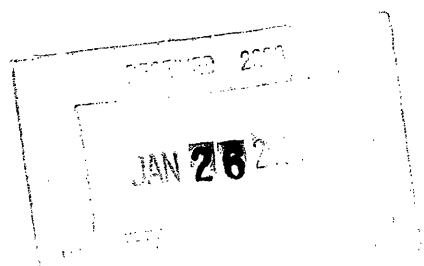


United States Department of the Interior  
National Park Service



# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (PS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

**Name of Property**

=====

Historic name The Queen Anne's Revenge

Other names/site number NCOSA# 31CR314; NCUAB# 0003BUI

=====

**Location**

=====

Street & number [REDACTED] not for publication   
City or town Atlantic Beach vicinity   
State North Carolina code NC county Carteret code 031  
ZIP code 28512

=====

**State/Federal Agency Certification**

=====

I, the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Jeffrey J. Crow 1/23/04  
Signature of certifying official Date

North Carolina State Historic Preservation Officer  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

=====  
**. National Park Service Certification**  
=====

hereby certify that this property is:

- entered in the National Register \_\_\_\_\_  
    See continuation sheet.
- determined eligible for the \_\_\_\_\_  
    National Register  
    See continuation sheet.
- determined not eligible for the \_\_\_\_\_  
    National Register
- removed from the National Register \_\_\_\_\_

other (explain):  
Terima K. Martin Subert      3/9/04  
Signature of Keeper      Date of Action

=====  
**i. Classification**  
=====

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>0</u>	<u>0</u> buildings
<u>1</u>	<u>0</u> sites
<u>0</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)  
N/A

=====

**5. Function or Use**

=====

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Water Related  
Other Pirate Vessel  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (Enter categories from instructions)

Cat: Landscape Sub: Underwater  
\_\_\_\_\_  
\_\_\_\_\_

=====

**7. Description**

=====

Architectural Classification (Enter categories from instructions)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation N/A  
roof N/A  
walls N/A  
other wood hull

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====

**8. Statement of Significance**

=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Archaeology—Historic, Non-aboriginal  
Maritime History  
Ethnic Heritage-European-Black  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance 1717-1718  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates 28 November 1717  
May 1718  
June 1718

Significant Person (Complete if Criterion B is marked above)  
Teach, Edward (Blackbeard)

Cultural Affiliation Pirate-European-Colonial American  
Ethnic Heritage – European - Black  
\_\_\_\_\_

Architect/Builder N/A  
\_\_\_\_\_

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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**9. Major Bibliographical References**

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

- Previous documentation on file (NPS)
- preliminary determination of individual listing (36 CFR 67) has been requested.
  - previously listed in the National Register
  - previously determined eligible by the National Register
  - designated a National Historic Landmark
  - recorded by Historic American Buildings Survey # \_\_\_\_\_
  - recorded by Historic American Engineering Record # \_\_\_\_\_

- Primary Location of Additional Data
- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other

Name of repository: \_\_\_\_\_

=====

**J. Geographical Data**

=====

acreage of Property                     

TM References (Place additional UTM references on a continuation sheet)

	Zone Easting	Northing	Zone Easting	Northing
1	<u>                    </u>	<u>                    </u>	3	<u>                    </u>
2	<u>                    </u>	<u>                    </u>	4	<u>                    </u>

                     See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====

**1. Form Prepared By**

=====

Name/Title Michael James Plakos

Organization NCDCCR/UAB/QAR date November 2003

Street & number 3431 Arendell Street telephone (252) 726-6841

City or town Morehead City state NC zip code 28557

=====

**Additional Documentation**

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Submit the following items with the completed form:

Continuation Sheets

**Maps**

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

- Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====

**Property Owner**

=====

Complete this item at the request of the SHPO or FPO.)

Name North Carolina Department of Cultural Resources

Street & number 4601 Mail Service Center telephone 919-807-7250

City or town Raleigh state NC zip code 27699-4601

=====

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 7 Page 1

***The Queen Anne's Revenge* (31CR314)  
Currituck County, North Carolina**

**Description**

In 1996, the private research firm Intersal, Inc. discovered a shipwreck [REDACTED]. Designated as shipwreck site 0003BUI (now 31CR314), archaeologists believe the site represents the remains of the *Queen Anne's Revenge* (QAR), flagship of the most notorious figure of the Golden Age of Piracy, Blackbeard. Late in the fall of 1717, Blackbeard and other pirates captured the French slaver *La Concorde* on its third trans-Atlantic voyage off the Caribbean island of Martinique. Blackbeard shortly thereafter renamed the vessel the *Queen Anne's Revenge* (QAR) and increased its armament up to forty guns (Johnson 1724:47). In June of the following year, QAR ran aground just outside [REDACTED]. *Adventure*, one of Blackbeard's smaller sloops, attempted to assist, but foundered also (Herriot 1719:45-46). Since the 1996 discovery of shipwreck 31CR314, the North Carolina Underwater Archaeology Branch (UAB), with assistance from numerous organizations, has conducted intensive historical and archaeological work on the site, which is currently the oldest shipwreck found in North Carolina state waters. [REDACTED]

[REDACTED] Recorded artifacts include at least four large anchors, twenty-two cannon, navigation instruments, barrel hoops, rigging pieces, ballast and miscellaneous concretions. On 3 March 1997, former North Carolina Department of Cultural Resources Secretary Betty Ray McCain designated the QAR site, all related artifacts, and surrounding sea floor within 100 yards of the site, a protected area to preserve and protect the site. Surveillance equipment consisting of land-based radar, infrared video cameras, and human observers constantly monitors the site.

Blackbeard preyed upon shipping in the Caribbean and the southeast colonial American coastline up until June 1718 when he arrived off Old Topsail Inlet on the colonial North Carolina coast (Lawrence and Wildemansing 2001:3). Upon attempting to navigate through the inlet, QAR ran aground [REDACTED]. Unlike terrestrial archaeological sites, shipwrecks are time capsules representing the moment just prior to the wrecking process. Instead of containing layers of occupation over time, shipwreck sites correspond to one moment in time. Since wrecking, natural processes have reduced the vessel to what exists today.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 2

*The Queen Anne's Revenge (31CR314)*  
Carteret County, North Carolina

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have repeatedly exposed and buried the shipwreck (Wells and McNinch 2001:13-18). Until recently, sand has covered the shipwreck remains for most of the time since 1718. The largest feature, a ballast and concreted artifact pile approximately 16 feet by 33 feet in area and extending nearly 5 feet above the surrounding sediment, is centrally located on the site. Often, the pile is the only feature exposed, however, storm-generated wave and current energy frequently expose other portions of the site, especially the area north (or the lee side) of the main ballast pile. Energy created by hurricanes frequently produces catastrophic effects on the site. Even hurricanes situated hundreds of miles off the coast generate large waves that can move significant amounts of sediment on the site.

The major features on the site include the main ballast concentration, four large anchors, twenty-two cannon ranging from ½ to 6 pounders, scientific instruments, concreted barrel hoops, hoop fragments, rigging pieces, ballast and miscellaneous concretions. These concretions are products of the iron corrosion process. As iron artifacts, or any metal artifact containing a ferrous component, deteriorate, the metal is replaced with a corrosion product that accumulates on the artifact's surface. All that remains from a completely corroded artifact is an empty cavity the metal once occupied. As corrosion on an artifact's surface expands, it encapsulates surrounding objects. Ship parts and equipment, personal effects, gold flakes and dust, and food preparation and storage items have also been found on the site.

To facilitate systematic archaeological documentation, researchers established a 150-foot by 140-foot reference grid system that encompasses the entire site. The grid is oriented north-south with 0,0 as the southwest corner. A main baseline, its southern endpoint located exactly 100 feet east of 0,0 (E100, N0), extends 150 feet to the north, passing the main ballast pile's east side. Although researchers have found some scattered ballast, concreted ballast hoops, and one anchor east of the baseline, most remains are located to the west.

The site map represents site elements that researchers have identified and mapped to date. The main ballast pile and immediate surrounding materials are the only features currently exposed, however, seasonal and storm hydrodynamics have periodically buried, uncovered, and reburied site features since initial deposition in 1718 (McNinch et al., 2001). There are no bow remains, but artifact distribution suggests that the bow is located on the site's northern end, pointing towards Beaufort Inlet.

Archaeologists have located several significant artifact types at the southern end of the site. Scientific instruments, four cannon, and other miscellaneous concretions are located at E70-90, N30-50. Scientific instruments include survey, navigation and medical instruments. The location of these artifacts suggests that the vessel's stern is at the site's southern end because activities that involved use of such instruments most likely occurred towards the stern in the main cabin or officers' quarters.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 3

*The Queen Anne's Revenge (31CR314)*  
Carteret County, North Carolina

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Just north of this concentration at E65-90, N50-70 are five cannon, concreted barrel hoops and hoop fragments, and scattered ballast stone. Large concreted rings consisting of several barrel hoops indicate that the hardware was not assembled when the ship wrecked, but more likely was stored in the vessel's hold.

The site's largest feature - the main ballast pile - is located in grid squares E80-100, N70-85. The highest feature on the pile, the fluke of anchor #1, measures nearly 5 feet above the surrounding sediment. Maximum known artifact depth ranges around 3 feet to 5 feet below the sediment line. Eight cannon, two large anchors, a small grapnel anchor, ship rigging pieces, barrel hoops, hoop fragments, ballast stone, and miscellaneous concretions are present in the pile. Both of the large anchors are missing wooden stocks that would have been in place had the anchors been in use. The main ballast pile most likely represents stowed items and ballast. West of the main ballast pile at E70-80, N70-90 are three more cannon, ballast, and miscellaneous concretions.

Up until the Spring 2000 excavations, hull structural remains protruded from beneath the main ballast pile at E85-95, N85 and extending to N100. Archaeologists recovered this hull section due to scouring from storms, which would have certainly damaged or destroyed the frail remains if they were left in situ. Although the main ballast pile covered much of the hull structure, remains could be observed extending nearly the entire pile length. Frames, outer-hull planking, sacrificial planking, and fasteners represented hull remains in this area. The hull structural complex had a total length of 31 feet and a width of 9 feet. To date, eleven known paired frame sets exist, however, a continuation of the framing pattern on outer-hull planking identified the location of two additional sets that have probably eroded away. Frames were fastened together with iron drift pins. The builders of this ship attached hull planking to frames using a traditional French fastening pattern of two iron nails and two trenails per frame set, which suggests the ship's origin (Roberts 1992:52; Moore 1999:139-140). Archaeologists calculated an average sided dimension for existing frames of 7 inches and an 8 inch molded dimension. An average on-center measurement of 22 inches separates each frame set (Moore 1999:134-135). Wood analysis found all frame samples collected in 1998 to be of the white oak group (*Quercus*) (Newsom 1999).

Several outer hull planks are attached to the frames. Planks averaged 12 inches wide and 2 ¾ inches thick. Wood analysis determined that planking samples are from the white oak group (*Quercus*), as well. Sacrificial planking, or sheathing, located around the hull structure, is mostly disarticulated. Sheathing width and thickness averaged 12 ½ inches and 7/8 inch respectively. Wood analysis found that sheathing samples belong to the pine group (*Sylvestris*), most probably red pine (Newsom 1999).

Just north of the main ballast pile are two large concretions. One concretion, located at E93, N90, contains one cannon, ballast, and unknown concretions. The other concretion, located at E95, N100, contains two cannon, ballast, and unknown concretions. Ballast, barrel hoops and fragments, and other miscellaneous concretion primarily make up the site's northern extent on the west side of the baseline. A



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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 4

*The Queen Anne's Revenge* (31CR314)  
Carteret County, North Carolina

Large anchor, complete with an intact wooden stock, is located 10 feet east of the N130-foot baseline mark. Researchers believe this anchor is the ship's bower anchor, used in routine mooring. This anchor measures 13 feet from crown to head. Another anchor, located 420 feet south of the baseline's south end, also has an intact wooden stock. It is two-thirds the size of the north anchor and its shank and extended ring point directly toward the main wreckage concentration. If it is associated with *QAR*, its orientation suggests that crewmembers may have deployed the anchor in attempt to kedge the grounded vessel off the sandbar (as suggested in the historic accounts of the ship's grounding).

Archaeologists have found a number of different artifact material types on the site including pewter, gold dust, glass, ceramics, wood, lead, brass, iron, and a variety of intrusive materials. Pewter, gold, glass, wood, and lead are distributed in nearly every investigated location. Known ceramic distribution is limited to the site's southern end; however, archaeologists recovered several shards in an excavation area just north of the main ballast pile. Intrusive materials have been found mainly north of the main ballast pile.

Known pewter artifacts include three large chargers, two smaller chargers, four plates, a syringe, part of a spoon, and many fragments. Glass artifacts include two intact onion bottles, gin bottle fragments, and numerous bottle and plate glass fragments, as well as intrusive glass fragments. Several different ceramic types are represented in the assemblage by rim, base, and handle fragments including tin-glazed red-bodied faience, salt-glazed stoneware, and red- and cream-bodied earthenware (Lusardi 2000:64-65). Brass and bronze artifacts include a bronze bell dated 1705, a musketoon or blunderbuss barrel, and a serpentine side plate from a blunderbuss or musket. Lead shot, ranging from .073 to .96 inch diameter, has been found in nearly all investigated areas. Two cast-iron hand grenades were also found.

*La Concorde's* or *QAR's* vessel type and construction has eluded archaeologists primarily because there are so few structural remains. Known structural remains represent part of the vessel's hull, but which part is not known. The presence of sheathing with the main structural assemblage suggests a location near or below the waterline (Moore 1999:134). Most of the scant information regarding vessel size and dimensions has been derived from historical sources rather than material remains. Reports from the French vessel's captains, lieutenant, and the commissioning roster document the vessel at 200 tons in 1717 (Dosset 1718; Ernaut 1718; Archives Departementales Loire Atlantique 1717). The formula used to calculate the 200-ton measurement is not known, but archaeologists have at least estimated a range of 200 to 300 tons by applying different tonnage formulas used around 1717. Archaeologists have also determined rough dimensions for the vessel by using information from recorded remains and tonnage estimates. Vessel dimension estimates range from an 84 foot to 96-foot keel measurement, a 23-foot to 27-foot beam, and a depth of hold of 11 feet to 13 feet (Moore 1999:135-136).

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 5

*The Queen Anne's Revenge* (31CR314)  
Carteret County, North Carolina

Actual vessel dimensions could vary considerably, but estimates give archaeologists an information base from which to work. Although framing and fastening patterns reflect French origin, differing historical documents indicate French, British, and Dutch origins. To date, historical documents have yielded little information about *Concorde* or *QAR* other than tonnage estimates and widely varying reports of its armament.

The *QAR* wreck site has remained undisturbed from human impact since its initial deposition in 1718.

[REDACTED] st, but storms originating in the south and southeast, such as hurricanes, can create very unsafe navigational conditions in the inlet and surrounding areas (McNinch et al. 2001:20). As a result, this high-energy environment can greatly affect seabed characteristics in shallow areas.

In 1999, marine geologists from the University of North Carolina at Chapel Hill (UNC-CH), the United States Army Corps of Engineers (USACE), and North Carolina State University (NCSU) investigated the hydrodynamics of Beaufort Inlet and the physical processes present on the *QAR* wreck site. Historic maps, modern navigational charts, and previous studies of the area revealed the inlet's behavior over the last three centuries. The *QAR* wreck site is located [REDACTED]

[REDACTED] While uncovered, the site is exposed to numerous destructive forces.

High-resolution bathymetric surveys conducted by UNC-CH and USACE marine geologists identified scour patterns on the site. The main feature, a large ballast and concreted artifact pile, protrudes nearly 5 feet above the seabed, obstructing current flow and creating a scouring effect on the pile's lee side. Over time, the pile has settled into its own scour depression and has either been buried or continued to scour and settle. Geologists present this model to account for the depth discrepancies from initial grounding in 1718 to the site's present depth. Depth changes are also caused by shoal migration, which is very common to the inlet and surrounding areas. Current flow decreases as depth increases. At the site's current depth, scour and burial processes have slowed; exposed artifacts will continue to be exposed because of insufficient energy to create enough scouring for further artifact settling (McNinch et al. 2001:26-27). Currently, the wreck site is partially exposed, but increased currents and wave energy can quickly expose other wreck site features.

Exposed artifacts are subject to a number of degradation processes, which are largely dependent on artifact composition. Exposure to increased amounts of oxygen, salt water, marine organisms, current and wave energy, and human impact all contribute to accelerated degradation. Many iron artifacts on the site exhibit advanced stages of corrosion. Since initial deposition, the environment has reduced the vessel's

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 6

*The Queen Anne's Revenge (31CR314)*  
Carteret County, North Carolina

wooden hull structure to the small section that runs under the main pile. Other artifacts also display advanced corrosion states. Such exposure will continue to degrade and reduce artifacts; however, buried artifacts have a high preservation potential due to reduced energy and marine organism activity, the anaerobic environment provided by sediment overburden, and a lack of human activity.

During initial discovery in 1996, divers from the private research firm Intersal, Inc. discovered several cannon and anchors associated with a magnetic anomaly encountered during a magnetometer survey in the area. Several diagnostic artifacts were recovered including cannon touchhole aprons, a bronze bell, a brass blunderbuss barrel, a large sounding weight, several iron cask hoops, and two cannonballs. Recovered artifacts reflect dates that are consistent with an early eighteenth-century shipwreck. As a result of Intersal's findings, the NC Underwater Archaeology Branch (UAB) initiated intensive fieldwork and historical investigations to generate more information regarding this site.

JAB archaeological investigation of the site commenced in 1997 with the installation of a grid reference system and baseline. Fieldwork primarily consisted of testing site extents, developing a comprehensive site plan of exposed remains, gauging site and artifact conditions, determining and predicting artifact types most likely to be encountered, and identifying artifact distribution patterns. Testing included excavating several test trenches around the main ballast pile and the recovery of several diagnostic artifacts. Diagnostic items included two cast-iron cannon (C-2 and C-3), cannon shot, ballast stones, barrel hoop concretions, and intrusive materials. Archaeologists also collected a wood sample from the north anchor's wooden stock for analysis (Wilde-Ramsing 1997).

Archaeological investigations in 1998 expanded on the previous year's testing by excavating three test transects perpendicular to the baseline centered on the 30-, 65-, and 120-foot marks. Archaeologists encountered ballast stones, barrel hoops, rigging pieces, and lead shot in the north transect. The east transect revealed a few ceramic shards and ballast stones. Excavation on the southern end uncovered scientific instruments, three cannon, pewter items, and miscellaneous concreted material. Recent hurricanes uncovered a large previously unrecorded hull section protruding from under the main ballast pile's northern side. Archaeologists documented and mapped all newly exposed and uncovered features, and also recovered a small cannon (C-4) just west of the main ballast pile (Wilde-Ramsing and Lusardi 1999).

In 1999, archaeologists conducted a diver-assisted intensive gradiometer survey on the site to precisely identify locations of ferrous materials. The gradiometer successfully recorded small ferrous objects and revealed another cannon just north of the southern test excavation trench from the previous year (Lawrence and Wilde-Ramsing 2001:5-7). Archaeologists recovered a large concretion located just north of the main ballast pile and, when excavated in the laboratory, discovered it contained two cannon (C-19 and C-21) (Lusardi 2000:59). The end of the 1999 field season completed the three-year assessment project, which commenced with archaeological investigations in 1997. As a result, QAR project archaeologists initiated a management plan, which offered and described several courses of action for future investigation and preservation of the site (Wilde-Ramsing and Lusardi 1999).

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 7

*The Queen Anne's Revenge* (31CR314)  
Carteret County, North Carolina

Scouring from storms and strong currents during the Fall 1999 hurricane season exposed hull remains further and threatened to cause rapid deterioration on the wooden structure. As a result, archaeologists conducted an emergency recovery in the Spring of 2000 of all hull remains exposed on the main ballast mound's north side. The structure was carefully disassembled underwater and recovered in pieces. Archaeologists transported each piece to the large artifact storage warehouse and placed them in fresh water. In the following Fall, archaeologists returned to excavate a 10-foot by 10-foot grid that previously underlay the recorded and recovered hull structure. Archaeologists broadcast over the Internet a live video feed that documented underwater archaeological operations and surface support. Excavation uncovered numerous ballast stones, loose planking and sheathing, lead shot, and miscellaneous concreted artifacts. Recovery included all excavated materials except one outer-hull plank, which is wedged under the main ballast pile, and a large concretion containing another cannon (C-22). Carefully placed sandbags now cover the plank's exposed portion and temporarily protect it from further scour damage. Time and weather prevented recovery of the large concretion. Instead, archaeologists prepared the concretion for future recovery. To date, archaeologists have recovered and conserved over 2,000 artifacts, and several thousand more are in wet storage and await removal from concretion and conservation (Lusardi 2000:59). Archaeologists estimate excavations to date amount to less than two percent of the total wreck site; total excavation could yield over one million artifacts.

Researchers from the North Carolina UAB, the Maritime Research Institute (MRI), the North Carolina Maritime Museum (NCMM), and many other institutions and individuals have conducted archival research into the nature of the Beaufort Inlet shipwreck. Primary source investigation has mainly concentrated on archives in France, which include the Archives Departementales de Loire-Atlantique in Nantes, the Centre des archives d'outre-mer in Aix-en-Provence, and the Archives Nationales in Paris. The British Public Records Office, Colonial Office provided important primary source information as well. Additional primary source information has been found in secondary publications containing depositions and discussions from individuals that participated in events related to *La Concorde* and *QAR*. These primary source accounts have been found in works such as D. Herriot's deposition in *The Tryals of Major Stede Bonnet, and other Pirates*, J. Mettas' *Repertoire des Expeditions Negrieres Francaises au XVIIIe Siecle*, and Captain Charles Johnson's *A General History of the robberies and murders of the most notorious Pyrates*. Archival and historical investigations have contributed substantial information to understanding the history of *La Concorde* and *QAR*.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 8

*The Queen Anne's Revenge* (31CR314)  
Carteret County, North Carolina

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### 3. Statement of Significance

The *Queen Anne's Revenge* (QAR) is eligible for listing in the National Register of Historic Places under criteria A, B, and D. Under Criterion A, the vessel operated as the flagship of Edward Teach (or Thatch), alias Blackbeard, during a period many call the Golden Age of Piracy in the western hemisphere. Blackbeard sailed QAR less than a year; however, effects from his exploits aboard this vessel were felt throughout the Caribbean, colonial America, and both sides of the Atlantic Ocean. Under Criterion B, Blackbeard is the most notorious representative of the Golden Age of Piracy. Like so many other infamous outlaws, Blackbeard has become a significant cultural icon for anti-authoritarian behavior throughout the world. Under Criterion D, further archaeological examination of QAR will give substantial insight into early eighteenth-century maritime activities in the New World; the shipwreck can also shed light on the period's naval armament and warfare, ship construction and repair, colonial provisioning, piracy and piratical behavior, the West African slave trade, and shipboard life.

Piracy and privateering were important factors in maritime trade and traffic from the sixteenth to the eighteenth century. Since many pirates were former privateers and their targets were identical, it is difficult to separate the history of these two occupations. The Spanish recovered massive amounts of gold, silver, and other commodities from their New World conquests, and the transport of these materials to the Spanish crown made the Caribbean and the Atlantic Ocean the focus of much privateering and piracy. While open wars with Spain legitimized the seizure of the treasure ships by European privateers acting on behalf of their governments, the signing of peace treaties did not bring about the cessation of theft on the high seas. The transition from privateering to piracy was a small one and the rewards could be great. Naval military strength was scattered throughout the Western Hemisphere, and pirates played an important role in harassing their countrymen's enemies even in times of formal peace.

In the seventeenth century, pirates established themselves in the more remote islands of the Caribbean. Centers of piracy existed in Hispaniola, Tortuga, Nassau, and Port Royal in Jamaica (Butler 2000:6). While the "pirate capital" of the area changed through time, by the turn of the eighteenth century, piracy was rampant in the Caribbean. The British were finally forced to act against them as attacks against English merchant ships increased to unprecedented levels. Driven from the Caribbean, many pirates moved north. The Carolina coast, with its many inlets and isolated areas, became a haven for some of these relocated marauders, Blackbeard included. A weak colonial government, a sparse population, and the relative poverty of the Carolina colonies made the area attractive to illegal trade. Few customs collectors were based in the colonies due to the low volume of legitimate trade and the prospect of low priced goods led many merchants to deal with smugglers and pirates. While the majority of prizes seized by Blackbeard were from the Caribbean and the Central American coast, the Carolina coast provided safety from British naval patrols.

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Blackbeard captured, renamed, and re-outfitted *Le Concorde* for piracy in 1717 off the island of Martinique. As his flagship, the QAR became one of the most famous ships of the era, sharing Blackbeard's notoriety. The name *Queen Anne's Revenge* is evocative of the danger and adventure of the Golden Age of Piracy. The QAR is one of five vessels known to have been lost in the vicinity of Beaufort Inlet prior to 1751. It is the oldest shipwreck ever to be discovered in North Carolina waters and one of the oldest discovered in United States' waters. To date, it is the only pirate vessel being excavated using precise archaeological methods and standards. The QAR represents a self-sufficient, micro-society of eighteenth century mariners in general and piratical society in specific.

Edward Thatch, or Teach, alias Blackbeard, has become such a significant historical individual that his popularity surpasses that of most of his contemporaries. Although Blackbeard terrorized shipping lanes from the Caribbean to the American colonial coastline for only two years, 1717 and 1718, fear still accompanies the mere mention of his name. According to nearly contemporary accounts, Edward Thatch, or Blackbeard, "frightened America more than any Comet that has appeared there in a long Time" (Johnson 1724:99-100). Although his ferocity has remained legendary, much of what is widely accepted as fact is actually shrouded in myth. Many sources state that Blackbeard was probably from Bristol, England, but others claim Jamaica, Philadelphia, and London to be his home (Johnson 1724:45; *Boston News-Letter*, No. 708 1718). Researchers believe Blackbeard operated as a privateer during Queen Anne's War (1701-1714) and became a pirate after the war's conclusion (Lawrence and Wilde-Ramsing 2001:1). Little is known about Blackbeard's life prior to his joining forces with pirate Benjamin Hornigold and Stede Bonnet. It's possible that Blackbeard and Hornigold joined forces as early as late 1716 or when they were spotted together off the Delaware capes in September 1717 (Johnson 1724:45; *Boston News-Letter*, No. 707 1717). Later in 1717, the three pirates and their crews migrated south to the Caribbean where they captured *La Concorde* in November.

*La Concorde*, owned by French merchant Rene Montaudoin, operated out of Nantes, France and transported slaves from Africa to French colonies in the Caribbean. Researchers have located records for three of *La Concorde's* slaving journeys, which occurred in 1713, 1715, and 1717 (Lawrence and Wilde-Ramsing 2001:2). According to Captain Pierre Dosset and Lieutenant Francois Ernaut, the third voyage embarked from Nantes on 24 March 1717, and was armed with sixteen cannon with a complement of seventy-five men. The vessel made port on 8 July at Judas, or Whydah, in modern-day Benin where they loaded 516 captive Africans on board along with 20 pounds of gold dust. From Judas, *La Concorde* navigated toward Martinique and, only 100 miles from its destination, encountered Blackbeard and his fellow pirates. The pirates took the ship along with several *La Concorde* crewmembers and slaves, and left the remaining crewmembers and captives on an island. The pirates left one of their smaller sloops, which the remaining French crew used to complete their voyage (Dosset 1718; Ernaut 1718).

After doubling the armament and renaming the ship, Blackbeard cruised the Caribbean aboard the *Queen Anne's Revenge* in search of prizes for the rest of 1717 and part of the following year. In April 1718, he

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added to his fleet by taking Captain David Herriot's sloop *Adventure* in the Bay of Honduras. The following month, the pirates arrived off Charleston, South Carolina and preyed on shipping entering or leaving the port. While there, Blackbeard held the crew and passengers of the *Crowley* hostage and ransomed them for a chest of medicine to treat his crew. After receiving the medicine and returning the hostages, Blackbeard and his fleet continued north and arrived off Old Topsail Inlet, now Beaufort Inlet, in June. There, *QAR* ran aground on a sand bar just outside the inlet while trying to navigate to the harbor. Blackbeard transferred some men and the plunder to one of the other sloops, stranding the remaining crew on an island nearby. Blackbeard met his fate six months later at Ocracoke Inlet at the hands of an armed contingent sent by Virginia Governor Alexander Spotswood and led by Royal Navy Lieutenant Robert Maynard (Lawrence and Wilde-Ramsing 2001:2-3).

While Blackbeard commanded as many as four vessels at one time, the *Queen Anne's Revenge* was the first ship under his command and remained his flagship until it ran aground in Beaufort Inlet. The *QAR* is the site most closely associated with Blackbeard and the only one of Blackbeard's ships to have been located to date.

Of all shipwreck sites in North Carolina waters, none has had more impact than the *QAR*. Since its discovery in 1996, archaeologists have made considerable progress in determining the shipwreck's identity, and all information collected thus far highly suggests the shipwreck represents the remains of pirate Blackbeard's flagship *Queen Anne's Revenge*, reportedly lost in 1718. Following five years of intense study, UAB archaeologists and associates have made great strides toward understanding the site's origin, significance, the natural processes that have affected the site, and how best to preserve it. Since 1997, several major archaeological expeditions were conducted, during which researchers spent countless hours on the ocean, in the laboratory, and in archives examining the shipwreck and its history.

Analytical research and archaeometry, the science that tests archaeological materials, has provided important supplemental information to *QAR* research that has further demonstrated the probability of this shipwreck being the *QAR*. Scholars, engineers, scientists, and other professionals from institutions throughout the country have conducted over thirty scientific studies on archaeological materials recovered from the site. Since 1998, Dr. Lee A. Newsom of Southern Illinois University (SIU), Regis Miller of the United States Department of Agriculture (USDA), and Dr. Christopher S. Martens of UNC-CH, have contributed to wood analysis and studies, which include dendrochronology, radio-carbon dating, and species identification. Dr. James R. Craig, of Virginia Polytechnic Institute and State University (VPI), and several others, has provided ongoing metallurgical studies on all metal types recovered from the site since 1999. Dr. John E. Callahan, of Appalachian State University (ASU), Dr. William Miller of the University of North Carolina-Asheville (UNC-A), have performed numerous studies on recovered ballast stones and other lithics from *QAR* since 1999. The U.S. Marine Corps Explosive Ordnance Disposal Unit and General Electric of Wilmington have generated numerous radiographs of recovered concreted objects since 1998. Dr. John T. Wells of UNC-CH and Dr. Jesse E. McNinch of the USACE have conducted ongoing sedimentation, sediment migration, and site formation process studies since October 1997. Cape Fear

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Community College, East Carolina University, the Illinois State Museum, the North Carolina Office of State Archaeology, the North Carolina State Bureau of Investigation, Queen's University of Belfast, Wake Forest University, and numerous other organizations and institutions have also contributed significantly to research at the QAR. This widely varied group of archaeologists, specialists, and technicians makes possible the thorough investigation of this site and offers a broad view and understanding of the shipwreck site.

While a great deal of work has been done, the potential of the QAR to yield important information in several fields of study is evident. The multidisciplinary team is addressing diverse fields of research. Geologic and sedimentation studies are underway to study site dynamics and physical processes in order to understand and predict the preservation potential of the wreck site. The effects of the wrecking process on artifact distribution in the inlet environment are being examined. The large numbers of artifacts present at the site offer opportunities for insights into several research areas. Artifact identification and analysis will provide information about both pirate and general 18<sup>th</sup> century maritime material culture. Due to the large number of cannons recovered and awaiting recovery, the development of specific conservation methods for unloading cannon and preserving artifacts made of more than one type of metal are anticipated as a result of site research.

Apart from the association with Blackbeard and the rare opportunity to examine a microcosm of piratical society, the site provides archaeologists the opportunity to study and record a colonial vessel from a period with limited existing archaeological and historical information. The QAR, ex-*La Concorde*, should also provide valuable insight into the mechanics of the notorious transatlantic slave trade, a subject in which very limited work has been accomplished to date, particularly in regards to the ships and commodities utilized. Archaeologists and historians are just beginning to fully explore the history of the transatlantic slave trade, the Creole culture along the entire Atlantic seacoast, and the role mariners of African descent played in establishing the great east-west trade routes of the Atlantic perimeter. Pirates of African descent are part of this story, but history has so far overlooked their participation. Of the many members of Blackbeard's crew tried for piracy at Hampton Roads after his defeat at the hands of Virginia Governor Spotswood and the Royal Navy, five were of African descent. They were found equally culpable with their European shipmates and, along with the remainder of Blackbeard's captured crew, they were tried, found guilty, and promptly executed. Artifacts already recovered from the shipwreck site can help tell the story of both the African Diaspora and of African resistance to enslavement in the New World.

The collection of artifacts from the *Queen Anne's Revenge* represents the tangible record, not of America's elite who wrote our history, but of the outsiders, underdogs, and renegades who existed on the margins of society. Discovery of this shipwreck provides an unparalleled opportunity to investigate and learn about a little known fringe of society through their material culture.

Research at the *Queen Anne's Revenge* shipwreck site also provides a unique opportunity to promote public education and tourism beyond its historical and archaeological importance. Because the public's recognition of the pirate and romantic interest in the subject is keen, particularly among school children,



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The shipwreck will create interest in classroom subjects relating to history, biology, geology, cartography, underwater archaeology, and artifact conservation. The excavation of the shipwreck and exhibits displaying its remains at the North Carolina Maritime Museum in Beaufort, NC will provide substantial economic and educational benefits for the region and the state.

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