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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
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14. ABSTRACT

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.

15. SUBJECT TERMS
Remote-sensing survey, shovel testing, and limited archival research of Deadman's Island, Santa Rosa County, Florida; 17 anomalies identified, four require further investigation.

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

Prepared for:

U.S. Army Corps of Engineers
Mobile District
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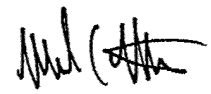

Michael C. Tuttle
Principal Investigator

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 Panamerican 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).

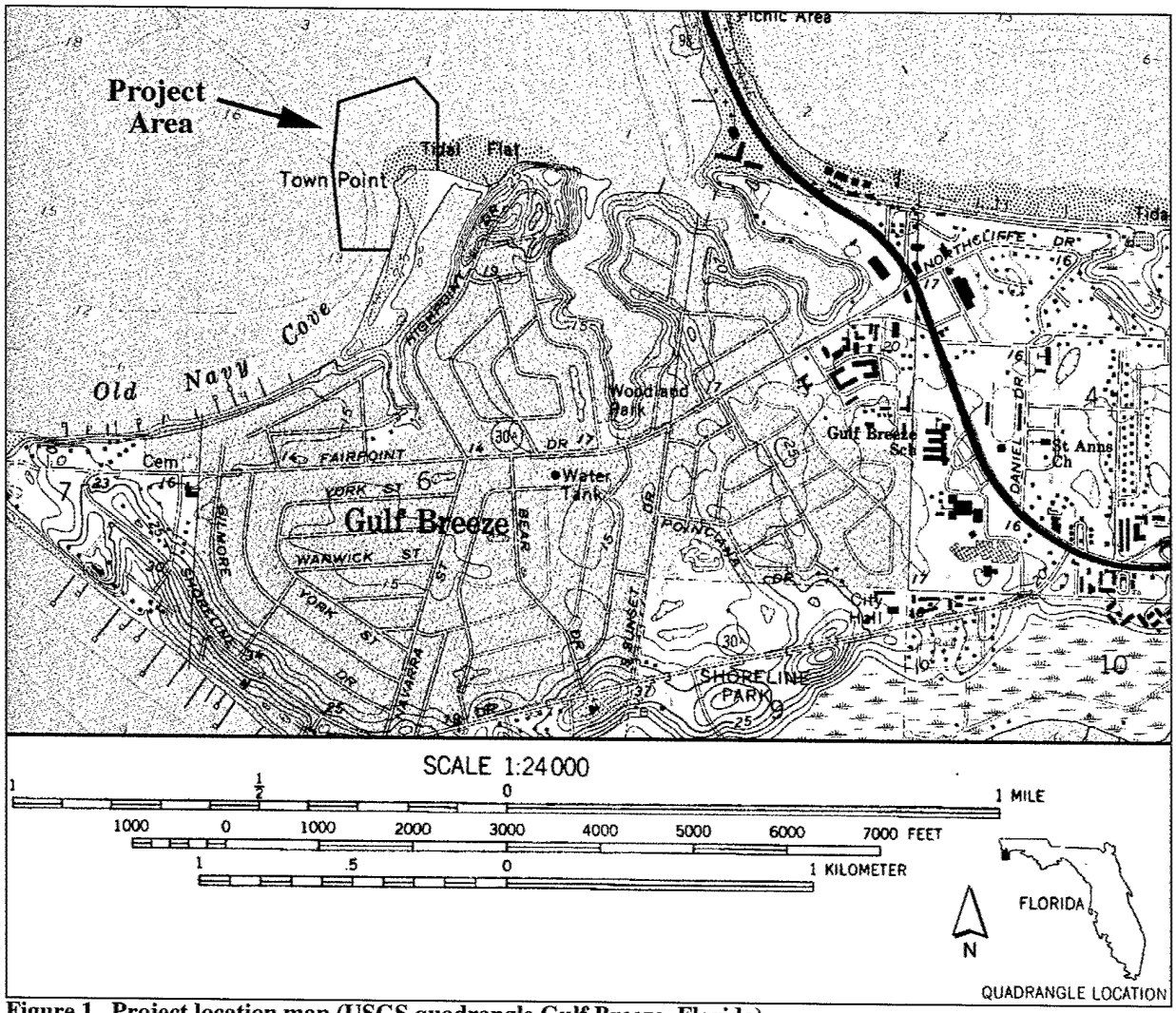

Figure 1. Project location map (USGS quadrangle Gulf Breeze, Florida).

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.

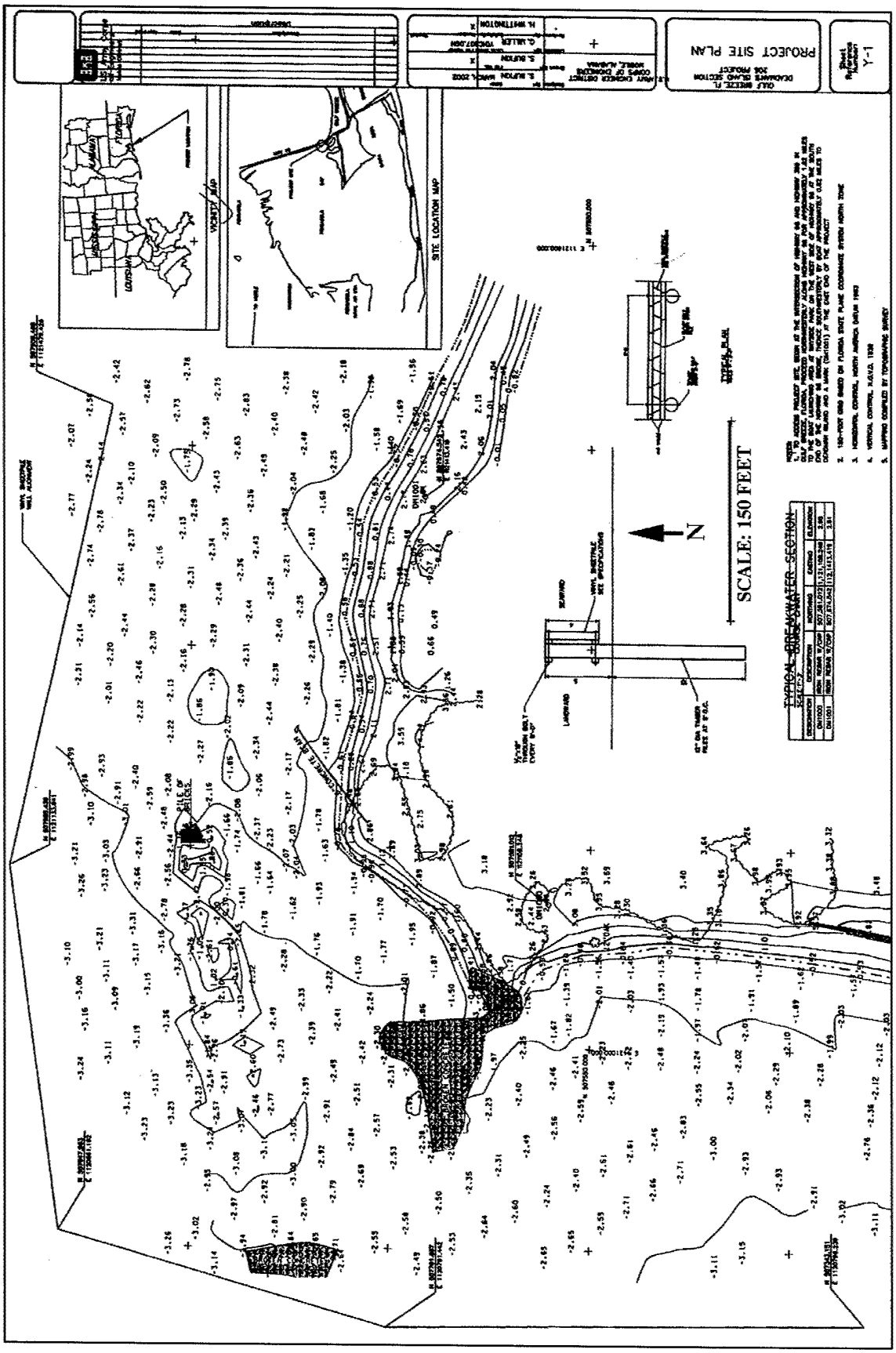

Figure 2. Project area map.

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.

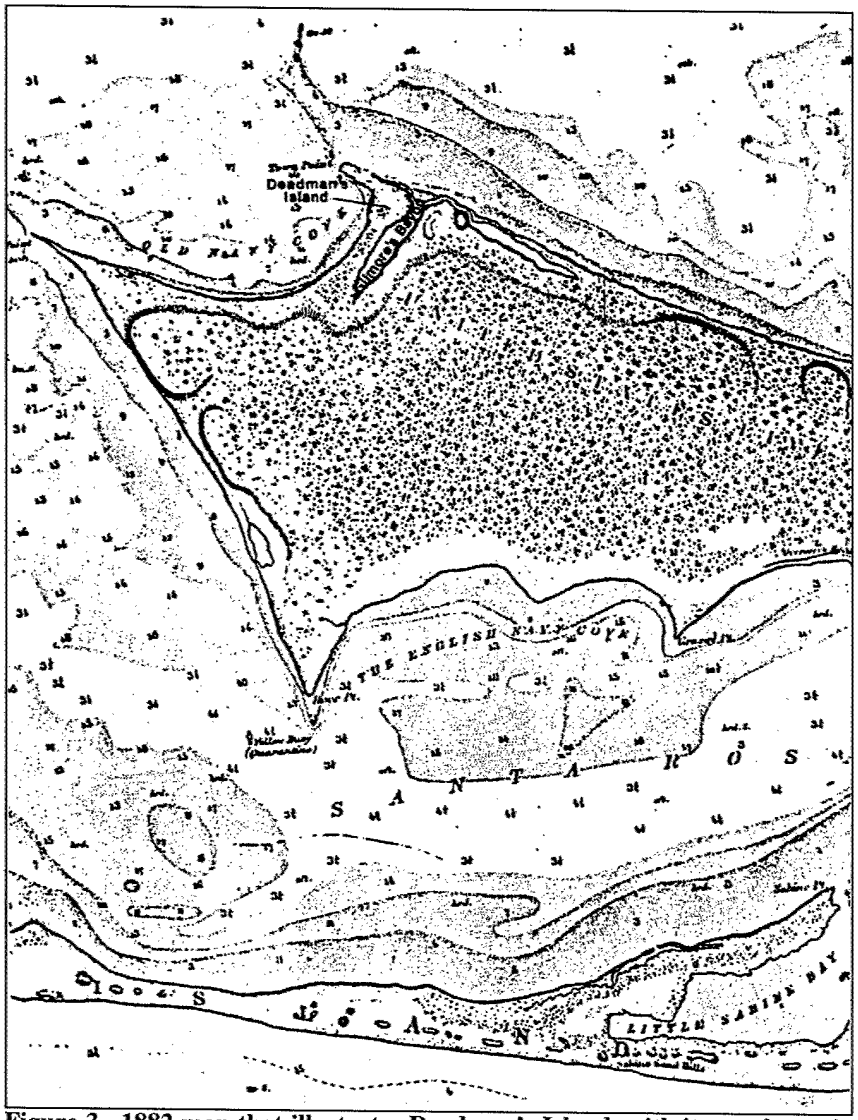

Figure 3. 1882 map that illustrates Deadman's Island, with its northern tip called "Town Point," was originally a small peninsula on the west side of Gilmore's Bayou (as presented in Joy 1988:7).

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 (*Serenoa 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.

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.

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

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 prehistoric. 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 directions 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 dissention, 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 fortified 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.

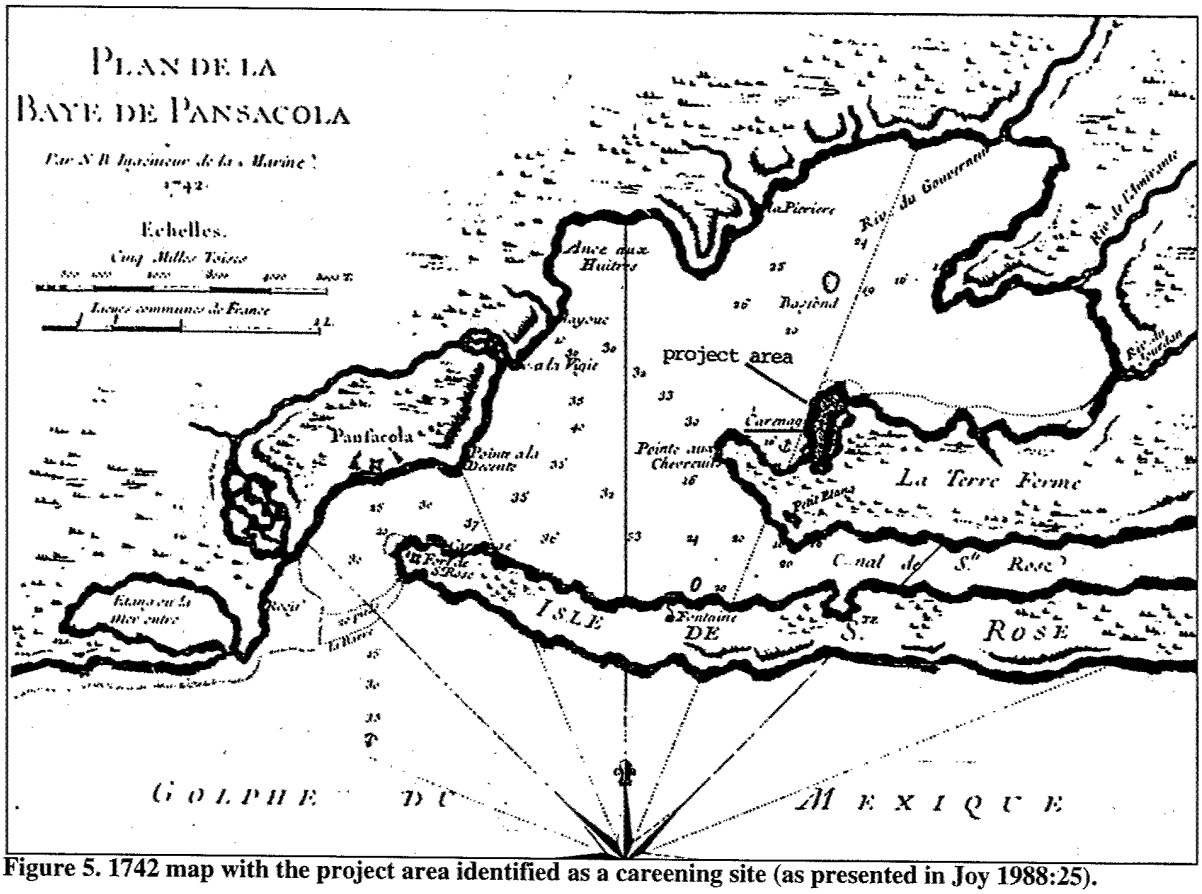

Figure 5. 1742 map with the project area identified as a careening site (as presented in Joy 1988:25).

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 between 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's 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.

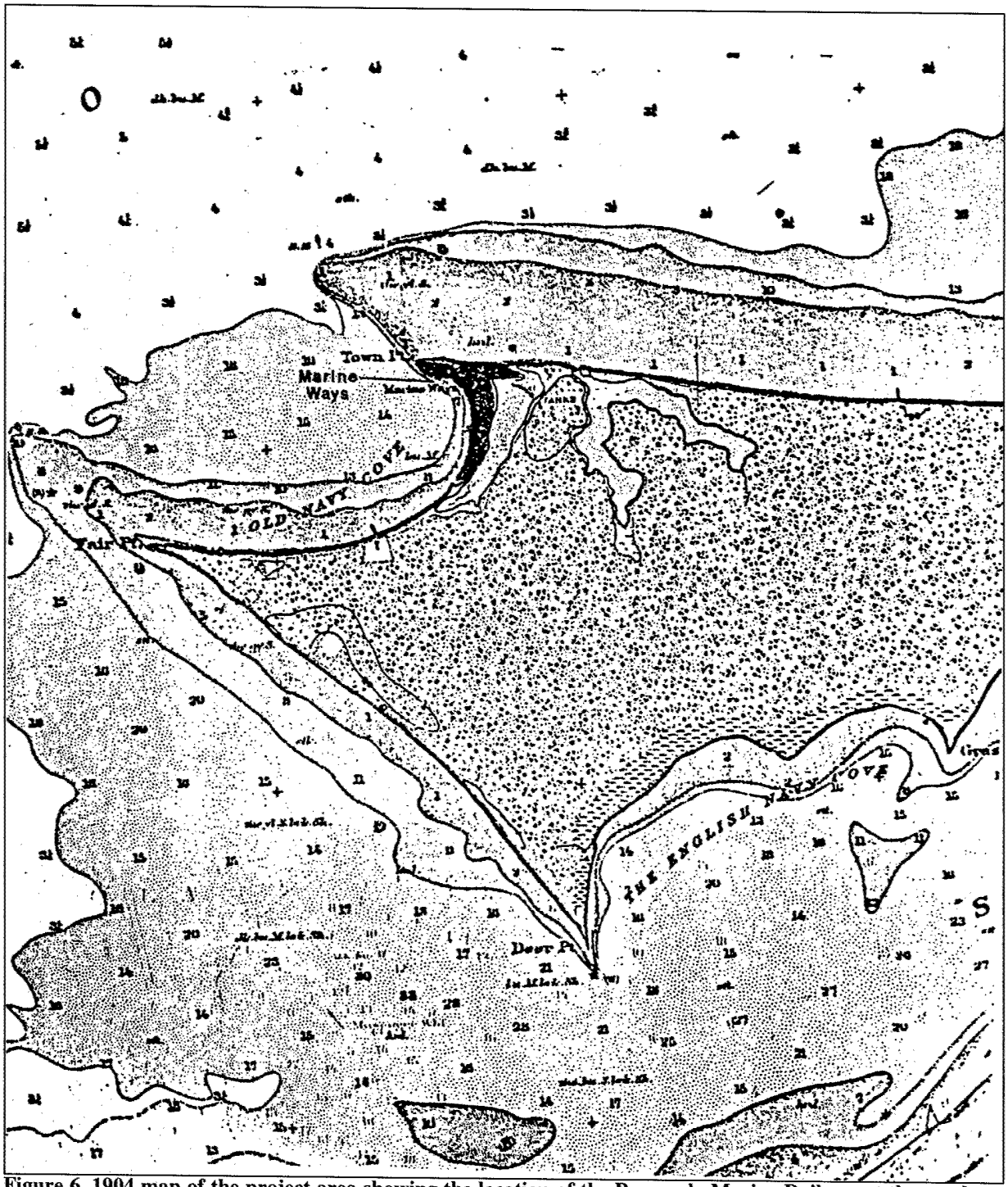

Figure 6. 1904 map of the project area showing the location of the Pensacola Marine Railway at the northern tip of Town Point or Deadman's Island (as presented in Joy 1988:29).

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).

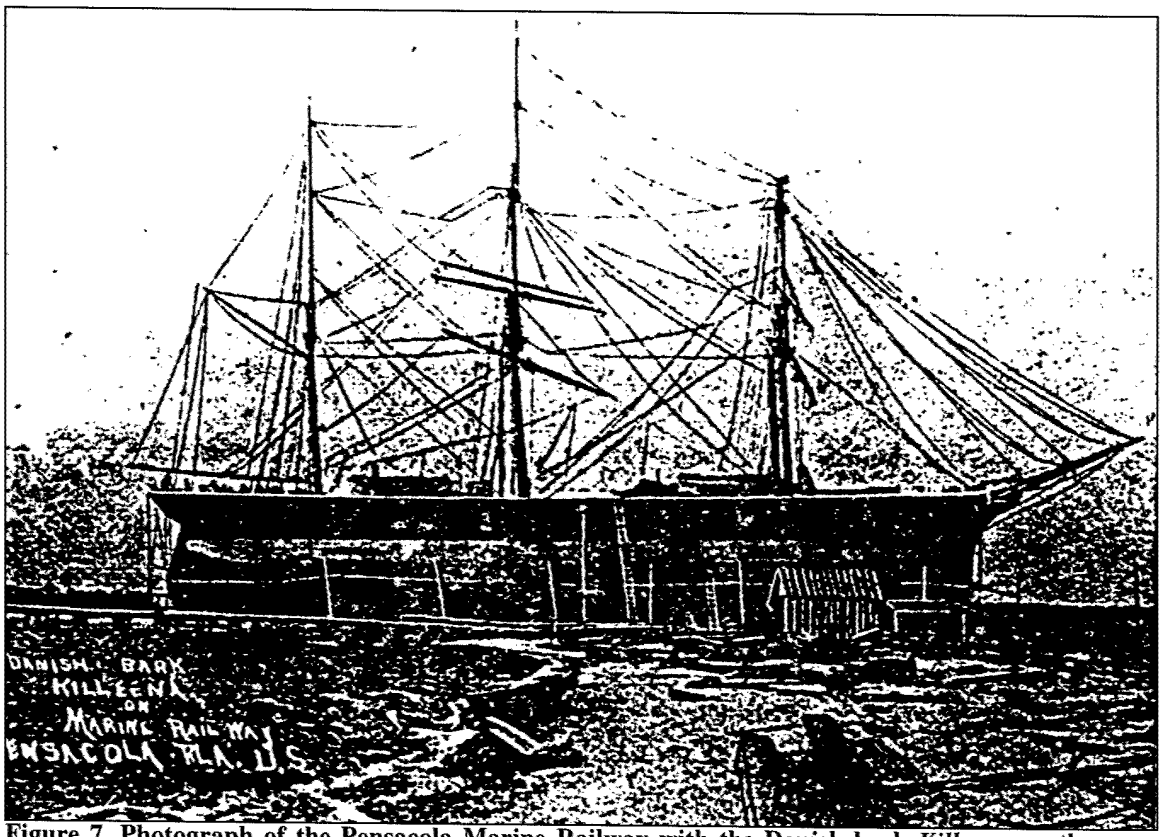

Figure 7. Photograph of the Pensacola Marine Railway with the Danish bark *Killeena* on the ways (Courtesy of the Lelia Abercrombie Historical Library, Pensacola. As presented in Joy 1988:30).

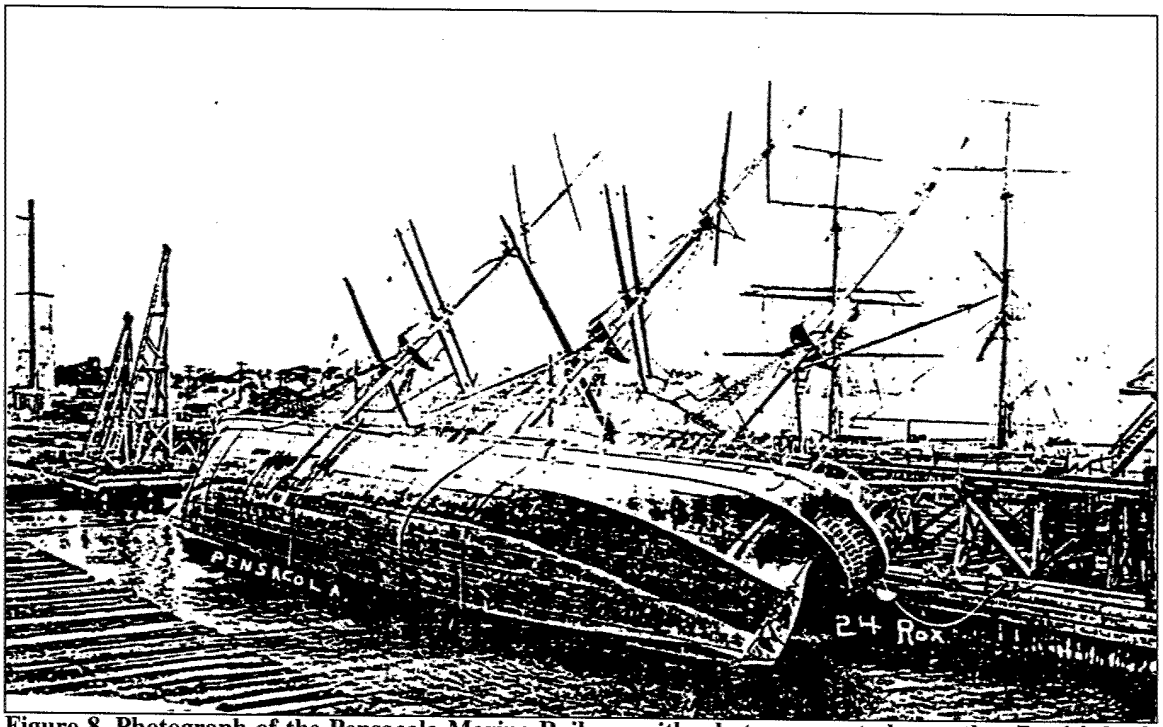

Figure 8. Photograph of the Pensacola Marine Railway with what appears to be another Danish bark hauled over for cleaning and repair (Courtesy of the Lelia Abercrombie Historical Library, Pensacola. As presented in Joy 1988:30).

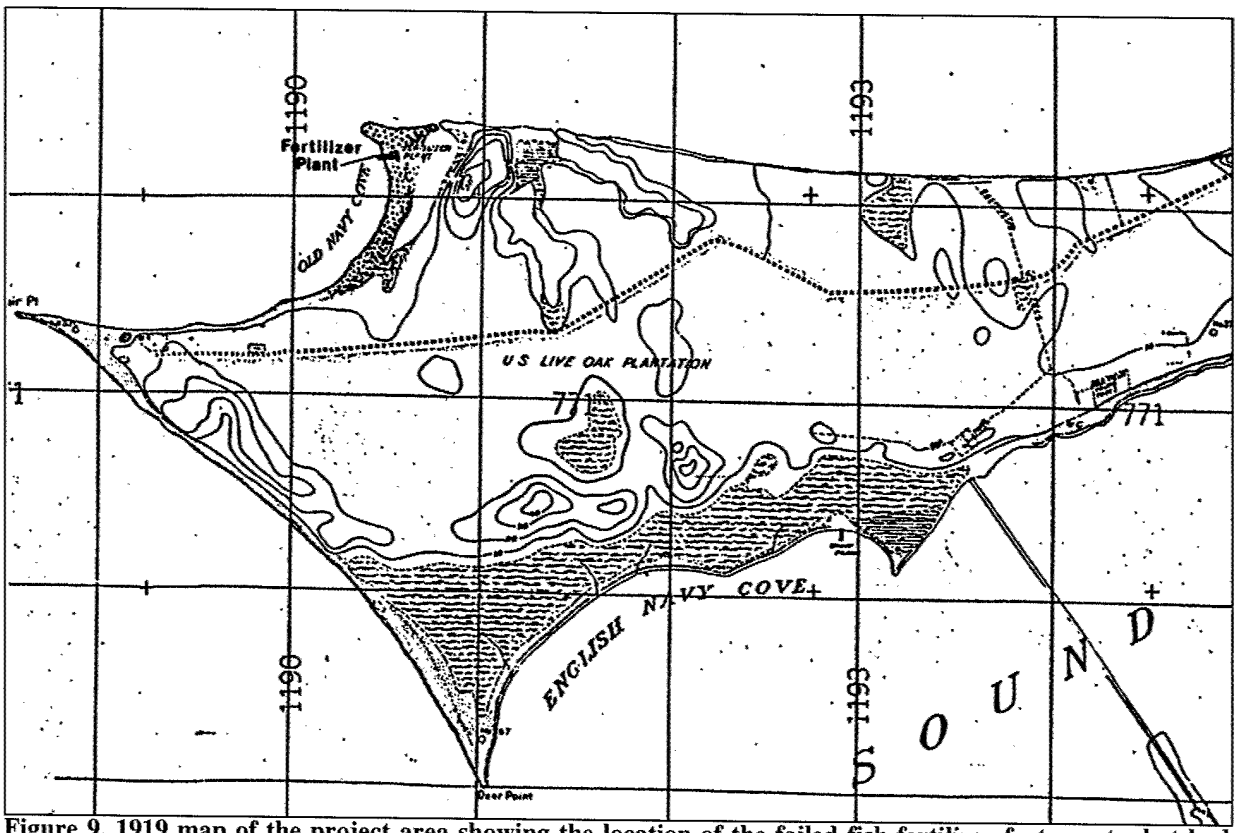

Figure 9. 1919 map of the project area showing the location of the failed fish fertilizer factory at what had been the site of the Pensacola Marine Railway (as presented in Joy 1988:31).

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.

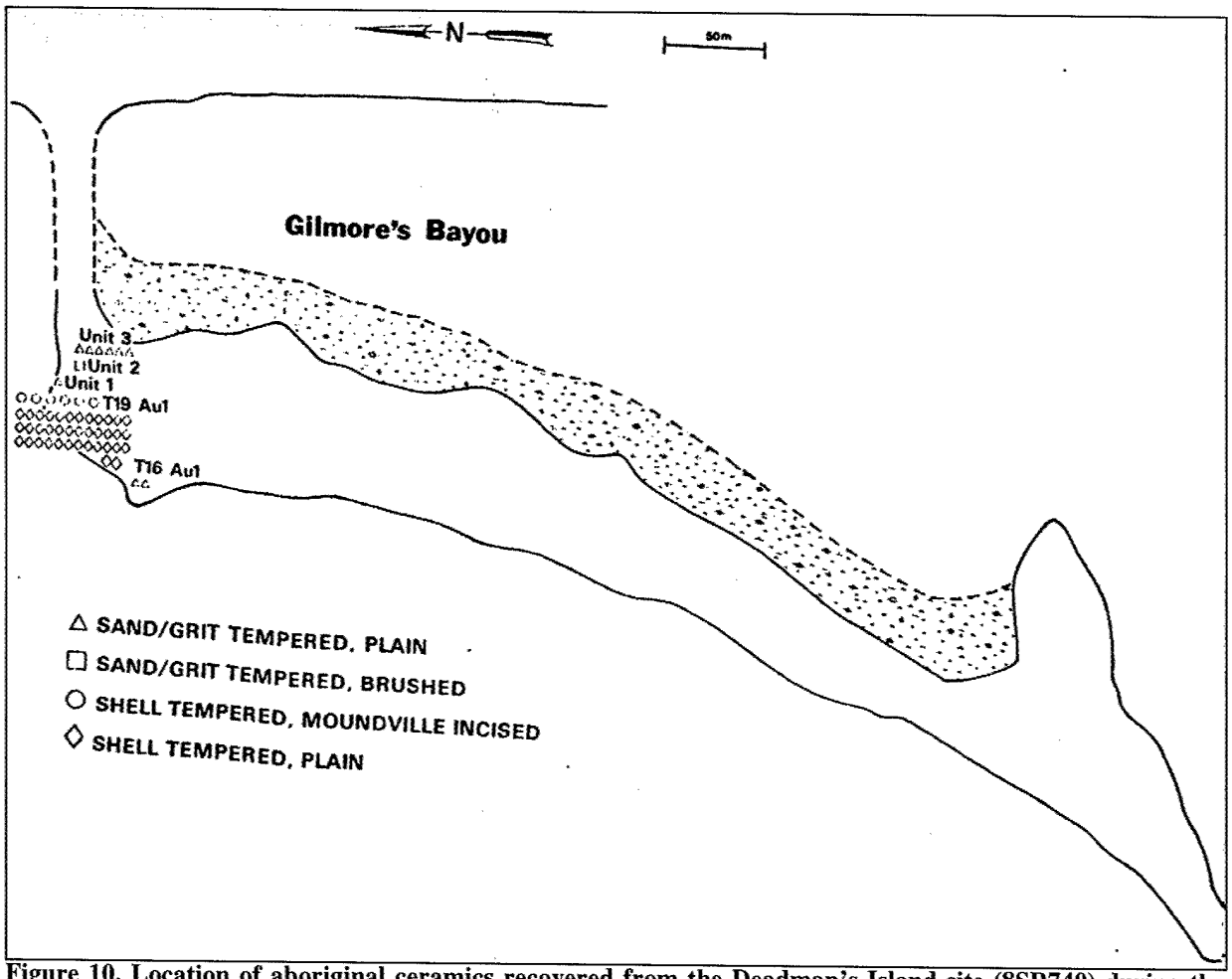

Figure 10. Location of aboriginal ceramics recovered from the Deadman's Island site (8SR740) during the 1988 UWF investigation (as presented in Joy 1988:83).

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 recordations 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.

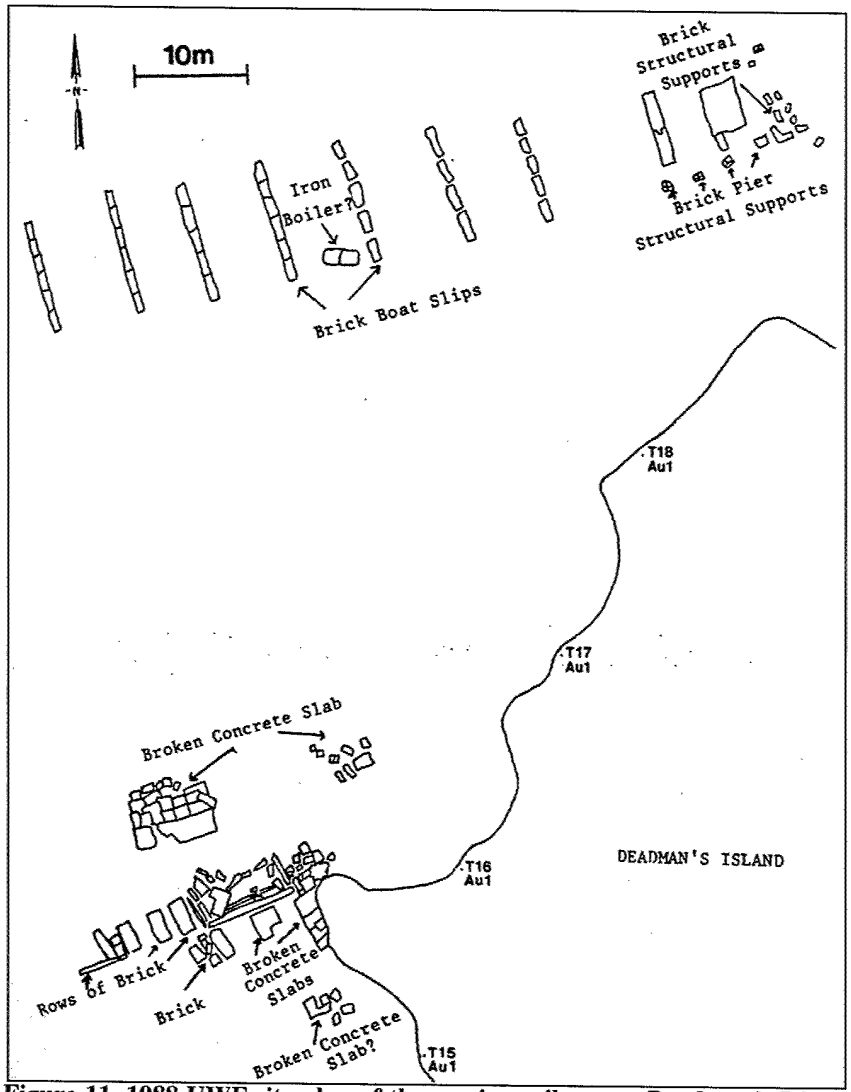

Figure 11. 1988 UWF site plan of the marine railway on Deadman's Island (as presented in Joy 1988:89).

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).

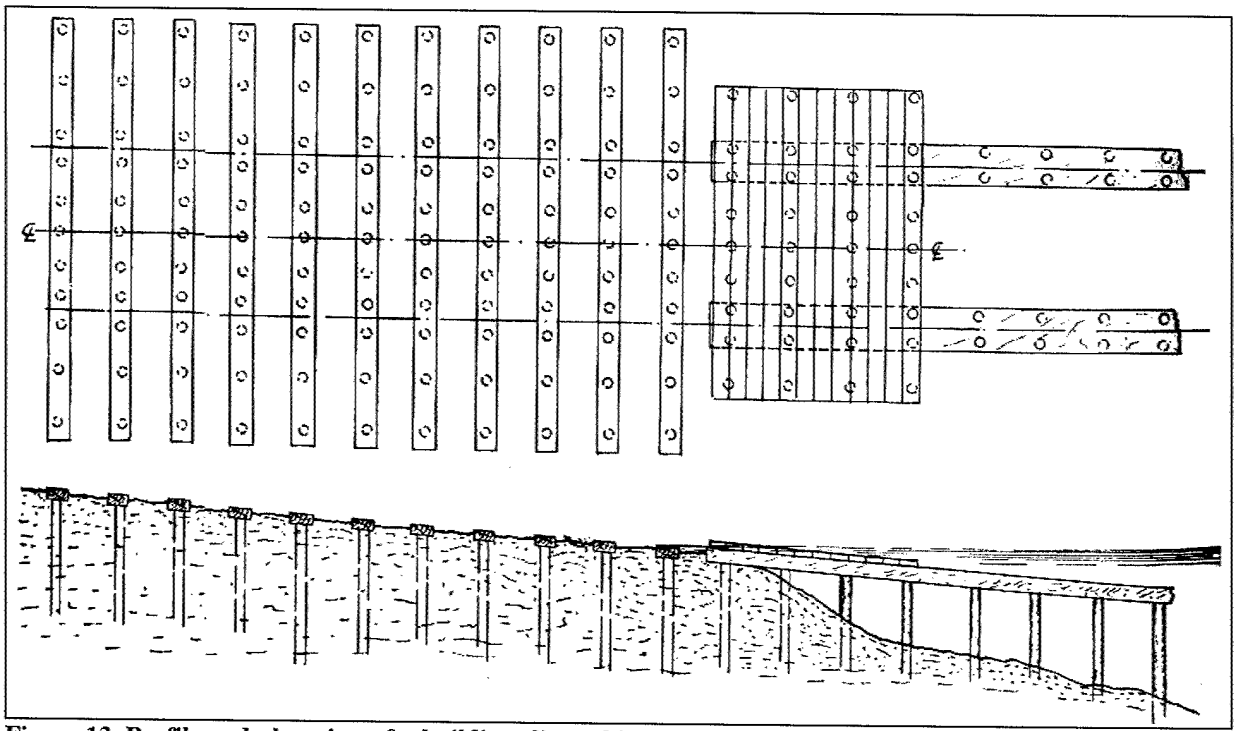

Figure 13. Profile and plan view of a building slip and launching way. Although constructed of wood and not of brick, the components for the railway would be similar. Note how the supports are located both on land and extend into deep water (as presented in Desmond 1984:66).

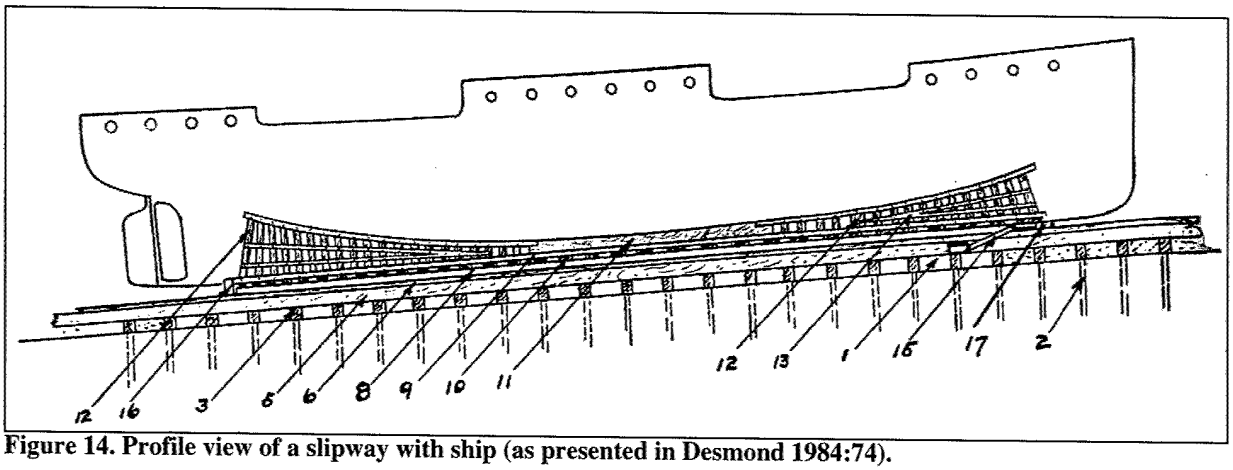

Figure 14. Profile view of a slipway with ship (as presented in Desmond 1984:74).

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.

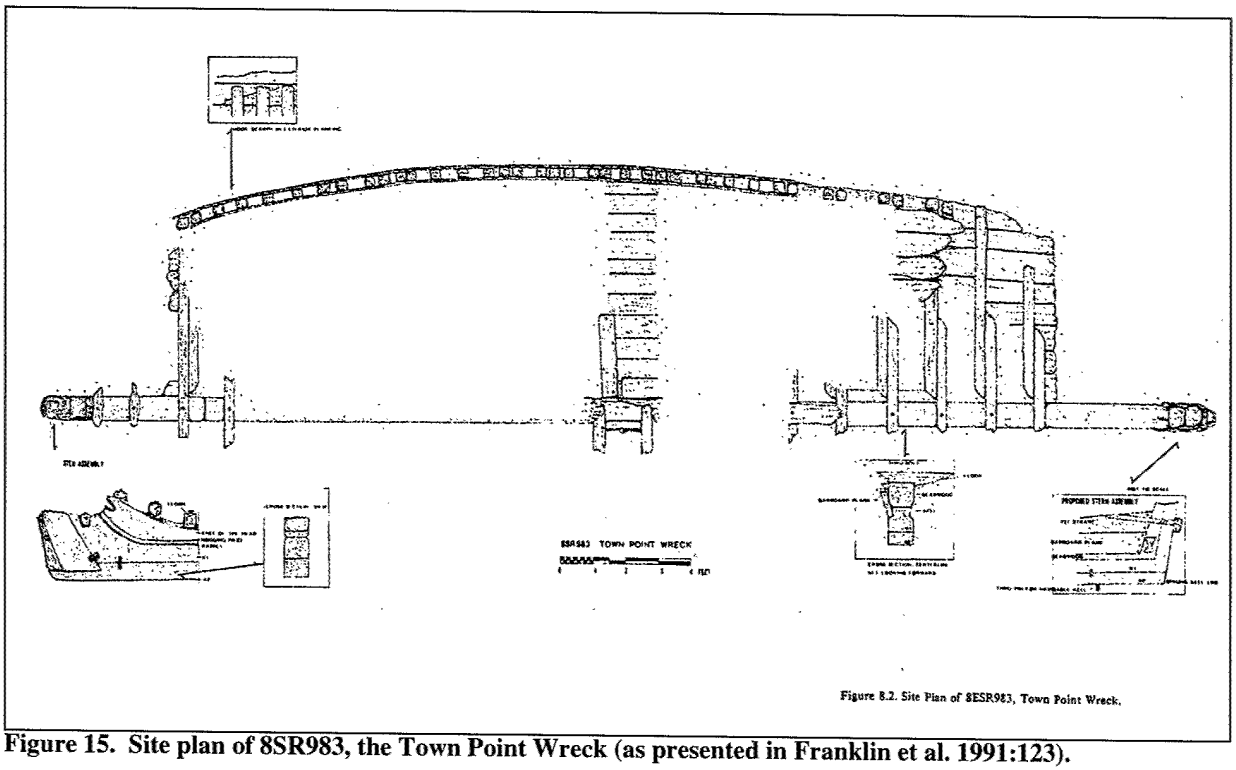

Figure 15. Site plan of 8SR983, the Town Point Wreck (as presented in Franklin et al. 1991:123).

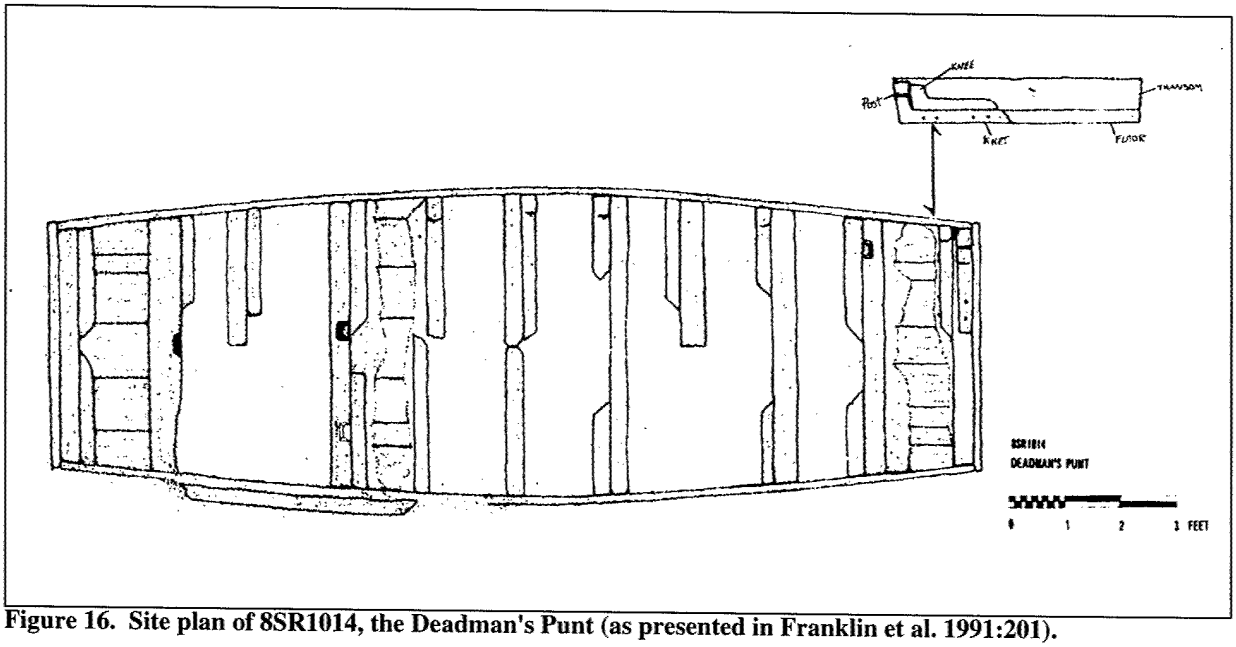

Figure 16. Site plan of 8SR1014, the Deadman's Punt (as presented in Franklin et al. 1991:201).

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.

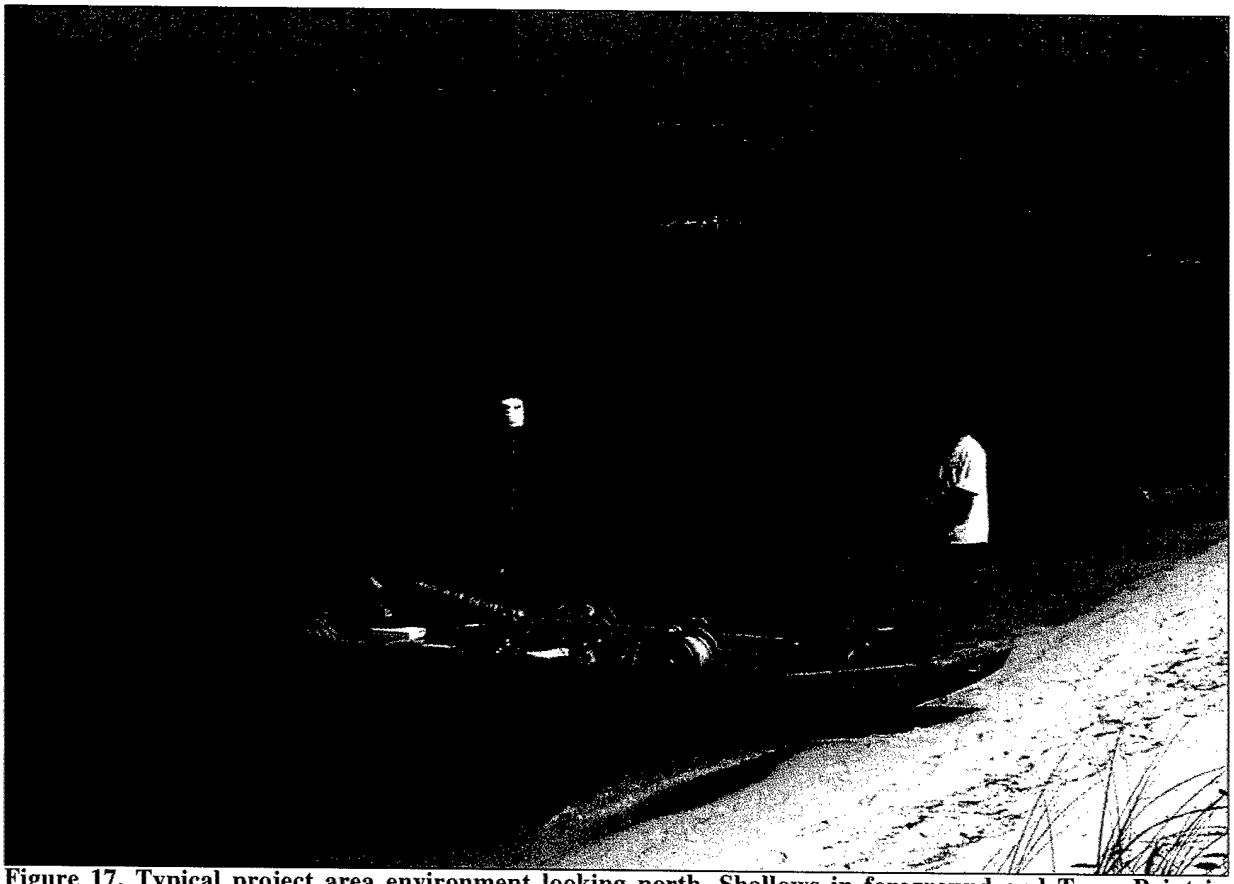

Figure 17. Typical project area environment looking north. Shallows in foreground and Town Point in background.

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.

Figure 18. Marine remote-sensing equipment as deployed for the project.

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 seabed, 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 (Liken 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.

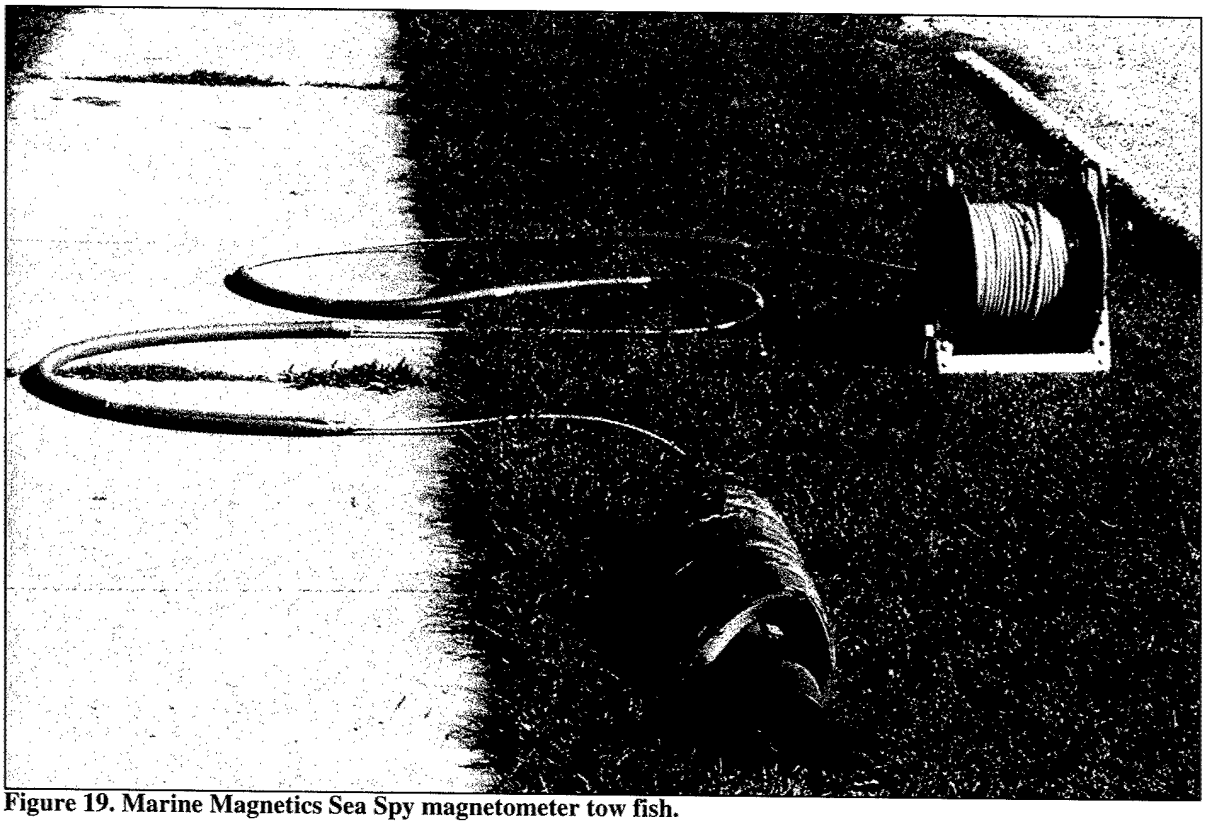

Figure 19. Marine Magnetics Sea Spy magnetometer tow fish.

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.

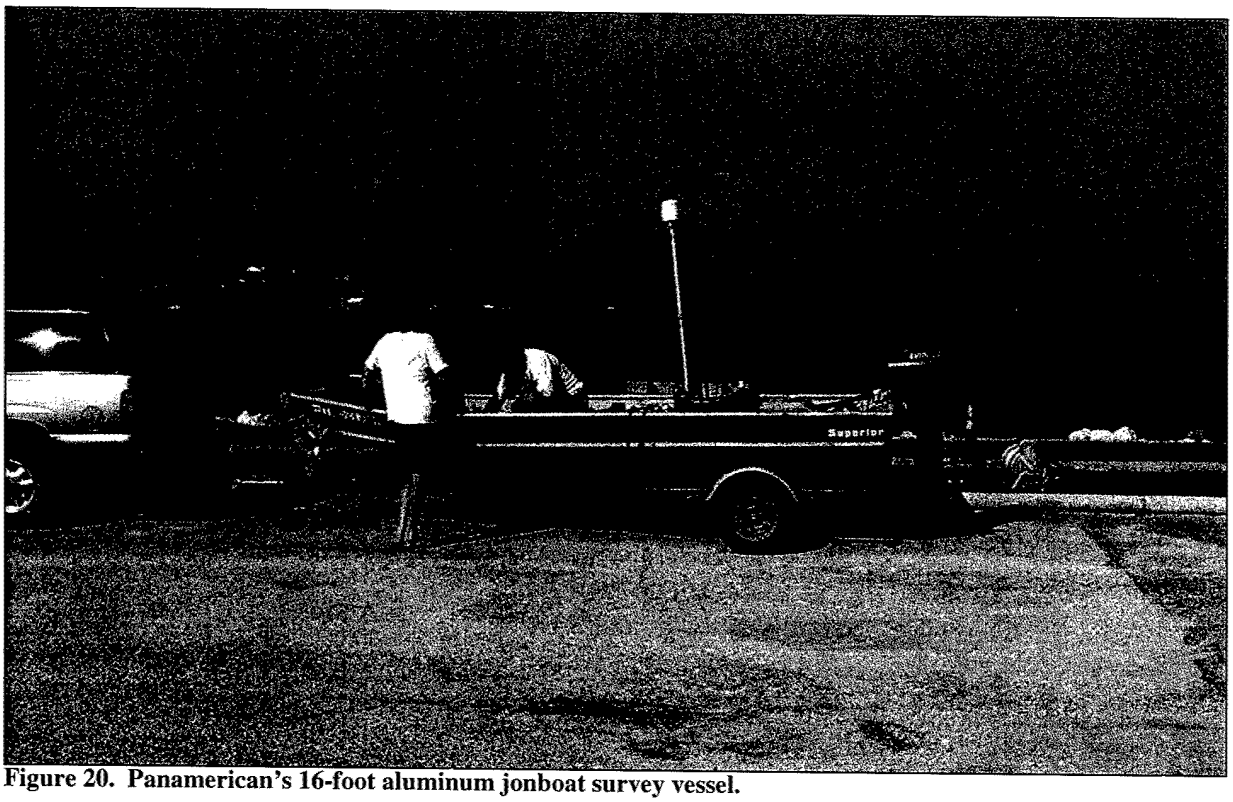

Figure 20. Panamerican's 16-foot aluminum jonboat survey vessel.

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.

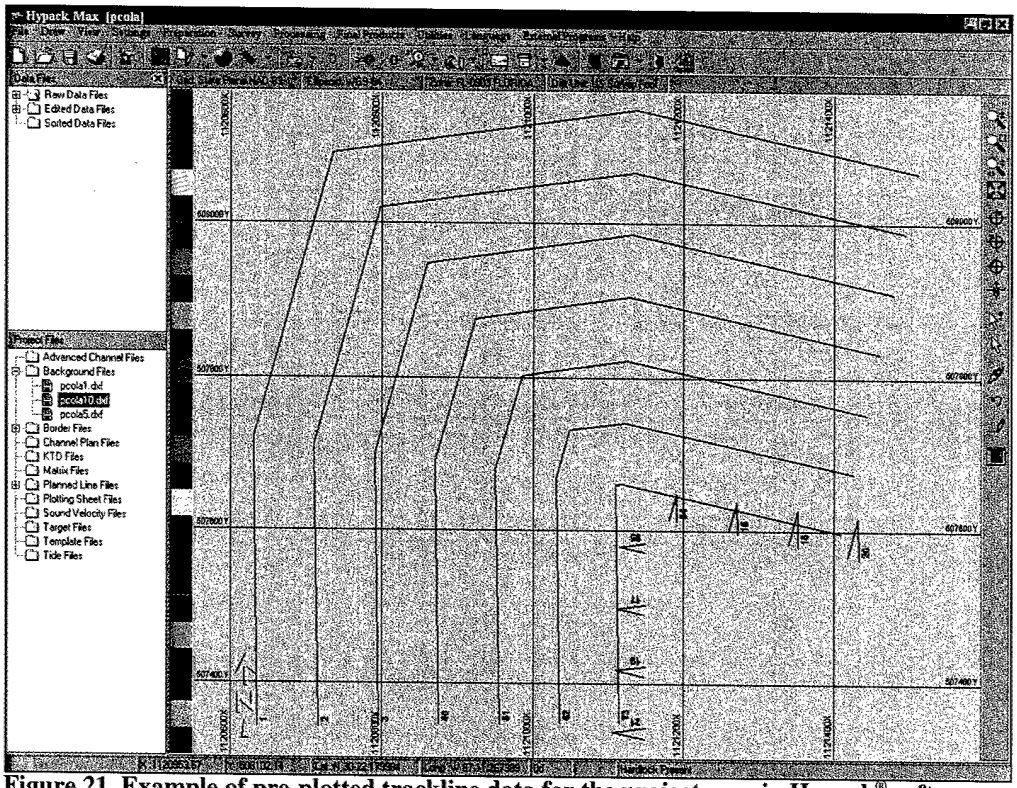

Figure 21. Example of pre-plotted trackline data for the project area in Hypack® software.

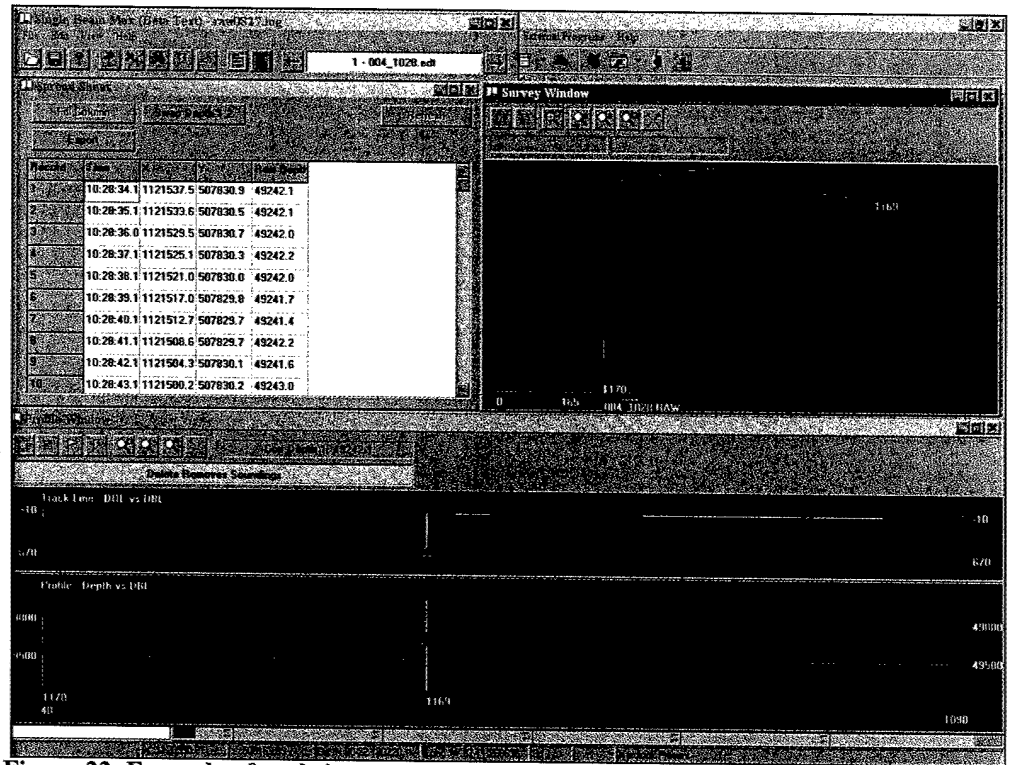

Figure 22. Example of real-time survey trackline and magnetic data in Hypack® software collected at the survey site. Top left window shows magnetic values and positioning; top right window as well as window immediately below, shows overhead view for the trackline; bottom window shows magnetic deviation 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 pre-historic 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.

Table 2. AWOIS Obstructions Reported Near the Deadman's Island Project Area.

Number	Latitude	Longitude	Record No.	Description	Chart No.	Correlates to Anomaly
1	30°21'50.33"	087°11'32.56"	4500	Cabradroca	11383	No
2	30°21'56.94"	087°11'29.88"	4501	Unknown	11383	No
3	30°23'41.00"	087°11'05.00"	8325	Obstruction	11382	No
4	30°23'51.93"	087°12'48.59"	4503	Sounding	11383	No

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.

Table 3. Magnetic Anomalies Recorded in the Deadman's Island Project Area.

Anomaly Number	Northing	Easting	Intensity	Type	Depth (feet)	Duration (feet)	No. of Transects
1	507363	1120797	1,324	Dipole	4	75	1
2	507390	1120952	366	Complex	2	159	1
3	507469	1120794	152	Dipole	3	55	1
4	507506	1121012	30	Complex	2	40	1
5	507539	1120873	806	Complex	3	243	1
6	507593	1121003	541	Complex	2	39	1
7	507706	1120967	223	Dipole	2	26	2
8	507723	1121080	874	Dipole	2	37	1
9	507725	1120714	8,713	Complex	3	370	3

Anomaly Number	Northing	Easting	Intensity	Type	Depth (feet)	Duration (feet)	No. of Transects
10	507768	1121182	832	Monopole	2	47	2
11	507777	1120893	109	Monopole	3	22	1
12	507806	1121141	170	Monopole	2	39	2
13	507840	1120834	793	Complex	3	209	1
14	507847	1121369	515	Monopole	3	41	1
15	508003	1120722	86	Dipole	3	28	2
16	508112	1121273	20	Dipole	3	22	1
17	508114	1120901	53	Dipole	3	43	1

The "Number" indicates the number of the anomaly from the most southerly to most northerly. "Intensity" represents the gamma deviation form 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.

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

"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.

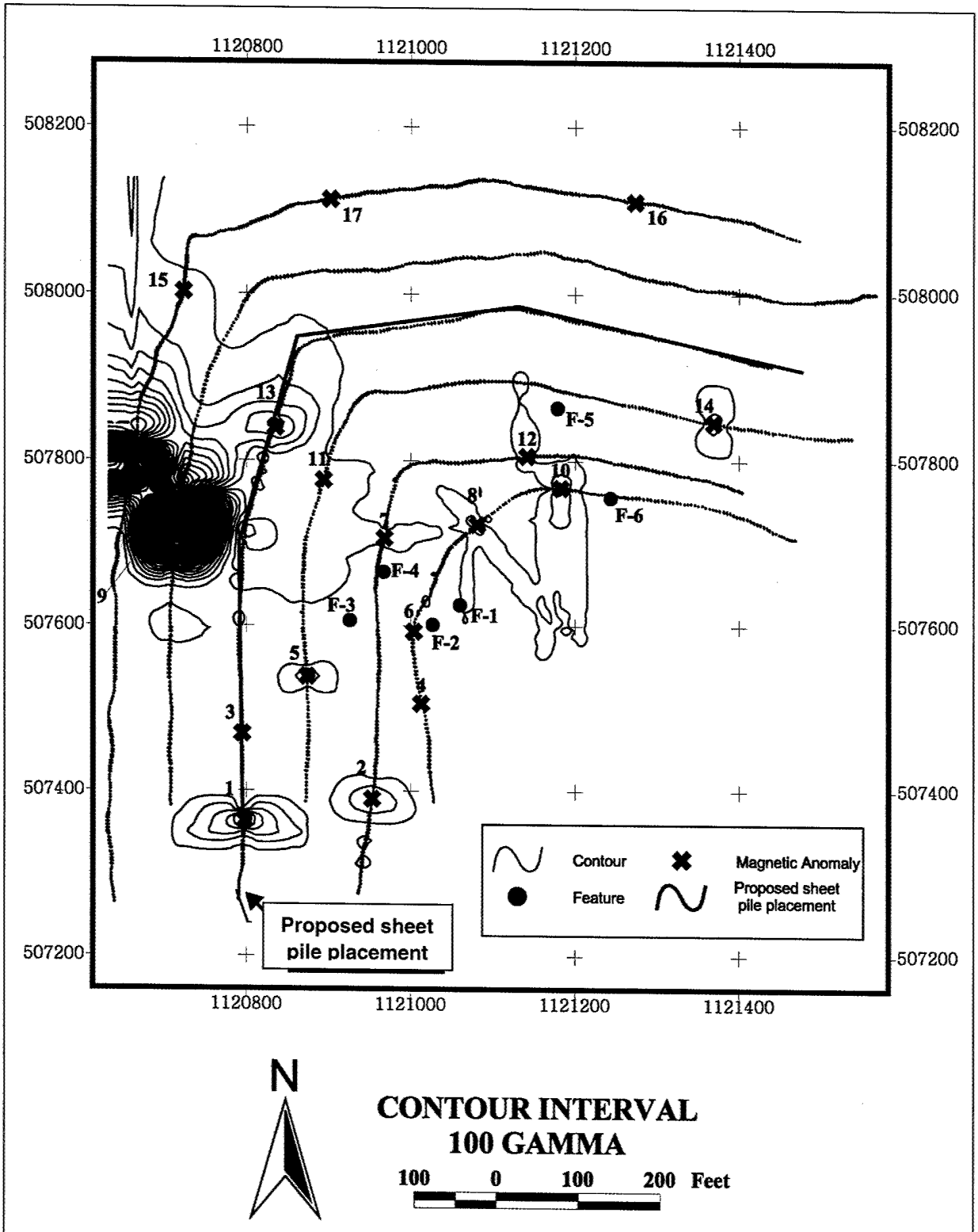

Figure 23. Magnetic contour map of the project area with anomalies and observable features noted. Due to the contour interval needed to represent the larger anomalies, the 100 gamma scale in the magnetic contour map may not let a few of the smaller magnetic anomalies express themselves.

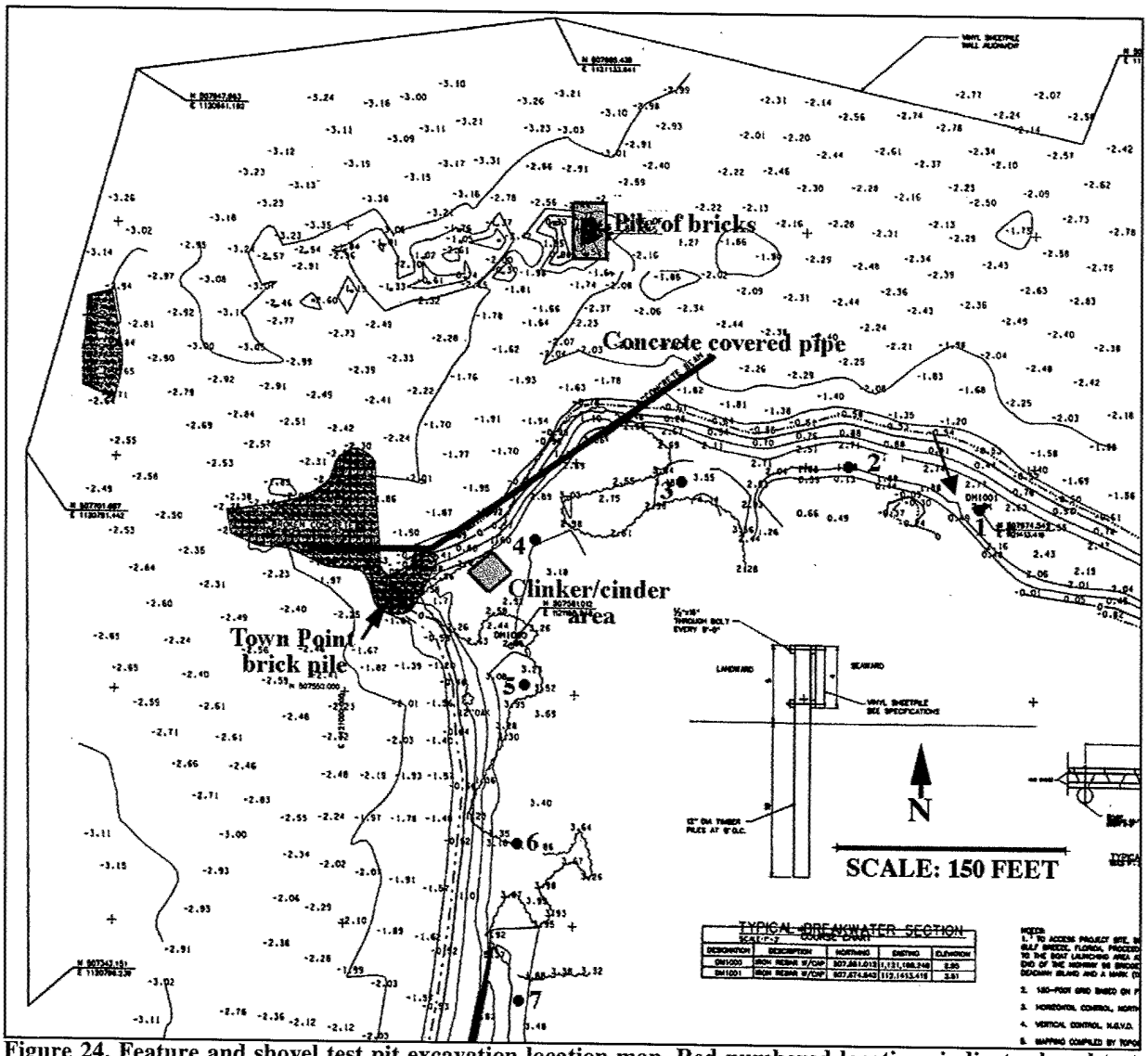

Figure 24. Feature and shovel test pit excavation location map. Red numbered locations indicate shovel test pits.

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).

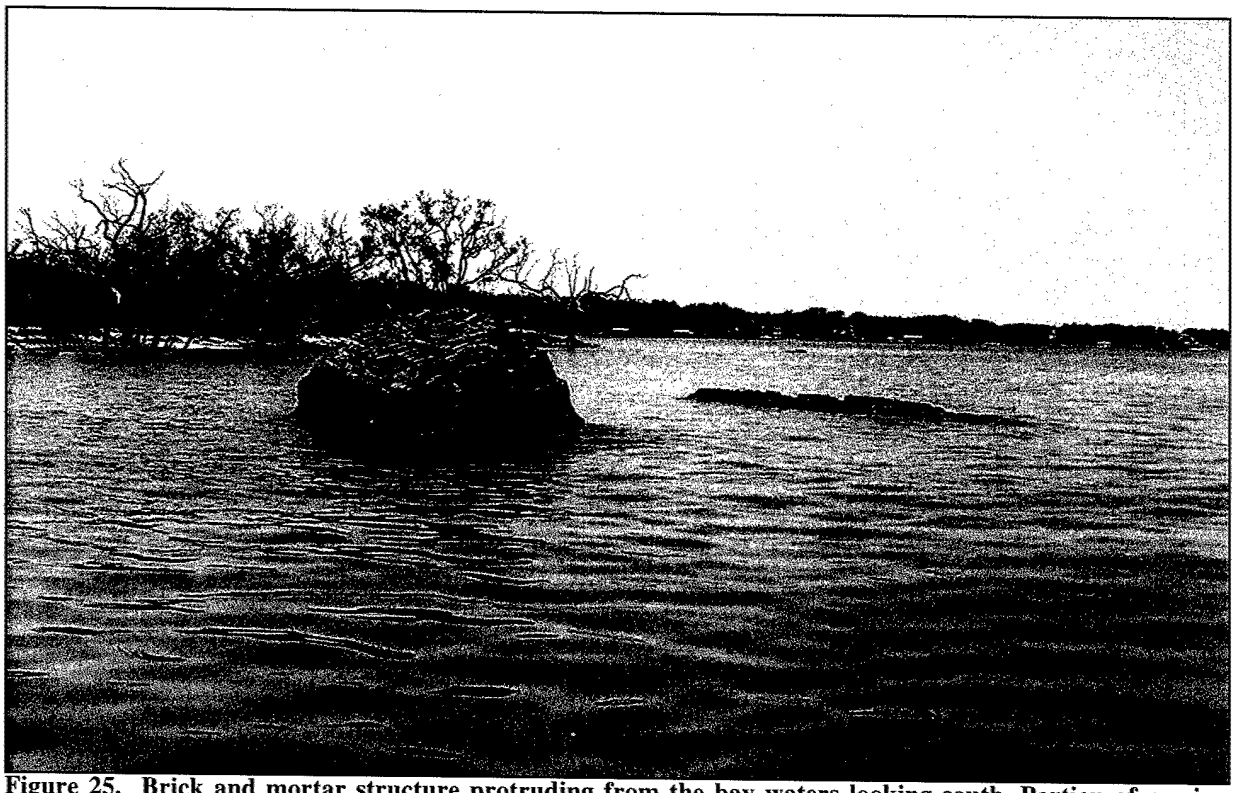

Figure 25. Brick and mortar structure protruding from the bay waters looking south. Portion of marine railway, the first of several cross ties, observable to west.

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 seaward 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 seaward 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 seaward 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.

Table 5. Shovel Test Pit Data.

ST#	Status	Depth	Comment
1	Negative	55	White sand to water table
2	Negative	55	White sand to water table
3	Negative	85	White sand to water table
4	Negative	70	White sand to water table
5	Positive	87	Clinker between 25-36 cm
6	Negative	90	White sand to water table
7	Negative	85	White sand to water table

"ST#" indicates shovel test pit number. "Status" indicates whether any cultural material was found. "Depth" indicates depth in centimeters. "Comments" indicates what was found in each test pit.

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.

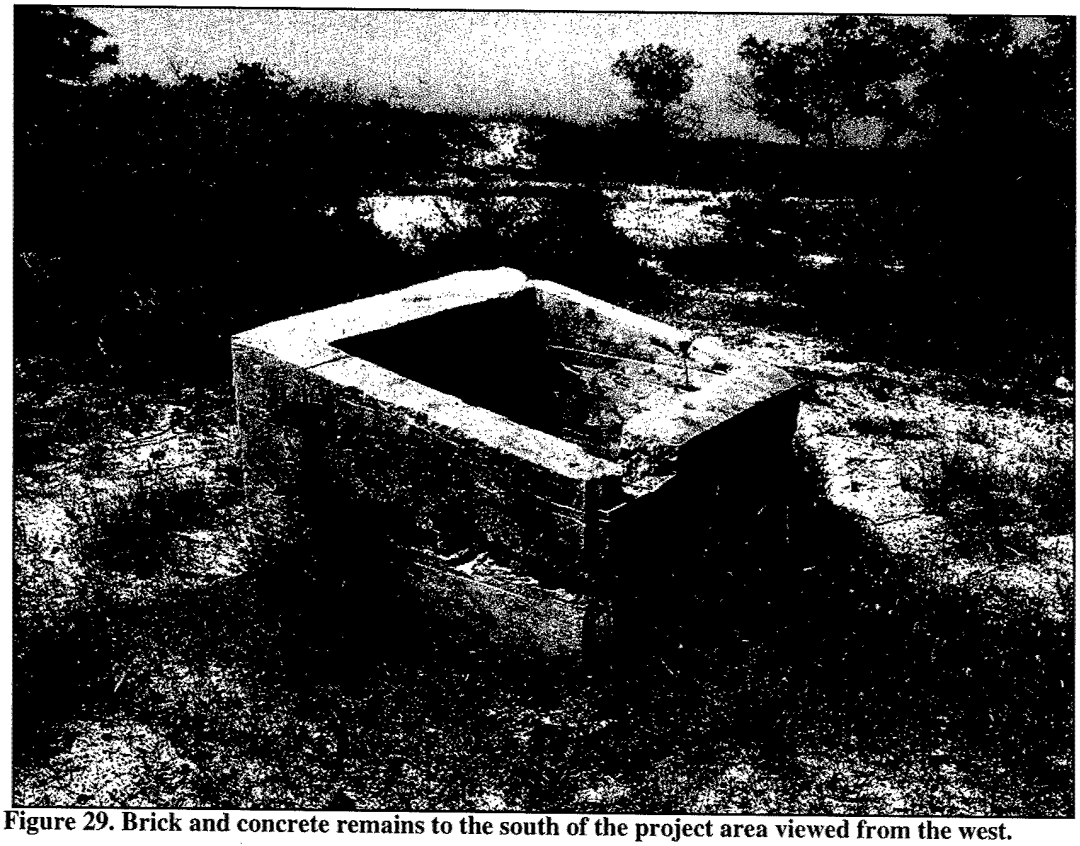

Figure 29. Brick and concrete remains to the south of the project area viewed from the west.

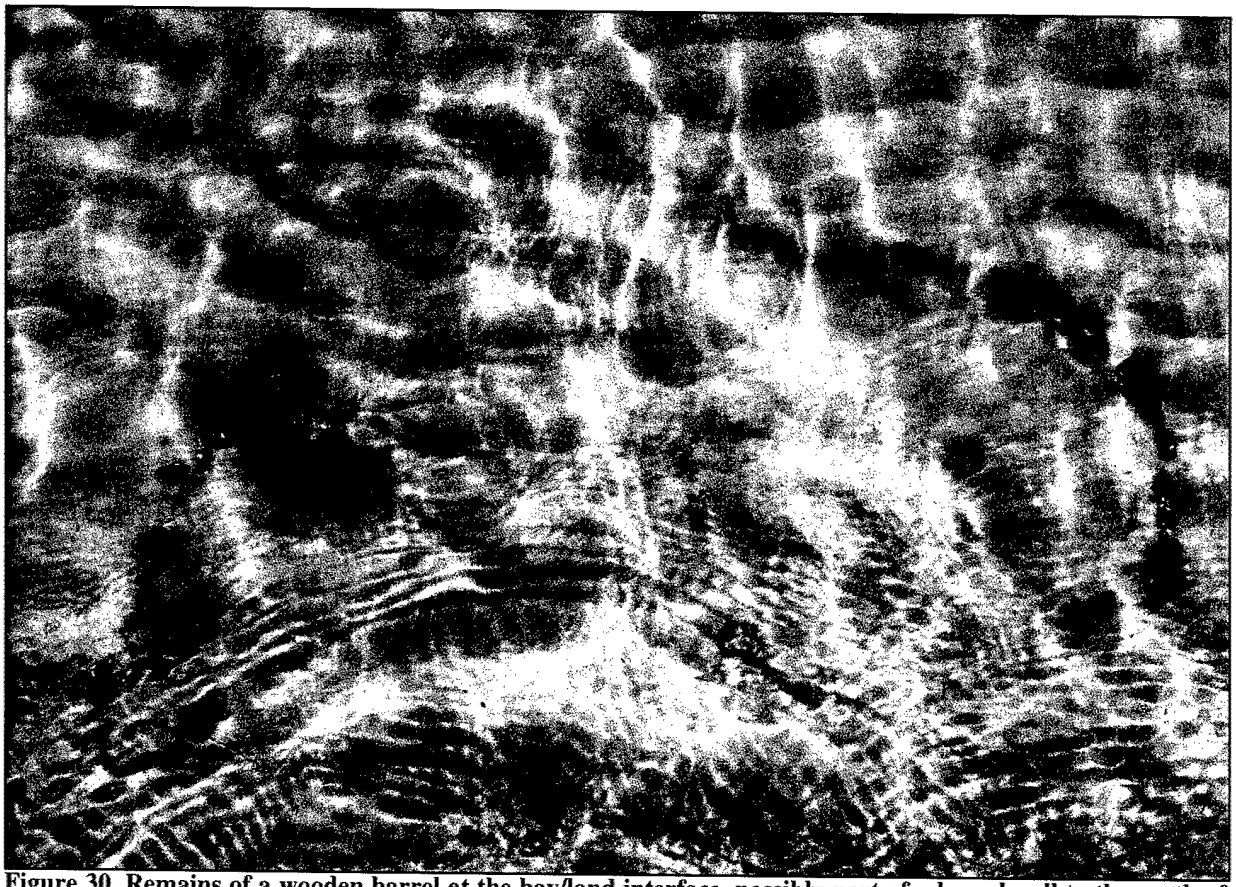

Figure 30. Remains of a wooden barrel at the bay/land interface, possibly part of a barrel well to the south of the project area.

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.

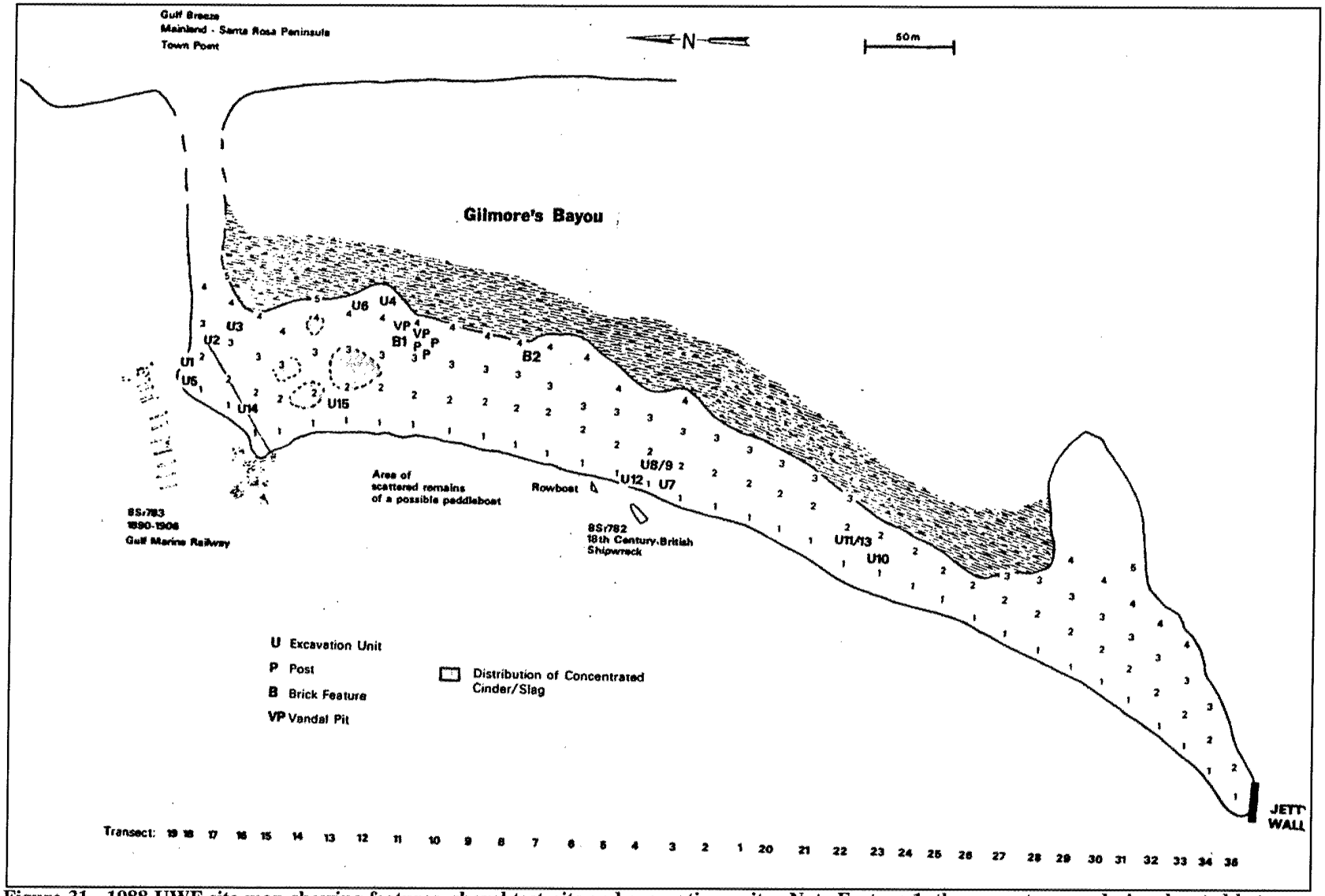

Figure 31. 1988 UWF site map showing features, shovel test pits and excavation units. Note Feature 1, the cement covered pipe, located between U2 and U14 and compare its current location in relationship to the northern shoreline in Figure 26 (as presented in Joy 1988:44)

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 sheetpile 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 shoreward 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.

Number	Northing	Easting	Impacted	Disposition
1	507363	1120797	Yes	On proposed sheet pile placement corridor
2	507390	1120952	No	To shoreward
3	507469	1120794	Yes	On proposed sheet pile placement corridor
4	507506	1121012	No	To shoreward
5	507539	1120873	No	To shoreward
6	507593	1121003	No	To shoreward
7	507706	1120967	No	To shoreward
8	507723	1121080	No	To shoreward
9	507725	1120714	Yes	On proposed sheet pile placement corridor
10	507768	1121182	No	To shoreward
11	507777	1120893	No	To shoreward
12	507806	1121141	No	To shoreward
13	507840	1120834	Yes	On proposed sheet pile placement corridor
14	507847	1121369	No	To shoreward
15	508003	1120722	No	To seaward
16	508112	1121273	No	To seaward
17	508114	1120901	No	To seaward

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.

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APPENDIX A
FLORIDA SHPO COMMENTS

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services

MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES

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

November 26, 2002

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 *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 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.

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,

Frederick P. Gaske, Deputy SHPO

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

Xc: Mr. Michael C. Tuttle, Panamerican Consultants, Inc.

ET
Pls cf
PD-F

FLORIDA DEPARTMENT OF STATE
Kenneth W. Detzner
Secretary of State
DIVISION OF HISTORICAL RESOURCES

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.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • http://www.flheritage.com

☐ Director's Office (850) 245-6300 • FAX: 245-6435
☐ Archaeological Research (850) 245-6444 • FAX: 245-6436
☑ Historic Preservation (850) 245-6333 • FAX: 245-6437
☐ Historical Museums (850) 245-6400 • FAX: 245-6433
☐ Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
☐ St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
☐ Tampa Regional Office (813) 272-3843 • FAX: 272-2340

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,

Frederick P. Gaske, Deputy SHPO

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

Xc: Michael C. Tuttle, Panamerican Consultants, Inc.

APPENDIX B
SHOVEL TEST LOGS

SHOVEL TEST NO.: 1
DISTANCE FROM B.O.T.:
STATUS:

NOTES:

10 cm — white sand
20 cm — no artifacts
30 cm
40 cm
50 cm
water Table — 60 cm — Peat root mass
70 cm
80 cm
90 cm
100 cm

SHOVEL TEST NO.: 3
DISTANCE FROM B.O.T.:
STATUS:

NOTES:

10 cm — White Sand
20 cm
30 cm — No Artifacts
40 cm
50 cm
60 cm
70 cm
80 cm
90 cm — White Sand
100 cm

SHOVEL TEST NO.: 2
DISTANCE FROM B.O.T.:
STATUS:

NOTES:

10 cm — White Sand
20 cm — No Artifacts
30 cm
40 cm
50 cm
Water table — 60 cm — peat root mass
70 cm
80 cm
90 cm
100 cm

SHOVEL TEST NO.: 4
DISTANCE FROM B.O.T.:
STATUS:

NOTES:

10 cm — white Sand
20 cm — No Artifact
30 cm
40 cm
50 cm
60 cm
70 cm — water table
80 cm
90 cm
100 cm

ADDITIONAL COMMENTS / OBSERVATIONS:

SHOVEL TEST NO.: 5
DISTANCE FROM B.O.T.:
STATUS:

NOTES: Surface clinker

10 cm — Cinder
20 cm — white Sand
30 cm — No Artifacts
40 cm
50 cm
60 cm
70 cm
80 cm
90 cm — 87 cm
100 cm

SHOVEL TEST NO.: 7
DISTANCE FROM B.O.T.:
STATUS:

NOTES:

10 cm
20 cm — white Sand
30 cm
No Artifacts
40 cm
50 cm
60 cm
70 cm
80 cm
90 cm — H2O table
100 cm

SHOVEL TEST NO.: 6
DISTANCE FROM B.O.T.:
STATUS:

NOTES:

10 cm — white sand
20 cm — No Artifacts
30 cm — cultural lense
36 cm — coal / clinker
40 cm — Sandy-loamy
50 cm — white Sterile Sand
60 cm
70 cm
80 cm
90 cm — 90 cm
100 cm

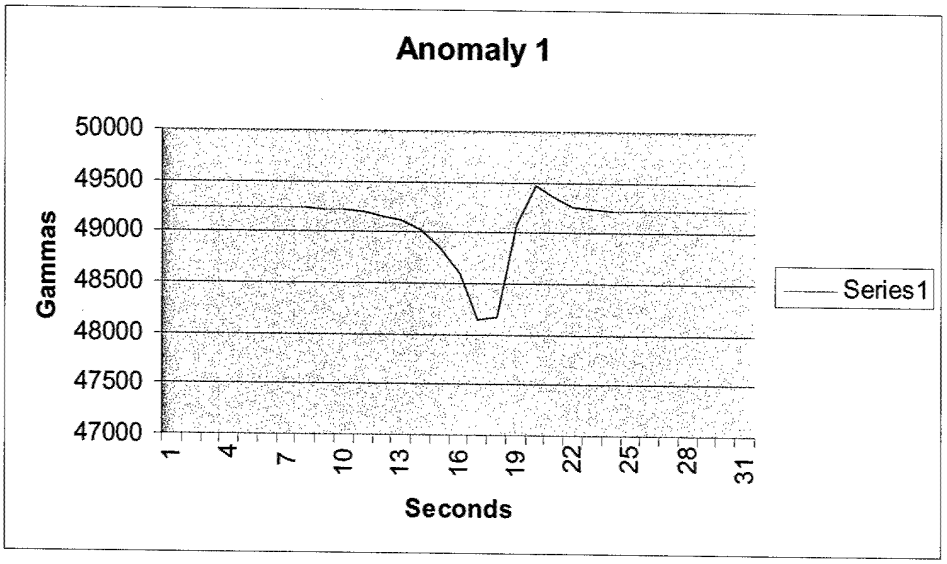
SHOVEL TEST NO.: 8
DISTANCE FROM B.O.T.:
STATUS:

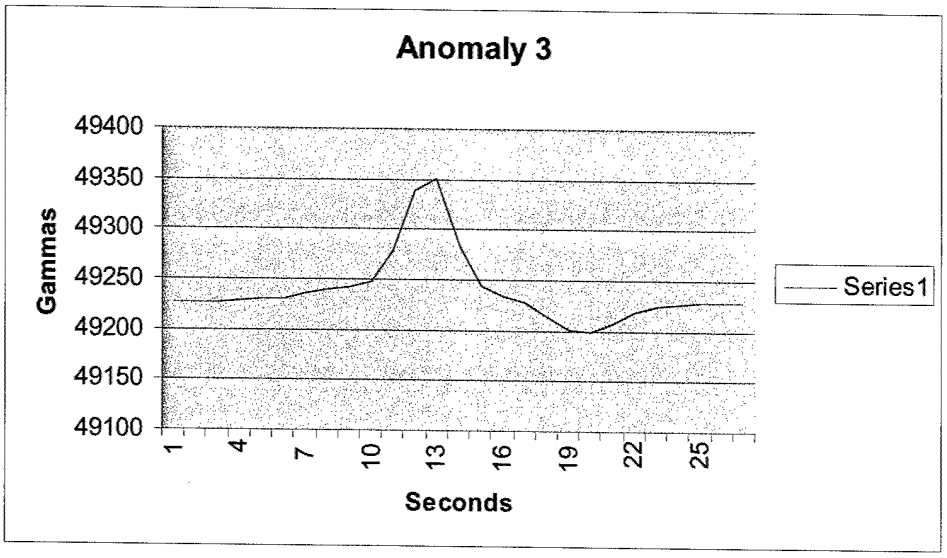
NOTES:

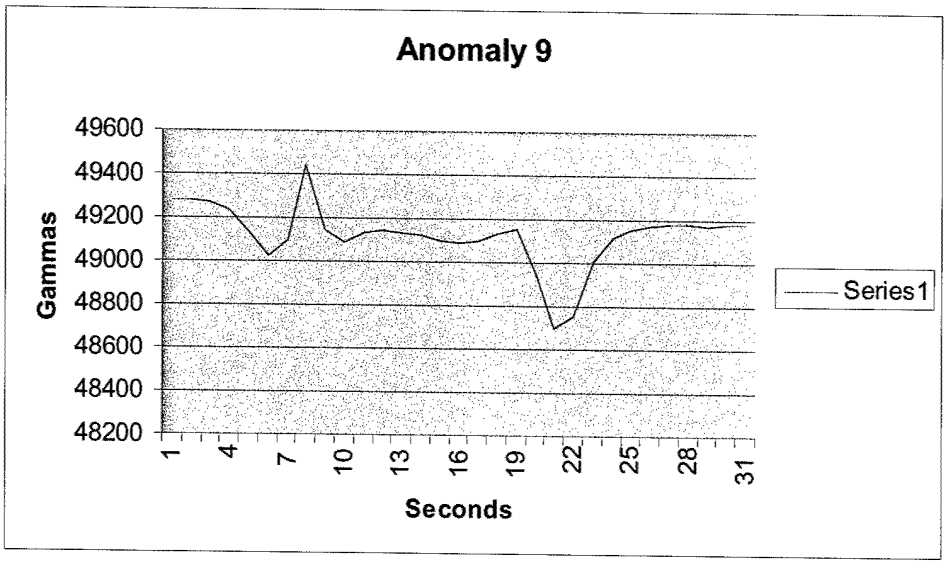
10 cm
20 cm
30 cm
40 cm
50 cm
60 cm
70 cm
80 cm
90 cm
100 cm

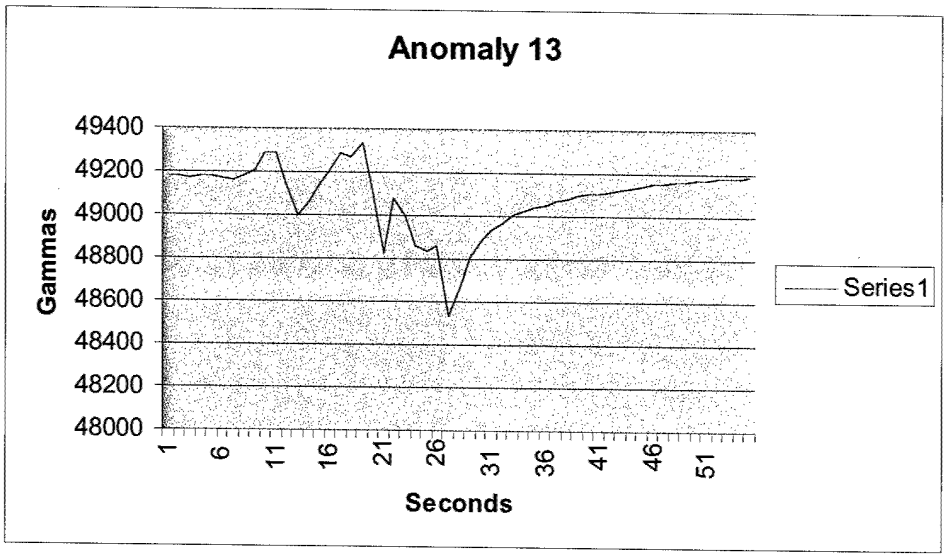
ADDITIONAL COMMENTS / OBSERVATIONS:

APPENDIX C
GRAPHS OF REPORTED ANOMALIES
TO BE IMPACTED BY SHEETPILE PLACEMENT


Anomaly 1
50000
49500
49000
48500
48000
47500
47000
Gammas
1
4
7
10
13
16
19
22
25
28
31
Seconds
Series1


Anomaly 3
49400
49350
49300
49250
49200
49150
49100
Gammas
1
4
7
10
13
16
19
22
25
Seconds
Series1


Anomaly 9
Gammas
49600
49400
49200
49000
48800
48600
48400
48200
1
4
7
10
13
16
19
22
25
28
31
Seconds
Series1


Anomaly 13
Gammas
49400
49200
49000
48800
48600
48400
48200
48000
1
6
11
16
21
26
31
36
41
46
51
Seconds
Series1

APPENDIX D
FLORIDA STATE SITE FORMS

SURVEY #1709

FLORIDA MASTER SITE FILE
ARCHAEOLOGICAL SITE FORM

V P MST CL L T

STATE OF FLORIDA
DEPARTMENT OF STATE
Division of Archives, History
and Records Management
AH6E00408-84

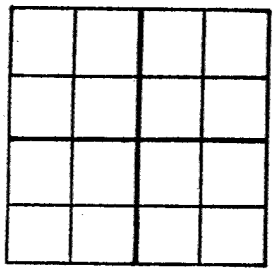
☑ Original
☐ Update

SITE NUMBER 8SR740 COUNTY SANTA ROSA

SITE NAME: DEADMAN'S ISLAND
USGS QUAD: GULF BREEZE
NOTE: Please attach an 8 ½" x 11" copy of the appropriate portion of the above map, with site location indicated.

TOWNSHIP/RANGE/SECTION:

Township	Range	Section
3S	29W	6



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: Zone / Easting / Northing

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

FRESH WATER SOURCE _____ DISTANCE TO WATER bay front
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 1490
RECORDER(S) (list principal investigator first) J. BENSE, D. JOY
ADDRESS UWF
PROJECT NAME DEADMANS ISLAND PROJECT

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

☐ indeterminate	☐ mound(s)	☑ historic refuse
☐ unknown	☐ burial mound(s)	☐ historic earthworks
☐ single artifact	☐ platform/temple mound(s)	☐ shell ring
☑ artifact scatter	☐ canal	☐ redeposited
☐ lithic scatter	☐ canoe	☐ house/homestead
☐ midden(s)	☐ prehistoric earthworks	☐ military
☐ shell midden(s)	☐ prehistoric cemetery	☐ historic cemetery
☐ shell works	☐ mission	☐ _____

NATIONAL REGISTER: ___ Listed _____ Date ___ Determined Eligible _____ Date
___ Determined Not Eligible _____ Date ___ Unaccessed

SR 740

THREATS TO SITE:

- ☐ zoning
- ☐ development
- ☐ deterioration
- ☐ borrowing
- ☐ transportation
- ☐ fill
- ☐ dredge
- ☐ logging
- ☑ vandalism
- ☐ phosphate mining
- ☐ agriculture/plowing
- ☑ recreation
- ☐ _____

REMARKS:

- ☑ preservation recommended
- ☐ severely disturbed/destroyed
- ☐ recommended for further testing
- ☐ _____

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
- ☑ nonaboriginal ceramics
- ☐ lithics
- ☐ worked bone
- ☐ human bone/burial(s)
- ☐ animal bone/unidentified bone
- ☐ shell food remains
- ☐ worked shell
- ☐ plant remains
- ☑ wood
- ☑ metal
- ☐ precious metal/coin(s)
- ☑ glass
- ☐ _____
- ☑ brick/bldg materials
- ☐ other human remains (e.g., hair)
- ☐ leather
- ☐ pollen
- ☐ misc. historic (please list)
- ☐ misc. prehistoric (please list)
- ☐ _____

DIAGNOSTIC ARTIFACTS MOUNDVILLE INCISED, MAJOLICA, DELFT, WHITEWARE, PEARLWARE

SITE SIZE (approx acreage) _____

SITE SIZE (est in sq meters) _____

DEPTH OF CULTURAL DEPOSIT (if known) _____

ELEVATION

	Meters	Feet
Max	5	_____
Min	0	_____

SITE DISTURBANCES

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

DEGREE OF SITE DESTRUCTION

- ☑ relatively undisturbed
- ☐ moderate
- ☐ minor
- ☐ major

COLLECTION STRATEGY

- ☐ general
- ☑ selective
- ☐ controlled
- ☐ _____

TYPE OF INVESTIGATION

- ☑ surface collection
- ☑ shovel test
- ☐ extensive excavation
- ☐ test excavation
- ☑ auger test
- ☐ coring
- ☐ remote sensing
- ☐ none
- ☐ unknown
- ☐ _____
- ☐ _____
- ☐ _____

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

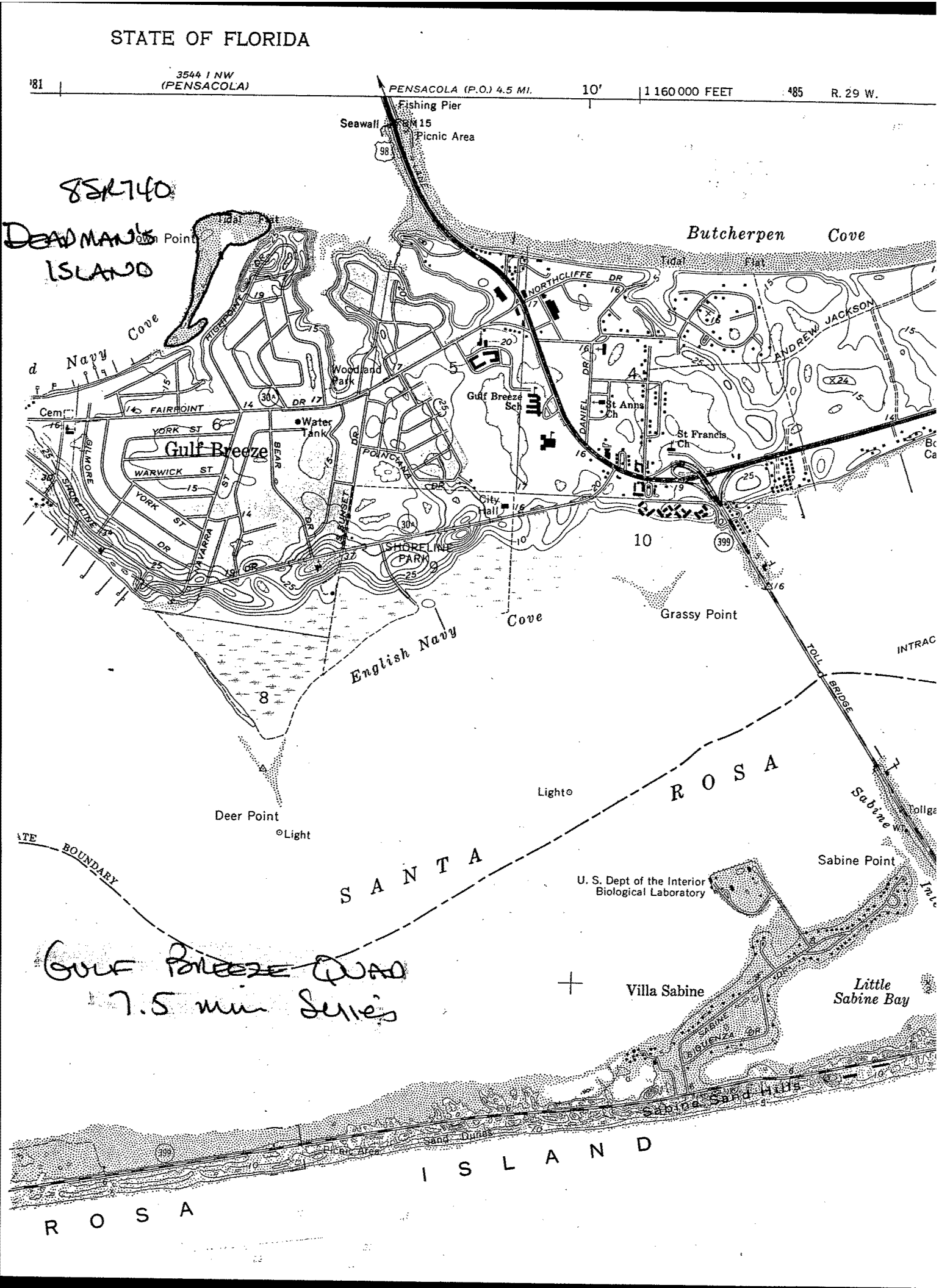
OPTIONAL PHOTOGRAPHS OR SKETCHES OF DIAGNOSTIC OR UNIQUE ARTIFACTS (Please attach separate sheet(s).)

FORM PREPARED BY DEBORAH JOY

ADDRESS UWF, PENSACOLA

DATE 10-7-88

AFFILIATION (FAS chapter, government agency, etc.): PENSACOLA ARCHAEOLOGICAL SOCIETY


STATE OF FLORIDA
3544 I NW
(PENSACOLA)
PENSACOLA (P.O.) 4.5 MI.
10'
1 160 000 FEET
R. 29 W.
Fishing Pier
Seawall
Picnic Area
85R740
DEADMAN'S ISLAND
Tidal Flat
Butcherpen Cove
Navy Cove
Woodland Park
Gulf Breeze Sch
St Anns Ch
St Francis Ch
Water Tank
Gulf Breeze
City Hall
SHORELINE PARK
Cove
Grassy Point
English Navy
Deer Point
Light
TOLL BRIDGE
INTRAC
ROSA
SANTA
Sabine Point
U. S. Dept of the Interior
Biological Laboratory
Villa Sabine
Little Sabine Bay
Sabine Sand Hills
Sand Dunes
Picnic Area
ISLAND
ROSA
GULF BREEZE QUAD
7.5 min Series

6653

Page 1

_ Original
X Update

SHIPWRECK FORM
FLORIDA MASTER SITE FILE
Version 1.0 7/92

Site #8 SR782 ____
Recorder # _____
Field Date 07/01/00_
Form Date 10/04/01___

IDENTIFICATION & LOCATION

SITE NAME(S) Deadman's Shipwreck. _____
VESSEL NAME _____ *[MULT. LIST. #8 _____]*
PROJECT NAME Pensacola Underwater Arechaeological Survey. _____ *[DHR SURVEY _____]*
COUNTY (nearest if offshore) Santa Rosa. _____
MARINE CHART (Required if marine) Pensacola Bay and Approaches. _____
USGS 7.5' TOPOGRAPHIC MAP (Required if inshore marine or inland waterway) Gulf Breeze, FLA. _____
LORAN LOCATION (LOPS) |_|_|_|_|_|_|.|_| + |_|_|_|_|_|_|.|_|
LATITUDE d____ m____ s____ LONGITUDE d____ m____ s____
[UTM COORDINATES: Zone 16/17 Easting |_4_|_8_|_1_|_9_|_4_|_0_| Northing |_3_|_3_|_5_|_9_|_2_|_0_|_0_|]
WATER BODY Major Pensacola Bay._____ Minor Old Navy Cove. _____
STATE OR FEDERAL GRANT/PERMIT IF ANY: ___ none (Give agency, permit type and number) DHR# S0109.
_____

SITE DESCRIPTION

SITE SIZE Largest dimension ___ ft/m ___ direction X Cross dimension ___ ft/m ___ directn _____
ELEVATION (BWL/AWL=below/above water level): HIGH 2_____ ft/m TO LOW 1_____ ft/m
SITE SITUATION ___offshore ___inland bay ___river ___estuary ___lake Other _____
BOTTOM ENVIRONMENT Sand._____
_____
SITE DESCRIPTION A few florr timbers were found to be exposed in October of 2000, otherwise the site is shallowly buried in sand._____
DEGREE AND NATURE OF DISTURBANCES AND THREATS A 6-foot tall berm of sand has been deposited on the shore at the water's edge, which was not there a year previous to this visit. The effect of the new sand on the site is unknown. _____

WRECK DESCRIPTION

MAGNETIC AXIS (Bow) _____
VESSEL TYPE: ___canoe ___boat ___sailing ship ___steamship ___barge ___freighter
Other: _____
VESSEL SIZE Length__ _____ Vessel___ _____ Tonnage _____
HULL MATERIAL: ___iron X___wood ___composite ___steel Other _____
MACHINERY: X___none ___engine ___boiler ___pump ___propeller
Other: _____

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)
_____
_____

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.

SHIPWRECK FORM
Florida Bureau of Archaeological Research

Site #8 SR782_____

FIELD METHODS (Check as many as apply)

SITE DETECTION

_ no field check _ magnetometer _ aerial photo
X literature search _ side-scan sonar _____
_ informant report _ bottom profiler _____
Other information on methods _____

SITE EXCAVATION

_ unknown _ air lift _ dredging
_ none by recorder _ water jet _
X hand excavation _ deflectors _

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 _____

ARTIFACTS

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 _____

__ ceramic-aboriginal __ encrusted objects __ glass __ nonprecious metal __ ceramic-nonaborig __ ballast-type _____ __ 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 beach combers._____

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 ======= *OFFICIAL EVALUATIONS* ======= *DHR USE ONLY*

NR DATE __/__/____
DELIST DATE __/__/____

KEEPER-NR ELIGIBILITY:* y n pe ii *Date* __/__/____
SHPO-NR ELIGIBILITY:* y n pe ii *Date* __/__/____
LOCAL DESIGNATION:* _____ *Date* __/__/____
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

BRITISH

2ND SPANISH

EARLY AMERICAN

CIVIL WAR

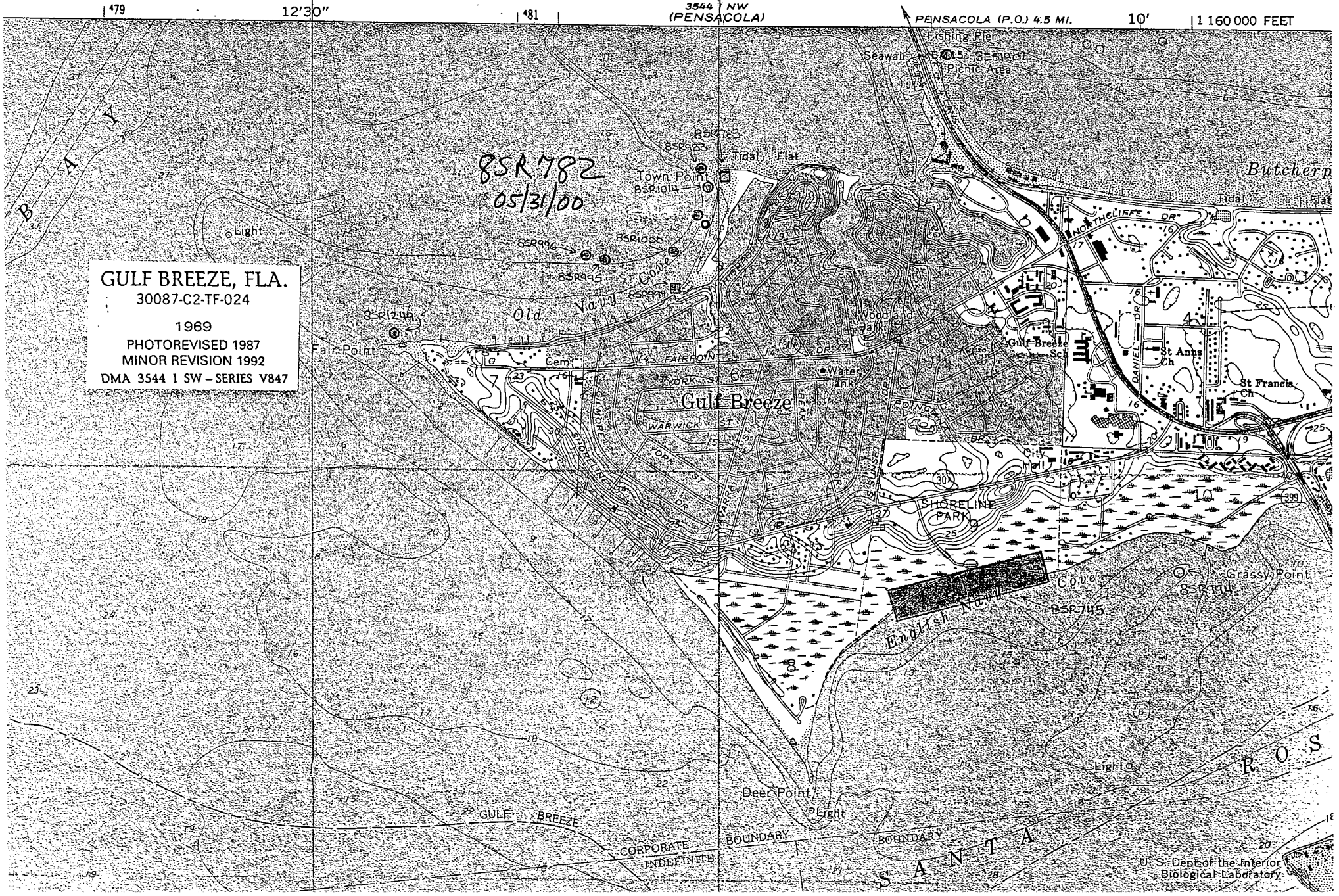
19TH AND 20TH CENTURY

CIRCLES DENOTE SHIP WRECK LOCATIONS

SQUARES DENOTE LOCATIONS OF MARINE RAILWAYS

RECTANGLE DENOTES LOCATION OF WHARF

STATE OF FLORIDA



STATE OF FLORIDA
DEPARTMENT OF STATE
Division of Archives, History and Records Management

√ L P T MST L

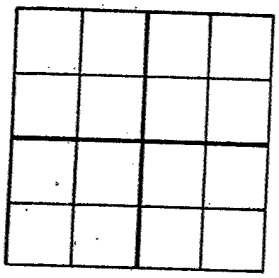
☒ Original ☐ Update

Florida Master Site File / UNDERWATER ARCHAEOLOGICAL SITE FORM

SITE NUMBER 8SR782 SITE NAME 18th CENTURY BRITISH WRECK (Deadmans Island wreck)
USGS 7.5 MINUTE QUAD GULF BREEZE
NOTE: Please attach an 8.5" X 11" copy of the appropriate portion of the above map, with site location indicated.

TOWNSHIP/RANGE/SECTION:

Township	Range	Section
3S	29W	6



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: Zone ∠ Easting ∠ Northing
NOTE: If you are unfamiliar with calculating UTM measurements, leave blank.
LATITUDE: ____ ____ ____ LONGITUDE: ____ ____ ____
SITE SITUATION: (check one)
[] inland [] estuary [X] offshore
UNDERWATER ENVIRONMENT: (check one)
[X] 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 [X] sand [] peat [] marine growth [] rock
LOCAL INFORMANT(inc. private collections) BORDELON
ADDRESS 400 OLD NAVY COVE BLVD, GULF BREEZE FL 3256(
LOCAL INFORMANT(inc. private collections) WAYNE FARRIOR
ADDRESS 84 HIGH POINT DRIVE, GULF BREEZE, FL 3256(
SURVEY DATE 8/19-21/88 OTHER MASTER SITE FILE NUMBERS 1490 1781
RECORDER(S)(list principal investigator first) J. BENSE, ROGER SMITH, K.C. SMITH, 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	[] mound(s)	[] prehistoric cemetery
[] unknown	[] burial mound(s)	[] prehistoric vessel
[] single artifact	[] platform/temple mound(s)	[] prehistoric refuse
[] artifact scatter		[] historic earthworks
[] lithic scatter	[] canal	[] shell ring
[] midden(s)	[] mission	[] redeposited
[] shell midden(s)	[] prehistoric earthworks	[] inundated terrestrial
[] shell works		[] historic refuse
[X] historic shipwreck	[] wharves, docks, piers	[] well
[] stone wall	[] shrine	[] bridges (also covered bridges)

THREATS TO SITE:

[ ] zoning	[ ] transportation	[X] vandalism
[ ] development	[ ] fill	[ ] phosphate mining
[X] deterioration	[ ] dredge	[ ] agriculture/plowing
[ ] borrowing	[ ] logging	[ ] _____

REMARKS:

[ ] preservation recommended [X] recommended for further testing
[X] 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	[X] wood	[ ] exotic items (mica, etc)
[X] nonaboriginal ceramics	[X] metal	[ ] petroglyphs
[ ] lithics	[ ] precious metal/ coin(s)	[ ] textile(s)
[ ] worked bone	[X] glass	[ ] misc/prehistoric
[ ] human bone/burial(s)	[ ] brick/bldg materials	[X] misc/historic
[ ] animal bone/ unidentified bone	[ ] other human remains (e.g., hair)	[ ] trade bead(s)
[ ] shell food remains		[X] ballast
[ ] worked shell		[ ] fossil
[ ] plant remains		[ ] _____
		[ ] _____

DIAGNOSTIC ARTIFACTS APPLIED STRING BOTTLE FINISH, BRITISH MILITARY BUTTON, BLACK LEAD GLAZED REDWARE
SITE SIZE(approx acreage) 0.1
SITE SIZE(est in sq meters) 600
DEPTH OF CULTURAL DEPOSIT (if known) _____

ELEVATION

	Meters	Feet
Max	_____	_____
Min	_____	_____

DEGREE OF SITE DESTRUCTION

[ ] relatively undisturbed	[ ] minor
[X] moderate	[ ] major

SITE DISTURBANCES

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

COLLECTION STRATEGY

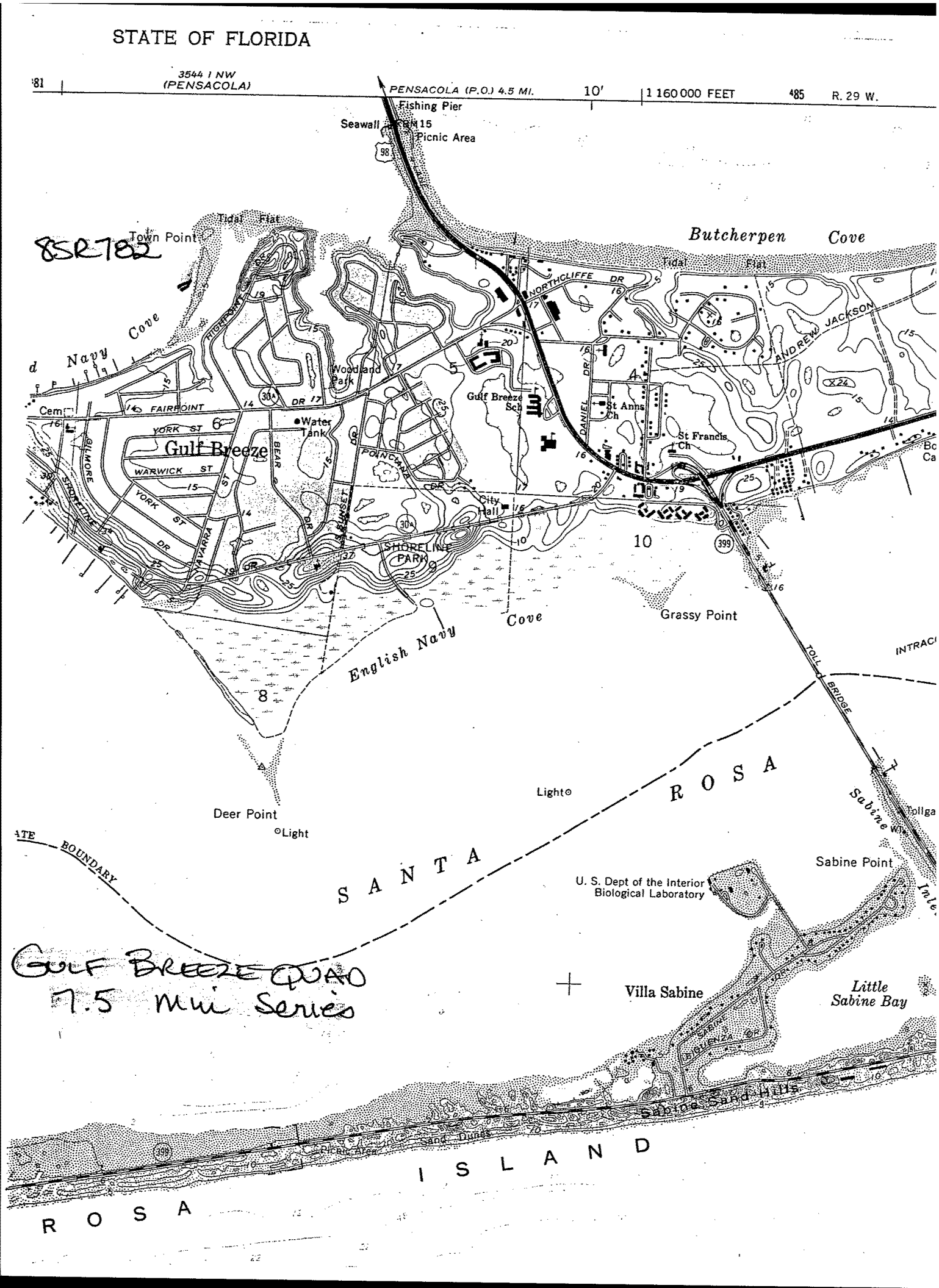
[X] general [ ] selective [ ] controlled [ ] unknown [ ] _____

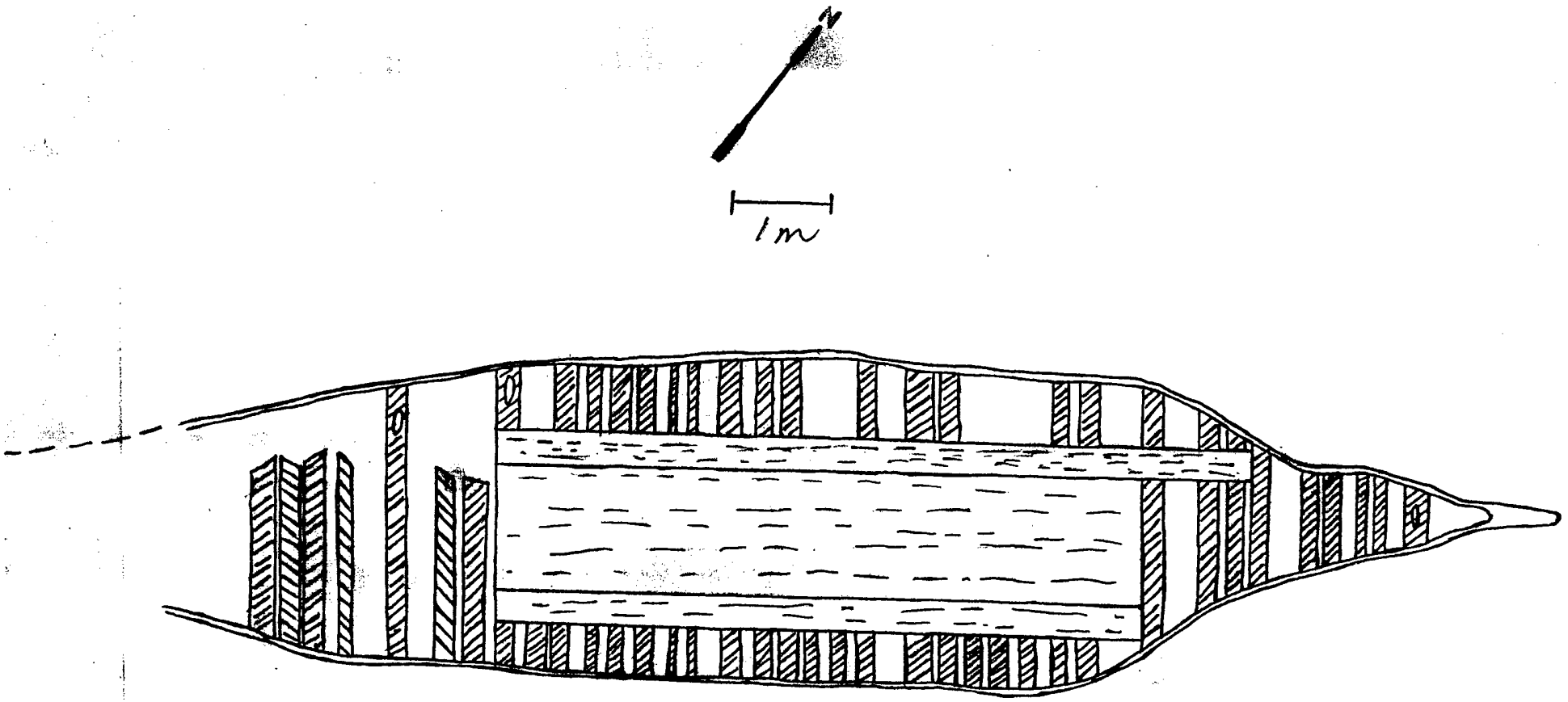
TYPE OF INVESTIGATION

[X] surface collection	[ ] auger test	[ ] unknown
[ ] shovel test	[ ] coring	[ ] prop wash deflectors
[ ] extensive excavation	[ ] remote sensing	[ ] airlift
[X] test excavation	[ ] none	[ ] waterlift
[ ] water probe	[ ] _____	[X] Hand fanning

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 UNIV OF WEST FLORIDA
DATE OCT 7, 1988


STATE OF FLORIDA
3544 I NW
(PENSACOLA)
PENSACOLA (P.O.) 4.5 MI.
10'
1 160 000 FEET
R. 29 W.
Fishing Pier
Seawall
Picnic Area
Tidal Flat
Town Point
8SR782
Butcherpen Cove
Navy Cove
NORTHCLIFFE DR
ANDREW JACKSON
Woodland Park
Gulf Breeze Sch
St Anns Ch
St Francis Ch
Water Tank
Gulf Breeze
FAIRPOINT
YORK ST
WARWICK ST
GILMORE
SHORELINE
BEAR
SUNSET
POINCIANA
DANIEL
City Hall
SHORELINE PARK
English Navy Cove
Grassy Point
TOLL BRIDGE
Deer Point
Light
STATE BOUNDARY
SANTA ROSA
Sabine Point
U. S. Dept of the Interior
Biological Laboratory
GULF BREEZE QUAD
7.5 Min Series
Villa Sabine
Little Sabine Bay
Sabine Sand Hills
Sand Dunes
Picnic Area
ROSA ISLAND



8SL782
18th Century British Wreck
21 Aug 88

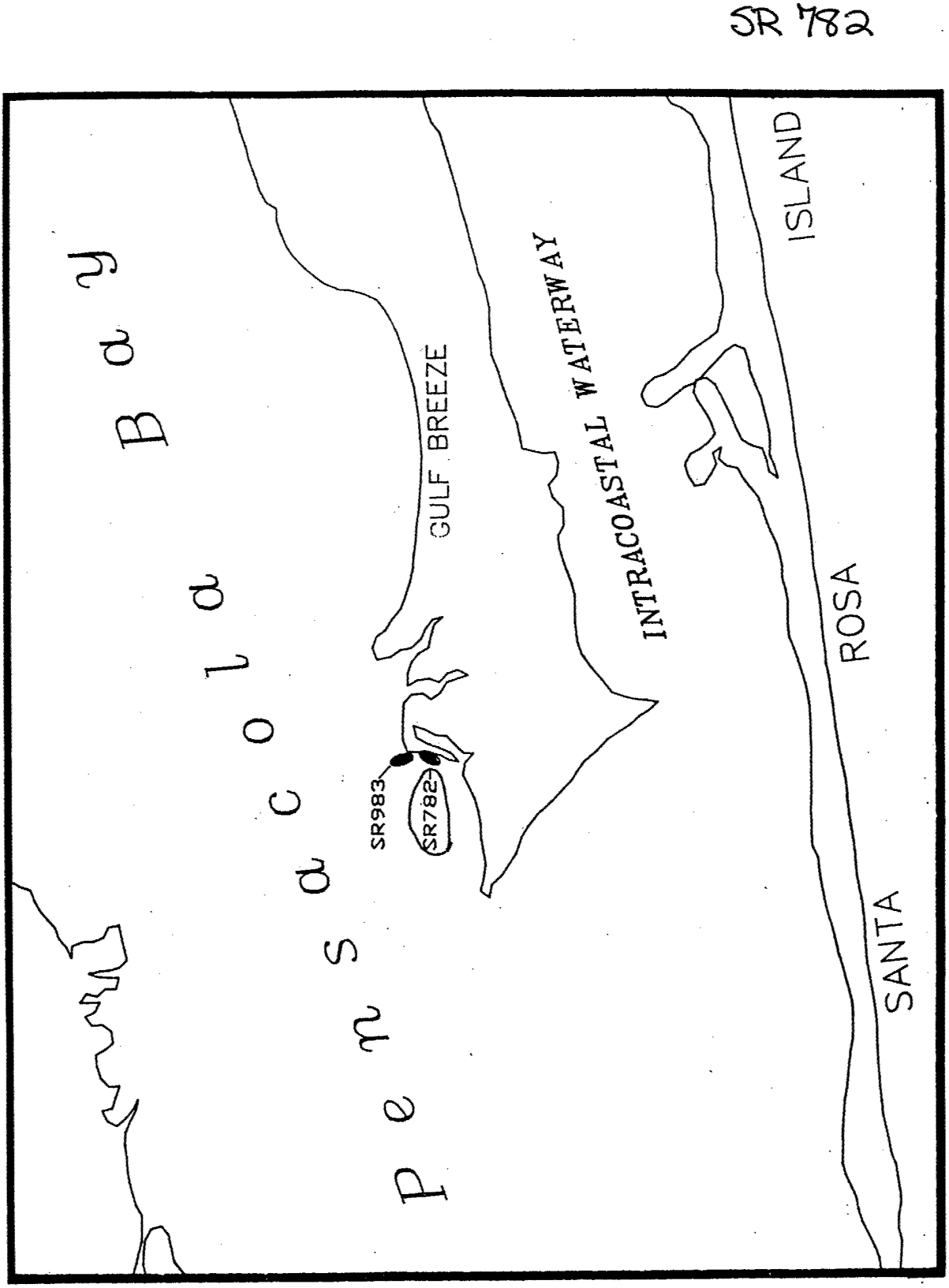


Figure 8.1. Location Map of British Period Sites. 1763-1783.

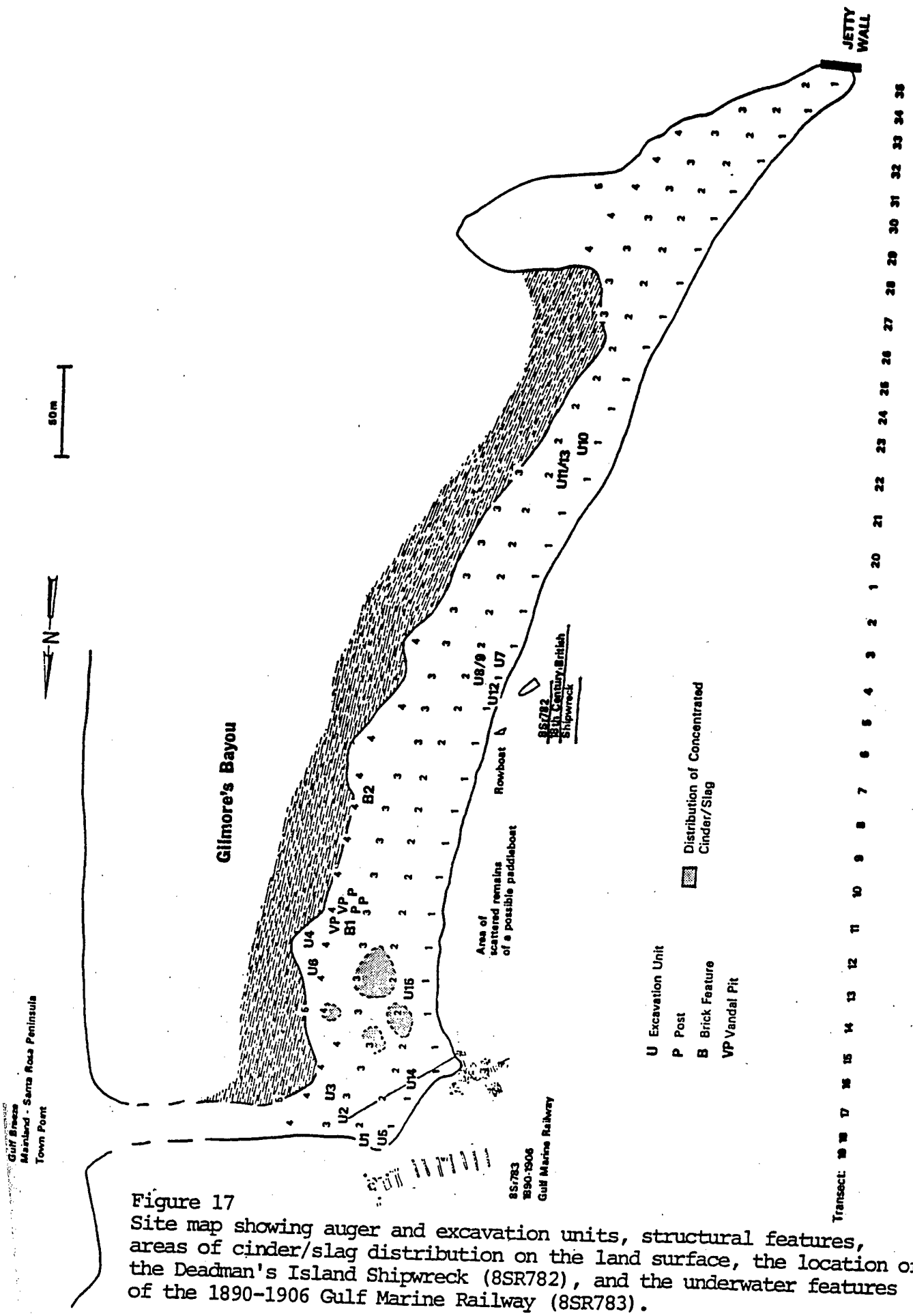


Figure 17
Site map showing auger and excavation units, structural features, areas of cinder/slag distribution on the land surface, the location of the Deadman's Island Shipwreck (8SR782), and the underwater features of the 1890-1906 Gulf Marine Railway (8SR783).

Page 1
X original
___ update

ARCHAEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE

Version 1.1: 11/88

Site #8 SR783
Recorder #
Field Date

SITE NAME(S) Gulf Marine Railway
PROJECT NAME Deadman's Island Survey
OWNERSHIP _private-profit _priv-nonprof _priv-indiv _priv-unsp Xcity _county _state _federal
DHR#
USGS MAP NAME Gulf Beeeze, FL
UTM: ZONE (16) / 17 EASTING /4/8/1/9/6/0/ NORTHING /3/3/5/9/5/0/0/
CITY Gulf Breeze
COUNTY Santa Rosa TWP 3S RANGE 29W SECTION 6 ¼ ¼-¼ ¼-¼-¼
(Optional) LATITUDE d ___ m ___ s ___ LONGITUDE d ___ m ___ s ___
ADDRESS (VICINITY OF) ROUTE TO .5 mile west of Hwy. 98 on the shoreline of Pensacola Bay.

TYPE OF SITE (All that apply)

_prehist unspecified _hist aboriginal _hist nonaboriginal _hist unspecified

SETTING
_land site
_____
_wetland fresh
Xwetland salt/tidal
_____
_underwater
_____
OTHER

STRUCTURES OR FEATURES
_aboriginal boat _fort _road segment
_agric/farm bldg _midden _shell midden
_burial mound _mill unspecified _shell mound
_building remains _mission _shipwreck
_cemetery/grave _mound unspecif _subsurface features
_dump/refuse _plantation _well
_earthworks _platform mound X_wharf/dock

FUNCTION
_none specified
_campsite
_extractive site
_habitatn/homestead
_farmstead
_village/town
_quarry

DENSITY
_unknown
_single artifact
_diffuse scatter
_dense scatter>2/m^2
_variable density
_____
_____

HISTORIC CONTEXTS (All that apply)

_unknown culture _aboriginal unspecif _hist unspecified

ABORIGINAL:
_Alachua
_Archaic unspec.
_Belle Glade
_Belle Glade I
_Belle Glade II
_Belle Glade III
_Belle Glade IV
_Cades Pond
_Deptford
_Early Archaic
_Early Swft Creek
_Englewood
_Fort Walton
_Glades unspecif
_Glades I
_Glades Ia
_Glades Ib
_Glades II
_Glades IIa
_Glades IIb
_Glades IIc
_Glades III
_Glades IIIa
_Glades IIIb
_Glades IIIc
_Hickory Pond
_Late Archaic
_Late Swift Creek
_Leon-Jefferson
_Manasota
_Middle Archaic
_Mount Taylor
_Norwood
_Orange
_Paleo-Indian
_Pensacola
_Perico Island
_Safety Harbor
_St. Augustine
_St. Johns unspecif
_St. Johns I
_St. Johns Ia
_St. Johns Ib
_St. Johns II
_St. Johns IIa
_St. Johns IIb
_St. Johns IIc
_Santa Rosa
_Seminole
_Swift Creek
_Transitional
_Weeden Island
_Weeden Island I
_Weeden Island II
_____
_____
_____
_prehistc-aceramic
_prehistc-ceramic

NONABORIGINAL:
_1st Spanish unsp
_1st Spn 1513-99
_1st Spn 1600-99
_1st Spn 1700-63
_Brit 1763-1783
_2dSpn 1783-1821
_____
_Amer Terr 1821-44
_Statehood 1845-60
_Civil War 1861-65
_Reconstr 1866-79
XPostrecn 1880-97
XSpWar 1898-1916
_WW I 1917-1920
_Boom 1921-1929
_Depress 1930-40
_WW II 1941-49
_Modern 1950-
_____
_American 1821-
_American 1821-99
_American 1900-
_Afro-American

OTHER

RECORDER'S EVALUATION OF SITE

Eligible for National Register?	_yes	_no	_likely, need information	Xinsufficient information
Significant as part of district?	_yes	_no	_likely, need information	Xinsufficient information
Significant at the local level?	_yes	_no	_likely, need information	Xinsufficient 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

DHR USE ONLY

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 _posthole digger _____
X informant report _auger--size:____ _____
_remote sensing _unscreend shovel _____
Other/Remarks (#, size, depth, pattern of units; screen size) _____

METHODS FOR SITE BOUNDARIES

_bounds unknown _remote sensing _unscreened shovel
_none by recorder X insp exposed ground _screened shovel
_literature search _posthole digger _block excavns
_informant report _auger--size:____ _guess

COLLECTION STRATEGY

_unknown _unselective (all artifacts)
_selective (some artifacts)
X uncollected _general (not by subarea)
_controlled (by subarea)

ARTIFACT CATEGORIES

_unknown _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

Other (Strategy, Categories)_____

SITE EXTENT Size (m^2) _____ Depth/Stratigraphy of Cultural Deposit _____

Perpendicular Dimensions ____m _____ direction by ____m _____ direction

SPACE COLLECTED Surface: #units___, total area ____m^2. Excavation: #units___, total vol ____m^3
TOTAL ARTIFACTS Count or Estimate? Surface #_____ Subsurface #_____.

DIAGNOSTICS (TYPE OR MODE & FREQUENCY)

1_____ N=___ 4_____ N=___
2_____ N=___ 5_____ N=___
3_____ N=___ 6_____ N=___
7_____ 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 Distance (m) 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.

RECORDER(S): Name Deborah Joy Date of Form_____
Affiliation/Address/Phone_____

RECOMMENDATIONS FOR SITE None Offered.

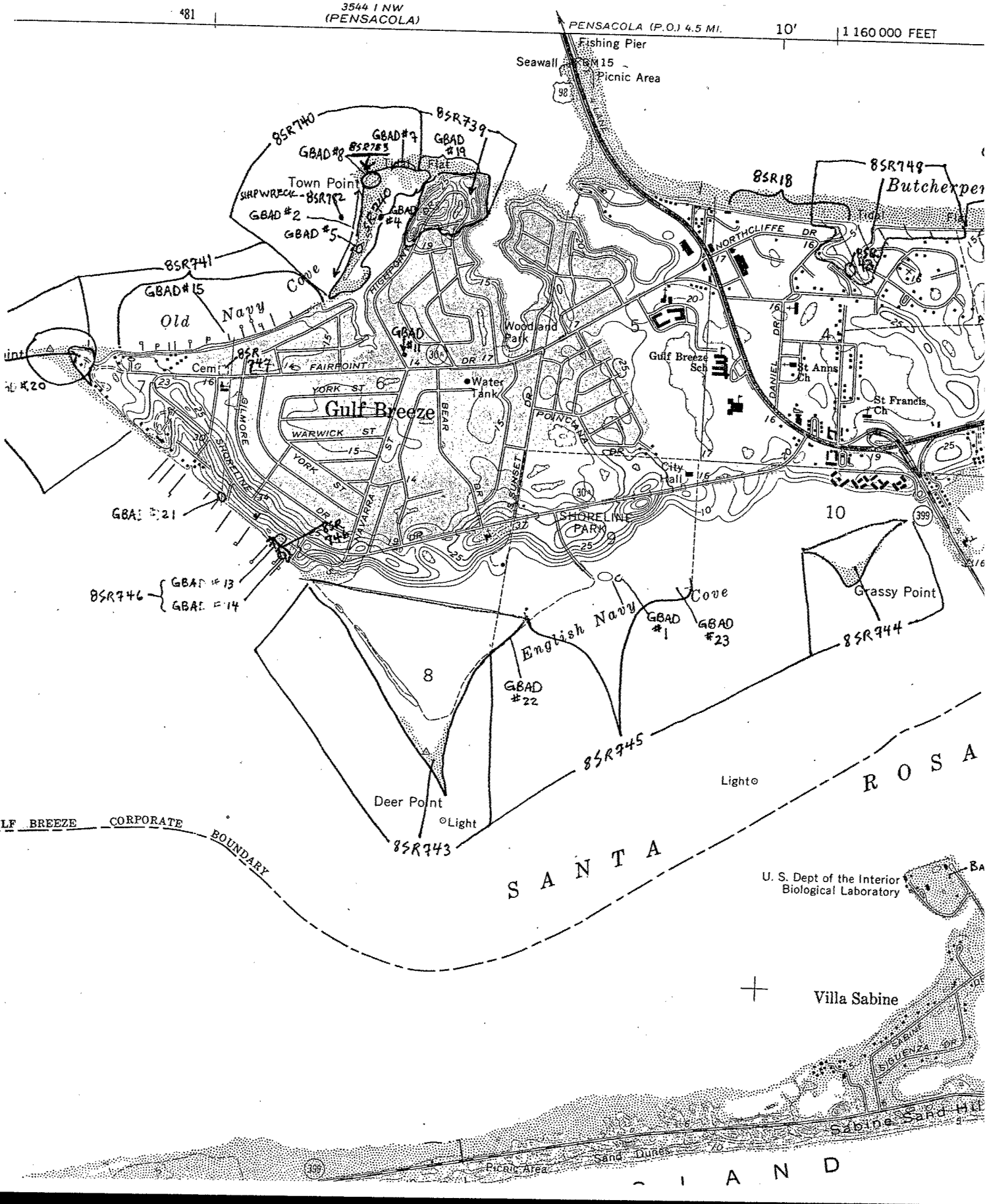
NARRATIVE DESCRIPTION: Attach information on site discovery, history, current integrity, apparent threats, environment, and your temporal and functional interpretations.
DISCUSSION OF SIGNIFICANCE: Attach justification for recorder's evaluation (Page 1).

REQUIRED: USGS MAP COPY WITH SITE LOCATION MARKED

OLOGY
TOVE

SR 783

STATE OF FLORIDA



STATE OF FLORIDA
DEPARTMENT OF STATE
Division of Archives, History
and Records Management

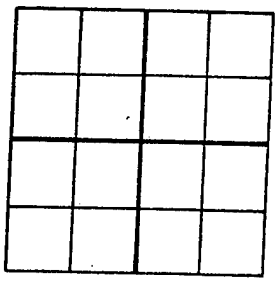
☑ Original ☐ Update

Florida Master Site File / UNDERWATER ARCHAEOLOGICAL SITE FORM

SITE NUMBER ~~SR 983~~ ~~SR 781~~ 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:

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* _____ *(name)*

UTM COORDINATES: Zone / Easting / Northing

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

LATITUDE: 30 21 .86 LONGITUDE: 87 11 .24 (LORAN TD 13297.2, 24713 0.6)

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 FARRIOR
ADDRESS 84 HIGH POINT DR GULF BREEZE (932-4347) H W (433-2412)
LOCAL INFORMANT(inc. private collections) _____
ADDRESS _____
SURVEY DATE _____ OTHER MASTER SITE FILE NUMBERS _____
RECORDER(S)(list principal investigator first) John W Morris III, Mary Anne Franklin, Roger Smith
ADDRESS _____
PROJECT NAME PENSACOLA SHIPWRECK SURVEY
TOPOGRAPHICAL SETTING BEACH, COVE, 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 mound(s)	[ ] prehistoric refuse
[ ] artifact scatter		[ ] historic earthworks
[ ] lithic scatter	[ ] canal	[ ] shell ring
[ ] midden(s)	[ ] mission	[ ] redeposited
[ ] shell midden(s)	[ ] prehistoric earthworks	[ ] inundated terrestrial
[ ] shell works		[ ] historic refuse
[✓] historic shipwreck	[ ] wharves, docks, piers	[ ] well
[ ] stone wall	[ ] shrine	[ ] bridges (also covered bridges)

SR 983 ~~282~~

Page 2

SHIPWRECK FORM
Florida Bureau of Archaeological Research

Site #8 [illegible]

FIELD METHODS (Check as many as apply)

SITE DETECTION

_ no field check _ magnetometer _ aerial photo
_ literature search _ side-scan sonar ____
✓ informant report _ bottom profiler ____

SITE EXCAVATION

_ unknown _ air lift ✓ dredging
_ none by recorder _ water jet _
_ hand excavation _ deflectors _

Other information on methods GRID [illegible] [illegible] [illegible] [illegible] [illegible]

COLLECTION STRATEGY: __ unknown __ uncollected by recorder Explain BY GRID & 15cm levels
SELECTIVITY ✓ unselective (all artifacts) _ selective (some artifacts) Explain ____
CONTROL OF COLLECTION _ general (not by subarea) ✓ controlled (by subarea) Explain
BY GRID □ # BY □ [illegible] BY [illegible] ARBITRARY LEVELS

ARTIFACTS

CARGO ARTIFACTS [illegible] — W/ BAR
SHIP ARTIFACTS [illegible] — W/ BAR
ARTIFACTS REMOVED (attach list if needed) ALL [illegible] W/ BAR
ARTIFACTS SEEN OR COLLECTED __ unknown Explain ____

__ 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 _insuff. info
Individually elig. for Nat. Register? ✓yes _no _insuff. info
Potential contributor to NR district? ✓yes _no _insuff. info

Local Designation Category ____

HISTORICAL THEMES: POSS. military ✓ economic ✓ technological
Other SIGNIFICANT DUE TO CONSTRUCTION [illegible]
THREATS TO SITE EROSION, LOOTING
PROTECTIONS FOR SITE MONITOR OVERLYING SEDIMENT DEPTH
RECOMMENDATIONS FOR SITE SITE [illegible] [illegible] RECORDED BEFORE DISLOCATED (SOAR) ARTIFACTS W/BAR — MONITOR TO NOTE [illegible] CHANGES IN SEDIMENT DEPOSITION

OTHER REFERENCES

SITE REPORTER (name/affiliation/address/phone) [illegible] OCEANS ARCHAEOLOGICAL RESEARCH INC [illegible]
SITE INFORMANT (name/affiliation/address/phone) WAYNE [illegible]
MANUSCRIPTS OR PUBLICATIONS ON THE SITE — SITE REPORT, BY SOAR
PRESENT LOCATIONS OF ARTIFACTS/ID NOS. (attach list if needed) — BAR
SITE PHOTOS & LOCATION N/A
SITE FILMS/VIDEOS & LOCATION N/A

FURTHER INFORMATION Attach extra sheets as needed

DHR USE ONLY ======== OFFICIAL EVALUATIONS ======== DHR USE ONLY

NR DATE / /	*KEEPER-NR ELIGIBILITY*:* y n pe ii	*Date* / /
DELIST DATE / /	*SHPO-NR ELIGIBILITY*:* y n pe ii	*Date* / /
	LOCAL DESIGNATION:* ____	*Date* / /
	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

Wreck Desert [margin handwriting]

Look at Folder [illegible]

SR 983

~~782~~

Page 1

__ Original
✓ Update

SHIPWRECK FORM
FLORIDA SITE FILE

Version 1.0 7/92

Site #8 SR ~~983~~
Recorder # ____
Field Date ____
Form Date 04/11/1996

IDENTIFICATION & LOCATION

SITE NAME(S) TOWN POINT WRECK
VESSEL NAME N/A
PROJECT NAME TOWN POINT [illegible] PROJECT
[MULT. LIST. #8 ____]
[DHR SURVEY ____]
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 d 30 m 22 s 09 LONGITUDE d 87 m 11 s 26 (GPS- not differential)
[UTM COORDINATES: Zone 16/17 Easting |_|_|_|_|_|_|_| Northing |_|_|_|_|_|_|_|_|
WATER BODY Major PENSACOLA BAY Minor OLD NAVY COVE
STATE OR FEDERAL GRANT/PERMIT IF ANY: ✓ none (Give agency, permit type and number)

SITE DESCRIPTION

SITE SIZE Largest dimension 35'/ ft/m E-S direction X Cross dimension 14 ft/m [illegible] directn ATW
ELEVATION (BWL/AWL=below/above water level): HIGH 3'/1m ft/m TO LOW 1.5'/.5 ft/m
SITE SITUATION __ offshore ✓ inland bay __ river __ estuary __ lake Other ____
BOTTOM ENVIRONMENT SAND UNCONSOLIDATED OVER [illegible] BOTTOM OF COMPACTED GRAY CLAY
SITE DESCRIPTION ABANDONED [illegible] SLOOP [illegible] TO [illegible]
DEGREE AND NATURE OF DISTURBANCES AND THREATS [illegible] WHEN REMAINS [illegible], FREQUENT EXPOSURE TO AIR

WRECK DESCRIPTION

MAGNETIC AXIS (Bow) [illegible]
VESSEL TYPE: __ canoe __ boat ✓ sailing ship __ steamship __ barge __ freighter
Other: ____
VESSEL SIZE Length 35' Vessel SLOOP Tonnage 20
HULL MATERIAL: __ iron ✓ wood __ composite __ steel Other ____
MACHINERY: __ none __ engine __ boiler __ pump __ propeller
Other: ____

HISTORICAL INFORMATION

DATE SUNK: LATE 18[illegible] circa/exact CAUSE OF SINKING ABANDONED
NATIONALITY [illegible]
DATE OF CONSTRUCTION: [illegible] circa/exact PLACE OF CONSTRUCTION [illegible]
MAJOR OVERHAULS/REFITS (give dates) [illegible]
PAST SALVAGE (Dates, type of work, identity of salvors, success, effect on wreck as seen today) [illegible]

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.

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 PENSACOLA SHIPWRECK SURVEY H.Q. (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
- [✓] nonaboriginal ceramics
- [] lithics
- [] worked bone
- [] human bone/burial(s)
- [] animal bone/ unidentified bone
- [] shell food remains
- [] worked shell
- [] plant remains
- [✓] wood
- [] metal
- [] precious metal/ coin(s)
- [✓] glass
- [✓] brick/bldg materials
- [] other human remains (e.g., hair)
- [] exotic items (mica, etc)
- [] petroglyphs
- [] textile(s)
- [] misc/prehistoric
- [] misc/historic
- [] trade bead(s)
- [✓] ballast
- [] fossil
- [] ____________
- [] ____________

DIAGNOSTIC ARTIFACTS PARREL BEAD, 8 WOOD SAMPLES, GREEN BOTTLE BASE, AMBER GLASS STOPPER, SHEATHING TACK, DELF BASE, FE FASTENER, BARREL CASK HEAD PC, APPLIED STRING GREEN BOTTLE NECK, BRASS STRIP, BUTTON (CENTRE RING?), TREENA[IL]

SITE SIZE(approx acreage) ____________

SITE SIZE(est in sq meters) 12

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

ELEVATION

	Meters	Feet
Max	1	3
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
- [] previous archaeological excavations
- [] ____________
- [] ____________
- [] ____________

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
- [] ____________
- [] 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 JOHN W MORRIS III, MARY ANNE FRANKLIN; PSS

ADDRESS Pensacola Shipwreck Survey,

DATE 4-30-91

~~SR983~~
~~SR787~~
SR983

SOUTHERN OCEANS
ARCHAEOLOGICAL RESEARCH, INC.
a not-for-profit corporation

11 April 1996

Enclosed please find an updated site file form.
Please note a final report was filed
with the BAR in November of 1995

Thanks,
m

P.O. BOX 13512 • Pensacola, Florida 32591 • Office: (904) 934-3783

SR983
~~SR782~~
SR983

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 LORAN 13297.2 24713 0.6
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 stem, 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 asses 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

~~SR983~~

~~SR782~~

SR983

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

~~SR983~~
~~SR782~~
SR983

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. The preserved 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

SR983
~~SR702~~
SR983

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

SR983
~~SR782~~
SR983

(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:

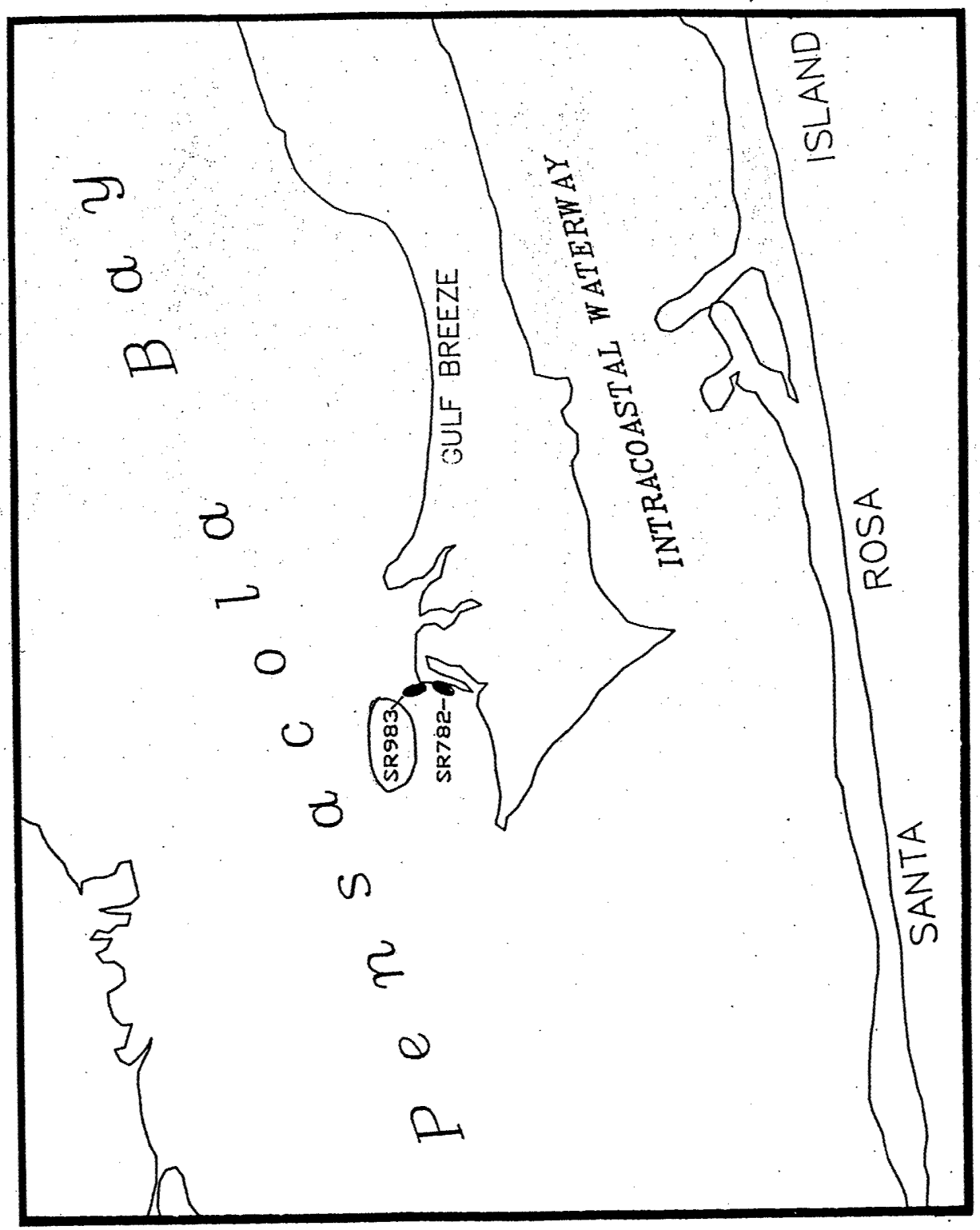
This site should be examined in further detail and completely documented. Due to the fragile nature of the hull

~~SR983~~
~~SR 787~~
SR983

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:

SR 983


Pensacola Bay
GULF BREEZE
INTRACOASTAL WATERWAY
ISLAND
ROSA
SANTA
SR983
SR782

Page 1

✓ Original
__ Update

SHIPWRECK FORM
FLORIDA SITE FILE
Version 1.0 7/92

Site #8 SR 1476
Recorder #_____
Field Date 1991
Form Date 1999

IDENTIFICATION & LOCATION

SITE NAME(S) Centerboard Schooner
VESSEL NAME _____ [MULT. LIST. #8 ___]
PROJECT NAME Pensacola Shipwreck Survey, Phase I [DHR SURVEY ___]
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 d___ m___ s___ LONGITUDE d___ m___ s___
[UTM COORDINATES: Zone 16/17 Easting |__|__|__|__|__|__| Northing |__|__|__|__|__|__|__|]
WATER BODY Major Pensacola Bay Minor Old Navy Cove
STATE OR FEDERAL GRANT/PERMIT IF ANY: ___ none (Give agency, permit type and number)

SITE DESCRIPTION

SITE SIZE Largest dimension 85 (ft)/m ___ direction X Cross dimension 20 (ft)/m ___ directn___
ELEVATION (BWL/AWL=below/above water level): HIGH ___ (ft)/m TO LOW 12-15 (ft)/m
SITE SITUATION ___offshore X inland bay ___river ___estuary ___lake Other ___
BOTTOM ENVIRONMENT quartzite sand with slight overburden of grey silt and shell hash
SITE DESCRIPTION Centerboard vessel including centerboard trunk, 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 borers

WRECK DESCRIPTION

MAGNETIC AXIS (Bow) _____
VESSEL TYPE: ___canoe ___boat X sailing ship ___steamship ___barge ___freighter
Other: _____
VESSEL SIZE Length _____ Vessel _____ Tonnage _____
HULL MATERIAL: ___iron X wood ___composite ___steel Other _____
MACHINERY: X none ___engine ___boiler ___pump ___propeller
Other: _____

HISTORICAL INFORMATION

DATE SUNK: 19th cent (circa)/exact CAUSE OF SINKING unknown
NATIONALITY unknown
DATE OF CONSTRUCTION: 19th cent (circa)/exact 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.

SHIPWRECK FORM
Florida Bureau of Archaeological Research

Site #8 SR1476

FIELD METHODS (Check as many as apply)

SITE DETECTION

_ no field check _ magnetometer _ aerial photo
_ literature search X side-scan sonar _____
X informant report _ bottom profiler _____
Other information on methods _____

SITE EXCAVATION

unknown _ air lift _ dredging
X none by recorder _ water jet _
_ hand excavation _ deflectors _

COLLECTION STRATEGY: __ unknown X 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 __ ballast-type
__ ceramic-aboriginal __ glass __ ceramic-nonaborig __ precious metal/coin

SURVEYOR'S EVALUATION OF SITE

Potentially elig. for local designation?	_yes	_no	X insuff. info	Local Designation Category
Individually elig. for Nat. Register?	_yes	_no	X insuff. info	
Potential contributor to NR district?	_yes	_no	X insuff. info	

HISTORICAL THEMES: __military X economic X technological
Other _____
THREATS TO SITE environmental
PROTECTIONS FOR SITE _____
RECOMMENDATIONS FOR SITE additional excavation and recording would offer information about centerboard schooner construction

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, BNR#25
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* ======== *DHR USE ONLY*

NR DATE ___/___/___
DELIST DATE ___/___/___

KEEPER-NR ELIGIBILITY:* y n pe ü Date ___/___/___
SHPO-NR ELIGIBILITY:* y n pe ü Date ___/___/___
LOCAL DESIGNATION:* _____ Date ___/___/___
Local office _____

* *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

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: **8SR~~996~~ 1476**

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 8SR~~996~~ 1476 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 keelsons.

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 keelsons. 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 8SR~~996~~ 1476 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: 8SR~~1000~~ 1480

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.

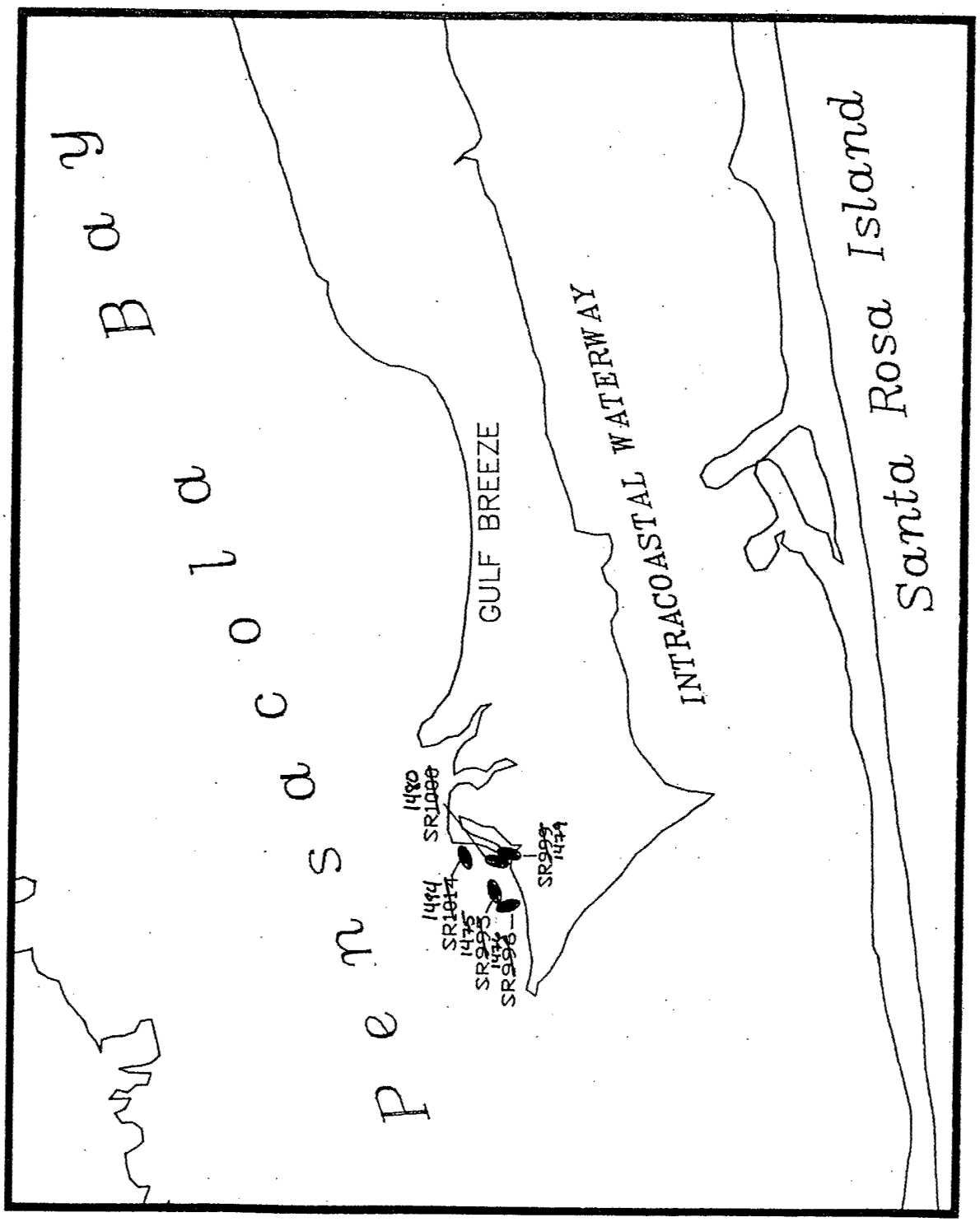
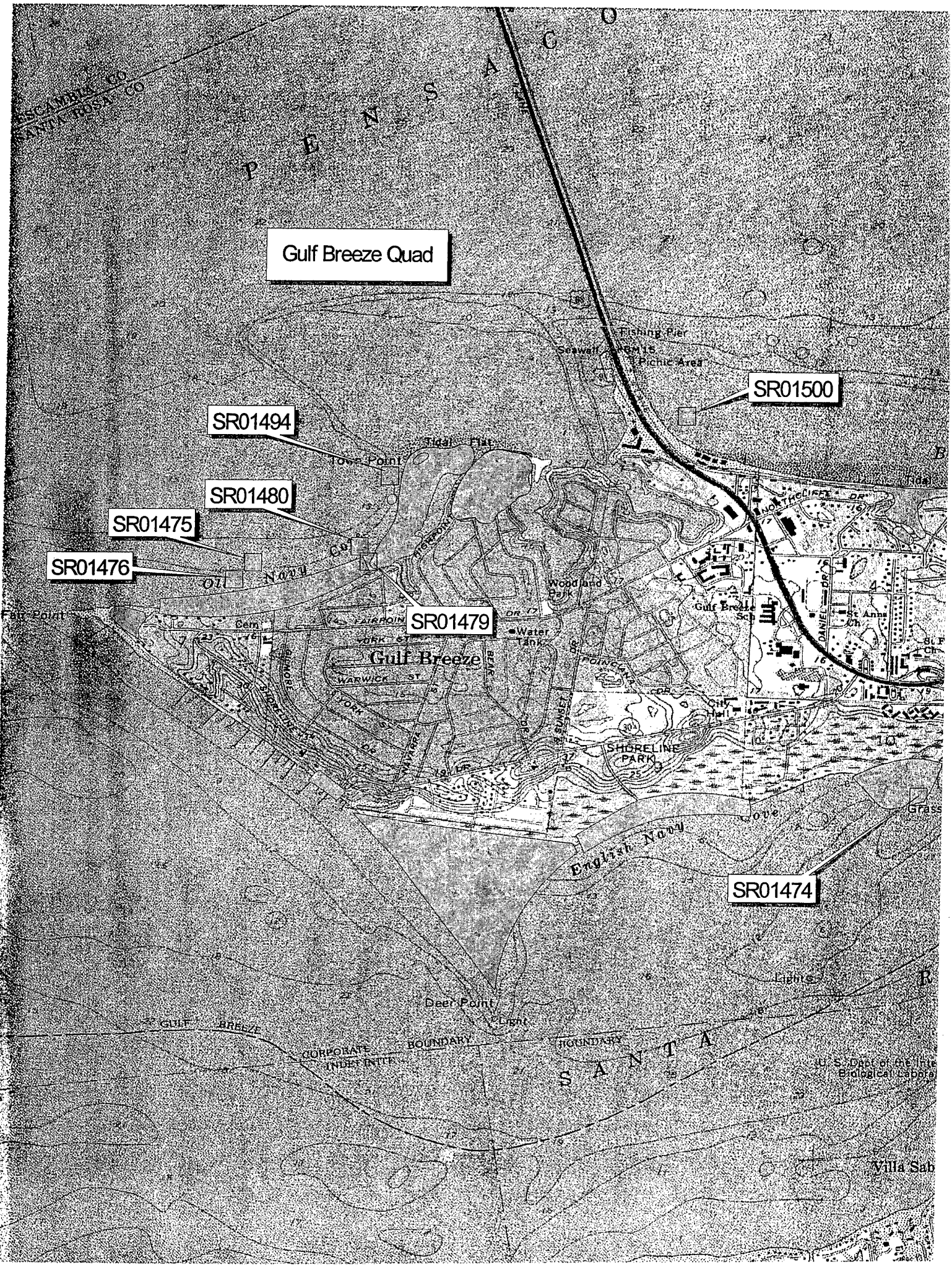


Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.


Gulf Breeze Quad
SR01500
SR01494
SR01480
SR01475
SR01476
SR01479
SR01474
PENSACOLA
ESCAMBIA CO
SANTA ROSA CO
Fishing Pier
Seawall
GM 15
Picnic Area
Tidal Flat
Tower Point
Fairpoint
Gulf Breeze
Water Tank
Woodland Park
Gulf Breeze Sch
St Anns Ch
City Hall
SHORELINE PARK
English Navy Cove
Deer Point Light
GULF BREEZE
CORPORATE LIMIT
BOUNDARY
SANTA
Villa Sab

Page 1

✓ Original
__ Update

SHIPWRECK FORM
FLORIDA SITE FILE
Version 1.0 7/92

Site #8 SR 1480
Recorder #
Field Date 1991
Form Date 1999

IDENTIFICATION & LOCATION

SITE NAME(S) Composite Hull
VESSEL NAME
PROJECT NAME Pensacola Shipwreck Survey | [MULT. LIST. #8] [DHR SURVEY 6621]
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 d___ m___ s___ LONGITUDE d___ m___ s___
[UTM COORDINATES: Zone 16/17 Easting |__|__|__|__|__|__| Northing |__|__|__|__|__|__|__|]
WATER BODY Major Pensacola Bay Minor Old Navy Cove
STATE OR FEDERAL GRANT/PERMIT IF ANY: ___ none (Give agency, permit type and number)

SITE DESCRIPTION

SITE SIZE Largest dimension 49 (ft)/m ___ direction X Cross dimension 15 (ft)/m ___ directn ___
ELEVATION (BWL/AWL=below/above water level): HIGH ____ ft/m TO LOW 10 (ft)/m
SITE SITUATION ___ offshore X inland bay ___ river ___ estuary ___ lake Other ___
BOTTOM ENVIRONMENT Sand and shell hash with soft 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 X sailing ship ___steamship ___barge ___freighter
Other:
VESSEL SIZE Length Vessel Tonnage
HULL MATERIAL: ___iron ___wood X composite ___steel Other
MACHINERY: ___none ___engine ___boiler ___pump ___propeller
Other:

HISTORICAL INFORMATION

DATE SUNK: ____ circa/exact CAUSE OF SINKING
NATIONALITY
DATE OF CONSTRUCTION: Probable late 19th cent 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)

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.

SHIPWRECK FORM
Florida Bureau of Archaeological Research

Site #8 SR 1480

FIELD METHODS (Check as many as apply)

SITE DETECTION

_ no field check _ magnetometer _ aerial photo
_ literature search X side-scan sonar _____
_ informant report _ bottom profiler _____
Other information on methods _____

SITE EXCAVATION

_ unknown _ air lift _ dredging
X none by recorder _ water jet _
_ hand excavation _ deflectors _

COLLECTION STRATEGY: __ unknown X 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 __ ballast-type
__ ceramic-aboriginal __ glass __ ceramic-nonaborig __ precious metal/coin

SURVEYOR'S EVALUATION OF SITE

				Local Designation Category
Potentially elig. for local designation?	_yes	_no	X insuff. info	
Individually elig. for Nat. Register?	_yes	_no	X insuff. info	
Potential contributor to NR district?	_yes	_no	X insuff. info	

HISTORICAL THEMES: __military X economic X technological
Other _____
THREATS TO SITE none
PROTECTIONS FOR SITE _____
RECOMMENDATIONS FOR SITE No ~~decom~~ further work is recommended

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, BAR #25
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 = = = = = = = = DHR USE ONLY

NR DATE	KEEPER-NR ELIGIBILITY*: y n pe ü	Date __/__/__
__/__/__	SHPO-NR ELIGIBILITY*: y n pe ü	Date __/__/__
DELIST DATE	LOCAL DESIGNATION*: _____	Date __/__/__
__/__/__	Local office _____	

* 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

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

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:	**8SR~~1000~~ 1480**

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: **8SR~~995~~1975**

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 Rail way**
Master Site File: **8SR~~999~~1979**

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.

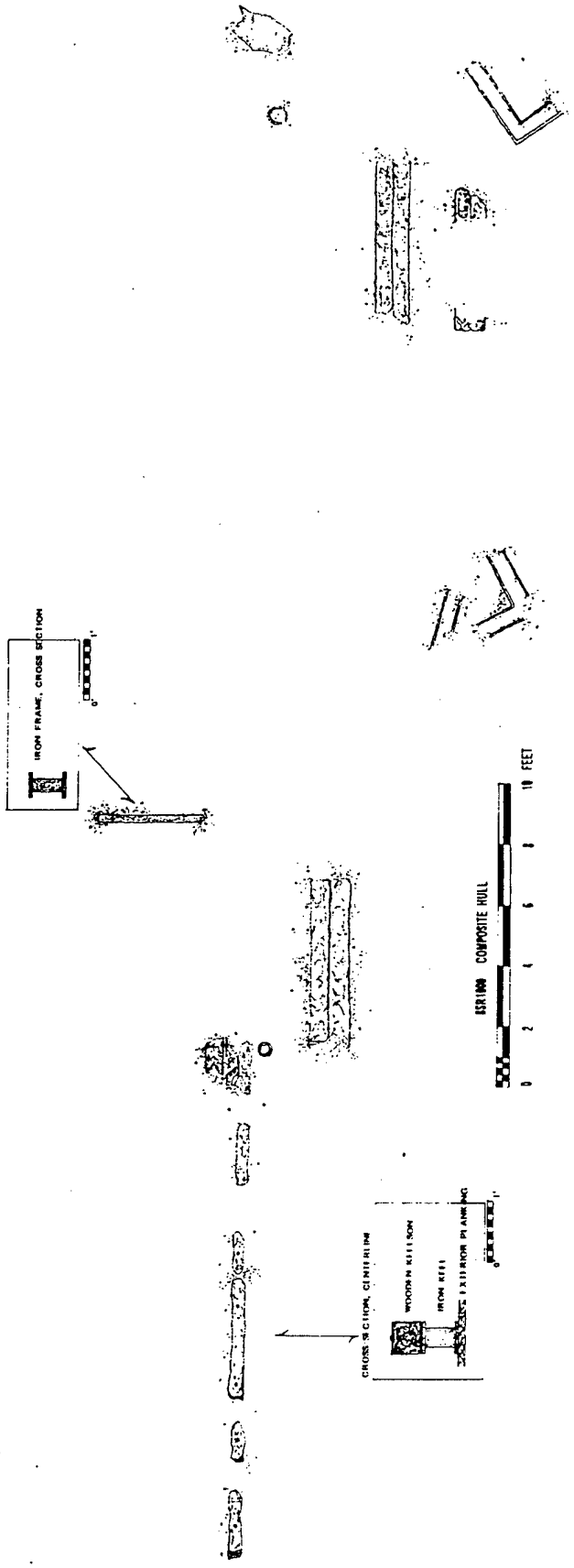


Figure 8.27. Site Plan of 8SR~~1000~~1480, Composite Hull.

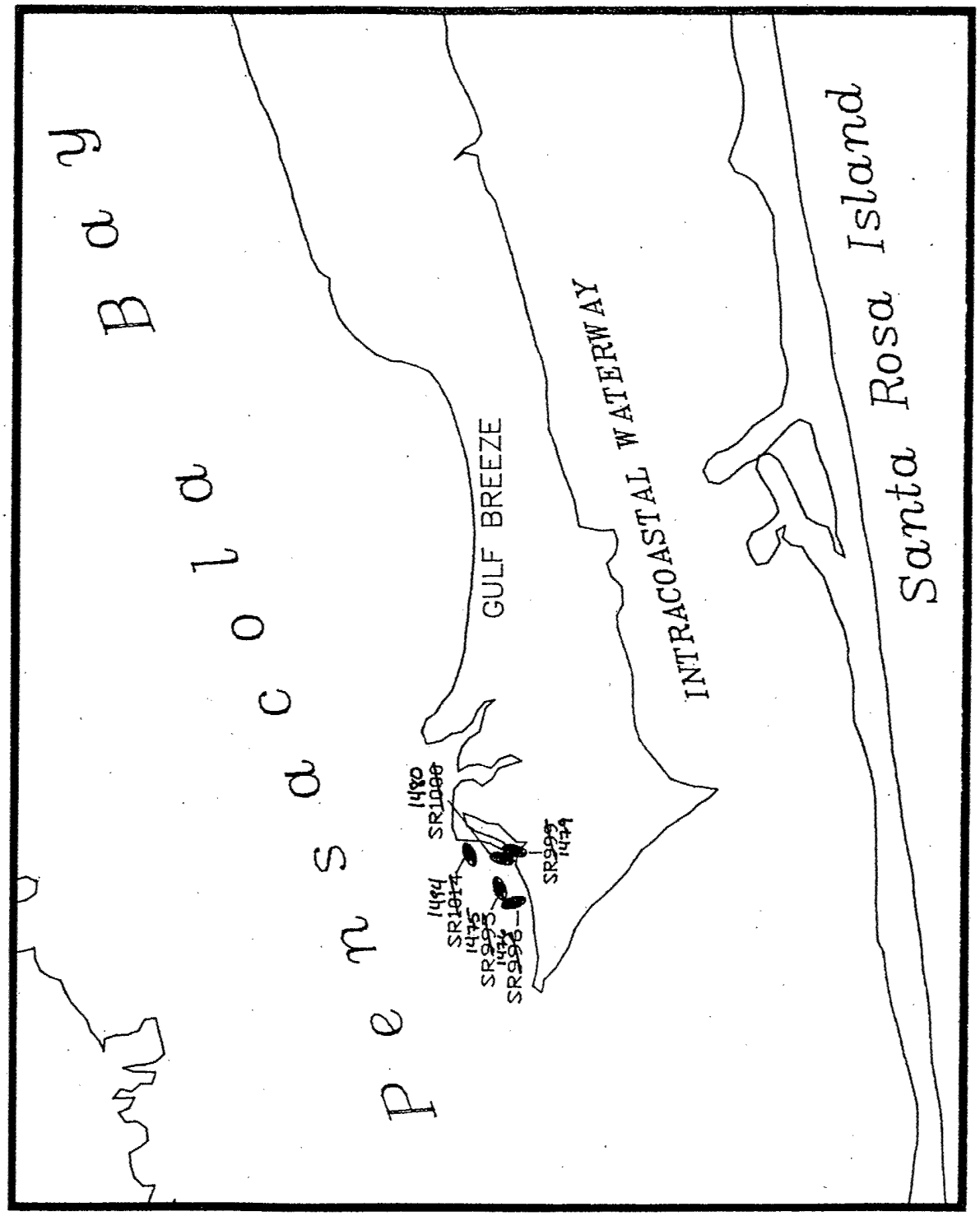
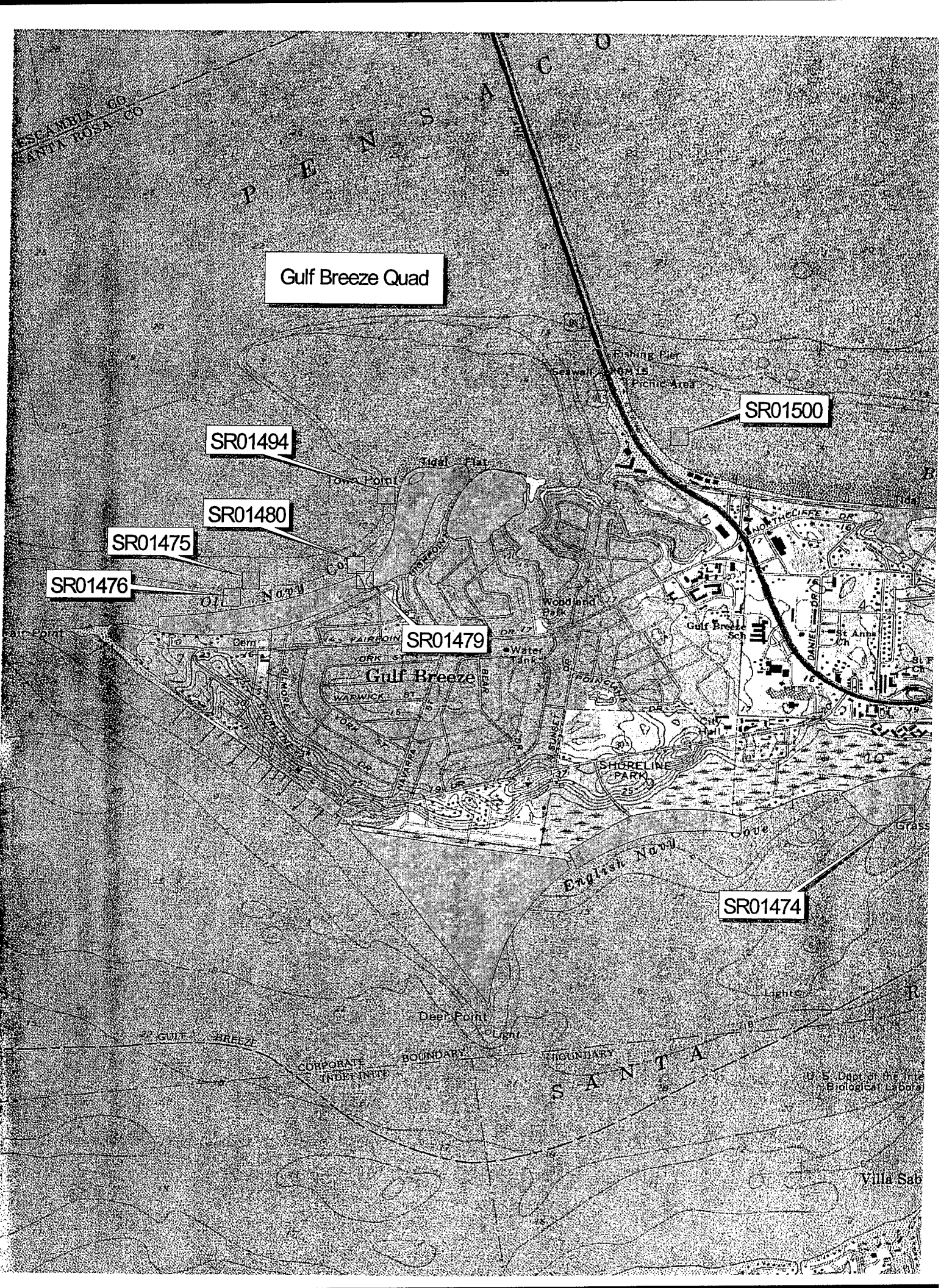


Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.


Gulf Breeze Quad
SR01500
SR01494
SR01480
SR01475
SR01476
SR01479
SR01474
ESCAMBIA CO
SANTA ROSA CO
Fishing Pier
Seawall
Picnic Area
Tidal Flat
Town Point
Oil
Navy
Woodland Park
Water Tank
Gulf Breeze
Gulf Breeze Sch
St Anns Ch
City Hall
SHORELINE PARK
English Navy Cove
Deer Point
Light
GULF BREEZE
CORPORATE LIMIT
BOUNDARY
SANTA
Villa Sab

Page 1

✓ Original
__ Update

SHIPWRECK FORM
FLORIDA SITE FILE
Version 1.0 7/92

Site #8 SR 1494
Recorder #
Field Date 1991
Form Date 1999

IDENTIFICATION & LOCATION

SITE NAME(S) Deadman's Punt
VESSEL NAME
PROJECT NAME Pensacola Shipwreck Survey Phase I | [MULT. LIST. #8] [DHR SURVEY 6621]
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 d___ m___ s___ LONGITUDE d___ m___ s___
[UTM COORDINATES: Zone 16/17 Easting |__|__|__|__|__|__| Northing |__|__|__|__|__|__|__|]
WATER BODY Major Pensacola Bay Minor Old Navy Cove
STATE OR FEDERAL GRANT/PERMIT IF ANY: __ none (Give agency, permit type and number)

SITE DESCRIPTION

SITE SIZE Largest dimension 16.5 (ft)/m ___ direction X Cross dimension 6.5 (ft)/m ___ directn ___
ELEVATION (BWL/AWL=below/above water level): HIGH _____ ft/m TO LOW 1-2 (ft)/m
SITE SITUATION ___offshore X inland bay ___river ___estuary ___lake Other _____
BOTTOM ENVIRONMENT coarse quartzite sand

SITE DESCRIPTION hull of small punt or scow including strakes, planking, floors, futtocks
* may be totally eroded away * since recording *

DEGREE AND NATURE OF DISTURBANCES AND THREATS erosion, waves

WRECK DESCRIPTION

MAGNETIC AXIS (Bow) west
VESSEL TYPE: ___canoe ___boat ___sailing ship ___steamship ___barge ___freighter
Other: punt or scow
VESSEL SIZE Length _____ Vessel _____ Tonnage _____
HULL MATERIAL: ___iron X wood ___composite ___steel Other _____
MACHINERY: X none ___engine ___boiler ___pump ___propeller
Other: _____

HISTORICAL INFORMATION

DATE SUNK: early 20th cent (circa)/exact CAUSE OF SINKING _____
NATIONALITY USA
DATE OF CONSTRUCTION: 20th cent (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)

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.

SHIPWRECK FORM
Florida Bureau of Archaeological Research

Site #8 SR K194

FIELD METHODS (Check as many as apply)

SITE DETECTION

_ no field check _ magnetometer _ aerial photo
_ literature search _ side-scan sonar _____
X informant report _ bottom profiler _____
Other information on methods _____

SITE EXCAVATION

_ unknown _ air lift X dredging
_ none by recorder _ water jet X backfilled
_ hand excavation _ deflectors _

COLLECTION STRATEGY: __ unknown X 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 __ ballast-type
__ ceramic-aboriginal __ glass __ ceramic-nonaborig __ precious metal/coin

SURVEYOR'S EVALUATION OF SITE

Potentially elig. for local designation? X yes _no _insuff. info
Individually elig. for Nat. Register? _yes _no X insuff. info
Potential contributor to NR district? _yes _no X insuff. info

Local Designation Category _____ _____

HISTORICAL THEMES: ___military X 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 DSS Phase I report, 1991, BAR #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 = = = = = = = = OFFICIAL EVALUATIONS = = = = = = = = DHR USE ONLY

NR DATE	*KEEPER-NR ELIGIBILITY*:* y n pe ii	*Date* ___/___/____
___/___/___	*SHPO-NR ELIGIBILITY*:* y n pe ii	*Date* ___/___/____
DELIST DATE	*LOCAL DESIGNATION*:* _____	*Date* ___/___/____
___/___/___	*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

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FLORIDA DEPARTMENT OF STATE
Jim Smith, Secretary of State

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:	**8SR~~1014~~ 1494**

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 the 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: **8SR~~996~~1476**

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 8SR~~996~~1476 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 keelsons.

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 keelsons. 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 8SR~~996~~1476 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).

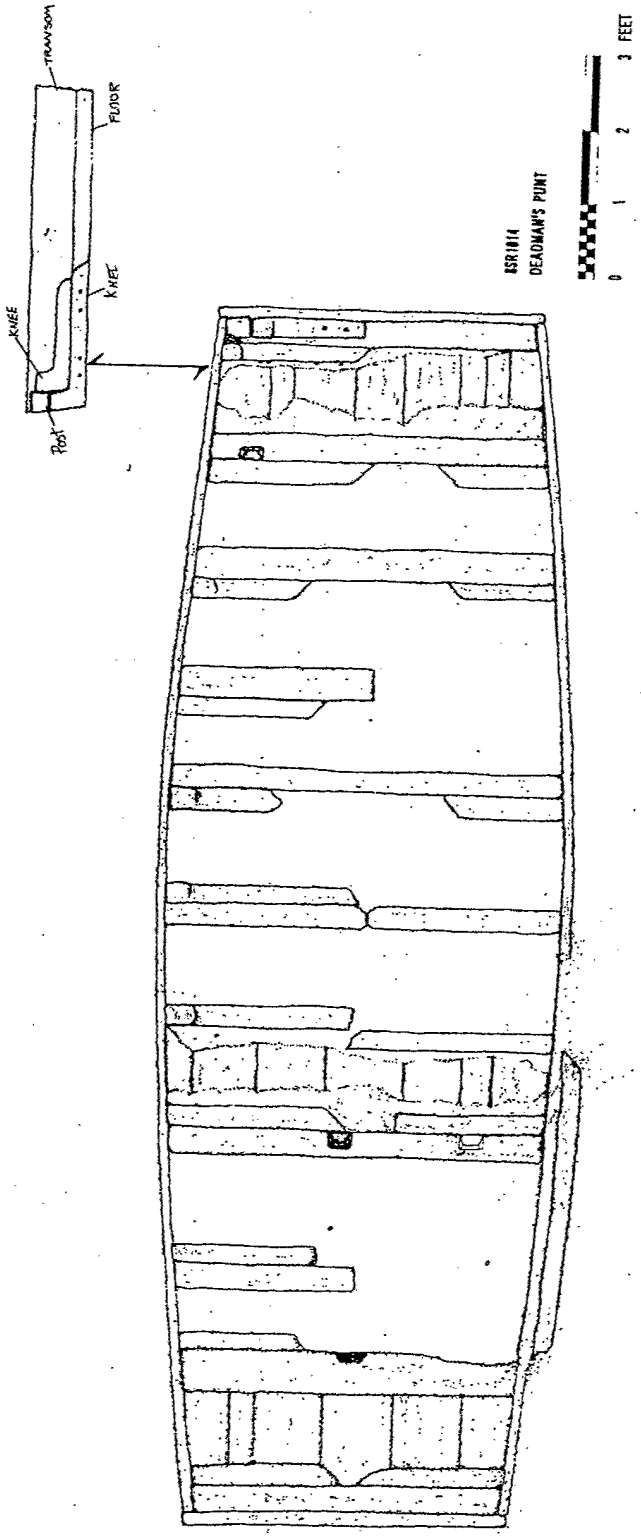

Figure 8.26. Site Plan of 8SR ~~1013~~ 1494, Deadman's Punt.

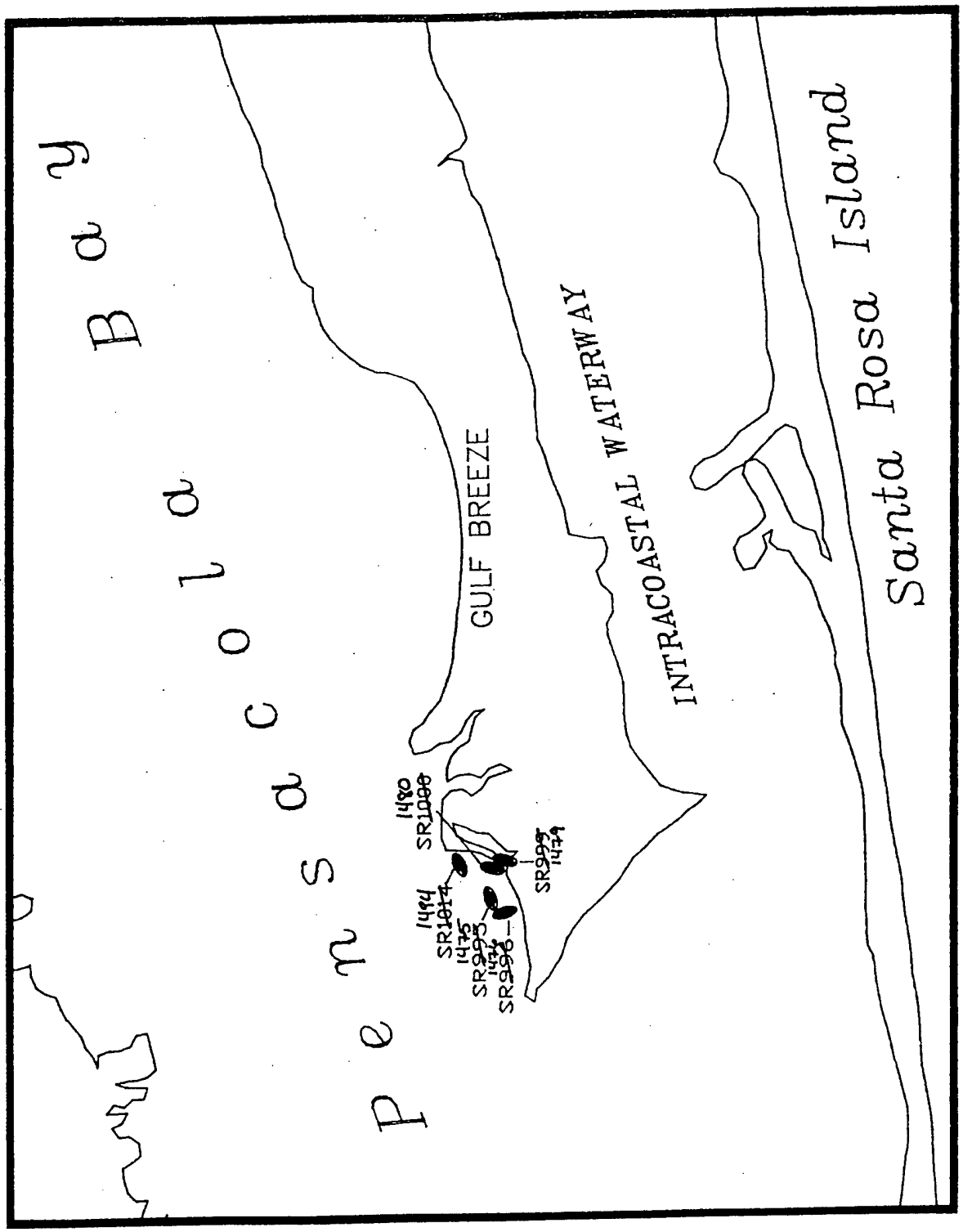

Figure 8.25. Location Map of 19th & 20th Century Old Navy Cove Sites.

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☐ Original
☒ Update (give site#)

ARCHAEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE
Version 2.2 3/97
Consult *Guide to Archaeological Site Form* for detailed instructions.

Site #8 SR 740
Recorder Site# —
Field Date 26-29 / AUG / 02
Form Date 2 / Jan / 03

Site Name(s) Deadmans Island *Multiple Listing [DHR only]*
Project Name Underwater Remote Sensing & Terrestrial Survey Pcola Bay & Deadmans Island FMSF Survey # 1709
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-unspecifd. ☐city ☐county ☐state ☐federal ☐foreign ☐Native American ☐unknown
USGS 7.5 Map Name & Date Gulf Breeze 1990 County Santa Rosa
Township 3S Range 29W Section 6 ☒Check if Irregular Section; Qtr. Section (check all that apply): ☐NE ☐NW ☐SE ☐SW
Landgrant N.A Tax Parcel # (s)
City / Town (if within 3 mi.) Gulf Breeze In Current City Limits? ☒yes ☐no ☐unknown
UTM: Zone ☒16 ☐17 Easting 481990 Northing 3359410
Address / Vicinity of / Route to From Route 98/30 boat ramp in Gulf Breeze go 1100 m due west, where land begins to trend N-S you have arrived at Town Point, NW corner of Deadmans Island
Name of Public Tract (e.g., park) —

TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)

SETTING *
- ☒ Land - *terrestrial*
- ☐ Cave/Sink - *subterranean*
  - ☐ terrestrial
  - ☐ aquatic
  - ☐ intermittently flooded
- ☐ Wetland - *palustrine*
  - ☐ usually flooded
  - ☐ sometimes flooded
  - ☐ usually dry
- ☐ Lake/Pond - *lacustrine*
- ☐ River/Stream/Creek - *riverine*
- ☐ Tidal - *estuarine*
- ☐ Saltwater - *marine*
  - ☐ marine unspecified
  - ☐ "high energy" marine
  - ☐ "low energy" marine
- ☒ Other Along coast of Pensacola Bay

STRUCTURES - OR - FEATURES *
- ☐ aboriginal boat
- ☐ agric/farm building
- ☐ burial mound
- ☒ building remains
- ☐ cemetery/grave
- ☐ dump/refuse
- ☐ earthworks
- ☐ fort
- ☐ midden
- ☐ mill unspecified
- ☐ mission
- ☐ mound unspecified
- ☐ plantation
- ☐ platform mound
- ☐ road segment
- ☐ shell midden
- ☐ shell mound
- ☐ shipwreck
- ☐ 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; use most specific subphases; e.g., if *Glades Ia* only, don't also use *Glades I*)

Aboriginal *
- ☐ Alachua
- ☐ Archaic, Early
- ☐ Archaic, Middle
- ☐ Archaic, Late
- ☐ Archaic unspecified
- ☐ Belle Glade I
- ☐ Belle Glade II
- ☐ Belle Glade III
- ☐ Belle Glade IV
- ☐ Belle Glade unspecif.
- ☐ Cades Pond
- ☐ Deptford
- ☐ Englewood
- ☐ Fort Walton
- ☐ Glades Ia
- ☐ Glades Ib
- ☐ Glades I unspecif.
- ☐ Glades IIa
- ☐ Glades IIb
- ☐ Glades IIc
- ☐ Glades II unspecif.
- ☐ Glades IIIa
- ☐ Glades IIIb
- ☐ Glades IIIc
- ☐ Glades III unspecif.
- ☐ Glades unspecif.
- ☐ Hickory Pond
- ☐ Leon-Jefferson
- ☐ Malabar I
- ☐ Malabar II
- ☐ Manasota
- ☐ Mount Taylor
- ☐ Norwood
- ☐ Orange
- ☐ Paleoindian
- ☐ Pensacola
- ☐ Perico Island
- ☐ Safety Harbor
- ☐ St. Augustine
- ☐ St. Johns Ia
- ☐ St. Johns Ib
- ☐ St. Johns I unspecified
- ☐ St. Johns IIa
- ☐ St. Johns IIb
- ☐ St. Johns IIc
- ☐ St. Johns II unspecified
- ☐ St. Johns unspecified
- ☐ Santa Rosa
- ☐ Santa Rosa-Swift Creek
- ☐ Seminole: Colonization
- ☐ Seminole: 1st War To 2d
- ☐ Seminole: 2d War To 3d
- ☐ Seminole: 3d War On
- ☐ Seminole unspecified
- ☐ Swift Creek, Early
- ☐ Swift Creek, Late
- ☐ Swift Creek, unspecified
- ☐ Transitional
- ☐ Weeden Island I
- ☐ Weeden Island II
- ☐ Weeden Island unspecif.
- ☐ 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 1783-1821
- ☐ American Territorial 1821-45
- ☐ American Civil War 1861-65
- ☐ American 19th Century
- ☒ American 20th Century
- ☐ American unspecified
- ☐ African-American

☐ Other (Less common phases are not check-listed. For historic sites, also give specific dates if known.)

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

SURVEYOR'S EVALUATION OF SITE

Potentially eligible for a local register? ☐yes: name register at right ☐no ☒insufficient info Name of local register if eligible:
Individually eligible for National Register? ☐yes ☐no ☒insufficient info
Potential contributor to NR district? ☐yes ☐no ☒insufficient info
Explanation of Evaluation (Required if evaluated; limit to 3 lines; attach full justification) Observed previously Recorded site NO New material found. Evidence of EROSION of Site is Apparent
Recommendations for Owner or SHPO Action

DHR USE ONLY ..... OFFICIAL EVALUATIONS ..... DHR USE ONLY

NR DATE ___/___/___ *KEEPER-NR ELIGIBILITY* ☐yes ☐no Date ___/___/___
SHPO-NR ELIGIBILITY ☐yes ☐no ☐potentially eligible ☐insufficient info Date ___/___/___
DELIST DATE ___/___/___ *LOCAL DESIGNATION* Date ___/___/___
Local office
National Register Criteria for Evaluation ☐a ☐b ☐c ☐d (See National Register Bulletin 15, p. 2)

ARCHAEOLOGICAL SITE FORM

Site #8 SR740

Consult *Guide to Archaeological Site Form* for detailed instructions.

FIELD METHODS (Check one or more methods for detection and for boundaries)

SITE DETECTION*

- ☐ no field check
- ☒ literature search
- ☐ informant report
- ☐ remote sensing
- ☐ exposed ground
- ☐ posthole digger
- ☐ auger--size:___
- ☐ unscreened shovel
- ☒ screened shovel

SITE BOUNDARIES*

- ☐ bounds unknown
- ☒ none by recorder
- ☒ literature search
- ☐ informant report
- ☐ remote sensing
- ☐ insp exposed ground
- ☐ posthole tests
- ☐ auger--size:___
- ☐ unscreened shovel
- ☒ screened shovel
- ☐ block excavations
- ☐ estimate or guess

Other methods; number, size, depth, pattern of units; screen size (attach site plan) Site previously recorded by Bense & Joy 1988. No material found in 7 test pits separated by 30m taped off Distances. Test pits to water table ≈55-90 cm deep

SITE DESCRIPTION

Extent Size (m^2) ~ Depth/stratigraphy of cultural deposit NONE

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

Disturbances/threats/protective measures Observed from previous (1988) survey report, Erosion has been and is active along Northern portion of previously noted s.tc,

Surface: area collected ___ m^2 # collection units Ø; Excavation: # noncontiguous blocks Ø

ARTIFACTS

Total Artifacts # Ø (C)ount or (E)stimate? Surface # Ø (C) or (E) Subsurface # Ø (C) or (E)

COLLECTION SELECTIVITY*

- ☐ unknown ⇨
- ☒ unselective (all artifacts)
- ☐ selective (some artifacts)
- ☐ mixed selectivity

SPATIAL CONTROL*

- ☐ uncollected
- ☐ unknown
- ☐ general (not by subarea)
- ☒ controlled (by subarea)
- ☐ variable spatial control
- ☐ Other

ARTIFACT CATEGORIES* and DISPOSITIONS* (example: A bone-human)

Pick exactly one *code* from Disposition List ⇨ ⇨ ⇨

- ___ bone-animal
- ___ bone-human
- ___ bone-unspecified
- ___ bone-worked
- ___ brick/building debris
- ___ ceramic-aboriginal
- ___ ceramic-nonaboriginal
- ___ daub
- ___ exotic-nonlocal
- ___ glass
- ___ lithics-aboriginal
- ___ metal-nonprecious
- ___ metal-precious/coin
- ___ shell-unworked
- ___ shell-worked
- ___ Others:

Disposition List*

- A - category always collected
- S - some items in category collected
- O - observed first hand, but not collected
- R - collected and subsequently left at site
- I - informant reported category present
- U - unknown

Artifact Comments

DIAGNOSTICS (Type or mode, and frequency: e.g., *Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware*)

1. ~	N=___	5. ~	N=___	9. ~	N=___
2.	N=___	6.	N=___	10.	N=___
3.	N=___	7.	N=___	11.	N=___
4.	N=___	8.	N=___	12.	N=___

ENVIRONMENT

Nearest fresh water type* & name (incl. relict source) Unknown Bayfront Distance (m)/bearing Unknown

Natural community (FNAI category* or leave blank) Estuarine

Local vegetation

Topography* Beach Min Elevation 0 meters Max Elevation 2 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.

Manuscripts or Publications on the site (Use continuation sheet, give FMSF# if relevant) _____

Recorder(s): Name/Addr./Phone/Email Michael Tuttle 15 S. Idlewild Memphis TN 901 2744244
Affiliation* or FAS Chapter Panamerican Consultants

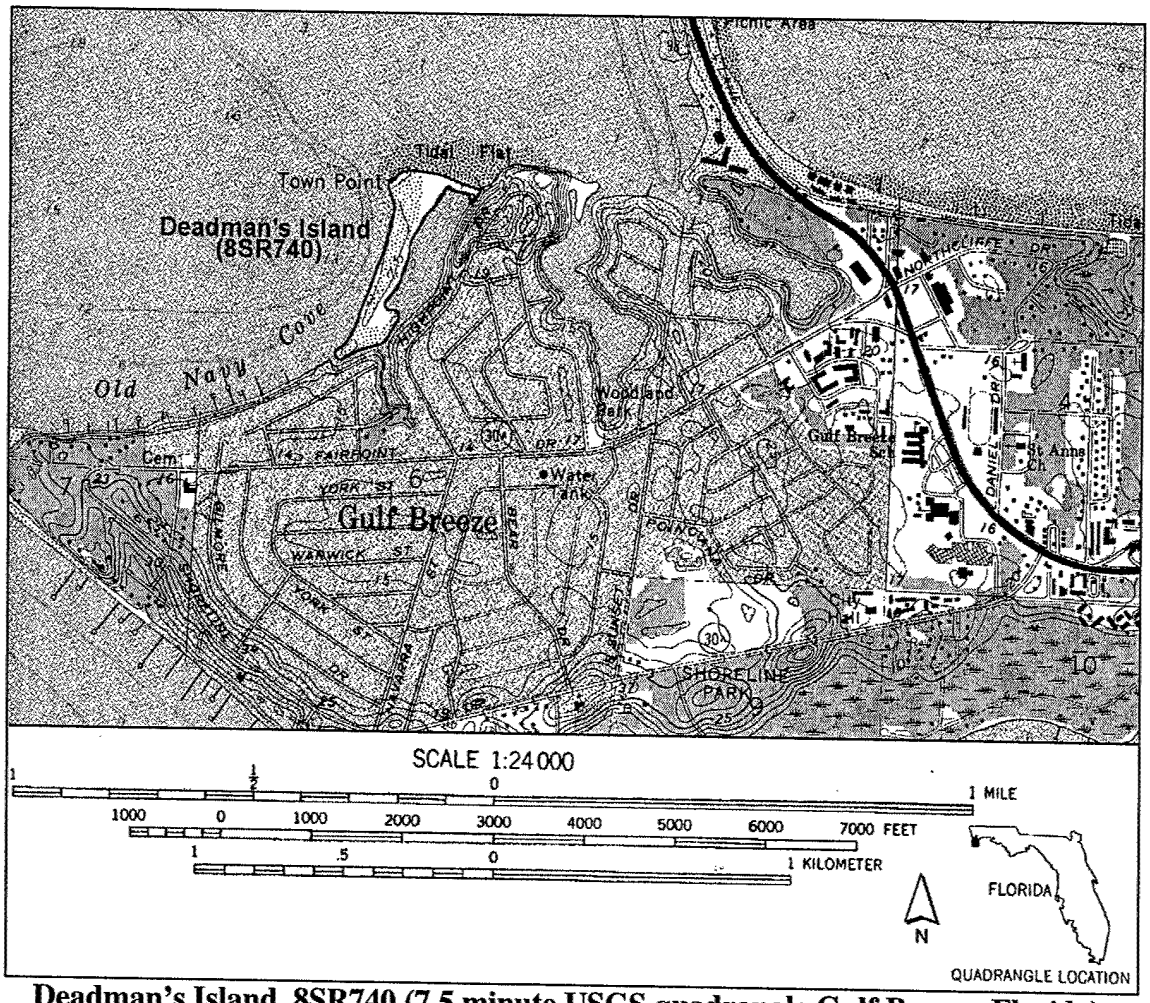
* Consult *Guide to Archaeological Site Form* for preferred descriptions not listed above (data are "coded fields" at the Site File). **SITE PLAN & USGS REQUIRED** At 1"=300' (1:3600) or larger scale, show: site boundaries, scale, north arrow, datum, test/collection units, landmarks, mappers, date.

REFERENCES CITED

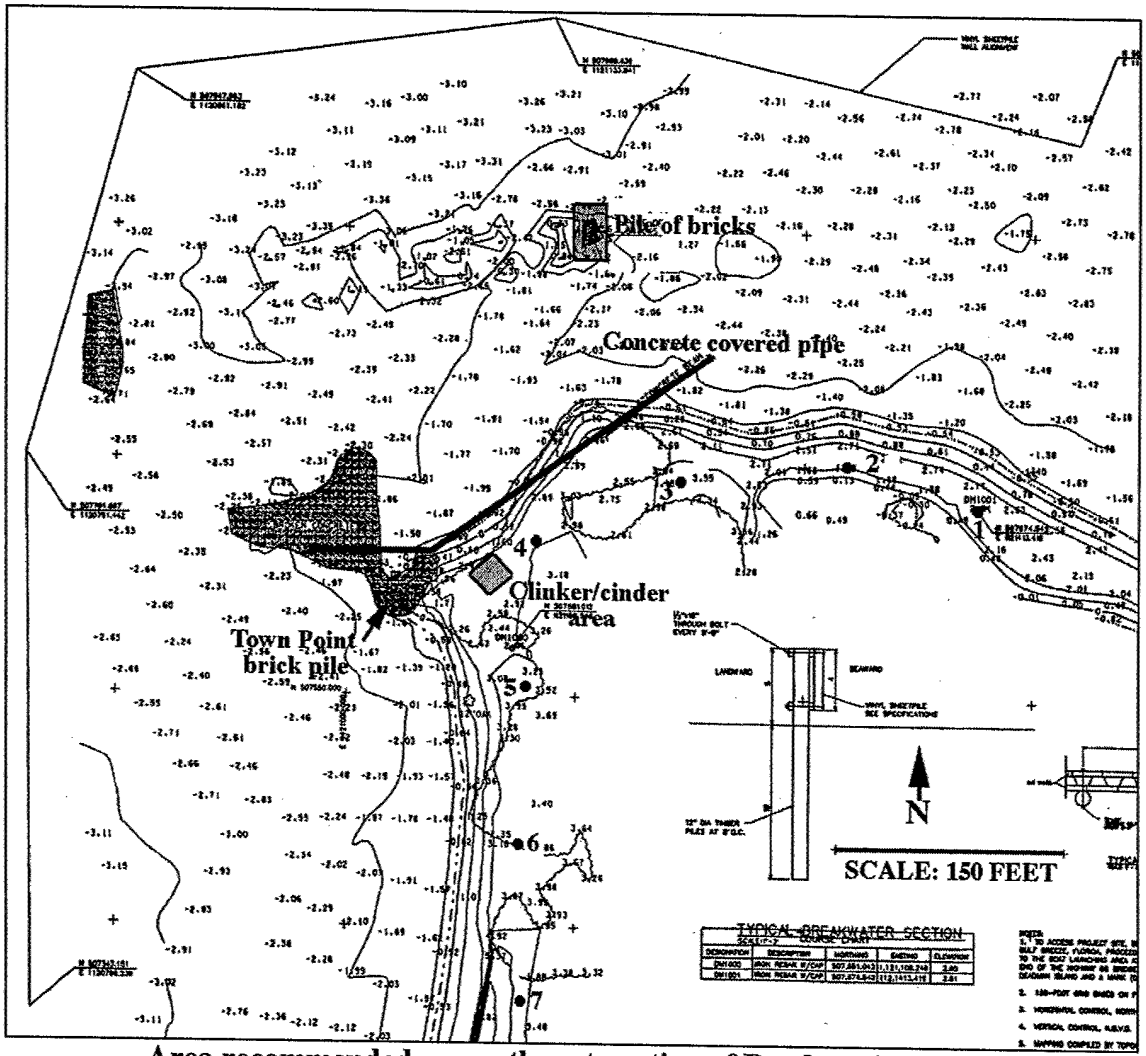
Franklin, Marianne, John W. Morris, III, and Roger C. Smith
1991 *Submerged Historical Resources of Pensacola Bay, Florida: The Pensacola Shipwreck Survey, Phase I.* Florida Bureau of Archaeological Research, Division of Historical Resources, Florida Department of State, Tallahassee.

Joy, Deborah
1988 *Archaeological* Evaluation of Deadman's Island, Gulf Breeze, Florida. 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). Map produced by Kelly Blount, January 10, 2003.



Area recommended on northwest portion of Deadman's Island.

Page 1

☐ Original
☒ Update (give site#)

ARCHAEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE
Version 2.2 3/97
Consult *Guide to Archaeological Site Form* for detailed instructions.

Site #8 SR783
Recorder Site#
Field Date 26 Jul / Aug / 02
Form Date 3 / Jan / 03

Site Name(s) Gulf Marine Railway *Multiple Listing [DHR only]*
Project Name Underwater remote sensing & terrestrial Survey Pensacola Bay & Mans Island *FMSF Survey #*
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-unspecifd. ☐city ☐county ☐state ☐federal ☐foreign ☐Native American ☐unknown
USGS 7.5 Map Name & Date Gulf Breeze 1990 County Santa Rosa
Township 3S Range 27W Section 6 ☒ Check if Irregular Section; Qtr. Section (check all that apply): ☐NE ☐NW ☐SE ☐SW
Landgrant N.A Tax Parcel # (s)
City / Town (if within 3 mi.) Gulf Breeze In Current City Limits? ☐yes ☐no ☐unknown
UTM: Zone ☒16 ☐17 Easting 482050 Northing 3359520
Address / Vicinity of / Route to From Route 98/30 boat ramp in Gulf Breeze go 1100 m due west when land begins to Trend N-S you will see Marine Railway protruding from bayoff Town Point
Name of Public Tract (e.g., park)

TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)

***SETTING** **

- ☐ Land - *terrestrial*
- ☐ Cave/Sink - *subterranean*
  - ☐ terrestrial
  - ☐ aquatic
  - ☐ intermittently flooded
- ☐ Wetland - *palustrine*
  - ☐ usually flooded
  - ☐ sometimes flooded
  - ☐ usually dry
- ☐ Lake/Pond - *lacustrine*
- ☐ River/Stream/Creek - *riverine*
- ☐ Tidal - *estuarine*
- ☒ Saltwater - *marine*
  - ☐ marine unspecified
  - ☐ "high energy" marine
  - ☐ "low energy" marine
- ☐ Other

***STRUCTURES - OR - FEATURES** **

☐ aboriginal boat	☐ fort	☐ road segment
☐ agric/farm building	☐ midden	☐ shell midden
☐ burial mound	☐ mill unspecified	☐ shell mound
☒ building remains	☐ mission	☐ shipwreck
☐ cemetery/grave	☐ mound unspecified	☐ subsurface features
☐ dump/refuse	☐ plantation	☐ surface scatter
☐ earthworks	☐ platform mound	☐ well

***FUNCTION** **

- ☐ none specified
- ☐ campsite
- ☐ extractive site
- ☐ habitation (prehistoric)
- ☐ homestead (historic)
- ☐ farmstead
- ☐ village (prehistoric)
- ☐ town (historic)
- ☐ quarry

HISTORIC CONTEXTS (Check all that apply; use most specific subphases: e.g., if *Glades Ia* only, don't also use *Glades I*)

***Aboriginal** **

☐ Alachua	☐ Englewood	☐ Glades unspecif.	☐ St. Augustine	☐ Seminole: 2d War To 3d
☐ Archaic, Early	☐ Fort Walton	☐ Hickory Pond	☐ St. Johns Ia	☐ Seminole: 3d War On
☐ Archaic, Middle	☐ Glades Ia	☐ Leon-Jefferson	☐ St. Johns Ib	☐ Seminole unspecified
☐ Archaic, Late	☐ Glades Ib	☐ Malabar I	☐ St. Johns I unspecified	☐ Swift Creek, Early
☐ Archaic unspecified	☐ Glades I unspecif.	☐ Malabar II	☐ St. Johns IIa	☐ Swift Creek, Late
☐ Belle Glade I	☐ Glades IIa	☐ Manasota	☐ St. Johns IIb	☐ Swift Creek, unspecified
☐ Belle Glade II	☐ Glades IIb	☐ Mount Taylor	☐ St. Johns IIc	☐ Transitional
☐ Belle Glade III	☐ Glades IIc	☐ Norwood	☐ St. Johns II unspecified	☐ Weeden Island I
☐ Belle Glade IV	☐ Glades II unspecif.	☐ Orange	☐ St. Johns unspecified	☐ Weeden Island II
☐ Belle Glade unspecif.	☐ Glades IIIa	☐ Paleoindian	☐ Santa Rosa	☐ Weeden Island unspecif.
☐ Cades Pond	☐ Glades IIIb	☐ Pensacola	☐ Santa Rosa-Swift Creek	☐ Prehistoric nonceramic
☐ Deptford	☐ Glades IIIc	☐ Perico Island	☐ Seminole: Colonization	☐ Prehistoric ceramic
	☐ Glades III unspecif.	☐ Safety Harbor	☐ Seminole: 1st War To 2d	☐ Prehistoric unspecified

***Nonaboriginal** **

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

☐ Other (Less common phases are not check-listed. For historic sites, also give specific dates if known.)

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

SURVEYOR'S EVALUATION OF SITE

Potentially eligible for a local register?	☐yes: name register at right	☐no	☒insufficient info	Name of local register if eligible:
Individually eligible for National Register?	☐yes	☐no	☒insufficient info	
Potential contributor to NR district?	☐yes	☐no	☒insufficient info	

Explanation of Evaluation (Required if evaluated; limit to 3 lines; attach full justification) Observed Previously recorded site No New Material found. Evidence of Erosion at site. However is Apparent

Recommendations for Owner or SHPO Action

DHR USE ONLY ..... OFFICIAL EVALUATIONS ..... DHR USE ONLY

NR DATE __/__/__ *KEEPER-NR ELIGIBILITY:* ☐yes ☐no *Date* __/__/__
SHPO-NR ELIGIBILITY: ☐yes ☐no ☐potentially elig. ☐insufficient info. *Date* __/__/__
DELIST DATE __/__/__ *LOCAL DESIGNATION:* *Date* __/__/__
Local office
National Register Criteria for Evaluation ☐a ☐b ☐c ☐d (See National Register Bulletin 15, p. 2)

ARCHAEOLOGICAL SITE FORM

Site #8 8R783

Consult *Guide to Archaeological Site Form* for detailed instructions.

FIELD METHODS (Check one or more methods for detection and for boundaries)

SITE DETECTION*

- ☐ no field check
- ☒ literature search
- ☐ informant report
- ☒ remote sensing
- ☐ exposed ground
- ☐ posthole digger
- ☐ auger--size:___
- ☐ unscreened shovel
- ☐ screened shovel

SITE BOUNDARIES*

- ☐ bounds unknown
- ☒ none by recorder
- ☒ literature search
- ☐ informant report
- ☒ remote sensing
- ☐ insp exposed ground
- ☐ posthole tests
- ☐ auger--size:___
- ☐ unscreened shovel
- ☐ screened shovel
- ☐ block excavations
- ☐ estimate or guess

Other methods; number, size, depth, pattern of units; screen size (attach site plan) Site Previously Recorded

SITE DESCRIPTION

Extent Size (m^2) ____ Depth/stratigraphy of cultural deposit N.A.

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

Disturbances/threats/protective measures

Surface: area collected ____ m^2 # collection units ____; Excavation: # noncontiguous blocks ____

ARTIFACTS

Total Artifacts # 0 (C)ount or (E)stimate? Surface # 0 (C) or (E) Subsurface # 0 (C) or (E)

COLLECTION SELECTIVITY*

- ☐ unknown
- ☐ unselective (all artifacts) ⇨
- ☐ selective (some artifacts)
- ☐ mixed selectivity

SPATIAL CONTROL*

- ☐ uncollected
- ☐ general (not by subarea)
- ☐ unknown precious/coin
- ☐ controlled (by subarea)
- ☐ variable spatial control
- ☐ Other

ARTIFACT CATEGORIES* and DISPOSITIONS* (example: A bone-human)

Pick exactly one *code* from Disposition List ⇨ ⇨ ⇨

___ bone-animal	___ exotic-nonlocal
___ bone-human	___ glass
___ bone-unspecified	___ lithics-aboriginal
___ bone-worked	___ metal-nonprecious
___ brick/building debris	___ metal-precious/coin
___ ceramic-aboriginal	___ shell-unworked
___ ceramic-nonaboriginal	___ shell-worked
___ daub	___ Others:

Disposition List*

- A - category always collected
- S - some items in category collected
- O - observed first hand, but not collected
- R - collected and subsequently left at site
- I - informant reported category present
- U - unknown

Artifact Comments

DIAGNOSTICS (Type or mode, and frequency: e.g., *Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware*)

1. ___	N=___	5. ___	N=___	9. ___	N=___
2. ___	N=___	6. ___	N=___	10. ___	N=___
3. ___	N=___	7. ___	N=___	11. ___	N=___
4. ___	N=___	8. ___	N=___	12. ___	N=___

ENVIRONMENT

Nearest fresh water type* & name (incl. relict source) Unknown Bayfront Distance (m)/bearing unknown

Natural community (FNAI category* or leave blank) Marine: Consolidated Substrate

Local vegetation NONE

Topography* Marine Min Elevation -1 meters Max Elevation 1 meters

Present land use None under water

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.

Manuscripts or Publications on the site (Use continuation sheet, give FMSF# if relevant) _____

Recorder(s): Name/Addr./Phone/Email Michael Tuthe 15 S. Idlewild Memphis TN 901 2744244
Affiliation* or FAS Chapter Panamerican Consultants

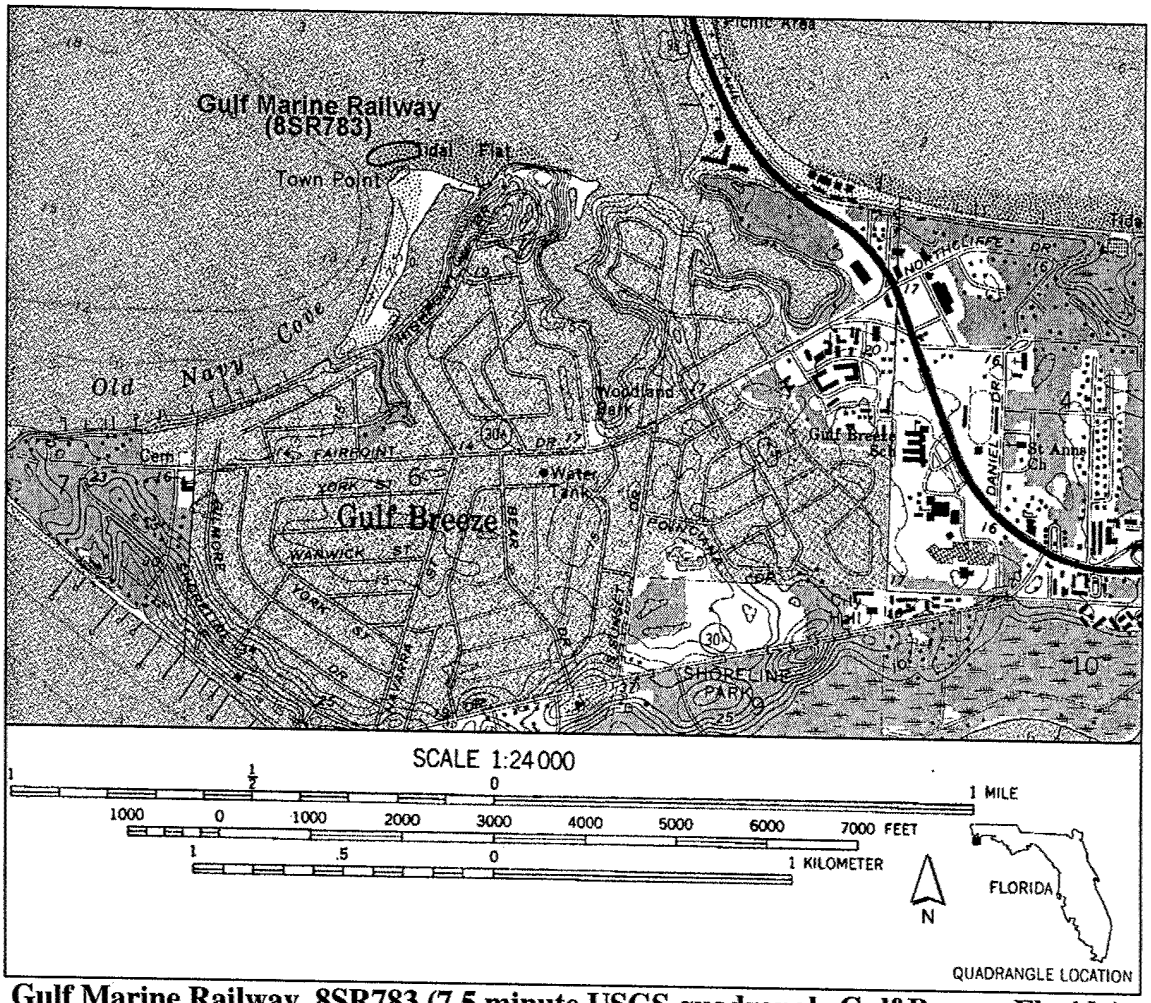
* Consult *Guide to Archaeological Site Form* for preferred descriptions not listed above (data are "coded fields" at the Site File). **SITE PLAN & USGS REQUIRED** At 1"=300' (1:3600) or larger scale, show: site boundaries, scale, north arrow, datum, test/collection units, landmarks, mappers, date.

REFERENCES CITED

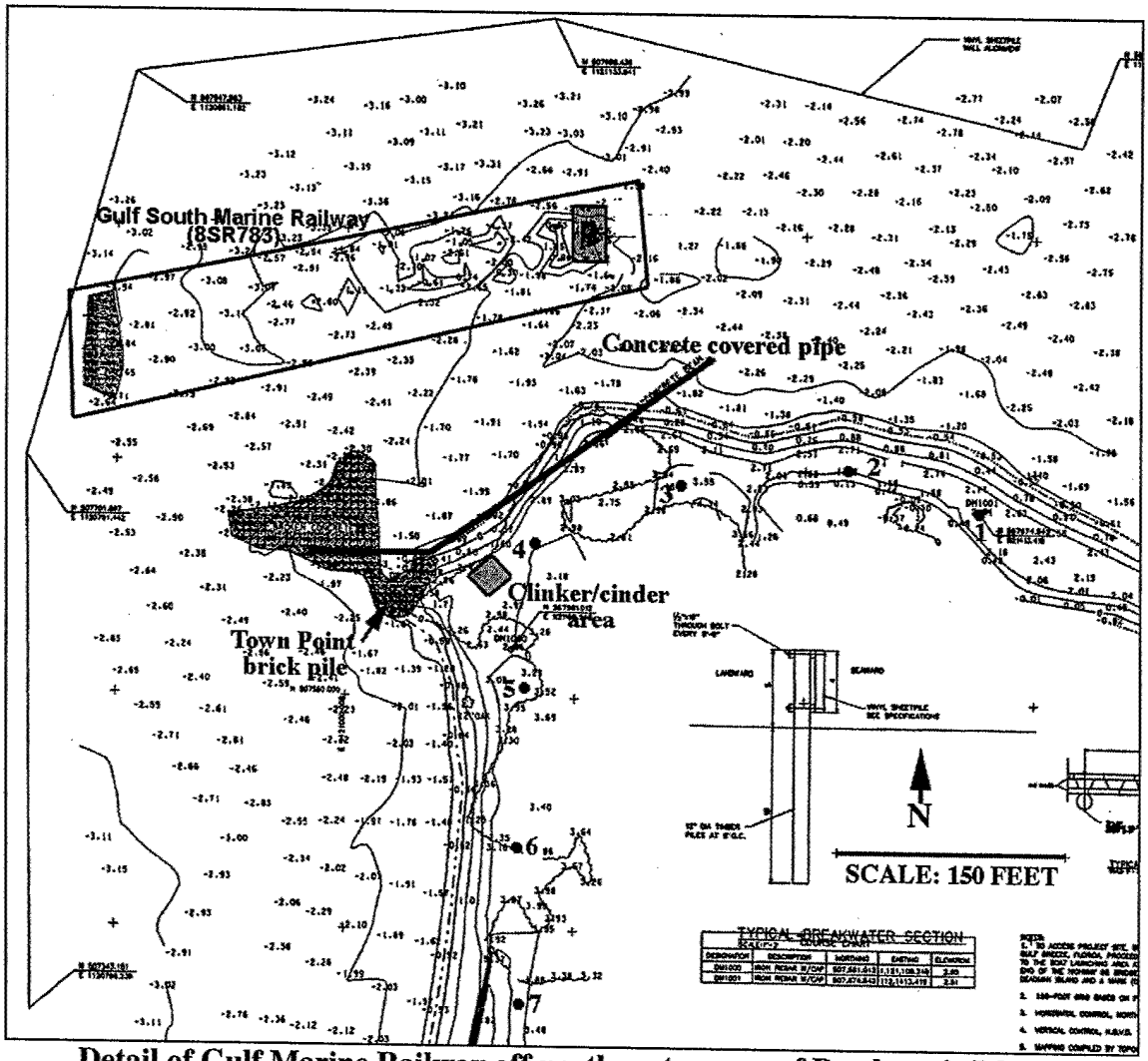
Franklin, Marianne, John W. Morris, III, and Roger C. Smith
1991 *Submerged Historical Resources of Pensacola Bay, Florida: The Pensacola Shipwreck Survey, Phase I.* Florida Bureau of Archaeological Research, Division of Historical Resources, Florida Department of State, Tallahassee.

Joy, Deborah
1988 *Archaeological Evaluation of Deadman's Island, Gulf Breeze, Florida.* 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.



Gulf Marine Railway, 8SR783 (7.5 minute USGS quadrangle Gulf Breeze, Florida). Map produced by Kelly Blount, January 10, 2003.



Detail of Gulf Marine Railway off northwest corner of Deadman's Island.