

Appendix D

Cultural Resources

February 2012

Appendix D Cultural Resources

Table of Contents

Introduction.....	D-1
Prehistoric Potential	D-1
Historic Period	D-3
Shipwrecks of the Coastal Trade	D-3
Shipwrecks in the Yaquina Bay Area	D-3
Potential for Recovery of Shipwrecks.....	D-3
Conclusions.....	D-6
References.....	D-7

LIST OF FIGURES AND TABLES

Figure D-1. Yaquina Bay Proposed North and South Ocean Disposal Sites.....	D-2
Figure D-2. Map of Wrecks and Obstructions from Multipurpose Marine Cadastre	D-5
Table D-1. Documented Shipwrecks in the Yaquina Bay Area.....	D-4
Table D-2. Other Shipwrecks in the Yaquina Bay Area.....	D-5

Appendix D

Cultural Resources

Introduction

This appendix evaluates the cultural resource potential at the proposed Yaquina North and South ocean disposal sites on the central Oregon coast. The study area was set as an arc transcribed 4.5 nautical miles out from the entrance to Yaquina Bay and ends both north and south at the beach (Figure D-1). The proposed action consists of final designation of the two proposed ocean dredged material disposal sites (ODMDS) located offshore of Yaquina Bay. The proposed North ODMDS is located about 2 nautical miles west of Newport and the entrance to Yaquina Bay. The proposed South ODMDS is located about 2.7 nautical miles southwest of the bay's entrance. Both ocean disposal sites are 4,000 feet wide by 6,500 feet long, about 597 acres, and their depths range from about 112 to 152 feet.

The proposed Yaquina ocean disposal sites have the following corner coordinates [North American Datum (NAD 83)]:

North ODMDS

44° 38' 17.98" N, 124° 07' 25.95" W
44° 38' 12.86" N, 124° 06' 31.10" W
44° 37' 14.33" N, 124° 07' 37.57" W
44° 37' 09.22" N, 124° 06' 42.73" W

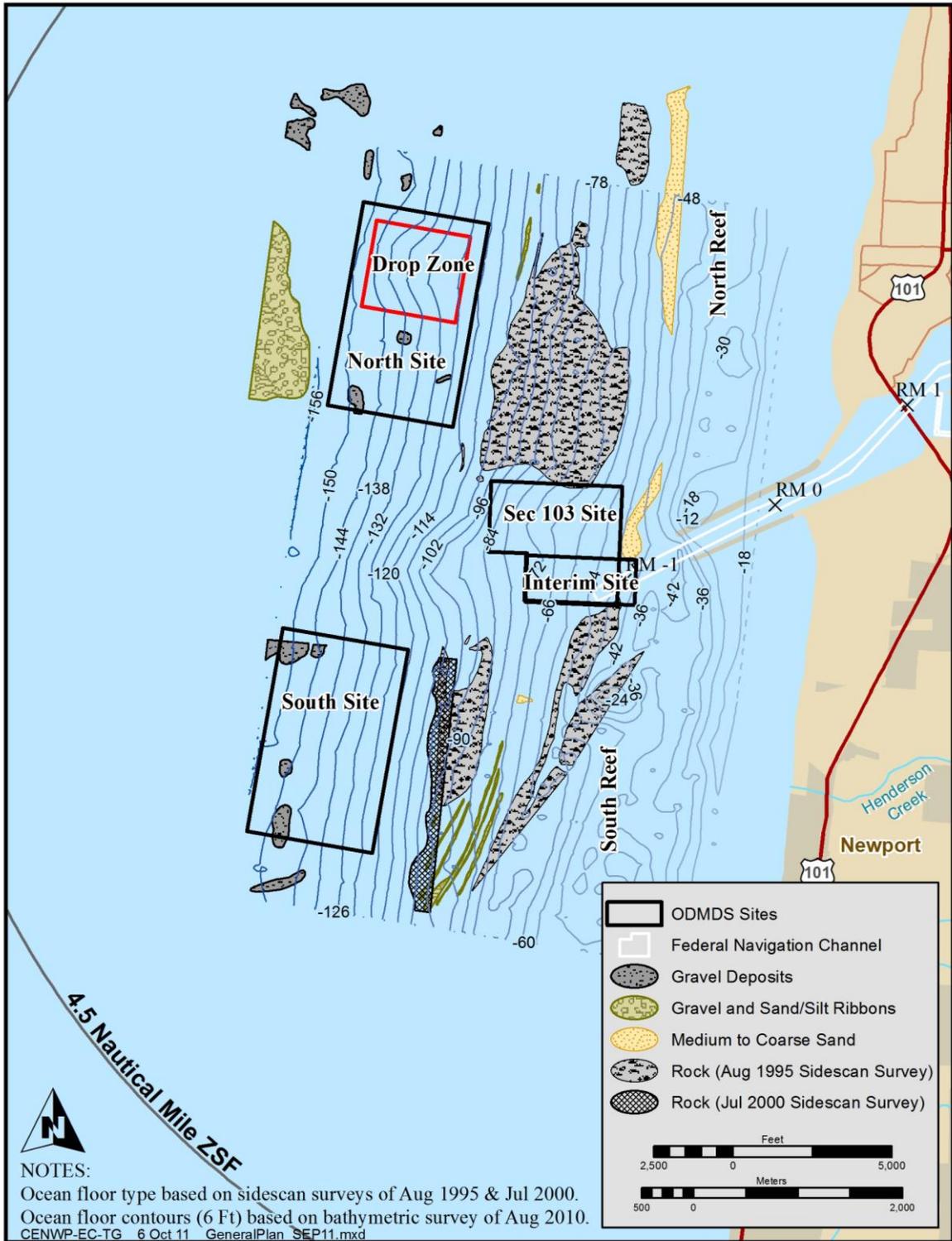
South ODMDS

44° 36' 04.50" N, 124° 07' 52.66" W
44° 35' 59.39" N, 124° 06' 57.84" W
44° 35' 00.85" N, 124° 08' 04.27" W
44° 34' 55.75" N, 124° 07' 09.47" W

Prehistoric Potential

The probability of substantial prehistoric cultural resources within the vicinity of Yaquina Bay is very low. It is possible that prehistoric Native Americans may have used portions of the area, such as the Yaquina south reefs, as an offshore fishery. Evidence suggesting this activity is present at sites along the Oregon coast. For example, the remains of small numbers of fish favoring reef type habitats, such as lingcod, cabazon and black rockfish, have been recovered in middens at Netarts, Seal Rock (1, 2) and Cape Perpetua (Ruth Greenspand, personal communication). The subsistence value of these reef fish is uncertain as these middens were dominated by a faunal assemblage composed primarily of rock mollusks, seals, sea lions and land mammal bones. However, the comparatively small numbers of reef fish bones offers little support for an intensive prehistoric offshore fishery. The literature does indicate the importance of estuary resources, such as crab, oyster, and flounder for local ethnographical known Native Americans (4, 5); for comparison with the Coos Bay Native Americans, see Simons (6).

Figure D-1. Yaquina Bay Proposed North and South Ocean Disposal Sites



Even in an area where a maritime fishery is suggested, the likelihood of recovering procurement technology from the project area is minimal. For example, artifacts analyzed as part of a fishing technology were identified at the Par-Tee site in Seaside, Oregon. Implements included eyed fish hook, hook barbs, and perforated stone disc (fishing weights). However, the setting in which these implements were used is not clear, as the faunal analysis refers only to fish remains not to species (7). Therefore, designation of the proposed Yaquina ocean disposal sites should not affect any significant prehistoric cultural resources.

Historic Period

A review of the history in the vicinity of Yaquina Bay shows that shipwrecks and their remnants exist within the project area. In general, the majority of documented shipwrecks occurred from 1849-1895 (7, 8). This period covers the establishment and closure of the Siletz Indian Reservation, early Euro-American settlement, initiation of the local export economy, and the construction of jetties and other navigation improvements by the Corps of Engineers (5, 8, 9, 10). It is also possible that wrecks of earlier periods, for example vessels engaged in coastal exploration and the fur trade, may appear within the project area. In addition, numerous Chinese junks (ships) and Japanese boats have drifted from the Asian mainland and washed ashore on the Pacific Northwest coast.

Shipwrecks of the Coastal Trade

During the 1849-1895 period, schooners and barks engaged in the coastal trade transported supplies for coastal settlements and their respective export products. Typically, these vessels operated in harbors too shallow for deeper draft vessels or where the amount of goods or export products did not justify the use of larger vessels. At first, the vessels carrying these goods depended on sail power. Later developments included supplementing the sail with steam, steam powered vessels, and the use of steam powered tugs to tow sailing vessels from harbors into the ocean shipping lanes. Ships powered by sail operated along the coast through the 1920s.

Shipwrecks in the Yaquina Bay Area

Table D-1 lists the shipwrecks that have occurred in the Yaquina Bay area. The table includes the name of the vessel, mode of power, cargo, date of wreck, location of wreck, the final location of wreck, and source(s) of information. In addition, NOAA Office of Coast Survey has documented five shipwrecks in the nearshore area of Yaquina Bay (Figure D-2). There are references to other vessels said to have wrecked in the vicinity of Yaquina Bay (Table D-2). These wrecks were not included in Table D-1 because there were problems concerning the reliability of the information (quality of the reference), or lack of pertinent location information or name of vessel. These wrecks are mentioned, however, because they do indicate the possibility of undocumented wrecks within the Yaquina area.

Potential for Recovery of Shipwrecks

The most likely area for documenting remnants of coasting vessels is South Beach. This assumption is supported by the pattern of wrecks deposited on South Beach by the local Yaquina Bay currents. Of the seven vessels wrecked at the bar, five are reported to have been carried to South Beach by inshore currents (two vessels were towed to this location). This suggests that other vessels not documented by the literature search (especially those earlier than 1850) may be present on the beach.

Table D-1. Documented Shipwrecks in the Yaquina Bay Area

Date of Shipwreck	Name (type)	Cargo	Location of Wreck (Fate of Wreck)	References
Mar. 1849 (1852)	JULIET	Oysters	Yaquina Bay (drifted to South Beach, wreck burned)	(13) Wright 1895:43 (14) Gibbs 1957:275
Nov. 25, 1853	JOSEPH WARREN (Bark)	Oysters	Beached short distance south of Yaquina Bay	(13) Wright 1895:50 (14) Gibbs 1957:276
Mar. 11, 1862	[LARRY] DOYLE (Schooner)	Oysters	Yaquina Bay	(13) Wright 1895:144 (8) Fagan 1885:482
Oct. 13, 1864 (Oct. 19, 1864 Gibbs)	CORNELIA TERRY (Schooner)	Oysters	Yaquina Bay	(13) Wright 1895:130 (14) Gibbs 1957:277 (5) Beckham 1977:160
Mar. 11, 1865	[ANNA] DOYLE (Schooner)		Yaquina Bay Bar	(13) Wright 1895:144 (14) Gibbs 1957:277 (15) Fogarty 1980:67
Feb. 16, 1865 (1876 Fagan)	LIZZIE (Schooner)	Oysters Hides	Yaquina Bay Bar (South Beach)	(13) Wright 1895:246 (8) Fagan 1885:482 (16) Hays 1976:64 (15) Fogarty 1980:67
Apr. 5, 1874	CAROLINE MEDEAU (Schooner)	Oysters	Yaquina Bay Bar (South Beach, salvaged)	(13) Wright 1895:246 (8) Fagan 1885:482 (14) Gibbs 1957:279 (15) Fogarty 1980:67
Sept. 26, 1874	ONA (Steam Schooner)		Yaquina Bay North Spit (grounded on South Beach)	(17) Powell 1884:2266 (13) Wright 1895:314 (14) Gibbs 1957:279 (15) Fogarty 1980:67
Dec. 4, 1887	YAQUINA CITY (Steamship)		Yaquina Bay (beached on South Beach)	(13) Wright 1895:350 (12) Holcombe 1893(4):3363 Annual Report of the Chief of Engineers 1900(5):4299 (14) Gibbs 1957:282 (15) Fogarty 1980:68
Dec. 19 (Dec. 9, 1888 Gibbs)	YAQUINA BAY (Steam Schooner)		Wrecked on south jetty (vessel towed and beached on South Beach)	(13) Wright 1895:360 (18) Hyell 1891:3193 (12) Holcombe 1893(4):3363 (14) Gibbs 1957:282 (15) Fogarty 1980:68
Dec. 8, 1891	MAGGIE ROSS (Steamship)	Lumber	Off Oregon Coast (wreck towed to Yaquina Bay)	(13) Wright 1895:394 (14) Gibbs 1957:283
Dec. 11	GENERAL BUTLER (Bark)	Lumber	100 miles SW Cape Argo, parts of hull drifted into Yaquina and took out 80 feet of south jetty.	(13) Wright 1895:394 (14) Gibbs 1957:283

Figure D-2. Map of Wrecks and Obstructions from Multipurpose Marine Cadastre

See <http://www.marinecadastre.gov>. Data is from NOAA Office of Coast Survey (http://www.nauticalcharts.noaa.gov/hsd/AWOIS_download.html).

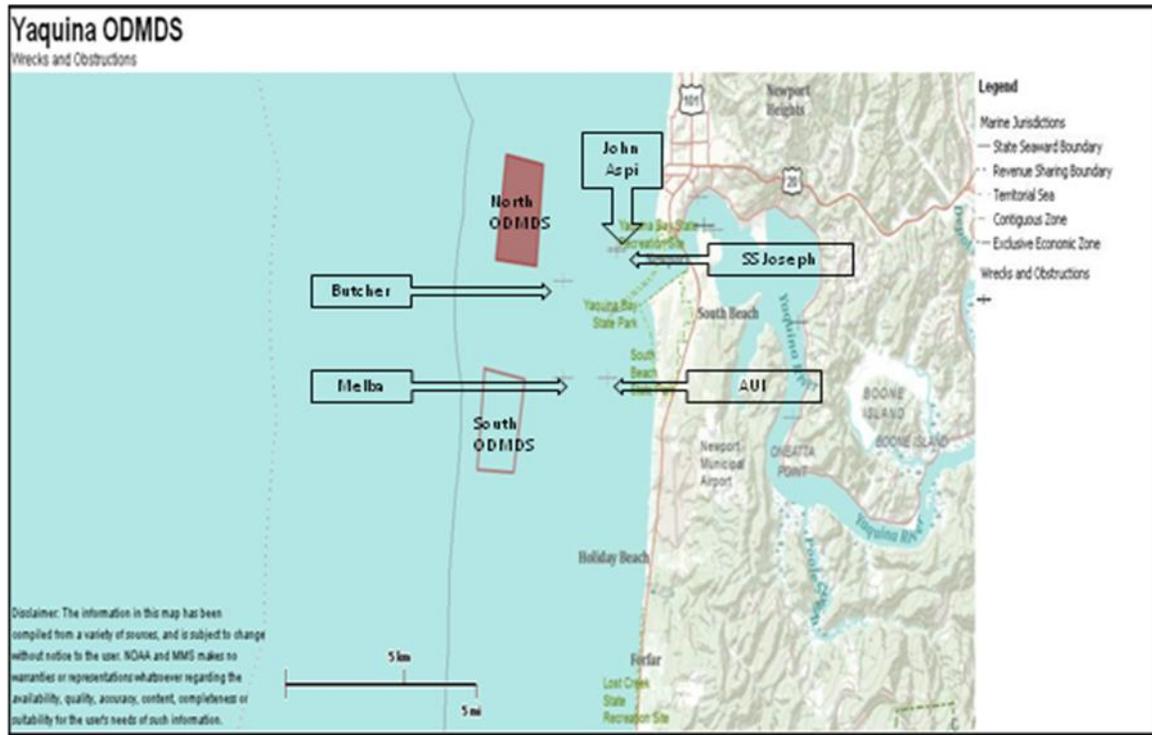


Table D-2. Other Shipwrecks in the Yaquina Bay Area

Date of Shipwreck	Name (type)	Cargo	Location of Wreck (Fate of Wreck)	References
Early 1849	Unknown	Chinese silk - cargo salvaged by Indians and settlers	Yaquina vicinity	(19) Dye 1941:227
Late 1873	John Hunter	Unknown	Yaquina (wrecked on beach)	(8) Fagan 1885:482
Dec. 1892	Unknown	Unknown	Capsized derelict vessel drifted into Yaquina Bay between jetties - took out portions of construction tramway.	Annual Report of Chief of Engineers 1892(3):2699
Nov. 24, 1904	Quickstep (barquentine)	Unknown	Unknown	(19) Marshall 1984
Jan. 1, 1912	Pilgram (sloop)	Unknown	Unknown	(19) Marshall 1984
Feb. 20, 1935	Yaquina (US Coast Guard patrol boat)	N/A	Lost while attempting to aid the crew of a barge caught on Yaquina Bar.	(19) Marshall 1984
Feb. 26, 1935	Parker #2 (dredge)	N/A	Unknown	(19) Marshall 1984
Sept. 13, 1945	Dorothy Joan	Unknown	Unknown	(19) Marshall 1984
Dec. 11, 1946	Etta Kay (schooner)	Unknown	Unknown	(19) Marshall 1984
Apr. 22 1948	John Aspin (cargo ship)	Unknown	As of 1986, portions of hull still visible at low tide.	(19) Marshall 1984
Jun. 25, 1953	Captain Ludvig	Unknown	Unknown	(19) Marshall 1984
Nov. 19, 1983	Blue Magpie (cargo ship)	Unknown	Unknown	(19) Marshall 1984

Survival of these vessels on the beach is another important problem. Wrecked vessels were frequently burned in order to recover scrap metal or salvaged for their useful materials. For instance, the schooner JULIET is reported to have been burned. Burned vessel sites may be relocated by magnetometer surveys.

In general, the exact locations of beached vessels are not recorded. However, at Yaquina, the location of the wreck of the steamship YAQUINA BAY was noted in the Annual Reports to the Chief of Engineers. Assistant Engineer Holcombe used the location of the wreck as a bearing point, while commenting on the rate of sand accretion behind the south jetty (12). This site may be relocated based on this information.

Although the pattern of wreck locations suggests that ocean currents deposit wrecks on South Beach, it is also possible that wrecks are still present on the ocean floor. The likelihood of this event is dependent on a number of variables such as type of material the vessel is constructed of and its cargo (wood vessels will drift farther than steel, depending on the degree of hull damage). One shipwreck on Yaquina reef, the JOSEPH ASPEDAL, was a concrete barge sunk in the 1940s. Another factor, environment of the wreck site (ocean current patterns and the types of materials composing the ocean floor), may be important. For example, wrecks in rock reefs may be held for longer periods of time than wrecks on the ocean floor with smooth, harder surfaces. The area to the south of the south jetty (between the reef and beach) is a continuous sand bottom; no wrecks have been observed in that area.

Conclusions

Prehistoric cultural resources are unlikely to be found within the offshore area. It is possible that prehistoric Native Americans may have used portions of the Yaquina offshore reefs as a fishery. Any remaining remnants of prehistoric fishing activity are unlikely or not retrievable. Shipwrecks are the most probable cultural resources expected to exist within the offshore area. Historical review indicates several recorded wrecks offshore of Yaquina Bay. It is possible that unrecorded wrecks exist elsewhere in the nearshore area. In July 2000, a side-scan sonar survey was conducted by Williamson & Associates (20) over a large area in and around the proposed Yaquina North and South ocean disposal sites. No shipwrecks or other historic remnants were detected from this survey. The NOAA has documented shipwrecks around the Yaquina Bay jetties. In summary, based on historical information and survey information, it is unlikely that significant cultural resources are within the proposed North and South ocean disposal sites nor would any significant cultural resources be affected by the proposed designation.

References

- (1) Barner, D.C. 1982. Shell and Archaeology: An Analysis of Shellfish Procurement and Utilization on the Central Oregon Coast. Unpublished M.A. Thesis, Oregon State University, Corvallis.
- (2) Zontek, T. 1983. Aboriginal Fishing at Seal Rock, 35-LNC-14 and Neptune 35-LA-3; Late Prehistoric Archeological Sites on the Oregon Coast. Unpublished M.A. Thesis, Oregon State University, Corvallis.
- (3) Ross, R.E. 1983. Archeological Sites and Surveys on the North and Central Coast of Oregon. *In Prehistoric Places on the Southern Northwest Coast*, R.E. Greengo, ed. Seattle: Thomas Burke Memorial Washington State Museum, p. 213.
- (4) Talbot, T.W. 1980. From the Journals of Lieut. Theodore Talbot, U.S.A. on his Journey through Lincoln County and along the Oregon Coast in 1849. A Reprinting of Five Early Publications of the Lincoln County Historical Society, Leslie L. Haskin, ed. Lincoln County Historical Society, Newport, OR.
- (5) Beckham, S.D. 1977. The Indians of Western Oregon. This Land was Theirs. Coos Bay: Arago Books.
- (6) Simons, A. 1983. Cultural Resources in the Pacon Graving Dock Project Area. Unpublished report on file at the Corps of Engineers, Portland District, Portland, OR.
- (7) Phebus, G. and R.M. Drucker. 1971. Archeological Investigations of Seaside, Oregon: An Intermediate Report on the Excavations of Two major Archeological Sites at Seaside, Oregon, through September 1977. Vol 1, No. 1. Sponsored by the Seaside Museum and Historical Society (Figure 2).
- (8) Fagan, D.D. 1885 History of Benton County Oregon . . . etc. Portland: A.G. Walling printer.
- (9) Mills, R.V. 1950. Railroads Down the Valley: Some Short Lines of the Oregon Country. Palo Alto, Pacific Books.
- (10) Willingham, W.F. 1983. Army Engineers and the Development of Oregon. A History of the Portland District, U.S. Army Corps of Engineers. Government Printing Office, Washington, D.C.
- (11) Beals, H.K. and H. Steele. 1981. Chinese Porcelains from site 35-T1-1, Netarts Sand Spit, Tillamook County, Oregon. University of Oregon Anthropological Papers, Vol. 23. Eugene.
- (12) Holcombe, J.G. 1893. Yaquina Bay, (4):3363. Report of Mr. J.G. Holcombe. Annual Report of the Chief of Engineers. Government Printing Office, Washington D.C.
- (13) Wright, E.W. 1895. Lewis and Dryden's Marine History of the Pacific Northwest. The Lewis and Dryden Printing Company, Portland, OR (pp. 43-394).

- (14) Gibbs, J. 1968. West Coast Windjammers in Story and Pictures. Seattle: Superior Publishing Company.
- (15) Fogarty, J. 1980. Some History of Early-Day Steamboating on Yaquina Bay in Lincoln County Lore. A Reprinting of Five Early Publications of the Lincoln County Historical Society, Leslie L. Haskin, ed. Lincoln County Historical Society, Newport, OR.
- (16) Hayes, M.M. 1976. The Land that Kept Its Promise. Newport: Lincoln County Historical Society.
- (17) Powell, CPT. 1884. Improvement of Entrance to Yaquina Bay, Oregon, (3)2266. Annual Report of the Chief of Engineers. Government Printing Office, Washington D.C.
- (18) Hyell, G.A. 1891. Yaquina Bay. Report of Mr. Gwynn A. Hyell, Assistant Engineer, (4):3193. Annual Report of the Chief of Engineers. Government Printing Office, Washington D.C.
- (19) Dye, E.E. 1941. Boone Family Reminiscences, *Oregon Historical Quarterly* 42:220-229. Salem: Statesman Publishing Co.
- (20) Marshall, D. 1984. Oregon Shipwrecks. Binford & Mort, Portland, OR.
- (21) Williamson & Associates, Inc. July 2000. Offshore Disposal Site Investigation, Newport, Oregon. Revision 1, September 11, 2000. Seattle, WA. Prepared for U.S. Army Corps of Engineers, Portland District, Portland, OR.



Oregon

John A. Kitzhaber, M.D., Governor

Parks and Recreation Department
State Historic Preservation Office
1115 Commercial St. NE
Salem, OR 97301-1012
(503) 378-4168
FAX (503) 378-6447

February 5, 2001

Robert E. Willis
Portland Corps of Engineers
P O Box 2946
Portland OR 97208-2946

RE: Yaquina Bay Ocean Disposal
Sidescan Sonar Record
Lincoln County

Dear Mr Willis:

Based on the negative sonar study done by Williamson & Associates, we concur that the proposed disposal areas of the project will have 'no effect' on sites on, or eligible for inclusion on, the National Register of Historic Places.

If you have any questions, you can contact me at (503) 378-4168 x 232.

Sincerely,

Leland Gilson
SHPO Archeologist