

5.0 RESEARCH AND SURVEY RESULTS

5.1 Archival Research

Archival research focused on the assessment of maritime activity of Bodkin Creek, both to describe general trends of life and history in the area and to determine whether people, places, or events of historical significance were associated with the area. The investigation of the maritime history of the creek was approached through examination of Commerce and Transportation, Military Activity, and Recreation. The results of research associated with these subjects are presented below.

Commerce and Transportation

As background for the examination of commercial activity on Bodkin Creek, a study was conducted of the array of watercraft traveling the Chesapeake Bay in and around the cities of Baltimore and Annapolis. Many of these vessels are unique to the Bay area and had been adapted to the tasks they performed and the waters they traveled.

One of the earliest historical references to pre-contact watercraft on the Chesapeake Bay comes from John Smith's report of the New World titled *The General Historie of Virginia, New England and the Summer Isles*, originally published in 1624. In the First Book, Smith relates the report of Sir Walter Raleigh's initial expedition to Roanoke Island in 1584 and an early encounter with the local inhabitants. This historic meeting is documented in detail, and in one passage the natives' boats are described as "one great tree, which is but burnt in the forme of a trough with gins and fire, till it be as they would have it" (Smith 1624:6). This early reference to a "dugout" describes the oldest boat structure that archaeologists have ever found. The dugout, or dugout canoe as it is often referred to, was the main source of transportation of the Powhatan, whose territory reached as far north as the Potomac River (Mariners' Museum 2002). Considering the extensive system of trade among Native American tribes in the Chesapeake region, the dugout was likely used by natives living in the Bodkin Creek area as well. However, no archival or archaeological evidence has been found to that effect.

Dugout canoes were constructed by selecting a log of suitable size and hollowing it by carving or burning the interior (Figure 5-1). Some dugouts were large enough to hold up to forty men, but the average capacity was smaller: between ten and 30 men including their goods. Dugouts were human powered by paddle or pole (Mariners' Museum 2002).

John Smith's expedition and the creation of the first permanent English settlement at Jamestown in 1607 introduced settlers to the abundance of marine life in the Chesapeake Bay and to tobacco, a new agricultural crop to the Europeans. Tobacco had been used for religious purposes and traded by Native Americans long before the settlers arrived. However, through the ingenuity of John Rolfe and the popularization of smoking by Sir Walter Raleigh, tobacco was quickly embraced by Europeans and became the first major cash crop of the New World (Tate and Ammerman 1979).

Fueled by the substantial profits of the tobacco trade, English colonies expanded rapidly throughout the Bay area. The new settlers adopted the dugout canoe for inland fishing and transportation and adapted the traditional dugout design and construction to fit the new tasks at hand. Eventually a sail was added and the size of the dugout was expanded to more easily handle trade cargo. These adaptations ultimately evolved into a vessel type referred to as a log canoe (Figure 5-2).

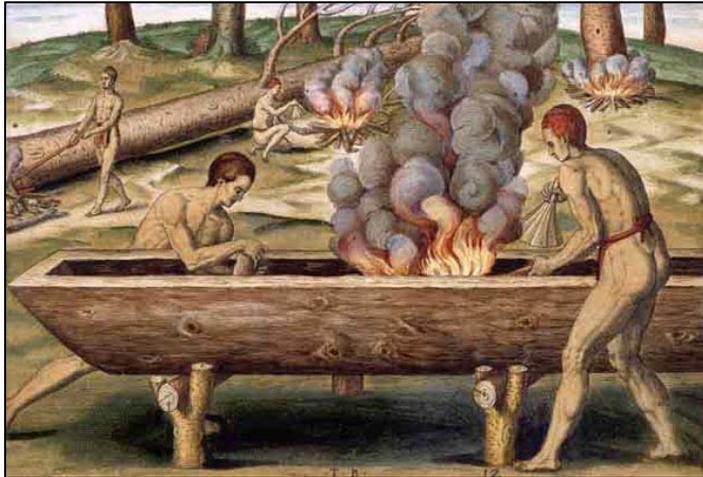


Figure 5-1. Dugout Canoe

(Theodor de Bry [1528-1598], Mariners' Museum 2002).

Log canoes were present on the Bay from the 1700s to the early 1900s. They were usually constructed on the owner or builders' property using up to seven logs. Finished hulls ranged in length from 20 to 40 feet. Log canoes were usually undecked, carried one or two masts and used various sailing rigs (Figure 5-3) (Chesapeake Bay Gateways and Watertrails Network 2009). They were inexpensive to build and easily replaced. As the supply of large trees dwindled, many builders began using three-to-nine

smaller logs in their construction (Figure 5-4). In later years, log canoes were also adapted for use in the oyster industry, with the addition of a centerboard and washboards for ease of tonging. Tonging refers to the method of retrieving oysters from the oyster bed by use of a rake-like tool (Figure 5-5). As the log canoe became a common sight on the bay, sailing competitions developed, and in 1884, formal log canoe racing was established. These racing events continue today with the addition of larger sails and hiking boards to increase speed (Figure 5-6) (Mariners' Museum 2002).

Sightings of dugouts and log canoes in the Bodkin Creek area, however, were likely to have been infrequent during the later part of the 17th century. A census of watercraft built in the colony in 1697 reflected very few watercraft operating in Baltimore County, which at the time included the Bodkin Creek area. This census reported only three Maryland-built vessels in Baltimore County, all of which were listed as shallops (Figure 5-7) (Neyland 1990:8).

A compilation of all watercraft operating in Maryland from the 1630's to the 1750's was prepared by Gary Wheeler Stone in 1975 from the *Archives of Maryland, Provincial and County Court Records*. This report indicates a large array of vessels in service in Maryland during the period, including ships, brigantines, barks, barges, pinnaces, shallops, and sloops. However, considering their size, most of these vessels would have been too large to operate in Bodkin Creek.

On the other hand, barges, pinnaces, shallops and small sloops are likely to have travelled the Bodkin Creek area initially for exploration and later for commercial trade with area planters.



Figure 5-2. Log Canoe (Mariners' Museum 2002).



Figure 5-3. Log Canoe (Wye River Models 2001).



Figure 5-4. Building a Log Canoe
(Chesapeake Bay Gateways and Watertrails Network 2009).

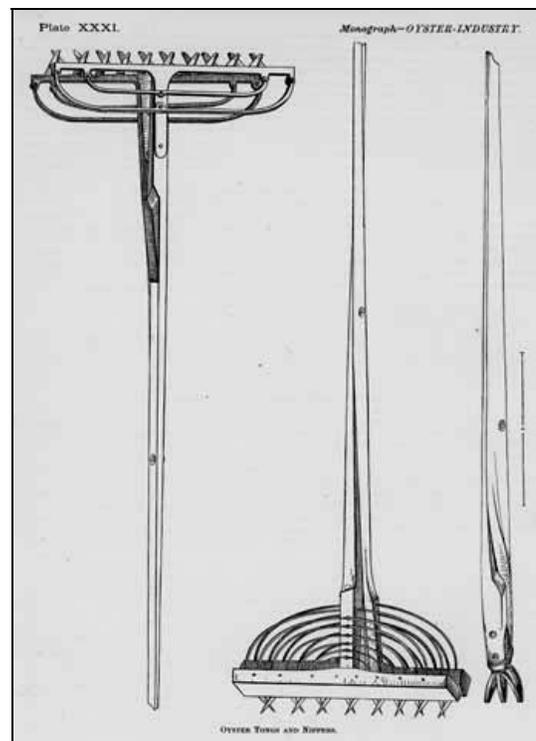


Figure 5-5. Oyster Tongs
(Mariners' Museum 2002).

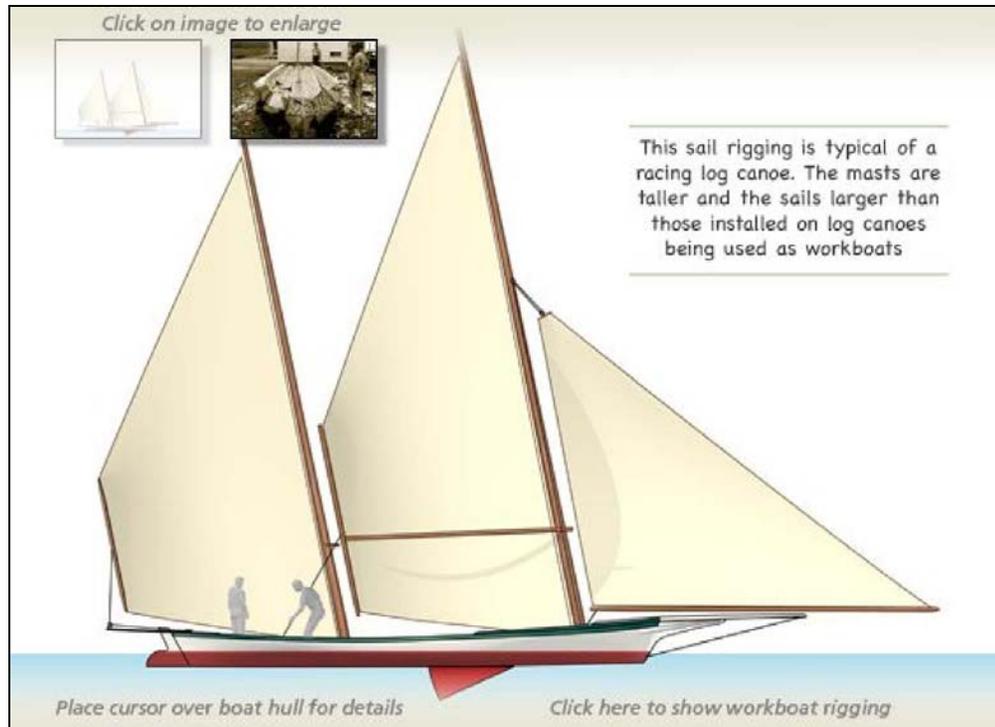


Figure 5-6. Racing Log Canoe
(Chesapeake Bay Gateways and Watertrails Network 2009).

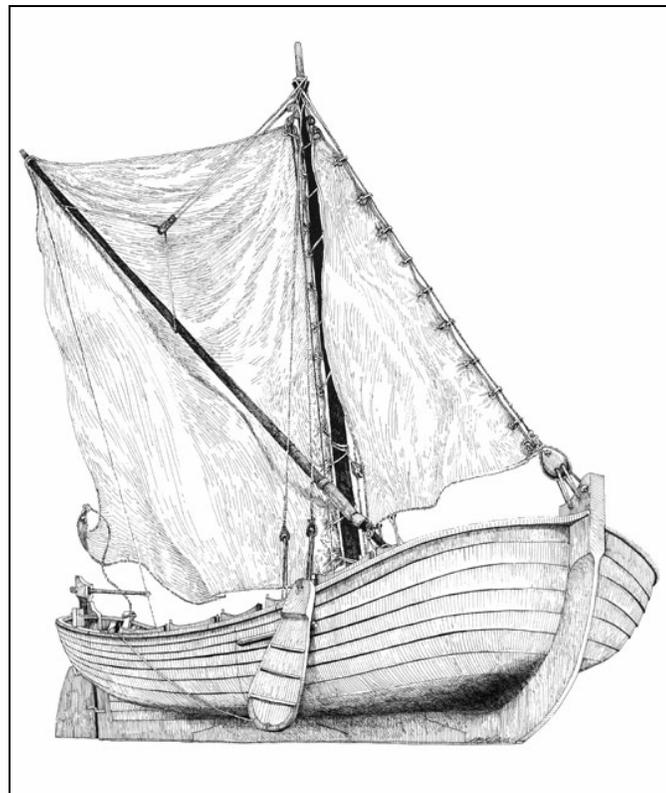


Figure 5-7. Shallop (Cerino 2007).

The trade continued well into the middle of the 18th century. Barges, defined as a ship's boat, lighter or flat-bottomed river craft, usually had fewer than ten oars, and when employed as a ship's boat would be used to carry the principle naval officers of ships of war (Neyland 1990:65). Pinnace is a term used to describe two types of vessels: a small ship; and a ship's boat that is both rowed and sailed. A small pinnace deployed as a ship's boat (Figure 5-8) was usually longer, narrower and more sharp-ended than a shallop and had no more than two masts and eight oars (Neyland 1990:65). The larger, seagoing pinnace (Figure 5-9) had three masts which were square-rigged and ranged up to 44 meters in length (RusNavy 2009). They were intended primarily for trading purposes. One of the best known ships of the pinnace design is the *Dove* which, in the company of the *Ark*, brought the first settlers to the new colony of Maryland in 1633.

Shallops were often indistinguishable from smaller sloops and reflect a diversity of size, construction and rig. They were deployed as ship's boats, and medium-sized versions such as the double shallop were employed as coasters (Neyland 2009:51).

Square-rigged vessels, designed to run before the wind, were effective for transatlantic travel. However, they could not compete on inland waters such as the Chesapeake Bay and its tributaries, where fore-and-aft-rigged vessels were able to sail closer to the wind. The sloop, a type of fore-and-aft-rigged vessel, eventually began to replace shallops as the common mode of Bay transport during the late-17th and early-18th centuries. Sloops generally had one mast with a small, triangular foresail and a gaff-rigged mainsail (Figure 5-10).

Another fore-and-aft-rigged vessel gaining popularity on the Bay during this period was the ketch. A ketch is a two-masted vessel that carries a square sail on the foremast and a gaff-sail on the after mast. The foremast is taller than the after mast which distinguishes the ketch from the schooner (Figure 5-11). According to historian Howard Chapelle (in Snediker and Jensen 1997:11), the ketch appears to be the forerunner of the schooner.

The actual transition from ketch to schooner is impossible to determine (Snediker and Jensen 1997:11). According to *Encyclopaedia Britannica*, the first vessel described as a schooner was built by Andrew Robinson and launched in 1713 from Gloucester, Massachusetts. A schooner was a fore-and-aft-rigged vessel with two or more masts. The foremast was shorter or the same height as the after mast (Figure 5-12), a configuration that distinguished it from the ketch. The first schooner known to have been built in the Chesapeake Bay was the 35-ton *Sarah*, launched on the Wicomico River in 1731. The advent of the schooner in the Bay coincided with increased American grain exports that created a boom in the business of shipbuilding. At the hands of Bay craftsman, the schooner design was continuously modified and adapted to needs and applications unique to the Chesapeake Bay (Snediker and Jensen 1997:13).

Maryland pilot boats were one of the first Bay area crafts adapted from the schooner design. When ocean going ships arrived at the mouth of the Bay, they sought the services of local captains to guide their vessels through the shallow Chesapeake waters to their destination port. The first local captain to reach the incoming ship won the job of piloting the vessel through the Bay. Their boats thus needed to be built for speed. The Virginia pilot boat was



Figure 5-8. Small Pinnace
(Boats Depot 2010).

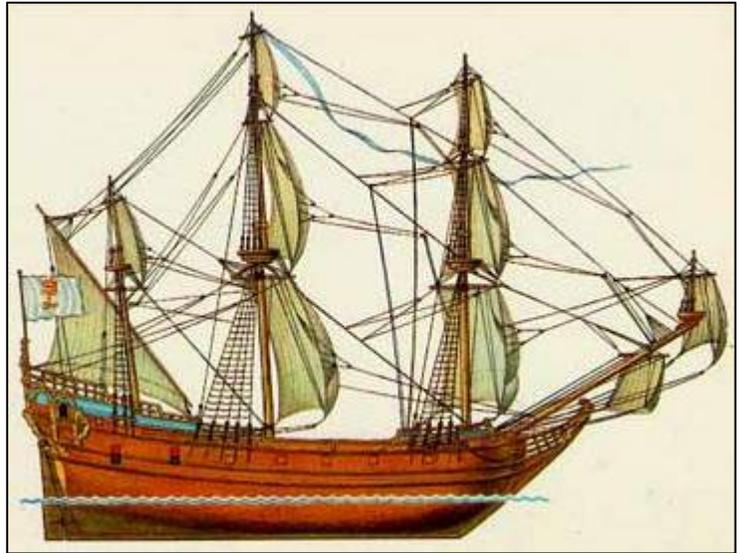


Figure 5-9. Coastal Pinnace (RusNavy 2009).

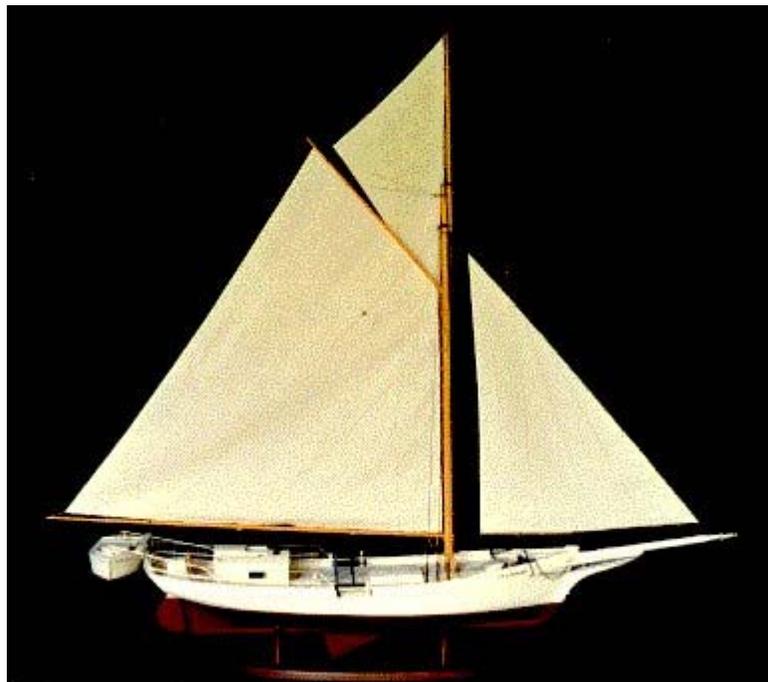


Figure 5-10. Chesapeake Bay Sloop *J. T. Leonard*
(Preckel n.d.a).



Figure 5-11. Ketch *Tiziana*
(Preckel n.d.b).



Figure 5-12. Schooner *Sultanna*
(Chesapeake Bay Gateways and Watertrails Network 2009).

characterized by its sharp deadrise, narrow body, fine long run, flush deck, low freeboard, fairly shallow draft, and deep drag aft (Figure 5-13). It had two raking masts and was gaffed-rigged, with a jib and main topmost staysail (Snediker and Jensen 1997:16-17). Pilot boat schooners eventually increased in size, and in some cases approached 200 tons. They were used effectively as traders, hauling cargoes of grain to Baltimore. Commercial pilot boat schooners were also used in the Revolutionary War as privateers, in the Maryland and Virginia state navies, and to haul cargo to the West Indies (Footner 1998). Pilot boats were common on the Bay until they were replaced by steamers, beginning in the 1880's (Snediker and Jensen 1997:41).



Figure 5-13. Pilot Boat
(Association of Maryland Pilots n.d.).

Baltimore merchants were also in need of fast ships as British and French warships preyed on American vessels in the transatlantic trade during this period. Thus, new and larger pilot boat schooners were built, with some reaching 100 feet in length. The new designs began to exhibit raked masts, hulls and sterns, with substantial deadrise, short keels, and the ability to fly a large complement of sails. One such design became known as a Baltimore Clipper and established a reputation for being able to out sail any ship on the high seas (Figure 5-14). The new Baltimore Clipper design was eventually employed by privateers under Letters of Marque with a great deal of success (Klima 1995). The speed and grace of the Baltimore Clipper design gained recognition and acceptance worldwide. Baltimore Clipper-style privateers saw extensive service in the hands of the French in the 1790's during the French Revolution and then again for Americans during the War of 1812.



Figure 5-14. Baltimore Clipper
(Pride of Baltimore, Inc. n.d.).

However, in the period following the end of the war, Baltimore Clippers were being replaced by schooners designed to hold more cargo but were less speedy. Although postwar clippers enjoyed some resurgence as slave traders, by the 1850's the slave trade was in decline, and so too was the demand for Baltimore Clipper-designed schooners (Snediker and Jensen 1997:24-36). Considering that Fells Point was the home to several successful boat yards specializing in the construction of Baltimore Clippers, it is likely

that schooners of this type were regular visitors in and around Bodkin Creek on their travels to and from Baltimore during this period.

Another descendant of the Chesapeake Bay pilot schooner, called the pungy, began to emerge during the late 1840's. The pungy was a swift vessel built to carry perishable cargo rather than pilots. It was similar in design to the Baltimore Clipper but carried no square-rigged sails (Figure 5-15). The traditional paint scheme of the hull was green and pink. The pink or flesh color was unique to the style of the pungy and was as close to the color white as the paint manufacturers could achieve at that time (Snediker and Jensen 1997:52). Pungys were also capable of ocean travel and were used for a wide variety of long-distance commercial trade. Records show, for example, that they were used for the shipment of pineapples to Baltimore from Bermuda. They were also used to dredge for oysters in the Chesapeake Bay. Pungys continued to operate in and around the bay until the first half of the 20th century and were likely to be operating in the Bodkin Creek area during this period as well (Mariners' Museum 2002). However, the excessive draft and the large crew complement required to sail the pungy eventually led to it being replaced by the bugeye and skipjack during the later part of the 19th century.

Oysters were one of the great bounties of the Bay. Native Americans and early colonists harvested oysters by wading into the water and picking them from shallow oyster bars. As demand increased, log canoes provided access to oyster bars in deeper water and hand tongs were used to collect the oysters from the bottom. In the early part of the 19th century, most of the oyster harvest was shipped north to satisfy the growing demand in the New England states. As the oyster beds of Long Island Sound and Cape Cod became depleted, the harvesters headed south to dredge in the Chesapeake Bay. In an effort to protect its resources and the livelihood of the Bay watermen, the State of Maryland passed several laws including one that banned oystering by non-residents. In the 1850's, Chesapeake Bay oystering experienced a boom that lasted until the Civil War. This in turn created a demand for dredge boats and other vessels to carry oysters to the northern markets. Centerboard schooners joined the ranks of the pungys to keep pace with the growing demand. By 1880, there were 800 buy boats in operation and 5,600 bugeyes and small schooners working as dredgers. By 1890, after two decades of overfishing, the industry began to experience rapid decline (Snediker and Jensen 1997:66-67).

During the period between 1820 and 1865, the State of Maryland had banned the practice of dredging, and oystermen tonged for oysters from log canoes. However, to keep pace with the growing demand, the state legalized the use of dredging under sail power in 1865. Consistent with this growth was a corresponding demand for more Bay vessels to join the expanding oyster fleet. Pungys and schooners were too deep-drafted to oyster in Bay waters, while schooners and sloops had high bulwarks that made it difficult to handle the dredge. Log canoes had none of these disadvantages, but did not carry enough sail to pull the iron dredges (Figure 5-16). Thus, new boat designs began to emerge (Brewington 1941:4-8).

In the 1870's Bay area boat builders started building a vessel type known as the brogan (Figure 5-17). The brogan was designed specifically for the oyster trade and used the log

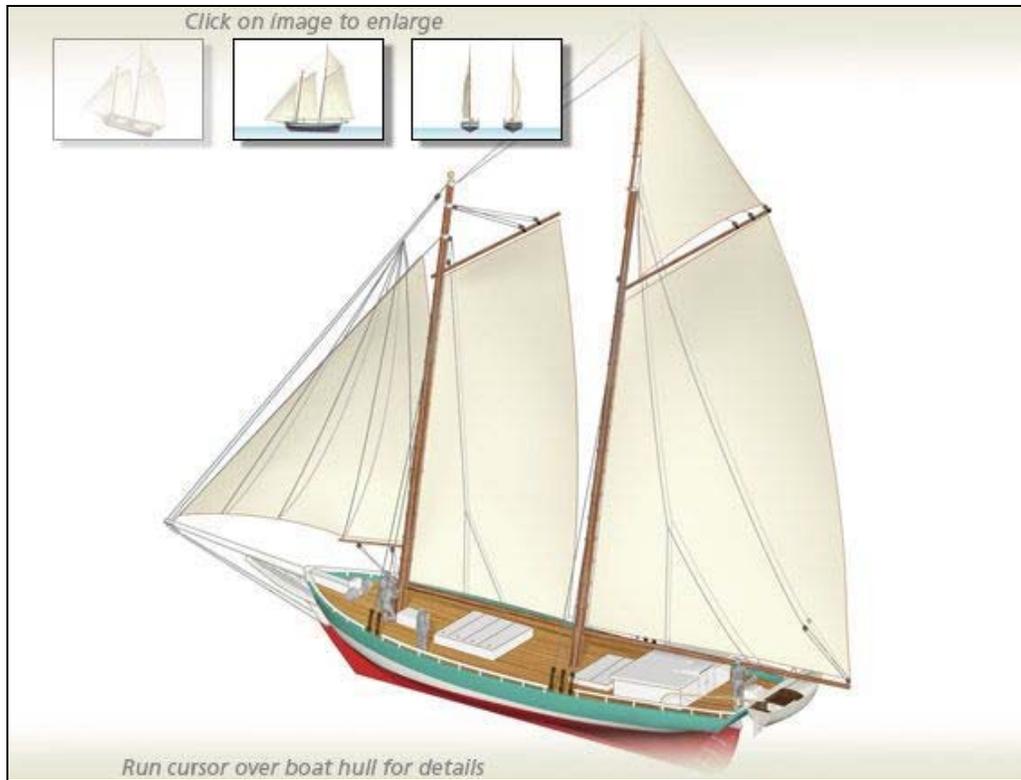


Figure 5-15. Pungy
(Chesapeake Bay Gateways and Watertrails Network 2009).

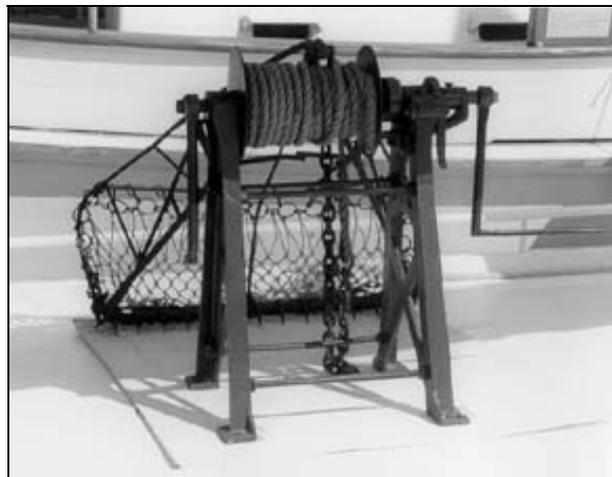


Figure 5-16. Oyster Dredge and Hand Winder
(Eshelman 1993)



Figure 5-17. Brogan
(Chesapeake Bay Gateways and Watertrails Network 2009).

canoe style hull construction. However, they were built larger than previous log canoes and the open hull was decked. The sail plan of the log canoe was retained, with triangular foresail, mainsail and jib, and the foremast was taller than the main. Both masts were raked sharply, but the mainmast was raked more than the foremast. Nevertheless, brogans also proved too small to effectively haul the oyster dredges (Mariners' Museum 2002).

In the early 1880's boat builders were searching for a new oyster boat design. They took the hull and sail plan of the log canoe, the sweeping shear, low freeboard, and log rail design of the pungy, and the shallow draft, unobstructed deck, and graceful long head of the Bay schooner, and gave this new vessel design the name bugeye (Figure 5-18). Eventually, as the timber supply became depleted, builders turned to plank-built bugeyes.

The increasing cost to build the bugeye prompted builders to search for other boat designs for the oyster trade. The so-called sharpies of Long Island Sound were known to be a worthy vessel, and Bay area builders adapted the sharpie by increasing the beam and simplifying the sail plan, thus resulting in a cheaper and simpler design. The new design was named a skipjack, and it quickly became the predominant oystering boat in the Bay (Figure 5-19). The skipjack hull was generally plank-built, V-bottomed, and hard-chined, with low freeboard. It carried one and sometimes two raked masts with a triangular mainsail and jib. The main mast was raked for two reasons: first to keep the sail's center of effort in good position for dredging under various wind conditions and points of sail; and second, the rake placed the top of the mast over the middle of the boat so a crane could be used to unload



Figure 5-18. Bugeye Edna E. Lockwood
(Eshelman 1993).



Figure 5-19. Skipjack
(Chesapeake Bay News 2010).

bushels of oysters (Mariners' Museum 2002). Skipjacks became Maryland's state boat and stayed in active service well into the 20th century. A few survive on the Bay today.

Another plank-and-frame design emerging in the 1880's was the deadrise (Figure 5-20). Deadrise refers to hulls with a V-shaped bottom at the bow and decreasing angle from the keel upward to the chine moving toward the stern. Deadrise angles are not constant along the length of the hull, varying progressively from mid-hull to stern. The deeper V at the bow allowed the hull to cut through the waves more smoothly, while the flatter sections aft make for more efficient planing (Tropical Boating 2010). The V-bottom hull was also easier to build than a round bottom hull. The average deadrise was 35-to-45 feet long with a beam of nine-to-twelve feet. When boats converted to power, the deadrise was easily adapted to most engines. It is the most commonly used workboat on the Bay today and can accommodate heavy, bulky equipment used for a wide variety of tasks (Mariners' Museum 2002).

Pungys, bugeyes, skipjacks and deadrises travelled regularly in and around the Bodkin Creek area and may often have dock at local wharves to deliver or take on supplies on their way back and forth to Baltimore harbor.

Steamboats were another important feature of maritime commerce and transportation in the Chesapeake Bay. Although sailboat travel offered a better alternative than animal drawn land transport on unpaved roads, bay winds and weather made sail transport unpredictable. In 1813, six years after Robert Fulton introduced the steamboat *Claremont* to New York, the steamer *Chesapeake* made its inaugural run from Baltimore to Annapolis, ushering in the steamboat era on the Bay (Figure 5-21) (Anne Arundel County 2008c).

During the 1820s, steamboat service quickly expanded to provide a Bay-wide transportation network with Baltimore as the major hub. Some routes included extended stops in the South, Rhode, and West Rivers and carried passengers, farm products, seafood, and general freight to these and other areas. Excursion cruises also became a popular way for city-folk looking to enjoy the country to frequent the growing Bay-area summer resorts (Anne Arundel County 2008c).

The Baltimore Steam Packet Company, also known as the Old Bay Line, began operating in the 1840s with a side-wheeler named *Georgia*, which could make the run between Baltimore and Norfolk at a speed of 6 knots. Steamboats continued to grow in size and speed during this era, and by the 1850's, a typical steamboat was 235 feet long with a 31-foot beam and 11-foot draft (McComas 2010).

Freight hauling had emerged as an important source of revenue for steamboats by this time and equaled the revenue realized from passenger service. However, in 1880 the New York, Philadelphia and Norfolk Railroad built a line down the Eastern Shore to Cape Charles. Thereafter, the more efficient railroad began to take over most of the freight hauling opportunities and steamboats were forced to focus more on passenger travel. In 1877, the steamboats *Virginia* and *Carolina* offered passengers quick service, comfortable accommodations, private cabins, plush salons, and electric lights. The Stoney Creek Steamship Company and the Rock Creek Steamship Company were formed in 1883, running



Figure 5-20. Deadrise
(Chesapeake Bay News 2010).



Figure 5-21. Steamboat *Chesapeake*
(Maryland Historical Society 2001a).

excursion steamers to beach resorts such as Fairview, north of Bodkin Creek (Cunningham 2001). In the 1890's, iron-hulled steamboats with screw propellers began to operate in the Bay providing even more efficient and comfortable passenger service. By the 1920's, steamboats were large enough to carry 600 passengers, 700 tons of freight, and could steam at 20 knots (McComas 2010).

Nevertheless, with the increasing number and efficiency of trucking lines, automobiles and airplanes during the 20th century, passenger, freight and mail volume diminished to the point where steamboats were no longer able to survive. Steamboat service on the Bay came to an end in the 1950's (McComas 2010). One of the last of the steamboats to operate in the Bodkin Creek area was the *Emma Giles* (Figure 5-22) which ran a regular route between Baltimore, Annapolis and the Rhode and West rivers until the 1930s (Anne Arundel 2008c).

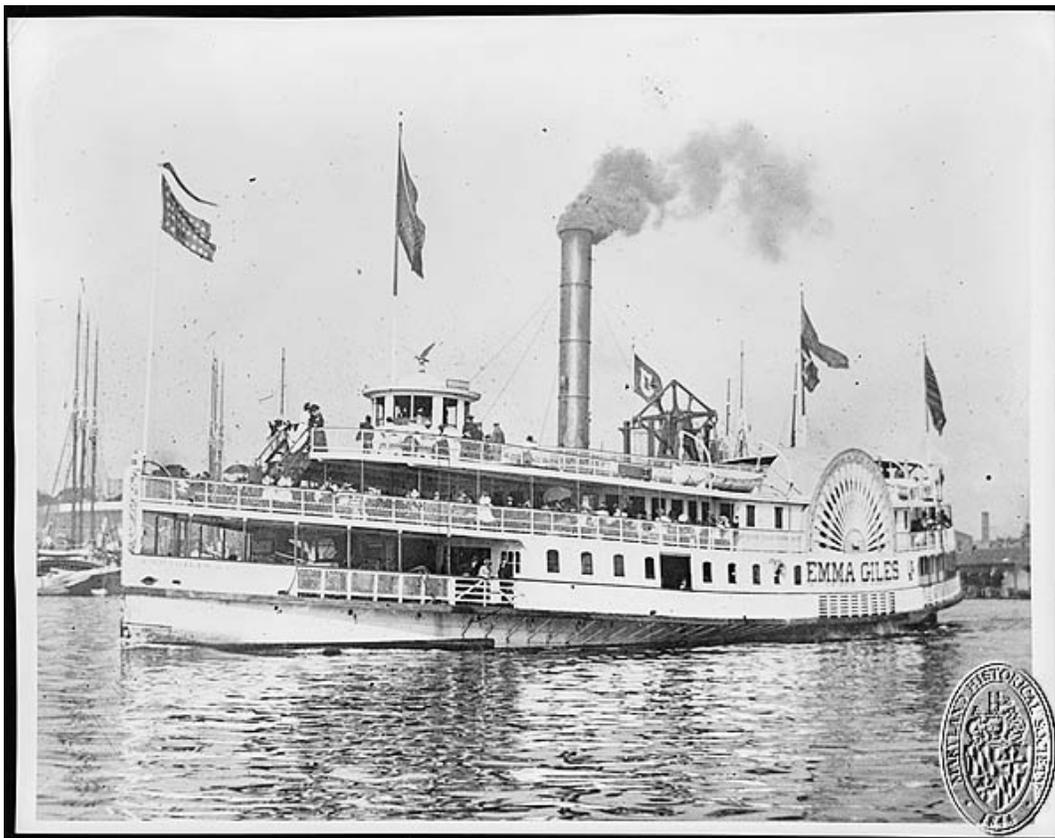


Figure 5-22. Steamboat *Emma Giles*
(Maryland Historical Society 2001b).

Military Activity

The Bodkin Creek area was fairly insulated from wars throughout its history and no reports have been found of major military campaigns in the area. During the Revolutionary War, the sloop of war HMS *Otter* anchored off Bodkin Point in May 1776 to patrol the entrance to the Patapsco River. It was reported that she captured at least one American vessel. However,

she was driven off by the American warship, *Defense*, in one of the first naval engagements of the war (Riley 1905).

The only other military engagement reported in the Bodkin Creek area occurred during the War of 1812. War had been declared by the United States on June 18, 1812, in response to trade restrictions and the British policy of impressment growing out of Britain's war with France. In March 1813, a British squadron under Rear Admiral George Cockburn started a blockade of the Chesapeake Bay, raiding towns along its shores in an attempt to coerce the Americans into a favorable peace agreement. In August 1814, Vice Admiral Cochrane, Commander in Chief of the British Navy Fleet in America, dispatched a diversionary squadron of three ships to the upper Chesapeake Bay while his main force prepared to attack Washington, D.C. One of the ships in the diversionary squadron was the frigate HMS *Menelaus* commanded by Captain Sir Peter Parker.

On August 24, 1814, the British attacked Bladensburg as the first step in their campaign on Washington. That same day the HMS *Menelaus* continued its operations near Kent Island and the lookout reported observing a "schooner at an anchor under the land." Captain Parker sent his men to investigate and the next morning they returned to the HMS *Menelaus*. According to a passage in a diary kept by Lieutenant Benjamin G. Beynon, Royal Marines, assigned to the frigate, the crew returned to the ship and reported the destruction of a "fine schooner called the *Lion of Baltimore*." The next day, the British succeeded in their campaign against Washington, burning the capitol and other public buildings, including the White House.

Archival research revealed that an American privateer named *Lion* had destroyed 15 English prizes in and around the English Channel and carried a cargo valued at \$400,000 into L'Orient, France. Researchers have speculated that the vessel burned by the HMS *Menelaus* in Bodkin Creek may have been the privateer *Lion* returning from France with the prize money on board. In an effort to verify these events, searches were conducted in a variety of archives, libraries, and document repositories to locate records of a vessel with the name *Lion of Baltimore*.

The Navigation Act of 1789 brought all American flag vessels of 5 tons burthen and over and engaged in foreign commerce under the control of the Secretary of the Treasury, who delegated their regulation to customs officials. Three years later Congress placed all vessels engaged in the coastal and fishing trades under similar jurisdiction. These laws required that Certificates of Registry and Enrollment be issued after the proper measurement of each vessel and the presentation of proof of its build and ownership as evidence that the vessel was entitled to the rights and privileges of an American vessel, including, for example, lower tonnage duties and certain immunities under international law. Registers were granted to vessels measuring 5 tons and over engaged in foreign trade, and enrollments were granted to those measuring 20 tons or over engaged in various types of coastal and fishing trades. Until 1912, with few exceptions, American-documented vessels were required to be built in the United States; even as of 2007, only American-built vessels can be documented to engage in coastwise trade.

Research at the National Archives and Records Administration (NARA), in Washington, D.C., indicated several vessels with the name *Lion*, although none were schooners and none were listed as built in Baltimore (Table 5-1). For example, Record Group (RG) 41, containing the Baltimore Certificates of Registration, included an entry for the brigantine *Lion*, Registration No. 102, dated April 24, 1795, W. Felt, captain, and J. Amory and J. Head, owners. The Certificates of Registration for the years 1803-1814 included several brigs and snows named *Lion*, but no schooners. The Baltimore Certificates of Enrollment for the years 1800 to 1814, also reviewed in RG 41, contained no entries for vessels named *Lion* or *Lyon*, in more than 800 records examined. Note that spelling was not always consistent in the late-18th and early-19th centuries, which may occasionally make positive identification of a specific vessel difficult. Moreover, the French were at war with the British at this time, and American privateers were often provided sanctuary in French ports. Thus, vessels were on occasion referred to by French-sounding names. For this reason, alternate spellings such as *Lyon* and even *Leo* were considered in the records searches reported herein.

Edmund Nelson, maritime volunteer at the Maryland Historical Society Library, assisted in a review of the maritime records at that repository. Certificates, enrollments and carpenter's certificates were examined, but no record of a vessel with the name *Lion* or *Lyon* was discovered. Thus, it seems doubtful that a vessel of that name was built in or around Baltimore between 1800 and 1814.

Another source of vessel documentation that was consulted from this period was the so-called Lloyd's List. The Lloyd's Register Society was formed in London in 1760 by the customers of Lloyd's Coffee House. The Society printed the first *Register of Ships* in 1764 in order to give both underwriters and merchants an idea of the condition of the vessels they insured and chartered. Ship hulls were graded on a lettered scale (A being the top rating), and ship's fittings, including masts, rigging, and other equipment, were graded by number (1 being the top rating). The best classification was thus "A1 at Lloyd's," from which the expression A-1, still used in everyday speech today, is derived. The rating first appeared in the 1775-1776 edition of the Register. While no schooner with the name *Lion* is listed out of Baltimore, Figure 5-17 illustrates a page from the Lloyd's List of 1812 with a 161-ton brig named *Lion* highlighted. The vessel was built in 1801, with a single deck with beams, a copper-sheathed and copper-fastened hull of oak and pitch pine, a draft of 12 feet, carrying 6 guns, and home port listed as Baltimore. Her captain is recorded as Graham and her owner A. Forbes.

Another set of records examined were War of 1812 Property Claims, located at NARA II (College Park, Maryland), for a report claiming the loss of a vessel called *Lion* near Bodkin Creek. A search of the records located in RG 76 containing British Spoliations between 1794 and 1824 revealed no letter or references to *Lion*, suggesting that no claim was made for the loss of a vessel by that name during this period.

Records of Letters of Marque and Reprisal were also investigated. These documents were the formal authorization issued to a private vessel sanctioning the capture and confiscation of ships and merchandise of an adversary nation. At the beginning of the War of 1812, the American Navy consisted of about 16 major vessels, in contrast to more than 1,500 vessels of

Table 5-1. Entries in Record Group 41 for Vessels with the Name *Lion* (or Variation).

Year	Type Vessel	Name	Page	Owner	Tons	/95Tons	Built	Where Built	LOA	Beam	Hold
1795	Brigantine	<i>Lion</i>		J. Amory, J. Head	95	63	1795				
1803	Brig	<i>Lear</i>	36	Joseph Carn	132	83	1801	Somerset County, MD	76'4"	22'	9'1"
	Brig	<i>Lear</i>	84	James A. Buchanan	132	83	1801	Somerset County, MD	76'4"	22'	9'1"
1804	Brig	<i>Lear</i>	52	L Smith, Buchanan P. Bromfield	132	83	1801	Somerset County, MD	76'4"	22'	9'1"
	Brig	<i>Lyon</i>	81	Peter A. Question	178	68	1802	Portsmouth, VA	75'6"	20'3"	12'9"
	Brig	<i>Lyon</i>	97	Martin & Jauffrete	178	68	1802	Portsmouth, VA	75'6"	20'3"	12'9"
	Brig	<i>Lyon</i>	255	Peter A. Question	178	68	1802	Portsmouth, VA	75'6"	20'3"	12'9"
1806	Brig	<i>Lyon</i>	67	Jonathan Hudson	178	68	1802	Portsmouth, VA	75'6"	20'3"	12'9"
	Snow	<i>Lion</i>	188	John H. Harris	168	86	1797	Pepperrelbone, MA	75'8"	22'	11'4.5"
1807	Brig	<i>Lyon</i>	228	Jonathan Hudson	178	68	1802	Portsmouth, VA	75'6"	20'3"	12'9"
	Brig	<i>Leo</i>	134	Henry Wilson	281		1807	Baltimore, MD	101'6"	26'4"	11'10"
1809	Brig	<i>Lyon</i>	75	M. McBlair?	178	68	1802	Portsmouth, VA	75'6"	20'3"	12'9"
1812	Schooner	<i>Leo</i>	153	Thomas Lemes?	278	4	1812	Baltimore, MD	103'	25'8"	11'9"

war in the Royal Navy. Privateers were a quick means of augmenting the ranks. According to the *Niles Weekly Register*, published by Baltimore journalist Hezekiah Niles in the early-19th century, an estimated 2,500 British prizes were taken by American privateers between 1812 and 1815.

Lloyd's Register
1812

L											
201	Liberty	Bg	A. Kreigh	180	Swedn	9	Elingsford	10	Lo. C. Han	E 2	
	S. W. & C. J. Kiley	59	Philad.	269	19	Crawford	15	Lo. Philad	E 1		
	Bg	Littledale	122	Wrkin	25	Capt. & Co.	17	Co.	E 1		
	Bg	J. Meal	107	Wells	1	Capt. & Co.	10	Ya North	A 1		
	Bg	Menzies	123	Nwsm	25	W. Stait	11	Lo. Oprto	E 1		
	Sp	J. Morris	76	Kucnk	4	W. Walker	9	Co.	A 1		
	Sp	J. Palmer	40	Rehstr	16	T. Paia	7	Trp Primh	E 1		
	Bg	W. Pearson	233	Shields	29	Capt.	14	Du Dron	E 1		
	S & C	Ch. Poppen	27	Amer.	16	H. W. Knick	15	Li Lisbon	E 1		
210	Bg	W. Petersen	233	Shields	23	Shields	14	Du Baltic	E 1		
	Sw	A. Peters	156	Wales	6	Capt.	12	Lo. Cork	A 1		
	Bg	Pritchard	75	Wales	11	Capt.	10	Co.	E 1		
	Bg	Prosse	52	Tinngh	21	J. Stephens	9	To. N. Ind	E 1		
	Bg	S. Scott	172	Yrmth	8	Miller & C.	11	Ya. Dublin	A 1		
	captured	Sw s. C.	100	For'gs	P.	Henly & S.	13	Lo. Tmp	E 1		
	part. f. Os	S. C. F.	258	Hull	11	Capt. & Co.	14	Lo. Brazils	A 1		
	Bg	Trensider	75	British	77	Capt. & Co.	10	Fa Coast	E 1		
	Bg	d. C. Thistle	115	Lynn	4	Ragge & C.	11	Ly Coast	E 1		
	Bg	s. C. T. Turner	180	Amer.	6	T. Lockyer	11	Fa. Tmp	A 1		
210	Sp	Warrall	86	Rechstr	13	Warrels & C.	10	Lo. Jersey	E 1		
	Os	Williams	75	Yrmth	21	Noble & C.	10	Da N. Ind	E 1		
	S	E. Wheeler	300	NYork	12	New York	15	Li NYork	E 1		
	Liebe	Bg	J. Cauw	130	Norwy	17	M. Crane	10	Da. Leds	E 1	
	Lieble	Dr	Kbile	85	Dutch	14	T. Lee	9	Lo. Str'bs	E 1	
215	Sk	Thaddeo	50	Finlad	25	Capt. & Co.	6	Lo. Highla	E 1		
	Lieble	O	(T.G.T.)	Jeris	36	Emden	4	Capt. & Co.	10	Lo. Ostnd	A 1
	Ligero	Bg	s. C.	Christon	130	Amer.	6	J. K. Secura	12	Hvank Co.	A 1
	Bg	AGarrogo	116	British	Gordn & C.	13	Co. Lis on	E 1			
	Bg	J. A. Silva	71	Brazils	Sweden	9	Li. M. Fra	1	Co.	A 1	
230	Lightning	Bg	W. Riddic	141	India	4	Pirie	11	Lo. St. Mic	A 1	
	Lilla Charlotte	Brmsbrg	101	Sweden	13	Capt. & Co.	9	Lo. Critzer	E 1		
	Lily	Bg	R. Bogg	609	N. Bras.	10	R. Bogg	10	Lo. N. Bras	E 1	
	AMP Endo	60	Dnbts	10	Burr & C.	8	Co.	A 1			
	Sp	M. Kirdy	30	Scotl	37	Capt.	10	Ya.	E 1		
	Limeric Pack	T. Lone	135	Yruth	4	Smith & C.	11	Co.	A 1		
	Lina	G	J. Lander	96	Dutch	9	H. G. G. G.	11	Co.	A 1	
	Lincoln	S. C.	Rehmd	379	Whthy	8	Sibblid & C.	17	Lh. Jama	A 1	
	Lindisferne	J. Butler	217	Pr.	14	Sime & Co.	14	Lh. Amer.	E 1		
	Linen-Hall	Watson	153	Poole	6	Lewington	13	Lo. Dublin	A 1		
240	Lion	Sp	J. Agnew	35	British	11	Joyce & C.	7	Co. Gmsy	E 1	
	Bg	J. Denoy	202	Primb	8	Smith & C.	14	NY & Co.	A 1		
	Bg	W. Dodges	78	Whrm	4	Capt. & Co.	9	Wo. Dblin	E 1		
	Sr	T. Fennel	100	N. Sco.	3	Fennel & C.	9	Lo. Halifax	E 1		
	Bg	A. Duncau	176	Abrdn	15	Duncau & c	12	Du. Lond	E 1		
	Bg	s. D. Dunkin	202	Amer.	10	Boggie	12	Du. Oprto	E 1		
	Bg	s. C.	Graham	181	Baltim	10	A. Forbes	12	Lo. C. urac	E 1	
	Sw	J. Goulth	181	S. Amer.	10	Ya. N. West	E 1				
	Sp	T. Graves	35	Frngl	4	Fowler & c	7	Grray Co.	1		
	S & C	T. Hawkins	263	Boston	40	Stanforth	13	Li. Gra. Id.	1		
210	Bg	J. M. Kie	99	Yrmth	16	Capt. & Co.	10	Wo. Irland	E 1		

Figure 5-23. A Page from Lloyd's List of 1812 Recording a Baltimore Vessel Named *Lion*.

Letters of Marque and Reprisal were not standardized, and thus the information contained in them about specific vessels is often ambiguous. Records related to Correspondence Concerning Applications for Letters of Marque were examined at NARA, RG 45. Among these records privateer vessels were indexed by state. No listing was noted for a Letter of Marque issued in Maryland to a vessel named *Lion*.

Under each letter in the Index book were vessel names with page numbers, followed by officers and owners, alphabetized by last name, and the page numbers of the listings in the volumes: for example, RG 45 E575, Correspondence Concerning Applications Received by Custom Collectors for Letters of Marque and Reprisal:

- Lion*-59, 325, 604, 235(penciled in), 425(Under Captains and Officers)
- Lyon*-69,71, 121
- Cloutman, Thomas-59, 71, 121
- Hitch, Joshua -235

During the War of 1812, Letters of Marque and Reprisal were requested from and issued by the Collector of Customs of each maritime district, usually located in the largest port within that district. As noted earlier, the French were at war with the British at this time and American privateers were often provided sanctuary in French ports. Possibly related to this was the custom of requesting Letters of Marque and Reprisal for the same vessel under similar French sounding names: *Lion*, *Lyon*, *Leo*. Also noted was a request to the Boston and Charlestown, Massachusetts, Collector of Customs for the *York of Baltimore*, a vessel whose apparent home port was Baltimore. Adding to the uncertainty is the fact that the standard format for a Letter of Marque request did not include the vessel's home port.

Figure 5-18 illustrates a typical request for a Letter of Marque and Reprisal. It was written to the Boston and Charlestown, Massachusetts, Collector of Customs for a schooner *Lion* in July of 1812. Additional examples are contained in Appendix E.

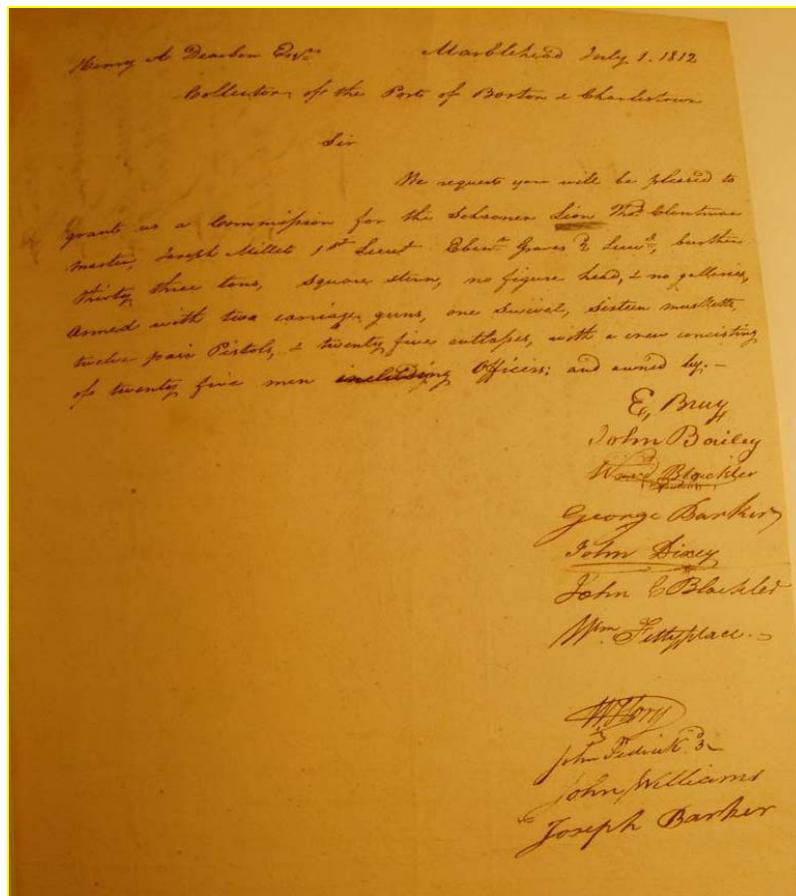


Figure 5-24. Request for Letter of marque and Reprisal for a MassachussetsVessel Named *Lion*.

(Transcription:

Henry A. Dunton Esq. Marblehead, July 1, 1812
 Collector of the Ports of Boston and Charlestown
 Sir

We request you will be pleased to grant us a commission for the schooner LION, Thomas Cloutman, master, Joseph

Millet, 1st Lieutenant, Eben Graves, 2nd Lieutenant, burthen 33 tons, square stern, no figurehead and no galleries, armed with two carriage guns, one swivel, sixteen muskets, twelve pair pistols and twenty five cutlasses with a crew consisting of twenty five men including officers and owned by E Bruy, John Bailey, Ward Blackler, William Story, George Barker, John Dixey, John C. Blackler, Wm. Fettyplace, John Pedrick 3rd, John Williams, Joseph Barker).

Secondary sources on privateers were also consulted. Jerome R. Garitee's *The Republic's Private Navy: The American Privateering Business as Practiced by Baltimore during the War of 1812* (Garitee 1977), for example, contained extensive appendices listing privateers, Letters of Marque, and vessel owners. The lists included no reference to a vessel out of Baltimore with the name *Lion*.

Various authors cite differing information about the same vessel, since some privateers received more than one Letter of Marque following a change of master, owner, home port, or modification of the vessel's name. Fore example, Emmons (1854:184) lists the following information on privateers with the name *Lion*, and it is difficult to determine whether separate vessels are referenced:

Vessel	Master	Homeport
<i>Lion</i>	Capt. J. Hitch	Salem
<i>Lion 2</i>	Capt. T. Cloutman	Baltimore

Under "Public and Private Armed Vessels," Emmons (1854:149) also lists:

Vessel	Class	Guns	Crew	Commanded by	State
<i>Lion</i>	Brig	10	45	J. Mason	Massachusetts
<i>Lion</i>	Galley	2	30	B. Craigs	Connecticut

Coggeshall's *History of the American Privateers*, contains the most direct reference to a vessel named *Lion* from Baltimore: "We have had the pleasure of noticing the exploits of the *Lion* privateer, of Baltimore, off the coasts of Spain and Portugal. She safely arrived at L'Orient in France with about \$400,000 on board having destroyed 15 or 20 English vessels..." (Coggeshall 1851:156). Coggeshall's index, though, lists the *Lion* as a privateer commanded by Stacey out of Marblehead (Coggeshall 1851:418).

Newspapers in the United States provided contemporary accounts of privateers' activities, usually through announcement of captured vessels arriving in U.S. ports and in French and British newspaper accounts brought back from Europe by ships. Some of these papers consulted in the current research included *Niles Weekly Register/Niles National Register* (Baltimore); the *Federal Gazette and Baltimore Daily*; the *American and Commercial Daily Advertiser*; the *Baltimore Patriot and Evening Advertiser*; and the *Daily National Intelligencer*.

Research was also conducted at the British National Archives at Kew, England. On August 24 and 25, 2009, and again on September 8, 2009, the archives were visited to search for more information specific to the incident reportedly involving the American privateer and the British frigate. Research at the archives in March 2009 failed to locate the Captain's Logs for the period in question, August 1814. The next round of research, described here, examined the Captain's and Master's Logs for HMS *Menelaus* during a wider period of time, including the summer and fall of 1814. Letters written to the Admiralty by the Captain of *Menelaus*, Sir Peter Parker, were also examined.

The British National Archives is one of the largest archival collections in the world, spanning more than 1,000 years of British history. Books range from the Domesday Book of 1086, prepared for William the Conqueror, to recent government papers. Admiralty records (ADM) previously kept at the National Maritime Museum are now housed at the National Archives. Documents in the ADM are organized into categories. For our search purposes, the most relevant categories are:

Master's Logs (ADM 52 and ADM 54) record a ship's position, course and weather, and were kept for navigational purposes by the Sailing Master of the ship. This log also records details of punishments carried out, employment of hands, and discrepancies found when opening casks of food or drink so that subsequent claims could be filed against suppliers. The Sailing Master was also responsible for planning the layout of the log as well as making sketches and charts of land and harbors which would be circulated as navigational aids. Master's Logs are listed by ship name and then by date.

Captain's Logs (ADM 51) were compiled from the Master's Log, the Captain adding whatever information he thought relevant or was obliged to give by regulation. In practice, this consisted of routine shipboard information including damage to stores, employment of the ship's company, etc. The Captain's Logs provide a full picture of the daily routine of a naval vessel under sail. Sometimes the log will include a list of the crew, or a list of casualties from a major action. Captain's Logs are listed by ship name and then by date.

Admiral's Journals (ADM 50) are the official journals of admirals and officers of flag rank. The journals vary in form and completeness. They give daily summaries of weather, navigation, orders, signals, maneuvers, and other official business. For the period of the current inquiry, 1814, the journals are listed alphabetically by name of Admiral. After 1855 they are listed by station or squadron.

All of these logs were superseded in the mid-19th century by the **Ship's Log** which is held in ADM 53. Some ship's logs date as early as 1799.

Finally, Captain's letters to the Admiralty and other items are found in ADM 1, a general catch-all for miscellaneous papers and reports. An index (ADM 12) and a series of index code sheets are used as a guide to the appropriate volume in ADM 1.



Figure 5-25. HMS *Menelaus* off Cape Molo, Minorca
(pen & ink & wash by Lt. William Innes Pocock,
National Maritime Museum Collection).

Captain's Logs

As an example, for HMS *Menelaus* the records covering the period January 1, 1812 to August 29, 1815 are found in ADM 51/2542. This file contains 10 volumes of Captain's logs which have been rebound. The original hard cover of the log book has been removed and replaced with a soft, light woven canvas cover. The first three volumes in the file were for the HMS *Mercury*, beginning in 1809 and ending in 1812. The next seven volumes were for HMS *Menelaus*, beginning January 1, 1812, and continuing to August 29, 1815, when the ship's crew was paid off.

Volume 4 was much thicker than the other volumes, covering January 1, 1812 to December 31, 1813. The Captain's Log is a large record book organized by day. There are seven columns across the page, and each day is broken out by the hour. The columns identify the hour (H); two columns (K and F) were indecipherable; another recorded the ship's course (such as West, West ½ South, SSE, and so on as the course changes), with the winds for that hour also recorded. Not every hour is filled in; only when there is a change in the course or winds is it noted. Signals and Remarks are contained in the last two columns. Bearings were taken at noon, weather permitting, and the latitude and longitude were recorded. An example of a daily entry from the Captain's Log is shown in Figure 5-20.

Volume 5 covered the period January 1, 1814 to June 30, 1814. On April 30, the handwriting changes and someone with poorer penmanship begins to make the log entries, making them harder to read. This volume closes on June 30, with the *Menelaus* making for Bermuda with the entry estimating 1,322 miles to go.

Volume 6 began on September 6, 1814, and ends December 31, 1814. The period of interest for the current investigation is August 1814, which was not contained in either Volume 5 or Volume 6. Additional volumes in the file cover to the end of 1815. A search of the file revealed that the two missing months were not bound by mistake in one of the other volumes. Discussions with Archive staff suggested that it is most likely the two months in question were never bound with the set: they could have been destroyed sometime in the past; they could be filed separately for some reason; or they could have been bound by mistake with the logs of another ship that were being re-bound at the same time. Officially, they are listed as “misfiled.”

The entry for September 7, 1814 makes reference to the removal of Sir Peter Parker’s body to another ship for passage to Bermuda to be interred. Parker had been killed on August 30 near the village of Moorfields on Maryland’s Eastern Shore. Afterwards, Edward Dix was appointed Captain of HMS *Menelaus*. The *Menelaus* would sail to Bermuda in October 1814.

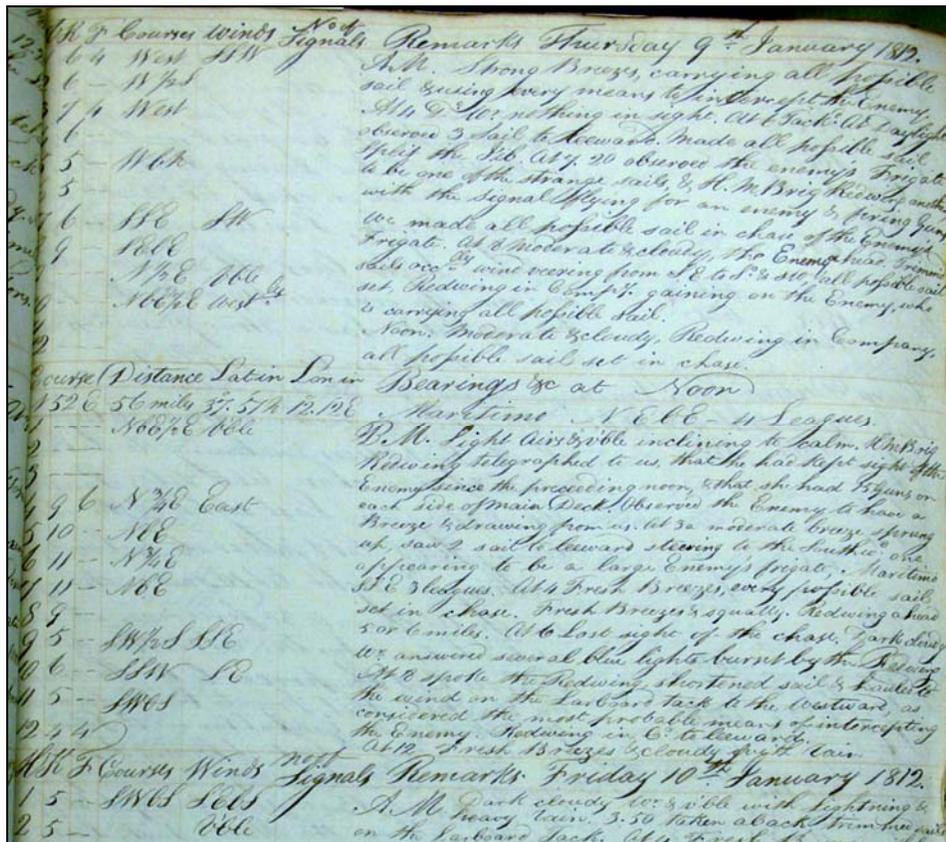


Figure 5-26. Captain’s Log Entry for 9 January, 1812.

Master’s Logs

Following inspection of the Captain’s Logs, the Master’s Logs for 1814, which are found in ADM 52/4538, were examined. The records for August 1814 were present, and the daily entries clearly identify the activities of marines being dispatched to find a schooner observed

the day before, and the subsequent burning of the schooner in or near Bodkin Creek (Figure 5-21). The handwriting is unclear in places, and abbreviations are used, making it difficult to understand exactly what happened. A transcript is provided below. Unfortunately, the schooner is not identified by name, nor is a specific location provided. Without the Captain's Log the latitude or longitude for the *Menelaus*, which might help identify where the schooner might have been, are not known.

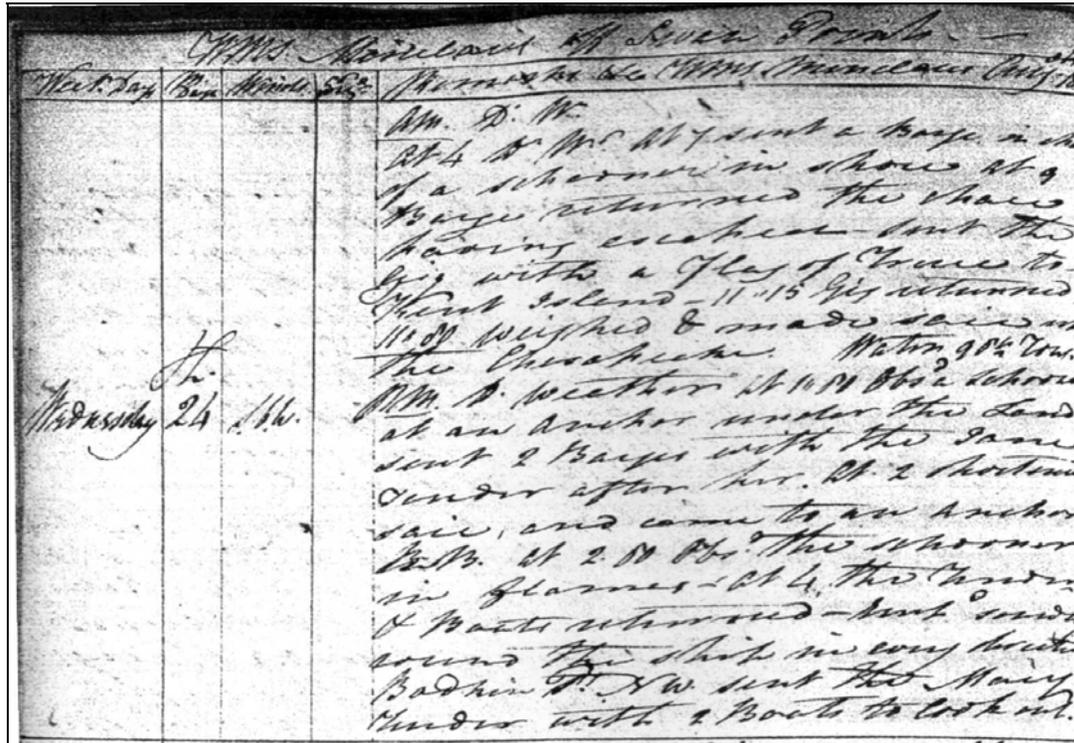


Figure 5-27. Master's Log Entry for August 24, 1814.

(Transcription:

HMS *Menelaus* off Severn Point. AM Do W [ditto weather, same as previous entry]. At 4 Do W __ sent a Barge in chase of a schooner in shore at 9? Barge returned the chase having escaped. Sent the Gig with a Flag of Truce to Kent Island – 11:15 Gig returned 11:50 weighed and made sail in the Chesapeake. Water 90 tons. PM Do weather at 1:00 Obs [observed] a schooner at an anchor under the Land. Sent 2 Barges with the Jane Tender after her. At 2 shortened sail, and came to an Anchor B.B. (Best Bower) at 2.00 Obs the schooner in flames – at 4 the Tender & Boats returned – went sounding round the ship in every direction Bodkin to NW sent the Mary Tender with 2 Boats to look out.)

Letters

Following examination of the Master's Logs, a search was made for letters from Captain Parker that might have been written regarding the *Lion* or her burning. Letters and other miscellaneous papers are kept in ADM 1, while the index for these files is found in ADM 12. First examined was the original Admiralty index record book prepared in 1814 and early 1815 by Admiralty clerks. The handwriting in this record book is generally clear. The letters

are organized into 44 categories, such as “3. Actions with the Enemy” or “15. Capture of Ships of War.” Admiralty clerks had prepared a one or two sentence synopsis of each letter.

The index record for categories such as the two noted above were examined and reference to three letters that mentioned *Menelaus* or Bodkin were found. These were located in ADM 1/506 and 507 and were dated July 22, August 29, and October 30. Each item in the index has been given a page number, but they are filed chronologically by the date they were received by the Admiralty, not the date they were written. So it is common to find, for example, a letter from March occurring in a group of letters written in June. None of the letters in question was found in the appropriate volume. For the first letter, dated July 22, the page number was missing. The letters with the other two page numbers did not correspond to the two letters described in the index. Each page in the volume was then examined separately to see if one or both letters had been misfiled, but nothing relevant to the search was found. A four-page letter found in the volume was from Admiral Cochran describing in great detail the battle that took the life of Sir Peter Parker. Included with the letter was a fine, small map describing the action against the American Militia (Figure 5-22). Although not directly relevant to the search for the American schooner, this map is typical of the quality of the documents one can find in the Archives.

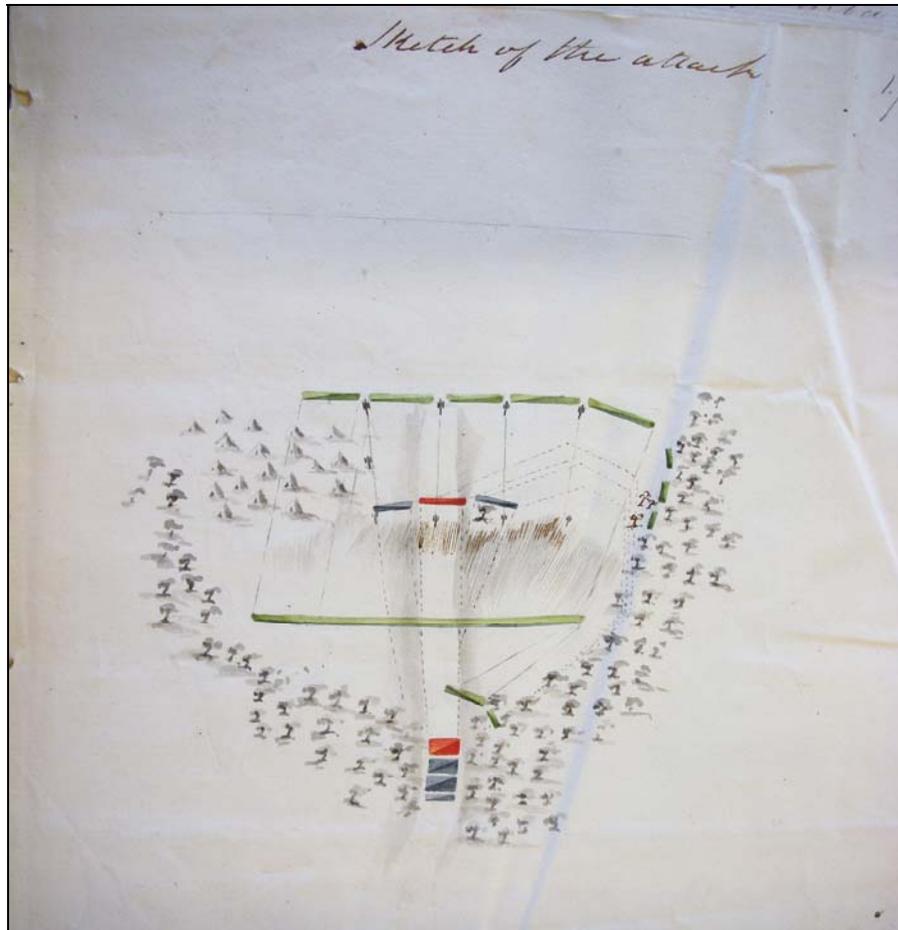


Figure 5-28. Map of the British Attack against Maryland Militia near Moorfields, August 30, 1814.

To develop a timeline of events potentially related to the sinking of the schooner in the Bodkin Creek area in 1814, MAHS researchers combined the various (and sometimes conflicting) citations found in the archival documentation, books, and newspaper accounts about the War of 1812 into a patchwork chronology of events.

A Patchwork Chronology of the Privateer Lion/Lyon

Date: July 1, 1812

Henry A. Dunton Esq. Marblehead, MA July 1, 1812
Collector of the Ports of Boston and Charlestown

Sir,

We request you will be pleased to grant us a commission for the schooner LION, Thomas Cloutman, master, Joseph Millet, 1st Lieutenant, Eben Graves, 2nd Lieutenant, burthen 33 tons, square stern, no figurehead and no galleries, armed with two carriage guns, one swivel, sixteen muskets, twelve pair pistols and twenty five cutlasses with a crew consisting of twenty five men including officers and owned by E Bruy, John Bailey, Ward Blackler, William Story, George Barker, John Dixey, John C. Blackler, Wm. Fettyplace, John Pedrick 3rd, John Williams, Joseph Barker.

Reference:

1. NARA RG 45 E574-Indexes to Correspondence Concerning Applications for Letters of Marque Vol1 (Stack Area 11W4, Row 18, Compartment 6, Row 5)
2. NARA RG 45 E575 Correspondence concerning Applications Received by Custom Collectors for Letters of Marque and Reprisal 6 Volumes, July 1812-April 1813

Date: July 2, 1812

Abstract of Letters of Marque and Reprisal issued from the Office of the Collector of the District of Boston & Charlestown from the 20th day of July 1812 to 30 April 1813 with Commission No. 36 for schooner *Lyon*, Thomas Cloutman commander, Joseph Millet 1st Lieutenant, 33 tons, 27 feet burthen, crew of 22 men, 2 carriage guns and a readable list of owners. Issued July 2, 1812.

Reference:

Ibid, Page 71

Date: July 1812

Three Nova Scotia shallops, prizes to the Lion privateer, laden with West India produce, and also a few thousand dollars, arrived at Marblehead...(pg. 40).
... A fine English brig from Liverpool to St. Johns, arrived at Marblehead, a prize to the privateers Lion and Snow Bird. The brig had six guns, but made no resistance. The first English vessel that arrived at Baltimore was on the 26th...

Reference:

Coggeshall (1851:41)

Date: August 1812

.....Schooner _____, sent into Marblehead by the *Lion* of that port laden with lumber and naval stores.

Reference:

Coggeshall (1851:44)

Date: June 1813

About June 12, 1813, a French pvt of 8 twelves and 1 eighteen and about 130 men was seen off Operto with *Lyon* painted on her stern and formerly belonging to Baltimore.

Reference:

Undated American Newspaper article cited in Cranwell and Crane (1940, author's notes).

Date: August 1813

French pvt *Leo* or *Lion* at L'Orient ready for sea in August 1813, none of her prizes on previous cruise got in.

Reference:

Undated American Newspaper article cited in Cranwell and Crane (1940, author's notes).

Date: August 1813

Pvt of Balo. (*Lion* penciled in) fitted out in France off coast of Spain ast (*sic*) of August 1813 had burnt 12 Br. Merchantman.

Reference:

Undated Gazette Newspaper article cited in Cranwell and Crane (1940, author's notes).

Date: September 1813

Several American Privateers were on the British coast about this time. The *Lion* and two others were cruising on the coast of Spain.

Reference:

Coggeshall (1851:151)

Date: November 1813

We have had the pleasure of noticing the exploits of the *Lion* privateer, of Baltimore, off the coasts of Spain and Portugal. She safely arrived at L'Orient in France with about \$400,000 on board having destroyed 15 or 20 English vessels...

Reference:

Coggeshall (1851:156)

Date: November 1813

The *Lion* alone seized fifteen to twenty vessels in November as well as \$400,000 in specie destined for Wellington's coffers but soon in American hands.

Reference:

Dudley (2003:107)

Date: November 1813

At the same time the privateer schooner "Leo" of Baltimore, was similarly successful on the coast of Spain and Portugal. By an odd coincidence, another of the same class, bearing the nearly identical name "Lion" was operating at the same time in the same waters, and with like results; which may possibly account for a contemporary report in a London paper, that an American off the Tagus had taken thirty-two British vessels. The "LEO" destroyed thirteen and took four others; while the "Lion" destroyed fifteen, having first removed from them cargo to the amount of \$400,000 which she carried safely into France. A curious circumstance, incidental to the presence of the privateers off Cape Finisterre is that Wellington's troops which had now passed the Pyrenees and were operating in southern France, had for a long time to wait for their great-coats which had been stored in Lisbon for the summer, and now could not be returned by sea to Bayonne and Bordeaux before convoy was furnished to protect the transports against capture. Money to pay the troops, and for commissariat, was similarly detained.....

Although the United States was not in formal alliance with France, the common hostility made the ports of either nation a base of operations to the other, and much facilitated the activities of American cruisers in British seas.

Reference:

Mahan (1905:224)

Date: December 16, 1813

A letter from Baltimore states, that the privateer schooner *Lion*, commanded by Thomas Lewis, Esq., principal Owner, had returned into L'Orient, in France, having on board about four hundred thousand dollars, taken from the enemy; besides having burnt from fifteen to twenty sail of British vessels.

Reference:

Daily National Intelligencer, December 16, 1813

Date: December 18, 1813

We have had the pleasure to notice the exploits of the *Lion*, privateer (of Baltimore) off the coasts of Spain and Portugal. She has safely arrived at L'Orient, in France, with about \$400,000 on board after having destroyed 15 or 20 English vessels. ----- Particulars shall be noticed when received.

Reference:

Niles Weekly Register, December 18, 1813, Vol. V, pg 270 (printed as 370)

Date: April 1814

There were a few (vessels) however in the northern ports, namely three blockaded at LaRochelle as before stated. The letter-of-marque schooner *Kemp*, Captain Jacobs of Baltimore, was lying at Nantes, and the schooners *Lion* and *Spencer* at L'Orient. These were about all the American vessels left in the Western ports of France...

Reference:

Coggeshall (1851:205)

Date: April 1814

At this time, April 1814, owing to the unsettled political condition of the (French) empire and the near approach of the English army, there was scarcely an American vessel in French waters. The privateer schooner *Kemp*, Captain Jacobs, of Baltimore, was at Nantes, and the schooners *Leo* and *Spencer* were at L'Orient, which about completes the list. The *Lion*, sometimes known as *Lyon*, was a fast vessel out of Salem mounting twenty-two guns and commanded by Captain T. Cloutman, and others at different times. In her last cruise she was taken fifteen prizes, many of which were destroyed at sea, and the cargoes, which realized four hundred thousand dollars, had been sent into L'Orient. The *Spencer* carried only nine guns and was commanded by Captain G. Moore, of Philadelphia. She had taken two of the enemy's schooners laden with wine.

There were a number of American gentlemen, commanders of privateers, supercargoes, etc., in France at this time, who had become well acquainted with each other, and when it was known that such an able commander as Coggeshall was there without a command they soon arranged to secure a fast-sailing vessel for him for the purpose of operating against British commerce. The *Leo*, a fine vessel of three hundred and twenty tons, built in Baltimore, then lying at L'Orient, was selected. She was owned by Thomas Lewis, an American residing in Bordeaux...

Reference:

Maclay (1899:350-351)

Date: August 1814

Diary of Lieutenant Beynon LoG

Tuesday Augst 23rd 1814

At five this morning Pearce returned. M^r. [Hoare] was with him, they at first miss'd the Fort, and went some distance beyond it, on their way back they heard the sentinels, but what they said they did not know; it was a bad reconoitre I had a famous one from the masthead and think it practicable to storm it. At nine (am) a Gun was fired to the south of Annapolis which was immediately answered from the Town, which makes me think either the army are advancing or the Fleet are coming up; at twelve (am) [NOTE: *Beynon probably means twelve pm*] we weighed and are going up to Baltimore to resume our stations.

Soon after we weighed a Brig. was reported from the mast coming to us; with all sail set; we anchored again directly and sent our boats over to Kent Island for [stores]. The farmers seeing them approach drove their cattle in land, on Lt. Pearce telling them if they did not bring on the beach in the morning, their houses would be burnt;” several Guns [were] brought off. On mustering the marines I found one man absent (Thomas Evans), he was left on shore through the inattention of the non-commissioned officers, the Brig. that was reported, is turned into a large tree. The boats have taken two fine ones today – we are to remain here to night, and weigh in [the] morning.

Wednesday Augst 24th 1814

We sent the Gig early this-morning to look for Tho. Evans. They could not find him, and the only intelligence they could obtain was that a black man saw him near a bush about three miles from where he landed, and in the interim, a Doctor also saw him. The Farmers brought their Bullocks and sheep down to the beach, but Sir Peter was so anxious to get off Baltimore that he would not send for them. [unknown] (Masters Mate) was fired at by some of the Peasants in consequence of which we intended torching [unknown] men up for it – our first Lt. Crease went away at dark with 2 boats and [unknown] Tender.

Thursday Augst 25th [18]14

Off Baltimore. This has been a very warm day, at Ten our Tender was seen very far to windward, close to Poole Island, which is nearly at the Head of the river, we made her recall, she closed us but slowly as the wind was very scanty, six large Gun boats came out from Baltimore, and a schooner the former pulled very swift in the direction for our Tender, thinking they might cut her off;” we got underweigh, the moment they perceived us making sail, they put back and we anchored. Lt. Crease came on board, the amount of his expedition has been the destruction of a fine schooner called the Lion of Baltimore, he brought a fine boat down at two (pm) a most tremendous squall came on, which upset our poor tender, and for half an hour we could not send boats to look for the crew; f[r]om the moment it moderated [were] sent, and what is astonishing succeeded in saving all but two – namely [unkown] and [unkown] the former requested M^r. Martin (who when picked up was all but gone,) to stay by him, as he could not swim, the whole of the above men must have been an hour in the water, and it was blowing a hurricane; they are doing well. M^r. Collins was in a small boat sounding when the squall came on, he was obliged to [bear] up for the shore, it moderated and we sent a boat after [him], and got him safe on board.

Friday Augst 26th 1814

This is a fine clear day, the heat is not at all oppressive. M^r. Martin has been very ill all night, the surgeon was obliged to take a great quantity of blood from him this morning he is much better, he says a [rat] followed him for some time in the water and wanted to get on his shoulders. A great fire was observed last night [unknown] Annapolis and Baltimore, we saw some Chassuers on horseback close to the distillery opposite to the ships this afternoon, I suppose curiosity brought them down.

Saturday, Augst 27th 1814

It blows very fresh today from the SW; soon after breakfast Sir Peter started in the Tender ([Adml]) and reconnoitered Baltimore, he said the Java [unknown]; and brought out with him a [masted] boat July of [Fruit], which he took within three miles of the town not a Gun boat came out after him. At half past two we weighed for Poole Island, on our way up we saw a Yankee horseman riding about the riverside with his sword drawn we fired an 18^{pr} at him, the moment he saw the flash he fell from his horse in a most laughable way, he soon remounted and rode off like a devil. we fired at a Farmer afterwards. at half past six we anchored abreast of Pooles Island, on one side, & a large white house on [the] other, about half a mile distant, a [unknown] [unknown]...

Reference:

Diary of British Royal Marines Lieutenant Benjamin George Beynon aboard HMS
Menelaus

Date: August 1814

Off Swan Point:

24 August 1814

[PM] D_o Weather at 100, observed a schooner at an anchor under the land, sent 2 barges with the Jane Tender after her. at 2 shortened sail and came to an anchor best bower. at 200 observed the schooner in flames - At 4 the tender and Boats returned - sent sounding round the ship in every direction. Bodkin Pt. NW. Sent the Mary Tender with 2 boats to look out.

[AM] Moderate and fine, Sent the Jane Tender and 1 Barge to look- out off Swan Point. at 4 Dark cloudy weather with rain, thunder and lightening. at 8 light air and fine, at 1030 observed the Enemy. Gunboats under weigh. at 11 weighed and made sail up the Chesapeake. Noon ditto weather. Tenders returned.

[PM] light and fine. At 1 (?) anchored in with best bower sent boat and tenders to sound. at 215 a heavy squall from the NW with thunder and lightening. Furled sails - Observed the Mary Tender upset in the same squall. Sent all the boats to her assistance. Let go the small bower anchor, downed tops'l yards etc. at 330 the boats returned having saved all seamen but Alex King (s) and W_m Shears (boy). at 4 moderate. 630 placed the Kedge to swing the ship for weighing. 635 weighed and made sail into deeper water. At 7 came to with best bower in 7 fathoms, furled sails at 8 fresh breezes and five, sounded round the ship. Swan Pt. NNE , North Pt. NW by W. D_o weather at midnight.

Reference:

Ship's Master's Log, HMS *Menelaus*, 24-26 August, ADM 52 and ADM 54

Date: August 1814

HMS *Menelaus* off Pooles Island In the Chesapeake

30 August 1814

“.....The enemy have several Gun Boats at Baltimore which have been twice driven in by His Majesty’s Ship, and on the 24th inst, Lieut. Warre with two boats burnt a Schooner in Narrows creek close to Bodkin point in face of these Gun Vessels,-On the 24th we experienced a Violent squall in which I regret to add the *Mary* tender upset and totally lost....”

Reference:

Letter: Sir Peter Parker RN to Vice Admiral Sir Alexander F. J. Cochrane RN
Crawford (2003:232-233)

Date: October 25, 1814

Lion, this vessel was formerly a French privateer and as such under command of a man named Haley, who is constantly referred to as “the notorious Haley,” having some years before run off with a ship from England and taken it into France sold its cargo, had quite a record as a French privateer. On October 25, 1814, it was reported fitting out at L’Orient as an American privateer.

Reference:

Undated ADM 1/3994, article cited in Cranwell and Crane (1940, author’s notes)

Date: October 30, 1814

To the Comte de Jaucourt

Sir,

Paris, 30th October 1814

I have the honor to inform you that I have received intelligence that on the 23rd instant 53 American seamen left Bordeaux on their way to L’Orient, to be there embarked on board the American schooner *Lion*, which is at I/Orient.

I trust your Excellency will take measures to prevent the harbours of France from being the ports in which American vessels of war and privateers are fitted, manned, and armed, to cruise against the commerce of His Majesty's subjects,

I have the honor to be, etc.

Wellington

Reference:

Gurwood (1838:165)

Date: November 26, 1814

To Viscount Castlereagh, K.G.

My Lord,

Paris, 26th Nov., 1814

I enclose the copy of a letter from the Consul at Bordeaux, to which I beg to draw your attention.

I had already received reports of the sailing of the *Lion* from L’Orient; and, as I had warned the Minister of Foreign Affairs of the nature of this ship. I have already

remonstrated against her being permitted to sail. He was not acquainted at the time I spoke to him of her having sailed and appeared to be of opinion that she had escaped without the knowledge of the officers of the port; but the truth is, that whatever she may be turned to hereafter, she has not sailed from L'Orient in the character of a privateer, though she is a very suspicious vessel....

Reference:

Gurwood (1838:193)

In conclusion, we must reflect on the historical record to see what it tells us about the *Lion of Baltimore*, an American privateer reportedly burned by the British in Bodkin Creek south of Baltimore on August 24, 1814, during the War of 1812. First, the report of the destruction of “a fine schooner called the *Lion of Baltimore*” came from the diary of British Royal Marines Lieutenant Benjamin George Beynon aboard HMS *Menelaus*. Second, another reference to the vessel’s destruction is found in the *Menelaus*’ Master’s Log. Third is the report of the burning of a schooner by Sir Peter Parker RN of HMS *Menelaus* to Vice Admiral Sir Alexander F. J. Cochrane RN of August 30, 1814.

These reports, all from men aboard HMS *Menelaus*, are the only references found to date of the destruction of a vessel in Bodkin Creek on August 24, 1814. No American record has been found confirming this event. Moreover, of these reports only one reference, from the diary of Lt. Beynon, provides a name for the schooner that was burned.

In contrast, reports concerning the exploits of the *Lion*, privateer of Baltimore, off the coasts of Spain and Portugal, indicate her safe arrival at L'Orient, in France, about November 1813 with approximately \$400,000 on board, having destroyed 15 or 20 English vessels. Lord Wellington’s dispatches have the privateer *Lion* still in L'Orient in late October 1814, well after Lieutenant Beynon reported that the *Lion of Baltimore* was burned in Bodkin Creek.

Therefore, based on the research to date it appears that the vessel sunk in Bodkin Creek on August 24, 1814, was not the privateer *Lion* with \$400,000 prize money.

Recreation

Hunting and fishing have always been important sources of recreation for residents in the Bodkin Creek area since the time the land was occupied by Native Americans. However, with the increasing population, suburbanization of the local community and dwindling commercial fishing industry in the Bay during the 20th and 21st century a new source of recreation has emerged. Recreational boating, both sail and power, has been increasing over time to become the primary source of maritime activity in this area other than the commercial ship activity of the Port of Baltimore. Marinas on Bodkin Creek and throughout the Bay are a testament to the growth of this new industry and reflect the changes that the Bodkin Creek community have been undergoing in the post World War II era (Figure 5-29).



Figure 5-29. Modern Powerboat
(FBP 2010)

5.2 Oral History

On April 11, 2009, MAHS conducted an oral history interview with several long-time residents of the Bodkin Creek area. The interview was held in the stone farmhouse at Hancock's Resolution Historic Park. In attendance were Henry A. Schmidt, life-long resident of Bodkin Creek and President of the Hancock's Resolution Foundation; James R. Morrison, resident of Gibson Island and President of the Friends of Hancock's Resolution; and Kim Nielsen, Director of the Navy Museum, in Washington, D.C., a scholar of the War of 1812 and a local resident. MAHS attendees were Tom Berkey and Dennis Knepper.

The interview lasted approximately 96 minutes. The following is a brief summary of the subjects covered. A complete transcript of the interview is included in Appendix B.

The interview began with questions about Henry Schmidt's family history. Schmidt is a tenth-generation Hancock, his father having married into the Hancock family. Schmidt's family property lies in the southwest part of the project area, on Main Creek. He displayed a deed history of the farm. Originally a 10,000-acre grant, "an exceptionally large acreage," the farm has been divided over the years until it now comprises 140 acres. The earliest date on the deed history was May 24, 1683, when the property was owned by Robert Jones and George Yates. Schmidt's father bought 190 acres in the 1920s. The main families in Schmidt's line were the Cooks and Calverts, both of whom married into the Hancock family in the 19th century. The Calverts were distantly related to the original Lord Calvert. This fact was determined by genealogical work conducted by Edwin T. Calvert, a cousin of Schmidt, who wrote a small, locally published book on Hancock's Resolution entitled, *Hancock's Resolution: Two Hundred Years and Counting* (Calvert 2003). The relationship with Lord Calvert was recently confirmed by DNA evidence. Schmidt pointed out the location of his farm and of several 20th-century wharves along Back Creek and Main Creek. He and Morrison noted that the commercial wharves operated until 1938 when the last of the market boats took produce to market in Baltimore.

Schmidt spoke about the Cook family at Pinehurst. Schmidt's grandfather emigrated from Germany in the late-19th century, worked as a cabinet maker, and leased a farm in Pinehurst from the Robinson family.

From here the subject shifted to a house on Bayside Beach that burned in 1931. This was an early house occupied by the Hancock's, probably before the stone farmhouse that is now on Hancock's Resolution was built. Schmidt and Morrison had a picture of the house as it burned. Based on certain architectural features, such as the number of chimneys (the house had only one), they suggested that while the house may have been original, it had been extensively altered. They noted that Francis Hancock, who lived in the house, is not buried in the family cemetery. There is an unconfirmed report of a family cemetery on the Bayside Beach property, which was originally called Peggy and Mollie's Delight. They also noted that William Hancock, the first Hancock to occupy Hancock's Resolution, did not build the stone farmhouse but lived somewhere else, probably the Bayside Beach house.

In answer to a question about hotels and dance halls in the Bayside Beach area in the early-20th century, Morrison said that there were none. He did mention the dance pavilion at Pinehurst that was built in 1928. Schmidt remembered swimming there as a boy, and that his father maintained and repaired summer houses in Pinehurst. Schmidt also said that they supplied produce to the hotels and to some of the wealthier homes in Pinehurst and Gibson Island, and eventually set up road side vegetable stands.

Morrison and Schmidt were then asked about Baltimore's efforts to get rid of garbage. Morrison detailed the history of Bodkin Creek's involvement in the early-20th century. It began with a rendering plant to which garbage was hauled. Then came a failed attempt to establish a piggery, where 15,000 pigs were imported for the purpose of turning Baltimore's garbage into saleable meat. Nielsen noted that it was "interesting that [the garbage] all came by water rather than by truck...all by barge." Schmidt responded that "...water's always been much cheaper, even today," and he went on to recount his experience in the fertilizer trade, noting that the cost of transporting potash from overseas was less than transporting the material to locations within 25 miles of Baltimore.

Morrison and Nielsen then described the operation of the so-called Bodkin Telegraphe, a signaling system that allowed merchants in Baltimore to get early news of the arrival of their vessels in the Bay. The system was in place by 1806. Although they did not know of direct evidence, Morrison and Nielsen assumed that the signals were adapted to provide intelligence about British naval movements during the War of 1812.

The Bodkin Point Light was in service from 1822 to 1856, when it was replaced by Seven-Foot-Knoll Light. Established by the Coast Guard, it was the first lighthouse in the northern Chesapeake Bay, according to Nielsen. The keeper stayed at Hancock's Resolution during bad weather, and the first keeper is buried in the cemetery at Pinehurst, on Bodkin Neck. The tower finally collapsed in 1914, and the island disappeared altogether in the hurricane of 1933. But Schmidt pointed out that "everybody that has a boat in this area has found the Bodkin Point Light," hitting the shallow remains of the island with their prop or worse.

Discussion shifted to the store at Hancock's Resolution in the late-19th century and into the early decades of the 20th century. Oysterers patronized the store in the 20th century, drawn by the goods and by an artesian well nearby.

Schmidt also mentioned the Hancock family cemetery near the stone farm house. Boy Scouts recently cleaned it up, and restored and mapped the grave stones. Morrison said that five generations of Hancock's are buried there, beginning with the builder of the farm house, Stephen, and his three wives (as Schmidt noted, many men were married two or three times because their wives often died in childbirth).

Morrison then steered the conversation to the *Lion of Baltimore*. The discussion began with the difficulties encountered in reading the handwriting of the day. Missing log books were noted that should be with the personal papers of General Samuel Smith.

Schmidt returned to the subject of the Hancock store and produced a sample of receipts from the store as well as inventories, including one documenting the sale of a Negro boy for \$5 and a gray mare for \$30. The commission houses through which produce was sold were in Baltimore, where the Inner Harbor is today. The discussion then moved to the benefits of hauling goods to the bay side and loading them directly into market boats in the shallows there, saving the distance into and out of the creek.

Regarding county wharves on the creek, Morrison noted that there was one at the end of Dock Road on the appropriately named Wharf Creek. Schmidt noted that as family farms became smaller in the 19th century and could not afford to maintain their own wharves, the County stepped in. Morrison said the public wharves probably lasted into the early-20th century. Schmidt then noted that the last produce from the Hancock farm consisted of five baskets brought to the Schmidt farm by his great uncle in a Model-T Ford truck. The Schmidts took the produce along with theirs to the Baltimore market. Schmidt still has the truck in his garage.

Berkey commented on the *Niles Weekly Register*, saying that he had been looking at it on-line for references to the *Lion of Baltimore*. Nielsen said both he and the editor have also been looking for five-to-six years, with no success. Berkey noted that he had examined registrations and enrollments beginning in 1802. He found mention of several ships named *Lion* and also ships with the different spelling, *Lyon*. Nielsen indicated that presence of multiple names is one of the problems with tracking down records of the ship. Berkey also said he met someone looking for a privateer sunk in the Gulf, to which Nielsen replied that this was a secret and that few people know the name of that vessel.

Nielsen noted that he had found a reference indicating that the *Menelaus* had sighted and chased the *Lion of Baltimore* in the English Channel in April or May of 1814. He noted it was strange that the Captain of *Menelaus*, Sir Peter Parker, did not mention the *Lion* by name months later when he burned it in Bodkin Creek. Nielsen felt that it may have been due to the type of shorthand used in the journals and logs. He then noted that part of the Captain's Log on *Menelaus* is missing, but that he, Nielsen, had found it in a library in British

Columbia. He said that he needs to write to the library to have them copy the section in question.

Berkey asked about gun boat logs, to which Nielsen replied that Scott Sheads, at Fort McHenry, thought they would be with the Smith papers. Following the burning of the *Lion*, the gun boats attempted to cut off *Menelaus*' tender, *Mary*, near Poole Island. *Menelaus* weighed anchor in order to help, and at that the Americans scattered. Nielsen thought there should be a gun boat log among Smith's papers recording this action, but he has not been able to locate it.

More discussion ensued about the difficulty of going through old records and microfilm. Nielsen noted that the Navy Museum has purchased a microfilm digitizer, presumably as an aid in data storage. Digitizing the records should help with things like enhancing the clarity of old documents, and one day, optical character recognition software may be available to read the documents and make them searchable. Nielsen said that records of war reparations—specifically, *Claims for Reparations and Repayments for the War of 1812*—might be another place to look for confirmation of the *Lion*. Researching them would be time-consuming because they are not indexed and not filed.

Yet another possibility for information might be the diary or journal of a local resident. According to Nielsen: “The whole action out here would have been a big deal. The diary of a resident, that's the question.” The activity would have been dangerous to the local citizenry because Francis Hancock was a militia leader, and Admiral Coburn dealt harshly with the militia, ruthlessly burning their houses and property.

Nielsen then noted Benson Lossing's *History of the War of 1812 [The Pictorial Field-Book of the War of 1812]*, and a similar work by Lossing on the Revolutionary War. In the 1840s and 50s, Lossing “walked [every] road, every site in every activity in both wars, and interviewed all remaining existing people, including my great-great-grandmother in New Jersey, who was a Revolutionary War widow.” Nielsen noted that the work on the War of 1812 has many accounts of Parker's activity, his “adventures further south, burning farms, and burning haystacks, and burning barns, and taking cattle.”

Finally, Nielsen mentioned the memoir of a midshipman on the *Menelaus*, Frederick Chamier. The memoir has to be read carefully because Chamier made himself the center of every event. Nevertheless, Nielsen said that the work has some good insights.

5.3 Historical Shoreline Comparison

As noted in the background section of this report, the Chesapeake Bay is a relatively recent feature of the landscape, having formed several thousand years ago as sea levels rose at the end of the last ice age. Sea level rise is an ongoing process. Although the rate is much slower today than in the past, shoreline is continually being lost to the waters of the Bay. This loss is important not only to modern populations living at the edge of the Bay: it also affects the process of identifying archaeological sites that once lay at or near the shoreline. To examine this phenomenon and the implications for site identification, a series of historical

shoreline reconstructions was obtained from the Maryland Department of Natural Resources (DNR), Maryland Geological Survey, Coastal & Estuarine Geology Program, in Baltimore.

DNR has digitized historical shoreline maps from as early as 1841 in the process of updating studies of coastal land loss during the last half of the 20th century. Historical data were derived from the *Historical Shorelines and Erosion Rates Atlas* (Conkwright, 1975), a study that built on work initiated by Singewald and Slaughter in 1949. In the 1949 study, entitled *Shore Erosion in Tidewater Maryland*, Singewald and Slaughter examined 2,000 miles of shoreline along the Bay and its estuaries and estimated that erosion-induced land losses averaged 275 acres per year. Conkwright's study included almost 1,600 miles of shoreline. Subsequent work expanded Conkwright's study to include all 4,360 miles of tidal shoreline in Maryland. The results of the final assessment divide erosion statistics by county and indicate that 31 percent of Maryland's coastline is actively eroding. A 1990 study by the U.S. Army Corps of Engineers used existing data to confirm the estimated land loss throughout Maryland of an average 260 acres per year (MD-DNR n.d.).

The shoreline reconstructions were obtained from DNR in digital format, consisting of shapefiles for use in GIS mapping. According to metadata accompanying the files, Conkwright's historical shorelines were compiled from "U.S. Coast and Geodetic Survey charts dating from 1841 to 1943. As part of the compilation, charts based on obsolete horizontal datums were adjusted to the [then current] North American Datum of 1927 (NAD27)." The original scales of the charts were reconciled to the 1:24,000 employed by U.S. Geological Survey (USGS) 7.5' quadrangle topographic base maps. Complete metadata related to the files can be obtained at <http://coastalatlantowson.edu/metadata/L61.shp.xml>.

For the present comparison study, the shorelines were overlaid on current USGS topographic quad sheets. The analysis shows progressive shoreline loss that is in some cases substantial. Figure 5-30 shows the 1994 shoreline from the DNR files in comparison with the current quad sheet. The figure indicates that the two shoreline depictions correspond closely. This overlay was used to plot the remaining shorelines from the DNR files.

Figure 5-31 shows the 1975 shoreline and implies that losses to erosion occurred in the 20 years between the dates of the maps, especially around Bodkin Neck. As will be seen in the terrestrial site assessments in the following section of this report, the locations for several prehistoric shoreline sites first recorded in the late 1970's and as shown in MHT files also suggest significant shoreline loss in this area. Figure 5-32 shows the mid-19th century shoreline implying substantial loss of fast land all along the bay shore (note that the shoreline of Bodkin Creek does not appear in the DNR file used in this figure). Missing from the modern map is Bodkin Island, which was lost to erosion in a storm in the 1930s.

As a further comparison, several of the shorelines were overlaid on georeferenced versions of two additional historical maps: Martenet's map of 1860 and Hopkins' map of 1877. The resulting overlays are approximate, since there are relatively few geographic points that are common between the historical and modern maps. Nevertheless, the resulting graphics tend to confirm the loss of shoreline implied by the DNR study. Despite the large scale and subsequent lack of precision of the early maps, the correspondence between the 1846 and

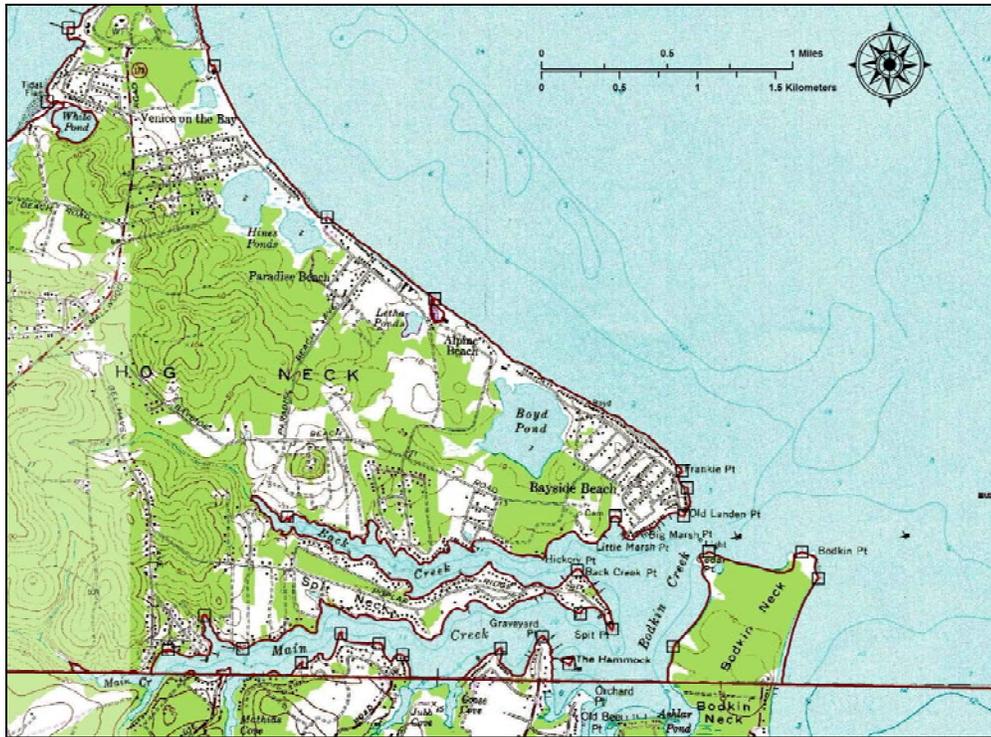


Figure 5-30. Shoreline in 1994 Based on the DNR Study and Displayed on the Current USGS Topographic Quad Sheet (Sparrows Point).

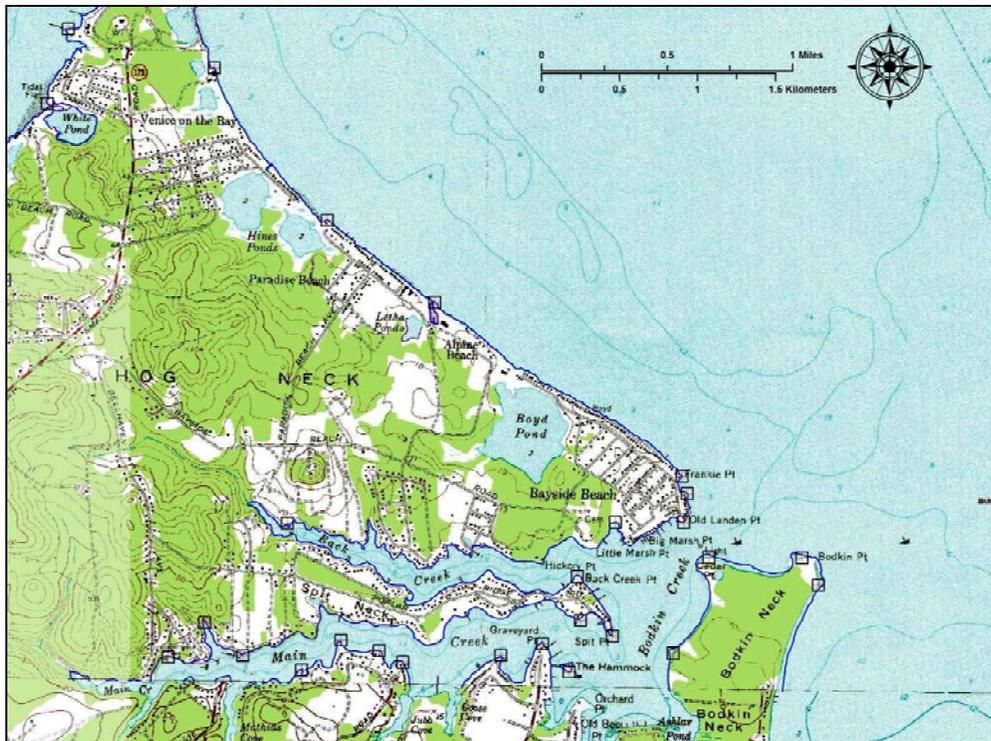


Figure 5-31. Shoreline in 1975 Based on the DNR Study and Displayed on the Current USGS Topographic Quad Sheet (Sparrows Point).



Figure 5-32. Shoreline in 1846 Based the DNR Study and Displayed on the Current USGS Topographic Quad Sheet (Sparrows Point).

1860 shorelines, displayed in Figure 5-33 appears to be relatively good. The Hopkins map of 1878, shown in Figure 5-34, shows poorer correspondence on the bay shore north of Bodkin Creek. It is difficult to determine whether this depicts actual shoreline variation or is a factor of imprecision in the georeferencing process.

In addition to the foregoing shoreline study, construction of a predictive model was proposed as part of this investigation that would combine archival references with historical meteorological data, as well as tide, current, stream flow rates, and other data. The model was to assist in determining the most likely locations of significant maritime resources—and specifically shipwrecks—in Bodkin Creek and the adjacent portions of the Bay. However, the various forms of data were too general to be of use, and the model was not generated

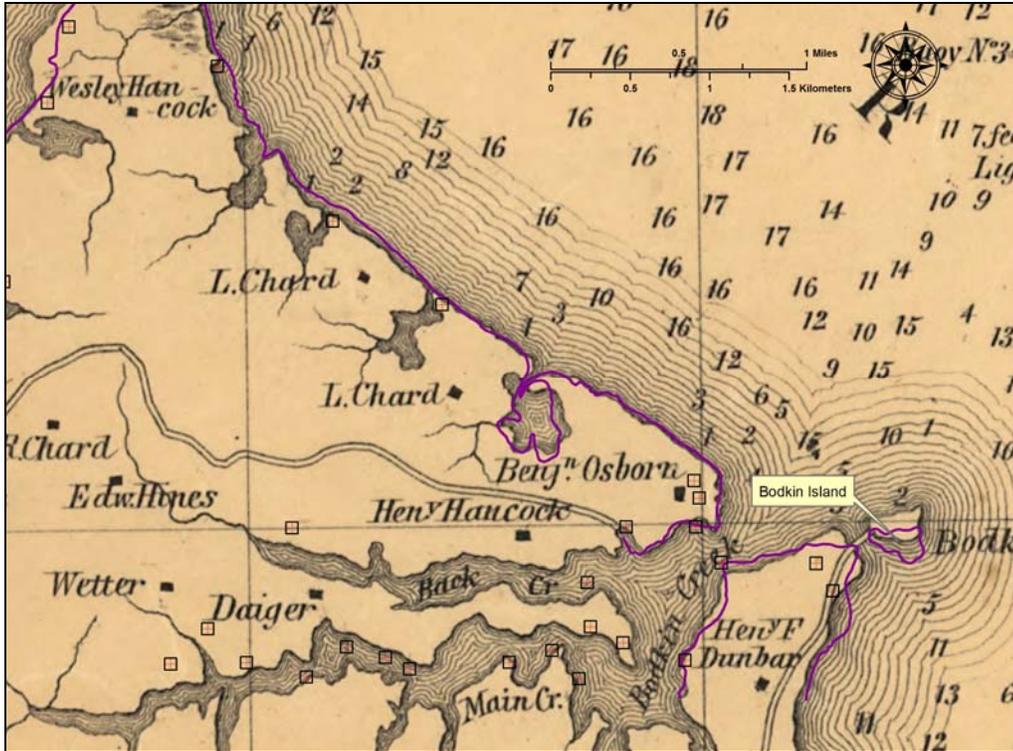


Figure 5-33. Shoreline in 1846 Based on the DNR Study and Displayed on Martenet's Map of 1860.

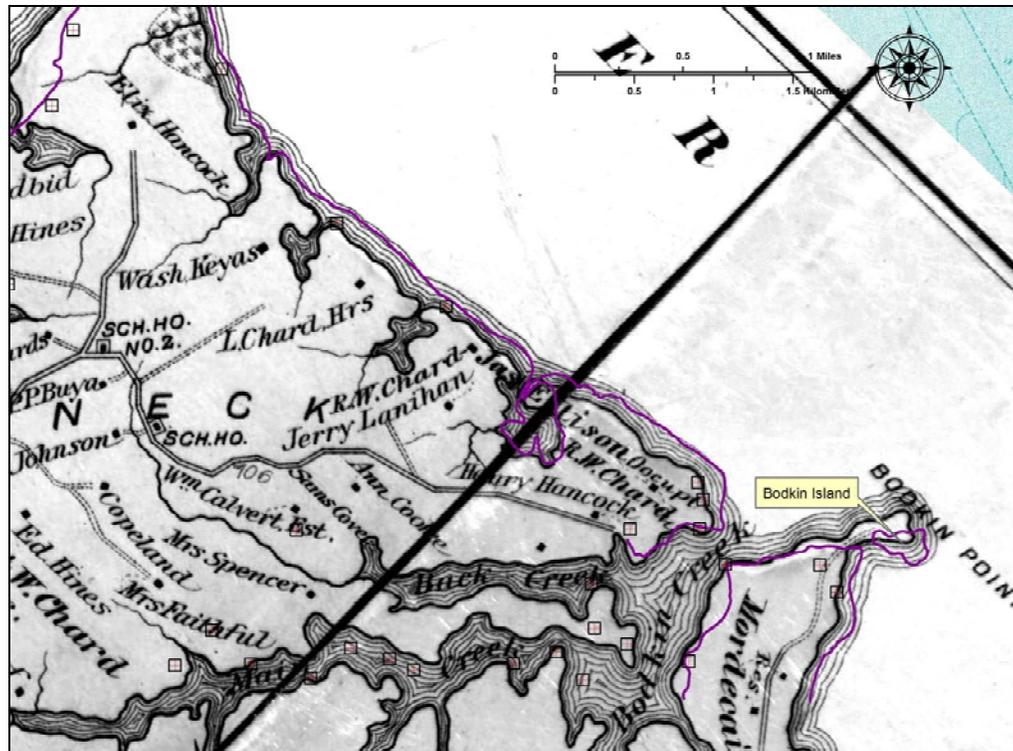


Figure 5-34. Shoreline in 1846 Based on the DNR Study and Displayed on Hopkins' Map of 1878.

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