

United States Department of the Interior
National Park Service

804

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 appropriate categories and subcategories from the instructions.

RECEIVED 2280

OCT - 2 2015

Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: U-352, shipwreck and remains

Other names/site number: _____

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-Beaufort State: Offshore-NC County: Offshore-Carteret

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

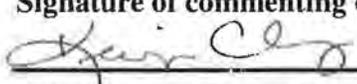
X national ___ statewide ___ local

Applicable National Register Criteria:

X A ___ B ___ C X D

	<u>10/1/2015</u>
Signature of certifying official/Title:	Date
<u>National Oceanic & Atmospheric Administration</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property X meets ___ does not meet the National Register criteria.

Signature of commenting official:	Date
	<u>9/22/2015</u>
Title: <u>SHPO Deputy Secretary/SHPO</u>	State or Federal agency/bureau or Tribal Government

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, 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

11-12-2015

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

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, NC
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____ 1 _____	_____	sites
_____	_____	structures
_____	_____	objects
_____ 1 _____	_____	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

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, NC
County and State

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

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, NC
County and State

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

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, NC
County and State

Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

MILITARY

ARCHAEOLOGY - HISTORIC

Period of Significance

1942

Significant Dates

5 May 1942 (arrived in U.S. waters off North Carolina)

9 May 1942 (sank)

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

Flensburger Schiffsbau-Ges, Flensburg, Germany

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, NC
County and State

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

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, NC
County and State

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 Oceanic and Atmospheric Administration's Office of National Marine Sanctuaries (Silver Spring, MD), East Carolina University's Program in Maritime Studies (Greenville, NC), and University of North Carolina's Coastal Studies Institute

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 61.77635

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

U-352 (shipwreck and remains)

Offshore Carteret, NC

Name of Property

County and State

(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: 355,615 | Northing: 3,788,748 |
| 2. Zone: 18N | Easting: 356,115 | Northing: 3,788,798 |
| 3. Zone: 18N | Easting: 356,115 | Northing: 3,788,298 |
| 4. Zone: 18N | Easting: 355,615 | Northing: 3,788,298 |

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

U-352 rests 21.8 nautical miles south of Cape Lookout, North Carolina at a depth of 110 feet. The submarine's remains lie outside North Carolina state waters but still in United States' federal waters within the contiguous zone. North American Datum UTM coordinates for U-352 (shipwreck and remains) are 355,865 East 3,788,548 North. This location marks the center of the property. The 61.77635 acre site (a square 500 meters per side with boundary coordinates: northwest 355,615 E x 3,788,798 N, northeast 356,115 E x 3,788,798 N, southwest 355,615 E x 3,788,298 N, southeast 356,115 E x 3,788,298 N) includes the main structure and debris field surrounding the U-boat. See Map 1 and 2 for locational details.

Boundary Justification (Explain why the boundaries were selected.)

The National Register boundaries of U-352 (shipwreck and remains) 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.

U-352 (shipwreck and remains)
Name of Property

Offshore Carteret, NC
County and State

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: 9/28/15

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. See page 46 Map 1 and Map 2.
- **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.)

U-352 (shipwreck and remains)

Offshore Carteret, NC

Name of Property

County and State

Photo Log/Index of Photos

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

Name of Property: U-352 (shipwreck and remains)

City or Vicinity: Offshore – Beaufort

County: Offshore - Carteret

State: Offshore - NC

Photographer: NOAA Monitor National Marine Sanctuary

Date Photographed: 2008

Description of Photograph(s) and number: Archaeological site map of U-352's wreck site.
Photo 001. 1 of 5.

Name of Property: U-352 (shipwreck and remains)

City or Vicinity: Offshore – Beaufort

County: Offshore - Carteret

State: Offshore - NC

Photographer: Joseph Hoyt, NOAA Monitor National Marine Sanctuary

Date Photographed: 2008

Description of Photograph(s) and number: Photomosaic of U-352 wreck site in 2008. Photo
002. 2 of 5.

Name of Property: U-352 (shipwreck and remains)

City or Vicinity: Offshore – Beaufort

County: Offshore - Carteret

State: Offshore - NC

Photographer: Joseph Hoyt, NOAA Monitor National Marine Sanctuary

Date Photographed: July 2008

Description of Photograph(s) and number: U-352's hull and conning tower.
Photo 003. 3 of 5.

Name of Property: U-352 (shipwreck and remains)

City or Vicinity: Offshore – Beaufort Head

County: Offshore - Carteret

State: Offshore - NC

Photographer: Advanced Underwater Surveys

Date Photographed: 2011

Description of Photograph(s) and number: Reason 8125 scaled multibeam survey of U-352
wreck site. Photo 004. 4 of 5.

Name of Property: U-352 (shipwreck and remains)

City or Vicinity: Offshore – Beaufort

County: Offshore - Carteret

State: Offshore - NC

Photographer: Advanced Underwater Surveys

Date Photographed: circa 2011

Description of Photograph(s) and number: Isometric sonar visualization of U-352 wreck site.
Photo 005. 5 of 5.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 12

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Section 7 - Description

SUMMARY

U-352 is the shipwreck and remains of a Type VIIC German U-boat that was sunk by the United States Coast Guard Cutter USCG *Icarus* on 9 May 1942 during World War II. U-352 is significant to American military, maritime history, and historic archaeology as it was the first U-boat sunk by the United States Coast Guard off the American East Coast during the Battle of the Atlantic. U-352 had an overall length of 220.2 feet with a width of 20.4 feet and a depth of 15.7 feet. Launched on 7 April 1942, U-352 completed one full war patrol off Iceland before departing for the United States on 7 April 1942. During its second war patrol off North Carolina U-352 was sunk with 16 of the 48 crewmembers lost during the incident. The remaining 32 men became war prisoners until the end of World War II. U-352's wreck site rests in 110 feet of water 21.8 nautical miles south of Cape Lookout, North Carolina. U-352's extant remains consist of portions of its outer hull, its pressure hull, saddle tanks, bow and stern torpedo tubes and propulsion components. The vessel's longitudinal orientation runs nearly northeast to southwest with the bow located at the northeast end, distinguished by the presence of the bow torpedo tubes and bow dive planes.

SETTING

U-352 sits partially buried on a sandy bottom in 110 feet of water 21.8 nautical miles south of Cape Lookout, 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, making the site accessible to recreational SCUBA divers year round. 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

U-352's remains rest in one contiguous section on the seafloor. The submarine lies upright on the bottom with a 45° list to starboard. The shipwreck's structure retains the overall shape of the U-boat as constructed. U-352's archaeological remains are 203 feet long and the width varies with an average of 15 feet depending on if the saddle tanks are exposed or not (see Figure 001 and 002). At the bow, most of the outer-hull plating, or fairing, is gone exposing the inner pressure hull and the forward torpedo tubes as well as the port forward diving plan and anchor

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Section number 7 Page 13

windlass. Along the rest of the shipwreck, the outer-hull fairing has mostly deteriorated leaving the intact interior pressure hull exposed. Moving aft there is evidence of the capstan mount, brackets for the forward external torpedo container and high pressure air flask. The forward torpedo loading hatch and battery loading hatch are also present and open (Richards and Hoyt 2014).

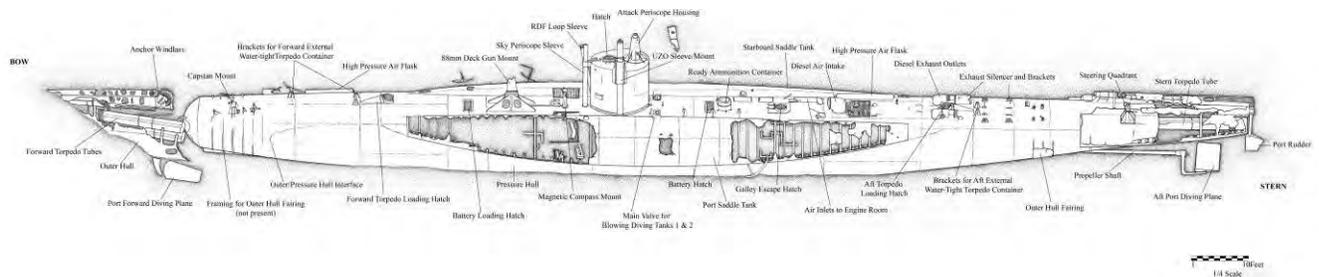


Figure 001. U-352 plan view archaeological site map. Bow is on the left and stern is on the right (courtesy of NOAA Monitor National Marine Sanctuary).



Figure 002. Profile view photomosaic of U-352's wreck site. Bow is on the right and stern is on the left (courtesy of Joseph Hoyt, NOAA Monitor National Marine Sanctuary).

Just forward of the conning tower is the 88mm deck gun mount but the gun is missing, possibly blown off during the attack and sinking events. U-352's conning tower rises ten feet above the hull making it the highest point of relief on the site. Associated navigational and firing equipment still present on and near the conning tower includes the sky periscope sleeve, radio direction finder loop sleeve, magnetic compass mount, attack periscope housing and binocular sleeve/mount. Most of the metal plating surrounding the conning tower is missing with the main hatch open (see Figure 003) (Richards and Hoyt 2014).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 14

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Aft of the conning tower the pressure hull is exposed and the port and starboard saddle tanks are visible. The battery hatch, gallery escape hatch and aft torpedo loading hatch are all present but open. The position of the submarine's diesel engine can be determined from the location of the engine room air intakes, diesel air intake, diesel exhaust outlets and exhaust silencer near the high pressure air flask. On the top of the hull are the brackets for the aft external torpedo container but the container is gone. At U-352's stern the stern torpedo tube, steering quadrant, port propeller shaft, port rudder and aft port diving plane are visible. The starboard diving plane, propeller shaft and rudder are buried in the sand (Richards and Hoyt 2014).



Figure 003. U-352's conning tower (courtesy of Joseph Hoyt, NOAA Monitor National Marine Sanctuary).

Although U-352's structural remains are still predominantly intact, divers have illegally collected a large amount of artifacts associated with the site and natural processes have deteriorated other sections of the wreckage. Site reports and photographic documentation confirms the following impacts to the site (Richards and Hoyt 2014):

- In 1978, divers removed the 20-mm anti-aircraft gun.
- In 1979, divers recovered the port propeller.
- All hatch covers have been opened and removed. These include the fore and aft torpedo loading hatches, the fore and aft battery hatches, the galley escape hatch and the main conning tower hatch.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 15

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

- The radio direction finder loop is missing.
- The sky periscope appears to have been removed but most of the housing remains.
- The 88-mm deck gun was dislodged from its mount during the sinking event and may likely be in close proximity to the wreck, but it is likely buried in sediment.
- The magnetic compass housing has been removed.
- The anchor capstan is missing.
- The forward ready ammunition container is missing.
- The aft ready ammunition container's lid and contents are gone. This may have been the result of the U.S. Navy's unexploded ordnance removal efforts.
- There is deterioration of the outer-hull fairing due to natural processes.
- Sections of the saddle tanks have also deteriorated due to natural processes.
- Some of the stern framing structure has been removed.
- Divers recovered smaller artifacts from the wreck's interior.
- Human remains are still believed to be present on the site. There is evidence divers have disturbed and collected human remains.

Despite the natural and anthropogenic impacts to U-352, the property still retains enough integrity to meet the National Register Criteria A and D and be significant to the nation. Ample archaeological information can still be obtained from the shipwreck and research questions can be answered about its construction, weaponry, sinking and crew. U-352 is a rare example of a Type VII-C German U-boat and its location off North Carolina makes it only one of a handful of its kind off the United States available for study.

SITE INVESTIGATIONS

Almost immediately after U-352 sank that the U.S. Navy salvage vessel *Umpqua* relocated the U-boat and began conducting salvage operations in hopes of entering the submarine to recover secret materials. On 23 May 1942, U-352 was located and visited by Navy diver C.E. Meyer. He reported that the U-352 was sitting on its starboard side at a 60° angle and its bow had a deep gash in it. During subsequent days Navy divers made several additional, but unsuccessful, attempts to relocate the shipwreck (Gentile 1992:199). Strangely, despite the relatively shallow depth, the salvage attempts conducted by U.S. Navy divers were fruitless in regards to gathering intelligence materials. The divers did not recover anything of military importance and salvage operations were discontinued.

After the Navy salvage vessels' departure, a depth charge attack was carried out on the site three months later by HMS *Stella Polaris* after detecting a metallic target near the seafloor. Unknowing if it was U-352 or another German U-boat, several depth charges were also deployed by the Coast Guard cutters 474 and 480. No evidence of any additional U-boats were found in

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 16

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

the area. The depth charge detonations caused air bubbles and oil to rise to the surface. A diver was then sent to the bottom to assess the situation but he found no submarine although grappling attempts did eventually locate and hook into U-352. Another diver visited the submarine and recovered a 20 foot section of deck grating (Gentile 1992:200-201). Operations were halted due to concerns about unexploded depth charges. Later during World War II, the Navy launched a survey mission to the site and obtained photographs with drop cameras. After this mission U-352 was left undisturbed for decades with the remains of 15 German sailors interred inside.

In 1975, a group of scuba divers from Morehead City, North Carolina relocated U-352's wreck by using the Navy's coordinates. The submarine ended up being a mile and a quarter from the original numbers. Since that discovery, U-352 has been consistently visited by divers. U-352's unexploded ordnance were determined to be an issue during the 1980s and many feared that in order to ensure that these munitions were rendered safe, there was a possibility the site would be demolished and the munitions thus detonated. These concerns were alleviated, however, when the U.S. Navy removed the externally accessible torpedoes and munitions and then welded the access points to the wreck's interior spaces shut. Although these measures were intended to ensure that nobody could interfere with the hazardous materials or human remains located inside the hull, a diver soon pried the welded hatches open leaving the inside of the wreck accessible to divers (Farb 1985:193; Gentile 1992:203; Keatts and Farr 1994:97). As divers regained entry to the wreck, numerous artifacts were looted and human remains were uncovered and disturbed on multiple occasions. Despite the removal of artifacts and features from the site, U-352 still has integrity and is an important historical and archaeological resource as well as a key economic attraction for the North Carolina's diving community.

In 2008, maritime archaeologists and researchers from NOAA's Office of National Marine Sanctuaries' Monitor National Marine Sanctuary, the National Park Service, Minerals Management Service, East Carolina University and the University of North Carolina's Coastal Studies Institute conducted an archaeological investigation of U-352 using scuba diving equipment and standard underwater archaeology recording techniques. The project was conducted after being contacted by the Consul General at the German Embassy in Washington, D.C. who requested NOAA take the lead in carrying out a baseline archaeological investigation of the three U-boats located off North Carolina, U-85, U-352, and U-701, due to reports that additional illegal salvage might occur in the near future. The research design identified several goals and questions to be addressed during the investigation and assessment of U-352. The project's goals included (Richards and Hoyt 2014):

- 1) Assess U-352's historical significance and archaeological integrity;
- 2) Determining if U-352 is eligible for nomination to the National Register of Historic Places;

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 17

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

- 3) Identify to what degree is site preservation is influenced by environmental formation processes and anthropogenic impacts;
- 4) Determine whether or not U-352 warrants further investigation;
- 5) Complete a thorough exterior survey and artifact inventory;
- 6) Produce a site map for interpretation and as a representation of baseline data for use in follow-up inquiry and future monitoring;
- 7) Complete a detailed video and photographic survey.

During July 2008, NOAA led the survey to investigate U-352. Project team members generated an accurate archaeological site plan, collected photographs and video footage of the wreckage and compared the levels of preservation between the three U-boat sites within recreational scuba diving depths off the coast of North Carolina. The data products as well as the photographs and video footage will enable archaeologists to monitor the site for continued degradation and illegal artifact recovery.

Documentation of the level of degradation to U-352 was a high priority for the 2008 NOAA survey. Data collected during the expedition was used to compare to earlier representations of the site. It was important to note what degradation was caused by natural sources, due to the site formation processes and what was caused by interference with the site by sport divers and looters. The assessment of impacts will help make educated recommendations for future mitigation efforts. Overall the project identified the following features of U-352 that are believed to be threatened due to anthropogenic processes (Richards and Hoyt 2014):

- Outer hull features including hull plates, fittings and constructional elements
- The remainder of the aft ready ammunition locker
- The anchor windlass
- Various mounts including the 88-mm deck gun mount, the magnetic compass mount and the capstan mount
- U-352's interior compartment has been disturbed, however there may still be a great deal of threatened cultural material inside including personal effects, human remains, dials, gauges, placards and hull fittings

During the Monitor National Marine Sanctuary's 2011 Battle of the Atlantic expedition, U-352 was revisited and surveyed using high resolution multibeam sonar (see Figure 004 and 005). This survey provided NOAA with a detailed geographically accurate site image as well as a 3D point cloud model of the shipwreck that can be used for advanced three dimensional visualization (Richards and Hoyt 2014).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 18

U-352 (shipwreck and remains)

Name of Property

Offshore Carteret, NC

County and State

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

Name of multiple listing (if applicable)

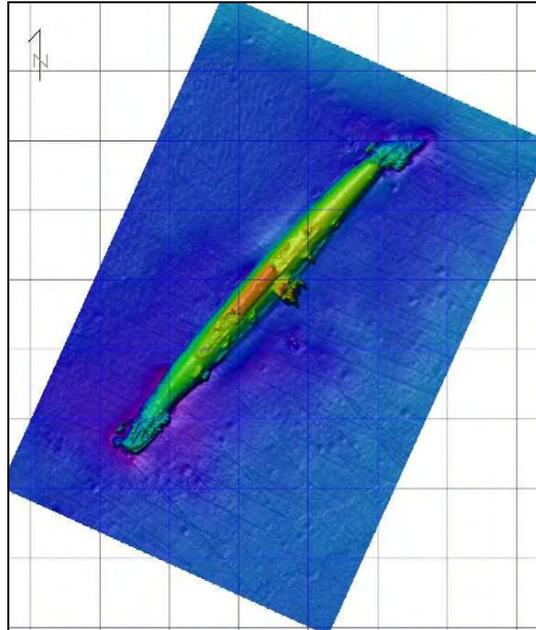


Figure 004. Multibeam sonar image of U-352 from NOAA's 2011 survey (courtesy of Advanced Underwater Surveys).



Figure 005. Isometric sonar visualization of U-352 wreck site (courtesy of Advanced Underwater Surveys).

NOAA's expeditions to U-352, in 2008 and 2011, were part of a larger multi-year project to research and document a number of historically significant shipwrecks lost in the Battle of the

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 19

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Atlantic off North Carolina during World War II. The project's overall goal is to raise awareness of a war that was fought so close to the American coastline and to preserve our nation's maritime history. 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 include 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).

During World War II there were twelve German U-boats lost off the United States' East Coast and Gulf of Mexico (see Table 1). To date, eight of them have been located and of those five have been archaeologically documented. U-352 was the second U-boat lost and one of three Type VIIC U-boats lost from the group. NOAA's archaeological work on the U-boats off North Carolina, U-85, U-352, U-576, and U-701, is increasing our knowledge about U-boat design, construction and use as well as allowing a better interpretation of the Battle of the Atlantic and its role in military and maritime history.

Name	Date Lost	Wreck Located	Archaeological Assessment	Type	Cause of Sinking	Survivors	Casualties	Wreck Location (State)
U-85	4/14/1942	Yes	Yes	VIIB	Gunfire From Ship	0	46	North Carolina
U-352	5/9/1942	Yes	Yes	VIIC	Depth Charge From Ship	32	16	North Carolina
U-701	7/7/1942	Yes	Yes	VIIC	Depth Charge From Plane	7	39	North Carolina
U-576	7/15/1942	Yes	Yes	VIIC	Depth Charge from Plane and Gunfire/Ramming From Ship	0	45	North Carolina (in deep water)
U-166	7/30/1942	Yes	Yes	IXC	Depth Charge From Ship	0	52	Louisiana (in deep water)
U-521	6/2/1943	No	No	IXC	Depth Charge From Ship	1	51	Virginia/Maryland
U-550	4/16/1944	Yes	No	IXC/40	Depth Charge and Gunfire From Ship	12	44	Massachusetts
U-869	2/11/1945	Yes	No	IXC/40	Depth Charge From Ship	0	56	New Jersey
U-548	4/19/1945	No	No	IXC/40	Depth Charge From Ship	0	58	Massachusetts
U-879	4/30/1945	No	No	IXC/40	Depth Charge From Ship	0	52	North Carolina/Virginia
U-857	4/x/1945	No	No	IXC/40	Unknown	0	59	
U-853	5/6/1945	Yes	No	IXC/40	Depth Charge From Ship	0	55	Rhode Island

Table 1. U-boats lost during World War II off the United States East Coast and Gulf of Mexico.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 20

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Section 8 – Statement of Significance

SUMMARY

The Type VIIC German submarine U-352 is significant to American maritime history, military, and historic archaeology as was the first U-boat sunk during World War II by the United States Coast Guard off the American East Coast. U-352 is one of a number of shipwrecks associated with the Battle of the Atlantic off the United States East Coast and Gulf of Mexico that together become an assemblage of historic properties that collectively tells a more complete story of this significant period in American history. In order to make these broader connections to our maritime landscape individual properties like U-352 are examined, characterized and weaved into the larger story. Once the United States entered World War II Germany extended its *handelskrieg* (“trade war”) to American shores by dispatching U-boats across the Atlantic Ocean to sink Allied merchant shipping. For a brief period in 1942 German U-boats attacks went unchallenged but by the spring of 1942 U.S. and Allied forces started to gain the upper hand and deter and even sink a number of U-boats including U-352. Overall, U-352 was the second U-boat sunk during World War II off the United States East Coast and Gulf of Mexico. On 9 May 1942 the Coast Guard Cutter USCG *Icarus* depth charged and sank U-352 off North Carolina while the submarine was on its second war patrol. Lieutenant Maurice D. Jester, commander of the *Icarus*, was awarded the Navy Cross for his actions in sinking U-352. There were only six Coast Guard recipients of the Navy Cross during World War II. Sixteen of U-352’s 48 crewmembers perished while the remaining 32 men became war prisoners until the end of World War II. U-352’s archaeological remains are 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). U-352 is included as one of the Axis military losses associated with the Battle of the Atlantic in the document.

U-352 qualifies for listing under National Register of Historic Places Criteria A and is significant in the area of Maritime History based upon U-352’s association with the Battle of the Atlantic off the United States’ East Coast during 1942. The presence and success of submarines during World War II, exemplified by the German U-boat, changed the face of naval combat and history. The battlefield now extended not only from the air and water’s surface but also to the underwater and seafloor landscape. Instead of the Axis powers targeting enemy military assets, they focused on non-military components, the merchant vessel from Allied and neutral countries. Until the escorted convoy system and adequate offensive and defensive forces were put into place the merchant mariners were vulnerable while transiting along the United States’ coast. The sea-

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 21

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

lanes, especially around North Carolina's Outer Banks, were the lifeline of maritime commerce during World War II and the area subsequently became the epicenter of conflict as German U-boats, like U-352, prowled the coast in search of targets.

U-352 qualifies for listing under National Register of Historic Places Criteria A and is significant in the area of Military based on U-352's association with Allied and Axis military operations off the Outer Banks during World War II in 1942. The U-boat played a significant role as an enemy combatant of the United States and as a symbol of the German war machine that, for six months in 1942, nearly crippled America's ability to supply its allies in Europe with crucial war materials to defeat the Axis powers. U-352's shipwreck, just miles outside of Beaufort Inlet, North Carolina, serves as a poignant reminder of a time when victory during World War II was not certain and as a reminder of the sacrifices paid by the mariners of multiple nations and by friend and foe alike off the shores of the American mainland. It is also significant to American maritime history as it was the first U-boat sunk by U.S. Coast Guard forces off the U.S. East Coast during World War II.

U-352 qualifies for listing under the National Register of Historic Places Criteria D and is significant in the areas of Archaeology – Historic based upon the site's likelihood to yield information important to history. Archaeological investigations of the submarine's hull, machinery, armament and cultural artifacts may provide information that will confirm or contradict historical records. It is significant in that U-352 is a Type VIIC German U-boat, of which 660 were built but only a few have been located and archaeologically assessed. While a large number of Type VIIC U-boats were built, U-352 is important because it is only one of three Type VIIC U-boats off the United States' East Coast and Gulf of Mexico and only one of two within recreational scuba diving depths making long term site investigations feasible. Archaeological data will also provide details about the sinking at the hands of the USCG *Icarus*' crew off North Carolina. Thirty-three of U-352's 48 man crew survived its wrecking and became the first German prisoners of war taken by the United States after the declaration of war with Germany. U-352's remains are an important physical reminder of World War II off North Carolina and future study of the site will continue to record the site's overall characteristics, its extents, anthropogenic impacts and material culture.

HISTORICAL SIGNIFICANCE

The U-boat was one of the most effective tools used by the Germany military during World War II. It inflicted severe damage on Allied shipping until convoy systems and anti-submarine patrols could gain the upper hand. German commanders believed that if they interrupted or even stopped merchant vessel traffic, especially in the North Atlantic and along the United States' East Coast and Gulf of Mexico, then it could remove the United Kingdom and United States

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 22

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

participation in the war or at minimum reduce their war efforts. In turn, Germany invested vast amounts of money and manpower to support their U-boat campaigns that targeted the Allied flow of food, goods and military supplies during the Battle of the Atlantic. It had been proven during World War I that U-boats were a valid weapon and their success during World War II laid the foundation for modern submarine warfare (Westwood 1984:7).

The German Navy, under Admiral Karl Dönitz, built many different U-boat types with varying degree of numbers produced per type but the Type VII U-boats accounted for 61% of all German submarines built under Hitler's reign. They were designed as submersible torpedo boats that relied on their ability to stay underwater for long periods of time as their greatest strength. It was the largest class of U-boat with 704 launched and sinking the majority of Allied and neutral shipping during World War II. Type VII U-boats trace their roots back to the UB III model built during World War I. U-352 was a Type VIIC, a subgroup of the larger Type VII class. The VII subtypes included VII (also called a Type VIIA), VIIB, VIIC and C-41, VIID and VIIF. There were 660 Type VIIC U-boats built, the largest number of all the Type VII submarines constructed. The 660 included 572 Type VIIC and 88 VIIC/41 which were identical to the Type VIIC but a higher grade of steel was used making them capable of great operational depths and stronger hulls with greater resistance to depth charges.

. . . the Type VII was a specific compromise between tactical requirements, financial constraints and the terms of the 1935 London Naval Treaty. . . the Type VII was in all an outstanding design, meeting and in many cases exceeding the requirements of the U-boat command, thanks to careful planning, well-specified requirement, the basing of the design on a tried and tested predecessor from the previous war, at not the least the skills of its designers Schürer and Bröking (Krzyształowicz 2011:39).

In general all Type VII U-boats were constructed with a cylindrical pressure hull with a bow and stern section welded on as well as an outer hull casing to increase seaworthiness. A conning tower, also known as an attack center, sat amidships and served as the main entry and exit point and place for instruments and periscopes. Internally, the U-boats had the following seven compartments: forward torpedo and crews quarters, officers and chief rates quarters, control room, senior rates quarters, diesel engine room, electric motor room and aft torpedo compartment.

Two four-stroke six cylinder diesel engines, either manufactured by MAN or Germaniawerft F 46, propelled the U-boats at the surface while electric motors, designed by AEG, BBC, or SSW,

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 23

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

were used while underwater. Primary weaponry typically included 14 G7a or G7b torpedoes (four tubes in the bow and one in the stern) with auxiliary armament consisting of an 88mm SK C35 naval deck gun and 20mm FlaK 30 anti-aircraft gun. Lastly, the Type VII could carry 36 TMA or 39 TMB mines laid through its torpedo tubes (Westwood 1984:8-10).

Hence the specific mix of imagination (Dönitz), necessity (something was needed to win the war and to realize Dönitz's plans) and logic (using an old but tested model) resulted in what was arguably the most perfect and effective of all instruments of war used in the Second World War - the Type VII U-boat with all its variants (Krzyształowicz 2011:12).

U-352 was a Type VIIC U-boat, a refinement of the Type VIIA and Type VIIB design. The Type VIIC represented the majority of the U-boats built and used during World War II. "For the first time the changes introduced in the new version were aimed not at eliminating any observed shortcomings in the boat but to create space for mounting new electronics equipment" (Krzyształowicz 2011:20). The Type VIIC was the workhorse of the German submarine fleet and an effective fighting machine. It served in almost all the areas where U-boats operated around the world and proved to be a successful model with the first type to use active sonar to detect mines and targets. The Type VIIB could not accommodate the active sonar equipment so that was one of the main reasons for the development of a new variant, the Type VIIC.

Between 1938 and 1944, 660 Type VIIC U-boats were built with the first one, U-69, launched on 19 September 1939 and the last one, U-1210, launched on 9 February 1944. The Type VIIC were commissioned toward the end of the "First Happy Time" near the beginning of World War II and were still in service when Allied anti-submarine efforts ultimately defeated the U-boat campaign in late 1943 and 1944. Fifteen shipyards built the Type VIIC U-boats in the German cities of Vegesack, Lubeck, Emden, Kiel, Danzig, Hamburg, Wilhelmshaven, Stettin and Rostock. The model became the standard U-boat of the German Navy and the main player in the Battle of the Atlantic.

Overall, the Type VIIC were two feet larger at 220 feet in length overall with the same width as Type VIIB at 20 feet 4 inches. They displayed 769 tons at the surface and 871 tons submerged. Their surface range was 8,500 nautical miles at 10 knots with a maximum surface speed of as 17.7 knots and their maximum submerged speed of 7.6 knots. This was slightly less than the Type VIIB because of the Type VIIC's increased length and tonnage making it heavier. The saddle tanks were also slightly longer and fitted with quick dive tanks inside to facilitate emergency maneuvers. The slight enlargement of the submarine allowed a larger conning tower

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 24

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

that sat above the control room. A more efficient ventilation system was also installed on the Type VIIC that used less lubricating oil and a new Junkers air compressor ran off the diesel engine instead of electric motors, as in earlier types (Krzyszalowicz 2011:20).

Due to the large number of Type VIIC U-boats it is thought that they were “mass produced” with little variation between individual submarines. In actuality they were not identical because of the number of shipyards who built them. Each shipyard had its own variation based on individual styles.

Differences between individual submarines, often unnoticeable by an unskilled observer, were obvious to an expert. Series built submarines were by no means clones of each other. This was because, although they were based on a set of blueprints, they were constructed in different shipyards, each of varying capabilities and experience, which immediately adapted those plans to their capabilities (Krzyszalowicz 2011:34).

To familiarize U-boat crews with an individual submarine’s finer details, Dönitz created the Baubelehrung program. This program required U-boat crewmembers to be involved in the submarine’s construction for those who would soon serve aboard them. The men would learn about the U-boat even before it was in the water and be intimately acquainted with its operation well before heading to battle at sea.

U-352’S CAREER (1941 to 1942)

U-352 was built at the Flensburger Schiffsbau-Ges shipyard of Flensburg, Germany and carried the city of Flensburg’s crest on its conning tower. The shipyard built (and were later commissioned into the Kriegsmarine) 20 Type VIIC (U-351 through U-370) and eight Type VIIC/41 U-boats (U-1301 through U-1308). The company, started in 1872, is still in business today. U-352’s keel was laid down on 11 March 1940, but the vessel was not launched until 7 May 1941. U-352 had an overall length of 220.2 feet with a width of 20.4 feet and a depth of 15.7 feet. With so many Type VIIC U-boats manufactured, one company could not supply all the diesel engines needed, so there were options for the engine model available for U-352. The builders equipped it with Germaniawerft F46 supercharged diesel engines which generated 1,400 horsepower at 470 to 490 rpm. Its two AEG GU electric motors were only used while submerged. The electric motor’s power was stored in two battery banks made up of sixty-two AFA 33 MAL 800 E cells. Battery life was 20 hours before needing to be recharged from the diesel engines. The submarine was commissioned on 28 August 1941 with the Feldpost Number

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 25

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

45 428 and designed to carry 60 men (4 officers and 56 enlisted men) (Krzyształowicz 2011:21; Wynn 1997:232).

Command of U-352 was given to Kapitänleutnant Hellmut Rathke who was born in Czychen, East Prussia on 3 December 1910. Rathke was a member of the Naval Officers Class of 1930 and eventually took a position as the Course Leader of Torpedo School at Murwik from May 1939 through June 1940. After this short tenure at the Torpedo School at Murwik, he took a new station as a Staff Officer at the Naval Command Station in Calais until October 1940, whereupon he returned to his former role at the torpedo school until April 1941. From April 1941 through July 1941, Rathke attended U-boat training school. Unlike many other U-boat Kapitänleutnants, Rathke did not participate in a training cruise as a pupil, but was instead awarded command of U-352 almost immediately upon graduation from U-boat school.

In July 1941, Rathke and U-352's crew began Baubelehrung. Upon completion of Baubelehrung a month later, Rathke took full command of U-352 on 28 August (USONI 1942:5; Busch and Röhl 1999:207). By January 1942, Rathke and his crew had completed training in the Baltic and were ready to begin patrol duty. On 15 January 1942, U-352 moved from Kiel, Germany to Bergen, Norway, where the crew set out for their first patrol on 20 January. U-352 and 12 other U-boats formed a fleet called Group Schlei, which was ordered to converge on an area West of Rockall and begin seeking out convoys. This patrol was recalled shortly after its deployment, however, due to the newly launched offensive against shipping off the East Coast of the United States. Dönitz was eager to put heavy pressure on this newly opened theatre since he was already receiving favorable reports on shipping along the U.S. Eastern Seaboard. After five days, five U-boats in Group Schlei quickly returned to St. Nazaire, France and began preparing for deployment to American waters (USONI 1942:5; Wynn 1997:232).

U-352 was not one of the five called back to St. Nazaire. U-352 along with the remaining seven U-boats from Group Schlei were redirected to Iceland, the Faroes and Scotland. U-352's crew then spent several uneventful weeks at sea. Although Rathke attempted to carry out at least one attack against merchant shipping, he was thwarted by the depth charges of Allied escort vessels. Eventually U-352 was forced to return to port to resupply after not successfully attacking any merchant vessels on its first war patrol. After 38 days at sea, U-352 pulled into port at St. Nazaire on 26 February to begin the process of taking on provisions and making preparations for the vessel's next assignment (USONI 1942:5; Wynn 1997:232).

Shortly after the bombing of Pearl Harbor, Germany joined Japan in declaring war on the United States and America was immediately drawn into World War II and forced to fight a war on two fronts. Since most large U.S. naval vessels were quickly allocated to fight the war in the Pacific Theater or escorting convoys on the high seas off the coast of Europe, the American Eastern

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 26

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Seaboard and Gulf Coast were left virtually unprotected. This lack of security was quickly recognized and capitalized upon by the German Navy and U-boats began making the voyage across the Atlantic to prey upon merchant freighters and tankers off the American coast as early as January 1942.

U-352 ARRIVES OFF THE U.S. (1942)

As the battle along the American East Coast progressed, the waters off North Carolina, particularly near Cape Hatteras, were recognized by the Germans as the best geographical location in which to intercept unprotected merchant vessels. These waters were also recognized by America and America's allies as some of the deadliest waters for merchant mariners to traverse in every theater of war. In seven short months, from January 1942 to July 1942, the waters off the Outer Banks would become some of the most contested waters in the world and German submarines would sink dozens of merchant freighters and tankers in this location while losing very few of their U-boats in return. U-352 was among the second wave of Type VII U-boats to be deployed to American waters. Due to the large expanse of area the U-boats had to patrol, the German wolf-pack tactics were not as practical and many vessels, though still in loose groups, were operating individually.

In St. Nazaire, U-352 underwent minor repairs and was made ready for a second cruise. This time, Rathke and U-352 were heading to the U.S. East Coast. U-352 departed St. Nazaire on 7 April 1942 to begin its first patrol in American waters. On the crossing Rathke was resupplied by the U-tanker U-459, which was one of the first U-boats designed for the purpose of serving as a resupply vessel. The transfer of fuel to U-352 successfully took place approximately 500 miles Northeast of Bermuda, after which a fully provisioned U-352 set course for its operational area off the North Carolina coast (USONI 1942:5; Hickam 1989:182; Blair 1996:575; Wynn 1997:232).

By the time the U-352 started to work her way toward Cape Hatteras, Rathke was satisfied with the training, spirit and morale of his crew. He decided to stay on the surface and look for targets as he moved south. If what he had been told was true, they should be fat and easy (Hickam 1989:183).

Beginning on 5 May 1942, far out to sea east of Cape Hatteras, North Carolina, U-352 began a game of cat-and-mouse with the Swedish merchant vessel *Freden*. The merchant vessel was moving slowly and not zig-zagging so all the U-boat crew had to do was wait it out until their paths crossed. Rathke moved into a firing position twice, firing a torpedo from the bow both times, but each torpedo missed. Despite the torpedoes missing the merchant vessel, the *Freden's*

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 27

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

crew believed they would eventually be hit and decided to abandon their ship. When they stopped to launch the lifeboats, the U-352's crew passed them without noticing and somehow lost contact of the merchant ship. Meanwhile, since *Freden* was not sinking, its captain gained confidence in their survival and ordered his crew back aboard their vessel to resume their voyage (Wynn 1997:232).

The following day, Rathke again came across *Freden* after conducting a search to regain contact. Over the next several hours, Rathke fired two more torpedoes, both of which missed. *Freden*'s crew again panicked and took to their lifeboats once more. In the process of launching the lifeboats the *Freden*'s stern was turned towards U-352 to present a smaller target. Rathke mistook this for *Freden* running off at full speed and gave up his pursuit. *Freden*'s crew drifted in their lifeboats all night, but on the morning of the 7 May, they happened to pass by the completely undamaged *Freden* and once more boarded their vessel and continued on their journey. This incredible event has been described as an "amazing story of ineptitude on both sides" (Wynn 1997:23).

As the *Freden*'s crew was re-boarding their ship U-352 surfaced and its lookouts spotted a twin-engine plane a few miles away headed directly for the submarine. Rathke pushed the lookouts aside, jumped down the conning tower hatch and ordered a crash dive. After an hour he surfaced U-352 and did not see any threats in the area anymore. Over the next several days U-352 moved closer to the Outer Banks, attacking three more freighters with still no success. On 7 May, Rathke encountered another airplane. This time the plane spotted the U-boat and dropped bombs on them but to no avail. U-352 changed its operating zone and moved to the 20 meter line off Cape Lookout where previous U-boat crews had encountered greater success (Hickam 1989:185-186).

U-352 DEMISE (9 May 1942)

On 9 May 1942, Rathke initiated the engagement that would ultimately end in U-352's demise. Rathke spotted, what at first he believed to be a small freighter, but later realized it was the 165-foot U.S. Coast Guard Cutter USCG *Icarus*, which was on antisubmarine patrol off Cape Lookout, and decided to attempt to sink the cutter. As U-352 closed in for an attack, the *Icarus*' crew got a sonar contact shortly before they saw and heard a torpedo exploding off their vessel's port quarter. Rathke fired at *Icarus* but the torpedo either malfunctioned and detonated at the end of its run or hit the sea bottom as they were in only 110-120 feet of water. In hopes of avoiding detection by *Icarus*' anti-submarine devices, Rathke took the U-boat to the location of the torpedo explosion and grounded his submarine (USONI 1942:7; Hoyt 1978 123; Hickam 1989:188; Blair 1996:575; Wynn 1997:232).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 28

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Icarus' commander, Lieutenant Commander Maurice Jester, reacted immediately and sent out a spread of eight depth charges, which damaged U-352 so severely that its crew decided to try and play dead and lie still on the bottom in the hopes of going unnoticed. Inside the U-boat, the first few depth charges destroyed the periscope and killed one of the officers (Lieutenant Ernst) in the conning tower as well as smashing in the control room gauges. U-352's interior spaces were now littered with broken gear, the lockers had burst open and all lights, except the emergency ones, were damaged. There is evidence that the electric motors were also taken out of service, making the U-352 a sitting duck and un-maneuverable. Jester observed air bubbles on the surface so he continued dropping depth charges as the U-532 was drifting underwater with its bow up and stern scrapping the bottom until finally coming to rest. On U-352's exterior, its deck gun and a good portion of the conning tower's metal plating had been blown off and one of its buoyancy tanks was also ruptured.

Ultimately, Rathke was forced to surface his U-boat. As U-352's crew made preparations to scuttle their submarine, several crewmembers began emerging from the conning tower ready to jump overboard. Fearing that the German submariners may attempt to use their deck guns, the U.S. Coast Guard sailors aboard *Icarus* opened fire with their deck and machine-guns, which resulted in the deaths of several of U-352's crewmembers. The guns also damage the submarine's hull and conning tower (USONI 1942:7; Hoyt 1978, 123; Hickam 1989:188-190; Blair 1996:575; Wynn 1997:232).

As U-352 sank, the majority of the crew were able to escape the stricken submarine but 16 were ultimately lost. The *Icarus* quickly departed the scene for approximately one hour to await instructions on how they should proceed. They then returned to the site and collected 33 survivors. U-352's machinist mate, Gerd Russel, died aboard *Icarus* shortly thereafter. The *Icarus* steamed to the U.S. Navy Yard in Charleston, South Carolina and arrived on 10 May. Gerd Russel was buried with military honors in Post Section, grave No. 18 at the National Cemetery in Beaufort, South Carolina. The U-352's survivors were the first German submariners captured by American forces in World War II. Once on shore they were interrogated by U.S. military forces before being sent to various prisoner of war camps for the war's duration. Unfortunately, The U.S. Office of Naval Intelligence obtained very little useful information from the U-352's crew (USONI 1942:7; Hoyt 1978, 123; Hickam 1989:188; Blair 1996:575; Wynn 1997:232; Gentile 1992:198-199).

CONCLUSIONS

Although U-352 was not one of the more successful German U-boats during World War II, as it did not even sink or damage any vessels, it nevertheless played an important part in the Battle of the Atlantic. U-352, as a Type VIIC U-boat, represented the workhorse submarines of the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 29

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

German Navy that nearly crippled Allied shipping throughout the world. U-532 is significant also because it was the first U-boat sunk in American Waters by a U.S. Coast Guard vessel and the U-boat's crew comprised the first prisoners of war captured from a U-boat that was sunk in American waters. USCG Cutter *Icarus*'s successful attack was a great victory for the U.S. coastal patrol forces and demonstrated that servicemen from all branches of the U.S. military were beginning to learn how to defeat the German U-boats.

Although the successful removal of U-boats from American Waters would take several more months, U-352's sinking reinvigorated the coastal patrols and helped signal the end of the German U-boat's ability to attack merchant vessels in American waters with impunity. U-352's wreckage stands as a testament of this historic engagement and as a sign of the dedication of U.S. military forces in eliminating a foreign threat during World War II. Today, the wreck site is likely the most frequently visited U-boat shipwreck off the coast of North Carolina and, as such, it a important economic driver for cultural resource tourism of the Outer Banks and helps support the local recreational diving community.

There are 22 submarines listed on the National Register of Historic Places or listed as a National Historic Landmark (see Table 2). The H.L. *Hunley*, I-169, and U-1105 are the only three shipwrecks included in that list. The majority of the submarines are from the United States (17) with additional properties from Japan (3) and Germany (2). The two German U-boats, U-1105 and U-505, date from World War II and are a Type VIIC and IXC respectively.

The U-1105, also known as the *Black Panther*, was surrendered at the end of World War II on 10 May 1945. It was turned over to the United States and eventually made its way to New Hampshire where it was the focus of salvage and towing tests where it was intentionally sunk and raised several times. Eventually, during a test on 19 September 1949, a depth charge cracked its pressure hull and sank the submarine. It now lies near Piney Point, Maryland in the U-1105 Black Panther Historic Shipwreck Preserve and is a popular dive site. The U-505 was captured by American forces on 4 June 1944 off West Africa and taken to Bermuda after gathering valuable intelligence materials. It too made its way to New Hampshire where it was abandoned for several years before being donated in 1954 to the Museum of Science and Industry in Chicago, Illinois. In order to gain intelligence about U-boats U-1105 and U-505 were stripped of a lot of their components. Unlike the previous two U-boats, U-352 was sunk during active duty during World War II. Its shipwreck and remains are significant and represent a Type VIIC U-boat in in an operational state with a majority of its original features intact and available for study.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 30

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

National Register Number	Name	National Register (NR) or National Historic Landmark (NHL)	State	Nationality	Type	Service Period	Property
78003412	H. L. HUNLEY	NR	SOUTH CAROLINA	USA		1863-1864	Shipwreck
89001428	HA. 19 (Midget Submarine)	NHL	FLORIDA	Japan	A Kō-hyōteki-class	1938-1941	Vessel
99001706	HA. 62-76 (Midget Attack Submarine)	NR	GUAM	Japan	C Kō-hyōteki-class	1944	Vessel
76002267	I-169 (part of Truk Lagoon Underwater Fleet, Truk Atoll)	NHL	FED. STATES	Japan	KD6a / I-168 class	1935-1944	Shipwreck
00001602	U-1105 (aka Black Panther)	NR	MARYLAND	Germany	VIIC / 41	1944-1949	Shipwreck
89001231	U-505	NHL	ILLINOIS	Germany	IXC	1940-1944	Vessel
89001077	USS ALBACORE (AGSS-569)	NHL	NEW HAMPSHIRE	USA		1953-1980	Vessel
78002458	USS BECUNA (SS-319)	NHL	PENNSYLVANIA	USA	Blaos class	1944-1969	Vessel
08000947	USS BLUEBACK (SS-581)	NR	OREGON	USA	Barbel class	1957-1990	Vessel
82000149	USS BOWFIN (SS-287)	NHL	HAWAII	USA	Blaos class	1942-1971	Vessel
08000477	USS CAVALLA (SS-244)	NR	TEXAS	USA	Gato class	1943-1969	Vessel
89001229	USS CLAMAGORE (SS-343)	NHL	SOUTH CAROLINA	USA	Blaos class	1945-1975	Vessel
86000087	USS COBIA (SS-245)	NHL	WISCONSIN	USA	Gato class	1943-1970	Vessel
86000088	USS COD (SS-224)	NHL	OHIO	USA	Gato class	1942-1971	Vessel
08000863	USS CROAKER (SS-246)	NR	NEW YORK	USA	Gato class	1943-1968	Vessel
86000086	USS DRUM (SS-228)	NHL	ALABAMA	USA	Gato class	1940-1968	Vessel
76002270	USS LIONFISH (SS-298)	NHL	MASSACHUSETTS	USA	Balao class	1943-1971	Vessel
79002653	USS NAUTILUS (SSN-571)	NHL	CONNECTICUT	USA		1954-1980	Vessel
86000089	USS PAMPANITO (SS-383)	NHL	CALIFORNIA	USA	Blaos class	1943-1971	Vessel
04001502	USS RAZORBACK (SS-394)	NR	ARKANSAS	USA	Balao class	1944-2001	Vessel
72001566	USS SILVERSIDES (SS-236)	NHL	ILLINOIS	USA	Gato class	1941-1969	Vessel
86000090	USS TORSK (SS-423)	NHL	MARYLAND	USA	Tench class	1944-1968	Vessel

Table 2. Submarines listed on the National Register of Historic Places or listed as a National Historic Landmark (<http://www.nps.gov/nr/research/index.htm>).

WRECKSITE MANAGEMENT

As a sunken foreign military vessel, not otherwise abandoned, disposed of or had its title transferred, U-352 is still owned by the Federal Republic of Germany. In legal succession to the former German Reich, the Federal Republic of Germany, as a rule, sees itself as the owner of formerly Reich-owned military assets, such as ship or aircraft wreckages. Furthermore, 16 crewmembers perished during its loss and human remains have been located on the shipwreck site, therefore the wreck is considered a military war grave. Those who would engage in unauthorized activities directed at sunken State craft, like U-352, are advised that disturbance or recovery of such craft should not occur without the express permission of the sovereign government retaining ownership. On 2 February 2004 the U.S. State Department published a

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 31

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

notice in the Federal Register (Public Notice 4614) stating that, “The U.S. will use its authority to protect and preserve sunken State craft of the United States and other nations, whether located in the waters of the United States, a foreign nation, or in international waters.” For more information about the U.S. Policy on Sunken Warships see Federal Register Volume 69, Number 24 from 5 February 2004 pages 5647-5648 (<http://www.gpo.gov/fdsys/pkg/FR-2004-02-05/html/04-2488.htm>).

NOAA’s Office of National Marine Sanctuaries (ONMS) and the Federal Republic of Germany, through the German Embassy in Washington D.C., are in consultation on how to manage U-352. Discussion have taken place to better coordinate efforts to document the wreck's physical remains, develop a long term management plan, assist with nominating the site to the National Register of Historic Places and partner with the local community for education and outreach initiatives to share U-352’s story. The German Navy and ONMS have common interests in the protection and preservation of significant underwater cultural heritage such as the U-352. The agencies recognize the historical and archaeological significance of the submarine its associated artifacts. Coordination and collaboration between the agencies will improve the ability to protect, preserve, and manage U-352 for the enjoyment of present and future generations. As the Monitor National Marine Sanctuary is 74 nautical miles southwest from the U-352 shipwreck, ONMS staff and resources, also provided by its Maritime Heritage Program, have an increased capacity for responsible research and stewardship activities.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 32

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Section 9 – Bibliography

Blair, Clay

1996 *Hitler's U-boat War: The Hunters 1939-1942*. Random House, New York, NY.

Blair, Clay

1998 *Hitler's U-boat War: The Hunted 1942-1945*. Random House, New York, NY.

Busch, R., and H. Röhl

1999 *German U-boat Commanders of World War II: a Biographical Dictionary*. Naval Institute Press: Annapolis, MD.

Farb, Roderick M.

1985 *Shipwrecks: Diving the Graveyard of the Atlantic*. Menasha Ridge, Hillsborough, NC.

Gentile, Gary

1992 *Shipwrecks of North Carolina from Hatteras Inlet South*. Gary Gentile Productions, Philadelphia, PA.

Hickam, Homer H.

1989 *Torpedo Junction: U-boat War off America's East Coast, 1942*. Naval Institute Press, Annapolis, MD.

Hoyt, E.P.

1978 *U-boats Offshore: When Hitler Struck America*. Stein and Day, New York, NY

Hoyt, Joseph, James P. Delgado, Bradley Barr, Bruce Terrell, and Valeria Grussing

2014 *Graveyard of the Atlantic: An Overview of North Carolina's Maritime Cultural Landscape*. NOAA's Office of National Marine Sanctuaries. Maritime Heritage Program Series: Number 4. Silver Spring, MD.

Keatts, H., and G. Farr

1994 *U-boats*. Pisces Books, Houston, TX.

Krzyszalowicz, Marek

2001 *Type VII: Germany's Most Successful U-Boats*. Naval Institute Press, Annapolis, MD.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 33

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Richards, Nathan and Joseph Hoyt (editors)

2014 Battle of the Atlantic Archaeological Fieldwork 2008-2013: Preliminary Findings and Data Products. Interim report prepared by NOAA's Office of National Marine Sanctuaries on file at the NOAA's Monitor National Marine Sanctuary, Newport News, VA.

Stern, Robert C.

1991 *Type VII U-boats*. Arms and Armour Press, London.

Stick, David

1952 *Graveyard of the Atlantic: Shipwrecks of the North Carolina Coast*. University of North Carolina Press, Chapel Hill, NC.

United States Navy Office of the Chief of Naval Operations. 20 May 1942. Report on U-85 from Op-16-F-9 to the Director <<http://www.uboatarchive.net/U-85A/U-85Op-16Report.htm>>. Accessed 10 March 2015.

United States Office of Naval Intelligence (USONI)

1942 Report of Interrogation of Survivors of U-352 Sunk by USCG Icarus on May 9, 1942. US GPO, Washington DC. National Archives, Washington DC.

Westwood, David

1984 *The Type VII U-Boat*. Conway Maritime Press, London, Great Britain.

Wynn, K.G.

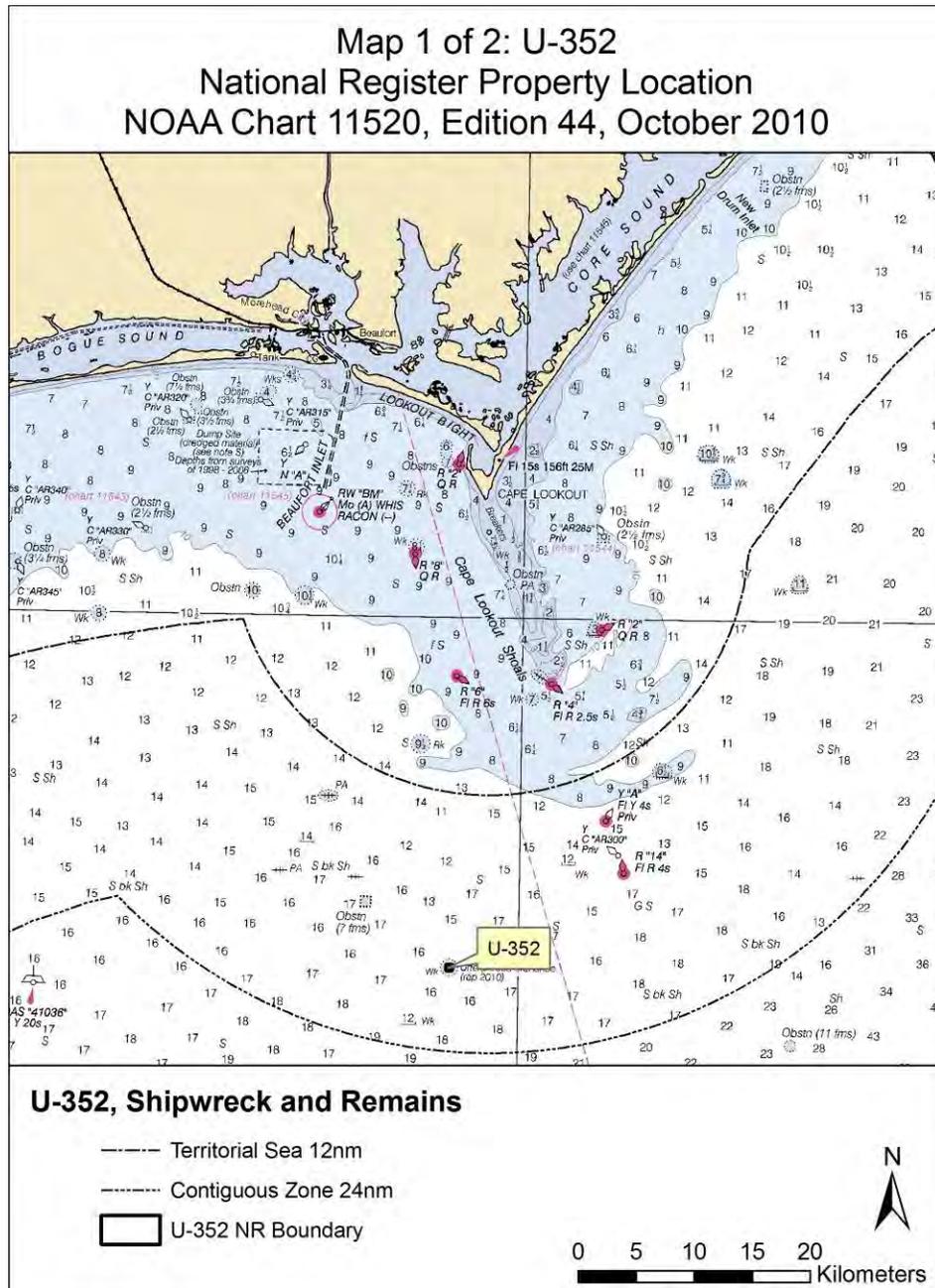
1997 *U-boat Operations of the Second World War*. Naval Institute Press, Annapolis, MD.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Section number Additional Documentation Page 34



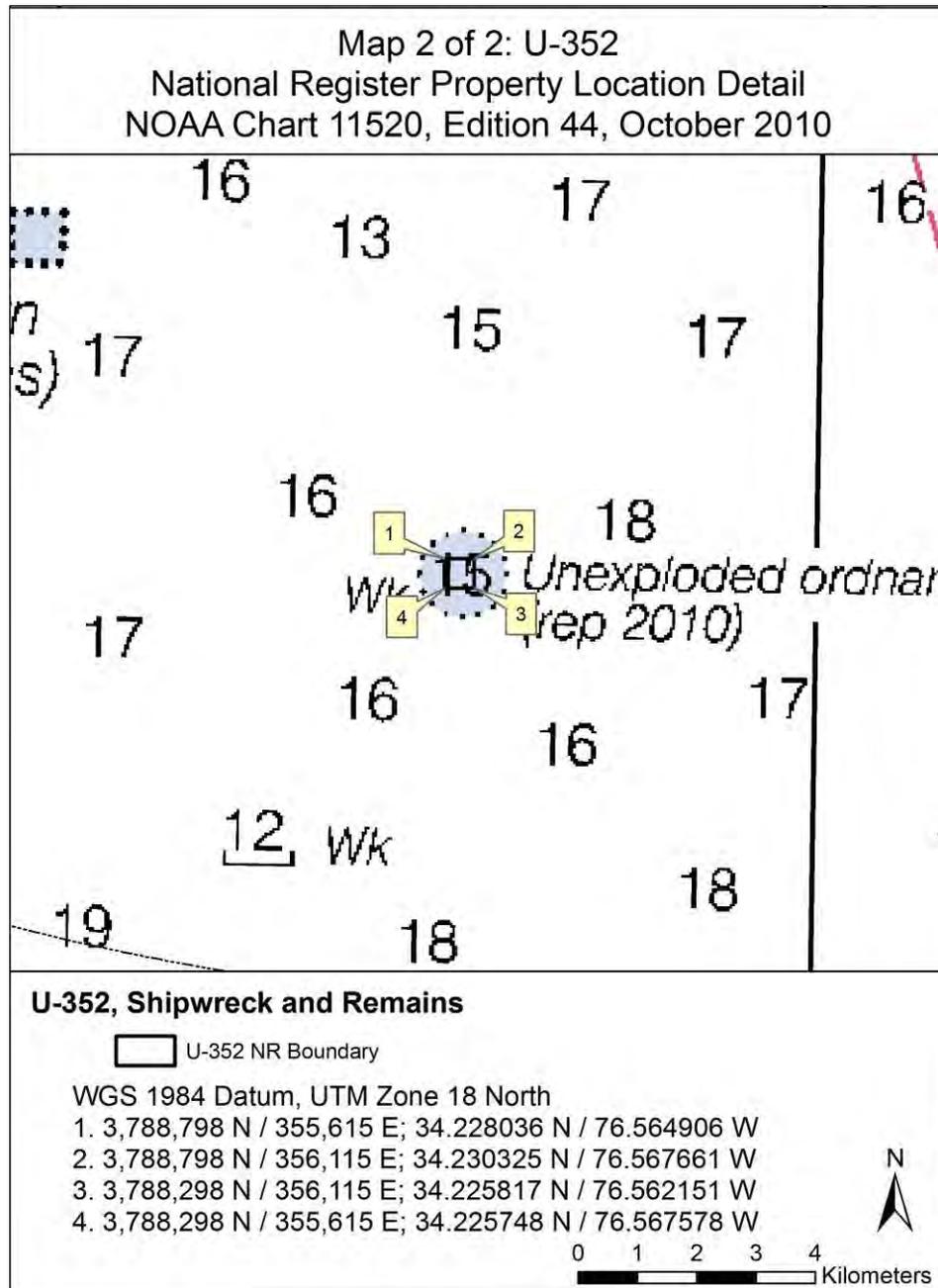
Map 01.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Section number Additional Documentation Page 35



Map 02.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

U-352 (shipwreck and remains)
Name of Property
Offshore Carteret, NC
County and State
World War II Shipwrecks along the East Coast and Gulf of Mexico
Name of multiple listing (if applicable)

Section number Additional Documentation Page 36

Information on the correspondence PDFs included on the CDs

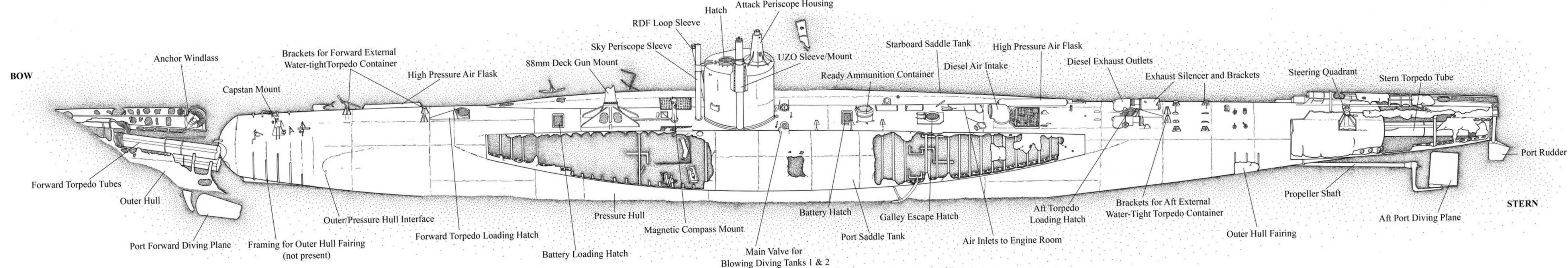
Correspondence 001. Documents related to the request for determination of eligibility for U-352 back in 1980. U-352 was found eligible for the National Register on 21 July 1980 as documented on page 12.

Correspondence 002. Letter on behalf of the German government that states they have no objections to the National Register nominations (page 1) as well as a copy of the email that was sent to notify them of the nominations for U-85, U-352, U-701 and U-576 as well as requesting a letter of support (page 2-5). NOAA was in the process of sending a hard copy letter signed by James Delgado (page 6) when they sent us their reply (page 1).

Correspondence 003. Correspondence between the German Embassy in Washington D.C. and the U.S. State Department from 2006-2009. The German Embassy was concerned about illegal disturbance of U-boats and requested on page 1 that the, “. . .State Department to look into how the sunken German submarines lying off the coast of Cape Hatteras and possibly other sites, which are undoubtedly war graves according to international law, could be protected from further disturbances and pillaging.”

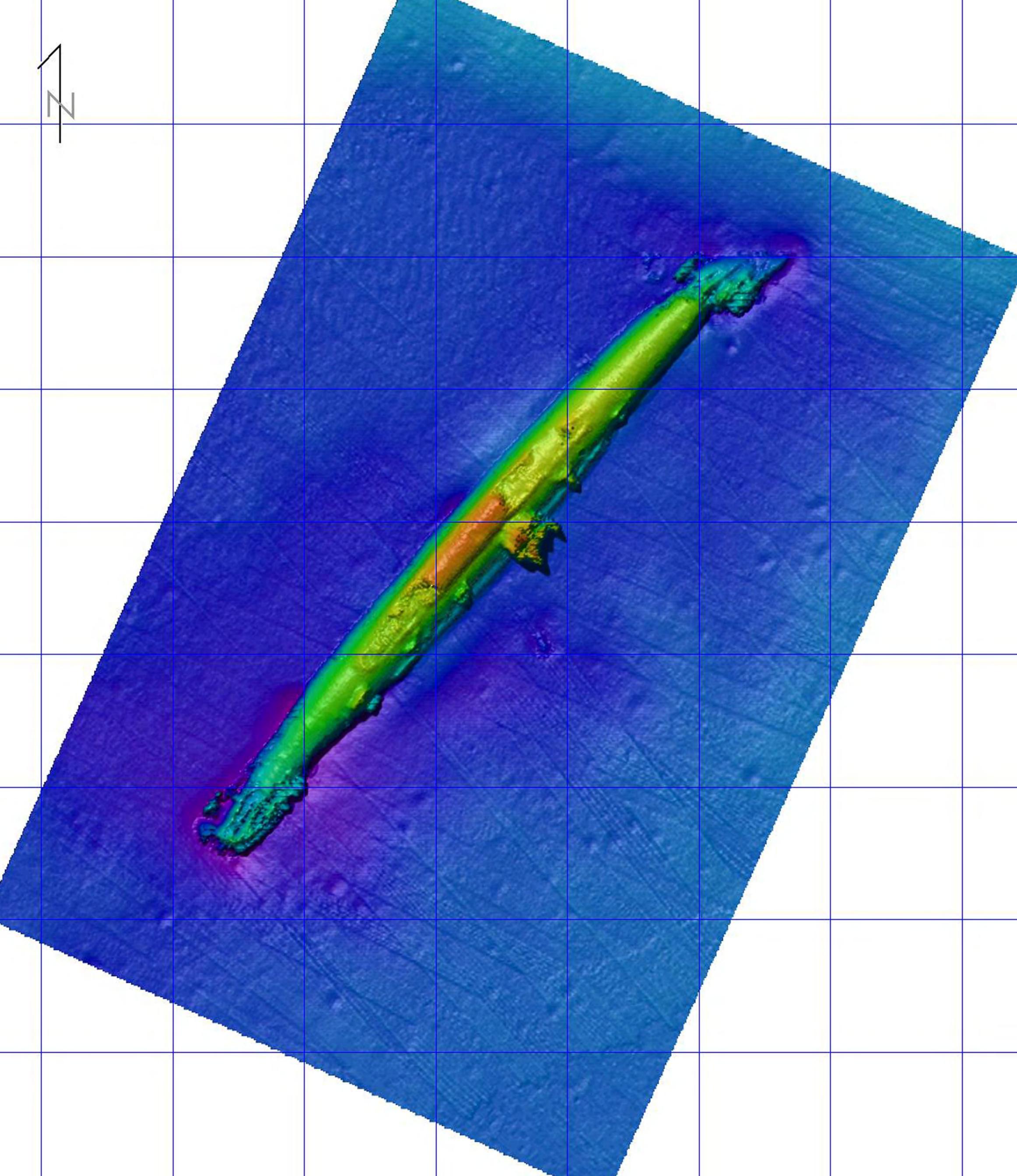
Correspondence 004. Cover letter addressed to the NC SHPO dated 15 June 2015 that accompanied the U-352 nomination's submission to the NC SHPO for review and comment.

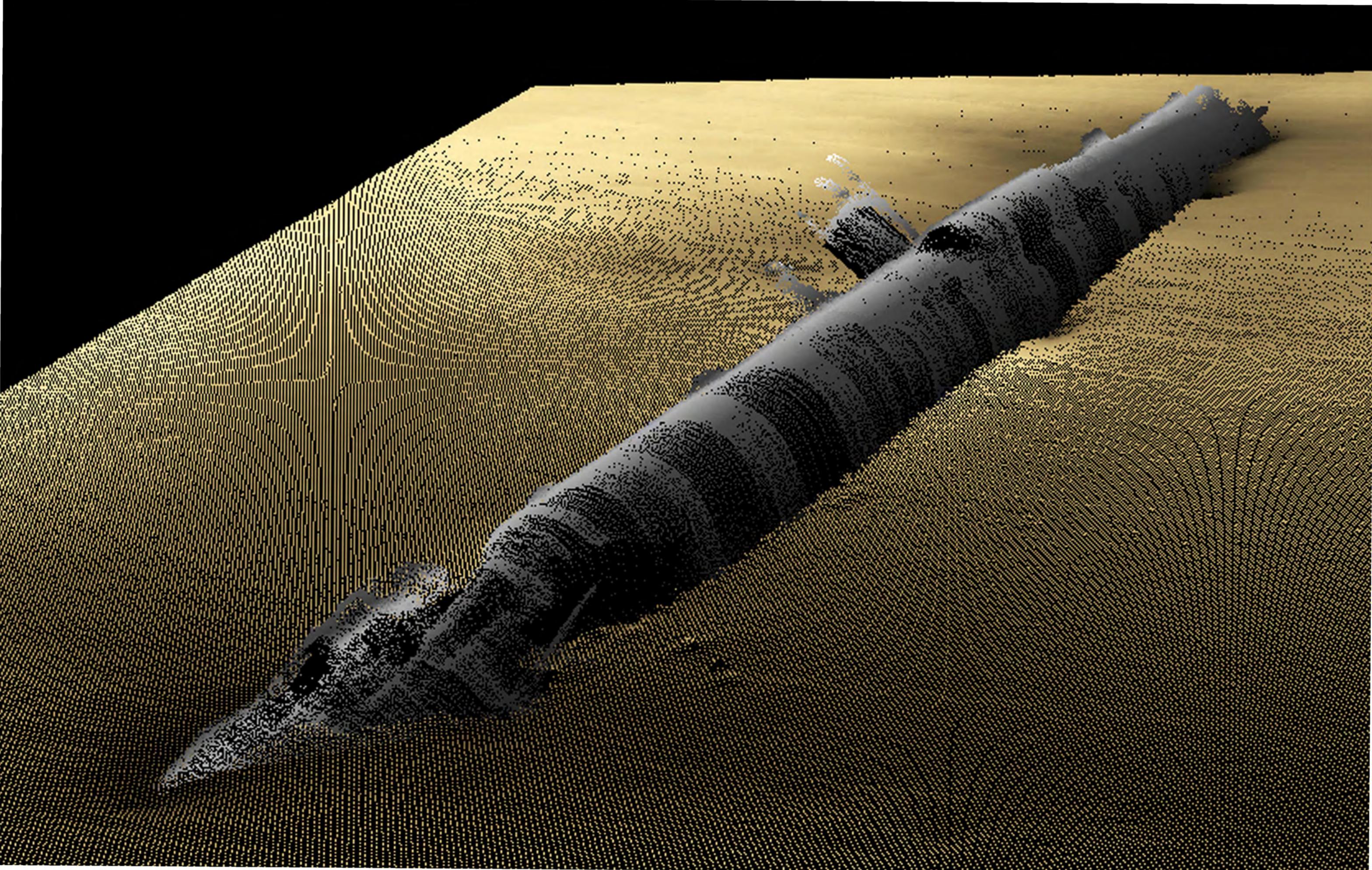
Correspondence 005. Letter from North Carolina SHPO, dated 22 September 2015, stating the U-352, in their opinion, meets the NRHP criteria and the nomination has been approved and signed.











National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY U-352 (submarine) shipwreck and remains
NAME:

MULTIPLE World War II Shipwrecks along the East Coast and Gulf of Mex
NAME: ico MPS

STATE & COUNTY: NORTH CAROLINA, Carteret

DATE RECEIVED: 10/02/15 DATE OF PENDING LIST: 10/28/15
DATE OF 16TH DAY: 11/12/15 DATE OF 45TH DAY: 11/17/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000804

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11-12-2015 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A+D

REVIEWER J Hubback DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N see attached

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of National Marine Sanctuaries
175 Edward Foster Rd.
Scituate, MA 02066

RECEIVED 2280

OCT - 2 2015

Nat. Register of Historic Places
National Park Service

28 September 2015

National Park Service
National Register of Historic Places
1201 Eye Street, NW (2280)
Washington, DC 2005

The enclosed disks contain the true and correct copy of the nomination for the U-352 (shipwreck and remains) to the National Register of Historic Places.

U-352 is the shipwreck and remains of a Type VIIC German U-boat that was sunk by the United States Coast Guard Cutter USCG *Icarus* on 9 May 1942 during World War II. U-352 is significant to American military, maritime history, and historic archaeology as it was the first U-boat sunk by the United States Coast Guard off the American East Coast during the Battle of the Atlantic. U-352's wreck site rests in 110 feet of water 21.8 nautical miles south of Cape Lookout, North Carolina.

Please let me know if you have any questions or concerns regarding this nomination.

Sincerely,

Deborah E. Marx
Maritime Archaeologist
NOAA's Office of National Marine Sanctuaries
175 Edward Foster Rd.
Scituate, MA 02066
Deborah.Marx@noaa.gov
781-545-8026 ex 214



NOTE

August 8, 2001

To: Patrick Andrus
Frank McManamon
Carol Shull
Richard Waldbauer

From: Michele Aubry

Re: Two items in follow-up to today's meeting

(1) Attached are copies of seven SOL opinions about the Department's responsibilities under section 106 of NHPA and EO 11593 to identify and protect cultural resources on the OCS in conjunction with oil and gas and mineral exploration and development. The program presently in operation by MMS is consistent with these opinions, which were issued from 1974 through 1980 when BLM and USGS had these responsibilities. It seems from the opinions, especially the one dated November 24, 1980, that it is appropriate for significant cultural resources on the OCS to be listed in the NRHP.

(2) Attached is documentation on U-352, the sunken German U-boat located 26 miles offshore of North Carolina that was determined eligible for the NRHP in 1980 at the request of the US Navy and with the permission of the Federal Republic of Germany. The telephone notes and correspondence in the file show that the same issues we discussed this morning were raised then--whether the US Navy had the authority to nominate or request a DOE on a shipwreck outside the TS but within the EEZ, and the role of the SHPO.

Michele



DEPARTMENT OF THE NAVY
ATLANTIC DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
NORFOLK, VIRGINIA 23511

TELEPHONE NO.
444-7131
AUTOVON 690-7131
IN REPLY REFER TO:
20312:PPA
8000

25 APR 1980

Keeper of the National Register
Department of Interior
Heritage Conservation and
Recreation Services
440 "G" Street, N.W.
Pension Building
Washington, D. C. 20243

Dear Sir:

Located 26 miles off the Coast of North Carolina is the sunken German submarine U-352. The Navy has been asked to take necessary actions to render harmless ordnance aboard the U-352 and is presently investigating alternatives available for accomplishing this task.

Following a dive on the wreckage in July, 1978, Senator Lowell Weicker, in a letter to the Secretary of Navy, expressed concern over the armed ordnance on board and requested that the Navy render the ordnance harmless. Under Naval operational instructions (OPNAVINST 8027.1E), Naval Explosive Ordnance Disposal personnel may provide actions and/or advice upon request from federal agencies or civil authorities whenever such assistance is in the interest of public safety.

According to international law, a sunken warship remains the property of the nation to which it belongs, whether it lies in international or territorial waters. The United States Navy adheres to this international legal principle. The Federal Republic of Germany, which serves as proprietor of all Reich ships sunk during the war due to enemy engagement, has granted the Navy permission to take whatever action is necessary to render harmless the ordnance aboard the U-352. The German government has requested, however, that efforts be made to ensure proper burial of any human remains discovered.

The Navy is currently preparing an Environmental Assessment of alternatives which are available in disarming the ordnance aboard the submarine. It may be necessary to take actions which

20312:PPA
8000

25 APR 1980

will affect the U-352. Therefore, in compliance with the National Historic Preservation Act, the Navy requests that the Keeper of the National Register make a determination as to whether the U-352 is eligible for inclusion on the National Register of Historic Places. Background information, which is needed in your determination process, is enclosed.

The North Carolina Department of Cultural Resources indicated, in the enclosed correspondence of February 12, 1980, that the submarine lies outside their territorial jurisdiction. However, the North Carolina Department of Cultural Resources will be apprised of the Navy's activities concerning the U-352; a copy of this letter is being forwarded to their office.

Your prompt attention to this request would be appreciated so that delays in the selection of appropriate alternatives will be minimized. If additional information is needed, please contact this office immediately.

Sincerely,



E. P. FUCILE
Commander, CEC, USN,
Head, Facilities Planning and
Real Estate Department
By direction of the Commander

Enclosure

Copy to:
Ms. F. Langdon Edmunds
Environmental Review Coordinator
North Carolina Department of
Cultural Resources
Raleigh, North Carolina 27611

I. HISTORY OF U-352

During World War II, eleven U-boats patrolled the 100 fathom line from Charleston, South Carolina to Portland, Maine, playing havoc in American shipping lanes. By the end of the campaign, the "Wolfpack" had sunk 360 merchant ships totalling about 2,250,000 gross tons.

Early in May, 1942, U-352 was on patrol just off Cape Hatteras on lookout for a convoy which was believed to be sailing from Norfolk. The convoy never arrived, but the United States Coast Guard Cutter, ICARUS, was sighted and the Commander of the U-boat decided to attack. Two torpedoes were launched, one misfiring, the other missing its target. The ICARUS responded by dropping depth charges. The U-352 was struck and began to take on water. The submarine surfaced allowing some of the men to abandon her. The U-352 met with further fire from the ICARUS's 3 inch cannon upon surfacing, and finally, sank to the depths of the sea with twelve men still aboard. The spot was marked by the captain of the ICARUS at 34°25'N, 76°35'W. The Navy made three unsuccessful attempts to salvage the U-352 in the months after its sinking.

II. DESIGN

From strategic considerations, the basic offensive weapon of the German Navy in World War II was the submarine. After the long naval holiday from 1918 and to around 1935, the German submarine building program started with a clean slate. Numerous types were designed and actual construction ran into almost unbelievable numbers.

Many design changes were made during the course of World War II, which ultimately led to the design of an intricate vessel based upon a new concept of submarine warfare, according to which submarines must remain submerged indefinitely, attain high speeds, operate at great depths, and be highly maneuverable.

The Germans assigned a type number to each submarine design that was given serious consideration. The U-352 is design type VII C and was the first submarine of its class to be constructed after the outbreak of the war. Its diesel engines could make sixteen to seventeen knots on the surface, and its electric motors could make eight knots while submerged. The submarine could carry approximately 55,700 gallons of diesel oil giving it a radius of 8,850 miles. Battery life was approximately eighteen months. Table 1 gives some other specifications.

In all, 572 class VII C submarines were built. The mission of the U-352 was to search out and destroy American merchant ships.

III. CONDITION OF U-352

In 1975, the wreckage of the U-boat was discovered by a trawler twenty-six miles south of Beaufort, North Carolina. Within weeks, divers began exploring the wreckage. The U-boat's equipment, 88mm rounds of ammunition, and even human bones from the wreckage have become diving souvenirs. An article in Sport Diver reports, anything removable from the submarine has been stripped including the Conning tower instruments. One of the U-352's 850 pound manganese bronze propellers was removed by a diver in September, 1979. Divers report that although the boat is heavily encrusted, it is well preserved. The remains of the vessel are virtually intact.

The Navy currently has no photographs of the wreckage which can be forwarded. However, photographs can be found in the following publications:

1. Skin Diver, "Time Bomb on the Bottom," June, 1976, p. 48 - 53.
2. Sport Diver, Vol. 2, 3rd Quarter 1978, pp. 103 - 115, "Unterseeboot 352."

Figure 1 is a drawing of a Type VII C U-boat, the design type of the U-352.

IV. LOCATION

The wreckage of the U-352 is located 26 miles south of Beaufort, North Carolina (34°13'N, 076°35'W) at a depth of approximately 110 feet. Figure 2 is a map of the wreckage's location.

V. FACTORS TO BE CONSIDERED IN THE DETERMINATION OF ELIGIBILITY.

The U-352 is one of only two German submarines known to have been lost in diver accessible waters off the North Carolina Coast. The submarine is virtually intact, making it a visual testimony to the "Wolfpack's" important role in World War II. The battle between the U-352 and the ICARUS has been well documented, which contributes to the historical importance of the boat. The submarine is also a war memorial to its dead.

While the remains of the vessel are virtually intact, all detachable parts have been removed by divers. Some of the remains of the crew have also been taken.

The U-352 is not a "one of a kind" war relic. A U-505, a design IXC submarine built later in the war, is on display at the Museum of Science and Industry in Chicago. The major difference between the U-352 and the U-505 is that the latter is sixty feet longer.

The U-352 now rests sixteen miles from where it reportedly sank. While this discrepancy may be due to navigational error, it is possible that the strong Diamond Shoals current relocated the submarine. Future currents and storms could move the U-352 to inaccessible waters. At the present time, accessibility to the U-boat is limited to a few select divers.

The U-352 is outside the United States territorial limits and is owned by the Federal Republic of Germany. These factors should be considered in the determination process since this case may serve as a precedent for similar situations in the future.

The Navy is of the opinion that the U-352 should be judged ineligible for the above reasons.

VI. BIBLIOGRAPHY

If additional information is needed, the following sources may prove useful:

1. Freiherr and Goodwin. "Torpedoes Offshore, U-boats that Won't Die." Parade. April 22, 1979, pp. 8-9.
2. White, Ronald D. "Diver Wins His Battle with a U-boat." Washington Post. October 28, 1979.
3. Hoyt. U-Boats Offshore: When Hitler Struck America. New York: Stein and Day, 1978.
4. Hickam. "Unterseeboat 352." Sport Diver, Vol. 2, 3rd Quarter 1978, pp. 103-115.
5. Goodwin. "Submarines Watery Grave Stirs Macabre Diplomatic Quandary." Baltimore Sun, Vol. 78, no. 50-B.
6. Keith, Grenaker, Lovin. "Time Bomb on the Bottom." Skin Diver, June, 1976, pp. 48-53.

TABLE 1

DESIGN SPECIFICATION FOR GERMAN SUBMARINE, U-352

1.	Design Depth	100M
2.	Volume Displacement (m ⁵)	
	a. Surface displacement	
	(1) Normal Diving trim	719
	(2) Emergency Diving trim	769
	b. Submerged displacement	871
3.	Principal Dimensions	
	a. Overall length	220'2"
	b. Maximum beam	20'4"
	c. Draft	
	(1) Normal diving trim	14'10"
	(2) Emergency diving trim	15'7"
	d. Maximum diameter pressure hull at molded line of frame	15'5"
4.	Complement	
	a. Officers	4
	b. Chief Petty Officers	5
	c. Petty Officers	10
	d. Men	25
	e. Total	<u>44</u>
5.	Fuel Oil Capacity (Metric tons)	
	a. Normal	62.1 (19,714 gallons)
	b. Emergency	105.3 (33,428 gallons)
	c. Emergency plus "Regelbunker"	113.5 (36,032 gallons)
6.	Cruising Range (nautical miles/knots)	
	a. Surface (Diesels)	
	(1) Normal speed	8850/10
	(2) Maximum maintained speed	6500/12
	b. Submerged (Electric motors)	
	(1) Normal speed	130/2
	(2) Maximum maintained speed	80/4

- 7. Speed (knots) Emergency Diving Trim
 - a. Surface, max. continuous 17.00
 - b. Surface maximum 17.70
 - c. Submerged on one hour battery rate . . . 7.6

- 8. Main Propulsion Machinery
 - a. Diesels
 - (1) Maximum output: 1400 H.P./470 RPM
 - (2) Number, type: 2, 6 cyl., 4 cycle w/superch.
 - b. Electric Motors
 - (1) Maximum output: 375 H.P./295 RPM
 - (2) Number, type: 2 double motors

- 9. Armament
 - a. Torpedos
 - (1) Tubes 4 bow, 1 stern
 - (2) Design capacity 12 (ea)
 - (3) Actual capacity 14 (ea)
 - b. Guns and ammunition
 - (1) 1 - 37mm antiaircraft, 1195 rounds
 - (2) 2 - twin 20mm antiaircraft, 4380 rounds

FIGURE 1

Abmessungen:

länge über Alce	87,40 m	fl-Vorladung	769 m ³
flöhe Breite des Schiffkörpers	6,205 m	fl	971 m ³
Höhe der Tragflügel	8,76 m	fl-Saumal-Formverdrängung	1070 m ³
radius des Dreiecks	8,70 m		
die von Unterseite Kiel bis Oberkante Schwanzkiele	9,55 m		

Typ VII C

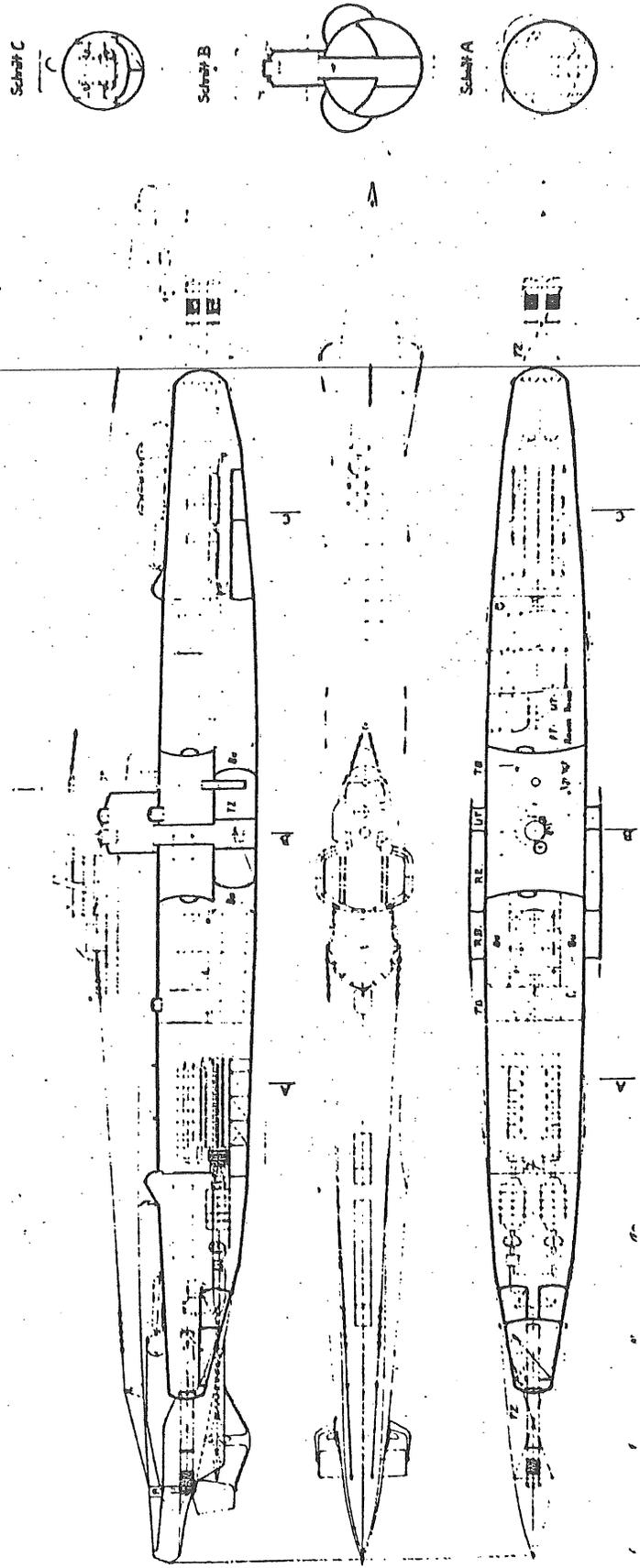
Maschinenanlage:

Dieselmotoren	2 x 400 PS	Triebfl.	113,97
Haupt-E-Motoren	3 x 375 PS	fl-Höhe Querschnit	170 km
Aktu-Gehört	2 x 62 Zellen	fl	16 km
Schlech-E-Motoren	55 MAL 800 W	fl - Fohrbereich	7400/40
Dieseldynamo		fl	7900/40

89/4

Bewaffnung:

Bugwider mit Torpedos	4
Acidewer	1
Störminen	9
Reservitorpedos	9
Art.-Bewaffnung	4-37 cm Flak
	2-2 cm Flak-Zwilling





United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D.C. 20240

YELLOW
DYBME 7/21

IN REPLY REFER TO: 436

Mr. E. P. Fucile
Commander, CEC, USN
Head, Facilities Planning and
Real Estate Department
Department of the Navy
Atlantic Division
Naval Facilities Engineering
Command
Norfolk, Virginia 23511

JUL 21 1980

Dear Mr. Fucile:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely yours,

Carol D. Shull

Carol D. Shull
Acting Keeper of the National Register

Enclosure

DETERMINATION OF ELIGIBILITY
NOTIFICATION DISTRIBUTION

cc: State Historic Preservation Officer: Dr. Larry E. Tise
Federal Representative: Mr. Francis B. Roche
Bureau Liason: Mr. Harold R. Kreiser
Advisory Council on Historic Preservation: Washington, D.C.

bcc: HCRS Regional Office: Southeast
Interagency Archeological Services: Atlanta Office
NATIONAL REGISTER /DEC-R-Giesecke

FHR: C. Dubie:arb:343-6401:7/9/80

BASIC FILE RETAINED IN NATIONAL REGISTER

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

Heritage Conservation and Recreation Service

Name of property: German Submarine U-352

Location: Atlantic Ocean, 26 miles south of Beaufort State: N.C.

Request submitted by: DOD/Navy E.P. Fucile

Date received: 5/5/80 Additional information received: 6/5/80; 7/7/80

Opinion of the State Historic Preservation Officer:

Eligible Not Eligible No Response

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: A, C Not Eligible

Comments: The U-352 is significant as a rare and well preserved example of German U-boat design, one of two well documented U-boats remaining in the United States. Sunk in 1942 in a battle with the United States Coast Guard Cutter Icarus, the submarine is significant for its historical associations with submarine warfare in World War II and specifically with the use of these vessels by the Germans to patrol U. S. shipping lanes in the Atlantic. Its location twenty-six miles off the U. S. coast vividly illustrates the proximity of the German war effort to U.S. shores.

Documentation insufficient
(Please see accompanying sheet explaining additional materials required)

W. Ray Luce

^{For} _____
Keeper of the National Register

Date: JUL 21 1980

Property German Submarine U-352

E.O. 11593
DETERMINATION OF ELIGIBILITY

County _____ State N.C.

Date Received 5/5/80 Additional Info Requested 5/9/80 Received 6/5/80

SHPO Consulted yes Opinion Requires more info
Control

I believe that this is an important resource and is eligible - however, I think we need a bit more info. to place it in a proper perspective: (1) how many German subs were sunk off of U.S. coastal waters, (2) are there any other VII C design type subs remaining?

Historian
call them accept
Patrick Andrews
6/16/80

I agree it would be useful to know of other German ~~Arch.~~ **Historian** subs sunk in coastal waters, but within the ~~State~~ context, this is one of only two. It is fairly intact + therefore example of a particular type in the series of German subs as well as assoc. with World War II attempts by Germany to interfere with shipping along Atlantic coast. The sinking of **Archeologist** this sub in May 1942 by US Coast Guard actually associates it w/ the ~~role~~ role of sea conflict in the war.

The presence of a U-505, class IX C in Chicago museum does not diminish the significance of this particular resource, which appears to have greater integrity of setting + may yield more info **HAER** about its use.
w/nt to call Navy re: Patrick's questions, but - ^{eligible} DOBIE 6/29/80

Other

Review Unit Chief

Branch Chief

Keeper



United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D. C. 20243

IN REPLY REFER TO: 436

S. Mingo
5/9/80

yellow
Sally
5/9/80

Dr. Larry E. Tise, Director
Division of Archives and History
109 E. Jones Street
Raleigh, North Carolina 27611

MAY 9 1980

Dear State Historic Preservation Officer:

As you will note from the enclosed letter, we have received a request for a determination of eligibility for inclusion in the National Register, pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended, as implemented by the procedures of the Advisory Council on Historic Preservation (36 CFR 800).

Since determinations of eligibility are made in consultation with the State Historic Preservation Officer, we would appreciate receiving your opinion on the eligibility of the property(s) which appear in the enclosed material along with any documentation which you have on it and its significance within three weeks of receipt of this letter. Copies of documentation submitted with the request(s) are enclosed for your review, as appropriate.

We look forward to hearing from you in the near future. Please do not hesitate to consult the National Register staff if you have any questions concerning this property.

We appreciate your assistance in this matter.

Sincerely,

Carol D. Shull

Carol D. Shull
Acting Keeper of the National Register

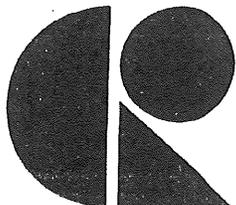
Enclosure(s)

NORTH
CAROLINA
DEPARTMENT
OF
CULTURAL
RESOURCES

Raleigh,
North Carolina
27611

Division of
Archives and History
Larry E. Tise, Director

Sara W. Hodgkins,
Secretary
James B. Hunt, Jr.,
Governor



May 30, 1980

Ms. Carol D. Shull
Acting Keeper of the National Register
U.S. Department of the Interior
Heritage Conservation and Recreation Service
Washington, D.C. 20243

Re: U-352 Submarine, Carteret County
Your Reference 436

Dear Ms. Shull:

Thank you for your letter of May 9, 1980, concerning your receipt of a letter for a determination of eligibility for the U-352 submarine by the U.S. Department of the Navy. A member of my staff telephoned Ms. Carol Dubie of your staff on May 28 to inform Ms. Dubie that members of our underwater archaeology staff have reviewed the documentation submitted to you by the Navy and have discussed the submarine with other individuals familiar with maritime history.

It is our opinion that the information supplied by the Department of the Navy is inadequate to make a determination of whether the submarine meets National Register criteria. In addition, we have very little other information on the submarine. While we know the submarine is of importance, without additional information we are unable to formulate an opinion of its eligibility.

We therefore recommend that the Navy be requested by your agency to acquire additional information on this submarine and on other submarines of this same kind and size.

For instance, while they mention a similar submarine in Chicago, that submarine is not identical to the U-352 design. Are there other U-352s in existence? Are there floating U-352s remaining in Germany, or are we dealing with a unique or extremely rare resource? Because the battle is well documented, an unusual amount of information is known about this particular vessel, and the vessel itself is intact although apparently some detachable parts have been removed.

We will be happy to assist the Navy in determining the methods of investigation by their staff or any consultant they may hire to perform the research.

Thank you for your consideration. If you have any questions concerning the above comments, please contact Ms. F. Langdon Edmunds, Environmental Review Coordinator, at 919/733-4763.

Sincerely,

Larry E. Tise
State Historic Preservation Officer

LET:slw



Auswärtiges Amt

Auswärtiges Amt, 11013 Berlin

Dr. James P. Delgado
Director, Maritime Heritage
NOAA Office of National Marine Sanctuaries
1305 East West Hwy
Silver Spring, MD 20910

HAUSANSCHRIFT
Werderscher Markt 1
10117 Berlin

POSTANSCHRIFT
11013 Berlin

TEL + 49 (0)30 18-17-4784
FAX + 49 (0)30 18-17-54784

BEARBEITET VON
Dr. Birgitta Ringbeck

REFERAT: 603-9-ext

birgitta.ringbeck@diplo.de
www.auswaertiges-amt.de

BETREFF **Underwater Cultural Heritage**
HIER **Listing U-85, U-352, U-701, and U-576**
BEZUG
ANLAGE
GZ 603-611.31/4

Berlin, 24.07.2015

Dear Dr. Delgado,

there are no objections against listing four U-boats, the U-85, U-352, U-701, and U-576, located off the coast of North Carolina on the National Register of Historic Places to insure that they are protected under the U.S. National Historic Preservation Act.

Please note, that no financial commitments can be made.

Thank your very for your cooperation in regard to the protection of our common heritage.

Kind regards,

(Dr. Birgitta Ringbeck)



Deborah Marx - NOAA Affiliate <deborah.marx@noaa.gov>

Fwd: Request for support of NOAA's Nomination of U-85, U-352, U-701, and U-576 for Listing on the U.S, National Register of Historic Places

Ole Varmer - NOAA Federal <ole.varmer@noaa.gov>

Fri, Jul 24, 2015 at 10:34 AM

To: Deborah Marx - NOAA Affiliate <deborah.marx@noaa.gov>, James Delgado <james.delgado@noaa.gov>, David Alberg - NOAA Federal <david.alberg@noaa.gov>, Joseph Hoyt - NOAA Federal <joseph.hoyt@noaa.gov>, Bruce Terrell - NOAA Federal <bruce.terrell@noaa.gov>

Cc: Peter Oppenheimer - NOAA Federal <peter.oppenheimer@noaa.gov>

Dear Dede, Jim, Dave and other,

This morning I received Dr. Ringbeck's response to my email request confirming notification, ownership and consent to the nomination of U-boats off NC. This should satisfy DOI/NPS records. While the response letter does not expressly confirm ownership, in my view its implicit. I trust DOI/NPS will understand the sensitivity of how the current German government may want to handle that question in a response letter and will agree that this is sufficient. In addition, I suggest submitting the following statement of the German government that was published by the US DOS along with the President's Statement on Sunken Warships. "Germany: 'Under international law, warships and other vessels or aircraft owned or operated by a State and used only on government non-commercial service ("State vessels and aircraft") continue to enjoy sovereign immunity after sinking, wherever they are located. The Federal Republic of Germany also retains ownership of any German State vessel or aircraft owned by it or the German Reich at the time of its sinking. Further, many sunken warships and aircraft are maritime graves, which have to be respected. No intrusive action may be taken in relation to German State vessels or aircraft without the express consent of the German Government.' Source: Communication from the German Foreign Ministry, October 30, 2003."

Link to FR Notice: <http://www.gpo.gov/fdsys/pkg/FR-2004-02-05/html/04-2488.htm>

I trust you agree that this alleviates the need for Dr. Delgado to send a more formal letter. I suggest that be put on hold and perhaps revised for future use on a subsequent U-boat, such as the one in the Gulf of Mexico.

Sincerely,
Ole

----- Forwarded message -----

From: **603-9-EXT Ringbeck, Birgitta** <603-9-ext@auswaertiges-amt.de>

Date: Fri, Jul 24, 2015 at 2:42 AM

Subject: AW: Request for support of NOAA's Nomination of U-85, U-352, U-701, and U-576 for Listing on the U.S, National Register of Historic Places

To: Ole Varmer - NOAA Federal <ole.varmer@noaa.gov>

Dear Mr Varmer,

I apologize for the delay in answering your email. Due to the meeting of the World Heritage Committee in Bonn I was very busy. Therefore I hope for your understanding. The written agreement is attached.

Mit freundlichen Grüßen

Dr. Birgitta Ringbeck

Ministerialrätin

Auswärtiges Amt

Referat 603-9

Multilaterale Kultur- und Medienpolitik

Welterbe

Werderscher Markt 1

10117 Berlin

Postanschrift: 11013 Berlin

Fon +49(0)3018174784

Fax +49(0)30181754784

birgitta.ringbeck@diplo.de



GERMANY 2015
39TH SESSION OF THE WORLD HERITAGE COMMITTEE
39E SESSION DU COMITE DU PATRIMOINE MONDIAL
ALLEMAGNE 2015

Von: Ole Varmer - NOAA Federal [mailto:ole.varmer@noaa.gov]

Gesendet: Freitag, 12. Juni 2015 05:33

An: birgitta.ringbeck@diplo.de

Betreff: Request for support of NOAA's Nomination of U-85, U-352, U-701, and U-576 for Listing on the U.S. National Register of Historic Places

Dear Dr. Ringbeck,

I enjoyed meeting you in Ghent and hope all is well. I am writing you to follow up on our discussion in cooperating with us on protecting four U-boats, the U-85, U-352, U-701, and U-576, located off the coast of North Carolina. As you may recall, over the past few years the United States (U.S.) National Oceanic and Atmospheric Administration (NOAA) has been conducting surveys and research of these U-boats and has periodically provided informal briefings on its work to the Embassy of Germany here in Washington D.C. including discussion of a more formal arrangement of cooperation. NOAA remains interested in exploring options for such cooperation. However, there is a more immediate need that I was hoping you could help us on.

In order to further these efforts for protection, NOAA intends to nominate these four German U-boats to the U.S. National Register of Historic Places. Listing on the National Register of Historic Places will help insure that they are protected under the U.S. National Historic Preservation Act. Part of the nomination process is the notification of the owners of the property owner about the nomination as well as providing the owner an opportunity to comment, concur, or object to its listing. We recognize that sovereign immune state vessels remain the property of Germany unless expressly abandoned. Attached is a letter from Dr. Jame P. Delgado requesting your assistance in obtaining a letter or other written communication that confirms that the U-boats are still owned by Germany and that it supports the shipwrecks being listed on the National Register of Historic Places. The support letter can be addressed to:

Dr. James P. Delgado
Director, Maritime Heritage
NOAA Office of National Marine Sanctuaries
1305 East West Hwy
Silver Spring, MD 20910

For your convenience, here is Dr. Delgado's email in case you prefer to respond by email.
james.delgado@noaa.gov If you prefer a letter of request just let me know the address you would like it sent to. I will then work with Jim on sending that letter to your or your designee. Below is some background information prepared by Deborah (Dede) Marx on Jim's staff.

Below is a summation about each site including how they meet the criteria for listing on the National Register of Historic Places.

U-85 is the shipwreck and remains of a Type VIIB German U-boat that was sunk by the U.S. Navy destroyer USS Roper on 13 April 1942 during World War II. The contiguous wreck site rests in approximately 100 feet of water 14.3 nautical miles northeast of Oregon Inlet, North Carolina. U-85's extant remains consist of portions of its outer hull, its intact pressure hull, saddle tanks, bow and stern torpedo tubes, 88-mm deck gun, dive planes, and propulsion components. The vessel's longitudinal orientation runs nearly east to west. The vessel's bow is located at the east end and is easily distinguished by the presence of the submarine's bow torpedo tubes, bow dive planes, and the 88-mm deck gun. U-85 is one of a number of shipwrecks associated with the Battle of the Atlantic off the United States East Coast and Gulf of Mexico that together become a larger artifact in a massive assemblage that collectively tells a more complete story of this significant period in American history. The intact archaeological remains of the U-85 are significant at the national level under National Register of Historic Places Criteria A and D.

U-352 is the shipwreck and remains of a Type VIIC German U-boat that was sunk by the United States Coast Guard Cutter USCG Icarus on 9 May 1942 during WWII. The contiguous wreck site rests in approximately 110

feet of water 21.8 nautical miles south of Cape Lookout, North Carolina. U-352's extant remains consist of portions of its outer hull, its pressure hull, saddle tanks, bow and stern torpedo tubes, and propulsion components. The vessel's armament consisting of its 88-mm deck gun and machine gun are missing from the site. The vessel's longitudinal orientation runs nearly northeast to southwest. The vessel's bow is located at the northeast end and is easily distinguished by the presence of the submarine's bow torpedo tubes and bow dive planes. The German submarine U-352 is significant to American military history as it was the first U-boat sunk by the United States Coast Guard off the American East Coast. The intact archaeological remains of the U-352 are significant at the national level under National Register of Historic Places Criteria A and D.

U-701 is the shipwreck and remains of a Type VIIC German U-boat that was sunk by a United States Army Air Force Hudson aircraft on 7 July 1942 during World War II. The contiguous wreck site rests in approximately 110 feet of water 20.1 nautical miles east of Cape Hatteras, North Carolina. U-701's extant remains consist of portions of its outer hull, its pressure hull, saddle tanks, bow and stern torpedo tubes, dive planes, 88 mm deck gun, and propulsion components. The vessel's longitudinal orientation runs nearly west to east. The vessel's bow is located at the west end and is easily distinguished by the presence of the submarine's bow torpedo tubes and bow dive planes. The German submarine U-701 is significant to American military history as it was the first U-boat sunk by the United States Army Air Forces off the American East Coast. The intact archaeological remains of the U-701 are significant at the national level under National Register of Historic Places Criteria A and D.

(*U-576 is being nomination jointly with the freighter BLUEFIELDS due to their relationship and proximity) U-576 and BLUEFIELDS is the shipwrecks and remains of two vessels, a Type VIIC German U-boat as well as one of its merchant vessel victims, a freighter, that was sunk by the U-boat just before its ultimate loss at the hands of U.S. Navy planes and a gun crew onboard an armed merchant vessel on 15 July 1942 during World War II. Their remains, sitting 700 feet apart, in over 700 feet of water 30 miles off Cape Hatteras, represent the results of the Battle of Convoy KS-520, part of the larger Battle of the Atlantic off the American coast. U-576's extant remains consist of a majority of its outer hull along with the pressure hull, saddle tanks, bow and stern torpedo tubes, dive planes, deck guns, and propulsion components. The U-boat's longitudinal orientation runs northeast to southwest. The vessel's bow is located at the northeast end and is easily distinguished by the overall shape of the outer hull and presence of the bow dive planes. The intact archaeological remains of the U-576 are significant at the national level under National Register of Historic Places Criteria A and D

Please let me know if you have any questions or concerns. If you prefer we continue to just work through the Embassy, just let me know.

Sincerely,

Ole Varmer

Attorney-Advisor

International Section Office of General Counsel - NOAA

(202) 482-1402 DC Office

(301) 713-7385 SS Md Office

(202) 558-8992 cell work

2 attachments

 **00206B8E4054150724083446.pdf**
29K



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of National Marine Sanctuaries
1305 East-West Highway, 11th floor
Silver Spring, MD 20910
301-713-3125

Dr. Birgitta Ringbeck
Division 603-9 Multilateral Cultural
and Media Policy/UNESCO World
Heritage
Werderscher Markt 1
10117 Berlin, Germany
birgitta.ringbeck@diplo.de

7/20/2015

Subject: National Register of Historic Places nomination for the U-85, U-352, U-701 and U-576

Dear Dr. Ringbeck:

I understand that you are the point of contact in the Government of Germany in regard to cooperation on underwater cultural heritage. The National Oceanic and Atmospheric Administration's Office of National Marine Sanctuaries has determined that U-85, U-352, U-701 and U-576, located on the U.S. continental shelf offshore of Cape Hatteras, North Carolina, are historic properties and are potentially eligible for listing in the U.S. National Register of Historic Places (NRHP). We are proposing to nominate the four U-boat shipwrecks for official inclusion in the NRHP. This action will help insure that the U-boats as the National Register of Historic Places fall under the U.S. National Historic Preservation Act as well as other preservation laws and policies. Copies of the draft nominations for all four U-boats are attached for your review.

As part of the nomination process, the property owner must be notified and provided the opportunity to comment, concur, or object to the listing. We are requesting your assistance in obtaining a letter that confirms that you received notification of the pending nominations for U-85, U-352, U-701 and U-576, that the U-boats are owned by Germany and that it supports the shipwrecks being listed on the NRHP. The NRHP nominations represent the next step in protecting the U-boats that reside off North Carolina. We note that the U-352 was previously determined to be historic and eligible for the NRHP by the National Park Service in 1980 with the [approval] support of the Federal Republic of Germany. The support letter can be addressed to:

Dr. Stephanie Toothman
National Park Service
U.S. Department of the Interior
1849 C Street NW (2280)
Washington, DC 20240

Thank you in advance for your assistance in this matter. If you have any questions or require additional information, please feel free to contact Deborah Marx at Deborah.Marx@noaa.gov or 781-545-8026 ex 214.

Sincerely,

James P. Delgado, PhD
Director of Maritime Heritage
pp: Rob McWilliams, NOAA FPO

Enclosures: U-85, U-352, U-701 and U-576 NRHP draft nominations

Copy: J. Paul Loether, National Park Service: Paul_Loether@nps.gov (w/o enclosure)
Rob McWilliams, NOAA: rob.l.mcwilliams@noaa.gov (w/o enclosure)



RK 550.00

Note Verbale 41 / 09

The Embassy of the Federal Republic of Germany presents its compliments to the United States Department of State and has the honor to raise the following matter:

The German Embassy would like to draw the Department of State's attention to the attached Notes Verbale 069/06 dated May 9, 2006, 095/06 dated August 9, 2006, 047/07 dated March 19, 2007, and 143/07 dated October 10, 2007.

Referring to a meeting at the German Embassy on March 3, 2009 with the National Oceanic and Atmospheric Administration and other U.S. authorities, including a representative of the Department of State, the Embassy would like to reiterate its request to the State Department to look into how the sunken German submarines lying off the coast of Cape Hatteras and possibly other sites, which are undoubtedly war graves according to international law, could be protected from further disturbances and pillaging.

As none of the verbal notes that have been sent to the Department of State in this matter since May 2006 have been answered, the Embassy would appreciate a timely reply to this new request.

The German Embassy avails itself of this opportunity to renew to the U.S. Department of State the assurance of its highest consideration.

Washington, DC, March 30, 2009

L.S.

United States
Department of State
Washington, D.C.



Embassy
of the Federal Republic of Germany
Washington

Reference no., please refer in reply: RK 550.00

Note Verbale 143/07

The Embassy of the Federal Republic of Germany presents its compliments to the United States Department of State and has the honor to again raise the following matter.

The Embassy of the Federal Republic of Germany would like to draw the State Department's attention to the Notes Verbale 069/06 dated May 9, 2006, 095/06 dated August 9, 2006 and 047/07 dated March 19, 2007 and kindly asks when a response can be expected, expressing its hope that this matter will be resolved in the near future.

The Embassy of the Federal Republic of Germany avails itself of this opportunity to renew to the U.S. Department of State the assurances of its highest consideration.

Washington, DC, Oct. 10, 2007

L.S.

U.S. Department of State
Office of Austrian, German
and Swiss Affairs
Room 4228
2201 C-Street, N.W.
Washington, DC 20520

Durchschlag als Konzept
Gef. <i>[Signature]</i>
Gel.
Abges.

cc:
Pentagon (über Mil-4-1)

Wiedervorgelegt

2. Wv bei Dué am 30.10.2007 ✓

erweit Wv bei Dué am 26.11.07

[Signature]
30/10



Embassy
of the Federal Republic of Germany
Washington

U 2007 DE

reference no., please refer in reply: RK 550.00

Note Verbale 047 / 2007

The German Embassy presents its compliments to the U.S. Department of State and has the honor to again raise the following matter:

In Notes Verbale 069/06 dated May 9, 2006, and 095/06 dated August 9, 2006 the Embassy outlined to the U.S. Department of State Germany's concerns about the ongoing disturbances and pillaging of the wreck of the German U 701 submarine lying off the coast of Cape Hatteras. The Embassy asked the State Department to look into how this sunken vessel, which in the opinion of the Federal Republic of Germany should be honored as a war grave, could be protected by the United States. Unfortunately, the matter has not been resolved yet.

The German Government became more concerned when the Embassy received a letter from a retired U.S. diver offering to sell to Germany a gyro compass he had retrieved from the wreck of the German U 58 submarine lying off the coast of Rhode Island, which he would otherwise sell to a private collector. The Embassy refused to purchase the compass, which in the German Government's view was obtained illegally and in violation of Germany's rights of ownership, and instead suggested that the diver lend or donate the compass to a museum or war memorial. The diver, Mr. Earl A. King III has not responded to a letter from the Embassy. He had intended to sell the gyro compass to a collector for 125,000 US-\$.

In light of this occurrence, the Embassy would like to reiterate its request to the State Department to look into how these war graves could be protected.

The German Embassy avails itself of this opportunity to renew to the U.S. Department of State the assurances of its highest consideration.

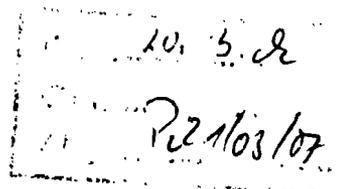
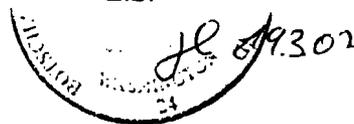
Washington, DC, 19 March 2007
L.S.

United States
Department of State
Washington, D.C.

cc:
U.S. Department of State
Office of Austrian, German and
Swiss Affairs
Room 4228
2201 C-Street, N.W.
Washington, D.C. 20520

cc:
Pentagon (über Mil-4-1) ✓
2. WV RK11 30.9.

Wiedervorgelegt
am 30. SEP. 2007





German Embassy
Washington
Deutsche Botschaft

RK 540.00

Gef.
Gel. <i>fr. 9.8.06</i>
Abges. <i>10.8.06</i> <i>[Signature]</i>

Note Verbale 095./06

The German Embassy presents its compliments to the U.S. Department of State and has the honor to raise the following matter:

In Note Verbale 069/06 dated May 9, 2006, the Embassy outlined to the U.S. Department of State Germany's concerns about the ongoing disturbances and pillaging of the wreck of the German U 701 submarine lying off the coast of Cape Hatteras. The Embassy kindly asked the State Department to look into how this sunken vessel, which in the opinion of the Federal Republic of Germany should be honored as a war grave, could be protected by the United States. Unfortunately, the matter has not been resolved yet.

Recently, the German Government became more concerned when the Embassy received a letter from a retired U.S. diver offering to sell to Germany a gyro compass he had retrieved from the wreck of the German U 58 submarine lying off the coast of Rhode Island, which he would otherwise sell to a private collector. The Embassy refused to purchase the compass, which in the German Government's view was obtained illegally and in violation of Germany's rights of ownership, and instead suggested that the diver lend or donate the compass to a museum or war memorial.

In light of this latest occurrence, the Embassy would like to reiterate its kind request to the State Department to look into how these war graves could be protected.

The German Embassy avails itself of this opportunity to renew to the U.S. Department of State the assurances of its highest consideration.

Washington, DC, August 9, 2006
L.S.

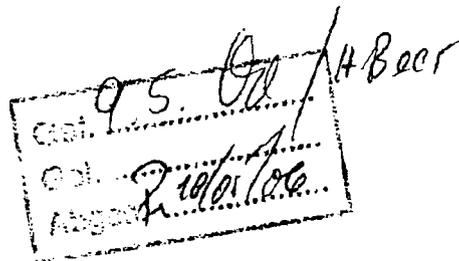
United States
Department of State
Washington, D.C.

047



German Embassy
Washington
Deutsche Botschaft

RK 550.00



Note Verbale 069/06

The German Embassy presents its compliments to the U.S. Department of State and has the honor to raise the following matter:

The wreck of the German U 701 submarine lies approx. 30 nautical sea miles east of Cape Hatteras. The submarine was discovered by American divers in 2004 and was well preserved at the time. It has since become a valued and appreciated diving attraction.

However, the submarine contains the remains of crew members and is thus deemed a maritime grave under international law.

It has come to the attention of some divers that salvage companies are attempting to plunder the U 701 out of financial interest and sell artifacts and human remains. Some artifacts have already disappeared and traces of dredges have been identified. The divers who have reported the incident are worried that the pillaging of the submarine will eventually destroy the vessel and its historic value and render it uninteresting for diving and exploratory purposes.

While the Embassy understands these concerns, it is still more concerned about the vessel as a grave site. The disturbance of this war grave poses a serious ethical issue. It is our belief, and to our knowledge also that of the United States, that military graves should be treated with dignity, respect, and honor. It is also our understanding that it is U.S. policy to use government authority to protect and preserve sunken craft belonging to the U.S. and other nations, whether located in waters of the U.S. or in international waters.

In 2004, Germany had inquired in a letter to Mr. Robert Blumberg, Attorney Adviser, Department of State, how the submarine could be protected. Unfortunately, the matter has not been resolved yet. A copy of the mentioned letter is attached.

The Embassy therefore kindly asks the State Department to look into how the war grave could be protected by the United States.

The German Embassy avails itself of this opportunity to renew to the U.S. Department of State the assurances of its highest consideration.

Washington, DC, May 9, 2006

L.S.

United States
Department of State
Washington, D.C.

cc:
U.S. Department of State
Office of Austrian, German and
Swiss Affairs
Room 4228
2201 C-Street, N.W.
Washington, D.C. 20520

cc:
Pentagon (über Mil-4-1)

2) Mil-4-1 - hat mitgezeichnet.

3) 510 zur Billigung mit Mailbericht, s. Erlass Herr Kramlinger, 510-0 vom 9.05.2006

4) WV





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of National Marine Sanctuaries
1305 East-West Highway, 11th floor
Silver Spring, MD 20910
301-713-3125

Ann Swallow
National Register Coordinator
4617 Mail Service Center
Raleigh NC 27699-4617
ann.swallow@ncdcr.gov

6/15/2015

Subject: National Register of Historic Places nomination for the U-352, shipwreck and remains

Dear Ms. Swallow,

The National Oceanic and Atmospheric Administration (NOAA)'s Office of National Marine Sanctuaries (ONMS) has determined that the U-352, shipwreck and remains, located in federal waters 21 miles offshore of Cape Hatteras, North Carolina, is a historic property and is potentially eligible for listing in the National Register of Historic Places (NRHP). We are proposing to nominate the shipwreck for official inclusion in the NRHP. A copy of the nomination is attached for the NC SHPO's review.

As part of the nomination process, ONMS is seeking the SHPO's comments on the nomination. This action is being performed pursuant to the authorities contained in Section 110 of the National Historic Preservation Act, and the National Park Service regulations at 36 Code of the Federal Regulations Part 60.9 (nominations by federal agencies). Please provide any comments within 45 days from the date your office receives the letter. If we receive no response from your office within the 45 days, we will assume that you have no comments. If the NC SHPO approves of the nomination, please sign the signature page block 12 to indicate your recommendation.

Thank you in advance for your assistance in this matter. If you have any questions or require additional information, please feel free to contact Deborah Marx at Deborah.Marx@noaa.gov or 781-545-8026 ex 214.

Sincerely,

James P. Delgado, PhD
Director, Maritime Heritage
NOAA/Office of National Marine Sanctuaries

pp: Rob McWilliams, NOAA FPO

Enclosure: U-352, shipwreck and remains NRHP nomination

Copy: J. Paul Loether, National Park Service: Paul_Loether@nps.gov (w/o enclosure)
Rob McWilliams, NOAA: rob.l.mcwilliams@noaa.gov (w/o enclosure)





North Carolina Department of Cultural Resources

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

September 22, 2015

Dr. James P. Delgado, Director, Maritime Heritage
National Oceanic and Atmospheric Administration
Office of National Marine Sanctuaries
1305 East-West Highway, 11th Floor
Silver Spring, MD 20910

Re: U-85, U-352, and U-701, shipwrecks and remains, Offshore of North Carolina - North Carolina Historic Preservation Officer comments

Dear Dr. Delgado:

The three separate National Register nominations for the U-85, U-352, and U-701, shipwrecks and remains were received by my office on August 7, 2015. In my opinion as State Historic Preservation Officer, the three nominations each meet the National Register criterion A and D as stated in the respective nominations. I have certified the nominations by signing the first page, and I recommend they be considered significant at the national level. The signed pages are enclosed.

This nominations were formally reviewed by Nathan Henry, Assistant State Archaeologist of our Underwater Archaeology Branch at Kure Beach. Mr. Henry did not find any major errors or inaccuracies that would compromise acceptance of this nomination. The nomination is very well researched and written. The document provides an excellent basis for evaluating the vessels' association with World War II German military operations to combat Allied shipping off the coast of North Carolina (Criteria A). Lastly, the archaeological remains provide specific, technical details about those changes in construction from the Type VIIB (U-85) to the Type VIIC (U-352 and U-701) (Criteria D).

I appreciate this opportunity to comment on and certify the significance of these three vessels, which stand among North Carolina's most important historic places.

Sincerely,


Kevin Cherry
State Historic Preservation Officer

Encl.