

PHASE I ARCHEOLOGICAL INVESTIGATION

Matton Shipyard: Preservation and Adaptive Reuse Initiative Site Assessment, Planning Feasibility Study

Van Schaick Island
City of Cohoes
Albany County, New York

HAA # 5073-31
OPRHP # 16PR07016

Submitted to:

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MANAGEMENT SUMMARY

SHPO Project Review Number: 16PR07016

Involved State and Federal Agencies: *Erie Canalway Heritage Fund, Inc. (ECHF), a private not-for-profit working in close partnership with the Erie Canalway National Heritage Corridor*

Phase of Survey: I

LOCATION INFORMATION

Municipality: *City of Cohoes*

County: *Albany*

SURVEY AREA

Length: ± 700 feet (213 m)

Width: ± 350 feet (106 m)

Acres: ± 5.6 acres (2.2 ha)

ARCHEOLOGICAL SURVEY OVERVIEW

Number and Interval of Shovel Tests: *49 tests at 15 and 30 meters (50 and 100 ft)*

Number and Size of Units: *0*

Width of Plowed Strips: *0*

Surface Survey Transect Interval: *0*

RESULTS OF ARCHEOLOGICAL SURVEY

Number and Name of Precontact Sites Identified: *1, Matton Shipyard Precontact Site (Loci 1 and 2)*

Number and Name of Historic Sites Identified: *0*

Number and Name of Sites Recommended for Phase II or Avoidance: *1*

RECOMMENDATIONS

The archeological survey has yielded data regarding the horizontal and vertical distribution of archeological deposits within the Project Area associated with the Matton Shipyard Precontact Site (Loci 1 and 2). When a specific development proposal has been formulated, the horizontal and vertical area of potential effects should be considered in relation to the findings of this study to determine what additional survey is warranted.

It is recommended that no development take place in the eastern half of Locus 1 of the Matton Shipyard Precontact Site, where Native American archeological deposits may be found near the surface and where deep alluvium contains multiple cultural strata.

Fill deposits encapsulate the western half of Locus 1 and Locus 2 of the Matton Shipyard Precontact Site. Depending on the depth of proposed impacts, future development in this area may not impact cultural deposits.

The eastern and southeastern portion of the Project have been extensively disturbed by the Matton Shipyard. The possibility exists that cultural deposits may exist at depths greater than the test excavations. Additional survey may be warranted if impacts greater than about 1 m (3.3 ft) are proposed.

A portion of the site is eroding out of the river bank in this area. It is recommended that OPRHP, as the owner and manager of the property, consider shoreline stabilization measures to prevent the continued erosion of the site.

Report Authors: *Adam Lusier, Matthew J. Kirk, RPA*

Date of Report: *February 2017*

TABLE of CONTENTS

PHASE I CULTURAL RESOURCES SURVEY	1
1 Introduction.....	1
2 Project Information.....	1
2.1 Project Location.....	1
2.2 Description of the Project.....	1
2.3 Description of the Area of Potential Effects (APE).....	1
3 Environmental Background.....	1
3.1 Present Land Use and Current Conditions	2
3.2 Soils.....	2
3.3 Bedrock Geology.....	2
3.4 Physiography and Hydrology.....	2
4 Documentary Research.....	2
4.1 Historic Properties	2
4.2 Previous Surveys.....	3
4.3 Archeological Sites	3
4.3.1 Village and Contact Period Sites.....	4
4.3.2 Burial Sites	5
4.3.3 Revolutionary War Era Sites.....	6
4.3.4 Industrial Era Sites	7
5 The Matton Shipyard.....	8
5.1 Map-Documented and Existing Structures.....	9
Archeological Sensitivity Assessment.....	11
5.2 Precontact Archeological Sensitivity	12
5.3 Historic Archeological Sensitivity.....	12
6 Archeological Potential.....	12
7 Archeological Survey.....	13
7.1 Methodology	13
7.1.1 Shovel Testing.....	13
7.1.2 Artifacts and Laboratory	13
7.2 Results	13
7.2.1 Matton Shipyard Precontact Site.....	13
7.2.2 Soil Disturbance.....	15
7.2.3 Artifacts Dating to the 19 th and 20 th Centuries.....	16
8 Recommendations	17
9 Bibliography.....	18

Maps

Photographs

Appendix 1: Shovel Test Records

Appendix 2: Artifact Inventory

Map List

Map 1. Project Location (USGS 2015)
Map 2. Project Map (Esri Inc. 2015)
Map 3. Soil Map ((USDA NRCS 2015))

Photograph List

Photo 1. View facing east across the north end of the Project to the Hudson River. The Matton Shipyard Precontact Site (Locus 1) covers this area.

Photo 2. View facing southeast with Structure 1 (office) in view. The area in front of the cluster of trees at the center of the view is the location where Paul Huey observed the removal buried fuel tanks in 1985 and documented a hearth in the excavation profile. The foreground is within the Matton Shipyard Precontact Site (Locus 1).

Photo 3. View facing southwest showing Test 43 as it was excavated. Matton Shipyard Precontact Site (Locus 1).

Photo 4. View of deep stratified levels in Test 43.

Photo 5. View of the Hudson River bank at the northeast corner of the Project. Note the stratification and the buried –A with FCR and a biface through the middle of the profile. Stratification here is similar to that encountered in Test 43.

Photo 6. View facing south with Railroad Drive on the right and Structure 1 in view. This area served as a parking lot for the Matton Shipyard.

Photo 7. View facing northwest across the Project with Structure 3 in view. Matton Shipyard Precontact Site (Locus 2) was identified on the far left along the road.

Photo 8. View facing northwest across the center of Project. The tests in the foreground encountered disturbed soils with no intact buried A horizon.

Photo 9. On the left is a soapstone marker and on the right a large nut; both artifacts are associated with ship building and recovered from Test 24 in the southeast corner of the Project.

Photo 10. View facing north show the location of Test 7 in the northwest corner of the Project.

Photo 11. Test 7 showing the recent alluvium (Level 1), fill (Level 2), a buried A horizon (Level 3) and subsoil (Level 4).

Table List

Table 1. Soils in Project Area.....	2
Table 2. Inventoried properties within the Project Area.....	2
Table 3 Relevant previous surveys within or adjacent to the Project.....	3
Table 4. Archeological sites within one mile (1.6 km) of the Project.....	3
Table 5. Summary of map-documented and existing structures within the Project Area/APE.....	9
Table 6. Summary of Matton Shipyard Precontact Site, Locus 1	14
Table 7. Summary of Matton Shipyard Precontact Site, Locus 2	15
Table 8. Summary of shovel test depths within area containing disturbed soils	15

PHASE I CULTURAL RESOURCES SURVEY

1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted a Phase I archeological investigation for the proposed Matton Shipyard Preservation and Adaptive Reuse Assessment (Project) located in the City of Cohoes, Albany County, New York. The Matton Shipyard is a National Register listed site (08NR05868) and the Project is funded by the Erie Canalway Heritage Fund, Inc. (ECHF) a private not-for-profit working in close partnership with the Erie Canalway National Heritage Corridor.

This investigation was conducted to comply with Section 106 of the National Historic Preservation Act (NHPA) and will be reviewed by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The investigation was conducted according to the New York Archaeological Council's *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* (1994), which are endorsed by OPRHP. This report has been prepared according to OPRHP's *State Historic Preservation Office (SHPO) Phase I Archaeological Report Format Requirements* (2005).

2 Project Information

2.1 Project Location

The Matton Shipyard is located on the narrow, northern extension of Van Schaick Island, with the Hudson River on the east and the South Branch of the Mohawk River on the west. The Mohawk River joins the Hudson on the north end of Van Schaick Island. The shipyard is bounded by the Hudson River on the east, the former New York State Barge Canal Terminal on the south, and Railroad Drive on the west (Map 1). The Shipyard is located completely within the boundaries of Peebles Island State Park.

2.2 Description of the Project

The shipyard was relocated to its present location in 1916 and there are currently eight (8) extant structures that are surrounded by mowed, maintained lawn, gravel roads and a chain link fence on the perimeter. The parcels immediately north and south are wooded (Map 2).

The goal of the Project is to develop an adaptive reuse plan that will preserve, maintain and reuse existing shipyard structures and archeological resources within the parcel. The archeological study focused on defining the horizontal and vertical extent of deposits; so they can be used in developing a master plan that will minimize adverse impacts to these cultural resources.

2.3 Description of the Area of Potential Effects (APE)

The Project's area of potential effects (APE) has not yet been determined. The adaptive reuse study area will focus upon the Matton Shipyard (Parcel 11.9-1-19). The archeological survey of the Matton Shipyard (Parcel 11.9-1-19) covered about 5.9 acres (2.4 ha).

3 Environmental Background

The environment of an area is significant for determining the sensitivity of the Project for archeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the Project that are more likely to contain archeological resources. In addition, bedrock formations may contain chert or other resources that may have been quarried by precontact groups. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.

3.1 Present Land Use and Current Conditions

The shipyard is part of the Peebles Island State Park and is owned and managed by the Office of Parks, Recreation and Historic Preservation (OPRHP). A few of the shipyard buildings are used for material storage of the OPRHP maintenance crew, who also maintain the lawn and overall site security. The internal topography is flat, which is likely a combined result of flooding and grading during the Matton Shipyard era (e.g. Photos 1-2, 6).

3.2 Soils

Soil surveys provide a general characterization of the types and depth of soils that are found in an area. The Project is mapped as urban land with slivers of Teel silt-loam at the edges. Urban land is described as having been altered and/or obscured by urban works or structures and identification of the true soils is sometimes not possible. The Teel silt-loam on the edges is indicative of alluvial soil beneath the urban land.

Table 1. Soils in Project Area

Symbol	Name	Depth	Textures	Slope	Drainage	Landform
Ur	Urban land	0-15 cm (0-6 in)	Variable	0-3%	Poorly drained	Urbanized areas
Te	Teel silt-loam	0 to 20 cm (0 to 8 in) 74 in (29 in) 152 cm (60 in)	Si Lo Si Lo Fi Sa Lo	0-3%	Moderately well drained	Flood plains

Key: Texture: Co-Coarse, Fi-Fine, Gv-Gravelly, Lo-Loam, Sa-Sand, Si-Silt, Vy-Very

3.3 Bedrock Geology

The Project is underlain by Ordovician age Canajoharie shale (Fisher, et al. 1970), which is exposed on the sides of Peebles Island and within the Mohawk and Hudson River channels to the west and east. The closest known precontact chert quarry is located at Pleasantdale less than a mile to the northeast (Brumbach 1987).

3.4 Physiography and Hydrology

The Project occupies alluvial flats at the northern end of Van Schaick Island. The western side of the island receives the flow exiting from the Mohawk, while the eastern side is bordered by the Hudson. While the form of Van Schaick Island is defined by shallowly buried bedrock in many locations, no bedrock is exposed within the Project. In the decades following completion of the barge canal, the eastern shoreline of the island was reported to be steadily eroding by a man who lived just north of the shipyard, “During the 21 years that he has occupied his present home, Mr. Abbott says the river has widened at least 25 feet at that point, or an average of more than a foot a year” (Anonymous 1938).

4 Documentary Research

Hartgen conducted research using the New York State Cultural Resource Information System (CRIS), which is maintained by the New York SHPO and the Division for Historic Preservation DHP within OPRHP. CRIS contains a comprehensive inventory of archeological sites, State and National Register (NR) properties, properties determined eligible for the NR (NRE), and previous cultural resource surveys.

4.1 Historic Properties

An examination of CRIS identified two NR properties, no NRE properties, no properties previously determined to be ineligible, and no properties of undetermined status within the Project Area (Table 2).

Table 2. Inventoried properties within the Project Area

USN	Property Name	Status	Description	Location and Proximity to Project Area
08NR05868	Matton Shipyard	NRL	Delaware Avenue	Within the Project Area

USN	Property Name	Status	Description	Location and Proximity to Project Area
14NR06559	New York State Barge Canal Historic District	NRL	Reconstruction of the NYS canal system which replaced many sections with dredged river channels.	Immediately east, in the Hudson River
90NR02593	Peebles Island	NRL	At junction of Mohawk and Hudson Rivers	600 feet west

4.2 Previous Surveys

A review of CRIS identified two previous surveys within the immediate vicinity of the Project (Table 3).

Table 3 Relevant previous surveys within or adjacent to the Project

Project/Phase	Summary	Citation
Van Schaick Island Residential Community, Phase IB	Project included a 16-acre subdivision on Van Schaick Island. Two (2) historic sites and the three (3) precontact loci were identified.	[Curtin 2003]
Underwater Archaeological Report- Unanticipated Discoveries June- Nov 2011	This study was for the examination of several objects dredge from the Hudson River. All were historic boating related items such as anchors, rudders and buoys.	[URS 2012]

4.3 Archeological Sites

An examination of CRIS identified 63 reported archeological sites within one mile (1.6 km) of the Project, which include a wide range of site types (Table 4). A number of them are located on Van Schaick Island and Peebles Island (in bold print). These contribute important information to the sensitivity of the current Project and are discussed below.

Table 4. Archeological sites within one mile (1.6 km) of the Project

Usn	Name	Precontact or Historic
00141.000009	Revolutionary Army Camp & Spring	Historic
00141.000012	Simmons Axe Factory Site	Historic
00141.000327	Empire Edged Tool Works Site	Historic
00141.000335	Ontario St Bridge Site	Historic
00141.000336	Champlain Canal Lock 3	Historic
00141.000827	Matton Shipyard Burial Site (Originally named the "North of Matton Shipyard Burial Site")	Precontact
00141.000846	Cohoes Company Power Canal (Eighth Level)	Historic
00141.000847	Van Schaick Island-1 Historic Site	Historic
00141.000848	Van Schaick Island-2 Historic Site	Historic
00141.000849	Van Schaick Island-3 Prehistoric Site	Precontact
00141.000891	Van Schaick Mansion Historic Site	Historic
00141.000911	Fuld & Hatch Mill Historic Site (SuBi 2948; NYSM 12291)	Historic
00141.000922	Shanahan Historic And Precontact Site	Precontact and Historic
00141.000924	Delaware Ave Condos Multi-Component Archaeological Site	Precontact and Historic
09118.000199	West Peebles Island Site	Precontact
08340.001074	Lynch Prehistoric Site	Precontact
08340.001697	Gurley Rd Site A	Historic
08340.001698	Gurley Rd Site B	Historic
08340.001699	Gurley Rd Site C	Historic
08340.001709	Diamond Rock	Historic
08340.001716	George Lent Pottery Site	Historic
08340.001717	John Haggerty Pottery Site	Historic
08340.001718	Pliny Thayer Later J. Reiley Pottery Site	Historic
08340.001732	Lansingburgh Precontact Quarry	Precontact
08340.002180	Hannaford Burials Precontact Site	Precontact

Usn	Name	Precontact or Historic
08340.002290	2nd Avenue Trolley Track Historic Archeological Site	Historic
09118.000002	Revolutionary War Fort	Historic
09118.000005	Unwats Castle; Peebles Island	Precontact
09118.000008	Waterford Industrial Complex	Historic
09118.000009	Himes Mill	Historic
09118.000010	Massasoit Mill	Historic
09118.000011	Carpenter 'S Shop Site	Historic
09118.000012	Barn Site	Historic
09118.000013	Dwelling Site	Historic
09118.000198	H.V.D.W. House Site	Historic
09118.000199	West Peebles Island Site	Precontact
09118.000200	C.V.D.W. House Site	Historic
09118.000201	King's Canal	Historic
09118.000202	Stone-Arched Outfall	Historic
09118.000203	King's Dam	Historic
09118.000204	Vanderweken Mill Dam	Historic
09118.000205	Atwell A. Parker Construction Plant	Historic
09118.000207	New Pavilion At Peebles Island	
09118.000210	Peebles Island Reinternments	Precontact
09118.000214	Old Champlain Canal	Historic
09118.000215	Riverside Houses Site	Historic
09118.000222	#1 Saratoga Avenue Historic Site (SuBi 2950; NYSM 12292)	Historic
09118.000243	Peebles Island Cabin Site	Historic
09145.000562	Aib 206 South St And Second St Rrc #6	Precontact and Historic
09145.000564	Alb 208 Hudson St. & Second St. Rrc#5	Historic
09145.000565	Alb 2 10 Division St And Second St	Precontact
09145.000566	Aib 214 First St,Trenches 1-5 Sq.1&2	Precontact and Historic
09145.000567	Alb 215 Division St, Trench 6	Precontact and Historic
09145.000568	Alb Second St Trench 7	Historic
09145.000569	Alb 220 Third St.& South St., Trench 12 &13	Historic
09145.000570	Alb 221 Alley E. Of Second St Trench 14	Historic
09145.000571	Alb 223 Front St Sq. 1	Precontact and Historic
09145.000572	Alb 225 Front St, Sq. 2	Precontact and Historic
09145.000573	Alb 226 Front St. Sq. 3	Precontact and Historic
09145.000577	Alb 229 Park Trench	Historic
09145.000580	Alb 233 Hudson St. East	Historic
09145.000726	Weaver-Demarest Site (NYSM 10588)	Historic
09145.000743	Possible Wharf	Historic

4.3.1 Village and Contact Period Sites

The Mahican were very active in and around the confluence of the Hudson and Mohawk Rivers in the early 17th century, and were well-established in the area when Fort Orange (in present day Albany) and the Manor of Rensselaerswyck were established. Historic maps show Mahican villages in different locations, suggesting their settlements were fairly mobile and perhaps moved every few years.

The c. 1631-1632 Gillis Van Scheyndel's "Map of Rensselaerswyck", renders two palisaded Mahican villages; Monemim's Castle (09118.000005) on the northern tip of Peebles Island ("Poebles Island" or "Haure Island") and Unawat's Castle on the east side of the Hudson at what appears to have been the confluence of the Swan Kill in North Troy. The c. 1639 Vinckeboons map renders two "Vasticheyts" meaning *fortified villages*; one on the same spot as Unawat's Castle and the other near the Cohoes Falls (van Scheyndel 1631-1632; Vinckeboons 1639) (Figure 1).



Figure 1. Two early 17th-century maps showing the approximate location of the Project relative to Native American village sites.

Although archeological documentation of the villages is missing, signs of Indian occupation on Van Schaick Island are extensive, including trade and interaction with Colonial groups. Ralph Folger (b. 1923 – d. 2006), the son of Homer J. Folger (a former employee of the Matton Shipyard and amateur archeologist), recalled seeing the “outline of an Indian stockade enclosure at the farthest north point of Van Schaick Island.” Topsoil was later stripped from much of this area, although “the Indian stockade remains were so close to the north point that some of the remains may have escaped the destruction and may still exist (Huey 1993). This account was corroborated by a newspaper article in *The Knickerbocker* (Anonymous 1938)

The Delaware Avenue Condo Site (00141.000924), located about 3,000 feet (914 m) south of the shipyard, contained a Euro-American palisaded brick structure was found adjacent to a Native American structure, also thought to have been enclosed within a palisade. A bale seal with the date 1662, and a combination of Euro and Native American artifacts found in the same context are strong evidence of trade. This site is possibly the remains a trade house that was proposed by the Dutch in the 1650s. It was to be built “18 to 20 miles north of Fort Orange” to effect trade with Canada that was continually blocked by the Mohawks (Hartgen 2013). Other evidence of trade, a French trade axe, was found by Homer Folger at the Matton Shipyard near the “Planer Site” (Huey 1996). The approximate location where the trade axe was found is labelled on Figure 5.

4.3.2 Burial Sites

Native burial sites are the product of centuries of long-term occupation of the Islands. Although the Matton Shipyard Burial Site (00141.000827) is named after the shipyard itself, most of the reported graves were

discovered north of the shipyard. At least fourteen (14) burials have been discovered at this site, twelve (12) of which were north of the shipyard.

Between 1926 and 1938, Homer J. Folger (b. 1898 – d. 1968) discovered four Native American burials on the parcel immediately north of the Matton Shipyard. Folger was a Troy resident who was employed at the shipyard from c. 1916 – c. 1963, with a strong interest in collecting archeological remains (Anonymous 1968; Huey 1996:15). Folger found the first of four burials in 1926. Subsequently, Cohoes Mayor Daniel J. Cosgro who was in office from 1922 through 1929, pledged city resources to assist amateur archeologists in the excavation of a village site presumed to exist in this area (Anonymous c. 1927), though no documentation of such an excavation has been found. Digging along the shoreline north of the Matton Shipyard again in 1933, Folger recovered a second burial, as well as “pottery and countless other relics identified with Indian camp life” (Anonymous 1933). In 1938, Folger excavated two more burials that he had discovered along the shoreline on the parcel to the north of the shipyard after spring floods had eroded away a portion of the bank. One of the skulls was reportedly found with an arrowhead in it (Anonymous 1938).

The skull from one of the burials excavated in 1938 was given by Homer Folger’s son, Ralph Folger, to the Stockbridge Munsee Band of Mohican Indians for reburial in July 1994. Prior to being reburied, the skull was examined by Dr. Brenda Baker and Lisa Anderson of the New York State Museum, who judged the individual to have been a male aged 35-45 years at the time of death (Baker 1996).

On the parcel north of Matton Shipyard, William Kirby (b. 1923 – d. 1992), an amateur archeologist from Cohoes, excavated eight Late Woodland burials with Dr. William Ritchie (New York State Archaeologist, 1949-1972), when the landowner (Famucci) removed topsoil to sell. Kirby described his finds to Paul Huey in 1985, which also included castellated pots, and a midden of shell and sturgeon plate (Huey 1985b). The date of Kirby’s excavation is unknown. These finds were concentrated in an area perhaps 200 to 250 feet north of the shipyard and near Railroad Drive.

William Kirby also reported to Paul Huey in 1985, that graves had been encountered during World War II within the Matton Shipyard when a new frame building was being constructed (Huey 1996:9). The number of burials discovered at this location is unspecified, nor is any additional information recorded. It is likely that the building referenced above was the warehouse and molding loft, which was constructed c. 1942 with a second story added in 1945. This is the northernmost of all buildings at the shipyard, and the closest to the burials excavated by Folger and Kirby on the adjacent parcel.

4.3.3 Revolutionary War Era Sites

Van Schaick and Peebles Islands are home to several sites related to the American Revolution. The Van Schaick Mansion (00141.000891), built in 1755 and shown on Figure 2, was used as a military headquarters. In addition, there was a Revolutionary War encampment near a natural spring on the south end of Van Schaick Island (00141.000009). A Revolutionary War Fort (009118.000002) was located on the north end of Peebles Island, the entrenchments and embankments of which are still visible today.

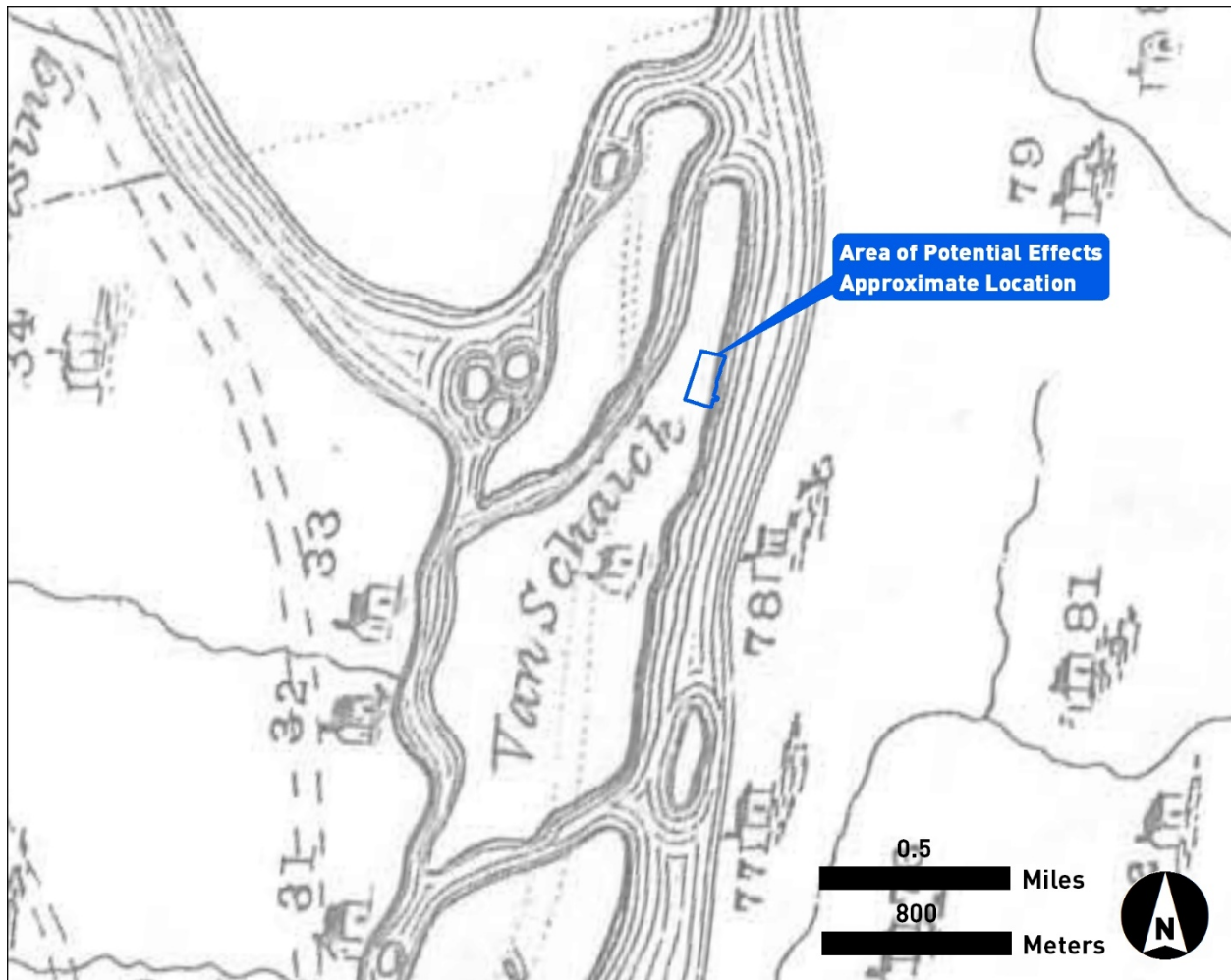


Figure 2. Map showing the locations of early structures in northern Albany and Rensselaer counties, including the Van Schaick Mansion (Bleeker 1767).

4.3.4 Industrial Era Sites

During the 19th and 20th centuries the east shore of the Island became an industrial hub. The Delaware & Hudson railroad and the confluence of the rivers made the transportation of goods easy. Throughout the 19th century the Project Area remained vacant until construction of Matton Shipyard started in 1916 (Beers 1891).

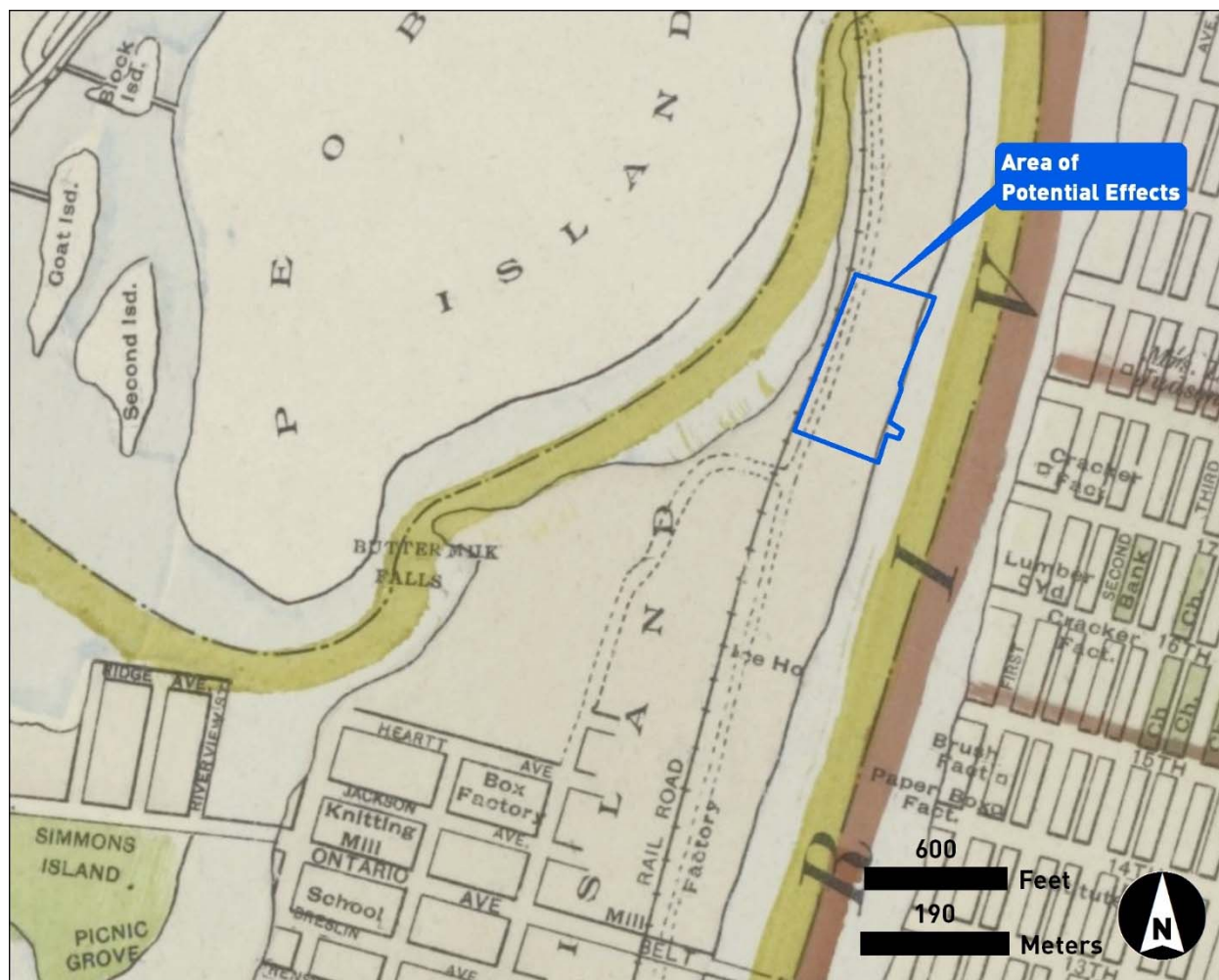


Figure 3. Map showing the various industries near the Project (Beers 1891).

5 The Matton Shipyard

The Matton Company was established in 1902 on the Champlain Canal in Waterford. Originally they built wood barges for the Erie and Champlain Canals. But construction of the enlarged Barge Canal forced the company to relocate, and in 1916 construction of the Matton Shipyard began on Van Schaick Island (O'Malley 1991; Whitford 2021).

War barges were constructed at the shipyard during World War I (Smith 1917), although it was not until after the war had ended that the shipyard celebrated its grand opening in 1918. At this time the shipyard was one of the only privately owned dry-docks in the area with the ability to repair tugs and barges. In the beginning years of operation from the Island, the shipyard became known for the manufacture of quality tugs, police boats and barges, in addition to being one of the only repair facilities (Spindle City Historic Society 1999).

During the World War II Era the Matton Company was awarded a number of Navy and Army contracts to build submarine chasers, minesweepers and tugs. At the time, the yard had a complex of 10 plus buildings that were used by an array of different mechanics and craftsmen (Anonymous 1942; Spindle City Historic Society 1999)

John E. Matton died in 1959; but the shipyard remained a family business until 1964. That year, the Turecamo Coastal & Harbor Company of Brooklyn purchased the Matton Company. Turecamo built ocean fairing tugs for large oil companies from the shipyard for the next 18 years. The last and 345th boat was completed and launched in 1982 (Scanlon 1982).

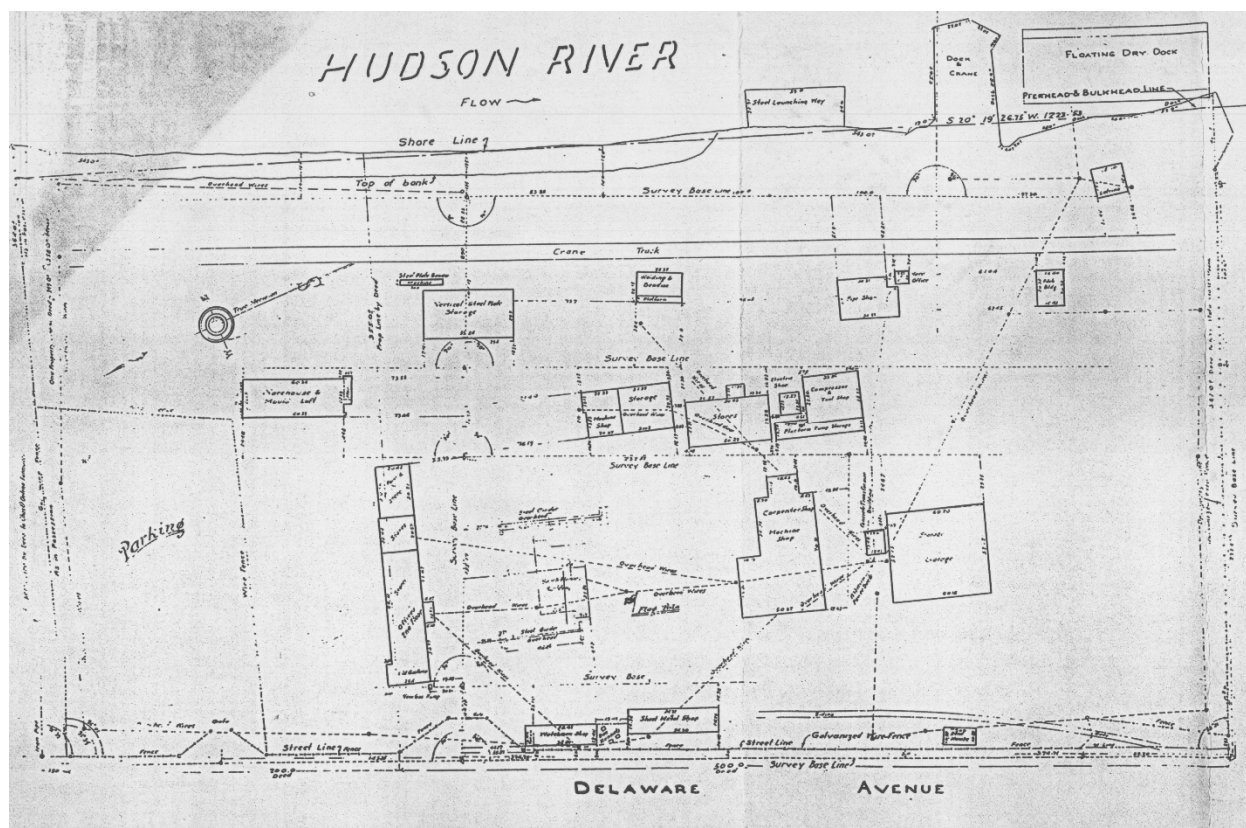


Figure 4. 1964 Map of Matton Shipyard (W. Rosenfeldt 1964)

5.1 Map-Documented and Existing Structures

The following lists and briefly describes the mapped documented and existing structures within the Matton Shipyard. Figure 4 above is a 1964 survey of the shipyard in the same year that the business was sold to the Turecamo Coastal & Harbor Company (W. O. Rosenfeldt 1964). Much of the information contained in this table was taken from the National Register form (National Park Service 1990) (Table 5).

Table 5. Summary of map-documented and existing structures within the Project Area/APE

Structure No.	NR Form Reference	Function	Description	Date
Extant Structures 2017				
1	A. 1	Office/Store	Structure consisted of a main two-story office building with three (3) garages/storage buildings attached in a linear block. The two-story office building is the only extant portion of this structure.	c.1916-17
2	A. 3	Watchman's Building	One story building that may have predated World War II, but was constructed after the 1936 flood.	c. 1936-43
3	A. 5	Planing Mill/ Carpenter's Shop	This is the largest extant structure and is located near the center of the property. It a one and half-story structure and the north block was added in the WW II Era 1936-43	c. 1916
4	A. 6	Stores Building	One-story building with a gabled roof built in the WW II Era.	c.1941-43
4a	A. 12A	Electric shop	Small square building near the southeast corner of the Stores Building (Structure 4)	n/a
5	A. 8	Pipe Shop	One-story building with a gabled roof built in the WW II Era.	c. 1936-43
6	A. 9	Pitch Building	One-story building with a gabled roof	Pre-1936
7	B. 1	Flagpole	n/a	c. 1918

Structure No.	NR Form Reference	Function	Description	Date
8	B. 2	Dock	Projects into the Hudson River from southeast corner of shipyard. Shown on c. 1949 aerial photographs.	Pre-1949
9	B. 3	Launching Ramps	Three (3) of five (5) large steel ramps are extant on the east side of the shipyard, Shown on c. 1949 aerial photographs.	Pre-1949
10	B. 4	Chain link fence	Erected around the perimeter of the shipyard during the WW II Era.	n/a
11	C. 1	Steel sand silos	Built in the 1960s beside the pitch building (structure 6)	c. 1960
Ruined Structures				
12	A. 4	Sheet Metal Shop	One-story building with a gabled roof.	c. 1937-38
13	A. 12	Garage	One and half-story building with a one-story shed rood extension.	c. 1916
14	D. 2	Warehouse and molding loft	Two-story building built during the WW II Era.	c. 1942-45
15	D. 7	Stores	Square-planned gabled roofed	c. 1936-43
16	D. 14	Vertical steel plate storage	n/a	n/a
17	D. 15	Welding and bending	n/a	n/a
18	D. 16	Latrine	Small rectangular building in the southeast corner of the shipyard. H. Folger recalled that the outhouse was perched at the river's edge.	Pre-1942
19	D. 17	Compressor and tool shop	Appeared on 1918 map of the shipyard as "engine room," "saw mill" and "tool shed"	SE block c. 1916 and SW block n/a
20	D. 18	Storage machine shop	In 1918 was shown as a "blacksmith shop" and "Iron Shed"	c. 1916
21	Unnumbered	Floating dry dock	Shown on c. 1949 aerial photographs.	Pre-1949
22	Unnumbered	Crane and crane track	Labelled on the 1918 map as "Traveling Derrick"	c. 1916
23	D. 19	Sand House	Small square building along the road on the west side of the shipyard.	Pre-1964
24	D. 20	Oil Shed	n/a	c. 1916

In 1985, after the shipyard ceased operations, three underground fuel storage tanks were removed from the northern part of the property by then owner, Donald Miller. Paul Huey and William Kirby observed the excavation made for the tank removal (Figure 5). The excavation was 20 feet wide (from east to west) (Huey 1985a). While the length was unrecorded, a sketch map by Huey depicts the excavation as being longer than Structure 14 (Warehouse and Molding Loft). Miller later recollected, "Two of these were huge tanks, perhaps 10,000 gallons each, and the third was a smaller tank, maybe half as large. These tanks supplied Matton's fueling dock for boats" (Huey 1997).

Huey and Kirby observed stratified cultural deposits, with evidence of Woodland period occupation at a depth of about 25 cm (10 in) and a deeper occupation level ± 83 cm (33 in) below ground surface (Huey 1985a). They recorded the presence of a hearth associated with the Woodland occupation, two projectile points, and fire-cracked rock.

As previously mentioned Native American burials were reportedly discovered within the shipyard when a frame building was constructed during World War II (Kirby 1985). Figure 5 highlights three buildings known to date to the war years, Structures 2, 4 and 14. Given that the tank pit near Structure 14 (Warehouse and Molding Loft) revealed evidence of Native occupation and that a number of burials were found just north of the shipyard, this structure is the most likely spot for the burials found within the shipyard.

Archeological Sensitivity Assessment

Archaeologically sensitive areas contain one or more variables that make them likely locations for evidence of past human activities. Sensitive areas can include places near known prehistoric sites that share the same valley or that occupy a similar landform (e.g., terrace above a river), areas where historic maps or photographs show that a building once stood but is now gone as

well as the areas within the former yards around such structures, an environmental setting similar to settings that tend to contain cultural resources, and locations where Native Americans and published sources note sacred places, such as cemeteries or spots of spiritual importance.

5.2 Precontact Archeological Sensitivity

The precontact sensitivity of an area is based on proximity to previously documented precontact archeological sites, known precontact resources (e.g. chert outcrops), and physiographic characteristics such as topography and drainage. Generally, areas in the vicinity of streams and wetlands are considered to have elevated sensitivity for sites associated with Native American use or occupation because they presented potential food and water sources as well as transportation corridors.

The Hudson and Mohawk Rivers were primary means of transportation and major subsistence resources during precontact time. The confluence of the rivers was likely a preferred location for thousands of years that became a strategic spot during the fur trade and Contact periods. Historic excavations mostly by landowners, avocational archeologists and for construction uncovered extensive evidence of precontact occupation on Van Schaick Island; specifically within the north half of Matton Shipyard and immediately north of the shipyard. Based on past discoveries, the sensitivity of the Project for evidence of Woodland Period occupation, Native burials, and deeply buried archeological deposits is considered high.

5.3 Historic Archeological Sensitivity

The historic sensitivity of an area is based primarily on proximity to previously documented historic archeological sites, map-documented structures, or other documented historical activities (e.g. battlefields).

Historic documents only record events and moments in time, which leave large gaps of history unrecorded. During the earliest years of European Contact and through the Revolutionary War period, Van Schaick Island was a veritable hub of activity. Sensitivity for unrecorded sites dating from the 17th and 18th centuries is considered high.

There is also sensitivity for deposits associated with the shipyard; however, as recalled by H. Folger, a former employee of the shipyard, the outhouse was perched at the river's edge and deposits that would typically be associated with the locations of Privies are unlikely with the Project (National Park Service 1990).

6 Archeological Potential

Archeological potential is the likelihood of locating intact archeological remains within an area. The consideration of archeological potential takes into account subsequent uses of an area and the impact those uses would likely have on archeological remains. The potential for intact precontact archeological remains is high in those portions of the site where the Matton Shipyard did not cause deep ground disturbance.

7 Archeological Survey

The archeological survey is a component of a planning study to determine the feasibility of the adaptive reuse of the Matton Shipyard. As such, no specific development proposal has been formulated. The goal of this survey was to gather data about the horizon and vertical distribution of archeological deposits within the Project Area to inform any development proposals that are generated, while minimizing impacts to those deposits.

7.1 Methodology

7.1.1 Shovel Testing

Shovel tests were excavated at intervals of 30 meters (100 ft). Additional tests were placed at 15-meter intervals (50 ft) in areas of interest on a judgmental basis. Each shovel test was 40 centimeters (16 in) in diameter. All excavated soil was passed through 0.25-inch hardware mesh and examined for both precontact (Native American) and historic artifacts. The stratigraphy of each test was recorded including the depth, Munsell color, soil description, and artifact content (Munsell Color 2000). The location of each shovel test was plotted on the project map. Test excavation was photographed.

7.1.2 Artifacts and Laboratory

As general procedure, all precontact (Native American) cultural material identified during the fieldwork are collected. Significant historic artifacts such as glass, ceramics, food remains, hardware, and miscellaneous items are collected. Coal, ash, cinder, brick, and modern materials are noted. Any artifacts collected are placed in paper or plastic bags labeled by provenience and inventoried in a bag list. Bags are numbered in the field and transported to the Hartgen laboratory in the Town of North Greenbush, Rensselaer County, New York, for processing.

Shovel test records and other provenience information were entered into a Microsoft *Access* database (Appendix 1). Artifacts were cleaned and cataloged. Cataloging entailed entering artifact provenience information, counts, weights, and descriptive information into the database (Appendix 2).

7.2 Results

The Phase IB archeological field reconnaissance was conducted December 5 and 6, 2016. The field crew consisted of David Wendell, Liz Horner, John Ham, and Jamie Penk under the direction of Adam Lusier. Matt Kirk was the Principal Investigator. The weather was unseasonably warm, overcast and artifact visibility was excellent.

A total of 49 tests were excavated at 15- and 30-meter intervals (Map 2). The testing defined two precontact site loci, identified a large area of soil disturbance attributed to the Matton Shipyard, recovered a variety of 20th century artifacts, and revealed general patterns in the property's soil stratigraphy.

7.2.1 Matton Shipyard Precontact Site

Two (2) precontact loci were encountered; one within the northern part and the other in the southwest part of the Project (Map 2). The Matton Shipyard Precontact Site is likely related to the Matton Shipyard Burial Site (00141.000827) where Homer Folger and William Kirby conducted excavations on the parcel north of the shipyard in the early to mid-20th century, and there is the potential that the Matton Shipyard Precontact Site contains burials. However, a new site name has been assigned to distinguish that area north of the shipyard where burial finds have been corroborated by various sources from precontact deposits within the shipyard, where the reported presence of burials has not been corroborated and is based on a single second-hand account.

7.2.1.1 Locus 1

Based on the shovel test results, the northern locus of the Matton Shipyard Precontact Site covers about or 0.85 acres (0.39 ha) within the Project (Photo 1). The locus encompasses the tank removal pit where Paul Huey

identified a hearth, and the ruins of Structure 14 (Warehouse and Molding Loft), where it is hypothesized that the reported discovery of Native American burials during World War II may have occurred (Map 2, Photo 2).

The portion of this site nearest to the river appears to be in a good state of preservation. While it is threatened by erosion along the river bank, it does not appear to have been significantly impacted by the operation of the shipyard. The area encompassing Tests 4, 43, 44, and 45, and measuring about 650 square meters (7,000 ft²) contains deep, stratified deposits that extend from ground surface to depths greater than 1.2 meters (3.9 ft) (Map 2). These four tests, respectively, reached depths of 110 cm, 115 cm, 116 cm, and 120 cm, with alternating, weakly developed A and B soil horizons. Additional A horizons (i.e. former ground surfaces) may exist deeper than the tests. Test 43 recovered fire-cracked rock (FCR) from dark alluvial strata at 63 cm (25 in) and 1.12 m (3.6 ft), indicating multiple precontact cultural layers. The same stratigraphic profile encountered in the aforementioned tests is visible in the Hudson River bank (Photos 3-5, Map 2).

In contrast, the tests in the remainder of the site encountered a single precontact cultural horizon. The typical stratigraphic sequence contained four layers, recent alluvium, fill, a buried A horizon (i.e. a former ground surface distinguish by a developed organic topsoil), and subsoil (Photo 6). The average depth of recent alluvium and fill across this part of the site was ± 28 cm (11 in) as shown in Photo 4. Artifacts, including FCR and flakes, were recovered from the buried A horizon and the upper portion of the subsoil at depths ranging from 30 to 60 cm (11 to 24 in) in Tests 2, 7, 48, and 49.

In total, six (6) pieces of FCR, four (4) pieces of chert debitage, and one (1) chert biface were collected from this site. Most of these artifacts were recovered from the uppermost A horizon, which also contained a variety of 19th-20th century artifacts including a 1985 penny from Test 8. This indicates that the A horizon was the ground surface during the Matton Shipyard era, during which time modern artifacts mixed with Native American artifacts in the topsoil. Based on Test 43, the deeper precontact cultural strata contain no mixing with historic or modern materials.

Additional pieces of FCR was noted in the riverbank, but were not collected. Precontact artifacts were recovered from disturbed contexts in Tests 5 and 46 are not included in the preceding counts. The site boundaries have been drawn to exclude these tests.

Table 6. Summary of Matton Shipyard Precontact Site, Locus 1

Characteristic	Site information
Site Name	Matton Shipyard Precontact Site, Locus 1
Description	Likely part of a much larger Woodland Period settlement. The eastern part of the site along the Hudson River is in the greatest state of preservation and contains stratified deposits that extend from ground surface to depths over 1.2 meters (3.9 ft).
Artifacts	Six (6) fire-cracked rock, four (4) chert debitage, and one (1) chert biface
Date	Primarily from the Woodland Period. Contains earlier, stratified deposits of unknown date.
Function	Multi-component site
Size	The portion of the site within the Project Area measures $\pm 3,375$ square meters (36,315 ft ²) with stratified deposits in the easternmost ± 650 square meters (7,000 ft ²).
Location	NAD 83, UTM Zone 18, 608000 m E, 47373000 m N

7.2.1.2 Locus 2

The Matton Shipyard Precontact Site Locus 2 covers approximately 2,700 square meters (28,655 ft²) in the southwest corner of the Project (Photo 7). This locus encompasses Structure 3 (Planing Mill/Carpenter's Shop), where Homer Folger reported that he found a French trade axe. Structure 3 is built on piers and may contain intact portions of the site beneath it.

The soil stratigraphy was similar to that in the western part of Locus 1 and contained a combination of recent alluvium and fill above a buried A horizon, and subsoil. The recent alluvium and fill ranged in depth from 20 to 44 cm (7.8 to 17 in), and averaged about 35 cm (13.7 in). The preservation of the buried A horizon varied. In some tests it was truncated or partially graded, while in others it appeared intact.

Thirty precontact artifacts were recovered from the buried A horizon and upper portion of the subsoil in Tests 16-18, 30, 32, 33 and 35. The artifacts include twenty-seven (27) pieces of FCR and three (3) pieces of chert debitage. The buried A horizon contained a variety of 19th and 20th century artifacts, as well as one small fragment of Nottingham stoneware from Test 18. Produced from 1683 to 1810, this ware type was most common during the 18th century.

Tests 24, 27 and 28 contained precontact artifacts within disturbed contexts and are excluded from the site boundaries and the preceding artifact counts.

Table 7. Summary of Matton Shipyard Precontact Site, Locus 2

Characteristic	Site information
Site Name	Matton Shipyard Precontact Site, Locus 2
Description	Site is located in the southwest corner of the Matton Shipyard
Artifacts	Twenty-seven (27) fire-cracked rock and three (3) chert debitage
Date	Woodland to Contact Period
Function	Native Site
Size	±2,700 square meters (28,655 ft ²)
Location	NAD 83, UTM Zone 18, 608000 m E, 47373000 m N

7.2.2 Soil Disturbance

An area of disturbance caused by the construction of the shipyard is located in the east and southeastern parts of the Project (Map 2, Figure 6, Photo 8). This area measures about 2.1 acres. Of the 22 tests within this zone, none encountered an intact A horizon beneath the upper fill strata.

The depths of disturbance documented in the shovel tests are shown in Table 8. Some tests encountered subsoil below the disturbance, indicating that the A horizon had been removed. Other tests were suspended within non-natural soils due to depth without encountering either an intact A horizon or subsoil. The third group of tests encountered an impasse within fill that prevented continued excavation. It is unknown if any cultural strata exist beneath the depths of excavation. However, nearly all of the tests are deep enough to indicate that the uppermost A horizon has been removed. Test 29 encountered what appeared to be the top of a steel tank/drum 60 cm (23 in) below the surface.

Table 8. Summary of shovel test depths within area containing disturbed soils

STP #	Termination Reasons (cm)		
	Depth	Subsoil	Impasse
5	100		
10		90	
11	90		
12			40 (compact soil)
13	100		
14		86	
18	100		
19			49 (steel beam)
20			32 (made surface)
21		85	
22	103		
23			40 (compact soil)
24	85		
25			40 (rocks)
26			47 (rubble)
27		101	
28	110		
29			60 (possible metal drum)
41			31 (concrete)
42			65 (rubble)

STP #	Termination Reasons (cm)		
	Depth	Subsoil	Impasse
46	110		
47	95		

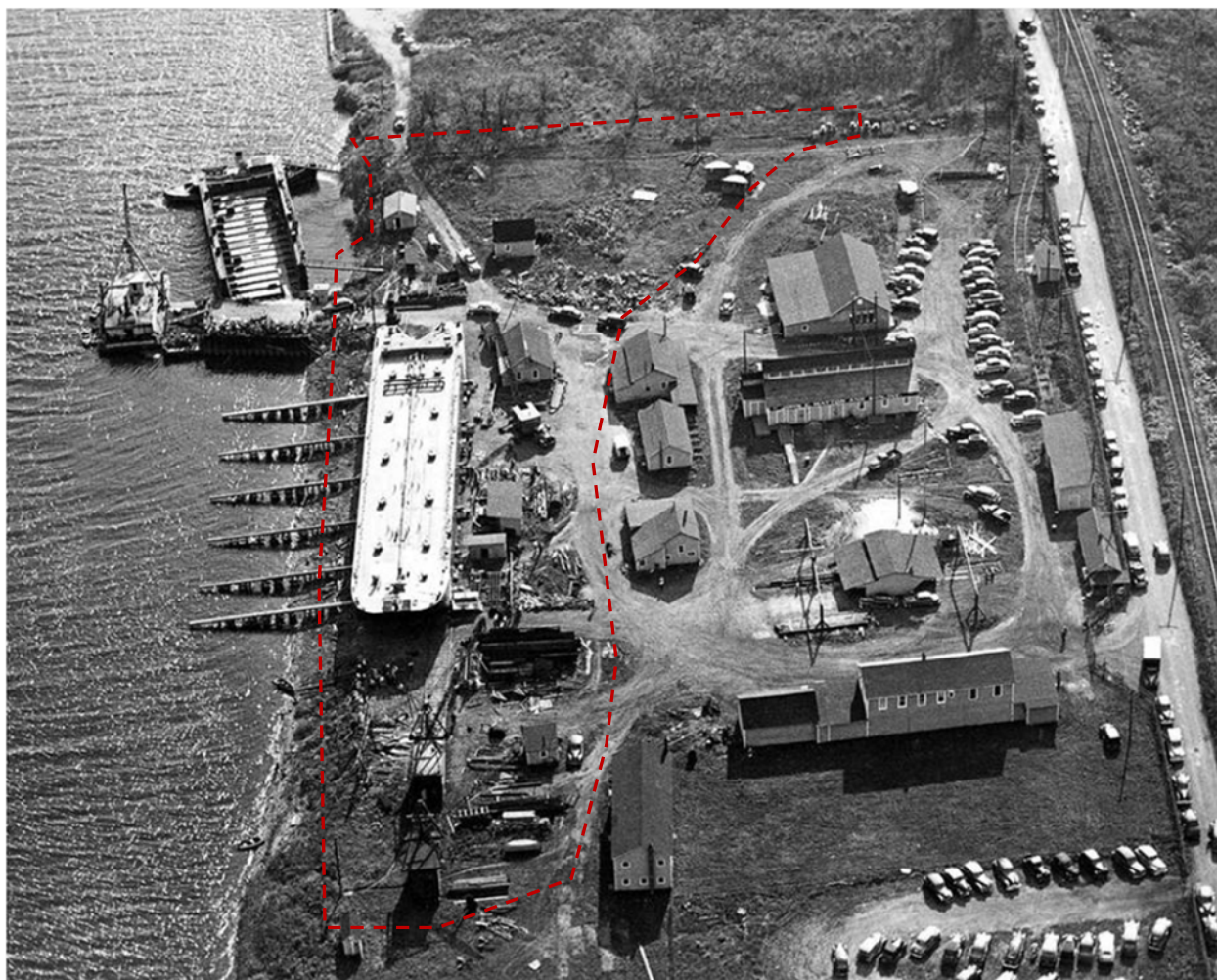


Figure 6. Circa 1949 aerial photograph of the Matton Shipyard. The red outline indicates the portion of the Project Area where disturbed soils were encountered.

7.2.3 Artifacts Dating to the 19th and 20th Centuries

In total, 174 artifacts dating from the 19th or 20th century were encountered. It is considered most likely that the artifacts are all attributable to the Matton Shipyard era, but some of the artifact types (e.g. whiteware) can be difficult to date precisely in the absence of diagnostic decorative motifs.

Over half of the artifacts are “domestic” items, namely glass or ceramic dish and vessel fragments. Whiteware and semi-porcelain wares predominate. Of the greatest interest are two artifacts related to the operation of the shipyard: a large hexagonal nut and a soapstone marking tool (Photo 9). Soapstone markers are used by welders and steel cutters to mark metals, because the marks do not disappear when heated.

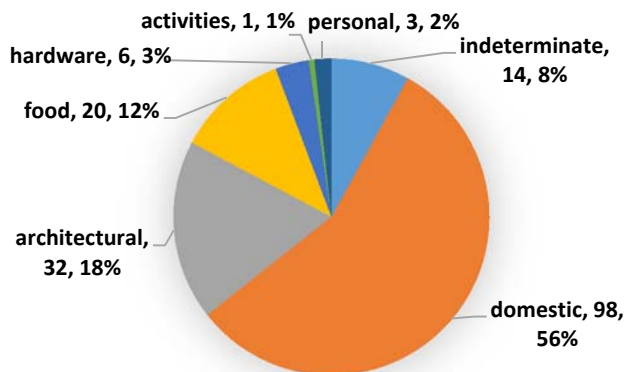


Figure 7. Pie chart summarizing the types of 19th- and 20th-century artifacts recovered

Most of the domestic artifacts were recovered from tests in the northwest and southwest corners of the Project and in fill that overlays these areas (Levels 1 and 2). As shown in Test 7, the fill included a layer of silt gravel or crushed stone; both of which covered a buried-A horizon (Photo 10 and Photo 11). A 1985 penny recovered from the buried-A horizon (Level 3) in Test 8 suggest that these fill deposits postdate the abandonment of the shipyard. Perhaps laid down after fuel tanks were removed in May of 1985 (Huey 1985a). Because the stratigraphy encountered in the southwest corner was nearly identical, it's likely that the fill deposit there also postdates the shipyard.

8 Recommendations

The archeological survey has yielded data regarding the horizon and vertical distribution of archeological deposits within the Project Area. When a specific development proposal has been formulated, the horizontal and vertical area of potential effects should be considered in relation to the findings of this study to determine if additional survey activity is warranted.

At the north end of the property, future development has the potential to impact Locus 1 of the Matton Shipyard Precontact Site, where Native American burials may exist. It is recommended that no development take place in the eastern half of this site, where no fill is present and where deep alluvium contains multiple cultural strata. While only a small number of artifacts were recovered from the current tests in this area, Homer Folger encountered four Native American burials on the parcel to the north in the 1920s and 1930s, and Paul Huey identified a hearth during observation of a tank removal in 1985.

In the northeast corner of the Project Area, a portion of the Matton Shipyard Precontact Site is eroding out of the river bank. At present, the ECHF is considering the feasibility of the adaptive reuse of the shipyard, but has to decide if it will pursue development of the property. It is recommended that OPRHP, as the owner and manager of the property, consider shoreline stabilization measures to prevent the continued erosion of the site.

In the western half of the Matton Shipyard Precontact Site Locus 1, recent alluvium and fill encapsulate the site. The average depth of the alluvium and fill is about 28 cm (11 in). Depending on the depth of proposed impacts, future development in this area may not impact cultural bearing soil strata.

Matton Shipyard Precontact Site Locus 2 is situated in the southwestern part of the Project. This site is encapsulated by modern alluvium and fill that is about 35 cm (14 in) thick. Again, depending on the depth of proposed impacts, future development in this area may not impact cultural deposits.

The soils in the eastern and southeastern portion of the Project were extensively disturbed by the Matton Shipyard. None of the tests in this area encountered intact ground surface levels with the potential to contain Native American archeological deposits. The possibility exists that cultural deposits may exist at depths greater than the test excavations. Additional survey may warranted if impacts greater than about 1 m (3.3 ft) are proposed.

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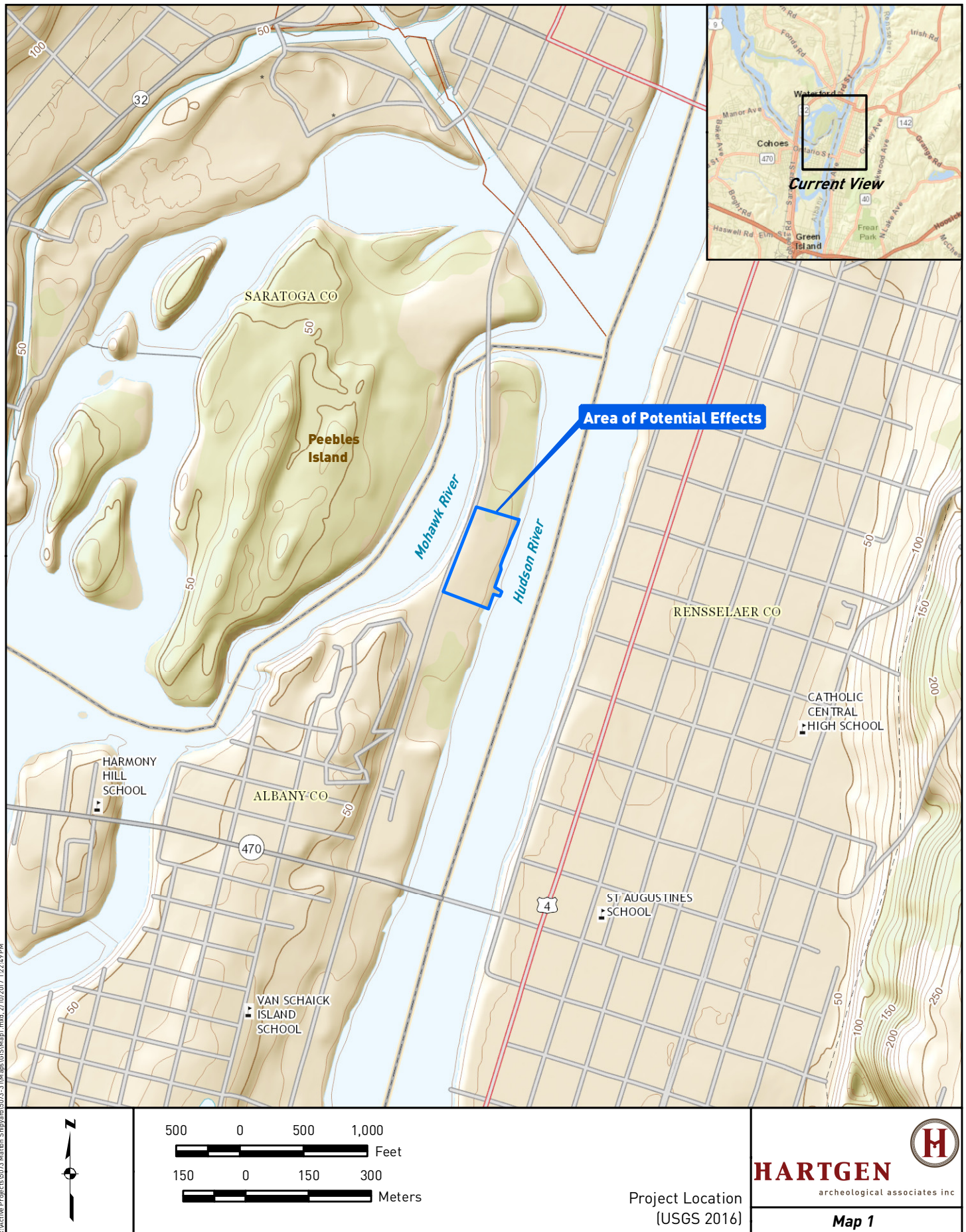
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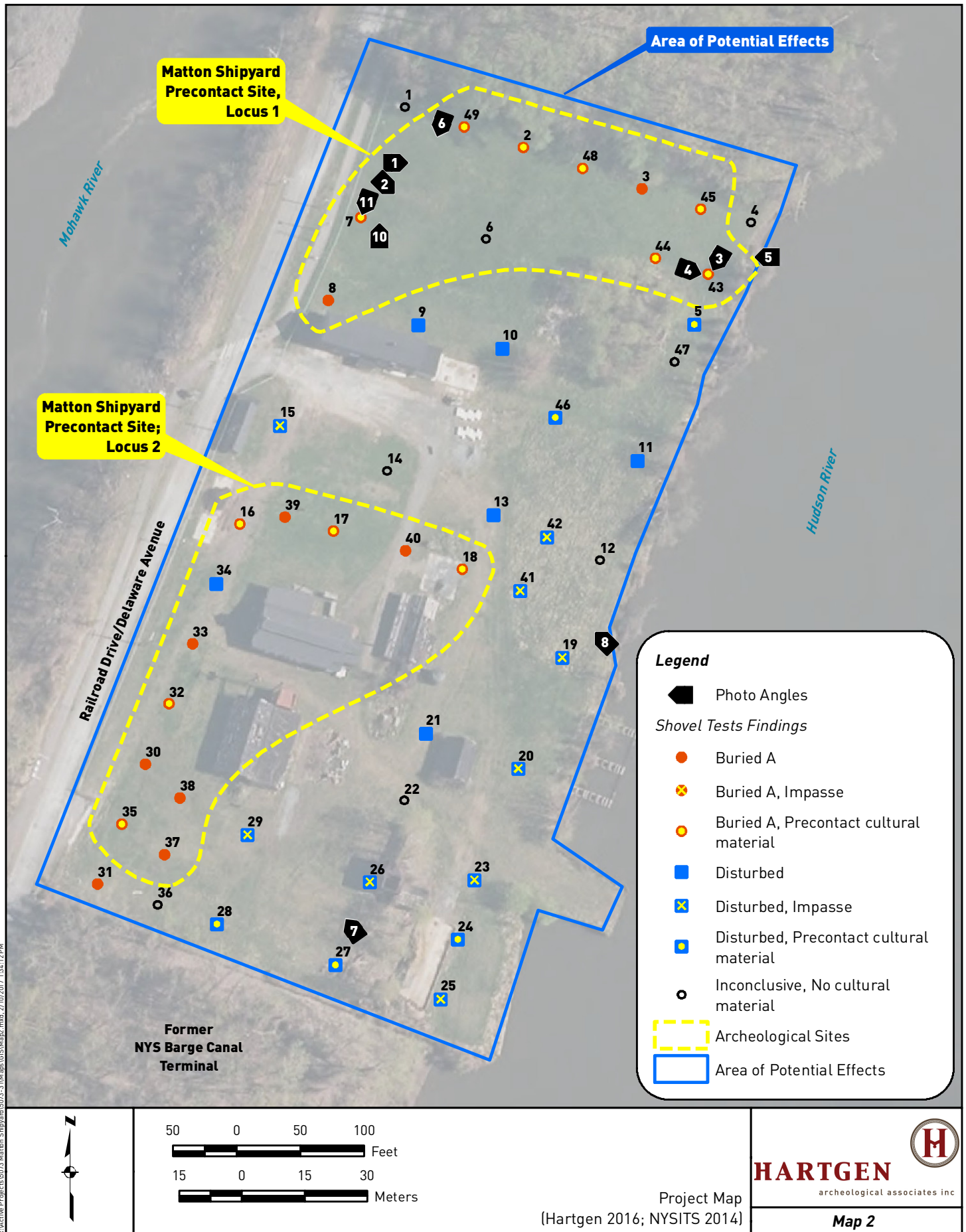
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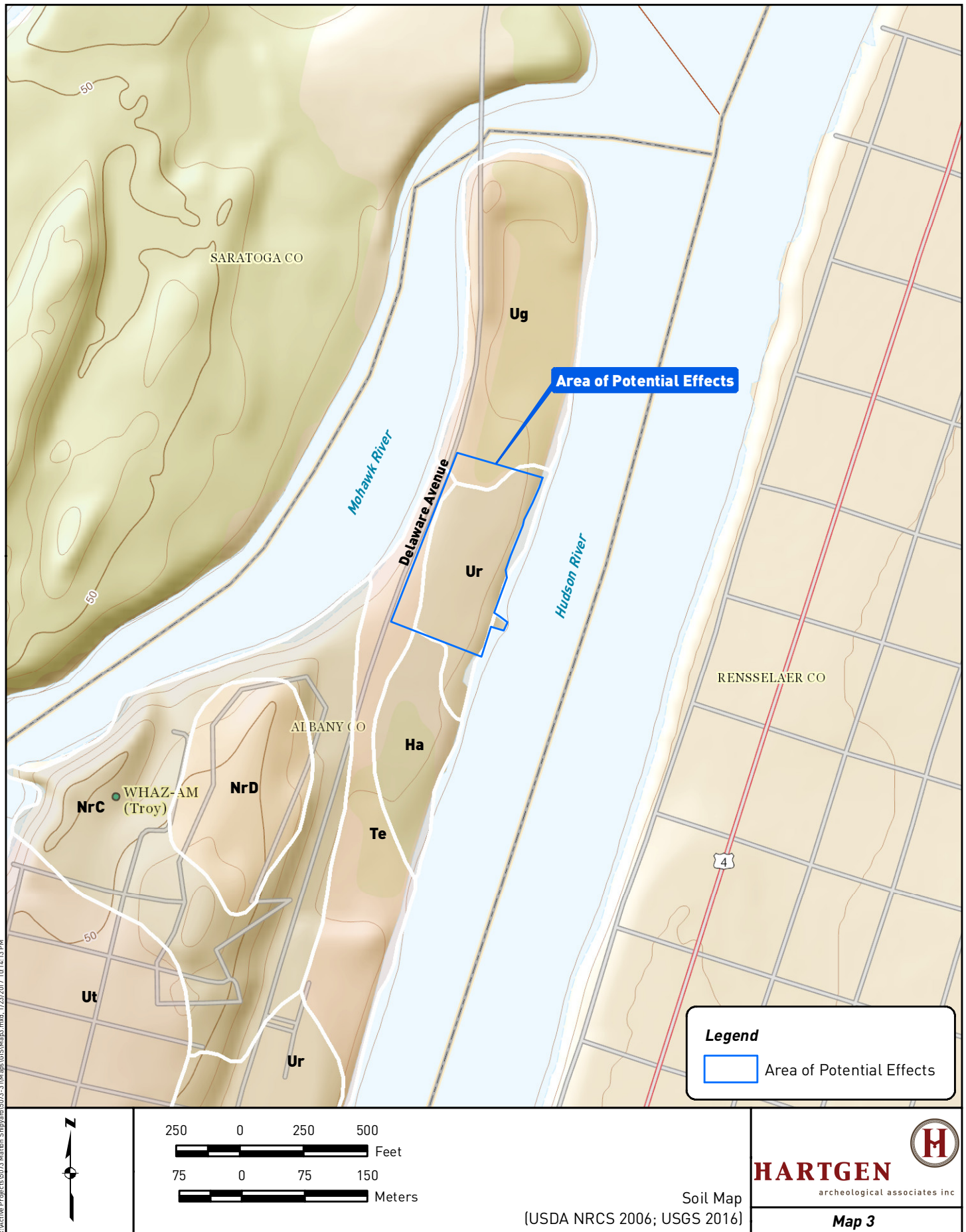
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Maps







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Photographs



Photo 1. View facing east across the north end of the Project to the Hudson River. The Matton Shipyard Precontact Site (Locus 1) covers this area.



Photo 2. View facing southeast with Structure 1 (office) in view. The area in front of the cluster of trees at the center of the view is the location where Paul Huey observed the removal buried fuel tanks in 1985 and documented a hearth in the excavation profile. The foreground is within the Matton Shipyard Precontact Site (Locus 1).



Photo 3. View facing southwest showing Test 43 as it was excavated. Matton Shipyard Precontact Site (Locus 1).



Photo 4. View of deep stratified levels in Test 43.



Photo 5. View of the Hudson River bank at the northeast corner of the Project. Note the stratification and the buried – A with FCR and a biface through the middle of the profile. Stratification here is similar to that encountered in Test 43.



Photo 6. View facing south with Railroad Drive on the right and Structure 1 in view. This area served as a parking lot for the Matton Shipyard.



Photo 7. View facing northwest across the Project with Structure 3 in view. Matton Shipyard Precontact Site (Locus 2) was identified on the far left along the road.



Photo 8. View facing northwest across the center of Project. The tests in the foreground encountered disturbed soils with no intact buried A horizon.



Photo 9. On the left is a soapstone marker and on the right a large nut; both artifacts are associated with ship building and recovered from Test 24 in the southeast corner of the Project.



Photo 10. View facing north show the location of Test 7 in the northwest corner of the Project.



Photo 11. Test 7 showing the recent alluvium (Level 1), fill (Level 2), a buried A horizon (Level 3) and subsoil (Level 4).

Appendix 1: Shovel Test Records

507331: Phase IB Archeological Investigation, Matton Shipyard

Shovel Test Records

	<u>Ending Depth (cm)</u>	<u>Level</u>	<u>Soil Type</u>	<u>Soil Inclusions</u>		<u>Munsell Color</u>	<u>Termination Reason</u>
1	23	1	silt loam		10yr 3/2	very dark grayish brown	
	55	2	silt		10yr 5/6	yellowish brown	subsoil
2	19	1	silt loam	roots	10yr 2/2	very dark brown	
	25	2	sand		10yr 2/1	black	
	38	3	sand		10yr 4/2	dark grayish brown	
	74	4	sand		10yr 4/4	dark yellowish brown	subsoil
3	82	1	silt sand	gravel, cobbles	10yr 2/2	very dark brown	
	97	2	silt sand		10yr 3/4	dark yellowish brown	depth
4	20	1	silt loam		10yr 4/1	dark gray	
	26	2	silt loam	gravel	10yr 4/1	dark gray	
	80	3	silt		10yr 3/1	very dark gray	
	110	4	silt		10yr 3/2	very dark grayish brown	depth
5	50	1	silt loam		10yr 2/1	black	
	70	2	silt loam	gravel, exfoliating bedrock	10yr 4/4	dark yellowish brown	
					10yr 4/3	brown	
	90	3	silt loam	gravel	10yr 3/3	dark brown	depth
	110	4	silt		10yr 3/2	very dark grayish brown	depth
6	47	1	silt loam		10yr 2/2	very dark brown	
	78	2	sand		10yr 4/4	dark yellowish brown	subsoil
7	17	1	silt loam		10yr 3/2	very dark grayish brown	
	32	2	sand	gravel	10yr 2/1	black	
	50	3	silt		10yr 4/3	brown	
	77	4	silt		10yr 5/6	yellowish brown	subsoil

507331: Phase IB Archeological Investigation, Matton Shipyard

Shovel Test Records

	<u>Ending Depth (cm)</u>	<u>Level</u>	<u>Soil Type</u>	<u>Soil Inclusions</u>		<u>Munsell Color</u>	<u>Termination Reason</u>
8	15	1	silt		10yr 3/2	very dark grayish brown	
	29	2	silt sand	gravel	10yr 2/1	black	
	57	3	silt		10yr 3/2	very dark grayish brown	
	77	4	silt		10yr 5/6	yellowish brown	subsoil
9	27	1	silt		10yr 2/2	very dark brown	
	67	2	sand		10yr 4/4	dark yellowish brown	
					10yr 2/2	very dark brown	
	90	3	sand	gravel, crushed stone	10yr 2/1	black	depth
10	17	1	silt sand	gravel, cobbles	10yr 2/2	very dark brown	
	73	2	silt sand	roots	10yr 2/2	very dark brown	
	90	3	silt sand	roots	10yr 3/4	dark yellowish brown	subsoil
11	22	1	silt loam	gravel	10yr 4/1	dark gray	
	39	2	silt loam	gravel, cobbles, Concrete/asphalt	10yr 4/2	dark grayish brown	
	90	3	silt		10yr 3/1	very dark gray	
12	23	1	silt loam	roots	10yr 2/2	very dark brown	
	40	2	sand	crushed stone	10yr 2/1	black	impasse (compact soil)
13	20	1	silt loam	gravel	10yr 4/1	dark gray	
	33	2	silt loam	gravel, asphalt	10yr 3/1	very dark gray	
	58	3	silt sand	gravel	10yr 3/1	very dark gray	
	100	4	sand		10yr 5/3	brown	depth
14	30	1	silt sand	gravel, cobbles	10yr 2/2	very dark brown	
	58	2	silt sand	gravel	10yr 3/3	dark brown	
	86	3	silt sand		10yr 5/6	yellowish brown	subsoil

507331: Phase IB Archeological Investigation, Matton Shipyard

Shovel Test Records

	<u>Ending Depth (cm)</u>	<u>Level</u>	<u>Soil Type</u>	<u>Soil Inclusions</u>		<u>Munsell Color</u>	<u>Termination Reason</u>
15	8	1	silt loam		10yr 4/2	dark grayish brown	
	20	2	loam	gravel, crushed stone	1gley 5/10y	greenish gray	
	30	3	loam	gravel, crushed stone	2gley 4/5pb	dark bluish gray	
	37	4	loam	gravel, crushed stone	10yr 2/1	black	
	40	5	other (Coal ash)	gravel, crushed stone	7.5yr 4/4	brown	
	50	6	loam	gravel, crushed stone, Coal	10yr 2/1	black	impasse (compact soil)
16	18	1	silt sand	gravel	1gley 3/n	very dark gray	
	30	2	silt sand	gravel	10yr 4/1	dark gray	
	45	3	silt sand		10yr 4/2	dark grayish brown	
	100	4	sand		10yr 5/3	brown	subsoil
17	30	1	silt	gravel	10yr 3/1	very dark gray	
	60	2	silt sand		10yr 4/1	dark gray	
	90	3	sand		10yr 5/3	brown	subsoil
18	44	1	silt	gravel, charcoal, crushed stone	10yr 3/3	dark brown	
					10yr 4/3	brown	
	66	2	silt loam		10yr 4/3	brown	
	100	3	silt loam		10yr 4/6	dark yellowish brown	depth
19	20	1	silt loam		10yr 2/2	very dark brown	
	49	2	sand	crushed stone	10yr 2/1	black	other (Steel beam)
20	32	1	silt loam		10yr 2/2	very dark brown	impasse (made surface)
21	35	1	sand	gravel, asphalt, crushed stone	10yr 2/1	black	
	70	2	sand		10yr 2/2	very dark brown	
	85	3	sand		10yr 4/4	dark yellowish brown	subsoil

507331: Phase IB Archeological Investigation, Matton Shipyard

Shovel Test Records

	<u>Ending Depth (cm)</u>	<u>Level</u>	<u>Soil Type</u>	<u>Soil Inclusions</u>		<u>Munsell Color</u>	<u>Termination Reason</u>
22	26	1	silt other (Packed gravel)	gravel, crushed stone	10yr 3/2	very dark grayish brown	
	103	2	silt loam	gravel, cobbles, crushed stone, Coal ash	10yr 3/3	dark brown	depth
23	25	1	silt loam		10yr 2/2	very dark brown	
	40	2	sand	gravel, crushed stone	10yr 2/1	black	impasse (compact soil)
24	37	1	silt loam	gravel, cobbles, crushed stone	10yr 3/3	dark brown	
	85	2	silt loam	gravel, cobbles, crushed stone	10yr 2/1	black	depth
25	27	1	silt loam	gravel	2.5y 3/2	very dark grayish brown	
	40	2	loam	gravel, cobbles, Concrete	2.5y 3/1	very dark gray	impasse (rocks)
26	10	1	silt loam		10yr 3/2	very dark grayish brown	
	32	2	sand		10yr 7/4 10yr 6/4	very pale brown light yellowish brown	
	47	3	sand	gravel	10yr 2/1	black	impasse (rubble)
27	42	1	silt loam	gravel, cobbles	2.5y 3/2	very dark grayish brown	
	80	2	silt	gravel	10yr 3/2	very dark grayish brown	
	101	3	silt sand		10yr 4/4	dark yellowish brown	subsoil
28	40	1	silt	gravel, crushed stone	10yr 2/1	black	
	110	2	silt		10yr 4/6 10yr 4/3	dark yellowish brown brown	depth
29	31	1	sand loam	charcoal, crushed stone, Rust	10yr 4/2 10yr 4/6	dark grayish brown dark yellowish brown	
	60	2	silt	Crushed coal	10yr 2/1	black	other (Metal impasse)

507331: Phase IB Archeological Investigation, Matton Shipyard

Shovel Test Records

	<u>Ending Depth (cm)</u>	<u>Level</u>	<u>Soil Type</u>	<u>Soil Inclusions</u>		<u>Munsell Color</u>	<u>Termination Reason</u>
30	34	1	silt sand	gravel	10yr 3/1	very dark gray	
	53	2	silt sand		10yr 4/1	dark gray	
	70	3	sand		10yr 5/3	brown	subsoil
31	20	1	silt sand	gravel, crushed stone	10yr 3/1	very dark gray	
	48	2	silt loam		10yr 4/1	dark gray	
	73	3	sand		10yr 5/3	brown	subsoil
32	9	1	sand loam clay	roots	10yr 3/2	very dark grayish brown	
	21	2	sand	gravel	10yr 2/1	black	
	24	3	silt clay	gravel	10yr 4/3	brown	
	30	4	sand loam	gravel, cobbles	10yr 4/3	brown	
	90	5	silt sand		10yr 3/2	very dark grayish brown	depth
					10yr 5/4	yellowish brown	
33	8	1	silt loam		10yr 3/2	very dark grayish brown	
	12	2	loam	gravel, crushed stone	1gley 5/10y	greenish gray	
	34	3	loam	gravel, crushed stone	10yr 2/1	black	
	45	4	silt		10yr 3/2	very dark grayish brown	
	70	5	silt sand		10yr 5/6	yellowish brown	subsoil
34	29	1	silt loam		10yr 2/2	very dark brown	
	50	2	sand		10yr 2/1	black	impasse (rubble)
	80	3	sand		10yr 5/3	brown	subsoil
35	12	1	silt loam	roots	10yr 3/2	very dark grayish brown	
	42	2	silt sand	gravel	10yr 2/1	black	
	52	3	silt sand loam		10yr 3/2	very dark grayish brown	
	90	4	silt loam		10yr 5/4	yellowish brown	subsoil
36	20	1	silt sand	gravel	10yr 4/1	dark gray	
	40	2	silt sand		10yr 4/2	dark grayish brown	

507331: Phase IB Archeological Investigation, Matton Shipyard

Shovel Test Records

	<u>Ending Depth (cm)</u>	<u>Level</u>	<u>Soil Type</u>	<u>Soil Inclusions</u>		<u>Munsell Color</u>	<u>Termination Reason</u>
37	13	1	silt loam	gravel	10yr 3/2	very dark grayish brown	
	37	2	sand loam	gravel, cobbles	10yr 4/6	dark yellowish brown	
					10yr 3/1	very dark gray	
	48	3	silt sand		10yr 3/3	dark brown	
	83	4	silt		10yr 5/6	yellowish brown	subsoil
38	42	1	silt	gravel, charcoal, Coal ash	10yr 3/3	dark brown	
	63	2	silt loam		10yr 4/2	dark grayish brown	
	80	3	silt loam		10yr 3/1	very dark gray	
	100	4	silt loam		10yr 4/6	dark yellowish brown	depth
39	45	1	silt loam		10yr 2/2	very dark brown	
	80	2	sand		10yr 4/3	brown	subsoil
40	13	1	silt	gravel	2.5y 3/1	very dark gray	
	42	2	sand	gravel	10yr 2/1	black	
	60	3	silt sand	cobbles	10yr 3/3	dark brown	
	103	4	sand		10yr 5/6	yellowish brown	subsoil
41	31	1	silt loam	gravel	10yr 4/2	dark grayish brown	other (Concrete impasse)
42	29	1	silt loam		10yr 4/1	dark gray	
	65	2	silt sand	gravel	10yr 3/1	very dark gray	impasse (rubble)
43	9	1	silt loam		10yr 3/2	very dark grayish brown	
	32	2	silt clay	gravel	10yr 3/2	very dark grayish brown	
	63	3	sand loam		10yr 3/2	very dark grayish brown	
	83	4	sand		10yr 4/3	brown	
					10yr 3/2	very dark grayish brown	
	112	5	silt sand		10yr 2/2	very dark brown	
	116	6	silt sand		10yr 4/2	dark grayish brown	depth

507331: Phase IB Archeological Investigation, Matton Shipyard

Shovel Test Records

	<u>Ending Depth (cm)</u>	<u>Level</u>	<u>Soil Type</u>	<u>Soil Inclusions</u>		<u>Munsell Color</u>	<u>Termination Reason</u>
44	20	1	silt loam		10yr 2/2	very dark brown	
	25	2	sand	crushed stone	10yr 2/1	black	
	100	3	sand	roots	10yr 2/2	very dark brown	
	120	4	sand		10yr 3/3	dark brown	subsoil
45	30	1	silt sand	gravel	10yr 4/1	dark gray	
	80	2	silt sand		10yr 3/1	very dark gray	
	115	3	silt sand		10yr 3/3	dark brown	subsoil
46	42	1	silt	gravel, crushed stone	10yr 4/2	dark grayish brown	
					10yr 4/4	dark yellowish brown	
	50	2	silt		10yr 4/6	dark yellowish brown	
					10yr 4/3	brown	
	110	3	silt		10yr 4/3	brown	depth
					10yr 3/3	dark brown	
47	25	1	gravel		10yr 4/2	dark grayish brown	
	38	2	silt loam	gravel	10yr 3/2	very dark grayish brown	
	95	3	sand		10yr 4/3	brown	depth
					10yr 3/1	very dark gray	
48	50	1	silt loam	gravel, cobbles	10yr 3/2	very dark grayish brown	
	88	2	silt		10yr 4/4	dark yellowish brown	subsoil
49	26	1	silt loam	gravel, cobbles	10yr 2/1	black	
	47	2	sand	cobbles	10yr 3/3	dark brown	
	62	3	sand		10yr 5/4	yellowish brown	subsoil

Appendix 2: Artifact Inventory

Phase IB Archeological Investigation, Matton Shipyard

Artifact Inventory, HAA# 5073-31

<u>Provenience</u>	<u>Level</u>	<u>Feature</u>	<u>Bag</u>	<u>Item</u>	<u>Count</u>	<u>Artifact Description</u>	<u>Material</u>	<u>Weight (g)</u>
at 60cm bs								
GP NE BANK			30	1	1	biface	chert	53.5
				1.1	1	biface, unfinished, chert, fragment, T 1.6 cm		53.5
GP NE BANK			30	2	1	fire-cracked rock	quartzite	255.9
STP 1	1		1	1	1	redware	coarse earthenware	0.5
STP 1	1		1	2	1	coal	coal	0.7
STP 1	1		1	3	1	mineral sample	chert	6.6
STP 1	1		1	4	1	rubber	rubber	0.4
STP 1	1		1	5	1	cap	iron alloy	4.0
STP 2	1		2	1	2	whiteware	refined earthenware	2.1
STP 2	1		2	2	1	bottle	glass	9.3
STP 2	1		2	3	1	shell	shell	0.5
STP 2	3		3	1	1	debitage	chert	1.7
				1.1	1	debitage, thinning flake, proximal fragment, chert		1.7
STP 3	1		4	1	2	whiteware	refined earthenware	1.5
STP 3	1		4	2	1	tableware	glass	5.6
STP 3	1		4	3	1	wire	iron alloy	16.1
STP 5	1		6	1	1	fire-cracked rock	quartzite	29.7
STP 5	1		6	2	1	fire-cracked rock	limestone	61.0
STP 5	1		6	3	2	mineral sample	siliceous shale	4.7
STP 5	1		6	4	2	bottle	glass	5.0
STP 5	1		6	5	1	window	glass	0.3

Phase IB Archeological Investigation, Matton Shipyard

Artifact Inventory, HAA# 5073-31

<u>Provenience</u>	<u>Level</u>	<u>Feature</u>	<u>Bag</u>	<u>Item</u>	<u>Count</u>	<u>Artifact Description</u>	<u>Material</u>	<u>Weight (g)</u>
STP 5	1		6	6	1	unidentified hardware	iron alloy	39.3
STP 5	2		7	1	1	bottle	glass	1.8
STP 5	2		7	2	1	scrap metal	unidentified metal	0.6
STP 5	2		7	3	1	unidentified	aluminum	0.1
STP 5	3		31	1	2	debitage	chert	16.7
				1.1	2	debitage, thinning flake, complete, chert		16.7
STP 5	3		31	2	1	fire-cracked rock	quartzite	125.6
STP 5	3		31	3	1	roofing slate	slate	5.7
STP 5	3		31	4	2	mineral sample	unidentified stone	0.8
STP 6	1		9	1	1	whiteware	refined earthenware	0.3
STP 6	1		9	2	3	window	glass	5.9
STP 6	1		9	3	1	nail	iron alloy	7.1
STP 7	2		10	1	1	redware	coarse earthenware	0.1
STP 7	2		10	2	7	whiteware	refined earthenware	2.8
STP 7	2		10	3	4	semi-porcelain	refined earthenware	1.5
STP 7	2		10	4	1	window	glass	0.6
STP 7	3		11	1	1	fire-cracked rock	quartzite	2.5
STP 7	3		11	2	3	semi-porcelain	refined earthenware	2.3
STP 7	3		11	3	3	redware	coarse earthenware	1.4
STP 7	3		11	4	2	vessel	glass	1.7
STP 7	3		11	5	1	lamp chimney	glass	0.3

Phase IB Archeological Investigation, Matton Shipyard

Artifact Inventory, HAA# 5073-31

<u>Provenience</u>	<u>Level</u>	<u>Feature</u>	<u>Bag</u>	<u>Item</u>	<u>Count</u>	<u>Artifact Description</u>	<u>Material</u>	<u>Weight (g)</u>
STP 7	3		11	6	1	window	glass	0.1
STP 7	3		11	7	10	faunal bone	bone	0.8
STP 8	3		12	1	3	semi-porcelain	refined earthenware	6.5
STP 8	3		12	2	1	bottle	glass	3.5
STP 8	3		12	3	3	drinking	glass	10.4
STP 8	3		12	4	1	window	glass	7.5
STP 8	3		12	5	2	tobacco pipe	ball clay-white	1.5
STP 8	3		12	6	1	coin	copper alloy	2.4
STP 8	3		12	7	1	bolt	iron alloy	298.1
STP 8	3		12	8	2	unidentified hardware	iron alloy	193.7
STP 8	3		12	9	3	nail	iron alloy	19.3
STP 8	3		12	10	1	unidentified	iron alloy	4.1
STP 8	3		12	11	1	faunal bone	bone	1.5
STP 14	1		13	1	3	bottle	glass	36.4
STP 14	1		13	2	3	window	glass	4.6
STP 14	1		13	3	1	nail	iron alloy	3.5
STP 16	4		5	1	1	debitage	chert	2.1
				1.1	1	debitage, thinning flake, midsection, chert		2.1
STP 16	4		5	2	2	fire-cracked rock	quartzite	321.8
STP 17	2		8	1	1	fire-cracked rock	unidentified stone	74.5
STP 18	2		14	1	3	whiteware	refined earthenware	1.9

Phase IB Archeological Investigation, Matton Shipyard

Artifact Inventory, HAA# 5073-31

<u>Provenience</u>	<u>Level</u>	<u>Feature</u>	<u>Bag</u>	<u>Item</u>	<u>Count</u>	<u>Artifact Description</u>	<u>Material</u>	<u>Weight (g)</u>
STP 18	2		14	2	2	bottle	glass	7.4
STP 18	2		14	3	1	shell	shell	1.5
STP 18	2		14	4	1	vessel	glass	0.5
STP 18	3		15	1	2	debitage	siliceous shale	12.4
				1.1	2	debitage, thinning flake, proximal fragment, siliceous shale		12.4
STP 18	3		15	2	1	fire-cracked rock	quartzite	179.6
STP 18	3		15	3	1	fire-cracked rock	unidentified stone	96.1
STP 18	3		15	4	1	Nottingham	stoneware	1.4
STP 21	2		16	1	3	whiteware	refined earthenware	16.6
STP 21	2		16	2	1	jar lid liner	glass	3.0
STP 21	2		16	3	1	drinking	glass	5.8
STP 24	2		17	1	1	debitage	chert	7.9
				1.1	1	debitage, thinning flake, complete, chert		7.9
STP 24	2		17	2	1	whiteware	refined earthenware	3.5
STP 24	2		17	3	2	bottle	glass	39.6
STP 25	1		18	1	1	whiteware	refined earthenware	1.9
STP 25	1		18	2	2	bottle	glass	3.0
STP 25	1		18	3	2	window	glass	13.3
STP 25	1		18	4	2	lamp chimney	glass	0.3
STP 25	1		18	5	2	can/can part	aluminum	0.7
STP 25	1		18	6	1	writing stone	soapstone	6.2
STP 25	1		18	7	1	nut	iron alloy	88.0

Phase IB Archeological Investigation, Matton Shipyard

Artifact Inventory, HAA# 5073-31

<u>Provenience</u>	<u>Level</u>	<u>Feature</u>	<u>Bag</u>	<u>Item</u>	<u>Count</u>	<u>Artifact Description</u>	<u>Material</u>	<u>Weight (g)</u>
STP 25	1		18	8	7	wire	iron alloy	48.7
STP 27	1		19	1	4	fire-cracked rock	quartzite	403.4
STP 27	1		19	2	5	whiteware	refined earthenware	6.8
STP 27	1		19	3	2	vessel	glass	1.8
STP 27	1		19	4	1	window	glass	1.2
STP 27	1		19	5	1	spike	iron alloy	151.3
STP 27	1		19	6	3	nail	iron alloy	23.7
STP 27	1		19	7	1	unidentified hardware	aluminum	4.8
STP 27	2		20	1	1	fire-cracked rock	quartzite	110.4
STP 27	2		20	2	1	black-glazed redware	refined earthenware	3.1
STP 28	2		21	1	1	fire-cracked rock	unidentified stone	552.6
STP 30	3		28	1	2	fire-cracked rock	quartzite	300.4
STP 32	5		22	1	1	fire-cracked rock	quartzite	248.0
STP 33	4		23	1	3	fire-cracked rock	quartzite	218.7
STP 33	4		23	2	1	whiteware	refined earthenware	0.6
STP 33	4		23	3	1	nail	iron alloy	52.2
STP 35	3		24	1	2	fire-cracked rock	quartzite	32.1
STP 35	4		25	1	6	fire-cracked rock	quartzite	402.4

Phase IB Archeological Investigation, Matton Shipyard

Artifact Inventory, HAA# 5073-31

<u>Provenience</u>	<u>Level</u>	<u>Feature</u>	<u>Bag</u>	<u>Item</u>	<u>Count</u>	<u>Artifact Description</u>	<u>Material</u>	<u>Weight (g)</u>
STP 37	1		26	1	1	creamware	refined earthenware	0.6
STP 37	1		26	2	2	bottle	glass	3.6
STP 37	1		26	3	1	window	glass	8.6
STP 37	1		26	4	1	nail	iron alloy	16.0
STP 38	4		27	1	3	mineral sample	unidentified stone	43.2
STP 39	1		41	1	1	whiteware	refined earthenware	2.4
STP 39	1		41	2	1	lamp chimney	glass	0.3
STP 40	3		29	1	2	fire-cracked rock	quartzite	463.5
STP 40	3		29	2	1	whiteware	refined earthenware	0.3
STP 40	3		29	3	2	vessel	glass	0.6
STP 43	3		39	1	2	debitage	chert	0.8
				1.1	1	debitage, thinning flake, midsection, chert		0.5
				1.2	1	debitage, trim flake, midsection, chert		0.3
STP 43	3		39	2	1	whiteware	refined earthenware	7.4
STP 43	3		39	3	2	jar	glass	8.5
STP 43	3		39	4	1	lamp chimney	glass	2.6
STP 43	3		39	5	1	window	glass	0.8
STP 43	3		39	6	1	brick	brick	1.4
STP 43	3		39	7	2	faunal bone	bone	0.9
STP 43	5		40	1	1	fire-cracked rock	unidentified stone	10.5
STP 44	1		32	1	2	whiteware	refined earthenware	2.0

Phase IB Archeological Investigation, Matton Shipyard

Artifact Inventory, HAA# 5073-31

<u>Provenience</u>	<u>Level</u>	<u>Feature</u>	<u>Bag</u>	<u>Item</u>	<u>Count</u>	<u>Artifact Description</u>	<u>Material</u>	<u>Weight (g)</u>
STP 44	1		32	2	1	semi-porcelain	refined earthenware	1.9
STP 44	1		32	3	2	bottle	glass	26.1
STP 44	1		32	4	1	vessel	glass	0.5
STP 44	1		32	5	1	window	glass	0.7
STP 44	3		33	1	1	debitage	chert	1.2
STP 45	2		34	1	1	fire-cracked rock	unidentified stone	89.5
STP 46	3		35	1	1	fire-cracked rock	quartzite	33.1
STP 46	3		35	2	4	faunal bone	bone	1.8
STP 48	1		36	1	2	white bodied	refined earthenware	0.5
STP 48	1		36	2	3	bottle	glass	7.5
STP 48	1		36	3	3	window	glass	3.3
STP 48	1		36	4	1	can/can part	iron alloy	0.9
STP 48	2		37	1	1	fire-cracked rock	quartzite	21.3
STP 49	2		38	1	1	fire-cracked rock	sandstone	63.7
STP 49	2		38	2	1	whiteware	refined earthenware	0.8
STP 49	2		38	3	1	shell	shell	4.4

Appendix F – Public Participation Plan