

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: USS YP-389 (shipwreck and remains)

Other names/site number: COHASSET, USS AMC-202

Name of related multiple property listing:

World War II Shipwrecks along the East Coast and Gulf of Mexico

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

2. Location

Street & number: Offshore

City or town: Offshore - Hatteras State: Offshore - NC County: Offshore - Dare

Not For Publication: x Vicinity: x

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination x 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 at the following level(s) of significance:

 x national statewide local

Applicable National Register Criteria:

 x A B C x D

Signature of certifying official/Title:	Date
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

USS YP-389, (shipwreck and remains)
Name of Property

Offshore Dare, NC
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. 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

USS YP-389, (shipwreck and remains)
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Number of Resources within Property

(Do not include previously listed resources in the count)

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 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION – WATER RELATED

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

USS YP-389, (shipwreck and remains)
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7. Description

Architectural Classification

(Enter categories from instructions.)

N/A _____

Materials: (enter categories from instructions.)

Principal exterior materials of the property: N/A _____

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

See Continuation Sheets

Narrative Description

See Continuation Sheets

USS YP-389, (shipwreck and remains)
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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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

USS YP-389, (shipwreck and remains)
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Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

MILITARY

ARCHAEOLOGY - HISTORIC

Period of Significance

1942

Significant Dates

2/6/1942 (acquired by U.S. Navy and converted for military use)

March-June 1942 (operated as coastal minesweeper & district patrol craft off U.S. East Coast)

6/19/1942 (sank)

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

Bethlehem Steel Company, Quincy MA

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

See Continuation Sheets

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

See Continuation Sheets

USS YP-389, (shipwreck and remains)
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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

See 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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: National Archives, College Park, MD; NOAA Monitor National Marine Sanctuary; North Carolina's Underwater Archaeology Branch; East Carolina University's Program in Maritime Studies; University of North Carolina's Coastal Studies Institute; Navy History and Heritage Command

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Information in section 10 "Geographical Data" including Map 01 and 02 should be redacted or withheld under the National Historic Preservation Act Section 304.

Acreage of Property 61.77635

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

USS YP-389, (shipwreck and remains)
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(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | | | |
|--------------|-----------|----------|-----------|-----------|
| 1. Zone: 18N | Easting: | 456,145 | Northing: | 3,853,355 |
| 2. Zone: 18N | Easting: | 456,645 | Northing: | 3,853,355 |
| 3. Zone: 18N | Easting: | 456, 145 | Northing: | 3,852,855 |
| 4. Zone: 18N | Easting : | 465,645 | Northing: | 3,852,855 |

Verbal Boundary Description (Describe the boundaries of the property.)

USS YP-389 lies 23.8 nautical miles offshore of Cape Hatteras, North Carolina at a depth of 300 feet. The vessel's remains are in United States' Federal waters within the contiguous zone. North American Datum 1983 UTM Zone 18N coordinates for USS YP-389 (shipwreck and remains) are 3,853,105 North x 456,395 East. This location marks the center of the property. The 61.77635 acre site (a square 500 meters per side with boundary coordinates: northwest corner 3,853,355 N x 456,145 E; northeast corner 3,853,355 N x 456,645 E; southwest corner 3,852,855 N x 456,145 E; southeast corner 3,852,855 N x 456,645 E) includes the main hull structure and debris field surrounding the vessel. See Map 01 and 02 for locational details.

Boundary Justification (Explain why the boundaries were selected.)

The USS YP-389 boundary encompass the footprint of its articulated remains within a square (500 meters per side) to capture disarticulated remains and artifacts that are separated from the main structure. Surveys conducted by the National Oceanic and Atmospheric Administration's (NOAA) Office of National Marine Sanctuaries revealed the extents of the centralized structure surrounded by scattered debris set apart from the main structure.

USS YP-389, (shipwreck and remains)
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11. Form Prepared By

name/title: Deborah Marx and Joseph Hoyt, Maritime Archaeologists
organization: NOAA/Office of National Marine Sanctuaries
street & number: 1305 East West Hwy Building: SSMC4
city or town: Silver Spring state: MD zip code: 20910
e-mail Deborah.Marx@noaa.gov
telephone: 781-545-8026 ex 214
date: 2/1/16

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photo Log/Index of Photos

Note: Photos 001 through 005 are embedded within the determination of eligibility text and labeled as Figure 001, Figure 002, etc.

Name of Property: USS YP-389 (shipwreck and remains)

City or Vicinity: Offshore - Hatteras

County: Offshore - Dare

State: Offshore - NC

Photographer: NOAA Monitor National Marine Sanctuary

Date Photographed: 2012

Description of Photograph(s) and number: Sketch map of USS-YP-389's wreck site (not to scale). Photo 001. 1 of 5.

Name of Property: USS YP-389 (shipwreck and remains)

City or Vicinity: Offshore - Hatteras

County: Offshore - Dare

State: Offshore - NC

Photographer: NOAA Monitor National Marine Sanctuary

Date Photographed: 2009

Description of Photograph(s) and number: One of USS-YP389's portholes on the seafloor Photo 002. 2 of 5.

Name of Property: USS YP-389 (shipwreck and remains)

City or Vicinity: Offshore - Hatteras

County: Offshore - Dare

State: Offshore - NC

Photographer: NOAA

Date Photographed: 2009

Description of Photograph(s) and number: Multibeam sonar image showing the location of USS YP-389 circled in red Photo 003. 3 of 5.

Name of Property: USS YP-389 (shipwreck and remains)

City or Vicinity: Offshore - Hatteras

County: Offshore - Dare

State: Offshore - NC

Photographer: NOAA Monitor National Marine Sanctuary

Date Photographed: 2009

Description of Photograph(s) and number: Plan view mosaic of USS YP-389 taken from ROV imagery Photo 004. 4 of 5.

Name of Property: USS YP-389 (shipwreck and remains)

City or Vicinity: Offshore - Hatteras

County: Offshore - Dare

State: Offshore - NC

Photographer: U.S. Coast Guard

Date Photographed: 14 February 1942

Description of Photograph(s) and number: COHASSET at the Brooklyn Navy Yard awaiting its conversion into military service. Courtesy of the National Archives and Records Administration. Photo 005. 5 of 5

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USS YP-389 (shipwreck and remains)
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Section 7 – Description

SUMMARY

The shipwreck site of USS YP-389, also known historically as the COHASSET or USS AMC-202, is the remains of the converted and militarized fishing trawler sunk during World War II off North Carolina by German U-boat *U-701* on 19 June 1942 after an hour and a half long surface engagement. USS YP-389 had an overall length of 102.5 feet long by 22.1 feet in beam with a draft of 10.6 feet. The vessel, designed and built originally as a fishing trawler in 1941, was adapted for military service by the U.S. Navy in 1942 and sent off to support American naval operations first off New York and then off the Outer Banks, North Carolina. USS YP-389 was ultimately sunk, with the loss of six of its twenty-four man crew, by a torpedo fired from *U-701* in June 1942. USS YP-389's wreck site sits in over 300 feet of water over 20 miles from shore off Cape Hatteras, North Carolina. Its extant remains consist of its hull framing, deck structures, fishing gear (steam trawl winch and trawl gallows), propulsion components (engine, propeller, and drive shaft), vessel hardware, military equipment (3-inch 23-caliber deck gun and possible remnants of depth charge racks), and other associated artifacts. The vessel's longitudinal orientation runs nearly north to south. The vessel's propulsion machinery and rudder clearly identify the stern at the north, and the bow is defined by the location of the bow-mounted deck gun at the south.

SETTING

USS YP-389 sits in an upright orientation and is partially buried in a sandy bottom in over 300 feet of water 23.8 nautical miles off the coast of Cape Hatteras, North Carolina in an expanse of ocean often referred to as the Graveyard of the Atlantic due to the number of ships that have been lost in these waters. The strength of ocean currents on the site varies widely from nearly imperceptible to very swift. Depending on the current, visibility also varies, but commonly ranges around 40 feet. Summer water temperatures range between 70-80° F, and winter temperatures are typically in the low to mid-60's F. The shipwreck's vertical relief is in stark contrast to the surrounding featureless sandy seafloor. Its structure serves as hard substrate for encrusting marine organisms and provides shelter for many species of marine life.

DESCRIPTION: ARCHAEOLOGICAL REMAINS

USS YP-389's contiguous remains retain the overall shape and size of the vessel as constructed. The shipwreck remains are 102 feet (31.09 m) long by 22 feet (6.71 m) wide. Depending on sediment buildup and location along the longitudinal axis of the vessel, the site has at least 10 feet (3.05 m) of vertical relief above the surrounding sediment as confirmed by a remotely

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operated vehicle (ROV) and multibeam sonar survey. The site's longitudinal axis is oriented nearly north south with the vessel's bow (at the south) and stern (at the north) both easily identified by the location of associated fittings and features (see Figure 001). USS YP-389's rudder and propeller are intact at its stern and the bow's stempost is present and visible.

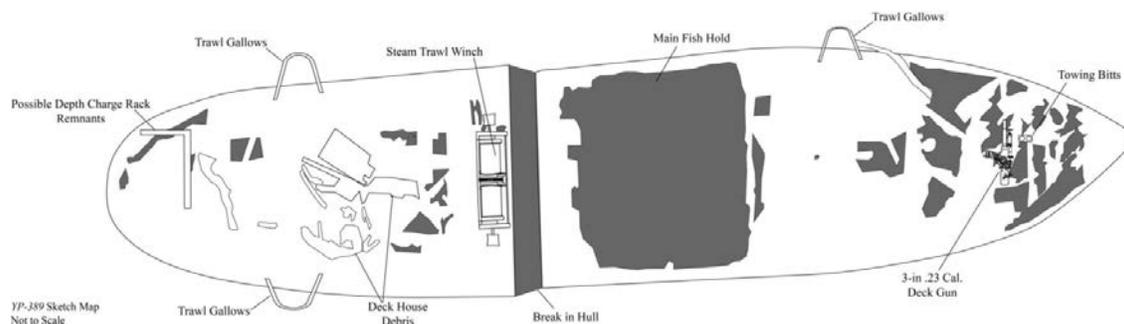


Figure 001. Sketch of the USS YP-389's remains (NOAA Monitor National Marine Sanctuary).

Although many of USS YP-389's steel outer hull plates have fallen off into the sand, the vessel's framing remains intact and maintains the vessel's original shape. The missing hull plates enables an examination of the vessel's inside compartments including its hold and engine room. This perspective allows constructional elements, artifacts, and other material culture remains to be viewed and studied in situ without requiring the site to be disturbed.

Along with retaining the site's overall shape, USS YP-389's intact steel frames continue to hold its decks in place. Although much of the vessel's superstructure and deckhouses have collapsed, artifacts and constructional elements associated with these structures have accumulated on the remaining decks and inside the hull. The vessel's remains include features from its first life as a fishing vessel such as a set of gallows frames on each side and a large trawl winch which would have sat just forward of the deck house. Evidence of USS YP-389's use as a military asset can be discerned by a 3-inch 23-caliber deck gun and its mount at the bow. Additional components of USS YP-389 lie on the seafloor surround the vessel including at least one porthole (see Figure 002).

Although USS YP-389's three sister vessels, also built by the Bethlehem Steel Company's Fore River Ship and Engine Company in Quincy, Massachusetts, were also converted from trawlers into armed patrol vessels during World War II, a brief history of each of these vessels reveals why USS YP-389's remains the best representative example of these small converted fishing trawlers. The three sister fishing vessels of USS YP-389, ex. COHASSET, were listed as 110 foot class trawlers and were given the names *Lynn*, *Salem*, and *Weymouth* (Bethlehem Steel

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Figure 002. One of USS-YP389's portholes on the seafloor (NOAA Monitor National Marine Sanctuary).

Company [1925-63]; *Christian Science Monitor* 1941b:5; Sarcone and Rines [1975]:1; Colton 2012). The search for suitable vessels caused each of the sister vessels to be pressed into military service during World War II. *Salem* and *Lynn* both became naval vessels originally designated as small coastal minesweepers USS AMc-200 and USS AMc-201 respectively before being designated as yard patrol vessels USS YP-387 and USS YP-388 (Bethlehem Steel Company [1925-63]; Headquarters Fifth Naval District 1942:9; Colton 2012; Radigan 2012a; 2012b; 2012c). *Weymouth* would become a United States Coast Guard vessel with the designation of WYP-168 and the name *Aklak* (United States Coast Guard [USCG] [2012]). YP-387's (*Salem*) career would end ingloriously as it sank on 20 May 1942 after colliding with the collier SS *Jason* off Cape May, New Jersey and was demolished as a hazard to navigation in 1947 (Freeman 1987:315; Bartholomew and Milwee, Jr. 2010:202).

USS YP-388 (*Lynn*) and WYP-168 (*Weymouth*) both survived through World War II and were eventually decommissioned, disarmed, and returned to the Boston fishing fleet with their original names. Although, *Lynn* sank after a collision with the C-2 type tanker *Ventura* in 1951, it was raised in 1952, repaired, and reentered the fishing fleet (USCG 1953; United States Treasury Department Bureau of Customs 1955:210, 554, 627; Colton 2012; Radigan 2012a; 2012b; 2012d; USCG [2012]). It is due to the demolition of the wreck of USS YP-387 and the decommissioning and demilitarization of USS YP-388 and WYP-168 that the archaeological remnants of USS YP-389 represent the best surviving example of this class of converted fishing trawler. USS YP-389's remains still retain elements of its construction as a fishing vessel, including its trawl winch and gallows frames, yet the militaristic elements of the site including

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the deck gun, possible remnants of the depth charge racks and other war-related material highlight its dissimilarity from other fishing trawlers.

Unlike many other shipwreck sites off the coast of North Carolina, USS YP-389's remains were only recently discovered in deep water and have never been accessed by recreational or technical scuba divers. This means that human induced site impacts are minimal and that cultural artifacts associated with the shipwreck most likely remain on the site. Artifacts that were seen on the site during an ROV investigation in 2009 included elements that are often recovered from sites by souvenir hunters such as portholes, deck lights, armament and various brass items. The depth of water in which the vessel sank prevented USS YP-389 from being demolished as a hazard to navigation and has kept the site from being heavily impacted.

SITE INVESTIGATIONS

Almost immediately after sinking, USS YP-389 became a distant memory and was not located during World War II or in the years following. The vessel's exact sinking was not known and the vessel was too small to warrant resources being expended to locate and conduct salvage operations. Although the story of USS YP-389's gunfight with the German submarine U-701 was kept alive by historians and noted in several books and reports about World War II, it was not until 2009 that researchers assisting with NOAA's Monitor National Marine Sanctuary's multi-year Battle of the Atlantic Expedition began to earnestly attempt to locate the shipwreck. Fortunately, the team received a great deal of assistance narrowing down the search area when they contacted maritime archaeologists who had participated in a survey off the coast of North Carolina in 1973 near where the USS YP-389 sank.

In 1973, archaeologists aboard the Duke University research vessel *Eastward*, on an expedition to locate the remains of the Civil War ironclad USS *Monitor*, located a shipwreck in close proximity to where USS *Monitor* would eventually be discovered. Expedition members lowered a camera down onto the site and discovered what they determined was a twentieth-century fishing trawler. Since the wreck was not USS *Monitor*, the team members did not investigate the site any further and no attempt was made to identify the wreck (Broadwater 2012:19).

The description of this unidentified twentieth-century trawler closely matched the description of USS-YP-389 and researchers planning the Monitor National Marine Sanctuary's 2009 Battle of the Atlantic Expedition decided to attempt to relocate and evaluate this site in order to determine if the shipwreck could be identified and to assess the site's condition and integrity.

In August 2009, the NOAA research vessel *Nancy Foster* conducted a multibeam sonar survey around the coordinates provided by researchers from the 1973 *Eastward* expedition. A sonar

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anomaly was soon located that matched the same approximate dimensions of the USS YP-389 and an ROV was deployed to further investigate the site (Figure 003).

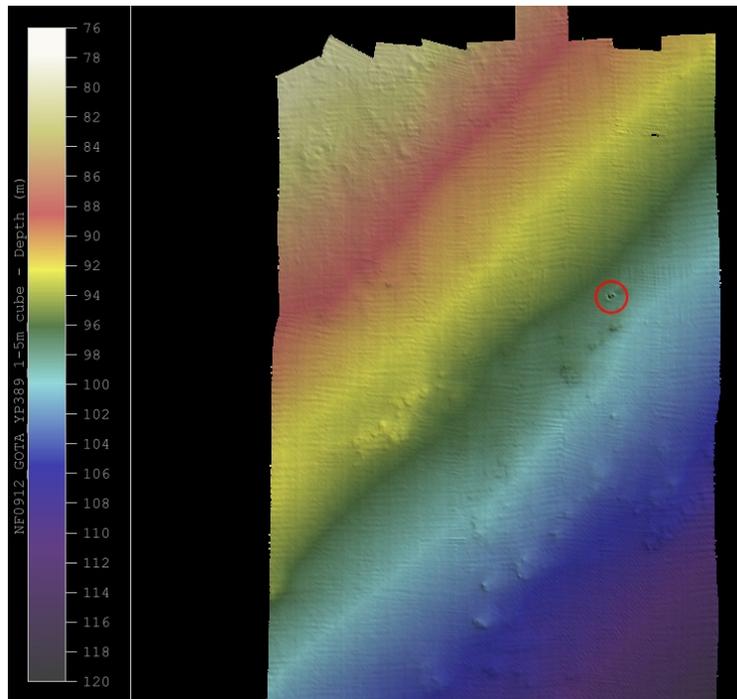


Figure 003. Multibeam sonar image showing the location of USS YP-389 circled in red (NOAA).

The ROV survey gathered several hours of video footage and identified several distinct features of the wreck that positively identified the shipwreck as the remains of USS YP-389. Since USS YP-389 is the only armed trawler that was sunk in the general area off Cape Hatteras, the identification of the vessel's fishing vessel components combined with naval armament provided enough evidence to positively identify the shipwreck. The 2009 ROV survey enabled researchers to only obtain low-resolution video footage as well as photographs that were stitched together to create a plan view mosaic (Figure 004). The mosaic, photographs and video footage enabled archaeologists to identify and characterize the site and help with long term monitoring and assessment from natural and anthropogenic impacts.

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Figure 004. Plan view mosaic of USS YP-389 taken from ROV imagery (NOAA Monitor National Marine Sanctuary).

During NOAA Monitor National Marine Sanctuary's 2011 Battle of the Atlantic Expedition, divers from Woods Hole Oceanographic Institute's (WHOI) Advanced Imaging and Visualization Laboratory (AIVL) attempted to dive on the site in order to obtain 3D video footage of the shipwreck, but poor sea states and unsafe diving conditions prevented the divers from entering the water.

NOAA's 2009 and 2011 expeditions to USS YP-389 were part of a larger multi-year project to research and document a number of historically significant shipwrecks lost in the Battle of the Atlantic off North Carolina during World War II. The project's overall goal was to raise the public's awareness of the heritage resources representative of the largely forgotten chapter of World War II that was fought closest to the American home front. This effort was also undertaken to determine baseline preservation values, initiate and support ongoing historical and archaeological research in North Carolina and to evaluate the significance of this collection in consideration of expanding the Monitor National Marine Sanctuary off North Carolina. Work has included diver surveys and mapping to generate site-plans and photomosaics, as well as remote sensing surveys using multibeam and ROV/AUV technology. Project collaborators included the Bureau of Ocean Energy Management, National Park Service, East Carolina University, the University of North Carolina Coastal Studies Institute and the state of North Carolina (Richards and Hoyt 2014).

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Section 8 – Statement of Significance

SUMMARY

USS YP-389 was built in 1941 as a New England fishing trawler before being requisitioned by the U.S. Navy in 1942 for military service during World War II. It was converted into a coastal minesweeper and ultimately into a yard patrol vessel to support the defense of the East Coast in response to the Battle of the Atlantic. Once the United States entered World War II and Germany extended its *handelskrieg* (“trade war”) to American shores by dispatching U-boats across the Atlantic Ocean, Allied merchant shipping losses mounted. The United States military was caught unprepared and unable to deal with the submarine attacks. The limited availability of purpose built naval vessels required the government to search for vessels to press into service and resulted in a plea to fishermen to turn over boats like USS YP-389 that could be used by the Navy. USS YP-389 was ultimately sunk with the loss of six of the twenty-four man crew, by a torpedo fired from U-701 on 19 June 1942 off Cape Hatteras, North Carolina. The archaeological remains of USS YP-389 are potentially significant at the national level under National Register of Historic Places Criteria A and D with the period of significance being the year 1942.

For a more comprehensive synopsis of the Battle of the Atlantic’s significance reference the World War II Shipwrecks along the East Coast and Gulf of Mexico Multiple Property Submission (MPS) (NPS reference number 64501184). USS YP-389 is included as one of the Allied military losses associated with the Battle of the Atlantic in the document.

USS YP-389 qualifies for listing under National Register of Historic Places Criteria A and is significant in the area of Maritime History based upon the vessel’s association with the Battle of the Atlantic off the United States’ East Coast during 1942. USS YP-389 belongs to a distinct class of small fishing trawlers that were converted to yard patrol vessels during World War II. While many small craft were converted to naval vessels, the USS YP-389 is characteristic of small trawlers of less than 200 tons that were equipped with minimal weaponry or defensive equipment during the Battle of the Atlantic. As the fishing vessel COHASSET, along with its three identical sister vessels, USS YP-389 was not spectacular or unique and would blend in with much of the Boston fishing fleet until its role began supporting the Battle of the Atlantic. USS YP-389 is directly connected to the maritime campaign Germany undertook to sink Allied merchant shipping throughout the Atlantic theater during World War II. U.S. military operations combating Germany’s U-boats off America’s coast was a protracted and wide ranging battle spanning the length of the war and thousands of miles of coastline. USS YP-389’s shipwreck off North Carolina is physical evidence of the heroism and sacrifice of its crew and a reminder of the efforts made by mariners to protect maritime commerce and the American home front. The

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American armed trawler's loss represents a connection between Allied forces and the closest theater of war to the continental United States during World War II.

USS YP-389 qualifies for listing under National Register of Historic Places Criteria A and is significant in the area of Military based upon the vessel's association with Allied military operations at sea off the Outer Banks to combat the German U-boat threat during 1942. USS YP-389's history and story of its battle with U-701 serves as a vivid reminder of a time when simple watercraft and a handful of inexperienced reservists were the best the Navy had to offer to counter the attacks of Germany's submarines off America's East Coast. During these times of inadequate naval protection, the safety of hundreds of thousands of tons of shipping and miles of coastline were entrusted to small vessels. Yet, these craft were often better suited for fishing coastal waters than spending multiple days in the Atlantic, constantly scanning the horizon for the outline of a periscope, the wake of a torpedo, or in USS YP-389's case the monotonous task of patrolling an Allied minefield in the treacherous waters off Cape Hatteras, North Carolina (Freeman 1987:112,352; Treadwell 2000:1). The importance of the battle between USS YP-389 and U-701 cannot be understated. This battle represented the common occurrence of an inferior American surface craft battling a German submarine with all too predictable results. On a larger-scale, this battle and the vessels involved represent the early stages of America's Battle of the Atlantic. USS YP-389 and its inferior and faulty weaponry are representative of America's broken methods of fighting the superior German submarine forces off the East Coast during the early stages of the war. Although, just five days before the sinking of USS YP-389, appeals for more large patrol vessels were answered by the command to find more yachts or trawlers, it was ultimately events like the battle between USS YP-389 and U-701 that confirmed America's need for purpose built naval vessels capable of averting the U-boat threat and ridding American waters of the undersea invaders (Treadwell 2000:33).

USS YP-389 qualifies for listing under the National Register of Historic Places Criteria D and is significant in the areas of Archaeology – Historic based upon the archaeological site's likelihood to yield information import to history. The vessel's remains can provide information about its conversion from a fishing vessel to a militarized vessel, life aboard the vessel, the effectiveness and destructiveness of the firepower from a German U-boat and information about the vessel's wrecking event and site formation. USS YP-389 is one of the best remaining example of a American built militarized trawlers and much can be learned from the archaeological remains of USS YP-389 in regards to its conversion from the fishing vessel COHASSET into the coastal minesweeper USS AMC-202 and ultimately into the yard patrol vessel USS YP-389. Although some details about what constructional elements were altered during the vessel's conversion and what types of armament were placed aboard USS YP-389 are included in historical documents, little information has been located that accurately reveals how these changes were accomplished and how much the vessel was structurally altered. Based on the timeframe of approximately one

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month from the date the vessel was acquired by the Navy to the date it first began carrying out patrols as a minesweeper, it is possible that many of these changes were superficial and additional study of these elements would provide detailed information about the conversion process. A thorough archaeological study of the site will provide information about how substantial these changes were and will answer the question of how easy it would have been to demilitarize these trawlers and return them to the fishing fleet after the war. Archaeological study of USS YP-389 can provide information about its crew as well as what life was like serving aboard this small coastal patrol vessel during World War II. As USS YP-389's crew was forced to abandon the vessel quickly, all personal effects that were not immediately accessible to them were left behind. Additional archaeological research questions that can be answered pertain to how much damage USS YP-389 sustained in battle and what was its condition when it finally sank. Since the vessel's crew abandoned ship before it sank, it is not known what state the patrol vessel was in when it finally slipped beneath the Atlantic. Surveys of USS YP-389 will reveal how thoroughly Horst Degen and his U-701 pummeled USS YP-389 before letting it sink. This examination would provide a greater and more complete insight into the last hours of USS YP-389 and one of the most spectacular naval battles off the North Carolina coast. Lastly, USS YP-389's archaeological remains provide a valuable opportunity to study a shipwreck's site formation processes from its initial wrecking event to its current disposition. Since USS YP-389 sank in deep water during World War II, it was not salvaged or demolished as a hazard to navigation and remained relatively intact on the seafloor apart from the damage that was inflicted by U-701. The initial discovery of the shipwreck in 1973 by an expedition looking for the remains of USS *Monitor* and the rediscovery of the site by NOAA in 2009 both serve as valuable benchmarks from which to monitor and study the effects of the natural environment upon a World War II era steel vessel. Data obtained from these studies can better equip archaeologist and cultural resource managers with information pertaining to shipwreck corrosion and the effects of warm Gulf Stream waters and currents on deepwater shipwrecks so that severely impacted shipwrecks can be prioritized for site surveys and stabilization efforts.

HISTORICAL SIGNIFICANCE

USS YP-389 was constructed for an entirely different purpose other than for military service. The vessel began its career as the steel hulled fishing trawler COHASSET, named after the small coastal town south of Boston, Massachusetts. Under an 6 December 1940 order placed by R. O'Brien and Company of 34 Boston Fish St. South Boston, Massachusetts, four identical fishing trawlers were slated for production at Bethlehem Steel Company's Fore River Ship and Engine Company in Quincy, Massachusetts (Bethlehem Steel Company [1925-63]; *Christian Science Monitor* 1941b:5; Sarcone and Rines [1975]:1; Fallon Publications 1957:164). The vessels R. O'Brien and Co. purchased were hull numbers 1512 through 1515, listed as 110 foot trawlers, although their actual dimensions would be slightly smaller than originally ordered.

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The first two vessels constructed for R. O'Brien and Co. were COHASSET and *Lynn*. COHASSET, the first trawler (hull number 1512) completed, was launched on 5 June 1941 and was delivered on 9 October 1941. *Lynn* followed shortly afterwards (hull number 1513) and was launched on 10 July 1941 and delivered on 22 October 1941. The final two trawlers were *Salem* (hull number 1514), delivered on 6 November 1941 and *Weymouth* (hull number 1515), delivered on 26 November 1941 (Bethlehem Steel Company [1925-63]; *Christian Science Monitor* 1941b:5; Sarcone and Rines [1975]:1).

Despite being listed as a 110 foot trawler in the shipbuilding logs, the COHASSET's actual dimensions (and those of the other three trawlers) upon completion were 102.5 feet long by 22.1 feet in beam with a draft of 10.6 feet, or even more precisely as having drafts of 8 feet fore and 11.6 feet aft. Its gross tonnage was 170 and net tonnage was 115 (*Christian Science Monitor* 1941b:5; Headquarters Fifth Naval District 1942:2). COHASSET was propelled by a 350 horsepower four stroke cycle single acting 6-cylinder diesel oil engine manufactured by New London Ship and Engine Company (subsidiary of the Electric Boat Company) of Groton, Connecticut. Its official number was 241078 (Lloyds Register of British and Foreign Shipping 1941/42:C; 42/43:CLY-COL; *New York Times* 1942a:9).

COHASSET was designed very similar to the British steam trawlers of the 1930s. COHASSET's main deck was occupied by all the essential deck gear and machinery including a large double drum trawl winch just forward of the raised wheelhouse and two sets of gallows frames on either side of the vessel used for towing the trawl net. It had two masts, one fore and one aft, which were used for handling the net and offloading its catch in port. The most prominent feature on the main deck was the two story wheel house that sat aft of the trawl winch. It had a walkway running $\frac{3}{4}$ of the way around, and provided a clear view of the entire fishing operation. The wheelhouse also contained the captain's quarters. Behind the wheel house was a deck house containing the galley and mess area. Two lifeboats sat atop this stern house for use in emergencies. The area below decks was taken up mostly by the engine space, crew quarters and fish holds. The fish hold dominated a third of the vessel's length forward of the engineering spaces and was heavily insulated with cork and other waterproofing materials. COHASSET's forward most compartments contained storage space, the chain locker and crew quarters. COHASSET and her sister trawlers were constructed with few amenities since they were intended for coastal fishing operations off Boston, Massachusetts with a crew of about fourteen men. The vessel contained one head with no shower along with a small eating area and galley. Despite the minimal crew facilities and no ventilation system, COHASSET contained the newest electronics including a Kelvin White spherical compass, depth finder, radio telegraph and direction finder (Headquarters Fifth Naval District 1942:2; Hoyt 1978:141; Hickam Jr. 1989:285).

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COHASSET's design was that of the most modern fishing trawler of the time built in the United States. It was the result of the evolution from the wooden hulled sail driven fishing schooner to the wooden hulled auxiliary powered fishing schooner and eventually the wooden hulled eastern rigged dragger which was completely dependent on its internal combustion engine for propulsion to and from the fishing grounds. Along with hull changes from wood to steel and propulsion type from sail to steam or oil, the COHASSET's method of catching fish was also the result of the changing technology in fish gear and techniques. The methods of dory trawling and handlining evolved into using trawl nets drug along the seafloor towed off a vessel's side, known as an eastern rig. Dragging or trawling was a much more efficient way of catching groundfish species in New England such as cod, pollock, haddock, flounder and redfish. The powerful engines and deck winches allowed trawlers like COHASSET to quickly reach the fishing grounds, catch the target species in all weather conditions and return home with holds full of fish destined for markets across the country. The mechanization of the fishing industry dramatically changed the ability of how much one vessel could catch and how far offshore it could reach. Demand for fish by the 1940s increased at such a fast rate with the invention of fish finding and navigational instruments along with quick freezing and filleting machines that problems with stock abundance and habitat destruction was already beginning to be a concern.

The four R. O'Brien and Co. trawlers were the only four trawlers built by Bethlehem Steel Company's Fore River Ship and Engine Company in 1941, the other vessels types were merchant cargo ships and tankers. With the U.S.' entry in World War II, the shipyard switched gears and supported the war effort by focusing on naval vessel starting in 1942 such as destroyers, cruisers, and landing ships (Headquarters Fifth Naval District 1942:2; Hoyt 1978:141; Hickam Jr. 1989:285). Bethlehem Steel Company's Fore River Shipyard which was an influential shipyard during World War II due to its large workforce and ability to quickly produce vessels for the war effort while setting world records for building speeds (*Christian Science Monitor* 1941c:2). In July of 1941, the commander of the U.S. Atlantic Fleet, Admiral Ernest J. King, had inspected Bethlehem Steel's Fore River shipyard to find out about production characteristics and see how the yard was run (*Christian Science Monitor* 1941a:14). Admiral King's tour of the yard and radio broadcasts by President Roosevelt may have helped motivate workers to accelerate production in the shipyards for the war effort. These building rates and the builders' claims that "We can show them that we can build ships faster than they can be sunk in the Battle of the Atlantic" (*Christian Science Monitor* 1941c:2) helped place the Fore River shipyard at the forefront of US Navy's mind and caused many of their vessels to be purchased for the war.

COHASSET's owners, R. O'Brien and Co., oversaw ten other steel hulled fishing trawlers all homeported in Boston, Massachusetts. Its fleet in late 1941 and into 1942 was comprised of the

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Atlantic, COHASSET, Dorchester, Lynn, Plymouth, Quincy, Salem, Thomas Whalen, Weymouth, William J. O'Brien and Wintrop. The vessels were all of similar design and propeller driven with diesel (oil) engines. "With its 11 modern Diesel powered producing units, the O'Brien Company is the largest independent producer of ocean fish" (*Fishing Gazette* 1941:28). On 21 October 1941, the *Daily Boston Globe* reported that the new fishing trawler COHASSET arrived at the Boston Fish Pier after her maiden trip on 20 October 1941. Its crew landed 140,000 pounds of groundfish caught on the South Channel Grounds off Cape Cod. Overall, COHASSET and its sisterships had a capacity for 225,000 pounds of ground fish (*Daily Boston Globe* 32 October 1941).

COHASSET's fishing career was short lived due to a Congressional directive enacted on 12 December 1941, five day after the attack on Pearl Harbor. This action allowed the Navy to take privately owned vessels and use them as coastal patrol vessels (Gentile 1993:230-231). Early in World War II every "suitable yacht, fishing trawler and seagoing craft that the Navy has been able to lay its hands on is being pressed into service with the inshore patrol" (*The Washington Post* 1941:B5). Protection along the American coast and in harbors was needed against German U-boats and mines but there was a lack of purpose built naval vessels to do the job. Unfortunately, most of the small vessels the Navy took over were considered unfit for battle against a submarine, and "[few] are big enough to carry depth charges or adequate guns. Few are fast enough to drop a depth charge and get away far enough to keep their own sterns from being blown off" (*Time* 1942). Regardless of the lack of confidence placed in the mosquito fleet, they still went to sea to fulfill the duties given to them.

The Navy requisitioned a large number of New England trawlers and draggers from the ports of Portland, Boston, Gloucester, and New Bedford since they were ideal candidates for the job with strongly built hulls and powerful engines making them able to operate offshore in all conditions with ample room to accommodate mine sweeping and anti-submarine gear. A *New York Times* article from 30 December 1941 recalled that the government had taken 50 vessels from the New England fleet since June 1940. By July 1942, that number was up to 124 (House of Representatives Hearing H.R. 1616 1942:46). The fishing vessels, both wooden and steel hulled, were in turn used for training as well as active service until the shipyards could build purpose built sub casers, patrol craft and armed escorts (Gloucester Master Mariners' Association 1941:6). The fishing industry was hurt by the fleet reduction and had a hard time keeping up with the demand for fish to feed citizens at home and troops abroad. New England fishing vessels' annual catch was reduced by 75,000,000 pounds of fish annually and the staple commodities of haddock, cod, redfish, mackerel and pollock were harder to procure during World War II (House of Representatives Hearing H.R. 1616 1942:53). It was not until the war was over there were government subsidies to construct new fishing vessels and build up the New England fleet again.

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It took only a few weeks to transform a fishing vessel into a craft fit to serve the Navy. For some vessels all they did was put a steel plated deck over the fo'c'sle at the bow for gun mounts while others had their superstructure removed to make room for a sloping launching deck used during mine laying. The Navy divided their requisitioned fishing vessel into two categories, those that would be sent all over the work with the intention of never coming back and those that would be returned to the fishing fleet (House of Representatives Hearing H.R. 1616 1942:18).

The Navy acquired COHASSET on 6 February 1942 and moved it to the Brooklyn Navy Yard where it was outfitted to serve as a military vessel (see Figure 005). Between 12 February and 22 February the COHASSET was changed from a fishing trawler to a coastal minesweeper and re-named USS AMC-202. The vessel's conversion included a 3 inch deck gun mounted on the bow, two 30 caliber Lewis machine guns and two depth charge racks at the stern with six depth charges each. The rush to put COHASSET into service meant that the vessel was not provided with appropriate equipment. It was not supplied with de-magnetizing or sound gear making it vulnerable near enemy minefields and susceptible to a sneak attack by a U-boat. The crews' quarters were also not adequate as there were no showers or proper ventilation (Gentile 1993:231; Freeman 1987:352). Overall, the lack of outfitting of COHASSET clearly showed the emergency situation the Eastern Sea Frontier was in and the arming of unfit vessels for military service.



Figure 005. COHASSET at the Brooklyn Navy Yard awaiting its conversion into military service. Note: the above image is two images compiled into one (U.S. Coast Guard).

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USS AMC-202 began its government service protecting the American coast from enemy mines within the Third Naval District. COHASSET's sister vessels were also taken into military service as coastal minesweepers with the *Salem* reclassified as USS AMc-200 and *Lynn* reclassified the USS AMc-201 (Bethlehem Steel Company [1925-63]; Headquarters Fifth Naval District 1942:9; Colton 2012; Radigan 2012a; 2012b; 2012c). *Weymouth* became a United States Coast Guard vessel with the designation of WYP-168 and the name *Aklak* (United States Coast Guard [USCG] [2012]).

During World War II there were a total of 70 coastal minesweepers (designated AMc) built from 15 shipyards with one basic design, the 97 foot "Accentor" class. These heavily built wooden hulled diesel propelled craft were designed for inshore operations and only had a speed of 10 knots. In addition, there were another 45 fishing vessels acquired and converted into minesweepers to supplement the fleet (Colton 2015). By 1942 German U-boats had laid over 340 mines near American ports and USS AMC-202's role was to clear harbor, ports, and shipping lanes of those mines for safe passage to commercial and military traffic in the Third Naval District consisting of Connecticut, New York, northern New Jersey, and the Nantucket Shoals Lightship. USS AMC-202's service record can be reconstructed from the Eastern Sea Frontier War Diary logs and the first mention of it was on 8 March 1942 when it states it is on shore patrol. At the same time as USS AMC-202 came on scene there was a noted increase of U-boat activity along the southern boundary of the Third Naval District as well as near Long Island. Offshore patrols were made contiguous to establish a more concentrated defense (Eastern Sea Frontier War Diary 28 February 1942).

While USS AMC-202 was classified as a coastal minesweeper the Eastern Sea Frontier Diary states that it was tasked mainly with offshore patrol duties. It is unclear from the historical documents if those patrols include minesweeping activities or not but it did end up serving alongside its sisterships USS AMc-200 and USS AMc-201 during its time in the Third Naval District. The first notable action for USS AMC-202 was on 11 March 1942 when it picked up six survivors and one body from the Brazilian steamship SS *Cayru* of New Jersey after being torpedoed by the U-94 three days earlier. USS AMC-202 landed the survivors in New London, Connecticut (Freeman 1987:138). For the next three months USS AMC-202 had many responsibilities such as acting as a scout on the lookout for submarines, investigating possible submarine sightings, coming to the assistance of vessels in need and searching for reported lifeboats from torpedoed ships. Table 1 below chronicles USS AMC-202's activities with the Third Naval District during March and April 1942.

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Date	Naval District	Activity
3/8/1942	Third	On offshore patrol (0000)
3/9/1942	Third	On offshore patrol (0000)
3/10/1942	Third	On offshore patrol (0000); investigated possible submarine sighting inshore but found nothing (1015)
3/11/1942	Third	On offshore patrol (0000); investigated derelict partly submerged vessel inshore but was unable to destroy it (1015); investigated report from USS <i>Mizar</i> of two red rockets inshore(1254); picked up 7 survivors and 1 body from SS <i>Cayru</i> (1950)
3/12/1942	Third	Inbound from offshore patrol (0000); arrived at submarine base and transferred 6 survivors and 1 body (0300); returned to state pier (0650)
3/13/1942	Third	Moored at base (0000)
3/14/1942	Third	Moored to pier (0000)
3/15/1942	Third	On offshore patrol (0000)
3/16/1942	Third	On offshore patrol (0000); investigated report inshore of submarine 20 miles west of Montauk Light and 5 miles offshore (1530); resumed patrol (1700)
3/17/1942	Third	On offshore patrol (0000)
3/18/1942	Third	Anchored north of Fort H.G. Wright due to heavy fog (0000); returned to pier from offshore patrol (1712)
3/19/1942	Third	Moored at pier (0000); investigated reported submarine, resumed patrol (0000); underway for offshore patrol (1530)
3/20/1942	Third	On offshore patrol (0000)
3/21/1942	Third	On offshore patrol (0000); failed to contact with AMc-202 to assist disabled PC-826 off Long Island (2305 and 2315)
3/22/1942	Third	On offshore patrol (0000); contact established by radio & assisted PC-826 (0052); standing by PC-826 & proceeding to Great Salt Pound, Block Island (0530); anchored with PC-826 at Great Salt Pound, Block Island (1000)
3/23/1942	Third	On offshore patrol (0000); returned to pier from offshore patrol (1157)
3/24/1942	Third	Moored at pier (0000)
3/25/1942	Third	Moored at pier (0000); underway for offshore patrol (1055)
3/26/1942	Third	On offshore patrol (0000)
3/27/1942	Third	On offshore patrol (0000)
3/28/1942	Third	On offshore patrol (0000)
3/29/1942	Third	On offshore patrol (0000); returned to pier from offshore patrol (1157)
3/30/1942	Third	Moored at pier (0000)
3/31/1942	Third	Moored at pier (0000); underway for offshore patrol (1101)
4/1/1942	Third	On offshore patrol (0000)
4/2/1942	Third	On offshore patrol (0000)
4/3/1942	Third	On offshore patrol (0000)
4/4/1942	Third	On offshore patrol (0000); returned to pier (1005)
4/5/1942	Third	Moored at pier (0000)
4/6/1942	Third	Moored at pier (0000); investigated report of sinking inshore 40 20 N, 72 30 W but told to disregard and resume patrol (1250)
4/7/1942	Third	On offshore patrol (0000); dispatched to area submarine sighted 7 miles off Montauk Point Lighthouse (1750)
4/8/1942	Third	On offshore patrol (0000)
4/9/1942	Third	On offshore patrol (0000)

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4/10/1942	Third	On offshore patrol (0000); returned to pier (1230)
4/11/1942	Third	Moored at pier (0000)
4/12/1942	Third	Moored at pier (0000); underway to assist AMc-201 dragging near Nantucket Lightship location for submarine (1152); ordered to search for lifeboat with 4 men at lat 39 10' long 67 58' (1250); informed lifeboat with 2 men 8 miles north of previous location (2035)
4/13/1942	Third	Rescue assignment with AMc-201 SE of Nantucket Light Vessel former location (0000)
4/14/1942	Third	Rescue assignment with AMc-201 SE of Nantucket Light Vessel former location (0000)
4/15/1942	Third	Rescue assignment with AMc-201 SE of Nantucket Light Vessel former location (0000); discontinued search for boat seen with 11 men on 4/12 and return to base (1730)
4/16/1942	Third	Returned from pier unsuccessful rescue 125 mile SE Nantucket Light Vessel former position (0000)
4/17/1942	Third	En route to base (0000); returned to pier (0440)
4/18/1942	Third	Moored to pier (0000); underwater foe escort duty then grappling near Nantucket Light Vessel former location (1432)
4/19/1942	Third	Special assignment for sunken submarine (0000); dispatched to reported submarine from lat 40 40 N long 70 50 W to lat 40 40 N long 71 50 W (2045)
4/20/1942	Third	Special assignment for sunken submarine (0000); returned to pier (1240)
4/21/1942	Third	Moored to pier (0000)
4/22/1942	Third	Underway for offshore patrol (1100)
4/23/1942	Third	On patrol in assigned area (0000)
4/24/1942	Third	On patrol in assigned area (0000)
4/25/1942	Third	On offshore patrol (0000)
4/26/1942	Third	On assigned patrol (0000); returned from assigned patrol (1120); underway to aid British SS <i>Empire Dunlin</i> (1730); returned from SS <i>Empire Dunlin</i> (1955)
4/27/1942	Third	Moored at base (0000)
4/28/1942	Third	Moored at pier (0000)
4/29/1942	Third	On patrol in assigned areas (0000)
4/30/1942	Third	On patrol in assigned areas (0000)
5/1/1942	Third	Patrol No Mans Land to 71-20
5/7/1942	Third	Patrol No Mans Land to 71-34
5/10/1942	Third	Patrol No Mans Land to 71-34
5/11/1942	Third	Patrol No Mans Land to 71-20
5/12/1942	Third	Patrol No Mans Land to 71-20
5/13/1942	Third	Patrol No Mans Land to 71-34
5/16/1942	Third	Patrol No Mans Land to 71-34
5/17/1942	Third	Patrol No Mans Land to 71-20
5/18/1942	Third	Patrol No Mans Land to 71-20
5/19/1942	Third	On scene of Jeff Davis attack; escort <i>Sagamore</i> in tow with Jeff Davis for New York
5/22/1942	Third	Patrol No Mans Land to 71-34
5/23/1942	Third	Patrol No Mans Land to 71-20

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Table 1. USS AMC-202's daily operations with the Third Naval District between 8 March 1942 and 23 March 1942 prior to its reclassification as USS YP-389 (Easter Sea Frontier War Diaries March 1942 through May 1942).

USS AMC-202 had a number of other vessels serving in the Third Naval District to support the patrol of the Eastern Sea Frontier during World War II. On 1 April 1942, the compliment included the Coast Guard cutter *Antietam*, Coast Guard 83 foot patrol boats CG-480, CG-454, CG-478, CG-452, CG-469, the Coast Guard 80 foot patrol boat CG-408, Coast Guard 76 foot patrol boats CG-176, CG-178 and CG-190, submarine chaser PC-507, coastal minesweepers USS AMc-201 and USS AMC-202 and yard patrol boat USS YP-8 (Freeman 1987:244). As the war progressed the number of vessels in each district increased and the type of each vessel changed based on need and availability. USS AMC-202, while not the biggest or fastest of the group, it successfully served a role where ever needed to clear mines and support the anti-submarine campaign.

After serving as a coastal minesweeper, USS AMC-202 was reclassified as the yard patrol craft USS YP-389 (Headquarters Fifth Naval District 1942:2; Radigan 2008b). The designation YP denoted a yard patrol craft and during World War II there were about 650 of them, mostly by the acquisition and conversion from fishing vessels and private yachts. In late May 1942 USS AMC-202 was ordered back into the shipyard for conversion into a yard patrol boat and a transfer to the Fifth Naval District (Headquarters Fifth Naval District 1942:9; Freeman 1987:329). At the request of the Fifth Naval District, the Third Naval District sent USS AMC-202, now named USS YP-389, to North Carolina to take up patrols around Cape Hatteras. The request was largely due to merchant vessels accidentally steaming into minefields around Cape Hatteras. The Navy decided to station USS YP-389 off the Cape Hatteras minefield until they could decide whether to remove the mines or leave them in place. In addition to USS YP-389's transfer one of its sisterships, USS AMc-201 (ex. *Lynn*) was converted to the USS YP-388 and also transferred south to the Fifth Naval District at the same time.

The Fifth Naval District consisted of the waters off Maryland, Virginia and northern North Carolina. USS AMC-202 was transferred south due to the changing submarine situation. There had been a gradual shift of German U-boat operations south from New England to Cape Hatteras and eventually to the Gulf of Mexico and Caribbean based on having a harder time to find and sink targets and increased naval and air forces to combat the threat. The convoy system was also put into place in mid May 1942 making it even harder for U-boats to sink merchant vessels. Despite the decreased sinking of ships by U-boats there were more U-boats in May than in April 1942 (Freeman 1987:247-249).

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USS YP-389 departed New London, Connecticut for the Section Base at Staten Island, New York where it was overhauled before continuing its trip south. The vessel was repainted with anti-fouling paint to protect its underside while on patrol and had a new fresh water tank installed to allow the crew to patrol for longer periods. Another addition to USS YP-389 was a ventilation system installed in the engine room and in the galley (Headquarters Fifth Naval District 1942:9; Hoyt 1978:141; Freeman 1987:352).

In June 1942, the newly renamed and refitted USS YP-389 headed to Cape Hatteras for a new type of mission. Instead of sweeping coastal waters for mines as the vessel had done while named USS AMC-202, USS YP-389 was now commissioned with safeguarding the American laid minefields off Cape Hatteras and warning merchant vessels of the presence of those mines (Headquarters Fifth Naval District 1942:2; 1942:5; Hoyt 1978:141; Gardiner and Chesneau 1980:152; Freeman 1987:353,405,407; Radigan 2008a; 2008b).

The Eastern Sea Frontier considered the American-laid minefields to be the greatest safeguard against German U-boats for merchant ships traveling along the North Carolina coast. Despite the Frontier's confidence, the mines had yet to sink any U-boats and the only ship sent to the ocean bottom had been the Esso tanker, *F. W. Abrams* (Wagner 2012:7).

On its trip south USS YP-389 served as a convoy escort. While the convoy could cruise along at eight knots or greater, USS YP-389 was struggling to maintain a cruising speed of six knots. Upon arrival in Norfolk, Virginia her commanding officer, Lieutenant Roderick J. Phillips, requested repairs that were not approved of. When USS YP-389 finally reported to Morehead City, North Carolina some of the repairs were granted such as an engine overhaul (Headquarters Fifth Naval District 1942:9; Hoyt 1978:141; Freeman 1987:352,405). After the tune-up Phillips took USS YP-389 out on patrol. After several days patrolling the minefield, the vessel was again in need of repairs and the crew had discovered that the 3-inch gun was inoperable. This meant that USS YP-389 now had only two machine guns and a small number of depth charges with which to defend itself against an enemy vessel or U-boat.

Phillips requested that the gun be fixed along with other small repairs. The problem with the 3-inch gun appeared to be a faulty firing spring. A replacement, however, was not available in Morehead City and would have to be ordered. Before the part arrived, USS YP-389 was ordered back out to sea to patrol the minefield and look for U-boats. Phillips filed a request that the gun be fixed first, but this request never reached its destination and was misplaced before it could be acted upon. With no other available course of action and with USS YP-389 fully provisioned,

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Phillips steered the vessel towards the minefield (ONI 1942b:12; Hoyt 1978:141,142; Freeman 1987:352-353; Hickam Jr. 1989:285-286).

Date	Naval District	Activity
5/24/1942	Third	No Mans Land to 71-20
5/25/1942	Third	Rescue duty S. Long Island
5/26/1942	Third	Rescue duty S. Long Island
5/27/1942	Third	Leave tonight for New York
6/1/1942	Third	Southbound escort
6/9/1942	Fifth	Escorting S.S. <i>West Lashaway</i> south to Lookout
6/14/1942	Fifth	Sector 3: Hatteras area
6/15/1942	Fifth	Sector 3: Hatteras
6/16/1942	Fifth	Sector 3: Hatteras patrol
6/17/1942	Fifth	Sector 3: Hatteras patrol

Table 2. USS YP-389's daily operations with the Third and Fifth Naval District between 24 March 1942 and 17 June 1942 (Easter Sea Frontier War Diaries May 1942 through June 1942).

On 18 June 1942, Phillips took USS YP-389 to the Cape Hatteras minefield, with a crew of 21 men and three officers, for the task of cruising the outskirts of the field. Phillips only required action was to transit from the minefield's north to south buoy and then to return on the same track. If any Allied vessels came close to the minefield, USS YP-389's crew was responsible for making sure they stayed out of danger. In addition, if they spotted a U-boat, they were responsible for radioing in the location of the contact. "This harmless, monotonous, and predictable patrol pattern appeared quite different to a submerged submarine and would be responsible for leading YP-389 into a gunfight at sea" (Wagner 2012:8; Hoyt 1978:142; Freeman 1987:353; Hickam Jr. 1989:285-286).

Unknown to Phillips, Horst Degen and U-701 had arrived in coastal waters on 16 June after successfully mining the mouth of the Chesapeake Bay. After laying mines, U-701 had been frustrated on several attempts to sink ships in the waters off the American coast. Degen had once wasted half a day chasing a passenger vessel that turned out to be *Drottningholm*, a Swedish liner carrying Axis diplomats. After this, U-701 had also attempted to sink a 15,000-ton British vessel, only to be outrun by the faster British ship resulting in another lost day and a half. Further adding to the U-boat's hassles were the airplanes that were spotted on a regular basis.

Four days before arriving in North Carolina waters, U-701 had been straddled by five bombs dropped from an aircraft, causing the submarine to temporarily lose its internal lights and causing all of the glass on the U-boat's instruments to shatter. On the night of 16 June, U-701 again attempted to torpedo an Allied freighter but both electric torpedoes missed the 8,000-ton ship leaving Degen and his crew without targets and increasingly tormented by the unfruitful American waters. To add to the misery, the warm waters of the Gulf Stream were making the

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temperatures inside of the U-boat unbearable and seasickness was becoming a large problem throughout the day (ONI 1942b:10-13; Freeman 1987:425; Hickam Jr. 1989:286-287).

U-701 had gone to periscope depth several times on 17 and 18 June only to find a small patrol vessel on the surface hindering Degen's plans to watch for merchant shipping. On the evening of 17 June, Degen surfaced his boat to charge batteries when he noticed what he described as a sub chaser challenging him with a series of "B's" from a signal lamp (ONI 1942b:12; Freeman 1987:425; Hickam Jr. 1989:286-287). Instead of staying and fighting, Degen, who believed the small vessel was trying to ram him, decided to submerge and leave the scene. He was greatly aggravated the next day however, when he again came to periscope depth and found the same small vessel escorting a tanker and a freighter north. Once the ships were out of range, the small craft wheeled around and dropped four depth charges near U-701. This was disconcerting to Degen who never heard the pings of sonar and was beginning to feel that he was falling into an allied trap (Headquarters Fifth Naval District 1942c:2; ONI 1942b:12; Freeman 1987:352,425; Hickam Jr. 1989:287).

USS YP-389's DEMISE

When Degen surfaced U-701 early on the morning of 19 June 1942, he again spotted a small vessel he believed to be the one that had been making his patrol impossible over the past couple days. Degen then decided to rid himself of that vessel so he could begin sinking vessels. Unfortunately, for the crew of the USS YP-389, their back and forth patrol along the Hatteras minefield placed them in the U-701's periscope at the wrong time. A surface vessel may have been able to discern that USS YP-389 was merely moving back and forth between buoys, but to U-701 it looked like the same vessel that had challenged it two days earlier and had attempted to depth charge it the previous day. While the USS YP-389 continued its routine, the crew would have never imagined what would take place next.

At 2:45a.m. on 19 June 1942, much to the surprise of USS YP-389's crewmembers, Degen brought his U-boat to the surface within firing range of USS YP-389 on the inshore side of the patrol boat. At nearly the same moment the general alarm button was pressed aboard the USS YP-389, U-701's gun crew opened fire with their machine guns. It did not take long for the Germans' tracer rounds and bullets to find their target. In an effort to escape, Phillips and the acting quartermaster, Signalman McPherson, turned USS YP-389's stern towards the submarine in an attempt to reduce the vessel's profile and run from their assailants. Degen's U-701 was much faster than the small patrol boat, however, and the submarine began to close ground. To make matters worse, the submarine's 88-mm gun crew finally reached the weapon located in front of the U-boat's conning tower and began to open fire.

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U-701's first shot missed the small profile of the retreating USS YP-389, but the second shot found its mark killing one man and injuring three others as they came through the hatch from the crew's quarters to the foredeck. Despite the commanding officers' quick decision to call the Coast Guard for help and the assurance that help was on the way, there was little doubt that the only chance for safety was to head for shore and hope the U-boat commander would be leery to follow. Degen, on the other hand, knew that he had everything under control and would win the fight, but he was still annoyed by the inaccuracy of his gun crew since Phillips had already warned all other ships in the area of U-701's presence. As shot after shot of 88-mm rounds missed USS YP-389 or inflicted minimal damage, Degen chastised his chief gunner to sink the small vessel.

In a sudden stroke of good fortune for U-701's crew, USS YP-389's gunners began to return fire with their .30-caliber machine guns. While causing virtually no damage to the submarine, the tracer rounds and muzzle flashes from USS YP-389's guns and helped the German gunners zero in on the patrol craft. As soon as Phillips realized this, he ordered the gunners to cease-fire and decided to try a new tactic. He quickly ordered the depth charges dropped, and on two separate occasions a group of depth charges were dropped on their lowest depth setting to attempt to slow U-701 or even cause some damage. The first two depth charges exploded but only one exploded in the second barrage as the other was a dud.

While momentarily slowing Degen's pursuit as the explosives went off, the depth charges exploded too far below U-701 to harm the submarine. On the other hand, one of U-701's 88-mm rounds struck USS YP-389's stern, and fireman 3/C Wilson Burnette Cole of Great Falls, Montana, whilst in the middle of releasing the depth charges, was struck in the back by a piece of shrapnel. Cole managed to free the depth charges but would not survive the attack as another round from U-701's 88-mm gun (this time an incendiary round) struck USS YP-389's stern and instantly killed the fireman (Headquarters Fifth Naval District 1942:2,3; *New York Times* 1942c:24; ONI 1942a:2; ONI 1942b:12-13; Hoyt 1978:142-143; Freeman 1987:353-354,425-426; Hickam Jr. 1989:288-290). Phillips would later commend Cole for "stubborn persistence in the fulfillment of his duty in the face of severe fire" (Headquarters Fifth Naval District 1942:2).

In U-701's hurry to sink USS YP-389 they grabbed any round available in the ready-use locker resulting in a mixture of SAP (semi-armor piercing), HE (high-explosive) and incendiary rounds (ONI 1942b:12). After nearly an hour and a half of battle and receiving over 50 German rounds with few misses, a round set off USS YP-389's carbon dioxide fire extinguishing system in the engine room forcing the men in the engine room to the deck and into the firing path of the U-boat. Degen by this time had U-701 within 200 yards of the patrol boat and most of the submarine's 88-mm shells were hitting USS YP-389. Another round exploded in the chart room

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setting it on fire and another hit a fuel tank adding to the conflagration of the stern that had been burning since being hit with the incendiary round that killed Wilson Cole.

Phillips saw most of USS YP-389 on fire and decided it was time to save his now exposed crew. Since the gunfight destroyed the life rafts and the crew could not reach the lifeboats because of the incoming gunfire, Phillips ordered his men overboard in life preservers. Phillips maintained control of USS YP-389 until each surviving member of his crew had gone over the side, then he left the vessel running at full speed and abandoned ship himself. Once in the water he managed to find his men and rounded them up in time to watch U-701 cruise past them still chasing and firing upon the now empty patrol boat. Degen would continue to chase USS YP-389 until one of the 88-mm rounds destroyed the engine room of the patrol boat and left it dead in the water.

After approaching and finding the vessel empty of survivors, U-701's crew fired several more rounds into USS YP-389 and watched it sink near the Diamond Shoals Lightship Buoy and five to six miles northeast of buoy four in the Hatteras minefield area. Degen made a quick search for survivors that he said he wanted to put ashore but, finding none, he assumed they had escaped in a lifeboat and resumed his war cruise. USS YP-389's crew however, was still floating in the water near where they left their boat and would not be discovered until 8:00a.m. by two Coast Guard cutters and taken ashore to the Ocracoke Coast Guard Station. The wounded were then moved to the Norfolk Naval Hospital and others to the Morehead City Section Base.

USS YP-389's crew and the Eastern Sea Frontier officers commended Phillips actions to attempt to save his vessel and save most of his crew as extraordinary and heroic in light of the aggressive attack by U-701 (Headquarters Fifth Naval District 1942:2,3; *New York Times* 1942c:24; ONI 1942a:2; ONI 1942b:12-13; Hoyt 1978:142-143; Freeman 1987:353-354,425-426; Hickam Jr. 1989:288-291; Cressman 2000:105). Thanks to those heroic actions, USS YP-389 only lost six members of its twenty-four man crew despite being attacked for nearly an hour and a half at close range (Headquarters Fifth Naval District 1942:5; *Las Angeles Times* 1942:4; *New York Times* 1942a:9; *New York Times* 1942b:2; *New York Times* 1942c:24; *The Washington Post* 1942a:1,2; *The Washington Post* 1942b:7; Hickam Jr. 1989:285).

CONCLUSIONS

USS YP-389 represents the devotion of American military men and their families towards protecting their country during World War II. Like many small patrol craft during the war, the men that comprised the naval crews were considered "landlubbers" unaccustomed to life on the seas but fully prepared to fulfill their duties and exceed the expectations placed upon them. They often fought some of the most spectacular battles at sea only to have their sacrifices and victories

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eclipsed by the larger battleship and destroyer battles fought further out to sea (Treadwell 2000:x).

The overshadowing of these small naval battles was no different for USS YP-389 as few newspaper articles covered the events of the sinking and there was even uncertainty over whether or not USS YP-389 was in fact the vessel sunk by *U-701* (ONI 1942b:12-13). Despite the sparse coverage the sinking of USS YP-389 garnered, the event is symbolic of the way in which the naval battles off the coast affected the lives of American families.

Following USS YP-389's sinking and the death of Fireman 3/C Wilson Cole, Cole's widow Mrs. Melia Lillian Cole offered the Navy \$2,000 of the life insurance money she received from her husband's death so that they could replace USS YP-389 and continue the war effort against the U-boats (*New York Times* 1942c:24; *The Washington Post* 1942b:7). Mrs. Cole stated:

I want to donate this money and build another ship to honor those boys who gave their lives on the YP-389... Won't you [the Navy] do this for me? I loved my husband and nothing can take his place and by doing this I'd feel as though I'd done a little. On my word of honor, this is what I want to do. It is not much to offer, but I gave my husband... (*The Washington Post* 1942b:7).

Although the Navy responded that they could not accept the money and suggested Mrs. Cole buy war bonds or look into sponsoring one of the submarine chasers or mine sweepers under construction, the event is a vivid example of the way in which US YP-389's loss not only affected the war patrol off the East Coast but also lives as far away as Great Falls, Montana (*New York Times* 1942c:24; *The Washington Post* 1942b:7).

During World War II there were 36 U.S. Navy or U.S. Coast Guard district patrol craft (YP) sunk or damaged beyond repair between 7 December 1941 and 1 October 1945. USS YP-389 is the only one of them sunk by an enemy submarine and the only one sunk off the U.S. East Coast by enemy action. The other six YP vessels sunk in the Atlantic Ocean were lost due to collision or grounding.

Name	Date Lost	Location Lost	Cause of Loss
YP-47	26 April 1943	Staten Island, NY	Collision
YP-77	28 April 1942	Atlantic Ocean	Collision
YP-336	23 February 1943	Delaware River	Grounded
YP-387	20 May 1942	Delaware	Collision
YP-389	19 June 1942	Cape Hatteras, NC	Submarine
YP-426	16 December 1943	Georgia	Grounded
YP-481	25 April 1943	Florida (east coast)	Grounded

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Table 3. U.S. Navy or U.S. Coast Guard district patrol craft (YP) sunk or damaged beyond repair during World War II off the U.S. East Coast (Crierie 2015).

Currently, there is no similar vessel type to the USS YP-389 listed on the National Register of Historic Places, including no purpose built or converted U.S. Navy coastal minesweepers (AMc) or yard patrol (YP) craft, either in the form of a shipwreck or floating historic vessel. The closest comparable property to the USS YP-389 listed on the National Register of Historic Places is the British converted and militarized trawler HMT *Bedfordshire*. The HMT *Bedfordshire* was sunk during World War II off North Carolina with all hands by the German U-boat U-558 on 12 May 1942.

WRECKSITE MANAGEMENT

USS YP-389 is located outside of state lands and waters approximately 20 nautical miles off the coast of North Carolina. “Pursuant to the property clause of Article IV of the Constitution, the United States retains title indefinitely to its sunken State craft unless title has been abandoned or transferred in the manner Congress authorized or directed.”¹ “[T]itle to a United States or foreign sunken State craft, wherever located, is not extinguished by passage of time, regardless of when such sunken State craft was lost at sea.”² The United States government has retained title and ownership of the USS YP-389 and is still considered to be subject to the sovereign immunity of state craft recognized under international and U.S. law. It is subject to the provisions of a number of federal laws and policies for historic preservation including but not limited to the National Historic Preservation Act, the Antiquities Act, Section 6 c) of the Archaeological Resources and Protection Act and of course the Sunken Military Craft Act (SMCA). As six crewmembers perished during its loss therefore the wreck is considered a military war grave under the SMCA and the President’s Statement on Sunken Warships. Accordingly, it may not be disturbed without the permission from the U.S. government.

On 8 January 2016, the National Oceanic and Atmospheric Administration (NOAA) issued a notice of intent in the Federal Register (document number 2015-33169) to review the boundaries of the Monitor National Marine Sanctuary in order to evaluate and consider the benefits, need, and impact of expanding the sanctuary’s boundaries to include additional maritime cultural and archaeological resources. The notice also included NOAA’s intent to prepare an environmental impact statement and hold public scoping meetings.

¹ President’s Statement on Sunken Warships and other State craft, Weekly Compilation of Presidential Documents Volume 37, Number 3 p. 195 (22 January 2001).

² Ibid. 195-196.

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Pursuant to the Code of Federal Regulations Part 36 §63.2 Determination of Eligibility process, and in coordination with the Federal planning process, NOAA's Office of National Marine Sanctuaries (ONMS) is requesting a determination of eligibility for listing in the National Register of Historic Places for the USS YP-389 to help determine boundary options for expanding the Monitor National Marine Sanctuary. USS YP-389 lies in federal waters 23 miles off Cape Hatteras, North Carolina and 23 nautical miles from the existing Monitor National Marine Sanctuary.

NOAA's actions are being taken to elevate and promote this nation's maritime heritage; to facilitate better protection and management of nationally important archaeological resources under the National Marine Sanctuaries Act; to better coordinate resource management with other current and potential users; to increase the scope of archaeological research; to create educational opportunities for the public; and to potentially benefit local coastal communities through increased tourism and economic growth.

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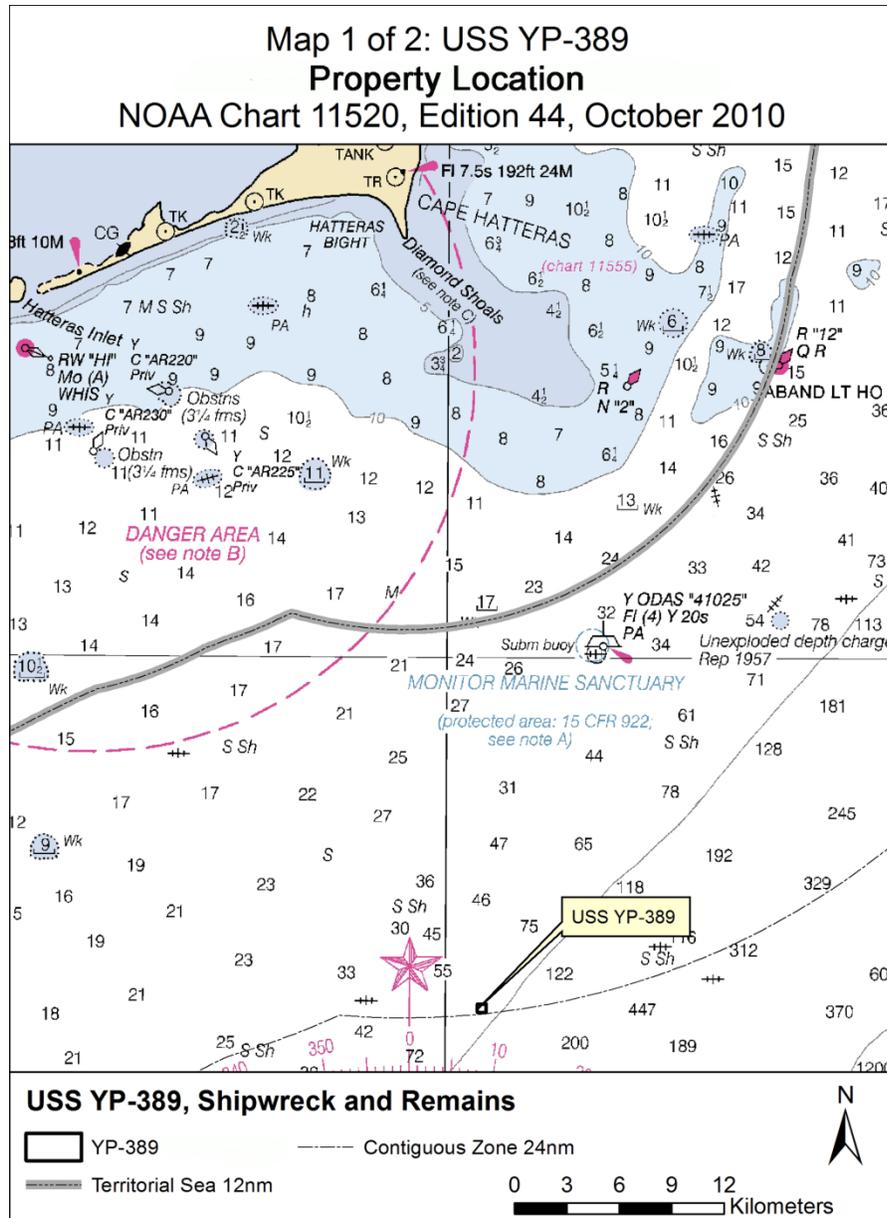
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Map 001.

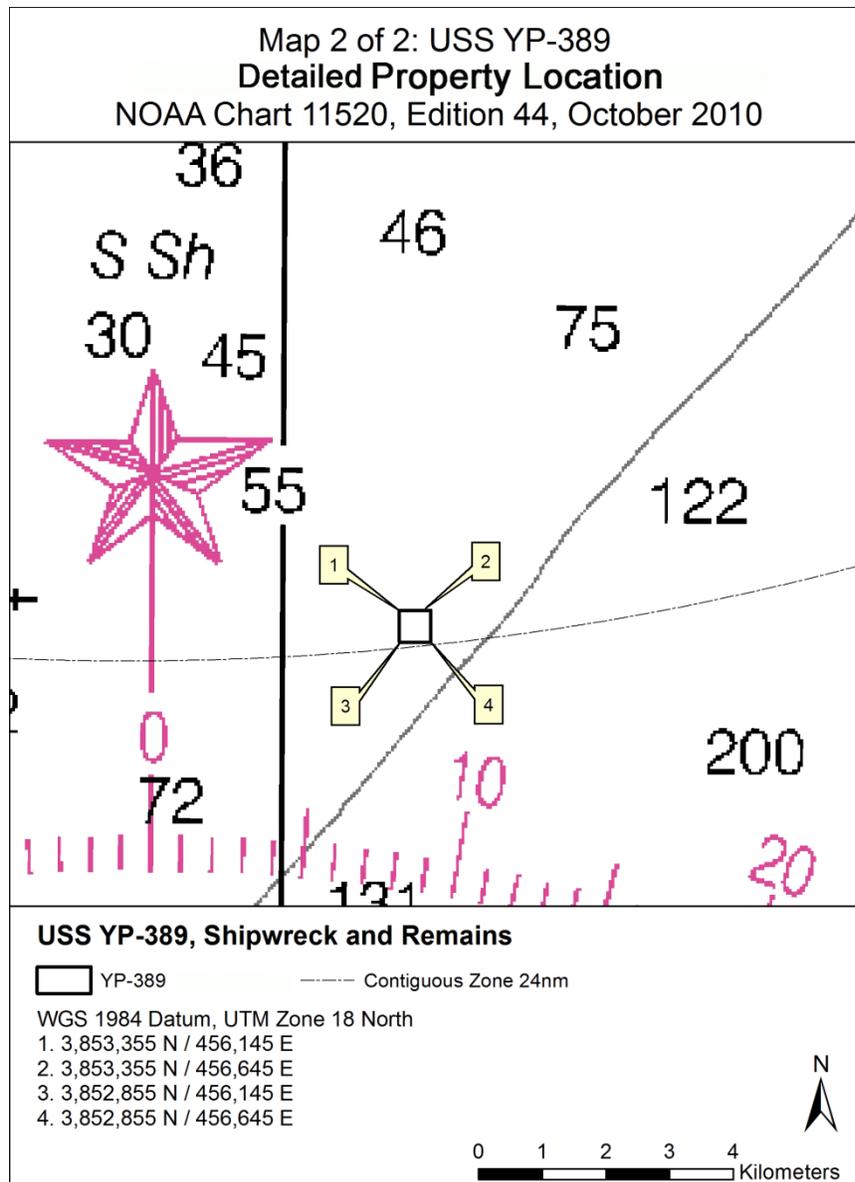
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National Register of Historic Places Continuation Sheet

USS YP-389 (shipwreck and remains)
Name of Property
Offshore Dare, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

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Confidential under Section 304



Map 02.