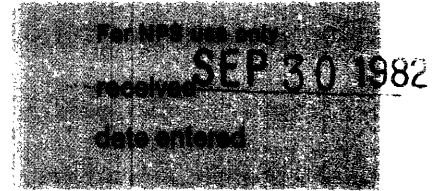


United States Department of the Interior
National Park Service



National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic USS Yorktown (CV-10)

and/or common

2. Location

street & number ~~Moored on east side of~~ Charleston Harbor N/A not for publication

city, town Mt. Pleasant ~~vicinity of congressional district~~

state South Carolina code 045 county Charleston code 019

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Patriots Point Development Authority, State of South Carolina

street & number P.O. Box 986

city, town Mt. Pleasant N/A vicinity of state South Carolina 29464

5. Location of Legal Description

courthouse, registry of deeds, etc. Charleston County Courthouse

street & number 2 Courthouse Square

city, town Charleston state South Carolina 29401

6. Representation in Existing Surveys

title Inventory of Historic Places in South Carolina has this property been determined eligible? yes no

date 1981 federal state county local

depository for survey records South Carolina Department of Archives and History

city, town Columbia state South Carolina 29211

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input type="checkbox"/> N/A original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> N/A moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The U.S.S. Yorktown (CV-10) was the tenth aircraft carrier built for the U.S. Navy. The ship was built to Bureau of Ships design by the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, between December 1, 1941, and April 15, 1943. The ship was named for an earlier aircraft carrier Yorktown (CV-5), which was sunk at the Battle of Midway in 1942. The new Yorktown was the second aircraft carrier of the Essex class, and it initiated many technical improvements for the other two dozen Essex carriers, becoming a model for new carrier design. The Yorktown underwent numerous modifications and alterations during its years of military service in World War II, the Korean War, and the Vietnam War, but it is still expressive of the technology, design, and distinguishing characteristics of the World War II-era aircraft carriers. Since 1975 the Yorktown has been moored in Charleston Harbor, where it is part of the Patriots Point Naval and Maritime Museum.

Additional Information:

The U.S.S. Yorktown was built with a displacement of 27,100 tons, a length of 872 feet, a flight deck width of 147 feet, 6 inches, and a draught of 28 feet, 7 inches. The ship provided launching, recovery, storage, and repair facilities for an air group of ninety single-engine airplanes, which originally consisted of thirty-six fighters, thirty-six dive bombers, and eighteen torpedo bombers. The air group was later modified to consist of seventy-three fighter-bombers. The aircraft were stored on a hangar deck, which runs the length of the ship below the flight deck. Three airplane elevators connected the hangar deck to the flight deck. Two hydraulic catapults mounted on the forward end of the flight deck assisted in the launching of aircraft, while arrestor cables at the rear of the flight deck assisted in the safe recovery of landing aircraft. An island on the right side of the flight deck contains the bridge, the pilot house, and the funnel.

Seven complete decks run the full length of the hull of the Yorktown. The power plant is comprised of four Westinghouse main turbines in two engine rooms and eight Babcock and Wilcox boilers in four boiler rooms which, through double reduction gears, drove the four propeller shafts. Horsepower was 180,000 in 1943 and was reduced to 150,000 in 1953. Maximum designed speed was 33 knots. Four turbo-generators provided electrical power, and two diesel-driven generators provided emergency power. The 70,700-pound ship's rudder has an area of 429 square feet. Each of the two anchors weighs some 30,000 pounds and is fitted with 170 fathoms of 3 3/8-inch die-locked chain.

The Yorktown was originally armed to repel air attacks. The armament consisted of four turrets of twin 5-inch/38 caliber anti-aircraft guns on the starboard (right) side of the flight deck, arranged fore and aft of the island; and on the adjacent catwalks, sponsons and island superstructure were four single 5-inch/38 caliber mounts, eight quadruple 40-millimeter guns, and forty-six single 20-millimeter guns. The Yorktown carried a crew of 360 officers and 3,088 enlisted men, including the air group, for which necessary living and working spaces were provided.

In the autumn of 1944, nine additional quad 40-millimeter guns and fifteen 20-millimeter guns were installed. In modernizations for the Korean War in 1950-1952, the Yorktown had all guns, except four 5-inchers, removed; new technology replacing the original electronics installed; and steam catapults and stronger arresting cables, capable of handling jet aircraft, installed. In 1955-1958 the ship was converted from an attack (CVA) carrier to an antisubmarine (CVS) carrier. During this period the new angled flight deck, the enclosed

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input checked="" type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1941–43 **Builder/Architect** Newport News Shipbuilding and Dry Dock Company.

Statement of Significance (in one paragraph)

The U.S.S. Yorktown (CV-10), the second of the Essex-class aircraft carriers to be built by the United States Navy, was constructed between 1941 and 1943 to Bureau of Ships specifications by the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. The Yorktown was decommissioned in 1970, and in 1975 was moored in the Charleston Harbor, where it is part of the Patriots Point Naval and Maritime Museum. The ship served with distinction in the Second World War as a primary element in the United States' military campaign against Japan in the Pacific Theater of Operations. The Yorktown is one of only three Essex-class carriers surviving. Although the Yorktown has achieved significance within the past fifty years, its record during the war was of exceptional importance to the nation as a whole. The Yorktown is important, not only as a surviving World War II aircraft carrier, but as one of the most important of these ships.

Additional Information:

The U.S.S. Yorktown, the second Essex-class aircraft carrier to be built (after the Essex, CV9), was constructed in seventeen months, between December 1, 1941, and April 15, 1943.¹ The Yorktown was the first of the new post-Pearl Harbor aircraft carriers to enter battle in the central Pacific counteroffensive, participating in the assault on the Japanese airfield at Marcus Island in August 1943.² As part of the Fast Carrier Task Force that spearheaded American strategy in the war, the Yorktown attacked Japanese garrisons at Wake Island in October 1943; supported the amphibious assaults in the Gilbert Islands and the Marshall Islands between November 1943 and February 1944; and, as the flagship of Admiral Marc A. Mitscher, attacked the Japanese naval base at Truk Atoll in the Carolines in February 1944.³ After participating in attacks on the Palaus, New Guinea, and Truk between March and May 1944, the Yorktown supported the amphibious invasion of Saipan and had a key role in the "Marianas Turkey Shoot," a battle between the Japanese and American carrier task forces in June 1944, in which over 400 Japanese aircraft were destroyed in a single day.⁴

The Yorktown saw further service in the war in attacks on Japanese forces in the Philippine Islands, Formosa, and Indochina between November 1944 and January 1945; and in the first sustained carrier strikes on Tokyo in support of the Iwo Jima landing in February 1945.⁵ From March to June 1945 the Yorktown battled kamikazes (Japanese suicide planes) while supporting the United States Army on Okinawa, receiving one bomb hit in March.⁶ During April 1945 the Yorktown's torpedo bombers assisted in the sinking of the Japanese Yamato, the largest battleship in the world.⁷ In July and August 1945 the Yorktown's planes attacked targets on the Japanese mainland.⁸ After the Japanese surrender in August 1945, the Yorktown's planes airdropped supplies to Allied prisoners-of-war.⁹ The Yorktown ferried American troops home in the so-called "Magic Carpet" demobilization program in 1945–1946, after which the ship was removed from active service.¹⁰

The Yorktown was reactivated during the Korean War of 1950–1953, but did not arrive in the Far East until after the armistice was signed.¹¹ The Yorktown then became flagship of Task Force 77, patrolling the western Pacific as an attack carrier from 1953 to 1957.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreeage of nominated property approximately 5

Quadrangle name Charleston, S.C.

Quadrangle scale 1:24000

UMT References

A

1	7	6	0	2	2	0	0	3	6	2	8	4	0	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification The nominated property is shown bounded by the red line on the accompanying National Oceanic and Atmospheric Administration map #11524, entitled "Charleston Harbor." This boundary includes only the historic ship, excluding adjacent piers and anchorages.

List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

11. Form Prepared By

name/title Dr. Clark G. Reynolds, Curator and Historian

John Wells, S.C. Department of Archives & History

organization Patriots Point Naval and Maritime Museum date

street & number P.O. Box 986

telephone (803) 884-2727

city or town Mt. Pleasant,

state South Carolina 29464

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Charles E. Lee

title Charles E. Lee
State Historic Preservation Officer

date 9/7/82

For NPS use only

I hereby certify that this property is included in the National Register

Bonnie Ivan Dugan
Keeper of the National Register

date 11/10/82

Attest: *Patrick Andrews*
Chief of Registration

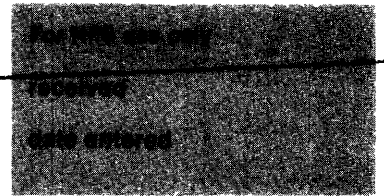
date 11/8/82

for

ONE 10.1 11-018
EX. 11-018

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet 1

Item number 7

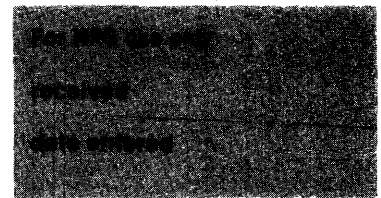
Page 1

hurricane bow, and the escalators were installed. The Yorktown has remained in this configuration ever since, with the ultimate tonnage rising to 45,000.

Hundreds of compartments in the Yorktown remain intact, and as part of the program of interpretation at the Patriots Point museum, equipment has been gathered or shifted around to completely refurnish the sick bay, the dental spaces, one enlisted men's berthing space, two galleys (kitchens), one head (bathroom), two mess areas, the chapel, the torpedo workshop, the scullery, the bakery, the machine shop, the log room, the electrical shop, one bomb elevator, the Marine Corps compartment, one battle dressing station, two escape hatches, the air officer's stateroom, the laundry, the garbage grinder, the cobbler shop, one ready room (for pilots), the chart room, the pilot-house and bridge, the flag bridge, the signal platform, and the forecastle. One engine room, one boiler room and the combat information center are being refurbished.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet 2

Item number 8

Page 1

After conversion for antisubmarine patrol duty, the Yorktown operated between California and the Far East through 1968, twice on "Yankee Station" during the Vietnam War.¹²

In December 1968 the Yorktown recovered the Apollo VIII spacecraft after the first orbital mission to the moon.¹³ The next year the ship was with the Atlantic Fleet in Norfolk and west European ports-of-call. The Yorktown was decommissioned in June 1970.¹⁴

The Yorktown was moored in the Inactive Reserve Fleet at Hoboken, New Jersey, until 1975, when the ship was given to the State of South Carolina and towed to Charleston.¹⁵ Since that time the Yorktown has been part of the Patriots Point Naval and Maritime Museum at Charleston Harbor.

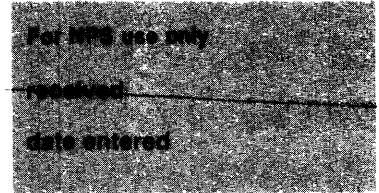
Military:

The Yorktown's service in the Second World War was of exceptional significance to the Allied powers in bringing the war to a successful conclusion. Allied strategy in the Pacific Theater of Operations against Japan was based primarily on the Fast Carrier Task Force, which could carry U.S. aircraft over vast distances to confront and defeat the Japanese forces. The Yorktown became the pacesetter of the U.S. Pacific Fleet in 1943, setting the highest standards with the fastest launches and recoveries of aircraft, the heaviest flying schedules, and general superlative efficiency. The Yorktown was the subject of the film "The Fighting Lady," Academy Award winner as the best documentary film of 1944. The Yorktown earned eleven battle stars and the Presidential Unit Citation during World II.¹⁶

Although the Yorktown achieved significance within the last fifty years, the ship is of exceptional importance to the nation as a representative aircraft carrier with a highly distinguished combat record in World War II, certainly the most famous surviving aircraft carrier of that conflict. The Yorktown's extraordinary service warrants an exception to the fifty-year criterion.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet 3

Item number 9

Page 1

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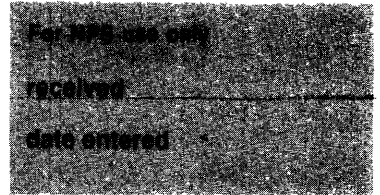
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**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet 4

Item number

Page

Footnotes

¹Dictionary of American Naval Fighting Ships (Washington: Government Printing Office, 1981), vol. 8, p. 538; Norman Friedman, Arnold S. Lott, and Robert F. Sumrall, USS Yorktown (CV10): Ships Data 7 (Annapolis: Leeward, 1977), pp. 4-34.

²Dictionary of American Naval Fighting Ships, p. 538; Ships Data 7, p. 40.

³Dictionary of American Naval Fighting Ships, pp. 538-539; Ships Data 7, pp. 40-41.

⁴Dictionary of American Naval Fighting Ships, p. 539.

⁵Ibid., p. 540.

⁶Ibid.

⁷Ibid.

⁸Ibid., p. 541.

⁹Ibid.

¹⁰Ibid.

¹¹Ibid.

¹²Ibid., pp. 541-42.

¹³Ibid., p. 543.

¹⁴Ibid.

¹⁵Ibid.

¹⁶Ibid.