

**North Carolina
Archaeological Society**

Newsletter

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Research Laboratories of Archaeology, Campus Box 3120, University of North Carolina, Chapel Hill NC 2759-3120

<http://www.rla.unc.edu/ncas>

Pappy's Lane Shipwreck

by Paul J. Mohler (North Carolina Department of Transportation)

If you have visited the Outer Banks within the past two years or so, you are probably well acquainted with the ongoing replacement of the Herbert C. Bonner Bridge. Completed and officially opened in 1963, Bonner Bridge carries NC 12 (the “lifeline of the Outer Banks”) over Oregon Inlet, thus connecting Hatteras and Bodie Islands. Its replacement is designed to have a 100-year life span, will provide more options for navigation under the bridge, and will better withstand the coastal environment. As part of the overall Bonner Bridge Replacement Project, the North Carolina Department of Transportation (NCDOT) also plans to elevate a portion of NC 12 onto a 2.4-mile bridge, known as a “jug handle.” Extending from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into the town of Rodanthe, this elevated section will serve as a long-term solution to the ever-occurring breaches along a section of NC 12 known as the “S-curves.”

The enigmatic shipwreck known as the “Pappy’s Lane Shipwreck” (PAS0001) lies in about four feet of water in Pamlico Sound opposite Rodanthe in an area where it may be impacted by the pending construction of the future extension of Bonner Bridge (Figure 1, see page 3). Preliminary designs place the wreckage between two spans of the proposed “jug handle” bridge as it runs into shore. Over the last 15 years, archaeologists and historians have interacted with the shipwreck. In 2003–2004, Panamerican Consultants, Inc. carried out a submerged cultural resources assessment of an area associated with Bonner Bridge. In 2010, a team of graduate students from East Carolina University (ECU) led by Dr. Nathan Richards examined the remains as part of an afternoon weather contingency excursion during a four-week long field school. Between 2014 and 2017, Richards would also be involved in an interdisciplinary research project in the area run by the University of North Carolina (UNC) Coastal Studies Institute that would include a re-examination of the wreck as part of the assessment of marine debris adjacent to the Rodanthe-Stumpy Point Ferry Channel. Finally, in 2015–2016, Panamerican Consultants would again examine the wreck in association with more development connected to Bonner Bridge, later recommending it eligible for the National Register of Historic Places (NRHP) per Criterion D for its representation of an intact, sea-going vessel that was likely to yield information important to the maritime history of the Outer Banks. They recommended the wreck for NRHP status despite some folks believing it to be a simple gravel barge that ran aground in the 1960s. Little did they know...

In an effort to mitigate the effects that bridge construction would have on the now NRHP-eligible resource, Matt Wilkerson and Paul J. Mohler of NCDOT’s Archaeology Group worked with state and federal agencies to outline a research design for the sunken vessel, one that would require further assessment of the site’s significance and,

continued on page 2

NCAS Fall Meeting and Newbold-White House Tour

Saturday, October 6, 2018 • Hertford, NC

See page 4 for details. A registration form is included with this newsletter.

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continued from page 1, Pappy's Lane Shipwreck

more importantly, potentially identify it. With support from the NCDOT, a group of graduate students from ECU's Maritime Studies program, in partnership with the UNC Coastal Studies Institute, investigated the shipwreck as part of an underwater archaeology field school directed by Richards, ECU's maritime archaeologist.

Past research had suggested that the wreckage might be the remains of a late-nineteenth or early-twentieth century steel-hulled ship, with potential connections to the U.S. Lighthouse Service, U.S. Coast Guard, NCDOT road construction projects, and American steel-shipbuilding. In the early stages of project planning, local folklore revealed that it might have even served in the Spanish-American War, World War I, and/or World War II.

Richards and his team of graduate students (Sam Bernard, Katrina Bunyard, Andrianna Dowell, Paul Gates, George Huss, Connor McBrian, Steph Soder, Tim Smith, and Elise Twohy) mapped the wreck in great detail. They also conducted extensive historical research into maritime records, vessel types, and regionally-specific watercraft and procured countless historic photographs and blueprints in an attempt to learn more about the wreckage.

Based on specific structural features that could only be identified during the underwater mapping of the vessel, they eventually concluded that the ship was once an amphibious assault gunboat, known as Landing Craft Support (LCS). These vessels were designed, constructed, and used by the U.S. Navy during World War II. LCSs were not used to land men; instead, they provided the maximum amount of deck space for a range of weapons ideally suited to pre-invasion bombardment of the enemy followed by the required near-shore support of landing craft. LCS(Large)'s first arrived in the Pacific War Zone in December 1944, moving to various locations in the Philippines, Borneo, Iwo Jima, and Okinawa. While in the Pacific War Zone, LCS craft were subject to a range of attacks by kamikazes, suicide boats, and suicide swimmers.

Digging deeper into the wreck's background and the fates of innumerable vessels after the war, it was discovered that the "Pappy's Lane Shipwreck" most likely represents the remains of the USS LCS(L)(3)*123*, constructed in 1944 at the George Lawley & Sons shipyard in Neponset, Massachusetts (Figure 2, opposite page).

There is some disagreement in historical sources about its armament. Navsource claims that the LCS-*123* had two twin 40mm AA gun mounts, a bow gun (a single 3"/50 dual purpose gun mount), four single 20mm AA gun mounts, four .50 cal machine guns, and ten MK7 rocket launchers. In *Mighty Midgets at War*, Robin Rielly (2000:13) notes that the vessels produced by George Lawley & Sons in the range *109–124* (i.e., including *123*) would have only had a single 40mm gun. LCS-*123* was not an armored craft, the only armoring being 10-pound STS splinter shields at the gun mounts, pilot house, and conning tower.

The vessel was crewed by eight officers and 70 enlisted men. It was commissioned on December 11, 1944, and placed under the command of Lieutenant D. A. Oliver, Junior, of the U.S. Navy as part of the Flotilla Four (under Commander Neil Phillips), Group Ten (under Lieutenant Commander J. A. Dodson), Division Twenty. Flotilla Four, along with two other flotillas, had been formed specifically to serve in the future Battle of Okinawa. LCS-*123* was one of 485 Allied vessels involved in the landing at Iwo Jima, the largest landing of men in the Pacific War Zone. It also played a pivotal role during the Battle of Okinawa (May–June 1945). Other war-time events can be added including the vessel's role in the rescue of men from and the salvation of the USS *Braine* (May 27, 1945) and its time as an occupying vessel after the Japanese surrender. As a member of Flotilla Four, it was a part of a distinguished group of fighting ships, and though a late-comer to the war and not involved in any events that led to the death or injury of its crew, it served its purpose with distinction and without controversy.

Pending additional research, analyses, and revisions, a detailed report regarding the history and archaeological remains of USS LCS(L)(3)-*123* will soon be available. If you have any questions, please feel free to contact the NCDOT Archaeology Group's Matt Wilkerson (mtwilkerson@ncdot.gov) or Paul Mohler (pjmohler@ncdot.gov) or UNC Coastal Studies Institute's Nathan Richards (richardsn@ecu.edu).

References Cited

Rielly, Robin L. (2000). *Mighty Midgets at War: The Saga of the LCS(L) Ships from Iwo Jima to Vietnam*. Hellgate Press, Central Point, OR.

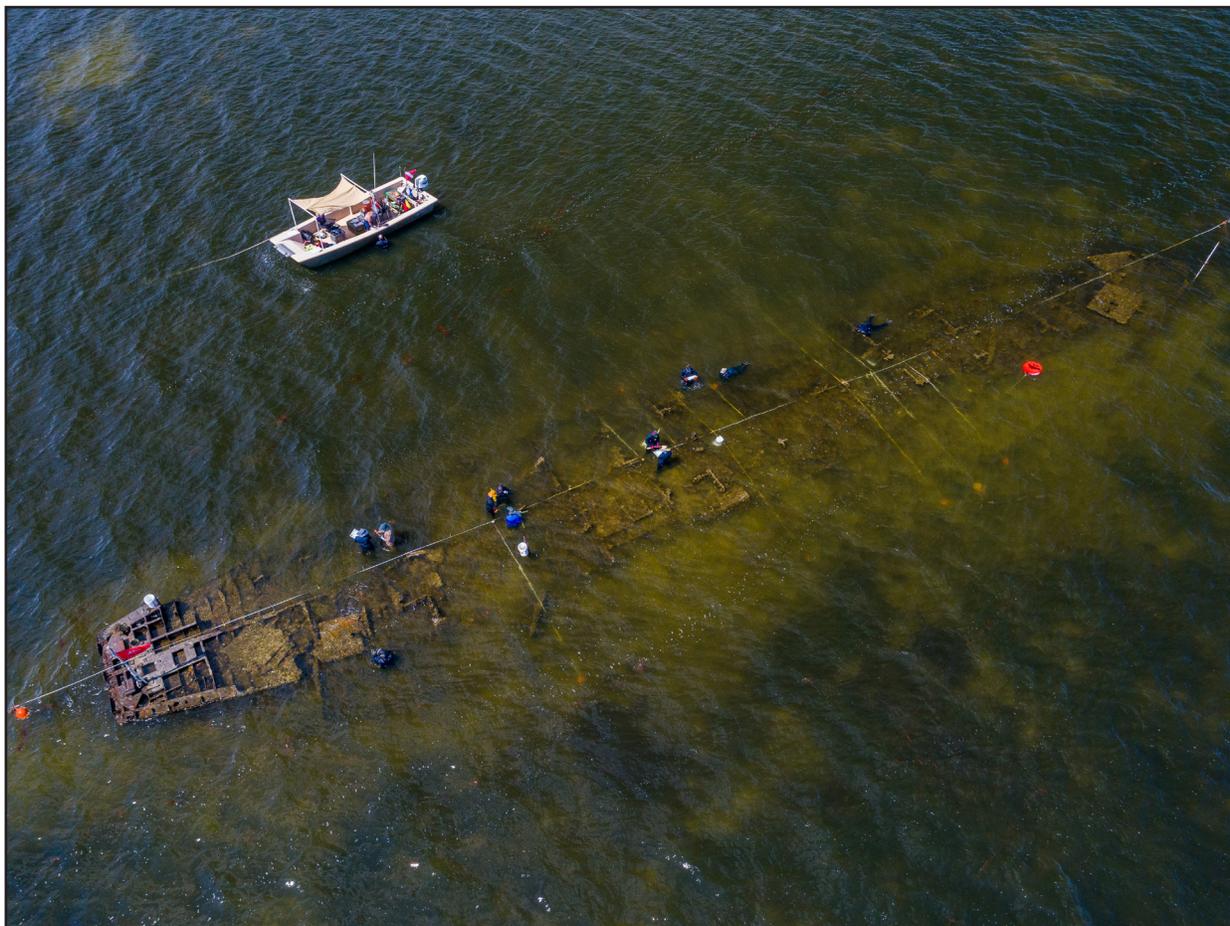


Figure 1. PAS0001 shipwreck as seen from a drone on September 18, 2017 (Photo by John McCord, UNC Coastal Studies Institute).

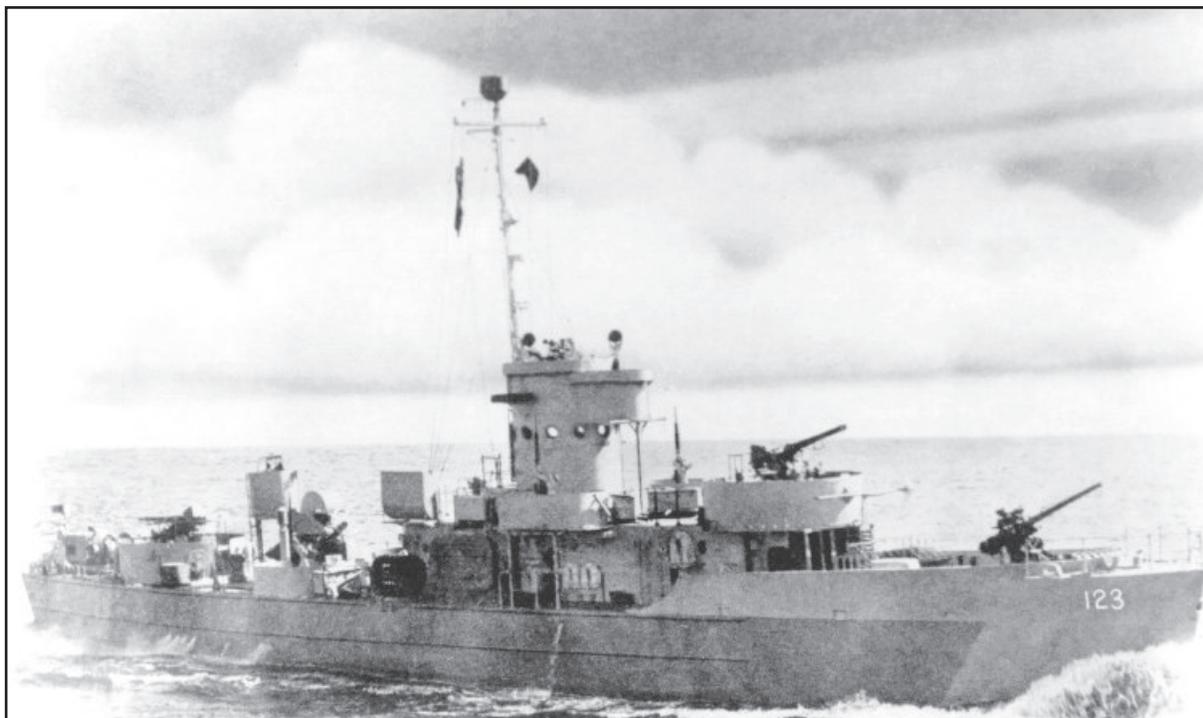


Figure 2. USS LCS(L)(3)123, date and location unknown (Photo from the National Association of USS LCS(L)1-130 at navsource.org).

Project Scientist Visits Town Creek Indian Mound

by Daniel Alexi (Town Creek Indian Mound)

More than 60 young girls with Project Scientist in Charlotte visited Town Creek Indian Mound on August 1, where they had the opportunity to meet and talk with a practicing scientist as part of their field trip. Their visit began with an orientation film, followed by a guided tour of the reconstructed village, and concluded with a special question and answer session with research archaeologist, Dr. Heather Lapham (Research Laboratories of Archaeology, University of North Carolina at Chapel Hill). Project Scientist provides STEM opportunities for young girls ages 4–12 at a pace, depth, and breadth commensurate with their talents and interests. The need for Project Scientist was based on abundant research that showed girls with a high skill, aptitude, and talent for the STEM fields were not being served or identified at a young age. To learn more about the program, visit www.projectscientist.org. Town Creek Indian Mound is open to visitors Tuesday through Sunday. For directions and more information, visit www.nchistoricsites.org/town/. Below: The girls learn about Native American lifeways from the permanent exhibit at Town Creek Indian Mound (left) and every fun outing deserves a group photo (right). Images courtesy of Rich Thompson (left) and Heather Lapham (right).



NCAS Fall Meeting and Tour

We venture into the Coastal Plain for our fall meeting on Saturday, October 6. NCAS' 2018 site tour will give us a glimpse of the very early Historic era in the northeastern part of the state. We will visit the Newbold-White House Colonial Quaker Homestead, in Hertford, built circa 1730 on a tract of land patented at the time of the 1663 North Carolina Charter. Now carefully restored by the Perquimans County Restoration Association with significant archaeological input, the house is operated today as a historic site with emphasis on the structure and its social history.

We will start the day on site at 10:00 am with an NCAS Board meeting in the Visitors Center, followed by a general membership meeting. All NCAS members are welcome to attend both. The meeting will be followed by a “bring your own” lunch accompanied by an introductory film and a talk by Steve Allen, previous site manager of the Newbold-White House. The afternoon brings guided tours of the Visitors Center and the cemetery, the house itself along with its vineyard, and then the grounds including a close look at a full sized reproduction periauger, which is a shallow draft two-masted sailing vessel—a necessity in an area and time without roads. As our day closes, we’ll gather again at the Visitors Center for questions and answers. The Newbold-White staff are as excited as we are about the visit. We hope you’ll join us. A registration form is included with this newsletter. To get a preview of the tour and learn more about the Newbold-White House, visit www.youtube.com/watch?v=AArJ4B7tMnQ.

Office of State Archaeology American Indian Schools Project

by Mary Beth Fitts (Office of State Archaeology)

This summer, the North Carolina Office of State Archaeology (OSA) is hosting a student researcher as part of the Historically Black College and University/Minority Institutions of Higher Education (HBCU/MIHE) Summer Internship, a pilot program of the Department of Natural and Cultural Resources. The objective of this program is to provide a structured “real-world” work experience while introducing students to career opportunities in the stewardship and interpretation of natural and cultural resources. Molefi Henderson, OSA’s intern, has taken courses at Saint Augustine’s University in Raleigh and will begin attending East Carolina University in the fall. Under the direction of Dr. Mary Beth Fitts and Lindsay Ferrante, Molefi has been developing a database of historic North Carolina American Indian schools. This research topic was selected in consultation with the North Carolina Commission of Indian Affairs. Unlike federal boarding schools aimed at assimilation, most Indian schools in North Carolina were established as a result of local petitions, and have played an important role in the maintenance of community identities. Using historical records, online resources, and firsthand accounts, Molefi has identified 55 schools so far. In addition to compiling primary and secondary resources, an important aspect of this project is collecting information about the location of schools, including ones that are no longer standing, but likely exist as archaeological sites. To this end, Molefi has been speaking with local community members and creating a GIS layer of school locations. This research will hopefully lead to the identification of archaeological sites associated with Indian schools, a synthetic account of these institutions, and possibly National Register of Historic Places nominations. If you have any information you would like to contribute to this documentation project, please contact Molefi Henderson (molefi.herderson@ncdcr.gov) or Mary Beth Fitts (marybeth.fitts@ncdcr.gov).

Upcoming Events at the Office of State Archaeology

The Office of State Archaeology will be hosting events throughout October in celebration of North Carolina Archaeology Month. We hope you will join us for the following events:

October 4 • Lunchtime Lecture presented by Jim McKee (Brunswick Town State Historic Site)

October 12 • Student Research Symposium with an evening lecture by Dr. Christopher Moore (Savannah River Archaeological Research Program)

October 23 • Lunchtime Lecture presented by Geoffrey Hughes (University of North Carolina at Chapel Hill)

October 27 • Public Archaeology Day in Downtown Raleigh

Keep an eye out for our Archaeology Month poster celebrating this year’s theme, “Dynamic Landscapes and Changing Environments: 14,000 Years of Human History in North Carolina.” The poster will be available starting mid-August. If you would like a copy, contact Lindsay Ferrante at lindsay.ferrante@ncdcr.gov. For more details on these events, please visit our website at www.archaeology.ncdcr.gov.

Upcoming Meetings...

Southeastern Conference on Historic Sites Archaeology • August 10–11, 2018 | Charleston, SC

North Carolina Archaeological Society • Saturday, October 6, 2018 | Hertford, NC

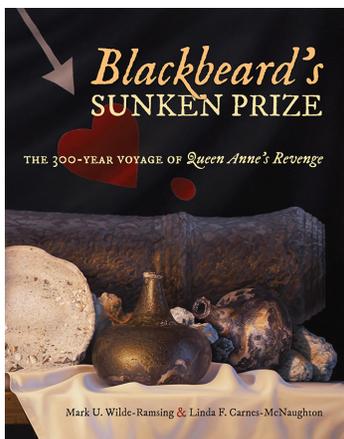
Archaeology Month Student Symposium • October 12, 2018 | Raleigh, NC

Southeastern Archaeological Conference • November 14–17, 2018 | Augusta, GA



New Book

Blackbeard's Sunken Prize: The 300-Year Voyage of Queen Anne's Revenge by Mark U. Wilde-Ramsing and Linda F. Carnes-McNaughton (University of North Carolina Press, 2018). In 1717, the notorious pirate Blackbeard captured a French slaving vessel off the coast of Martinique and made it his flagship, renaming it *Queen Anne's Revenge*. The heavily armed ship and its crew captured all manner of riches from merchant ships sailing the Caribbean to the Carolinas. But in June 1718, with authorities closing in, Blackbeard reportedly ran *Queen Anne's Revenge* aground just off the North Carolina coast... read more and buy the book at www.uncpress.org/book/9781469640525/blackbeards-sunken-prize/.



NCAS Officers

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NCAS Newsletter

Publication Schedule

Members should submit articles and news items to Heather Lapham (hlapham@unc.edu) for inclusion in the Newsletter. Submission deadlines are as follows:

Winter Issue – January 31 **Summer Issue – July 31**
Summer Issue – April 30 **Fall Issue – October 31**

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