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10 Jul 20

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SUBJ: FINDING OF NO HISTORIC PROPERTIES AFFECTED FOR THE PROPOSED NORTHWEST TRAINING AND TESTING (LOG. NO. 2018-02-01511-USN)

Dear Dr. Brooks:

The United States Navy (Navy) is continuing consultation on the above-subject undertaking, initiated in February 2018, pursuant to Section l06 of the National Historic Preservation Act of 1966 (NHPA). The Navy seeks your agreement on our finding of No Historic Properties Affected for the proposed Northwest Training and Testing (NWTT) activities occurring in Washington State.

Proposed Undertaking

As documented in our February 16, 2018 letter, the proposed undertaking is to conduct training and testing activities in the Pacific Northwest that support the Navy's mission to maintain, train, and equip combat-ready naval forces. The undertaking would continue longstanding military readiness activities within designated range complexes and operating areas in the offshore and inland waters of Washington State (Enclosure 1). Activities associated with this undertaking generally fall into the following five primary mission areas: air warfare, anti-submarine warfare, electronic warfare, mine warfare, and surface warfare. The frequency and types of activities included in the proposed undertaking account for fluctuations in training and testing to meet evolving or emergent military readiness requirements resulting from new missions and systems. Enclosure 2 provides a table describing the full scope of activities that occur within Washington state waters or between state waters and territorial waters 12 nautical miles from its shore.

Area of Potential Effects

In careful consideration of the proposed undertaking, the Navy consulted with your office, Tribes, and additional consulting parties to define the area of potential effects (APE) in accordance with 36 C.F.R. § 800.4(a)(1). In determining the APE, the Navy considered all proposed activities and their potential effects, including physical damage from anchors, disturbance from the placement and use of seafloor devices, shockwaves and vibration from explosives, auditory effects from aircraft, and settling of military expended materials (MEM), among others. With regard to aircraft noise, the highest modeled noise exposure for NWTT activities, based on the most current noise analysis, would be less than 37 decibels (dB) Day-Night Average Sound Level (DNL) (see Navy letter dated September 13, 2019 for additional information). In consideration of comments received, and the scale and nature of the proposed undertaking, the Navy identified four types of activities with the potential to affect historic properties as part of the APE definition process:

- Use of explosives in the Quinault Range Site (QRS) and use of Explosive Ordnance Disposal (EOD) ranges at Crescent Harbor and Hood Canal.

- Employment of vessel anchors with sufficient weight and function to dig into the seafloor in four established precision ship-anchoring areas (one southwest of the Navy 3 Operating Area (OPAREA), one west and one east of Naval Magazine Indian Island, and one west of Naval Station Everett) and at the established barge mooring in Carr Inlet.

- Use of seafloor devices, such as the small tracked or wheeled unmanned underwater vehicles, and placement/removal of inert mine shapes and inertial anchors near ports used in the QRS, Dabob Bay Range Complex, Keyport Range Site; Carr Inlet, the Crescent Harbor and Hood Canal EOD Ranges; and pierside at Navy installations.

- Settling of military expended materials (MEM), such as flares, fine guidance wires, sonobuoys and their parts, parachutes/decelerators, small buoyancy weights, blank ammunition brass, ammunition belt links, and pyrotechnic parts and fragments in the QRS, Dabob Bay Range Complex, the Keyport Range Site, Carr Inlet, Navy 3 and 7 OPAREAs, the Crescent Harbor and Hood Canal EOD Ranges, and pierside at Navy installations.

The resulting APE includes areas within existing range complexes and operating areas offshore and in inland waters of Washington where historic properties could be affected by these activities. The APE, as described in our May 20, 2019 letter, is depicted in Enclosures 3 and 4.

Historic Properties Identified in the APE

In accordance with 36 C.F.R. § 800.4(b)(1), the Navy's efforts to identify historic properties took into account past planning, research, and studies, the magnitude and nature of the undertaking, the degree of Federal involvement, the nature and extent of the potential effects, and the likely nature and location of historic properties within the APE. The Navy obtained information from a variety of sources, including the following:

1. Properties identified during previous planning for the ranges and associated areas within the current NWTT APE and consultations for prior NWTT undertakings

2. The National Register of Historic Places (NRHP)

3. The Washington State Department of Archaeology and Historic Preservation Washington Information System for Architectural and Archaeological Records Data

4. The National Oceanic and Atmospheric Administration (NOAA) Automated Wreck and Obstruction Information System

5. The Bureau of Ocean Energy Management (BOEM) online index of shipwrecks by state

6. Navy shipwreck and submerged aircraft documentation

7. Agencies, organizations, and individuals who expressed interest in participation in the Section 106 process

8. Publically available sources about Tribal territories and resources, including Tribal websites, and information solicited directly from the 26 consulting Tribes to identify properties of traditional religious and cultural significance within the APE

The Navy provided a synthesis of its research efforts to your office on November 27, 2019 and included a "Table of Properties and Potential Properties in the APE". Through these efforts, the Navy identified three types of historic properties known or anticipated to be present within the APE:

- Pre-Contact archaeological sites: Pre-Contact inundated sites and features.
- Historic Sunken Craft Sites: shipwrecks and submerged aircraft wreck sites.
- Traditional Cultural Properties (TCPs): historic properties associated with the cultural practices or beliefs of a living community that are rooted in that community's history and are important in maintaining the continuing cultural identity of the community.

Pre-Contact Archaeological Sites

The Navy's review found no previously documented pre-Contact inundated isolates, features, or sites within the APE. To identify pre-Contact archaeological sites within the APE, the Navy reviewed the databases previously listed as well as additional literature: (1) The *Inventory and Analysis of Coastal and Submerged Archaeological Site Occurrence on the Pacific Outer Continental Shelf* commissioned by BOEM, which found that early coastal migration sites that were on land during lower sea levels but are now submerged might survive on the Outer Continental Shelf (ICF International, Davis Geoarchaeological Research, and Southeastern Archaeological Research 2013); and (2) *The Influence of Coastal Geomorphic Processes on Terrestrial Archaeological Site Distributions: A Puget Sound Example*, which demonstrated terrestrial coastal sites are more likely to survive in environments subject to stable or depositional geomorphic processes (Elder et al., 2019, *Journal of Northwest Anthropology*, Vol. 53, No. 2). This latter study pointed out the rarity of these types of environments for the entire Washington coastline, particularly along the Pacific Coast. Stable or depositional geomorphic processes also would have been necessary for the preservation of now-inundated sites. Since the APE does not include tidelands, the Navy limited its review to permanently submerged pre-Contact sites. These types of sites are not well represented in the Washington State archaeological record and those that are, such as reef net anchor concentrations, are located well north of the APE.

Historic Sunken Craft Sites

The Navy reviewed available wreck and obstruction data, including the NOAA Automated Wreck and Obstruction Information System, the BOEM online index of shipwrecks by state, and Navy shipwreck and submerged aircraft documentation. This research identified 370 potential historic sunken craft sites within the APE; these comprise 211 unknown anomalies, 122 obstructions, 30 known shipwrecks, and 7 sunken aircraft (Enclosure 5, Table 1). There is insufficient information available to make definitive statements as to the nature and character of any particular wreck or obstruction. Accordingly, and in an abundance of caution, the Navy assumes all wrecks and obstructions located within the APE are historic properties.

Traditional Cultural Properties

The Navy recognizes the importance of identifying properties of traditional, religious and cultural significance to living communities, the Navy requested input from both tribal and non-tribal communities regarding properties to which they ascribe traditional, religious, or cultural significance within the APE.

Consistent with 36 C.F.R. § 800.4(a)(4), the Navy contacted 26 federally recognized tribes (Enclosure 6) within the State of Washington. Among 23 tribes that responded, 16 requested additional information, and/or shared their general interest and concerns, and two tribes shared specific views (Enclosure 5, Table 2). Discussion follows in the next section on Tribal Consultation.

Tribal Consultation

The Navy recognizes that tribes possess special expertise in assessing the eligibility of properties of traditional, religious, and cultural significance to their communities. Accordingly, the Navy requested input from federally recognized tribes regarding properties to which they ascribe traditional, religious and cultural significance within the APE. Some tribes chose to submit comments pertaining to cultural resources, historic properties, and/or their expectations for the NEPA and NHPA processes within the NEPA public scoping period, during the draft Supplemental Environmental Impact Statement (EIS)/Overseas EIS review period, and/or during government-to-government (GtG) consultation meetings about the undertaking. In general, the Navy received input from tribes about traditional activities associated with the Pacific Coast and Salish Sea, including the sacred nature of marine life and associated habitats. Below is a brief summary of Section 106 consultations with the Hoh Indian Tribe, Makah Indian Tribe, Port Gamble S'Klallam Tribe, and the Lummi Tribe of the Lummi Reservation (Lummi Nation).

Consultation with the Hoh Tribe began in November 2014 during prior NWTT environmental reviews. Through ongoing consultation, the Hoh Tribe noted that the tribe considers natural resources to be cultural resources. They requested that the Navy consider the tribe's worldview, values, and belief system particularly as they apply to the lands, waters, and resources of their traditional area. They also requested that the Navy conduct a traditional cultural landscape (TCL) study to understand impacts to the tribe, including environmental justice concerns, as well as to inform the NEPA and NHPA processes. The Navy has made multiple but has been unsuccessful in efforts to meet with the tribe to learn more.

The Makah Indian Tribe of the Makah Reservation expressed interest in participating in the Section 106 process on June 25, 2018 and requested a GtG meeting in a letter on June 12, 2019. Multiple attempts to schedule meetings have continued. The Navy reached out to the tribe's cultural resources staff on July 3, 2019 to solicit any questions the tribe had about the APE. The Navy also requested information regarding the tribe's knowledge and concerns about properties of traditional religious and cultural significance to them in the APE on November 27, 2019 with a follow up e-mail to the cultural resources staff on January 7, 2020. We have not received any information regarding properties of traditional, religious and cultural significance from the tribe and will continue our GtG relations.

During the 2014 NWTT consultation, the Port Gamble S'Klallam Tribe notified the Navy that the northern Hood Canal represents a network of marine resource locations and other site types within the context of a TCL. At the time, there was insufficient information to delineate the portion of the northern Hood Canal wherein the traditional properties and networks were located, and specific historic properties could not be evaluated. During the current consultation, the Navy provided the Port Gamble S'Klallam Tribe with all key Section 106 correspondence, and a staff level discussion regarding NWTT occurred at the 20th Annual National Tribal Historic Preservation Conference, September 1-14, 2018. The Navy has not received additional comments or information regarding properties of traditional, religious and cultural significance to the Port Gamble S'Klallam.

The Lummi Nation and the Navy met for GtG consultation on October 29, 2019 to discuss the NWTT proposed action. During the meeting and in a follow-up e-mail, the Lummi Nation made a series of specific requests pertaining to NHPA: (1) Treat *Sk'aliCh'elh* (Southern Resident Killer Whales) (*que'ihol'mechen* "our relatives under the water") as a traditional cultural district eligible for the NRHP, noting that it is already considered eligible for the Lummi Cultural Register; (2) Treat *Xw'ulleny* (the

Salish Sea) as a traditional cultural district eligible for the National Register, noting that it is already considered eligible for the Lummi Cultural Register; (3) Conduct a rigorous and vigorous Section 106 process regarding *Sk'aliCh'elh* and *Xw'ullemy* based on the principle of meaningful consultation: full, prior and informed consent, consistent with the Associated Tribes of Northwest Indians Resolution on the Salish Sea. The Navy provided responses on December 27, 2019 from the Commander, U.S. Pacific Fleet and January 24, 2020 and June 26, 2020 from the Commanding Officer of Naval Air Station Whidbey Island.

With regard to Southern Resident killer whales, the Navy understands that while resources such as (1) clean air and water, (2) plants and animals, (3) and intangible cultural values, relationships, or lifeways can be closely related to historic properties, they are not themselves eligible for listing in the NRHP (36 C.F.R. § 800.16(l)(1)). Since living animals are not a property type eligible for the NRHP, the Navy is unable to evaluate them as historic properties. Other environmental laws, however, require the Navy to carefully address potential impacts to Southern Resident killer whales, including the Endangered Species Act and Marine Mammal Protection Act. Analyses of the potential impacts of the proposed action on these resources are presented in the Supplemental EIS/OEIS. The Navy is committed to balancing its mission requirements with its environmental stewardship responsibilities, and this includes best practices and mitigation of potential impacts to the Southern Resident killer whale.

With regard to the *Xw'ullemy* (the Salish Sea), the Navy does not have sufficient information at this time to adequately delineate, document, and evaluate the physical resource(s) that would constitute a traditional cultural district. While we recognize and respect the Tribes' views, we find that an adequate assessment of potential eligibility of *Xw'ullemy* (the Salish Sea) as a historic property would require study and consultation that significantly exceeds the reasonable and good faith identification efforts commensurate with the nature and magnitude of the proposed undertaking. In reaching this determination, the Navy carefully considered the types and locations of testing and training activities, and their overall consistency with longstanding Navy activities. Furthermore, we believe questions related to the traditional cultural significance of the Salish Sea must be addressed in partnership with affiliated Tribes, accountable Federal and State agencies, and other interested parties, as appropriate, and we look forward to working together on them.

As a result of these consultations and careful consideration of information provided, the Navy has awareness that the Hoh Indian Tribe, Lummi Nation, and Port Gamble S'Klallam Tribe all identify resources of traditional, religious, and cultural significance within the APE. Some of those resources, such as the *Sk'aliCh'elh* (Southern Resident Killer Whales), are not a property type eligible for the NRHP, and the Navy is unable to directly address them under the Section 106 consultation process. For the *Xw'ullemy* (the Salish Sea) and potential TLC in the Hood Canal, we find that an adequate assessment of potential eligibility of either of these resources as historic properties would require study and consultation that significantly exceeds the reasonable and good faith identification efforts commensurate with the nature and magnitude of the proposed undertaking. The Navy recognizes that Federal statutory and regulatory processes may not respond fully to Tribal concerns. We acknowledge that these laws, including NHPA, may constrain the consideration of the complex, interconnected relationships of traditional resources and represent a continuing challenge to agencies and Tribes. The Navy is committed to good faith consultation in the context of GtG relationships, which endure above and beyond consultations limited to a specific law, project, action, or undertaking.

Public Outreach

As indicated in the letter of February 16, 2018 initiating consultation, the Navy used the NWTT Supplemental EIS/OEIS public involvement processes (e.g., public scoping and public review), consistent with 36 C.F.R. § 800.8, to partially fulfill its Section 106 public notification and consultation

requirements. Specifically, the Navy had a cultural resources and NHPA Section 106 poster station at three open house public meetings. A subject matter expert meeting Secretary of Interior Qualifications for Archaeology was available to pass out information flyers and answer resource and Section 106 process questions. The three meetings held in Washington were at Everett, Silverdale, and Port Angeles on April 24, 25, and 26, 2019, respectively. Five Non-Governmental Organizations and two citizens expressed interest in the Section106 process and subsequently received all key correspondence. The public did not identify historic properties during the Section 106 process.

Assessment of Effects on Historic Properties

The Navy identified 370 possible historic properties within the APE, all representing potential historic sunken craft sites. The Navy assumes that all of these properties project above the seafloor and, therefore, may be susceptible to effects from proposed Navy activities. While there are no previously identified submerged pre-Contact archaeological sites or NRHP-evaluated properties of traditional, cultural, or religious significance in the APE, it is the Navy's finding that the undertaking will not affect either category of resource. For a detailed list of activities that have the potential to affect historic properties, please see Enclosure 2.

Explosives: Shockwaves (pressure) and oscillating bubble pulses resulting from underwater explosions may disturb the seafloor or create structural instability and possible collapse of architectural features above the seafloor. The amount of damage would depend on factors such as the size of the charge, the distance from the submerged resource, the water depth, and the topography of the ocean floor. Explosive detonations (60 pounds or less) in the QRS occur in the water column and will not disturb the seafloor or any historic properties resting on the seafloor or buried below the seafloor. Navy standard procedures require the use of explosives occur 350 yards at a minimum from shipwrecks and aircraft wrecks. In addition, there are no such recorded sunken craft in the QRS. Therefore, the use of explosives will not affect submerged or sunken historic properties within the QRS. The Navy continues to conduct training activities that use a small amount (2.5 pounds or less) of explosive ordnance placed on the seafloor at the Crescent Harbor and Hood Canal EOD Ranges for mine countermeasure and neutralization – explosive ordnance disposal. These two inland water ranges are long-used locations subject to repeated inspections associated with rigorous environmental monitoring. Navy standard procedures and safety requirements, including visual site survey and hand placement of charges by Navy divers to avoid submerged resources. No shipwrecks or submerged aircraft wrecks exist at these locations. Based on this analysis, the Navy finds that use of explosives would not affect historic properties within the APE, if any existed.

Anchoring: Deployment of heavy anchors (up to 9,000 pounds) is limited to four established precision anchoring locations. Due to prior seafloor disturbance from historic use as Navy and commercial anchorages, there is no potential to affect submerged historic properties. Regarding deployment of anchors for temporary barge mooring in Carr Inlet, standard procedures and safety protocols require avoidance of all obstructions, including potential historic properties. As such, precision anchoring and barge mooring will affect no historic properties in the APE.

Seafloor Devices: The Navy places targets, mines, and similar devices on the seafloor and operates unmanned underwater vehicles within the Offshore Area, Dabob Bay Range Complex, Keyport Range Site, Carr Inlet, Crescent Harbor EOD Range, Navy 3 and 7 OPAREAs, and pierside at Navy installations. Because this area is so large, and because the Navy avoids known obstructions when using such devices, it is unlikely these materials would come into contact with a submerged historic property. Furthermore, these underwater vehicles and mine shapes are of insufficient weight and design function to penetrate the seafloor. If they should settle on or in the vicinity of an historic property, the seafloor devices would not alter the archaeological or historic characteristics or integrity of the submerged

resource. Thus the use of seafloor devices will not affect historic properties resting on or below the seafloor within the APE.

MEM: Military expended materials result from training and testing activities within the majority of the Offshore APE and Inland waters APE as shown in Enclosures 3 and 4. Expended materials such as chaff, flares, casings, non-explosive practice munitions, ballast weights, sonobuoys, parachutes, and guidance wire could be settle on the ocean floor on or near submerged prehistoric sites or sunken historic resources. The settling of MEM does not have the potential to affect historic properties, as even the heaviest MEM, such as a sonobuoy housing, would be too light to cause physical damage. Most of the anticipated expended material would be small objects and fragments that would slowly drift to the seafloor after striking the ocean surface. Furthermore, the settling of MEM on the seafloor would be diffuse and transitory, as MEM is likely to be transported by currents and other turbulence. Therefore the settling of MEM would not alter the archaeological or historic characteristics or integrity of the submerged resource and will, therefore, not affect historic properties within the APE.

Finding of Effect

Pursuant to 36 C.F.R. § 800.4(b)(1), the Navy took into account past planning, research, and studies, the magnitude and nature of the undertaking and the degree of Federal involvement, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the APE. As a result of our research and analysis, and in consideration of information received during consultation, the Navy finds the proposed NWTT undertaking affects no historic properties, consistent with 36 C.F.R. § 800.4(d)(1).

In the event of a post-review discovery or unanticipated effects, the Navy will make all appropriate efforts to avoid, minimize, or mitigate adverse effects to historic properties and will implement the provisions of with 36 C.F.R. § 800.13(b).

The Navy respectfully requests your concurrence with on our finding of no historic properties affected. Consistent with 36 C.F.R. § 800.4(d)(1), we will assume your agreement if no objection is received from your office within 30 days of receipt of this letter.

If you require additional information, please contact Mr. David Grant, NAVFAC NW Archaeologist at (360) 396-0919 or dave.m.grant@navy.mil.

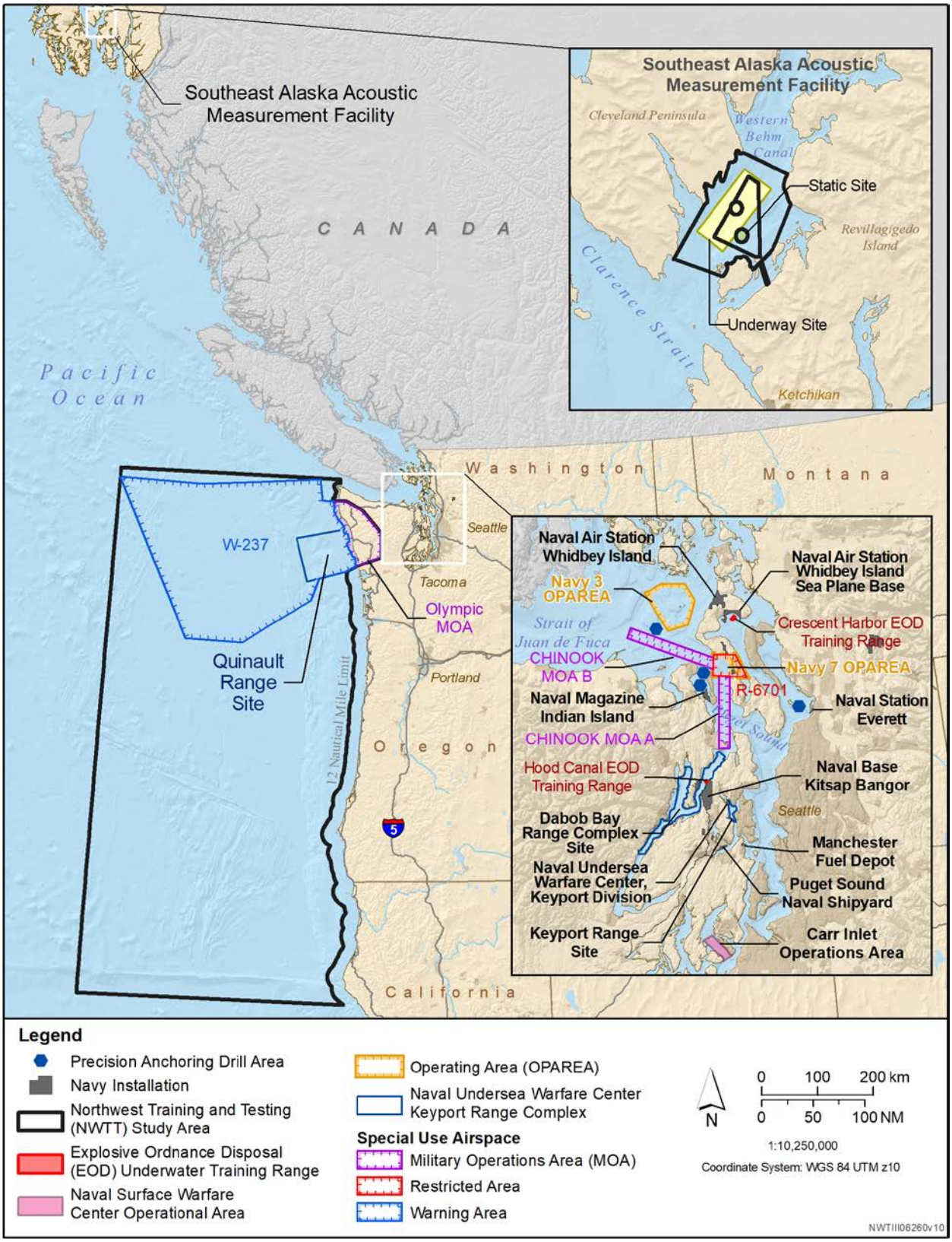
Sincerely,

M. L. ARNY
Captain, U.S. Navy
Commanding Officer

Enclosures:
1. NWTT Study Area Map
2. Activities Occurring Within 12 NM of Washington Shore
3. Offshore Area of Potential Effects
4. Inland Waters Area of Potential Effects
5. Finding of Effect Tables 1 and 2
6. Tribal Consultation Summary

Copy to:
Director, Advisory Council on Historic Preservation
Cultural Committee Chairwoman, Confederated Tribes and Bands of the Yakama Nation
Tribal Historic Preservation Officer, Confederated Tribes of the Chehalis Reservation
Natural Resources Director, Confederated Tribes of the Chehalis Reservation
Director, Cultural Resources Department, Cowlitz Indian Tribe
Executive Director, Hoh Indian Tribe
Cultural Resources Specialist, Jamestown S'Klallam Tribe
Cultural Resource Archaeologist, Lower Elwha Klallam Tribe
Tribal Historic Preservation Officer, Lummi Tribe of the Lummi Reservation
Tribal Historic Preservation Officer, Makah Indian Tribe of the Makah Reservation
Cultural Resources Specialist, Muckleshoot Indian Tribe of the Muckleshoot Reservation
Tribal Historic Preservation Officer Cultural Resources, Nisqually Indian Tribe of the Nisqually Reservation
Tribal Historic Preservation Officer, Nooksack Indian Tribe of Washington
Tribal Historic Preservation Officer, Port Gamble S'Klallam Tribe
Tribal Historic Preservation Officer Cultural Resources, Puyallup Tribe of the Puyallup Reservation
Cultural Resources Specialist, Quileute Tribe of the Quileute Reservation
The Honorable Fawn Sharp, Quinault Indian Nation
Tribal Historic Preservation Officer, Samish Indian Nation
Tribal Historic Preservation Officer, Sauk-Suiattle Indian Tribe
Cultural Resources Specialist, Shoalwater Bay Tribe of the Shoalwater Bay Reservation
Tribal Historic Preservation Officer, Skokomish Indian Tribe
Cultural Resource Director/Tribal Historic Preservation Officer, Snoqualmie Indian Tribe
Tribal Historic Preservation Officer/Cultural Resource Department Director, Squaxin Island Tribe of the Squaxin Island Reservation
Tribal Historic Preservation Officer/GIS Database Administrator, Stillaguamish Tribe of Indians of Washington
Tribal Historic Preservation Officer, Suquamish Indian Tribe of the Port Madison Reservation
Tribal Historic Preservation Officer, Swinomish Indians of the Swinomish Reservation of Washington
Cultural Preservation Officer, Tulalip Tribes of Washington
Cultural Resources Manager, Upper Skagit Indian Tribe
Reserve Manager, Ebey's Landing National Historic Reserve
Northwest Regional Director, National Parks Conservation Association
Regional Director, Pacific West Region, US Department of the Interior, National Park Service
President, Olympic Forest Coalition
Co-Founder, West Coast Action Alliance
Skagit Audubon Society
Dr. Goldie
Ms. Miller

Enclosure 1. NWTT Study Area Map.



Enclosure 2. Activities occurring within 12 nautical miles of Washington's ocean shore and in state inland waters.[1]

Activity	Description	Location	Type of Action that Could Affect Historic Properties
Air Combat Maneuver	Basic flight maneuvers in which fixed-wing aircrew engage in offensive and defensive maneuvering against each other.	**Offshore Area** W-237 Olympic MOA	N/A
Electronic Warfare Training	Aircraft and ship crews control the electromagnetic spectrum used by enemy systems to degrade or deny the enemy's ability to take defensive actions. Electronic Warfare Operations can be active or passive, offensive or defensive.	**Offshore Area** W-237 Olympic MOA	N/A
Civilian Port Defense—Homeland Security Anti-Terrorism/Force Protection Exercises	Naval forces conduct mine warfare training in conjunction with Department of Homeland Security units. Helicopters, surface ships, and undersea (divers, marine mammals, and unmanned vehicles) mine countermeasures will be used. Non-permanent mine shapes will be laid in various places on the bottom and will be retrieved.	**Inland Waters** Naval Magazine Indian Island (NAVMAG) Naval Station Everett (NSE) NBK Bangor NBK Bremerton Manchester Port Angeles Port of Seattle	Anchors for mine shapes
Mine Neutralization – Explosive Ordnance Disposal	Navy divers disable threat mines with explosive charges to create a safe channel for friendly vessels to transit. Personnel detect, identify, evaluate, and neutralize mines in the water with an explosive device and may involve detonation.	**Inland Waters** Crescent Harbor EOD Training Range (CH EOD TR) Hood Canal EOD Training Range (HC EOD TR)	Explosive shock wave
Intelligence, Surveillance, Reconnaissance	Maritime Patrol Aircraft and unmanned aerial systems operators use all available sensors to collect data on threat vessels. Passive sonobuoys are used to collect and analyze acoustic data, and photographic equipment is used to document the vessel with visual information.	**Inland Waters** Restricted Area (R) 6701 NAVY 7 OPAREA	Introduction of incompatible visual elements from settling of military expended materials (MEM) such as sonobuoys, parachutes/decelerators, wires

[1] The following activities occur beyond 12 nautical miles from Washington's ocean shore or only in Alaska (SEAFAC) and therefore not addressed further: Gunnery Exercise Surface-to-Air; Missile Exercise Air-to-Air; Missile Exercise Surface-to-Air; Anti-Submarine Warfare Torpedo Exercise—Submarine; Anti-Submarine Warfare Tracking Exercise – Helicopter; Anti-Submarine Warfare Tracking Exercise—Maritime Patrol Aircraft; Anti-Submarine Warfare Tracking Exercise—Ship; Anti-Submarine Warfare Tracking Exercise—Submarine; Bombing Exercise Air-to-Surface; Gunnery Exercise Surface-to-Surface – Ship; Missile Exercise Air-to-Surface; Torpedo (explosive) Testing; Kinetic Energy Weapon Testing; Hydrodynamic and Maneuverability Testing; Anti-Submarine Warfare Tracking Test—Maritime Patrol Aircraft

Activity	Description	Location	Type of Action that Could Affect Historic Properties
Maritime Security Operations	Maritime security operations are predominantly maritime security escort events, including the Transit Protection Program and training of other escort units. All shell casings associated with use of blank ammunition shall be captured, to the greatest extent feasible, using either cofferdams around guns, capture bins, or capture on the deck of vessels.	**Inland Waters** NBK Bremerton Hood Canal Dabob Bay Range Complex (DBRC) TPS Route (169) NSE Puget Sound Strait of Juan de Fuca	N/A
Personnel Insertion/Extraction Training—Non-Submersible	Military personnel train for clandestine insertion and extraction into target areas using rotary wing aircraft, fixed-wing aircraft (insertion only), or small boats.	**Inland Waters** CH EOD TR NAVY 7 OPAREA	N/A
Precision Anchoring	Surface ship crews release and retrieve anchors in designated locations.	**Inland Waters** Designated areas near NAVMAG NSE NAVY 3 OPAREA	Anchors contacting and penetrating seafloor
Search and Rescue	Helicopter crews rescue military personnel at sea. Helicopters fly below 3,000 feet and locate personnel to be rescued, hover, recover the survivor, and then depart.	**Inland Waters** CH EOD TR R-6701	N/A
Small Boat Attack Exercise	Small boat crews engage pier side surface targets with small-caliber weapons. Only blank rounds are fired. Duration of firing will be approximately 2 hours with a total of 1,000 rounds fired the first day, and a duration of 1.5 hours with a total of 1,000 rounds fired the second day.	**Inland Waters** NSE NBK Bangor NBK Bremerton	Introduction of incompatible visual elements from settling of MEM such as ammunition brass and disintegrating ammunition belt links
Submarine Sonar Maintenance	Submarines conduct maintenance to their sonar systems in shallow water near their homeport; however, sonar maintenance could occur at sea as the system‘s performance may warrant.	**Offshore Area** Offshore Area **Inland Waters** NBK Bremerton NBK Bangor	N/A

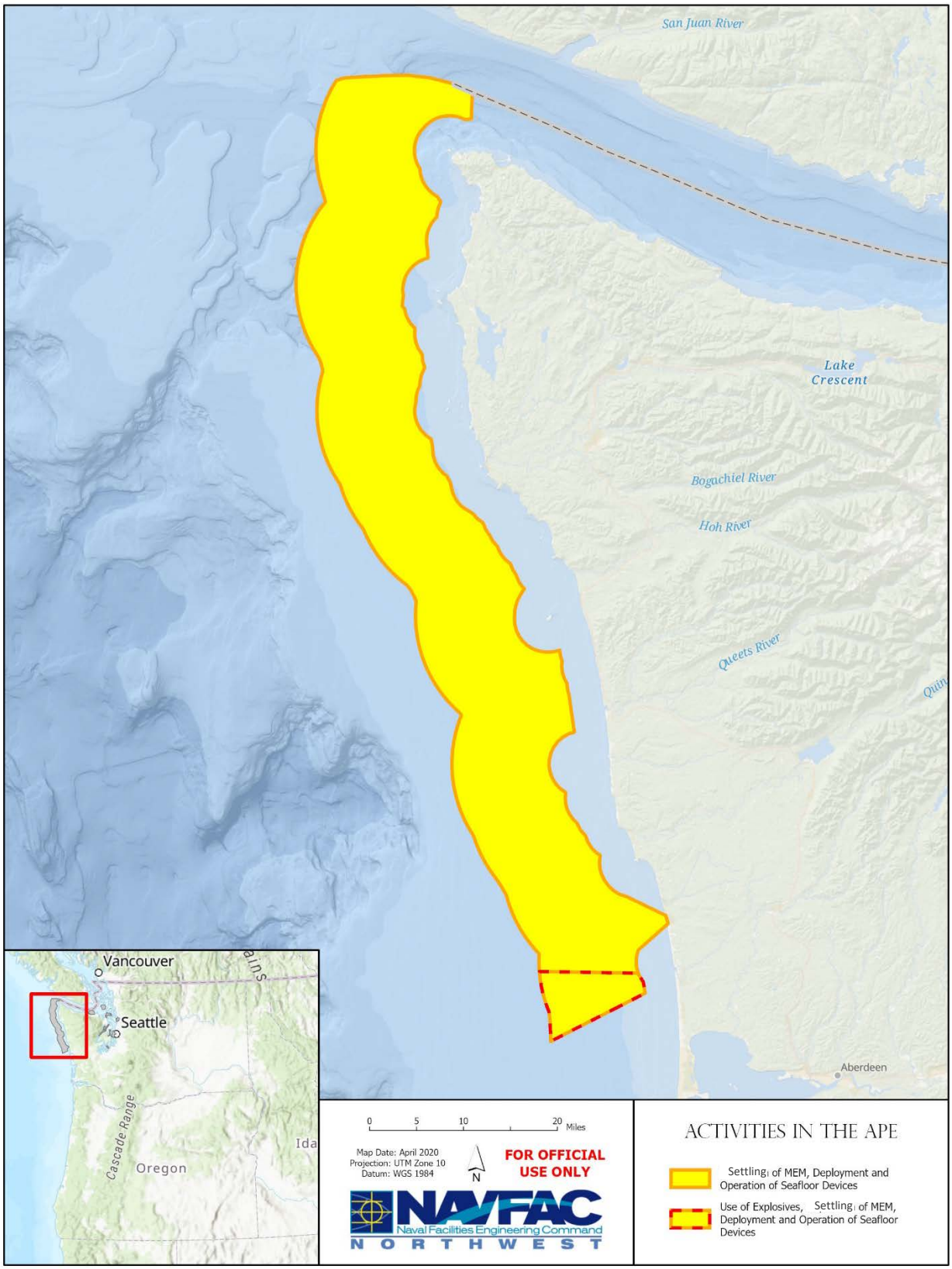
Activity	Description	Location	Type of Action that Could Affect Historic Properties
Surface Ship Sonar Maintenance	Surface ships perform periodic maintenance to the sonar and other systems while in port or at sea. Surface ships operate active sonar systems for maintenance while in shallow water near their homeport; however, sonar maintenance could occur anywhere.	**Offshore Area** Offshore Area **Inland Waters** NSE NBK Bremerton	N/A
Unmanned Underwater Vehicle Training	Training with unmanned platforms on which various payloads are attached and used for different purposes. Training can range from basic remote control and autonomous navigation tests to deployment and activation of onboard systems that may include hydrodynamic instruments, launchers, and recovery capabilities.	**Offshore Area** Quinault Range Site **Inland Waters** CH EOD TR DBRC NBK Bangor NBK Bremerton Keyport Range Site Manchester NAVY 3 and 7 OPAREAs	Anchors for instruments
Anti-Submarine Warfare Testing	Ships conduct operations using airborne and surface assets. Active and passive acoustic systems are used to detect and track submarine targets, culminating in the deployment of lightweight torpedoes.	**Offshore Area** Offshore Area	Introduction of incompatible visual elements from settling of MEM such as torpedo accessories, decelerator/parachute, sonobuoys, and wires.
At-Sea Sonar Testing	At-sea sonar testing verifies the vessel meets design acoustic specifications, defines the underwater characteristics, determines effects of systems and equipment on ship's acoustic characteristics, and provides for design improvements.	**Offshore Area** Offshore Area **Inland Waters** DBRC	Introduction of incompatible visual elements from settling of MEM such as torpedo accessories, decelerator/parachute, sonobuoys, and wires.
Countermeasure Testing	Countermeasure testing evaluates the deployment, operation, and effectiveness of systems used to defend a vessel from an incoming threat. Countermeasures may be mechanical, chemical, or electronic devices that are released from a vessel to obscure its location or provide a false target. Countermeasures may also be systems operated from within the vessel to detect, localize, track, and respond to incoming threats. Most components are used off shore and are consumed, dissipate, or recovered.	**Offshore Area** Quinault Range Site **Inland Waters** DBRC Keyport Range Site	Introduction of incompatible visual elements from settling of MEM such as torpedo accessories, mobile subsurface target, and guidance wire.

Activity	Description	Location	Type of Action that Could Affect Historic Properties
Pierside Sonar Testing	Ships and submarines will activate mid- and high-frequency tactical sonars, underwater communications systems, and navigational devices. Testing may include the firing of inert torpedo shapes.	**Inland Waters** NBK Bangor Bremerton NSE	N/A
Torpedo (non-explosive) Testing	Aerial, surface, and subsurface assets fire exercise torpedoes against surface or subsurface targets, or programmed with a particular run geometry. Exercise torpedoes are typically recovered by ships and helicopters designed for this task.	**Offshore Area** Offshore Area **Inland Waters** DBRC	Anchors for stationary surface targets Introduction of incompatible visual elements from settling of MEM such as small decelerator/parachutes, acoustic countermeasures, buoy (non-explosive), torpedo accessories, mobile sub-surface target, sonobuoy, sonobuoy wires, guidance wire.
Mine Countermeasure and Neutralization Testing	These systems may be deployed with a variety of ships, aircraft, submarines, or UAVs. Mines are neutralized by cutting mooring cables of buoyant mines, producing acoustic energy that fires acoustic-influence mines; or by employing radar or laser fields, detonate mines using remotely-operated vehicles, and use explosive charges to destroy threat mines.	**Offshore Area** Offshore Area (no explosives in OCNMS) **Inland Waters** NBK Bremerton Carr Inlet CH EOD TR DBRC HC EOD TR NSE Keyport Range Site NAVMAG NAVY 3 OPAREA	Explosive shock wave and anchors for mine shapes Introduction of incompatible visual elements from settling of MEM such as fiber optic wires and cables
Mine Detection and Classification Testing	Systems may use acoustic, electro-optic, or laser sensors, and may be deployed from aircraft, surface or subsurface vessels, or unmanned platforms.	**Offshore Area** Quinault Range Site **Inland Waters** DBRC Keyport Range Site	Anchors from mine shapes (in place up to 12 months)
Unmanned Aerial System Testing	UASs are remotely piloted or self-piloted (i.e., preprogrammed flight pattern) aircraft that include fixed-wing, rotary-wing, and other vertical takeoff vehicles. They can carry cameras, sensors, communications equipment, or other payloads.	**Offshore Area** Quinault Range Site **Inland Waters** DBRC Keyport Range Site R-6701	N/A

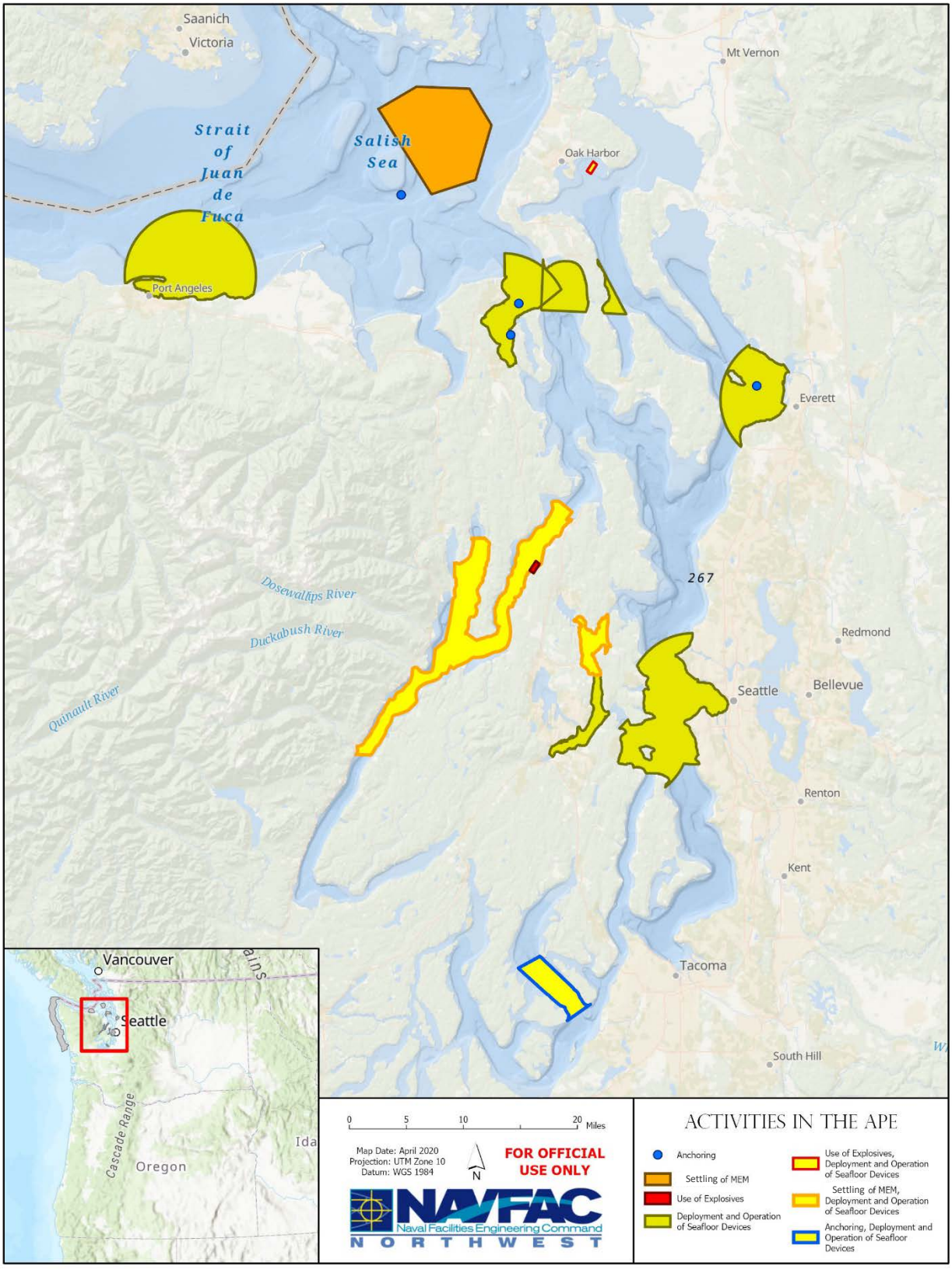
Activity	Description	Location	Type of Action that Could Affect Historic Properties
Unmanned Surface Vehicle System Testing	Unmanned surface vehicles (USV) can include remotely operated craft and test vehicles. During testing, they can operate autonomously, semi-autonomously, or non-autonomously.	**Offshore Area** Quinault Range Site **Inland Waters** DBRC Keyport Range Site	Anchors for stationary surface targets
Unmanned Underwater Vehicle Testing	UUVs may be developed to carry out warfare missions (e.g., mine detection) or scientific missions (e.g., bottom mapping), while others are developed to support other testing objectives (e.g., performing as a target for anti-submarine warfare).	**Offshore Area** Quinault Range Site **Inland Waters** Carr Inlet DBRC Keyport Range Site	Anchors for stationary surface and sub-surface targets Introduction of incompatible visual elements from settling of MEM such as torpedo accessories, mobile sub-surface target, decelerator/parachutes, wires, and cables
Propulsion Testing	Propulsion testing is one part of the total sea trial activity. The ship is tested for maneuverability, including full power and endurance runs.	**Offshore Area** Offshore Area beyond 10 nm from shore	N/A
Undersea Warfare Testing	Undersea warfare testing includes demonstrating the ability of the ship to search, detect, and track a target and conduct attacks with exercise torpedoes. Subsurface moving targets, rocket and air-dropped weapons, sonobuoys, towed arrays, and sub-surface torpedo-like devices may be used.	**Offshore Area** Offshore Area	Introduction of incompatible visual elements from settling of MEM such as decelerator/parachutes, acoustic countermeasures, expendable bathythermograph and wire, torpedo accessories, mobile subsurface target, sonobuoy and wires, and other cables and wires
Vessel Signature Evaluation	Signature testing is passive monitoring of surface ships and submarines to assess the vessel's vulnerability to various types of detection systems.	**Inland Waters** DBRC	N/A
Acoustic and Oceanographic Research	Active acoustic transmissions used for tests of acoustic sources, validation of ocean acoustic models, tests of signal processing algorithms, and characterization of acoustic interactions with the ocean bottom, fish and ocean surface.	**Offshore Area** Quinault Range Site **Inland Waters** DBRC Keyport Range Site	Possible incidental disturbance of sediments from anchors for instruments
Acoustic Component Testing	Pier side testing includes evaluation and troubleshooting of acoustic components. ROVs may be used to deploy sensors below the water line.	**Inland Waters** NBK Bangor Bremerton NSE NAVMAG	N/A

Activity	Description	Location	Type of Action that Could Affect Historic Properties
Cold Water Support	Training for divers in a cold water diver training environment, and other training supporting range/test facility operations and maintenance. Includes hand-held acoustic systems, underwater communication devices, in-water devices for transporting divers or cargo, and various dive targets such as mine-like shapes.	**Inland Waters** Carr Inlet DBRC Keyport Range Site	Mine shape anchors
Non-Acoustic Component Testing	Radio communication with submarines using tethered, untethered, or towed buoyant in-water devices to raise an antenna to the surface to broadcast the signal. Test may involve radar, environmental sensors, magnetic, passive acoustic, or optical instrumentation to measure, record, and analyze effectiveness, dependability, operational parameters, and durability.	**Offshore Area** Offshore Area **Inland Waters** DBRC Keyport Range Site Keyport Pier NBK Bangor Zelatched Point Pier	Instruments placed on bottom Settling of MEM such as fiber optic cables
Post Refit Sea Trial	Testing activities following maintenance or repairs to evaluate submarine propulsion, sonar systems, and other mechanical tests.	**Inland Waters** DBRC	N/A
Radar and other System Testing	At-sea testing may include use of military or commercial radar, communication systems, simulators, or high-energy lasers. Testing of air and surface targets may include UAVs or small craft (e.g., floating cardboard tri-walls, towed, anchored, or self-propelled vessels).	**Offshore Area** Offshore Area	Introduction of incompatible visual elements from settling of MEM such as expendable drone, target fragments
Semi-Stationary Equipment Testing	Semi-stationary equipment calibration and testing is performed from a fixed site, suspended over the side of a boat, moored to the bottom, suspended in the water column, or on the surface; all devices and their anchors are recovered.	**Inland Waters** DBRC Keyport Range Site	Placement/removal of seafloor devices such as anchors Introduction of incompatible visual elements from settling of MEM, such as fiber optic cables
Simulant Testing	The capabilities of defense systems to detect and protect in the event of chemical and biological attacks are tested via deployment of harmless compounds as substitutes for warfare agents.	**Offshore Area** Offshore Area beyond 3 nm	N/A
ISR/EW Triton Testing	Testing will evaluate the sensors and communication systems on board the MQ-4C Triton unmanned aerial system.	**Offshore Area** Offshore Area	N/A

Enclosure 3. Offshore Area of Potential Effects.



Enclosure 4. Inland Waters Area of Potential Effects.



Enclosure 5. Finding of Effect								
Table 1. Historic Sunken Craft Sites								
Offshore/ Inshore	**Location**	**Maritime Resource Name**	**Early Year Date**	**Late Year Date**	**NRHP Eligibility (For Purposes of**	**Activity Type(s)**	**Comments**	**Effect on Historic**
Offshore	Offshore Area	Aloma	0	1924	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Anna Porter	1909	1919	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Karl Marx	1914	1925	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	H & S No. 15	1913	1931	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Milky Way	1978	2005	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Chetzemoka	1927	1977	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Nika	1919	1923	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Blanco	1925	1936	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Catherine M.	1902	1924	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Moonbeam	0	2009	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Rose	1907	1951	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Pacific	1850	1875	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Swiftsure Bank	1909	1961	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Pacific Leader	0	1986	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	Bugara, USS	1944	1971	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect

Enclosure 5. Finding of Effect								
Table 1. Historic Sunken Craft Sites								
Offshore/ Inshore	**Location**	**Maritime Resource Name**	**Early Year Date**	**Late Year Date**	**NRHP Eligibility (For Purposes of**	**Activity Type(s)**	**Comments**	**Effect on Historic**
Offshore	Offshore Area	*Niha (confirm, possibly same as Nika)			Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	*4 Wrecks Submerged Dangerous			Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	*2 UNKNOWNs			Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	**FM-2 Wildcat BuNo 16521	1943	1944	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	**FM-2 Wildcat BuNo 16590	1943	1944	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Offshore	Offshore Area	**FM-2 Wildcat BuNo 55493	1943	1945	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Inshore	Port Angeles	Martha Foss	1886	1946	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Angeles	Prosper	0	1993	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Angeles	*Wrecks - Submerged, Dangerous			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Angeles	*4 Obstructions			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Angeles	*16 Unknowns			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Navy 3 OPAREA	**USS Crow (Amc-20)	1940	1943	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Inshore	Navy 3 OPAREA	**NE-1 Grasshopper BuNo 26258	1942	1943	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Inshore	Navy 3 OPAREA	**F6F-3 Hellcat BuNo 40177	1943	1943	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Inshore	Navy 3 OPAREA	**F6F-3 Hellcat BuNo 42703	1942	1944	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect

Enclosure 5. Finding of Effect								
Table 1. Historic Sunken Craft Sites								
Offshore/ Inshore	**Location**	**Maritime Resource Name**	**Early Year Date**	**Late Year Date**	**NRHP Eligibility (For Purposes of**	**Activity Type(s)**	**Comments**	**Effect on Historic**
Inshore	Navy 3 OPAREA	*7 obstructions or wrecks			Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	Orca	0	1999	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	Alaska Reefer	1944	1961	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	Governor	1907	1921	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	*Comet			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	*3 Wrecks - Submerged, Dangerous	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	*Wrecks - Visible	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	*41 Obstructions or Wrecks			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Port Townsend	*23 Unknowns			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Navy 7 OPAREA	**PV-1 Ventura BuNo 33414	1942	1945	Assumed	MEM	MEM Deposition is ephemeral and inconsequential	No Effect
Inshore	Navy 7 OPAREA	*8 Obstructions or Wrecks	0	0	Assumed	MEM	MEM settlement is ephemeral and inconsequential	No Effect

Enclosure 5. Finding of Effect								
Table 1. Historic Sunken Craft Sites								
Offshore/ Inshore	**Location**	**Maritime Resource Name**	**Early Year Date**	**Late Year Date**	**NRHP Eligibility (For Purposes of Undertaking) ^**	**Activity Type(s)**	**Comments**	**Effect on Historic Properties**
Inshore	Navy 7 OPAREA	*13 Unknowns			Assumed	MEM	MEM settlement is ephemeral and	No Effect
Inshore	Everett	Al-Ind-Esk-A-Sea	1945	1982	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Everett	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Everett	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Everett	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Everett	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Everett	*2 Wrecks - Submerged, Nondangerous			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Everett	*1 Obstruction			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Everett	*9 Unknowns			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Dabob Bay Range	*Frances W.			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Dabob Bay Range	*1 Obstruction			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Dabob Bay Range	*35 Unknowns			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Bremerton/NUWC	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Bremerton/NUWC	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect

Enclosure 5. Finding of Effect								
Table 1. Historic Sunken Craft Sites								
Offshore/ Inshore	**Location**	**Maritime Resource Name**	**Early Year Date**	**Late Year Date**	**NRHP Eligibility (For Purposes of**	**Activity Type(s)**	**Comments**	**Effect on Historic**
Inshore	Bremerton/NUWC	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Bremerton/NUWC	*6 Wrecks - Submerged, Dangerous			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Bremerton/NUWC	*25 Obstructions			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Bremerton/NUWC	*22 Unknowns			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	Boss	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	A.J. Fuller	1889	1918	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	Shilshole Barge	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	Shilshole Barge	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	Omar	1918	1995	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	UNKNOWN WRECK	0	0	Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect

Enclosure 5. Finding of Effect

Table 1. Historic Sunken Craft Sites

Offshore/ Inshore	Location	Maritime Resource Name	Early Year Date	Late Year Date	NRHP Eligibility (For Purposes of	Activity Type(s)	Comments	Effect on Historic
Inshore	Seattle/Elliot Bay	*2 Wrecks			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	*6 Wrecks - Submerged, Dangerous			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	*6 Wrecks - Submerged, Nondangerous			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	*29 Obstructions			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Seattle/Elliot Bay	*43 Unknowns			Assumed	SD/MEM	Avoidance; MEM is ephemeral and inconsequential	No Effect
Inshore	Carr Inlet OPAREA	UNKNOWN WRECK	0	0	Assumed	HA	Avoidance During Anchoring of Test Platform Barge	No Effect
Inshore	Carr Inlet OPAREA	UNKNOWN WRECK	0	0	Assumed	HA	Avoidance During Anchoring of Test	No Effect
Inshore	Carr Inlet OPAREA	*6 Unknowns			Assumed	HA	Avoidance During Anchoring of Test	No Effect

^ Assumed eligible: All wreck listings assumed to meet the NRHP eligibility criteria per § 800.4(c)(2); however, as the site is not on Navy controlled property, formal evaluation has not been conducted (16 USC 470h-2(a)(1). However, pursuant to 16 USC 470h-2(C); the Navy recognizes that the preservation of properties not under the jurisdiction or control of the agency, but subject to be potentially affected by agency actions are given full consideration in planning. There is insufficient information about Unknowns and Obstructions to determine eligibility, but this analysis assumes they are potentially eligible properties.

Activities w/ Potential to Affect Resource: Explosions (EXP), Anchoring (HA), Seafloor Devices (including Small Inertial Anchors and UUVs) (SD), Military Expended Materials (MEM)

No Known Historic Properties Subject to Explosions and No Known Historic Properties in five areas subject to Heavy Anchor Deployment

Basis of Finding: Avoidance Through Standard Operating Procedures (SOPs) such as avoidance of known obstructions and sonar and/or diver assisted placement of seafloor devices.

Navy removed 30 Washington Information Stystem for Architectural and Archaeological Records Data (WISAARD) property listings from in or near the APE boundaries for the following reasons: the listing is or was on land (e.g., lighthouses), it is land such as a topographic feature or landform (e.g., Admiralty Head), or it is not a place but a historic occurrence (e.g., Wilkes enter Port Discovery), it was at the margin of the APE but effects from the undertaking will not occur (e.g., docks, shipyards, port facilities), or it is a movable NRHP eligible or listed vessel (e.g., USS *Turner Joy* , the schooners *Adventuress* and *Martha* in Port Townsend, and the tug *Arthur Foss*). This table may include redundant listings of unknowns, unknown wrecks, and/or obstructions.
Entry source is WISAARD unless indicated as coming from one of the sources below. Columns C, D, & E are WISAARD data fields.
* Source: NOAA Automated Wreck and Obstruction Information System (AWOIS) (four 'soundings' listed in AWOIS deleted).
** Source: Grant et. al., 1996, U.S. Navy Shipwrecks and Submerged Naval Aircraft in Washington: An Overview

Enclosure 5. Finding of Effect

Table 2. Cultural Properties Identified by Tribes

Offshore/ Inshore	Location	Resource Name	Comments
Offshore	Offshore Area	Hoh Tribal Traditional Landscape	Adequate evaluation would exceed the reasonable and good faith identification efforts commensurate with the nature and magnitude of the proposed undertaking
Inshore	All Inshore Areas	Sk'aliCh'elh, (que'ihol'mechen) Southern Resident Killer Whales	Not a Property Type Eligible for the NRHP
Inshore	All Inshore Areas	Xw'ullemy (The Salish Sea)	Adequate evaluation would exceed the reasonable and good faith identification efforts commensurate with the nature and magnitude of the proposed undertaking
Inshore	North Hood Canal	Port Gamble S'Klallam Tribe Maritime Cultural Landscape	Adequate evaluation would exceed the reasonable and good faith identification efforts commensurate with the nature and magnitude of the proposed undertaking
Washington Tribes have provided important information and cultural perspectives regarding a variety of resources that have religious and cultural importance. These may overlap or otherwise intersect with one, several, or all of the locations forming the NWTT APE.			

Enclosure 6. Tribal Consultation Summary

TRIBE	Contact and/or Contact Attempt	(1) Decision to Monitor Process (2) Decision to Monitor Process After Receiving Additional Information (3) Expression of Interest in Participation (4) Knowledge and Concerns Conveyed (5) Active Consultation				
	letter, e-mail, call, meeting	Section 106 Step When Communication Received From Tribe				
		Prior to 106 Initiation*	Initiation Ltr 2/16/18	Proposed APE Ltr 5/30/19	Clarified APE Ltr 9/13/19	Final APE & HP ID Status Ltr 11/27/19
Confederated Tribes and Bands of the Yakama Nation	7		2			
Confederated Tribes of the Chehalis Reservation	5		2			
Cowlitz Indian Tribe	8		2			
Hoh Indian Tribe	6	3 & 4 9/20/17				5
Jamestown S'Klallam Tribe	4		3			
Lower Elwha Klallam Tribe	6		3			
Lummi Indian Nation	7					3, 4, & 5
Makah Tribe	6	3 6/25/18	3			
Muckleshoot Indian Tribe of the Muckleshoot Reservation	6		2			
Nisqually Indian Tribe of the Nisqually Reservation	7		3			
Nooksack Indian Tribe of Washington	7		3			
Port Gamble S'Klallam Tribe	7		1			
Puyallup Tribe of the Puyallup Reservation	6		3			
Quileute Tribe	7		3			
Quinault Indian Nation	10		3		4	
Samish Indian Nation	7		3	2		
Sauk-Suiattle Indian Tribe	5	3 5/15/18	2			
Shoalwater Bay Tribe of the Shoalwater Bay Reservation	10		2			

TRIBE	Contact and/or Contact Attempt	(1) Decision to Monitor Process (2) Decision to Monitor Process After Receiving Additional Information (3) Expression of Interest in Participation (4) Knowledge and Concerns Conveyed (5) Active Consultation				
	letter, e-mail, call, meeting	Section 106 Step When Communication Received From Tribe				
		Prior to 106 Initiation*	Initiation Ltr 2/16/18	Proposed APE Ltr 5/30/19	Clarified APE Ltr 9/13/19	Final APE & HP ID Status Ltr 11/27/19
Skokomish Indian Tribe	4		1			
Snoqualmie Indian Tribe	6		3			
Squaxin Island Tribe of the Squaxin Island Reservation	9			4	2	
Stillaguamish Tribe of Indians of Washington	7		3		2	
Suquamish Indian Tribe of the Port Madison Reservation	6			3		5
Swinomish Indians of the Swinomish Reservation of Washington	8		1			
Tulalip Tribes of Washington	9		1			
Upper Skagit Indian Tribe	11		3			

*Some Tribes chose to express interest in the Section 106 process and provide information about Properties of Traditional Religious and Cultural Importance to them during the initial NEPA scoping period, during Government-to-Government Meetings, and or via e-mail. All Tribes received key correspondence at every step of 106 process, each letter being followed with e-mails and phone calls to THPOs or designated cultural resources POCs confirming receipt and offering to answer any questions. Some requests for additional information were conveyed by e-mail or phone conversation immediately following receipt of letter or at some point thereafter.