1. NAME OF PROPERTY

Historic Name: USS *Hornet* (CVS-12)

Other Name/Site Number: (CV-12)

2. LOCATION

Street & Number: Naval Inactive Ships Maintenance Facility Not for publication: ____

City/Town: Bremerton Vicinity: ____

State: WA County: Kitsap Code: 027 Zip Code: 98312

3. CLASSIFICATION

Ownership of Property		Category of Property	
Private:	___	Building(s):	___
Public-local:	___	District:	___
Public-State:	___	Site:	___
Public-Federal:	X	Structure:	X
		Object:	___

Number of Resources within Property

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	_____	structures
_____	_____	objects
1	0	Total

Number of Contributing Resources Previously Listed in the National Register: 0

Name of related multiple property listing: N/A

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1986, 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.

_____ _____
Signature of Certifying Official Date

_____
State or Federal Agency and Bureau

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

_____ _____
Signature of Commenting or Other Official Date

_____
State or Federal Agency and Bureau

5. 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 Keeper Date of Action

6. FUNCTION OR USE

Historic: Naval Sub: _____

Current: Naval Sub: _____

7. DESCRIPTION

Architectural Classification:
Essex

Materials:
Foundation: Steel
Walls: Steel
Roof: Steel
Other Description: N/A

Describe Present and Historic Physical Appearance.

The *Essex*-class aircraft carrier USS *Hornet* (CVS-12), built to replace the earlier *Yorktown*-class carrier of the same name (CV-8) that had been lost at the Battle of Santa Cruz on October 27, 1942, is a decommissioned vessel at the Naval Inactive Ships Maintenance Facility, Puget Sound Naval Shipyard, in Bremerton, Washington. Currently authorized for disposition through scrapping, *Hornet* is also the subject of a preservation effort by a local group, the USS *Hornet* Historical Museum Association.

DESCRIPTION

USS *Hornet* AS A CV

As laid down and launched, *Hornet* was a welded, steel-hulled vessel 872 feet long overall, with a waterline length of 820 feet. The flight deck had an area of 862 feet by 108 feet. The carrier had an overall breadth of 147 feet, 6 inches, and a waterline beam of 93 feet. The hull depth was 54 feet, 8 inches. *Hornet* drew 30 feet, 10 inches (full load) and her design displacement was 33,440 tons. The design standard displacement was 27,500 tons, and the full load was 36,380 tons.[1]

The ship was protected by steel armor. The hangar deck carried 1.5 inches, as did the fourth deck. The side belt incorporated armor that varied from 2.5 to 4 inches of armor. The steering compartment was enclosed by 4-inch Class B armor on the sides and 2.5 inches at the top. During World War II, the carrier was painted in a variety of camouflage schemes. In 1944, the "dazzle" measure applied to *Hornet* mixed pale grey, haze grey, and Navy blue. Post-war colors returned the carrier to the "Navy grey" color it had borne at her launching.

The flight deck was pierced by two 48.3 x 44.3-foot hydraulic elevators, each with a 28,000-lb. capacity, and a 60 x 34-foot, 18,000-lb. capacity deck edge elevator on the port side, abeam of the island. Mk 4 arrester gear with wires was fitted on the flight deck from the bow to the stern, since *Hornet* and the other early Essexes were constructed to allow aircraft to launch over the stern and retrieve over the bow. The flight deck overhung the forecastle deck and a stern gallery. Roller doors pierced the hull at the hangar deck port and starboard.[2]

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[1] Characteristics of the Essex class are found in Norman Friedman, U.S. Aircraft Carriers: An Illustrated Design History (Annapolis: U.S. Naval Institute Press, 1983), pp. 133-157, 394. Also see Alan Raven, Essex-Class Carriers (Annapolis: U.S. Naval Institute Press, 1988).

[2] Friedman, op.cit., p. 394.

The island, on the starboard side, amidships, had five levels which included a communication platform, the flag bridge, navigating bridge, a deck atop the pilothouse that mounted single 20mm guns and Mk 51 directors, and the air defense platform, with a quadruple 40mm platform and 24-inch searchlights. The stack trunked through the superstructure and vented aft of the island. The stack carried an SC radar antenna. The navigating bridge level included the pilothouse, charthouse, air plot, radar room, and abaft the intakes, the radar control room. At the after end of the deck was a quadruple 40mm mount. The island also mounted two Mk 37 directors, one forward and one aft, each fitted with Mk 4 radar. *Hornet* carried a tripod foremast, which was fitted with an SK radar antenna, YE homing beacon, SG radar antenna, an SM radar antenna, and the ensign staff with servicing platform. *Hornet* also carried long-wire antenna arrangements on the starboard edge of the flight deck, fore and aft of the island.

Design armament for the *Essex* class was twelve 5-inch, 38 caliber guns, on four twin mounts in houses and four single mounts on the gallery, thirty-two 40mm guns on eight quadruple, Mk 4 mounts, and forty-six 20mm Oerlikon guns on single mounts. Fire control was provided by the previously mentioned two Mk 37 and eight Mk 51 directors. By the war's end, *Hornet's* armament was augmented to a total of seventeen 40mm guns after a 1944 refit. The *Essex* carriers were built to accommodate 36 F6F-3 fighters, 37 SB2C bombers, and 18 TBF torpedo bombers, or 91 aircraft. The designed crew complement for ship and aircraft was 268 officers and 2,363 of the ship's crew.[3]

Hornet was powered by eight Babcock and Wilcox boilers and was propelled by four 150,000 shaft horsepower Westinghouse geared steam turbines that delivered a 33-knot speed. *Hornet* carried 6,330 tons of fuel with an endurance of 15,000 nautical miles at 15 knots.[4]

HORNET AS A CVS

After being laid up in reserve after the war, *Hornet* was recalled to service in the 1950s. The carrier, like nearly all other Essexes, was modernized. *Hornet* had missed an earlier modernization program, SCB-27A, in 1949-1950, but in 1952 a new program, SCB-27C, was initiated and included *Hornet*. As part of this modernization program, the carrier received an angled flight deck, a fully enclosed "hurricane" bow, improved Mk 7 arrester gear, and the forward elevator was enlarged to a 70-square-foot area. During this 1955 refit, the carrier had her island reduced and streamlined, a pole mast installed to replace the original tripod, the replacement of the Mk 37 fire control system with a Mk 25 system, the installation of H11 catapults, the removal of the side armor, a strengthened flight deck, and increased

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[3] Ibid.

[4] Ibid.

capacity for aviation fuel. The teak flight deck was covered with metal at the same time. The houses with their twin 5-inch mounts were removed at this time, as were the single 20mm and quadruple 40mm mounts.[5] Apart from ongoing modernization of electronic equipment, notably fire control and other radar, and the installation of magazine and handling gear for nuclear weapons, *Hornet* remained essentially unmodified, even after 1958 and 1965 refits for her antisubmarine warfare role, until decommissioned and laid up in 1970. It was in her SCB-27C configuration that the carrier participated in the Apollo 11 and 12 mission recoveries.

CURRENT CONDITION AND APPEARANCE OF *HORNET*

As part of the fleet readiness program that *Hornet* was assigned to after decommissioning, the ship was sealed and a dehumidification system installed to "mothball" the carrier. All interior spaces and compartments retain their original equipment, most of it dating from World War II. This includes tools, equipment, and ship's documents, such as a complete set of plans and manuals. The vessel was recently repainted and sports the standard "Navy grey" coat. She is in good to excellent condition, and the decision to scrap the vessel if memorialization efforts fail is based on her obsolescence in the age of nuclear supercarriers, not condition. *Hornet* retains her World War II issue single 5-inch guns on the gallery. However, the external appearance of the vessel is not that of the war, but rather reflects her 1955 SCB-27C modernization. However, the principal design features of the wartime *Essex* class are readily apparent. The modernization of the flight deck, the hurricane bow, and the removal of armament, while they might be seen to diminish the integrity of the vessel as a wartime structure, have attained their own significance through their association with *Hornet* during the majority of the carrier's career, and from the fact that they defined the ship's appearance and capabilities during her most significant post-World War II action, the recovery of the Apollo 11 command module after the first manned landing on the moon.

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[5] Raven, Essex-Class Carriers, pp. 14-15.

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties: Nationally: X Statewide:___ Locally:___

Applicable National Register Criteria: A X B___ C___ D___

Criteria Considerations (Exceptions): A___ B___ C___ D___ E___ F___ G X

NHL Criteria: 1,4

NHL Theme(s): VIII: World War II
B. War in the Pacific, 1941-1945

XVIII: Technology (Engineering & Invention)
J. Earth and Space Exploration

Areas of Significance:	Period(s) of Significance	Significant Dates
Naval	1943-1945	1944, 1945
Man In Space	1962-1970	1969

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Newport News Shipbuilding and Drydock

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

USS *Hornet* (CV-12) was part of a wartime buildup of United States carrier forces in a war that demonstrated the vital role of naval aviation. Launched just ten months after her predecessor USS *Hornet* (CV-8) was lost in battle, the new *Hornet* had a distinguished war career that included the invasion of Saipan and the Battle of the Philippine Sea, the amphibious landing on Palau, the Philippines, Iwo Jima and Okinawa, and strikes against the Japanese home islands. *Hornet* earned seven battle stars and a Presidential Unit Citation during World War II. Reactivated for Korean Conflict service, *Hornet's* last combat deployment was as an antisubmarine warfare carrier during the Vietnam Conflict. *Hornet's* significant career was capped with the recovery of the Apollo 11 and 12 astronauts at the conclusion of these two famous space missions. One of seven surviving *Essex*-class carriers, *Hornet* is nearly identical to her sisters *Yorktown* and *Intrepid*, both NHLs. *Hornet* had as significant a World War II career and a postwar career through its recovery of the command modules and crews of the first two manned landings on the moon.

COMPARISON OF *HORNET* WITH OTHER *ESSEX*-CLASS CARRIERS

Beginning with USS *Essex* (CV-9), namesake of the class, 26 *Essex*-class carriers were ordered by the U.S. Navy between February 1940 and June 1943. Twenty-four were completed and placed in service. Fourteen were commissioned during World War II, beginning with *Essex* and ending with USS *Bon Homme Richard* (CV-31). Of these vessels, all were broken up except for *Yorktown* (CV-10), now a National Historic Landmark preserved at Patriots Point, South Carolina, USS *Intrepid*, (CV-11), now a National Historic Landmark preserved at New York, New York, *Hornet*, USS *Lexington* (CV-16), still active as a training ship in Pensacola, Florida, but now awaiting disposition and possible scrapping, USS *Bennington* (CV-20), USS *Bon Homme Richard* (CV-31), and USS *Oriskany* (CV-34), laid up with *Hornet* at Bremerton. All of these carriers received either a SCB-27A or SCB-27C modernization during their career. Each of these surviving carriers that are not National Historic Landmarks could conceivably be evaluated, and on the basis of their wartime careers might be found to meet the criteria. However, two of the class already represent their sisters through their wartime associations as National Historic Landmarks. *Hornet* is advanced as a candidate with a significant war career capped by its critical participation in the most significant missions of the American space program, the successful culmination of the national effort to land a man on the moon.

THE ROLE OF THE *ESSEX*-CLASS CARRIERS IN NAVAL AVIATION

The United States Navy joined other naval powers interested in naval aviation with the conversion of the fleet collier *Jupiter* (AC-3) to the carrier *Langley* (AV-1) between 1920-1922. In the latter year, Congress, acting in accord with the Washington Naval

Treaty, abandoned plans to build a six-cruiser addition to the fleet and instead authorized the conversion of two of the incomplete *Lexington*-class battle cruisers, *Lexington* and *Saratoga*, into the United States' first fleet cruisers as CV-2 and CV-3. The U.S. Navy considered *Lexington* and *Saratoga* major successes. They were "as remarkable in their way as the first British dreadnought battleship launched only 25 years before, outclassing every other carrier in existence."[1] Operating in tandem, the three carriers forged a doctrine of naval aviation that gradually found acceptance in a battleship Navy. Additional carriers were built: *Ranger* (CV-4), the first American carrier built as such from the keel up, the three sisters of the *Yorktown* class, *Yorktown* (CV-5), *Enterprise* (CV-6) and *Hornet* (CV-8), and *Wasp* (CV-7). Prior to the United States' entry into World War II, American shipyards had already launched several small escort carriers of the *Sangamon* class, a prototype, *Long Island* (CVE-1), and had planned a new class of carriers to augment the fleet, the *Essex* class.[2]

While the pioneer fleet carriers alone survived intact the Japanese assault that propelled America into the global conflict, most were lost in combat with the exception of *Saratoga*, *Ranger* and *Enterprise* within the first year of war. *Langley* was lost off Java on February 27, 1942; *Lexington* sank after the Battle of the Coral Sea on May 8, 1942. *Yorktown* was lost during the Battle of Midway on June 5, 1942. *Hornet* was sunk at Santa Cruz on October 27, 1942, and *Wasp* was lost in the Solomons on September 15, 1942. To offset the tremendous carrier losses, the United States hastened the completion of the *Essex* class and converted another group of cruisers into the so-called "light-carriers," or CVLs, of the *Independence* class. The naval war in the Pacific, which in 1942 saw the turning back of the Japanese advance through the sacrifices of the earlier carriers, pushed back the Japanese as the *Essex* carriers were commissioned and entered the campaign. *Essex* (CV-9), namesake of the class, was commissioned on December 31, 1942, and was followed in quick succession by five others over the next five months. According to historian Norman Friedman, the "*Essex* class best symbolizes the success of the U.S. carrier. Designed on the eve of World War II, these ships formed the basis of the fast carrier task force, which won the great victories of 1944-1945, and served in both Korea and Vietnam.... They comprised the most numerous class of U.S. fleet carriers...."[3]

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[1] U.S. Fleet Carriers in World War II. (Poole: Blandford Press, 1983), p. 21.

[2] Roger Chesnau, Aircraft Carriers of the World, 1914 to the Present: An Illustrated Encyclopedia. (Annapolis: U.S. Naval Institute Press, 1984), pp. 198-225, passim.

[3] Norman Friedman, US Aircraft Carriers: An Illustrated Design History, U.S. Naval Institute Press, 1983), p. 133.

USS *HORNET* (CV-12) IN THE SECOND WORLD WAR II

The name *Hornet* has been carried by U.S. fighting ships since 1775. The aircraft carriers christened *Hornet* have been, respectively, the seventh and eighth naval vessels so named. Ordered in 1940 and launched on August 30, 1943, CV-12 was laid down as *Kearsarge*. Following the loss of CV-8 the previous October, however, the decision was made by the Navy to transfer the name of *Hornet* to the new carrier, the fourth of the *Essex* class. USS *Hornet* was commissioned at the Portsmouth Navy Yard on November 29, 1943, and after a two-week shakedown cruise, the carrier was ordered to the Pacific. *Hornet* arrived at Pearl Harbor on March 4, 1944.

Ordered to Majuro in the Marshall Islands, *Hornet* there joined Task Force 58 and sortied with the task force to Palau and the Carolines before heading to Woleai and thence to Ponape to strike Japanese installations. *Hornet* next sortied with Task Group 58.3 to the Marianas, hitting Guam and Rota on June 12, 1944. On June 20, the carrier participated in the decisive battle known as the "Marianas Turkey Shoot," hitting and sinking a Japanese carrier. June ended with *Hornet* striking Iwo and Chichi Jima before returning to hit Guam and Rota again in July in preparation for the invasion of Guam.

On September 6, 1944, *Hornet* struck Peleliu and Anguar on the first of three days of successive strikes to prepare for and support the invasion of those islands. *Hornet* then sailed with the fleet to support the retaking of the Philippines. Five days of attacks against airfields and installations on Davao, Mindanao, Cebu, and Negros culminated in *Hornet's* air squadrons supporting MacArthur's invasion of Morotai. By September 21, *Hornet's* planes were in the skies over Manila before returning to Cebu and Negros.

The first weeks of October brought strikes against Okinawa, Ryukyu Retto, Aparri, Luzon and Formosa, with *Hornet's* combat air patrol (CAP) constantly engaging the enemy as the carrier came under constant aerial assault. On October 13, *Hornet's* anti-aircraft guns splashed their first enemy aircraft. Then, a week later, *Hornet* participated in the Battle of Leyte Gulf. After the battle, *Hornet* returned to the task of hitting Luzon, with its pilots concentrating on Clark Field. *Hornet* remained in the Philippines through the next few months, with a brief provisioning layover at Ulithi.

In 1942, USS *Hornet* (CV-8) had made history by striking the supposedly impregnable Japanese home islands in a daring bombing raid against Tokyo led by Lt. Col. "Jimmy" Doolittle. On February 16, 1945, USS *Hornet* (CV-12) carried on the tradition by joining other carriers in the first full-scale attack on Tokyo. The carrier struck Iwo Jima, Okinawa, and Tokyo and Kure again over the next two months. In April, *Hornet* joined in the support of the invasion of Okinawa. On the 7th, *Hornet* received orders to join other carriers in attacking a Japanese task force bearing

down on the East China Sea. This was a "kikusui," or last ditch sortie by the Imperial Japanese Navy led by the flagship *Yamato*. The 45,000-ton superbattleship was hit repeatedly by bombs and torpedoes from the various air groups, *Hornet's* scoring seven hits. *Yamato* disintegrated and sank, and the air groups also sank two cruisers and four destroyers, effectively destroying the Imperial Japanese Navy as a fighting force.

In late April, *Hornet* struck the Rykukus and Kyushu, returning to the latter island in May to destroy a Japanese aircraft assembly plant. *Hornet's* combat career ended in the great typhoon that struck the Pacific fleet on June 3, 1945. Monster waves smashed over the bow, folding the forward end of the flight deck down around the bow to frame number 4, or a space of 24 feet. *Hornet* was able to continue operations by launching over the stern while backing at 18.5 knots, but the carrier required major repairs. *Hornet* sailed for home and on July 7 arrived at San Francisco. The carrier was repaired at Hunter's Point Naval Shipyard. While there, the war ended with the surrender of Japan on August 15.

Hornet received seven battle stars and the Presidential Unit Citation for its wartime service. *Hornet* and its air groups were credited with shooting down 688 planes, destroying another 742 aircraft on the ground, sinking a carrier, cruiser, 42 cargo ships, and ten destroyers, and assisting in the sinking of *Yamato*.[4]

HORNET'S POSTWAR CAREER

At the war's end, *Hornet* was assigned to "Operation Magic Carpet" and was used to ferry returning veterans to the United States. Inactivated at San Francisco in September 1946, *Hornet* remained in reserve until recalled to duty for the Korean Conflict. Retained in service after that conflict, *Hornet* was modernized along with the other *Essex*-class carriers in service in 1952-1953. The carrier was again refitted in 1958, when it was redesignated CVS-12 to reflect its new antisubmarine warfare (ASW) carrier duties. *Hornet's* overseas deployments included Vietnam Conflict duty, but by far the most significant aspect of the carrier's career was her involvement in Project Apollo.

After the USSR inaugurated the space age in October 1957 by orbiting the satellite Sputnik I, the United States pushed its space program into high gear to compete with the Soviet Union in this new arena. While the Soviets beat the United States with the first man in the space, the United States quickly moved beyond the goal of manned orbits of the planet and commenced a

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[4] The vessel's World War II career is documented in the ship's history files in the Ships Histories Branch of the U.S. Naval Historical Center, Washington Navy Yard, Washington, D.C., and in James Mooney, ed. Dictionary of American Naval Fighting Ships (Washington, D.C.: Government Printing Office, 1968), volume III, pp. 369.

race to land on the earth's moon. President John F. Kennedy's intent to land a man on the moon by 1969 resulted in a major shift in the American space program's efforts, which during Eisenhower's term had inaugurated Project Mercury and America's manned entry into space. Between 1961 and 1962, National Aeronautics and Space Administration (NASA) scientists began to survey the moon with Project Ranger and determined that the most advantageous method of landing on the moon involved a Lunar Orbit Rendezvous, with a manned capsule and lunar landing vehicle making the 240,000-mile transit from the earth to the moon. Once in orbit around the moon, astronauts would land on its surface, make an extravehicular survey, and then lift off for a lunar rendezvous with the command module. After jettisoning the lander, the module would return to the earth and splash down in the ocean, following the recovery operation procedure for Project Mercury and Gemini missions.

Full scale development of Project Apollo began with the construction and development of technical facilities to handle the mission, develop and test equipment, and train the astronauts. *Hornet* was an early participant in the program when she recovered an unmanned Apollo capsule that splashed down in the Pacific on August 29, 1966, after one (AS-202) of two unmanned test flights in the twelve-mission project. Manned Apollo flights began with Apollo 8, and the procedure for the lunar landing was tested with this and the Apollo 9 and Apollo 10 missions. The stage was then set for the historic first manned landing on the moon. Apollo 11, with astronauts Neil A. Armstrong, Edwin E. Aldrin, Jr., and Michael Collins, lifted off from NASA's Kennedy Space Center at Cape Canaveral, Florida, on July 16, 1969. After the first two stages of the Saturn V rocket lifted the crew into space, the third stage, with its J-2 engine propelled the lunar lander (the lunar excursion module) and the command module from the earth's orbit and to the moon. On July 20, the lunar excursion module separated from the command module. While Collins remained in the command module in lunar orbit, astronauts Armstrong and Aldrin descended to the lunar surface, landing in the Sea of Tranquility. That same day, Armstrong climbed from the lander and set foot on the surface of the moon, proclaiming that it was "a small step for man, and a giant leap for mankind."

After Armstrong and Aldrin made a reconnaissance of Tranquility Base, erected the American flag and scientific instruments, and collected geological samples, they returned to the lander and blasted off in the top section, leaving half of the LEM on the moon. Once in lunar orbit, they docked with the command module, jettisoning the LEM, and returned to earth. Their 13,000-lb., 12-foot, 10-inch diameter, 10-foot, 7-inch high command module reentered the earth's atmosphere and splashed down into the Pacific on July 24, 1969. As the parachutes slowed the capsule's descent, helicopters from *Hornet*, which had been designated the recovery carrier, converged on the landing site. When the capsule hit the water, Navy divers dropped into the sea and assisted the three astronauts as they exited. Lifted back to *Hornet*, the

astronauts, wearing containment suits because of the possibility of introducing alien bacteria, stepped from the helicopter, waved, and entered quarantine. President Richard M. Nixon, aboard the carrier, welcomed the astronauts back to earth. "*Hornet* plus three" then steamed for home.[5]

Hornet served as recovery carrier for the next mission, Apollo 12, in November 14-21, 1969, recovering the command module and the astronauts Charles Conrad, Alan L. Bean, and Richard F. Gordon, Jr. *Hornet* celebrated her 26th year in service on November 29, 1969. The Navy announced the impending retirement of *Hornet* on January 15, 1970, and the carrier was decommissioned on June 30 of the same year at Bremerton Naval Shipyard. Placed in "mothballs," *Hornet* has remained inactive since. In October 1989, the Navy began the process of disposing of *Hornet*, which could result in the long term leasing of the carrier as a naval memorial or scrapping. A Bremerton-based group, the USS *Hornet* Historical Museum Foundation, began a campaign to preserve the ship as a naval memorial and museum. To date, no decision has been made on *Hornet's* future, in part pending legal determination of the carrier's historical significance.

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[5] See Harry A. Butowsky, "Man in Space National Historic Landmark Theme Study," May 1984. Butowsky studied and recommended 24 space program sites and structures for designation as NHLs, including four Apollo training facilities, a hardware test facility, Apollo Mission Control at Johnson Space Center, and a Saturn V rocket. Also se David Baker, The History of Manned Spaceflight, (New York: Crown Publishers, 1982), pp. 264, 356, 357, 372.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

SEE FOOTNOTES IN TEXT.

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: #_____

Primary Location of Additional Data:

___ State Historic Preservation Office
___ Other State Agency
_X_ Federal Agency
___ Local Government
___ University
_X_ Other: Specify Repository: US Naval Historical Center

10. GEOGRAPHICAL DATA

Acreage of Property: .1 Acre

UTM References: Zone Easting Northing

A 10 525930 5266510

Verbal Boundary Description:

All that area encompassed within the extreme length and breadth of the vessel.

Boundary Justification:

The boundary incorporates the entire area of the vessel as she lays at her berth.

11. FORM PREPARED BY

Name/Title: James P. Delgado, Executive Director
Organization: Vancouver Maritime Museum
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City/State: Vancouver, British Columbia V6J 1A3 Canada
Date: June 18, 1991
Telephone: (604) 737-2211