NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

1055

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Astoria Marine Construction Company Historic District

other names/site number Astoria Shipbuilding Company

2. Location

street & number 92134 Front Road ☐ not for publication

city or town Astoria ☒ vicinity

state Oregon code OR county Clatsop code 007 zip code 97103

3. State/Federal Agency Certification

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

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

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

_X_ national **_X_ statewide** **__local**

Signature of certifying official/Title Date

Oregon State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action 1/8/14

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
9	0	buildings
		district
		site
6	0	structure
		object
15	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DEFENSE: maritime shipbuilding
INDUSTRY/ PROCESSING/EXTRACTION: maritime shipbuilding and repair

Current Functions
(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION: ship repair and storage facility

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: Utilitarian

Materials
(Enter categories from instructions.)

foundation: CONCRETE, WOOD
walls: WOOD, METAL
CONCRETE, SYNTHETICS
roof: ASPHALT, METAL
other: BRICK

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Astoria Marine Construction Company Historic District is located at 92134 Front Road, Astoria, Oregon where the Lewis & Clark River meets Jeffers Slough. The property is situated in a relatively rural area called Jeffers Gardens, separated from the city of Astoria by Youngs Bay. Astoria is a city of approximately 9,500 persons, located about seven miles west of the mouth of the Columbia River. Astoria Marine Construction Company Historic District encompasses 7.2 acres and is roughly bounded by a property line fence to the north, Front Road to the east, Jeffers Slough to the south, and the Lewis and Clark River to the west. The district has a relatively level grade and is approximately seven feet above sea level. Astoria Marine Construction Company Historic District contains a few narrow paved roads, gravel roads, wood docks, and dirt paths connecting the buildings of the shipyard. Above-ground transmission lines run north-south along Front Road and the edge of the district. The surrounding area has a rural feel, characterized by agricultural fields, woods, and a low-to-medium density residential neighborhood.

Joseph Dyer, Acme Mansker, and Clair Mansker established Astoria Marine Construction Company (AMCCO), originally called Astoria Shipbuilding, in 1922. The company initially built fishing boats and luxury sailing vessels. During World War II and the Korean War, AMCCO was awarded multiple military contracts. In order to build these larger ships for the United States Navy, the shipyard expanded dramatically. The majority of the district's extant buildings were constructed in 1941 and 1942. Astoria Marine Construction Company is predominately made up of commercial industrial buildings and structures, each built to serve a specific function in the operation of a shipyard. These include a large boat shop complex, a machine shop complex, an office, four marine ways, a dock complex, and an assortment of ancillary support buildings. Surviving resources in the district include nine contributing buildings and six contributing structures. The majority of the buildings are of an industrial, utilitarian design. All of the buildings are wood-framed. Common foundation materials include wood piers and concrete. Siding treatments are predominately wood, corrugated metal, corrugated plastic, and concrete. Most of the larger buildings have corrugated metal roofs and many of the moderately sized and small buildings are roofed with composition asphalt shingles. Common alterations include replacement windows, replacement siding, and building additions. The company continues to operate, mainly repairing fishing vessels. Likely due to its continued use, the district maintains a high level of integrity, especially in the aspects of location, design, materials, workmanship, feeling, and association. The setting of the district has been altered somewhat by the loss of a few shipyard buildings.

Narrative Description

LOCATION AND SETTING

Astoria Marine Construction Company Historic District is a 7.2-acre industrial property in the relatively rural area of Jeffers Gardens. The property is roughly rectangular and consists of flat land surrounded on two sides by water. The shipyard is bounded on the east by Front Road, on the north by a property line fence, on the west by the Lewis and Clark River, and on the south by Jeffers Slough. These boundaries define the property that is owned and continues to be utilized by Astoria Marine Construction Company [Appendix 1: Figure 1]. Joseph Dyer, the company's founder, chose this site because it includes an entrance into Jeffers Slough, which forms a natural harbor off the main river. The Lewis and Clark River flows into Youngs Bay and then into the Columbia River.

Access to the district by land is from Front Road on the east. The administrative office building faces this road, with parking spaces in front. Entry to the district by water is possible via Jeffers Slough to the south and Lewis and Clark River to the west. The district's largest and most significant building, the boat shop complex, was constructed on the east-west axis with two marine ways extending out into the Lewis and Clark River. A system of docks facilitates working on boats in Jeffers Slough. In addition to the boat shop complex, the district contains a number of ancillary wood-framed and concrete buildings. The boat shop complex is connected to these support buildings by a mixture of wood planked docks, paved roads, gravel roads, and dirt paths.

The home once owned and resided in by the founder of AMCCO, Joseph Dyer, is no longer associated with AMCCO and has a separate owner. Therefore, while it is located directly across Front Road from Astoria Marine Construction Company Historic District, it is not included within the boundary of the district.

RESOURCES IN ASTORIA MARINE CONSTRUCTION COMPANY HISTORIC DISTRICT

The periods of significance for Astoria Marine Construction Company Historic District are from 1941, when AMCCO received its first United States Navy contract, through 1945 when military vessel construction ceased for World War II, and from 1950, when AMCCO received a contract to build minesweepers for the Korean War, through 1955, when this contract was completed. The district contains 15 contributing resources. Two of these resources, the office and Marine Ways 1, were constructed when the company was founded in 1922, and altered during the shipyard's expansion in the 1940s and 1950s. The remaining 13 contributing resources were constructed specifically for the wartime production efforts of World War II and the Korean War.

Overall, the buildings and structures of the Astoria Marine Construction Company Historic District are in fair condition and retain substantial integrity to convey their significance as components of a wartime production shipyard. The district includes mainly one-story buildings of utilitarian design constructed of wood, concrete, and corrugated iron. Some of the original wood sash windows have been replaced with corrugated fiberglass. However, the contributing buildings retain their original form, and continue to convey their original use and design. While individual components of buildings may have been altered, the district as a whole retains integrity of design, location, workmanship, setting, feeling, association, and materials. The majority of the buildings within the district retain their original facades and interiors, with few modern intrusions. Where buildings have been lost, open space has taken their place. The table below lists the resources of the district.

Name of Resource	***Type of Resource***	***Site Plan Key***	***Photographs***
Boat Shop Complex	Contributing Building	19-22	1,2,3,4,9,10,11,12,14,15,16
Machine Shop Complex	Contributing Building	13-15	1,2,3,8,9,10,11,12,13
Office	Contributing Building	16	2,4
Garage	Contributing Building	17	2,4
Lunch Room	Contributing Building	6	1,5,6,7,11
Pipe Shop	Contributing Building	7	1,5,6,7
Paint Storage	Contributing Building	10	8,11
Rented Shop	Contributing Building	25	1,4
Lumber Storage	Contributing Building	12	4,11
Marine Ways 1	Contributing Structure	1	1
Marine Ways 2	Contributing Structure	2	1,8
Marine Ways 3	Contributing Structure	3	1,10,14
Marine Ways 4	Contributing Structure	4	n/a
Barge Gridiron	Contributing Structure	5	1,6
Dock Complex	Contributing Structure	N/A	1,5,6,9,10,11

PATTERNS OF DEVELOPMENT OF ASTORIA MARINE CONSTRUCTION COMPANY

The first buildings constructed on the site of Astoria Marine Construction Company Historic District were a residence/office, a boat shed, and a launching ways. These were all built in 1922 when Joseph Dyer first started his company along with brothers Acme and Clair Mansker. The office and launching ways are still extant, though they were both heavily altered during the shipyard's expansion in the 1940s.

It was in the early 1940s that the majority of the district's buildings and structures were planned and built as a result of the company acquiring a contract to build Yard Motor Minesweepers (YMS minesweepers) for the U.S. Navy. Once the first naval contract was secured AMCCO bought some adjoining tideland pasture. The additions to the shipyard were designed with an assembly line philosophy, the main goal being efficiency. The new boat shop complex was designed so that four ships could be under construction at one time.[1] AMCCO was built for ease of mass production. The assembly areas and the alignment and spacing of buildings were all designed to support efficient production.

INDIVIDUAL RESOURCE DESCRIPTIONS OF ASTORIA MARINE CONSTRUCTION COMPANY HISTORIC DISTRICT

According to site plans dated 1941 [Appendix 1: Figure 6], the district contained a total of nineteen buildings and structures during the property's first period of significance (1941-1945). Site plans dating from the district's second period of significance (1951-1955) show a total of twenty resources. Buildings that have been lost include a boat shop complex, a first aid station/store, a Navy office/residence, a tank-testing shed, and a guard station. Currently, of the twenty resources, fifteen buildings and structures are still standing. The boat shop complex and the Navy office/residence were both lost to fires. It is not known what happened to the other lost resources.

Boat Shop Complex, September 1942

Constructed in 1942, the boat shop complex provided facilities for the framing, prefabrication, and building of marine vessels. The boat shop complex is a two-story building built on driven wood pilings. Rectangular in plan, the building is oriented on the east-west axis, with the west end facing the Lewis and Clark River and the east end facing Front Street. The complex measures approximately 396' by 136'. The wood frame of the building is clad with wood shiplap siding on the lower level and corrugated iron on the upper level. The roof of the building is clad with corrugated iron. The original windows are wood-framed and multi-paned. The building is accessed through metal roll-up doors and sliding doors that are hung on tracks. The complex is made up of four rectangular gable-roofed bays joined together: two construction bays and two framing bays. The construction bays sit side-by-side on the water's edge and contain marine ways.[2] The framing bays contain carpentry machinery. The roof truss system is bolted over the construction bays and nailed over the framing bays. The construction bays also contain overhead cranes. This main body of the building has multiple irregular protrusions, some of which have been altered over time.

East Elevation

The east elevation faces Front Road and thus serves as the primary landmark for those approaching the shipyard from this direction. It is symmetrical with a one-story, shed-roofed storage warehouse addition attached to the gable ends of the two framing bays. Printed on corrugated iron in sans-serif block lettering across the top of the warehouse are the words, "ASTORIA MARINE CONSTRUCTION CO." The rest of the warehouse is clad in wood board-and-batten siding. The multi-light wood sash windows at the ends of the framing bays have been removed and replaced with corrugated fiberglass. The warehouse windows are

[1] Fastabend, Don, interview by Serena Orwick. *President and Owner of Astoria Marine Construction Company,* Astoria, OR, (August 3, 2012).

[2] The marine ways are sloping structures leading down to the water, upon which boats are built and repaired. The ways are also used to haul boats out of the water.

original multi-light fixed wood sash. At the center of the elevation is a doublewide sliding door providing access to the warehouse. (See Photo 2 of 16)

South Elevation
The south elevation is fronted by a paved driveway. There is a buttress-like building projection with a multi-angled shed roof built off the construction bay. The addition off the framing bay contains a large metal dust collector shoot and dump doors. Toward the east side of the construction bay, near the center of this elevation, is a two-story-tall metal roll-up door. This elevation has a multitude of roughly symmetrically spaced windows. Many of the original multi-light wood sashes have been replaced with corrugated fiberglass sheets.

West Elevation
The west elevation faces the Lewis and Clark River and contains the gable ends of the construction bays, dominated by two sets of two-story-tall, wood doors on tracks. Each door contains two large blocks of multi-light windows, one situated over the other. The sliding tracks for these doors extend out past the exterior wall. The doors essentially make up the entire west walls of the construction bays. The southern-most door of these four is missing from this location. (See Photo 10 of 16)

North Elevation
The north elevation of the boat shop complex has a buttress-like addition built off the construction bay and a shed-roofed addition off the framing bay. This elevation has a two-story-tall, metal roll-up door near the center of the building, on the east side of the construction bay. This elevation contains a large number of roughly symmetrically arranged windows.

Interior
The interior of the boat shop complex is generally open, allowing for the movement of marine vessels and lumber. Access to the upper floor and mezzanine of the boat shop is provided by sets of steep stairs or planks with footholds, similar to what would be expected in boat construction. The extensive glazing provides adequate day-lighting for most work. The concrete floor is intermittently interrupted with square wood beams laid in for blocking. The southern construction bay is used for boat repair and maintenance while the northern construction bay is currently used for storage. The southern framing bay is used for boat storage and the northern framing bay is a wood shop. The construction bays contain overhead cranes for moving materials. The southern construction bay contains Marine Way 3, while the northern construction bay contains Marine Way 4. Bulkheads at the end of the construction bays keep the tide out. (See Photos 14, 15, and 16 of 16)

Construction of the Boat Shop Complex and Alterations
The boat shop complex was constructed specifically to house the minesweepers Astoria Marine Construction Company was contracted to build in April of 1941. In fact, the building was built concurrently with minesweepers YMS 100-103[3] (Appendix 4: Historic Photograph 3 of 10). The keels of these ships were constructed in the open air. Once these sections were built, the company was given a progress payment that was put toward building a boat shop around the partially constructed ships, which determined its location and layout today. The boat shop enabled AMCCO to be working on four minesweepers concurrently. The boat shop complex had a gravel floor until the late 1940s, when a concrete floor was poured. Some of the wood sash windows have been replaced with sheets of corrugated fiberglass. Some of the corrugated iron roof panels of the southern framing bay were blown off during a winter storm in 2012.

Machine Shop Complex, October 1942
The machine shop complex is located south of the framing bays of the boat shop complex. The main section of the machine shop complex is a two-story, gable-roofed building with a one-story shed-roofed bay flanking each side. The gable roof extends across a roadway to steel storage and sandblasting rooms. The pass-through that covers the roadway contains a steel track for an overhead bridge crane. The machine shop

[3] As mentioned before, YMS stands for yard motor minesweeper.

complex houses a full machine shop, a welding room, and a blacksmith shop. The overhead hoist could carry five tons of materials over the roadway between the steel storage and the shop. The sandblasting room has a metal floor and is clad in clapboard. The exterior doors of the machine shop complex are hung on tracks. This building measures 80' by 24'. (See Photos 12 and 13 of 16)

Office, 1922, 2nd story added 1941
The office is located on the east side of the shipyard facing Front Road. The wood-frame building is rectangular in plan and stands on a poured concrete foundation. Completed in 1922, this building originally served as a residence for Joe Dyer, and Acme and Clair Mansker when they established Astoria Shipbuilding Company.

The house was lifted and a larger lower level constructed in 1941 when it was converted to the shipyard office. This building continues to serve as the shipyard's administrative office. The roof of the original residential section is a side-facing gable covered in asphalt composition shingles. This section of the building has some Craftsman detailing with its eight-over-one light, single-hung, wood-sash windows, and narrow wood clapboard and shingle siding. There is a brick chimney on the west side of this building.

The 1941 addition to the building approximately doubled its footprint. The one-story section of the building has a flat roof. The first floor addition to the office is clad in weatherboard. The majority of the windows in the addition are one-over-one-light, wood-frame, double-hung sash. The majority of the doors are three-panel wood doors with an upper fixed light. The main façade of the office is dominated by a balcony with a shed roof that runs along the entire front of the building. An uncovered wood stairway with a simple wood handrail leads up to this balcony. A similar wood stairway provides access to the flat roof on the west elevation of the building. This building measures approximately 40' by 40'. (See Photo 4 of 16) The interior of the office building is broken into many smaller rooms. Of interest is the safe room that was built to secure the Navy vessel plans. An armed guard was posted here to ensure the security of these drawings during World War II. Many of the wood sash windows on the west and south facades have been replaced with aluminum and one-over-one-light, vinyl-frame windows.

Garage, 1942
This one-story building is located just north of the office. The garage is rectangular in shape and supported by a foundation of poured concrete. The garage faces north with a front-gabled roof clad in asphalt composition shingles. The north façade contains two large, hinged, wood garage doors on the east side and a ribbon of four multi-paned windows on the west. Below this ribbon of windows are three large concrete basins of unknown purpose. The west elevation contains a person-sized door and two multi-paned wood sash windows. The south elevation contains a person-sized door in the center, flanked by pairs of nine-light casement windows. The east elevation of the garage is uninterrupted by doors or windows. This building measures approximately 19' by 28'.

Pipe Shop, construction date unknown
The pipe shop is located in the southeast corner of the district, on the edge of Jeffers Slough. About half of this building was constructed directly over the water and is supported by wood pilings. The building faces west, over a dock, with the lunchroom on the other side. Irregular in plan, the single-story, wood-frame building is clad in board-and-batten siding with a front-facing gable roof clad in asphalt composition shingles. The center bay of the building is flanked by two shed-roofed additions, one on each side. The windows are multi-light, fixed, wood sash and the large wood doors are hung on metal tracks. This building measures approximately 30' by 47'. Many of the wood pilings supporting this building are in poor condition. (See Photos 5 and 7 of 16)

Lunchroom, construction date unknown
The lunchroom is located on the south side of the district, next to Jeffers Slough. This building with a front-gabled roof faces east, overlooking a dock, toward the pipe shop. The wood-framed building is clad in board-and-batten siding and has a corrugated metal roof. It is constructed over driven wooden pilings. The building has multi-light, fixed, wood sash windows. This building measures approximately 37' by 50'. (See Photos 5 and 7 of 16)

Paint Storage Locker, exact construction date unknown, pre-1940
The one-story paint locker is located south of the machine shop, halfway to the slipways. The building is constructed of concrete blocks and has a flat roof. The door to the building is hung on a sliding track and is counter-weighted. A small wood deck is attached to this building. Originally the building housed the steam donkey that served as the powerhouse of the shipyard. The marine ways were powered by steam. The steam was also used for laminating beams in minesweeper construction.[4] When the shipyard was electrified the purpose of the building transitioned to paint storage. This building measures approximately 12' by 26'. (See Photo 11 of 16)

Rented Shop, June 1952
Completed in June of 1952, this building provided facilities for the manufacture of the stainless steel parts required for the construction of the Type I minesweepers. The shop is located in the northeast corner of the district, along Front Road. Rectangular in plan, the building measures 85' by 37'. Built at grade on a concrete foundation, the building is one-and-a-half stories high with a gable metal roof. The shop is clad in painted corrugated metal siding, punctuated with wood sash windows. The symmetrical south elevation is the primary building façade. Six-over-one wood sash windows flank two central metal doors hung on sliding tracks. The unfinished interior is primarily an open space.

After the contract for the minesweepers was complete Rice left the shop. For a while Divine Diving, the company that services the marine ways at AMCCO, rented the space and used it as storage. Then, when Bumble Bee closed their operations in Astoria some of their mechanics rented the building as a work space. A diesel shop now rents it. This building is in good condition, most likely due to its continuous use. There are signs of corrosion of ferrous metal elements.

Lumber Storage, 1941
The lumber storage building is located on the east edge of the district, near Front Road. This building has a rectangular plan and measures approximately 26' by 50'. The gable roof is clad in asphalt composition shingles and the building is clad in board-and-batten siding. (See Photo 4 of 16)

Marine Way 1, 1922
Marine Way 1 is located in the southwest corner of the historic district. Marine Way 1 is a straight incline slipway. It is a railway of steel rails, seven feet on center, which have been laid on continuous timber stringers supported by pilings. This railway is 227 feet long and it rises from elevation -3.63 to +14.0 feet. An electric winch supplies the hauling power. The original steam donkey was replaced by an electric winch in the 1950s. Way No. 1 has a rated capacity of 75 tons. A boat shop that was lost to fire used to be situated over Marine Ways 1 and 2. Marine Way 1 is in the location of the first haul-out ways laid by Joseph Dyer, and Acme and Clair Mansker when they founded Astoria Shipbuilding Company. Joseph Dyer improved the way's capacity soon after he incorporated AMCCO. The winch house associated with Marine Way 1 is located directly east of the ways.

[4] Fastabend, Don, interview by Serena Orwick. *President and Owner of Astoria Marine Construction Company,* Astoria, OR, (August 3, 2012).

Marine Way 2, construction date unknown
Marine Way 2 is a slipway with two main stringers built seven feet on center and two auxiliary stringers spaced 21 feet on center, all built on pilings. This way is 326 feet long and it rises from elevation -6.1 to +14.5 feet. The hauling power is supplied by a gas winch and the railway has a rated capacity of 250 tons. The winch house associated with Marine Way 2 is located directly east of the ways, next to the paint storage building. (See Photo 8 of 16)

Marine Way 3, 1941, reconditioned 1952
Marine Ways 3 and 4 were originally constructed as slipways for building and launching new ships. However, construction strength provisions were made to convert them to Marine railways. At the end of World War II Marine Way 3 was converted to a railway by the addition of rails to its stringers that are on 12-foot centers. Marine Ways 3 and 4 were both reconditioned in 1952 for the launching of the five MSO minesweepers built for the Korean War. This railway is 380 feet long, and rises on a 4000 foot radius from -7.4' to +10.0' in elevation. The winch house associated with Marine Ways 3 and 4 is located directly south of the boat shop complex construction bays. This railway has been maintained and is still in use for handling local fish boat and towboat fleets.

Marine Way 4, 1941, reconditioned 1952
Marine Way 4 does not have a cradle at the present time. This area has been covered for use as a warehouse.

Barge Gridiron, construction date unknown
A wood barge has been permanently fixed to the pier atop the gridiron. The gridiron is a flat framework that is used as a platform upon which boats can be inspected from below at low tide. The hull of the barge was breached to keep it from floating when the tide is in. This gridiron is located in the southwest corner of the historic district.

Dock Complex, construction date unknown
The dock complex extends from the mooring and fitting-out basin in Jeffers Slough (the southeast corner of the district) around to the edge of the boat shop complex. While much of the dock material has presumably been replaced over time due to deterioration, the overall design of the docks does not appear to have been changed extensively. The docks were used to access ships and boats and to load and unload supplies.

CONCLUSION

Since the shipyard is an industrial maritime facility whose predominant significance occurred during the Second World War and the Korean War, the district is comprised of industrial facilities directly and primarily used for ship construction and repair during the wars. Most of the resources within the district have retained their original appearance and use and continue to portray the history of Astoria Marine as an important shipyard in the production of Navy vessels during the Second World War and the Korean War. Overall, the buildings and structures of the Astoria Marine Construction Company Historic District are in fair condition and retain substantial integrity to portray their significance. While individual components of buildings may have been altered, the district as a whole retains integrity of design, location, workmanship, setting, feeling, association, and materials.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

MILITARY

INDUSTRY

Period of Significance

1941-1945 (statewide)

1950-1955 (national)

Significant Dates

April 1, 1941- 1st U.S. Navy contract awarded to AMCCO

September, 1952- AMCCO produces the nation's first MSO Type I minesweeper (AM-428)

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

UNKNOWN

Period of Significance (justification)

The periods of significance for Astoria Marine Construction Company are 1941-1945 and 1950-1955. 1941 is the year AMCCO was awarded its first contract with the U.S. Navy. The shipyard continued to construct wartime vessels through the end of World War II, with their last contract to build Navy vessels in 1945. In 1950 AMCCO was awarded a contract to construct MSO minesweepers for the Korean War. The shipyard continued to build these naval fleets until 1955.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Astoria Marine Construction Company Historic District is located at the confluence of the Lewis and Clark River and Jeffers Slough, about seven miles east of the mouth of the Columbia River. The address of the property is 92134 Front Road, Astoria, Oregon. The district has two periods of significance: 1941-1945, and 1950-1955. The district is significant on a statewide level for its first period of significance and on a national level for its second period of significance. The Astoria Marine Construction Company Historic District is significant on the statewide level under National Register Criterion A in the areas of Military and Industry due to its association with the period of American history dominated by the expansion of production for World War II. During its first period of significance, 1941-1945, AMCCO built, outfitted and repaired over 200 vessels, including attack transports, minesweepers, harbor tugs, and escort aircraft carriers, on behalf of the United States for World War II.[5] The Astoria Marine Construction Company Historic District is significant on the national level under National Register Criterion A in the areas of Military and Industry due to its association with the period of American history related to the Korean War. The historic district's second period of significance begins in 1950 when AMCCO was awarded a contract to build MSO[6] minesweepers for the Korean War. This period of significance ends in 1955, the year this contract was fulfilled. In 1952 AMCCO was named the nation's lead shipyard for the MSO minesweeper. Thanks to its continued original use, AMCCO is one of the most intact small shipyards that produced minesweepers for World War II and the Korean War in Oregon.[7] Construction of the company's earliest buildings initiated in 1922, but the bulk of AMCCO's buildings were constructed in 1941 and 1942, in response to contracts to build wartime vessels. The shipyard contains 15 contributing resources: nine buildings and six structures. Astoria Marine Construction Company Historic District retains a high level of integrity in design, location, workmanship, setting, feeling, association, and materials. The design of the shipyard has been altered somewhat by the loss of a few buildings due to fires. The resources form a cohesive grouping that conveys the significance of the district as an important small shipyard during World War II and the first shipyard in the nation to build MSO minesweepers during the Korean War.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Astoria Marine Construction Company Historic District is an excellent extant example of the many small shipyards once employed to build and repair the Pacific Navy fleet during World War II. Originally built in 1922 as a small boatyard to produce fishing vessels and yachts, the yard was transformed during 1941-1942 for the wartime production expansion of World War II. The yard was designed and built according to the assembly-line philosophy associated with this period of American industry when efficiency in production was the main priority. While constructing vessels for the U.S. Navy, this shipyard pioneered new techniques in minesweeper manufacturing. For their efforts, AMCCO was awarded the Army-Navy "E" flag for outstanding production in 1944. Astoria Marine Construction Company followed the pattern of many shipyards in the country during World War II. They increased production by training multitudes of unskilled recruits, introducing female workers into the shipyard, and increasing work shifts until the shipyard was operating almost around the clock. This shipyard was a part of the huge wartime industrial expansion in production that supported the Allies victory in World War II. Astoria Marine Construction Company was again producing ships for a wartime effort from 1950-1955, during the Korean War. With the completion of AM-428 in 1952 AMCCO became the first shipyard in the country to build a Type I minesweeper. As lead yard, AMCCO shared its engineering,

[5] For a list of vessels produced by AMCCO in World War II see Appendix 3: Vessel Data Tables.
[6] MSO stands for Ocean Minesweeper..
[7] Other shipyards in Oregon have been lost, including the Kaiser Shipyards (Swan Island Shipyard and Oregon Shipbuilding Corporation), as well as Kaiser's nearby shipyard in Vancouver, Washington.

knowledge, and patterns with shipyards following them in Type I minesweeper manufacture. At the time, this minesweeper was the most expensive ship to build per square foot due to all of the costly equipment she carried.[8]

Due to its continued use as a boat construction and repair facility, the shipyard retains a high degree of integrity. It is one of the few small shipyards that built Navy vessels during World War II and the Korean War that is still in operation in Oregon. Its functional vitality speaks to its integrity as a wartime shipyard.

Developmental history/additional historic context information (if appropriate)

THE DEVELOPMENT OF ASTORIA MARINE CONSTRUCTION COMPANY (1922-1940)

The developmental history of Astoria Marine Construction Company is a narrative that illustrates how a small boatyard on the Oregon Coast became the lead yard in the production of Type I minesweepers during the Korean Conflict. In 1922, three men who had been friends since childhood, brothers Acme and Clair Mansker, and Joseph Dyer, started a boat-building company called Astoria Shipbuilding.[9] Joseph Dyer was a self-taught naval architect with a degree in mechanical engineering from Oregon Agricultural College. Acme Mansker had worked at McEachern Shipyard on Youngs Bay as a young man, building ships for World War I. In the early 1920s Joseph Dyer borrowed $5000 from his mother and purchased a piece of property on the banks of the Lewis and Clark River. In 1922 they built a residence/office, a boat shed, and a launching ways. Astoria Shipbuilding's first official contract came in 1924 for ten Bristol Bay Gillnetters. Because motor-powered boats were outlawed in Bristol Bay at the time, these were 28-foot sailing vessels. The crew for this job amounted to approximately eight men. Astoria Shipbuilding got paid $600 for each boat.[10]

Generally, the company specialized in wooden fishing boats, and the chronology of the boats built at this company follows the trajectory of technological changes in the fishing industry on the Columbia River. Business was slim at Astoria Shipbuilding. Most of the fishermen in the area worked with cannery companies who built boats on behalf of their fishermen at their own shops. After a couple of years, Acme and Clair moved up to the Seattle area seeking work. Dyer reorganized the company and incorporated Astoria Marine Construction Company in 1926.[11] During the late 1920s there was a growing demand among gillnetters for a high-speed boat. Joseph Dyer designed and built a tunnel-stern bowpicker,[12] which became the standard design on the Columbia River.

In 1931 Astoria Marine was awarded their largest contract to date. Captain Fritz Elving hired them to design and build a ferry for him, TOURIST III, which was to transport cars and passengers across the Columbia River between Astoria, Oregon and Megler, Washington. Captain Elving was caught up in a competition with a rival ferry company and requested the job be completed in 90 days for his Astoria-North Beach Ferry Company. The ferry had to be built at Astoria's port docks because the marine ways at AMCCO were not large enough to accommodate it. The project was a success, and Dyer later said this was his first true test as a naval architect.[13]

While Joseph Dyer designed many fishing boats and other practical vessels, his main passion was yacht design. In 1934 he was asked by the Columbia River Yacht Club to design a sailboat specifically for the shoal-

[8] Astoria Marine Construction Company. *AMCCO Log,* Vol. 2: 1, July 1952: 5
[9] *Astoria Evening Budget.* "Articles of Incorporation of Astoria Shipbuilding Company filed in clerk's office." April 24, 1924: 5.
[10] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 8, April 1943: 3.
[11] Astoria Marine Construction Company. *AMCCO Log.* Vol. 2: 8, February 1953: 4.
[12] A tunnel stern motorboat has its propeller housed in a tunnel for use in shallow waters. A bowpicker is a fishing boat developed for the salmon gillnet industry on the Columbia River. They were configured so that fishermen stood in the bow of the boat while picking the net out of the water before removing the fish.
[13] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 8, April 1943: 4.

filled waters of the Columbia River. They requested that the sailboat be economical and efficient. The result was the Columbia River One Design (CROD), a 28-foot sailboat with a centerboard instead of a keel.[14] Twelve CRODs were built. These boats were able to clear sandbars and gill nets and allowed for recreation and competition among the group of sailboat enthusiasts.[15]

In 1938, Astoria Marine was awarded a contract to construct a $120,000 wolmanized-wooden motor vessel for the U.S. Coast and Geodetic Survey called the E. LESTER JONES. With the construction of this boat, AMCCO became the first yard to build an all-wolmanized (with a pressure-treated keel and stern timbers) timber boat. While the company did not make much money on this contract, they did deliver an excellent product and in doing so proved they could fulfill government contracts. During the late 1930s, Astoria Marine started an apprenticeship program at their yard for shipwrights. The skills some of these young men gained would prove invaluable when the time came for warship production.[16]

THE UNITED STATES' UNSURPASSED WARTIME PRODUCTION EXPANSION OF WORLD WAR II

When the United States was drawn into World War II, conditions were not optimal. Due to the United States' isolationist policy, which had gained strength between the wars, the U.S. Navy escort and minesweeping forces were small in size and strength. The isolationist policy held that the United States should keep itself apart from foreign entanglements. The United States Navy's paramount duty, according to this policy, was the defense of American territories.[17]

Then on December 7, 1941, the Japanese attacked American battleships at anchor in Pearl Harbor. A total of 2,403 Americans were killed.[18] Roosevelt asked Congress to declare war with Japan on December 8th. The American public no longer held uncertainties about going to war, but the circumstances for entering into it were dire. The Pacific Fleet had been put out of action by the Japanese air strike on Pearl Harbor, the Japanese had swept through and occupied Southeast Asia, and the U.S. was committed to providing war supplies to its Allies over practically undefended trade routes. It was through America's unsurpassed war production that the country was eventually able to meet all these demands. Initially, the shortage was so acute that the United States Navy had to requisition fishing vessels and yachts to as serve armed auxiliaries.[19]

In response to these circumstances, defense production was greatly expanded. American industry was brought up to its full operating capacity. In manufacturing, productivity increased by 25% between 1939 and 1944. Output per worker was 35% greater in 1945 than in 1939.[20] These results were produced by improved and innovative techniques, cooperation between labor and management, and round-the-clock work shifts. Most Americans believed that the nation's ability to out-build the Axis was the key to victory. By 1945, the U.S. Navy's wartime expansion program had given this country a battle fleet greater than the rest of the world's navies combined. At the Teheran Conference in November 1943, Stalin proposed a toast with these words: "To American production, without which this war would have been lost."[21]

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[14] A centerboard is a retractable keel that pivots out of a slot in the hull of a boat. This lightens the boat and makes it more versatile for shallow waters and the shifting sandbars of the Columbia River.

[15] Gohs, Robert and Carl Chapel. "Boat Builder of Astoria." *Northwest Magazine*, August 1975: 22.

[16] Astoria Marine Construction Company. *AMCCO Log*. Vol. 2: 9, March 1953: 4.

[17] Lenton, H.T. *American Gunboats and Minesweepers*. New York City: Arco Publishing Company, 1974: 1. Nonetheless, the United States enacted a program on March 11, 1941 under which it supplied Great Britain, the USSR and other Allied nations with supplies and aid to " . . . Further Promote the Defense of the Unites States." Under the provisions of the lend-lease program of April 1941, the U.S. allocated funds for the provision of 200 ships for Great Britain.

[18] Folly, Martin. *The United States and World War II: The Awakening Giant*. Edinburgh University Press. 2002: 29.

[19] Davidson, Joel R. *The Unsinkable Fleet*. Annapolis: Naval Institute Press, 1996.

[20] Ibid: 36.

[21] Ibid: 83. The Tehren Conference was an unprecedented meeting between Joseph Stalin, Franklin D. Roosevelt and Winston Churchill in which they discussed the opening of a second front against Nazi Germany by the Western Allies.

ASTORIA MARINE CONSTRUCTION COMPANY BUILDING FOR WORLD WAR II PRODUCTION (1941-1945)

In February of 1941, Joseph Dyer, the president of AMCCO, flew to Washington, D.C. for a ship builder's conference organized by the U.S. Navy. Astoria Marine only had enough funds to purchase Dyer a one-way fare. If he secured a Navy contract for the company he would fly home, and if not, he would have to take the bus back to Astoria.[22] In discussions, he grabbed attention by suggesting a single 100' length of Douglas fir could be used for minesweeper keels. The officials from the East Coast scoffed at this idea because they thought this material would be impossible to procure, and then, where could something so large possibly be milled? Joseph Dyer mentioned he knew people back in Oregon who could procure this timber and mill it as well. Joseph Dyer reported a conversation that went like this:

> "Captain Phillip Lemler: 'What do you know about building boats?'
> Dyer: 'I know everything about building boats.'
> Lemler: 'What the hell have you got to work with?'
> Dyer: 'I've got men who can build boats in their sleep.'"[23]

The Navy awarded Astoria Marine a $1,312,000 contract to build four minesweepers (YMS 100-103). Dyer made a call back to AMCCO to share the news and work began right away to plan for the expansion of the yard. A larger ways was needed to lay the keels and the yard needed organization to accommodate the prefabrication of minesweeper parts. Due to lack of funds, the company waited until their first progress payment was received, which enabled AMCCO to start erecting their new buildings. All four keels for the first contract were laid out in the open. In the summer of 1941 these were laid, and Astoria Marine received their first check from the U.S. Navy. A boat shop complex was constructed around the minesweepers that were still in progress. The size of the yard crew more than doubled within the next few months and soon there were 400 men on payroll. On December 7, 1941, Pearl Harbor Day, Astoria Marine was busy testing their first YMS tanks.[24]

U.S. Navy minesweeper construction was on a large scale. In order to speed up production and meet numerical requirements, unit size was reduced to the minimum level. The purpose of the fleet minesweeper was to arrive before the fleet and sweep the area for mines. They remained with the fleet, during operation, constantly sweeping to ensure safe operation for larger ships in the navy. These ships were the first to arrive in enemy waters and the last to leave. While their job was not glamorous or well known to the American public, it was absolutely essential to the safety and success of American naval operations against Japan in World War II. In order to counter sophisticated influence mines a wood-hulled sweeper was introduced and proved successful. This minesweeper was the YMS.[25]

The Yard Motor Minesweepers, referred to as YMS's, were the smallest of all minesweepers. Two 500-horsepower diesel twin-screw engines powered these 136-foot ships.[26] These ships were designed for efficiency and rapid construction. In all, 550 YMS's were built at 24 shipyards. They were originally designed to stay within and defend the navy base, or yard, they were assigned to, but YMS's ended up crossing both the Atlantic and Pacific to fight at distant fronts.[27]

In March of 1942 AMCCO was awarded a contract to build eight more minesweepers (YMS 135-142). On August 29, 1942, AMCCO became the first yacht yard in the Northwest to receive a commission for a YMS minesweeper from the U.S. Navy. Astoria Marine devised its own system of construction for YMS and drag

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[22] Fastabend, Don, interview by Serena Orwick. *President and Owner of Astoria Marine Construction Company* Astoria, OR, (August 3, 2012).
[23] Eyre, David W. *The Journal*, Portland, Oregon.1943: 3.
[24] Astoria Marine Construction Company. *AMCCO Log.* December 1943: 2.
[25] Lenton, H.T. *American Gunboats and Minesweepers.* New York City: Arco Publishing Company, 1974: 47.
[26] Lott, A.S. *Most Dangerous Sea: A History of Mine Warfare.* U.S. Naval Institute, 1959.
[27] Ibid.

boats, which eventually was put into use at a number of other yards. The system required superior mold loft work,[28] but the finished product was much stronger. The system involved applying the interior planks to prefabricated bulkheads and molds. The frames were then bent while hot to conform to the ceiling and then the planking was bolted to the frames.[29]

By 1942, AMCCO had started its own employee newsletter, called the AMCCO Log. It was published bimonthly by the company at no cost to the employees. This publication helped to alleviate the lack of camaraderie some of the original 30 AMCCO workers felt when their small yard swelled to 400 employees. The AMCCO Log split its focus between celebrating the birthdays, weddings, and personal stories of the workers and pressing workers to work efficiently and diligently for the war effort. The AMCCO Log always contained at least an article or two boasting about the prowess of its employees and the great contributions the company was making toward the war effort.

By September, members of the Coast Guard were stationed at AMCCO to guard it against fire and sabotage on a 24-hour basis. All employees were issued official passes with ID photos and fingerprints.[30] In response to the continual ramping up of production for the war effort, the yard was further improved by the expansion of the parking area for employees, the replacement of the old wooden boom with a new steel one, and the completion of a new, larger, more up-to-date machine shop. In the wartime spirit of reuse and make-do, AMCCO employee Charley Callendar was very resourceful in finding equipment and supplies for AMCCO. He helped find used pilings to construct the marine ways, used boilers for the steam heat system, and revamped worn saw blades from a local mill.[31] In December of 1942, AMCCO was awarded a contract to build four harbor tugs and by the end of that month, they received their fourth military contract, this time for two wood-hulled Navy PC boats.[32]

In April of 1943 the first group of female workers started their shifts at AMCCO. At first, most of the females on the yard crew were assigned to the sweeping crew, but soon they were also introduced as drill press operators, light joiner workers, gluers, sanders, pipe threading machine operators, light deck caulkers, and lead and plugging workers. A total of about 70 women ended up working at AMCCO, contributing to the war effort.[33]

On August 15th, 1944 Astoria Marine Construction Company was awarded the prized Army-Navy E Flag for outstanding production. High quality and quantity of production in light of available facilities were the prime factors for awarding the flag. The flag was flown over the yard and all employees were given a lapel pin.[34]

In 1945 the United States Navy commissioned a new thirty-ship fleet to patrol and supply distant Pacific bases. The YP (Yard Patrol) class was designed to perform well under extreme conditions and so was modeled after the tuna clippers used by Pacific fishermen. Pacific Coast boat builders were hired to construct these vessels. Astoria Marine Construction Company was contracted by the Navy to construct YP 623-624.

In all, during World War II, AMCCO built 39 auxiliary vessels, converted 50 escort carriers and 56 ammunition ships, and employed 1500 men at three locations: the yard on the Lewis and Clark River, Astoria Port Docks, and Tongue Point. After World War II, AMCCO worked on vessels of the Pacific Reserve Merchant Ship Fleet. For a list of vessels constructed and altered by Astoria Marine Construction Company during World War II, refer to Appendix 3: Tables 1-3. During the years between the wars, AMCCO built and repaired yachts,

[28] In the mold loft, full-size lines of a ship are laid down on the floor and templates are constructed from them.
[29] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 11, May 1944: 5.
[30] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 3, September 1942: 2.
[31] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 6, January 1943: 1.
[32] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 5, December 1942: 1.
[33] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 8, April 1943: 3.
[34] Astoria Marine Construction Company. *AMCCO Log.* Vol. 1: 12, September 1944: 1-2.

towboats and fishing vessels. The company had to lay off the vast majority of their shipyard crew during this time due to lack of work.

ASTORIA MARINE CONSTRUCTION COMPANY BUILDS THE COUNTRY'S FIRST MSO MINESWEEPER (1950-1955)

On June 25, 1950, North Korea invaded South Korea with 135,000 men, starting the Korean War. Korea had no navy, but they did have Soviet mines. The dangerous and tedious work of minesweeping was performed by the U.S. with the newly designed minesweepers, creating cleared harbors for desired accessibility. The United State's control of the sea was part of the foundation for success in the Korean War.[35]

In 1950, AMCCO received a contract to build five MSO non-magnetic minesweepers, perhaps the most sophisticated wooden vessels built at the time. This class of minesweeper was constructed of non-magnetic materials, including a wooden hull and aluminum engines, in order to protect the ship itself from magnetic mines. The ship also had a degaussing system to reduce the magnetic field of the vessel, so it would be able to move over magnetic mines without detonating them.[36] At a total of about $5,000,000 per ship (including equipment), MSOs were the most expensive ships ever built at the time on a per foot basis. . Astoria Marine was chosen to be the west coast lead yard for the building program. As lead yard, AMCCO was expected to share their engineering, knowledge, and patterns. Luders Marine, a shipyard in Stamford, Connecticut was awarded the contract for the east coast and national lead yard building MSO minesweepers.[37]

During the construction of the AM class Type I minesweepers, AMCCO kept running into problems that no other yards had come across. It was soon discovered that no other yard had gotten that far into the building process and thus Astoria Marine was the first yard to discover the problems with the new Navy specifications.[38] It was assumed that Luders would be the first to complete their ships, but in the end AMCCO was the first to build a MSO minesweeper for the U.S. Navy and named national lead yard.

On September 20, 1952, U.S.S. DASH (AM-428) was launched. This was the first MSO minesweeper of her class to be launched. On December 17, 1952 the Supervisor of Shipbuilding, USN, announced that Astoria Marine Construction Company had been selected as the lead shipyard in the country for the construction of MSO Type I minesweepers. AMCCO was given this distinction because of their advanced progress in the construction of AM-428, its efficient work, and its willingness to accept extra work to expedite the process. As the lead yard, AMCCO hosted workers from other shipyards constructing MSO Type I minesweepers and members of the U.S. Navy, in order to share their knowledge and expertise.[39] In 1952, AMCCO launched two MSOs and repaired 134 vessels in the Pacific Reserve Fleet, as well as repairing 77 commercial ships.

MSO Minesweeper Construction Process

For the construction of the MSO Type I minesweepers, AMCCO converted two smaller sections of the boat shop complex into a glue/laminating shop and a saw shed. Three large clamping tables were built to build the minesweeper frames of oak planks. The two remaining bays housed the minesweeper hulls, with a bit of the hull hanging over the center. In order to construct these larger, more complicated ships, Astoria Marine also had to rebuild their marine ways. The numerous non-magnetic sheet metal products required for the minesweepers could not be purchased, so a sheet metal shop was built for a subcontractor, Rice Sheet Metal.[40]

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[35] Field Jr., James A. *History of United States Naval Operations: Korea.* Annapolis: U.S. Government Printing Office, 1962.
[36] Astoria Marine Construction Company. *AMCCO Log,* Vol. 2: 1, July 1952: 5.
[37] Luders Marine closed in 1968 and the property is now operated as a marina.
[38] Fastabend, Don, interview by Serena Orwick. *President and Owner of Astoria Marine Construction Company,* Astoria, OR, (August 3, 2012).
[39] Astoria Marine Construction Company. *AMCCO Log*, Vol. 2 7, January 1953: 1.
[40] Astoria Marine Construction Company. *AMCCO Log*, Vol. 2: 2, August 1952: 3.

In 1953, Astoria Marine employed 600 shipbuilders, including 200 shipwrights and 13 apprentices, to construct minesweepers. The construction process was initiated with the building of a scale model from which a mold loft layout was made. The ship was laid out full-size on the floor of the mold loft and from here templates were made for all of the important ship sections. Once material was selected, it was glued together in a shape slightly larger than the templates and then trimmed down to fit. The keel was laid, and then the bow, stern frames and transom were fastened to the frames and the planks to the frames and deck beams. All planking and decking seams were caulked with cotton and oakum and filled with seam compounds. Preservatives were used to treat the wood against decay and biological marine growth. Once the hull was completed, the inside compartments of the ship were finished, and the deckhouses were constructed. Then the ship was ready to be launched. After launching, the ship was taken to the outfitting dock to be completed. This is where machinery and furniture would be installed.[41]

As leaders in the construction of MSO minesweepers, workers at AMCCO became pioneers in new techniques for laminating lumber. The ¾" wood strips were laminated end-to-end into pieces that were sometimes 120 feet long. These pieces were molded into various shapes on iron tables, and then large lids were lowered over the wood pieces to apply the heat and humidity required for the waterproof glue to cure. The curing process generally took 18-20 hours.[42] Another hurdle in the process of constructing the MSO minesweepers was the welding of the numerous non-magnetic metals required for building these new ships. By 1953, AMCCO purchased a new welding system that could weld at a much faster rate when compared with manual welding.[43]

ASTORIA MARINE CONSTRUCTION COMPANY (1956-2013)

After the Korean War, the U.S. Navy deemed AMCCO too small to continue to produce naval vessels.[44] The company went on to decommissioning ships, building fishing vessels and tow vessels, and repairing boats. The company is still in operation today, at a reduced capacity. Don Fastabend, who started working at the shipyard in 1950, currently owns Astoria Marine.

In 2009, the U.S. Environmental Protection Agency investigations found AMCCO eligible for the National Priorities List (Superfund). The EPA has deferred the cleanup to Oregon Department of Environmental Quality. Oregon DEQ is currently performing an investigation of the site to evaluate the full extent of the contamination associated with shipyard operations. Some of the contaminants are likely related to work done at AMCCO under Navy contract operations.[45]

CONCLUSION

During its first period of significance, from 1941-1945, Astoria Marine Construction Company Historic District is eligible for listing in the National Register of Historic Places at the statewide level under Criterion A in the areas of Military and Industry for its association with the wartime production of ships during World War II. The property's first period of significance starts in 1941, when Astoria Marine was awarded its first contract through the U.S. Navy, and ends in 1945 when the company built its last ship for the World War II effort. During its second period of significance, from 1950-1955, Astoria Marine Construction Company Historic District is eligible for listing in the National Register of Historic Places at the national level under Criterion A in the areas of Military and Industry for its association with the wartime production of ships during the Korean War. The second period of significance commences in 1950 when AMCCO was awarded a contract to build MSO Type I minesweepers for the Korean War and ends in 1955 when the shipyard fulfilled its last Navy vessel construction contract. In 1952 AMCCO became the first shipyard in the country to construct a MSO

[41] Astoria Marine Construction Company. *AMCCO Log*, Vol. 2: 11, May 1953: 2.
[42] Astoria Marine Construction Company. *AMCCO Log*, Vol. 2: 9, March 1953: 2.
[43] Astoria Marine Construction Company. *AMCCO Log*, Vol. 2: 12, June 1953: 2.
[44] Fastabend, Don, interview by Serena Orwick. *President and Owner of Astoria Marine Construction Company* Astoria, OR, (August 3, 2012).
[45] Harman, Chuck. "Community Involvement Plan, Draft." Draft, State of Oregon Department of Environmental Quality, 2012.

minesweeper for the Korean War effort. Listing in the National Register of Historic Places would grant proper recognition to Astoria Marine Construction Company Historic District, considering its significance as an example of a small-size shipyard that produced minesweepers during World War II and the Korean War. It is one of the few remaining small shipyards in Oregon representative of the support facilities generated by the nation's expanding war production during World War II.[46] Astoria Marine Construction Company Historic District maintains a high degree of integrity due to its continued use as a ship construction and repair facility. This shipyard serves as a reminder to how our country worked and fought together during World War II and the Korean War.

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[46] Office of Shipbuilding and Marine Technology. *Report on Survey of U.S. Shipbuilding and Repair Facilities.* U.S. Department of Transportation Maritime Administration, 2003.

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Previous documentation on file (NPS):

___preliminary determination of individual listing (36 CFR 67 has been requested)
___previously listed in the National Register
___previously determined eligible by the National Register
___designated a National Historic Landmark
___recorded by Historic American Buildings Survey #_____
___recorded by Historic American Engineering Record #_____
___recorded by Historic American Landscape Survey #_____

Primary location of additional data:

___State Historic Preservation Office
___Other State agency
___Federal agency
___Local government
___University
X Other
Name of repository: Columbia River Maritime Museum

Historic Resources Survey Number (if assigned):
N/A

10. Geographical Data

Acreage of Property 7.2 acres
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates
(Place additional Latitude/Longitude coordinates on a continuation sheet.)

See Appendix 1, Page 2

1	Latitude	Longitude		3	Latitude	Longitude	
2	Latitude	Longitude		4	Latitude	Longitude	

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

Astoria Marine Construction Company is situated on lots 107, 108, 109, 110, 111, and 112 (tax lots 900, 1000, and 5000) in Jeffers Gardens amended plat within Section 25, Township 8 North, Range 10 West, Willamette Meridian. [Appendix 1: Figures 1-3].

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the property that is currently owned by Don Fastabend as Astoria Marine Construction Company. This property boundary has not changed dramatically over time, with the exception of a large field that was purchased for parking during the peak of AMCCO's wartime production during World War II. This acreage, to the east of Front Road from the district (lots 91-93), is no longer associated with the company, and therefore not included within the boundary.

11. Form Prepared By

name/title Serena Orwick
organization _____ date 02/25/2013
street & number 4167 Hampshire Lane telephone 541-520-6146
city or town Eugene state OR zip code 97404
e-mail sorwick@gmail.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Astoria Marine Construction Company Historic District

City or Vicinity: Astoria

County: Clatsop

State: Oregon

Photographer: Todd Croteau

Date Photographed: June 2012

Description of Photograph(s) and number:

1 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0001)
Contextual view of the site from across the Lewis and Clark River looking east.

2 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0002)
Contextual view from Front Road looking southwest showing the boat shop complex in the foreground with the office in the background at left.

3 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0003)
Elevation of boat shop complex from Front Road looking west.

4 of 16 (OR_ClatsopCounty_AstoriaMarineConstructionCompanyHistoricDistrict_0004)
Contextual view of the shipyard viewed from Front Road looking northwest towards the office and main entrance to the yard. The building at left is a lumber storage shed. The boat shop complex can be seen at right.

5 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0005)
Contextual view of site from the entrance of Jeffers Slough looking northwest towards the south slipways. Note the floating docks in the foreground at right.

6 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0006)
Contextual view of the docks on the Lewis and Clark River looking east. Note the structure at right is a wooden barge that has been permanently fixed to the pier atop the gridiron, which was used to inspect and repair barges or boats at low tide. The hull of the barge was breached to keep it from floating.

7 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0007)
View of shop buildings looking east from the docks. The lunch room is in the foreground with the sheet metal/pipe bending shop in the background.

8 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0008)
Detail view looking east of winch house for Marine Way 2.

9 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0009)
View of the yard from the water's edge looking north towards the boat shop complex. A crane truck can be seen at center. The machine shop complex is visible at right.

10 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0010)
Closer detail of the west elevation of the boat shop complex, looking east.

11 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0011)
Contextual view of the yard looking north showing sheet metal/pipe bending shop in foreground at right, paint storage at center, and machine shop complex in the background.

12 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0012)
South elevation of machine shop complex, looking north.

13 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0013)
Main space of the machine shop complex looking east. Note the overhead crane to move material in from the storage shed and within the shop. Also note the metal lathe at right and the welding table at center.

14 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0014)
Interior of building shed looking east along the west end of Marine Way No. 3 showing the fishing vessel *Maija Liisa* on the railway. Note the *Maija Liisa* is owned by the son of AMCCO owner Don Fastabend.

15 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0015)
Interior of building shed looking west towards Marine Way No. 3 at left and No. 4 at right. Note the building structure along the walls and ceiling.

16 of 16 (OR_ClatsopCounty_ AstoriaMarineConstructionCompanyHistoricDistrict _0016)
Interior of building shed looking west across building floor in the northwest bay (containing Way No. 4) showing the woodworking machinery. Navy vessels were originally built in these spaces.

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name Don Fastabend

street & number 92134 Front Road telephone (503) 325-4121

city or town Astoria state OR zip code 97103

List of Figures

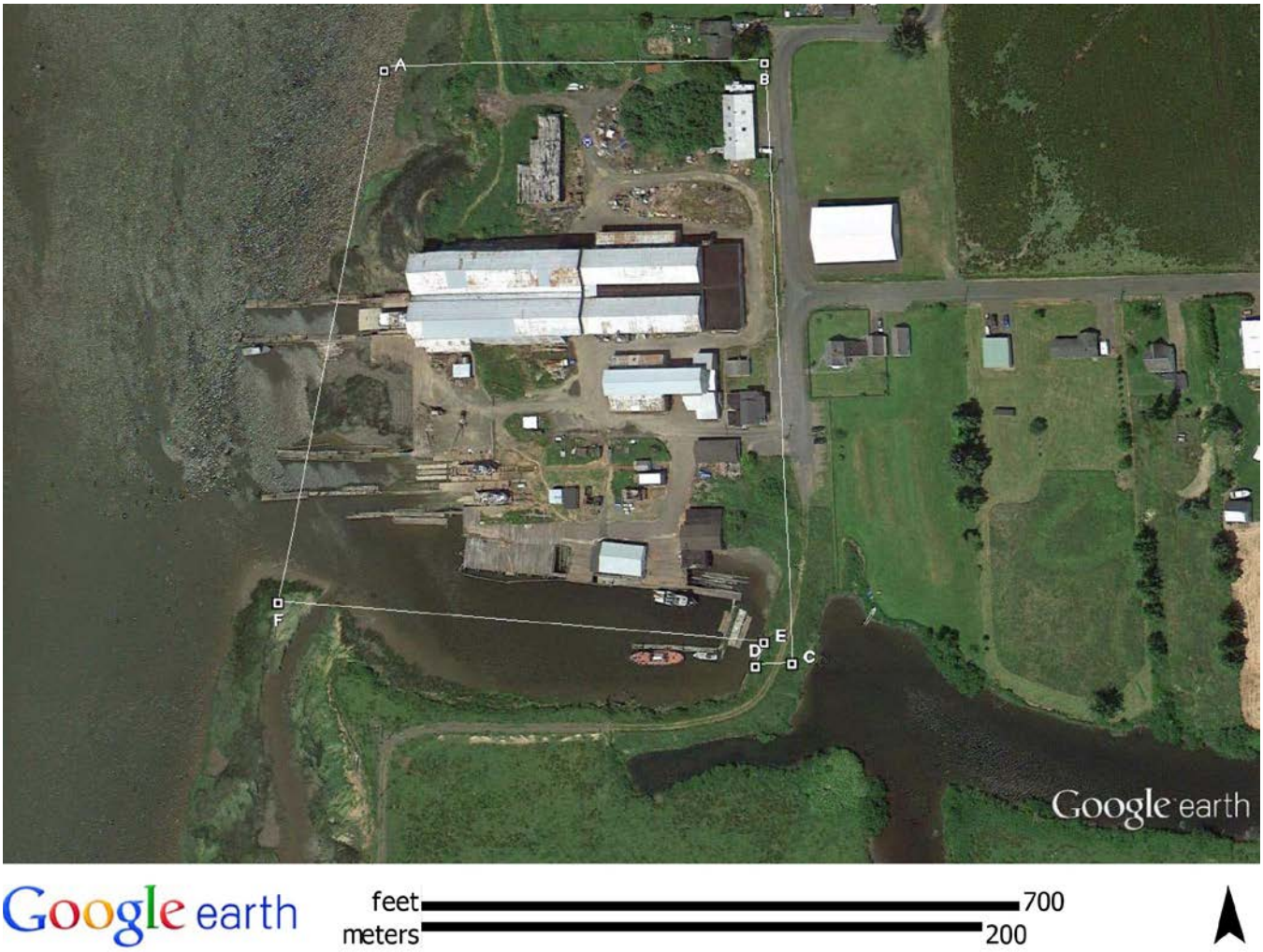


Figure 1: Astoria Marine Construction Company Historic District Boundary Map
These boundaries include the 7.2 acres that are currently owned by Don Fastabend and occupied by Astoria Marine Construction Company.

Boundary Coordinates:
A: 46.146011°, -123.863367°
B: 46.145997°, -123.861461°
C: 46.143944°, -123.861456°
D: 46.143939°, -123.861628°
E: 46.144014°, -123.861581°
F: 46.144186°, -123.863872°

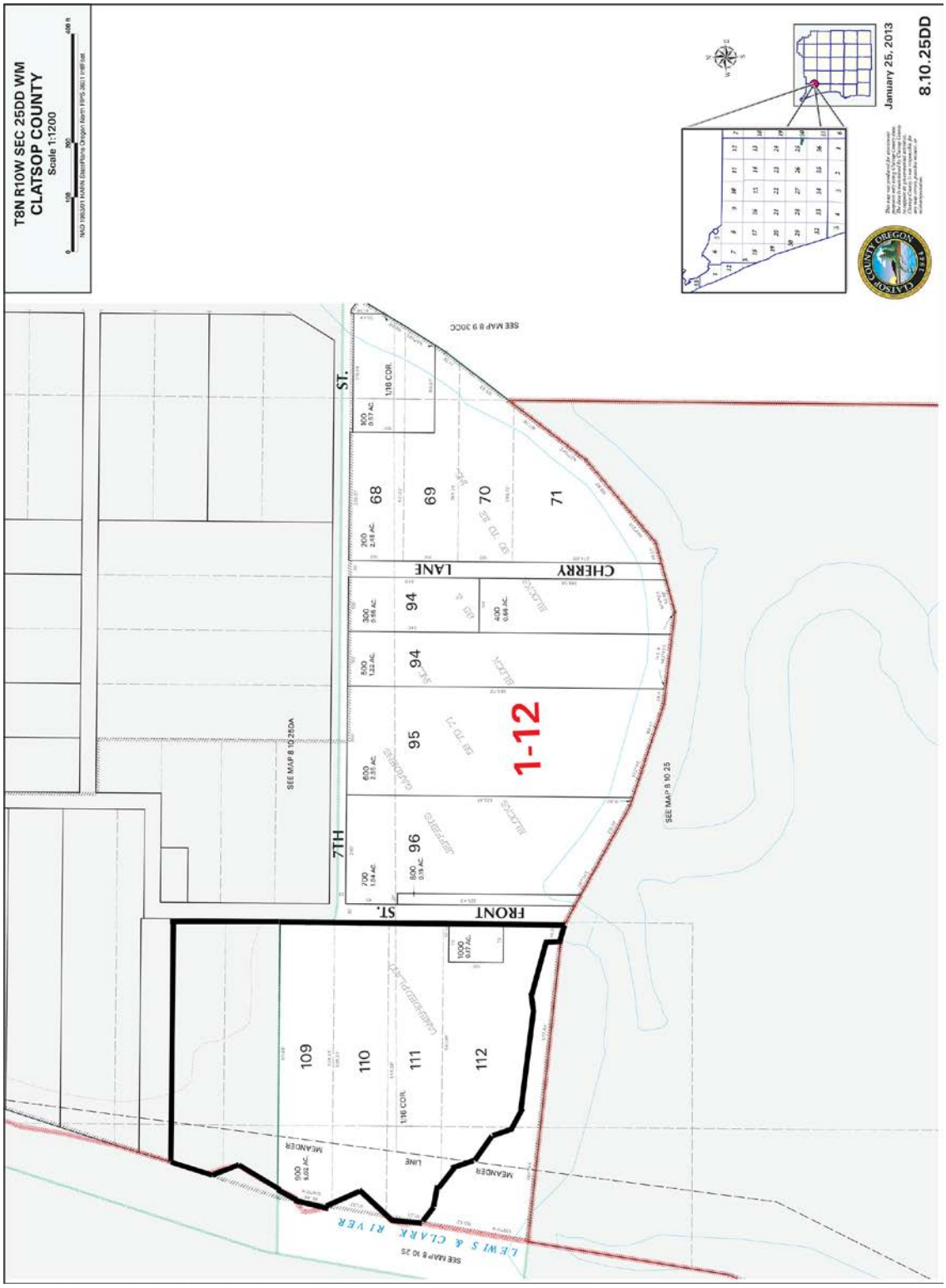


Figure 2: Astoria Marine Construction Company Historic District Tax Lot Map 1 of 2
The district is outlined with a thick, black line. This map displays information for lots 109-112 of the district. Astoria Marine Construction Company also encompasses lots 107 and 108. These lots are given more detail in Figure 3 on page 4.

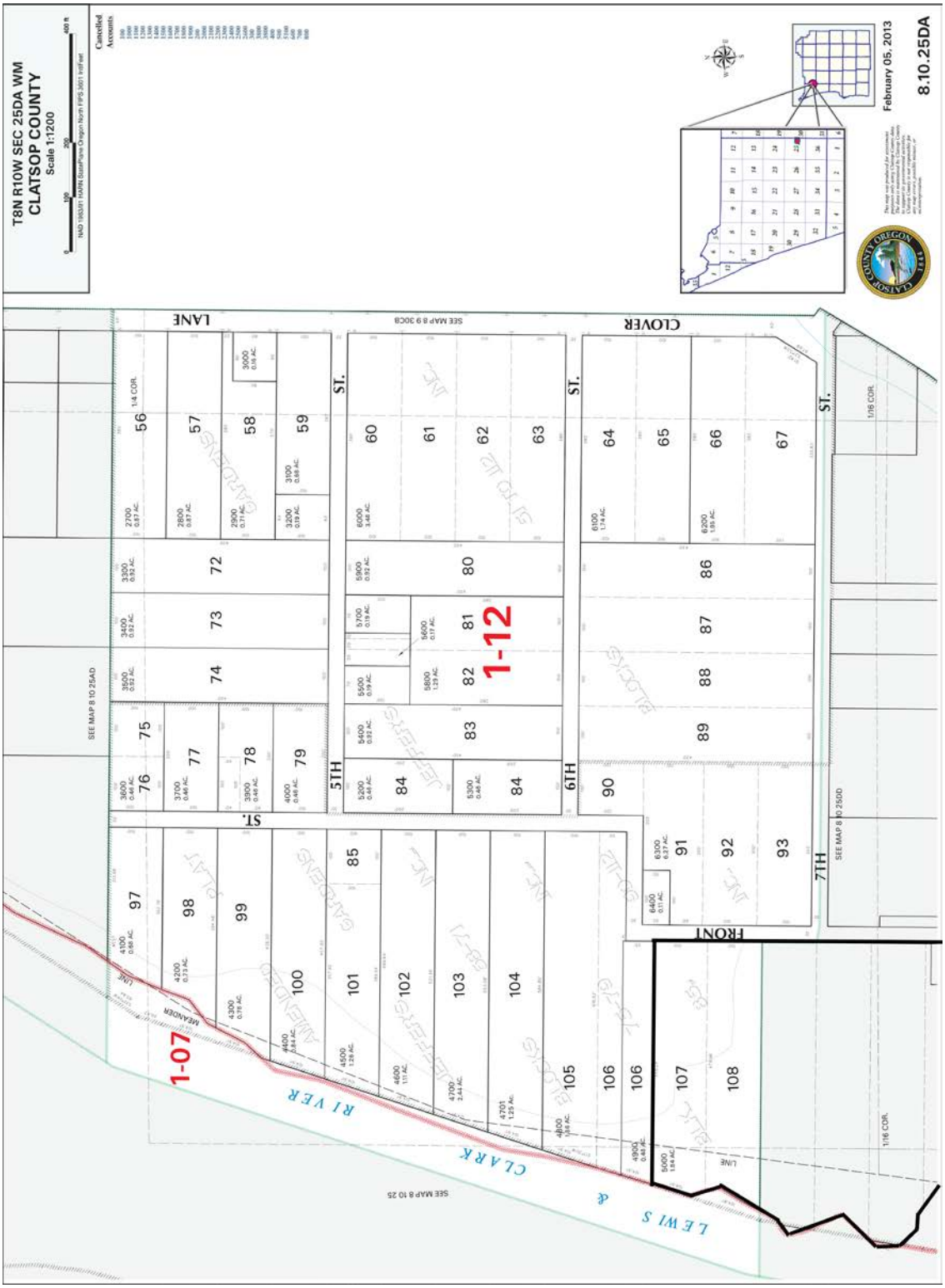


Figure 3: Astoria Marine Construction Company Historic District Tax Lot Map 2 of 2
The district is outlined with a thick, black line. This map displays information for lots 107 and 108 of the district. Astoria Marine Construction Company also encompasses lots 109-112. These lots are given more detail in Figure 2 on page 3.

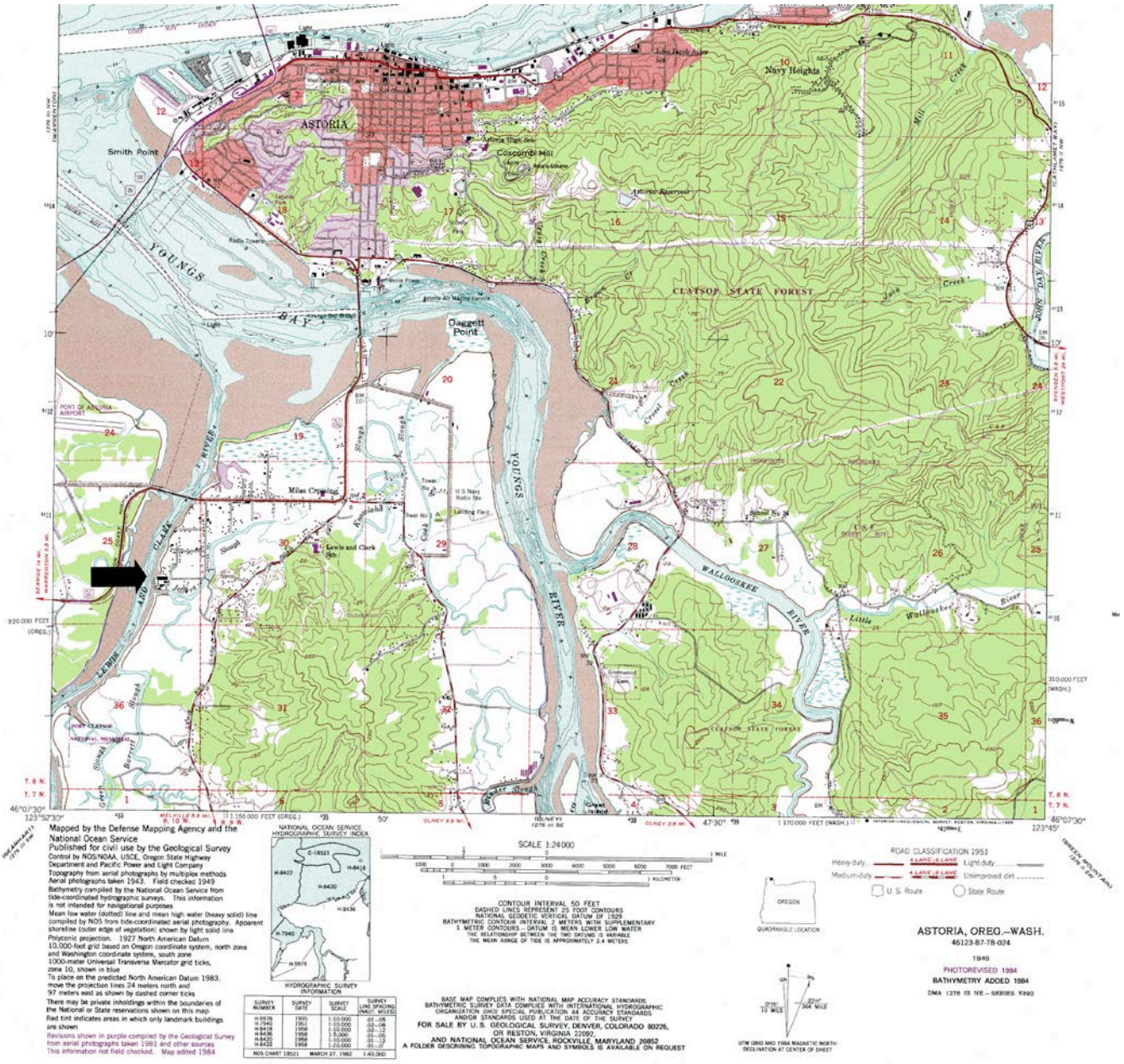


Figure 4: USGS Topographic Map, 1:24,000, Astoria Quad, Revised 1984
Arrow indicates location of district. Note access to Columbia River via Youngs Bay.

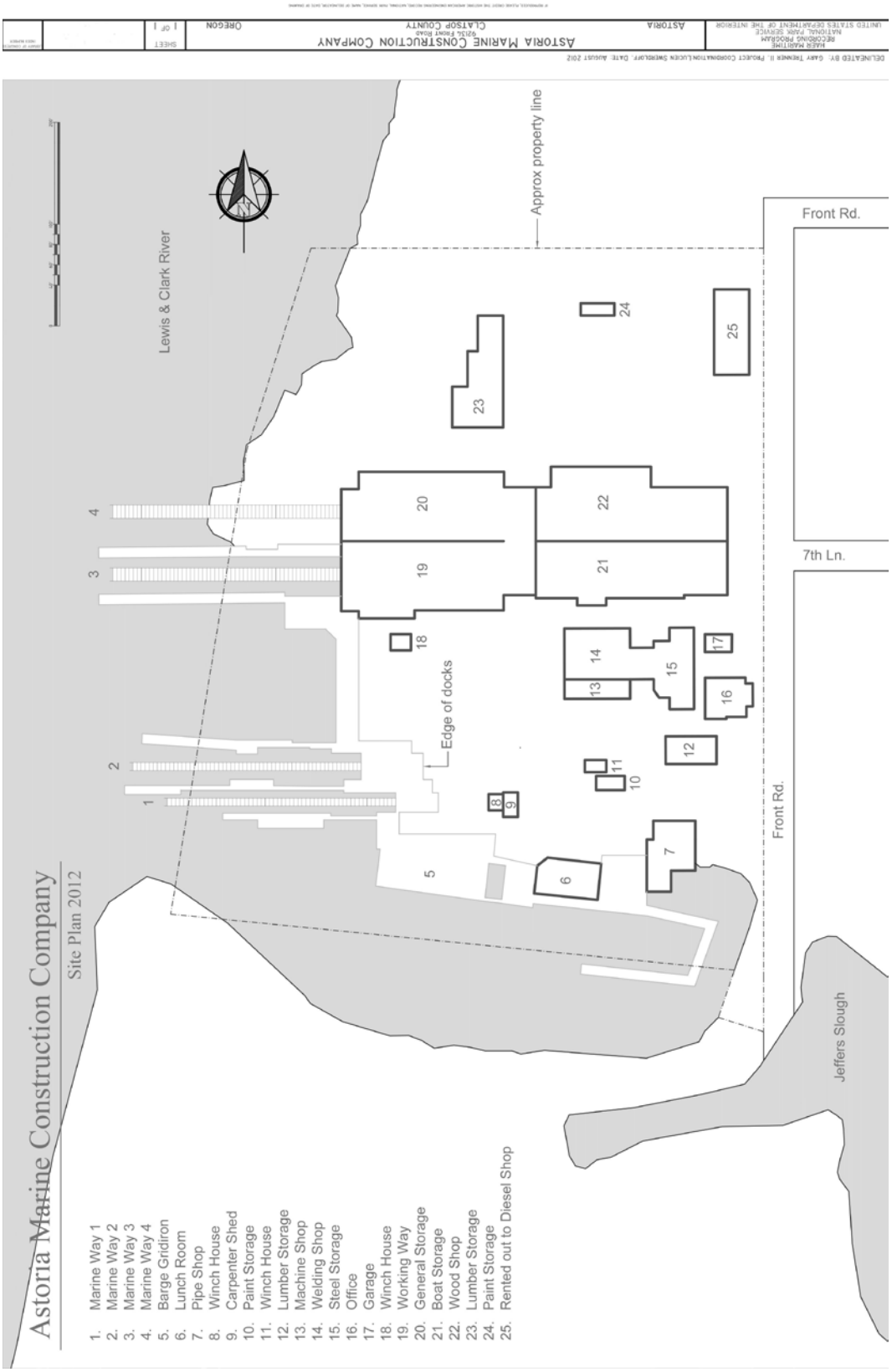


Figure 5: Astoria Marine Construction Company Historic District Site Plan, 2012
This site map represents the district as it exists currently. Building and structure names reflect current uses.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Astoria Marine Construction Company Historic District
Name of Property
Clatsop County, Oregon
County and State
N/A
Name of multiple listing (if applicable)

Section number Appendix 1: Historic District Maps Page 29

Figure 6: Astoria Marine Construction Company Historic District Site Plan, 1942
This site plan reflects the layout of the shipyard circa 1953. Most of the information was garnered from a site plan held by Columbia River Maritime Museum and dated 1942. However, this drawing contained quite a few buildings known to be built in 1953. Information for the map was verified through interviews with Don Fastabend, owner of AMCCO.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Astoria Marine Construction Company Historic District
Name of Property
Clatsop County, Oregon
County and State
N/A
Name of multiple listing (if applicable)

Section number Appendix 1: Historic District Maps Page 30

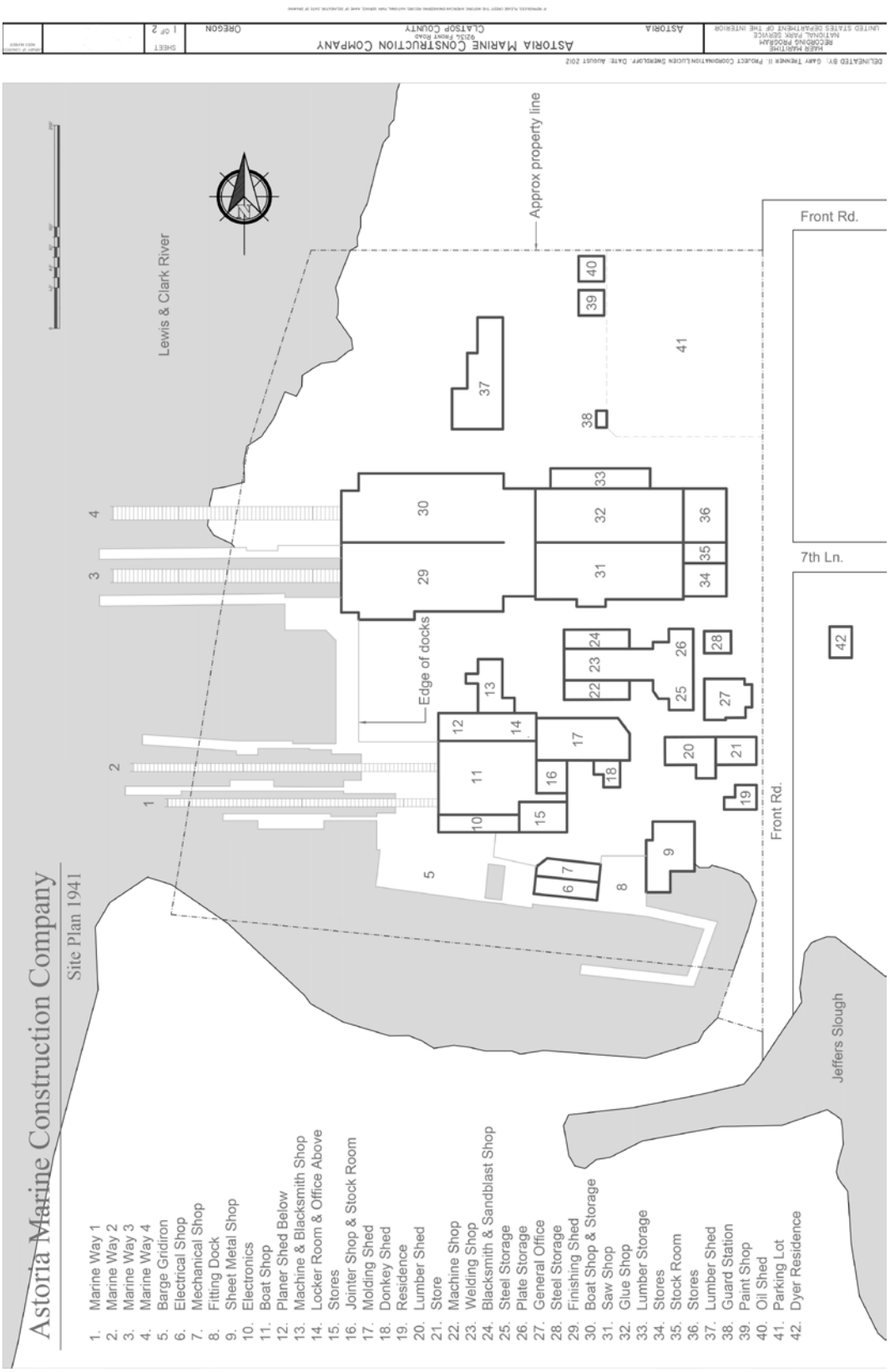


Figure 7: Astoria Marine Construction Company Historic District Site Plan, 1941
This site plan represents the plans for the shipyard drawn up soon after AMCCO got paid on its first Naval vessel contracts. The major additions to the shipyard for these contracts include the large boat shop complex (29-36) and the machine shop complex (22-26).

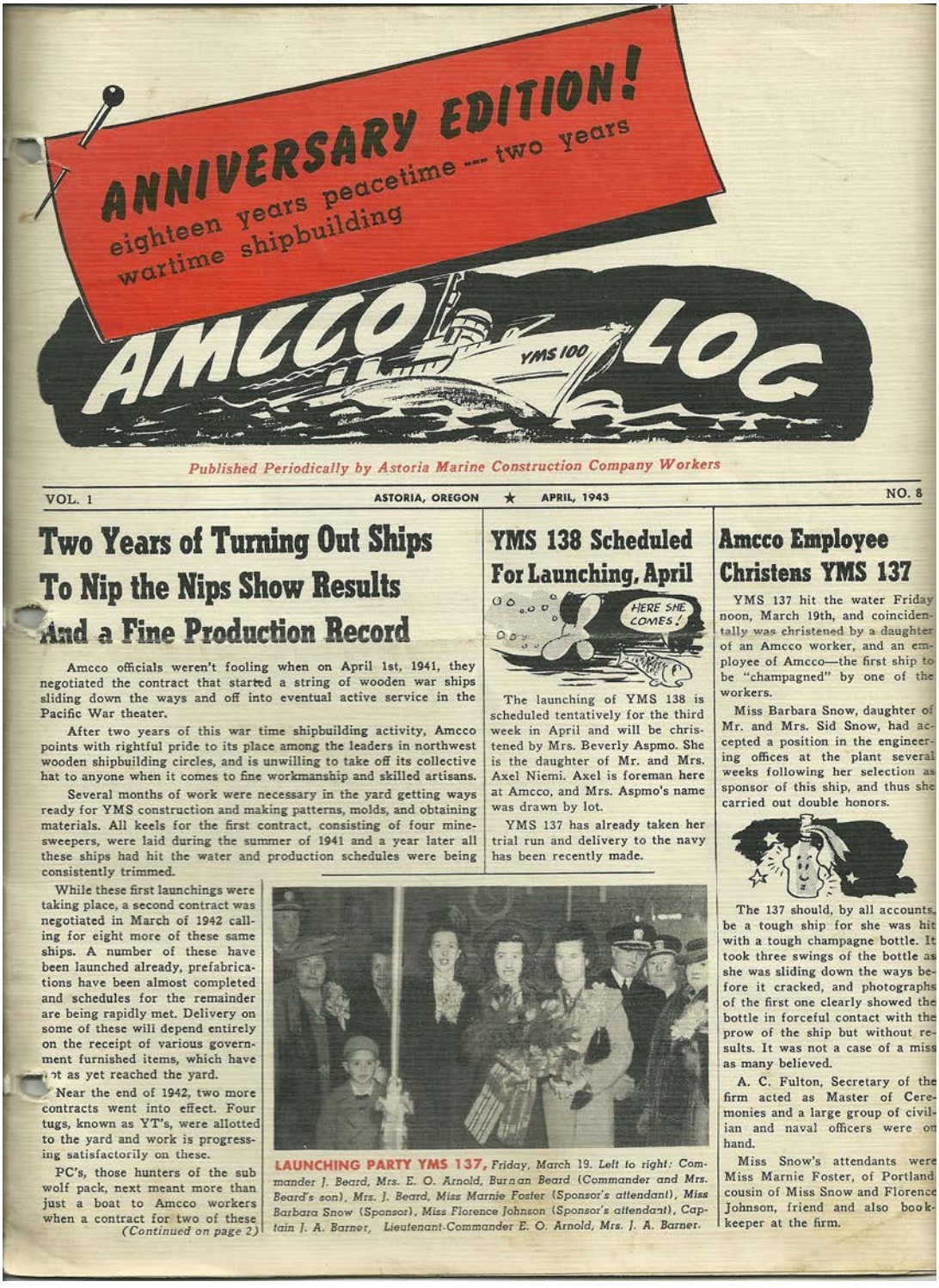
List of Figures

Figure 1: Aerial photo of Astoria Marine Construction Company, 1943. Photographer unknown.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property
County and State
Name of multiple listing (if applicable)



ANNIVERSARY EDITION!
eighteen years peacetime --- two years wartime shipbuilding

AMCCO LOG

YMS 100

Published Periodically by Astoria Marine Construction Company Workers

VOL. 1 ASTORIA, OREGON ★ APRIL, 1943 NO. 8

Two Years of Turning Out Ships To Nip the Nips Show Results And a Fine Production Record

Amcco officials weren't fooling when on April 1st, 1941, they negotiated the contract that started a string of wooden war ships sliding down the ways and off into eventual active service in the Pacific War theater.

After two years of this war time shipbuilding activity, Amcco points with rightful pride to its place among the leaders in northwest wooden shipbuilding circles, and is unwilling to take off its collective hat to anyone when it comes to fine workmanship and skilled artisans.

Several months of work were necessary in the yard getting ways ready for YMS construction and making patterns, molds, and obtaining materials. All keels for the first contract, consisting of four minesweepers, were laid during the summer of 1941 and a year later all these ships had hit the water and production schedules were being consistently trimmed.

While these first launchings were taking place, a second contract was negotiated in March of 1942 calling for eight more of these same ships. A number of these have been launched already, prefabrications have been almost completed and schedules for the remainder are being rapidly met. Delivery on some of these will depend entirely on the receipt of various government furnished items, which have not as yet reached the yard.

Near the end of 1942, two more contracts went into effect. Four tugs, known as YT's, were allotted to the yard and work is progressing satisfactorily on these.

PC's, those hunters of the sub wolf pack, next meant more than just a boat to Amcco workers when a contract for two of these

(Continued on page 2)

YMS 138 Scheduled For Launching, April

The launching of YMS 138 is scheduled tentatively for the third week in April and will be christened by Mrs. Beverly Aspmo. She is the daughter of Mr. and Mrs. Axel Niemi. Axel is foreman here at Amcco, and Mrs. Aspmo's name was drawn by lot.

YMS 137 has already taken her trial run and delivery to the navy has been recently made.

LAUNCHING PARTY YMS 137, *Friday, March 19. Left to right: Commander J. Beard, Mrs. E. O. Arnold, Burnan Beard (Commander and Mrs. Beard's son), Mrs. J. Beard, Miss Marnie Foster (Sponsor's attendant), Miss Barbara Snow (Sponsor), Miss Florence Johnson (Sponsor's attendant), Captain J. A. Barner, Lieutenant-Commander E. O. Arnold, Mrs. J. A. Barner.*

Amcco Employee Christens YMS 137

YMS 137 hit the water Friday noon, March 19th, and coincidentally was christened by a daughter of an Amcco worker, and an employee of Amcco—the first ship to be "champagned" by one of the workers.

Miss Barbara Snow, daughter of Mr. and Mrs. Sid Snow, had accepted a position in the engineering offices at the plant several weeks following her selection as sponsor of this ship, and thus she carried out double honors.

The 137 should, by all accounts, be a tough ship for she was hit with a tough champagne bottle. It took three swings of the bottle as she was sliding down the ways before it cracked, and photographs of the first one clearly showed the bottle in forceful contact with the prow of the ship but without results. It was not a case of a miss as many believed.

A. C. Fulton, Secretary of the firm acted as Master of Ceremonies and a large group of civilian and naval officers were on hand.

Miss Snow's attendants were Miss Marnie Foster, of Portland, cousin of Miss Snow and Florence Johnson, friend and also bookkeeper at the firm.

Figure 2: Cover of AMCCO Log, April 1943.

AMCCO LOG

YMS 100

Published Periodically by Astoria Marine Construction Company Workers

VOL. 1 ASTORIA, OREGON ★ JULY, 1943 NO.

FLASH: Amcco awarded new Tug contract; see story, pages 4-5

Flat top carriers like this one will be outfitted and completed by Amcco . . . see story below!

GROWIN' LIKE A WEED!

The greatest expansion in the coastal Pacific Northwest of any firm turning out war-time contracted equipment was actually under way during the first week in July as the Astoria Marine Construction started work on Carrier Escort Vessels in addition to the three wooden hting ship contracts in progress at the Lewis and Clark site of the m.

Official completion contracts have been signed with the Puget Sound Navy Yard for Amcco to make certain changes dictated by battle experience since the vessels were designed, install specified secret fighting equipment and other basic pieces of work preparatory to other secret installation and the installing of miscellaneous equipments and accessories.

There will be fifty of these "flat tops" turned out at the Kaiser Yards in Vancouver, Washington, and all will be handled under this Astoria phase of the completion.

Piers one, two and three at the Port of Astoria, now under lea to the Navy and known as the U. S. Naval Station at Astoria will the site used for this conversion work. In work order parlance it w be known as CVE. Warehousing will be done in allotted bays at t various piers. General management offices have been set up in one the navy buildings on Pier 2 and the machine shop is being set up i nearby building.

President Joseph Dyer's own house, located across the road fro the shipyard proper has been rented for the purpose of addition office space. This was brought about by the rapid expansion of Amc affairs and makes the third addition that has been made to office spa here since the start of the first YMS contract.

The amount of personnel needed on this work will not be settle until all is under way on the individual carriers; various reques for work by the navy determining the men needed. Supervisory a leadermen will for the most part be picked from present Amcco e ployees.

Figure 3: Cover of AMCCO Log, July 1943.

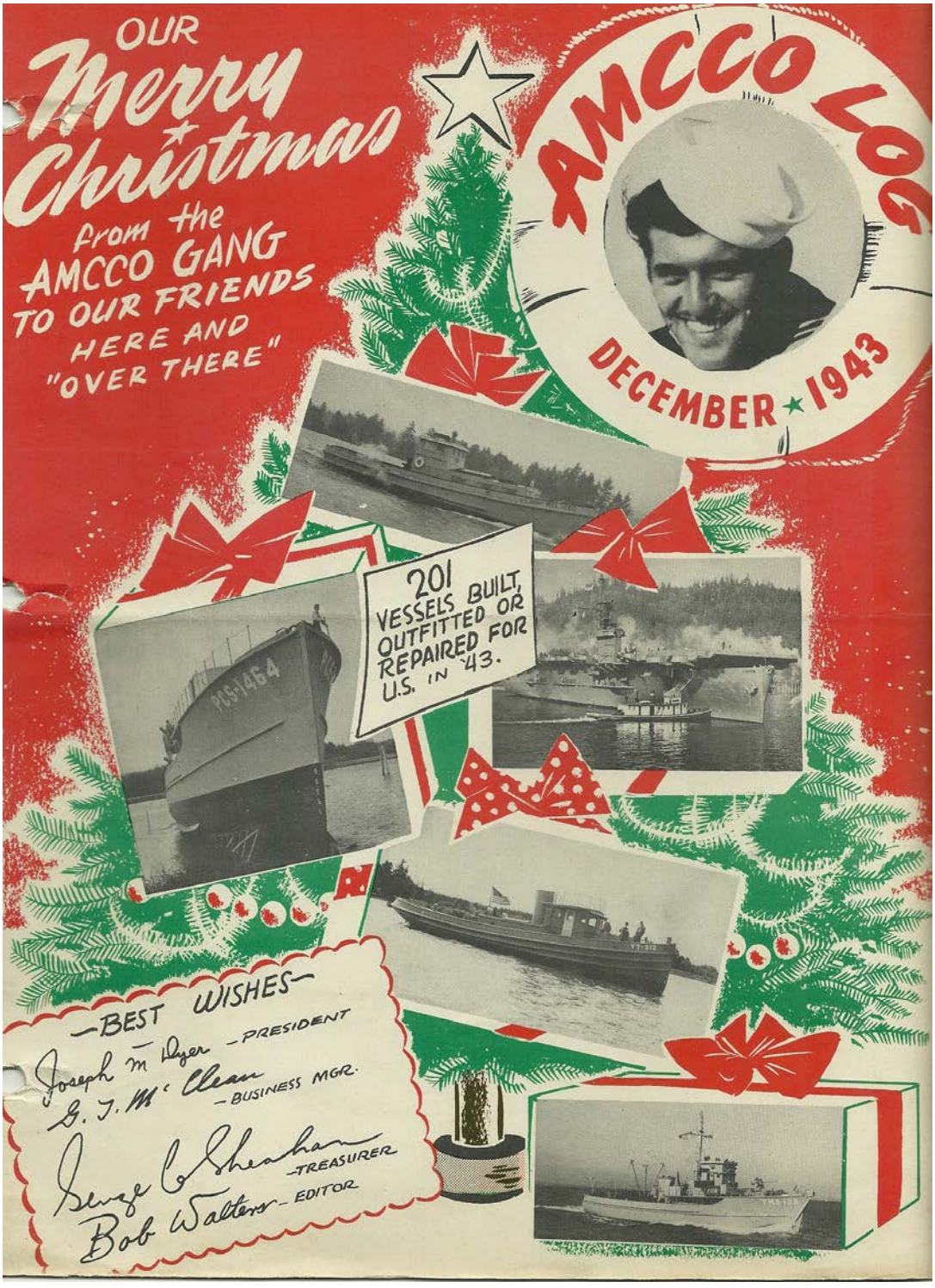


Figure 4: Cover of AMCCO Log, December 1943.

the AMCCO LOG

Published by Astoria Marine Construction Company Workers

VOL. 2 ASTORIA, OREGON ★ NOVEMBER, 1952 NO. 5

AMCCO'S "NEW LOOK" FROM THE AIR

This aerial photograph of AMCCO's Lewis and Clark yard was taken about noon one mid-October day by Paul Hedman. He and Gene Hall went up with Jim Rice for the picture taking. They shot a number of Astoria and AMCCO scenes.

Best as an overall view, this shows the entire yard and office. The Dash was absent that day having machinery installed at the Port Docks. When at the yard, it may be seen in the outfitting space to the left, which has been dredged and modified to provide a location for completing the AM's after launching.

As the first aerial picture taken in several years there are a number of new features not seen in earlier shots. One is the new time shack at the right of the main office; another the larger parking space, part of which is shown in the lower right corner; the rearrangement of the storage in the yard, including pipe stowage shown just behind the supervisor of shipbuilding's office; and the new first aid station at the left of the main office.

At the upper right corner is the large boat shed from which the AM's are being launched.

AMCCO SPEEDS WORK BY PREFABRICATING

The benefits of prefabrication are graphically emphasized by this photograph of AM 480, the keel of which was laid September 24 after launching USS Dash from this building slip on September 20. The accompanying photo was taken less than three weeks after keel laying.

To the extent practicable, prefabrication of frames and other laminated structure has been done in multiple for AM's 480-482 to economize the mold work, by making three of each part required. This procedure plus proper storage greatly speeds up work on the building ways.

Prefabrication, improvement in material procurement and delivery, education and experience on the AM 428-429 have already shown their effect in improving progress on the later ships.

Figure 5: Cover of AMCCO Log, November 1952.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property
County and State
Name of multiple listing (if applicable)

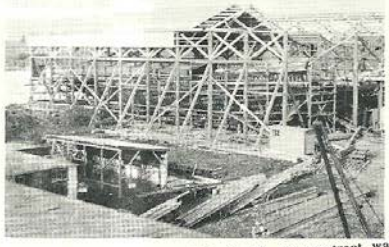
Section number Appendix 2: AMCCO Log & Advertising Page 37

AMCCO WENT TO WAR, TOO!

THIS IS THE SECOND IN A SERIES OF STORIES ABOUT ASTORIA MARINE CONSTRUCTION CO.

AMCCO became a war plant in late summer, 1941. The above picture shows the outdoor construction of the keels of YMS 100 and YMS 101. It was taken at 11 a.m. August 28.

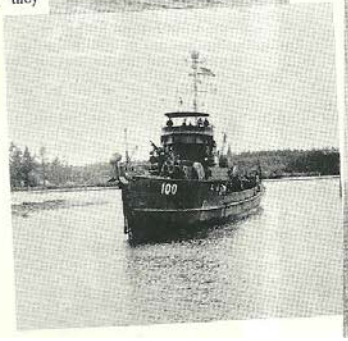
Several months later, new buildings were erected around and above the minesweepers. AMCCO facilities were growing like their war productions. The war brought many changes. Both Clair Mansker's home and Joe Dyer's were taken over for Navy office space. The main yard office building was remodeled. The yard itself was reorganized to provide the speediest, most efficient working system.

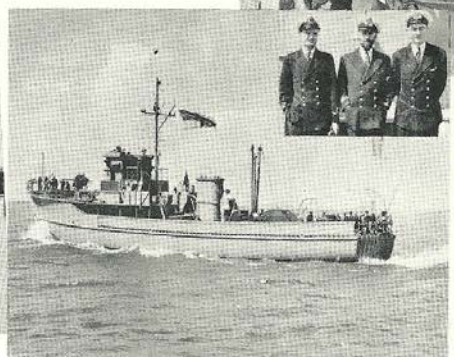


AMCCO's fourth war contract was received in December, 1942, for two Navy patrol ships, PC 1464 and PC 1465. The keels were laid on the ways of YMS 139 and YMS 140 immediately after their launching. Although similar to the minesweepers, they were designed for patrol and submarine chaser duties, with greater ordnance and more crew capacity. They were 136' long and the first of wooden construction in this area.

In early December, 1943, PC 1464 was christened by Mrs. Evelyn Thompson. On December 27, PC 1465, shown in the picture here, was christened by Gloria Macklin, daughter of Mrs. Clair Mansker. The commissioning ceremony was held February 15, 1944, with Lt. Donald L. Case taking command.

The minesweeper program was begun with YMS 100, launched at 11:18 a.m. April 12, 1942 and sponsored by Mrs. Joe Dyer. A V-mail Christmas card from the crew read "Greetings Joe, Aloha, Merry Xmas and stuff to you, Mrs. Joe, Tommy, and everybody. From the boys on YMS 100, "George" "Coop" "Mizoop" P.S. Heinie, too"! It was sent from somewhere in the South Pacific, where they spent three years before returning to AMCCO. The pictures show YMS 100 as she left and as she returned.





The YMS's gained fame in many ways. One was the feature ship for an article on minesweeps in Our Navy magazine. A natural-color cover showed the bridge and foredeck of a minesweeper. The article itself was topped with a 3-column pic of YMS 138, built during AMCCO's second contract and launched in April, 1943.

Astoria newspaper advertising carried shots of YMS 103. A picture of it was also used by the Chamber of Commerce for 1943 membership cards.

Letters from the officers and crews of AMCCO-built minesweepers showed that the ships had served in every South Pacific area, often on convoy duty. They wrote in high praise of the quality of workmanship. Ensign E. J. Jalli, who took YMS 135 from the yard, told of her experiences through wild storms and how she reached harbor with every piece in the hull in place and not a bolt loose. Similar letters came from other commanding officers.

* * * * *

Among the last contracts of the war years were two received in the fall of 1944. In August, AMCCO began construction of two YP's, refrigerated food cargo carriers of Tuna Clipper type. In September, they began pre-commissioning work on a group of AP-5's, attack troop ships, at the U. S. Naval Station.

Typical of AMCCO's minesweepers, YMS 137 was launched March 19, 1943, and christened by Barbara Snow, daughter of the Sidney Snow's. Many sponsors, like Barbara, were selected from a list of employee's daughters. The YMS 137 became BYMS 937, a British minesweeper under the command of Lt. J. Cramer-Parry. At Christmas, 1943, AMCCO received a note from Cramer-Parry, with a London address from "somewhere in West Africa". He wrote "To wish the Directors, Management and Staff a very happy Christmas, and good luck, prosperity and victory in 1944."

Figure 7: Page 4 of AMCCO Log, April 1953.

In addition to the contract for the PC's, December, 1942 brought a contract for a group of four Navy harbor tugs, YT 312 through YT 315. The first was begun December 21 on the original ways. Above, YT 314 and YT 315 are seen in the framing stage on July 19, 1943. At right, YT 314 takes a trial run in January, 1944. It had been launched November 29 and christened by Alma Helmerson, daughter of Shipwright Conrad Helmerson.

Department heads . . . in 1943 . . . from left to right, Clair Mansker, Al Regner, Harold Dahlgren, Truman Cook and John Omundson.

WALT MEADOR . . . AGE 21

BOB TAYLOR . . . IN 1936

TO EMPLOYEES OF ASTORIA MARINE CONSTRUCTION CO.
Congratulations on your pledge of 10% in WAR BONDS

The men and women of AMCCO gave their time for the building of ships, and their money for bonds. During 1942, bond campaigns were directed toward winning a Treasury T-flag, the reward for 100% participation in the 10% program. By the first of 1943, all employees had agreed to deduction of 10% from gross pay for war bonds. On February 8, at the launching of YMS 136, the T-flag was presented.

During the fifth war loan drive, employee purchases totaled $82,800, achieved through salesman contests for a turkey dinner. The losing team ate hamburgers.

Navy was not alone in its bid for AMCCO ships. The U. S. Transport Corps requested 15 towboats in July, 1943. Delivery was scheduled for the end of 1943. They were built using assembly line methods, with four or five under construction at a time. Completed, the 46' boats were shipped by railroad to other ports, with pilot houses stowed on after parts of decks.

CHARLIE UTTERBACK IN 1943

AMCCO employees took time out for fun, too. They took part in the only civilian softball team in Astoria during 1944, to win 9 games and lose only 2. They took time, too, one day in 1944 for the welder wedding of Garnet Verschuren and Harold Johnson. The wedding was held in the yard, with the newlyweds wearing their welding garb. There was a giant New Year's party that year, too, on January 8 at Suomi Hall. And there were the bond campaign dinners and other social events that lightened the rush of the building schedule.

It was called CVE and it was a rush job from July, 1943 to July, 1944. In giant contrast to the MTL towboat contract, CVE involved outfitting 50 flat tops built by Kaiser. The contracts were signed with the Puget Sound Navy Yard, and according to a Log article, directed AMCCO "to make certain changes dictated by battle experience since design of the vessels, install specified secret fighting equipment and other basic pieces of work preparatory to [illegible] installation and installing of miscellaneous equipment and accessories."

The first completed was Casablanca, and one year later to the day, Bunker Hill, the 50th carrier, was commissioned. In the photograph is the Lisscome Bay shortly before she left the Columbia. She was later reported sunk in battle.

GEORGE SHEAHAN . . . IN 1943

"For outstanding production". . .the war was nearing an end and AMCCO's all-out war construction program was nearing completion, to be rewarded with the Army-Navy E flag. It was presented in ceremonies August 15, 1944, by Capt. L. D. Whitgrove, Supervisor of Shipbuilding for the area. Holding the flag are Richard Girdler, employee spokesman, Joe Dyer and Capt. Whitgrove.

Figure 8: Page 5 of AMCCO Log, April 1953.

Table 1 of 6: WWII Wartime Vessels Constructed by Astoria Marine Construction Company

Number	Launching Date	Delivery Date	Date Span of Logbooks	Notes
YMS 100	4/12/42	6/20/42	June 20, 1942-August 16, 1945	
YMS 101	6/20/42	7/17/42	June 17, 1942-June 30, 1945	
YMS 102	8/1/42	8/22/42	August 22, 1942-June 30, 1945	
YMS 103	8/29/42	9/19/42	September 19, 1942-August 31, 1944	Damaged by mines 7 April 1945 in Nakagusuku-wan (Buckner Bay), Okinawa, beached 8 April 1945 and abandoned.
YMS 135	12/26/42	2/20/43	February 26-August 26, 1945	
YMS 136	2/8/43	3/19/43	March 19, 1943-June 30, 1945	Reclassified as Motor Minesweeper AMS-46, named EGRET, transferred to Brazil 1960
YMS 137	3/19/43	4/17/43	information not found	
YMS 138	4/17/43	6/7/43	June 19, 1943-July 31, 1945	
YMS 139	5/19/43	6/24/43	July 17, 1943-May 31, 1945 July 1-18, 1945	
YMS 140	6/19/43	8/12/43	August 12, 1943-April 30, 1945	hit by kamikazi off Okinawa
YMS 141	7/19/43	8/28/43	information not found	
YMS 142	8/16/43	9/30/43	information not found	
YMS 422	6/1/44	9/27/43	September 27, 1944-June 30, 1945	Recieved 2 battle stars for post WWII operations and as AMS-28, 10 battle stars for Korean War service, aka USS Osprey (AMS-28)
YMS 423	8/5/44	10/25/44	October 25, 1944-December 31, 1945	
YMS 424	8/12/44	11/24/44	November 24, 1944-December 8, 1945	Sunk in typhoon October 9, 1945 in Okinawa
YMS 425	9/30/44	12/21/44	December 21, 1944-June 30, 1945	Became USS SISKIN (AMS-58)
PCS 1464	10/11/43	1/8/44	January 8-December 31, 1944	
PCS 1465	12/27/43	2/15/44	February 16-December 31, 1944	Late in WWII she was renamed MINAH and in the 1950s reclassified first as AMCU-14 and later MHC-14. Post WWII she worked to clear mines out of Sasebo Harbor and rescued crew of a Japanese destroyer which struck a mine and sank. She employed divers to check previously sunken ships. En route to the US she sailed via Bikini Atoll where she helped prepare the area for atomic testing of Operation Crossroads, received one battle star for WWII service.
YT 312	6/19/43	8/23/43	information not found	
YT 313	11/3/43	11/23/43	information not found	
YT 314	11/29/43	1/12/44	information not found	
YT 315	12/24/43	1/24/44	information not found	
MTL 1057	10/12/43	10/21/43	information not found	
MTL 1058	10/12/43	10/21/43	information not found	
MTL 1059	10/27/43	11/3/43	information not found	
MTL 1060	10/27/43	11/3/43	information not found	
MTL 1061	11/27/43	11/30/43	information not found	
MTL 1062	11/27/43	11/30/43	information not found	
MTL 1063	11/27/43	11/27/43	information not found	
MTL 1064	11/27/43	11/27/43	information not found	
MTL 1065	12/7/43	12/21/43	information not found	
MTL 1066	12/7/43	12/21/43	information not found	
MTL 1067	12/20/43	12/30/43	information not found	
MTL 1068	12/20/43	12/30/43	information not found	
MTL 1069	12/21/43	12/30/43	information not found	
MTL 1070	12/21/43	12/30/43	information not found	
MTL 1071	12/23/43	12/31/43	information not found	
YP 623	1/27/45	information not found	April 14-October 31, 1945	
YP 624	3/23/45	information not found	information not found	

Numbers, Launching Date and Delivery Date gleaned from Columbia River Maritime Museum #1982.17.603

Table 2 of 6: WWII Wartime Vessels Altered by Astoria Marine Construction Company

Number	Name	Arrival Date	Completion	Notes
CVE-55	USS CASABLANCA	7/8/43	8/8/43	
CVE-56	USS LISCOME BAY	8/6/43	9/6/43	Sunk November 24, 1943 off Tarawa
CVE-57	USS CORAL SEA	8/27/43	9/26/43	
CVE-58	USS CORREGIDOR	8/31/43	9/30/43	
CVE-59	USS MISSION BAY	9/12/43	10/2/43	
CVE-60	USS GUADALCANAL	9/25/43	10/15/43	
CVE-61	USS MANILA BAY	10/5/43	10/25/43	
CVE-62	USS NATOMA BAY	10/14/43	11/3/43	
CVE-63	USS MIDWAY (ST. LO.)	10/23/43	11/12/43	Sunk October 1944- Leyte
CVE-64	USS TRIPOLI	11/1/43	11/20/43	
CVE-65	USS WAKE ISLAND	11/8/43	11/27/43	Damaged April 3, 1945 off Okinawa
CVE-66	USS WHITE PLAINS	11/15/43	12/4/43	Damaged October 1944- Leyte
CVE-67	USS SOLOMONS	11/22/43	12/11/43	
CVE-68	USS KALININ BAY	11/27/43	12/16/43	Damaged October 1944- Leyte
CVE-69	USS KASAAN BAY	12/4/43	12/23/43	
CVE-70	USS FANSHAW BAY	12/9/43	12/28/43	Damaged 6/44(Saipan) & 10/44(Leyte)
CVE-71	USS KITKUM BAY	12/15/43	1/3/44	Damaged January 1945- Luzon
CVE-72	USS TULAGI	12/21/43	1/9/44	
CVE-73	USS GAMBIER BAY	12/28/43	1/16/44	Sunk October 25, 1944- Leyte
CVE-74	USS NEHENTA BAY	1/3/44	1/22/44	
CVE-75	USS HOGGATT BAY	1/11/44	1/30/44	
CVE-76	USS KADASHAN BAY	1/18/44	2/5/44	Damaged January 1945- Luzon
CVE-77	USS MARCUS ISLAND	1/26/44	2/14/44	Damaged December 1944- Mindoro
CVE-78	USS SAVO ISLAND	2/3/44	2/22/44	Damaged January 1945- Luzon
CVE-79	USS OMMANEY BAY	2/11/44	3/1/44	Sunk January 4, 1945 near Mindoro
CVE-80	USS PETROF BAY	2/18/44	3/8/44	
CVE-81	USS RUDYERD BAY	2/25/44	3/15/44	
CVE-82	USS SAGINAW BAY	3/2/44	3/21/44	
CVE-83	USS SARGENT BAY	3/9/44	3/28/44	
CVE-84	USS SHAMROCK BAY	3/15/44	4/3/44	
CVE-85	USS SHIPLEY BAY	3/21/44	4/9/44	
CVE-86	USS SITKOH BAY	3/27/44	4/17/44	
CVE-87	USS STEAMER BAY	4/4/44	4/23/44	
CVE-88	USS CAPE ESPERANCE	4/9/44	4/28/44	
CVE-89	USS TAKANIS BAY	4/15/44	5/4/44	
CVE-90	USS THETIS BAY	4/21/44	5/10/44	
CVE-91	USS MAKASSAR STRAIT	4/27/44	5/16/44	
CVE-92	USS WINDHAM BAY	5/3/44	5/22/44	
CVE-93	USS MAKIN ISLAND	5/9/44	5/28/44	
CVE-94	USS LUNGA POINT	5/14/44	6/3/44	Damaged February 1945 Iwo Jima
CVE-95	USS BISMARCK SEA	5/20/44	6/9/44	Sunk February 21, 1945 Iwo Jima
CVE-96	USS SALAMAUA	5/26/44	6/15/44	Damaged January 1945- Lingayen Gulf
CVE-97	USS HOLLANDIA	6/1/44	6/18/44	
CVE-98	USS KWAJALEIN	6/7/44	6/25/44	
CVE-99	USS ADMIRALTY ISLANDS	6/13/44	6/30/44	
CVE-100	USS BOUGAINVILLE	6/18/44	7/5/44	
CVE-101	USS MATANIKAU	6/23/44	7/10/44	
CVE-102	USS ATTU	6/28/44	7/16/44	
CVE-103	USS ROI	7/3/44	7/21/44	
CVE-104	USS MUNDA	7/8/44	7/26/44	
CVE-55	USS CASABLANCA	7/12/44	8/15/44	
Numbers, Arrival, and Completion Date gleaned from Columbia River Maritime Museum #1982.17.603				

Table 3 of 5: WWII Wartime Vessels Altered by Astoria Marine Construction Company

Number	Name	Commissioning Date	Completion Date
APA-151	USS LA PORTE	unknown	unknown
APA-152	USS LATIMER	unknown	unknown
APA-153	USS LAURENS	unknown	unknown
APA-154	USS LOWNDES	9/14/44	9/24/44
APA-155	USS LYCOMING	9/20/44	9/30/44
APA-156	USS MELLIETTE	9/27/44	10/7/44
APA-157	USS NAPA	10/1/44	10/11/44
APA-158	USS NEWBERRY	10/6/44	10/16/44
APA-159	USS DRAKE	10/10/44	10/20/44
APA-160	USS DEUEL	10/13/44	10/23/44
APA-161	USS DICKENS	10/18/44	10/28/44
APA-162	USS DREW	10/22/44	11/1/44
APA-163	USS EASTLAND	10/26/44	11/5/44
APA-164	USS EDGECOMBE	10/30/44	11/9/44
APA-165	USS EFFINGHAM	11/1/44	11/10/44
APA-166	USS FOND DU LAC	11/6/44	11/16/44
APA-167	USS FREESTONE	11/8/44	11/19/44
APA-168	USS GAGE	11/12/44	11/22/44
APA-169	USS GALLANTIN	11/15/44	11/25/44
APA-170	USS GOSPER	11/18/44	11/28/44
APA-171	USS GRANVILLE	11/21/44	12/1/44
APA-172	USS GRIMES	11/23/44	12/3/44
APA-173	USS HYDE	11/26/44	12/6/44
APA-174	USS JERAULD	11/28/44	12/8/44
APA-175	USS KARNES	12/3/44	12/13/44
APA-176	USS KERSHAW	12/6/44	12/16/44
APA-177	USS KINGSBURY	12/6/44	12/16/44
APA-178	USS LANDER	12/9/44	12/19/44
APA-179	USS LAUDERDALE	12/12/44	12/22/44
APA-180	USS LAVACA	12/17/44	12/27/44
APA-199	USS MAGOFFIN	12/24/44	1/3/45
APA-200	USS MARATHON	10/28/44	11/7/44
APA-201	USS MENARD	10/31/44	11/9/44
APA-202	USS MENIFEE	11/15/44	11/13/44
APA-203	USS MERIWEATHER	11/7/44	11/16/44
APA-226	USS RAWLINS	11/10/44	11/20/44
APA-227	USS RENVILLE	11/14/44	11/24/44
APA-228	USS ROCKBRIDGE	11/18/44	11/28/44
APA-229	USS ROCKINGHAM	11/22/44	12/1/44
APA-187	USS OCONTO	unknown	unknown
APA-188	USS OLMSTED	unknown	unknown
APA-189	USS OXFORD	unknown	unknown
APA-190	USS PICKENS	9/18/44	9/28/44
APA-191	USS PONDERA	9/24/44	10/4/44
APA-192	USS RUTLAND	9/29/44	10/9/44
APA-193	USS SANBORN	10/3/44	10/13/44
APA-194	USS SANDOVAL	10/7/44	10/17/44
APA-195	USS LENAWEE	10/11/44	10/21/44
APA-196	USS LOGAN	10/14/44	10/23/44
APA-197	USS LUBBOCK	10/18/44	10/27/44
APA-198	USS MCCRACKEN	10/21/44	10/30/44
APA-230	USS ROCKWALL	1/14/45	1/23/45
APA-231	USS SAINT CROIX	12/1/44	12/?/44
APA-232	USS SAN SABA	12/3/44	12/13/44
APA-233	USS SEVIER	12/5/44	12/15/44
APA-234	USS BOLLINGER	12/9/44	12/19/44
APA-235	USS BOTTINEAU	12/30/44	1/8/45
APA-147	USS COTTLE	12/14/44	12/24/44
APA-148	USS CROCKETT	1/18/45	1/28/45
APA-149	USS AUDOBON	12/20/44	12/30/44
APA-150	USS BERGEN	12/23/44	1/2/45
APA-141	USS BUCKINGHAM	1/23/45	2/1/45
APA-143	USS CLERMONT	1/28/45	2/26/45
APA-144	USS CLINTON	2/1/45	2/11/45
APA-145	USS COLBERT	2/7/45	2/16/45
APA-146	USS COLLINGSWORTH	2/1/45	unknown

Table 4 of 6: Korean Wartime Vessels Constructed by Astoria Marine Construction Company

Symbol & Number	Name	Customer	Delivery Date	Notes
AM 428	DASH	U.S. Navy	8/14/53	Scrapped 1983
AM 429	DETECTOR	U.S. Navy	1/26/54	Scrapped 1983
AM 480	ONVERSAAGD	Dutch Navy	5/19/54	M884, scrappped 1979
AM 481	ONVEVREESDE	Dutch Navy	9/21/54	M885, scrapped 1989
AM 482	ONVERSCHROKKEN	Dutch Navy	1/18/55	M886, torpedo trials ship 1972

Numbers and Delivery date gleaned from Columbia River Maritime Museum #1982.17.603

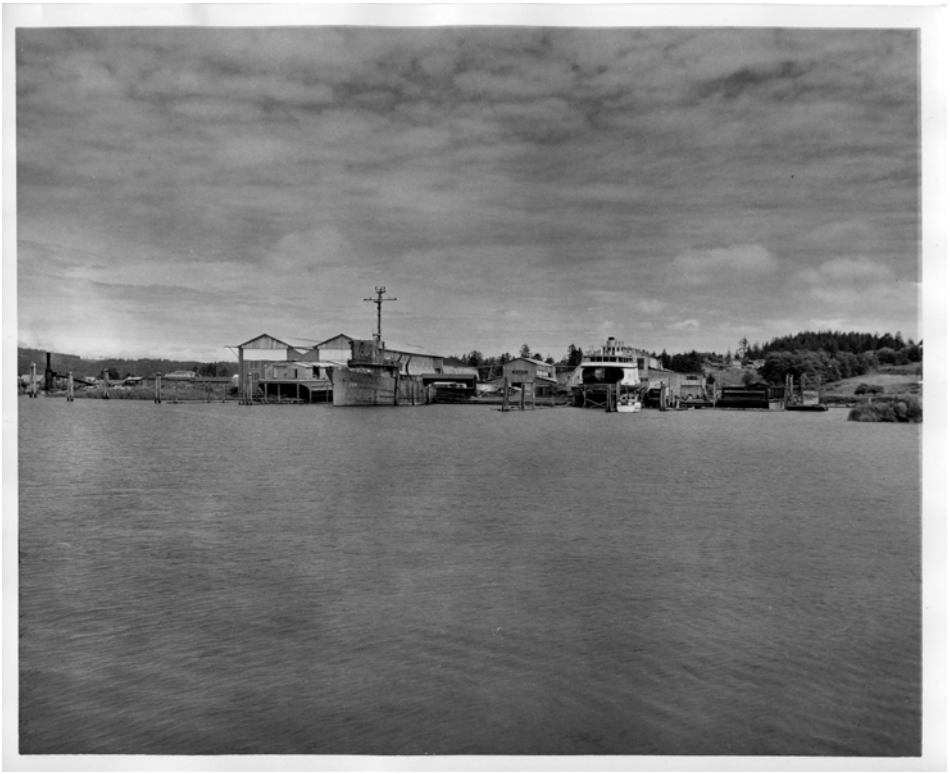
Table 5 of 6: Standard Symbols for U.S. Navy Vessels

Standard Symbols for U.S. Naval Vessels	
AM	American fleet minesweeper class
MSO	Ocean Minesweeper
YMS	Yard Motor Minesweepers
YT	Harbor Tug
PCS	Patrol Craft, Submarine
MTL	Tug
YP	Patrol Craft (self-propelled)

Table 6 of 6: Selection of Peacetime Vessels Constructed by Astoria Marine Construction Company

Name of Vessel	Description
10 gillnetters for Bristol Bay	sail-powered gillnet boats
Tourist III	Ferry built in 90 days for Astoria-Noth Beach Ferry Company
Trask	
E. Lester Jones	Twin screw, 300 hp, 96 foot U.S. Coast and Geodetic Survey Boat. First government vessel built at AMCCO.
Dyer designed Man O'War	Fastest of all cannery boat, won Astoria Regatta Races
Port of Bandon	500 hp bar tug
John Day	U.S. Engineers in Portland's survey boat
Kingfish	Fast cannery tender, later taken over by engineers for use around southern Oregon and beat the YMS warships into action by landing in the battles of Wake and Guam (constructed at AMCCO)
Tralee	65 ft troller
Evening	Trawler-yacht type
Sarah E.	45 ft troller
Viv	45 ft V bottom troller
Oregon	Built for Oregon Fish Commission, now in the service of the U.S. army
Diana and Joy G.	Deep-sea craft, first counter stern trollers in Lower Columbia area
Columbia River One Design	Sail boat designed for racing and cruising, Joe Dyer commissioned to design by Portland Yacht Club

Information gleaned from AMCCO Log



Photographer: Unknown

Date of Photograph:
Circa 1943

Location of Archive:
Columbia River Maritime Museum, accession #1982.17

1 of 10: View of shipyard across Lewis and Clark River, looking west. Compare with photo 1 of 16.

Photographer: Unknown

Date of Photograph: September 1952

Location of Archive: Columbia River Maritime Museum, accession #1982.17

2 of 10: The USS DASH (AM-428) was the first built of a new class of minesweepers. Her, her bow protrudes from the west elevation of the boat shop complex. Compare with photo 10 of 16.

Photographer: Unknown

Date of Photograph: August 28, 1941

Location of Archive: Columbia River Maritime Museum, accession #1982.17

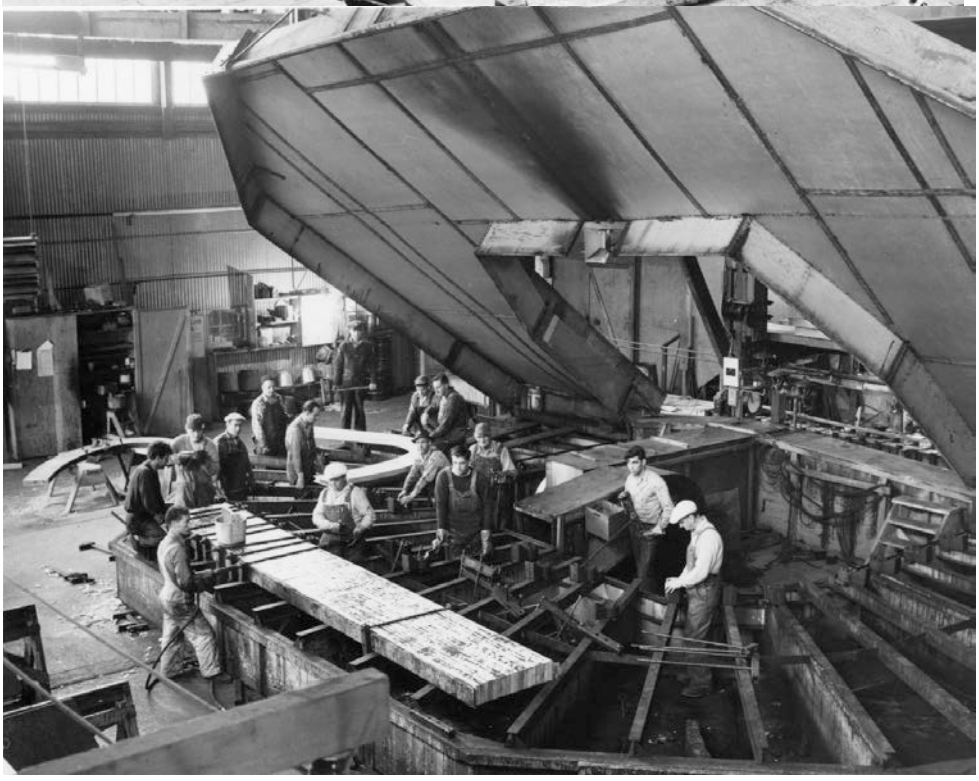
3 of 10: View of the outdoor construction of the keels for YMS 100 and YMS 101, looking east. Several months later the new boat shop complex was erected around these minesweepers.

Photographer: Unknown

Date of Photograph: Circa 1945

Location of Archive: Columbia River Maritime Museum, accession #1982.17

4 of 10: View of the southeast side of the shipyard



Photographer: Unknown

Date of Photograph: 1953

Location of Archive: Columbia River Maritime Museum, accession #1982.17

5 of 10: View of the laminating crew gluing lumber. While the lumber cured, a large lid was lowered over the members to provide heat and humidity. AMCCO was a pioneering shipyard in the laminating processes essential for the MSO minesweepers. The glue shop was located in the boat shop complex.

Photographer: Unknown

Date of Photograph: Circa 1953

Location of Archive: Columbia River Maritime Museum, accession #1982.17

6 of 10: View of ship construction inside the northwest bay of the boat shop complex. Compare with photo 15 of 16.

Photographer: Unknown

Date of Photograph: Circa 1953

Location of Archive: Columbia River Maritime Museum, accession #1982.17

7 of 10: Photo of minesweeper construction inside the southeast bay of the boat shop complex.

Photographer: Unknown

Date of Photograph: December 1952

Location of Archive: Columbia River Maritime Museum, accession #1982.17

8 of 10: USS DETECTOR (AM-429) decorated for launching inside the southeast bay of the boat shop complex.

Photographer: Unknown

Date of Photograph: February 1953

Location of Archive: Columbia River Maritime Museum, accession #1982.17

9 of 10: Looking west at the launch of the AM-480 (later to become Dutch ONVERSAAGD) into the Lewis and Clark River. Marine Way No. 3 can be seen in the foreground.

Photographer: Unknown

Date of Photograph: Unknown

Location of Archive: Columbia River Maritime Museum, accession #1982.17

10 of 10: Photo of Joseph M. Dyer at his drafting table.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

ASTORIA QUADRANGLE
OREGON – WASHINGTON
7.5 MINUTE SERIES (TOPOGRAPHIC – BATHYMETRIC)

1276 IV SW (CHINOOK) · 1276 IV SE (KNAPPTON) · 1276 I SW (ROSSBURG)

123°52′30″ · 46°15′ · 123°45′ · 47′30″ · 50′ · 12′30″ · 10′

1 150 000 FEET (WASH.) · 1 170 000 FEET (OREG.) · 350 000 FEET (WASH.) · 950 000 FEET (OREG.) · 920 000 FEET (OREG.) · 310 000 FEET (WASH.)

R. 10 W. · R. 9 W. · T. 9 N. · T. 8 N. · T. 7 N.

434000m.E. · 441000m.E. · 5120000m.N. · 5109000m.N.

5121 · 5120 · 5119 · 5118 · 5117 · 5116 · 5115 · 5114 · 5113 · 5112 · 5111 · 5110

436 · 437 · 438 · 439 · 441

1276 III NW (WARRENTON) · 1276 II NW (CATHLAMET BAY) · 1276 III SE (KNAPPTON) · 1276 II SW (GREEN MOUNTAIN) · (GEARHART) 1276 II SW

Point Ellice · WASHINGTON · OREGON · PACIFIC CO · CLATSOP CO · COLUMBIA RIVER · Tongue Point Bar · TONGUE POINT CHANNEL · Tongue Point Light · General Anchorage · LEWIS AND CLARK NATIONAL WILDLIFE REFUGE · U.S Coast Guard Sta · Lighthouse Tanks · Quarantine Anchorage · Tongue Neck · CATHLAMET BAY · Desdemona Sands · PROJECT DEPTH 12.19 METERS (40 FEET) 1981 · CORP BDY INDEF · Lights · BURLINGTON NORTHERN · Tongue Point Village · COLUMBIA RIVER HIGHWAY · John Jacob Astor Sch · Navy Heights · Mill Creek · Weather Bureau Tower · Courthouse · Cem · BM 14 · ASTORIA · Astoria High Sch · Coxcomb Hill · VABM 595 · Astoria Column · Astoria Reservoir · Smith Point · Tanks · Tapiola Park · Shively Park · Radio Towers · Astoria Air Marine Service · Youngs Bay Bridge · YOUNGS BAY · Daggett Point · Brown Cr · Jack Creek · CLATSOP STATE FOREST · JOHN DAY RIVER · BM 26 · BM 1 · Crosel Creek · NEHALEM HIGHWAY · INDEFINITE BOUNDARY · C S F · PORT OF ASTORIA AIRPORT · Miles Crossing · BM 8 · Knowsland Road · Tower No 2 · Tower No 1 · U S Navy Radio Sta · Landing Field · Slough · Cook · YOUNGS RIVER · County Home · School No 26 · OREGON COAST HIGHWAY · SEASIDE 14 MI. · WARRENTON 3.5 MI. · CLARK · Jeffers · Substation · Lewis and Clark Sch · LEWIS AND CLARK ROAD · WALLOOSKEE RIVER · Little Wallooskee River · Greenwood Cem · Grant Island · Barrett Slough · FORT CLATSOP NATIONAL MEMORIAL · Bradder Slough · MELVILLE 5.5 MI. · OLNEY 8.9 MI. · OLNEY 2.6 MI. · (OLNEY) · SVENSEN 5.6 MI. · WESTPORT 24 MI.

CHINOOK 4.3 MI. · MC GOWAN 1.6 MI.

CONVERSION SCALES

Feet	Meters
15000	4500
14000	4000
13000	4000
12000	3500
11000	3000
10000	3000
9000	2500
8000	2000
7000	2000
6000	1500
5000	1500
4000	1000
3000	1000
2000	900
1000	800
0	700
	600
	500
	400
	300
	200
	100
	0

Feet	Meters
1	.3048
2	.6096
3	.9144
4	1.2192
5	1.5240
6	1.8288
7	2.1336
8	2.4384
9	2.7432
10	3.0480

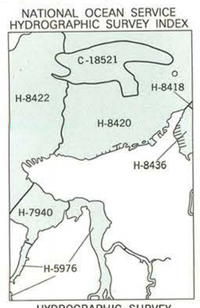
To convert feet to meters multiply by .3048

To convert meters to feet multiply by 3.2808

DEPTH GRADIENT
Meters · Feet · 0 · 0 · Exposed at low tide · Maximum depth

Mapped by the Defense Mapping Agency and the National Ocean Service
Published for civil use by the Geological Survey
Control by NOS/NOAA, USCE, Oregon State Highway Department and Pacific Power and Light Company
Topography from aerial photographs by multiplex methods
Aerial photographs taken 1943. Field checked 1949
Bathymetry compiled by the National Ocean Service from tide-coordinated hydrographic surveys. This information is not intended for navigational purposes
Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photography. Apparent shoreline (outer edge of vegetation) shown by light solid line
Polyconic projection. 1927 North American Datum
10,000-foot grid based on Oregon coordinate system, north zone and Washington coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 10, shown in blue
To place on the predicted North American Datum 1983, move the projection lines 24 meters north and 97 meters east as shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Red tint indicates areas in which only landmark buildings are shown
Revisions shown in purple compiled by the Geological Survey from aerial photographs taken 1981 and other sources This information not field checked. Map edited 1984

NATIONAL OCEAN SERVICE HYDROGRAPHIC SURVEY INDEX



HYDROGRAPHIC SURVEY INFORMATION

SURVEY NUMBER	SURVEY DATE	SURVEY SCALE	SURVEY LINE SPACING (NAUT. MILES)
H-5976	1935	1:10,000	.01–.05
H-7940	1951	1:10,000	.02–.08
H-8418	1958	1:10,000	.02–.12
H-8436	1958	1:5,000	.01–.05
H-8420	1958	1:10,000	.01–.12
H-8422	1958	1:10,000	.01–.17
NOS CHART 18521	MARCH 27, 1982		1:40,000

SCALE 1:24 000
1 · 1/2 · 0 · 1 MILE
1000 · 0 · 1000 · 2000 · 3000 · 4000 · 5000 · 6000 · 7000 FEET
1 · .5 · 0 · 1 KILOMETER

CONTOUR INTERVAL 50 FEET
DASHED LINES REPRESENT 25 FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 2 METERS WITH SUPPLEMENTARY
1 METER CONTOURS – DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.4 METERS

ROAD CLASSIFICATION 1951
Heavy-duty · 4 LANE | 6 LANE · Light-duty
Medium-duty · 4 LANE | 6 LANE · Unimproved dirt
U. S. Route · State Route

OREGON
QUADRANGLE LOCATION

BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AT THE DATE OF THE SURVEY
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092, AND NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

GN · MN · 0°35′ · 10 MILS · 20½° · 364 MILS
UTM GRID AND 1984 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

ASTORIA, OREG.–WASH.
46123-B7-TB-024

1949
PHOTOREVISED 1984
BATHYMETRY ADDED 1984
DMA 1276 III NE – SERIES V892

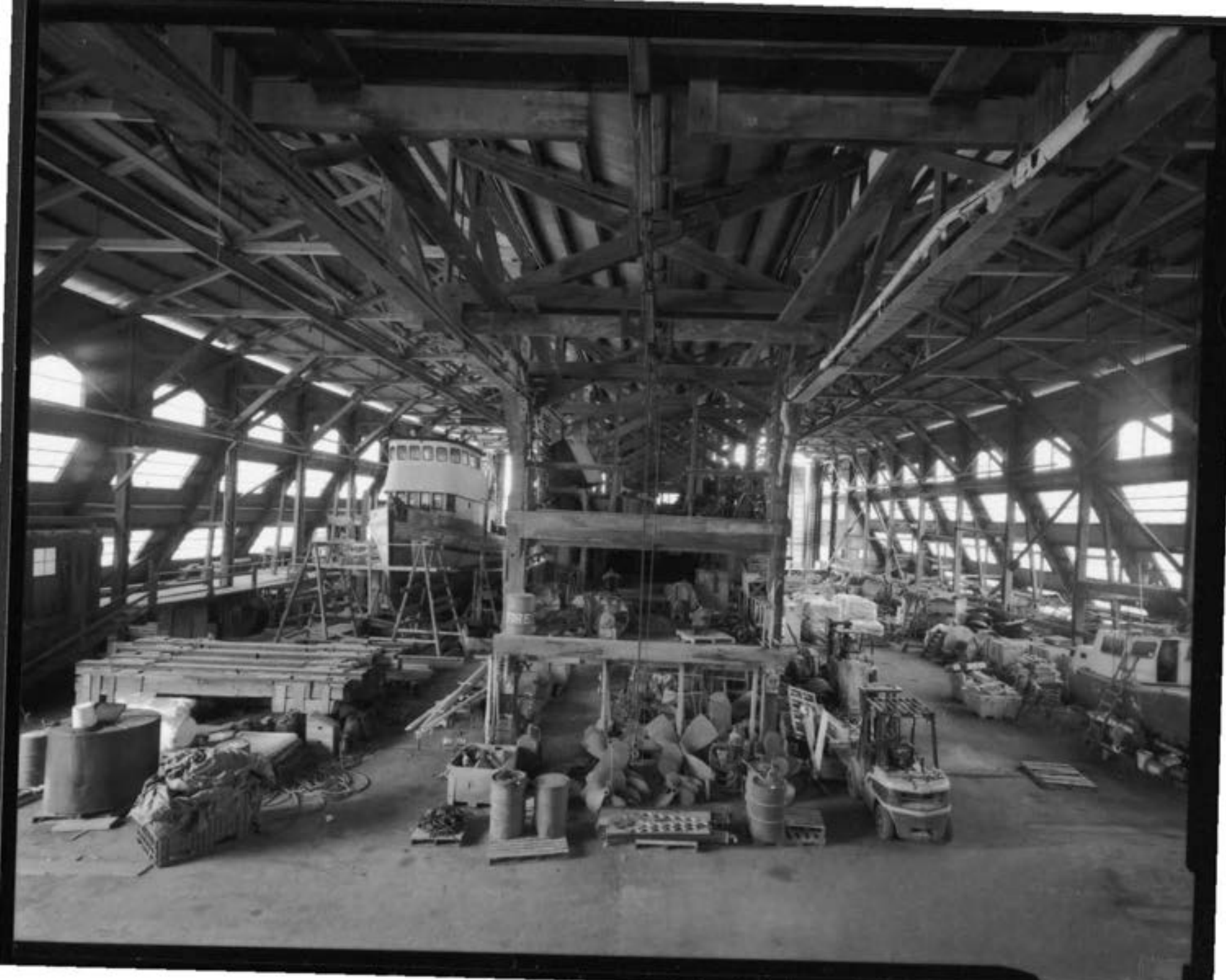
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1985

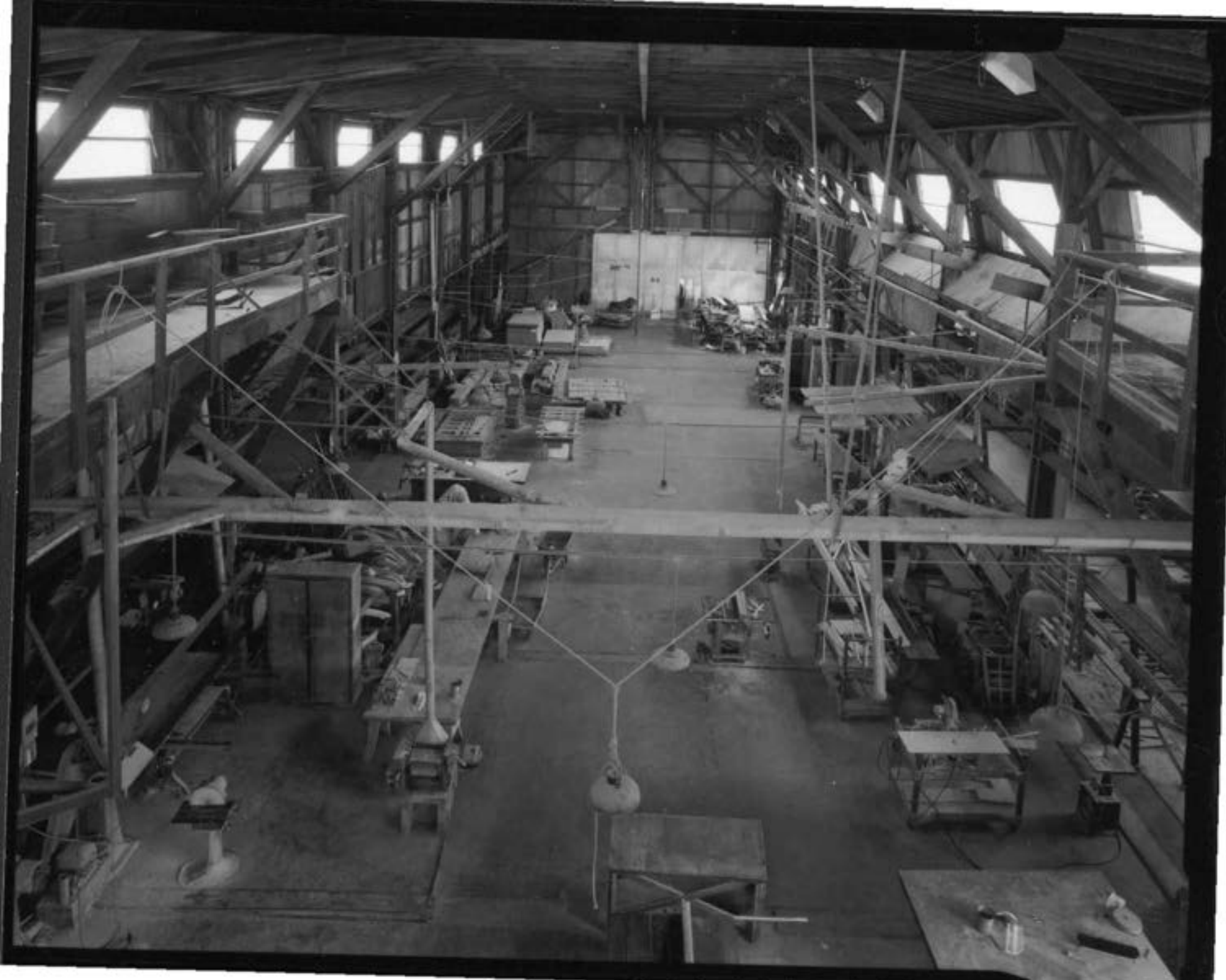
Astoria Marine Construction Co
Astoria, Clatsop Co, OR
Lat/Long Coordinates
A. 46.146011, -123.863367
B. 46.145997, -123.861461
C. 46.143944, -123.861456
D. 46.143939, -123.861626
E. 46.144014, -123.861581
F. 46.144186, -123.663872


CONSTRUCTION CO


ASTORIA MARINE CONSTRUCTION CO.


MALIA LIISA
ASTORIA





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Astoria Marine Construction Company Historic District

MULTIPLE NAME:

STATE & COUNTY: OREGON, Clatsop

DATE RECEIVED: 11/22/13 DATE OF PENDING LIST: 12/24/13
DATE OF 16TH DAY: 1/08/14 DATE OF 45TH DAY: 1/08/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13001058

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 1/8/14 DATE

ABSTRACT/SUMMARY COMMENTS:

military + industry - State + national Significance
Constructed MSO minesweepers for the Korean War effort 1950-1955
US Navy - ship builder 1941-1945.

RECOM./CRITERIA A

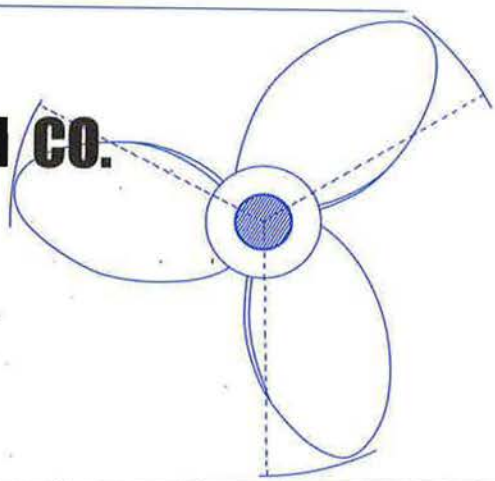
REVIEWER [illegible] DISCIPLINE [illegible]

TELEPHONE _____ DATE 1/8/14

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

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

ASTORIA MARINE CONSTRUCTION CO.



Mr. Roger Roper, Deputy State Historic Preservation Officer
Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97301-1266

Dear Mr. Roper,

As President of Astoria Marine Construction Company I would like to formally withdraw my objection to the proposed listing of Astoria Marine Construction Company in the National Register of Historic Places. I previously objected to the listing in a notarized letter dated 4/22/2013.

I understand that the State Advisory Committee on Historic Preservation voted unanimously in support of forwarding the nomination to the National Park Service for listing in the National Register. I would now like to express my support for this process.

Sincerely,

Donald Fastabend, President
Astoria Marin Construction Company

Date 7/15/13

OFFICIAL SEAL
JEANNIE IEAVONNE ALEXANDER
NOTARY PUBLIC-OREGON
COMMISSION NO. 457917
MY COMMISSION EXPIRES APRIL 21, 2015

jalexander
7-15-2013

MARINEWAYS
BUILDING - REPAIR

92134 FRONT ROAD
ASTORIA, OR 97103
503-325-4121

ASTORIA MARINE CONSTRUCTION CO.

State Historic Preservation Office
725 Summer St. NE, Ste C
Salem, OR 97301-1266

State Advisory Committee on Historic Preservation:

In regard to the proposed listing of Astoria Marine Construction Company in the National Register of Historic Places.

As President of Astoria Marine Construction Company I object to this proposal at this time.

Donald Fastabend
President
Astoria Marine Construction Company

Date 4/22/13

OFFICIAL SEAL
KRISTINA M. WEICHAL
NOTARY PUBLIC - OREGON
COMMISSION NO. 470799
MY COMMISSION EXPIRES AUGUST 12, 2016

Kristina M. Weichal

MARINEWAYS
BUILDING - REPAIR

92134 FRONT ROAD
ASTORIA, OR 97103
503-325-4121

Oregon
John A. Kitzhaber, MD, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE, Ste C
Salem, OR 97301-1266
(503) 986-0690
Fax (503) 986-0793
www.oregonheritage.org

November 15, 2013

Ms. Carol Shull
National Register of Historic Places
USDOI National Park Service - Cultural Resources
1201 "Eye" Street NW, 8th Floor
Washington, D.C. 20005

Re: National Register Nomination

Dear Ms. Shull:

At the recommendation of the Oregon State Advisory Committee on Historic Preservation, I hereby nominate the following historic property to the National Register of Historic Places:

ASTORIA MARINE CONSTRUCTION COMPANY HISTORIC DISTRICT
92134 FRONT RD
ASTORIA, CLATSOP COUNTY

We appreciate your consideration of this nomination. If questions arise, please contact Diana Painter, Architectural Historian, at (503) 986-0668.

Sincerely,

Roger Roper
Deputy State Historic Preservation Officer

Encl.