

Battle of Hampton Roads 155 Years Ago



Painting of the Battle of Hampton Roads by J.O. Davidson. Courtesy of The Mariners' Museum. Color enhancement and layout design by McIntosh, NOAA

Battle of Hampton Roads

Ordered to Hampton Roads, Virginia, the USS *Monitor* arrived on the evening of March 8, 1862. The scene that greeted her crew that evening was horrifying. Earlier that day, the Confederate ironclad CSS *Virginia* had wreaked havoc on the Union fleet sending the USS *Cumberland* to the bottom and setting the USS *Congress* blazing. The prediction that a "single ironclad, in the midst of a hostile wooden fleet, would resemble a lion amid a flock of sheep" had proven correct.

As the *Monitor* anchored at 9:00 PM, Lt. Worden, *Monitor's* Captain, was ordered by Captain Marston aboard the USS *Roanoke* to defend the USS *Minnesota*. The brightly burning *Congress* lit up the night sky and provided a beacon that guided the *Monitor* towards the *Minnesota*. The atmosphere of gloom was overwhelming.

At about 8:00 AM, on Sunday, March 9, 1862, the *Virginia* once again steamed out to re-engage the stranded *Minnesota*. Signals passed between the Union

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ships at anchor, but before Captain Van Brunt of the *Minnesota* could send any official instructions to Worden, the *Monitor* was already underway and steaming out to meet the *Virginia*. No instructions were necessary. As the *Monitor* steamed out to meet the *Virginia*, the *Virginia* fired upon the *Minnesota*. Captain Worden knew what to do and steamed as far as possible away from the *Minnesota* before engaging in the first battle where iron would meet iron.

For hours, the two armored warships fired upon each other, each side looking for their opponent's weaknesses. At times, the two vessels tried to ram each other, and the cannon shots bounced harmlessly off their iron armor. Almost four hours into the battle, a shot from the *Virginia* exploded against the forward side of the *Monitor's* pilothouse, temporarily blinding Worden. The *Monitor* pulled out of action to assess the damage to the ship. Lieutenant Catesby Jones, the *Virginia's* commander, saw the *Monitor* leave the battle and assumed it was badly damaged. Jones gave the order for the *Virginia* to return to the navy yard.

The *Monitor*, now under command of Lt. Samuel D. Green, left the shallow bay and steamed back into Hampton Roads to reengage the *Virginia*. Seeing the *Virginia* heading towards Norfolk, Greene assumed that the *Monitor* had seriously damaged the *Virginia* and that she was retreating from the fight. *Monitor* returned to the *Minnesota*.

Although, the Battle of Hampton Roads ultimately fought to a draw, the true significance of the engagement was that the era of the wooden warship was at an end. From that day forth, iron would forever rule the seas.



Left: Lt. John L. Worden, USS *Monitor* Commander during the Battle of Hampton Roads. Courtesy Naval History and Heritage Command

Below: Lt. Samuel D. Greene took command after Lt. Worden was injured. Courtesy of The Mariners' Museum



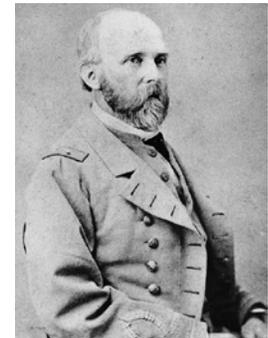
Left: Admiral Franklin Buchanan, Captain of CSS *Virginia* on March 8. Courtesy Naval History and Heritage Command



Below: Catesby ap Roger Jones took command of CSS *Virginia* after Buchanan was injured and led the ship during the Battle of Hampton Roads. Courtesy Naval History and Heritage Command



Left: Reenactors participating in the Battle of Hampton Roads. Photo courtesy of The Mariners' Museum



Battle of Hampton Roads Weekend at The Mariners' Museum

On Saturday and Sunday, March 4-5, 2017, The Mariners' Museum and Park will commemorate the Battle of Hampton Roads with a weekend full of family-friendly activities, living history encampments, special events, and lectures. This year, in addition to the Battle itself, the weekend will focus on minorities in the Civil War. Activities both outside and inside the museum will occur Saturday and Sunday and will include reenactors, living history encampments, cannon firing and blacksmithing demonstrations, and engaging educational lectures from historians and experts in the field. On Saturday evening at 6:30 p.m., Hampton Roads' top restaurants and caterers will prepare their best interpretations of 19th-century dishes during History Bites, a food-tasting event of historic proportions! For more information, visit [The Mariners' Museum](http://TheMarinersMuseum.com) website. **Be sure to check out our table at the event!**



Sign Dedication at *Monitor* – Merrimac Overlook Park

You are invited to attend the dedication of three new *Monitor* Trail Signs at the *Monitor* – Merrimac Overlook Park in Newport News, Virginia, on March 8. The dedication will begin at 11:00 am and will include officials from the City of Newport News, The Mariner's Museum and NOAA. For more information, check out the [calendar announcement](#).

National Marine Sanctuary Advisory Councils

National marine sanctuary advisory councils are community-based advisory groups established to provide advice and recommendations to the superintendents of the 15 sites on issues including management, science, service, and stewardship.

The more than 440 members, including alternates, represent a broad cross-section of the communities that lie adjacent to national marine sanctuaries and the Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve (Papahānaumokuākea Marine National Monument). These members represent such interests as conservation, education, research, fishing, whale watching, diving, and other recreational activities, boating and shipping, tourism, harbors and ports, maritime business, agriculture, and maritime heritage; and jurisdictional partners from local, regional, state, tribal, territorial and federal agencies.

Monitor National Marine Sanctuary Advisory Council

The Monitor National Marine Sanctuary (MNMS) established its Sanctuary Advisory Council (SAC or Council) in the fall of 2005. Since its establishment, the Council has proven to be a key mechanism for identifying and evaluating emergent or critical issues involving sanctuary use and resources. The Council is also vital to having an informed constituency, serving as a liaison between constituents and/or communities and the sanctuary, thereby increasing stewardship of the sanctuary. The Council's quarterly meetings provide a public forum for consultation and community deliberation on resource management issues affecting our underwater heritage and resources.

One of the Council's most important strengths is its diversity of membership. The Council consists of 21 members: 12 primary voting community members, one non-voting youth seat, and eight related governmental voting members.

The community seats represent a variety of regional interests and stakeholders, from recreational divers and anglers to maritime archaeologists and heritage tourism interests, among others. Government seats related to the sanctuary's mission include agencies within federal government, departments of the North Carolina and Virginia state governments, and local North Carolina government entities.

It is the expertise and experience of these individuals, particularly related to sanctuary resources and values, which combine to form a highly valuable collective body that is an effective resource for informed and timely sanctuary management.

- To view a list of Monitor NMS's current and former Council members, visit the [membership list](#) page.
- To view Monitor NMS Council members' biographies, visit the [membership bios](#) page.



Council members meet 2-4 times per year alternating between the Newport News, Virginia, office and North Carolina. Photo: Ricles, NOAA

Current Seats Represented on the Monitor National Marine Sanctuary Advisory Council

- Citizen-at-Large: Jim Tobin
- Conservation: Sarah Watkins-Kenney
- Economic Development: To be selected
- Education: David Sybert
- Heritage Tourism: Andre Nabors
- Maritime Archaeological Research: Nathan Richards
- Ocean Sports: Matt Landrum
- Recreational/Commercial Fishing: Ernal Foster, Jr.
- Recreational/Commercial Fishing: Anna Beckwith
- Recreational Diving: Debby Boyce
- Recreational Diving: Joe Poe
- The Mariners' Museum: John Quarstein (Alternate: Will Hoffman)
- Youth Seat: Gabriella Biava (Non-voting member)

Government Members & Alternates

- National Park Service: Dave Hallac (Alternate: To be appointed)
- N.C. Dept. of Natural and Cultural Resources, Office of State Archaeology: John Morris, III (Alternate: Stephen Claggett)
- N.C. Dept. of Environmental Quality: Michelle Duval (Alternate: To be appointed)
- N.C. Local (Town/City/County) Government: Charlie Burgess (Beaufort, NC) (Alternate: To be appointed)
- N.C. Local (Town/City/County) Government: Bobby Outten (Dare County, NC) (Alternate: Drew Pearson)
- U.S. Coast Guard: LCDR Patricia Bennett (Alternate: Kate Moore)
- U.S. Navy: Robert Neyland (Alternate: Alexis Catsambis)
- Virginia Department of Historic Resources: Greg LaBudde (Alternate: Mike Clem)

NOAA Moves to Conserve Shipwrecks in Two New Sanctuaries

Americans have an unprecedented (and limited - until March 31, 2017) opportunity to participate in the designation of two new national marine sanctuaries that protect over 200 years of maritime history and honor the people that risked their lives to better ours. Both the Mallows Bay-Potomac River and Wisconsin-Lake Michigan proposals center on preservation of maritime heritage and the potential for economic benefit as well as strengthened community partnerships.

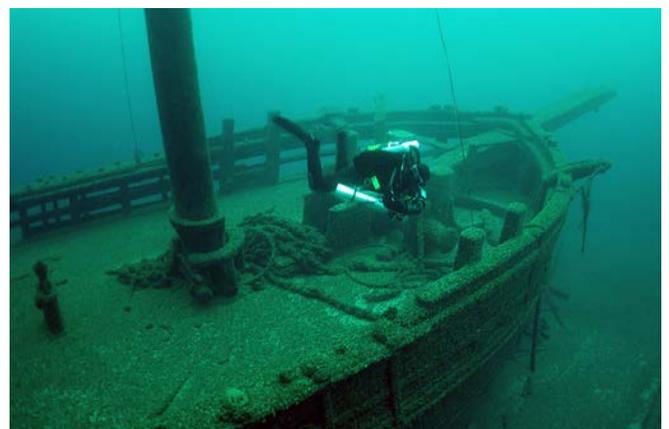
In Wisconsin, NOAA is proposing to designate a 1,075-square-mile area of Lake Michigan adjacent to Manitowoc, Sheboygan, and Ozaukee counties. In Maryland, NOAA is proposing a national marine sanctuary along a 52-square-mile stretch of the tidal Potomac River adjacent to Charles County.

The proposed Mallows Bay - Potomac River site in Maryland contains an extraordinary collection of more than 100 known and potential shipwrecks dating from the Revolutionary War through the present. The shipwrecks include the remains of the largest "Ghost Fleet" of World War I wooden steamships built for the U.S. Emergency Fleet, which are listed on the National Register of Historic Places. Their construction at more than 40 shipyards in 17 states reflected the massive wartime effort that drove the expansion and economic development of communities and related maritime service industries in the early 20th century.

In addition to its maritime heritage resources, Mallows Bay is a largely undeveloped landscape and waterscape identified as one of the most ecologically valuable in Maryland. While NOAA's proposed sanctuary regulations would focus only on the protection of the shipwrecks and associated maritime heritage resources, the structures provided by shipwrecks and related infrastructure serve as habitat for populations of recreational fisheries, bald eagles, and other marine species.

The proposed Wisconsin - Lake Michigan site would protect a nationally significant collection of shipwrecks in the Great Lakes. Archival and archaeological research indicates that the proposed sanctuary includes 37 known historic shipwrecks and about 80 potential shipwrecks yet discovered. Fifteen of the shipwrecks are preserved virtually intact with a high degree of hull integrity. The area also includes Wisconsin's two oldest shipwrecks dating to the 1830s.

Eighteen of the known shipwrecks within the proposed sanctuary are listed on the National Register of Historic Places. The shipwrecks in this proposed sanctuary represent a cross-section



Top to bottom: Mallows Bay in the Potomac River; Kayaker in Mallows Bay (Photo: Daryl Byrd, courtesy of MDNR); Diver in proposed Wisconsin site (Photo: Linda Chaloupka); Divers swims over two-masted schooner *Walter B. Allen*. (Photo: Tamara Thomsen, Wisconsin Historical Society)

of vessel types that played critical roles in the expansion of the United States and the development of the Midwest during the 19th and early 20th centuries. During this period, entrepreneurs and shipbuilders launched tens of thousands of ships of many different designs, with eastbound ships carrying grain and raw materials, and westbound vessels carrying coal, manufactured goods, and settlers.

These proposed sites would protect and interpret these historic maritime heritage resources, foster partnerships with education and research partners, and increase opportunities for tourism and economic development.

NOAA has published the draft proposals in the Federal Register. Public comments will be accepted through March 31, 2017. We invite the public to submit comments online or by mail, as well as oral comments at public hearings. NOAA will then review all the public comments and make a final decision about these two proposed national marine sanctuaries. We look forward to hearing from you!

For more information about the proposed sites and how to comment:

[Mallows Bay - Potomac River](#)

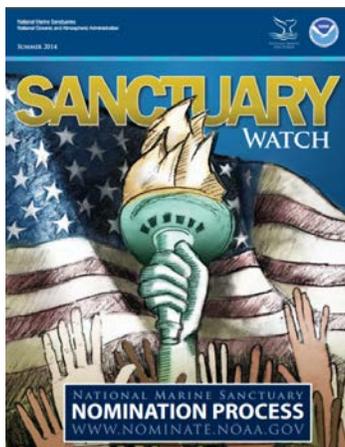
[Wisconsin - Lake Michigan](#)

Sanctuary Nomination Process

For the first time in two decades, NOAA invites communities across the nation to nominate their most treasured places in our marine and Great Lakes waters for consideration as national marine sanctuaries.

In response to ongoing widespread interest from the public, NOAA has launched a new, locally driven sanctuary nomination process developed with input from more than 18,000 public comments. Throughout the nomination process, NOAA will be available to answer questions and provide guidance to nominating communities and other interested parties. NOAA will also update nominators on the progress of the agency's review of their nomination

Click to learn more about the [Sanctuary Nomination Process](#).



[Click here](#) to download a PDF copy of the 2014 *Sanctuary Watch* that details the nomination process and more.

ANCHOR Partners

The ANCHOR (Appreciating the Nation's Cultural Heritage and Ocean Resources) program is an outreach and conservation initiative with a mission to work in partnership with dive businesses and charter operators to reduce human impacts on shipwrecks and other maritime heritage resources.

Monitor National Marine Sanctuary is committed to working with the state, local community, and divers to preserve and promote North Carolina's maritime heritage. One of the most powerful ways to protect North Carolina's shipwrecks for future generations is by educating local businesses on the value of shipwrecks as historic and economic resources and giving them tools to interact with them responsibly.

To learn more about the ANCHOR program, visit <http://monitor.noaa.gov/involved/anchor.html>.

Current ANCHOR Operators



Click to visit [Discovery Diving's](#) web site



Click to visit [Roanoke Island Outfitters and Dive Shop's](#) web site



Click to visit the website for [Rum Runner Dive Shop](#)



Click to visit the website for [Under Pressure Diving](#)

For information on how to become an ANCHOR operator, contact Tane Casserley at Tane.Casserley@noaa.gov.



Echoes from the Deep: Investigating an American WWII Naval Battlefield

In January, over 300 guests attended The Mariners' Museum's first lecture in the [spring lecture series](#), *Echoes of the Deep*, featuring Monitor National Marine Sanctuary staff. The lecture focused on the importance of our nation's maritime heritage resources off North Carolina's coast associated with World War II. *Monitor* staff gave an overview of the August 2016 expedition that explored the deep-water shipwreck sites of the German U-boat, [U-576](#), and the merchant freighter, [SS Bluefields](#). The two ships sank off the North Carolina coast in July 1942, during the battle of KS-520. Their locations remained unknown until 2014, when NOAA and partners discovered their final resting place lying just 240 yards apart in 750 feet of water off Cape Hatteras. This past summer in August, NOAA and partners put submersibles on the wreck sites to get the first glimpses of the shipwrecks in 74 years.

The lecture highlighted exciting new images and video of the two sites attained by using the submersibles. The two-person submersibles were used also to acquire laser scans and photogrammetry. The data were used to create models of the shipwrecks and to virtually raise them from the seafloor. The virtual models will help NOAA share this history with the public and shed light on a little known chapter of World War II.

For more information about North Carolina shipwrecks associated with World War II's Battle of the Atlantic, visit our [website](#).

Upcoming Outreach Events

Here are some of the dates for future outreach events. Mark your calendar and be sure to join us!

- March 4-5: Battle of Hampton Roads Weekend at The Mariners' Museum (See page 2)
- March 8: Sign Dedication (See page 2)
- April 8: Triangle SciTech Expo at North Carolina Museum of Natural Science in Raleigh, N.C.
- May 20: Anniversary of Drewry's Bluff battle at Richmond National Battlefield Park (NPS)
- October 7: NC Seafood Festival at Morehead City, N.C.
- October 21: Outer Banks Seafood Festival in Nags Head, N.C.

For more information contact: Shannon Ricles at shannon.ricles@noaa.gov or visit the [calendar section](#) of our website.



NOAA's Maritime Archaeologist and the expedition's Chief Scientist, Joe Hoyt, shares findings from the expedition to document and survey U-576 and SS *Bluefields*. Photo: Ricles, NOAA



Before the lecture, invited guests attended a reception to meet *Monitor* staff and to view some of the data collected from North Carolina shipwrecks. Photo: Ricles, NOAA

Meet Your Sanctuary Staff

Dave Alberg became the Sanctuary Superintendent for Monitor National Marine Sanctuary in 2005. As Superintendent, Dave serves as the manager for the sanctuary and as the primary point of contact between NOAA and partnering organizations, such as The Mariners' Museum where thousands of USS *Monitor* artifacts are being conserved. Dave has an extensive background in cultural resource management, museum work and exhibit development, working on a number of high-profile museum projects.

In 1992, Mr. Alberg began his museum career as the first curator for the Virginia Air and Space Center in Hampton, Virginia. He went on to serve as the Director of Exhibits and Collections for the U.S. Space & Rocket Center in Huntsville, Alabama. Most recently, he served as the Deputy Director for Nauticus in Norfolk, Virginia, where he was instrumental in the expansion of the NOAA@Nauticus partnership.

Preserving our nation's history has always been a passion for Dave. During his career, he has been involved in the development of a curation strategy for the Hanford Nuclear Reservation in conjunction with the Department of Energy and led a major effort to preserve the Apollo One spacecraft that was involved in the 1967 Apollo fire that took the lives of astronauts Virgil I. Grissom, Ed White, and Roger Chaffe.

As Superintendent for Monitor National Marine Sanctuary, Dave continues the work of protecting and preserving the history of the USS *Monitor*, works to assure that the remains of the USS *Monitor* are preserved for future generations; and works to promote and expand the work of the National Marine Sanctuary Program. Dave is retired from the United States Navy Reserve, and he holds a bachelor's degree in Museum Studies from George Mason University and a master's degree in Museum Education from the College of William and Mary.



Top: Dave Alberg presents Dr. Susan Langley a plaque of appreciation for her years of dedicated service to the Monitor National Marine Sanctuary Advisory Council as the Archaeological Research Council seat. Photo: Ricles, NOAA
Bottom: Dave Alberg and Tane Casserley lay a wreath at the National World War II Memorial in Washington, DC. Photo: NOAA

National Oceanic and Atmospheric Administration
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