

**Monitor National Marine Sanctuary (MNMS)
Sanctuary Advisory Council Meeting
Newport News, Virginia
October 26 & 27, 2009**

In Attendance: Dave Alberg (MNMS Sanctuary Superintendent), Sara Block (NOAA's Office of Law Enforcement), Reed Bohne (NMS Northeast/Great Lakes Regional Director), Mitch Bowman (Heritage Tourism), Scott Boyd (Citizen-At-Large), John Broadwater (Maritime Heritage Program), Tim Brown (USCG), Jim Bunch (Recreational Diving), David Conlin (National Park Service), Dave Dodsworth (MNMS IT Specialist), Jeff Gray (Sanctuary Superintendent Thunder Bay NMS), Terry Kirby-Hathaway (Education), Anna Holloway (The Mariner's Museum), Joe Hoyt (MNMS Maritime Archaeologist), Jeff Johnston (MNMS Historian), Jay Kavanagh (Recreational/Commercial Fishing), Susan Langley (Archeological Research), Richard Lawrence (NC Dept of Cultural Resources), Robert Neyland (US Navy), Shannon Ricles (MNMS Education), Joe Schwarzer (Maritime Museum), Andy Shepard (guest), Wayne Smith (Conservation), Paul Ticco (Office of NMS), Mark Wilde-Ramsing (NC Dept of Cultural Resources)

Absent: Ron Grayson (VA Dept. of Historic Resources, Archaeology and Human Remains Working Group), Doug Stover (Alternate-National Park Service, Education Working Group), Joanna Wilson (Alternate-NC Dept of Cultural Resources)

Working Groups

Education: Scott Boyd (Citizen-At-Large), Terri Kirby-Hathaway (Education), Anna Holloway (The Mariners' Museum), Shannon Ricles (Council Coordinator)

Archaeology: Anna Holloway (The Mariners' Museum), Joe Hoyt (MNMS Maritime Archaeologist), Susan Langley (Archeological Research), Richard Lawrence (NC Dept of Cultural Resources), Joe Schwarzer (Maritime Museum), Mark Wilde-Ramsing (NC Dept of Cultural Resources)

Human Remains: Scott Boyd (Citizen-At-Large), Anna Holloway (The Mariners' Museum), Jeff Johnston (MNMS Historian), Robert Neyland (US Navy), Wayne Smith (Conservation)

Permitting/Access/Enforcement: Sara Block (NOAA's Office of Law Enforcement), Tim Brown (USCG), Jim Bunch (Recreational Diving), Jeff Gray (Sanctuary Superintendent Thunder Bay NMS), Johnston (MNMS Historian), Jay Kavanagh (Recreational/Commercial Fishing)

Monitoring/Research: Richard Lawrence (NC Dept of Cultural Resources), Wayne Smith (Conservation), Andy Shepard (guest), Sylvia Earle, Larry Murphy, Paula Whitfield

Expansion: Jim Bunch (Recreational Diving), Jay Kavanagh (Recreational/Commercial Fishing), Susan Langley (Archaeological Research), Richard Lawrence (NC Dept of Cultural Resources), Larry Murphy, Joe Schwarzer (Maritime Museum), Gordon Watts, Debby Boyce, Joe Poe.

Conservation: Dave Krop (Alternate-The Mariners’ Museum), Wayne Smith (Conservation)

Public Guests in Attendance: Pete Nawrocky, Alex Varouxis.

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Welcome (Monday, October 26, 2009)

Joe Schwarzer, *Monitor* NMS Advisory Council Chair, called the meeting to order. After Mr. Schwarzer's welcoming remarks, he called roll.

Reed Bohne, NMS Northeast/Great Lakes Regional Director talked about the exciting changes going on in the region:

- Thunder Bay NMS is under consideration for expansion
- Stellwagen Bank NMS is also under consideration for expansion
- Recapped the Chesapeake Bay Executive Order and talked of a possible sanctuary in the bay

***Monitor* NMS Superintendent's Report**

David Alberg, *Monitor* NMS Superintendent, provided an update to the council on a variety of topics, summarized below. Mr. Alberg made all comments unless otherwise noted.

- Introduction of new members, guests, and staff
- 2012 is being proposed as a National Maritime Heritage Year. Such a national designation could celebrate maritime heritage including fishing and diving. Numerous anniversaries to be recognized by way of stamps, coin series, etc. Every nation has been impacted by use of sea-migrations, slave trade, commerce, and climate change. Expect a UN designation for international recognition of Maritime Heritage Year to come out soon. Reed Bohne and Tim Runyun are currently taking a lead on this with a small group of people.
- Dan Basta, Director of National Marine Sanctuary Program, visited North Carolina during the last part of June 2009. It was an opportunity to reintroduce him to North Carolina and our partners. He toured Graveyard of the Atlantic Museum, met with Alan Burrus and Warren Judd, both County Commissioners for Dare County; Chris Ibers, State of North Carolina; and Linda Carlisle, Secretary of the NC Department of Cultural Resources. Dan attended a reception held by University of North Carolina's Coastal Studies Institute (UNC CSI). CSI is currently building a new campus with dorms and office space and would like NOAA to have a presence once built. Dan also met with CSI's board and members of local government. In Beaufort, Mr. Basta met with Dave Eggleston, NC State University's Center for Marine Sciences and Technology (CMAST). He also met David Johnson and Paula Whitfield, NOAA's National Centers for Coastal Ocean Science (NCCOS), who talked about ways that the sanctuary program could collaborate, which could be beneficial for both parties to aid in biological research. Mr. Basta sees North Carolina as a pivotal area that is not only beneficial to the sanctuary program, but also

a possible area to study climate change, sea level rise, and an area to promote the National Maritime Heritage Year in 2012. Mr. Basta came away energized; his trip was a success.

- Many Outer Banks buildings offer opportunities for the *Monitor* NMS and would allow more staff time to be spent in the Outer Banks. The Coast Guard Station at Oregon Inlet could possibly be a visitor's center for multiple organizations serving as a gateway to the Outer Banks. The old National Park Service Weather Station also has great potential for innovative use, including putting dated equipment back on the walls of the building to make it a weather station again. The Coast Guard Station at Buxton includes 46 housing units for sale by the USCG. Units could be used by MNMS as possible temporary housing.

Joe Schwarzer said that the Buxton USCG Station housing solves problem of housing people who can't afford to live there. Using those houses will benefit Hatteras Island, the Graveyard of the Atlantic Museum, NOAA, etc., as ownership of the housing would transfer to Dare County.

- SRVx: A former Naval and University of Washington vessel, the sanctuary program took it over as an experimental vessel. Mr. Basta wants it brought to East Coast and shared among sanctuaries and partners if there is a demonstrated need. The SRVx can berth 12 people, which will alleviate day trips.
- 2010 Research Coordinator's Conference: the annual Research Coordinators meeting will be held in Beaufort/ Morehead City in April. Manteo or Cape Hatteras will hold a public session during the conference to talk about value of the Outer Banks and the work being done there.
- 2009 Battle of the Atlantic Expedition (1st part): Departed from Woods Hole, MA, on the NOAA Ship *Nancy Foster* to look for U-576. However, the team did not locate the shipwreck.

Richard Lawrence said that the wreck, which was thought to be the U-576, was located in 500ft of water and is a wood hulled, copper-sheathed steamer. In doing research, he found about 100 possible candidates. After doing more research with Jay Moore, NOAA archivist at The Mariners' Museum Library, they successfully eliminated all 100 possibilities. They continue to work on identifying the vessel.

Joe Hoyt said that YP-389 was positively identified during the expedition. Formerly, the fishing trawler *Cohasset*, the vessel was acquired by the U.S. Navy for war efforts as a mine sweeper. It eventually became a yard patrol boat. There was a battle between YP-389 and U-701, in which the YP-389 sank.

One of the YP-389's crewmembers was from Great Falls, Montana, and the town ran a newspaper story about the discovery of the YP, which shows how a shipwreck discovery off North Carolina's coast can instantly connect land-locked people with the ocean. The discovery made the front page of multiple news venues including Ethiopia and Hungary.

- Battle of the Atlantic Expedition (2nd part): Looked at the HMT *Bedfordshire* at the request of the U.S. Navy and British government. Partners were same as previous year with some new additions, which helped with a site assessment of the ship. With the permission of the German government, the National Park Service (NPS) conducted corrosion potential studies on the U-boats that were surveyed last year.

Jim Bunch said that he knows an Outer Banks gift shop owner that has seen a shift in what people are interested in, more interested in WWII history of North Carolina, specifically U-boats. This may be a great boom and opportunity for coastal North Carolina.

- Battle of the Atlantic 2008: All partners received *Partners in Conservation Award* from the Department of the Interior.
- There are multiple grants in the works or submitted to continue to do BOTA work, mooring systems, education and outreach programs, find other wrecks, continue cultural resource assessments, and continue to engage people in the work that the MNMS is doing.
- Jeff Johnston, Historian at the *Monitor* NMS, is the lead on the Graveyard of the Atlantic Museum project.

Jeff Johnston said that an exhibit design firm has been selected and things will really get rolling next week.

Joe Schwarzer said that the design team will be introduced to the community so that the community can give input and incorporate their ideas into the design. Maritime museums in North Carolina are beginning to gel into one entity which is beneficial.

***Monitor* NMS Budget Report**

David Alberg, *Monitor* NMS Superintendent, provided an update to the council on the FY10 budget. The budget is currently in a continuing resolution; final numbers should be released in November.

- Total \$675,200 (\$50,000 less than last year)
- \$125,000- Graveyard of the Atlantic Museum
- \$32,500- North Carolina State for Queen Anne's Revenge project

Queen Anne's Revenge Project

Mark Wilde-Ramsing explained that three years ago they began a full recovery of the vessel, including raising a small anchor during the most recent expedition. They cannot secure permanent funding, but would like to secure grant money. About \$100,000 is needed for staff and lab. Next year, they would like to continue full excavation, transport artifacts to the Graveyard of the Atlantic Museum, Maritime Museums, and all over the nation. *Friends of QAR*, headed by Lauren Hermley, is a non-profit organization that runs a project called *Dive Down*. Divers can dive the wreck and take part in a speaker's forum.

Monitor NMS Staff Update

- Jeff Johnston will focus on the Graveyard of the Atlantic Museum Exhibit and *Monitor* sailor human remains.
- Joe Hoyt will focus on the BOTA report, working on the 2010 expedition, will attend the Diving Equipment and Marketing Association (DEMA) conference, and will present a paper at the Society for Historical Archaeology conference in January.
- Shannon Ricles and Lauren Heesemann will attend the National Science Teachers Association (NSTA) conference.
- Dave Alberg will present a paper at the Society for Historical Archaeology conference in January.

Update on the Leadership Team Training (LT) Meeting in Portland, OR

- The meeting was held in conjunction with the AZA conference.
- Shannon Ricles did a presentation on social media and a poster session at the LT meeting.
- During the Leadership Team meeting, we met with the Virginia Aquarium, who sees over 700,000 visitors a year. The meeting was effective in starting conversations to support each other's efforts. A new exhibit at the Virginia Aquarium focuses on Norfolk Canyon, an area once considered a possible site for a sanctuary. There is now renewed talk of a sanctuary there or in another submarine canyon, and the aquarium is very interested in a possible sanctuary, along with many other possibilities for collaboration.

Addition of SAC Seats

The *Monitor* NMS would like to add the following seats:

- 1 citizen-at-large
- 2 dive seats
- 1 higher education seat
- 1 sport fishing seat
- 2 science/research seats
- 2 economic development seats (chamber of commerce, tourism, etc)
- 1 youth seat

Shannon Ricles explained that a youth SAC seat will be added when other seats are added. The youth seat will be a non-voting seat, but will be a permanent seat and will report out on what the Youth Working Group has done.

The Mariners' Museum Conservation Update

Dave Krop said that the lab is treating the *Monitor's* steam condenser and working on a disassembly plan, and they are also working on the engine. The turret is in holding, as all organics have been removed. There are a few hundred organic artifacts and the lab is working on ones that are in most need of conservation. Mr. Krop is putting together a long-term document on staff, budget, etc., to outline what is needed in order to properly go forward with robust conservation.

Management Plan Review Update

Once working groups wrap up, staff will put everything together into a management plan draft. Once the draft publishes, then it goes into a public commenting phase. After the public commenting period is over, then a final document will be created. Hope to have this completed in the next year or two.

Election of New SAC Chair

Wayne Smith was elected as new SAC Chair. Richard Lawrence was elected as new Vice-Chair.

Public Commenting Period

- Alex Varouxis: worked with NOAA to dive the *Monitor*, was easy to talk to people, everyone cooperated, wanted to do a biodiversity study, got support from Smithsonian and other organizations, would like to see expansion to other sites
- Pete Nawrocky: Would like the expansion of SAC to include more dive seats to negate misinformation. NOAA/SAC has an amazing resource in the dive community who are willing and ready to get information out to local and national communities. PADI Project Aware- 100 divers showed up in NYC to clean up a lake with 0 visibility, they are looking for a theme, they love to dive wrecks, they are willing to work free of charge.
- Pete Nawrocky: Surprised at how far reaching NOAA projects are.
- Wayne Smith: likes how people are thinking and it is reflected in comments; 2012 is a great time to develop a theme to communicate a message about maritime heritage.
- Joe Poe: the last meeting was good as it got more of the public out, which enabled them to comment. For future meetings, need to keep that in mind. Important to get out in community and give talks, pass along correct information.

- Joe Poe: DAN (Divers Alert Network) is very important in dive community to promote safety and awareness. DAN insurance will continue in lieu of current economic situation. DAN magazine has gone through major changes, will premier at DEMA.
- Pete Nawrocky: It is all about getting information out there. You can do presentations at trade shows and get information out for free. The more opportunities you have to get information out there, the better. They [divers] are brave on the Internet, but face-to-face is a different story.

Ocean Acidification Resolution and Vote

Shannon Ricles explained that a Monterey Bay NMS SAC member was a researcher on ocean acidification and its effects. Dan Basta recommended that each SAC consider drafting a resolution on supporting ocean acidification research.

Wayne Smith made a motion to draft a resolution recognizing the significant threat of ocean acidification to our ocean's health and the need for more research. Susan Langley seconded motion. All were in favor. Susan Langley volunteered to draft a resolution. Richard Lawrence seconded Susan to be in charge of drafting resolution. All were in favor.

Adjourn

Motion made by Susan Langley to adjourn the meeting. Terri Kirby-Hathaway seconded the motion. All were in favor. The meeting adjourned.

October 27, 2009 Working Group Sessions

Welcome (Tuesday, October 27, 2009)

Wayne Smith, *Monitor* NMS Advisory Council Chair, called the meeting to order. After Dr. Smith's welcoming remarks, roll was called. The SAC broke into Management Plan Review Working Groups.

Working Group Reports

SAC members rotated through their designated groups to review public comments received during scoping and to identify issues, concerns, and make recommendations to assist staff in the development of the draft management plan. At the end of the group rotations, each group reported out on their MPR Working Group draft recommendations and to summarize comments received during scoping.

Discussion and Adoption of Working Group Recommendations

Each MPR Working Group's summary/recommendations was presented to the SAC (see Appendix A). Dave Alberg noted that although there would eventually be an additional facilities section in the management plan, no working group was needed to address that section at this time. The Expansion Working Group drafted a recommendation on expansion of the Monitor Sanctuary that was presented to the

full SAC to be included in the draft MP (see Appendix B). Wayne Smith motioned for the SAC to adopt the working group recommendations/summaries and the Expansion Working Group draft MP language. Joe Schwarzer seconded. All were in favor.

Closing Remarks

Wayne Smith congratulated everyone on their hard work.

Adjourn

Joe Schwarzer motioned to adjourn. Mitch Bowman seconded. All were in favor.

Appendix A

Monitor NMS – SAC Meeting

October 27, 2009

Review, Summary and Recommendations of Working Groups

RESEARCH

Summary: Research that should be done should include determining what are human vs. environmental impacts, fishing studies, monitor natural resources, inventory species, determine what environmental/physical factors are impacting the wreck, do corrosion analyses, lionfish study, do comparative studies in relation to the bathymetric, seismic, and sediment coring from 1976, bottom instruments to measure temp and currents offer a great opportunity to monitor climate change.

Comments Received During Scoping

- Need to determine what is an environmental impact vs. human caused impact.
- Suggests a bottom fishing study at the sanctuary and any proposed additional sites
- Need to monitor the natural resources of the sanctuary. The state and other organizations – academic, interested parties, scientific diving community - could be involved in this. Environmental factors need to be assessed at the site. Species need to be inventoried. Need to determine what environmental factors (for example physical, chemical and biological) are impacting the wreck. Corrosion analyses are needed
- Two Coast Guard wrecks off this coast that are sitting on the bottom offshore need to be looked at to assist with preserving the wrecks, including expansion of the sanctuary.
- Need to explore options to document the current condition of the wrecks
- If there is any wreck out there that we think is historically significant, we should investigate it through research
- The impact of fishing at the *Monitor* should be assessed
- Build a structure to protect the wreck and study what is there
- Might be interesting to compare lionfish population growth at *Monitor* and at other shallower wrecks.
- Need to keep monitoring the site – if deterioration continues, then NMS should keep public away.
- The previous bathymetric and seismic surveys at the site in 1976, combined with coring of the sediments at the site in 1977, document that the wreck site is an erosional environment. A repeat of these surveys would document the amount of erosion over the last three decades. This should allow prediction of future erosion at the site.
- The *Monitor* wreck fortuitously lies under the boundary between the Gulf Stream and Labrador currents. Current measurements at the site indicate that this boundary frequently move back and forth over the site. Monitoring these currents

should reveal the effects of climate change on the currents. Also, monitoring the temperature of the bottom waters at the site should reveal evidence for climate change. Continuous measurements with bottom instruments that are remotely recorded offer a great opportunity for these type of studies. I hope these suggestions might be helpful additions to a future Monitor Marine Sanctuary management plan.

EDUCATION

Summary: People should be better informed/ educated about the sanctuary, management plan process, the site history, the Monitor Center, the current restrictions at the site and how the permitting process occurs, current Monitor status, and NOAA's mission. Suggested ways to improve education and outreach include: updates to the website, blogs with response capabilities, marine heritage programs, travelling exhibits, K-12 shipwreck education programs, historic shipwreck trail, land-based Monitor trail for non-divers, dive operator education materials, human-remains based exhibit, interpretive information at/ for wreck sites, more kiosks, museums, etc in NC area (like Monitor Center), pamphlets, signage, iPod tours, diver cards, books, DVDs, and use of IVC.

Comments Received During Scoping

- Need to make more people aware of the sanctuary.
- Updates on website needed to let people know what artifacts have been moved to NC.
- Wants to make sure she knows how to access information about the management plan process. Interested in the education and outreach program for the sanctuary. Recommends a blog on the website to enable direct feedback. Interested in other marine heritage education programs near-shore. Interested in volunteer opportunities
- NOAA should consider having traveling exhibits about the sanctuary and artifacts
- Interested in developing K-12 education programs about the shipwreck. Need to create an awareness of how important the site is for our history. Programs should be close to the coast. Need grassroots support for programs. With commercial and recreational fishing there are misperceptions about the marine sanctuary program. Fishers need to know that they won't be limited by the site. Misinformation at the docks is a problem. Consider establishing a shipwreck trail to attract tourists for the Graveyard of the Atlantic. There is a lack of knowledge about the site and a lack of accessibility. Add a *Monitor* or Civil War experience to eco-tourism activities for divers and non-divers.
- Likes the idea of historic shipwreck trail
- A land-based *Monitor* trail should be considered to help educate people who are non-divers. It could be a south east coast shipwreck trail with dive slates that could be available to the interested public
- The *Monitor* Center at the Mariners' Museum needs to be better advertised. There is a lack of awareness of the site beyond the region

- In terms of human remains, there are ways to humanize the wreck to inform people about those who died when the vessel sank. It has been shown that exhibits such as this are very popular
- While there is talk about making the site more accessible, most people don't realize that they can't dive there because of the depth
- Dive operators need materials to educate their divers
- Military Craft Act is very clear that you can't take things from military crafts, and as a dive boat operator, you should educate divers to the law. Education is important and partnering with others such as PADI (Professional Association of Diving Instructors) and adding this to the curriculum as divers are taught would be beneficial
- Would like to see some *Monitor* artifacts here in the local community. Maritime Museum is expanding and there might be a possibility to display some of the current artifacts
- There is a lack of interpretive information on wreck sites. There is little collective marketing power. Would like to see NOAA come in and build an awareness of the cultural resources that are off the coast through kiosk, museums, and other venues. There is nothing comparable to the *Monitor* Center
- Focus more effort on public education beyond the immediate community
- Info about the sanctuary needs to be made available on the internet so more people can learn about it.
- Exhibits and TV/video programs are a way to get more information out about the *Monitor*. Lots of people don't realize how close the war got to the coast
- Providing more information and education about the importance of shipwrecks would be more beneficial (in this area) than expanding the sanctuary or creating a new sanctuary
- Expansion of the partnership between *Monitor* NMS and Mariners' can be strengthened. There are people in the interior of our country that might want to know more about the *Monitor* but cannot get here, so there should be better outreach. Videoconferencing might be a solution.
- With the 150th anniversary coming up, there is going to be an increased awareness of the *Monitor*.
- Should have something that helps visitors know the status of the *Monitor*...are they still diving the wreck site, is the Navy still diving the site, are they going to bring up more stuff, is there anything else down there, are they going to recover more artifacts?
- Would like to do more with NOAA with the IVC programs. They have the ability to do mobile programs so the students can see the tanks and conservation, etc
- produce a DVD with information about the battles in our area
- It is clear from the public scoping meeting I attended that the public is either ill-informed or paranoid about a Federal presence in NC waters
- I think it is particularly important that products such as pamphlets, maritime heritage trails (signage, iPod tours, other innovative etc...), as well as diver cards and popular books (including waterproof books and "coastal atlases") should feature prominently in the mission of the *Monitor* sanctuary (whether expanded or

not). All too often maritime archaeologists do not get the word of their very good work out to the community

EXPANSION

Summary: Those who support expansion do so because: it will protect historically significant wrecks from illegal salvage, wrecks are part of cultural heritage, it will protect dive business, maritime and archaeological research will result in money for NC. However, some supporters do not want restricted access to sites. Those who do not support expansion believe that expansion will be detrimental to economy due to the restricted fishing and diving access.

Comments Received During Scoping

- Expand the sanctuary to protect additional wrecks that are being damaged by illegal salvage.
- Wrecks are part of the cultural heritage of the community and must be protected.
- Two Coast Guard wrecks off this coast that are sitting on the bottom offshore need to be looked at to assist with preserving the wrecks, including expansion of the sanctuary.
- Expansion of the sanctuary might help protect the wrecks
- NOAA's involvement with shipwrecks off the North Carolina coast should be considered.
- Need to protect the wrecks off the North Carolina coast to preserve their historical value
- Management and expansion of the sanctuary could provide job security for staff
- The good dive companies want the wrecks protected for the safety of their customers and to protect their businesses
- Providing more information and education about the importance of shipwrecks would be more beneficial (in this area) than expanding the sanctuary or creating a new sanctuary
- Don't expand the Sanctuary. Likes the status quo
- With the exception of the *Monitor* and the U-boats, don't limit access or include any other sites in the Sanctuary. To do so would impact fishers and divers to the detriment of the local economy
- Concerned that there are no guarantees that expanding the sanctuary won't have consequences that are unforeseen and would be detrimental to the economy of the villages. If NOAA wants to have any other plans, they should be preserving the government vessels, and the U-boats
- There is no reason or need to expand the sanctuary. The site is deteriorating
- Concerned that future regulations would be too restrictive. The Park Service has expanded regulations and there is a fear that NOAA might do the same. Any expansion could include future fishing restrictions
- There would have to be a consensus among the community to add areas to the sanctuary

- I am submitting this written comment in opposition to including any other nearby wreck sites in the NMS, or any expansion of said NMS. Economic impacts would be catastrophic. However, expansion may have merit if vessels were all protected with the same time and effort that the Monitor has been
- I am against the expansion of any Marine Sanctuaries, especially in the proximity of Cape Hatteras National Seashore Recreational Area. We are already under assault from land. Limit our off shore fishing and what's next
- I would strongly urge you to give careful consideration to the establishment of a Battle of the Atlantic Maritime Sanctuary for these and the other U-Boat wrecks off the U.S. East Coast: U-85, U-352, U-701, U-869, U-853, U-215, U-1105, and U-2513
- It is very important to consider EXPANSION of the *Monitor* sanctuary to cover a larger array of historic vessels off the North Carolina coast. I think the themes of the “Graveyard of the Atlantic” or the “Battle of the Atlantic” are good thematic approaches for doing this
- Boiled down to one crude formula, if done properly, *the support of maritime archaeological and historical research off NC = \$\$\$ for coastal Carolina*
- I emphatically oppose any enlargement of the Monitor Sanctuary. It seems to me that since the present Management Plan has been used most successfully for the past 20+ years, that it appears not to be broken.
- I believe that NOAA Sanctuary has the ability to be good stewards of these wrecks if:: 1) Divers are allowed open access to these sites as they are the conservation monitors., 2) Education of the dive community and public is vigorously continued and promoted., 3) Mooring apparatus is installed and maintained at needed sites such as the important warcraft sites.
- As a scuba diver I support the mission of NOAA to protect and preserve the historical ship wreck US Monitor. I would also like to express my support of NOAA in their efforts to protect significant Military War Sites most of which are War Graves.
- I support the mission of NOAA to protect and preserve the historical ship wreck US Monitor. I would also like to express my support of NOAA in their efforts to protect significant Military War Sites most of which are War Graves. I feel the protection of these sites and others like them is a just and reasonable mission that should be undertaken. I must state that while I am in favor of the protection of these wrecks I am not in favor of restricting access to them. I do support site protection and enforcement of the current laws.
- I am in support of the concept of expanding the Monitor Sanctuary to encompass other cultural resources in the Grave Yard of the Atlantic. I am not in support of restricting access to these resources. I do believe you can do both.

ARCHAEOLOGY

Summary: Additional areas for archaeological research should include the Captain’s cabin and stateroom, the paymaster’s cabin and various areas along the main deck where the store rooms were located. It has been suggested multiple times that more artifacts should be brought up for conservation purposes and for the public to see. Continued

archaeological research on the remaining wreck is necessary including corrosion analyses. Other comments suggested the inclusion of PADI divers in the archaeological process and the exploration of other wreck sites.

Comments Received During Scoping

- Corrosion analyses are needed
- Wrecks are part of the cultural heritage of the community and must be protected.
- Concerned about damage from grappling on the wrecks
- Artifacts should be brought up for people to see
- Additional salvage on the *Monitor* may be needed because recreational divers can't see what is there
- The best way to preserve artifacts is to bring them up and put them in museums for future generations
- Two Coast Guard wrecks off this coast that are sitting on the bottom offshore need to be looked at to assist with preserving the wrecks, including expansion of the sanctuary.
- Need to explore options to document the current condition of the wrecks
- Criteria for determining the significance of wrecks need to be very clear
- PADI's Project Aware could be useful at the *Monitor* to incorporate divers at the archaeological level
- Build a structure to protect the wreck and study what is there
- There is so much stuff still down there that we would like to see more items recovered
- Maybe NOAA could explain in the management plan what they are going to do with the wreck.
- Survey has been done and it identifies some of the ironclads and other ships on the James River. There might be some iron still in the river and it could be of interest to try to recover some of it. If the State of Va. had the money there are probably people interested in doing something about the Civil War wrecks that have not been examined. We could maybe do a site survey assessment and to start recovering things if cost is not too prohibitive.
- In those cases where it is possible, I also agree with the extraction and preservation of artifacts for display in public museums so everyone can appreciate and learn from them, such as was done with the *Monitor's* turret.
- There are significant areas within the wreck where on-site archaeological research would provide important information on the ship and its officers and crew. These include the Captain's cabin and stateroom, the paymaster's cabin and various areas along the main deck where the store rooms were located. A list of other essential structures that should have priority for recovery should now be compiled. This list would include the pilot house, the anchor windlass, a toilet, the turret donkey engines and gearing, and of structural importance the main bulkhead, including the turret support bracing. Other important structures would include the partial recovery of a piece of the armor belt and wooden support, and a piece of the composition metal ring upon which the turret rested

HUMAN REMAINS

Comments Received During Scoping

- Concerned about human gravesites at wrecks.
- In terms of human remains, there are ways to humanize the wreck to inform people about those who died when the vessel sank. It has been shown that exhibits such as this are very popular

PERMITTING/ACCESS

Summary: A few comments focused on the fact that the MNMS is too restrictive and the permitting process is unclear. Many people do not want restricted access to the site, but want resources to be protected. Some suggestions include: alternatives for anchoring such as mooring buoys, sub-surface buoys, or a ranger program. Other members of the public like the way the Monitor is currently being managed and would like to see NOAA enforce laws at other wreck sites as well.

Comments Received During Scoping

- Need moorings, perhaps seasonal, at other wrecks
- Additional regulations are not necessarily needed for any of the wrecks in this area. If additional regulations are established, they should be for near-shore wrecks.
- Determine what can be done to protect wrecks under the cultural heritage acts.
- If the artifacts can't be conserved, they need to be protected.
- Don't stop people from diving the sites, but protect the resources
- Cultural resources are limited and as they are destroyed they cannot be replaced. We need to be responsible stewards and protect them in whatever way we can. We don't want to shut them off to protect them, but the resource just like a forest is important to us, so we can't allow people to do whatever they want to do. It's a small percentage of people destroying wrecks, but we need to protect them.
- We need some kind of ranger program. If someone puts "trophy" up doesn't mean anything to anyone other than the person who took it
- NOAA should enforce laws in place to protect military wrecks off the coast. The military vessels are being damaged by divers to the point where the sites are being degraded to the extent that there is very little left.
- Irresponsible anchoring is a problem at the wrecks. A non-invasive mooring system would help dive charters. A sub-surface buoy system that would not impact fishers should be considered.
- Public access is an issue with local dive community. It should be freer to dive the wreck of the *Monitor*.
- Wording in the permitting process is misleading and feels that the communication of the actual intent of the regulations is not clear

- The *Monitor* is too restrictive
- Anchoring can damage wreck sites, and he is concerned that it can do significant damage. Salvage of ship wrecks of great historic shipwrecks should not be allowed to remove materials from the site.
- Not for restrictive access
- *Monitor* is much too restrictive for diver access. Do not want to see other sanctuaries expand to also be as restrictive as the *Monitor*. He wants unrestricted access. No need for protection for wrecks
- Mooring balls can restrict access
- Concerned about how to anchor on the *Monitor* and other wrecks. Concerned about how much damage is being done to the wrecks when boats drag anchors across wreck site. Would like to see mooring balls
- Justify how the government isn't here to restrict the activities of divers
- Clarify the permit process, that you can obtain a permit for an otherwise prohibited activity.
- Need to keep monitoring the site – if deterioration continues, then NMS should keep public away.
- NMS doing a great job with managing the *Monitor* at this time
- Happy with the permitting process. You have done a great job managing the site
- Against limiting access to wrecks in the area.
- With the exception of the *Monitor* and the U-boats, don't limit access or include any other sites in the Sanctuary. To do so would impact fishers and divers to the detriment of the local economy
- Concerned about anchoring limitations. Mooring buoys are not maintained in a timely fashion, which could impact his business. Buoys are lost in storms
- Concerned that future regulations would be too restrictive. The Park Service has expanded regulations and there is a fear that NOAA might do the same. Any expansion could include future fishing restrictions
- The wreck of the *Monitor* should be open to the diving public
- make it clearer (dare I say, "open up") the way that the public can dive on USS *Monitor*, or that there is a need for another (better?) campaign (or approach) at educating divers regarding how they might be able to dive the site (i.e. the current permitting arrangements).
- While I do not support restricted access to most of these sites, I do support site protection and enforcement of the current laws

CONSERVATION

Summary: Public commented that additional artifacts should be recovered, and more money should be allotted for conservation. Multiple organizations should be involved in conservation process if necessary.

Comments Received During Scoping

- Wrecks are part of the cultural heritage of the community and must be protected.
- Concerned about damage from grappling on the wrecks

- Artifacts should be brought up for people to see
- Additional salvage on the *Monitor* may be needed because recreational divers can't see what is there
- The best way to preserve artifacts is to bring them up and put them in museums for future generations
- Concerned the budget limitations will hamper conservation of artifacts. More money is needed to allow for conservation
- Artifacts need to be conserved by other organizations if appropriate
- Would like to see some *Monitor* artifacts here in the local community. Maritime Museum is expanding and there might be a possibility to display some of the current artifacts

Appendix B

Monitor National Marine Sanctuary Advisory Council

Recommendation on Expansion

The Advisory Council of the Monitor National Marine Sanctuary recognizes that the waters off of coastal North Carolina contain a unique collection of shipwrecks, which document over 500 years of our nation's maritime past, and further acknowledges that these shipwrecks are of great significance to the people of the United States.

The Monitor National Marine Sanctuary Advisory Council therefore recommends that the Office of National Marine Sanctuaries evaluate and assess an expansion of the Monitor National Marine Sanctuary or the designation of an entirely new National Marine Sanctuary to protect, manage and interpret additional shipwrecks and other potential maritime heritage resources that exist in the adjacent waters of North Carolina in an area known as the Graveyard of the Atlantic.

Such an evaluation should be accomplished in a way that assures continued public access and takes into consideration the potential effects of an expanded area on all users including divers, fisherman (charter, recreational, and commercial), boaters, and the local communities near the sanctuary. If an expansion is pursued, it should be based on the management model adopted by the Thunder Bay National Marine Sanctuary in terms of open access for all and focus on the maritime heritage resources within any proposed sanctuary boundary. The advisory council strongly encourages the Sanctuary Program to work with all stakeholders as they evaluate this proposal.