October 17, 2017

Dr. Eleanor Breen
Acting City Archaeologist
Office of Historic Alexandria/Alexandria Archaeology
105 N. Union Street, #327
Alexandria, VA 22314

Dear Dr. Breen:

This letter presents a Management Summary for the archaeological excavation and documentation services conducted by Rummel, Klepper & Kahl, LLP (RK&K) for the Windmill Hill Park Shoreline Rehabilitation Project located along the 500 block of South Union Street in Alexandria, Virginia (Figures 1 and 2). Archaeological excavations uncovered the remains of an early-twentieth century barge or scow (a large, flat bottom transport vessel) and an early-twentieth century support boat (Figures 3-6). The project involved the archaeological monitoring and excavation of buried vessels identified during construction excavation for the stream restoration that is part of the project. This letter presents a summary of the methods and results of the archaeological monitoring and excavations that took place from July 31 to August 3, August 14 to 16, August 21 to 25, August 28 to September 1, September 7 and 8, and October 3, 2017. Based on consultations with Mr. JB Pelletier, a maritime archaeologist with AECOM, and the office of the City Archaeologist, RK&K determined that neither the barge nor the support boat were significant and both could be removed by Environmental Quality Resources (EQR) and construction on the stream restoration be continued with additional archaeological monitoring.

Area of Potential Effect
The Area of Potential Effect (APE) is a stream channel undergoing restoration as part of the Windmill Hill Park restoration along the Potomac River (Figure 2). Windmill Hill Park is located in Alexandria, Virginia along South Union Street. The stream channel is located in the southern half of the park and runs east from South Union Street, immediately across from Gibbon Street, to the Potomac River.

Methodology
An EQR construction crew encountered what appeared to be in-situ and intact wooden timbers approximately 9 to 10 feet below ground surface during the excavation for the construction of the third of five A-vanes on or around July 24. EQR contacted Alexandria Archaeology when it realized the timbers may have been related to a vessel. Alexandria Archaeology staff subsequently visited the site and determined that the observed timbers were likely from a vessel. At the time, it was believed the vessel may be oriented northeast-southwest. Based on field observations and historic aerial photographs from 1927 and 1937, Alexandria Archaeology staff concluded it was possible that the timbers may represent one of several abandoned vessels visible in the photographs.

RK&K’s Cultural Resources division was notified on July 27 that EQR had encountered what appeared to be a portion of a vessel during construction excavations. In a scope of work dated July 28, revised on August 4, and refined in consultation with Dr. Karen Hutchins-Keim, Principal Investigator with RK&K, Alexandria Archaeology requested that the following tasks be completed related to the stream channel construction work: mapping and documentation of probable vessel within APE of the stream restoration construction, consultation with a maritime archaeologist, removal of portions of vessel to be impacted by further construction by EQR, and additional archaeological monitoring with the rest of the stream channel construction east of the vessel (See Attachment A).

Initial field visits and archaeological monitoring of adjacent construction areas to the west of were conducted by Dr. Karen Hutchins-Keim, Principal Investigator with RK&K from July 31 to August 3,
2017. During that period, Dr. Hutchins-Keim observed the first four feet of the probable vessel, extending in an east-northeasterly direction, and monitored additional construction excavations for the construction of third A-vane, located immediately to the west of the vessel remains (Figures 7-9). During construction of that A-vane, no other intact timbers were observed and the exposed portion of the vessel was not impacted.

Consultation with the EQR project superintendent and foreman indicated that the construction of the fourth A-Vane would begin near the projected path of the buried vessel and extend to a depth likely to impact the vessel. To further assess the extent of the buried vessel within the proposed APE, Dr. Hutchins-Keim directed an EQR excavator operator to remove additional sediment from north and south of the known vessel timber. At least two rounded timbers were visible, temporarily, about 6 to 10 feet south of and roughly parallel to the vessel timber before being covered by water again. At the time, it was hypothesized that these were related to the buried vessel, possibly longitudinal stringers or other framing members. The known vessel timber appeared to extend to the east-northeast at least 20 feet before exiting the APE near the location of the construction bridge crossing the stream and the timber had what appeared to be perpendicular ribs or framing elements extending to the north and south (Figure 9).

Given the observed positioning of the vessel, its depth, and the difficulties keeping the work area free of standing water, RK&K made the decision in consultation with Alexandria Archaeology, EQR, and the City of Alexandria that an additional five days of excavation by a larger crew, along with more sustained water pumping efforts during favorable tide cycles, was necessary to complete the scope of work as outlined by Alexandria Archaeology.

Archaeologists under the direction of Dr. Hutchins-Keim uncovered and excavated portions of the vessel between August 14 and August 16, 2017, when tides were most favorable. Excavation involved pumping approximately four to five feet of water from around the vessel each morning. At which point, an excavator operator with EQR, under the direction of Dr. Hutchins-Keim, would remove accumulated silt and mud from either side of the long timber of the buried vessel, slowly exposing portions of the vessel, starting with the known portion in the eastern part of the APE, and then archaeologists would remove silt and mud from around the vessel and other associated remains with shovels and trowels. Water was continuously pumped and sumps were placed in areas not containing remnants of the buried vessel. Four large rectangular boulders were placed along the slope to the north of the boat excavation area to stabilize the slope during archaeological excavations. They were not permanent or part of the installation (Figures 10 and 12). Photographs were taken of the work in progress and at completion. The vessel, plan view and interior and exterior hull elevations, were hand mapped. The location of the vessel hull and other associated remains were also mapped with a handheld GPS device with sub-meter accuracy.

Subsequent monitoring uncovered the remains of a second vessel during the construction excavation for the fourth A-vane (Figures 19-21). RK&K archaeologist Jason Shellenhamer uncovered, hand excavated portions of that vessel, photographed work in progress, and mapped the vessel between August 28 and 30, 2017, in consultation with Dr. Hutchins-Keim, Alexandria Archaeology, and J.B. Pelletier. Standing water, ground water, silt, and mud made the exposure of the vessel difficult. The vessel documentation involved exposing small portions of the vessel within APE, measuring and mapping, and marking with pin flags. Additionally, the ground within and outside the vessel was probed to determine the extent of the vessel within the APE and the degree to which the deck planking was intact. The location of the second vessel was also mapped with a handheld GPS device with sub-meter accuracy.

Results
Monitoring and excavation within the APE identified two vessels: the partial hull of a barge and the partial hull of a lightly built boat (Figures 3-6). Excavations uncovered a portion of the hull of a vessel, two large round logs or pilings, and six square pilings, two of which were inadvertently removed by the
excavator, and two of which connected by a cross frame plank. These three elements are related, but represent separate structures, related to the filling in of the shoreline. Excavations also uncovered a portion of the hull of a small, lightly built row or early power boat.

The first vessel excavated at Windmill Hill Park is a medium-sized barge or scow, a flat-bottomed transport vessel, that was pushed or pulled along the Potomac River while carrying bulk materials (JB Pelletier, pers. Comm., 8/16/17, 8/23/2017; Engineering Science 1993: 211-259) (Figures 4-5, 10-16). The barge rested on river bottom at approximately 5.2 feet below mean sea level, under approximately 8 to 12 feet of fill. The soil profile for the fill and overburden above the barge consisted generally of three strata. The hull of the barge rested in a foot or two of gray sandy gravel riverine sediment. The riverine sediment was overlaid by a couple of feet of black loamy sand fill with high percentages of gravel. A significant amount of ground water seeped out of this stratum and it was very unstable. Over that stratum was a thick mottled stratum consisting generally of yellowish red sandy loam fill. Each fill layer contained significant amounts of twentieth-century trash including but not limited to beer and soda bottles and cans, electric wire, glass and ceramic fragments, wire nails and other machine made iron. No diagnostic nineteenth-century materials were observed during excavation that were not associated with barge. Only the portion of the barge within the APE proposed by EQR was excavated. A portion of the hull and bow or stern was exposed. For the purposes of this discussion, the exposed portions will be referred to as the stern and starboard hull. The exposed portion of the hull measured 23.4 feet from the stern before entering unexcavated area that could not be excavated because of the location of the original construction bridge.

The barge had a prismatic stern (Figures 4-5, 10-16) (JB Pelletier, pers. Comm., 8/16/17). The hull exhibited a hard turn of bilge; the upright portion of the hull met the hull bottom at a 90-degree angle. There was no chine log observed. Upright frames, or stanchions, were spaced on approximately 2-foot centers and stood perpendicular from the bottom hull planking. It is possible that the stanchions were notched into the outboard edge of a chine log that was removed when internal framing was removed at the time that the barge was intentionally abandoned and sunk. Threaded through bolts affixed the hull planks to the stanchions and possibly the missing chine log. No deck planking was observed. For discussions of similar vessels excavated two blocks south of Windmill Hill Park, consult Maritime Archaeology at Keith’s Wharf and Battery Cove (44AX119): Ford’s Landing, Alexandria, Virginia (Engineering Science 1993: 211-259).

The side hull planking consisted of two planks affixed to each other with iron drift pins (Figure 5, 10, 15). Separate side hull planks were joined with a scarf joint and affixed to stanchions with threaded through bolts. The side hull planking was between 0.5 to 0.8-feet thick and 1 to 1.4-feet thick (Figures 10, 11, 14, 15). The side planking appeared to be hollowed or scooped out in between some of the stanchions. The barge was cross planked with bottom hull planks measuring approximately 1-foot wide (Figure 16). Archaeologists excavated an approximately 2-foot by 2-foot area of the bottom planking adjacent to the hull. RK&K did not expose more of the bottom planking because of concerns with time and the difficulty keeping the area free of water and accumulating silt and mud. Probes placed every one foot along the interior hull and extending out four to six feet north of the hull indicated that the bottom planking probably extended, intact, north within and outside of the APE. Additionally, probes and the excavator encountered a long timber running parallel to the hull about three feet to the north on top of the bottom planking (Figure 4). This timber was likely a longitudinal stringer, although it was not exposed during excavations.

Most of the fasteners on the barge consisted of threaded bolts and wire nails, although a number of cut nails and a few wrought nails were also recovered (Figures 17 and 18).
Immediately adjacent and outside the starboard hull were three sets of pilings measuring 0.3 by 0.3 feet in thickness and extending between 0.5 and 1.0 foot above the top of the hull planking, spaced approximately 7 feet apart (Figures 4, 10, 11, and 14). Each set of pilings consisted of two pilings approximately 3 to 4 feet apart. The second set of pilings located in the middle were inadvertently removed by the mechanical excavator. The first set of pilings, located the furthest west, had a cross framing plank still attached to each piling. An unattached cross frame plank was recovered near, but no longer attached, to the eastern-most set (Figures 11 and 14). Mr. Pelletier interpreted these pilings as remnants of a dock or walkway to which the barge was tied prior to its abandonment and sinking.

Adjacent to the dock pilings were two large, round logs or pilings (Figures 4, 10, 11, and 14). Originally, these logs were interpreted as related to the buried vessel because of their general orientation parallel to the barge timber. Subsequent excavation, however, revealed that the two round logs were not in fact parallel to the boat or to each other. The orientation of the logs combined with the knowledge that they were located outside of the hull of the barge led Mr. Pelletier and RK&K archaeologists to interpret the logs as deadmen or logs buried in wharf fill and used as a tie beam or structural reinforcement of the wharf structure.

Following the completion of the excavations of the barge, RK&K archaeologists monitored the rest of the excavations for the stream channel restoration, which included excavations for the fourth and fifth A-vanes. Excavation for the fourth A-vane, which involved moving the original construction bridge, demonstrated that hull of the barge did not extend past the original construction bridge and was not impacted by further construction excavation for the A-vane.

A second vessel was encountered during the monitoring of construction excavations for the fourth A-vane on August 28, 2017. The vessel was a small, lightly built vessel with a sharp bow and broad working area that tapered slightly to the stern (Figure 6, 19-21). RK&K archaeologist Jason Shellenhamer oversaw the documentation of this vessel and consulted with Alexandria Archaeology staff during its discovery and documentation. Given the tide cycle and the difficulty keeping the discovery location free of standing water and mud, the vessel was briefly exposed and then probes and pin flags were used to demarcate the boat’s location and dimensions. J.B. Pelletier was consulted on August 30, 2017 regarding diagnostic features of the boat.

The boat rested in mottled fill and sediment at a depth of between 3.9 and 4.8 feet below mean sea level. Side hull planking extended from an intact bow northeast for approximately 10.5 feet. Excavation and exposure of the boat stopped when the RK&K archaeologist reached the extent of EQR’s necessary construction excavation. The hull, however, continued into the unexcavated area (Figure 6). The hull planking was thin, about one inch thick. The planks themselves were smooth and attached directly to the framing. The hull planking was not fully intact and the bottom of the boat was no longer intact. A portion of the deck planking was still intact and the individual planks, which ran longitudinally, measured approximately one foot in width. Based on the sharp bow and the taper of the hull to the stern, Pelletier estimates that the boat was between 12 and 14 feet long. There was no evidence of mast steps that would have been necessary for a mast and sail, indicating that this was not a sail boat.

A sheet metal patch with wire nails was recovered from the vessel as was a metal can-like object interpreted as a water separator used to separate oil from oily water aboard ships before the waste water is discharged into the river (Figures 22 and 23). Both of these elements date to the early twentieth century, according to Pelletier (per. comm 8/30/2017).

Interpretations
Aerial photographs from 1927 and 1937 depict at least three abandoned vessels near the APE (Figures 24 and 25). In its scope of work, Alexandria Archaeology hypothesized that the first vessel may be one of
the long, narrow barges depicted in both aerials. Alexandria Archaeology also supposed that there may be more boats farther to the east along the channel and requested additional monitoring of this area. RK&K georeferenced the historic aerial images with modern aerial maps, parcel maps, and the GPS locations of the identified barge and boat. Historic aerial images georeferenced with APE and location of the buried barge indicate that the buried barge is possibly one of the vessels in the 1937 image. The hull of the barge is located approximately fifteen feet southeast of one of the large, partially submerged vessels abandoned along the shoreline and is oriented in the same direction. The georeferenced aerial images indicate that it is most likely that the barge located during the construction at Windmill Hill was abandoned sometime between 1927 and 1937. The smaller boat does not appear to be depicted in either aerial image.

Consultation with Mr. Pelletier, an analysis of the barge form and fasteners, and comparison with similar barges recovered just south of Windmill Hill Park at Ford’s Landing in Alexandria (Engineering Science 1993) indicate that the first vessel uncovered in the stream channel at Windmill Hill Park is a barge or scow with a prismatic hull dating from the late nineteenth to early twentieth century, most likely between 1900 and 1910. It was likely abandoned in the 1920s as the transition from wooden barges to steel barges was made (Pelletier, Per. Comm., 8/16/2017). For a discussion of the historical context of the properties that comprise the Windmill Hill Park property consult the “Windmill Hill Park Documentary Study and Phase I Archeological Investigation” (Maas, Baicy, and Sipe 2016).

J.B. Pelletier also consulted with RK&K on the identification of the second vessel. He concluded that the vessel is most likely an early twentieth-century boat, likely either an early power boat or an oar rowed boat, used as a small fishing vessel or a support vessel to transport people to and from the working barges found up and down the river. There was no evidence of a mast for a sail. Additionally, the metal sheeting patch indicates an early twentieth century construction or maintenance date. And the water separator recovered from the deck of the boat indicates an early modern vessel. The separator itself was not necessarily part of the small vessel, but it may represent the vessel’s association and support of larger equipment or vessels along the Potomac River. The boat would have been contemporaneous with the above barge and likely served as a lightly built, support vessel for commercial activities occurring on the river (J.B. Pelletier, per. comm, 8/30/17).

Conclusion
RK&K, in consultation with Alexandria Archaeology and Mr. Pelletier, determined that the remains of the barge and the small boat did not meet the criteria of significance for nomination to the National Register of Historic Places. Based on this assessment and on site visit to view the barge’s remains, Alexandria Archaeology determined that the portions of barge within the APE could be removed by EQR and construction of the A-vane in the barge’s vicinity could proceed. The portions of the barge to be impacted by construction were removed on August 16. Alexandria Archaeology concluded similarly that the early twentieth century boat identified farther to the east along the stream channel could also be removed following documentation. Monitoring continued until the completion of the construction excavation for the last A-vane was complete. No other intact, or partially intact vessels were observed. RK&K’s archaeological monitoring completed on October 3, 2017.

Sincerely,
Rummel, Klepper & Kahl, LLP

Karen Hutchins-Keim, PhD, RPA
Enclosure

cc: Patrick Di Nicola, Project Manager, RK&K
    Matthew Landes, Principal Planner, City of Alexandria

Attachments:

Attachment A: Alexandria Archaeology Scope of Work

Bibliography
Engineering-Science, Inc.

Maas, Anna, Dan Baicy, and Boyd Sipe
2006 Windmill Hill Park, City of Alexandria, Virginia: Documentary Study and Phase I Archeological Investigation. Prepared for the City of Alexandria, Department of Project Implementation. Thunderbird Archaeology, a division of Wetland Studies and Solutions, Inc.
Figures

Figure 1. Project Location
Figure 2. Area of Potential Effect
Figure 3. Location of Identified Vessels. Red dashed line indicates the location of the starboard hull of the barge, the interior of the vessel would have continued to the northwest. White dotted line indicates the center line of the smaller boat.
Figure 4. Barge Plan View
Figure 5. Barge Elevation
Figure 6. Boat Plan View
Figure 7. View of APE from construction bridge, facing west on July 31, 2017 toward South Union Street. Construction area for the third A-vane is the top half of the ponded area. Barge is located in the lower half of the ponded area.
Figure 8. Barge hull first exposed during early monitoring efforts, facing west. Construction of third A-vane (top left). Barge hull is marked with orange paint and the white line marks the project location of the barge hull.
Figure 9. View of barge hull, facing northwest on August 3, 2017. Third A-vane (top left) had been constructed. Solid white line indicates the known location of the barge hull on August 3. Dashed lines indicated possible buried beams associated with buried vessel. Between top dashed line and the hull were two posts and cross framing thought at the time to be related to the buried boat.
Figure 10. View of APE and starboard elevation of barge, facing north. The two logs are located in front (outside) of the hull. The dock pilings are located in between. The four boulders to the right were placed to stabilized the slope and are not permanent nor part of the installation.
Figure 11. View of APE and barge, facing west. Barge hull is located in the center of the image, dock pilings located upper and lower center, and two logs to the right. A-Vane in the background.
Figure 12. View of APE and interior elevation of starboard Barge hull, facing south. The large rocks in foreground were placed to stabilize the slope during archaeological work. They are not permanent. The construction bridge is located in the upper left.
Figure 13: View of the internal elevation of the starboard barge hull, facing southeast. Flooded excavation of bottom hull planking in lower right. Note truncated stanchions along the interior hull. A iron drift pin extends vertically along interior of hull at center.
Figure 14. View of starboard elevation of barge hull, facing northeast. Note the pilings and cross frame plank of the adjacent dock/walkway and the deadmen logs. The large stones in the background were placed to stabilize the slope and are not permanent or part of the A-Vane installation.
Figure 15. Starboard elevation of barge hull, facing north. Note the scarf joint in the center of the upper hull plank.
Figure 16. Exposed bottom hull planking from Barge.
Figure 17. Barge Fasteners: iron drift pins and threaded through bolts.
Figure 18. Barge Fasteners: wire nails and cut spikes.
Figure 19. View of APE and location of boat, facing northeast. Boat is located beneath where worker is standing.
Figure 20. View of boat location, facing northeast. Pin flags indicate limit of excavation and location of deck planking. Note the roughly triangular shape extending southwest from line of pin flags; this is the footprint of the hull planking of boat.
Figure 21. View of boat, facing southeast. Pin flags indicate approximately location of the hull of the boat.
Figure 22. Sheet metal patch with wire nails.
Figure 23. Water separator recovered from surface of boat decking.
Figure 24. 1927 Aerial Photograph (Aerial image courtesy of Alexandria Archaeology)
Figure 25. 1937 Aerial Photograph (Aerial image courtesy of Alexandria Archaeology)
Appendix A

Alexandria Archaeology, Scope of Work, August 4, 2017
Scope of Work for Recording a Likely Buried Vessel at Windmill Hill Park in Alexandria, Virginia

July 28, 2017

During a stream rehabilitation project at Windmill Hill Park in the City of Alexandria, Virginia, construction crews uncovered a probable buried vessel (Figure 1). In order to properly mitigate this probable buried vessel, a professional archaeologist will need to document a section of the buried vessel that will be adversely impacted by the stream rehabilitation project.

Figure 1. Small exposed area of possible buried vessel.
The probable buried vessel is situated in a small stream channel that is undergoing rehabilitation. While digging a hole in preparation to place a stone A-vane structure, construction crews encountered in-situ wooden timbers at a depth of approximately 9 to 10 ft. below grade. The crew ceased work upon realizing that the wooden timbers formed some sort of structure and contacted Alexandria Archaeology. Subsequently, staff from Alexandria Archaeology visited the site, and examined several timbers that had been extracted by the Gradall before the operator realized they were part of a bigger structure (Figure 2). Archaeologists were unable to see an intact timbers because of ponding in the hole. The contractor agreed to pump the water out of the hole the next day.

![Figure 2. Timbers extracted from probable buried vessel.](image)

The next day Alexandria Archaeology staff again visited the site after the contractor pumped out the water from the excavated hole. The possible floor of a vessel could be felt by
the archaeologists in the mud. The hole was expanded with the Gradall under the direction of the archaeologists in order to expose more of the vessel (see Figure 1). Additional timbers were encountered, suggesting that the vessel was oriented in a northeast-to-southwest direction (see Figure 3).

Figure 3. Area of Potential Effect (APE) [yellow] and approximate location of the probable buried vessel.

Based on the visible pieces of the vessel with metal fasteners, and on map research, we have determined that the probable buried vessel dates to the post-Civil War era, most likely to the late nineteenth or early twentieth century. Aerial photographs from 1927 and 1937 depict several abandoned boats in the immediate vicinity of the buried vessel (Figures 4 and 5). By 1949 filling of the area had begun and the approximate location of the buried vessel was partly filled (Figure 6).
Tasks

The following is a summary of the tasks to be completed:

1. Consult with Alexandria Archaeology before beginning mitigation.

2. Record by mapping and photographs the breadth of the probable vessel within the mitigation area (teal line). The mitigation area is approximately 20 ft. by 25 ft. in size. The contractor on site will provide heavy equipment and an operator to expose the buried vessel as directed by the archaeologist.

(Note: if during the recordation process the project archaeologist determines that the buried vessel may date to an earlier period, or that the particular vessel has significant traits or characteristics the merit additional research, contact Alexandria Archaeology.)
3. Upon completion of recordation of the buried vessel in the mitigation area, cut the mitigated section of the buried vessel with chainsaws and direct the Gradall operator to remove the cut pieces, leaving the remainder of the buried vessel outside of the mitigation area in place.

4. Carefully monitor any Gradall excavation within the remaining mitigation area, paying particular attention to the possible presence of additional buried vessels.

5. Remain on-site to monitor earthmoving within the APE for the duration of the project.

6. At the completion of the project produce an executive management summary of the findings.
Figure 6. Aerial photograph, 1949.
Addendum – August 4, 2017

We want to ensure that Stage 1 work is completed within a 5-day period, which depends on consistent water management. The tide does not look optimal next week. The week of the 14th has earlier low tides. Can DPI consult with EKK/ERG to determine the optimal week for archaeologists to work on the wooden structure?

-this plan needs to be communicated to and discussed with RKK archaeologists who are in charge of the project with Alexandria Archaeology support

-Refer to original scope - the wooden structure will be fully exposed in the area of impact to record, map, and photo before removal
- exposing the wood feature will be done in at least two stages, with the first section west of the bridge and the second section under the bridge; the bridge will be moved by RKK/ERQ to access the channel and for construction
-schedule: Monday-Jason begins to prep area for documentation by shoveling, pumping water, scooping dirt with backhoe when necessary; Garrett will arrive mid-day for a prep meeting; Tues-Fri-Jason, Karen, Garrett, (and Eleanor in between meetings on Tuesday and before 3pm on Thursday and on Friday), Tues and Wed (until 2:30pm), Friday (noon-2:30pm) Tatianna, Wed-Fri-Ben *Does RKK have other field techs that can work?
-RKK archaeologist to provide total station and map feature
-RKK archaeologists to provide cameras and take photographic documentation
-RKK archaeologists to hand draw feature
-RKK archaeologists to provide safety plan
-RKK archaeologists to take notes
-make determination of time period and significance; in situ wooden structure or less integrity?
-following documentation, see scope, wood will be removed and disposed of, RKK archaeologists will save a sample of iron fasteners
-RKK archaeologists to provide executive summary
-RKK archaeologists to coordinate with RKK/ERQ to ensure water management support in the form of creating a dam and pumping for the duration of the excavation and recording process
-arrangements with a maritime archaeologist need to be made and an in-person consultation scheduled
Note: 4 parallel lines south east of “possible keel” were partially visible on 7/27. Some exploration was done on 8/4 northwest of “possible keel”, wood was noted and backhoe operator said he felt a floor of some kind.