MARITIME ARCHAEOLOGY AT KEITH'S WARF AND BATTERY COVE (44AX119) FORD'S LANDING ALEXANDRIA, VIRGINIA

Appendices

Prepared for

Cook Inlet Region of Virginia

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APPENDIX A

GLOSSARY

GLOSSARY

MARITIME TERMINOLOGY

aft	toward the back or stern of a vessel
amidships	at the center of a vessel
athwartship	at right angles to the keel of a vessel
barge	a large, usually flat bottomed vessel used for transporting freight on rivers or canals
beam	the maximum width of a vessel
bilge	the portion of the hull of a vessel from the keel to the upturn of the sides (the latter known as the turn of bilge)
bollard	heavy, vertical timber often used for mooring or anchoring
bow	the front or forwardmost portion of a vessel
bulkhead	a retaining wall to contain the fill of a marginal or projecting wharf; may consist of horizontal logs, timbers or planks, vertical timbers or planks, or piles; in a vessel, an interior partition
cant	half frame which is not perpendicular to the centerline or keel of a vessel
capstan	a large, upright or vertical winch usually used to haul in or let out rope, cable or chain; opposed to a windlass, a horizontal winch
ceilings	the interior hull planking attached to the floors and other frame members
chine log	a relatively heavy, longitudinal framing timber lying at the hard turn of bilge in flat bottom vessels
cobwork	a grid composed of a series of rectangular compartments or cells constructed of widely spaced logs or timbers and filled with cobbles; the compartments were usually floored, and a second floor was often added near the top to retain finer, surfacing fill

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Note: A general list of sources appears at the end of the glossary (p. 341)

cob wharf	a marginal or projecting wharf built of cobwork, floated into place and sunk with cobbles; the term may occasionally be used to describe any kind of wharf using cobbles for fill
crib	an individual cell in a cob or crib wharf
cribwork	a grid composed of a series of rectangular compartments or cells constructed of closely fitted logs or timbers; some of the compartments were floored at or near the bottom, but frequently there was no second, upper floor
crib wharf	a marginal or projecting wharf built of cribwork, floated into place and sunk with earth, sand, or gravel, often mixed with refuse, cobbles, and wood
deadman	a log buried in wharf fill and used as an anchor for a tie beam
deadrise	the slope of the bilge, or the vertical distance between the keel and the turn of bilge
deadwood	timbers added to fill in between the keel and keelson and vertical structures such as the stem or stern post
deck light	glass disk or lens set in the deck to allow light below decks; also known as a bull's eye
dock	a body of navigable water adjacent to a wharf or pier used for mooring vessels
dog	a small shoring or holding device
dub	cut or trim with an adze
dredge	a piece of equipment used to remove silt or garbage from the bottom of navigable waters; early dredges were powered by men or animals; after about 1825, they were powered by steam
drift	iron rod used as a fastener; usually driven into a pre-drilled hole slightly smaller than the diameter of the rod
fastenings	nails, spikes, pegs, or pins used in connecting the various parts of a vessel
fay	trim to fit closely
fair	smooth; clean of line, without sudden breaks or interruptions
fill	any substance deposited within a wharf, consisting of garbage and refuse, soils redeposited in the course of grading or excavation, or dredged materials

floors	framing timbers which cross the keel of a vessel
fore	toward the front or bow of a vessel
frames	the internal structural members of a vessel, usually consisting of an assembly of a floor timber, futtocks and a top timber; the frames and frame members are usually numbered from one end of the vessel
futtocks	intermediate members of the frame, extending vertically from the floors; in large vessels, the futtocks are normally paired and numbered by position relative to the floors; the scarf joints splicing together the paired futtocks are offset for increased strength
garboard	set next to the keel; the garboard plank is the first plank up from the keel
grillage	rafts of parallel logs floated into place, stacked at right angles to each other and weighted with stones; used as wharves and as foundations for structural walls in unstable soils
half-breadth	one-half the width of a vessel; a half-breadth plan shows the vessel from the centerline to one side only
half frame	frame which is perpendicular to the keel and does not cross it
hogging	sagging, particularly at the ends of a vessel when heavily laden, causing the central portion to arch upward, resembling a hog's back; **hogback** timbers and **hogging loops**, the latter used in conjunction with cables, are intended to lend support the ends of the hull
inboard	facing the interior of a vessel
leeboard	retractable centerboard, often attached to the side of a flat bottomed vessel to decrease leeway, or drift, when close-hauled, *i.e.*, sailing into the wind
limbers	openings let through floor timbers to allow water to flow to the lowest portion of the bilge to be pumped or bailed from the hold
keel	main longitudinal timber of a vessel, forming the base of the structural framework
keel blocks	timbers, usually stacked, which support the keel of a vessel during construction

keelson	longitudinal timber laid over the keel inside the vessel for added structural support
keel plank	central longitudinal plank of a non-keeled boat, also referred to as the king plank
knee	an angled structural member used to reinforce the junction between framing timbers
oakum	loose rope fibers, usually soaked in oil or tar and used to caulk hull seams
outboard	facing the exterior of a vessel
pier	in the eighteenth and early nineteenth centuries, a wooden structure consisting of a floor supported by cribs or piles; the term later came to be applied to any kind of projecting wharf
pile	a long, heavy log, timber, or plank sharpened at one end to permit it to be driven into the bottom of a harbor; sometimes shod with iron
pile driver	a machine for driving piles; operated by human or animal power before the 1830s, by steam power after that date
port	the side of a vessel left of the centerline when facing forward
primary fill	earth, gravel, cobbles or other material intentionally introduced to a site to raise or level the ground surface
quarter	the after portion of a vessel from beam to stern on either side of the centerline
rabbet	groove in a timber set to receive the edges of planking
scantlings	collective term for the dimensions of a vessel's timbers.
scarf	a type of overlapping joint splicing two horizontal timbers to form a continuous member
scow	a large, flat bottom transport vessel, usually with squared ends
secondary fill	occupation or demolition debris used to level or alter a site prior to later development
shore	a prop or stabilizing support
slip	a sloped platform used as a landing, or an inclined plane on which vessels were built or repaired; the term is occasionally used interchangeably with the term dock
stanchion	upright beam usually supporting decking

starboard	the side of a vessel right of the centerline when facing forward
stem	main forward timber in a vessel, rising vertically or at a steep angle from the keel and usually rabbeted to receive bow planks
stern	the back or aftermost portion of a vessel
strake	a single course of planking running fore and aft
stringer	longitudinal framing timber
thwart	a transverse or horizontal timber
tie-back beam	a long log or timber extending back from the face of a wharf or bulkhead into the fill; intended to provide stability
treenail	a wooden dowel or pin used to secure joints in marine construction; also spelled "trunnel," as it is pronounced, a treenail was driven dry into a pre-drilled hole and would swell when wet, providing a tight hold
wharf	a substantial structure built along the shore of a navigable body of water permitting ships to moor alongside for loading or unloading cargo and passengers; wharves were termed marginal (parallel to the shoreline) or projecting (extending into the water at right angles to the shore)

HISTORIC ARTIFACT TERMINOLOGY

Albany slip	a dark brown slip on the interiors of jugs, crocks or pans of American stoneware, first produced in Albany, New York in the early nineteenth century
American blue and gray stoneware	a highly fired ceramic with a gray, vitrified body, decorated with cobalt blue and given a clear glaze by the introduction of salt to the kiln during firing. Though first produced as early as 1720, it was popular as a utilitarian ware after the turn of the nineteenth century
annular decoration	concentric bands of colored slip applied by lathe under the glaze
automatic machine-made glass	the modern, mechanical technique of glass manufacture introduced in the early twentieth century

button types	adapted from South's typology developed from an assemblage recovered at two sites in North Carolina, Brunswick Town and Fort Fisher, occupied in the eighteenth and early-to-mid nineteenth centuries (South 1964); the typology is used mainly for comparative recognition of form, rather than precise dating purposes -- Type 23, for example, is of porcelain and exhibits a biconvex cross-section and four holes in a recessed area, and was dated by South to the mid-nineteenth century, though similar buttons were manufactured of milk glass into the twentieth century
Chinese export porcelain	hard paste porcelain with handpainted decoration, manufactured specifically for the export trade in the eighteenth and early nineteenth centuries;
creamware	refined earthenware with a buff body and a clear lead glaze producing a cream colored surface; creamware was originally manufactured by Thomas Astbury and Thomas Whieldon in England in middle of the eighteenth century, and was produced in America until around 1820
cup bottom	a common late nineteenth century mold attribute leaving a horizontal seam around the body of the vessel near the join with the base
decalcomania	a decorative process in which a design was transferred from a specially prepared paper, or decal, to the vessel over the glaze; floral patterns are most common; employed from the 1890s onward
delft	tin glazed earthenware; an early attempt to imitate the white finish of Chinese porcelain by the addition of tin oxide to the glaze to increase opacity; the resulting glaze is thick and chalky, and often spalled or flaked away from the paste; popular in England and northern Europe from the mid-seventeenth to the end of the eighteenth centuries
flow blue	a form of transfer printing in which an excessive amount of ink was employed and allowed to bleed beneath the glaze
iron oxide wash	a thin, brown slip-like mixture used to decorate stoneware vessels

ironstone	a hard, refined earthenware with a white body under a clear glaze. First introduced in 1813, it is often grouped with whiteware under terms such as "Stone China" or "White Granite." Ironstone is still manufactured today
lipping tool	a clamplike device used to finish the neck of a hand-blown or mold-blown bottle. Lipping tools were initially used in the mid-nineteenth century, and their use continued until the introduction of mechanical bottle manufacture in the early twentieth century
mold-blown	a process of glass container manufacture in which glass was forced by means of air pressure from a blowpipe into a mold the desired shape of the finished container. Certain types of mold-blown glass can date to as early as 1750 (2-part mold), or to the 1850s (3-part vertical body mold), but the use of molds in general continued until the advent of machine manufactured glass. Most of the present examples appear to be formed in two piece molds, and probably date to the early- to mid-nineteenth century
opaque white glass	also known as milk glass, and popular from the late nineteenth onward for use in table wares, wide-mouthed containers, lidliners and buttons; the color was produced by the inclusion of tin oxide or calcium-rich compounds
Owens suction scar	a mark on a bottle base left by the shearing of the glass from the mold, characteristic of the first successful fully automatic bottle-making machine developed by Michael Owens in 1903; widespread use through the 1920s, with production ending by the end of the 1940s
patent lip	a one-part bottle finish, exhibiting a narrow lip, flat top and sides, and slightly rounded underside. The patent lip generally occurred on medicine or extract bottles of the late nineteenth or early twentieth century
pearlware	a refined earthenware, considered a technological improvement over the yellow-hued creamwares; a small amount of crushed flint was added to the paste for a whiter body, and cobalt was added to the glaze to produce a white, if slightly blue-tinted, surface, the generally accepted date

	range for pearlware is 1780 to 1820; a variety of decorative techniques were applied to the ware: shell edging, annular decoration, transfer printing among others, each with a specific date range
pharmaceutical lip	a one-part bottle finish with a flat top often beveled toward the bore, flattened sides and beveled underside; used on medicine bottles in late nineteenth and early twentieth centuries
pontil	a rod attached to the base of a glass container during manufacture allowing the blowpipe to be removed and the lip or finish produced; empontilling was an integral part of glass container manufacture until the introduction of the snap case between 1850 and 1870; several pontil types can be recognized archaeologically -- *e.g.*, glass tipped, sand tipped, bare iron, quatrefoil, blowpipe; none are chronologically particular
Rockingham/Bennington	a buff-bodied refined earthenware with a mottled yellow and brown glaze. Rockingham ware was first manufactured in Swinton, England during the late eighteenth century. The ware was first manufactured in North America at Bennington, Vermont (and thus also known as Rockingham/Bennington), by Norton and Fenton in the early 1840s, and was produced into the twentieth century
Shaw ware	thin bodied stoneware with brown or purple paste, white slipped interior and brown slipped beneath a salt glaze; white slip trailed decoration common; popular as tea ware in the second quarter of the eighteenth century
shell edged	a rim decoration consisting of a combination of relief molding and painting which produced a feather-like patten emanating from the rim edge; the decoration is not a precise dating tool, but it has been recognized that poorly executed designs are generally more prevalent on later wares, especially whitewares
solarized	a feature of certain container glass in which manganese was added to enhance clarity; exposure to ultraviolet rays in sunlight turns the glass a distinctive light purple or amethyst

	color; the process was most commonly used in the late nineteenth and early twentieth centuries
string rim	ring on the neck of a bottle just below the lip; it was usually smaller then the lip and formed of added glass
transfer printing	a ceramic decorative technique in which a specially inked copper engraving was used to produce thin paper lithographs which could be transferred to the surface of the ceramic prior to glazing and firing, allowing exact reproduction of a design on more than one vessel; used on pearlware after 1795, and on whiteware and ironstone from the earliest production
white salt glazed stoneware	thin, but brittle, high-fired stoneware with a white paste, the clear, pitted glaze was produced by the introduction of salt to the kiln during firing; produced in plain and molded patterns in the mid-eighteenth century, until it was replaced in general use by the more durable creamware
whiteware	hard bodied refined earthenware seen as having evolved technologically from pearlware, as the paste, or body, was made harder and whiter, and the amount of cobalt subsequently reduced. Researchers often consider whiteware as part of a continuum begun with the introduction of cream-colored wares in the eighteenth century and developing through pearlware to whiteware. The accepted date for the introduction of whiteware is between 1820 to 1830, and like ironstone, it is still produced today
yellow ware	a yellow bodied refined earthenware with a clear glaze producing a characteristic dull yellow surface. The ceramic was first produced in the late 1820s and was manufactured into the first quarter of the twentieth century

PREHISTORIC TERMINOLOGY

alluvium	soil deposited by flowing water
base camp	a long term occupation area from which forays may be made for the procurement of specific resources
biface	flaked stone which has been worked on two sides or on opposing faces

bulb of percussion	the small bulb or swelling which results from the conchoidal, or conical fracture of certain types of stone; the bulb of percussion is characteristic of human alteration of stone, and thus is a key in the identification of lithic artifacts
Calvert	small, stemmed projectile point type; originally defined by Stephenson and Ferguson (1963) at the Accokeek Creek site on the left bank of the Potomac below Alexandria; considered diagnostic of the Early Woodland period
cortex	the outer worn or weathered surface of stone, usually exhibiting a different color and texture from the interior material
debitage	the residual products of stone tool manufacture, including cores, flakes, chips and incomplete tools
distal	the end or tip of a flake or tool, the portion farthest from the striking platform or hafting element
dorsal	exterior surface, usually of a flake; it often exhibits cortex or remnant flake scars from earlier flake removals
fire-cracked rock	also referred to as heated rock; stone which has been exposed to fire, producing spalling or cracking and often the reddening of interior and exterior surfaces
flake	a product of the controlled application of force on stone which usually results in several identifiable attributes, such as a striking platform or a bulb of percussion, which serve to distinguish flakes from natural spalls
floodplain	level or nearly level ground bordering a stream and subject to repeated flooding
Halifax	a side-notched projectile point type, with a well-ground hafting element; the type was originally defined by Coe (1964) at the Gaston site on the Roanoke River in North Carolina; usually considered a marker of the Middle or early Late Archaic throughout most of Virginia
hafting element	the proximal end of a projectile point or other stone tool fashioned to receive a haft, usually a wooden or bone handle, serving to improve leverage; ethnographic studies and residue analyses indicate that hafting was attached with vegetal cordage or sinew, often using organic glues derived

	from animal horn or bone; the hafting element was often ground to reduced abrasion on cordage
medial	the central portion of a flake or tool
Potomac Creek	a prehistoric ceramic type characterized by a paste tempered with crushed quartz or sand, a relatively thin body and plain or cord marked exterior surfaces; common on the Virginia Coastal Plain during the Late Woodland (Egloff and Potter 1982)
profile	horizontal sequence of soil layers
projectile point	a relatively thin, symmetrical tool form, usually bifacially flaked, having one end pointed and the other modified or shaped for hafting; regularities in morphological design, or style, can be recognized; comparisons with known radiocarbon dated materials provide an important tool for chronological analysis
proximal	the portion of a flake retaining the striking platform and bulb of percussion; also the haft end of a projectile point or other tool
Savannah River	a stemmed projectile point type, defined by Coe (1964) at sites in the Roanoke Valley in North Carolina; several varieties are recognized, all diagnostic of the Late Archaic (Witthoft 1953)
temper	non-plastic materials added to the ceramic paste to enhance workability and drying and to help avoid breakage through excessive shrinkage during firing; normal tempering agents in this area include sand, crushed quartz, crushed shell, crushed steatite, mica, or crushed ceramic fragments (grog)
terrace	earlier alluvial plain above the floodplain of a stream, subject to flooding only in unusually high overflow situations

Sources:

Baugher-Perlin, Sherene 1982; Callahan 1979; Coysh 1974; Curtis 1919; de Kerchove 1961; Desmond 1984; Greene 1917; Hranicky and Painter 1988; Johnson 1979; Jones 1971; Kendrick 1966; Klamkin 1971; Lorrain 1968; Luckman 1984; Magid 1983; Magid, Beidleman and Napoli 1982; Mudge 1962; Munsey 1970; Nelson 1968; Noel Hume 1969; Ramsay 1947; South 1977

APPENDIX B

LIST OF PERSONNEL

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APPENDIX C

CONSULTANT REPORTS

HISTORICAL EVALUATION OF SHIPWAYS AND MARINE RAILWAYS
OLD FORD PLANT ALEXANDRIA, VIRGINIA

For
ENGINEERING - SCIENCE, INC.
(Project FA 433.10)

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INTRODUCTION

During an archaeological investigation at the Old Ford Plant site in Alexandria, Virginia, Engineering-Science excavated remains of several features, including portions of a shipways and a marine railway. Historical records show the site to have been an active ship yard during the latter half of the nineteenth century, with at least one shipway and two railways. During January and February 1990, I conducted a short historical and archaeological background search to help in the analysis and interpretation of the site.

HISTORICAL BACKGROUND

Methodology

With the assistance of Mr. Nicholas Dean, who specializes in nineteenth century maritime history, I inspected the site plans and photographs. We then conducted a search of public and private libraries for primary and secondary material about shipyards, especially about shipways and marine railways. In addition, we interviewed three individuals who worked at older shipyards, including Captain W.J. Lewis Parker, who remembers the site from the 1940s and information about the photograph of the *William T. Hart.*

Shipways

People have been building ships and boats at least since the early Chinese and Egyptian dynasties. With some forethought the shipwrights built their vessels on a structure, called the shipway, which could support the weight of the vessel while it was being built and launched. It was usually most efficient to place the shipway on a sloop adjacent to the water for easy launching. The sloped area is called a slip or shipway.

It appears that the size and shape of the shipway, in relation to the size and shape of the vessel to be built, and the slope of the slip were determined by trial and error centuries ago. Shipways from the 1600s (Abell, plate XIV) were not significantly different in design from those of the early 1900s. However, with the advent of steel hulls, larger, heavier ships are now made which require substantial support to keep the ship

stable. In Newport News, Virginia as many as 6,000 piles, averaging 40 feet in length, were driven into the soil to support the weight of one new aircraft carrier. (E. Baker, 225)

Earlier shipways were not as heavy or elaborate. The average small shipyard's way was more like that described in an essay on building wooden vessels in the early 1900s:

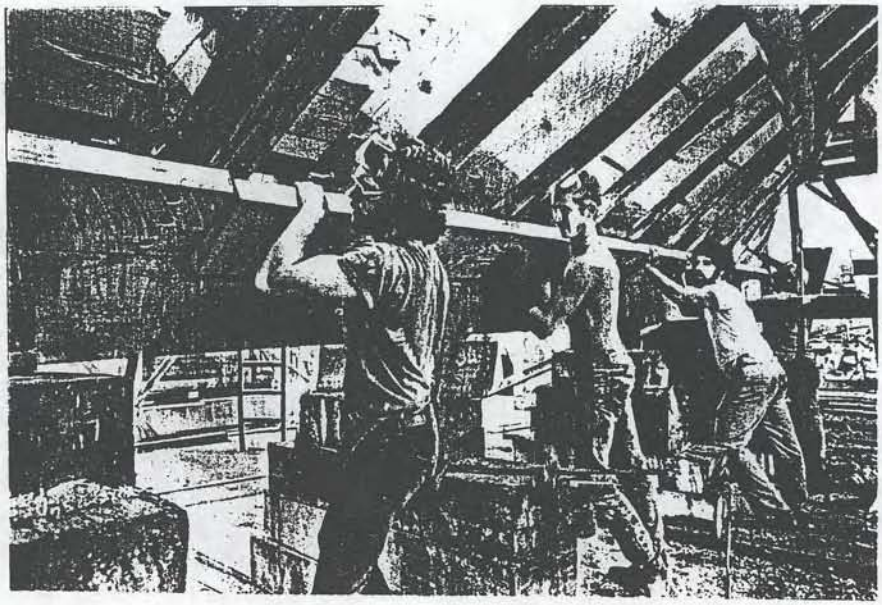
> If the ground is sufficiently solid, the keel blocks can be laid directly on the earth, which in some cases may be tamped a trifle. If the ground is soft or if it has been recently filled, piles must be driven to support the weight of the ship under construction. (Estep, 33)

The slope of a shipway varied from between 5/8 inch in one foot to as much as 1 inch per foot in later building of larger vessels. (Estep, 33; Dodds, 58; Peake, 9) In most shipyards the ground was prepared by tamping or the addition of cobble or gravel. During the 1940s wooden minesweepers were built over undisturbed clay in Camden, Maine. (Stevens 1990)

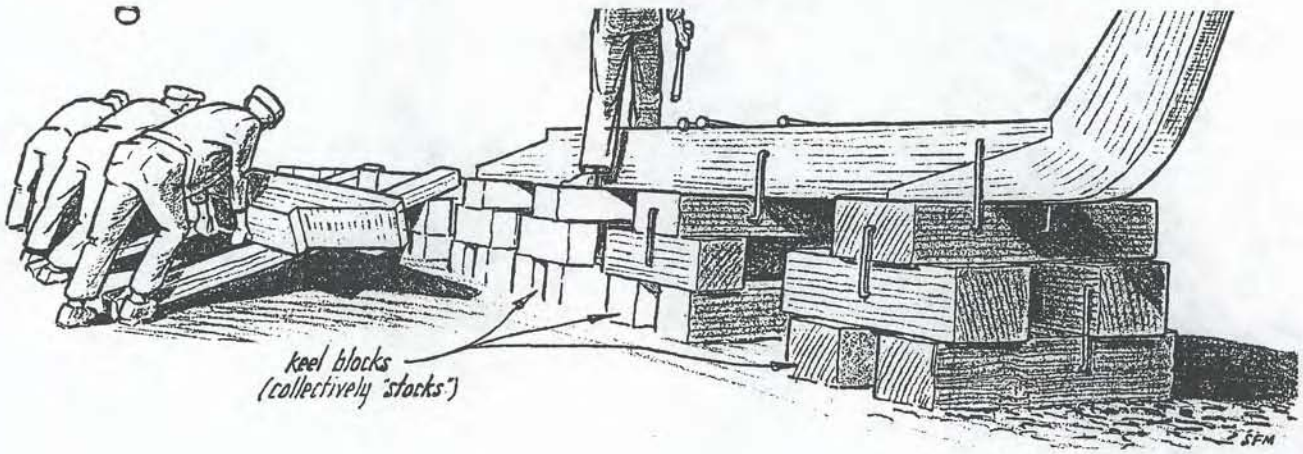
For an 1800s schooner, a series of keel blocks, approximately 3 high and 3 feet apart, were set down the center line of the planned vessel. They were made of square timbers which were to support the keel, or bottom timber of the vessel. (Greenhill, 98) Often the keel blocks were supported underneath by spreaders, which could run the length or across the width of the slip. (Dodds, 58 and Greenhill, 177) The cap (upper) block was sometimes notched to accept the keel of the vessel. (Peake, 8)

KEEL BLOCKS

Keel blocks for the construction of *The Spirit of Massachusetts* in the 1980s. (Haleri & Putz, 28)



Keel blocks in a typical 1800s British shipyard. (Greenhill & Manning, 99)

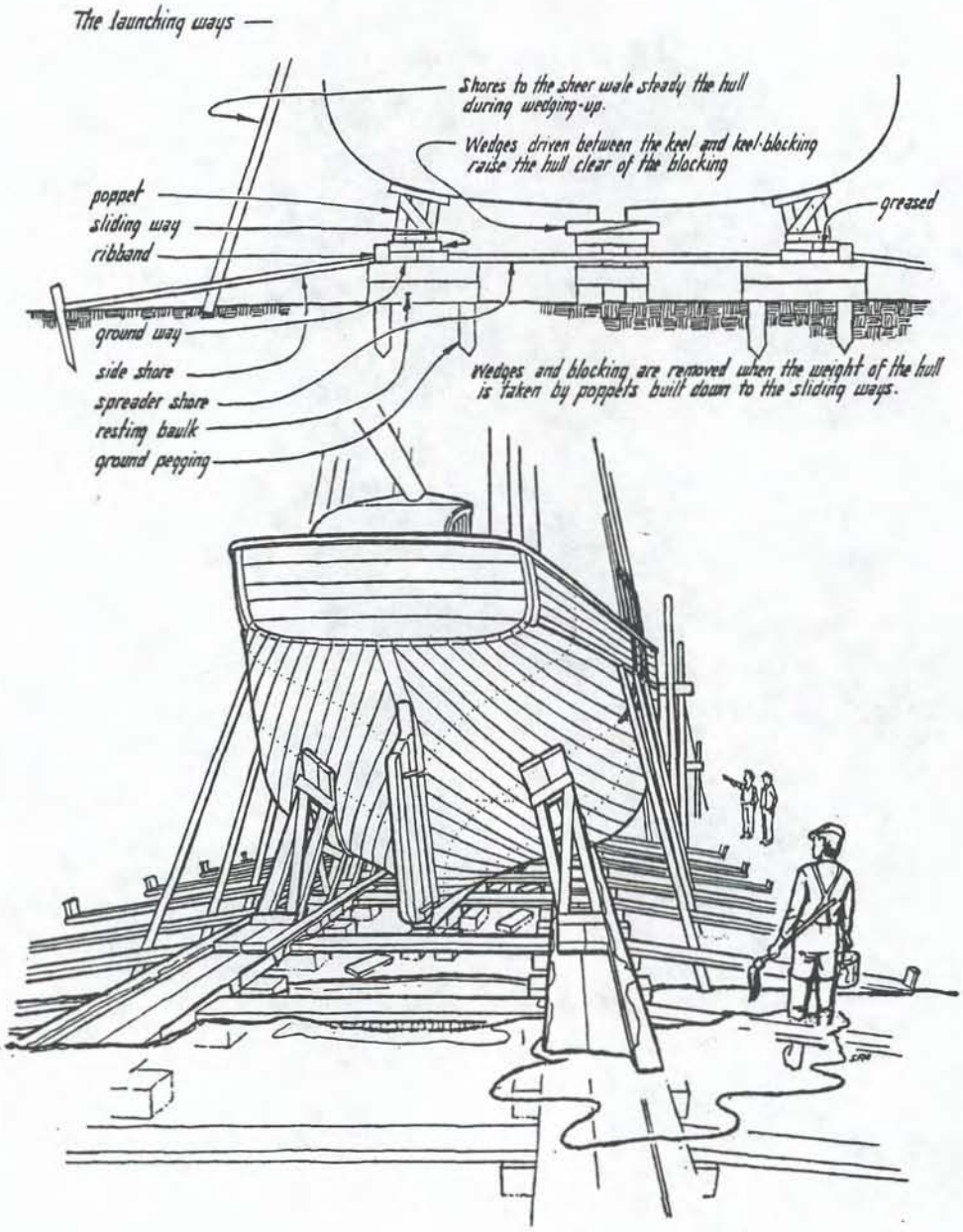


After construction of the hull proceeded to the point when they would not be in the way, the launching ways (sometimes called sliding ways) were laid down, parallel to the keel blocks. These were usually laid on ground ways, which were permanent. A ship was launched in a temporary cradle, which held the hull only just before and during the launch, until it was supported by water. The cradle was built on top of the launching ways, surrounding the hull. Just before launching, the hull was wedged up, the cap blocks were split out, and the vessel was left riding on the cradle. Then the cradle and launching ways were allowed to slip down on the greased ground ways into the water with the ship in it. The cradle and launching ways slipped out from beneath the hull and the material was used for the next ship to be built.

The ground ways took the weight of the cradle during the launch. The ways were made of square timbers for support and heavy planks above, set apart approximately 1/6 the width of the hull from the keel, and parallel to the keel. Therefore the distance between each of the two sides of the ways was approximately 1/3 the maximum width of the vessel being launched. (Peake, 85) Ground ways left behind therefore provide some information about the size of the ships built in the slip.

A SHIP READY FOR LAUNCHING

A typical 1800s British shipyard. (Greenhill & Manning, 177)



Most shipyards building wooden vessels used few if any power tools or hoists until well into the twentieth century. (Greenhill, 88) Timbers were sawn, drilled, moved, and fastened by hand. The joiners shop at the Percy & Small Shipyard, Bath, Maine was considered modern in the early 1900s because of its single electric engine for powering some of the tools. Today, modern steel missile cruisers are still raised from the blocks before launching by many men with sledge hammers driving oak wedges below the keel.

Marine Railways

Marine railways are used to temporarily haul vessels out of the water for repairs (and now storage) and to launch them again easily. They were used in ancient times, such as the Athenian shipsheds at Pireaus, built especially for their triremes. In railways built since the mid-1800s, usually a set of rails are supported by cross ties, or blocks, which spread the weight of the vessel over the ground. The rails, like ground ways, are set approximately one third the maximum width of the largest vessel to be handled by the yard.

The first known marine railway in the United States was established at Salem, Massachusetts in 1822. It successfully hauled a ship of 700 tons burthen with a capstan powered by a single horse. (Hall, 109) Probably with the example of terrestrial rail transportation and the new availability of strong, affordable wheels for the purpose, marine railways were

established along most American coasts in the 1800s.

As an example, it was noted that when building the Bath Marine Railway, which began operations between 1834 and 1837, they found it too expensive to dig out the mud along the shore and replace it with a solid base. (Baker, 616) Whether or not steam power was actually used before the company ceased operations, c. 1876, is unclear. However, existing photographs of shipyards up to 1890, as well as information recorded in the various industrial censuses, suggest that up until that period the use of steam power was the exception rather than the rule.

ANALYSIS OF THE SITE

Excavated remains of the Shipyard Site at the Old Fort Plant appear to fit within the known designs of American and British shipyards of the 1800s and early 1900s. We did not see the use of such long spreaders in any other plan, but the examples are few. The builder of the ways evidently thought the spreaders were necessary given the underlying ground and weight of planned vessels. Not only did they spread the weight of the keel, but they were permanent supports for the ways. The use of such large spreaders was probably more cost effective than driving underlying piles or dredging and refilling the area.

The use of a derelict barge to further support the weight is another logical, and not uncommon solution. Derelict ships were used in New York, San Francisco, and other areas to fill mud flats and shallow water and later to support structures built above them.

The rest of the construction of the shipway is "normal." Notched cap blocks rested on ground blocks down the center of the slip. Typical schooners of the late 1800s had keels between 12 and 18 inches in width. The two lines of paint within the notches (c. 12 inches apart) were probably due to spillage on either side of the keel when the last vessel's bottom was painted.

The top surface of the long spreaders was flattened out to eight feet to

one, and probably both, sides of the centerline. Since they supported the ground ways, this would indicate a maximum ways width of 16 feet, or a maximum ship width of 3x16 = 48 feet. The 716 ton *Henry S. Culver*, built in the Agnew yard in 1883 had a maximum width of 35.6 feet, requiring a launching ways width of not quite 12 feet. (*Rcrd. Amer.For.Ship.*, 1890) Therefore the shipway was designed to accommodate even larger vessels. The marine railway, with a distance between centers of the stone supports being approximately 10 feet, would accommodate a ship of approximately 30 feet maximum breadth.

The steam engine to power the capstan and saw at the head of the marine railway would indicate this yard was very modern for the time. The wheel, found near Profile A in the Engine Room Area, appears from the drawing to be the type used to run on the rail of the railway, supporting the ship cradle.

When we discussed the photograph, "William T. Hart in Agnew Yard, 3-masted Henry S. Culver in Background -- Capt. W.J. Parker Collection" with Captain Parker, he said that the photograph was printed correctly. He said he visited the Agnew shipyard site in 1947 or 1948, and found no trace of a marine railway at that time. He also stated that Agnew apparently ceased operations about the end of World War II and he remembered the location was particularly handy for a shipyard.

Arriving at a date for the construction of the yard from the given evidence is difficult. The general design of the yard, except for the steam

engine and railway, could be from the early colonial era through the early 1900s. The engine and railway suggest a construction date, at least for them, of post-1822. A further examination of the wood may be helpful. The type of saw used to cut the spreaders and keel blocks might help narrow the dates of construction. Curf marks on the sides or ends would indicate the use of a pit, vertical, or circular saw.

SUMMARY

The Agnew yard appears to be a typical shipyard of her day, conducting repairs on marine railways and new construction on the shipway. It was probably considered fairly advanced, having a steam engine to power a capstan and saw. The sizes of the structures indicate that they could build vessels up to approximately 1,000 registered tons and haul ships on the railway up to approximately 500 tons.

Since little has been written about the design and construction of shipyards, and few extant remains have been investigated, the data from the remains of the Agnew yard are a welcome addition to our limited knowledge of such sites.

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THE BATTERY COVE WRECKS

by Bruce Terrell

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A report prepared for
Engineering - Science, Inc.

Site Visit

The Battery Cove site is situated immediately south of the Ford plant along the Virginia side of the Potomac River. On December 12 and 13, 1989 John W. Morris III, assistant underwater archaeologist for the Virginia Department of Historic Resources and the author visited the site. The weather on both days was overcast with temperatures in the lower twenties. The previous two weeks had seen two heavy snowstorms and a hard freeze which rarely left the twenties. This affected the archaeologists' access to some of the features on several of the boats.

Each day they met with Mr. Dennis Knepper, the site supervisor. Mr. Knepper provided site plans, photographs and answers to the consultant's questions. He indicated that the project was about to finish and that the exposed vessels would soon be covered up.

At the time of the site visit, three vessels had been partially exposed. These were the flat-bottomed barge features #27 and #34, and a keeled vessel, feature #37. Barge #30 was covered by ice and water and was inaccessible. The other vessels had been documented and covered back over. Mr. Knepper provided numerous photographs and measured illustrations which showed the primary structural timbers of the boats. Since there are a number of vessels being evaluated in this report, they will be considered by type, so that the flat bottomed barges may all be discussed together.

Feature #35

Feature #35 was covered up by the time of the site visit. It was evaluated on the basis of Engineering Science's field drawings and photographs.

This vessel was a double ended, keel-less, flat bottomed boat and was planked longitudinally. The length was approximately fifteen feet. This included a projected two inches of the bow plank which appeared to have been eroded away. The greatest measurement of beam (width) was seen between frames #6 and #7. The section profile plan indicated a beam measurement of approximately fifty-six inches at frame #7. The maximum beam was forward of the midships section which was a diagnostic feature that will be discussed later.

There were nine three-piece frames numbered from the narrower end which was most likely the stern. The frame assembly consisted of floor pieces which ran athwartship and a futtock fastened to each side. The futtock ends each lapped over the keel plank but did not meet. In boat terminology futtocks

are usually fastened to the floors and serve to reinforce and give shape to the side planks. These timbers were labelled knees on the site plan.

A fragmentary frame piece was located in the extreme bow of the vessel. Although it was incomplete, it appeared to be a half-frame rather than a frame and futtock assembly as with the others.

There were five longitudinal floor planks on feature #35. This vessel had no keel, rather the center plank served as a keelplank. The keelplank was ten inches wide by fifteen feet long. This included a protruding lip of eight inches at each end. The garboard planks (second planks) on either side of the keelplank appeared to have identical measurements as did the third planks. The bottom of the hull did not seem to have any rocker along the floor (upward rise at either end). This therefore was a flat bottomed boat. The plank thickness appeared to be about one and a half inches uniformly. The wood type was unknown.

This vessel had a hard chine or sharp turn of bilge as evidenced by the slight remains of the side plank on each side of the boat. The edge of the side plank was seated on top of the outside (or second) floor plank and was fastened to the floors and futtocks with square wrought iron nails.

A row of limber holes pierced the bottoms of the floors on the starboard (right) side of the boat. Limber holes allowed the flow of bilge water to the lowest point in the boat so that it could be more efficiently bailed out. The holes on this boat were triangular in shape and appeared to be crudely cut.

The stem and stern posts were missing but certain features implied their form. An eight inch lip at each end of the keel plank indicated that the posts that would have seated there were fairly substantial for a vessel this size and were at least eight inches thick at the point that they began to turn upward. Two parallel grooves or indentations in the stern end of the keel plank were probably from metal fasteners such as staples or clenched nails that would have held the stern post in place. Their position implies that the sternpost was about two inches wide.

The knee-shaped post butted into the first floor and its bottom length would have been about thirty-five inches. The bow stem probably butted onto the ninth frame and extended three feet forward. The half frames at the bow would have secured the bow stem. They would have served as cant frames (angled frames) and would have faired the lines if the planks as they joined at the stem.

The lip extensions on the keel plank also indicated that the side planks all ended and were fastened in a groove in the vertical portion of the stern post and stem post known as a rabbet. This would have provided a secure, watertight fit and was structurally stronger than an arrangement on some small craft in which the planks met end to end in a point around the post.

Because of the degree of deterioration of this boat, the depth of hold could not be determined although it would likely have been less than two feet. The planking also could not be determined. There were two types of planking that were used on small craft through the ages. Lapstrake planking or clinker was an arrangement in which the bottom edge of a plank overlapped the top edge of the one beneath it. In carvel planking , the planks were laid edge to edge. The planking method was often a good indicator as to a vessel's type.

Identification

When studying vernacular small craft, several factors must be kept in mind. For many of these vessels, little or no documentation on their form or structure may exist. They were generally working boats and were not often recorded. They wee cheap to build and their design suited the particular environment they were developed to work in. When the industry they were developed for ended or shifted location, or when and advanced technology evolved, they would often be abandoned and their line would become extinct. For every known regional small craft type there is one that disappeared, known only to those who used it. Offtimes, all that was left was a small undocumented image in an old photograph or the fragmentary remains lying in a creek bed, or in this case, a reclaimed landfill.

Small craft historian Howard I. Chapelle wrote that the bateau form dated from the medieval period and was probably developed from plank canoes, a technological progression from dugouts (Chapelle, *Small Craft* 1951:34). German archaeologist Detlev Ellmers thought that flat bottomed, hard chine craft such as #35 were characteristic of an ancient "Celtic" ship building tradition which was significantly different from the two more well known Scandinavian and Mediterranean traditions. English maritime historian Paul Johnstone cited a second century A.D. excavation in England, the Blackfriars I ship, and several vessels that were found from the same period in Zwammerdam, Netherlands as having these same features (Johnstone 1980:91,163)

Flat bottomed bateaux first appeared in the North American historic record in 1671 when they were recorded in use by the French in Montreal (Gardner 1978:18). They were commonly used by French fur trappers in the old Northwest and were well used vessels of commerce. They were considered

to be the easiest and cheapest type of working small craft available (Chapelle 1951:50). Various types of bateau types were to be found on the eighteenth and nineteenth-century American frontier. Their flat bottoms and light draft were excellent for carrying large amounts of cargo on rapid upland waters (Gardner 1978:18; Wheeler 1972:285).

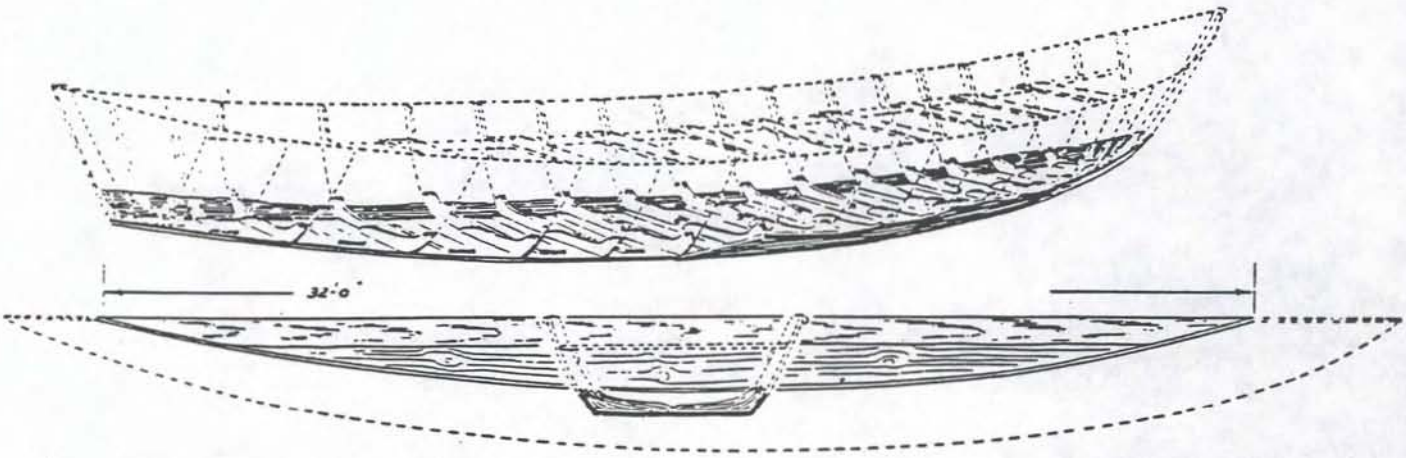
The keelboats that navigated the Ohio and Mississippi river systems were very likely deep drafted bateaux with external keels attached (Baldwin 1941:1941). The English were building bateaux for their military expeditions during the French and Indian War. Several of these were recovered at Lake George, New York and are on display in the Adirondack Museum (Gardner 1967). Also a number of examples of the James River-type bateau, and upland river boat on many eastern rivers, were excavated in Richmond, Virginia in the early nineteen eighties (Terrell 1988).

There were several features on feature #35 which recommended it as a bateau or its sub-type the dory. The fore and aft planking and double ended form were typical. Other revealing features were the flat bottom and hard chine (Chapelle 1951:36).

The transverse framing system was also a bateau feature (Ibid:80). The similarity can be seen in an illustration derived from the historic remains of an eighteenth century English bateau recovered from Lake George (fig. 1). It will be noticed that the central sets of frames in the English boat were composed of a transverse floor attached to futtocks on each side. This was a common bateau framing technique that was also seen on the James River bateaux excavated in Richmond (Terrell 1988). The half frame present on feature #35 is a construction feature evident in these other bateaux.

There were several features that were unique on this craft. The projected ends of the keel plank were not apparent on any historic or modern small craft known to the author. They were obviously designed to accommodate a substantial stern and stem post so that the side planks could be rabbeted into place. This was a feature not found on the James River or Lake George Bateaux. While the lip was not known, a rabbeted stem post to which the side planks were fitted was recorded on some dories (Chapelle 1951:50).

The dimensions of this boat, fifteen feet by four feet eight inches, reflect a length to width ration of approximately 3:1. This was a rather wide ration for bateaux and dories.



An ancient batteau bottom raised from Lake George in 1960. The boat's overall length was possibly 36 feet. The reconstruction (dotted lines) is based on the draft of the 1776 colonial batteau shown in Howard I. Chapelle's American Small Sailing Craft.

Fig. 1 Lake George bateau

Source: Gardner 1978

Two typically diagnostic features were missing on #35. The missing side planking disallowed the determination of both the planking type (carvel or lapstrake) and the sheer line (upward curve of the rail). The lack of upright stern timbers prevented the determination of whether the boat was indeed double ended or actually had a wider stern such as a "tombstone stern".

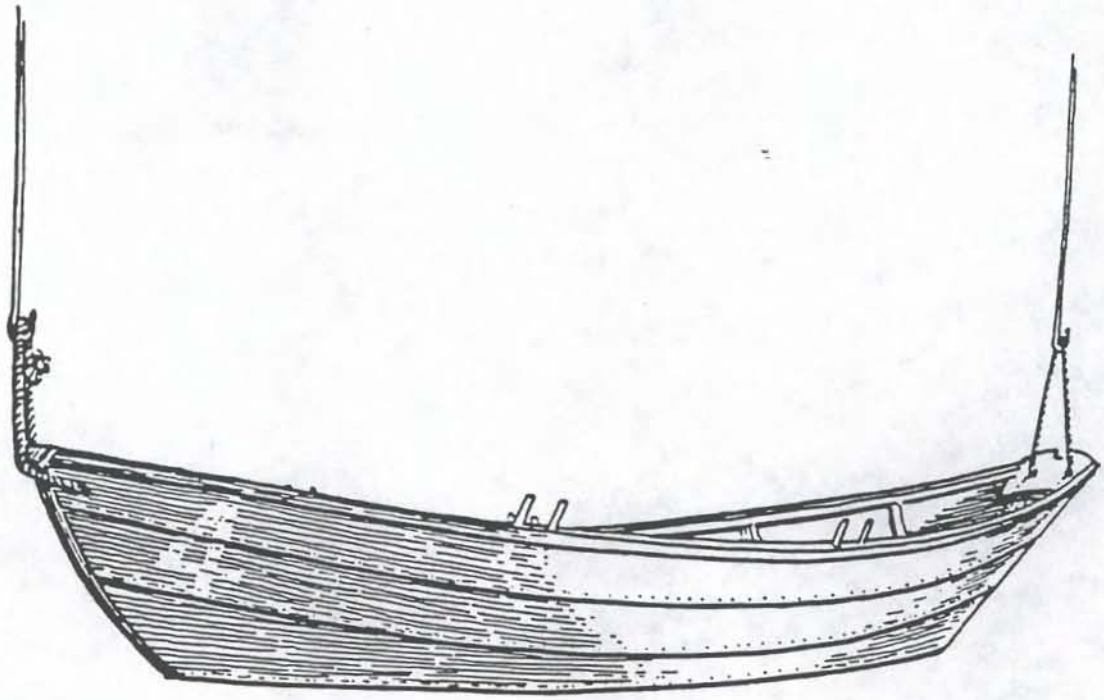
The New England Bank dory (fig. 2) was a mid-nineteenth century design used with the Gloucester fishing schooners around 1850. It was developed as a ship's boat, but proved its usefulness in net fishing. These short, wide boats were the first American craft to be mass produced and came in standard lengths from twelve to sixteen feet. They were generally about twenty-two inches deep (Chapelle 1951:85,86; Gardner 1978:25-31)

A feature that characterized the Bank dory was the tombstone transom which was a board that served to widen the stern section of the boat while the floor remained essentially double ended. Dories also had removable thwarts which allowed them to be stacked in "nests" for easy transport and made them popular as ships boats.

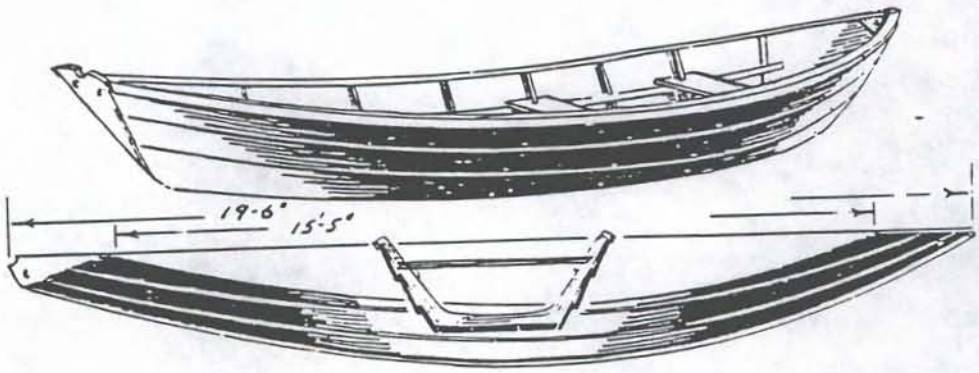
Another boat that was similar to #35 was called a rowing bateau by Chapelle. This vessel was a twenty-four root, double ended craft, somewhat longer than the Battery Cove boat. The rowing bateau had dissimilar bow and stern configurations with a three foot rake forward at the stem and the stern post raked two feet aft. The greatest beam was forward of amidships. It also had a fair amount of sheer on the rail and had two sets of thole pins for the oars (Chapelle 1951:81). A vessel photographed in the Alexandria Canal in the eighteen-sixties appeared to have these features (fig. 3).

Whether a dory or not, the Battery Cove boat was certainly a Bateau by virtue of its double ends and planking pattern. It seemed to be a hybrid of the bank dory and the rowing bateau. Like the rowing bateau, it had three-piece transverse frames. It also had the odd beaminess forward of amidships. Like the Bank dory it had rabbeted stem and stern posts for the planks (as implied by the keel plank extensions).

It is possible that this boat was not indigenous to the Chesapeake Bay and Potomac River region. The Battery Cove bateau exhibited similarities to several New England craft. The framing was similar to the Lake George bateau and the stem had a cape dory-like rabbet. The presence of New England fishing vessels in the Chesapeake region in the mid to late nineteenth century created a likely situation in which some ships boats were left behind and adapted and/or copied (Brewington 1956:140). The fact that no



The Bank dory, probably developed from the colonial batteau. It appeared in the New England fishery in the mid-1830s, when trawl fishing was introduced on the offshore banks.



A two-man, or double, Bank dory.

Fig. 2 Bank dory
Source: Gardner 1978

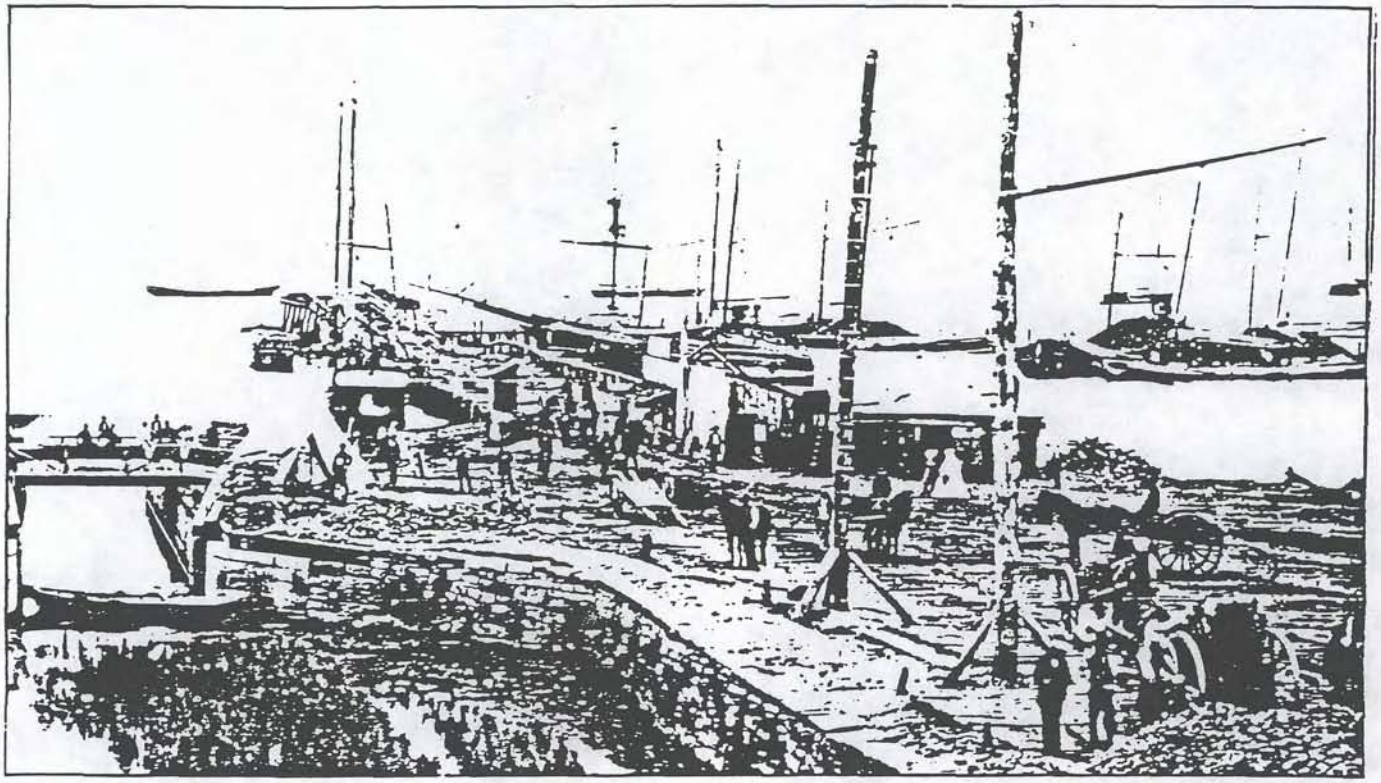


Fig. 3 Bateau / dory (lower left) in Alexandria Canal, 1860's
Source: National Archives

description of this vessel-type was recorded in the works of acknowledged bay craft authorities such as Robert Burgess, Marion Brewington, and Frederick Tilp, suggested that the boat was either of a very old type or not in abundance in later periods.

The lack of artifactual or contextual data also made the use and age of this vessel unclear. It could have been used in a local fishing operation or for personal transportation along the water front. It could also have been employed upstream at a local shipyard or the Alexandria docks as a yard boat or tender.

The archaeologists reported the boat was fastened with hand wrought nails. This could have placed the date of construction anywhere from the late eighteenth-century to the late nineteenth-century. A nail sample from the wreck would have allowed closer analysis and a more accurate date. Likewise, a sample of the wood of the boat might have revealed wood type and indications of the saw or wood working marks which sometimes aids in dating. As it is, dating must be determined by hull style. This boat probably dates from the first half of the nineteenth century.

Battery Cove Barges

Five of the vessels uncovered in the Battery Cove excavation were flat bottom barges, a scow-type boat. Only two were physically examined during the site visit. One vessel, feature #27, was lying on top of an old wharf structure. This barge had been sawn in half at it point of maximum beam and its sides were missing. The side planks and stanchions had deteriorated before the dredge-spoil was deposited.

The remains were approximately eighteen and a half feet long by fourteen feet abeam. Three feet aft of the cut end the vessel began to taper so that it was about six and one half feet wide at the aft end. This barge was cross-planked and had no keel structure. It did have an arrangement of three longitudinal stringers composed a central stringer flanked by one on each side. The stringers were approximately five and one half inches square. All three stringers were scarphed to the fragmented remains of knee-like braces which supported the flat, raked end which rose at an approximate 45 degree angle from the bottom plane. There was one additional brace each between the central stringer and outside stringers. The planking and stringers were all fastened with cut iron nails.

Typical of scow construction, this vessel had a chine log running along each side. The chine log was essentially a longitudinal stringer which secured the stanchions. The side planks were then fastened to the stanchions. The bottom plank of each side was braced by the chine log and their sides were seated on the outside edge of the transversely planked floor surface. The bottom side plank, stanchions and chine log were all through pinned with iron bolts. The chine log, which was fastened to the floor planks, was notched so that it clamped the stanchions to the side or hull plank. The stanchions were notched where they met the log for a tight fit. Like the stringer, the chine log was also five and one half inches square.

A rub rail or rubbing plank was fastened over top of the bottom side plank, presumably to protect the through bolts that attached it to the stanchions. A two inch wide by one half inch thick iron skid ran the length of the outside edges of the bottom of the hull. This would have protected the corners of the floor planks when the barge grounded.

The only other apparent feature on this vessel was a loop of steel cable secured by a reinforcing block or clamp on the inside of each chine log. The function of the ring was unknown. It may have been used in the towing of the barges or it might have secured loads. It may also have been used to secure lines that would have prevented hogging of the hull when the barge was fully loaded.

Feature #34

Feature #34 was the only other scow barge that was exposed during the visit. It was approximately thirty feet long and was also sawn in half. Its maximum beam was fourteen and a half feet, and it tapered to five feet in beam at the end. This vessel was similar in construction to #27 but was more heavily timbered. The longitudinal stringers were composed of several pieces bolted together. The central stringer was made of three pieces that were five and one half, six, and four inches sided (across the top). The stringers outside of the central one were laminated also, one was composed of three pieces and the other of two. There was an additional single stringer between these and the outside edge of the vessel. Like the other boat, this vessel had the same chine log and stanchion construction. Some of the side planking of this was laying outside of the vessel where it had collapsed either before or during the Corps of Engineers' dredge-fill operation. The side planking was fastened to the stanchions with square cut iron nails.

Besides being more heavily framed, this barge had several other unique features. This vessel had cast iron ring bolts instead of the steel wire loops on #27. It also had several deck planks laid

athwartship which rested on the chine logs. The most diagnostic feature of this boat was a stout wooden cradle mounted near the end of the floor. It consisted of two pine beams approximately thirty-six inches sided (across the top) by thirty inches moulded (deep) that ran athwartship and were fastened to the chine logs. A twenty-four inch groove was cut into the block running fore and aft (longitudinally).

Three threaded iron bolts were sunk into each side of the groove and sat in a recessed area. This unit's apparent function was to receive a pipe over which an iron strap could be mounted and bolted secure. A smaller saddle (twenty-four by nine inches) with a narrower groove was mounted twenty-six inches aft of the main cradle on the end of the barge.

Feature #31 and #2

Two scows, #31 and #2 were found side by side and had been re-interred by the site visit. These were the two barges apparent in the Corps of Engineers photo of Battery Cove taken April 18, 1911. In this photograph feature #2 was closest to the camera and was flanked by #31. Both vessels showed signs of wear on the floor planks. Feature #2 was extensively patched with wooden planks and #31 had holes with wooden repair plugs.

Feature #2 had most of its first three side planks in place. It measured seventy feet in length by about seventeen and one half feet in beam. The central floor stringer was a two piece laminate. One side stringer was a two piece and the other was a three piece laminate. Again, the chine log and stanchion composition was evident.

This vessel was further reinforced by a number of cross beams and braces. Cross beams fastened to the chine logs ran athwartship. Six inch thick knees were bolted with iron drift pins to six inch square stanchions (in addition to the frame-stanchions). The larger stanchions were mounted on top of the cross beams. Nine inch square bracing beams were attached to the upper part of the stanchions and met at the center of the cross beams on the floor. They were separated by longitudinal bulkhead boards of which only fragments remained.

Feature #31, also in the Corps photograph, was in a better state of preservation than the other Battery Cove boats. This boat was twenty by six feet. There were three longitudinal stringers that were seven inches moulded (the sided width could not be determined from the plan). The chine log

construction was apparent and typical of the others except that there were double sets of stanchions placed in seemingly random groupings; no pattern was discernable.

Feature #31 had several large two foot square cross beams lying athwartship. One knee was fastened to the inside of the south wall of the western-most end of the boat (which lay in an east / west orientation). This knee served two functions. It clamped the stanchion into place and served to support the remains of an inside rail in place.

A ten foot longitudinal beam butted into the western cross beam at the central stringer and was supported by posts as it rose towards the middle of the vessel at an approximate 45 degree angle. This beam was six inches square.

The ramp at the western end had more substantial construction than the other end. The stringers were scarphed to frame-like stringers at the start of the incline. These joints were reinforced with knee-like frames. These reinforcements were not evident on the eastern end-ramp.

Feature #30

Although it was excavated at the time of the site visit, feature #30 was inaccessible because it was under water and ice. This scow / barge was of much different construction than the other vessels. It was lodged under a nineteenth century wharf, so that the length was undeterminable. The beam was approximately fifteen feet.

It was planked longitudinally and had frame floors running athwartship. One side of the vessel had fallen away but was still intact. It was composed of five planks fastened to frames by cut iron nails. Remains of knee-shaped futtocks were apparent at the turn of the bilge. The excavators' photographs and plans indicated a curved turn of bilge rather than the hard chine apparent in the other barges.

Scow Design

Along with the bateau, the flat bottom scow was one of the most ancient vessel types. A flat bottomed, side planked vessel excavated in Lincolnshire, England near the Ancholine River was dated to approximately 600 B.C. (Johnstone 1980: 159, 160). Flat bottomed, square ended barges dating from the second century A.D. were found in Zwammerdam, Netherlands.

Flat bottomed vessels were thought to be one of the first small craft used in colonial America. They were ideal for navigating the shallow rivers, bays, and creeks of the east coast. They were also of cheap and easy construction (Chapelle 1951:32). It is unclear when the term "scow" became associated with this vessel type. It was apparently an anglicization of the Dutch vessel-type schouw which also had a square ended hull and a flat bottom (Ibid:33). The first mention of the type in America appeared around 1670 (Ibid:15).

Scows have had a number of uses and names in America. They have been variously referred to as flats, lighters, barges, radeaux, and gondolows among others. They were employed in virtually every coastal and inland region of North America and most regions saw much variation in basic design and construction. Modifications were determined by regional use and environment (National Park Service, Chapelle 1951:38,45).

The use and activities of scows can be divided into two main classifications. The stability of the vessels made them ideal platforms for ferries, workboats, and fishing industries. They were also sturdy and large enough for use as bulk carriers.

Their employment and mode of propulsion determine their construction features. They were either manually propelled, propelled by tugs, or fitted for sail propulsion.

Sailing scows had many manifestations. Chapelle wrote that scows rigged as sloops, schooners and even full-rigged ships were common by 1725. As awkward an appearance as they presented, they were remarkably good sailing vessels and with lee boards (keels dropped from the side of the boat) could carry a great amount of sail yardage (Chapelle 1951:33,50).

The sailing scows in Maine were often sloop rigged as were fishing scows in Texas which were known as "buttheaders" (Ibid:50, 334-336). Schooner rigged and ship rigged (3 masted with square and fore and aft sails) scows saw wide use on the Great Lakes and Lake Champlain during the American Revolution. These were known as gondolas and radeaux (Chapelle 1935:54-55). Most of the sailing scows had outside keels attached and used oars and poles as supplemental propulsion (Chapelle 1949:104-106).

Between the middle of the nineteenth century and the early twentieth century scow-type gundalows (a derivation of Lake gondolas) were in use on Massachusetts, New Hampshire and Maine's rivers. They were flat ended but sometimes "spoon-bowed" and usually had a single square sail (Taylor 1942: 127-139).

Scows were perhaps the most useful hull type available. They were cheap and easy to build and could carry bulk goods in quantity. Even though they were in great use, there was little information recorded on them historically. The term "flat" was most often applied to the scow during the Colonial period. These were generally propelled by poles and oars. Flats that carried tobacco and bulk goods between warehouses and large capacity sailing ships in ports were often referred to as lighters (Tatham 1800: 210).

Scows were often used on the inland tidewater plantations of South Carolina and Georgia to carry rice or cotton from the shallow canals and creeks to the deep water ports such as Georgetown or Charleston. These rice barges were typically forty to fifty feet long by about fifteen feet in beam. Another vernacular craft from this region, the "cotton box" or "box boat" was generally sixty by twenty-five feet. These cotton carrying barges were often sold upon reaching their destination rather than pole the bulky craft back upstream (Fleetwood 1982: 87). Vessels of this type were the ancestors of the flat boats of the Ohio and Mississippi rivers which were in use from the eighteenth century until the mid-1800s.

The scow hull was also well suited for ferries. Ferry flats have been documented all over North America particularly east of the Mississippi River. On wide rivers they were mounted with sails or used oars and on narrower bodies of water they were either rowed and poled, or they were attached to ropes and cables and pulled across (fig. 4,5) (Perry 1957:).

With the advent of steam propulsion the scow found new employment as a barge. The term "barge" originally referred to a keeled, curved hull rowing vessel or a ship's boat. The square hulled, bulk carrying scows were a practical and economical means of augmenting the carrying capacity of a steam vessel. A single steam boat could move a number of barges that were rafted together.

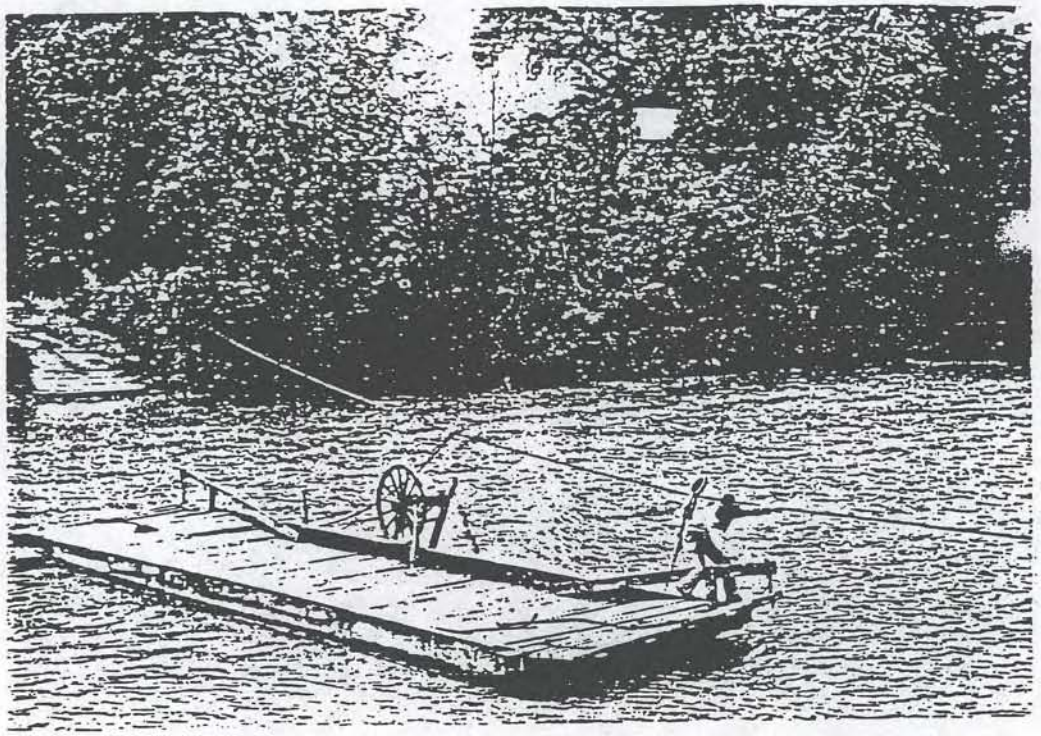


Fig. 4 Rope Ferry (scow) Source: Perry 1957

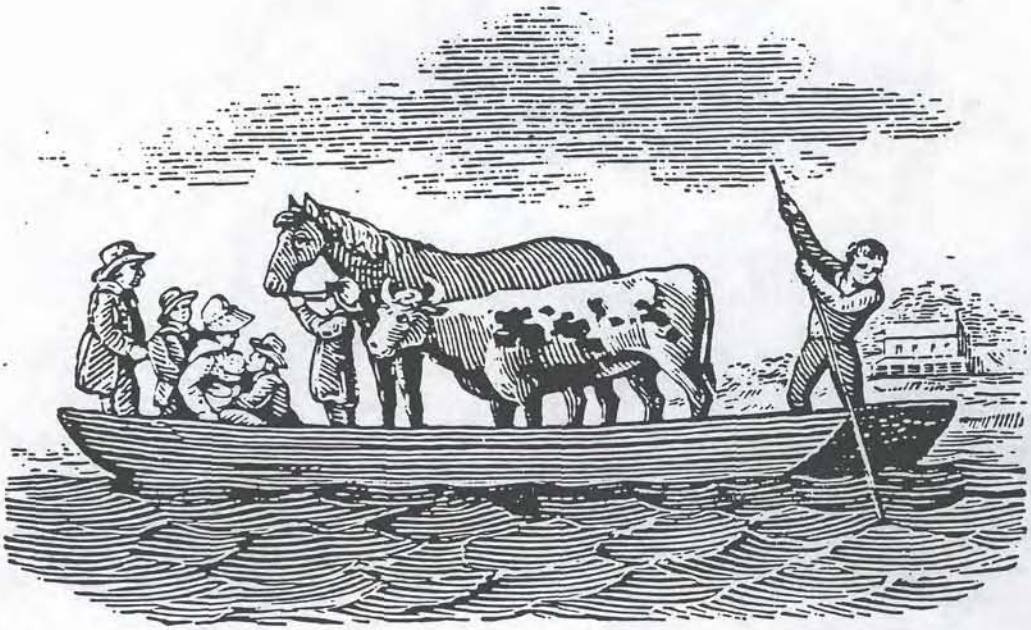


Fig. 5 Pole Ferry (scow) Source: Perry 1957

Scows In The Chesapeake Region

The scow was most likely used in the Chesapeake waters coincident with the earliest settlement. An early mention of a flatboat on the James River appeared in William Byrd's diaries. In 1712 he recorded the disappearance of his "large flat" (Evans 1957:4).

Flats were employed as ferries on most tidewater Virginia rivers by the early eighteenth century. The number of ferries in use on the Potomac River rose from just one in Stafford county in 1705, to fourteen in 1748 (Ibid: 41-45).

Lighters were the main vehicle for transferring goods between ship and shore in the eighteenth century. The activity of lighters declined rapidly by the mid-eighteenth century as the river ports such as Alexandria and Richmond lost business to deep water ports like Norfolk and Philadelphia (Shomette 1985:79). Tatham however reported that the practice was still ongoing at Richmond on the James River in 1800 (Tatham 1800: 210).

Scows found multiple uses on Maryland and Virginia's waters. Small sailing scows and sometimes towed scows were fitted with piledrivers and used to pound stakes for fish traps. These decked flat boats, usually from twenty-five to fifty feet long, were also to be seen on the Great Lakes and the Northeast coast (Chapelle 1951: 67,68).

In barge service the scows carried virtually any bulk good that was produced upland and shipped downstream. In the nineteenth century upland resources were often transported by bateaux and canal boats from their source in the Piedmont region to transshipment points at the fall-line. There the cargo was transferred to ships and scows. This was often the stimulus which made the transshipment towns economic and governmental centers. This pattern is seen when examining the economic development of Georgetown on the Potomac, Fredericksburg on the Rappahannock, and Richmond on the James (Terrell 1988:91,92).

An analogy can be made between the scow barges and todays tractor-trailers plying the aquatic super highways of the past. They ultimately carried much of the commerce brought down from the upland regions. There is little recorded specifically about what was carried, but it can be assumed that due to their slowness and the amount of transfer time and methods of carrying, barges were not regularly

employed in the transportation of perishable goods. Barges are more often associated with the transport of bulk material such as coal, wood, rock, sand, etc; items that would not spoil or be damaged by exposure.

Pushed by tugboats, scows regularly plied the tributaries of the Chesapeake Bay carrying loads of stone from quarries to manufacturing areas or transshipment ports (Tilp 1982:34). They were also employed carrying lumber, cordwood, bricks and railroad ties (Ibid). In the nineteenth and early twentieth century they were used to transport coal (Ibid 117; Tilp 1978: 181).

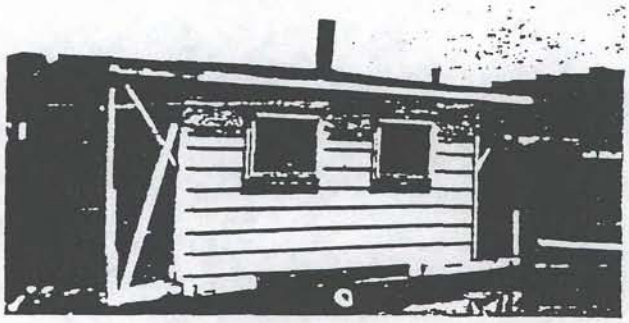
Scow barges were used to transport more unsavory cargoes also. During the Civil War scows were stationed at the Georgetown, Alexandria, and Washington waterfronts and were loaded with the garbage and detritus of the cities. They were then towed down river and dumped in private areas or sold to farmers as fertilizer. This practice was unsanitary and caused a great deal of pollution to the Potomac River and the Bay. It was not discontinued until the end of World War II (Tilp 1978: 65).

The stability of the scow as a work platform resulted in its adaptation to unique work on the Potomac. The "Potomac Ark," essentially a houseboat on a scow hull, provided cheap housing for shipyard workers and fishermen in the last quarter of the nineteenth century. They were generally twenty-four feet long by ten feet in beam with about twelve feet of draft. When floating free of the land, the owner was able to avoid paying property taxes. Many of these arks housed chandleries and stores to service fishermen and sailors who put into port at Georgetown and Alexandria.

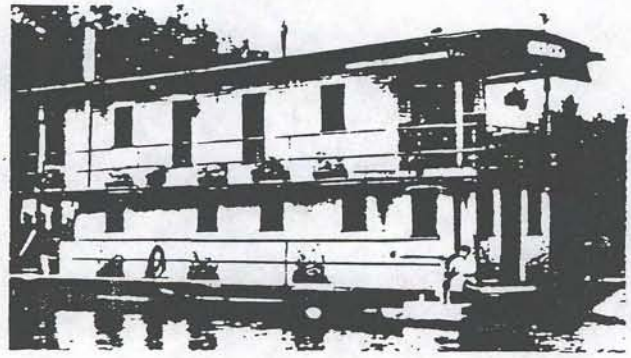
With the decline of the Potomac shipbuilding industry and the increased river pollution, more nefarious types began to inhabit the arks. Gamblers, bootleggers, and prostitutes set up shop and ran rather lucrative businesses until after World War II. Among the popular Ark colonies in the late 1800s was the Battery Cove of Alexandria (fig. 6) (Tilp 1982: 56; Tilp 1978: 308).

Analysis

To date, there has not been a great deal of primary research on scow construction. As always in small craft construction, Howard I. Chapelle's studies compose the most in depth analysis of scow construction features. The scow's widespread use and its multiple roles have become more apparent as maritime archaeologists have encountered them. While their form and role were not as glamorous as other boat types, their role as commerce vehicles make them worthy of study nonetheless.



A small floating "ark" in Great Hunting Creek VA, a typical *home* for the lower income patrons, June 1957.



Madam Rose's *Dream* houseboat moored near Jones Point, Alexandria — the only multi-girl house on the river.

Fig. 6 Potomac Arks Source: Tilp 1978

The greatest body of archaeological study of scow construction has occurred in the Carolinas. The South Carolina Institute of Archaeology and Anthropology has conducted three unpublished studies. Two scow ferries were excavated at the Brouwn's Ferry site near Georgetown, and a rice barge was raised near Charleston and is currently under study. A number of scows have been studied in North Carolina by the State's Underwater Archaeological Unit (Lawrence 1986). The State also surveyed a fore and aft planked scow in the Trent River. That information is currently being studied by Mr. Mike Alford, curator of the North Carolina Maritime Museum in Beaufort (Lawrence 1990). East Carolina University published a report of the excavation of two scow ferries on the Northeast Cape Fear River in 1986 (Watts 1986).

As indicated above, the scow was an ancient form of vessel construction. It was adapted for sail and it was also propelled by poling and rowing. It was a flat bottomed vessel that usually had parallel sides. The ends were usually raked at a similar angle.

The sailing scow was often decked and had a step (mount) for the mast on the floor. Keels and deadwood, which enhanced sailing characteristics, were fastened to the outside of the hull rather than being part of the intrinsic structure as was done in most ship construction.

Some scows had sprung sides in which the ends were narrower than the mid-section. This improved the navigability in the sailing scow. Chapelle wrote that this characteristic evolved from the ancient punt-form which was a small scow-like rowing vessel.

Scows were most often transversely planked. They had a number of stringers running lengthwise but the most important longitudinal strength came from the chine log. Thick, beam-like chine logs ran down each side and were the foundation for the sides. The logs were most often notched for the frames or stanchions to which the planks wee nailed. The bottom plank, stanchion, and chine log were through-pinned by iron bolts.

The floor of the scow was usually constructed upside down so that the planking could be nailed to the chine log and stringers. They could then be righted and stacked and economically shipped to their place of intended use before the sides and ends were attached. The lack of plank bending and the ability to use pre-cut scantlings meant that specialized shipwrights were not needed in assembling the scows. This resulted in a simple and inexpensive vessel (Chapelle 1951: 31,32,51,52,70; National Park Service: 1975).

Vessel Identification

All of the scows except for feature #30 were similar in construction features. The lack of mast steps, deadwood, keel, or rudder precluded their being sailing scows. These vessels were all barges.

They were transversely planked and exhibited chine log construction. They also showed the same spring sided shape or slight tapering of the ends as mentioned in Chapelle. Despite slight variations in features such as the number of stringers or laminated pieces in a stringer, these vessels exhibited enough similarity in construction that it was assumed that they had the same temporal and regional association. The cut nails and iron through bolts also supplied the same associations.

Scow features #31 and #2 were both shown in place in the 1911 Army Corps of Engineers photographs. Their east/west orientation shown in the photograph implied that they were put there intentionally and at the same time. The presence of knees and cross beams in these two indicates that they came from a similar construction tradition, probably the same yard.

Scow feature #34 was lying in the same east/west orientation as the other two but was not apparent in the photograph. It was a smaller vessel and of lighter construction and the cradle-block implied that it had a different use. The iron fasteners indicated a similar construction time and the positioning could have resulted from the same event or activity which positioned the other two vessels. By the time of the April 18, 1911 photograph, it was either deposited beneath the sediment and shallow water, or put into its position soon after the photograph was taken.

Feature #27 was similar to the other barges but was not lying in the same orientation. It was lying on a bulkhead and was down on one corner. It appeared to have been floating free when it sank.

Like #34, #27 was sawn in half. They were not two ends of the same vessel, and its not known why they would have been altered in such a way.

The loops of steel cable on #27 served the same function as the similarly placed eye bolts on #34. Photographic research of barges did not reveal how they were used. Most towing was done with towing bits or posts.

It is assumed from the construction details and features of these four barges, that they were all built and used at the same approximate time. Machine cut iron nails were in use during most of the nineteenth century, and are little help in dating the vessels. The machined, threaded bolts and eye rings in feature #34 suggested the second half of the nineteenth century.

It was difficult to judge the amount of use the vessels had due to wear patterns and repairs to the wood. Some of the vessel had plugged holes either done as repairs or for bilge drainage. Feature #2 had a number of wooden patches in the floor. The Corps photograph showed #2 and #31 with side planks missing, so they were probably well used by the time they were deposited.

In making a deduction concerning the age and deposition of these barges, the activities during the land fill at Battery Cove should be reviewed. On September 6, 1910 the Potomac Sand and Gravel Company began constructing a cobble and rip rap retaining wall around Battery Cove to hold the dredge spoil for the Army Corps of Engineers channel dredging operation. Since the wall was reported to rise "five feet above low water", it was unlikely that any vessels were brought into the cove after the wall was completed by February 2, 1911 (Shomette 1985: 291-293).

It is possible that these four barges were involved in the construction of the breakwater for the Corps' Battery Cove project. Here was no apparent cargo residue to indicate what they carried. Barges like these were often involved in the transportation of stone and sand, so they may have carried stone and rip rap for the Potomac Sand and Gravel Company.

Features on two of the barges suggest activities other than hauling bulk material. Barge #31 had a longitudinal beam supported at an angle. The heavy braces and knees suggested that it was built to carry heavy loads. The extended beam may have been half of some sort of "A" frame hog brace to prevent the ends of the barge from dropping or it may have braced some sort of structure such as a lifting crane.

The saddle blocks on barge #34 would have seated some sort of cylindrical device. It is difficult to determine whether it was a shaft or a pipe. Since barges were stable work platforms they often had machinery mounted on them (fig. 7). Barge feature #34 could have been a platform for some sort of engine. The Corps also employed barges as line pontoons to support dredge pipes (fig. 8) (National Archives, Record Group 77).

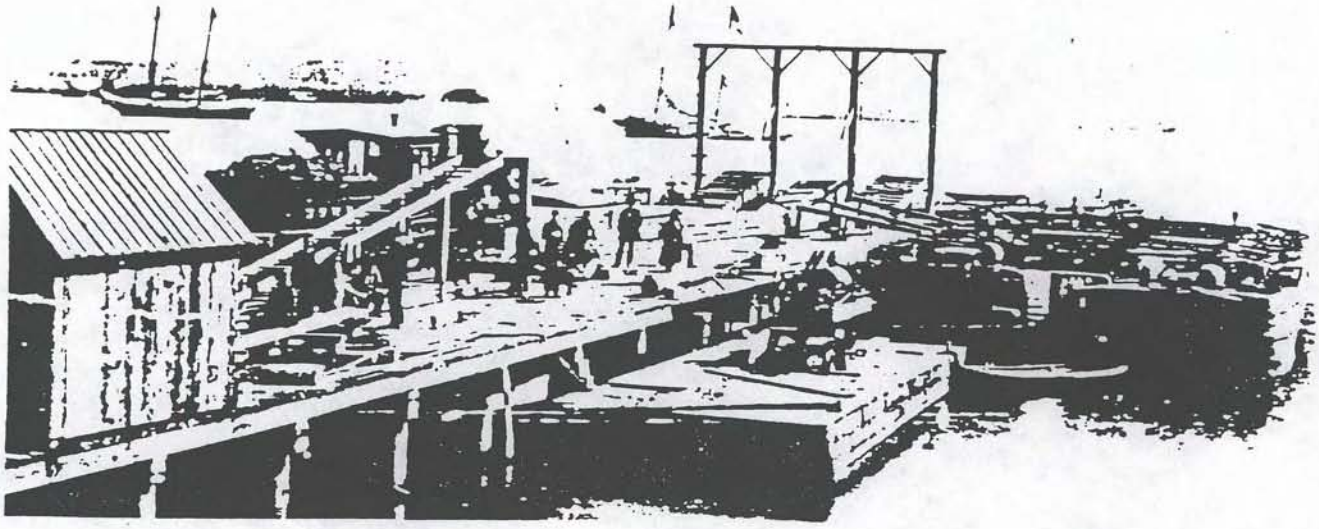


Fig. 7 Barge with machinery, Potomac River c.1860's
Source: National Archives

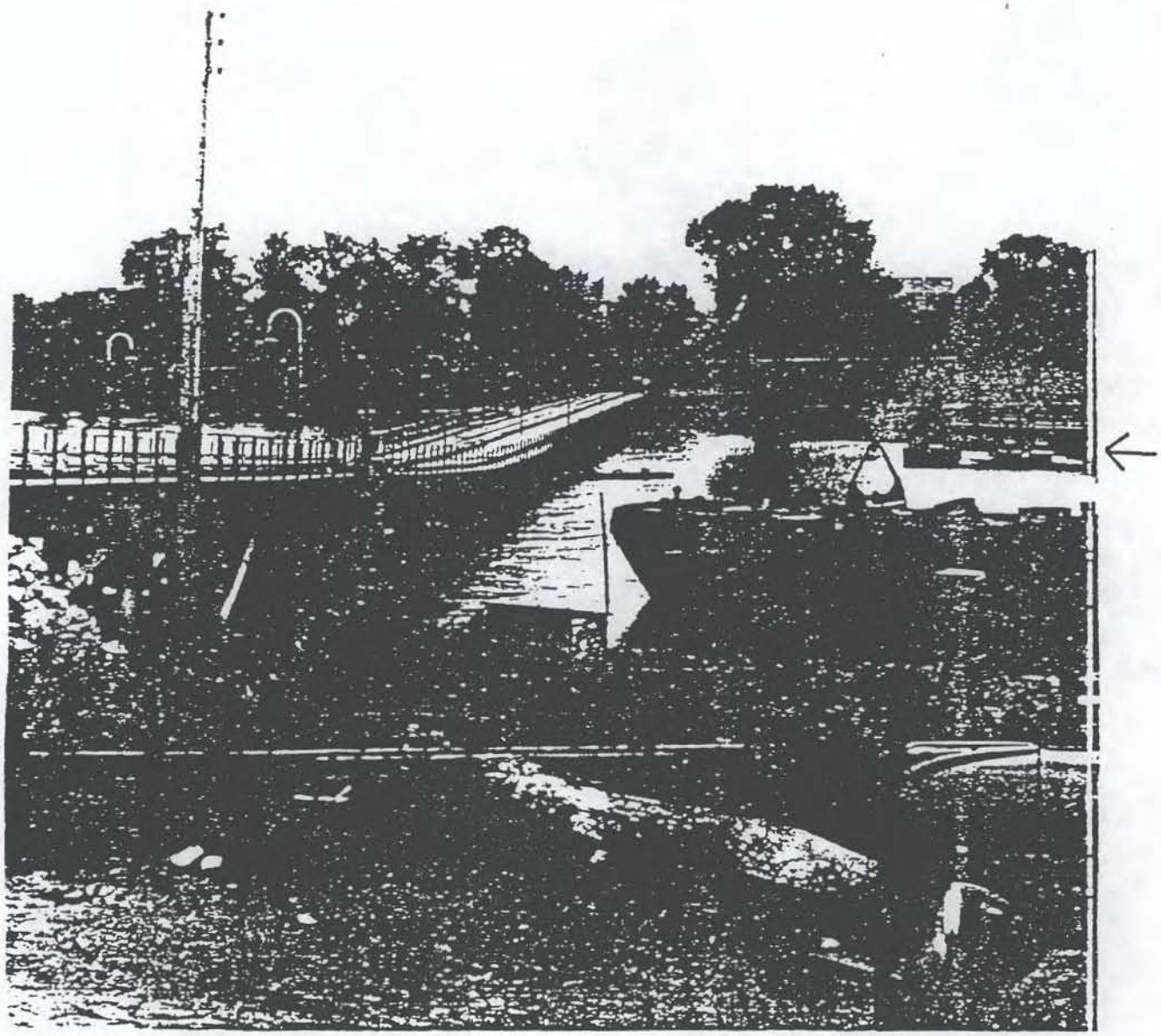


Fig. 8 Dredge line pontoon (upper right)
(c) National Archives RG77

In final assessment, it is likely that these four barges were constructed in the late nineteenth or early twentieth century. They were probably used in some capacity, probably involving the construction of the breakwater. Two barges (features #27 and #2) would have been used to haul bulk material, probably sand or stone, while the other two (#31 and #34) may have been involved in a mechanical capacity.

The fifth barge, feature #30, was more enigmatic than the others. Its features were uncommon in scow construction. It was more boat-like in its appearance having longitudinal planking and transverse frames and lacking the scow-like chine log. Chapelle noted that it was rare to find and American scow planked fore and aft and that it would result in greater labor and construction costs (Chapelle 1951:51,78). North Carolina State Underwater Archaeologist Richard Lawrence commented on the fore and aft planked scow found in North Carolina's Trent River noting that it was an older form of construction, indicating the early nineteenth century.

This vessel seemed to have had a different deposition than the others. It was found wedged underneath a nineteenth-century wharf. One side of the vessel had collapsed outward from the hull.

It may be that #30 was being used in association with the wharf at some point during the early or mid-nineteenth century. Flood waters could have wedged the vessel under the pier and caused the side to collapse and the accumulation of sediment in the late nineteenth century left it in the situation in which it was found. It may be that the wharf was built on top of it.

Feature #37, Keeled Vessel

Much of the time during the site visit was spent measuring and documenting the hull remains of a larger keeled vessel, referred to as feature #37. Approximately one quarter of the hull remains were exposed by the excavation. About forty feet of the forward section of the vessel was excavated. The bow was oriented towards the west and the stern pointed towards the river.

This orientation matched the position of a vessel recorded in the series of Corps of Engineers photographs of Battery Cove taken in 1911. The remains consisted of a portion of the bow stem, sections of the keelson, and the port frames and futtocks covered by some of the ceiling planking. While the upper futtocks were apparent in the 1911 photograph, they had not survived the filling of the cove.

About three feet of the first five cant frames remained (fig. 9). The sixth and seventh cants were broken off level with the keelson. The keelson was intact for the exposed length of the ship. It was excavated from the stem post aft about thirteen feet. The next eight feet were hidden in the bank after which another twelve feet of keelson was exposed.

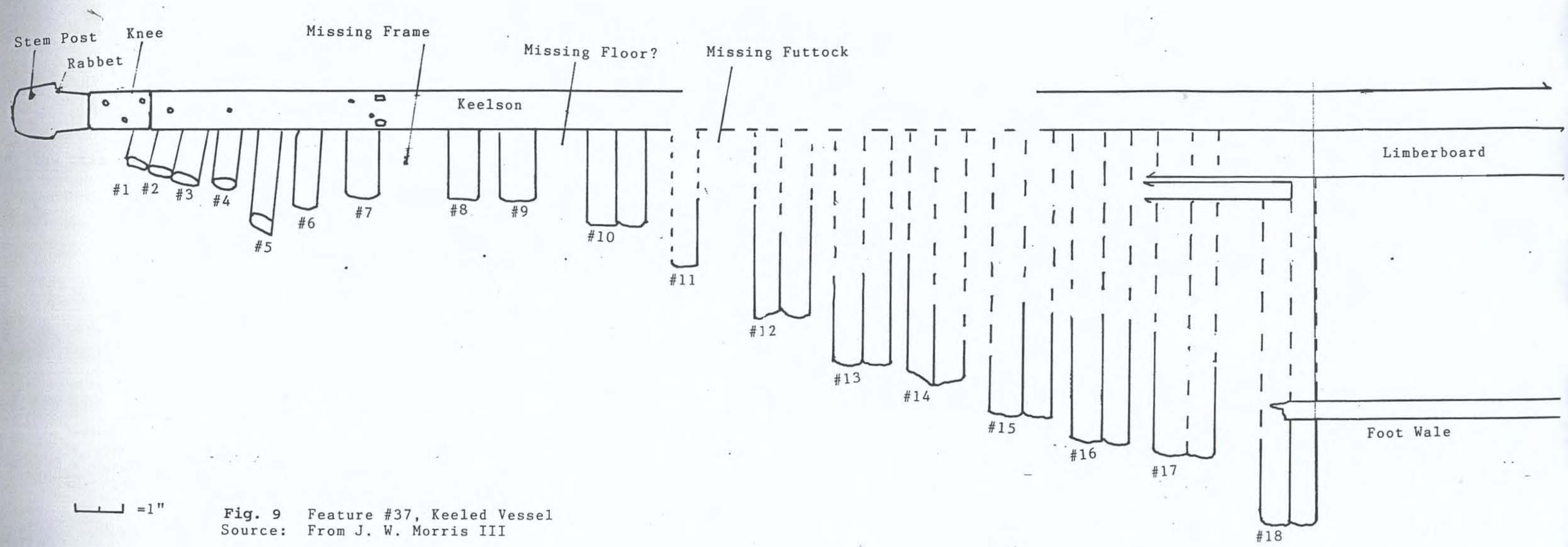
As previously stated the frames were destroyed before the turn of the bilge. This made it difficult to determine the width of the vessel. The boat had eighteen frames or frame pairs. The first six frames were single cant frames (fig. 10). Frame numbers 7,8, and 9 were single floors with no apparent futtocks. A wide space between frame #7 and #8 implied that a floor was missing, probably torn out as it left an irregular space in contrast to the rest of the spacing pattern of approximately .50 foot (this vessel was measured in tenths of feet unlike the other vessels). Frames #10 through #18 consisted of floors and futtocks except for floor #11 which had its futtock missing, again apparently destroyed.

About eight feet of keel were apparent before the hull shape flattened out and precluded any further observation of the outside hull. The garboard strake (first plank) and second plank were both rabbeted in the stem. Portions of the third plank were in place and likewise disappeared under the hull.

The ceiling planks started at frame #10. They were deteriorated forward of that point. At the widest measured point (frame #18), there were approximately seven ceiling planks but the accumulated ice and frozen dirt made it difficult to determine features with certainty. A narrow .30 foot wide stringer ran parallel to the aft portion of the keelson, but disappeared into the bank so that only three feet of length was visible. Finally a .35 foot wide stringer or wale began at the outer end of frame #18 and ran aft into the bank. Mr. Morris referred to this as a "foot wale" which would have been placed in the hold to make the walk easier.

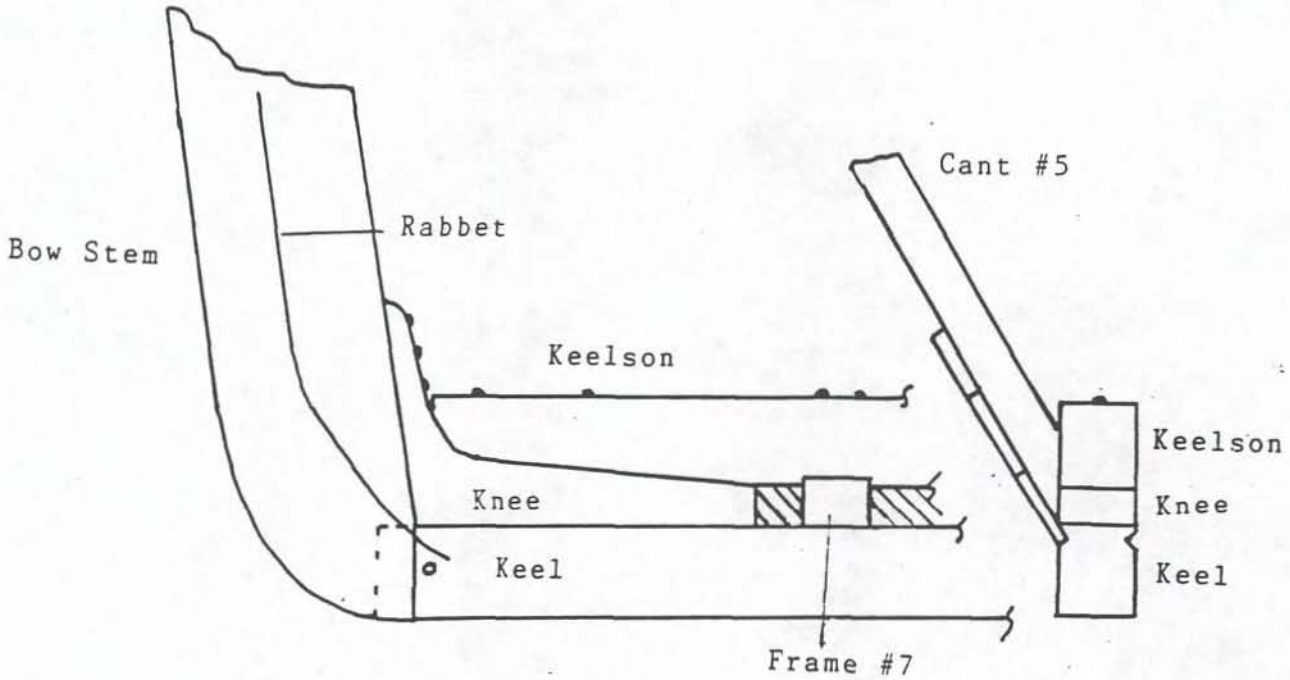
As stated before, it was impossible to determine the beam of the vessel since the frames were destroyed before the turn of the bilge. The widest beam measurement was 8.2 feet from the outside of the keelson to the end of frame #18. Adding the .8 foot width of the keelson, the beam of this vessel was at least 17.2 feet.

The length of the vessel was also unknown as only forty feet were uncovered. However, enough of the length was left so that a regularity in the framing pattern could be established. The frames and futtocks were each approximately .6 foot sided with a .5 foot space between pairs. It was estimated from



=1"

Fig. 9 Feature #37, Keeled Vessel
Source: From J. W. Morris III



=1"
• -iron bolt
∘ -trunnel
▨ -space

Fig. 10 Feature #37, Keeled Vessel
Source: From J. W. Morris III

the photograph that approximately one third of the vessel was uncovered so that the projected length of this boat was 120 feet.

Vessel #37 was fastened with iron through bolts. They were corroded and little else could be established about them. The hull planks were fastened to the frames by wooden trunnels (dowels), a traditional shipbuilding practice from the earliest times until the twentieth century. The wood type is unknown but it was recommended to the archaeologists that samples be taken of all the scantlings for analysis.

It was possible to make certain deductions about the shape of vessel #37. It appeared to be a lightly timbered vessel, not intended for use in the ocean's rough water. It was most likely built for use in the calmer waters of a river or bay. The bow stem was light; approximately 1.2 feet wide by 1.6 feet deep. It had a "plum bow" that showed little raking angle. Although somewhat eroded, it did not seem that any additional timbers were fastened onto the forward face of the stem such as a beakhead or bowsprit. The interior of the bow stem also lacked any substantial strengthening deadwood. The only deadwood was a knee that was bolted between the stem post and the keelson.

The hull shape had a sharp initial entry into the water but rapidly fell out to a wide, flat bottom vessel, again an indication of a boat intended for riverine use. Another clue to the hull shape was made in the 1911 Corps photograph. This showed several stern frames in the sediment of the breakwater that appeared to curve around. This indicated that this boat was a round sterned vessel.

The lack of internal features in the hull provided few clues to the type of boat #37 was. There was no mast step nor did there appear to be engine mounts. Not enough of the keelson was excavated to determine whether it had an engine or not.

The only indicator of the vessel's type was the hull shape. The lightly timbered stem post and its vertical position did not suggest a sailing vessel. A sailing ship of 120 feet would have likely had a bow sprit. The photographs of grounded river steamers illustrate a lightly timbered, plum bow with a narrow entry that widens into a flatter hull within a few feet (fig. 11,12). It is probable therefore that vessel #37 was a river steamer which was abandoned at Battery Cove.

This boat presented the same problem as the barges in determining the age. The Corps photograph indicated that the vessel was in place when the breakwater was built. It would have been

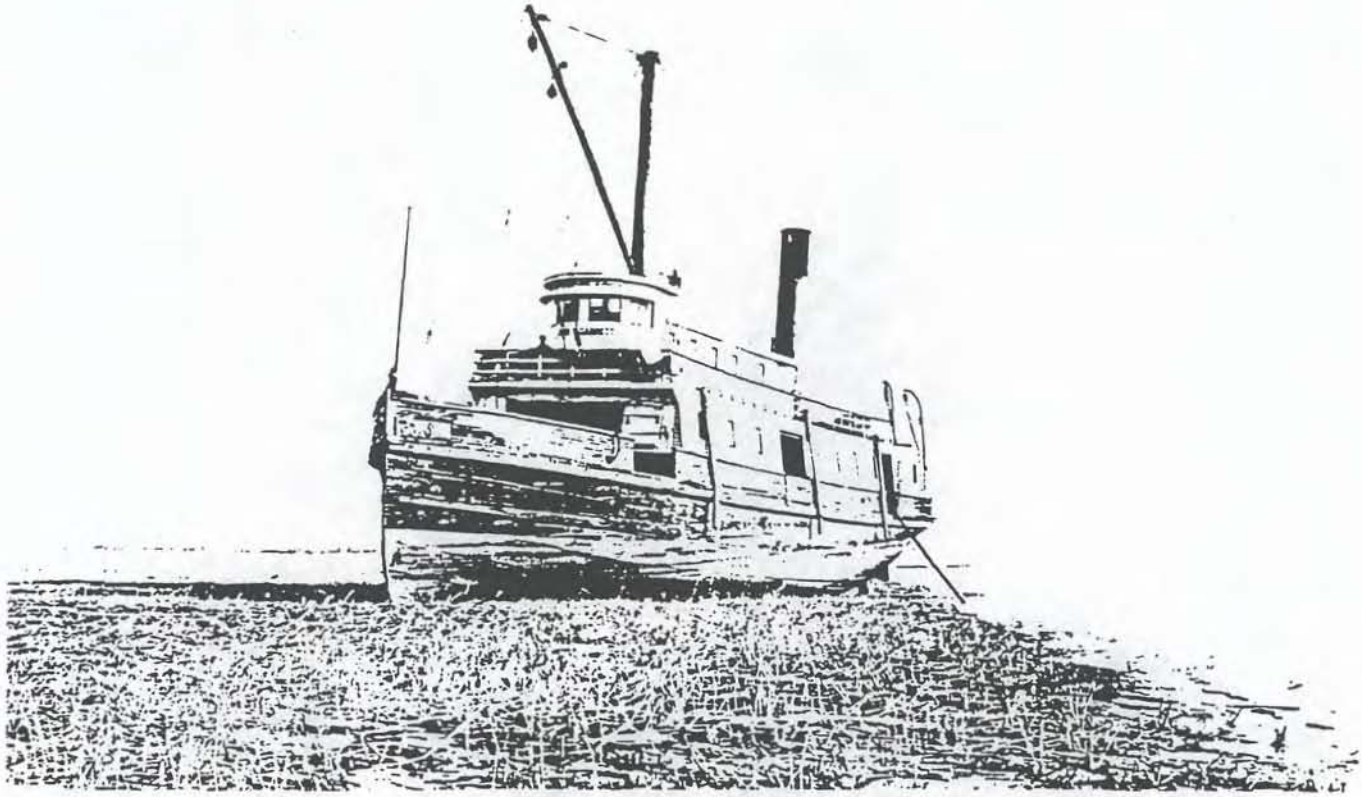


Fig. 11 River steamboat hull Source: McKelvey

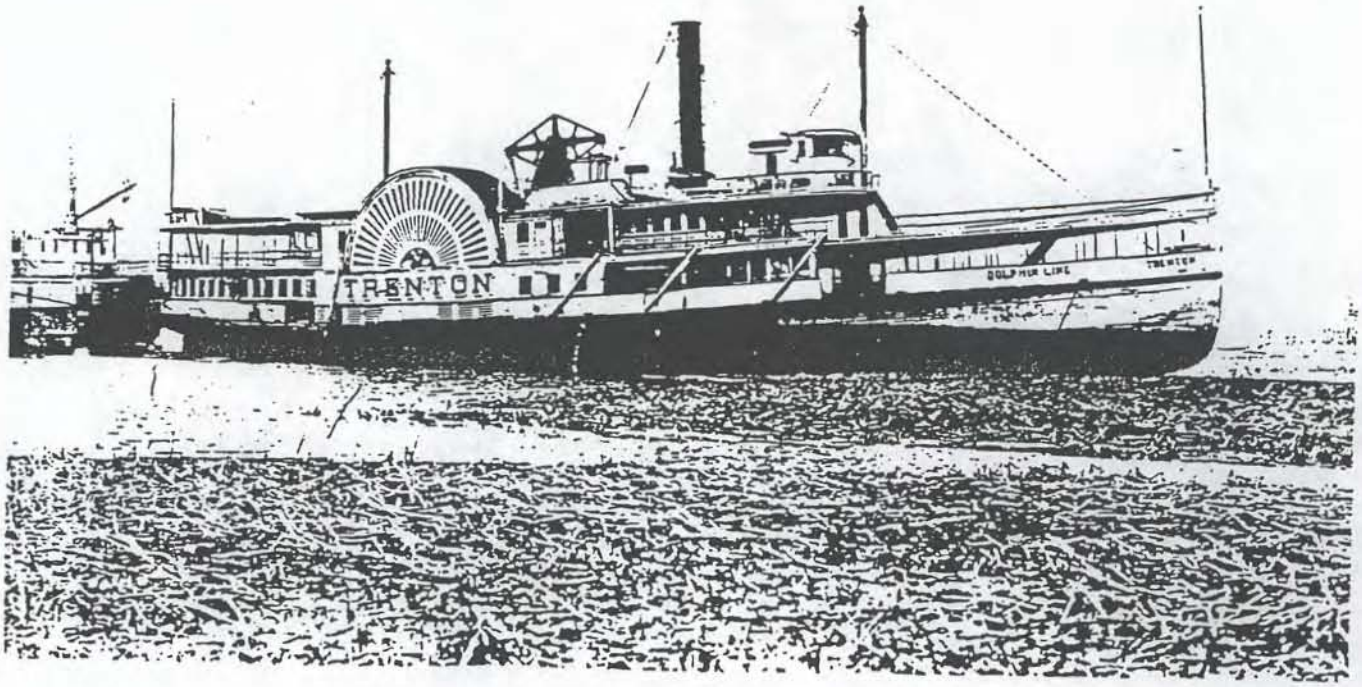


Fig. 12 River steamboat hull Source: McKelvey

difficult if not impossible to pull or push the hull over the wall. Since the breakwater was built before the dredging began, it is unlikely that this boat was one of the thirteen recorded wrecks dredged up by the Corps of Engineers during the dredging operations (Shomette 1985:292).

The photograph indicated that the hull may have spent some time as a derelict. This vessel was probably built during the last half of the nineteenth century and was abandoned at Battery Cove. It may have been a large tug or possibly a small river steamer that carried cargo and passengers between the fall line entrepot towns of Alexandria and Georgetown, and the small river communities downstream and along the Chesapeake Bay and its tributaries.

Conclusion

Although a ragged assemblage, this collection of vessels reveals something about the operation of a late-nineteenth century tidewater river port. They were mostly flat bottomed working boats. Their design was intended for carrying on daily commerce in the relatively calm and shallow waters of the Potomac River.

Their uses were inter-related. The steam tugs pushed rafts of scow barges up and down stream with their holds loaded to peaked mounds with the earth's raw materials that fueled and built the eastern cities during the prosperity of the late nineteenth century's industrial age.

The chine log barges and the keeled vessel exhibited little to warrant their preservation. They have imparted all the significant information they may have had to offer. Two of the vessels were unique, however. Barge #30 was unusual in comparison to the others. Besides the Trent River barge in North Carolina, this author is unaware of any other scow-type vessels with these construction features. Its fore and aft planking and transverse frames reflect a more refined ship-like origin. This was probably a boat of some significance.

Likewise, #35, the bateau, may have had some significance since its construction features indicate an older boat type which may have evolved in the New England region. Its design implies either a cultural anomaly, i.e. a vessel which arrived in this area accidentally, or a migration of regional craft techniques and culture that was not recorded in the historic record.

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GLOSSARY

cant frame	angled frames that help to fare and shape the planks at the bow and stern
ceiling planking	inside planks of a ship
floor	transverse frame piece
fore and aft	longitudinally
futtock	the separate pieces forming a frame of a boat
moulded	distance from bottom to top
rabbet	a recess along a timber to which another piece, usually a plank, is fitted.
scarph	method of joining two pieces of timber
sided	distance across top
stem post	upright bow timber
stern post	upright stern timber
strake	plank
turn of bilge	where bottom of hull meets sides
wale	thick longitudinal timber

TABLE OF SCANTLINGS

KEELED VESSEL #37

	length	sided width	moulded depth	
keel		.8'	.9'	
keelson	.8'	.9'		
stem knee	3.7' (at knee)	.8'	.7'	(at bend)
stem post		1.2'	2.0'	
cant frames				
#1		.5'	.5'	
#2		.5'	.5'	
#3		.52'	.5'	
#4		.5'	.5'	
#5		.5'	.5'	
#6		.5'	.5'	
#7		.7'	.7'	
floors				
#8		.69'	.5'	
#9		.75'	.5'	
#10		.6'	.5'	
#11		.5'	.5'	
#12		.55'	.5'	
#13		.6'	.5'	
#14		.57'	.5'	
#15		.62'	.5'	
#16		.62'	.5'	
#17		.67'	.5'	
#18		.65'	.5'	
futtocks				
#10		.6'	.5'	
#11		-	-	
#12		.65'	.5'	
#13		.6'	.5'	
#14		.55'	.5'	
#15		.6'	.5'	
#16		.58'	.5'	
#17		.6'	.5'	
#18		.6'	.5'	
planking-exterior		.10'	.75'	garboard
			.9'	- 2nd
			.8'	- 3rd
interior		.07'	1.0'	garboard

<u>projections</u>
hull length 120.0'
beam 17.2'
draft
depth of hold

APPENDIX D

EXCAVATION COLUMN PROFILES

APPENDIX D

EXCAVATION TRENCH COLUMN PROFILES

SUMMARY OF UNIVERSAL STRATIGRAPHY

Stratum A: various late nineteenth- to mid-twentieth-century fill layers, generally mixed and undifferentiated as to period, characterized by clay and clay loams, gravels, coal and coal residues, brick and other rubble

Stratum B: various late nineteenth-century deposits related to marine railway and shipyard use of the property, listed with subscripts for differentiation where appropriate

Stratum C: eighteenth-century wharf fill, fairly uniform brown, reddish brown or gray clayey sand, with few inclusions

Stratum D: Corps fill, dredging spoil introduced into the south portion of the site by the Corps of Engineers in 1911 to infill Battery Cove, gray to dark greenish gray sandy silt, dense, largely impermeable, occasional small gravels and small mussel shell fragments, micro-strata of sand or coal dust appear infrequently suggesting the infilling operation was carried out in stages, with the area left open for extended periods

Stratum E: twentieth-century cove bottom, natural deposit, most recent accumulation of gray silt, sand and debris on bottom of Battery Cove prior to twentieth-century filling, observed over the south edge of the eighteenth-century wharf and south of the wharf bulkhead

Stratum F: early cove bottom deposits, darker gray sandy silt representing cove surface prior to wharf construction in the eighteenth century, recognized across site below wharf fill (Stratum C) and twentieth-century cove bottom (Stratum E)

TRENCH 10 SECTION A

Surface	8.10' msl; 5" concrete slab and gravel bed
Stratum A:	5-18" black (coal rich) sandy loam and gravel; Universal Stratum A
Stratum B:	18-24" gray and brown gravels; edge of rail bed; water influx; Universal Stratum A
Stratum C:	24-30" light gray (10YR 7/1) and yellow (10YR 7/6) clay fill; Universal Stratum A
Stratum D:	30-60" brownish yellow (10YR 6/6) and reddish yellow (7.5YR 7/8) clayey sand; Universal Stratum A
	maximum depth excavated: 60 inches

TRENCH 10 SECTION B

Surface:	7.97' msl; 6" concrete slab and gravel bed
Stratum A:	6-18" gray and black loam, gravel and coal; Universal Stratum A
Stratum B:	18-23" black gravel and coal; Universal Stratum A
Stratum C:	23-55" yellowish red (7.5YR 7/8) and brownish yellow (10YR 6/6) clayey sand; Universal Stratum A
Stratum D:	55-85" light gray (10YR 7/1) and reddish yellow (7.5YR 6/6) clayey sand; Universal Stratum C
Stratum E:	85-90" light brownish gray (10YR 6/2) coarse grained sand; woody debris and gravel at base; Universal Stratum C

Stratum F: 90-99" reddish yellow (5YR 6/8) and yellowish red (5YR 5/8) coarse sand; Universal Stratum C

Stratum G: 99"+ gray (10YR 5/1) silt and silty clay; Universal Stratum F

maximum depth excavated: 144"

TRENCH 10 SECTION C

This section not excavated

TRENCH 10 SECTION D

Surface: 8.25' msl; 6" concrete slab and gravel bed

Stratum A: 6-10" black and brown loam and gravel fill; Universal Stratum A

Stratum B: 10-14" pale brown (10YR 6/3) and light gray (10YR 7/1) sandy clay fill; Universal Stratum A

Stratum C: 14-18" light yellowish brown (10YR 6/4) compact clay; Universal Stratum A

Stratum D: 18-22" black (10YR 2/1) loam, crushed coal, small gravels; Universal Stratum B

Stratum E: 22-26" dark reddish brown (5YR 2.5/2) sawdust, compressed and saturated with oil; Universal Stratum B_1 (electrical company refuse)

Stratum F: 26-35" dark gray (10YR 4/1) to black (10YR 2/1) loam, heavily mixed with coal; Universal Stratum B_2 (coal yard debris)

Stratum G: 35-44" gray (10YR 5/1) and grayish brown (10YR 5/2) sand; Universal Stratum B

Stratum H: 44-52" very pale brown (10YR 7/3) sand; wet; Universal Stratum B

Feature 1: 56-62" nineteenth-century shipway timbers

Stratum I: 52-66" pale brown (10YR 6/3) and light gray (10YR 7/2) compact sandy clay; Universal Stratum B

Stratum J: 66"+ very pale brown (10YR 7/4), reddish yellow (7.5YR 7/6) and light gray (10YR 7/2) loose and wet clayey sand; Universal Stratum C; wharf fill

maximum depth excavated: 120"

TRENCH 10 SECTION E

Surface: 8.25' msl; gray sand, loam and angular gravels; scrub grass

Stratum A: 0-6" brownish yellow (10YR 6/6) sandy clay and gravel; Universal Stratum A

Stratum B: 6-23" yellowish brown (10YR 5/8) compact clayey sand; Universal Stratum A

Feature 10: 12-32" demolition debris; wood planking, brick, mortar

Stratum C: 23-30" yellow (10YR 7/6) clay; Universal Stratum A

Stratum D: 30-34" dark grayish brown (10YR 4/2) loam; Universal Stratum B

Stratum E: 34-40" dark brown (10YR 4/3) compressed sawdust, with wood chips and tree bark; Universal Stratum B_1 (electrical company refuse)

Feature 11: 39-46" short timbers, informally stacked; within soil matrix similar to Stratum E

Stratum F: 40-43" gray (10YR 6/1) sandy clay; Universal Stratum B

Stratum G: 43-70" reddish yellow (10YR 7/8) and brownish yellow (10YR 6/8) mixed sandy clay and silty sandy clay; Universal Stratum B

Feature 1: 55-67" nineteenth-century shipway timbers

Stratum H: 67"+ very pale brown (10YR 7/4), reddish yellow (7.5YR 7/6) and light gray (10YR 7/2) loose and wet clayey sand; Universal Stratum C; wharf fill

maximum depth excavated: 120

TRENCH 10 SECTION F

Surface: 8.25' msl; loose angular gravel, brown and gray silt; scrub grass

Stratum A: 0-4" yellowish brown (10YR 5/8) silty sand and gravel; Universal Stratum A

Stratum B: 4-9" brown (10YR 5/3) compact gravel; Universal Stratum A, possibly associated with rail line to north and northwest

Stratum C: 9-25" brownish yellow (10YR 6/8) sandy clay with large and small gravels; Universal Stratum A

Stratum D: 25-30" dark gray (10YR 4/1) sand, silt, ash and cinder; Universal Stratum B

Stratum E: 30-37" dark brown (10YR 4/3) compressed sawdust, with wood chips and tree bark; Universal Stratum B_1 (electrical company refuse)

Stratum F: 37-42" gray (10YR 6/1) sandy clay; Universal Stratum B

Stratum G: 42-58" reddish yellow (10YR 7/8) and brownish yellow (10YR 6/8) mixed sandy clay and silty sandy clay; Universal Stratum B

Feature 1: 55"-67" nineteenth-century shipway timbers

Stratum H: 67"+ very pale brown (10YR 7/4), reddish yellow (7.5YR 7/6) and light gray (10YR 7/2) loose and wet clayey sand; Universal Stratum C; wharf fill

maximum depth excavated: 120"

TRENCH 10 SECTION G

Same as Section D

TRENCH 10 SECTION H

Surface: 7.97' msl; 6" concrete slab and gravel bed

Stratum A: 6-13" gravel and light gray silt and sand; Universal Stratum A

Stratum B: 13-15" black gravel and coal dust; Universal Stratum A

Stratum C: 15-27" gray angular gravel; Universal Stratum A, modern railroad bed at far south edge of trench only

Stratum D: 15-19" light yellowish brown (10YR 6/4) compact clay; Universal Stratum A

Stratum E: 19-27" black (10YR 2/1) loam, crushed coal, small gravels; Universal Stratum B

Stratum F: 27-30" light gray (10YR 7/1) sand, ash and crushed coal, south end of trench only; Universal Stratum B

Stratum G: 27-32" dark reddish brown (5YR 2.5/2) sawdust, compressed and saturated with oil, deeper (to 41") to south; Universal Stratum B_1 (electrical company refuse)

Stratum H: 33-39"-reddish yellow (5YR 7/8) crushed brick, lens within Stratum G at south end of trench; Universal Stratum B_2 (coal yard debris)

Stratum I: 32-42" dark brownish gray (10YR 4/2) loam with gravels and coal; Universal Stratum B

Stratum J: 42-49" gray (10YR 6/1) sand, coal intermixed; Universal Stratum B

Stratum K: 49-52" light yellowish brown (10YR 6/4) sand, intermittent across trench; Universal Stratum B

Stratum L: 52-58" mottled very pale brown (10YR 7/4), light gray (10YR 7/1) and reddish yellow (7.5YR 7/8) sandy clay; Universal Stratum B

Stratum M: 58-60" gray (10YR 5/1) and grayish brown (10YR 5/2) sand; Universal Stratum B

Feature 1: 58"+ nineteenth-century shipway timbers

maximum depth excavated: 60"

TRENCH 10 SECTION I

Surface: 8.00' msl; gravel, gray sand and silt, scrub grass

Stratum A: 0-28" various layers of gray or brown clay, coal, brick rubble; Universal Stratum A

Stratum B: 28-72" very pale brown (10YR 7/4) and reddish yellow (7.5YR 7/6) mottled clayey sand, compact in spots, occasional small gravels; Universal Stratum A

Stratum C: 72"+ brownish yellow (10YR 6/6) silty clayey sand with light gray (10YR 7/1) mottling; Universal Stratum C, wharf fill

maximum depth excavated: 94"

TRENCH 10 SECTION J

Surface: 8.25' msl; 7" concrete slab and gravel

Stratum A: 7-66" brown and gray sandy clay fill; Universal Stratum A, disturbance associated with junction box and water mains from standing water tower

Stratum B: 66"+ reddish yellow (7.5YR 7/8) clayey sand; Universal Stratum C, wharf fill

maximum depth excavated: 96"

TRENCH 10 SECTION K

Surface: 8.25' msl; 7" concrete slab and gravel

Stratum A: 7-63" brown and gray sandy clay fill; Universal Stratum A, disturbance associated with junction box and water mains from standing water tower

Feature 1: 61" nineteenth-century shipway timbers, partially truncated by concrete junction box; no further excavation

TRENCH 10 SECTION L

Surface: 8.15' msl; gravel, gray silt and sand, scrub grass

Stratum A: 0-4" dark gray gravel

Stratum B: 4-19" yellow (10YR 7/6) gravel and sandy clay; Universal Stratum A, water tower construction fill

Stratum C: 19-30" light gray (2.5YN 6/0) silty clay; Universal Stratum A

Stratum D: 30-37" brown (10YR 5/3) and light gray (10YR 7/1) mottled sandy clay with brick, gravels and coal; Universal Stratum A

Stratum E: 37-59" gray (10YR 5/1) sandy loam with coal and gravels; Universal Stratum A

Stratum F: 59-77" yellow (10YR 7/6) and light gray (10YR 6/1) mottled sandy clay; Universal Stratum A

Feature 1: 65-77" nineteenth-century shipway timbers

Stratum G: 77"+ very pale brown (10YR 7/4), reddish yellow (7.5YR 7/6) and light gray (10YR 7/2) loose and wet clayey sand; Universal Stratum C; wharf fill

maximum depth excavated: 96"

TRENCH 10 SECTION M

Surface: 7.68" msl; gravels and gray and brown sand and silt

Stratum A: 0-11" dark gray gravel and coal dust

Stratum B: 11-19" light brownish yellow (10YR 6/4) clay and loam, with gravels; Universal Stratum A

Stratum C: 19-34" brown (10YR 5/3), reddish yellow (7.5YR 7/6) and light gray (2.5YN 6/0) compact sandy clay, very mixed, gravelly; Universal Stratum A

Stratum D: 34-37": black (10YR 2/1) coal dust and loam, small gravels and brick bits; Universal Stratum A

Stratum E: 37-48": gray (10YR 6/1) silty clay, dense; Universal Stratum A

Stratum F: 48-55" black (10YR 2/1), white (10YR 8/1) and pinkish gray (5YR 7/2) coal, coal dust, ash small gravels and decomposed wood; Universal Stratum B_1 (electrical company refuse)

Stratum G: 55-64" dark gray (10YR 4/1) silty clay and fine sand, wood chips, coal and brick bits; Universal Stratum B

Feature 1: 66-78" nineteenth-century shipway timbers

Stratum H: 78"+ very pale brown (10YR 7/4), reddish yellow (7.5YR 7/6) and light gray (10YR 7/2) loose and wet clayey sand; Universal Stratum C; wharf fill

maximum depth excavated: 120"

TRENCH 10 SECTION N

Surface: 8.00' msl; brown silty sand and gravels

Stratum A: 0-8" black coal, gravel and sandy loam; Universal Stratum A

Stratum B: 8-14" reddish yellow (7.5YR 6/8) sand and rounded gravels; Universal Stratum A

Stratum C: 14-32" very pale brown (10YR 7/4) sandy loam, gravels, brick , small cobbles; Universal Stratum A

Stratum D: 32-41" dark grayish brown (10YR 4/2) clayey silt and fine grained sand, with coal, sawdust, wood chips, brick; Universal Stratum B

Stratum E: 41-51" light gray (10YR 7/1) and brown (10YR 5/3) mottled clayey silt and sand; Universal Stratum B

Stratum F: 51-75" brown (10YR 5/3) clayey sand and silt with light gray (10YR 6/1) mottling; Universal Stratum B

Feature 1: 63-75" nineteenth-century shipway timbers

Stratum G: 75"+ reddish yellow (7.5YR 7/6) and light gray (10YR 7/2) loose and wet clayey sand; Universal Stratum C; wharf fill

maximum depth excavated: 126"

TRENCH 11 SECTION A

Surface: 8.18' msl; 7" concrete slab

Stratum A: 7-15" gray (10YR 5/1) coal, slag and silt; Universal Stratum A

Stratum B: 15-19" dark brown (10YR 4/3) sandy loam with gravel and brick bits; Universal Stratum A

Stratum C: 19-21" black (10YR 2/1) coal, cinder and loam; Universal Stratum A

Stratum D: 21-25" reddish yellow (7.5YR 6/6) crushed brick and sand; Universal Stratum A

Stratum E: 25-28" pale brown (10YR 6/3) sandy clay; Universal Stratum A

Stratum F: 28-125" light brownish yellow (10YR 6/4) and light gray (10YR 6/1) mottled silty clayey sand; Universal Stratum A and Universal Stratum C (transition extrapolated at 60")

Stratum G: 125"+ gray (10YR 5/1) coarse grained sand and clay; Universal Stratum F
maximum depth excavated: 130"

TRENCH 11 SECTION B

Surface: 8.18' msl; 7" concrete slab
Stratum A: 7-14" gray (10YR 5/1) coal, slag and silt; Universal Stratum A
Stratum B: 14-15" dark brown (10YR 4/3) sandy loam with gravel and brick bits; Universal Stratum A
Stratum C: 15-17" black (10YR 2/1) coal, cinder and loam; Universal Stratum A
Stratum D: 17-21" strong brown (7.5YR 5/8) sandy clay; Universal Stratum A, base slopes down to south to Feature 12
Feature 12: 15-25" concrete footing, 16" wide
Stratum E: 21-25" reddish yellow (7.5YR 6/6) crushed brick and sand; Universal Stratum A
Stratum F,G,J,K associated with Feature 12 to south
Stratum H: 25-26" pale brown (10YR 6/3) sandy clay; Universal Stratum A
Stratum I: 26-126" light brownish yellow (10YR 6/4) and light gray (10YR 6/1) mottled silty clayey sand; Universal Stratum A and Universal Stratum C
Stratum L: 126"+ gray (10YR 5/1) coarse grained sand and clay; Universal Stratum F
maximum depth excavated: 130"

TRENCH 11 SECTION C

Surface: 8.42' msl; angular gravels, silty sand and scrub grass
Stratum A: 0-5" gray silt and gravel; Universal Stratum A
Stratum B: 5-12" mixed gravel and clay fill layers; Universal Stratum A
Stratum C: 12-16" light yellowish brown (10YR 6/4) and brown (10YR 5/3) mottled clay, compact; Universal Stratum A
Stratum D: 16-35" dark grayish brown (10YR 4/2) coal, cinder, small gravels; Universal Stratum A
Stratum E: 35-86" reddish yellow (7.5YR 7/6) clayey sand – light gray (10YR 7/2) and brown (10YR 5/3) sand in patches; Universal Stratum A and Universal Stratum C – transition extrapolated at 63"
maximum depth excavated: 114"

TRENCH 11 SECTION D

Surface: 8.44' msl; silty sand and gravel
Stratum A: 0-73" mixed sand and clay fill; Universal Stratum A, disturbance from footer of standing water tower
Stratum B: 73"+ grayish brown (10YR 5/2) sand and clayey sand; Universal Stratum C and Universal Stratum F (transition extrapolated at 129")
maximum depth excavated: 132"

TRENCH 11 SECTION E

Surface: 8.33' msl; silty sand and gravel, scrub grass
Stratum A: 0-4" brown silt and angular gravel
Stratum B: 4-8" black (10YR 2/1) crushed coal and loam, few gravels; Universal Stratum A
Stratum C: 8-19" brown (10YR 5/3) and reddish yellow (7.5YR 6/6) mottled sandy clay; Universal Stratum A
Stratum C_1: 19-26" brown (10YR 5/3) and reddish yellow (7.5YR 6/6) mottled sandy clay with coal and cinder; Universal Stratum A
Stratum D: 26-38" pale brown (10YR 6/3) sandy clay with coal; Universal Stratum A
Stratum E: 38-43" dark gray (10YR 4/1) silty clay with organic material; Universal Stratum D
Stratum F: 43-68" brownish gray (10YR 6/2) silt and silty clay; Universal Stratum D
Stratum G: 68-69" rotted wood; Universal Stratum E
Stratum H: 69-80" dark gray (10YR 4/1) coarse sand with brickbats and wood; Universal Stratum E
Stratum I: 80"+ light brownish gray (10YR 6/2) sand; Universal Stratum C, wharf fill
maximum depth excavated: 120"

TRENCH 11 SECTION F

Surface: 8.00' msl; silty sand and gravel, scrub grass
Stratum A: 0-3" gray silt and gravel | Universal
Stratum B: 3-7" yellow (10YR 7/6) clay and gravel | Stratum A: slope to
Stratum C: 7-10" black (10YR 2/1) coal and coal dust | southeast
Stratum D: 10-13" yellowish brown (10YR 5/4) clay, occasional gravels, ash; Universal Stratum A

Stratum E: 13-27" yellowish brown (10YR 5/4) clay, gravels, brickbats, ash; Universal Stratum A

Stratum F: 27-41" light brownish gray (10YR 6/2) silt, occasional gravels, brick; Universal Stratum B

Stratum G: 41-42" gray (10YR 5/1) silty clay with organic materials; Universal Stratum E

Stratum H: 42-81" grayish brown (10YR 5/2) silt, compact, occasional mussel shell fragment; Universal Stratum D

Stratum I: 81-90" dark gray (10YR 4/1) silt with gravel and brick bits; Universal Stratum D

Stratum J: 90"+ grayish brown (10YR 5/2) clayey sand and silt, brown (10YR 5/3) sand mottling; Universal Stratum C, wharf fill

maximum depth excavated: 156"

TRENCH 12 SECTION A

Surface: 7.72' msl; 1" asphalt, 7" concrete slab

Stratum A: 8-11" light brownish gray (10YR 6/2) sand and gravel; Universal Stratum A

Stratum B: 11-14" dark gray (10YR 4/1) to black (10YR 2/1) silty loam with coal, woody debris; Universal Stratum B

Feature 16: 11-38" wooden machinery footing

Feature 17: 24-37" displaced timber

Feature 20: 14-24"+ wooden box with gray (10YR 5/1) sand and gravel

Stratum C: 14-30" brownish yellow (10YR 6/8) clayey sand with gravel and brick bits; Universal Stratum B

Stratum D: 30-33" pale brown (10YR 6/3) coarse grained sand silt; Universal Stratum B

Stratum E: 33-49" gray (10YR 6/1) clay mottled with light brownish gray (10YR 6/2) sandy clay; Universal Stratum B

Stratum F: 49-77" reddish yellow (7.5YR 6/8) fine grained sand; Universal Stratum B

Stratum G: 77"+ gray (10YR 6/1) clayey sand, wet and unconsolidated; Universal Stratum C, wharf fill

maximum depth excavated: 127"

TRENCH 12 SECTION B

Surface: 7.97' msl; 1-2" asphalt, 8" concrete and gravelly sand

Stratum A: 9-11" very pale brown (10YR 7/4) sandy clay and gravel; Universal Stratum A

Stratum B: 11-35" very dark brown (10YR 3/1) to black (10YR 2/1) sand and clay loam, heavy coal, cinder, wood pulp mix; Universal Stratum B -- utility disturbances at 13 and 18 inches

Feature 18: 20-45" marine railway engine/capstan footer -- brickwork

Feature 20: 41-45" marine railway engine/capstan footer -- wooden spreader

Stratum C: 45"+ light brownish gray (10YR 6/2) sandy clay; Universal Stratum B

maximum depth excavated: 70"

TRENCH 12 SECTION C

Surface: 7.97' msl; 1-2" asphalt, 8" concrete and gravelly sand

Stratum A: 9-11" very pale brown (10YR 7/4) sandy clay and gravel; Universal Stratum A

Stratum B: 11-26" pale brown (10YR 6/3) sand and clay; Universal Stratum A -- utility disturbance at 18"

Stratum C: 26-28" black (10YR 2/1) coal dust, sawdust and wood chips, with brick and oyster shell

Feature 22: 28-34" brick workshop floor

Stratum D: 28-60" light brownish gray (10YR 6/2) sandy clay; Universal Stratum B

Stratum E: 60-78" reddish yellow (7.5YR 6/6) clayey sand; Universal Stratum C, wharf fill

Stratum F: 78"+ strong brown (7.5YR 5/8) sandy clay; Universal Stratum C, wharf fill

maximum depth excavated: 108"

TRENCH 12 SECTION D

Surface: 7.85' msl; 8" concrete slab

Stratum A: 8-10" brown (10YR 5/3) sandy clay and gravels; Universal Stratum A

Stratum B: 10-13" reddish yellow (7.5YR 6/6) and light yellowish brown (10YR 6/4) silt and clay, occasional gravels; Universal Stratum A

Stratum C: 13-28" gray (7.5YR N6/) and grayish brown (10YR 5/2) mottled clay; Universal Stratum A

Stratum D: 28-32" black (10YR 2/1) coal dust and woody debris with white (10YR 8/1) silty clay; Universal Stratum B

Stratum E: 32-37" black (10YR 2/1) coal dust, wood chips and wood bark; Universal Stratum B

Stratum F: 37-42" grayish brown (10YR 5/2) coal stained sandy clay; Universal Stratum B

Stratum G: 42-78" light brownish gray (10YR 6/2) sandy clay; Universal Stratum B

Stratum H: 78"+ reddish yellow (7.5YR 6/6) clayey sand; Universal Stratum C, wharf fill

maximum depth excavated: 138"

TRENCH 12 SECTION E

Surface: 7.85' msl; gray silt and gravels

Stratum A: 0-3" pale brown (10YR 6/3) sandy silt and gravel; Universal Stratum A

Stratum B: 3-7" grayish brown (10YR 5/2) sandy silt and gravel; Universal Stratum A

Stratum C: 7-16" light gray (10YR 6/1), yellow (10YR 7/6) and reddish yellow (7.5YR 6/6) mottled sandy clay, compact, many cobbles; Universal Stratum A

Stratum D: 16-27" light yellowish brown (10YR 6/4) sandy clay with coal dust, and gravels; Universal Stratum A

Stratum E: 27-35" gray (10YR 6/1), light gray (10YR 7/1) and very pale brown (10YR 7/3) mottled clay, with brick bits; Universal Stratum A

Stratum F: 35-45" very dark grayish brown (10YR 3/2) to black (10YR 2/1) silt loam with coal dust, woody debris; Universal Stratum B

Stratum G: 45-75" light yellowish brown (10YR 6/4) sandy clay; Universal Stratum B

Stratum H: 75-132" reddish brown (7.5YR 6/6) clayey sand and light gray (10YR 7/1) silty sand; Universal Stratum C, wharf fill

Stratum I: 132"+ gray (10YR 6/1) silty clay; Universal Stratum F

maximum depth excavated: 156"

TRENCH 12 SECTION F NORTH END

Surface: 7.13' msl; gray silty loam, with gravels and scrub grass

Stratum A: 0-3" gray silty loam with gravels

Stratum B: 3-7" dark gray (10YR 4/1) loam with crushed coal and coal dust; Universal Stratum A

Stratum C: 7-25" dark gray (10YR 4/1) to black (10YR 2/1) sandy loam and coal dust, heavy demolition rubble; Universal Stratum A

Stratum D: 25-37" brown (10YR 5/3) sandy silt and gravel; Universal Stratum A

Stratum E: 37-94" light brownish gray (10YR 6/2) sandy silt; Universal Stratum D

Stratum F: 3-25" brownish yellow (10YR 6/6) sand and gravel; Universal Stratum A, at north end of trench only

Stratum G: 37-42" gray (10YR 5/1) silt and gravel, below Stratum D at north end of trench only; Universal Stratum D

Feature 23: 72-90" nineteenth-century bulkhead

Stratum H: 94-151" light brownish gray (10YR 6/2) and pale brown (10YR 6/3) clayey sand, occasional gravels; Universal Stratum D

Stratum I: 151"+ gray silt; Universal Stratum C

maximum depth excavated: 204"

TRENCH 12 SECTION F 45' FROM NORTH END

Surface: 7.22' msl; gray silt and gravel, scrub grass

Stratum A: 0-5" gray silty loam with gravels

Stratum B: 5-7" dark gray (10YR 4/1) loam with crushed coal and coal dust; Universal Stratum A

Stratum C: 7-21" dark gray (10YR 4/1) to black (10YR 2/1) sandy loam and coal dust, heavy demolition rubble; Universal Stratum A

Stratum D: 21-33" gray (10YR 5/1) sandy clay, with concrete rubble; Universal Stratum A

Stratum E: 33-77" grayish brown (10YR 5/2) silt, with coal and gravel near surface, and mussel shell fragments throughout; Universal Stratum D

Stratum F: 77-85" dark gray (10YR 4/1) sandy silt, gravels and woody debris; Universal Stratum E

Stratum G: 85-91" grayish brown (10YR 5/2) silty sand; Universal Stratum E

Stratum H: 91-97" pale brown (10YR 6/3) and light brownish gray (10YR 6/2) mottled sandy clay; Universal Stratum C, wharf fill

Stratum I: 97"+ light brownish gray (10YR 6/2) silty sand, prehistoric artifacts; Universal Stratum C, wharf fill

maximum depth excavated: 147"

TRENCH 12 SECTION G

Surface: 6.83' msl; gray silt and gravel

Stratum A: 0-7" light gray (10YR 7/1) sandy silt and gravel

Stratum B: 7-20" brownish yellow (10YR 6/6) sandy clay with cobbles and brickbats; Universal Stratum A

Stratum C: 20-26" gray (10YR 6/1), brown (10YR 5/3) and black (10YR 2/1) clay and sandy clay with coal and brickbats; Universal Stratum A

Stratum D: 26-105" light brownish gray (10YR 6/2) to grayish brown (10YR 5/2) silt and sandy silt; Universal Stratum D

Stratum E: 105"+ light yellowish brown (10YR 6/4) clayey sand; Universal Stratum C, wharf fill

Feature 33: 100-172" eighteenth-century wharf bulkhead

Stratum F: 105-132" light yellowish brown (10YR 6/4) sandy silt, with gravel, shell, brick and coal, and a layer of pine bark at base; Universal Stratum E

Stratum G: 132-140" light brownish gray (10YR 6/2) silty sand; Universal Stratum E

Stratum H: 140-148" light yellowish brown (10YR 6/4) sand and silt, pine chips at base; Universal Stratum E and eroded wharf fill

Stratum I: 148"+ grayish brown (10YR 5/2) silt; Universal Stratum F

maximum depth excavated: 156"

TRENCH 13 SECTION A

Surface: 7.88' msl; 9" concrete slab

Stratum A: 9-16" yellow (10YR 7/6) sand, clay and gravel, with small cobbles; Universal Stratum A

Stratum B: 16"+ very pale brown (10YR 7/4) and light gray (10YR 7/2) sandy clay; Universal Stratum A; oil seepage halted excavation

maximum depth excavated: 24"

TRENCH 13 SECTION B

Surface: 7.88' msl; 7" concrete slab

Stratum A: 7-13" yellow (10YR 7/6) sand, gravel and clay; Universal Stratum A

Stratum B: 13-40" light yellowish brown (10YR 6/4), light brownish gray (10YR 6/2) and yellow (10YR 7/6) mottled sandy clay; Universal Stratum A -- base approximately 6" lower over south half of Feature 19

Stratum C: 40-55" dark grayish brown loam, sand, coal and rotted wood; Universal Stratum B

Feature 19: 45-65" fieldstone foundation for marine railway track -- south foundation 4 to 6 inches lower

Stratum D: 55"+ light brownish gray (10YR 6/2) sandy silt; Universal Stratum C, wharf fill

Stratum E: 75"+ reddish yellow (7.5YR 6/6) sandy clay; Universal Stratum C, wharf fill -- observed below north track bed

Stratum F: 47-68" pale brown (10YR 6/3) silty sand and gravel; Universal Stratum B -- fill below north track bed

maximum depth excavated: 118"

TRENCH 13 SECTION C

Surface: 7.89' msl; 2" asphalt, 8" concrete slab

Stratum A: 10-14" light yellowish brown (10YR 6/4) and light brownish gray (10YR 6/2) sandy clay and gravel; Universal Stratum A

Stratum B: 14-24" brown (10YR 5/3) and light brownish gray (10YR 6/2) mottled sandy clay, brick bits; Universal Stratum A

Stratum C: 24-29" dark grayish brown (10YR 4/2) to black (10YR 2/1) coal, decomposed wood, gravel, cinder, many small roots, uneven depth; Universal Stratum B

Stratum D: 29-35" pale brown (10YR 6/3) silty sand and large gravel; Universal Stratum B

Stratum E: 35-53" very dark grayish brown (10YR 3/2) to black (10YR 2/1) coal, cinder, gravels, brickbats, decomposed lumber and woody debris, iron artifacts; Universal Stratum B

Feature 28 53" wooden gutter

Stratum F: 53-111" pale brown (10YR 6/3) sandy clay, wet and heavy, coal staining in upper 6-8"; Universal Stratum C, wharf fill

Stratum G: 111"+ strong brown (7.5YR 6/8) coarse clayey sand; Universal Stratum C, wharf fill

maximum depth excavated: 126"

TRENCH 13 SECTION D

Surface: 7.88' msl; 1" asphalt, 7" concrete slab

Stratum A: 8-23" yellow (10YR 7/6) sand, clay and gravel; Universal Stratum A

Stratum B: 23-27" reddish yellow (7.5YR 7/8) silty clay; Universal Stratum B

Stratum C: 27-30" light gray (10YR 7/2) sandy clay; Universal Stratum A

Stratum D: 30-36" black (10YR 2/1) sand loam with coal, decomposed wood; Universal Stratum B

Feature 39 36-38" workshop floor; wood planking, coal stained and decomposed

Stratum E 38-43" black (10YR 2/1) silty sand, coal stained; Universal Stratum B

Stratum F: 43"+ light brownish gray (10YR 6/2) and brownish yellow (10YR 6/6) mottled sandy clay; Universal Stratum B

maximum depth excavated: 50"

TRENCH 13 SECTION E

Surface: 7.27' msl; gravel, coal, grass

Stratum A: 0-20" dark grayish brown (10YR 4/2) silty sand, gravel, coal dust, ash, slag and brick; Universal Stratum A

Stratum B: 20-36" very pale brown (10YR 7/3) fine sandy silt interspersed with thin, discontinuous layers of very dark gray (10YR 3/1) to black (10YR 2/1) crushed coal and coal dust; Universal Stratum D

Stratum C: 36-42" light brownish gray (10YR 6/2) silty clay with occasional gravel; Universal Stratum D

Stratum D: 42-72" (north of Feature 23), 42-88" (south of Feature 23) grayish brown (10YR 5/2) compact sandy silt, occasional gravel; Universal Stratum D

Feature 23: 70"+ nineteenth-century bulkhead

Stratum E: 72-88" (north of Feature 23 only) pale brown (10YR 6/3) silty clayey sand, gravel; Universal Stratum B

Stratum F: 88"+ (north of Feature 23 only) light brownish gray (10YR 6/2) clayey sand, compact, gravel, eighteenth/nineteenth-century artifacts; Universal Stratum B

Stratum G: 88-92" grayish brown (10YR 5/2) silty sand, gravel, brick bits, nineteenth-century artifacts; Universal Stratum E

Feature 30: 92"+ barge hull lodged beneath nineteenth-century bulkhead

maximum depth excavated: 92"

TRENCH 13 SECTION F

Surface: 7.14' msl; gravel, coal, grass

Stratum A: 0-21" very dark grayish brown (10YR 3/2) coal, silty sand and gravel; Universal Stratum A

Stratum B: 21-27" pale brown (10YR 6/3) fine sandy silt with occasional flecks of crushed coal; Universal Stratum D

Stratum C: 27-37" grayish brown (10YR 5/2) silt with thin, discontinuous layers of very dark gray (10YR 3/1) to black (10YR 2/1) crushed coal and coal dust; Universal Stratum D

Stratum D: 37-88" light brownish gray (10YR 6/2) silt; Universal Stratum D

Feature 23: 73-103" nineteenth-century bulkhead

Stratum E: 88-97" grayish brown (10YR 5/2) silty sand, gravel, woody debris, shell fragments; Universal Stratum E

Stratum F: 97-106" brown (10YR 5/3) to light brownish gray (10YR 6/2) sandy silt; Universal Stratum E

Stratum G: 106"+ light yellowish brown (10YR 6/4) to brownish yellow (10YR 6/6) silty sand; Universal Stratum C, wharf fill

maximum depth excavated: 117"

TRENCH 13 SECTION G

Surface: 7.28' msl; gravel, coal

Stratum A: 0-14" light brownish gray (10YR 6/2) gravel, silty sand and cobbles

Stratum B: 14-22" pale brown (10YR 6/3) silt with occasional flecks of crushed coal; Universal Stratum D

Stratum C: 22-32" grayish brown (10YR 5/2) silt with thin, discontinuous layers of very dark gray (10YR 3/1) to black (10YR 2/1) crushed coal and coal dust; Universal Stratum D

Stratum D: 32-37" pale brown (10YR 6/3) silt; Universal Stratum D

Stratum E: 37-84" grayish brown (10YR 5/2) fine sandy silt, with occasional very pale brown (10YR 7/4) to yellow (10YR 7/6) striations; Universal Stratum D

Stratum F: 84-96" light yellowish brown (10YR 6/4) coarse sand and silt, with gravel, brick and woody debris; Universal Stratum B/C mixture

Feature 1: 96"+ nineteenth-century shipway timbers
maximum depth excavated: 96"

TRENCH 13 SECTION H

section incorporated into Section J

TRENCH 13 SECTION I

Surface: 7.29' msl; gravel, coal

Stratum A: 0-11" very dark gray (10YR 3/1) to black (10YR 2/1) coal, coal dust and silty sand; Universal Stratum A

Stratum B: 11-14" light gray (10YR 7/2) silt and angular gravel; Universal Stratum A, modern parking lot gravel

Stratum C: 14-21" light brownish gray (10YR 6/2) silt and small cobbles; Universal Stratum A

Stratum D: 21-33" grayish brown (10YR 5/2) sandy silt with thin strata of crushed coal and coal dust; Universal Stratum D

Stratum E: 33-89" grayish brown (10YR 5/2) fine sandy silt; Universal Stratum D

Stratum F: 89-100" dark gray (10YR 4/2) silty sand, with brick, woody debris and nineteenth-century artifacts, surface slopes downward to south; Universal Stratum E

Stratum G: 100"+ pale brown (10YR 6/3) sandy clay with light yellowish brown (10YR 6/4) and reddish yellow (7.5YR 6/6) sandy clay mottling increasing with depth; Universal Stratum C, wharf fill

Stratum H: 116"+ (south toward Feature 33) strong brown (7.5YR 5/8) wet, unconsolidated sandy clay; Universal Stratum C, wharf fill
maximum depth excavated: 128"

TRENCH 13 SECTION J

Surface: 6.68' msl; gravel, grass

Stratum A: 0-12" very dark grayish brown (10YR 3/2) sandy silt loam, gravel, cobbles, brick; Universal Stratum A

Stratum B: 12-19" brownish yellow (10YR 6/6) silty sand; Universal Stratum A

Stratum C 19-24" light yellowish brown (10YR 6/4) silt; Universal Stratum A

Stratum D: 24-34" pale brown (10YR 6/3) fine sandy silt; Universal Stratum D

Stratum E: 34-43" grayish brown (10YR 5/2) fine sandy silt with thin strata of crushed coal, coal dust, sand and shell; Universal Stratum D

Stratum F: 43-57" grayish brown (10YR 5/2) silt; Universal Stratum D

Stratum G: 57-60" pale brown sandy silt; Universal Stratum D

Stratum H: 60-112" grayish brown (10YR 5/2) silt; Universal Stratum D

Feature 23: 83-133" nineteenth-century bulkhead

Stratum I: 112-127" dark gray (10YR 4/1) coarse sand, gravel, small cobbles, woody debris, brick bits; Universal Stratum E

Stratum J: 127"+ gray (10YR 5/1) sandy silt; Universal Stratum F
maximum depth excavated: 139"

TRENCH 13 SECTION K

Surface: 7.57' msl; gravel, coal

Stratum A: 0-24" undifferentiated fill deposits; Universal Stratum A

Stratum B: 24-48" light brownish gray (10YR 6/2) and yellowish brown (10YR 5/4) sandy clay, very mixed and compact; Universal Stratum A

Stratum C: 48-54" dark grayish brown (10YR 4/2) to very dark grayish brown (10YR 3/2) coarse sand, coal, coal ash and woody debris; Universal Stratum B

Stratum D: 54-78" grayish brown fine sandy silt, with pockets of rotted wood; Universal Stratum D

Stratum E: 78-106" dark brown (10YR 4/3) to dark gray (10YR 4/1) sand and silt, gravel, woody debris, brick, nineteenth-century ceramics, mussel and oyster shell fragments; Universal Stratum B

Feature 1: 96"+ nineteenth-century shipway timbers

Stratum F: 106"+ light yellowish brown (10YR 6/4) clayey sand, wet and unconsolidated; Universal Stratum C, wharf fill
maximum depth excavated: 120"

TRENCH 13 SECTION L

Surface: 7.25' msl; gravel, coal

Stratum A: 0-12" black (10YR 2/1) crushed coal and gravel

Stratum B: 12-18" yellowish brown (10YR 5/4) sandy clay, gravel, cobbles, brick; Universal Stratum A

Stratum C: 18-28" brownish yellow (10YR 6/6) sand and gravel; Universal Stratum A

Stratum D: 28-48" yellowish brown (10YR 5/8) sandy clay, gravel, coal, brickbats, woody debris; Universal Stratum A, both Stratum C and Stratum D give way to brick rubble to the east

Stratum E: 48-78" light brownish gray (10YR 6/2) fine sandy silt; Universal Stratum D

Stratum F: 78-82" very dark grayish brown (10YR 3/2) decayed wood and sand; Universal Stratum D

Stratum G: 82-100" light gray (10YR 7/2) and pale brown (10YR 6/3) silty sand mottled with gray (10YR 6/1) sandy clay, with brick and coal bits; Universal Stratum B

Feature 1: 90-100" nineteenth-century shipway timbers

Feature 30: 100-103" barge hull beneath nineteenth-century bulkhead and shipway

Stratum H: 103-105" very pale brown (10YR 7/3) silty sand; nineteenth-century artifacts; Universal Stratum E

Stratum I: 105"+ very pale brown (10YR 7/4) clayey sand; Universal Stratum C, wharf fill

maximum depth excavated: 132"

TRENCH 14 SECTION A

Surface: 7.32' msl; gravel, iron slag, grass

Stratum A: 0-6" light brownish gray (10YR 6/2) sandy loam and gravel; Universal Stratum A

Stratum B: 6-12" black (10YR 2/1) sand, loam, coal and iron slag; Universal Stratum A

Stratum C: 12-15" brownish yellow (10YR 6/6) sandy clay and brick; Universal Stratum A

Stratum D: 15-33" light yellowish brown (10YR 6/4) sandy clay with construction rubble -- brick, mortar, wire; Universal Stratum A

Feature 31: 29-76" barge

Stratum E: 33-62" light brownish gray (10YR 6/2) fine sandy silt; Universal Stratum D

Stratum F: 62-66" grayish brown (10YR 5/2) silty sand and small fragments of mussel shell; Universal Stratum D

Stratum G: 66-72" light brownish gray (10YR 6/2) silt; Universal Stratum D

Stratum H: 72-78" grayish brown (10YR 5/2) silty sand and small fragments of mussel shell; Universal Stratum D

Stratum I: 78-85" grayish brown (10YR 5/2) silty sand and many whole mussel shells; Universal Stratum D

Stratum J: 85-91" light brownish gray (10YR 6/2) silt; Universal Stratum D

Stratum K: 91-138" light yellowish brown (10YR 6/4) sandy clay, with brick fragments at surface; Universal Stratum B?

Stratum L: 138"+ pale brown (10YR 6/3) to grayish brown (10YR 6/2) silt; Universal Stratum E/F

maximum depth excavated: 148"

TRENCH 14 SECTION B

not recorded

TRENCH 14 SECTION C

not recorded

TRENCH 14 SECTION D

Surface: 7.32' msl; gravel, iron slag, coal

Stratum A: 0-10" very dark grayish brown (10YR 3/2) to black (10YR 2/1) loam, gravel, coal, coal dust, slag; Universal Stratum A

Stratum B: 10-26" brownish yellow (10YR 6/6) sandy clay, with occasional brickbats; Universal Stratum A

Stratum C: 26-44" pale brown (10YR 6/3) fine sandy silt; Universal Stratum D

Stratum D: 44-49" dark gray (10YR 4/1) silt, sand and coal dust; Universal Stratum D

Stratum E: 49-67" grayish brown (10YR 5/2) silt; Universal Stratum D

Stratum F: 67-72" dark grayish brown (10YR 4/2) silty sand mixed with organic debris, humus, small gravel, brick, wood, nail, tin can fragments; Universal Stratum E at cove shoreline

Feature 33: 72"+ eighteenth-century wharf bulkhead
Stratum G: 72"+ (outside bulkhead) grayish brown (10YR 5/2) sand; Universal Stratum E
Stratum H: 72"+ (inside bulkhead) pale brown (10YR 6/3) clayey sand, organic staining; Universal Stratum C, wharf fill
maximum depth excavated: 95"

TRENCH 15 WEST END

Surface: 7.31' msl; gravel, iron slag, grass
Stratum A: 0-13" black (10YR 2/1) sandy loam, gravel, cinder, iron slag, coal dust; Universal Stratum A
Stratum B: 13-20" light yellowish brown (10YR 6/4) sand, gravel, mortar, brickbats; Universal Stratum A
Stratum C: 20-33" very dark brown (10YR 2/2) sand, coal, gravel, brick rubble, wood debris; Universal Stratum A
Stratum D: 33-78" grayish brown (10YR 5/2) silt, with rare gravels, small shell (mussel, snail) and wood fragments; Universal Stratum D
Stratum D_1 78-80" dark gray (10YR 4/1) coarse sand, coal dust, small mussel shell fragments; Universal Stratum D
Stratum D: 80-96" grayish brown (10YR 5/2) silt, with small shell (mussel, snail) and wood fragments, sandier near base; Universal Stratum D
Stratum E: 96-105" dark gray (10YR 4/1) sand, coal, gravel, woody debris; Universal Stratum E
Stratum F: 105"+ gray (10YR 5/1) sandy silt, brick, ceramic fragments; Universal Stratum F
maximum depth excavated: 174"

TRENCH 15 EAST END

Surface: 6.91' msl; gravel, iron slag, grass
Stratum A: 0-18" black (10YR 2/1) sandy loam, cinder and gravel; Universal Stratum A
Stratum B: 18-33" light yellowish brown (10YR 6/4) sand, gravel, mortar, brickbats; Universal Stratum A (Stratum C from west end of trench intermixed)
Stratum D: 33-79" grayish brown (10YR 5/2) silt with occasional shell or wood fragment; Universal Stratum D
Stratum D_1: 79-87" dark gray (10YR 4/1) sand, coal, shell; Universal Stratum D
Stratum D: 87-93" grayish brown (10YR 5/2) silt with occasional shell or wood fragment; Universal Stratum D
Stratum E: 93"+ gray (10YR 5/1) sand, shell fragments, ceramics; Universal Stratum E
maximum depth excavated: 102"

TRENCH 16 NORTHWEST END

Surface: 6.92' msl; gravel, iron slag, grass
Stratum A: 0-8" black (10YR 2/1) sand, cinder, gravel, coal; Universal Stratum A
Stratum B: 8-16" brownish yellow (10YR 6/8) sandy clay with gravel, brick and mortar rubble; Universal Stratum A
Stratum C: 16-38" very dark grayish brown (10YR 3/2) sandy loam with brick, wood, plastic debris; Universal Stratum A
Stratum D: 38-78" grayish brown (10YR 5/2) silt with occasional small mussel shell fragments; Universal Stratum D
Stratum D_1: 78-81" dark gray (10YR 4/1) sand, coal, shell; Universal Stratum D
Stratum D: 81-118" grayish brown (10YR 5/2) silt with occasional small mussel shell fragments; Universal Stratum D
Stratum E: 118-120" dark grayish brown (10YR 4/2) coarse sand and silt with mussel and snail shell fragments, brick and ceramic bits; Universal Stratum E
Stratum F: 120"+ dark grayish brown (10YR 4/2) fine sandy silt; Universal Stratum F
maximum depth excavated: 132""

TRENCH 16 SOUTHEAST END

Surface: 6.72' msl; gravel, grass
Stratum A: 0-5" black (10YR 2/1) gravel and coal dust; Universal Stratum A
Stratum B: 5-14" yellowish brown (10YR 5/6) sandy loam, gravel, brick and mortar rubble; Universal Stratum A
Stratum C: 14-30" yellowish brown (10YR 5/6) and pale brown (10YR 6/3) clay loam and gravel with patches of coal dust, brick; Universal Stratum A
Stratum D: 30-72" pale brown (10YR 6/3) fine sandy silt; Universal Stratum D
Stratum D_1: 72-80" dark grayish brown (10YR 4/2) sand and coal dust; Universal Stratum D

Stratum D: 80-108" brown (10YR 5/3) fine sandy silt; Universal Stratum D

Stratum E: 108-120" very dark grayish brown (10YR 3/2) silty sand with small snail shell fragments, rotted organic material (grasses); Universal Stratum E

Stratum F: 120"+ very dark grayish brown (10YR 3/2) sandy silt with less organic debris; Universal Stratum F

maximum depth excavated: 120"

TRENCH 17 NORTHWEST END

Surface: 6.69' msl; gravel, grass

Stratum A: 0-3" dark brown (10YR 3/3) silt loam and developing humus; recent topsoil accumulation

Stratum A_1: 3-11" gray (10YR 6/1) large angular gravel; Universal Stratum A (parking surface material)

Stratum B: 11-24" brownish yellow (10YR 6/8) sandy loam and gravel with brick rubble; Universal Stratum A (Stratum C from southeast end of trench intermixed)

Stratum D: 24-110" light brownish gray (10YR 6/2) silt grading to grayish brown (10YR 5/2) after 84"; Universal Stratum D (Stratum D_1 not recognized)

Stratum E: 110-117" dark brown (10YR 4/1) fine sand and silt with snail and mussel shell; Universal Stratum E

Stratum F: 117"+ dark grayish brown (10YR 4/2) sandy silt, organic material near top of deposit; Universal Stratum F

maximum depth excavated: 162", toward center of trench

TRENCH 17 SOUTHEAST END

Surface: 6.52' msl; gravel, grass

Stratum A: 0-2" dark brown (10YR 3/3) silt loam and developing humus; recent topsoil accumulation

Stratum A_1: 2-12" gray (10YR 6/1) large angular gravel; Universal Stratum A (parking surface material)

Stratum B: 12-13" reddish yellow (7.5YR 6/8) clay loam and gravel; Universal Stratum A

Stratum C: 13-30" brownish yellow (10YR 6/6) clay loam with brickbats; Universal Stratum A

Stratum D: 30-75" gray (10YR 5/1) silt with occasional fine sandy patches; Universal Stratum D

Stratum D_1: 75-76" grayish brown (10YR 5/2) coarse sand; Universal Stratum D

Stratum D: 76-107" grayish brown (10YR 5/2) sandy silt with rotted roots, and poplar dowel fragment near base; Universal Stratum D

Stratum E: 107"+ dark grayish brown (10YR 4/2) silt with organic material and shell fragments; Universal Stratum E/Universal Stratum F – differentiation not observed; concentration of oyster shell, many unopened, between 138-144"

maximum depth excavated: 156"

TRENCH 18 SOUTHEAST END

Surface: 6.88' msl; gravel, grass

Stratum A: 0-5" very dark grayish brown (10YR 3/2) silt loam and gravel; recent accumulation

Stratum A_1: 5-10" gray (10YR 6/1) large angular gravel; Universal Stratum A (parking surface material)

Stratum B: 10-13" brownish yellow (10YR 6/8) sandy clay and gravel; Universal Stratum A

Stratum C: 13-21" brownish yellow (10YR 6/6) sandy loam and crushed brick; Universal Stratum A

Stratum D: 21-74" grayish brown (10YR 5/2) fine sandy silt with occasional patches of rotted wood and organic debris; Universal Stratum D

Stratum D_1: 74-76" brown (10YR 5/3) fine sand; Universal Stratum D

Stratum D: 76-110" grayish brown (10YR 5/2) fine sandy silt with roots and other plant material, single fragments of coal and ceramic at base; Universal Stratum D

Stratum E: 110-119" very dark grayish brown (10YR 3/2) silt, organic rich, small snail shells, mussel shell fragments; Universal Stratum E

Stratum F: 119"+ dark grayish brown (10YR 4/2) silt; Universal Stratum F

maximum depth excavated: 144""

TRENCH 19 EAST END

Surface: 6.21' msl; gravel, grass

Stratum A: 0-9" gray (10YR 6/1) gravel; Universal Stratum A

Stratum B: 9-24" brownish yellow (10YR 5/6) to strong brown (7.5YR 5/6) sandy clay, gravel, large cobbles, concrete rubble, plastic; Universal Stratum A

no third modern fill layer (corresponding with trench Stratum C at west end of excavation)

Stratum D: 24-127" grayish brown (10YR 5/2) sandy silt, with thin, discontinuous layers of coal dust and small root matter in uppermost 24"; Universal Stratum D

Stratum E: 127"+ dark gray (10YR 4/1) silt and sand, with small snail shells, wood chips, coal bits; Universal Stratum E

maximum depth excavated: 159"

TRENCH 19 WEST END

Surface: 6.37' msl; gravel, grass

Stratum A: 0-7" gray (10YR 6/1) gravel; Universal Stratum A

Stratum B: 7-12" strong brown (7.5YR 5/6) sandy clay

Stratum C: 12-18" yellowish brown (10YR 5/6) sandy clay, coal stained, small gravels, brick bits; Universal Stratum A

Stratum C_1: 18-33" brownish yellow (10YR 6/6) clay loam with wood and brick fragments; Universal Stratum A

Stratum D: 33-55" pale brown (10YR 6/3) sandy silt; Universal Stratum D

Stratum D_1: 55-61" grayish brown (10YR 5/2) coal dust, fine sand and silt, small roots and other organic debris; Universal Stratum D

Stratum D: 61-111" grayish brown (10YR 5/2) sandy silt; Universal Stratum D

Stratum E: 111-113" dark gray (10YR 4/1) coarse and fine sand and silt, shell, drift wood, wood chips, coal; Universal Stratum E

Stratum F: 113"+ dark grayish brown silt, organic material; Universal Stratum F

maximum depth excavated: 173"

TRENCH 20 EAST END

Surface: 6.52' msl; gravel, grass

Stratum A: 0-6" gray (10YR 6/1) sand and gravel; Universal Stratum A

Stratum B: 6-11" strong brown (7.5YR 5/8) sandy clay

Stratum C: 11-19" dark brown (10YR 3/3) coal stained sandy clay with gravel and brick debris; Universal Stratum A

Stratum C_1: 19-32" brown (10YR 5/3) clay loam with wood and brick; Universal Stratum A

Stratum D: 32-53" pale brown (10YR 6/3) silt; Universal Stratum D

Stratum D_1: 53-58" brown (10YR 5/3) coal stained silt and fine sand, small roots and other organic debris; Universal Stratum D

Stratum D: 58-106" grayish brown (10YR 5/2) fine sandy silt; Universal Stratum D

Stratum E: 106-109" gray (10YR 5/1) coarse and fine sand and silt with shell, coal, wood; Universal Stratum E

Stratum F: 109"+ dark gray (10YR 4/1) silt and organic material; Universal Stratum F

maximum depth excavated: 135"

TRENCH 20 WEST END

Surface: 6.73' msl; gravel, grass

Stratum A: 0-9" gray (10YR 6/1) sand and gravel; Universal Stratum A

Stratum B: 9-11" reddish yellow (7.5YR 6/8) sand; Universal Stratum A

Stratum C: 11-45" various fill layers: yellowish brown (10YR 5/4) loamy clay, brownish yellow (10YR 6/6) sandy clay and gravel, dark brown (10YR 3/3) coal stained sandy clay with gravel and construction debris; Universal Stratum A

Stratum D: 45-105" grayish brown (10YR 5/2) silt, water seepage between 78-80" suggesting intermediate sand layer; Universal Stratum D

Stratum E: 105-108" gray (10YR 5/1) coarse and fine sand and silt, large coal chunks; Universal Stratum E

Stratum F: 108"+ dark gray (10YR 4/1) silt, organic rich, snail shells present; Universal Stratum F

maximum depth excavated: 127"

TRENCH 21 EAST END

Surface: 6.82' msl; gravel

Stratum A: 0-8" gray (10YR 6/1) sand and large angular gravel; Universal Stratum A

Stratum B: 8-16" reddish yellow (7.5YR 6/8) sandy clay; Universal Stratum A

Stratum C: 16-36" yellowish brown (10YR 5/4) silty sand with brick and concrete rubble; Universal Stratum A

Stratum D: 36-75" grayish brown (10YR 5/2) fine sandy silt; Universal Stratum D

Stratum D_1: 75-77" brown (10YR 5/3) silty sand; Universal Stratum D

Stratum D: 77-106" grayish brown (10YR 5/2) silt; Universal Stratum D

Stratum E: 106-109" dark grayish brown (10YR 4/2) coarse sand with many shell fragments; Universal Stratum E

Stratum F: 109"+ dark grayish brown (10YR 4/2) silt; Universal Stratum F

maximum depth excavated: 112"

TRENCH 21 WEST END

Surface: 7.13' msl; gravel

Stratum A: 0-12" gray (10YR 6/1) sand and large angular gravel; Universal Stratum A

Stratum B: 12-14" reddish yellow (7.5YR 6/8) sandy clay; Universal Stratum A

Stratum C: 14-36" yellowish brown (10YR 5/4) silty sand with brick and concrete rubble; Universal Stratum A

Stratum D: 36-80" grayish brown (10YR 5/2) fine sandy silt; Universal Stratum D

Stratum D_1: 80-82" brown (10YR 5/3) silty sand; Universal Stratum D

Stratum D: 82-105" grayish brown (10YR 5/2) silt; Universal Stratum D

Stratum E: 105-107" dark grayish brown (10YR 4/2) coarse sand with many shell fragments; Universal Stratum E

Stratum F: 107"+ dark grayish brown (10YR 4/2) silt; Universal Stratum F

maximum depth excavated: 115"

TRENCH 22 NORTH END

Surface: 7.14' msl; gravel, coal slag, cinder, grass

Stratum A: 0-12" very dark grayish brown (10YR 3/2) sandy clay, coal, slag, cinder, gravel; Universal Stratum A

Stratum B: 12-35" very dark grayish brown (10YR 3/2) sandy clay with intermittent brick rubble lenses; Universal Stratum A

Stratum C: 35-82" grayish brown (10YR 5/2) silt, thin, discontinuous layers of coal dust between 49-60"; Universal Stratum D

Stratum D: 82-94" dark gray (10YR 4/1) to very dark gray (10YR 3/1) coal stained silt; Universal Stratum D

Stratum E: 94-183" pale brown (10YR 6/3) silty clayey sand with lumps of light gray (10YR 7/1) and grayish brown (10YR 5/2) clay and gravels throughout, wet and unconsolidated, prehistoric artifacts; Universal Stratum C, wharf fill

Stratum F: 183"+ dark gray (10YR 4/1) fine sandy silt; Universal Stratum F

maximum depth excavated: 188"

TRENCH 22 SOUTH END

Surface: 7.00' msl; gravel, coal slag, cinder

Stratum A: 0-8" gray (10YR 5/1) large angular gravel; Universal Stratum A

Stratum B: 8-19" very dark gray (10YR 3/1) loam with coal, cinder, gravel; Universal Stratum A

Stratum C: 19-31" brownish yellow (10YR 6/6) sandy clay with gravel, brick, concrete rubble, cut stone; Universal Stratum A

Stratum D: 31-94" grayish brown (10YR 5/2) fine sandy silt; Universal Stratum D

Stratum E: 94-102" dark grayish brown (10YR 4/2) silt, shell bits, decayed wood at surface, base sloped downward to south; Universal Stratum E

Feature 34: 68-94" scow hull fragment

Stratum F: 102-109" dark gray (10YR 4/1) silty sand with wood chips and brick bits, sloped downward to south; Universal Stratum E

Feature 33: 109-160"+ eighteenth-century wharf bulkhead

North of Bulkhead

Stratum G: 109"+ pinkish gray (7.5YR 6/2) and pale brown (10YR 6/3) mottled clayey sand; Universal Stratum C, wharf fill

South of Bulkhead

Stratum F: 104-111" dark gray (10YR 4/1) silty sand with wood chips and brick bits, sloped downward to south; Universal Stratum E

Stratum H: 111-119" dark grayish brown (10YR 4/2) coarse sand and silt with gravel, cobbles, coal, brick bits; Universal Stratum E

Stratum I: 119"+ gray (10YR 5/1) sandy silt; Universal Stratum F

maximum depth excavated: 160"

TRENCH 23 NORTH END

Surface: 7.30' msl; coal, slag, gravel

Stratum A: 0-8" black (10YR 2/1) coal, coal dust and gravel; Universal Stratum A

Stratum B: 8-12" light yellowish brown (2.5Y 6/4) crushed schist; Universal Stratum A

Stratum C: 12-20" yellowish brown (10YR 5/4) and black (10YR 2/1) mottled sandy clay, coal, brick, schist; Universal Stratum A/Universal Stratum B

Stratum D: 20-38" grayish brown (10YR 5/2) sandy silt interspersed with thin layers of black (10YR 2/1) crushed coal and coal dust; Universal Stratum D

Stratum E: 38-44" grayish brown (10YR 5/2) fine sandy silt with roots, twigs and other unrotted organic debris; Universal Stratum D

Stratum F: 44-64" grayish brown (10YR 5/2) to brown (10YR 5/3) silt; Universal Stratum D

Stratum G: 64-67" yellowish brown (10YR 5/4) medium grain sand with patches of clay; Universal Stratum D

Stratum H: 67-108" grayish brown (10YR 5/2) silt; Universal Stratum D

Stratum I: 108-109" dark grayish brown (10YR 4/2) and small shell fragments; Universal Stratum E

Stratum J: 109-113" dark gray (10YR 4/1) silt with fragments of brick and slate, pine bark, other organic material, small pebbles; Universal Stratum E

Stratum K: 113-131" brownish yellow (10YR 6/6) clayey sand mottled with yellowish brown (10YR 5/6) and pale brown (10YR 6/3) sandy clay, with pebbles and historic artifacts, wet and unconsolidated near base; Universal Stratum C, wharf fill

Stratum L: 131"+ grayish brown (10YR 5/2) silty sand, wet; Universal Stratum F

maximum depth excavated: 137"

TRENCH 23 SOUTH END

Surface: 7.22' msl; gravel, coal, slag

Stratum A: 0-6" light brownish gray (10YR 6/2) gravel; Universal Stratum A

Stratum B: 6-19" brownish yellow (10YR 6/6) sandy clay and gravel; Universal Stratum A

Stratum C: 19-22" very dark brown (10YR 2/2) coal and gravel; Universal Stratum B

Stratum D: 22-37" grayish brown (10YR 5/2) sandy silt with thin layers of crushed coal and coal dust; Universal Stratum D

Stratum E: 37-90" grayish brown (10YR 5/2) sandy silt; Universal Stratum D

Stratum F: 90-93" dark grayish brown (10YR 4/2) sand and coal dust; Universal Stratum D

Stratum G: 93-116" grayish brown (10YR 5/2) sandy silt; Universal Stratum D

Stratum H: 116-132" dark gray (10YR 4/1) coarse grained sand and silt, with snail, mussel shell fragments; Universal Stratum E

Feature 33: 122" eighteenth-century wharf bulkhead

North of Bulkhead

Stratum I: 126"+ pale brown (10YR 6/3) sandy clay; Universal Stratum C, wharf fill

South of Bulkhead

Stratum J: 132"+ grayish brown (10YR 5/2) silty sand; Universal Stratum F

maximum depth excavated: 145"

TRENCH 23 SECTION X

Surface: 7.18' msl; gravel, slag, coal

Stratum A: 0-3" light brownish gray (10YR 6/2) gravel; Universal Stratum A

Stratum B: 3-8" very dark grayish brown (10YR 3/2) coal, coal ash, sand, brick fragments; Universal Stratum A

Stratum C: 8-13" light yellowish brown (2.5Y 6/4) crushed schist, with gravel and silt; Universal Stratum A

Stratum D: 13-21" brownish yellow (10YR 6/6) sandy clay with large gravel, brick, coal; Universal Stratum A

Stratum E: 21-45" pale brown (10YR 6/3) fine sandy silt with thin, discontinuous layers of coal dust, crushed coal; Universal Stratum D

Stratum F: 45-63" grayish brown (10YR 5/2) sandy silt, with coal bits, shell fragments and small gravel; Universal Stratum D

Stratum G: 63-129" grayish brown (10YR 5/2) sandy silt; Universal Stratum D

Feature 33: 120-143" eighteenth-century wharf bulkhead

Stratum H: 129-134" dark gray (10YR 4/1) coarse grained sand and silt, with snail, mussel shell fragments; Universal Stratum E

Stratum I: 134"+ grayish brown (10YR 5/2) sandy silt; Universal Stratum F

maximum depth excavated: 165"

TRENCH 24

Surface: 6.20' msl; gravel, grass

Stratum A: 0-6" very dark grayish brown (10YR 3/2) coal, gravel, sandy loam; Universal Stratum A

Stratum B: 6-10" light yellowish brown (10YR 6/4) sand, gravel and coal dust; Universal Stratum A

Stratum C: 10-14" light yellowish brown (2.5Y 6/4) crushed schist, gravel and sand; Universal Stratum A

Stratum D: 14-26" very dark gray (10YR 3/1) clay loam, coal, gravel, brick rubble; Universal Stratum A

Stratum E: 26-40" light brownish gray (10YR 6/2) sandy silt with 2-3" layers of crushed coal and sand; Universal Stratum D

Stratum F: 40-127" light brownish gray (10YR 6/2) sandy silt; Universal Stratum D

Feature 37: 85-148" hull of nineteenth-century keeled vessel

Stratum G: 127-130" grayish brown (10YR 5/2) silty sand, with shell fragments, chunks of coal ash; Universal Stratum E

Stratum H: 130-142" light brownish gray (10YR 6/2) sandy silt; Universal Stratum E

Stratum J: 142" pine bark; Universal Stratum F

Stratum K: 142"+ light brownish gray (10YR 6/2) sandy silt; Universal Stratum F

maximum depth excavated: 168"

EXCAVATION UNIT STRATUM DESCRIPTIONS

UNIT 1 (TRENCH 12A)

Surface: 5.97' msl; unit begins within Trench Stratum C, at edge of Feature 16; note: all strata visible at surface of unit, none extend horizontally across entire unit

Stratum A: 0-6" brownish yellow (10YR 6/8) clayey sand; Trench Stratum C, visible only along south edge and in northwest corner of unit overlying Stratum F

Stratum B: 0-8" very dark grayish brown (10YR 3/2) sandy loam with gravel, coal, mortar, brick, window glass and ferrous metal; shallow trough extending west from Feature 16 and overlying Stratum F

Stratum C: 0-4" very pale brown (10YR 7/3), white (10YR 8/2) and yellow (10YR 7/8) mottled sand and lime mortar and brick bits; small patch in northeast corner of unit overlying Stratum E

Stratum D: 1-11" light brownish gray (10YR 6/2) and yellowish brown(10YR 5/4) mottled sandy clay loam with gravel, coal, mortar, nineteenth-century ceramics; shallow trough roughly level with and perpendicular to Stratum B, overlying Stratum F

Stratum E: 0-15" very dark brown (10YR 3/4) to very dark grayish brown (10YR 3/2) mixed sandy loam and brick rubble; in northeast corner of unit, adjacent to Stratum B and Feature 16

Stratum F: 6"+ pale brown (10YR 6/3) silty sand; Trench Stratum E

maximum depth excavated: 17"

UNIT 2 (TRENCH 13F)

Surface: 0.15' msl; unit begins 12" below top remaining run of Feature 23, south of bulkhead, 30' east of intersection of Feature 23 and Feature 30

Stratum A: 0-5" light brownish gray (10YR 6/2) silt; Universal Stratum D

Stratum B: 5-23" brown (10YR 5/3) sand and silt, small gravel and nineteenth-century artifacts; Universal Stratum E

Stratum C: 23"+ pale brown (10YR 6/3) clayey sand mottled with light brownish gray (10YR 6/2) clay; Universal Stratum C, wharf fill

maximum depth excavated: 31"

UNIT 3 (TRENCH 13F)

Surface: 0.41' msl; unit begins at top remaining run of Feature 23, north of bulkhead, 37' east of intersection of Feature 23 and Feature 30

Stratum A: 0-34" light brownish gray (10YR 6/2) and light yellowish brown (10YR 6/4) mottled sand, silty sand and gravel; Universal Stratum B

Stratum B: 34-38" brownish yellow (10YR 6/6) and pale brown (10YR 6/3) silt; Universal Stratum B

Stratum C: 38"+ reddish yellow (7.5YR 6/6) sandy clay; Universal Stratum C, wharf fill

maximum depth excavated: 42"

UNIT 4 (TRENCH 10E)

Surface: 2.86' msl; unit begins at base of Feature 1 on centerline of ways

Stratum A: 0-14"+ very pale brown (10YR 7/4) and light gray (10YR 7/2) wet clayey sand, with brick bits, woody debris near surface and prehistoric artifacts throughout; Universal Stratum C; wharf fill

maximum depth excavated: 14"

UNIT 5 (TRENCH 12G)

Surface: 2.86' msl; unit begins at base of Feature 27 straddling Feature 33

Stratum A: 0-10" to south (outside bulkhead), 0-30"+ to north (inside bulkhead), light yellowish brown (10YR 6/4) sandy silt, organic staining, patches of darker sandy clay; Universal Stratum E

Stratum B: 10-14" (outside and over bulkhead only) grayish brown (10YR 5/2) silty sand, gravel, brick, small woody debris, bark bits, bone shell, ceramics; Universal Stratum E

Feature 33: 12-37"+ eighteenth-century wharf bulkhead

Stratum C: 14-15" (outside bulkhead only) gray (10YR 5/1) silty clay; Universal Stratum E

Stratum D: 15"+ (outside bulkhead only) light brownish gray (10YR 6/2) silty sand, brick, large wood chips; Universal Stratum F

maximum depth excavated: 37"

APPENDIX E

FEATURE LOG

APPENDIX E
FEATURE LOG

Feature	Description	Location
Feature 1	19th c. shipway	Trench 10D-J
Feature 2	barge hull	Trench 14B
Feature 10	debris from frame structure	Trench 10E
Feature 11	wood stack	Trench 10F
Feature 12	concrete platforms	Trench 11B
Feature 13	concrete utility casing	Trench 11B
Feature 14	displaced 18th c. bulkhead timber	Trench 11E
Feature 15	displaced timber	Trench 11F
Feature 16	timber machinery foundation	Trench 12A
Feature 17	displaced timber	Trench 12A
Feature 18	brick footer, marine railway capstan head	Trench 12B
Feature 19	fieldstone track bed, marine railway	Trench 12B & 13C
Feature 20	timber base of Feature 18	Trench 12B
Feature 21	coal box	Trench 12A
Feature 22	brick workshop floor	Trench 12C
Feature 23	19th c. bulkhead	Trench 12F & 13E-G, J
Feature 24	loose 19th c. bulkhead timber	Trench 12F
Feature 25	displaced timber associated with 18th c. bulkhead	Trench 12F
Feature 26	displaced timber associated with 18th c. bulkhead	Trench 12F
Feature 27	mid and stern section of scow	Trench 12F-G
Feature 28	wooden gutter north of marine railway	Trench 13C
Feature 29	wooden workshop floor	Trench 13A
Feature 30	barge hull beneath 19th c. bulkhead	Trench 13E,I,L
Feature 31	barge hull	Trench 14C,B
Feature 32	barge hull fragment supporting shipway	Trench 13J
Feature 33	18th c. bulkhead	Trench 12F,G, 14D, 22, 23
Feature 34	mid and stern section of scow	Trench 22
Feature 35	bateau hull fragment	Trench 14D
Feature 36	natural feature -- tidal eddy	Trench 14D
Feature 37	bow and mid sections of keeled vessel	Trench 24
Feature 38	barge hull fragment supporting shipway	Trench 13J

APPENDIX F

DEED ABSTRACTS

APPENDIX F

KEITH AND HARPER'S DEED ABSTRACTS

ALEXANDRIA DEED BOOKS - HUSTINGS COURT

D: 4 23 September 1789
William Thornton Alexander, of King George County, Virginia, to John Harper
Whereas, John Harper has reconveyed a lot of ground contiguous to Town of Alexandria, on Potomac River and adjacent and below a water lot of Eastern side of Water Street and immediately opposite Lot #40, according to plott of lots rented in 1784, to William T. Alexander so that same may be again conveyed to said John Harper and others... To John Harper, a part of lot bounded lying upon east side of Union Street and North side of Franklin

Beginning at intersection of said street and extending northwardly with Union 201'7"
eastwardly parallel to Franklin 90'
southwardly parallel with Union 201'7" to Franklin
with Franklin westwardly to beginning
For b12.10 yearly. Rent formerly reserved was considerably more, so John Harper will pay more rent if, in five years, other lots are improved and rent for more.

John Harper can buy when Lucy is old enough to release dower.

(all of following deeds, i.e. D: 11, 18, 24, 31, 47, 54, & (FX DEED 7, 466, PARCEL) are of same date, Wm. T. Alexander to John Harper. These lots, plus two others, were conveyed 3 November 1791 by William Thornton Alexander Esquire and Lucy his wife of the County of King George in the State of Virginia, to John Harper of the County of Fairfax and state aforesaid, are recorded in Fairfax Deed Book T: 466-481)

D:11 Beginning on west side of Union 88'3 1/2 " south of Franklin southwardly with Union 88'3 1/2" westwardly parallel with Franklin 62'6" northwardly parallel with Union 88'3 1/2" eastwardly 62'6" to beginning for b6.5 yearly

D:18 Beginning at point in Madison Street 205' to eastwardly of eastern line of Union and 93'3 1/2" to southwardly of the south line of Franklin Street southwardly parallel to Union 46'7 3/4" eastwardly parallel to Franklin into river Potomac then return to beginning and extending from thence eastwardly with line parallel to Union Street until it intersects 2nd line for b6.5 yearly

D:24 Beginning south side Franklin Street 90' east of Union eastwardly with Franklin 115' to center of Madison southwardly parallel to Union 93' 3 1/2" westwardly parallel to Franklin 115' northwardly parallel to Union 93' 3 1/2" to beg. for b6.5 yearly

D:31 On east side Water and north side Franklin Beginning at intersection northwardly with Water 88' 3 1/2" eastwardly parallel to Franklin 150' to center of Potomac Street southwardly parallel to Water 88' 3 1/2" to Franklin with Franklin west to beginning for annual rent of b12.10

(following was in several deeds)

William Thornton Alexander covenants and grants to and with John Harper his heirs and assigns that following street in and near the said town, Vizt: Water, Fairfax, Royal, Pitt and St. Asaph's streets running north and south shall be continued and extended to the southward as follows, that is to say, Water Street 762'7" from Wilkes Street; Fairfax, Royal, Pitt and St. Asaph 595'9" and a street called Washington 246'10" to the westward of St. Asaph in width 100' and easterly from King Street to the Southward 595'9" south of Wilkes Street...and that King, Prince and Duke, Wolfe and Wilkes running east and west shall be extended and lengthened 123'5" to the westward beyond the west side (? of Washington aforesaid), and that a street called Gibbons of some wideth of others that run east to west 358'2" to the southward of south side Wilkes Street and extending from Potomac westwardly parallel with Wilkes 123'5" beyond the west side Washington, and that Washington and Gibbons together with produced and extended parts of the other streets above shall be forever kept open for the use and benefit of said John Harper, his heirs and assigns in common with the inhabitants of the town.

D:47 Beginning at point in Madison 205' east of east line Union Street 93'3 1/2" north of north line of Franklin Street northwardly parallel with Union 108'3 1/2" eastwardly parallel with Franklin into River Potomac return to beginning extend with another line parallel to Franklin Street and eastwardly into Potomac northwardly with line parallel to Union Street until it intersects 2nd line of plat for b12.10 yearly

D:54 Beginning west side Union 88'3 1/2" to north of Franklin Street with Union northwardly 88'31/2" westwardly parallel to Franklin 150' to center of Potomac Street southwardly parallel to Union Street 88'3 1/2" eastwardly with straight line to beginning

D:6 Beginning Water Street on east side 176'7" to south of Gibbons eastwardly parallel with Franklin into River Potomac return to beginning southwardly with Water Street 176'7" to Franklin Street eastwardly with street and binding therewith 350' then southwardly with line parallel to Water Street 25' then eastwardly into Potomac River then northwardly until 1st mentioned line intersected b228 rent

K,pt 2:575 24 May 1798, John Harper of Alexandria, County of Fairfax, to William Harper, son of John Harper, and John Harper, Jr., grandson of John Harper and William Harper, Jr., grand son of John Harper...for love and affection...lot on east side extended across said wharf paral lel to Union, east of Madison and south of Franklin beginning on east side Madison 93'3 1/2" south of Franklin southwardly with Madison 46'7 3/4" to line to James Keith with that line parallel to Franklin eastwardly into Potomac crossing a landing place 30' wide covenanted by proprietors of the said wharf to be left forever open as a passage along the front of the wharf and a landing place...then northwardly parallel to Madison and Union 46'7 3/4" then westwardly with straight line to beg. also: a part of aforesaid wharf on west side of street called Madison Street and south side of Franklin street beginning at intersection of said streets southwardly with Madison 93'3 1/2" westwardly parallel with Franklin 90' to line of James Keith northwardly parallel to Madison and Union with line James Keith 93' 3 1/2" to Franklin eastwardly with Franklin 90' to beginning

(In Circuit Court, Alexandria Deed Book F: 131, 16 July 1803, the above two lots were conveyed by William Harper to his son, John Harper, Jr.)

L: 121 26 September 1798, John Harper and James Keith, together seized of wharf east of Union and North of Franklin, thence to Potomac. It is to their mutual advantage to lay off street east of Union and to extend certain allies through their said ground between Union and new street; (1) lay off alley 180' east of Union and in a direction parallel to it, a street 50' wide (2) lay off in their ground between Union and new street an alley 12 feet wide beginning in Union 80'north of Franklin and extending that breadth parallel to Franklin until it intersects new street (3) one other alley on north side aforesaid alley the breadth of 20 feet beginning 80' from each of said streets, Union and aforesaid new street, then parallel to said streets across their respective pieces of ground

L: 117 7 September 1798 John Harper for $1, to James Keith, being piece of ground on east side of that street extended by John Harper and other proprietors of the lower wharf, across the same in a direction parallel with Union street and at the distance of 180' east of it, which has hitherto been called Madison, and to northward of Franklin Street, beg. on new street 93'3 1/2" north of Franklin, north wardly with new street 7'6", eastwardly parallel with Franklin into River Potomac, southwardly parallel to Union 7'6, straight line to beginning.

L: 145 29 September 1797, William Thornton Alexander and Lucy his wife to James Keith, lot east of Water extended and North of Franklin beginning on Water Street 88'3 1/2" north of Franklin northwardly with Water Street 88'3 1/2" eastwardly parallel to Franklin 150' to center Potomac Street southwardly parallel to Water Street 88' 3 1/2" with straight line to beginning, being part of 1/2 acre granted by Exrs. of John Alexander, Esq., to John Harper and by him reconveyed to William Thornton Alexander rent of b9.3 current money of Virginia

L: 148 28 September 1797, William Thornton Alexander to James Keith lot west of Union and north of Franklin beginning at intersection westwardly with Franklin 150' to center Potomac Street northwardly parallel to Union 88' 3 1/2" eastwardly parallel to Franklin 150' to Union with Union to beginning

L: 151 28 September 1797, William Thornton Alexander and Lucy his wife to James Keith, lot north of Franklin, east of Union beginning Franklin 90' east of Union eastwardly with Franklin 115 to center Madison northwardly parallel to Union 201'7" westwardly parallel to Franklin straight line to beginning

L: 155 28 September 1797, William Thornton Alexander and Lucy his wife to James Keith, lot north of Franklin, east of Union beginning Franklin Street 205' east of east line Union eastwardly with Franklin to Potomac River return to beginning northwardly parallel to Union 93' 3 1/2" eastwardly parallel to Franklin into Potomac River then parallel to Union southwardly until it intersects Franklin line

L: 164 28 September 1797, William Thornton Alexander and Lucy his wife to James Keith, lot south of Franklin, east of Union beginning at point 205' east of Union and 139'11 3/4" south of south line of Franklin southwardly with line parallel Union 61'7 3/4" eastwardly with line parallel to Franklin into Potomac River return to beginning eastwardly to Potomac River then southwardly parallel to Union to intersect 2nd line rent b4.11.8

L: 322 W.T. Alexander and Lucy his wife to James Keith, south side Franklin and east of Union begin ning at intersection southwardly with Union 93'3 1/2" eastwardly parallel to Franklin 90' northwardly parallel to Union 93'3 1/2" to Franklin with Franklin Street westwardly to beginning

L: 219 3 November 1798, John Harper to John Crips Vowell and Thomas Vowell, Jr., lot on east side of Madison and north of Franklin beginning on Madison 109'1/2" north of Franklin upon line of James Keith eastwardly with his line parallel to Franklin, into Potomac River northwardly with line parallel to Madison 50'4 3/4" westwardly parallel to Franklin to aforesaid Street called Madison southwardly with Madison 50'4 1/2" to beginning for b260

(Circuit Court Alexandria Deed Book W:1, 5 May 1812,John C. Vowell and Mary Jaquiline his wife and Thomas Vowell and Charlotte his wife, of Alexandria, D.C. PARTITION...To Thomas Vow ell...also, lot beginning east side of Madison 109' 1/2" north of Franklin on line of James Keith, east wardly with James Keith parallel to Franklin into Potomac River, northwardly parallel with Madison 50'4 3/4" to beg.)

(Deed Book K3: 441, 13 April 1849, John C. Vowell of Alexandria to D. Boyd Smith, Richard C. Smith, Stephen Shinn, Edward Daingerfield, Nathaniel Goodham, John T. Johnson, and Joseph P. Grimes..."Alexandria Marine Rail Way Company, of said town, for $700 in stock, lot described as above.)

ALEXANDRIA DEEDS, CIRCUIT COURT DEED BOOK

B: 364 24 March 1802, John Harper (in debt for sundry services performed by William Harper worth b300) to William Harper, lot east side of Madison, north of Franklin

beginning on Madison 151 2 1/2" north of Franklin, the same being at the northern line of that piece of ground sold by John Harper to John Crips Vowell and Thomas Vowell, Jr.
eastwardly with Vowell's line to Potomac River
northwardly parallel to Madison 50'4 3/4"
westwardly parallel to 1st line and of same length to Madison
with Madison southwardly 50' 3/4" to beginning

I: 179 12 July 1803, William Harper and Mary his wife of Alexandria to Gardiner Ladd for b450, on east side street formerly called Madison, but now known by name of Strand Street, upon wharf made by Harper, Keith and others, north of Franklin

beginning on Strand 151' 2 1/4" north of Franklin
northwardly with Strand 50'4 3/4"
eastwardly parallel to Franklin 124' to Potomac River
southwardly parallel to Strand 50'4 3/3" then straight line to beginning

B: 358 3 November 1798, John Harper to Joseph Riddle (both of Town of Alexandria, County of Fairfax) and James Dall of Baltimore, Maryland, for b28 current money of Virginia, lot on west side Union, north of Franklin, in town of Alexandria

beginning Union Street 88'3 1/2" north of Franklin
northwardly with Union 29'5"
westwardly parallel with Franklin 65' to a 10' alley
southwardly with line of alley and parallel to Union 29'5" to line of James Keith with line of James Keith and parallel to Franklin 65'to beg.

ALEXANDRIA DEEDS, HUSTING COURT DEED BOOK

L: 119 3 November 1798, John Harper to Christian Lodwick Hellrigel of Bladensburgh in Prince George County, Maryland, for b31 lot west of Union, north of Franklin

beginning on Union 117'8 1/2" north of Franklin
northwardly with Union 29'5"
westwardly parallel to Franklin 65' to 10' alley
southwardly parallel to alley and Union 29'5"
eastwardly parallel to Franklin 65' to beginning

I: 329 11 July 1797, James Keith to George Richardson. Keith leased ground upon the wharf made by James Keith and others adjoining said town,

beginning on west side of Madison 186'7" north of Franklin and 15' from the line of the loggs laid for the said wharf
westwardly parallel to Franklin 80'
southwardly parallel to Madison 40'
eastwardly parallel to Franklin 80' to Madison with Madison to beginning for term of five years, from 1 May 1797, rent of 16 silver dollars first two years and 20 silver dollars last three years, to be paid on last day of April each year.

It was agreed that he and they may during said term land upon the said 15' in front of the premises hereby demised him and upon Madison Street any stone for the use of his shop free from wharfage he and they taking care to remove the same when required so that those places be not incumbered in such manner as to prevent other articles being landed thereupon.

George Richardson may, at expiration of term of lease, remove from premises any buildings or im provements which he or they may erect.

S3: 417-423 By decree of Circuit Court, before 1857, in suit Anderson D. Keith and wife v Thomas R. Keith and others Partition (Only Plat A (not included with deed and not found) is abstracted briefly below)

Schedule A - to Bladen Forrest, Trustee

Lot #5 beginning East of Union, intersection of Franklin (here 50' wide)
southwardly with Union 93' 3 1/2"
eastwardly parallel to Franklin 90'northwardly parallel to Union - to Franklin
with Franklin to beginning

Lot #9 beginning east of Water 88' 3 1/2" north Franklin (here 100' wide)
northwardly with Water Street 88' 3 1/2
eastwardly parallel to Franklin 150' to middle of Potomac Street
southwardly parallel to Water Street 88' 3 1/2"
straight line to beginning

Schedule B - to Thomas R. Keith

Lot #1 Beginning north side Franklin at intersection of east line of street 50' called Strand or Madison believed to be 230' east of Union east with Franklin into Potomac River, crossing a landing place 20' wide to be kept open forever then to beginning
then northwardly with Madison 100'9 1/2"
eastwardly parallel to Franklin, crossing said landing place, into Potomac River
southwardly to intersect the first line

Schedule C - to Margaret S. Keith

Lot #3 beginning north side Franklin 90' east of Union
eastwardly with Franklin 90' to Strand or Madison
northwardly with Strand or Madison 80' to 12' with alley
westwardly with alley parallel to Franklin 90'
straight line to beginning

Lot #6 beginning east side Potomac Street 88'3 1/2" south of Franklin
southwardly with Potomac Street (50'wide) 88' 3 1/2"
eastwardly parallel to Franklin 62' 8"
northwardly parallel to Potomac Street and Union 88' 3 1/2"
straight line to beginning

Lot #8 beginning at intersection south side Franklin with east side of Water Street
eastwardly with Franklin 62' 6"
southwardly parallel to Water Street 88' 3 1/2"
westwardly parallel to Franklin to Water Street with Water Street to beginning

Schedule D - to Anderson D. Keith and Catharine his wife, of Bracken County, Kentucky

Lot #2 beginning east side of Strand 139'11 1/4 south of Franklin Street
southwardly with Strand 61'7 3/4"
eastwardly parallel to Franklin, crossing a landing place 30' wide to be kept open, into Potomac River
return to beginning
run parallel to Franklin into Potomac River

Lot #4 beginning west side of Strand 92' north of Franklin and at north line of an alley 12' wide
westwardly with said alley parallel to Franklin 80' to another alley 20'wide
northwardly with this alley parallel to Strand 109'7"
eastwardly parallel to Franklin to Strand with Strand to Beginning

Schedule E - to Mary E. Keith

Lot #7 beginning north side of Franklin at intersection with west side Union
westwardly with Franklin 150' to middle of Potomac Street (50' wide)
northwardly parallel to Union 88' 3 1/2"
eastwardly parallel to Franklin - to Union with Union 88' 3 1/2" to beginning

(S3: 422, 22 December 1857, Margaret S. Keith, for love and affection and $1 sold all her right and title to real estate of her father, to Mary E. Keith)

L: 8 15 July 1805, William Thornton Alexander and Lucy his wife to Levin Powell, of Loudon County for $833. Lots:

(1) beginning east side Water Street 88' 3 1/2" south of Franklin
southwardly with Water Street 88' 3 1/2"
eastwardly parallel to Franklin 62' 6"
northwardly parallel to Water Street 88'3 1/2" line parallel to Union to beginning

(2) beginning south side Franklin 62'2" to west of Union
westwardly with Franklin 87'6" to center Potomac Street
southwardly with line parallel to Union 88'3 1/2"
eastwardly parallel to Franklin 87'6"
northwardly parallel to Union to beginning

(3) beginning 90' to east of east line of Union and 93'3 1/2" south of south line of Franklin
southwardly with line parallel to Union 108'3 1/2"
eastwardly parallel to Franklin 115' to center Madison
northwardly parallel to Union 108' 3 1/2"
westwardly parallel to Franklin to beginning

(4) beginning south side Franklin 205' east of east line Union
eastwardly with Franklin 70' (?)
southwardly parallel to Union 93'3 1/2"
westwardly parallel to Franklin 70'3"
northwardly parallel to Union - to beginning

ALEXANDRIA CIRCUIT COURT DEED BOOKS

I2:1 15 February 1819, John Taliaferro and Lucy Thornton his wife, of King George County, Virginia, to Charles Simms of Alex., D.C. for $500, lots on Keith's Wharf

(1) lot of 80'3 1/2" by 62'6" bounded by Potomac Street on east, a lot granted Levin Powell on west a lot granted John Harper on north

(2) lot 88'3 1/2" by 62'6" bounded by Franklin Street on north by Union on east by lot granted Levin Powell on west by lot granted John Harper on south

3) lot 93'3 1/2" by 90'bounded by Union on west by James Keith on north by lot of Levin Powell on east

(4) lot bounded by Franklin on north by lot granted Levin Powell on west by lot granted John Harper on south and by Potomac River on East

All of which lots lie between Water Street and Potomac River and are contained within a grant of land and tenements by William Thornton Alexander and Lucy his wife to said John Taliaferro by deed 10 April 1807, recorded Circuit Court of D.C., of County of Alexandria. [Deed Book S:88; S:95] (In cor poration Court Deed Book L:539, 2 May 1806, William Thornton Alexander sold to Stephen Winchester of Town and Corp. of Fredericksburg, for $4000. Beginning at intersection of Fayette and King, Fayette to Hunting Creek, meanders to Potomac, up meanders to King Street, up King Street to beg., subject to leases as may have been made of whole or any part by Alexander or his agents. Stephen Winchester and Sarah his wife join Wm. T. Alexander and Lucy in sale to John Taliaferro in S:95, 14 October 1806.)

A4:69 22 May 1848, Hugh Smith, Phineas Janney and Hugh C. Smith of Alexandria, Virginia, Exrs. and devisees in trust of Charles Bennett, deceased of first part to Alexandria Marine Railroad Com pany, for $782.10

Lot beginning east side street 50' wide laid out by James Keith and John Harper parallel to and distant 108' east of Union and 151'2 1/2" north of Franklin Street
northwardly with Strand Street 50'4 3/4"
eastwardly parallel to Franklin to Potomac River
northwardly to connect to second line return to beginning
eastwardly parallel to Franklin to Potomac River

With rights of way and water privileges under conveyance of said lot to them by William H. Irwin and wife 28 April 1842 (C3: 348). Purchased by William H. Irwin from John Hoof, Trustee, 4 December 1834 (V2:286 - Whereas 7 May 1825 John H. Ladd and Eliza his wife, John Wheelright and Joseph B.

Ladd, to secure debts, conveyed deed of trust to John Hoof lot granted to John G. Ladd by William Harper in I:179.) Also, a lot on east side Water Street south of Gibbons beginning 88'3 1/2" from intersection

southwardly 44'1 3/4" with Water Street
eastwardly parallel to Gibbons into Potomac River
northwardly with line parallel to Water Street 44'1/3'1"
westwardly with straight line to beginning, conveyed to John G. Ladd by Robert Patton and wife 22 Sept. 1813 and recorded in A2:55...also lot on Duke. These three lots were sold to William H. Irwin for $5785.45. Only the first two lots were sold to Alex. M.R.R.Co.

John Harper to Nancy Harper, 6 June 1797, WBk B:25 Nancy Harper et ux to Robert Jamieson 25 July 1843, D3:36 Robert Jamieson to Andrew Jamieson 24 April 1847, H3:326

4:136 18 May 1874, Alex. M.R.R.Co. to D.L. Smoot, trust to secure Andrew Jamieson. Two lots:

(1) beginning Franklin and Union
northwardly with Union 80' to 12' alley
eastwardly with alley 70' to alley 20' wide
southwardly with last mentioned alley 20' wide 80' to Franklin
westwardly with Franklin 70' to beginning

(2) beginning Union, intersection with 12' alley
northwardly with Union 109'7"
eastwardly 70' to said 20' alley
southwardly with alley 109'7" to 12' alley
westwardly with alley 70' to beginning

conveyed by Andres Jamieson and wife to said company by deed of even date (4:172, 18 May 1874)
trust released 14:43 (or 14:49?

4:182 23 May 1874, William C. Yeaton and Reuben Johnston (last two Commissioners) and Mary E. Keith to Alex.M.R.R.Co.

At private sale Thomas Keith and Catharine Keith sold their undivided 1/2 part in two lots on Keith's Wharf

(1) on River south Franklin east of Union for $100 (their half)
(2) on west side Strand north of Franklin for $150 (their half)

(1) beginning middle of Strand 139'11 1/4" south of Franklin then parallel with Union
61'7 3/4"
eastwardly parallel to Franklin into River
then northwardly same length as first line
then westwardly to beginning

(2) beginning west side Strand 92' north of Franklin at north line of alley 12' wide
northwardly with Strand 109'7"
westwardly parallel to Franklin 80' to 20' alley
southwardly with alley parallel to Union 109'7"
eastwardly with alley to beginning

4:335 1 May 1874, Richard C. Smith, for himself and as Exr. of will of late Hugh Smith, and Eliza A. wife of said Richard of first part, Wharles W. Wattles, Trustee and James P. Smith for himself and Trustee, to Alex. M.R.R.
Co. Lot:

beginning Strand 93'3 1/2" south of Franklin
southwardly with Strand 46'2 3/4" to lot of James Keith with that line eastwardly into Potomac River, crossing landing place 30' wide covenanted by the proprietor of the wharf to be left forever open as a passage along the front of the wharf and landing place then northwardly parallel to Strand 46'2 3/4":
westwardly in straight line to beginning

4:377 20 November 1874, Joseph Forrest, Commissioner, first part Alex. M.R.R.Co., second part, and Andrew Jamieson, third part Decree of Corporation Court of Alexandria City rendered 13 November 1874 in chancery cause of Mary Helen Forrest v James K. Forrest &C & Alex. M.R.R.Co.

lot: S.E. corner Union and Franklin fronting 93' 3 1/2" on Union extending eastwardly along Franklin the same width as the front, distance of 90'

4:440 6 January 1875, James Green and Jane his wife of Alexandria to Alex. M.R.R.Co, for $550 of stock in company and $11.20

(1) all of lot at N.E. corner Franklin and Strand conveyed by John Hauxhurst to James Green which has a front of 109'1/2" on Strand Street, more or less, and extended that width into Potomac over and across a landing place of 20' in width to be kept perpetually open

(2) lot east of Union 186'7" south of Franklin which has front on Union of 15' and depth of 90' more or less.

2:13 4 July 1871, Mary E. Keith to John Hauxhurst for $800.

beginning at intersection east side Strand and north side Franklin
eastwardly with Franklin into Potomac across landing 20'....
return to beginning
then northwardly with Strand 109' 1/2" to line M.R.R. lot
eastwardly parallel to Franklin into River Potomac

Allotted to Thomas R. Keith who died intestate; lot descended to Mary E. Keith his heir at law and next of kin.

7:127 15 May 1874, Charles L. Powell, of Alexandria City, to Alex. M.R.R. & Shipbuilding Company, for $1200, ($250 in stock) lots 72, 85, 107 in plat of city, described in partition of real estate of Cuthbert Powell

(1) east of Union 93'3 1/2" south of Franklin
southwardly (parallel?) with Union 93' 3 1/2"
eastwardly parallel with Franklin 90'
northwardly parallel with Union 93'3 1/2"
straight line to beginning

(2) west side Strand 93'3 1/2" south of Franklin
southwardly on Strand 108'3 1/2"
westwardly parallel with Franklin 90'
northwardly parallel Strand 108'3 1/2"
eastwardly with straight line to beginning

(3) east side Strand and south side Franklin at intersection
southwardly with Strand 93' 3 1/2"
eastwardly parallel to Franklin 70'
northwardly parallel to Strand 93' 3 1/2"
westwardly with Franklin to beginning

7:129 5 May 1874, Mary E. Keith to A.M.R.R. & S.B. Co for $500

(1) North side Franklin west of Strand 180' east of Union,
westwardly with Franklin 90'
northwardly parallel to Union 80' to 12' alley
eastwardly parallel to Franklin 90' to Strand
southwardly with Strand 80' to beginning

allotted to Margaret S. Keith (to Mary E. Keith S3:422)

(2) beginning west side Strand 92' north of Franklin at north line of 12' alley
westwardly with alley 80' to alley 20' wide
northwardly with 20' alley parallel to Union 109'7"
eastwardly parallel to Franklin 80' to Strand
southwardly with Strand 109'7" to beg.

(3) undivided 1/2 lot beginning 205' east of Union and 139'11 1/4" south of Franklin
southwardly parallel to Union 61'7 3/4"
eastwardly parallel to Franklin into Potomac River
northwardly parallel to Union 61'7 3/4"
straight line to beginning

allotted Anderson D. and Catherine Keith conveyed to William G. Keith 16 May 1856 (R3:92) and by William G. Keith and wife to A.D. Keith (R3:91) and by Anderson D. Keith to John R. Keith and said Mary E. Keith (V3:269) see also decree of Circuit Court 16 November 1857

13:462 2 January 1884, Charles L. Powell of City of Alexandria to A.M.R.R. & S.B. Co...lot south side Franklin where it strikes Potomac River...with tract of the wharf on the river southwardly 93'3 1/2", westwardly parallel Franklin 75' to corner lot of Cuthbert Powell, with line parallel to Union 93'3 1/2" to Franklin, then 75' to beginning, one of lots heretofore sold to A.M.R.R. & S.B. Co., but through oversight no deed was executed.

(F:131, Circuit Court Deeds, 16 July 1803, William Harper to son John Harper, Jr.) 02:143, Capt. John Harper and Sarah his wife, 27 September 1824, for $800, to , to James J. Veitch

U2:714, 1 February 1834, James H. Veitch of State of Louisiana, to Josiah H. Davis of Alexandria, D.C., for $300

03:466, 19 April 1853, Josiah H. Davis & wife to Richard C. Smith
beginning on Strand 93'3 1/2" south of Franklin
southwardly with Strand 46'7 3/4" to lot of James Keith
eastwardly into River across landing 30' ...to be kept open
northwardly parallel to Strand 46'7 3/4"
westwardly to beginning See 4:335 on this list

APPENDIX G

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES

SITE FORM

VIRGINIA
DIVISION OF HISTORIC LANDMARKS
RESEARCH CENTER FOR ARCHAEOLOGY
ARCHAEOLOGICAL SITE INVENTORY FORM

Name of Site: Old Ford Plant Site Number: 44AX119

Type of Site: Historic:Industrial, Military Cultural Affiliation: Late 18th to 20th Century

State National Register Status:

USGS Map Reference:

U.T.M. Zone 18 Easting 322720 Northing 4296010
(Attach photocopy of appropriate section of USGS 7.5 minute series topographical map showing site boundaries.)

Owner/Address/Telephone: Cook Inlet Region of Virginia
Tenant/Address/Telephone: Same
Site Informant/Address/Telephone:

Surveyed By (name, address, affiliation, date): Dennis Knepper April 1988;July 1989
Engineering-Science, Inc.
1133 15th St., N.W.
Washington, D.C. 20005

General Environment and Nearest Water Source:
Urban; made land; Potomac River forms east boundary.

Dimensions of Site: 10.1 acres: approx. 650' X 650'

Site Description and Survey Techniques:
Backhoe trenching; non-systematic sampling based on archival research. Limited land excavation within intact deposits.

Condition and Present Land Use: Vacant structures on north half of lot; property slated for development.

Specimens Obtained and Depository:
1000+ mostly fragmentary pieces of mid-to-late nineteenth and early twentieth century ceramic and container glass, wrought and cut nails and spikes and other ferrous metal hardware. Temporary repository: Engineering-Science, Inc. Washington, D.C.

Specimens Reported and Owners/Addresses:
None known

County Alexandria

Map Sheet Alexandria, Va.-DC-MD

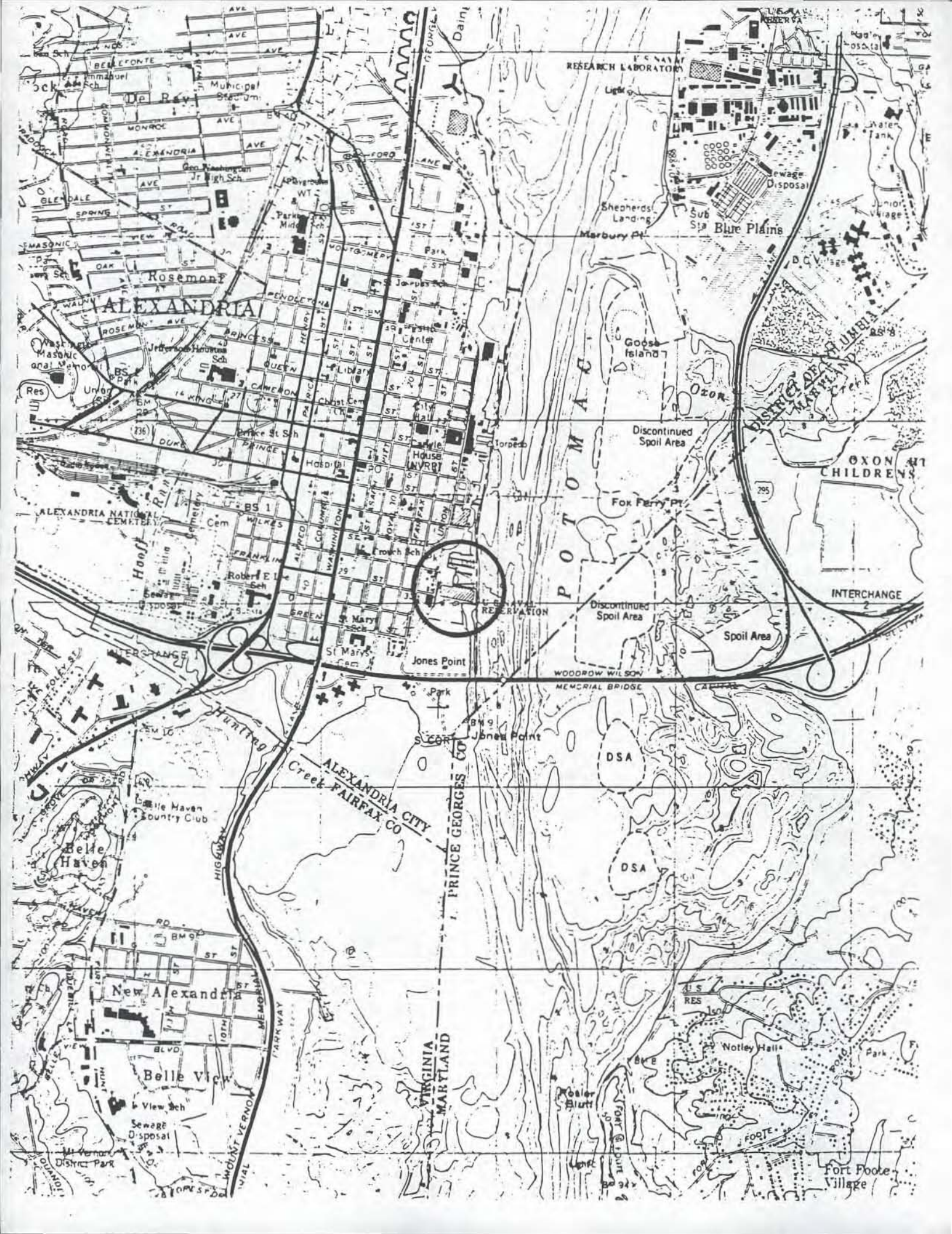
Site Number 44AX119

Other Documentation (field notes, survey/excavation reports, historical accounts and maps, etc.) and Depository:
Field documentation, as well as photographs and archival materials on file at Engineering-Science, Inc. Washington, D.C.
A Phase I Archaeological Survey of the Old Ford Plant property (Cheek and Glendening 1986)
A Phase IIA Archaeological Study, Old Ford Plant Site (Artemel, Crowell, Hull and Knepper 1988)
Management Summary of Phase IIb Survey, prepared by Engineering-Science, Inc. Washington D.C.
Photographic Documentation and Depository:
Multiple rolls of 35mm slide and print film on file at Engineering-Science, Inc., Washington. D.
Recommendations:
Early wharf related features potentially eligible for nomination to National Register of Historic Places: Phase III data recovery recommended.
Additional Comments:

Scale:

Form Completed By (name, address, affiliation, date): Dennis Knepper
Engineering-Science, Inc.
1133 15th St., N.W.
Washington, D.C. 20005

DHL Number Assigned By: Joseph S. White, III Date: 9/21/89


ALEXANDRIA
Rosemont
Municipal Stadium
Gen Washington Jr High Sch
Masonic Memorial
Jefferson Houston Sch
Library
Ghost Cem
City Hall
Carlyle House NVRPT
Torpedo
Hospital
Prince St Sch
ALEXANDRIA NATIONAL CEMETERY
Cemetery
Robert E Lee Sch
Sewage Disposal
Frouch Sch
St Mary Sch
St Mary's Cem
Jones Point
Park
Jones Point
U S NAVAL RESERVATION
Discontinued Spoil Area
Fox Ferry Pt
Spoil Area
INTERCHANGE
WOODROW WILSON MEMORIAL BRIDGE
Goose Island
Oxon Creek
DISTRICT OF COLUMBIA
MARYLAND
OXON HILL CHILDRENS
Shepherds Landing
Marbury Pt
Blue Plains
Sewage Disposal
Sub Sta
RESEARCH LABORATORY
POTOMAC
DSA
DSA
ALEXANDRIA CITY
FAIRFAX CO
PRINCE GEORGES CO
VIRGINIA
MARYLAND
Belle Haven Country Club
Belle Haven
New Alexandria
Belle View
View Sch
Sewage Disposal
Mt Vernon District Park
Hunting Creek
Notley Hall
Mosler Bluff
Fort Foote Village
Fort Foote Park

APPENDIX H

LIST OF PROFESSIONAL CONTACTS

APPENDIX H

FORD PLANT CONTACTS

Akerson, Louise; Baltimore Center for Urban Archaeology, MD

Alden, Harry; Florida State University, wood identification, FL

Anderson, Richard K.; National Park Service, HABS/HAER Maritime Specialist, DC

Bevan, Bruce; Remote sensing consultant, Geosight, NJ

Baugher, Sherene; New York City Landmarks, Archaeologist, NY

Broadwater, John; Virginia State Landmarks, Underwater Archaeologist, VA

Brouwer, Norman; South Street Seaport Museum, NY

Cox, Lee; Philadelphia Maritime Museum, PA

Cressey, Pamela; Alexandria Archaeology, VA

Cusick, Harry; Gloucester Marine Railway, MA

Delgado, James; National Park Service, Maritime Project, DC

Delony, Eric; National Park Service, Historic American Engineering Record, Architect, DC

Dolinsky, Paul; National Park Service, Historic American Building Survey, Architect, DC

Durvin, John; Fort Belvoir Historian, VA

Fithian, Charles; Delaware Department of Anthropology, Newark, DE

Floyd, Dale; Office of Chief of Engineers, Historic Division, U.S. Army Corps of Engineers, DC

Foster, Kevin; National Park Service, Maritime Project, DC

Gay, Gordon; National Park Service, C & O Canal, MD

Geismar, Joan; Greenwich Museum, NY

Gordon, Martin; Office of Chief of Engineers, Historic Division, DC

Harms, Bruce; Dennet,Meussig,Ryan & Associates, photogrammetry, Iowa City, IA

Harper, John; marine railways, Gloucester, MA

Heintzelman, Andrea; Department of Energy, wharves, DC

Heikkenen, Jack; American Institute for Dendrochronology, Blacksburg, VA

Hundley, Paul; Maryland Historical Trust, MD

Hurry, Robert; Calvert Marine Museum, MD

Johnson, Michael; Fairfax County Heritage Resources, VA

Johnston, Paul; National Museum of History and Technology, Smithsonian, Maritime Curator, DC

Knoll, Patricia; National Park Service, Archaeological Assistance Division, DC

Lamoglia, Ralph; Army Corps of Engineers, Planning Division, NY

Larson, Bruce; Virginia State Landmarks, VA

Lenihan, Dan; NPS Maritime Project, Santa Fe, NM

Meier, Mike; National Archives, Military Reference, DC

Miller, Henry; St.Mary's City Commission, MD

Miller, T. Michael; Lloyd House Library, Alexandria, VA

Morris, Billy Ray; Virginia Department of Historic Landmarks, VA

Musick, Mike; National Archives, Military Reference, DC

Naab, Michael; National Trust for Historic Preservation, Maritime Trust, DC

Norman, Gary; Espey-Houston, Inc., wharves, VA

Plowman, Robert; National Archives, Justice Records, PA

Reiss, Warren; maritime consultant, Bristol, ME

Scott, Gary; National Park Service, National Capital Region, Regional Historian, DC

Shephard, Steven; Alexandria Archaeology, VA

Shomette, Donald; Library of Congress, maritime research, DC

Smith, Richard; National Archives, Geography and Maps, VA

Stein, John; National Museum of History and Technology, Smithsonian, Transportation, DC

Switzer, David; Plymouth State College, underwater archaeologist, MA

Terrell, Bruce; Hampton Roads Naval Museum, Norfolk, VA

Tilp, Frederick; research files, Calvert Marine Museum, MD

Wall, Diana; South Street Seaport Museum, NY

Weber, Alicia; National Park Service, Librarian

Weber, Carmen; Philadelphia Historical Commission, PA

APPENDIX I

ARTIFACT INVENTORY

APPENDIX I

FORD'S LANDING II & III ARTIFACT INVENTORY

INTRODUCTION

The artifacts from all phases of investigation at Ford's Landing were catalogued in a ranked system originally based on an artifact typology developed by Stanley South, which resulted from analysis of artifact discard patterns at a series of British Colonial sites in North Carolina (South 1977). The present taxonomy represents extensive modifications made to tailor the typology to the types of artifact encountered on eighteenth and nineteenth century sites in the Mid-Atlantic region. Artifacts are grouped hierarchically on the basis of technological, morphological and functional characteristics, working from specific to more general groupings. Although not all of the detailed information documented was used in the foregoing analysis, all of the data were recorded for potential use, since the artifacts that they describe comprise a portion of the whole assemblage from the site.

INVENTORY FORMAT

The inventory which follows is presented in column form. The first four columns contain provenience information. An entry such as ST1 in the Section column indicates Shovel Test 1; TU4 indicates Test Unit 4. The fifth column, labelled Batch, refers to the number of specimens in a particular category entry. The following six columns contain hierarchically organized data related to use, form and raw material. The columns headed SUB1 through SUB7 refer to subtechnologies, and are a means of recording specific technological data, such as bottle morphology or manufacturing techniques, or ceramic decorative attributes. These groupings are not hierarchically dependent. The final three columns record color, where appropriate: in order -- body, glaze and decoration.

dBASE CODES

Many of the inventory entries consist of words which are self-explanatory. Other entries were too lengthy to fit into the fields of the inventory format, and thus have been abbreviated. Explanations of the codes follow.

COLUMN HEADINGS

TR	Trench Number
SEC	Trench Section
FEA	Feature Number
MATER	Raw Material
BATCH	Number of Specimens
SUB1, etc.	Subtechnology
BC	Body Color
GC	Glaze Color
DC	Decoration Color

GROUP

ACT	Activity
ARCH	Architectural
D/I	Domestic/Industrial
DOM	Domestic
ELECT	Electrical
FAUN	Fauna
FLOR	Flora
IND	Industrial
MED	Medical
NAUT	Nautical
PER	Personal
PREH	Prehistoric
UNREC	Unrecognizable

CLASS

AMMO	Ammunition
BIRD	Bird Bone
BOTT	Bottle
C/F	Clothing and Footwear
CM	Construction Material
CONTN	Container
CUT	Cutlery
D/P	Drainage and Plumbing
FAST	Fastener
FC/S	Food Consumption and Serving
FPREP	Food Preparation
FSTOR	Food Storage
G/H	Grooming and Hygiene
G/MM	Glass and Metal Manufacturing
HARD	Hardware
L/H	Lighting and Heating
MACH	Machinery
MAMM	Mammal Bone
O	Other
OYS	Oyster
PM	Pottery Manufacture

PP	Plant Part
REC	Recreation
SCAL	Scallop Shell
STAT	Stationery
TOB	Tobacco
UNREC	Unrecognizable
VESS	Vessel
WG	Window Glass

MATERIAL

BRICK	Brick, Unglazed
BRICKG	Brick, Glazed
CA	Cupreous Alloy
CARDB	Cardboard
CE	Coarse Earthenware
CER	Ceramic
CLINK	Clinker
COMP	Composite
CONC	Concrete
FA	Ferrous Alloy
GL	Glass
GRANTE	Granite
LEATH	Leather
LTMORT	Later Mortar
LTPL	Later Plaster
MORT	Mortar
PORC	Porcelain
PRESSB	Pressboard
RE	Refined Earthenware
SHPL	Shell Plaster
SW	Stoneware
SW/IS	Stoneware/ Ironstone
SYN	Synthetic
UNREC	Unrecognizable

TYPOLOGY

2P	2 Piece Mold
2P/SEP	2 Piece Mold-Separate Base
AGATE	Agate Ware
AMSW	American Stoneware
AMSWLOW	American Stoneware, Low-fired
AUTO	Automatic
BLOWN	Blown in Mold
CC	"Cream Colored Ware"
CHIN	Chinese Porcelain
CUTN	Cut Nail
CUTS	Cut Spike
CW	Creamware
EURO	European Porcelain

FREE	Free Mold
HWN	Hand Wrought Nail
HWS	Hand Wrought Spike
IJACK	Imitation Jackfield
IS	Ironstone
JAPAN	Japanese Porcelain
MACH	Machine Made
PRESS	Press Mold
PW	Pearlware
RB	Rockingham/Bennington
RICKETT	Rickett's 3 Piece Mold
RW	Redware
SAUTO	Semi-Automatic
SEMI	Semi-Porcelain
SHAW	Shaw Ware
UNREC	Unrecognizable Porcelain
UNRECB	Unrecognizable Brown Stoneware
UNRECG	Unrecognizable Grey Stoneware
UNRECN	Unrecognizable Nail
UNRECS	Unrecognizable Spike
WIREN	Wire Nail
WIRES	Wire Spike
WSG	White Salt Glazed
WW	Whiteware
YW	Yellow Ware

FUNCTION

ARTIO	Artiodactyla
BABYBOTT	Baby Bottle
BARBWIRE	Barbed Wire
BCAP	Bottle Cap
BEERMUG	Beer Mug
BOOKBIND	Book Binding
CASEGIN	Case Gin Bottle
CHAMBER	Chamber Pot
DPIPE	Drain Pipe
FW	Flat Ware
HW	Hollow Ware
INSULTR	Electrical Insulator
INSULPEG	Insulator Peg
LAMP	Lamp Chimney Glass
LIDLINER	Mason Jar Lid Liner
LMAMM	Large Mammal
MMAMM	Medium Mammal
PHARM	Pharmaceutical
PRNTTYPE	Printer's Type
TCUP	Tea Cup
TOOTHBR	Tooth Brush
TPOT	Tea Pot
WIREFENC	Wire Fencing

SEGMENT

BOD	Body
BOD/BASE	Body and Base
BOD/HAND	Body and Handle
HAND/BLD	Handle and Blade
HAND/BSE	Handle and Base
HEEL/UPR	Shoe Heel and Upper
JAW/MOLR	Jaw and Molar
LIP/SHLD	Lip and Shoulder
LONGB	Long Bone
NECK/BSE	Neck and Base
PBOWL	Pipe Bowl
PSTEM	Pipe Stem
PSTEM/BWL	Pipe Stem and Bowl
RIM/HAND	Rim and Handle
SOLE/HL	Shoe Sole and Heel
SOLE/UPR	Shoe Sole and Upper
VERT	Vertebra

SUBTECH 1

CCAP	Crown Cap
CORKC	Cork Closure
G/I	Glazed Interior
LG/I	Lead Glaze Interior
OCLOS	Other Closure
SEXT	Screw External
SG/I	Salt Glaze Interior
UG/I	Unglazed Interior
W/I	Wash Interior

SUBTECH 2

BLOB	Blob Top
FIREP	Firepolished
G/E	Glazed Exterior
LG/E	Lead Glaze Exterior
LTOOL	Lipping Tool
SG/E	Salt Glaze Exterior
UG/E	Unglazed Exterior
W/E	Wash Exterior

SUBTECH 3

ALBANY	Albany Slip
ANN	Annular
CCLIP	Crown Cap Lip
DEC	Decorated

DECAL	Decalomania
DECAL/G	Decalomania and Gilded
DLIP	Davis Lip
DWNLIP	Down Tooled Lip
ETCH	Etched
GILD	Gilded
HEADLS	Headless Nail
HP	Hand Painted
LHEAD	"L" Headed Nail
MOTT	Mottled
PLIP	Patent Lip
PPLT	Peasant Pallete
ROSEHD	Roseheaded Nail
SD	Slip Decorated
TOLIP	Turned Out Lip
TP	Transfer Printed
UNDEC	Undecorated

SUBTECH 4

BAND	Banded
DSTRING	Down Tooled String Rim
LAID	Laid on Ring-Untooled
ROUND	Rounded String Rim
ROYAL	Royal Rim Edge Pattern
SE	Shell Edge

SUBTECH 5

BIRON	Bare Iron Pontil
CUP	Cup Bottom
DEC/I	Decoration on Interior
DEC/E	Decoration on Exterior
DEC/IE	Decoration on Interior and Exterior
FIREP	Fire Polished Pontil
GTIP	Glass Tipped Pontil
OPONTIL	Other Pontil
POST	Post Bottom

SUBTECH 6

FLOW	Flow Blue
LAND	Landscape
ORIENT	Oriental

SUBTECH 7

BURN	Burned
DISCOL	Discolored
EMBOS	Embossed
INCIS	Incised
MOLD	Molded
MOLT	Molten
OG	Overglaze
SPALL	Spalled
WORK	Worked

COLOR:

Body, Glaze and Decoration

AMB	Amber
AQU	Aqua
BLK	Black
BLU	Blue
BRN	Brown
BUF	Buff
CLR	Clear
GRN	Green
GRY	Grey
OLV	Olive
ORG	Orange
POL	Polychrome
PUR	Purple
WHT	White
YEL	Yellow

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 0																						
* SECTION																						
0	0			1	D/I	UNREC	WOOD														1 1/2" DIAMETER DISK, BORE TEST 7' BELOW ROAD, SW CORNER BLDG 11	5
0	0	SF1		1	DOM	FC/S	RE	SHAW	HW	BOD	LG/I	LG/E	UNDEC					RED	CLR	WHT	WHITE SLIPPED INT	7
0	0	SF1		1	DOM	FSTOR	SW	AMSW	HW	BOD	SG/I	SG/E	HP		DEC/E	FLORAL	INCIS	GRY	GRY	BLU	"1...IT..."	7
* Subsubtotal *																						
				3																		
** Subtotal **																						
				3																		

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 1																						
* SECTION																						
1		0	D	1	DOM	BOTT	GL			BOD								AQU				5001
1		0	D	1	DOM	BOTT	GL	SAUTO		NECK/LIP								PUR			SOLARIZED	5001
1		0	D	1	DOM	FC/S	PORC	UNREC		BASE			UNDEC									5001
1		0	D	1	FAUN	MAMM	BONE		COW	LONGB							SAWN					5001
1		0	D	1	PER	C/F	LEATH		SHOE	SOLE/HL											ADULT SHOE, WITH NAILS	5001
1		0	D	3	PER	C/F	LEATH		SHOE	SOLE											FRAGS	5001
1		1		1	ARCH	HARD	FA	CUTS														5002
* Subsubtotal *																						
				9																		
** Subtotal **																						
				9																		

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 3																						
* SECTION																						
3	2			1	ARCH	HARD	FA	CUTS													WITH ATTACHED WOOD	5003
* Subsubtotal *																						
				1																		
** Subtotal **																						
				1																		

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 4																						
* SECTION																						
4		0	E	1	ARCH	WG	GL											AQU				5007
4		0	E	1	D/I	L/H	CLINK															5007
4		0	E	5	DOM	BOTT	GL			BOD								AQU				5005
4		0	E	13	DOM	BOTT	GL	2P/SEP	SODA	WHOLE	CCAP		CCLIP		POST		EMBOS	AQU			MENDED, "A.B.CO. /E4" ON BASE	5005
4		0	F	2	ARCH	CM	BRICK											RED				5008
4		0	F	3	ARCH	HARD	FA	CUTN														5008
4		0	F	1	ARCH	HARD	FA	CUTS														5008
4		0	F	4	ARCH	WG	GL											AQU				5004
4		0	F	38	ARCH	WG	GL											AQU				5008
4		0	F	1	D/I	L/H	CLINK															5004
4		0	F	1	D/I	L/H	CLINK															5008
4		0	F	1	DOM	BOTT	GL			BOD								AQU				5004
4		0	F	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...O./...MORE,MD."	5004
4		0	F	2	DOM	BOTT	GL			BOD								GRN				5008
4		0	F	9	DOM	BOTT	GL	BLOWN		BOD								CLR				5008
4		0	F	3	DOM	BOTT	GL	SAUTO		BASE							EMBOS	CLR			"REGIS..." ON SIDE	5008
4		0	F	1	DOM	BOTT	FA		BCAP													5008
4		0	F	1	DOM	FC/S	PORC	UNREC		BOD			UNDEC									5008
4		0	F	1	DOM	FC/S	RE	WW		BOD			UNDEC									5008
4		0	F	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	BRN			5004
4		0	F	2	DOM	VESS	GL			BOD								CLR				5008
4		0	F	4	IND	UNREC	WOOD		PEG													5008
* Subsubtotal *																						
				96																		
* SECTION D																						
4	D	0	H	1	MED	BOTT	GL	BLOWN	PHARM	NECK/LIP	CORKC		PLIP					AQU				14

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#

* Subsubtotal *
1

** Subtotal **
97

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 5																						
* SECTION																						
5	0	D		1	DOM	BOTT	GL			BOD								BLU				5006
5	0	E		1	DOM	FC/S	RE	WW		BOD			TP					BLU				5009
* Subsubtotal *																						
				2																		
** Subtotal **																						
				2																		

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 7																						
* SECTION																						
7		0	D	4	ARCH	CM	BRICK											RED				5010
7		0	D	2	ARCH	CM	SHPL															5010
7		0	D	1	ARCH	HARD	FA	UNRECS														5010
7		0	D	7	ARCH	WG	GL											AQU				5010
7		0	D	3	D/I	L/H	CLINK															5010
7		0	D	1	DOM	BOTT	GL		WINE	BOD								OLV				5010
7		0	D	1	DOM	BOTT	GL			BOD								AQU				5010
7		0	D	1	DOM	FC/S	RE	RB	HW	BOD							MOLD					5010
7		0	D	1	DOM	FC/S	RE	YW	HW	BOD			MOCHA		DEC/E					POL	DEC= BLUE,BLACK	5010
7		0	D	1	DOM	FC/S	RE	YW	HW	RIM			MOCHA		DEC/E					POL	DEC= BLUE,BLACK	5010
7		0	D	1	DOM	FC/S	RE	PW	HW	BOD			MOCHA		DEC/E					POL	DEC= GREEN,BLACK	5010
7		0	D	1	DOM	FC/S	RE	WW	HW	BOD			HP		DEC/E	FLORAL				POL	DEC= GREEN& RED	5010
7		0	D	2	DOM	FC/S	RE	WW	PLATE	RIM				SE						BLU		5010
7		0	D	1	DOM	FC/S	RE	WW	PLATE	RIM				SE						GRN		5010
7		0	D	1	DOM	FC/S	RE	WW	PLATE	RIM			TP		DEC/I		MOLD			BLU		5010
7		0	D	2	DOM	FC/S	RE	WW	PLATE	BOD			TP		DEC/I					BLU		5010
7		0	D	1	DOM	FC/S	RE	WW	FW	RIM			TP		DEC/I					PUR		5010
7		0	D	1	DOM	FC/S	RE	PW	FW	RIM			TP		DEC/I	FLOW				BLU		5010
7		0	D	1	DOM	FC/S	RE	WW	HW	BOD			TP		DEC/E					BLU		5010
7		0	D	2	DOM	FC/S	RE	WW		BASE			UNDEC									5010
7		0	D	2	DOM	FC/S	RE	PW	HW	BASE			UNDEC									5010
7		0	D	3	DOM	FC/S	RE	WW	FW	BOD			UNDEC									5010
7		0	D	2	DOM	FC/S	RE	WW	BOWL	RIM			UNDEC									5010
7		0	D	2	DOM	FC/S	RE	WW	HW	RIM			UNDEC									5010
7		0	D	2	DOM	FC/S	RE	IS		RIM			UNDEC									5010
7		0	D	2	DOM	FC/S	PORC	EURO	FW	BOD			UNDEC									5010
7		0	D	1	DOM	FC/S	PORC	EURO	FW	RIM			UNDEC								SAUCER	5010
7		0	D	1	DOM	FC/S	PORC	UNREC	HW	RIM			UNDEC				BURN					5010
7		0	D	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	GRY			5010

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
7	0	D		1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	BRN			5010
7	0	D		2	DOM	L/H	GL		LAMP	BOD								CLR				5010
7	0	D		2	DOM	VESS	GL			BOD								CLR			POSS GOBLET	5010
7	0	D		1	DOM	VESS	GL		TUMBLER	RIM								CLR				5010
7	0	D		1	DOM	VESS	GL		GOBLET	BASE								CLR			DECAYED BLACK	5010
7	0	D		1	DOM	VESS	GL		GOBLET	BOWL								CLR			DECAYED BLACK	5010
7	0	D		1	DOM	VESS	GL			BOD								WHT			POSS LAMP GLOBE	5010
7	0	D		1	FAUN	BIRD	BONE		FOWL	LONGB											ADULT	5010
7	0	D		2	FAUN	MAMM	BONE		LMAMM	LONGB												5010
7	0	D		1	FAUN	MAMM	BONE			LONGB							BURN					5010
7	0	D		1	FAUN	OYS	SHELL															5010
7	0	D		1	PER	REC	PORC		DOLL	HEAD			HP					WHT		BLK		5010
7	0	D		1	PER	TOB	KAOLIN	5/64	PIPE	PSTEM			UNDEC					WHT				5010

* Subsubtotal *

67

** Subtotal **

67

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 9																						
* SECTION																						
9	0	E	2	ARCH	HARD	FA		UNRECN														5011
9	0	E	1	ARCH	HARD	FA		WIREN														5011
9	0	E	1	D/I	HARD	FA			WIRE													5011
9	0	E	1	D/I	HARD	FA			STRAP												WITH WIRE NAILS	5011
9	0	E	1	DOM	BOTT	GL				BOD								AMB				5011
9	0	E	2	DOM	BOTT	GL		BLOWN		BOD								AQU				5011
9	0	E	1	DOM	BOTT	GL				BOD								CLR				5011
9	0	E	1	DOM	BOTT	GL		AUTO	MILK	BASE								CLR				5011
9	0	E	1	DOM	BOTT	GL		AUTO	MILK	NECK/LIP								CLR				5011
9	0	E	1	DOM	FC/S	PORC		EURO	HW	RIM			UNDEC									5011
9	0	E	1	DOM	UNREC	GL												GRN			POSS LAMP GLOBE	5011
* Subsubtotal *																						
			13																			
** Subtotal **																						
			13																			

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 10																						
* SECTION E																						
10	E	0	E	1	ARCH	CM	CONC														CONGLOMERATE BUILDING STONE	22
10	E	0	E	1	ARCH	CM	PRESSB														THIN, PAINTED WHITE	8
10	E	0	E	1	ARCH	HARD	FA	WIRES														9
10	E	0	E	1	ARCH	HARD	FA	WIREN														9
10	E	0	E	1	ARCH	HARD	FA	CUTS														9
10	E	0	E	1	D/I	HARD	FA		BOLT												6" SHAFT, NO HEAD	9
10	E	0	E	1	D/I	HARD	FA														POSS BOLT AND NUT	9
10	E	0	E	1	D/I	HARD	CA		TACK	HEAD												8
10	E	0	E	1	D/I	L/H	CLINK															8
10	E	0	E	3	D/I	UNREC	WOOD		WEDGE													12
10	E	0	E	1	D/I	UNREC	WOOD															18
10	E	0	E	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...ST..."	9
10	E	0	E	2	DOM	BOTT	GL			BOD								CLR				9
10	E	0	E	1	DOM	BOTT	GL			LIP	CORKC		DWNLIP					CLR				9
10	E	0	E	1	DOM	BOTT	GL			BOD								CLR				8
10	E	0	E	1	DOM	FSTOR	SW	AMSW	HW	BOD	UG/I	SG/E	UNDEC					BUF	GRY		LOW-FIRED	9
10	E	0	E	1	DOM	VESS	GL	AUTO	JAR	LIP	SEXT							RED				9
10	E	0	E	2	FAUN	MAMM	BONE		LMAMM	LONGB												9
10	E	0	E	7	FLOR	PP	BARK														TREE BARK	6
10	E	0	E	16	IND	L/H	WOOD		INSULPEG													19
10	E	0	E	14	IND	L/H	WOOD		INSULPEG													12
10	E	0	E	15	IND	L/H	WOOD		INSULPEG													18
10	E	0	E	6	IND	L/H	WOOD		INSULPEG													17
10	E	0	E	8	IND	L/H	WOOD		INSULPEG													11
10	E	0	E	1	PER	C/F	LEATH	MACH	SHOE	BACK											MACHINE MADE	8
10	E	0	E	1	PER	C/F	LEATH	MACH	SHOE	SOLE											MACHINE MADE	8
10	E	0	E	1	PER	C/F	LEATH	MACH	SHOE	HEEL											MACHINE MADE	8
10	E	0	E	3	PER	C/F	LEATH		SHOE												FRAGMENTS	8
10	E	0	F	1	IND	HARD	FA	WIRES														24

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	E	0	F	1	IND	MACH	COMP		PULLEY												WOOD/IRON, TWO FOLD PULLEY	25
10	E	0	F	1	IND	UNREC	COMP		PULLEY												11" DIAM. WOODEN DISK WITH 1 1/2" CENTER HOLE, WIRE DOWEL	24

* Subsubtotal *

97

* SECTION F

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	F	0	D	1	ARCH	HARD	FA	WIREN														1
10	F	0	D	1	DOM	BOTT	GL	2P	SODA	NECK/LIP		BLOB						AQU				1
10	F	0	D	5	DOM	BOTT	GL			BOD								CLR				1
10	F	0	D	4	DOM	BOTT	GL	AUTO	MILK	BASE					POST		EMBOS	CLR			"...K.../...EGISTERED/ WASH.../..P.17/ PAT 120,2..."	1
10	F	0	D	4	DOM	BOTT	GL	AUTO	MILK	NECK/LIP							EMBOS	CLR			EMBOSSED LINES	1
10	F	0	D	6	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	CLR			"GREEN...FARMS DAIRY"	1
10	F	0	D	3	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	CLR			"COR.../WAS.../..SH.../...NANDA.../ ONE PINT"	1
10	F	0	D	6	DOM	FC/S	RE	WW	BOWL	RIM			DECAL/G		DEC/I	FLORAL				POL	DEC= PINK,GREEN, SMALL SHALLOW BOWL	1
10	F	0	D	2	DOM	FC/S	RE	WW	BOWL	BASE			DECAL/G		DEC/I	FLORAL				POL	DEC= PINK,GREEN, SMALL SHALLOW BOWL	1
10	F	0	D	2	DOM	FC/S	RE	WW	FW	BASE			DECAL/G		DEC/I	LAND				POL	DEC= YELLOW,GREEN,BROWN,BLUE, ELABORATE LANDSCAPE SCENE	1
10	F	0	D	3	DOM	FC/S	RE	WW	FW	BOD			DECAL/G		DEC/I	LAND				POL	DEC= YELLOW,GREEN,BROWN,BLUE, ELABORATE LANDSCAPE SCENE	1
10	F	0	D	6	DOM	FC/S	RE	WW	FW	RIM			DECAL/G		DEC/I	LAND				POL	DEC= YELLOW,GREEN,BROWN,BLUE, ELABORATE LANDSCAPE SCENE	1
10	F	0	D	2	DOM	FC/S	RE	WW	FW	BASE			UNDEC									1
10	F	0	D	1	DOM	FC/S	RE	WW	HW	BOD			UNDEC									1
10	F	0	D	2	DOM	FC/S	PORC	UNREC	HW	RIM			HP		DEC/E		OG			POL	DEC= RED,GREEN,BLACK,BROWN, LARGE CAT AND AUTOMOBILE W/ PERSON IN BACK	1
10	F	0	D	1	DOM	VESS	GL		TUMBLER	RIM								CLR				1
10	F	0	D	1	MED	BOTT	GL	2P	PHARM	WHOLE	CORKC		DWNLIP		CUP		EMBOS	AQU			"CHAMBERLAIN'S COUGH REMEDY/CHAMBERLAIN MFD. CO./DES MOINES IA. U.S.A."	1

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	F	0	E	9	IND	L/H	WOOD		INSULPEG													23
10	F	0	E	2	IND	UNREC	WOOD		PEG												BLANKS FOR PEGS	23
* Subsubtotal *																						
				61																		
* SECTION ST1																						
10	ST1	0	D	1	ARCH	HARD	FA	CUTN													ROUNDED HEAD	3
10	ST1	0	D	1	D/I	HARD	FA		WIRE													3
10	ST1	0	D	2	DOM	BOTT	GL			BOD								AQU				3
10	ST1	0	D	1	PER	G/H	GL	AUTO	JAR	WHOLE	SEXT				POST		EMBOS	CLR			"CHESEBROUGH/ MANFC.CO.CD./ NEW YORK", VASELINE JAR	3
10	ST1	0	G	3	ARCH	HARD	FA	CUTN														2
10	ST1	0	G	2	ARCH	HARD	FA	WIREN														2
10	ST1	0	G	2	D/I	UNREC	WOOD		ROD												GROOVED ENDS	2
10	ST1	0	G	1	DOM	VESS	GL			BOD								CLR				2
10	ST1	0	G	1	ELECT	L/H	COMP		INSULTR												PORCELAIN AND COPPER INSULATOR	2
10	ST1	0	I	1	ARCH	CM	BRICK											RED				4
10	ST1	0	I	1	ARCH	HARD	FA	WIREN														4
10	ST1	0	I	1	ARCH	HARD	FA	CUTN														4
10	ST1	0	I	1	ARCH	HARD	FA	CUTS														4
10	ST1	0	I	1	D/I	HARD	FA		WASHER												2" DIAMETER	4
10	ST1	0	I	1	DOM	BOTT	GL											AQU				4
10	ST1	0	I	2	DOM	FC/S	RE	IS	HW	BOD			UNDEC									4
10	ST1	0	I	1	DOM	FC/S	RE	WW		BOD			UNDEC									4
10	ST1	0	I	1	DOM	FC/S	RE	WW		BOD			TP			FLORAL				BLU		4
10	ST1	0	I	2	DOM	FC/S	RE			BOD							SPALL	BUF				4
10	ST1	0	I	1	DOM	FC/S	RE		HW	RIM			UNDEC				BURN	WHT	WHT			4
10	ST1	0	I	1	DOM	VESS	GL			BOD								WHT				4
10	ST1	0	I	1	DOM	VESS	GL	PRESS		BOD							MOLD	CLR			LEAF & BERRY DECORATION	4
10	ST1	0	I	4	FAUN	OYS	SHELL															4
10	ST1	0	I	2	IND	G/MM	SLAG															4

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
* Subsubtotal *																						
				35																		
* SECTION ST2																						
10	ST2	0	C	2	ARCH	HARD	FA	UNRECN														10
10	ST2	0	C	4	ARCH	WG	GL											AQU				10
10	ST2	0	C	4	D/I	HARD	CA														FLAT FRAGS	10
10	ST2	0	C	2	D/I	L/H	CLINK															10
10	ST2	0	C	1	D/I	UNREC	RUBBER											RED				10
10	ST2	0	C	1	DOM	BOTT	GL			BOD								AQU				10
10	ST2	0	C	2	DOM	BOTT	GL	AUTO		BASE					POST			CLR				10
10	ST2	0	C	1	DOM	BOTT	GL			BOD								AMB				10
10	ST2	0	C	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...S/...RN"	10
10	ST2	0	C	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	PUR			SOLARIZED	10
																					"...LYON/BEV../WAS.../CON.../REGISTER.	
																					.."., FACETED	
10	ST2	0	C	1	DOM	FC/S	PORC	EURO	HW	BOD			UNDEC									10
10	ST2	0	C	1	DOM	FC/S	RE	WW	FW	RIM			GILD				MOLD				MOLDED RIM	10
10	ST2	0	C	1	DOM	FC/S	RE		FW	BOD			UNDEC				SPALL	BUF			DISCOLORED	10
10	ST2	0	C	3	DOM	VESS	GL			BOD								CLR				10
10	ST2	0	C	1	IND	L/H	WOOD		INSULPEG													10
* Subsubtotal *																						
				26																		
** Subtotal **																						
				219																		

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 11																						
* SECTION C																						
11	C	0	F	2	ARCH	HARD	FA	UNRECN														20
11	C	0	F	1	ARCH	HARD	FA	CUTN														20
11	C	0	F	6	ARCH	HARD	FA	CUTS														20
11	C	0	F	1	ARCH	HARD	FA	CUTS														20
11	C	0	F	4	ARCH	HARD	FA	WIRES														20
11	C	0	F	4	ARCH	HARD	FA	UNRECS														20
11	C	0	F	1	ARCH	HARD	FA	WIRES													9" LONG	20
11	C	0	F	4	DOM	BOTT	GL	AUTO		BASE							EMBOS	AQU			"10" ON BASE	20
11	C	0	F	1	DOM	BOTT	GL	SAUTO		BASE							EMBOS	PUR			SOLARIZED, "T. MFC. CO." ON BASE	20
11	C	0	F	1	DOM	BOTT	GL			BOD								GRN			LIGHT GREEN	20
11	C	0	F	1	DOM	BOTT	GL	2P		NECK/LIP CORKC LTOOL								CLR			SMOKY CLEAR, STRAIGHT LIP	20
11	C	0	F	1	DOM	VESS	GL		TUMBLER	BASE							EMBOS	CLR			PARTIAL "9" ON BASE	20
11	C	0	F	1	PREH																QUARTZ FLAKE FRAG, WITH PLATFORM, 0% CTX	20
* Subsubtotal *																						
				28																		
* SECTION D																						
11	D	0	F	1	IND	L/H	WOOD		INSULPEG													13
* Subsubtotal *																						
				1																		
* SECTION E																						
11	E	0	D	1	ARCH	WG	GL											AQU				16
11	E	0	D	23	DOM	BOTT	GL	AUTO		BOD'								CLR				16
11	E	0	D	1	DOM	BOTT	GL	AUTO		NECK/LIP CORKC			PLIP					CLR				16
11	E	0	D	2	DOM	BOTT	GL	AUTO		BASE					POST			CLR				16
11	E	0	D	1	ELECT	L/H	GL		INSULTR									AQU				16
11	E	0	D	1	PER	C/F	LEATH		SHOE												LARGE	16

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
11	E	0	D	1	PER	G/H	GL		DRUGPOT	BASE								WHT			DRUG OR COLD CREAM JAR	16
11	E	0	H	1	ARCH	CM	BRICK											RED				15
11	E	0	H	1	ARCH	CM	WOOD															15
11	E	0	H	1	ARCH	HARD	FA	CUTN													HEADLESS	15
11	E	0	H	3	ARCH	WG	GL											AQU				15
11	E	0	H	1	DOM	BOTT	GL		WINE	BOD								OLV				15
11	E	0	H	2	DOM	BOTT	GL			BOD								PUR			SOLARIZED	15
11	E	0	H	2	DOM	CONTN	CE		HW	RIM	LG/I	LG/E	UNDEC					BUF	BRN		POSS FLOWER POT	15
11	E	0	H	4	DOM	FC/S	RE			BOD			UNDEC				BURN	BUF			WATER WORN	15
11	E	0	H	3	DOM	FC/S	RE	WW	HW	BOD			UNDEC									15
11	E	0	H	2	DOM	FC/S	RE	IS		BOD			UNDEC									15
11	E	0	H	1	FAUN	OYS	SHELL															15
11	E	0	H	1	PREH																QUARTZ POINT BASE, SMALL SAVANNAH RIVER	15

* Subsubtotal *

52

* SECTION F

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
11	F	0	G	1	D/I	HARD	FA										EMBOS				"TON", WITH CEMENT AND PAINT ATTACHED	33
11	F	0	G	1	PER	UNREC	LEATH														CIRCULAR PIECE, APPROX 4" DIAMETER	33
11	F	0	H	1	ACT	O	LEATH		BOOKBIND				GILD								"62d CONG.../3d SESSION/.26-FEB.12,1913"	45
11	F	0	H	1	ACT	STAT	PAPER											WHT		POL	RED,YELLOW PRINTING	45
11	F	0	H	1	ARCH	CM	SLATE															45
11	F	0	H	1	ARCH	HARD	FA	WIREN														45
11	F	0	H	1	ARCH	HARD	FA	WIRES														21
11	F	0	H	1	ARCH	HARD	FA	CUTS														21
11	F	0	H	1	ARCH	WG	GL											AQU				45
11	F	0	H	2	D/I	D/P	CER		DPIPE									BUF	BRN			45
11	F	0	H	1	D/I	HARD	FA		WIREFENC													45
11	F	0	H	1	D/I	L/H	COAL															21
11	F	0	H	1	D/I	UNREC	RUBBER											RED				45

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
11	F	0	H	2	DOM	BOTT	GL	AUTO		LIP	CCAP		CCLIP					AMB				45
11	F	0	H	1	DOM	BOTT	GL	AUTO		NECK/LIP	CORKC		PLIP					CLR				45
11	F	0	H	1	DOM	BOTT	GL	AUTO		NECK/LIP	CORKC							CLR				45
11	F	0	H	1	DOM	BOTT	GL	AUTO	LIQUOR	NECK/LIP	CORKC		DWNLIP					CLR				45
11	F	0	H	1	DOM	BOTT	GL	AUTO		LIP	CCAP		CCLIP					AQU				45
11	F	0	H	1	DOM	BOTT	GL	2P		NECK/LIP	CORKC	FIREP						CLR			ROUGHLY ROUNDED LIP	45
11	F	0	H	2	DOM	BOTT	GL	AUTO		NECK/LIP								CLR			WIDE MOUTH BOTTLE, FACETS	45
11	F	0	H	1	DOM	BOTT	GL	SAUTO		BASE					POST			AQU				45
11	F	0	H	1	DOM	BOTT	GL			BASE								GRN				45
11	F	0	H	1	DOM	BOTT	GL			BOD								BLU				45
11	F	0	H	1	DOM	BOTT	GL	BLOWN		BASE					POST		EMBOS	AQU			"ID..."	45
11	F	0	H	1	DOM	BOTT	GL	SAUTO	FLASK	BASE					POST		EMBOS	CLR			"FULL PINT"	45
11	F	0	H	1	DOM	BOTT	GL	AUTO	FLASK	BASE					POST		EMBOS	CLR			TRIANGLE ON BASE	45
11	F	0	H	1	DOM	BOTT	GL			BASE								CLR				45
11	F	0	H	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"S..."	45
11	F	0	H	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"1/4 PINT LIQUID"	45
11	F	0	H	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...WATER C..."	45
11	F	0	H	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...NE QU..."	45
11	F	0	H	1	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	CLR			"J.W..../DAIRY/ 612..."	45
11	F	0	H	1	DOM	BOTT	GL	AUTO	LIQUOR	BOD							EMBOS	CLR			"...ONNELL/...GTON,D.C./...ECIALTY/... WHISKEY"	45
11	F	0	H	2	DOM	BOTT	GL			BOD								CLR				45
11	F	0	H	1	DOM	BOTT	GL	AUTO		NECK								CLR			GALLON JUG	45
11	F	0	H	1	DOM	BOTT	GL	SAUTO		BASE					POST			AQU				21
11	F	0	H	1	DOM	BOTT	GL	2P		NECK/LIP	OCLOS	BLOB						AQU				21
11	F	0	H	1	DOM	BOTT	GL			BOD								GRN				21
11	F	0	H	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC		PLIP					CLR				21
11	F	0	H	2	DOM	BOTT	GL	AUTO	MILK	LIP								CLR				21
11	F	0	H	2	DOM	BOTT	GL			BOD								CLR				21
11	F	0	H	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"P..." AND EMBOSSED LINES	21
11	F	0	H	2	DOM	FC/S	RE	WW	HW	BASE			UNDEC									45
11	F	0	H	2	DOM	FC/S	RE	WW	BOWL	BASE			UNDEC								SMALL SHALLOW BOWL	45

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
11	F	0	H	2	DOM	FC/S	RE	WW	HW	BOD			UNDEC									45
11	F	0	H	1	DOM	FC/S	RE	WW	HW	BOD			TP		DEC/E	FLORAL				BLK		45
11	F	0	H	1	DOM	FC/S	RE	WW	HW	RIM			TP		DEC/E	FLORAL				BLK		45
11	F	0	H	1	DOM	FC/S	RE	IS	PITCHER	SPOUT			HP		DEC/IE					BLU	BLUISH TINT, DARKEST NEAR SPOUT	45
11	F	0	H	1	DOM	FC/S	PORC	EURO	TCUP	RIM/BASE			ANN		DEC/E					POL	DEC= BLUE,GREEN LINES, THICK	45
11	F	0	H	4	DOM	FC/S	PORC	EURO	PLATE	RIM			TP		DEC/I					BLU	DEC= BLUE LINE AROUND RIM AND CREST "TCC/ WASHINGTON DC"	45
11	F	0	H	1	DOM	FC/S	PORC	EURO	FW	BASE			DEC		DEC/I					GRN	GREEN TINT	45
11	F	0	H	1	DOM	FC/S	PORC	UNREC	HW	RIM			TP		DEC/E	FLORAL				BLU		45
11	F	0	H	1	DOM	FC/S	PORC	EURO	HW	RIM			UNDEC									45
11	F	0	H	1	DOM	FC/S	PORC	EURO	HW	BOD			UNDEC									45
11	F	0	H	1	DOM	FC/S	PORC	EURO	HW	RIM/HAND			UNDEC								POSS SMALL PITCHER	45
11	F	0	H	1	DOM	FC/S	PORC	EURO		RIM/BASE			UNDEC								SMALL DISH	45
11	F	0	H	2	DOM	FC/S	RE	WW	HW	BASE			UNDEC									21
11	F	0	H	1	DOM	FC/S	RE	WW	HW	BOD			UNDEC									21
11	F	0	H	1	DOM	FC/S	RE	YW	HW	BOD			UNDEC									21
11	F	0	H	2	DOM	FC/S	PORC	EURO	TCUP	RIM/HAND			GILD		DEC/E						BAND	21
11	F	0	H	1	DOM	FC/S	PORC	EURO	PLATE	RIM/BASE			UNDEC									21
11	F	0	H	1	DOM	FC/S	PORC	EURO	PLATE	RIM/BASE				BAND						POL	DEC= RED,GREEN BANDS	21
11	F	0	H	3	DOM	FSTOR	GL		LIDLINER								EMBOS	WHT			"FOR MASON JAR..."	45
11	F	0	H	1	DOM	FSTOR	SW	UNRECB	HW	BOD	G/I	SG/E	UNDEC					BUF	BRN		STAINED, POSS WASTER	45
11	F	0	H	1	DOM	FSTOR	SW	UNRECB	HW	BOD	G/I	UG/E	UNDEC				BURN	BUF	WHT		WHITE INT GLAZE	45
11	F	0	H	1	DOM	FSTOR	CE		HW	BOD	LG/I	LG/E	UNDEC					BUF	BLK		VERY COARSE	45
11	F	0	H	1	DOM	FSTOR	GL	PRESS	LIDLINER								EMBOS	WHT			"D..."	21
11	F	0	H	2	DOM	L/H	GL		LAMP	BOD/BASE			UNDEC					WHT				45
11	F	0	H	1	DOM	L/H	GL		LAMP	BOD							MOLT	CLR				45
11	F	0	H	1	DOM	VESS	GL		TUMBLER	RIM/BASE							INCIS	CLR			SMALL TUMBLER WITH INCISED LINES AROUND RIM	45
11	F	0	H	5	DOM	VESS	GL		TUMBLER	BASE								CLR				45
11	F	0	H	1	DOM	VESS	GL		TUMBLER	RIM								CLR				45
11	F	0	H	1	DOM	VESS	GL	PRESS		BASE								CLR			FACETED, POSS CANDY DISH	45
11	F	0	H	1	DOM	VESS	GL	PRESS		BASE								CLR			FACETED, SQUARE DISH	45

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
11	F	0	H	1	DOM	VESS	GL											CLR				45
11	F	0	H	1	DOM	VESS	GL		JAR	RIM	OCLOS							AQU			SMALL JAR	45
11	F	0	H	1	ELECT	L/H	CARBON		BATTERY	ROD												45
11	F	0	H	1	MED	BOTT	GL	BLOWN	PHARM	BOD/BASE					CUP		EMBOS	CLR			"SLOAN'S LINIMENT/ KILLS PAIN/ 3 FL. OZS." W/ CORK	45
11	F	0	H	1	MED	BOTT	GL	AUTO	PHARM	WHOLE	CORKC		PLIP		POST			CLR				45
11	F	0	H	1	PER	C/F	LEATH	MACH	SHOE	SOLE/HL											STAMPED SIZE 10, WITH NAILS	45
11	F	0	H	1	PER	C/F	LEATH	MACH	SHOE													45
11	F	0	H	1	PER	C/F	RUBBER		SHOE	SOLE								RED			WITH NAILS	21
11	F	0	H	1	PER	C/F	LEATH	MACH	SHOE	SOLE												21
11	F	0	H	5	PER	C/F	LEATH	MACH	SHOE	UPPER												21
11	F	0	H	2	PER	C/F	LEATH	MACH	SHOE													21
11	F	0	H	2	PER	UNREC	LEATH														SMALL FRAGS, PROB SHOE	45

* Subsubtotal *

113

** Subtotal **

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FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 12																						
* SECTION A																						
12	A	0	B	1	ARCH	HARD	FA	CUTN									BURN					36
12	A	0	B	1	DOM	FSTOR	SW	UNRECG	HW	BOD	UG/I	SG/E	UNDEC					GRY	GRY		LIGHT GRAY, HIGHLY FIRED	36
12	A	0	B	1	DOM	UNREC	GL										MOLT	AQU				36
12	A	0	C	1	ARCH	CM	CONC															29
12	A	0	C	1	ARCH	WG	GL											AQU				34
12	A	0	C	4	D/I		SHALE														SAMPLE	29
12	A	0	C	1	DOM	FC/S	RE	WW	FW	BOD			UNDEC				SPALL					34
12	A	0	C	1	DOM	FC/S	RE	IS	HW	RIM			UNDEC									34
12	A	0	C	1	DOM	FC/S	RE	RB	HW	BOD			UNDEC									34
12	A	0	C	1	DOM	FC/S	RE	RB	HW	RIM							MOLD				MOLDED BAND AROUND RIM	34
12	A	0	C	1	DOM	FC/S	RE	WW	FW	BASE			TP		DEC/I	FLORAL				BLU		29
12	A	0	C	1	DOM	FSTOR	SW	UNRECG	HW	BOD	UG/I	SG/E	UNDEC					GRY	GRY		LIGHT GRAY, POSS SW BOTTLE	34
12	A	0	C	1	FAUN	MAMM	BONE		ARTIO	LONGB												34
12	A	0	C	1	FAUN	OYS	SHELL															34
12	A	0	E	1	DOM	FC/S	RE	YW	HW	RIM			ANN		DEC/E					POL	DEC= BROWN,WHITE	46
12	A	0	E	1	DOM	FC/S	PORC		HW	BOD			TP		DEC/E		BURN			POL	DEC= BLACK,GREEN	46
12	A	16	B	1	ARCH	WG	GL											AQU				35
12	A	16	B	1	DOM	BOTT	GL			BOD								AQU				35
12	A	16	B	1	DOM	FSTOR	SW	AMSW	HW	BOD							INCIS	GRY	GRY		WASTER, UNREADABLE INCISING, POSS "d", LIGHT GRAY, HIGHLY FIRED	35
* Subsubtotal *				22																		
* SECTION B																						
12	B	0	B	2	ARCH	HARD	FA	CUTN														30
12	B	0	B	1	ARCH	HARD	FA	CUTS														30
12	B	0	B	3	ARCH	HARD	FA	WIREN														30
12	B	0	B	1	ARCH	HARD	FA	CUTN	TACK								BURN				ROUNDED HEAD	31
12	B	0	B	14	ARCH	WG	GL											AQU				32

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	B	0	B	6	ARCH	WG	GL											AQU				30
12	B	0	B	1	D/I	D/P	CA		DPIPE	JOINT											COPPER	32
12	B	0	B	11	D/I	HARD	FA														FLAT FRAGS, POSS TIN CAN	30
12	B	0	B	2	D/I	UNREC	RUBBER											RED				30
12	B	0	B	5	D/I	UNREC	PAPER														POSS BURNED PAPER	30
12	B	0	B	1	DOM	BOTT	GL	AUTO	SODA	NECK/LIP	CCAP		CCLIP					CLR				32
12	B	0	B	1	DOM	BOTT	GL	AUTO		BASE					CUP		EMBOS	CLR			"1" ON BASE	32
12	B	0	B	1	DOM	BOTT	GL	AUTO	BEER	WHOLE	CCAP		CCLIP		POST		EMBOS	AMB			"TIVOLI/ TRADE MARK/ ROBERT PORTNER BREWING CO./ ALEXANDRIA, VA." "24" ON BACK	30
12	B	0	B	1	DOM	FSTOR	SW	UNRECG	HW	BOD	UG/I	SG/E	UNDEC					GRY	GRY		WHITISH BODY, HIGHLY FIRED	32
12	B	0	B	1	IND	L/H	WOOD		INSULPEG												6 1/2 " LONG	30
12	B	0	B	1	NAUT	MACH	FA		PULLEY												LARGE HAWSER GUIDE FROM MARINE RAILWAY	0
12	B	0	B	2	PER	FAST	FA		BUCKLE													30
12	B	0	B	2	PER	TOOL	FA		SCISSORS													31
12	B	0	B	1	UNREC	HARD	FA														ROUND HEAVY PIECE	30
12	B	0	B	1	UNREC	HARD	LEAD														1 1/2 BY 3 1/2 RECTANGULAR PIECE	30
12	B	0	C	2	DOM	FC/S	RE	WW	FW	RIM			UNDEC									26
* Subsubtotal *																						
				60																		
* SECTION C																						
12	C	0	B	1	DOM	BOTT	GL	AUTO	SODA	NECK/LIP	CCAP		CCLIP				EMBOS	CLR			"ROYAL TREAT TRADE MARK/ REGISTERED"	44
12	C	0	C	1	ARCH	CM	WOOD														WITH WIRE NAIL	39
12	C	0	C	2	ARCH	HARD	FA	WIREN														43
12	C	0	C	2	ARCH	HARD	FA	CUTN														43
12	C	0	C	2	ARCH	WG	GL											AQU				43
12	C	0	C	1	D/I	HARD	FA														ROUND FRAG WITH 2 HOLES	43
12	C	0	C	1	D/I	HARD	FA		BOLT													39
12	C	0	C	1	D/I	TOOL	FA		FILE												18"	43
12	C	0	C	1	D/I	UNREC	RUBBER											RED			LARGE GASKET	43
12	C	0	C	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"TA..."	43

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	C	0	C	2	DOM	BOTT	GL	BLOWN		BOD								CLR				43
12	C	0	C	2	DOM	BOTT	GL			BOD								AQU				43
12	C	0	C	1	DOM	BOTT	GL			BOD							BURN	AQU				43
12	C	0	C	3	DOM	BOTT	GL			BOD								AMB				43
12	C	0	C	1	DOM	BOTT	GL			BOD								AMB				39
12	C	0	C	1	DOM	FC/S	RE	RB	HW	RIM							MOLD					43
12	C	0	C	1	DOM	FC/S	RE	WW		BOD			UNDEC				SPALL					43
12	C	0	D	4	DOM	FC/S	RE	WW	HW	RIM			UNDEC									42
* Subsubtotal *																						
				28																		
* SECTION D																						
12	D	0	C	1	DOM	FC/S	RE	WW	HW	BOD			UNDEC									47
* Subsubtotal *																						
				1																		
* SECTION E																						
12	E	0	A	1	D/I	MACH	WOOD		SPOOL												5" DIAMETER DISK, 1/8" HOLE IN CENTER, SPOOL END PIECE	28
12	E	0	B	1	D/I	MACH	FA		CRANK												ENGINE CRANK	27
12	E	0	D	1	ARCH	HARD	FA	UNRECN														50
12	E	0	D	5	ARCH	WG	GL											AQU				50
12	E	0	D	1	ARCH	WG	GL											AQU				50
12	E	0	D	1	D/I	HARD	CA		SEAL												NO INSCRIPTION	50
12	E	0	D	4	DOM	BOTT	GL			BOD								CLR				50
12	E	0	D	1	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	CLR			"...DAIRY/...ER'S/...A"	50
12	E	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...SOLD"	50
12	E	0	D	1	DOM	BOTT	GL	AUTO		BASE					POST		EMBOS	AQU			"...NEV.."	50
12	E	0	D	2	DOM	FC/S	RE	WW	FW	BOD			UNDEC									50
12	E	0	D	1	DOM	FC/S	PORC	EURO		BASE			UNDEC									50
12	E	0	D	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					BUF	BRN			50
12	E	0	D	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					BUF	BRN			50

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	E	0	D	2	DOM	FSTOR	SW/IS		HW	RIM							MOLD	BUF	WHT			50
12	E	0	D	12	DOM	FSTOR	SW/IS		HW	BOD			UNDEC					BUF	WHT			50
12	E	0	D	1	DOM	UNREC	GL											WHT			FLAT	50
12	E	0	D	1	DOM	VESS	GL	PRESS		BOD								CLR			RIBBED	50
12	E	0	F	2	ARCH	HARD	FA	CUTN														49
12	E	0	F	4	ARCH	WG	GL											AQU				49
12	E	0	F	1	D/I	HARD	CA		WIRE												WITH INSUL COVERING	49
12	E	0	F	2	D/I	L/H	CLINK															49
12	E	0	F	1	DOM	BOTT	GL	BLOWN		BOD								CLR				49
12	E	0	F	1	DOM	FC/S	PORC	UNREC	HW	BOD			UNDEC								DECAYED	49
12	E	0	F	1	FAUN	MAMM	BONE														BUTCHERED	49
12	E	0	G	1	DOM	FC/S	RE	IS		BASE			UNDEC								UNREADABLE FRAG OF MAKER'S MARK	48
* Subsubtotal *																						
				51																		
* SECTION F																						
12	F	0		3	ARCH	CM	BRICK											RED				78
12	F	0		1	ARCH	CM	BRICKG											RED				78
12	F	0		2	ARCH	HARD	FA	CUTN														80
12	F	0		1	ARCH	HARD	FA	CUTS														80
12	F	0		2	ARCH	HARD	FA	UNRECN														80
12	F	0		5	ARCH	HARD	FA	CUTN														79
12	F	0		2	ARCH	HARD	FA	UNRECN														79
12	F	0		2	ARCH	HARD	FA	CUTS														79
12	F	0		1	ARCH	HARD	FA	WIRES														79
12	F	0		1	D/I	HARD	FA		BOLT													80
12	F	0		1	D/I	HARD	FA		SPIKE												RAILROAD SPIKE	79
12	F	0		1	D/I	HARD	FA		WIRE													79
12	F	0		4	D/I	HARD	FA		CAN												FRAGS	79
12	F	0		1	DOM	BOTT	GL			BOD								GRN				79
12	F	0		1	DOM	BOTT	GL	BLOWN		BOD								AQU				79
12	F	0		1	PER	C/F	LEATH	MACH	SHOE	HEEL												79

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	F	0	E	1	DOM	BOTT	GL	2P		NECK/LIP	CORKC		DLIP					AQU				69
12	F	0	H	4	DOM	BOTT	GL	FREE	WINE	BASE								OLV				70
12	F	0	H	1	DOM	FC/S	RE	PW		BOD			HP				SPALL			BLU		70
12	F	0	H	1	PREH																WHOLE QUARTZITE FLAKE, 50% CTX	70
12	F	0	I	1	ARCH	CM	BRICKG											RED				71
12	F	0	I	1	ARCH	CM	MARBLE											WHT				71
12	F	0	I	4	ARCH	HARD	FA	CUTN														71
12	F	0	I	1	ARCH	HARD	FA	CUTS														71
12	F	0	I	2	ARCH	WG	GL											AQU				71
12	F	0	I	1	ARCH	WG	GL										MOLD				MOLDED LINES	71
12	F	0	I	2	D/I	HARD	LEAD		STRIP													71
12	F	0	I	1	D/I	HARD	CA															71
12	F	0	I	1	D/I	HARD	CA		LATCH													71
12	F	0	I	2	D/I	L/H	COAL															71
12	F	0	I	1	D/I	UNREC	CARDB		RING												COMPRESSED CARDBOARD, MALLEABLE LIKE RUBBER	71
12	F	0	I	2	DOM	BOTT	GL		WINE	BOD								OLV				71
12	F	0	I	1	DOM	BOTT	GL			BASE								CLR				71
12	F	0	I	1	DOM	BOTT	GL	BLOWN		BASE					CUP			AQU				71
12	F	0	I	2	DOM	FC/S	RE			BOD			UNDEC				BURN	BUF				71
12	F	0	I	2	DOM	FC/S	RE	CW	FW	BOD			UNDEC				SPALL					71
12	F	0	I	1	DOM	FC/S	RE		FW	BOD			HP				SPALL	BUF	CLR	POL	DEC= GREEN,BLUE	71
12	F	0	I	4	DOM	FC/S	RE	WW		BASE			UNDEC									71
12	F	0	I	3	DOM	FC/S	RE	WW	FW	BOD			UNDEC									71
12	F	0	I	1	DOM	FC/S	RE	IS	DISH	RIM/BASE			UNDEC								SMALL DISH	71
12	F	0	I	4	DOM	FC/S	RE	IS	HW	BOD			UNDEC									71
12	F	0	I	3	DOM	FC/S	RE	IS	HW	RIM			UNDEC									71
12	F	0	I	3	DOM	FC/S	PORC	EURO	FW	RIM'			UNDEC									71
12	F	0	I	1	DOM	FC/S	PORC	CHIN	FW	BOD			HP		DEC/I		OG			POL	DEC= BLUE UNDERGLAZE, RED OVERGLAZE	71
12	F	0	I	1	DOM	FC/S	CE			BOD			UNDEC					BUF	YEL		DULL YELLOWISH GLAZE, PROB LATE 19TH-20TH C	71
12	F	0	I	1	DOM	FSTOR	SW	AMSWLOW		BASE	UG/I	SG/E	UNDEC					RED	BRN			71

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	F	0	I	1	DOM	FSTOR	SW	UNRECB	HW	BOD	UG/I	SG/E	UNDEC					BRN	BRN		SAND TEMPERED	71
12	F	0	I	1	DOM	FSTOR	SW	UNRECB	HW	RIM	UG/I	LG/E						BUF	GRN		GREEN LEAD GLAZED EXT	71
12	F	0	I	1	FAUN	CLAM	SHELL															71
12	F	0	I	1	FAUN	MAMM	BONE			LONGB												71
12	F	24		8	ARCH	HARD	FA	CUTS														77
12	F	24		2	ARCH	HARD	FA	CUTN														77
12	F	24		1	ARCH	HARD	FA	CUTN													HEADLESS	77
12	F	24		1	DOM	BOTT	GL			BOD								AQU				77
12	F	27		5	ARCH	HARD	FA	CUTS														74
12	F	27		3	ARCH	HARD	FA	CUTN														74
12	F	27		3	ARCH	HARD	FA	WIREN													IN WOOD	74
12	F	27		2	ARCH	WG	GL											AQU				74
12	F	27		1	D/I	HARD	LEAD														SHEET WITH NAIL (?) HOLE	74
12	F	27		1	FAUN		SHELL														SHELL SAMPLE (SNAIL AND OYSTER)	74
* Subsubtotal *																						
				114																		
* SECTION TU1																						
12	TU1	0	B	1	ARCH	HARD	FA	CUTN									BURN					40
12	TU1	0	D	1	DOM	FC/S	RE	WW		BASE			UNDEC									41
12	TU1	0	D	1	DOM	FC/S	RE	WW	FW	BASE			TP		DEC/I	ORIENT				BLU		41
12	TU1	0	D	1	DOM	FC/S	RE	WW	FW	BASE			TP		DEC/I	ORIENT				BLU		41
12	TU1	0	E	1	ARCH	HARD	FA	CUTN														37
12	TU1	0	E	1	ARCH	WG	GL											AQU				37
12	TU1	0	E	1	DOM	BOTT	GL	BLOWN		BASE								AQU				37
12	TU1	0	E	1	DOM	FC/S	RE	WW	HW	BOD			UNDEC									37
12	TU1	0	E	1	DOM	FC/S	RE	RB	HW	BOD			UNDEC									37
12	TU1	0	F	1	ARCH	CM	BRICKG											RED				38
12	TU1	0	F	1	DOM	FSTOR	SW	AMSW	CROCK	RIM	W/I	SG/E	UNDEC					GRY	GRY			38
12	TU1	0	F	1	PREH																QUARTZITE, HEATED ROCK, 50% CTX	38

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#

* Subsubtotal *
12

** Subtotal **
288

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 13																						
* SECTION A																						
13	A	0	B	1	ARCH	HARD	FA	CUTN														76
13	A	0	B	2	ARCH	HARD	FA	WIREN														76
13	A	0	B	4	ARCH	HARD	FA	WIRES														76
13	A	0	B	4	ARCH	HARD	FA	CUTS														76
13	A	0	B	1	ARCH	WG	GL											AQU				76
13	A	0	B	1	D/I	HARD	FA		BOLT												LARGE 9" BOLT W/ IRON CABLE	76
13	A	0	B	1	D/I	HARD	CA		TUBING												HYDRAULIC FITTINGS	76
13	A	0	B	2	D/I	HARD	FA	DOWEL		HEAD											DRIFT PIN HEADS	76
13	A	0	B	2	DOM	BOTT	GL	AUTO		BOD								CLR				76
13	A	0	B	1	DOM	BOTT	GL	AUTO		BASE					POST		EMBOS	CLR			"5", "I" IN TRIANGLE	76
* Subsubtotal *																						
				19																		
* SECTION B																						
13	B	0	C	1	D/I	UNREC	RUBBER											RED				51
13	B	0	C	5	DOM	BOTT	GL			BOD								AMB				51
13	B	0	C	1	DOM	BOTT	GL			BOD								CLR				51
13	B	0	C	1	DOM	BOTT	GL			BOD								AQU				51
13	B	0	C	1	DOM	BOTT	GL			BOD								PUR			SOLARIZED	51
13	B	0	C	1	DOM	BOTT	GL	AUTO	BEER	BASE					POST		EMBOS	AMB			"CHR. HEURICH/ BREWING CO./ WASHINGTON D.C.", "REGISTERED" ON BACK	51
13	B	0	C	1	DOM	BOTT	GL	2P		NECK/LIP			DLIP					AMB				51
13	B	0	C	1	DOM	BOTT	GL	AUTO		NECK/LIP CORKC								AQU			WIDE MOUTH	51
13	B	0	C	1	NAUT	MACH	FA		PULLEY												LARGE HAWSER GUIDE FROM MARINE RAILWAY	0
13	B	0	C	1	NAUT	MACH	FA		PULLEY												SMALL ROLLER FROM MARINE RAILWAY	0
13	B	0	C	1	PER	G/H	GL		JAR	LID								WHT			COLD CREAM/ COSMETIC JAR LID	67
13	B	0	F	16	DOM	FC/S	PORC	UNREC	TCUP	RIM/BASE			TP		DEC/IE	FLORAL				BLU	MENDS	68
13	B	0	F	1	DOM	FC/S	RE	WW	FW	BOD			TP		DEC/I	FLORAL				BLU		52
13	B	0	F	1	FAUN	OYS	SHELL															68

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
* Subsubtotal *																						
				33																		
* SECTION C																						
13	C	0	C	5	ARCH	HARD	FA	WIREN														56
13	C	0	C	1	ARCH	HARD	FA	WIRES														56
13	C	0	C	4	ARCH	HARD	FA	CUTN														56
13	C	0	C	1	ARCH	HARD	FA	CUTS														54
13	C	0	C	2	ARCH	WG	GL											AQU				56
13	C	0	C	1	D/I	HARD	CA		WASHER												1/4" DIAM	53
13	C	0	C	1	D/I	HARD	FA		SPRING													53
13	C	0	C	1	D/I	HARD	FA		BRACKET													53
13	C	0	C	1	D/I	HARD	FA		PLATE												HEATER/STOVE VENT PLATE	53
13	C	0	C	1	D/I	HARD	FA		WIRE												TWISTED WIRE	56
13	C	0	C	1	D/I	HARD	FA		WASHER													56
13	C	0	C	1	D/I	HARD	FA														CAP OR PLUG	56
13	C	0	C	1	D/I	HARD	FA		STRAP												WITH NAIL ATTACHED	56
13	C	0	C	1	D/I	HARD	CA		STRIP													56
13	C	0	C	1	D/I	HARD	LEAD															56
13	C	0	C	2	D/I	HARD	FA		NUT												SQUARE NUT	54
13	C	0	C	2	D/I	HARD	FA		WASHER													54
13	C	0	C	1	D/I	HARD	FA		NUT												SQUARE NUT	54
13	C	0	C	1	D/I	HARD	FA														STOVE PIPE FRAG	54
13	C	0	C	1	D/I	HARD	FA														PICK WITH KEY SHAPED END	54
13	C	0	C	1	D/I	UNREC	RUBBER											RED				54
13	C	0	C	1	D/I	UNREC	RUBBER											WHT				54
13	C	0	C	1	D/I	UNREC	COMP														LEATH/IRON SHOE WITH CLEATS	54
13	C	0	C	1	DOM	BOTT	GL	AUTO		BOD'								CLR				53
13	C	0	C	1	DOM	BOTT	GL	AUTO		BOD							EMBOS	CLR			"...K..."	53
13	C	0	C	1	DOM	BOTT	GL	AUTO		BASE							EMBOS	CLR			"W/ 30/ BB48"	53
13	C	0	C	10	DOM	BOTT	GL	BLOWN		BASE/LIP CORKC			ROUND		POST		EMBOS	CLR			"THOS G. CARROL & SON/ CO/BALTIMORE,MD." "34" ON BASE	53

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	C	0	C	1	DOM	BOTT	GL	AUTO		NECK/LIP	CORKC		TOLIP					CLR				53
13	C	0	C	1	DOM	BOTT	GL	2P/SEP		BASE					POST		EMBOS	CLR			"240"	53
13	C	0	C	1	DOM	BOTT	FA		BCAP													53
13	C	0	C	1	DOM	BOTT	CORK															53
13	C	0	C	1	DOM	BOTT	GL	AUTO	BEER	WHOLE	CCAP		CCLIP		POST		EMBOS	AMB			"WASHINGTON D.C./TRADEMARK/ CHR. HEURICH/ BREWING CO." " REGISTERED" ON BACK	55
13	C	0	C	1	DOM	BOTT	GL	SAUTO	BEER	WHOLE	CCAP		CCLIP		POST		EMBOS	AMB			OWENS SCAR, "PABST/ MILWAUKEE/ THIS BOTTLE NOT TO BE SOLD/ 2W"	55
13	C	0	C	1	DOM	BOTT	GL	AUTO		BASE					POST			CLR				55
13	C	0	C	4	DOM	BOTT	GL	AUTO		BOD								CLR				55
13	C	0	C	2	DOM	BOTT	GL			BOD								AMB				56
13	C	0	C	20	DOM	BOTT	GL			BOD								CLR				56
13	C	0	C	1	DOM	BOTT	GL		FLASK	BASE								CLR				56
13	C	0	C	2	DOM	BOTT	GL	AUTO	MILK	LIP								CLR				56
13	C	0	C	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC		PLIP					PUR			SOLARIZED, LARGE BOTTLE	56
13	C	0	C	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"TRA..."	56
13	C	0	C	1	DOM	CUT	COMP		KNIFE	HAND/BLD											IRON KNIFE BLADE/ HORN HANDLE	75
13	C	0	C	1	DOM	L/H	GL		LAMP	BOD								CLR				56
13	C	0	C	1	DOM	VESS	GL			BOD								CLR				56
13	C	0	C	1	DOM	VESS	GL		BEERMUG	HAND/BSE								CLR			FACETED	56
13	C	0	C	1	FAUN	MAMM	BONE		BIRD	LONGB												56
13	C	0	C	2	FAUN	OYS	SHELL															56
13	C	0	D	1	ARCH	HARD	FA	WIRES														57
13	C	0	D	1	ARCH	HARD	FA	CUTS														57
13	C	0	D	1	ARCH	HARD	FA	CUTN														57
13	C	0	D	1	ARCH	WG	GL											AQU				57
13	C	0	D	1	ARCH	WG	GL											AQU				58
13	C	0	D	2	D/I	UNREC	RUBBER														DECAYED	58
13	C	0	D	9	DOM	BOTT	GL	AUTO		BOD								AQU				57
13	C	0	D	2	DOM	BOTT	GL	AUTO		BOD							EMBOS	AQU			"...RE MD. CO./ ...TERED/...UME..."	57
13	C	0	D	3	DOM	BOTT	GL	AUTO		BASE							EMBOS	AQU			"...M..."	57

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	C	0	D	2	DOM	BOTT	GL	AUTO		BOD								AMB			GHOST SEAM	57
13	C	0	D	1	DOM	BOTT	GL		WINE	BASE					POST			OLV				57
13	C	0	D	10	DOM	BOTT	GL	AUTO		BOD								GRN			LIGHT GREEN	57
13	C	0	D	1	DOM	BOTT	GL	AUTO		BASE								GRN			LIGHT GREEN	57
13	C	0	D	2	DOM	BOTT	GL	AUTO		BOD							EMBOS	GRN			LIGHT GREEN, "...NSCHMIDT STRAU.../TRADEMARK/GBS"	57
13	C	0	D	1	DOM	BOTT	GL	AUTO		LIP	CCAP		CCLIP					GRN			LIGHT GREEN	57
13	C	0	D	1	DOM	BOTT	GL	AUTO		LIP	CCAP		CCLIP					AQU				57
13	C	0	D	5	DOM	BOTT	GL			BOD								CLR				57
13	C	0	D	1	DOM	BOTT	GL			BOD							EMBOS	CLR			"...A..."	57
13	C	0	D	4	DOM	BOTT	GL		FLASK	BOD								CLR				58
13	C	0	D	1	DOM	BOTT	GL			BOD								AMB				58
13	C	0	D	1	DOM	FC/S	PORC	EURO	FW	RIM			UNDEC									57
13	C	0	D	1	DOM	FC/S	RE		CUP	RIM/BASE	LG/I	LG/E	SD					PUR	CLR	WHT	RESEMBLES SHAW, WHEEL TURNED	58
13	C	0	D	1	DOM	L/H	GL		LAMP	BOD								CLR				57
13	C	0	D	1	DOM	VESS	GL			BOD								WHT				57
13	C	0	D	3	UNREC	HARD	FA															58
13	C	0	E	3	ARCH	CM	WOOD															59
13	C	0	E	2	ARCH	WG	GL											AQU				59
13	C	0	E	4	D/I	UNREC	SW			BOD	W/I	G/E	UNDEC					GRY	BRN		COARSE, WITH NAIL ATTACHED	59
13	C	0	E	1	DOM	BOTT	GL		WINE	BOD								OLV				59
13	C	0	E	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...EN..."	59
13	C	0	E	2	DOM	FC/S	RE	IS	DISH	RIM/BOD			UNDEC								SMALL DISH	59
13	C	0	E	1	DOM	FC/S	RE	IS		BOD			UNDEC				SPALL					59
13	C	0	E	1	DOM	FC/S	RE	WW	HW	RIM			UNDEC									59
13	C	0	E	1	DOM	FSTOR	SW	AMSW	JUG	BOD/HAND	W/I	SG/E	UNDEC					BUF	BRN			59
13	C	0	E	2	FAUN	CLAM	SHELL															59
13	C	0	E	2	FAUN	OYS	SHELL															59
13	C	0	E	1	PER	C/F	LEATH	MACH	SHOE	SOLE/HL											ADULT SHOE	59
13	C	0	G	1	DOM	FC/S	RE		FW	BOD			UNDEC				BURN	BUF	WHT			60
13	C	28		1	ARCH	HARD	CA	CUTN													BUILDER'S TRENCH	61
13	C	28		1	DOM	FC/S	RE	IS	FW	RIM			UNDEC								BUILDER'S TRENCH	61

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
* Subsubtotal *																						
				172																		
* SECTION D																						
13	D	0	E	6	ARCH	HARD	FA	CUTS														72
13	D	0	E	3	ARCH	HARD	FA	WIRES														72
13	D	0	E	1	ARCH	HARD	FA	WIREN														72
13	D	0	E	2	ARCH	HARD	FA	CUTN														72
13	D	0	E	1	ARCH	WG	GL											AQU				73
13	D	0	E	4	DOM	BOTT	GL			BOD								AMB				72
13	D	0	E	2	DOM	BOTT	GL			BOD								AQU				72
13	D	0	E	1	DOM	BOTT	GL			BOD								CLR				72
13	D	0	E	1	DOM	BOTT	GL			BOD								AMB				73
13	D	0	E	2	DOM	BOTT	GL	BLOWN		BOD								CLR				73
13	D	0	E	1	DOM	VESS	GL			BASE								CLR			DECAYED	73
13	D	0	E	1	MED	BOTT	GL	2P	PHARM	NECK/LIP CORKC			PLIP					AQU				72
13	D	0	E	1	PER	C/F	LEATH		SHOE													73
* Subsubtotal *																						
				26																		
* SECTION E																						
13	E	0	E	2	DOM	FC/S	RE		FW	BOD			UNDEC				BURN	BUF				62
13	E	0	F	1	DOM	FC/S	RE			BOD							SPALL	BUF				63
13	E	0	F	7	DOM	FC/S	RE			BOD			UNDEC				BURN	BUF				63
13	E	0	F	1	DOM	FC/S	RE	CW	FW	BOD			UNDEC				SPALL					63
13	E	0	F	1	DOM	FC/S	RE	PW	FW	BASE			UNDEC				BURN					63
13	E	0	F	1	DOM	FC/S	RE	PW	FW	RIM				SE						GRN		63
13	E	0	F	1	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/E					BRN	SMALL BROWN DOTS	63
13	E	0	F	1	PREH																QUARTZ FLAKE FRAG, HEATED, 0% CTX	63
13	E	0	G	5	ARCH	CM	BRICK											RED				65
13	E	0	G	3	ARCH	HARD	FA	CUTS														66
13	E	0	G	3	ARCH	HARD	FA	CUTN														66

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	E	0	G	1	ARCH	HARD	FA	UNRECS														66
13	E	0	G	1	ARCH	HARD	FA	CUTS														64
13	E	0	G	2	ARCH	WG	GL											AQU				64
13	E	0	G	1	ARMS	AMMO	CA		SHELL												.22 SHELL	66
13	E	0	G	2	D/I	FAST	RUBBER		BAND													66
13	E	0	G	1	D/I	HARD	FA														FLAT FRAG WITH RING	64
13	E	0	G	1	D/I	HARD	FA		WIRE												TWISTED WIRE	65
13	E	0	G	1	D/I	L/H	COAL															65
13	E	0	G	1	D/I	L/H	CLINK															65
13	E	0	G	2	DOM	BOTT	GL			BOD								AMB				66
13	E	0	G	5	DOM	BOTT	GL			BOD								CLR				66
13	E	0	G	1	DOM	BOTT	GL	AUTO		BASE					POST			CLR				66
13	E	0	G	1	DOM	BOTT	GL			BOD								AQU				66
13	E	0	G	1	DOM	BOTT	GL	2P		NECK/LIP CORKC			PLIP					AQU				66
13	E	0	G	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...HOUSE/...OVAN/...T N.W./...ON D.C."	66
13	E	0	G	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...NE..."	66
13	E	0	G	1	DOM	BOTT	GL		WINE	BOD								OLV				64
13	E	0	G	1	DOM	BOTT	GL	BLOWN		BASE								CLR			SMALL BOTTLE	65
13	E	0	G	1	DOM	FC/S	RE			BOD			UNDEC				BURN	BUF				66
13	E	0	G	4	DOM	FC/S	RE	CW		BOD			UNDEC				SPALL					66
13	E	0	G	2	DOM	FC/S	RE	PW		BOD			UNDEC				SPALL					66
13	E	0	G	1	DOM	FC/S	RE	PW	PLATE	RIM				SE			SPALL			GRN		66
13	E	0	G	3	DOM	FC/S	RE	WW		BASE			UNDEC									66
13	E	0	G	2	DOM	FC/S	RE	IS	FW	BOD			UNDEC									66
13	E	0	G	1	DOM	FC/S	RE	IS	HW	BOD			UNDEC									66
13	E	0	G	2	DOM	FC/S	RE	CW	FW	BOD			UNDEC				SPALL				DISCOLORED	64
13	E	0	G	2	DOM	FC/S	RE	PW	FW	BOD			UNDEC				SPALL					64
13	E	0	G	3	DOM	FC/S	RE	IS	FW	BOD			UNDEC				SPALL					64
13	E	0	G	1	DOM	FC/S	RE	IS	FW	BASE			UNDEC				SPALL					64
13	E	0	G	1	DOM	FC/S	PORC	UNREC		BASE			UNDEC									64
13	E	0	G	3	DOM	FC/S	RE	PW	FW	BOD			UNDEC				SPALL					65

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	E	0	G	3	DOM	FC/S	RE	IS	FW	BOD			UNDEC				SPALL					65
13	E	0	G	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	GRY			66
13	E	0	G	1	DOM	FSTOR	CE	RW	HW	BOD	LG/I		UNDEC				SPALL	RED	BRN			64
13	E	0	G	1	DOM	FSTOR	SW	AMSWLOW	HW	BOD	UG/I	SG/E	UNDEC					RED	BRN			65
13	E	0	G	1	DOM	L/H	GL		LAMP	BOD							EMBOS	CLR			"..H.."	64
13	E	0	G	1	DOM	VESS	GL			BOD								CLR				65
13	E	0	G	2	FAUN	CLAM	SHELL															65
13	E	0	G	1	FAUN	OYS	SHELL															66
13	E	0	G	11	FAUN	SNAIL	SHELL															65
13	E	0	G	1	NAUT	HARD	FA		OARLOCK													64
13	E	0	G	1	PER	FAST	RUBBER		BUTTON								EMBOS	BLK			GUTTA PERCHA BUTTON WITH CENTER CUT OUT, "N.R. CO./ GOODYEAR'S P T. 1851"	66
13	E	0	G	1	PER	TOB	KAOLIN	6/64	PIPE	PSTEM			UNDEC									64
13	E	0	G	1	PREH																QUARTZ FLAKE, 0% CTX	66
13	E	0	G	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	66
13	E	0	G	1	PREH																QUARTZ LATE STAGE BIFACE FRAG, 0% CTX	66
13	E	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	64
13	E	0	G	2	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	65
13	E	0	G	4	PREH																QUARTZ FLAKE FRAGS, 0% CTX	65
13	E	0	G	1	PREH																QUARTZ CHIP, 0% CTX	65

* Subsubtotal *

113

** Subtotal **

363

FORD'S LANDING
PHASE II
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 14																						
* SECTION A																						
14	A		0	D		2	ARCH	CM	WOOD												DECORATIVE FLEUR DE LIS, PAINTED BLACK	81
* Subsubtotal *																						
						2																
** Subtotal **																						
						2																
*** Total ***																						
						1258																

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 0																						
* SECTION N																						
0	N	0	D	1	DOM	BOTT	GL	2P	BEER	WHOLE	OCLOS	BLOB			POST		EMBOS	AQU			"INDIANAPOLIS BREWING CO./ INDIANAPOLIS, IND./ USA/ TRADE MARK" WITH WINGED VICTORY BESIDE WHEEL HOLDING GLASS, "R C CO." ON BASE	82
* Subsubtotal *																						
				1																		
** Subtotal **																						
				1																		

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 10																						
* SECTION D																						
10	D	1		1	ARCH	CM	WOOD														WOOD SAMPLE #1, STRETCHER	207
10	D	1		1	ARCH	CM	WOOD														WOOD SAMPLE #2, STRETCHER	208
10	D	1		1	ARCH	CM	WOOD														WOOD SAMPLE #3, KEEL BLOCK	209
10	D	1		1	ARCH	CM	WOOD														WOOD SAMPLE #4, INTERMEDIATE TIMBER	206
10	D	1		1	ARCH	CM	WOOD														WOOD SAMPLE #5, INTERMEDIATE TIMBER	210
10	D	1		4	ARCH	HARD	FA	CUTS													WOOD FRAGS ON METAL	227
* Subsubtotal *																						
				9																		
* SECTION E																						
10	E	0	D	3	DOM	BOTT	GL			BOD								AQU				133
10	E	0	D	2	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...HINGTON D.C./ REGISTERED"	133
10	E	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...ARIES"	133
10	E	0	E	1	ARCH	HARD	FA	CUTS														90
10	E	0	E	2	ARCH	HARD	FA	WIRES														90
10	E	0	E	1	D/I	TOOL	FA		FILE												FLAT FILE	94
10	E	0	E	1	D/I	UNREC	WOOD		DISK												6 1/2" DIAM DISK	94
10	E	0	E	1	D/I	UNREC	LEATH														STRIP W/ CUT SLITS	94
10	E	0	E	4	D/I	UNREC	WOOD														SQUARED OFF, POSS INSULATOR PEG BLANK	91
10	E	0	E	2	D/I	UNREC	WOOD														SQUARED OFF, POSS INSULATOR PEG BLANK	93
10	E	0	E	1	DOM	BOTT	GL			BOD								AMB				94
10	E	0	E	5	DOM	BOTT	GL	BLOWN		BOD								AQU				94
10	E	0	E	1	DOM	BOTT	GL	BLOWN		BASE					POST			AQU				94
10	E	0	E	2	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...HERRMANN/ ...SUCCESSOR TO.../ J.F. HERRMANN &.../WASHINGTON D.C..../REGISTERED/ ...IS NOT..."	94
10	E	0	E	1	DOM	FC/S	RE	WW	FW	BOD			UNDEC									94
10	E	0	E	1	DOM	FC/S	PORC	UNREC	FW	BOD			UNDEC									94
10	E	0	E	2	DOM	FC/S	PORC	JAPAN	HW	BOD/BASE			TP		DEC/E	FLORAL				BLU	"MADE IN JAPAN" ON BASE	94

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	E	0	E	1	DOM	FSTOR	GL		LIDLINER									WHT				94
10	E	0	E	1	FAUN	MAMM	BONE		LMAMM	LONGB												94
10	E	0	E	20	IND	L/H	WOOD		INSULPEG													92
10	E	0	E	4	IND	L/H	WOOD		INSULPEG													94
10	E	0	E	12	IND	L/H	WOOD		INSULPEG													91
10	E	0	E	13	IND	L/H	WOOD		INSULPEG													93
10	E	0	E	3	IND	UNREC	WOOD														SQUARED OFF FRAGS, POSS INSULATOR PEG BLANKS	94
10	E	0	H	1	DOM	FC/S	RE	WW	HW	BOD			UNDEC									95
10	E	0	H	4	PER	C/F	LEATH														PROB SHOE FRAGS	96
10	E	0	H	1	PREH																QUARTZ PROJECTILE POINT, CALVERT	97
10	E	1		1	ARCH	CM	WOOD														WOOD SAMPLE #54, KEEL BLOCK WITH PAINT SAMPLE	262
10	E	1		2	ARCH	HARD	FA	CUTS													KEEL BLOCK TO STRETCHER	157
10	E	1		1	ARCH	HARD	FA	CUTS													KEEL BLOCK TO STRETCHER	157
* Subsubtotal *																						
				95																		
* SECTION F																						
10	F	0	D	2	ARCH	HARD	FA	CUTN														120
10	F	0	D	1	DOM	BOTT	GL	AUTO	MILK	LIP								CLR				120
10	F	0	D	1	DOM	BOTT	GL	AUTO	MILK	BASE								CLR				120
10	F	0	D	2	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	CLR			"CLE.../LA.../...NDA..."	120
10	F	0	D	2	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	CLR			"D.../...TN..."	120
10	F	0	D	1	DOM	BOTT	GL			BOD								CLR				120
10	F	0	D	3	DOM	FC/S	RE	WW	HW	RIM			GILD		DEC/I							120
10	F	0	D	2	DOM	FC/S	RE	WW	FW	RIM			GILD		DEC/I		MOLD					120
10	F	0	D	2	DOM	FC/S	RE	WW	HW	RIM			DECAL/G		DEC/E	FLORAL				POL	DEC= PINK,GREEN,BROWN	120
10	F	0	D	2	DOM	FC/S	RE	WW	HW	BOD			DECAL/G		DEC/I	FLORAL				POL	DEC= PINK,GREEN,BROWN	120
10	F	0	D	2	DOM	FC/S	RE	WW	HW	BOD			UNDEC									120
10	F	0	D	4	DOM	FC/S	RE	WW	FW	BOD			UNDEC									120
10	F	0	D	3	DOM	FC/S	RE	WW	FW	BASE			UNDEC									120

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	F	0	D	2	DOM	FC/S	RE	WW	FW	BASE			HP		DEC/I					BLU	LIGHT BLUISH TINT	120
10	F	0	D	1	DOM	FC/S	PORC	UNREC	HW	RIM			UNDEC									120
10	F	0	D	1	IND	MACH	CONC			BASE											ROUND EQUIPMENT STAND, 12" DIAM, 1 1/2" THICK. 1" SPINDLE HOLE (NOT A THROUGH HOLE)	119
10	F	0	E	9	IND	L/H	WOOD		INSULPEG													121
* Subsubtotal *																						
				40																		
* SECTION G																						
10	G	0	D	2	D/I	UNREC	WOOD		WEDGE												POSS ASSOC W/INSULATOR PEGS	125
10	G	0	D	1	DOM	FC/S	RE	WW	FW	RIM			GILD		DEC/I	FLORAL MOLD						125
10	G	0	E	10	IND	L/H	WOOD		INSULPEG													124
10	G	0	G	1	D/I	HARD	CA		CAN	LID											VERY THIN, DECAYING	123
10	G	0	I	1	PER	TOB	KAOLIN	5/64	PIPE	PSTEM			UNDEC									122
* Subsubtotal *																						
				15																		
* SECTION H																						
10	H	0	E	4	IND	L/H	WOOD		INSULPEG													87
10	H	0	E	1	PER	C/F	LEATH	MACH	SHOE	WHOLE											ADULT, MEN'S SHOE	86
10	H	0	G	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...R../...D..."	88
10	H	0	G	1	DOM	FSTOR	SW/IS		HW	BASE	G/I	G/E	UNDEC					BUF	BUF			88
10	H	0	G	3	DOM	FSTOR	SW/IS		HW	BOD	G/I	G/E	UNDEC					BUF	BUF			88
10	H	0	G	1	DOM	VESS	GL	AUTO	JAR	WHOLE	SEXT				POST			WHT			SMALL JAR	88
10	H	0	I	1	ARCH	HARD	FA	CUTS													FRAG	89
10	H	0	I	1	DOM	FC/S	RE	WW		BOD			UNDEC									89
* Subsubtotal *																						
				13																		
* SECTION L																						
10	L	0	G	1	ARCH	HARD	FA	CUTS														101

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	L	0	G	1	DOM	FC/S	RE	WW	HW	RIM			UNDEC				SPALL					101
10	L	0	G	1	DOM	FC/S	RE	IS		BOD			UNDEC									101
10	L	0	G	1	DOM	FC/S	PORC	UNREC		BASE			UNDEC									101
* Subsubtotal *																						
				4																		
* SECTION N																						
10	N	0	D	1	ARCH	HARD	FA	UNRECN														83
10	N	0	D	5	ARCH	WG	GL											AQU				83
10	N	0	D	7	ARCH	WG	GL											AQU				98
10	N	0	D	1	D/I	HARD	FA		SPRING													83
10	N	0	D	2	D/I	UNREC	GL										MOLT	AQU				83
10	N	0	D	1	D/I	UNREC	PORC						UNDEC								THICK & FLAT, POSS TILE	83
10	N	0	D	2	D/I	UNREC	WOOD														SQUARED OFF, INSULATOR PEG BLANKS	99
10	N	0	D	1	D/I	UNREC	LEATH		STRIP													98
10	N	0	D	2	DOM	BOTT	GL			BOD								AMB				83
10	N	0	D	1	DOM	BOTT	GL	AUTO		BOD							EMBOS	AMB			"PAT. OF..."	83
10	N	0	D	1	DOM	BOTT	GL	AUTO		BASE					POST			AMB				83
10	N	0	D	1	DOM	BOTT	GL	BLOWN		LIP	CCAP		CCLIP					AMB				83
10	N	0	D	1	DOM	BOTT	GL			BOD								AQU				83
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"B.../P..."	83
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE							EMBOS	AQU			"...INGTON."	83
10	N	0	D	1	DOM	BOTT	GL	AUTO		NECK/LIP	CORKC							PUR			SOLARIZED, STRAIGHT LIP	83
10	N	0	D	2	DOM	BOTT	GL	AUTO		NECK/LIP	CORKC			ROUND				CLR			STRAIGHT LIP	83
10	N	0	D	5	DOM	BOTT	GL	AUTO		BOD								CLR				83
10	N	0	D	1	DOM	BOTT	GL	AUTO		BOD							EMBOS	CLR			"SIMPSO..."	83
10	N	0	D	1	DOM	BOTT	GL	AUTO		BOD							EMBOS	CLR			"...ST./...N"	83
10	N	0	D	1	DOM	BOTT	GL	AUTO		BA$E					CUP			BLU			LIGHT BLUE, MANY MOLD SEAMS	126
10	N	0	D	1	DOM	BOTT	GL	AUTO		LIP	CCAP		CCLIP					AQU				126
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD								AMB				126
10	N	0	D	1	DOM	BOTT	GL	BLOWN	SODA	WHOLE	CCAP		CCLIP		POST		EMBOS	AMB			"COCA-COLA/ REGISTERED/ WASHINGTON D.C." "O B CO." ON BASE	84

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	N	0	D	1	DOM	BOTT	GL	AUTO	LIQUOR	WHOLE	CORKC			ROUND	POST		EMBOS	CLR			"HALF PINT", STRAIGHT LIP, POORLY MADE	84
10	N	0	D	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC		PLIP					AQU			WIDE MOUTH, LARGE BOTTLE	84
10	N	0	D	1	DOM	BOTT	GL	2P	BEER	WHOLE		BLOB			POST		EMBOS	AQU			"ARLINGTON BREWING CO./ ROSSLYN VA.", "EHE CO" ON BACK, "Z43" ON BASE	82
10	N	0	D	1	DOM	BOTT	GL	2P		WHOLE	CORKC	BLOB			POST		EMBOS	AQU			"JAS.McCUEN/ ALEXANDRIA, VA./ REGISTERED/NOT TO BE SOLD", CORK INTACT	82
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AMB			"...RT PORTN.../ TRA.../TIV..."	99
10	N	0	D	2	DOM	BOTT	GL	BLOWN		BOD								AQU				99
10	N	0	D	2	DOM	BOTT	GL	BLOWN		BOD								AQU			SQUARE BOTTLE	99
10	N	0	D	1	DOM	BOTT	GL	AUTO		LIP	SEXT							CLR			LARGE BOTTLE	99
10	N	0	D	5	DOM	BOTT	GL	AUTO	MILK	BASE							EMBOS	PUR			SOLARIZED, "L" ON BASE	99
10	N	0	D	7	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	PUR			SOLARIZED, "5"	99
10	N	0	D	2	DOM	BOTT	GL	AUTO	MILK	NECK/LIP								PUR			SOLARIZED	99
10	N	0	D	3	DOM	BOTT	GL	AUTO	MILK	NECK/LIP								CLR				99
10	N	0	D	2	DOM	BOTT	GL	AUTO	MILK	BASE							EMBOS	CLR			"REGISTERED BP 17"	99
10	N	0	D	5	DOM	BOTT	GL	AUTO	MILK	BOD								CLR				99
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...URKE/...GE STREET/ ...NNE, N.J."	99
10	N	0	D	20	DOM	BOTT	GL	BLOWN	BEER	BASE/LIP	CCAP		CCLIP		POST		EMBOS	AQU			"...NGTON BREWING CO./ ROSSLYN, VA." "EHE CO" ON BACK, "743/2" ON BASE, MENDS	100
10	N	0	D	1	DOM	BOTT	GL	BLOWN		LIP	OCLOS	BLOB						AQU				100
10	N	0	D	1	DOM	BOTT	GL	AUTO		BASE					POST		EMBOS	AQU			"...NOT TO BE SOLD..."	100
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE								AQU			SQUARE BOTTLE	100
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE					CUP		EMBOS	GRN			THICK, "8 CO"	100
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD								AMB				100
10	N	0	D	5	DOM	BOTT	GL	AUTO	MILK	LIP								PUR			SOLARIZED	100
10	N	0	D	2	DOM	BOTT	GL	AUTO	MILK	BOD								PUR			SOLARIZED	100
10	N	0	D	1	DOM	BOTT	GL	AUTO	MILK	BASE							EMBOS	CLR			"MYTD" (STYLIZED)	100
10	N	0	D	3	DOM	BOTT	GL			BOD								CLR				100
10	N	0	D	1	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	CLR			"CLOVER.../ D..."	100

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	N	0	D	2	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"F.W.B.../ ALEXANDRIA"	100
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...L WO.."	100
10	N	0	D	2	DOM	BOTT	GL	AUTO		BASE					CUP		EMBOS	PUR			SLIGHTLY SOLARIZED, "ALEX.../ VA."	100
10	N	0	D	1	DOM	BOTT	GL	AUTO		BASE							EMBOS	AQU			"...SS AVE. N.E./ WASHINGTON D.C./ THIS BOTTLE NOT TO BE SOLD" "TRADE MARK/ F" ON BASE	116
10	N	0	D	1	DOM	BOTT	GL	AUTO		BASE								AQU				116
10	N	0	D	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC	FIREP						AQU			STRAIGHT LIP	116
10	N	0	D	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC		PLIP					CLR				116
10	N	0	D	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC		ROUND					PUR			SLIGHTLY SOLARIZED	116
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE					POST			PUR			SLIGHTLY SOLARIZED	116
10	N	0	D	1	DOM	BOTT	CORK														7/8" LONG, FITS 1/2" CLOSURE	116
10	N	0	D	11	DOM	BOTT	GL	BLOWN		BOD								AQU				98
10	N	0	D	3	DOM	BOTT	GL	BLOWN		BASE					CUP			AQU				98
10	N	0	D	1	DOM	BOTT	GL	BLOWN		LIP	CCAP		CCLIP					AQU				98
10	N	0	D	1	DOM	BOTT	GL	BLOWN										AQU				98
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...E N.E./WASHINGTON,D.C./ THIS BOTTLE NOT TO BE SOLD"	98
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE					CUP		EMBOS	AQU			"901"	98
10	N	0	D	1	DOM	BOTT	GL	AUTO	VIAL	WHOLE	OCLOS				CUP			CLR			SMALL BOTTLE	98
10	N	0	D	1	DOM	BOTT	GL	2P		NECK/LIP	CORKC		ROUND					CLR				98
10	N	0	D	2	DOM	BOTT	GL	BLOWN		NECK/LIP							EMBOS	CLR			WIDE MOUTH BOTTLE, "...M &..."	98
10	N	0	D	3	DOM	BOTT	GL	AUTO	MILK	BASE								PUR			SOLARIZED	98
10	N	0	D	2	DOM	BOTT	GL	AUTO	MILK	LIP								PUR			SOLARIZED	98
10	N	0	D	14	DOM	BOTT	GL	AUTO	MILK	BOD								PUR			SOLARIZED	98
10	N	0	D	1	DOM	BOTT	GL	AUTO	MILK	BOD							EMBOS	PUR			SOLARIZED, "ONE..."	98
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"CHE.../ JM.../ 124028"	98
10	N	0	D	2	DOM	BOTT	GL	BLOWN		BOD							EMBOS	PUR			SOLARIZED, "...ACASQUEES.../ ...RN"	98
10	N	0	D	3	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"SWIFT/...BLON.../...ET/...A"	98
10	N	0	D	22	DOM	BOTT	GL			BOD								CLR				98
10	N	0	D	1	DOM	BOTT	GL	BLOWN	FLASK	BASE								CLR				98
10	N	0	D	1	DOM	BOTT	GL	SAUTO		BASE					POST			CLR				98

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	N	0	D	1	DOM	BOTT	SW	AMSW	HW	BOD	G/I	G/E						BUF	WHT		INT BROWN GLAZE	128
10	N	0	D	1	DOM	BOTT	GL		WINE	BOD								OLV				128
10	N	0	D	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC	LTOOL	DWNLIP					PUR			SOLARIZED	128
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	PUR			SOLARIZED, "...S..."	128
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE					CUP		EMBOS	CLR			"REGISTE..."	128
10	N	0	D	1	DOM	BOTT	GL	2P/SEP		BASE					CUP		EMBOS	AQU			"C2" ON BASE	128
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...BOTT.../..08 10 12 MASS. AVE. NE/WASHINGTON D.C./THIS BOTTLE..."	128
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...INGTON"	128
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE					CUP			AQU				128
10	N	0	D	2	DOM	BOTT	GL	BLOWN		BOD								AQU				128
10	N	0	D	1	DOM	BOTT	GL	BLOWN		BASE					CUP		EMBOS	AQU			"...GISTE..."	128
10	N	0	D	4	DOM	BOTT	GL	BLOWN	FLASK	BOD/BASE					POST			AQU			FLASK	129
10	N	0	D	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CCAP		CCLIP					PUR			SOLARIZED	129
10	N	0	D	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CCAP		CCLIP					CLR				129
10	N	0	D	2	DOM	BOTT	GL	2P		NECK/LIP	CORKC	LTOOL	PLIP					CLR			BACKDIRT, LARGE BOTTLE	158
10	N	0	D	1	DOM	FC/S	RE	WW	HW	RIM			HP	BAND	DEC/E					BLU		83
10	N	0	D	2	DOM	FC/S	RE	WW	HW	BOD			UNDEC									83
10	N	0	D	2	DOM	FC/S	RE	WW	PLATE	RIM			UNDEC									83
10	N	0	D	4	DOM	FC/S	RE	WW	FW	BASE			UNDEC									83
10	N	0	D	1	DOM	FC/S	RE	WW		BASE			UNDEC								MAKER'S MARK: "LIVERPOOL, OHIO"	83
10	N	0	D	1	DOM	FC/S	RE	IS	TCUP	RIM			UNDEC									83
10	N	0	D	1	DOM	FC/S	PORC	UNREC	HW	RIM			UNDEC								THICK	83
10	N	0	D	1	DOM	FC/S	RE		HW	BOD	LG/I	LG/E	UNDEC					BUF	RED		MOTTLED REDDISH GLAZE	99
10	N	0	D	1	DOM	FC/S	RE		HW	RIM	LG/I	LG/E					MOLD	BUF	RED		MOTTLED REDDISH GLAZE	99
10	N	0	D	2	DOM	FC/S	RE	WW	FW	RIM			UNDEC				DISCOL					99
10	N	0	D	5	DOM	FC/S	RE	WW	FW	BOD			UNDEC				DISCOL					99
10	N	0	D	3	DOM	FC/S	RE	WW	FW	RIM			DECAL/G		DEC/I	FLORAL	DISCOL			POL	DEC= PINK,GREEN	99
10	N	0	D	1	DOM	FC/S	RE	WW	FW	BOD			DECAL/G		DEC/I	FLORAL	DISCOL			POL	DEC= PINK,GREEN	99
10	N	0	D	2	DOM	FC/S	RE	WW	HW	RIM			GILD		DEC/I							99
10	N	0	D	4	DOM	FC/S	RE	WW		BASE			UNDEC									99
10	N	0	D	1	DOM	FC/S	RE	WW		BASE			UNDEC								MAKER'S MARK: "..MPERIAL..."	99

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	N	0	D	1	DOM	FC/S	RE	WW	HW	BASE			UNDEC								SMALL CORNER OF MAKER'S MARK, COARSE	99
10	N	0	D	4	DOM	FC/S	PORC	EURO	FW	BOD			UNDEC									99
10	N	0	D	1	DOM	FC/S	PORC	EURO	FW	BASE			DECAL		DEC/I	FLORAL				POL	DEC= PINK,GREEN,BLUE,ORANGE	99
10	N	0	D	1	DOM	FC/S	PORC	EURO	HW	BOD			DECAL		DEC/E	FLORAL				POL	DEC=PINK,GREEN,BLUE	99
10	N	0	D	2	DOM	FC/S	RE		HW	BOD	LG/I	LG/E					MOLD	BUF	RED		MOTTLED REDDISH GLAZE	100
10	N	0	D	1	DOM	FC/S	RE		HW	RIM	LG/I	LG/E					MOLD	BUF	RED		MOTTLED REDDISH GLAZE	100
10	N	0	D	1	DOM	FC/S	RE	WW	HW	RIM			GILD									100
10	N	0	D	3	DOM	FC/S	RE	WW	FW	BOD			UNDEC									100
10	N	0	D	1	DOM	FC/S	RE	WW		RIM			UNDEC				DISCOL					100
10	N	0	D	1	DOM	FC/S	PORC	EURO	TCUP	HANDLE			GILD									100
10	N	0	D	1	DOM	FC/S	RE		PLATE	RIM			UNDEC				DISCOL	BUF				98
10	N	0	D	12	DOM	FC/S	RE	WW	TCUP	BOD			UNDEC									98
10	N	0	D	2	DOM	FC/S	RE	WW	TCUP	BOD							MOLD					98
10	N	0	D	1	DOM	FC/S	RE	WW	TCUP	BASE							MOLD					98
10	N	0	D	4	DOM	FC/S	RE	WW	TCUP	RIM/HAND			GILD		DEC/E							98
10	N	0	D	4	DOM	FC/S	RE	IS	HW	BOD/HAND							MOLD					98
10	N	0	D	1	DOM	FC/S	RE	IS	HW	RIM							MOLD				SCALLOPED EDGE	98
10	N	0	D	1	DOM	FC/S	RE	WW		BOD			UNDEC				SPALL					147
10	N	0	D	1	DOM	FC/S	RE	IS	HW	BOD							MOLD					147
10	N	0	D	1	DOM	FC/S	RE	IS	HW	BOD			UNDEC								HIGHLY FIRED	147
10	N	0	D	1	DOM	FC/S	PORC	CHIN	FW	BOD			HP		DEC/I					BLU		158
10	N	0	D	1	DOM	FSTOR	GL		JAR	LID								CLR				83
10	N	0	D	1	DOM	FSTOR	SW	AMSW	HW	BASE	W/I	SG/E	UNDEC					BUF	BRN			100
10	N	0	D	1	DOM	FSTOR	SW	AMSWLOW	HW	BOD	W/I	SG/E	UNDEC					RED	BRN			116
10	N	0	D	1	DOM	FSTOR	SW	AMSW	HW	BOD	G/I	G/E										128
10	N	0	D	1	DOM	FSTOR	GL	PRESS	LIDLINER									WHT				302
10	N	0	D	1	DOM	L/H	GL		LAMP	BOD			ETCH				BURN	CLR			ACID ETCHED	126
10	N	0	D	2	DOM	L/H	GL		LAMP	BOD							BURN	CLR				99
10	N	0	D	1	DOM	UNREC	PORC											WHT			FIGURINE OR TILE, "31" HAND WRITTEN ON BOTTOM	126
10	N	0	D	3	DOM	VESS	GL		JAR	BOD/BASE							EMBOS	WHT			"PON..."	83
10	N	0	D	1	DOM	VESS	GL	PRESS		RIM								CLR			FACETED, DECOR DISH	100

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	N	0	D	1	DOM	VESS	GL	AUTO	JAR	WHOLE	SEXT				POST		EMBOS	BLU			VICK'S JAR, TRIANGLE ON BASE	98
10	N	0	D	1	DOM	VESS	GL			RIM								WHT			POSS JAR RIM	98
10	N	0	D	1	ELECT	L/H	PORC		INSULTR								EMBOS	WHT			"BRUNT"	83
10	N	0	D	1	ELECT	L/H	PORC		ROD									WHT				83
10	N	0	D	1	ELECT	L/H	PORC		ROD													126
10	N	0	D	1	FAUN	BIRD	BONE															98
10	N	0	D	2	FAUN	MAMM	BONE		LMAMM													83
10	N	0	D	1	FAUN	MAMM	BONE		MMAMM	LONGB												126
10	N	0	D	3	FAUN	MAMM	BONE		LMAMM	RIB												98
10	N	0	D	1	FAUN	MAMM	BONE		LMAMM	LONGB												302
10	N	0	D	1	FAUN	OYS	SHELL															100
10	N	0	D	1	FAUN	OYS	SHELL															98
10	N	0	D	5	IND	L/H	WOOD		INSULPEG													99
10	N	0	D	2	IND	L/H	WOOD		INSULPEG													100
10	N	0	D	1	IND	L/H	GL		INSULTR								EMBOS	BLU			WIRE AND PART OF PEG ATTACHED, "AM TEL & TEL CO."	100
10	N	0	D	5	IND	L/H	WOOD		INSULPEG													98
10	N	0	D	3	MED	BOTT	GL	2P/SEP	PHARM	BASE							EMBOS	CLR			"10" MEASURING GRADES ON SIDE	126
10	N	0	D	1	MED	BOTT	GL	2P/SEP	PHARM	NECK/LIP	CORKC		PLIP				EMBOS	CLR			"CC" MEASURING GRADES ON SIDE	126
10	N	0	D	18	MED	BOTT	GL	2P/SEP	PHARM	BOD							EMBOS	CLR			MEASURING GRADES ON SIDE	126
10	N	0	D	1	MED	BOTT	GL	BLOWN	PHARM	BASE								CLR				99
10	N	0	D	1	MED	BOTT	GL	BLOWN	PHARM	LIP	CORKC		PLIP					AQU				100
10	N	0	D	1	PER	C/F	LEATH		STRIP												W/ NAILS	83
10	N	0	D	1	PER	C/F	LEATH		SHOE	SOLE/UPR											MOCCASIN-TYPE?	85
10	N	0	D	1	PER	FAST	SHELL		BUTTON												1 PC, 4 HOLE	99
10	N	0	D	1	PER	FAST	SHELL		BUTTON												1 PC, 2 HOLE, SMALL	99
10	N	0	D	1	PER	G/H	SYN		COMB									BLK			EARLY PLASTIC COMB	83
10	N	0	D	1	PER	REC	PORC		DOLL	HEAD			HP							POL	RED, BLACK FACE FRAG	83
10	N	0	D	1	PER	UNREC	LEATH														POSS SHOE FRAG	83
10	N	0	D	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	98
10	N	0	D	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	98
10	N	0	G	1	PREH																QUARTZ UNIFACE, 0% CTX	116

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
10	N	0	G	13	PREH																QUARTZ FLAKE FRAGS, 0% CTX	116
10	N	0	G	6	PREH																QUARTZ CHIPS, 50% CTX	116
10	N	0	G	8	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	116
10	N	0	G	6	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	128
10	N	0	G	1	PREH																WHOLE QUARTZITE FLAKE, 0% CTX	128
10	N	0	G	3	PREH																QUARTZ FLAKE FRAGS, 0% CTX	128
10	N	0	G	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	147
10	N	0	G	1	PREH																QUARTZ CHIP, 0% CTX	158
10	N	0	G	6	PREH																QUARTZ FLAKE FRAGS, 50% CTX	116
10	N	0	G	1	PREH																WHOLE QUARTZ FLAKE, 50% CTX	116
10	N	0	G	2	PREH																WHOLE QUARTZ FLAKES, 0% CTX	116
10	N	0	G	4	PREH																QUARTZ CHIPS, 0% CTX	116
10	N	0	G	1	PREH																WHOLE QUARTZITE FLAKE, 50% CTX	116
10	N	0	G	1	PREH																WHOLE QUARTZITE FLAKE, 0% CTX	116
10	N	0	G	1	PREH																QUARTZITE FLAKE FRAG, 50% CTX	116
* Subsubtotal *																						
				425																		
* SECTION TU4																						
10	TU4	0	A	2	ARCH	CM	WOOD															130
10	TU4	0	A	2	ARCH	CM	BRICK											RED				130
10	TU4	0	A	1	DOM	FC/S	RE	CW		BOD			UNDEC									130
10	TU4	0	A	1	PREH																SMALL QUARTZ BIFACE FRAG, 0% CTX	130
10	TU4	0	A	1	PREH																QUARTZITE CHIP, HEATED, 50% CTX	130
10	TU4	0	A	1	PREH																CHERT FLAKE FRAG, 0% CTX	130
10	TU4	0	A	8	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	130
10	TU4	0	A	9	PREH																QUARTZ FLAKE FRAGS, 0% CTX	130
10	TU4	0	A	5	PREH																QUARTZ CHIPS, 0% CTX	130
10	TU4	0	A	1	PREH																QUARTZ FLAKE FRAG, 50% CTX	130
10	TU4	0	A	1	PREH																QUARTZ CHIP, 50% CTX	130

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#

* Subsubtotal *
32
** Subtotal **
633

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 11																						
* SECTION C																						
11	C	0	D	1	DOM	BOTT	GL	BLOWN		BASE					POST		EMBOS	PUR			SOLARIZED, "ALEXANDRIA, VA"	131
11	C	0	D	1	DOM	FC/S	RE	WW	FW	BOD			DECAL		DEC/I	LAND				POL	DEC= BROWN,YELLOW,GREEN, BLUE/WINDMILL DESIGN	117
11	C	0	D	1	DOM	FSTOR	CE	RW	HW	BOD	LG/I	UG/E	UNDEC					RED	BRN			117
* Subsubtotal *				3																		
* SECTION E																						
11	E	0	I	1	PREH																WHOLE QUARTZ POINT, CALVERT	189
* Subsubtotal *				1																		
** Subtotal **				4																		

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 12																						
* SECTION																						
12	27		1	ARCH	CM	MORT															SAND WITHIN HULL	277
12	27		1	ARCH	HARD	FA	HWS														MISC. NAILS FROM HULL PLANKING	271
12	27		1	ARCH	HARD	FA	HWN		TACK												MISC. NAILS FROM HULL PLANKING	271
12	27		3	ARCH	HARD	FA	HWN														MISC. NAILS FROM HULL PLANKING	271
12	27		3	ARCH	HARD	FA	UNRECN														MISC. NAILS FROM HULL PLANKING	271
12	27		1	D/I	HARD	FA			WASHER												SAND WITHIN HULL	277
12	27		3	D/I	HARD	FA															SAND WITHIN HULL, LARGE FLAT FRAGS	277
12	27		2	D/I	HARD	LEAD			PLUG												SAND WITHIN HULL	277
12	27		1	D/I	HARD	FA			STAPLE												SAND WITHIN HULL, 6 1/2"	277
12	27		2	DOM	BOTT	GL				BOD								AMB			SAND WITHIN HULL	277
12	27		1	DOM	FSTOR	SW	AMSWLOW		HW	BOD	W/I	SG/E	HP		DEC/E		DISCOL	BUF	BRN		SAND WITHIN HULL	277
12	27		1	NAUT	CM	WOOD															WOOD SAMPLE #25, HULL PLANKING (BOTTOM)	233
12	27		1	NAUT	CM	WOOD															WOOD SAMPLE #26, LONGITUDINAL FRAMING	234
12	27		1	NAUT	CM	WOOD															WOOD SAMPLE #27, SIDE PLANKING	235
12	27		1	NAUT	CM	WOOD															WOOD SAMPLE #38, STANCHION	246
12	27		5	NAUT	HARD	FA	CUTS															102
12	27		1	NAUT	HARD	FA	CUTN															102
12	27		1	NAUT	HARD	FA	CUTN		TACK												CUT TACK W/ ROUNDED HEAD	102
12	27		8	NAUT	HARD	FA	CUTN															277
12	27		14	NAUT	HARD	FA	CUTS															277
12	27		9	NAUT	HARD	FA	CUTS														BOTTOM PLANKING TO STERN FRAMING	296
12	27		1	NAUT	HARD	FA			STRAP												STERN STRAP (BOTTOM)	295
12	27		3	NAUT	HARD	FA	CUTS														FROM STERN STRAP (BOTTOM)	295
12	27		1	NAUT	HARD	FA	HWN														MISC FASTENERS	268
12	27		1	NAUT	HARD	FA	UNRECS														MISC FASTENERS	268
12	33		1	ARCH	CM	WOOD															WOOD SAMPLE #45, BULKHEAD TIMBER	253
12	33		1	ARCH	HARD	FA			DOWEL												WHARF TIMBER CONNECTING PIN	270

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
* Subsubtotal *																						
				69																		
* SECTION A																						
12	A	0	D	1	DOM	FSTOR	SW	AMSW	HW	BASE	UG/I	SG/E	UNDEC					GRY	BRN			114
12	A	0	D	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	BRN			114
12	A	0	D	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	GRY			114
12	A	0	D	1	DOM	FSTOR	SW	AMSW	HW	HANDLE		SG/E	UNDEC					GRY	GRY			114
12	A	0	D	1	PER	TOB	KAOLIN	5/64	PIPE	PSTM/BWL			UNDEC									114
* Subsubtotal *																						
				5																		
* SECTION C																						
12	C	0	D	1	DOM	BOTT	GL	AUTO		BASE					POST		EMBOS	AQU			"743" ON BASE	135
12	C	0	D	2	DOM	BOTT	GL		WINE	BOD								OLV				135
12	C	0	D	2	DOM	BOTT	GL	BLOWN		BASE								AQU				135
12	C	0	D	1	IND	MACH	WOOD		BEARING												BEARING SURFACE, 11 1/4" DIAM, 3 1/4" THICKNESS, 3 1/2" SPINDLE DIAMETER	265
* Subsubtotal *																						
				6																		
* SECTION F																						
12	F	0	E	1	DOM	BOTT	GL	2P/SEP		WHOLE	CORKC		TOLIP					AQU			SMALL BOTTLE, WITH CORK IN PLACE	132
12	F	0	E	1	DOM	FC/S	PORC	CHIN	FW	BOD			HP		DEC/I					BLU		132
12	F	0	E	1	NAUT	L/H	GL		LENS												DECK LIGHT	132
12	F	0	E	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	132
12	F	0	F	1	D/I	HARD	FA														OUTSIDE AND ABOVE WHARF, POSS PART OF LATCH	298
12	F	0	F	1	DOM	FC/S	RE			BOD			UNDEC				DISCOL	BUF				297
12	F	0	F	1	PER	TOB	KAOLIN	5/64	PIPE	PSTEM			UNDEC									297
12	F	0	H	1	D/I	HARD	LEAD		CAP								EMBOS				"C4 CO" (STYLIZED)	134
12	F	0	H	1	DOM	BOTT	GL	BLOWN		BOD								AQU			THIN	115

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	F	0	H	1	DOM	BOTT	GL		WINE	BASE								OLV				134
12	F	0	H	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AMB			"MI.../REG..."	134
12	F	0	H	1	DOM	FC/S	RE		FW	BOD							DISCOL	BUF				115
12	F	0	H	1	DOM	FC/S	RE	WW	FW	BOD			TP		DEC/I					GRN		134
12	F	0	H	1	DOM	FC/S	RE	PW	HW	BOD			TP		DEC/E					BLU		134
12	F	0	H	1	DOM	FC/S	RE		HW	BOD			UNDEC					BUF	GRN			134
12	F	0	H	1	PER	TOB	KAOLIN		PIPE	PBOWL			UNDEC									134
12	F	0	H	5	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	115
12	F	0	H	2	PREH																QUARTZITE CHIP, 0% CTX	115
12	F	0	H	1	PREH																WHOLE QUARTZ LATE STAGE BIFACE, 0% CTX	115
12	F	0	H	1	PREH																QUARTZ LATE STAGE BIFACE FRAG, 0% CTX	115
12	F	0	H	1	PREH																QUARTZ BLADE-LIKE BIFACE, 0% CTX	115
12	F	0	H	8	PREH																QUARTZ FLAKE FRAGS, 0% CTX	115
12	F	0	H	1	PREH																QUARTZITE PROJECTILE POINT, HALIFAX	134
12	F	0	H	2	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	134
12	F	0	H	25	PREH																QUARTZ FLAKE FRAGS, 0% CTX	134
12	F	0	H	1	PREH																QUARTZ CHIP, 0% CTX	115
12	F	0	H	2	PREH																QUARTZ CHIP, 50% CTX	115
12	F	0	H	1	PREH																QUARTZ FLAKE FRAG, 50% CTX	134
12	F	0	H	2	PREH																WHOLE QUARTZ FLAKES, 50% CTX	134
12	F	0	H	2	PREH																QUARTZ CHIPS, 50% CTX	134
12	F	0	H	8	PREH																QUARTZ CHIPS, 0% CTX	134
12	F	0	H	1	PREH																WHOLE QUARTZITE FLAKE, 50% CTX	134
12	F	0	H	1	PREH																WHOLE QUARTZITE FLAKE, 0% CTX	134
12	F	0	H	1	PREH																QUARTZITE FLAKE FRAG, 50% CTX	134
* Subsubtotal *				81																		
* SECTION G																						
12	G	0	E	3	PREH																QUARTZITE HEATED ROCK, 50% CTX	170
12	G	0	E	3	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	170

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	G	0	E	2	PREH																WHOLE QUARTZITE FLAKES, 0% CTX	170
12	G	0	E	2	PREH																QUARTZ FLAKE FRAGS, 0% CTX	170
12	G	0	E	1	PREH																WHOLE QUARTZ FLAKE, 0% CTX	170
12	G	0	E	1	PREH																QUARTZITE EARLY STAGE BIFACE, 0% CTX	170
12	G	0	E	1	PREH																QUARTZITE FLAKE FRAG, 100% CTX	170
12	G	0	F	1	ARCH	HARD	FA	CUTS					ROSEHD									166
12	G	0	F	1	ARCH	HARD	FA	CUTS														279
12	G	0	F	5	DOM	BOTT	GL		WINE	BOD								OLV				279
12	G	0	F	1	DOM	BOTT	GL		WINE	BOD								OLV				279
12	G	0	F	1	DOM	FC/S	RE	PW		BOD			PPLT			FLORAL				POL	DEC= GREEN,BROWN	165
12	G	0	F	1	DOM	VESS	GL			BOD								CLR			POSS GOBLET	279
12	G	0	F	7	FAUN	MAMM	TOOTH		PIG	JAW/MOLR												171
12	G	0	F	1	PREH																QUARTZ CHIP, 0% CTX	279
12	G	0	F	1	PREH																QUARTZITE FLAKE, 0% CTX	279
12	G	0	G	1	ARCH	CM	BRICKG											RED				172
12	G	0	G	1	DOM	FC/S	RE	PW		BOD			HP							BLU		172
12	G	0	G	2	DOM	FC/S	RE	PW	HW	BASE			UNDEC				DISCOL					172
12	G	0	G	1	DOM	FC/S	RE	CW	FW	RIM				ROYAL			DISCOL					172
12	G	0	G	3	DOM	FC/S	RE	CW	FW	BOD			UNDEC				DISCOL					172
12	G	0	G	2	DOM	FC/S	RE			BOD			UNDEC				DISCOL					172
12	G	0	G	2	DOM	FSTOR	SW	AMSW	HW	BOD	UG/I	SG/E	UNDEC					BUF	BRN			172
12	G	0	G	1	DOM	FSTOR	SW	AMSWLOW	HW	BOD	UG/I	SG/E	UNDEC					BUF	BRN			172
12	G	0	G	2	FAUN	OYS	SHELL														SMALL FRAGS	172
12	G	0	G	1	PREH																WHOLE QUARTZITE FLAKE, 50% CTX	172
12	G	0	G	2	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	172
12	G	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	172
12	G	0	H	1	ARCH	CM	BRICK											RED				183
12	G	0	H	2	ARCH	CM	SLATE															183
12	G	0	H	1	ARCH	CM	STONE											WHT				183
12	G	0	H	3	ARCH	HARD	FA	CUTS														183
12	G	0	H	2	ARCH	HARD	FA	CUTN														183
12	G	0	H	1	ARCH	HARD	FA	CUTN					LHEAD									183

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	G	0	H	3	ARCH	WG	GL											AQU				168
12	G	0	H	1	ARCH	WG	GL											AQU				183
12	G	0	H	1	D/I	UNREC	GL											OLV				202
12	G	0	H	1	DOM	BOTT	GL		WINE	BOD								OLV				168
12	G	0	H	1	DOM	BOTT	GL		WINE	BASE								OLV				167
12	G	0	H	5	DOM	BOTT	GL		WINE	BOD								OLV				183
12	G	0	H	1	DOM	BOTT	GL		WINE	NECK/LIP	CORKC	FIREP		LAID				OLV			FLATTENED STRING RIM	183
12	G	0	H	1	DOM	BOTT	GL	BLOWN	WINE	BASE					SMOOTH			OLV				202
12	G	0	H	1	DOM	BOTT	GL		WINE	BOD								OLV				202
12	G	0	H	1	DOM	FC/S	RE	AGATE	HW	BOD	LG/I	LG/E	UNDEC					POL	BRN		AGATE BODY W/ BROWN LEAD GLAZE	168
12	G	0	H	2	DOM	FC/S	RE	IJACK	TPOT	LID	LG/I	LG/E					MOLD	RED	BLK		RED BODY, BLACK OIL-GILDED GLAZE	168
12	G	0	H	1	DOM	FC/S	PORC	UNREC	HW	BOD			UNDEC									168
12	G	0	H	1	DOM	FC/S	PORC	CHIN	FW	BASE			HP		DEC/I	FLORAL	OG			BRN		168
12	G	0	H	7	DOM	FC/S	RE	CW	FW	BOD			UNDEC				DISCOL					168
12	G	0	H	1	DOM	FC/S	RE	CW	FW	RIM			UNDEC				DISCOL					168
12	G	0	H	4	DOM	FC/S	RE	CW		BASE			UNDEC				DISCOL					168
12	G	0	H	3	DOM	FC/S	RE			BOD			UNDEC				DISCOL	BUF				168
12	G	0	H	2	DOM	FC/S	RE	PW		BASE			UNDEC									168
12	G	0	H	2	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/E					BLU		168
12	G	0	H	1	DOM	FC/S	SW	WSG		BOD			UNDEC								SMALL FRAG	183
12	G	0	H	1	DOM	FC/S	PORC	UNREC		BOD			HP				OG			BLK		183
12	G	0	H	2	DOM	FC/S	RE	CW		BOD			UNDEC				SPALL					183
12	G	0	H	3	DOM	FC/S	RE	PW	FW	BOD			UNDEC				DISCOL					183
12	G	0	H	5	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL	BUF				183
12	G	0	H	1	DOM	FC/S	RE	PW	HW	RIM			PPLT		DEC/IE					POL	DEC= BLUE,BROWN	183
12	G	0	H	1	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/E	FLORAL				BLU		183
12	G	0	H	1	DOM	FC/S	RE	PW		BASE			HP		DEC/I	FLORAL	DISCOL			BLU		183
12	G	0	H	1	DOM	FC/S	RE	PW	PLATE	RIM				SE						GRN		202
12	G	0	H	7	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL				SPALL	202
12	G	0	H	1	DOM	FC/S	PORC	UNREC	TCUP	BOD/HAND			UNDEC									202
12	G	0	H	1	DOM	FC/S	PORC	UNREC	TCUP	BOD/HAND			UNDEC									202
12	G	0	H	1	DOM	FC/S	PORC	UNREC	HW	BOD			UNDEC									202

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	G	0	H	1	DOM	FC/S	PORC	UNREC	TCUP	RIM			HP		DEC/I		OG			BLK		202
12	G	0	H	31	DOM	FC/S	RE	PW	PLATE	RIM/BASE				SE						GRN		271
12	G	0	H	1	DOM	FSTOR	SW	UNRECB	HW	BASE	W/I	SG/E	UNDEC					BUF	BRN		POSS ENGLISH BROWN	169
12	G	0	H	1	DOM	FSTOR	SW	AMSW	HW	BOD	UG/I	SG/E	UNDEC					BUF	BRN			168
12	G	0	H	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	BRN			168
12	G	0	H	2	DOM	FSTOR	CE	RW	HW	BOD	LG/I	UG/E	UNDEC					RED	BRN			168
12	G	0	H	1	DOM	FSTOR	SW	AMSWLOW	HW	BOD			UNDEC				SPALL	BUF	BUF			168
12	G	0	H	3	DOM	FSTOR	CE	RW	HW	BASE	LG/I	UG/E	UNDEC					RED	BRN			183
12	G	0	H	1	DOM	FSTOR	CE	RW	HW	BOD	LG/I	UG/E	UNDEC					RED	BRN			183
12	G	0	H	1	DOM	FSTOR	CE	RW	HW	BOD	UG/I	UG/E	UNDEC					RED				183
12	G	0	H	2	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	GRY			183
12	G	0	H	1	DOM	FSTOR	SW	AMSW	HW	HANDLE		SG/E	UNDEC					GRY	GRY			202
12	G	0	H	1	DOM	FSTOR	SW	AMSWLOW	HW	BOD	UG/I	SG/E	UNDEC					BUF	BRN			202
12	G	0	H	2	DOM	FSTOR	SW	AMSWLOW	HW	BOD	UG/I	SG/E	UNDEC					BUF	BRN			301
12	G	0	H	1	DOM	L/H	GL		LAMP	BOD								CLR				168
12	G	0	H	1	DOM	VESS	GL			BOD								CLR				183
12	G	0	H	1	DOM	VESS	GL		TUMBLER	BASE								CLR				183
12	G	0	H	5	FAUN	MAMM	BONE		LMAMM	RIB												168
12	G	0	H	2	FAUN	MAMM	BONE		COW	LONGB												202
12	G	0	H	3	FAUN	MAMM	BONE														SMALL FRAGS	202
12	G	0	H	4	FAUN	OYS	SHELL															271
12	G	0	H	1	FAUN	SCAL	SHELL															271
12	G	0	H	2	MED	BOTT	GL	BLOWN		BOD								AQU				301
12	G	0	H	2	PER	C/F	LEATH		SHOE	SOLE												168
12	G	0	H	1	PER	FAST	PORC		BUTTON									WHT			1 PC 4 HOLE, SMALL	168
12	G	0	H	2	PER	TOB	KAOLIN	5/64	PIPE	PSTEM			UNDEC									168
12	G	0	H	1	PER	UNREC	LEATH															168
12	G	0	H	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	168
12	G	0	H	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	168
12	G	0	H	1	PREH																WHOLE QUARTZ FLAKE, 0% CTX	168
12	G	0	H	2	PREH																QUARTZITE HEATED ROCK, 50% CTX	183
12	G	0	H	1	PREH																QUARTZITE HEATED ROCK, 0% CTX	183

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
12	G	0	H	1	PREH																QUARTZ HEATED ROCK, 50% CTX	183
12	G	0	H	1	PREH																QUARTZ FLAKE, WHOLE, 0% CTX	183
12	G	0	H	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	183
12	G	0	H	1	PREH																RHYOLITE FLAKE FRAG, 0% CTX	202
12	G	0	H	1	PREH																QUARTZ FLAKE FRAG, 50% CTX	202
12	G	0	H	1	PREH																WHOLE QUARTZITE FLAKE, 0% CTX	271
12	G	0	H	1	PREH																CHERT CHIP, 40% CTX	271
* Subsubtotal *																						
				214																		
* SECTION TU5																						
12	TU5	0	A	1	DOM	BOTT	GL		WINE	BOD								OLV				291
12	TU5	0	A	1	FAUN	MAMM	BONE															291
12	TU5	0	A	1	PER	C/F	LEATH		SHOE	SOLE												291
12	TU5	0	B	1	ACT	STAT	SLATE		PENCIL													290
12	TU5	0	B	1	ARCH	CM	SHALE															290
12	TU5	0	B	2	ARCH	HARD	FA	UNRECS														290
12	TU5	0	B	4	ARCH	WG	GL											AQU				290
12	TU5	0	B	1	DOM	FC/S	RE	CW	FW	RIM			UNDEC									290
12	TU5	0	B	2	DOM	FC/S	RE	CW	HW	BOD			UNDEC									290
12	TU5	0	B	2	DOM	FC/S	RE	PW	HW	BOD			UNDEC									290
12	TU5	0	B	1	DOM	FC/S	RE	PW	HW	BOD			ANN		DEC/E					POL	DEC= BLUE,ORANGE	290
12	TU5	0	B	1	DOM	FC/S	RE	PW	PLATE	RIM				SE						BLU		290
12	TU5	0	B	3	DOM	FC/S	RE		HW	BOD			UNDEC				DISCOL	BUF				290
12	TU5	0	B	1	DOM	FC/S	SW	WSG	HW	BOD			UNDEC									290
12	TU5	0	B	1	DOM	FC/S	CE	RW	FW	BOD			SD		DEC/I			BUF	CLR	WHT		290
12	TU5	0	B	1	PREH																QUARTZ FLAKE FRAG, 10% CTX	290
* Subsubtotal *																						
				24																		
** Subtotal **																						
				399																		

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

** TRENCH 13

* SECTION

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	1		1	ARCH	HARD	FA		CUTS													TRIPLE LAMINATED KEEL BLOCK FASTENER	293
13	23		1	ARCH	CM	WOOD															WOOD SAMPLE #41, WHARF, SECTION F	249
13	23		1	ARCH	CM	WOOD															WOOD SAMPLE #42, WHARF REPAIR, SECTION F	250
13	23		1	ARCH	HARD	FA		HWN													WHARF HARDWARE, SECTION G	109
13	23		1	ARCH	HARD	FA		CUTN													SMALL HEAD, FROM SHIM BETWEEN WHARF TIMBERS, SECTION J	160
13	23		1	ARCH	HARD	FA			BOLT												WHARF REPAIR, SECTION F	305
13	23		1	ARCH	HARD	FA		CUTN													HARDWARE FROM WHARF REPAIR, SECTION F	269
13	23		2	ARCH	HARD	FA		UNRECS													HARDWARE FROM WHARF REPAIR, SECTION F	269
13	23		1	ARCH	HARD	FA			BOLT												HARDWARE FROM WHARF REPAIR, SECTION F	269
13	30		1	NAUT	CM	WOOD															WOOD SAMPLE #51, FLOOR TIMBER, SECTION L	259
13	30		1	NAUT	CM	WOOD															WOOD SAMPLE #52, HULL PLANKING (BOTTOM), SECTION L	260
13	30		1	NAUT	CM	WOOD															WOOD SAMPLE #53, KNEE, SECTION L	261
13	30		3	NAUT	HARD	FA		CUTS													BOTTOM PLANKING TO FLOOR TIMBERS, SECTION L	309
13	30		1	NAUT	HARD	FA			DOWEL												SECTION L	306
13	32		1	NAUT	CM	WOOD															WOOD SAMPLE #33, HULL PLANKING (BOTTOM)	241
13	32		1	NAUT	CM	WOOD															WOOD SAMPLE #34, LONGITUDINAL FRAMING	242
13	32		1	NAUT	HARD	FA		UNRECS													POSS HANDWROUGHT	273
13	38		1	NAUT	CM	WOOD															WOOD SAMPLE #35, HULL PLANKING (BOTTOM)	243
13	38		1	NAUT	CM	WOOD															WOOD SAMPLE #36, OLD LONGINTUDINAL FRAMING	244
13	38		1	NAUT	CM	WOOD															WOOD SAMPLE #37, NEW LONGITUDINAL FRAMING	245

FORD'S LANDING
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13		38		1	NAUT	CM	WOOD														WOOD SAMPLE #43, STANCHION	251
13		38		1	NAUT	CM	WOOD														WOOD SAMPLE #44, KNEE	252
13		38		4	NAUT	HARD	FA	CUTN														267
13		38		5	NAUT	HARD	FA	CUTS														267
13		38		3	NAUT	HARD	FA	CUTS													KNEE HARDWARE	333
13		38		1	NAUT	HARD	FA	UNRECS													KNEE HARDWARE, POSS HANDWROUGHT	333
13		38		1	NAUT	HARD	FA	CUTN													STANCHION HARDWARE	332
13		38		4	NAUT	HARD	FA	CUTS													HULL PLANKING HARDWARE	335
* Subsubtotal *																						
				43																		
* SECTION B																						
13	B	0	C	1	DOM	BOTT	GL	FREE	WINE	BASE					OPONTI L			OLV				136
13	B	0	C	1	DOM	BOTT	GL	BLOWN		BASE					POST			CLR				136
13	B	0	C	1	DOM	BOTT	GL			BOD								AQU				136
13	B	0	C	1	DOM	FSTOR	SW	AMSWLOW	HW	BASE	UG/I	SG/E	UNDEC					RED	BRN			136
13	B	0	C	1	MED	BOTT	GL	2P	PHARM	NECK/LIP	CORKC		PLIP					CLR				136
13	B	0	C	2	PREH																QUARTZ FLAKE FRAGS, 0%	136
* Subsubtotal *																						
				7																		
* SECTION E																						
13	E	0	D	1	DOM	BOTT	GL	2P		NECK/LIP	CORKC		PLIP				EMBOS	AQU			BETWEEN TIMBERS OF BULKHEAD REPAIR (F-23), LG BOTTLE, "RUM..."	137
* Subsubtotal *																						
				1																		
* SECTION F																						
13	F	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU				110
13	F	0	D	26	DOM	BOTT	GL	BLOWN		BOD								AQU				110
13	F	0	D	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...PO..."	110

FORD'S LANDING
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	F	0	D	3	DOM	BOTT	GL	BLOWN		BASE					POST			AQU				110
13	F	0	D	3	DOM	BOTT	GL	BLOWN		LIP	CORKC		PLIP					AQU				110
13	F	0	E	1	D/I	HARD	CA															118
13	F	0	E	2	DOM	BOTT	GL			BOD								AMB				112
13	F	0	E	1	DOM	BOTT	GL			BOD								AMB				111
13	F	0	E	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...NGTON BOTTLING CO./TRADE MARK REGISTERED/ A.B.Co./ ..NGTON D.C."	111
13	F	0	E	1	DOM	BOTT	GL	BLOWN		BOD								CLR				118
13	F	0	E	1	DOM	BOTT	GL	FREE	WINE	NECK/LIP	CORKC	LTOOL	DWNLIP	DSTRING				OLV				118
13	F	0	E	1	DOM	BOTT	GL		WINE	BOD								OLV				138
13	F	0	E	1	DOM	BOTT	GL			BOD								AQU				138
13	F	0	E	1	DOM	CUT	FA		KNIFE	BLADE												138
13	F	0	E	2	DOM	FC/S	RE	PW	HW	BOD			UNDEC				SPALL					112
13	F	0	E	1	DOM	FC/S	RE	PW	HW	RIM				BAND	DEC/E		SPALL			BRN		112
13	F	0	E	1	DOM	FC/S	RE	PW	FW	BOD			TP		DEC/I	LAND				BLU		112
13	F	0	E	1	DOM	FSTOR	SW		HW	BASE	G/I	G/E						BUF	BUF	BRN	BROWN INT GLAZE	118
13	F	0	E	1	DOM	VESS	GL			BOD								WHT				138
13	F	0	E	1	MED	BOTT	GL	2P	PHARM	NECK/LIP	CORKC		PLIP					CLR				138
13	F	0	E	1	PREH																QUARTZ BIFACE FRAG, 0% CTX	103
13	F	0	E	1	PREH																RHYOLITE FLAKE FRAG, 0% CTX	118
13	F	0	E	5	PREH																QUARTZ FLAKE FRAGS, 0% CTX	138
13	F	0	E	1	PREH																QUARTZ EARLY STAGE BIFACE, 0% CTX	138
13	F	0	E	1	PREH																WHOLE QUARTZ PEBBLE TOOL, POSSIBLY UTILIZED, 50% CTX	138
13	F	0	F	1	ARCH	CM	BRICK											RED				139
13	F	0	F	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AMB			"...N BOTTLING CO./...OBSON PROP./...HINGTON D.C."	139
13	F	0	F	7	DOM	FC/S	RE		FW	BOD							DISCOL	BUF				139
13	F	0	F	1	DOM	FC/S	RE	CC	BOWL	RIM			UNDEC								SHALLOW BOWL, 19TH C CREAM-COLORED WARE	299
13	F	0	F	1	DOM	VESS	GL	BLOWN	GOBLET	STEM							DISCOL	CLR				299

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	F	0	G	2	ARCH	CM	LTPL														W/ YELLOWISH PAINT	107
13	F	0	G	3	ARCH	HARD	FA	CUTS														104
13	F	0	G	3	ARCH	HARD	FA	CUTS														106
13	F	0	G	2	ARCH	HARD	FA	CUTN														106
13	F	0	G	1	ARCH	HARD	FA	CUTS														107
13	F	0	G	1	ARCH	HARD	FA		BRACKET												WINDOW HARDWARE	107
13	F	0	G	2	ARCH	HARD	FA	CUTS														108
13	F	0	G	1	ARCH	HARD	FA	UNRECS														108
13	F	0	G	2	ARCH	WG	GL											AQU				108
13	F	0	G	1	ARMS	AMMO	CA		SHELL												"U.S.C. CO./ CLIMAX/ No.10" SHOTGUN SHELL	104
13	F	0	G	1	ARMS	AMMO	CA		SHELL												"R.H. CO./ RIVAL/ No. 12", SHOTGUN SHELL	107
13	F	0	G	1	D/I	CONTN	TIN		CAN	LID							EMBOS				"COPPER PAINT/ PATENTED/ JAN 24, 1871."	104
13	F	0	G	1	D/I	HARD	CA														FLAT	106
13	F	0	G	1	D/I	HARD	FA		WIRE													108
13	F	0	G	1	DOM	BOTT	GL		WINE	BOD								OLV				104
13	F	0	G	1	DOM	BOTT	GL			BOD								CLR				104
13	F	0	G	1	DOM	BOTT	GL	AUTO		NECK/LIP			PLIP					CLR			WIDE MOUTH, LARGE BOTTLE	104
13	F	0	G	1	DOM	BOTT	GL		WINE	BOD								OLV				106
13	F	0	G	2	DOM	BOTT	GL	BLOWN		BASE					POST			AQU				107
13	F	0	G	2	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...T. MAZINGER/ 369 M ST. SW/ WASHINGTON,D.C./ REGISTERED 1898"	107
13	F	0	G	1	DOM	BOTT	GL		WINE	BOD								OLV				108
13	F	0	G	1	DOM	BOTT	GL			BOD								AQU				108
13	F	0	G	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...N/...O./...SEN/...C."	108
13	F	0	G	1	DOM	FC/S	RE	WW	HW	BOD			UNDEC									104
13	F	0	G	2	DOM	FC/S	RE	WW	HW	BASE			UNDEC									104
13	F	0	G	1	DOM	FC/S	PORC	UNREC	TCUP	BASE			TP		DEC/E		OG			POL	GREEN BACKGROUND, DARK GREEN TP W/ WHITE AND OVERGLAZE RED	104
13	F	0	G	4	DOM	FC/S	RE	CW	HW	BOD			UNDEC				DISCOL				SPALL	106

FORD'S LANDING
PHASE III
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	F	0	G	2	DOM	FC/S	RE	PW	FW	BOD			UNDEC				DISCOL				SPALL	106
13	F	0	G	1	DOM	FC/S	RE	PW	PLATE	RIM				SE			DISCOL			GRN		106
13	F	0	G	1	DOM	FC/S	RE	PW	HW	RIM				BAND	DEC/IE		DISCOL			BRN		106
13	F	0	G	1	DOM	FC/S	RE	WW	FW	BOD			UNDEC				SPALL					106
13	F	0	G	1	DOM	FC/S	RE	IS	HW	BOD											STAINED	107
13	F	0	G	1	DOM	FC/S	RE	CW	PLATE	RIM				ROYAL								107
13	F	0	G	2	DOM	FC/S	RE	CW	FW	BOD			UNDEC				SPALL					107
13	F	0	G	3	DOM	FC/S	RE	CW	FW	BOD			UNDEC				DISCOL				SPALL	107
13	F	0	G	1	DOM	FC/S	RE			BOD							SPALL					107
13	F	0	G	1	DOM	FC/S	RE	PW	HW	BOD			UNDEC				SPALL					107
13	F	0	G	2	DOM	FC/S	RE	WW		BASE			UNDEC									107
13	F	0	G	1	DOM	FC/S	RE	IS	HW	BASE			UNDEC									107
13	F	0	G	7	DOM	FC/S	RE	IS	HW	BOD			UNDEC									107
13	F	0	G	1	DOM	FC/S	RE		HW	BOD			UNDEC				DISCOL	BUF				108
13	F	0	G	3	DOM	FC/S	RE	CW		BASE			UNDEC				DISCOL					108
13	F	0	G	1	DOM	FC/S	RE	CW	HW	BASE			UNDEC				DISCOL					108
13	F	0	G	1	DOM	FC/S	RE	PW	HW	BOD			TP		DEC/E		DISCOL			BLU	SPALL	108
13	F	0	G	1	DOM	FSTOR	CE	RW		BOD		UG/E	UNDEC				SPALL	RED				106
13	F	0	G	1	DOM	FSTOR	CE		HW	BOD	UG/I						SPALL	BUF			SAND TEMPERED	108
13	F	0	G	1	DOM	UNREC	GL										MOLD	CLR			BURNED	104
13	F	0	G	1	DOM	VESS	GL	AUTO		WHOLE								CLR			SMALL VIAL	107
13	F	0	G	1	FAUN	OYS	SHELL															106
13	F	0	G	4	FAUN	OYS	SHELL															108
13	F	0	G	1	IND	G/MM	SLAG															106
13	F	0	G	1	NAUT	BOAT	COMP		OARLOCK												WOOD WITH IRON WIRE STABILIZER	105
13	F	0	G	4	NAUT	CM	LEAD											RED			RED LEAD FOR SEALING	106
13	F	0	G	1	PER	FAST	PORC		BUTTON												1 PC, 4 HOLE	106
13	F	0	G	1	PER	G/H	BONE		TOOTHBR	WHOLE							INCIS					105
13	F	0	G	1	PER	REC	PORC		DOLL	HEAD			HP							POL	RED, BLACK FEATURES	107
13	F	0	G	1	PER	TOB	KAOLIN		PIPE	PBOWL			UNDEC									106
13	F	0	G	1	PER	TOB	KAOLIN	5/64	PIPE	PSTEM			UNDEC									107
13	F	0	G	1	PER	TOB	KAOLIN	6/64	PIPE	PSTEM			UNDEC									107

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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	F	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	104
13	F	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	106
13	F	0	G	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	108
13	F	0	G	1	PREH																QUARTZITE BIFACE FRAG, 0% CTX	108
* Subsubtotal *																						
				167																		
* SECTION G																						
13	G	0	F	1	ARCH	CM	SLATE															113
13	G	0	F	3	ARCH	HARD	FA	CUTS														113
13	G	0	F	2	ARCH	HARD	FA	CUTS					HEADLS									113
13	G	0	F	1	ARCH	HARD	FA	UNRECS														113
13	G	0	F	1	ARCH	HARD	FA	CUTN					HEADLS				BURN					113
13	G	0	F	10	ARCH	HARD	FA	CUTN														113
13	G	0	F	1	ARCH	HARD	FA	UNRECN														113
13	G	0	F	2	ARCH	HARD	FA	CUTN	TACK												CUT TACKS W/ ROUND HEADS	113
13	G	0	F	1	D/I	HARD	FA		PLUG												PLUG W/ ROUNDED HEAD	113
13	G	0	F	1	D/I	HARD	FA		WIRE													113
13	G	0	F	1	D/I	HARD	FA		WIRE												W/ LOOPED END	113
13	G	0	F	1	D/I	HARD	FA		DISK												HEAVY, APPROX 2" DIAM W/ HOLE IN CENTER	113
13	G	0	F	2	D/I	HARD	FA										BURN					113
13	G	0	F	1	D/I	HARD	FA										BURN				POSS TOOL OR SPIKE	113
13	G	0	F	1	D/I	L/H	COAL															113
13	G	0	F	1	D/I	L/H	CLINK															113
13	G	0	F	1	D/I	UNREC	WOOD														CIRCULAR DISK, 1" DIAM	113
13	G	0	F	3	DOM	BOTT	GL	AUTO		BASE							EMBOS	AQU			"DR. S.B.H. & CO./ PR./ 22" ON BASE	113
13	G	0	F	2	DOM	BOTT	GL	AUTO		BOD								CLR				113
13	G	0	F	2	DOM	BOTT	GL			BOD								AMB				113
13	G	0	F	2	DOM	BOTT	GL		WINE	BOD								OLV				113
13	G	0	F	1	DOM	BOTT	GL		WINE	BASE								OLV				140
13	G	0	F	2	DOM	BOTT	GL		WINE	BOD								OLV				140

FORD'S LANDING
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	G	0	F	1	DOM	BOTT	GL			BASE								CLR				140
13	G	0	F	1	DOM	FC/S	RE		FW	RIM			UNDEC				DISCOL	BUF			POSS CREAMWARE	113
13	G	0	F	3	DOM	FC/S	RE	CW	FW	BOD			UNDEC									113
13	G	0	F	2	DOM	FC/S	RE	PW	HW	BOD			UNDEC				SPALL					113
13	G	0	F	1	DOM	FC/S	RE	PW	HW	BOD			ANN		DEC/E					POL	DEC= GREEN,BLUE	113
13	G	0	F	2	DOM	FC/S	RE	PW	FW	BOD			TP		DEC/I		SPALL			BLU		113
13	G	0	F	1	DOM	FC/S	RE	PW	FW	RIM			TP		DEC/I	WILLOW				BLU		113
13	G	0	F	1	DOM	FC/S	RE	IS	FW	BOD			UNDEC				SPALL					113
13	G	0	F	1	DOM	FC/S	RE	PW	PLATE	RIM			TP		DEC/I	ORIENT				BLU	BACKDIRT	181
13	G	0	F	1	DOM	FSTOR	SW	UNRECG	HW	BOD	W/I	SG/E	UNDEC				BURN	GRY				113
13	G	0	F	1	DOM	FSTOR	SW	AMSW	HW	RIM		SG/E	ALBANY					GRY	BRN	BRN		113
13	G	0	F	1	DOM	FSTOR	SW	AMSW	HW	BOD	UG/I	UG/E	UNDEC					GRY	GRY			141
13	G	0	F	3	DOM	VESS	GL	PRESS	TUMBLER	BASE								CLR			FACETED	113
13	G	0	F	1	DOM	VESS	GL			RIM		FIREP					BURN	CLR				113
13	G	0	F	1	PER	C/F	LEATH	MACH	SHOE	HEEL/UPR											MACHINE MADE	113
13	G	0	F	1	PER	TOB	KAOLIN	5/64	PIPE	PSTM/BWL			UNDEC								BACKDIRT	181
13	G	0	F	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	113
13	G	0	F	1	PREH																QUARTZITE HEATED ROCK, 50% CTX	113
13	G	0	F	1	PREH																RHYOLITE POINT FRAG, LATE ARCHAIC	140
13	G	0	F	1	PREH																QUARTZ LATERAL BIFACE FRAG, 0% CTX	140
13	G	0	F	1	PREH																QUARTZITE CHIP, 30% CTX	140
13	G	0	F	1	PREH																QUARTZ EARLY STAGE BIFACE, 0% CTX	181
* Subsubtotal *																						
				71																		
* SECTION I																						
13	I	0	E	1	DOM	BOTT	GL	AUTO		BASE					POST		EMBOS	AMB			"...NITED/...ADA/...TTLE BA/...ANADA"	159
13	I	0	G	1	ARCH	HARD	FA	CUTS														144
13	I	0	G	1	ARCH	HARD	FA	CUTN														144
13	I	0	G	3	ARCH	HARD	FA	CUTS														143
13	I	0	G	2	ARCH	HARD	FA	CUTN														143
13	I	0	G	9	D/I	HARD	TIN														TIN PLATED, POSS CAN	143

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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	I	0	G	1	D/I	UNREC	WOOD														DISK, 1" DIAM, PAINTED RED	143
13	I	0	G	1	DOM	BOTT	GL	BLOWN		BASE							EMBOS	AQU			"PATNOV/ 312/ 26 67" ON BASE	144
13	I	0	G	4	DOM	BOTT	GL	BLOWN		BOD								AQU				144
13	I	0	G	1	DOM	BOTT	GL	RICKETT		BASE								AQU				143
13	I	0	G	2	DOM	BOTT	GL	BLOWN		BOD							EMBOS	CLR			"...'MEARA"	143
13	I	0	G	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...ING D..."	143
13	I	0	G	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			"...NT..."	143
13	I	0	G	1	DOM	BOTT	GL			BOD								AMB				143
13	I	0	G	1	DOM	BOTT	GL			BOD								CLR				143
13	I	0	G	1	DOM	FSTOR	GL		JAR	LID							EMBOS	CLR			"PAT. APPLIED FOR"	143
13	I	0	G	1	FAUN	MAMM	BONE		LMAMM	LONGB												144
* Subsubtotal *																						
				32																		
* SECTION J																						
13	J	0	E	1	DOM	VESS	GL		JAR	WHOLE								CLR			W/ HANDLE, PRESSED BOTTOM	145
13	J	0	I	1	ARCH	CM	STONE											GRY				201
13	J	0	I	1	ARCH	CM	WOOD														WHITEWASHED	226
13	J	0	I	2	ARCH	HARD	FA	CUTS														160
13	J	0	I	5	ARCH	HARD	FA	CUTN														160
13	J	0	I	1	ARCH	HARD	FA	HWN					ROSEHD									160
13	J	0	I	2	ARCH	HARD	FA	CUTS														226
13	J	0	I	4	ARCH	HARD	FA	CUTS														225
13	J	0	I	1	ARCH	HARD	FA	CUTS														225
13	J	0	I	4	D/I	CONTN	FA		BUCKET													225
13	J	0	I	1	D/I	HARD	TIN														CAP	226
13	J	0	I	1	D/I	TOOL	FA		FILE													225
13	J	0	I	1	DOM	BOTT	GL			BOD								AMB				160
13	J	0	I	1	DOM	BOTT	GL	BLOWN	BEER	WHOLE	CCAP		CCLIP		POST		EMBOS	AMB			"PABST MILWAUKEE/ TRADE MARK/ REGISTERED", "JB" ON BACK, "W" ON BASE	303
13	J	0	I	1	DOM	FC/S	PORC	UNREC		BASE			UNDEC									160

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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	J	0	I	1	DOM	FC/S	RE	PW	PLATE	RIM				SE						BLU	WATER WORN	160
13	J	0	I	1	DOM	FC/S	RE	IS	FW	BOD			UNDEC									225
13	J	0	I	1	DOM	FC/S	RE	IS	FW	BASE			UNDEC									225
13	J	0	I	2	DOM	FC/S	RE	WW	FW	BOD			UNDEC									225
13	J	0	I	1	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/E		SPALL			BLU		225
13	J	0	I	1	DOM	FSTOR	SW	AMSWLOW	HW	BOD	UG/I	SG/E	UNDEC					RED	BRN			225
13	J	0	I	1	FLOR	PP	NUT										BURN					225
* Subsubtotal *																						
				35																		
* SECTION K																						
13	K	0	E	2	D/I	HARD	CA		STRIP													146
13	K	0	E	1	DOM	FC/S	RE	IS	HW	BASE			TP		DEC/IE					BLU		146
13	K	0	E	3	DOM	FC/S	RE	IS	HW	BOD			TP		DEC/IE					BLU		146
13	K	0	E	3	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL	BUF				146
13	K	0	E	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	BRN			146
13	K	0	E	1	DOM	FSTOR	SW			BOD			UNDEC				DISCOL	BUF			SPALL	146
13	K	0	E	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	MOTT					GRY	BRN		DARK BROWN GLAZE	161
* Subsubtotal *																						
				12																		
* SECTION L																						
13	L	0	G	1	ARCH	HARD	FA	UNRECS														281
13	L	0	G	1	ARCH	HARD	FA	WIRES														281
13	L	0	G	1	ARCH	HARD	FA	HWS														281
13	L	0	G	3	ARCH	HARD	FA	CUTS														281
13	L	0	G	1	D/I	CONTN	TIN		CAN												3" DIAM	281
13	L	0	G	1	D/I	HARD	FA		CAP												TIN PLATED, 4 1/2" DIAM	281
13	L	0	G	3	D/I	HARD	FA		ROD													281
13	L	0	G	1	D/I	HARD	FA		BOLT												12" BOLT W/ WASHER	281
13	L	0	G	1	D/I	HARD	FA		PIPE												TIN PLATED, 3" DIAM	294
13	L	0	G	1	DOM	BOTT	GL	AUTO		BOD							EMBOS	CLR			"..OZ./ ...E OF R..."	281

FORD'S LANDING
PHASE III
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	L	0	G	1	DOM	BOTT	GL	BLOWN		BASE					POST			AQU				281
13	L	0	G	1	DOM	BOTT	GL	BLOWN		BOD								AQU				281
13	L	0	G	1	NAUT	HARD	FA		OARLOCK													281
13	L	0	H	1	ARCH	CM	LTMORT															307
13	L	0	H	1	ARCH	HARD	FA	CUTN														307
13	L	0	H	1	DOM	BOTT	GL	FREE	WINE	BASE					OPONTI L			OLV				307
13	L	0	H	1	DOM	BOTT	GL		WINE	BOD								OLV				307
13	L	0	H	2	DOM	FC/S	RE	WW	FW	BOD			UNDEC				SPALL					307
13	L	0	H	1	DOM	FC/S	RE	WW	FW	BOD			TP		DEC/I					BLU		307
13	L	0	H	1	DOM	FC/S	RE	CW		BOD			UNDEC				SPALL					307
13	L	0	H	1	PER	G/H	RE	IS	CHAMBER	BASE			UNDEC									307
13	L	0	H	1	PER	G/H	RE	IS	CHAMBER	RIM			UNDEC									307
* Subsubtotal *																						
				27																		
* SECTION TU2																						
13	TU2	0	B	2	ARCH	CM	PAINT											WHT				127
13	TU2	0	B	1	ARCH	HARD	FA	CUTS														127
13	TU2	0	B	2	ARCH	HARD	FA	CUTN														127
13	TU2	0	B	1	ARCH	HARD	FA	WIREN														127
13	TU2	0	B	2	D/I	HARD	FA		WIRE													127
13	TU2	0	B	1	D/I	HARD	FA		WIRE												LOOPED END	127
13	TU2	0	B	1	D/I	HARD	FA		BOLT													127
13	TU2	0	B	1	D/I	HARD	FA														FLAT FRAG	127
13	TU2	0	B	1	D/I	L/H	COAL															127
13	TU2	0	B	1	DOM	BOTT	GL	AUTO		BASE					POST		EMBOS	CLR			"...D"	127
13	TU2	0	B	1	DOM	BOTT	GL	AUTO		BOD							EMBOS	CLR			"...RIA, V..."	127
13	TU2	0	B	1	DOM	BOTT	GL	BLOWN		BOD								CLR				127
13	TU2	0	B	4	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL	BUF				127
13	TU2	0	B	2	DOM	FC/S	RE	CW	FW	BOD			UNDEC				DISCOL					127
13	TU2	0	B	2	DOM	FC/S	RE	PW	FW	BOD			UNDEC				DISCOL				SPALL	127

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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
13	TU2	0	B	1	DOM	FC/S	RE	PW	PLATE	RIM				SE						BLU		127
13	TU2	0	B	1	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/E		DISCOL			BLU		127
13	TU2	0	B	1	DOM	FC/S	RE		HW	RIM							DISCOL	BUF	YEL		POSS YELLOW WARE	127
13	TU2	0	B	1	DOM	FSTOR	CE	RW	HW	BOD		UG/E	UNDEC				SPALL	RED				127
13	TU2	0	B	1	DOM	FSTOR	CE	RW	HW	BOD	UG/I	G/E	UNDEC					RED	BRN			127
13	TU2	0	B	1	DOM	FSTOR	SW	AMSW	HW	BOD	UG/I	SG/E	UNDEC					BUF	BUF		VERY LIGHT, SAND TEMPERED	127
13	TU2	0	B	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	127
* Subsubtotal *																						
				30																		
* SECTION TU3																						
13	TU3	0	A	2	ARCH	CM	BRICK											RED				142
13	TU3	0	A	1	ARCH	CM	STONE											BLK				142
13	TU3	0	A	9	ARCH	HARD	FA	CUTN														142
13	TU3	0	A	1	ARCH	HARD	FA	CUTN					HEADLS									142
13	TU3	0	A	1	ARCH	HARD	FA	HWN														142
13	TU3	0	A	1	ARCH	WG	GL											AQU				142
13	TU3	0	A	1	D/I	L/H	CLINK															142
13	TU3	0	A	2	DOM	BOTT	GL		WINE	BOD								OLV				142
13	TU3	0	A	2	DOM	BOTT	GL		WINE	BASE								OLV				142
13	TU3	0	A	10	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL	BUF				142
13	TU3	0	A	2	DOM	FC/S	RE	CW	FW	BOD			UNDEC									142
13	TU3	0	A	4	DOM	FC/S	RE	PW	FW	BOD			UNDEC									142
13	TU3	0	A	1	DOM	FC/S	RE	PW	FW	RIM				SE						GRN		142
13	TU3	0	A	2	DOM	FC/S	RE	PW	HW	BOD			PPLT				DISCOL			POL	DEC= GREEN,BROWN,ORANGE	142
13	TU3	0	A	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	BRN			142
13	TU3	0	A	1	DOM	FSTOR	SW		HW	BOD	UG/I	SG/E	UNDEC					BUF	ORG			142
13	TU3	0	A	1	DOM	FSTOR	CE	RW	HW	BOD	LG/I	UG/E	UNDEC					RED	BRN			142
13	TU3	0	A	2	FAUN	OYS	SHELL															142
13	TU3	0	A	2	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	142
13	TU3	0	A	1	PREH																WHOLE QUARTZ FLAKE, 0% CTX	142

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#

* Subsubtotal *
47

** Subtotal **
472

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 14																						
* SECTION																						
14	2		1	ARCH	HARD	FA		UNRECN													CORPS FILL W/IN BARGE	174
14	2		1	ARCH	HARD	FA		WIREN													CORPS FILL W/IN BARGE	174
14	2		2	ARCH	WG	GL												AQU			CORPS FILL W/IN BARGE	174
14	2		1	ARMS	AMMO	CA			SHELL												TOP OF CORPS FILL OVER BARGE	173
14	2		1	D/I	D/P	PORC												WHT			CORPS FILL W/IN BARGE, DRAIN OR BASIN FRAG	174
14	2		1	DOM	BOTT	GL		AUTO	SODA	WHOLE	CCAP		CCLIP		CUP		EMBOS	CLR			TOP OF CORPS FILL OVER BARGE, "MADIVA/ CONTENTS 6 FL. OZ./ WASHINGTON DC/ THIS BOTTLE NOT TO BE SOLD/ REGISTERED/ PAT. MAR.25, 1925"	173
14	2		1	DOM	BOTT	GL		BLOWN		NECK/LIP	CCAP		CCLIP				EMBOS	CLR			CORPS FILL W/IN BARGE, "...L MFG.CO."	175
14	2		11	DOM	BOTT	GL		2P	FLASK	WHOLE	CORKC		ROUND		POST			CLR			CORPS FILL W/IN BARGE	175
14	2		1	DOM	FC/S	RE		IS	HW	BOD			UNDEC								CORPS FILL W/IN BARGE	174
14	2		1	DOM	FC/S	RE		IS	HW	RIM			UNDEC								CORPS FILL W/IN BARGE	174
14	2		1	DOM	FC/S	RE		WW		RIM			UNDEC								CORPS FILL W/IN BARGE	174
14	2		1	DOM	FC/S	PORC		SEMI	HW	BOD			UNDEC								CORPS FILL W/IN BARGE	174
14	2		5	DOM	FPREP	CE			HW	BOD	G/I	UG/E					INCIS	BUF	BLU		CORPS FILL W/IN BARGE, 20TH CENTURY BOWL, MOLDED EXT. AND SKY BLUE INT. GLAZE, INCISED: " ..NA../..CH.."	174
14	2		1	DOM	VESS	GL				BOD								WHT			CORPS FILL W/IN BARGE	174
14	2		1	NAUT	CM	WOOD															WOOD SAMPLE #12, CROSS TIMBER	217
14	2		1	NAUT	CM	WOOD															WOOD SAMPLE #13, ORIGINAL STRINGER PORT SIDE	218
14	2		1	NAUT	CM	WOOD															WOOD SAMPLE #14, STRINGER LAMINATED APORT OF #13	219
14	2		1	NAUT	CM	WOOD															WOOD SAMPLE #15, STRINGER LAMINATED APORT OF #14	220
14	2		1	NAUT	CM	WOOD															WOOD SAMPLE #16, SIDE PLANKING	221
14	2		1	NAUT	CM	WOOD															WOOD SAMPLE #17, KNEE BTW STANCHION AND CROSS TIMBER	222

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
14		2		1	NAUT	CM	WOOD														WOOD SAMPLE #18, STANCHION	223
14		2		1	NAUT	CM	WOOD														WOOD SAMPLE #19, OAK STANCHION	224
14		2		5	NAUT	HARD	FA	WIRES													BOTTOM PLANKS TO STRINGERS, ROUND WITH CUT ENDS	315
14		2		1	NAUT	HARD	FA		DOWEL												KNEE TO CROSS TIMBER	319
14		2		3	NAUT	HARD	FA	CUTS													RAMP, OLD KNEE TO OLD FRAME	321
14		2		3	NAUT	HARD	FA	WIRES													RAMP, SECOND KNEE TO BOTTOM PLANKING	325
14		2		2	NAUT	HARD	FA	WIRES													CLINCHED NAILS FROM DOUBLE SIDE PLANKING (PORT QUARTER)	329
14		2		2	NAUT	HARD	FA	CUTS													RAMP, OLD KNEE TO BOTTOM PLANKING	326
14		2		3	NAUT	HARD	FA	UNREC													SIDE PLANKING TO OLD OAK STANCHION, POSS CUT OR HAND WROUGHT	323
14		2		2	NAUT	HARD	FA	CUTS													BOTTOM PLANKING TO OLD STINGER	324
14		2		1	NAUT	HARD	FA	UNRECS													RAMP, OLD FRAME BOTTOM PLANKING	327
14		2		2	NAUT	HARD	FA	WIRES													NEW FRAME WITH STANCHIONS TO BOTTOM PLANKING	328
14		31		1	NAUT	CM	WOOD														WOOD SAMPLE #6, CENTRAL STRINGER	211
14		31		1	NAUT	CM	WOOD														WOOD SAMPLE #7, CROSS TIMBER	212
14		31		1	NAUT	CM	WOOD														WOOD SAMPLE #8, HULL PLANKING (BOTTOM)	213
14		31		1	NAUT	CM	WOOD														WOOD SAMPLE #9, NOTCHED PLANK ATTACHED TO BOW RAMP FRAMES	214
14		31		1	NAUT	CM	WOOD														WOOD SAMPLE #10, SIDE PLANKING	215
14		31		1	NAUT	CM	WOOD														WOOD SAMPLE #11, BOTTOM PLANKING, BOW RAMP	216
14		31		2	NAUT	HARD	FA	CUTS														152
14		31		3	NAUT	HARD	FA		DOWEL												DRIFT PINS	152
14		31		2	NAUT	HARD	FA	CUTS													SPIKES FROM CENTER SUPPORT	151
14		31		1	NAUT	HARD	FA	CUTS													NAIL SIDE BRACE TO LONGITUDINAL TIMBER	288
14		31		1	NAUT	HARD	FA		BOLT/NUT												SIDE PLANKING TO STANCHIONS	316
14		31		1	NAUT	HARD	FA	UNRECS													HOGBACK SUPPORT	320

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
14		31		1	NAUT	HARD	FA		BOLT												BOW RAMP KNEE TO SIDE PLANKING	318
14		31		1	NAUT	HARD	FA		BOLT												CHINE LOG TO SIDE PLANKING	317
14		31		1	NAUT	HARD	FA	CUTS													KNEE TO TRANSVERSE FRAME	314
14		31		1	NAUT	HARD	FA	UNRECN													KNEE TO TRANSVERSE FRAME	314
14		31		3	NAUT	HARD	FA	CUTS													SIDE PLANKING TO STANCHION	322
14		31		2	NAUT	HARD	FA	WIRES													SIDE PLANKING TO STANCHION	322
14		35		1	NAUT	CM	WOOD														WOOD SAMPLE #20, KNEE	228
14		35		1	NAUT	CM	WOOD														WOOD SAMPLE #21, HULL PLANKING (BOTTOM)	229
14		35		1	NAUT	CM	WOOD														WOOD SAMPLE #22, FLOOR	230
14		35		1	NAUT	CM	WOOD														WOOD SAMPLE #23, HULL PLANKING (BOTTOM)	231
14		35		1	NAUT	CM	WOOD														WOOD SAMPLE #24, KEEL PLANK (STERN)	232
14		35		9	NAUT	HARD	FA	HWN													MISC. NAIL SAMPLE	196
14		35		8	NAUT	HARD	FA	HWN													HULL PLANKING TO FLOORS	205
14		35		7	NAUT	HARD	FA	HWN													BOTTOM PLANKING TO FLOORS	289
14		35		1	NAUT	HARD	FA	HWN													BOTTOM PLANKING TO FUTTOCK	287
14		35		2	NAUT	HARD	FA	HWS													PLANKING TO FUTTOCK	292
* Subsubtotal *				118																		
* SECTION D																						
14	D	0	B	3	ARCH	CM	GRANTE											GRY				149
14	D	0	B	1	DOM	BOTT	GL	AUTO	MILK	WHOLE					POST		EMBOS	CLR			"EMBASSY/ EMBASSY DAIRY INC./ WASHINGTON D.C./ REGISTERED/ LIQUID"	148
14	D	0	F	3	ARCH	CM	WOOD														RED PAINT	264
14	D	0	F	1	ARCH	CM	STONE															283
14	D	0	F	1	ARCH	HARD	FA	CUTN														188
14	D	0	F	1	ARCH	HARD	FA	WIREN														264
14	D	0	F	2	ARCH	HARD	FA	CUTN														264
14	D	0	F	2	ARCH	HARD	FA	CUTS														283
14	D	0	F	3	ARCH	HARD	FA	CUTN														283

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
14	D	0	F	1	ARCH	HARD	FA	HWN													LARGE ROUND HEADED TACK	283
14	D	0	F	2	D/I	UNREC	WOOD		PEG												W/ IRON WIRE	264
14	D	0	F	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CCAP		CCLIP				EMBOS	CLR			"MAZING..."	264
14	D	0	F	1	DOM	BOTT	GL			BOD								CLR				264
14	D	0	F	1	DOM	BOTT	GL	BLOWN		BASE							EMBOS	AQU			"...ER", SQUARE BOTTLE	264
14	D	0	F	9	DOM	BOTT	GL	SAUTO	BEER	WHOLE	CCAP		CCLIP		POST		EMBOS	AMB			"ROBERT PORTNER BREWING CO./ ALEXANDRIA, VA/ TRADE MARK/ TIVOLI"	264
14	D	0	F	1	DOM	BOTT	GL			BOD								AQU				283
14	D	0	F	1	DOM	CUT	FA		KNIFE												PLATED, WITH SCALLOP SHELL DECORATION	264
14	D	0	F	3	DOM	FC/S	RE	WW		BOD			UNDEC				DISCOL					283
14	D	0	F	1	DOM	FC/S	RE	WW		BOD			UNDEC				SPALL					331
14	D	0	F	4	FAUN	MAMM	BONE		LMAMM													283
14	D	0	F	2	FLOR	PP	SEED															264
14	D	0	F	1	PER	TOB	KAOLIN	5/64	PIPE	PSTEM			RIBBED									283
14	D	0	F	1	PREH																QUARTZITE FLAKE FRAG, 0 % CTX	264
14	D	0	F	1	PREH																WHOLE QUARTZ FLAKE, 50% CTX	283
14	D	0	F	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	283
14	D	0	F	1	PREH																QUARTZ CHIP, 0% CTX	283
14	D	0	G	1	ACT	STAT	LEAD	MACH	PRNTTYPE												MACHINE MADE, "S"	192
14	D	0	G	1	ARCH	CM	BRICK											RED				192
14	D	0	G	3	ARCH	CM	SCHIST															192
14	D	0	G	1	ARCH	HARD	FA	CUTS														150
14	D	0	G	1	ARCH	HARD	FA	CUTS														192
14	D	0	G	1	ARCH	HARD	FA	CUTN														192
14	D	0	G	1	ARCH	HARD	FA	CUTN														195
14	D	0	G	3	ARCH	HARD	FA	CUTS														195
14	D	0	G	1	ARCH	HARD	FA	CUTS					HEADLS									195
14	D	0	G	1	ARCH	HARD	FA	CUTS													POINTED BOTTOM	195
14	D	0	G	1	ARCH	HARD	FA	WIRES														195
14	D	0	G	3	ARCH	HARD	FA	HWN													INSIDE F-35	186
14	D	0	G	1	ARCH	WG	GL											AQU				195
14	D	0	G	7	D/I	CONTN	FA		CAN	LID												195

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
14	D	0	G	1	D/I	HARD	FA		SCREW													192
14	D	0	G	1	D/I	HARD	FA		BOLT												ROUNDED HEAD	195
14	D	0	G	1	D/I	HARD	FA		BARBWIRE													195
14	D	0	G	1	DOM	BOTT	GL	2P/SEP		WHOLE	CORKC				CUP			CLR			"NUGENT BRO'S./SALOON/ALEX. VA"	153
14	D	0	G	1	DOM	BOTT	GL	2P/SEP		WHOLE	CORKC	LTOOL	PLIP		CUP			CLR				150
14	D	0	G	1	DOM	BOTT	GL	2P		NECK/LIP	CORKC	LTOOL	PLIP					CLR				150
14	D	0	G	1	DOM	BOTT	GL	AUTO	SODA	BASE					CUP		EMBOS	AQU			"ALEXANDRIA,VA"	185
14	D	0	G	1	DOM	BOTT	GL	BLOWN	FLASK	BASE					CUP			CLR				185
14	D	0	G	3	DOM	BOTT	GL	BLOWN	FLASK	LIP/SHLD	CORKC		DLIP				EMBOS	CLR			"WARRANTE...FLASK" (POSS DATES C.1890)	185
14	D	0	G	15	DOM	BOTT	GL	BLOWN	FLASK	BOD								CLR				185
14	D	0	G	1	DOM	BOTT	GL			BOD								AQU				185
14	D	0	G	1	DOM	BOTT	GL	BLOWN		BASE					POST			AMB				195
14	D	0	G	2	DOM	BOTT	GL			BOD								CLR				195
14	D	0	G	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC		DLIP					PUR			SOLARIZED, THICK LIP	184
14	D	0	G	3	DOM	FC/S	RE	CW	HW	BOD			UNDEC				DISCOL					192
14	D	0	G	1	DOM	FC/S	RE	WW	FW	BOD			TP		DEC/I	FLORAL	DISCOL			BLK		192
14	D	0	G	1	DOM	FC/S	RE			BOD			TP				DISCOL			BLU	SPALL	192
14	D	0	G	9	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL				SPALL	192
14	D	0	G	1	DOM	FC/S	PORC	UNREC		BOD			UNDEC									192
14	D	0	G	1	DOM	FC/S	RE	RB	HW	RIM			UNDEC									192
14	D	0	G	1	DOM	FC/S	RE	IS		BOD			UNDEC				SPALL					195
14	D	0	G	5	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL	BUF			SPALL	195
14	D	0	G	1	DOM	FSTOR	SW	AMSW	HW	BOD	UG/I	SG/E	UNDEC					GRY	GRY		INSIDE F-35	186
14	D	0	G	1	DOM	VESS	GL		TUMBLER	BASE								CLR				195
14	D	0	G	2	FAUN	MAMM	BONE			LONGB												192
14	D	0	G	2	FAUN	OYS	SHELL															192
14	D	0	G	2	FLOR	PP	NUT			SHELL											POSS BUTTERNUT	195
14	D	0	G	1	IND	L/H	WOOD		INSULPEG													195
14	D	0	G	2	PER	C/F	LEATH	MACH	SHOE	SOLE											LARGE ADULT	195
14	D	0	G	1	PER	C/F	LEATH	MACH	SHOE	SOLE											SMALL CHILD'S SHOE	195
14	D	0	G	1	PER	FAST	CA		PIN												STRAIGHT PIN, MACHINE MADE, INSIDE F-35	186

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
14	D	0	G	1	PER	FAST	CA		BUTTON												PLAIN 2 PIECE, INSIDE F-35	186
14	D	0	G	2	PER	TOB	KAOLIN 5/64		PIPE	PSTEM			UNDEC									195
14	D	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	195
14	D	0	G	1	PREH																QUARTZ POINT FRAG, CALVERT	193
14	D	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX, INSIDE F-35	186
14	D	0	H	1	PREH																HEATED ROCK, 50% CTX	194

* Subsubtotal *

148

** Subtotal **

266

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

** TRENCH 15

* SECTION

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
15		0	E	1	D/I	HARD	FA														FLAT FRAG	154
15		0	E	1	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/E		DISCOL			BLU	SPALL	154
15		0	E	1	DOM	FC/S	PORC	CHIN	FW	BOD			HP		DEC/I					BLU		154
15		0	E	1	DOM	FSTOR	CE	RW	HW	BOD	UG/I	UG/E	UNDEC					RED			WATER WORN	154
15		0	F	1	ARCH	CM	BRICK		TILE									RED			WHITE PAINT ADHERING	155
15		0	F	1	ARCH	HARD	FA	CUTS														155
15		0	F	1	ARCH	HARD	FA	CUTN														155
15		0	F	2	DOM	BOTT	GL		WINE	BOD								OLV				155
15		0	F	1	DOM	BOTT	GL	BLOWN		BASE					POST			AMB			SQUARE BOTTLE, WATER WORN	155
15		0	F	1	DOM	FC/S	PORC	UNREC	HW	BASE							MOLD	WHT			POSS PARIAN WARE	155
15		0	F	2	DOM	FC/S	RE			BASE			UNDEC					BUF	CLR		GREENISH TINT	155
15		0	F	7	DOM	FC/S	RE		FW	BOD			UNDEC				DISCOL	BUF			SPALL	155
15		0	F	2	DOM	FC/S	RE	PW	FW	BOD			UNDEC				DISCOL				SPALL	155
15		0	F	1	DOM	FC/S	RE	PW	FW	BOD			HP		DEC/I	FLORAL	DISCOL			BLU	SPALL	155
15		0	F	1	DOM	FC/S	RE	PW	FW	BASE			HP		DEC/I	FLORAL	DISCOL			BLU		155
15		0	F	1	DOM	FC/S	RE	PW	FW	RIM				SE			DISCOL			GRN	SPALL	155
15		0	F	1	DOM	FC/S	RE	WW	FW	BOD			TP		DEC/I					BLU		155
15		0	F	1	DOM	FC/S	RE			BOD			HP		DEC/I					BLU	BLUISH TINT	155
15		0	F	1	DOM	FC/S	RE	IS	HW	BOD			UNDEC									155
15		0	F	1	DOM	FC/S	PORC	UNREC		BOD			UNDEC									155
15		0	F	1	DOM	FC/S	PORC	CHIN		BASE			UNDEC									155
15		0	F	1	DOM	FC/S	PORC	CHIN	FW	BOD			HP		DEC/I					BLU		155
15		0	F	1	DOM	FSTOR	CE	RW	HW	BOD	LG/I	LG/E	UNDEC					RED	BRN			155
15		0	F	1	DOM	FSTOR	CE	RW	HW	BOD		LG/E	UNDEC				SPALL	RED	BLK			155
15		0	F	1	DOM	L/H	GL		LAMP	BOD								CLR				155
15		0	F	1	FAUN	BIRD	BONE															155
15		0	F	1	FAUN	MAMM	BONE		MMAMM	RIB												155
15		0	F	4	FLOR	PP	NUT														ACORN	155
15		0	F	1	PREH																WHOLE QUARTZITE FLAKE, 0% CTX	155

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#

* Subsubtotal *
41

** Subtotal **
41

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 16																						
* SECTION																						
16		0	E	3	DOM	FC/S	RE			BOD			UNDEC				DISCOL	BUF			SPALL	156
16		0	E	1	DOM	FC/S	RE	WW	FW	RIM			TP		DEC/I	WILLOW				BLU	SPALL	156
16		0	E	1	DOM	FSTOR	CE	RW		BOD							SPALL	RED				156
* Subsubtotal *																						
				5																		
** Subtotal **																						
				5																		

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 18																						
* SECTION																						
18		0	D	1	D/I	D/P	PORC		TILE									WHT				162
18		0	D	1	D/I	L/H	COAL															162
* Subsubtotal *																						
				2																		
** Subtotal **																						
				2																		

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 19																						
* SECTION																						
19		0	E		1	FAUN	SNAIL	SHELL													SNAIL SAMPLE FROM COVE BOTTOM	163
* Subsubtotal *																						
					1																	
** Subtotal **																						
					1																	

FORD'S LANDING
PHASE III
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 20																						
* SECTION																						
20		0	E	1	D/I	L/H	COAL															164
20		0	E	2	FAUN	MAMM	BONE		MMAMM	RIB												164
* Subsubtotal *				3																		
** Subtotal **				3																		

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 22																						
* SECTION																						
22	34		1	ARCH	CM	PRESSB															FILL W/IN VESSEL, PRESSBOARD	197
22	34		1	ARCH	CM	BRICK												RED			FILL W/IN VESSEL, VERY SMALL FRAG	285
22	34		1	ARCH	HARD	FA	WIREN														FILL W/IN VESSEL	197
22	34		1	ARCH	HARD	FA	WIRES														FILL W/IN VESSEL	197
22	34		3	ARCH	HARD	FA	CUTS														FILL W/IN VESSEL	197
22	34		1	ARCH	HARD	FA	CUTN														FILL W/IN VESSEL	197
22	34		1	ARCH	HARD	FA	CUTN						HEADLS								FILL W/IN VESSEL	197
22	34		2	ARCH	HARD	FA	CUTN														FILL W/IN VESSEL	204
22	34		3	ARCH	HARD	FA	CUTN														FILL W/IN VESSEL	285
22	34		1	ARCH	HARD	FA	CUTS														FILL W/IN VESSEL	285
22	34		2	ARCH	WG	GL												AQU			FILL W/IN VESSEL	178
22	34		1	ARCH	WG	GL											MOLD	AQU			FILL W/IN VESSEL, W/ EMBEDDED CHICKEN WIRE	178
22	34		1	ARCH	WG	GL												AQU			FILL W/IN VESSEL	197
22	34		1	ARMS	AMMO	CA			SHELL								INCIS				FILL W/IN VESSEL, SHOTGUN SHELL, "PETER'S QUICK SHOT/ 12 G"	197
22	34		1	D/I	FAST	CA			CLASP												FILL W/IN VESSEL, COPPER CLASP CLOSURE	197
22	34		1	D/I	HARD	FA			BOLT												FILL W/IN VESSEL	197
22	34		1	D/I	HARD	FA			BOLT/NUT												FILL W/IN VESSEL	197
22	34		1	D/I	HARD	FA			WIRE												FILL W/IN VESSEL	197
22	34		1	D/I	HARD	FA			WIRE												FILL W/IN VESSEL, TWISTED	197
22	34		2	D/I	HARD	FA			WASHER												FILL W/IN VESSEL, 1 1/2" DIAM	197
22	34		1	D/I	HARD	CA			WASHER												FILL W/IN VESSEL, BRASS WASHER	197
22	34		1	D/I	HARD	CA			KNOB												FILL W/IN VESSEL, FAUCET KNOB	197
22	34		4	D/I	HARD	FA			STRIP												FILL W/IN VESSEL	197
22	34		1	D/I	HARD	TIN															FILL W/IN VESSEL	285
22	34		1	D/I	HARD	TIN															FILL W/IN VESSEL, CYLINDER W/ COLLAR, "PAT'D MCH 30.58 EXP. MCH 30.72"	285

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
22		34		1	D/I	L/H	COAL														FILL W/IN VESSEL	178
22		34		1	D/I	MACH	RUBBER		GASKET									RED			FILL W/IN VESSEL	178
22		34		1	D/I	MACH	RUBBER											BLK			FILL W/IN VESSEL, CUT INTO CIRCLE	197
22		34		4	D/I	UNREC	LEATH											BLK			FILL W/IN VESSEL, DECAYED	197
22		34		4	D/I	UNREC	LEATH														FILL W/IN VESSEL	285
22		34		1	DOM	BOTT	GL	BLOWN	FLASK	NECK/LIP	CORKC		ROUND					CLR			FILL W/IN VESSEL	178
22		34		1	DOM	BOTT	GL	BLOWN	FLASK	BOD								CLR			FILL W/IN VESSEL	178
22		34		1	DOM	BOTT	GL	BLOWN	FLASK	BOD							EMBOS	CLR			FILL W/IN VESSEL, "...RAN.../ ...LAS..."	178
22		34		1	DOM	BOTT	GL	BLOWN	FLASK	BASE					CUP			CLR			FILL W/IN VESSEL	204
22		34		1	DOM	BOTT	GL	BLOWN	FLASK	BOD								CLR			FILL W/IN VESSEL	204
22		34		1	DOM	BOTT	GL	BLOWN		BASE								CLR			FILL W/IN VESSEL	285
22		34		1	DOM	BOTT	GL	BLOWN	FLASK	WHOLE	CORKC	LTOOL	DLIP		CUP			AMB			FILL W/IN VESSEL, CORK PRESENT	285
22		34		1	DOM	FC/S	RE	WW		BOD			UNDEC				SPALL				FILL W/IN VESSEL	285
22		34		1	IND		SAMPLE														COAL/SAND RESIDUE FROM HULL BETWEEN STRINGERS	330
22		34		3	IND	MACH	RUBBER		GASKET												FILL W/IN VESSEL	285
22		34		1	IND	MACH	LEAD														FILL W/IN VESSEL, THREADED COUPLING, ORIGINALY COPPER PLATED	285
22		34		1	IND	MACH	COMP		OILER												FILL W/IN VESSEL, AUTOMATIC OILER, GLASS AND COPPER, "PAT'D DEC 2, 1890/ W.H. WILKINSON/ BOSTON MASS./ A1"	285
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #28, SMALL MACHINERY SADDLE	236
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #29, LARGE MACHINERY SADDLE	237
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #30, DECK PLANKING	238
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #31, HULL PLANKING (BOTTOM)	239
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #32, LONGITUDINAL FRAMING	240
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #39, STANCHION	247
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #40, SIDE PLANKING	248

FORD'S LANDING
PHASE III
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
22		34		1	NAUT	CM	WOOD														WOOD SAMPLE #55, LARGE MACHINERY SADDLE	336
22		34		1	NAUT	HARD	FA														HOGGING LOOP	275
22		34		1	NAUT	HARD	FA	HWS													HOGGING LOOP HARDWARE, CIRCULAR HEAD	275
22		34		3	NAUT	HARD	FA	CUTN													FROM BOTTOM STRAP	278
22		34		1	NAUT	HARD	FA	CUTN													FROM BOTTOM STRAP	276
22		34		2	NAUT	HARD	FA	CUTN													LONGITUDINAL FRAMING HARDWARE	334
22		34		1	PER	FAST	PORC		BUTTON									WHT			FILL W/IN VESSEL, 1 PC, 4 HOLE	285
* Subsubtotal *				77																		
* SECTION NOR																						
22	NOR	0	E	1	PREH																CERAMIC BODY FRAG, QU & SAND TEMP, POTOMAC CREEK PLAIN	176
22	NOR	0	E	1	PREH																WHOLE QUARTZITE FLAKE, 0% CTX	176
22	NOR	0	E	1	PREH																WATER SCREEN, QUARTZ LATE STAGE BIFACE FRAG, 0% CTX	177
22	NOR	0	E	1	PREH																WATER SCREEN, QUARTZITE EARLY STAGE BIFACE FRAG, 0% CTX	177
22	NOR	0	E	2	PREH																WATER SCREEN, WHOLE QUARTZITE FLAKES, 0% CTX	177
22	NOR	0	E	3	PREH																WATER SCREEN, QUARTZ FLAKE FRAG, 0% CTX	177
22	NOR	0	E	1	PREH																WATER SCREEN, WHOLE QUARTZITE FLAKE, 50% CTX	177
22	NOR	0	E	1	PREH																WATER SCREEN, RHYOLITE FLAKE FRAG, 0% CTX	177
22	NOR	0	E	1	PREH																WATER SCREEN, QUARTZITE FLAKE FRAG, 0% CTX	177
22	NOR	0	E	1	PREH																WATER SCREEN, QUARTZITE HEATED ROCK	177

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
* Subsubtotal *																						
				13																		
* SECTION SOU																						
22	SOU	0	E	1	ARCH	HARD	FA	CUTN														203
22	SOU	0	E	1	D/I	HARD	CA														6" PIN W/ LOOPED END	203
22	SOU	0	F	1	ARCH	HARD	FA	CUTS														200
22	SOU	0	F	1	ARCH	HARD	FA	CUTN														272
22	SOU	0	F	2	ARCH	HARD	FA	CUTS														272
22	SOU	0	F	3	ARCH	WG	GL											AQU				272
22	SOU	0	F	1	D/I	HARD	FA		ROD													272
22	SOU	0	F	1	D/I	UNREC	LEATH		STRAP													272
22	SOU	0	F	1	D/I	UNREC	WOOD										WORK					272
22	SOU	0	F	1	DOM	BOTT	GL	BLOWN		BOD								AMB				200
22	SOU	0	F	1	DOM	BOTT	GL	BLOWN		BOD								AQU				199
22	SOU	0	F	1	DOM	BOTT	GL	BLOWN		BOD								CLR				199
22	SOU	0	F	1	DOM	BOTT	GL			BOD								AMB				199
22	SOU	0	F	1	DOM	BOTT	GL		WINE	BOD								OLV				272
22	SOU	0	F	1	DOM	BOTT	GL			BOD								CLR				272
22	SOU	0	F	1	DOM	FC/S	RE		FW	BOD			UNDEC				BURN	BUF			SPALL	272
22	SOU	0	F	1	DOM	FSTOR	SW	AMSWLOW	HW	BOD		SG/E	UNDEC					RED	BRN			272
22	SOU	0	F	1	FAUN	MAMM	TOOTH		DOG	CANINE												272
22	SOU	0	F	9	FAUN	MAMM	BONE		DOG	LONGB												272
22	SOU	0	F	2	FLOR	PP	NUT			SHELL												199
22	SOU	0	F	1	MED	BOTT	GL	2P	PHARM	NECK/LIP	CORKC		PLIP					AQU			CORK PRESENT	199
22	SOU	0	F	1	PER	FC/S	RUBBER		BABYBOTT	NIPPLE												199
22	SOU	0	G	1	ARCH	CM	SLATE															266
22	SOU	0	G	1	D/I	UNREC	LEATH		STRAP													266
22	SOU	0	G	2	DOM	BOTT	GL	BLOWN		BOD								AQU				266
22	SOU	0	G	4	DOM	BOTT	GL	BLOWN	WINE	BOD								OLV				266
22	SOU	0	G	8	DOM	FC/S	RE	CW	FW	BASE			UNDEC				DISCOL					266
22	SOU	0	G	1	DOM	FC/S	RE			RIM			UNDEC				DISCOL	BUF				266

FORD'S LANDING
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ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
22	SOU	0	G	1	DOM	FC/S	RE	PW	FW	BOD			UNDEC									266
22	SOU	0	G	1	DOM	FC/S	RE	PW	FW	BOD			UNDEC									266
22	SOU	0	G	1	DOM	FC/S	RE	PW	PLATE	RIM				SE						BLU		266
22	SOU	0	G	1	DOM	FC/S	RE	PW	BOWL	RIM			HP		DEC/I	FLORAL				BLU	SHALLOW BOWL	266
22	SOU	0	G	2	DOM	FC/S	PORC	CHIN		BASE			HP		DEC/I	ORIENT				BLU		266
22	SOU	0	G	1	DOM	FSTOR	SW	AMSW	HW	BOD	W/I	SG/E	UNDEC					GRY	BRN			266
22	SOU	0	G	2	DOM	FSTOR	SW	AMSW	HW	BOD	UG/I	SG/E	UNDEC					BUF	BRN			266
22	SOU	0	G	3	FLOR	PP	NUT			SHELL												266
22	SOU	0	G	2	MED	BOTT	GL	BLOWN	PHARM	BOD/BASE					POST		EMBOS	AQU			"...FUGE/...MORE" ON SIDES	266
22	SOU	0	G	1	PER	C/F	LEATH		SHOE	SOLE											ADULT	266
22	SOU	0	G	3	PER	C/F	LEATH	MACH	SHOE	SOLE											CHILD'S	266
22	SOU	0	G	6	PER	C/F	LEATH		SHOE												FRAGS	266
22	SOU	0	G	1	PREH																QUARTZ HEATED ROCK, 50% CTX	266
22	SOU	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	266
22	SOU	0	G	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	266
22	SOU	0	G	1	PREH																QUARTZITE FLAKE FRAG, 0% CTX	266
22	SOU	0	H	1	DOM	BOTT	GL		WINE	BASE								OLV				280
22	SOU	0	I	1	D/I	UNREC	LEATH															282
22	SOU	0	I	1	DOM	BOTT	GL	FREE	WINE	BASE					BIRON			OLV				198
22	SOU	0	I	15	DOM	FC/S	RE	RB	TPOT	BOD/HAND							MOLD					282
22	SOU	0	I	1	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/E	LAND	DISCOL			BLU		282
22	SOU	0	I	1	DOM	FC/S	RE	DELFT		BOD			HP							BLU		282
22	SOU	0	I	1	DOM	FC/S	PORC	CHIN	BOWL	RIM			HP		DEC/I	FLORAL	OG			POL	DEC= RED,BLACK	282
22	SOU	0	I	1	DOM	FSTOR	SW	UNRECB	HW	BOD	W/I	SG/E	UNDEC					BUF	BRN			282
22	SOU	0	I	4	FAUN	BIRD	BONE															282
22	SOU	0	I	1	FAUN	MAMM	BONE		LMAMM	VERT												282
22	SOU	0	I	1	PER	TOB	KAOLIN		PIPE	PBOWL			UNDEC									282

* Subsubtotal *

107

** Subtotal **

197

FORD'S LANDING
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 23																						
* SECTION NOR																						
23	NOR	0	K	1	ARCH	CM	SLATE															179
23	NOR	0	K	1	ARCH	CM	STONE															179
23	NOR	0	K	1	ARCH	HARD	FA	UNRECN														179
23	NOR	0	K	3	ARCH	WG	GL											AQU				179
23	NOR	0	K	2	D/I	HARD	CA		STRIP												COPPER STRIPS, 1/2" WIDE W/ NAIL HOLES	179
23	NOR	0	K	1	D/I	HARD	CA														THIN FRAG OF BRASS	179
23	NOR	0	K	1	DOM	BOTT	GL	BLOWN		BASE					GTIP			OLV			SMALL DIAM BOTTLE	182
23	NOR	0	K	1	DOM	BOTT	GL		WINE	BOD								OLV				179
23	NOR	0	K	1	DOM	BOTT	GL		CASEGIN	BASE								OLV			SQUARE W/ ROUNDED CORNER	179
23	NOR	0	K	1	DOM	BOTT	GL	FREE	WINE	BASE					FIREP			OLV			FIRE POLISHED PONTIL	179
23	NOR	0	K	8	DOM	FC/S	RE	CW	FW	BOD			UNDEC				DISCOL					179
23	NOR	0	K	6	DOM	FC/S	RE	CW	FW	BOD			UNDEC				DISCOL					179
23	NOR	0	K	3	DOM	FC/S	RE			BOD			UNDEC				DISCOL	BUF				179
23	NOR	0	K	1	DOM	FC/S	RE	PW	HW	BOD			ANN		DEC/E					BLU		179
23	NOR	0	K	1	DOM	FC/S	RE	PW	HW	BOD			PPLT		DEC/E	FLORAL	DISCOL			POL	DEC= GREEN,BROWN	179
23	NOR	0	K	1	DOM	FC/S	RE	PW	HW	RIM			UNDEC				DISCOL					179
23	NOR	0	K	3	DOM	FC/S	RE	PW		BASE			TP		DEC/I	ORIENT				BLU		179
23	NOR	0	K	4	DOM	FSTOR	CE	RW	HW	BOD	LG/I	UG/E	UNDEC					RED	BRN			179
23	NOR	0	K	1	DOM	FSTOR	CE	RW	HW	BOD	LG/I		UNDEC				SPALL	RED	BRN			179
23	NOR	0	K	1	DOM	FSTOR	CE	RW	HW	RIM		W/E	UNDEC				SPALL	RED				179
23	NOR	0	K	1	DOM	VESS	GL			BOD								CLR				179
23	NOR	0	K	1	FAUN	MAMM	BONE		LMAMM													179
23	NOR	0	K	1	PREH																WHOLE QUARTZITE FLAKE, 0% CTX	179
23	NOR	0	K	3	PREH																QUARTZ FLAKE FRAGS, 0% CTX	191
23	NOR	0	K	3	PREH																QUARTZITE FLAKE FRAGS, 0% CTX	191
* Subsubtotal *				51																		

FORD'S LANDING
PHASE III
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
* SECTION SOU																						
23	SOU	0	H	3	ARCH	HARD	FA	HWN					ROSEHD								ROUNDED SPIKES WITH ROSEHEADS	180
23	SOU	0	H	1	D/I	HARD	FA														LONG THIN STRIP W/ ATTACHED NAIL	180
23	SOU	0	H	1	D/I	HARD	TIN														FLAT FRAG POSS CAN	180
23	SOU	0	H	1	DOM	BOTT	GL			BOD								CLR				180
23	SOU	0	H	3	DOM	FC/S	RE		FW	RIM			UNDEC				DISCOL	BUF	BUF		MOLDED RIM, LIKE ROYAL PATTERN	180
23	SOU	0	H	1	DOM	FC/S	RE	PW		BOD			HP		DEC/I					BLU		180
23	SOU	0	H	1	PREH																QUARTZ FLAKE FRAG, 0% CTX	180
23	SOU	0	H	1	PREH																QUARTZ CHIP, 0% CTX	180
* Subsubtotal *																						
				12																		
* SECTION X																						
23	X	0	H	1	ARCH	HARD	FA	HWS														308
23	X	0	H	1	ARCH	HARD	FA	CUTN														308
23	X	0	H	1	D/I	UNREC	GL											CLR			THICK, NEARLY FLAT	308
23	X	0	H	1	DOM	BOTT	GL		WINE	BASE					BIRON			OLV			DECAYED BLUE	308
23	X	0	H	2	DOM	BOTT	GL		WINE	BOD								OLV				308
23	X	0	H	1	DOM	BOTT	GL	BLOWN		NECK/LIP	CORKC		PLIP					AQU			"...FORD"	304
23	X	0	H	1	DOM	BOTT	GL	BLOWN		BOD								AQU				304
23	X	0	H	1	DOM	BOTT	GL		WINE	BOD								OLV				300
23	X	0	H	1	DOM	FC/S	PORC	CHIN		BOD			HP				OG			BLK		308
23	X	0	H	1	DOM	FC/S	RE	PW	HW	BOD			HP		DEC/IE					BLU		308
23	X	0	H	1	DOM	FC/S	RE	PW		BASE			UNDEC									308
23	X	0	H	1	DOM	FC/S	RE	PW	HW	BASE			ANN		DEC/E		MOLD			BRN		308
23	X	0	H	1	DOM	FC/S	RE	CW		BASE			UNDEC				DISCOL					308
23	X	0	H	1	FAUN	MAMM	BONE		LMAMM	LONGB												308
23	X	0	H	1	IND	PM	SW	AMSW	HW	BASE	W/I	SG/E	UNDEC				WASTER	GRY	GRY			308
23	X	0	H	1	PER	TOB	KAOLIN	5/64	PIPE	PSTEM			UNDEC									308
* Subsubtotal *																						
				17																		

FORD'S LANDING
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#

** Subtotal **

80

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PHASE III
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TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#
** TRENCH 24																						
* SECTION																						
24		0	E	1	DOM	BOTT	GL	BLOWN	FLASK	BOD							EMBOS	CLR			"WARRANTED FLASK"	190
24		0	H	4	ARCH	HARD	FA	CUTS													SAND W/IN F-37, SHORT AND THICK	263
24		0	H	1	D/I	CONTN	FA		CAN												SAND W/IN F-37	284
24		0	H	1	D/I	CONTN	FA		CAN	LID							EMBOS				SAND W/IN F-37, "COPPER PAINT"	274
24		0	H	1	D/I	HARD	FA														SAND W/IN F-37, PIPE HANGER	263
24		0	H	1	D/I	TOOL	FA		DRILL												SAND W/IN F-37, LARGE DRILL BIT	263
24		0	H	1	DOM	BOTT	GL	BLOWN		BOD							EMBOS	AQU			SAND W/IN F-37, "...VER/...IL" WITH FISH, LARGE SQUARE BOTTLE	313
24		0	H	5	MED	BOTT	GL	FREE		NECK/BSE CORKC			PLIP		GROUND			AQU			SAND W/IN F-37	274
24		0	H	1	NAUT	HARD	FA	CUTS													SAND W/IN F-37	284
24		0	H	1	NAUT	HARD	FA	UNRECS													SAND W/IN F-37	284
24		0	H	1	NAUT	HARD	FA	CUTN	BOAT												SAND W/IN F-37	274
24		0	H	1	PER	C/F	LEATH		SHOE	SOLE											SAND W/IN F-37	274
24		37		1	NAUT	CM	WOOD														WOOD PLANKING WITH BOLT	311
24		37		1	NAUT	CM	WOOD														WOOD SAMPLE #46, HULL PLANKING	254
24		37		1	NAUT	CM	WOOD														WOOD SAMPLE #47, STEM	255
24		37		1	NAUT	CM	WOOD														WOOD SAMPLE #48, KANT FRAME	256
24		37		1	NAUT	CM	WOOD														WOOD SAMPLE #49, TRUNNEL, HULL PLANK	257
24		37		1	NAUT	CM	WOOD														WOOD SAMPLE #50, DEADWOOD	258
24		37		3	NAUT	G/MM	SLAG		BALLAST												BALLAST SAMPLE	286
24		37		2	NAUT	HARD	FA	CUTS													BOW, KANT FRAMES	312
24		37		5	NAUT	HARD	FA	HWN													HULL PLANKING TO FRAMING TIMBERS	311
24		37		1	NAUT	HARD	FA														SHIP BOW	310
24		37		1	NAUT	HARD	CA	HWN													HULL PLANKING TO BOW STEM	311
* Subsubtotal *				37																		
** Subtotal **				37																		

FORD'S LANDING
PHASE III
ARTIFACT INVENTORY

TR	SEC	FEA	STR	BATCH	GROUP	CLASS	MATER	TYPOLOGY	FUNCTION	SEGMENT	SUB1	SUB2	SUB3	SUB4	SUB5	SUB6	SUB7	BC	GC	DC	NOTES	BAG#

*** Total ***

2141