

Note: A recent BOEM webinar on marine archaeological resources identified a shipwreck site of military ships west of Point Arguello in the approximate project vicinity.

The CADEMO project is aware of 24 potential historical and cultural resources that may be found in the locality, although all are thought to be at a sufficient distance from the development (at least two miles) to provide reassurance that development activity should not create a disturbance.

A total of 23 vessels were wrecked in the vicinity, the most notable being the U.S. Navy's Honda Point Disaster. The approximate locations of the cultural resources is given in Figure 12 and the list of shipwreck incidents is provided in Appendix 1.

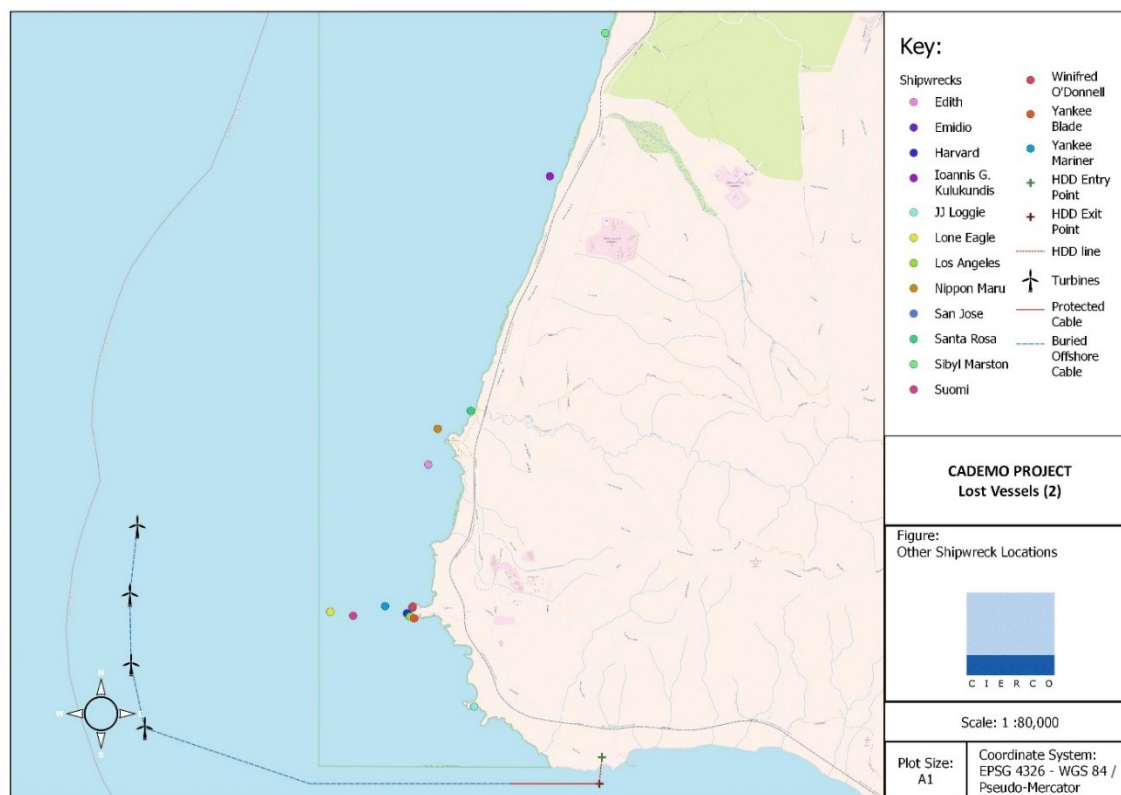


Figure 10 - Vessels Lost in the CADEMO Vicinity (not including Honda Point Disaster)

11.1. Honda Point Disaster

The Honda Point disaster occurred on September 8th, 1923 with the loss of 23 lives. Seven destroyers sank, out of a total of 14 in the convoy, in the largest peacetime loss of Navy ships in U.S. history. Ultimately, 17 bodies were found, with the other six either swept out to sea or otherwise unaccounted for.² The approximate positions of the seven sunken destroyers are provided in Figures 10 and 12. Further details of each ship are provided in Appendix 1.

² Naval Historical Center - <https://www.ibiblio.org/hyperwar/OnlineLibrary/photos/events/ev-1920s/ev-1923/honda-8.htm>

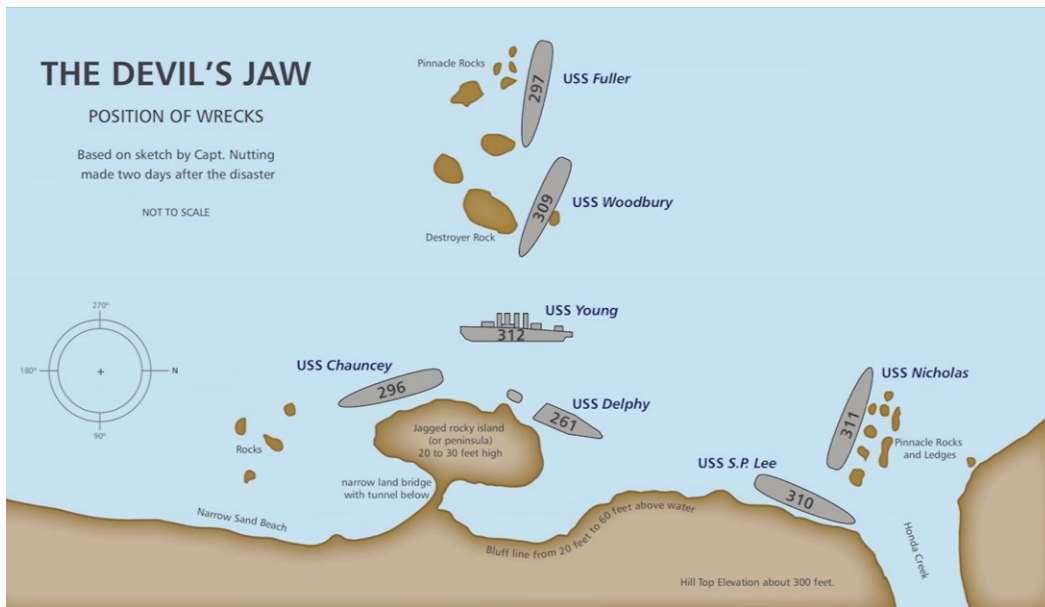


Figure 11 - Approximate positions of the wrecked destroyers at Point Honda

Although the ships were damaged beyond recovery, effort to salvage the weapons and equipment was undertaken in the days following the incident. Material recovered included the ships' torpedoes, many torpedo tubes and guns, radios, documents, and other material of worth. Some guns and other heavy items had to be left behind, particularly on the wrecks farthest from the mainland, where recovery was simply too dangerous. However, as the incident occurred in a high energy surf zone, along with the fact that the incident occurred 97 years ago and the highly corrosive nature of the saltwater environment, it is anticipated that relatively little remnants of the wrecked destroyers remain. The location of the nearest wreck (the USS Fuller) is approximately 3.85 miles from the nearest development point of the CADEMO project (turbine T1 – see Figure 12).

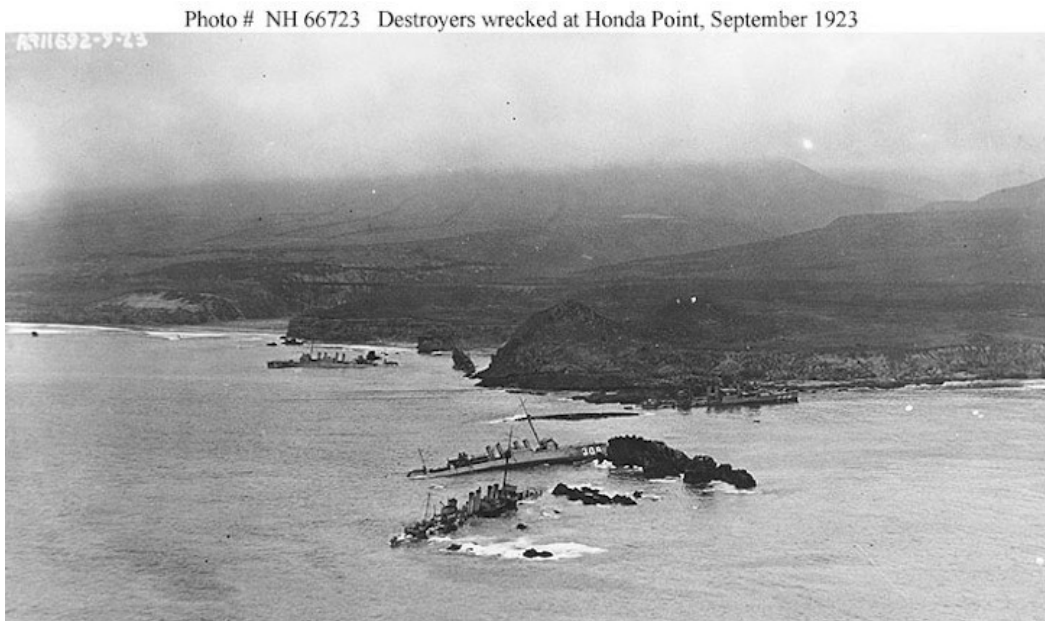


Figure 12 - Aerial Photo of the Honda Disaster

11.2. Santa Ynez Band of Chumash Indians – buried cultural resources

During the CADEMO stakeholder outreach process, Freddie Romero, the Cultural Resources Coordinator for the Elders Council of Santa Ynez Band of Chumash Indians, identified that the Elders' main concern with the CADEMO project was the potential impact on buried cultural resources. In the past, the shoreline was lower and there was a village near Point Arguello that is buried now due to sea level rise. The village may be up to a quarter mile offshore and the Elders may have concern about boring and trenching and mooring in that area.

The CADEMO cable route will be south of the Vandenberg State Marine Reserve (around 10,000 feet or almost two miles) south of Point Arguello and the turbines will be around 15,000 feet (or nearly 2.9 miles) from Point Arguello. A potential impact zone of 0.28 miles is identified in Figure 12 to provide an indication of the potential location of the village. As a result, all parts of the CADEMO project will be an absolute minimum of 1.7 miles from the closest possible Chumash village location.

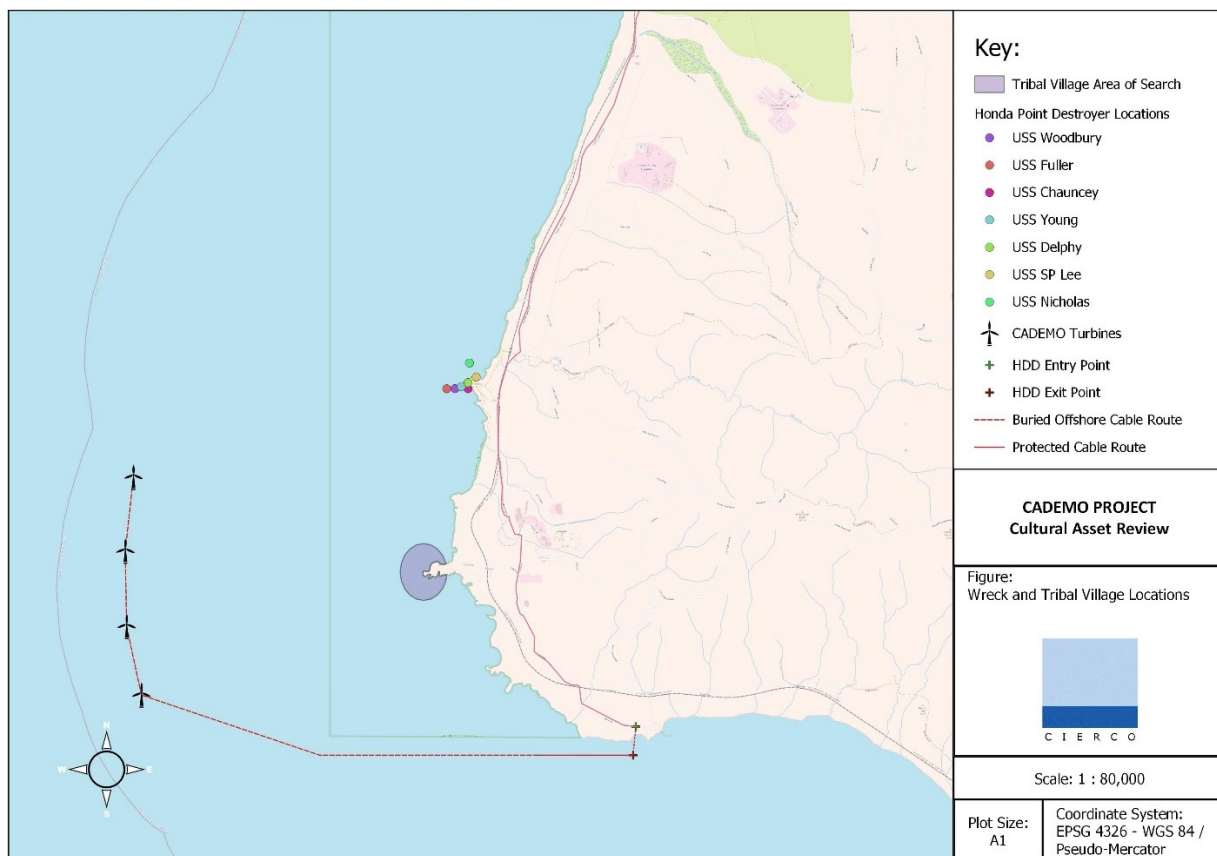


Figure 13 - CADEMO project cultural resources and locations of Honda Disaster vessels

11.3. Proposed surveys

Cierco intends to undertake offshore surveys, subject to permission from the State Lands Commission, over the cable route and turbine locations prior to installation to inform the final cable route. The surveys will include side scan sonar (sub bottom profiling) which looks down through the sediment to identify changes in the below sediment (essentially through the acoustic signature) to identify any buried assets. Also to be included are a magnetometer survey (which measures variations in the earth's magnetic field to detect any manmade features underneath the seabed) and side scan sonar survey (which is used to

identify seabed objects or items of debris on the seafloor through creating an image of the seafloor using sound energy and strength of signal return). The magnetometer survey will also identify potential unexploded ordnance that may be present in the survey area.

The survey results will be reviewed to identify the presence of any potential archaeological or cultural resources.

11.4. Proposed mitigation measures

Prior to cable installation, a Protocol for Archaeological Discoveries (PAD) will be produced for the project in accordance with the standard industry guidance to minimize the risk of damage to any previously unrecorded archaeological remains during construction. In addition, an archaeological Written Scheme of Investigation (WSI) will be prepared for use on the project. The PAD will also include appropriate archaeological briefings for all personnel involved in the offshore construction activities. The PAD will be in place for the life of the proposed development and will be updated when required should details within the document change.

APPENDIX 1 – SHIPWRECK INCIDENTS NEAR POINT ARGUELLO

	Vessel	Type	Depth (ft)	Tonnage	Salvage History	Date Built	Date Lost	Given Location
1	Chauncey	US Destroyer	Aground	1250	-	1923	1923	Pt. Arguello, Honda Point
2	Delphi	US Destroyer	Aground	1250	-	1923	1923	Pt. Arguello, Honda Point
3	Edith	Steam Screw	-	400	-	-	1849	Pt Conception or Pt Arguello or Pt Pedernales
4	Emidio	Steam Screw, tanker	-	6900	Refloated	1921	1931	Grounded at Point Arguello
5	Fuller	US Destroyer	-	1250	-	1923	1923	Pt Arguello (Pt Pedernales, Honda)
6	Harvard	steam screw liner	-	3737	-	1906	1931	Grounded at Pt Arguello
7	Ioannis G. Kulukundis	Freighter, ex Liberty ship (Greek Steamer)	-	7000		1944	1949	Stranded at Surf, California, 5 mi No of Point Arguello
8	J J Loggie	Lumber Steam Screw Schooner	-	404	-	1908	1912	Struck rocks 1 mile south of Point Arguello
9	Lone Eagle	Fishing Boat	-	-	-	-	1940	Sunk off Pt Arguello by Destroyer Crosby
10	Los Angeles	Dredge Cargo	-	199	-	1910	1942	Wrecked at Pt Arguello 33N 120W
11	Nicholas	US Destroyer	Aground	1250	-	1923	1923	Pt. Arguello, Honda Point
12	Nippon Maru	Naval Oil Tanker	-	5842	-	1919	1933	Grounded in fog off Honda, Pt. Arguello
13	San Jose	-	-	-	-	-	1943	Wrecked at Pt. Arguello
14	Santa Rosa	Iron Steam Screw ship	-	2416	-	1884	1911	Grounded two miles north of Arguello
15	Sibyl Marston	Steam Screw	-	1086	-	1907	1909	Ashore 1 mile south of Surf stranded Pt Arguello
16	SP Lee	US Destroyer	-	1250	-	1923	1923	Pt. Arguello (Pt Pedernales, Honda)
17	SS Ellin	Freighter	-	-	-	-	1963	Sunk at Honda, Pt Arguello
18	Suomi	Yawl (Racing Yacht)	-	-	-	-	1955	Rammed by PARRAMATTA off Pt Arguello.
19	Winifred O'Donnell	-	-	-	-	-	1927	Point Arguello
20	Woodbury	US Destroyer	-	1250	-	1923	1923	Pt Arguello
21	Yankee Blade	Side Wheel Steamer	-	1767	-	1853	1854	Grounded at Pt Arguello
22	Yankee Mariner	Oil Screw		363		1945	1949	Burned off Point Arguello
23	Young	US Destroyer	-	1250	-	1923	1923	Pt Arguello Pt Pedernales at Honda

Sources:

Pierson Lj, Shiller GI, Slater RA, 1987 "Archaeological Resource Study: Morro Bay to Mexican Border Final Report (OCS Study, MMS 874), available from:

<https://espis.boem.gov/final%20reports/1900.pdf> - main report

<https://espis.boem.gov/final%20reports/1899.pdf> - appendices

State Lands Commission Shipwreck Information- <https://www.slc.ca.gov/wp-content/uploads/2018/12/ShipwreckInfo.pdf>

HONDA POINT WRECK INFORMATION**USS Woodbury**

USS Woodbury (DD-309) was a Clemson Class Destroyer commissioned into U.S. Navy service on October 20, 1920, as a member of the U.S. Pacific Fleet. The Woodbury spent much of the first years of her service rotating in and out of the Reserve Fleet before joining Destroyer Squadron 11 at San Francisco in August 1923, and departed September 8 bound for San Diego.

That night, while at the rear of the column, the Woodbury executed an ordered group turn to port when sirens began wailing ahead of her, indicating danger. Sighting breakers ahead, the Woodbury's captain turned the ship to avoid the shallow water but it was too late. Yawing to starboard, the Woodbury broadsided an island and quickly sank stern-first against it, her hull torn open by the jagged rocks. Within minutes, the Woodbury's engine rooms were flooded, robbing the ship of power as she was pounded by the surf and forced harder into the rocks. Her crew were ordered to abandon ship before she came apart, and after sending lines to the newly named 'Woodbury Island' which she had come to rest upon, her crew climbed off the ship and were rescued the following morning. None of her crew were lost in her grounding.

www.navsource.org/archives/05/309.htm

Coordinates: 34°36'11"N 120°38'43"W

USS Fuller

USS Fuller (DD-297) was a Clemson Class Destroyer commissioned into U.S. Navy service on February 28, 1920 as a member of Destroyer Squadron 11 in the Pacific Fleet. Operating in Hawaiian waters briefly before returning stateside, the Fuller and her fellow Squadron mates participated in numerous war games with the Pacific Fleet. When Destroyer Squadron 11 departed San Francisco for San Diego on September 8, 1923, the Fuller took up her position on the wing of the formation as it sped down the coast.

Following a group turn to port and maintaining her speed of 20 knots, the Fuller's crew were all but powerless to stop the ship from running into an exposed rock formation off Honda Point, although another, last-second turn to port saved the ship from hitting the rocks bow-first. Running hard aground and slowing from 20 knots to a dead stop, the Fuller's hull was shredded, and within minutes it was clear she was beyond salvation, and posed a serious risk of sinking if the heavy surf pulled her off the rocks. Her entire crew abandoned ship safely onto the rocks and were rescued the following morning along with the crew of the USS Woodbury, which had grounded just ahead of her.

www.navsource.org/archives/05/297.htm

Coordinates: 34°36'11"N 120°38'48"W

USS Chauncey

USS Chauncey (DD-296) was a Clemson Class Destroyer which commissioned into Navy service on June 25, 1919 as a member of the Pacific Fleet. Originally assigned to Pearl Harbor, the Chauncey was placed into reserve at Mare Island Naval Shipyard from 1920-1921 before she was recommissioned as the Flagship of Destroyer Division 31.

Steaming for San Diego in company with the ships of Destroyer Squadron 11 on the night of September 8, 1923, the Chauncey followed a group turn and ran headlong into Honda Point at 20 knots, striking the shore with enough force to ride several vertical feet out of the water. Stuck fast to the shoreline and in a relatively safe position, the crew of the Chauncey went to the aid of those aboard the USS Young (DD-312), which had grounded and capsized astern of her, eventually rescuing the majority of the ship's crew before abandoning their own ship as the pounding surf began to break the Chauncey apart. None of her crew were lost in her grounding.

www.navsource.org/archives/05/296.htm

Coordinates: 34°36'11"N 120°38'35"W

USS Young

USS Young (DD-312) was a Clemson Class Destroyer commissioned into Navy service on November 23, 1920 as a member of the Pacific Fleet. Spending much of her service life engaged in war games, the Young joined Destroyer Squadron 11 at San Francisco in August 1923, and steamed in the middle of the squadron's formation as it steamed south toward San Diego on the night of September 8.

Shortly after a group turn to port, sirens began blaring from the flagship, signalling danger ahead as she ran headlong into the shore at Honda Point. Aboard the Young, there was little chance to react before she too hit the rocks at 20+ knots, her starboard hull being slit open by a rock pinnacle from stem to stern. Hitting bottom and coming to a complete stop, the Young capsized to starboard, throwing her topside crew into the water and trapping many of her engine and boiler room crews below. Her crew were forced to abandon ship by a hastily made rope line between her and the ship ahead of her, but by morning all of the Young's surviving crew had made it off the stricken ship. Twenty of her crew, mostly those in her engine room, were lost in her sinking, the highest single-ship loss of life in the Honda Point Disaster.

www.navsource.org/archives/05/312.htm

Coordinates: 34°36'12"N 120°38'39"W

USS Delphy

USS Delphy (DD-261) was a Clemson Class Destroyer commissioned into Navy service on November 30, 1918, and assigned to the Pacific Fleet in December 1922.

While operating off the West Coast as the flagship of Destroyer Squadron 11, the Delphy ran aground at Honda Point at a speed in excess of 20 knots on September 8, 1923, breaking in half on the jagged rocks and quickly capsizing. Alert crew members aboard ship were able to sound her siren, which alerted ships following her lead, but six other vessels ended up on the rocks with her.

Three of the Delphy's crew died as a result of the grounding, and her captain and navigator were court martialled.

www.navsource.org/archives/05/261.htm

Coordinates: 34°36'14"N 120°38'35"W

USS S.P. Lee

USS S.P. Lee (DD-310) was a Clemson Class Destroyer commissioned into Navy service on October 30, 1920, as a member of the Pacific Fleet. Assigned to Destroyer Squadron 11 in February 1923, the S.P. Lee was transiting from San Francisco to San Diego at high speed when she ran aground at Honda Point on the night of September 8, 1923.

Moving at over 20 knots, the S.P. Lee's propellers were totally destroyed by her impact with the bottom, and within minutes the ship was pushed ashore at this location, broadside to the surf. Her crew tried to save their ship but less than 24 hours after she went aground the S.P. Lee's hull began fracturing and she was abandoned, with her entire compliment being brought ashore by breeches buoy. Though several men were injured, none of the S.P. Lee's crew were lost in her grounding.

www.navsource.org/archives/05/310.htm

Coordinates: 34°36'17"N 120°38'30"W

USS Nicholas (DD-311)

USS Nicholas (DD-311) was a Clemson Class Destroyer commissioned into United States Navy service on November 23, 1920 as a member of the US Pacific Fleet. Joining with Destroyer Squadron 11 in February 1923, the Nicholas and her crew were transiting South from San Francisco to San Diego when the Flagship of her formation ran aground at Honda Point on the night of September 8.

Alerted to the danger by the flagship, the captain of the Nicholas ordered a turn to starboard but before the Nicholas could respond she hit bottom, damaging her rudder and port propeller. Heavy swells were soon pushing the Nicholas toward shore and despite the efforts of her crew she hit bottom several more times before getting wedged to a rock pinnacle listing 25 degrees to starboard. The rocks soon punched several large holes into her hull and she went hard aground and flooded, with large breakers washing over her deck. By first light on September 9, the Nicholas was beginning to break up and the order was passed to abandon ship. No crew on the Nicholas were lost in her grounding.

www.navsource.org/archives/05/311.htm

Coordinates: 34°36'24"N 120°38'34"W