak whose root mass entwines an intact brick foundation. Although the wreck site was not relocated, it is believed it is buried by sand. Hand planting of vegetation should serve to protect this site rather than cause an adverse effect. The same is true for the Deadman’s Punt (8SR1014), which lies in or just south of the southern project boundary.
6. REFERENCES CITED


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Milanich, Jerald T.

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APPENDIX A
FLORIDA SHPO COMMENTS
Mr. Hugh A. McClellan  
Chief, Environment and Resource Branch  
Mobile District, Corps of Engineers  
P.O. Box 2288  
Mobile, Alabama 36628-0001

Re: DHR No. 2002-10409 / Date Received by DHR: November 12, 2002  
Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman’s Island,  
Santa Rosa County, Florida (Panamerican Consultants, Inc. 2002) - Draft Report

Dear Mr. McClellan:

Our office has received the above referenced project in accordance with Section 106 of the  
C.F.R., Part 800: Protection of Historic Properties. The State Historic Preservation Officer is to  
advise and assist federal agencies when identifying historic properties listed or eligible for listing  
in the National Register of Historic Places, assessing effects upon them, and considering  
alternatives to avoid or minimize adverse effects.

We have reviewed the submitted draft report and determined it is not sufficient. In order to be  
considered complete and sufficient according to Chapter 1A-46, Florida Administrative Code,  
the final report must contain the following:

- An analysis of sidescan sonar and sub-bottom profiling data for the project area, as  
  required by the Florida Division of Historical Resources Performance Standards for  
  Submerged Remote Sensing Surveys, or an explanation for why these technologies were  
  not utilized.
- Florida Master Site File Survey Log Sheets, completed in accordance with the “Guide to  
  the Survey Log Sheet”
- Florida Master Site File Site Form update for the Gulf Marine Railway (8SR783) and  
  Deadman’s Island (SR740)
- A map of all features listed in Table 4, Page 31

Please note that Chapter 1A-46, Florida Statues, and the Florida Division of Historical  
Resources Performance Standards for Submerged Remote Sensing Surveys are available online  
at http://dhr.dos.state.fl.us/bhp/compliance. Otherwise, we will forward copies of these  
documents at your request.

November 26, 2002
In addition, please be advised that a Chapter 1A-32 Archaeological Research Permit must be obtained from the Division of Historical Resources, Bureau of Archaeological Research, for all archaeological survey projects in or over state-owned submerged lands. The contact for this permit is Ms. Brenda Swann, Archaeology Supervisor, at (850) 245-6444. Future reports of archaeological investigations in state waters should include a copy of a valid Chapter 1A-32 permit.

If you have any questions concerning our comments, please contact Mary Beth Fitts, Historic Sites Specialist, at mbfitts@mail.dos.state.fl.us or (850) 245-6333. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

[Signature]

Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

Cc: Mr. Michael C. Tuttle, Panamerican Consultants, Inc.
Mr. Hugh A. McClellan  
Chief, Environment and Resource Branch  
Mobile District, Corps of Engineers  
P.O. Box 2288  
Mobile, Alabama 36628-0001

February 24, 2003

Re:  DHR No. 2002-10409-B / Additional Info. Received by DHR: January 23, 2003  
Underwater Remote Sensing and Terrestrial Survey, Pensacola Bay and Deadman’s Island,  
Santa Rosa County, Florida (Panamerican Consultants, Inc. 2002) - Revised Report

Dear Mr. McClellan:

Our office has received the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended in 1992, and 36 C.F.R., Part 800: Protection of Historic Properties. The State Historic Preservation Officer is to advise and assist federal agencies when identifying historic properties listed or eligible for listing in the National Register of Historic Places, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

We have reviewed the revised survey report for the above referenced survey. The survey conclusions indicate that magnetic anomalies 1, 3, 9, and 13 are located within or adjacent to the proposed sheet pile corridor. It is the recommendation of this office that all anomalies be avoided. If avoidance is not possible, archaeological diving investigations must be conducted to examine the source of these anomalies in an effort to determine their identity and eligibility potential.

The Florida Master Site File Forms previously requested in our letter of November 26, 2002 were provided in the revised report and will be forwarded to the Florida Master Site File. Please note that in the future, loose original forms should be provided, and preferably be typed. The updated forms indicate that there was not sufficient information obtained during the survey to determine eligibility status for sites 8SR740 and 8SR783. This office concurs with this determination.
We note that submerged historic resources will be protected by the sheet pile placement and we look forward to working with you on this erosion control project. If there are any questions concerning our comments or recommendations, please contact Douglas Lewis, Historic Sites Specialist, by electronic mail at dlewis@mail.dos.state.fl.us or at 850-245-6333. Thank you for your interest in protecting Florida's historic properties.

Sincerely,

Janet Snyder Matthews, Ph.D., Director, and State Historic Preservation Officer

Xc: Michael C. Tuttle, Panamerican Consultants, Inc.
APPENDIX B
SHOVEL TEST LOGS
<table>
<thead>
<tr>
<th>Shovel Test No.</th>
<th>Distance from B.O.T.</th>
<th>Status</th>
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<tbody>
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**Notes:**

<table>
<thead>
<tr>
<th>Depth (cm)</th>
<th>Notes</th>
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<tbody>
<tr>
<td>10</td>
<td>White sand</td>
</tr>
<tr>
<td>20</td>
<td>No artifacts</td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>40</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Peat root muck</td>
</tr>
<tr>
<td>70</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>90</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td></td>
</tr>
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<table>
<thead>
<tr>
<th>Depth (cm)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>White sand</td>
</tr>
<tr>
<td>20</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>No artifacts</td>
</tr>
<tr>
<td>40</td>
<td></td>
</tr>
<tr>
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<tr>
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</tr>
<tr>
<td>90</td>
<td>White sand</td>
</tr>
<tr>
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</table>

**Additional Comments/Observations:**

---

---
## SHOVEL TEST NO. 5
### DISTANCE FROM B.O.T.

<table>
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<tr>
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<th>Notes</th>
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</thead>
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<td>White sand</td>
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<td>No artifacts</td>
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<tr>
<td>40</td>
<td></td>
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<td>50</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>90</td>
<td>87 cm</td>
</tr>
<tr>
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</tbody>
</table>

## SHOVEL TEST NO. 7
### DISTANCE FROM B.O.T.

<table>
<thead>
<tr>
<th>Depth (cm)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td>20</td>
<td>White sand</td>
</tr>
<tr>
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<td>No artifacts</td>
</tr>
<tr>
<td>40</td>
<td></td>
</tr>
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<td>50</td>
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<tr>
<td>90</td>
<td>Hz0 table</td>
</tr>
<tr>
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<td></td>
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</tbody>
</table>

## SHOVEL TEST NO. 6
### DISTANCE FROM B.O.T.

<table>
<thead>
<tr>
<th>Depth (cm)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
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<td>White sma</td>
</tr>
<tr>
<td>20</td>
<td>No artifacts</td>
</tr>
<tr>
<td>30</td>
<td>Cultural lens</td>
</tr>
<tr>
<td>40</td>
<td>Cem, clinker</td>
</tr>
<tr>
<td>50</td>
<td>Sandy, larmy</td>
</tr>
<tr>
<td>60</td>
<td></td>
</tr>
<tr>
<td>70</td>
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<td></td>
</tr>
<tr>
<td>90</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>90 cm</td>
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</table>

## SHOVEL TEST NO. 8
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<table>
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</tr>
</thead>
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<tr>
<td>30</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td></td>
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<tr>
<td>60</td>
<td></td>
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<tr>
<td>70</td>
<td></td>
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<tr>
<td>80</td>
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</tr>
<tr>
<td>90</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>

### ADDITIONAL COMMENTS / OBSERVATIONS:
APPENDIX C
GRAPHS OF REPORTED ANOMALIES
TO BE IMPACTED BY SHEETPILE PLACEMENT
APPENDIX D
FLORIDA STATE SITE FORMS
FLORIDA MASTER SITE FILE
ARCHAEOLOGICAL SITE FORM

SITE NUMBER: 8SR140  COUNTY: SANTA ROSA

SITE NAME: DEADMAN'S ISLAND  USGS QUAD: GULF BREEZE

NOTE: Please attach an 8 1/2" x 11" copy of the appropriate portion of the above map, with site location indicated.

TOWNSHIP/RANGE/SECTION:

<table>
<thead>
<tr>
<th>Township</th>
<th>Range</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>3S</td>
<td>29W</td>
<td>6</td>
</tr>
</tbody>
</table>

NOTE: The figure to the left represents a regular section (1 square mile); please indicate the location of your site by placing an X in the appropriate portion of the section.

If the section is irregular or part of a land grant, please check below and disregard above instructions.
- Irregular section
- Land grant

(name)

UTM COORDINATES:

NOTE: If you are unfamiliar with calculating UTM measurements, leave blank.

FRESH WATER SOURCE ____________________________ DISTANCE TO WATER __________________
LOCAL VEGETATION Marsh, Scrub oak, Dune vegetation
TOPOGRAPHICAL SETTING _______________________
PRESENT LAND USE Wildlife Sanctuary
LOCAL INFORMANT (inc. private collections) ____________________________________________

ADDRESS

LOCAL INFORMANT (inc. private collections) ____________________________________________

ADDRESS

SURVEY DATE: April 88/August 88  OTHER MASTER SITE FILE NUMBERS: T-498
RECORDED(S) (list principal investigator first) J. BENSE, D. JOY

ADDRESS

PROJECT NAME: DEADMAN'S ISLAND PROJECT

TYPE OF SITE (check one or more as appropriate):
- indeterminate
- unknown
- single artifact
- artifact scatter
- lithic scatter
- midden(s)
- shell midden(s)
- shell works
- mound(s)
- burial mound(s)
- platform/temple mound(s)
- canal
- canoe
- prehistoric earthworks
- prehistoric cemetery
- historic refuse
- historic earthworks
- shell ring
- redeposited
- house/homestead
- military
- historic cemetery

NATIONAL REGISTER: Listed ___________ Date ___________ Determined Eligible ___________ Date ___________ Determined Not Eligible ___________ Date ___________ Unaccessed
THREATS TO SITE:
☐ zoning ☐ transportation ☐ vandalism ☐
☐ development ☐ fill ☐ phosphate mining ☐
☐ deterioration ☐ dredge ☐ agriculture/plowing ☐
☐ borrowing ☐ logging ☐ recreation ☐

REMARKS:
☐ preservation recommended ☐ recommended for further testing ☐
☐ severely disturbed/destroyed ☐

REPOSITORY: UWF

BIBLIOGRAPHIC DATA

NOTE: Cite any reports referring specifically to this site. General background material need not be cited. Use Florida Anthropologist format.

CULTURAL CLASSIFICATION: ABORIGINAL + HISTORIC

CULTURAL PERIOD: MISSISSIPPIAN, BRITISH, SPANISH, AMERICAN

ARTIFACTS (Check as many as apply):
☐ aboriginal ceramics ☐ worked shell ☐ brick/bidg materials ☐
☐ nonaboriginal ceramics ☐ plant remains ☐ other human remains (e.g., hair) ☐
☐ lithics ☐ wood ☐ leather ☐
☐ worked bone ☐ metal ☐ pollen ☐
☐ human bone/burial(s) ☐ precious metals/coin(s) ☐ misc. historic (please list) ☐
☐ animal bone/unidentified bone ☐ glass ☐ misc. prehistoric (please list) ☐
☐ shell food remains ☐

DIAGNOSTIC ARTIFACTS: MOUNDVILLE INCISED, MAJOLICA, DELFT, WHITEMARE, PEARLWARE

SITE SIZE (approx acreage) ☐
SITE SIZE (est in sq meters) ☐
DEPTH OF CULTURAL DEPOSIT (if known) ☐

ELEVATION
Max 5 ☐ Max ☐
Min 0 ☐ Min ☐

SITE DISTURBANCES
☐ bioturbation ☐ dredging/ditching ☐ previous archaeological excavations ☐
☐ erosion ☐ site looting ☐ ☐
☐ mining/borrow pit ☐ forest preparation or harvesting ☐
☐ agricultural ☐ fill ☐ ☐
☐ residential/commercial ☐ ☐

DEGREE OF SITE DESTRUCTION
☐ relatively undisturbed ☐ major ☐ unknown ☐
☐ moderate ☐ ☐

TYPE OF INVESTIGATION
☐ surface collection ☐ auger test ☐
☐ shovel test ☐ coring ☐
☐ extensive excavation ☐ remote sensing ☐
☐ test excavation ☐ none ☐

OPTIONAL NARRATIVE DESCRIPTION (If there is no published report, provide a short description of the site on a separate sheet.)

OPTIONAL PHOTOGRAPHS OR SKETCHES OF DIAGNOSTIC OR UNIQUE ARTIFACTS (Please attach separate sheet(s)).

FORM PREPARED BY: DEBORAH JOY
ADDRESS: UWF, PENSACOLA
DATE: 10-7-98
AFFILIATION (FAS chapter, government agency, etc.): PENSACOLA ARCHAEOLOGICAL SOCIETY
**SHIPWRECK FORM**
**FLORIDA MASTER SITE FILE**
Version 1.0  7/92

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SITE NAME(S):</strong> Deadman's Shipwreck.</td>
<td></td>
</tr>
<tr>
<td><strong>VESSEL NAME:</strong></td>
<td>[MULT. LIST. #8]</td>
</tr>
<tr>
<td><strong>PROJECT NAME:</strong> Pensacola Underwater Archaeological Survey.</td>
<td>[DHR SURVEY]</td>
</tr>
<tr>
<td><strong>COUNTY (nearest if offshore):</strong> Santa Rosa.</td>
<td></td>
</tr>
<tr>
<td><strong>MARINE CHART (Required if marine):</strong> Pensacola Bay and Approaches.</td>
<td></td>
</tr>
<tr>
<td><strong>USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway):</strong> Gulf Breeze, FLA.</td>
<td></td>
</tr>
<tr>
<td><strong>LORAN LOCATION (LOPS):</strong></td>
<td></td>
</tr>
<tr>
<td><strong>LATITUDE:</strong> d° m' s&quot;</td>
<td><strong>LONGITUDE:</strong> d° m' s&quot;</td>
</tr>
<tr>
<td><strong>WATER BODY:</strong> Major Pensacola Bay.</td>
<td>Minor Old Navy Cove.</td>
</tr>
<tr>
<td><strong>STATE OR FEDERAL GRANT/PERMIT IF ANY:</strong> none</td>
<td>(Give agency, permit type and number) DHR# S0109.</td>
</tr>
</tbody>
</table>

**SITE DESCRIPTION**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SITE SIZE:</strong> Largest dimension ft/m, direction X</td>
<td>Cross dimension ft/m, direction</td>
</tr>
<tr>
<td><strong>ELEVATION (BWL/AWL=below/above water level):</strong> HIGH 2 ft/m TO LOW 1 ft/m</td>
<td></td>
</tr>
<tr>
<td><strong>SITE SITUATION:</strong> offshore</td>
<td>inland bay</td>
</tr>
<tr>
<td><strong>BOTTOM ENVIRONMENT:</strong> Sand.</td>
<td></td>
</tr>
</tbody>
</table>

**WRECK DESCRIPTION**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MAGNETIC AXIS (Bow):</strong></td>
<td></td>
</tr>
<tr>
<td><strong>VESSEL TYPE:</strong> canoe</td>
<td>boat</td>
</tr>
<tr>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td><strong>VESSEL SIZE:</strong> Length</td>
<td></td>
</tr>
<tr>
<td><strong>HULL MATERIAL:</strong> iron</td>
<td>wood</td>
</tr>
<tr>
<td><strong>MACHINERY:</strong> X</td>
<td>none</td>
</tr>
<tr>
<td>Other:</td>
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</tbody>
</table>

**HISTORICAL INFORMATION**

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>DATE SUNK:</strong></td>
<td>circa/exact</td>
</tr>
<tr>
<td><strong>NATIONALITY:</strong></td>
<td></td>
</tr>
<tr>
<td><strong>DATE OF CONSTRUCTION:</strong></td>
<td>circa/exact</td>
</tr>
<tr>
<td><strong>MAJOR OVERHAULS/REFITS (give dates):</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PAST SALVAGE:</strong> (Dates, type of work, identity of salvors, success, effect on wreck as seen today)</td>
<td></td>
</tr>
</tbody>
</table>

**MOST SHIPWRECKS ARE PROTECTED BY LAW**

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.

Florida Master Site File/Division of Historical Resources/500 S. Bronough/Gray Bldg./Tallahassee, FL 32399-0250/(850)245-6440/Suncom 205-6440 DHR Form HR5E05006-92 P:\FSFS\DOCS\MOM\mom_docs\WRECKFM2.DOC Last saved: 11/26/01 10:12 AM Last printed: 12/13/01 5:22 PM
**SITE DETECTION**

<table>
<thead>
<tr>
<th>FIELD METHODS (Check as many as apply)</th>
<th>SITE EXCAVATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>no field check</em></td>
<td><em>magnetometer</em></td>
</tr>
<tr>
<td><em>literature search</em></td>
<td><em>side-scan sonar</em></td>
</tr>
<tr>
<td><em>informant report</em></td>
<td><em>bottom profiler</em></td>
</tr>
<tr>
<td><em>aerial photo</em></td>
<td><em>unknown</em></td>
</tr>
<tr>
<td><em>air lift</em></td>
<td><em>unknown</em></td>
</tr>
<tr>
<td><em>dredging</em></td>
<td><em>none by recorder</em></td>
</tr>
<tr>
<td>X <em>hand excavation</em></td>
<td>X <em>controlled by subarea</em></td>
</tr>
</tbody>
</table>

**COLLECTION STRATEGY:** _unknown_ _uncollected by recorder_ Explain: One timber removed for experiment.

**SELECTIVITY** _unselective (all artifacts)_ X _selective (some artifacts)_ Explain: ____________

**CONTROL OF COLLECTION** _general (not by subarea)_ X _controlled (by subarea)_ Explain: ____________

**CARGO ARTIFACTS**

SHIP ARTIFACTS One ceiling plank was removed for an experiment in conservation techniques.____________

ARTIFACTS REMOVED (attach list if needed) One ceiling plank was removed for an experiment in conservation techniques.____________

**ARTIFACTS SEEN OR COLLECTED** _unknown_ Explain: ____________

- _encrusted objects_ _nonprecious metal_ _ballast-type_
- _ceramic-aboriginal_ _ceramic-nonaborig_ _precious metal/coin_

**SURVEYOR'S EVALUATION OF SITE**

Potentially elig. for local designation? _yes_ _no_ Xinsuff. info Local Designation Category ____________

Individually elig. for Nat. Register? _yes_ _no_ Xinsuff. info ____________

Potential contributor to NR district? _yes_ _no_ Xinsuff. info ____________

HISTORICAL THEMES: _military_ _economic_ X _technological_

Other ________

THREATS TO SITE Extremely shallow water and close to a shoreline that is receding.____________

PROTECTIONS FOR SITE ____________

RECOMMENDATIONS FOR SITE Complete site documentation and interpretation. Assess possibility of creating an interpretive site for snorkelers and beachcomers.____________

**OTHER REFERENCES**

SITE REPORTER (name/affiliation/address/phone) J. COZ Cozzi, Nautical Archaeologist, 11000 University Parkway, Pensacola, FL, 32514-5751, 850/474-3015.____________

SITE INFORMANT (name/affiliation/address/phone) ____________

MANUSCRIPTS OR PUBLICATIONS ON THE SITE ____________

PRESENT LOCATIONS OF ARTIFACTS/ID NOS. (attach list if needed) Ceiling plank was sent to Ships of Discovery in Corpus Christi, Texas.____________

SITE PHOTOS & LOCATION ____________

SITE FILMS/VIDEOS & LOCATION ____________

FURTHER INFORMATION Attach extra sheets as needed ____________

**DHR USE ONLY**

<table>
<thead>
<tr>
<th>OFICIAL EVALUATION</th>
<th>DHR USE ONLY</th>
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</tr>
<tr>
<td>KEEPER NR ELIGIBILITY*</td>
<td>y n pe ii Date</td>
</tr>
<tr>
<td>SHEP-NR ELIGIBILITY*</td>
<td>y n pe d Date</td>
</tr>
<tr>
<td>DELIST DATE</td>
<td></td>
</tr>
<tr>
<td>LOCAL DESIGNATION</td>
<td></td>
</tr>
<tr>
<td>Local office</td>
<td></td>
</tr>
</tbody>
</table>

* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED.
STATE OF FLORIDA

GULF BREEZE, FLA.
30087.C2-TF-024
1989
PHOTOREVISED 1987
MINOR REVISION 1992
DMA 3544 1 SW - SERIES V847

CIRCLES DENOTE SHIP WRECK LOCATIONS
SQUARES DENOTE LOCATIONS OF MARINE RAILWAYS
RECTANGLE DENOTES LOCATION OF WHARF

1ST SPANISH
BRITISH
2ND SPANISH
EARLY AMERICAN

19TH AND 20TH CENTURY

85R1782
05/31/00
Florida Master Site File

UNDERWATER ARCHAEOLOGICAL SITE FORM

SITE NUMBER 1842782
USGS 7.5 MINUTE QUAD GULF BREEZE

SITE NAME 18TH CENTURY BRITISH WRECK
(Deadman's Island Wreck)

NOTE: Please attach an 8.5" X 11" copy of the appropriate portion of the above map, with site location indicated.

TOWNSHIP/RANGE/SECTION:

<table>
<thead>
<tr>
<th>Township</th>
<th>Range</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>29W</td>
<td>4</td>
</tr>
</tbody>
</table>

NOTE: The figure to the left represents a regular section (1 square mile); please indicate the location of your site by placing an X in the appropriate portion of the section.
If the section is irregular or part of a land grant, please check below and disregard above instructions.

☐ Irregular section
☐ Land grant

UTM COORDINATES:

Zone / Easting / Northing

NOTE: If you are unfamiliar with calculating UTM measurements, leave blank.

LATITUDE: _______ _______ _______

LONGITUDE: _______ _______ _______

SITE SITUATION: (check one)

[] inland   [] estuary
[] offshore

UNDERWATER ENVIRONMENT: (check one)

[] high energy marine
[] lake or ponds
[] cavernous sink
[] intermittently flooded lands with a flowing water environment
[] intermittently flooded lands with a still water environment

SEDIMENT:

[] clay   [] silt   [] sand   [] peat   [] marine growth   [] rock

LOCAL INFORMANT (inc. private collections):

BORDELOL

ADDRESS: 1400 OLD NAVY CONE BLVD, GULF BREEZE, FL 32561

LOCAL INFORMANT (inc. private collections):

WAYNE FARROR

ADDRESS: 24 HIGHLAND DRIVE, GULF BREEZE, FL 32561

SURVEY DATED: 14-21-66

OTHER MASTER SITE FILE NUMBERS:

1490 1781

RECORDES(S) (list principal investigator first):

J. BENSE, ROGER SMITH, K.C. SMITL, D. JOY

ADDRESS: UNIV OF WEST FLORIDA, PENSACOLA, FL 32514

PROJECT NAME: DEADMAN'S ISLAND PROJECT

TOPOGRAPHICAL SETTING:

TYPE OF SITE (check one or more as appropriate):

[] indeterminate
[] unknown
[] single artifact
[] artifact scatter
[] lithic scatter
[] midden(s)
[] shell midden(s)
[] shell works
[] historic shipwreck
[] stone wall

[] mound(s)
[] burial mound(s)
[] platform/temple
[] mound(s)
[] canal
[] mission
[] prehistoric earthworks
[] wharves, docks
[] piers
[] shrines
[] bridges (also covered bridges)
THREATS TO SITE:

- zoning
- development
- deterioration
- borrowing
- transportation
- fill
- dredge
- logging
- vandalism
- phosphate mining
- agriculture/plowing

REMARKS:

- preservation recommended
- recommended for further testing
- severely disturbed/destroyed

REPOSITORY: UNIVERSITY OF WEST FLORIDA

BIBLIOGRAPHIC DATA

NOTE: Cite any reports referring specifically to this site. General background material need not be cited. Use Florida Anthropologist format.

CULTURAL CLASSIFICATION: Historic

CULTURAL PERIOD: Colonial - British

CULTURAL MATERIAL (Check as many as apply):

- aboriginal ceramics
- nonaboriginal ceramics
- lithics
- worked bone
- human bone/burial(s)
- animal bone/
- unidentified bone
- shell food remains
- worked shell
- plant remains
- exotic items (mica, etc)
- metal
- precious metal/
- coin(s)
- glass
- brick/bldg
- materials
- ballast
- other human
- fossil
- remains
- (e.g., hair)
- trade bead(s)

DIAGNOSTIC ARTIFACTS: Applied string bottle finish

BRITISH MILITARY BUTTON, BLACK LEAD GLAZED PEARL

SITE SIZE: (approx acreage) 0.1

ELEVATION

SITE SIZE: (est in sq meters) 600

Meters

Feet

DEPTH OF CULTURAL DEPOSIT

Max

Min

DEGREE OF SITE DESTRUCTION

- relatively undisturbed
- moderate
- minor
- major

SITE DISTURBANCES

- bioturbation
- erosion
- mining/borrow pit
- agricultural
- residential/
- commercial
- dredging/ditching
- site looting
- forest preparation
- or harvesting
- fill
- unknown

COLLECTION STRATEGY

- general
- selective
- controlled
- unknown

TYPE OF INVESTIGATION

- surface collection
- shovel test
- extensive excavation
- test excavation
- water probe
- auger test
- coring
- remote sensing
- none
- hand sifting
- unknown
- prop wash deflectors
- airlift
- waterlift

OPTIONAL NARRATIVE DESCRIPTION (If there is no published report, provide a short description of the site on a separate sheet)

OPTIONAL PHOTOGRAPHS OR SKETCHES OF DIAGNOSTIC OR UNIQUE ARTIFACTS (Please attach separate sheet(s))

FORM PREPARED BY: DEBORAH JOY

ADDRESS: UNIVERSITY OF WEST FLORIDA

DATE: OCT 7, 1988
Figure 8.1. Location Map of British Period Sites, 1763-1783.
Figure 17
Site map showing auger and excavation units, structural features, areas of cinder/slag distribution on the land surface, the location of the Deadman's Island Shipwreck (8SR782), and the underwater features of the 1890–1906 Gulf Marine Railway (8SR783).
ARCHEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE

Version 1.1: 11/88

WEB NAME(S) Gulf Marine Railway

PROJECT NAME Deadman's Island Survey

OWNERSHIP private-profit

USGS MAP NAME Gulf Breeze, FL

UTM: ZONE 16 E

COUNTY Santa Rosa

ADDRESS Vicinity or Route to .5 mile west of Hwy. 98 on the shoreline of Pensacola Bay.

TYPE OF SITE

<table>
<thead>
<tr>
<th>All that apply</th>
<th>_prehist unspecified</th>
<th>_hist aboriginal</th>
<th>_hist nonaboriginal</th>
<th>_hist unspecified</th>
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<tr>
<td>land site</td>
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<tr>
<td>wetland fresh</td>
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<tr>
<td>underwater</td>
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STRUCTURES OR FEATURES

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<th>DENSITY</th>
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<td>unknown</td>
</tr>
<tr>
<td>campsite</td>
<td>single artifact</td>
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<tr>
<td>extractive site</td>
<td>diffuse scatter</td>
</tr>
<tr>
<td>habitat/homestead</td>
<td>dense scatter&gt;2/m²</td>
</tr>
<tr>
<td>farmstead</td>
<td>variable density</td>
</tr>
</tbody>
</table>

HISTORIC CONTEXTS

ABORIGINAL:

| Alachua                    | _unknown culture      |
| Early Archaic              | aboriginal unspecif   |
| Early Swift Creek          |                       |
| Glades IIb                 |                       |
| Middle Archaic             |                       |
| Mount Taylor               |                       |
| Norwood                    |                       |
| Orange                     |                       |
| Paleo-Indian               |                       |
| Pensacola                  |                       |
| St. Augustine              |                       |
| Swift Creek                |                       |
| Transitional               |                       |
| Weeden Island              |                       |
| Weeden Island II           |                       |
| Weeden Island II           |                       |

NONABORIGINAL:

| 1st Spn 1700-65             | _Depress 1930-40       |
| Brit 1763-1783              | American 1821-         |
| Statehood 1845-60          |                       |
| SpWar 1898-1916             | American 1821-99      |
| Civil War 1861-65          |                       |
| WW II 1941-49              |                       |
| Reconstr 1866-79           |                       |
| Boom 1921-29               |                       |

OTHER

RECORDER'S EVALUATION OF SITE

Eligible for National Register? _yes _no _likely, need information 

Significant as part of district? _yes _no _likely, need information

Significant at the local level? _yes _no _likely, need information

SIGNIFICANCE STATEMENT FOR COMPUTER FILES (Limit to 3 lines here; attach full justification)

DHR USE ONLY

DATE LISTED ON NAT REG. _/___/

KEEPER DETERMINATION OF ELIGIBILITY: Yes_ No_Date

SHPO EVALUATION OF ELIGIBILITY: Yes_ No_Date

LOCAL DETERMINATION OF ELIGIBILITY: Yes_ No_Date

Local Office
ARCHAEOLOGICAL SITE FORM

Division of Historical Resources, Florida Department of State

Site #8 SR783

METHODS FOR SITE DETECTION
- [ ] no field check
- [x] exposed ground
- [ ] screened shovel
- [x] literature search
- [x] posthole digger
- [ ] informant report
- [x] auger--size:
- [ ] unscreened shovel

METHODS FOR SITE BOUNDARIES
- [x] bounds unknown
- [ ] remote sensing
- [ ] unscreened shovel
- [ ] none by recorder
- [ ] exposed ground
- [ ] screened shovel
- [ ] literature search
- [ ] posthole digger
- [ ] block excavns
- [ ] informant report
- [x] auger--size:
- [ ] guess

COLLECTION STRATEGY
- [x] uncollected
- [ ] general (not by subareas)
- [ ] controlled (by subareas)

ARTIFACT CATEGORIES
- [ ] unknown
- [x] daub
- [ ] nonlocal-exotic
- [ ] bone-unspec
- [ ] lithics
- [ ] brick/bldg matl
- [ ] metal
- [ ] unworked shell
- [ ] ceramic-aborig
- [ ] glass
- [ ] bone-human
- [ ] worked shell
- [ ] ceramic-nonabo
- [ ] prec metal/coin
- [ ] bone-animal
- [ ] subsurf feats

SITE EXTENT: Size (m²) ________ Depth/Stratigraphy of Cultural Deposit ________

Perpendicular Dimensions: ________ direction by ________ direction

SPACE COLLECTED: Surface: #units_____, total area ______m². Excavation: #units_____, total vol. ______m³

TOTAL ARTIFACTS: Count or Estimate? ________ Surface #______ Subsurface #______

DIAGNOSTICS (TYPE OR MODE & FREQUENCY)
[4] ________ N=______
[2] ________ N=______
[3] ________ N=______

Remarks

TEMPORAL INTERPRETATION
Components: [x] single [ ] prob single [ ] prob multiple [ ] multiple [ ] uncertain
Describe each occupation spatially. For each, estimate begin, end dates BP; basis; if absolute dates, give method, lab, id, date, range, etc.

ENVIRONMENT
Nearest Fresh Water: ________ N/A
Natural Community: Coastal Lowlands
Local Vegetation
Topographic Setting: Shoreline of Pensacola Bay
Present Land Use
SCS Soil Series: ________ Soil Association: ________

SITE INTEGRITY
Overall Disturbance: ________ none seen ________ minor ________ substantial ________ major ________ redeposited
Nature of Disturbances/Threats

INFORMANT(S)
Contact Information
REPOSITORY
Field Notes, Artifacts
Photographs (negative nos)
MANUSCRIPTS OR PUBLICATIONS ON THE SITE
UWF, IWFA Report of Investigations #17.

RECORER(S):
Name: Deborah Joy
Affiliation/Address/Phone

RECOMMENDATIONS FOR SITE
None Offered.

NARRATIVE DESCRIPTION: Attach information on site discovery, history, current integrity, apparent threats, environment, and your temporal and functional interpretations.

DISCUSSION OF SIGNIFICANCE: Attach justification for recorder's evaluation (Page 1).

REQUIRED: USGS MAP COPY WIT SITE LOCATION MARKED
Florida Master Site File

SITE NUMBER SR-983
SITE NAME TOWN POINT
USGS 7.5 MINUTE QUAD SR983

NOTE: Please attach an 8.5" X 11" copy of the appropriate portion of the above map, with site location indicated.

TOWNSHIP/RANGE/SECTION:

NOTE: The figure to the left represents a regular section (1 square mile); please indicate the location of your site by placing an X in the appropriate portion of the section.

If the section is irregular or part of a land grant, please check below and disregard above instructions.

☐ Irregular section
☐ Land grant

UTM COORDINATES:
Zone / Easting / Northing

NOTE: If you are unfamiliar with calculating UTM measurements, leave blank.

LATITUDE: 30° 21' 36"
LONGITUDE: 87° 11' 24"

SITE SITUATION: (check one)
☐ inland [ ] estuary [ ] offshore

UNDERWATER ENVIRONMENT: (check one)
[ ] high energy marine [ ] low energy marine
[ ] lake or ponds [ ] river, stream or creek
[ ] cavernous sink [ ] cavernous spring
[ ] intermittently flooded lands with a flowing water environment
[ ] intermittently flooded lands with a still water environment

SEDIMENT:
[ ] clay [ ] silt [ ] sand [ ] peat [ ] marine growth [ ] rock

LOCAL INFORMANT (inc. private collections)
WAYNE FARROR
ADDRESS 84 HIGH POINT DR GULF BREEZE (982-4349) W (433-2412)

LOCAL INFORMANT (inc. private collections)

ADDRESS

SURVEY DATE
OTHER MASTER SITE FILE NUMBERS
RECODER(S) (list principal investigator first) John W. Morris
Mary Anne Froehlke, Roger Smith

ADDRESS

PROJECT NAME PENSACOLA SHIPWRECK SURVEY

TOPOGRAPHICAL SETTING BEACH, CONE, GULF BREEZE

TYPE OF SITE (check one or more as appropriate):
[ ] indeterminate [ ] mound(s) [ ] prehistoric cemetery
[ ] unknown [ ] burial mound(s) [ ] prehistoric vessel
[ ] single artifact [ ] platform/temple [ ] prehistoric refuse
[ ] artifact scatter [ ] mound(s) [ ] historic earthworks
[ ] lithic scatter [ ] canal [ ] shell ring
[ ] midden(s) [ ] mission [ ] redeposited
[ ] shell midden(s) [ ] prehistoric earthworks [ ] historic refuse
[ ] shell works [ ] wharves, docks, [ ] well
[ ] historic shipwreck [ ] piers [ ] bridges (also covered
[ ] stone wall [ ] shrine bridges)
**SITE DETECTION**

<table>
<thead>
<tr>
<th>FIELD METHODS (Check as many as apply)</th>
<th>SITE EXCAVATION</th>
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<tbody>
<tr>
<td>no field check</td>
<td>magnetometer</td>
</tr>
<tr>
<td>literature search</td>
<td>side-scan sonar</td>
</tr>
<tr>
<td>informant report</td>
<td>bottom profiler</td>
</tr>
<tr>
<td>Other information on methods</td>
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</tr>
</tbody>
</table>

**COLLECTION STRATEGY:** unknown uncollected by recorder Explain: by grid 1 sq ml pool

**SELECTIVITY** /unselective (all artifacts) selective (some artifacts) Explain: general (not by subarea) controlled (by subarea) Explain: by grid 1 sq ml pool

**ARTIFACTS**

<table>
<thead>
<tr>
<th>CARGO ARTIFACTS</th>
<th>SHIP ARTIFACTS</th>
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<tbody>
<tr>
<td></td>
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</table>

**ARTIFACTS REMOVED** (attach list if needed)

<table>
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<tr>
<th>ARTIFACTS SEEN OR COLLECTED</th>
<th>unknown Explain</th>
</tr>
</thead>
<tbody>
<tr>
<td>encrusted objects</td>
<td>nonprecious metal</td>
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<tr>
<td>ceramic-aboriginal</td>
<td>glass</td>
</tr>
<tr>
<td>ballast-type</td>
<td>ceramic-nonaborigin</td>
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<tr>
<td>precious metal/coin</td>
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</table>

**SURVEYOR’S EVALUATION OF SITE**

<table>
<thead>
<tr>
<th>Potentially elig. for local designation?</th>
<th>yes</th>
<th>no</th>
<th>insuff. info</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individually elig. for Nat. Register?</td>
<td>yes</td>
<td>no</td>
<td>insuff. info</td>
</tr>
<tr>
<td>Potential contributor to NR district?</td>
<td>yes</td>
<td>no</td>
<td>insuff. info</td>
</tr>
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</table>

**HISTORICAL THEMES:**

- military
- economic
- technological

**OTHER REFERENCES**

- SITE REPORTER (name/affiliation/address/phone)
- SITE INFORMANT (name/affiliation/address/phone)
- MANUSCRIPTS OR PUBLICATIONS ON THE SITE

**PRESENT LOCATIONS OF ARTIFACTS/ID NOS. (attach list if needed)**

**SITE PHOTOS & LOCATION**

**SITE FILMS/VIDEOS & LOCATION**

**FURTHER INFORMATION**

Attach extra sheets as needed

**DHR USE ONLY**

<table>
<thead>
<tr>
<th>NR DATE</th>
<th>KEEPER-NR ELIGIBILITY*: y n pe ü Date</th>
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<tbody>
<tr>
<td></td>
<td>SHPO-NR ELIGIBILITY*: y n pe ü Date</td>
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<td></td>
<td>DELIST DATE</td>
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</table>

* y=Yes; n=No; pe=Potentially Eligible; ü=Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED
SHIPWRECK FORM
FLORIDA SITE FILE
Version 1.0    7/92

Page 1

Original
✓ Update

SITE NAME(S)  TOWN POINT WRECK

VESSEL NAME  1/2

PROJECT NAME  TOWN POINT SHIPWRECK PROJECT

COUNTY (nearest if offshore)  SANTA ROSA

MARINE CHART (Required if marine)  

USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway)

LORAN LOCATION (LOPS)  

LATITUDE  d24 m23 s59  LONGITUDE  d27 m56 s37 (645 not different)

[UTM COORDINATES: Zone 16/17  Easting  Northing]

WATER BODY Major  PENNSACOLA BAY  Minor  

STATE OR FEDERAL GRANT/PERMIT IF ANY:  none (Give agency, permit type and number)

SITE DESCRIPTION

SITE SIZE  Largest dimension  \( \text{ft/m} \)  direction  \( \text{X} \)  Cross dimension  \( \text{ft/m} \)  direction  \( \text{AW} \)

ELEVATION (BWL/AWL=below/above water level):  HIGH  \( 1/2 \) \( \text{ft/m} \)  TO  LOW  \( 1/2 \) \( \text{ft/m} \)

SITE SITUATION  offshore  \( \text{inland bay} \)  river  estuary  lake  Other  

BOTTOM ENVIRONMENT  CUSHIONED  corals  grass  clay  rock  gravel  Other  

SITE DESCRIPTION  ABANDONED  

DEGREE AND NATURE OF DISTURBANCES AND THREATS  

WRECK DESCRIPTION

MAGNETIC AXIS (Bow)  

VESSEL TYPE:  canoe  boat  sailing ship  steamship  barge  freighter  

Other:  

VESSEL SIZE  Length  \( \text{ft/m} \)  Vessel  \( \text{ft/m} \)  Tonnage  \( \text{ft/m} \)  

HULL MATERIAL:  iron  wood  composite  steel  Other  

MACHINERY:  none  engine  boiler  pump  propeller  

Other:  

HISTORICAL INFORMATION

DATE SUNK:  \( \text{circa/exact} \)  CAUSE OF SINKING:  

NATIONALITY  

DATE OF CONSTRUCTION:  \( \text{circa/exact} \)  PLACE OF CONSTRUCTION  

MAJOR OVERHAULS/REFITS (give dates)  \( \text{at least one} \)  

PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today)  

MOST SHIPWRECKS ARE PROTECTED BY LAW

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.

Florida Site File/Division of Historical Resources/500 S. Bronough/Gray Bldg./Tallahassee, FL 32399-0250/(904)487-2299/Suncom 277-2299
THREATS TO SITE:
[ ] zoning [ ] transportation [ ] vandalism
[ ] development [ ] fill [ ] phosphate mining
[ ] deterioration [ ] dredge [ ] agriculture/plowing
[ ] borrowing [ ] logging

REMARKS:
[ ] preservation recommended [ ] recommended for further testing
[ ] severely disturbed/destroyed

REPOSITORY: PENSACOLA SHIPWreck SURVEY H. O. (WOOD SAMPLES - FSU)

BIBLIOGRAPHIC DATA

NOTE: Cite any reports referring specifically to this site. General background material need not be cited. Use Florida Anthropologist format.

CULTURAL CLASSIFICATION: British

CULTURAL PERIOD: Colonial

CULTURAL MATERIAL (Check as many as apply):
[ ] aboriginal ceramics [ ] wood [ ] exotic items (mica, etc)
[ ] nonaboriginal ceramics [ ] metal [ ] petroglyphs
[ ] lithics [ ] precious metal/coin(s) [ ] textile(s)
[ ] worked bone [ ] glass [ ] misc/prehistoric
[ ] animal bone/ [ ] brick/bldg" materials [ ] ballast
[ ] human bone/burial(s) [ ] other human [ ] fossil
[ ] unidentifed bone [ ] worked shell [ ] remains [ ] (e.g., hair)

DIAGNOSTIC ARTIFACTS: barrel, bead, wood samples, green dating base, amber glass stopper

SITE SIZE (approx. acreage)

SITE SIZE (est in sq meters) 12

ELEVATION

DEPTH OF CULTURAL DEPOSIT
(if known) 1-2 m

Max 1 Max 3

Min

DEGREE OF CULTURAL DESTRUCTION
[ ] relatively undisturbed [ ] minor
[ ] moderate [ ] major

SITE DISTURBANCES
[ ] bioturbation [ ] dredging/ditching [ ] previous
[ ] erosion [ ] site looting [ ] archaeological
[ ] mining/borrow pit [ ] forest preparation
[ ] agricultural or harvesting [ ] excavations
[ ] residential/ [ ] fill [ ]
[ ] commercial [ ]

COLLECTION STRATEGY
[ ] general [ ] selective [ ] controlled [ ] unknown

TYPE OF INVESTIGATION
[ ] surface collection [ ] auger test [ ] unknown
[ ] shovel test [ ] coring [ ] prop wash deflectors
[ ] extensive excavation [ ] remote sensing [ ] airlift
[ ] test excavation [ ] none [ ] waterlift
[ ] water probe

OPTIONAL NARRATIVE DESCRIPTION (If there is no published report, provide a short description of the site on a separate sheet)

OPTIONAL PHOTOGRAPHS OR SKETCHES OF DIAGNOSTIC OR UNIQUE ARTIFACTS (Please attach separate sheet(s))

FORM PREPARED BY: JOHN W. MORRIS III, MARY ANNE FRANKLIN

ADDRESS: Pensacola Shipwreck Survey

DATE 4-30-91
Enclosed please find an updated file. Also, please note a final report was filed with the BAE in November of 1995.

Thank you.
Site number: T123.SR
Site name: Town Pt. Wreck
SR983
General Location: South of Town Pt., 50' offshore, in @ 3' of water
Specific Location: 30 21.86 N, 87 11.24 W
General Site description:
The remains at the Town Point site are those of an 18th century sloop. Vessel remains at the site are 35.7' in length with maximum exposed width of 8.5'. Most of the starboard side of the vessel is present to slightly above the turn of the bilge. Excavation on site was confined to three trenches, one at the stern, one at the stern, and one at the mast step. The 0 point on the baseline centerline is at the stern. The bow trench extends from 0 to 6.1', the step assembly trench is from 16.8' to 19.0', and the stem excavation is from 23.0' to 35.7'. The entire starboard frame line was exposed to assimilate room and space, planking thickness and fastener type. Maximum excavated depth was 2.75 feet. Sediment type was coarse quartzite sand. Water depth was 3 feet. Excavation was carried out with an induction dredge. All major structural members were sampled for wood type identification. The still articulated remains were keel, cant frames, stem post assembly, floors, first futtocks, second futtocks, bilge ceiling, exterior planking, deadwood, the knee of the head, and the mast step. The vessel remains listed to starboard @ 24 degrees.

The preserved length of 35.7' includes the concreted gudgeon assembly. She has a beam of 14.66' preserved. Floors are through pinned to the keel and are forward of the first futtock in the bow and aft of the first futtock in the stern and amidships. Where the keelson is present the pins run through the keelson, floors and then into the keel. First futtocks are spiked longitudinal to the floors and do not butt the keel/keelson assembly. Second futtocks are not butted to the head of the floors nor are they spiked on to the first futtock in the two examples uncovered. The stem post assembly consists of a cutwater, stem post, gripe, and a knee. Two cant frames are also present in the bow on the centerline. The single mast step is a mortise and tenon arrangement and the ceiling and exterior planking is secured with both treenails and iron spikes. Hull shape is indicative of a square transom and a fairly slack bilge. Room and space varies from .90' to .60'. The average molded dimension on the frame is .33'.

Features:
Keel: The keel is 35.4' long with a molded dimension of .7' below the rabbet and .50' above. The rabbet is inlet .15' and is .10' below the upper molded surface. In the stern the rabbet is formed between the keel and the deadwood. The rabbet is .15' on the bottom and .25' on the rising edge. The rabbet continues into the deadwood .25'. The deadwood
then extends .50' vertically to a molded upper dimension of .75'. This section was taken at 24' on the centerline baseline. In the bow the rabbet is a curved arrangement and is present on the stempost assembly. It is not exposed on the keel at this point. In the midships trench the rabbet is inlet directly into the keel .10' below the upper molded surface which is .50'.

**Deadwood:** The deadwood is present only in the stem and ended at 24' on the centerline baseline. It is fayed directly onto the keel and was notched slightly to accept the floors. It ends in a flat surface .50' higher than the top of the keel. The five aftermost floors are fastened through the deadwood to the keel.

**Keelson:** The keelson was badly eroded. It was only uncovered at the mast step over floors 3 and 4. In the stern it was exposed from floor 5 and ended on floor 6. It has a molded dimension of .75'. Due to deterioration no sided dimension could be taken. Where the keelson crossed the floors a through pin fastened keelson/floor/keel.

**Stem post assembly:** The stem post assembly is fayed to the keel in a birds mouth scarph arrangement. The keel extends all the way forward with the cutwater, gripe and stem fayed to the upper surface. The components of this assembly are longitudinally through pinned and also secured by iron straps. The gripe/stem seam is reinforced by an iron band .40 X .20' with a spike into either component. The stem/keel seam is likewise pinned and strapped except that this strap is inlet .10' into the wood. A single spike (.02 X .02 shank) was in either piece of this joint. The badly eroded upper molded surface of the stern has a mortise inlet vertically into the port side. This mortise is .15' deep, .25' wide on the lower edge .40' wide at the top. A single .10 spike hole is present and heavy iron residue covers the mortise. The length of the birds mouth is 1.75', and accommodates the cutwater and the gripe. The vertical seam in the scarph extends .30'. This is the after edge of the gripe. The stem/gripe joint continues upward at the same angle as this scarph. This angle is @ 60 degrees. The stem proper is fayed direct to the keel. The rabbet curves upward along the top of the stem post, directly below the knee of the head. The knee extends from 1.6' to 5.2' on the baseline, giving it a preserved length of 3.6'. The gripe is 1.25' on the fayed keel joint and the cutwater is .50' along this same scarph. Keel thickness below this joint is .25' at the forward edge and .35' at the scarph. Two frames are pinned to the stem assembly along the upper molded surface of the knee. The center of the first frame is at 1.9' on the baseline and the second frame center is at 3/0'. Both of these frames are heavily concreted and have been badly eroded.

**Framing:** In the forward section of the vessel the floors are
placed forward of the first futtock. Floor 1 is .30' molded and is centered at 4.65' on the baseline. It is slightly notched over the longitudinal timber beneath it. This is probably the keel but could conceivably be a section of rising (dead) wood. The first futtock is offset from the starboard keel edge by .10' at the extreme heel. The first futtock is also .30' molded and is spiked longitudinally to the floor. Floor 2 is centered at 5.9' on the centerline baseline. This floor is also .30' molded. Both of these floors are center pinned with drift pins 1.1' in diameter. Both floors are also missing on the port side within 1.0' of the centerline. Neither of these floors show any sign of the keelson or upper molded surface. Space between floors is 1.1'. Floor 3 is centered at 17.3' on the baseline and is .35' molded. This member is at the forward end of the mortise for the vessels single mast. Floor 4 is centered at 18.7' on the baseline and is .35' molded. This floor is pinned below the mortise which has its aft end at 18.8'. The keelson is present on this floor. The keelson, floor 4 and the keel are pinned together at the forward end of the mortise. Space between floors is 1.1'. centered at 24.6' and is .35' molded. The keelson ends here and is through pinned. Floor 7 is centered at 26.1' and is .30' molded. Floor length from the centerline is 2.9'. The first futtock is forward of the floor and its heel is offset from the keel by .10'. It is .30' molded and is longitudinally spiked to the floor. Floor 8 is centered at 27.7' and is .30' molded. Length from the centerline is 2.95'. The first futtock is forward of the floor, offset .10' and longitudinally fastened to the floor. The first futtock is .40' molded and is a repair part added at some time during the vessels career. The first futtock is 6.0' in length, and extends to the edge of the preserved hull. The second futtock is not affixed to the head of the first futtock and .30' molded. Floor 9 is centered at 29.1' and is .30' molded. Length from centerline is 3.1'. The first futtock is forward of the floor and is offset .10 at the heel and is .33 molded. Length of the first futtock is 5.8'. It extends to the preserved edge of the hull remains. Floor 10 is the last floor in the vessel and is centered at 30.6'. It is .33' molded and 2.6' in length off of the centerline. The first futtock is forward of the floor offset by .10 from the keel. It is longitudinally fastened to the floor by iron spikes and is 4.0' in preserved length.

Mast step: The mast step is a simple mortise located through the keelson. It's forward edge is at 17.4' on the baseline and is located over the aft edge of Floor 3. The after edge of the mortise is at 18.8' on the baseline and is over the aft edge of Floor 4. Overall length of the mortise is 1.4'. Floor 4 is pinned through to the keel below the mortise. A single support for the mast step is located to starboard of the mortise and is spiked directly to the bilge ceiling. It is secured by 4 iron spikes .10' in diameter. It
is 2.5' in length .5' wide and .5' in thickness at the
inboard edge. The outboard edge is .10 feet in thickness.
This piece runs athwartships. The inboard spike is into the
limber strake. At this point a repair plank has been spiked
to the limber board. The forward edge of this plank is at
17.9' and it extends aft to 27.45' on the baseline.

**Planking:** The vessel is planked with .15' thick exterior
planking and .10' thick bilge ceiling. Planks are affixed
with square shank iron spikes (.02' X.02'). Trunnels are
also present securing the exterior planking. Eight strakes
of the exterior planking are visible in the stern. The seams
are payed with oakum. The average plank width is @ .73'.
Width varies from .90' to .65'. Amidships there are 11
strakes remaining. The limber strake has been covered
with the repair plank mentioned above. The tenth plank outboard
from the keel has been displaced upward. Width varies from
.85' to .50'. The last strake is badly deteriorated and is
only .30' wide. Forward of this cross sectional trench a
hook scarph is present between the two uppermost exterior
strakes.

**Artifacts:**

8 WOOD SAMPLES SENT TO LN FOR ANALYSIS
- stem
- knee of the head
- keelson
- outer hull planking
- floor
- deadwood
- 1st futtock

123/01-green bottle base, broken
   (Hume 1980,p.68 1783)

123/02-wooden parrel

123/03-sheathing tack

123/04-Fe fastener-drawn only
   (Hume 1980 p. 253-most like #6, t headed
   wrought iron, "Colonial")

123/05-barrel cask head-drawn & photo'd only

123/06-applied string green glass bottle neck
   (Hume 1980 p.67, 1761)

123/07-green glass bottle base
   (Hume 1980 p.67 1770)

123/08-delft base sherd
   (Bense-post 1700)

123/09-amber glass bottle stopper
(resembles Hume 1980 p. 197 1755-70 type)

123/10-Cu 'horseshoe' button
123/11-ring-metal?-encrusted-very light
123/12-brass/Cu strip

Illustrations:
1. Site plan, 1"= 1'
2. Transect at midships/mast step
3. Constructional analysis cross section of keel/deadwood
4. Profile of stem assembly
5. Angle of list

All illustrations are on a single sheet of graph film. An
ink of the site plan is also complete.

Threats to Site:
This site is threatened primarily by erosion, tidal action,
and wind and wave effects. It is currently reburied, but
will probably uncover and recover as storms pass through the
cove. Beachcombers and pot hunters are a potential hazard,
should the site's location become known.

Assessment:
The vessel at Town Pt. is a mid to late 18th century sloop.
She is fairly slack in the turn of the bilge and probably
had a square transom. The stem assembly is complex and
relatively heavy given the vessels overall dimensions. The
two frames on the knee of the head are interesting in that
they are probably floor members for the bow cants, a
somewhat unusual framing arrangement. The first futtock is
aft of the floor in the bow. Amidships and in the stern the
first futtock is forward of the floor. This is a variation
of the accepted convention of first futtock forward of the
floor forward of the master frame and after the floor after
the master frame. The repair of the limber strake and the
replacement of a futtock indicates a well used vessel. She
shows no other sign of repair work. Hull shape and garboard
angle are indicative of a fairly fine bow and a sharp
downward turn towards the centerline. Both trunnels and
spikes are used in planking as well as hook scarps. The mast
step is relatively simple and the mast heel would have
rested on floors 3 and 4 or would have been fitted between
them and rested on the keel. This vessel was rigged as a
sloop or possibly as a cutter. Artifactual material and
construction features indicate the 18th century date
ascribed to the site. Very few artifacts were present. This
vessel was probably careened and abandoned. The construction
techniques and design are English, indicating that this
vessel was either built by the English or the colonists in
the New World.

Recommendations:
This site should be examined in further detail and
completely documented. Due to the fragile nature of the hull
remains it should not be a site open to the general diving public. Since it is in extremely shallow water, sport diver interest will be minimal. This site is significant and offers valuable information on small craft construction from the colonial period.

Reporters: Wayne Farrior
Sources:
**SHIPWRECK FORM**

**FLORIDA SITE FILE**

**Version 1.0 7/92**

**Site #8 SR 1476**

**Recorder #**

**Field Date 1991**

**Form Date 1991**

---

**IDENTIFICATION & LOCATION**

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<tr>
<td>PROJECT NAME</td>
<td>Pensacola Shipwreck Survey, Phase I</td>
</tr>
<tr>
<td>COUNTY</td>
<td>Santa Rosa</td>
</tr>
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<tr>
<td>USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway)</td>
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<td>LONGITUDE d m s</td>
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<td>[UTM COORDINATES: Zone 16/17 Easting</td>
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<tr>
<td>WATER BODY Major Pensacola Bay</td>
<td>Minor Old Bay Cove</td>
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<td>STATE OR FEDERAL GRANT/PERMIT IF ANY:</td>
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</table>

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**SITE DESCRIPTION**

| SITE SIZE | Largest dimension 85 ft/m direction X Cross dimension 26 ft/m direction |
| ELEVATION (BWL/AWL=below/above water level): | HIGH |
| SITE SITUATION | offshore K inland bay river estuary lake Other |
| BOTTOM ENVIRONMENT | Quantize sand with slight overburden of grey silt and shell hash |
| SITE DESCRIPTION | Centerboard vessel including centerboard, turtle, floors, bilge ceiling, exterior planking, copper sheathing, portions of sister keelsons |
| DEGREE AND NATURE OF DISTURBANCES AND THREATS | Environmental threats such as wave action, scouring, marine boxes |

---

**WRECK DESCRIPTION**

| MAGNETIC AXIS (Bow) |  |
| VESSEL TYPE: | canoe, boat, sailing ship, steamship, barge, freighter |
| Other: | |
| VESSEL SIZE | Length | Vessel | Tonnage |
| HULL MATERIAL: | iron, wood, composite, steel, Other |
| MACHINERY: | none, engine, boiler, pump, propeller |
| Other: | |

---

**HISTORICAL INFORMATION**

| DATE SUNK: | 1944, circa, exact |
| CAUSE OF SINKING | unknown |
| NATIONALITY | unknown |
| PLACE OF CONSTRUCTION | unknown |
| MAJOR OVERHAULS/REFITS (give dates) | |
| PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today) | |

---

**MOST SHIPWRECKS ARE PROTECTED BY LAW**

Shipwrecks and archaeological sites are protected by law if they are located on federal or state owned lands, or state-sovereignty submerged lands. Written permission is required to disturb such sites or to remove artifacts from them. If you are interested in exploring shipwreck sites or collecting from them, contact the Bureau of Archaeological Research, Division of Historical Resources at the address below.

Florida Site File/Division of Historical Resources/S500 S. Bronough/Gray Bldg./Tallahassee, FL 32399-0250/(904)487-2259/Suncorn 277-2259
SHIPWRECK FORM
Florida Bureau of Archaeological Research

FIELD METHODS (Check as many as apply)
- no field check  
- magnetometer  
- aerial photo  
- unknown  
- air lift  
- dredging  
- literature search  
- side-scan sonar  
- bottom profiler  
- gone by recorder  
- water jet  
- hand excavation  
- defectors  
Other information on methods

COLLECTION STRATEGY:  
- unknown  
- uncollected by recorder  
- Explain

SELECTIVITY  
- unselective (all artifacts)  
- selective (some artifacts)  
- Explain

CONTROL OF COLLECTION  
- general (not by subarea)  
- controlled (by subarea)  
- Explain

ARTIFACTS

CARGO ARTIFACTS

SHIP ARTIFACTS

ARTIFACTS REMOVED (attach list if needed)  
- none

ARTIFACTS SEEN OR COLLECTED  
- unknown  
- Explain

- encrusted objects  
- nonprecious metal  
- glass  
- ceramic-aboriginal  
- ceramic-nonaboriginal  
- ballast-type  
- precious metal/coin

SURVEYOR'S EVALUATION OF SITE

Potentially elig. for local designation?  
- yes  
- no  
- insuff. info

Individually elig. for Nat. Register?  
- yes  
- no  
- insuff. info

Potential contributor to NR district?  
- yes  
- no  
- insuff. info

HISTORICAL THEMES:  
- military  
- economic  
- technological  
- Other

THREATS TO SITE

ENVIRONMENTAL

PROTECTIONS FOR SITE

RECOMMENDATIONS FOR SITE

Additional excavation and recording would offer information about construction.

OTHER REFERENCES

SITE REPORTER (name/affiliation/address/phone)  
- Marianne Franklin  
- Pensacola

SITE INFORMANT (name/affiliation/address/phone)

MANUSCRIPTS OR PUBLICATIONS ON THE SITE

- FOS Phase I report, 1991, BUR#26

PRESENT LOCATIONS OF ARTIFACTS/ID NOS. (attach list if needed)

SITE PHOTOS & LOCATION

SITE FILMS/VIDEOS & LOCATION

FURTHER INFORMATION

Attach extra sheets as needed

DHR USE ONLY

NR DATE  

SHPO-NR ELIGIBILITY  
- y  
- n  
- pe  
- ii  
- Date /

DELIST DATE  

LOCAL DESIGNATION  

Local office

* y = Yes; n = No; pe = Potentially Eligible; ii = Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED
FLORIDA
ARCHAEOLOGICAL
REPORTS

SUBMERGED HISTORICAL RESOURCES
OF PENSACOLA BAY, FLORIDA

Florida Archaeological Reports 25

The Pensacola Shipwreck Survey
Phase One, 1991

Bureau of Archaeological Research

Division of Historical Resources

R. A. Gray Building, 500 South Bronough Street, Tallahassee, Florida 32399-0250
(904) 487-2299

FLORIDA DEPARTMENT OF STATE
Jim Smith, Secretary of State
Recommendations

The vessel has been accurately recorded and no further actions are recommended. It is suggested, however, that in order to prevent continuing erosion, the vessel could be easily moved and reassembled if a proper place for her conservation and/or exhibit can be found.

PSS Site Number: T107SR
Site Name: Centerboard Schooner
Master Site File: 8SR996/474

General Location

The vessel lies in Old Navy Cove, in 12 to 15 ft. of water. Sediment is quartzite sand with a very slight overburden of gray silt and shell hash.

General Site Description

The remains at site 8SR996 appear to be those of a centerboard vessel. Although badly eroded and disarticulated, the remains are preserved to a state allowing identification of major structural features. The remains are approximately 85 feet in length and 20 feet in width. The still-articulated features visible were the centerboard, the trunk, the floors, bilge ceiling, exterior planking, copper sheathing and portions of the sister keels.

Features

The remains of the trunk assembly were 32 feet in length and started approximately 3 ft. from the northernmost end of the vessel remains. The two lowermost members of the trunk were .52 ft. in width (sided dimension) and were .75 ft. apart, this gap being the slot for the centerboard. The trunk was secured with vertical pins .10 ft. in diameter and with transverse pins of the same diameter to the sister keels. No pivot could be found for the board due to the poor state of preservation and sediment accumulation. At one point the board rises 2.5 ft. above the bottom surface and exhibits through-pin vertical fasteners.

Floors are discernible on both sides of the trunk, approximately 3 ft. on either side. The area immediately adjoining the trunk is still covered by bilge ceiling. The floors are badly eroded and worm-eaten (Teredo navalis), and are entirely covered in sediment and shell hash. Exterior planking was attached to the floors with iron pins .05 ft. in diameter. The exterior planking was sheathed in copper and secured to the hull with copper tacks. Also present at the site were numerous iron concretions and a curved iron shaft, possibly a davit.

Threats to Site

Environmental threats to the site are wave action, scouring and marine borers. Cultural impact will remain minimal due to poor diving conditions and low interest within the sport diving community.

Assessment

The vessel at site 8SR996 is a 19th-century centerboard schooner. She is fairly heavily constructed. The vessel had flat floors and probably had a hard chine and would have exhibited a deadrise cross section. Although badly deteriorated, enough of the structure remains intact to offer important information. The site is significant and offers valuable data on 19th-century centerboard schooners.
Recommendations
Although this site is poorly preserved, additional excavation and recording of this vessel would offer worthwhile data on centerboard vessel construction. Due to the fragile nature of the site, it should not be open to the general diving public. Poor visibility and shallow depth will probably keep this site from becoming a popular dive site. Any further work on this site should be carried out by a professional archaeologist.

PSS Site Number: T131SR
Site Name: Composite Hull
Master Site File: 8SR1080

General Location
The vessel is located just past the drop off at Deadman’s Island in Old Navy Cove. The water depth is 10 feet. Bottom sediment is sand and shell hash with a soft gray silt overburden.

General Site Description
The hull remains extend over an area 49 ft. by 15 ft. A centerline/baseline was established and all hull remains were drawn in situ relative to the baseline (Figure 8.27). The zero point was located at the southern end of the keel. The remains represent a vessel of composite construction, preserved along the centerline. A wooden keelson rests upon an iron I-beam keel. Very little relief remains above a soft silty bottom. One iron frame is uncovered at 25 feet on the baseline to the east. Some wooden planking was recorded to the west of the baseline. Four strakes run from 5 ft. to 9 ft. Two strakes are uncovered from 2 ft. past 32 ft. Several concreted objects protrude from the sediment.

Features
Keel: Iron, shaped like an I-beam, .5 ft. wide and .6 ft. high.
Keelson: Wooden, through-bolted to keel, .5 ft. square.
Frames: One frame, an iron I-beam was uncovered and recorded. It measured .6 ft. high by .4 ft. wide on the ends and .2 ft. wide in the center.

Threats to Site
The site seems to have stabilized underwater. There is no relief so the site is not endangered by vessel traffic. There is little to interest the casual pot hunter or sport diver.

Assessment
Due to her composite hull, this vessel may date from the 1850s onward, but a late 19th-century date seems most appropriate. She probably was one of the numerous vessels abandoned in Old Navy Cove when she became obsolete or irreparable. The composite construction could provide some additional construction information, but the hull remains are too deteriorated for any information on hull shape or size.
Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.
**SHIPWRECK FORM**
**FLORIDA SITE FILE**

**IDENTIFICATION & LOCATION**

<table>
<thead>
<tr>
<th>SITE NAME(S)</th>
<th>Composite Hull</th>
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<tbody>
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<td>[MULT. LIST. #8]</td>
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<tr>
<td>PROJECT NAME</td>
<td>Pensacola Shipwreck Survey</td>
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<td>COUNTY (nearest if offshore)</td>
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<td>MARINE CHART (Required if marine)</td>
<td>USGS 7.5' TOPOGRAPHIC MAP</td>
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<td>LORAN LOCATION (LOPS)</td>
<td>[DHR SURVEY 6621]</td>
</tr>
<tr>
<td>LATITUDE</td>
<td>d m s</td>
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<tr>
<td>LONGITUDE</td>
<td>d m s</td>
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<tr>
<td>UTM COORDINATES: Zone 16/17</td>
<td>Easting</td>
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<tr>
<td>WATER BODY Major</td>
<td>Pensacola Bay</td>
</tr>
<tr>
<td>Minor</td>
<td>Old Navarre Cove</td>
</tr>
<tr>
<td>STATE OR FEDERAL GRANT/PERMIT IF ANY:</td>
<td>none (Give agency, permit type and number)</td>
</tr>
</tbody>
</table>

**SITE DESCRIPTION**

| SITE SIZE | Largest dimension (ft/m) direction X Cross dimension (ft/m) directn |
| ELEVATION (BWL/AWL=below/above water level): | HIGH ft/m TO LOW ft/m |
| SITE SITUATION | offshore K inland bay river estuary lake Other |
| BOTTOM ENVIRONMENT | Sand and shellwash with salt grey silt overburden |
| SITE DESCRIPTION | Vessel remains of composite construction preserved along the centerline - wooden keelson on iron I-beam keel |
| DEGREE AND NATURE OF DISTURBANCES AND THREATS | None - site is stabilized and in location of poor diving conditions |

**WRECK DESCRIPTION**

| MAGNETIC AXIS (Bow) | VESSEL TYPE: | canoe | boat | sailing ship | steamship | barge | freighter |
| VESSEL SIZE | Length | Vessel | Tonnage |
| HULL MATERIAL: | iron | wood | composite | steel | Other |
| MACHINERY: | none | engine | boiler | pump | propeller |

**HISTORICAL INFORMATION**

| DATE SUNK: | circa/exact | CAUSE OF SINKING |
| NATIONALITY |
| DATE OF CONSTRUCTION: | Circa/exact | PLACE OF CONSTRUCTION |
| MAJOR OVERHAULS/REFITS (give dates) |
| PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today) |

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**SITE DETECTION**
- no field check
- magnetometer
- literature search
- informant report
- side-scan sonar
- bottom profiler

Other information on methods

**SITE EXCAVATION**
- aerial photo
- unknown
- air lift
- unknown by recorder
- hand excavation
- dredging
- water jet
- defectors

**COLLECTION STRATEGY:**
- uncollected by recorder
- Explain

**SELECTIVITY**
- unselective (all artifacts)
- selective (some artifacts)
- Explain

**CONTROL OF COLLECTION**
- general (not by subarea)
- controlled (by subarea)
- Explain

---

**ARTIFACTS**

**CARGO ARTIFACTS**

**SHIP ARTIFACTS**

**ARTIFACTS REMOVED (attach list if needed)**

**ARTIFACTS SEEN OR COLLECTED**
- encrusted objects
- nonprecious metal
- ceramic-aboriginal
- glass
- ballast-type
- unknown
- ceramic-nonaborig
- precious metal/coin

**SURVEYOR'S EVALUATION OF SITE**

- Potentially elig. for local designation?
- Individually elig. for Nat. Register?
- Potential contributor to NR district?

- military
- economic
- technological

**HISTORICAL THEMES:**

**OTHER REFERENCES**

**SITE REPORTER (name/affiliation/address/phone)**

**SITE INFORMANT (name/affiliation/address/phone)**

**MANUSCRIPTS OR PUBLICATIONS ON THE SITE**

**PRESENT LOCATIONS OF ARTIFACTS-ID NOS. (attach list if needed)**

**SITE PHOTOS & LOCATION**

**SITE FILMS/VIDEOS & LOCATION**

**FURTHER INFORMATION**

Attach extra sheets as needed

---

**DHR USE ONLY**

- OFFICIAL EVALUATIONS

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<th>n</th>
<th>pe</th>
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* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

**REQUIRED:** MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED
Recommendations

Although this site is poorly preserved, additional excavation and recording of this vessel would offer worthwhile data on centerboard vessel construction. Due to the fragile nature of the site, it should not be open to the general diving public. Poor visibility and shallow depth will probably keep this site from becoming a popular dive site. Any further work on this site should be carried out by a professional archaeologist.

PSS Site Number: T131SR
Site Name: Composite Hull
Master Site File: 8SR1007-4280

General Location

The vessel is located just past the drop off at Deadman's Island in Old Navy Cove. The water depth is 10 feet. Bottom sediment is sand and shell hash with a soft gray silt overburden.

General Site Description

The hull remains extend over an area 49 ft. by 15 ft. A centerline/baseline was established and all hull remains were drawn in situ relative to the baseline (Figure 8.27). The zero point was located at the southern end of the keel. The remains represent a vessel of composite construction, preserved along the centerline. A wooden keelson rests upon an iron I-beam keel. Very little relief remains above a soft silty bottom. One iron frame is uncovered at 25 feet on the baseline to the east. Some wooden planking was recorded to the west of the baseline. Four strakes run from 5 ft. to 9 ft. Two strakes are uncovered from 2 ft. past 32 ft. Several concreted objects protrude from the sediment.

Features

Keel: Iron, shaped like an I-beam, .5 ft. wide and .6 ft. high.

Keelson: Wooden, through-bolted to keel, .5 ft. square.

Frames: One frame, an iron I-beam was uncovered and recorded. It measured .6 ft. high by .4 ft. wide on the ends and .2 ft. wide in the center.

Threats to Site

The site seems to have stabilized underwater. There is no relief so the site is not endangered by vessel traffic. There is little to interest the casual pot hunter or sport diver.

Assessment

Due to her composite hull, this vessel may date from the 1850s onward, but a late 19th-century date seems most appropriate. She probably was one of the numerous vessels abandoned in Old Navy Cove when she became obsolete or irreparable. The composite construction could provide some additional construction information, but the hull remains are too deteriorated for any information on hull shape or size.
Recommendations

No further work is recommended.

PSS Site Number: T104SR
Site Name: Old Navy Cove # 1-2, possibly the Cabadroca
Master Site File: 8SR9951976

General Location

The vessel is located in Old Navy Cove in approximately 12 feet of water. Bottom sediment is extremely soft, gray silt.

General Site Description

A wooden hull, in excess of 200 feet LOA, is lying on a gray silty bottom in 12 ft. of water. The hull is fastened with iron bolts or pins. The entire hull is filled with disarticulated debris including iron pipes, deck planks, a davit, iron rail stanchions and a section of a boiler.

Threats to Site

Potential threats from wave or erosion at this site are minimized by the depth of silt covering most of the hull. This is not a popular dive site and will not suffer from vandalism.

Assessment

The vessel remains at this site are extensive. The disarticulated structure and machinery within the hull is well preserved and appears to be material associated with the vessel. No material was apparent on the bottom around the vessel. This is probably a result of sediment depth and accumulation rather than a lack of disarticulated material outboard. Local divers have identified this hull as the Cabadroca, a Portuguese ship scuttled in Old Navy Cove in the early 1900s. The hull is also located on NOAA navigational charts.

Recommendations

This vessel appears fairly modern. Her upper works are in complete disarray. Future work could be done to ascertain general hull shape and construction features. This information could be compared to available information on the Cabadroca in order to positively identify her, but this is a low priority site.

PSS Site Numbers: T128SR, T129SR, T130SR
Site Name: Bayou Gilmore Debris, Possible Marine Railway
Master Site File: 8SR9951479

General Location

Located just west of the Bayou Gilmore entrance in Old Navy Cove, this area of bottom debris is in approximately 10 feet of water. The bottom is sand and soft depositional silt.
Florida Bureau of Archaeological Research
Florida Archaeological Reports
Franklin, Morris, and Smith, *Pensacola* | 199

Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.
<table>
<thead>
<tr>
<th>Nationality</th>
<th>Date of Construction</th>
<th>Major Overhauls/Repairs (give dates)</th>
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<td>wood</td>
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<td></td>
</tr>
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<tr>
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<th>Salvage Plan Name(s)</th>
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<th>Site Description</th>
<th>County ( Dare relation)</th>
<th>Marine Chart (required if marine)</th>
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SHIPWRECK FORM
Florida Bureau of Archaeological Research

Site # SK194

FIELD METHODS (Check as many as apply)
- no field check
- magnetometer
- aerial photo
- unknown
- side-scan sonar
- none by recorder
- bottom profiler
- hand excavation
- defectors

Other information on methods

COLLECTION STRATEGY: unknown
- uncollected by recorder
- Explain

SELECTIVITY
- unselective (all artifacts)
- selective (some artifacts)
- Explain

CONTROL OF COLLECTION
- general (not by subarea)
- controlled (by subarea)
- Explain

ARTIFACTS

CARGO ARTIFACTS

SHIP ARTIFACTS

ARTIFACTS REMOVED (attach list if needed) NO

ARTIFACTS SEEN OR COLLECTED
- encrusted objects
- nonprecious metal
- ballast-type
- ceramic-aboriginal
- glass
- ceramic-nonaborig
- precious metal/coin

SURVEYOR'S EVALUATION OF SITE

Potentially elig. for local designation? yes
- no
- insufficient info
- Local Designation Category

Individually elig. for Nat. Register? yes
- no
- insufficient info

Potential contributor to NR district? yes
- no
- insufficient info

HISTORICAL THEMES: military
- economic
- technological

Other

THREATS TO SITE: Erosion, waves

PROTECTIONS FOR SITE

RECOMMENDATIONS FOR SITE: Removal and conservation

OTHER REFERENCES

SITE REPORTER (name/affiliation/address/phone): Marianne Franklin, Pensacola

SHIPWRECK Survey

SITE INFORMANT (name/affiliation/address/phone):

MANUSCRIPTS OR PUBLICATIONS ON THE SITE:
PSS Phase I Report, 1991, BAK # 26

PRESENT LOCATIONS OF ARTIFACTS/ID NOS. (attach list if needed)

SITE PHOTOS & LOCATION

SITE FILMS/VIDEOS & LOCATION

FURTHER INFORMATION Attach extra sheets as needed

DHR USE ONLY

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<th>SHPO-NR ELIGIBILITY*: y n pe ii</th>
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* y=Yes; n=No; pe=Potentially Eligible; ii=Insufficient Information

REQUIRED: MARINE CHART (OFFSHORE) OR USGS MAP (INSHORE OR INLAND WATERWAY) WITH SITE LOCATION PINPOINTED
DPC Fuel Barge which carried Bunker C prior to World War II” according to “a local tugboat captain.” Figure 8.24 is the photo of a comparable early 20th-century coal barge at a local shipyard. It shows the layout of decking and separate bunkers for stockpiling coal that may have been present on 8ES1902. Good information on fuel barge construction could be acquired from this site. Although fairly modern, the compartmentalization is an important feature that should be examined.

Recommendations
As the most intact vessel located in the Bayou, this site should be recorded in detail before any additional deterioration takes place. No excavation is necessary. No artifactual material is likely to be present at the site since the vessel appears to have been abandoned. At low water during the winter months a good deal more of the bayou’s bottom is exposed above water. The remains at this site could easily be recorded and interpreted at that time. This could provide more information on the diverse methods of barge construction used on inland waterways. It should be noted that because of its toxicity, extreme caution should be used when diving (or swimming) in Bayou Chico.

Old Navy Cove
Five sites were located in the cove from this time period (Figure 8.25). At least two other sites in this area were located with side scan sonar, but were buried under accreted sediment and were not assessed. Near Deadman’s Island the bottom sediment is coarse quartzite sand, but as the water quickly deepens away from shore, the bottom becomes covered with deep soft silt.

PSS Site Number: T135SR
Site Name: Deadman’s Punt
Master Site File: 8SR1047

General Location
The hull is partially buried under a coarse quartzite sand bottom. Water depth varies between 1 and 2 feet depending on wind, current and tidal flow.

General Site Description
A sturdy work vessel, a punt or small scow, is faintly discernible during both high and low tides protruding from the sand. It has been noted that the hull tends to become covered and uncovered during storms as the water breaks on Deadman’s Island. For the purpose of recording, the inside of the hull was cleared off with an induction dredge. A baseline was set on the centerline and all measurements were made relative to the baseline. The zero point was at the bow, or western end of the hull. The vessel’s preserved length is 16.5 feet. Maximum beam is 5.5 feet. The maximum depth of preservation is 2.1 feet in stern. Figure 8.26 is a drawing of the punt.

Features
Planking: Outer hull planking, consisting of one or two side strakes, was .13 ft. thick. Bottom planking thickness was not recorded but a thicker king plank, running along the vessel’s centerline was noted. Planking width varied between .4 and .9 ft. The seams were
Recommendations

The vessel has been accurately recorded and no further actions are recommended. It is suggested, however, that in order to prevent continuing erosion, the vessel could be easily moved and reassembled if a proper place for her conservation and/or exhibit can be found.

PSS Site Number: T107SR
Site Name: Centerboard Schooner
Master Site File: 8SR996/77

General Location

The vessel lies in Old Navy Cove, in 12 to 15 ft. of water. Sediment is quartzite sand with a very slight overburden of gray silt and shell hash.

General Site Description

The remains at site 8SR996 appear to be those of a centerboard vessel. Although badly eroded and disarticulated, the remains are preserved to a state allowing identification of major structural features. The remains are approximately 85 ft. in length and 20 feet in width. The still-articulated features visible were the centerboard, the trunk, the floors, bilge ceiling, exterior planking, copper sheathing and portions of the sister keelons.

Features

The remains of the trunk assembly were 32 ft. in length and started approximately 3 ft. from the northermost end of the vessel remains. The two lowermost members of the trunk were 52 ft. in width (sided dimension) and were .75 ft. apart, this gap being the slot for the centerboard. The trunk was secured with vertical pins .10 ft. in diameter and with transverse pins of the same diameter to the sister keelons. No pivot could be found for the board due to the poor state of preservation and sediment accumulation. At one point the board rises 2.5 ft. above the bottom surface and exhibits through-pin vertical fasteners.

Floors are discernible on both sides of the trunk, approximately 3 ft. on either side. The area immediately adjoining the trunk is still covered by bilge ceiling. The floors are badly eroded and worm-eaten (Teredo navalis), and are entirely covered in sediment and shell hash. Exterior planking was attached to the floors with iron pins .05 ft. in diameter. The exterior planking was sheathed in copper and secured to the hull with copper tacks. Also present at the site were numerous iron concretions and a curved iron shaft, possibly a davit.

Threats to Site

Environmental threats to the site are wave action, scouring and marine borers. Cultural impact will remain minimal due to poor diving conditions and low interest within the sport diving community.

Assessment

The vessel at site 8SR996 is a 19th-century centerboard schooner. She is fairly heavily constructed. The vessel had flat floors and probably had a hard chine and would have exhibited a deadrise cross section. Although badly deteriorated, enough of the structure remains intact to offer important information. The site is significant and offers valuable data on 19th-century centerboard schooners.
oakum payed.

Frames: The vessel was sturdily framed. Some floors and futtocks were disarticulated or missing, but it appears that some 11 frame stations made up the hull. Floor timber dimensions varied between .18 ft. and .30 ft. molded, the average being about .22 ft. Sided dimensions varied between .34 ft. and .74 ft., with the average about .4 ft. Futtocks were forward of the floors in the stern, and past the 7 foot mark on the baseline at midships, switched to aft of the floors. (This is based on the eastern edge of the hull being the bow, the western edge the stern.) Futtock dimensions varied between being 1.5 ft. and 2.0 ft. long. Some showed evidence that they had been rough-cut knees, now eroded flat. Futtock molded and sided dimensions were on average .2 ft. Notches .3 ft. by .2 ft. were cut into the floors at 2.5 ft. on the baseline, 5.5 ft. on the baseline (two), and 14.42 ft. on the baseline.

Stern: The stern was the most heavily framed area. Butting against a raked transom was a floor and futtock. On top of the floor, a knee (1.5 ft. by .45 ft.) supported a corner post (.35 ft. by .25 ft. by .18 ft.) on the starboard side (Figure 8.26).

Fasteners: The hull was fastened with iron, the head measured .1 by .1 ft., the shank .05 ft. square.

Wood Analysis: Two wood samples were sent to Lee Newsom of the Florida Museum of Natural History for analysis. The futtock sample was identified as:

Pinus sp. section diploxylon, hard group pine. Of the three major hard pine groups, this specimen by anatomy most closely fits the Taeda group which is composed solely of New World members including longleaf (Pinus palustris) and the other southern hard or yellow pines.

The sample of exterior hull planking was identified as Quercus virginiana, or live oak.

Threats to Site

This site is easy to observe from shore and could be disturbed by snorkelers and waders on the beach. The prime threat to the site is erosion and wind and wave effects. Although the site was backfilled upon completion of recording, it continues to uncover under certain wind and sea conditions. Some frames are loose, and the hull will probably continue to disarticulate.

Assessment

The Deadman's Punt probably represents a vessel of the early 20th century. The careful attention to detail in her construction design demonstrates that she was not hastily built. This seems to alter initial conceptions that she was simply used as a working platform. Her wood sample identifications, hard yellow pine frames and an outer hull plank of live oak, are somewhat unusual. Although both materials are commonly used for vessel construction and indigenous to Pensacola, usually the harder live oak was used for frames and the southern pine for planking. The reversal in this vessel may indicate that she was constructed simply with local materials at hand (or that the wood analysis samples were reversed; resampling could check this).
Figure 8.26. Site Plan of 8SR1013, Deadman's Punt.
ARCHAEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE
Version 2.2 3/97
Consult Guide to Archaeological Site Form for detailed instructions.

Site Name(s) Deadman's Island
Project Name Underwater Remote Sensing Terrestrial Survey
Ownership: Private, nonprofit Private, Individual Private, unknown
USGS 7.5 Map Name & Date Gulf Breeze, 1990
Township 25 Range 21 Section 6
City / Town (If within 3 mi.) N.A
Tax Parcel # (s) Gulf Breeze
Current City Limits? Yes
UTM: Zone 816 Easting 48119490
Nothing 2359410
Address / Vicinity / Route From Route 98/Beach road east to Gulf Breeze go 1100 m due west
Town Point you have arrived at Town Point, NW corner of Deadman's

Setting
- Lake/Pond - lagoon
- River/stream Creek - riverine
- Total - estuarine
- Saline - marine
- Marine
- High energy marine
- Low energy marine
- Other: Along coast of Pensacola Bay

Structures - Or - Features
- Aboriginal boat
- Agro/farm building
- Burial mound
- Building remains
- Cemetery/grave
- Mound unspecified
- Plantation
- Earthworks
- Platform mound
- Road segment
- Shell midden
- Shell mound
- Shipreck
- Subsurface features
- Surface scatter
- Well

Function
- None specified
- Campsite
- Extractive site
- Habitation (prehistoric)
- Homestead (historic)
- Farmstead
- Village (prehistoric)
- Town (historic)
- Quarry

HISTORIC CONTEXTS (check all that apply) - specific dates below precede site chronologic 'empty space (uncheck)
Aboriginal
- Englewood
- Fort Walton
- Glades
- Metabolos
- Metabolos II
- Moccasina
- Mount Taylor
- Orange
- Palatka
- Santa Rosa-Swift Creek
- Seminole: Colonial
- Seminole: 1st War To 2d
- Seminole: 1st War To 3d
- Seminole: 2d War To 3d
- Seminole: 3d War On
- Swift Creek, Early
- Swift Creek, Late
- Swift Creek, unspecified
- Transitional
- Weeden Island I
- Weeden Island II
- Weeden Island unspecified
- Western Florida, unspecified
- Prehistoric nonceramic
- Prehistoric ceramic
- Prehistoric unspecified

Nonaboriginal
- First Spanish 1513-99
- First Spanish 1600-99
- First Spanish 1700-1763
- First Spanish unspecified
- British 1763-1783
- Second Spanish 1783-1812
- American Territorial 1821-45
- American Civil War 1861-65
- American 19th Century
- American 20th Century
- American unspecified
- African-American

* Consult Guide to Archaeological Site Form for preferred descriptions not listed above (are data "coded fields" at the Site File).

SURFACE EVALUATION OF SITE INFO
Potentially eligible for a local register? Yes
Individually eligible for National Register? Yes
Potential contributor to NR district? Yes
Explanation of Evaluation (required if evaluated; limit to 3 lines; attach full justification)
Observed previously recorded site
No architectural focus
Evidenced by erosion of Site is apparent

Recommendations for Owner or SHPO Action

DHR USE ONLY

KEEPER'S ELIGIBILITY: Yes
SPOKESPERSON'S ELIGIBILITY: Yes
REPORTING ELIGIBILITY: Yes
UNREPORTED: Insufficient info

DELIST DATE: Date
LOCAL DESIGNATION: Local office

National Register Criteria for Evaluations: [ ] Yes [ ] No [ ] Insufficient info
(See National Register Bulletin 1.63 (71))
**ARCHAEOLOGICAL SITE FORM**

**SITE DETECTION**
- no field check
- exposed ground
- screened shovel
- literature search
- posthole digger
- auger-size:
- remote sensing
- unscreened shovel

**SITE BOUNDARIES**
- bounds unknown
- remote sensing
- unscreened shovel
- none by recorder
- exposed ground
- screened shovel
- literature search
- posthole tests
- informant report
- auger-size:
- estimate or guess

Bense & Joy 1988 Nominal found on 7 test p 30m and 90 cm deep

**SITE DESCRIPTION**
- Extent Size (m²) __
- Depth/stratigraphy of cultural deposit __

**Temporal Interpretation** - Components (check one): □ single □ prob single □ prob multiple □ multiple □ uncertain □ unknown
Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations:

**INTEGRITY**
- Overall disturbance: □ none seen □ minor □ substantial □ major □ redeposited □ destroyed-document! □ unknown
- Erosion has been noted. Active portion of previously recorded site.

**SURFACE**
- area collected __ m²
- collection units __
- Excavation: □ noncontiguous

**ARTIFACTS**
- Total Artifacts # __
- (C)ount or (E)stimate?
- Surface # __
- Subsurface # __

**COLLECTION SELECTIVITY**
- □ unknown
- □ unselective (all artifacts)
- □ selective (some artifacts)
- □ mixed selectivity

**SPATIAL CONTROL**
- □ uncontrolled
- □ controlled (by subarea)
- □ variable spatial control

**ARTIFACT CATEGORIES** and DISPOSITIONS

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<td>bone-human</td>
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<td>S - some items in category collected</td>
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<td>bone-unclassified</td>
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<td>O - observed first hand, but not collected</td>
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<td>bone-worked</td>
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<td>R - collected and subsequently left at site</td>
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<td>ceramic-aboriginal</td>
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<td>I - informant reported category present</td>
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<td>U - unknown</td>
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**DIAGNOSTICS**

Type or mode, and frequency: e.g., Suwanee ppk, heat-treated chart, Deptford Check-stamped, ironstone/whiteware

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<td>7.</td>
<td>11.</td>
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**ENVIRONMENT**

- Nearest fresh water type & name (incl. relit source) __
- Unknown__
- Distance (m) bearing __

- Natural community (FNAI category or leave blank) __
- Estuaries

- Local vegetation __

- Topography __
- Bench

- Min Elevation __ meters
- Max Elevation __ meters

- Present land use __
- Unused

- SCS soil series __

- Soil association __

**FURTHER INFORMATION**

Informant(s): Name/Address/Phone/Email

Describe field & analysis notes, artifacts, photos. For each, give type (e.g., notes), curating organization*, accession #s, and short description.

*site # SR740
Manuscripts or Publications on the site (use continuation sheet, give FMS# if relevant)

Recorder(s): Name/Addr/Phone/Email  Michael Tuttle  15 Sedgewick Memphis, TN  901 274-244
Affiliation* or FAS Chapter  Panamerican Consultants

* Consult Guide to Archaeological Site Form for preferred descriptions not listed above (data are "coded fields" at the Site File). **SITE PLAN & USGS REQUIRED** At 1"=300' (1:3600) or larger scale, show: site boundaries, scale, north arrow, datum, test/collection units, landmarks, mappers, date.
REFERENCES CITED

Franklin, Marianne, John W. Morris, III, and Roger C. Smith  
1991 Submerged Historical Resources of Pensacola Bay, Florida: The Pensacola  
Shipwreck Survey, Phase I. Florida Bureau of Archaeological Research, Division of  
Historical Resources, Florida Department of State, Tallahassee.

Joy, Deborah  
Reports of Investigations No. 17. Institute of West Florida, The University of West  
Florida, Pensacola.

Tuttle, Michael C. and Stephen R. James Jr.  
2003 Underwater Remote Sensing and terrestrial Survey, Pensacola Bay and  
Deadman's Island, Santa Rosa County, Florida. Prepared for US Army Corps of  
Engineers, Mobile District. Prepared by Panamerican Consultants, Inc. Memphis, TN.
Deadman's Island, 8SR740 (7.5 minute USGS quadrangle Gulf Breeze, Florida).
Area recommended on northwest portion of Deadman's Island.
ARCHAEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE
Version 2.2 3/97
Consult Guide to Archaeological Site Form for detailed instructions.

Site #8 SF0783
Recorder Site #
Field Date 26/11/92
Form Date 3/1/93

Site Name(s) Gulf Marine Railway

Project Name Underwater Remains, 8 terrestrial Survey, Ponce Bay, St. Johns River

Ownership: private, proprietorship, private, profit, private, non-profit, private, individual, private, unincorporated, public, governmental, county, state, federal, foreign, Native American, Unknown

USGS 7.5 Map Title & Date scale:

Township 35 Range 27 Section 6

SW

Land grant

City/Town (within 3 mi.) Gulf Breeze

UTM Zone 816 Easting 4870500

Address/Vicinity of Route

Name of Public Tract (e.g., park)

FUNCTION

* Consult Guide to Archaeological Site Form for preferred descriptions not listed above (data are "coded fields" at the Site File).

Aboriginal

Alachua

Archaic, Early

Archaic, Middle

Archaic, Late

Archaic unspecified

Belk Gise III

Belk Gise IV

Belk Gise unspecified

Cades Pond

Depford

Other

Nonaboriginal

First Spanish 1513-99

First Spanish 1600-99

First Spanish 1700-1763

First Spanish unspecified

British 1763-1873

Second Spanish 1873-1821

American Territorial 1821-45

American Civil War 1861-65

American 19th Century

American 20th Century

American unspecified

American-Indian

African-American

Potential for local register?

Eyes: name register at right

Individually eligible for National Register?

Eyes

Potential contributor to NR district?

Eyes

Explanation of Evaluation (Required if evaluated; limit to 3 lines; attach full justification)

No New Material Found. Evidence Elevation 1+ Site. However appears real.

Recommends for Owner or SHPO Action

DHR USE ONLY

OFFICIAL EVALUATIONS

NR-DATE

KEEPER NR ELIGIBILITY

yes

no

SHPO NR ELIGIBILITY

yes

no

no

potentially eligible

insufficient info

Date

DELIST DATE

Local Designation

Local office

National Register Criteria for Evaluation: 11, 12, 12, 12, 12 (See National Register Bulletin 15, p.7)
**SITE DETECTION**
- No field check
- Exposed ground
- Screened shovel
- Literature search
- Posthole digger
- Auger
- Remote sensing
- Uncertain
- Unknown
- Other methods: number, size, depth, pattern of units; screen size (attach site plan)

**SITE BOUNDARIES**
- Boundaries unknown
- Remote sensing
- None by recorder
- Inspect exposed ground
- Screened shovel
- Literature search
- Posthole tests
- Informant report
- Auger
- Estimate or guess

**SUBMISSION**

**SITE PREVIOUSLY RECORDED**

**SURVEY DESCRIPTION**

**Temporal Interpretation**
- Components (check one):
  - Single
  - Probable single
  - Probable multiple
  - Multiple
  - Uncertain
  - Unknown

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations:

**INTEGRITY**
- Overall disturbance:
  - None seen
  - Minor
  - Substantial
  - Major
  - Redeposited
  - Destroyed-document
  - Unknown

Disturbances/threats/protective measures:

**SURFACE**
- Area collected: ___ m²
- Collection units: ___
- Excavation: ___ noncontiguous blocks

**ARTIFACTS**

**COLLECTION SELECTIVITY**
- Unknown
- Unselective (all artifacts)
- Selective (some artifacts)
- Mixed selectivity

**SPATIAL CONTROL**
- Uncollected
- General (not by subarea)
- Unknown
- Controlled (by subarea)
- Precious/coin
- Variable spatial control

**Artifact Comments**

**DIAGNOSTICS**
- (Type or mode, and frequency: e.g., Suwanee pok, heat-treated chert, Deptford Check-stamped, ironstone/whiteware)
  1. ___ N= ___
  2. ___ N= ___
  3. ___ N= ___
  4. ___ N= ___
  5. ___ N= ___
  6. ___ N= ___
  7. ___ N= ___
  8. ___ N= ___

**ENVIRONMENT**
- Nearest fresh water type & name: ___
- Bay: ___
- Foot: ___
- Distance (m/bearing): ___
- Marine: consolidatd substrat

**ECOLOGICAL INFORMATION**

**INFORMANT INFORMATION**
- Informant(s): Name/Address/Phone/Email
- Describe field & analysis notes, artifacts, photos. For each, give type (e.g., notes), curating organization, accession #, and short description.
Manuscripts or Publications on the site (Use continuation sheet, give FMS# if relevant)

Recorder(s): Name/Addr./Phone/Email: Michael Tune 15 S. Iderwood Memphis, TN 901-274-4244
Affiliation*: or FAS Chapter: Panamerican Consultants

* Consult Guide to Archeological Site Form for preferred descriptions not listed above (data are “coded fields” at the Site File). SITE PLAN & USGS REQUIRED At 1”=300’ (1:3600) or larger scale, show: site boundaries, scale, north arrow, datum, test/collection units, landmarks, mappers, date.
SUPPLEMENT FOR SITE FORMS

SITE NAME___Gulf Marine Railway

REFERENCES CITED

Franklin, Marianne, John W. Morris, III, and Roger C. Smith
1991  Submerged Historical Resources of Pensacola Bay, Florida: The Pensacola
Shipwreck Survey, Phase I. Florida Bureau of Archaeological Research, Division of
Historical Resources, Florida Department of State, Tallahassee.

Joy, Deborah
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Florida, Pensacola.

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2003  Underwater Remote Sensing and terrestrial Survey, Pensacola Bay and
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Engineers, Mobile District. Prepared by Panamerican Consultants, Inc. Memphis, TN.
Gulf Marine Railway, 8SR783 (7.5 minute USGS quadrangle Gulf Breeze, Florida).
Detail of Gulf Marine Railway off northwest corner of Deadman's Island.