NPS Form 10-900a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section _____ Page ___

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 07000300 Date Listed: 4/12/2007

USS LCI-713 (Landing Craft Infantry)	Clatsop	OR
Property Name	County	State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper	Date of Action
	4/12/07

Amended Items in Nomination:

Location:
The correct county code is: *07*

U. T. M. Coordinates:
The correct U.T.M. Coordinates are: *10* *438600* *5116000*

These clarifications were confirmed with the OR SHPO office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

NPS Form 10-900
(Oct.1990)

OMB No. 10024-0018

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name U.S.S. LCI-713

other names/site number Amphibious Forces Memorial Museum Ship

2. Location

street & number 100 39th Street (Pier 39) ☐ not for publication

city or town Astoria ☐ vicinity

state Oregon code OR county Clatsop code 7 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 X nationally ____ statewide ___locally.

Signature of certifying official/Title - Deputy SHPO — Date 2.27.07

Oregon State Historic Preservation Office
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Action — Signature of the Keeper — Date of

X entered in the National Register
___ See continuation sheet.

____ determined eligible for the National Register
___ See continuation sheet.

____determined not eligible for the National Register

____removed from the National Register

____ other (explain):

4/12/2007

U.S.S. LCI-713
Name of Property

Clatsop, Oregon
County and State

5. Classification

Ownership of Property
(check as many as apply)

__X__ private
____ public - local
____ public - state
____ public - Federal

Category of Property
(check only one box)

____ building(s)
____ district
____ site
__X__ structure
____ object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		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: Naval facility
TRANSPORTATION: Water related

Current Functions
(Enter categories from instructions)

WORK IN PROGRESS
RECREATION AND CULTURE: Museum

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

foundation:
walls:
roof:
Other: METAL: steel

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

See continuation sheets.

NARRATIVE DESCRIPTION

The USS LCI -713 is a World War II Landing Craft Infantry (LCI) 351-class amphibious assault vessel. LCI's were designed for cross-ocean sailing. At a cruising speed of 10 knots an LCI could cover 4,000 nautical miles without refueling. In this context, the term "amphibious' is used to describe a vessel capable of landing men and material directly onto a beach without the use of docks and wharfage to complete that task. The letter/number title "LCI-713" was used by the Navy in lieu of an actual name.

LCI—713 As Built

Originally designed at the beginning of World War II, the LCI -713 was constructed by the George Lawley & Son shipyard located in Neoponset, Massachusetts. Commissioned in October 1944, it featured all the improvements created since the first vessel of this type had been constructed two years earlier. This vessel has an overall length of 158' 5.5" in length, with a beam (width) of 23' 3". The ship was designed to transport a company of fully equipped troops (182 men) as well as 6 officers. The vessel's cargo capacity is rated at 75 tons. When fully loaded, the vessel displaced approximately 419 tons.

The vessel is generally constructed of ¼" steel plate and is designed for rapid assembly line production. Constructed entirely throughout with welding, it was intended that the LCIs were not going to require specialized parts or construction techniques that would interfere with other naval ship construction. The vessel is constructed with a flat hull that, with a draft of 2.5,' would allow the vessel to successfully land troops on the relatively flat beaches of France.

The LCI -713 has two decks. Beneath the lower deck are various tanks and voids. This vessel was built with fuel tanks carrying 130 tons (35,600 gallons) of diesel fuel, fresh water tanks, a lubricating oil tank holding 200 gallons and a special tank holding oil to be used to operate a smoke generator that would be used to obscure the landing force from enemy observation. There were also tanks used for holding ballast.

The lower deck consists of a series of compartments accessible from the main deck. From the bow, there is the bosun's locker, a small storeroom for equipment and spare parts. Next in order are three "troop compartments" each providing accommodation for about 60 assault troops.

Aft of the troop compartments is the crew compartment. This compartment is designed with twenty-four (24) tube framed "racks" (berths) for the crew. The compartment also housed the ships gyro compass.

Looking aft (rear) from the crew compartment, the next compartment is the engine room. Though now empty, this room once held eight General Motors 6-71 diesel engines. These engines were arranged in two banks of four engines each. Each bank is connected to a shaft that is equipped with a four foot in diameter variable pitch propeller. Each shaft is rated at 1600 BHP (Brake Horsepower). This allowed the vessel to travel at a maximum speed of 16 knots.

The propellers were protected during beaching operations by three vertical steel skegs. This was probably the Navy's first use of the controllable-pitch propeller concept and allowed for effective performance both at sea and during landings. The engine exhaust system was designed with both above and underwater exhaust systems, with the latter used during landings when it was necessary to lessen engine noise. Also in this compartment were associated equipment as well as two 250 kilowatt electrical generators to power the ship's systems when the engines were not in use.

The final four compartments consisted of a small, fourth, troop compartment holding approximately 24 troops. Through this compartment two small storage lockers are reached. One is for ship's food stores and the other is the ship's ammunition magazine (compartment). At the stern (rear) is the steering compartment. This small room holds the ship's steering gear. From this compartment, the vessel could have been steered manually if the electro-mechanical steering system were disabled.

The main deck can be divided into three distinct parts. Forward of the deckhouse is the forecastle/well deck. The forecastle's enclosed space was multi-purposed. This LCI differed from previous models in that earlier models were equipped with a landing ramp on each side of the bow that is lowered for troop debarkation. Its central function was to house the ramp that is extended through the center doors and allowed the troops to depart the ship (Photograph #2). The newer arrangement provided additional safety to departing soldiers. The forecastle also served as an assembly point for embarking troops, as the primary toilet facilities for the embarking troops, and as a general work space by the crew when troops were not on board.

Immediately to the rear of the forecastle is the "well deck". This space was used for troop staging prior to debarkation and as storage space for two spare diesel engines. Also located on this deck was the gasoline-motored winch that was used to raise and lower the bow ramp for troops.

The deckhouse encompasses over 40% of the main deck (Photograph #3). Located within and looking aft and to the starboard (right) is a small stateroom for up to nine troop officers (3x3 "pipe" racks). Aft of this compartment is a stateroom for the ship's executive and engineering officers, the radio room, the Captain's stateroom, the officer's head (bathroom) (Photograph #4, and the crew's head (which also served the same purpose for troops berthed in troop hold #4—the aft troop hold). To the port (left) side of the deck house is a large space used for crew messing (dining facility) and for general workspace. Farther aft is the "clipping" room". This space was dedicated as the ship's casualty station as well as for general work when not in combat. Next in line looking aft on the left side of the deckhouse is the "ward room" (dining area) for ship's officers, and the galley (kitchen). Attached to the galley is a refrigeration / freezer locker for perishable food.

Aft of the deckhouse, is deck space for the ship's "Carley floats" (life rafts), a small boat with an outboard motor, a smoke generator (used to obscure the ship and troops from enemy gunfire during landings), and a winch used in conjunction with the kedging anchor (Photograph #6). This was used during landings to assist in pulling the boat off the beach after the troops had landed. At a point about 100 yards off shore, the

anchor is dropped. After the troops were landed, the engines were reversed and the winch engaged to pull the ship back toward the anchor.

Above the deckhouse level is the pilothouse deck and the pilothouse. This deck holds four of the five ship's guns. It also holds the flag locker (signal flags) as well as the "Charlie Noble" (galley stovepipe). The pilot house is cylindrical in shape and is where the ship is steered while at sea (Photograph #5). Located within it are the electrical steering gear, navigation instruments, engine telegraph, and small chart table. Access to this compartment is either through a stairway from the deckhouse, via two doorways on either side of the pilot house or via an internal stairwell connected to the deckhouse.

Above the pilothouse is the conning station. This is connected to the top of the deckhouse via a stairway from the stern. This open station allowed for better line of sight and allowed the ship's officers to direct the ship while at sea. The conning station also had the ships signal light as well as platforms for sailors keeping watch at sea. Directions to the pilot house, engine room and elsewhere is via voice pipes and by sound powered telephones.

As a ship of war, the LCI -713 was equipped with defensive armament. As a standard amphibious transport of this class, this vessel was equipped with five single (5) 20mm Oerlikon automatic cannons. Each was enclosed in a steel circular gun tub. One was located at the bow on the forecastle. The remaining four were placed on the roof of the deckhouse at each of the four corners. These cannon used an attached magazine holding 60 rounds of ammunition. These magazines were stored in ready ammunition lockers next to each gun tub, on brackets along the forecastle bulkheads and in the ships magazine located aft.

LCI—713 Integrity Analysis, Current Condition, and Restoration Efforts

In order to maintain the historical integrity of this restoration project, a number of sources and specific guidelines are being used. In the project's repair and restoration program, a copy of the complete technical blueprint file for LCI 351 class vessels maintained at the National Archives has been obtained and is regularly consulted. These blueprints show not only how the vessel was constructed but also where equipment was located and the "brand" of that equipment. These blueprints are supported by Naval Bureau of Ship by copies of files describing, for example, paint schemes and color charts, authorized spare parts lists, and equipment installation notes. In addition to the Navy blueprints and supporting documents, additional blueprints and material obtained from the Hart Nautical Collection at the Massachusetts Institute of Technology have also been obtained and are referred to. Another source of technical information came from drawings, brochures and photos of equipment supplied by the variety of private contractors.

Supporting these technical files are other sources of valuable information. Substantial information has been obtained from a large number of both interior and exterior photographs of World War II operational LCI's that have been acquired. The recollections of surviving naval personnel assigned to this specific vessel and like type vessels during World War II are consulted to insure that this vessel will be historically accurate.

Finally, as each shipyard was allowed some latitude in construction, the ship itself is able to assist us. In examining the location of weld marks, we can determine the correct placement of equipment.

From the beginning restoration efforts have been guided by those established by the Naval Historical Ships Association. These are essentially the same guidelines developed by the National Park Service for historic vessels. Two key elements of those guidelines are that restoration work is done whenever possible with the same type of material and using the same construction methods of that period.

The LCI -713 is, structurally, essentially unchanged since World War II. Externally, the ship's silhouette is missing only a few items from it original 1945 appearance. These consist of the ships armament (five 20mm Oerlikon cannons), gun mounts, main deck winches and a few minor parts. The only post-navy exterior addition to the ship was the placement of a small "hatch" on the port side of the hull that would allow for transfer of fuel from the fuel tanks to another vessel tied up alongside. This will eventually be removed.

Restoration continues as parts and equipment become available. Even though LCIs were designed to be simple, a great deal of equipment was still required to make the vessel functional. In the fifty years prior to the present restoration efforts, many of these furnishings and equipment had been stripped from the interior. All major systems including, propulsion, electrical navigation, plumbing are incomplete in one form or the other. The vast majority of these missing pieces would normally not be observable to the public and would not be considered to be character-defining features. However, their acquisition is necessary for our goal of a fully functioning vessel.

Substantial progress has been made in obtaining the same type of furnishings and equipment that once was installed on this ship, still much work still remains. Again, the goal has been to restore the LCI -713 internally and externally to its World War II appearance. In order to reach this goal, the project continues to make substantial efforts in obtaining the correct equipment for this vessel.

The efforts to date include:

- Acquisition of parts and equipment from remaining World War II vessels in private ownership.
- Acquisition of parts and equipment from Department of Transportation's Maritime Administration (MARAD) sources at Suisun Bay, California (US Navy's mothball fleet).
- Acquisition of parts and equipment from surplus purveyors, marine salvage yards and collectors.
- New Manufacture of specific parts and equipment to World War II specifications using in-kind materials and workmanship.

For example, the electrical components of all Navy ships of that era were connected using what was known as armor cable. This was specially constructed with an outer metal sheath that protected it from damage. Many old barges were converted from World War II vessels. The project obtained a substantial amount of

armor cable of the right dimensions from these old barges prior to their dismantling. Thus the same-kind materials are installed in this vessel.

The MARAD fleet still contains vessels that were constructed during World War II. As a qualified vessel, a number of mundane but important parts were obtained from this source. This would include items such as common electrical switches and shower heads. Again the goal is to install same kind materials as were originally on this ship whenever possible.

Even sixty years after World War II, salvage parts and equipment can still be located. The project is constantly searching for small parts and equipment to outfit this vessel. For example, all Navy ships were equipped with a complete set of signal flags. These flags varied in size depending upon the size of the ship. We are aware of the size of signal flags issued to LCI's. The organization is also aware of the fact that flag construction has changed since the war. As a result substantial efforts have been made to acquire original World War II signal flags for our flag locker (flag bag). The goal is to have a complete set for viewing and a second, more modern and durable set for flying.

Finally, despite these efforts it will be necessary to custom manufacture parts. For example after the war, the armament was removed from the ship. This included the "gun tubs"; a circular wall made of ¼" steel, approximately 3 feet high that enclosed the gun position for about 300 degrees and provided some protection for the gun crew. To reproduce the gun tubs, ¼" steel plate was obtained and rolled at an angle consistent with blueprint designs. It was then welded to the deck as originally done and the top corners rounded per blueprint specifications. Later degree markings were painted in white on the inside of the gun tub as seen in photographs taken during World War II. In all of our efforts, our first and foremost consideration is to maintain historical accuracy.

Based on the information that we have obtained from our official naval blueprints and equipment lists obtained from the National Archives, World War II photographs, and crewmember recollections, we are extremely confident that the restoration efforts in regard to this vessel will be as accurate as possible.

Prior to restoration efforts, the ship was, it could be safely said, a "rust bucket" (Photograph #7). The first step was to remove 60 years of accumulated rust and grime over thousands of square feet of the ship's surfaces. A substantial effort was made to re-paint both the exterior and interior of the vessel and this has largely been accomplished.

The next step was to re-establish the ship's silhouette by re-constructing such items as the ship's gun tubs (where the ships armament was placed) and the signal light station, etc. Today, the exterior appearance is as it would have looked back in 1945, minus a few pieces of equipment as stated earlier. A major addition to the silhouette will be the placement of the ship's armament that has now been acquired and will be re-built and installed in the coming year.

Restoration of the vessel continues with the assistance of volunteer labor. In order to assure that restoration efforts are kept on schedule, the museum has adopted a program management system. This will monitor progress and allows for coordination of resources and efforts.

U.S.S. LCI-713
Name of Property

Clatsop, Oregon
County and State

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.

__X__ 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.

Areas of Significance
(Enter categories from instructions)

MARITIME HISTORY
MILITARY
ENGINEERING

Period of Significance

1944-1945

Significant Dates

1944, 1945

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 of age or achieved significance Within the past 50 years

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

U.S. Navy Bureau of Ships, engineering
George Lawley, builder

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography (Cite books, articles, and other sources used in preparing the form on one or more continuation sheets) See continuation sheets

Previous documentation on file (NPS):
- ___ preliminary determination of individual listing (36CFR67) has been requested
- ___ previously listed in the National Register
- ___ previously determined eligible by the National Register
- ___ designated a National Historic Landmark
- ___ recorded by Historic American Buildings Survey
- ___ recorded by Historic American Engineering Record

Primary location of additional data:
- __X__ State Historic Preservation Office
- ___ Other State agency
- ___ Federal agency
- ___ Local government
- ___ University
- __X__ Other

Name of repository: Amphibious Forces Museum

STATEMENT OF SIGNIFICANCE

Commissioned and built in 1944, the U.S.S. LCI-713 is significant at the national level under Criterion A, in the areas of Maritime History and Military History for its direct association with combat operations in the southwest Pacific during World War II. It is also significant under Criterion C in the area of Engineering as the only known remaining example of an LCI in its original configuration, and only three comparable LCI (L) ships of the same class as LCI-713 are known to exist.[1] Interestingly, there is a local connection between LCIs with the city of Portland, Oregon, as two of the ten shipyards dedicated to LCI production were located on the Portland waterfront.

Historic Context: The LCI and World War Two

The U.S.S. LCI -713 is a World War II Landing Craft Infantry (LCI) 351-class amphibious assault vessel. It was designed to enable troops and materials to make landing without docks or wharves, and was used in World War II to make landings directly onto beaches. The U.S.S. LCI-713 was commissioned on September 18, 1944, and was one of approximately 1,051 ships of its type constructed in ten different US shipyards during World War II. Sixty years after the end of World War II, this ship is the last known vessel of its type in original configuration.

In the previous 155 years, the U.S. Navy had approached landing military forces on a foreign shore as more of an afterthought. In earlier times, a landing point was located where opposing forces were not present and troops and equipment landed. The battle was then fought between the two opposing armed forces on land and away from the sea.

With the improvement in weaponry (both in volume and lethality) and mobility, the era of leisurely amphibious landings had past. This was brought painfully to notice during World War I with the ultimately disastrous British landings at Gallipoli, in Turkey. Although designed to knock Turkey out of the war, the uncoordinated and leisurely landing of British and Dominion troops allowed enough time for the Turks to mount a defense and prevented the Allied forces from leaving the landing zone. The result, like the trench warfare in France, was stalemate, substantial casualties, and the eventual withdrawal of British forces and the temporary "disgrace" of Churchill.

During the early 1930s, the United States Navy recognized that a war in the Pacific was going to require the Navy to land troops and equipment on hostile island beaches under fire from enemy forces. A new doctrine of warfare was then established that called for large 10,000-ton vessels to transport men and equipment to the landing site. They would then be transferred to small craft of under 50 feet in length that would be carried by these transports. The small boats would then land directly on the beach. However, by

[1] Please see Section 11, pages 1-3 for a full discussion concerning comparable ships to U.S.S. LCI-713.

the time of the attack on Pearl Harbor on December 7, 1941, the Navy had only thirty of these large vessels available, most of which were not ready for war.

With the defeat of France in June 1940, Britain faced the reality that the military defeat of Germany was going to require a forced invasion of the European continent. This would require a new naval capability that the Royal Navy did not possess. During 1941, the British navy toyed with the concept of an amphibious vessel capable of carrying 150 troops from England to anywhere in Europe. Unfortunately, the shipbuilding capability in the British Isles was incapable of producing such a vessel in the numbers required. In early 1942, they turned to the United States for assistance.

Building the LCI

At that time, the U.S. Navy was also realizing that conducting large-scale amphibious operations around the globe was going to require many more ships than originally envisioned. It was also going to require a differing mix of assault craft and a new strategy for employing them. The one fact forcing this was a re-evaluation of the danger of air power. Under the original doctrine, landing a division (major combat organization) of troops required ten of the large transports. Yet the destruction of one transport prior to invasion would seriously interfere with that unit's mission. Pearl Harbor proved the danger of aircraft to the Navy. One way of mitigating air power danger was the use of smaller but more numerous vessels. The vessel later known as the Landing Craft Infantry concept fit into that idea.

During the month of May 1942, U.S. naval planners and architects with the Bureau of Ships established a basic design for the LCI. The first problem that the designers had to contend with was, like the British, the usual shipyards in the US were completely booked with construction of larger vessels. If these vessels were going to be built, they were going to have to be built elsewhere.

The solution was that LCIs were going to be constructed in small yards that had been previously used to construct large fishing boats, yachts, and coastal steamers. The initial designs were completed in May with final designs, assignment of yards, and acquisition of supplies taking place in June. The first LCIs were laid down in July with the first ones being commissioned in early October. The ten shipyards given contracts to construct LCIs produced approximately 150 vessels every quarter. The last LCIs were commissioned in October, 1944. These shipyards, their location, and the number each produced is summarized in the following table.

SHIPYARD	LOCATION	Landing Craft Infantry	Landing Craft Support	TOTAL
Albina Engine & Machine Works	Portland, Oregon	21	31	52

Commercial Iron Works	Portland, Oregon	56	52	108
Bethleham Steel Corporation	Hingham, Massachusetts.	41		41
Brown Shipbuilding	Houston, Texas	32		32
Consolidated Steel Corporation	Orange, Texas	105		105
Defoe Shipbuilding	Bay City, Michigan	47		47
Federal Shipbuilding	Kearney, New Jersey	36		36
George Lawley & Sons	Neoponset, Massachusetts.	160	47	207
New Jersey Shipbuilding	Barber, New Jersey	375		375
New York Shipbuilding	Camden, New Jersey	48		48
	TOTAL	**921**	**130**	**1051**

Albina Engine & Machine: Originally located on the east side of the Willamette River in Portland, Oregon (near what is now the Fremont Bridge), Albina began in 1918 and built a number of small naval craft during World War II. This company was contracted to build a mix of LCIs and the up gunned Landing Craft Support. The latter uses the same hull, engine and other primary systems but had increased firepower and a larger crew. Albina continued to build tugs and barges after the war before shutting down their shipyard services in 1971.

Commercial Iron Works: Commercial Iron Work's operation was originally located on the west side of the Willamette River in Portland, Oregon near what is now the Marquam Bridge. During World War II, Commercial Iron Works was responsible for a number of different types of small naval crafts including minesweepers and landing craft. They built a total of 108 LCI / LCS vessels. Of those, 19 were "center-rampers" similar to the U.S.S. LCI-713. Commercial Iron Works is now part of the Schnitzer Corporation.

Defoe Shipbuilding: Defoe shipbuilding of Bay City Michigan began business in 1905. During World War II, Defoe had a small contract for 47 LCIs. Thirty of these vessels were LCI 351-class "center-ramper." In addition to LCIs, Defoe also built destroyer escorts and minesweepers. Defoe ceased business in 1976.

Bethleham Steel Corporation: Bethleham's Hingham Massachusetts shipyard Bethlehem Steel shipyard was a war emergency shipyard opened in 1941. A large facility it was built with 16 separate shipways. During World War II, Hingham built over 100 destroyer escorts as well as other ships. The small contract was for early LCI 350 class "square conn" vessels. Most if not all of these LCIs were made to British specifications and were identified by their short pilot house. During World War II, Hingham was awarded the letter "E" (for excellence) by the US Navy. Hingham closed in 1986.

Brown Shipbuilding: Located in Houston, Texas, Brown Shipbuilding had the smallest contract for LCIs; just 32 vessels. All 32 vessels were "square cons". However, Brown made quite a number of other types of ships during World War II including destroyer escorts, Landing Ship Mediums (SLM), and Patrol Craft. Built in 1942, this shipyard was later sold to Todd Shipyard who operated it until it was liquidated in 2004.

Consolidated Shipbuilding: Originally a steel fabricating yard, Consolidated Steel's Orange, Texas facility was enlarged to accommodate the Navy's request for shipyard capable of constructing several different kinds of vessels. A total of 105 LCIs were completed. These were a mix of "square conn" and round conn "side rampers". After the war the facility reverted back as a steel fabricator and then back to a shipyard (the shipyard continues to operate as part of Signal International).

Federal Shipbuilding: This shipyard was located in Kearny, New Jersey; a suburb of Newark. It was owned by US Steel, and had been in continuous operation since 1918. This yard made a variety of warships for the Navy including destroyers, cruisers, tankers, and troop transports. The small contract for 36 LCI represented a very small part of their overall shipbuilding efforts. All these LCIs were "square cons". In spite of its long running pre-war operations, this shipyard closed down shortly after the war's end.

New York Shipbuilding: New York Shipbuilding was one of the largest non-naval shipyards in the county. In operation since 1900, New York Shipbuilding was given the responsibility for the construction of a variety of different types of warships from aircraft carriers and battleships to cruisers and landing craft. All 48 LCIs were "square cons" and were in the first batch built. While the shipyard was large, the overwhelming demand to build larger vessels was the reason why future LCIs were to be built in smaller yards.

New Jersey Shipbuilding: Located across Arthur Kill from Staten Island, this war-time shipyard was responsible for building the most LCIs, during the war. New Jersey built all models of LCIs and by the war's end and constructed a total of 375. This yard appears to have been a war-time emergency yard as little is known of its activities after the war's end.

George Lawley & Son: Located at Neoponset, Massachusetts, this shipyard was the oldest one to be given the assignment of constructing LCIs having started business in 1866. It was well known prior to World War II for constructing high quality yachts. Like the New Jersey Shipbuilding yard, this yard was also constructed a large number of LCI (160) and LCS (47). This shipyard closed down right after the end of World War II in 1945.

LCIs can be divided into four distinct groups. The first group number from 1-350 are commonly called "square conns". These were built to the original design and can be identified by their square conning tower and by a narrower deck house. The rest of the LCIs had a round conn and are divided into those whose ramps were lowered down the each side of the bow (front) of the ship (side rampers) and those who had a center ramp that was extended from two doors at the bow of the ship. The LCI -713 is a "center ramper". These LCIs have a round conn. The last group were the Landing Craft Support (LCS) and were not landing

craft per se. While they used the same hull and most of the same equipment, the LCSs were more heavily armed.

In the original British concept, the LCI was envisioned as a large-long distance "raiding craft". To be successful, a raiding craft has to be capable transporting enough troops as well as the capability to approach the enemy quietly. As to the first necessity, the LCI was capable of loading approximately 200 soldiers. The second necessity was met by the LCI as it was equipped with a special set of mufflers that vented diesel exhaust underwater. This allowed for a substantial decrease in the amount of noise that could be heard on shore. LCIs were one of the few types of naval vessels so equipped.

The ship had a very long cruising radius for a ship its size (4,000 miles). But while large by "raiding" standards, it had its limitations. A major one was the lack of space necessary to cook meals and feed the assault troops in transit to the invasion beach. This made the maximum time that they could be transported on an LCI to about forty-eight hours.

Although envisioned as a raiding craft, changing conditions resulted in them rarely being used as such. Instead, amphibious warfare planners utilized them to transport invasion troops for beach landings. In order to maintain its size, speed, and ability to transport a large landing force, these ships were not armored. To prevent mass casualties, LCIs could not approach enemy defended beaches until the enemy's beach defenses had been destroyed by troops coming ashore in smaller, and more difficult to hit, 36-foot landing craft. So, while they were not designed to land as part of the first wave, several of them could quickly insert a large number of reinforcing troops on the beach once it was secure.

As LCIs were being constructed to meet the Navy's need for more "amphibious lift" to foreign shores, the Navy also noticed another deficiency in the United States amphibious capabilities: gunfire support. This became very apparent with the assault by US Marines at Tarawa in September 1943. The main concentrations of Japanese defenders were located on a small island of less than one square mile in size. This small space was subjected to over 200 tons of bombs and approximately 9,000 rounds of major naval gunfire. As the US Marines stormed ashore, they found the majority of the Japanese Marines still quite alive and willing to kill them. The resulting heavy American casualties led to reconsideration as to how to destroy enemy forces before the beach assault.

One answer was to modify existing ships to bring increased naval bombardment and gunfire support closer to the enemy. The LCIs became one of those ships used in this role. A large number of LCIs were converted from troop carrying roles to gunfire support by mounting more and larger weapons. This included automatic cannon, multiple rocket launchers and large mortars. This allowed the Americans to project direct fire on enemy forces close to the landing beaches.

The development of LCI gunfire-support ships was even more important in the southwest Pacific. This was not considered a major theater of operations, for the Navy and there was always a shortage of regular

naval ships capable of effective gunfire support. Creating "Mickey Mouse" battleships by modifying LCIs was one answer to the problem.

LCIs participated in all major beach landings after 1942 including landings on Sicily, at Anzio, Italy, Southern France, Iwo Jima, Okinawa, the Philippines, New Guinea, Kwajalein, the Marianas, and Normandy. A total of twenty-four LCIs were sunk, and at least 157 officers and men lost their lives in action while serving on LCIs during World War II.

As these were war-time emergency-designed vessels, there was a continuing effort to improve their capabilities as new ones were being built. Within six months after the first LCIs were commissioned, a major re-design of the deck house was made. This change was to be incorporated on all LCIs after the first 350 vessels had been built. A second major design change to be made for troop carrying LCIs dealt with the method of disembarkation. The original LCIs were designed to allow troops to leave the ship by two narrow ramps let down each side of the ship's bow. After the experience of several beach landings, the Navy concluded that troops could more safely and easily leave the ship if the ramp was run out from the center of the bow, through doors similar to those of the Landing Ship Tank (LST). The last LCIs were re-designed with bow doors and it is this type of Landing Craft Infantry that the U.S.S. LCI-713 belongs to. A total of 163 center-ramp LCIs were produced during World War II.

Significance of the LCI -713

The U.S.S. LCI-713 was launched at the George Lawley shipyard in Neoponset, Massachusetts on July 27, 1944. Construction took a little over three months, and she was commissioned on September 29, 1944 . After being fitted out, the vessel sailed under the command of Lt.(jg) Parris south along the Atlantic coast into the Caribbean Ocean, through the Panama Canal and into the Pacific Ocean. She was assigned to Flotilla 24 in the Southwest Pacific Theater as part of the US Seventh Fleet Amphibious Force (Task Force 78) under Vice Admiral Daniel Barbey.

By the end of 1944, the main effort of the Seventh Fleet was to complete the liberation of the Philippines with a two phase amphibious assault plan. The first part involved the invasion of the main Philippine island of Leyte and the recapture of the island fortress of Corregidor. The second phase involved the invasion of the southern Philippines islands.

As part of Task Group 78.1, under Rear Admiral F.B. Royal, the LCI -713 participated in Operation Victor IV, the invasion of the southern Philippine island of Mindanao. The purpose was two-fold. The first was to secure a naval base and airfield that, in turn, would be used to squeeze the remaining Japanese forces in the Philippine Islands into submission. The second reason was to use the liberated areas of Mindanao to extend sea and air control of the Sulu / Celebes Sea area to the south with the intention of future landings into the Dutch East Indies.

On March 10, 1945, the LCI -713 and other naval vessels that made up Task Group 78.1 landed Army troops at Zamboanga City. In spite of two days of extensive naval and aerial bombardment, the defending Japanese artillery was still capable of sinking two Landing Ship Tanks (LSTs) and two LCIs. The assault troops were soon able however to drive Japanese defenders out of the area and into the hills. Of interest is that this invasion force was centered on the US 41st Infantry Division, a sizeable portion of which consisted of units of the Oregon National Guard.[2]

LCI -713 remained in the Mindanao area assisting military and naval operations in a variety of duties that would include transportation of reinforcements, offshore security, salvage and transportation of equipment and supplies. While the LCI -713 and other amphibious ships were supporting the Zamboanga and other missions, planning had advanced for new landings to the south on the island of Borneo in the Dutch East Indies. Plans called for three major landings: at Tarakan, Brunei Bay, and at Balikpapen. These landings would provide sea and air control throughout most of the East Indies and effectively prevent the large Japanese force in the Indies from withdrawing to defend the Japanese home islands.

Staging from the island of Morotai, the LCI -713 was part of an amphibious force assigned to land troops of the Australian 9th Infantry Division at Brunei Bay. On June 10, 1945, the overwhelming force arriving in the Bay caused the Japanese defenders to flee and thus allow the Australians to land unopposed. The LCI -713 remained in the Brunei Bay area and did not participate in what was the last amphibious assault of World War II, at Balikpapen, three weeks later.

By the end of the war, this vessel had received the following battle ribbons: American Campaign Ribbon, the Victory Medal, the Asiatic-Pacific Ribbon with one battle star, and the Philippines Liberation ribbon. After the end of the war, most of the wartime fleet and sailors sailed home to the United States under Operation Magic Carpet. The LCI -713 however, remained in the western Pacific, serving in various roles as a short-haul transport, guard ship, and performing general patrol into 1946. It was decommissioned in Seattle, Washington on October 6, 1946 (Photograph #8).

Like most LCIs, the 713 was eventually transferred to the US Maritime Commission for disposal. The vessel was sold at auction in 1948 to Mr. C.T. Smith of The Dalles, Oregon. Smith, who owned a tugboat operation, was interested in using it to tow large log rafts down the Columbia River. However, he found it difficult to maneuver the high-sided vessel in the Columbia River, while being subjected to the high winds of the Columbia Gorge. It was then used as a storage barge for equipment for over a decade until an accident caused it to sink in the river.

There it remained for a number of years until it was purchased and raised by a local river pilot, who towed it to Portland, Oregon with the intention of restoring the vessel. However, little work was done until Mr. Walt

[2] *King, Admiral Earnest J, Second Report to the Secretary of the Navy: Covering the period 1 March 1945 to 1 October 1945.* December 1945, pp. 173-204

James bought the vessel. During the last ten years, a small crew of enthusiasts have slowly made substantial efforts to restore the 713 to its original configuration. The vessel remained in the Portland, Oregon area until late 2004 when it was moved to his current berth at Pier 39 in Astoria, Oregon. In 2006, the U.S.S. LCI-713 was turned over to the Amphibious Forces Memorial Museum, a non-profit organization, to complete the restoration process and to provide for its long-term upkeep and survivability (Photograph #9).

Engineering Significance

Most naval warships are carefully designed craft with considerable effort going into their construction. LCIs were created differently. Only about thirty days had elapsed from the time the concept was presented until final blueprints were accepted. Due to the lack of space in regular shipyards, these amphibious craft would have to be allocated to smaller shipyards. In some cases these were facilities that previously had constructed fishing boats, yachts, or coastal transports. In other cases, the shipyards were war emergency facilities that had no prior experience. In order to produce them quickly, the design would have to be simple and it would have to be built as not to require specialized labor, tools, or resources.

One of the principle naval architects, John C. Niedermair, remarked after the war that the goal was to have a simple design that did not require any more than five plate angles and plate thicknesses in the entire ship. It was also determined that none of the ship's equipment was to be specialized but of a type that was already available in the naval or civilian supply system. Thus after some testing, the ships propulsion consisted of eight General Motors 6-71 truck diesel engines, hooked together to provide power to two propeller shafts. The cook stoves were also diesel-powered and of a type commercially available.

These vessels were also built to withstand the severe use necessary for repeated beach landings. Admiral Barbey recalled that during an early LCI pre-deployment trial, the Navy requested that the contractor *"run it up on the beach and not be too cautious. He wasn't. The craft stopped only after it had crossed a scenic highway and disrupted traffic".*[3] While a little dramatic, it does show that while simple in design, LCIs were ruggedly built.

Several times in the past, the United States Navy was forced to rapidly construct warships in order to increase its capability. Previous examples include the Ninety Day Gunboat of the Civil War and the Eagle Boats of World War I. Normally these types of vessels were only expected to last until the end of the conflict. Although designed as a war emergency vessel, LCIs continued on in service both in the United States Navy and in the navies of other nations for decades after World War II. Sailors from nearly two dozen navies all over the world served on LCIs from World War II through the late 1970s. Beside Korea, LCIs also saw action at the Bay of Pigs invasion and the Indo-China / Vietnam conflict. The last operational

[3] *Barbey, Daniel, MacArthur's Amphibious Navy. Anapolis, Maryland: United States Naval Institute, 1969, pg19.*

LCI escaped South Vietnam in 1975 and sailed to the Philippines where it was taken over by that nation's navy.

Between mid-1942 through the fall of 1944, a total of 1,051 LCI hulls were constructed in ten shipyards throughout the United States. The LCI-713 is the only remaining one of its type in original configuration. Docked at Pier 39 in Astoria, Oregon, the LCI -713 is currently undergoing rehabilitation and restoration under the direction of the Amphibious Forces Memorial Museum (AFMM). To support the statement that the LCI-713 is the sole surviving LCI in it original configuration, we have conducted considerable research in determining the status of any remaining LCIs. This research has included consultation with the Landing Craft Infantry National Association, a group of LCI veterans. The National Historic Ships Association, Navsource.org, and a general internet web search have also been of assistance. Our research has made us aware of several other LCI's still afloat in the United States. These include the LCI-1091 in Northern California, a second LCI "fish boat" currently docked in Seldovia, Alaska, several ex-LCI tour boats of the "Circle Line" in New York and a couple of others converted as hulks and barges. However, we know all these vessels have been significantly modified over the years to fit their new roles. These modifications would include installation of large refrigeration units to store fish, replacement of the round pilot house with a square one, replacement of the bow door / center ramp system with a solid bow and the elimination of the deckhouse walls. In fact, some are so extensively modified that they are difficult to identify as a LCI above the waterline.

The vision of the AFMM is to restore the LCI -713 to fully operational status. This vessel will be part of a planned larger museum operation dedicated to those who were assigned to ships and/or who participated in amphibious operations during World War II, Korea, Vietnam and the Persian Gulf. The LCI-713 will specifically honor the tens of thousand of citizen-sailors of the US Navy and Coast Guard who served in this type of vessel in all theaters of naval operations during World War II. It will also honor the thousands of soldiers and marines who landed on hostile shores from these and similar vessels during World War II. Once fully restored and mobile, the LCI -713 will be used for ceremonies honoring naval service, and those who served during World War II throughout the Columbia River system.

Conclusion

The LCI was one of the most common war emergency ships constructed during World War II. By the war's end, the Navy had over 6,000 ships in commission. Of that total, approximately 50% were tasked to amphibious assault. Of that 50%, 1/3rd were LCIs. Yet, out of over 1,000 built, the U.S.S. LCI-713 is now the sole remaining example of a type of warship tens of thousands of sailors served on and that played a significant role in winning the war in the Pacific. For these reason, the U.S.S. LCI-713 is eligible on a national level under Criterion A for its association with combat operations in the south Pacific during World War II, and under Criterion C as an important example of specific engineering practices of its time.

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U.S.S. LCI-713
Name of Property

Clatsop, Oregon
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1	10	4385600	5116000
2			
3			
4			

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title David McKay, vice president

organization Amphibious Forces Memorial Museum date February 2006

street & number P.O. Box 279 telephone 503-266-9173

city or town Canby state Oregon zip code 97013

Additional Documentation

Submit the following items with the completed form:

Continuation sheets

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.

Photographs: Representative black and white photographs of the property.

Additional items (check with the SHPO or FPO for any additional items)

Property Owner

name Amphibious Forces Memorial Museum, c/o David McKay

street & number 8070 E. Mill Plain Blvd., #204 telephone 360-254-3496

city or town Vancouver state WA zip code 98664

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

VERBAL BOUNDARY DESCRIPTION

All that area contained within extreme length and breath of the vessel.

BOUNDARY JUSTIFICATION

The boundary includes the entire area of the vessel as she floats at her berth.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 11 Page 1

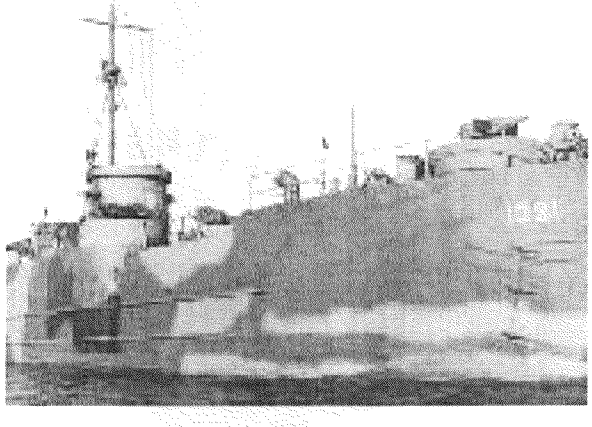
According to Kevin J. Foster, Chief of the National Maritime Heritage Program at the National Park Service, landing craft of various types survive in small numbers around the country, but most have been extensively modified by civilian owners for other uses and maintain minimal integrity. There is no central listing of surviving landing craft, and the National Park Service Database only has a few examples listed. Below is a summary of known surviving landing craft ships of various types and their present locations. The list was compiled at the request of the Oregon SHPO office by Kevin J. Foster, but is not exhaustive.

USCGC "USS Ingham"	Mt. Pleasant, South Carolina – The ship was converted into Amphibious Force command ship in WWII.
USCGC "USS Taney"	Baltimore, Maryland – The USS Taney was converted into Amphibious Force command ship in WWII.
LST 325	Evansville, Indiana – LST 325 was restored to moving state by volunteers and sailed back to US from Greece. It is now a memorial ship.
LST 393	Muskegon, Michigan – The ship was used as car ferry after the war, but is now restored to its WWII appearance.
LST 1166 "USS Washtenah County"	Rainer, Oregon – The USS Washtenah County is a postwar example and is undergoing restoration.
LCVP "Higgins Boat"	New Orleans, Louisiana – A reconstructed/replica ship located at the National World War II Museum.
LCP(L)	New Orleans, Louisiana – A restored example located in the National World War II Museum.
MSB 5	Fort Worth, Texas – MSB 5 is an example of a mine sweeping boat.
LSM 45	Freedom Park, Omaha.
DUKW	Several examples of this small type of landing craft survive museums and private ownership.
LVT-a4	Peleliu, Belau (Palau) LVT-a4 currently is located on a landing strip as a memorial.
LVT-1, LVT-a1 LVT-2, LVT-3 LVT-4, LVT-5	Camp Pendleton, California – These five amphibious tractors are all in the WWII/Korea LVT Museum at Camp Pendleton.
BARC/LARC	Fort Eustis, Virginia – This vehicle is a post-WWII 60 - ton wheeled amphibious transport on display at the US Army Transportation Museum.[1]

[1] Kevin J. Foster, Chief National Maritime Heritage Program, Washington D.C. "National Register Nomination for LCI-713, Oregon," email to Ian Johnson, Survey and Registration Coordinator, Oregon SHPO, 22 February 2007.

Only three comparable LCI (L) ships of the same class as LCI-713 are known to exist. LCI-1091 is currently owned by the Humboldt Bay Navel Sea and Air Museum in Eureka, California. Prior to the organization's purchase of the ship in April 2006, the ship had undergone extensive retrofitting for service first as a fishing and cannery vessel and later as a private yacht and fishing boat.[2] The USS Avocet, LCI-653, was converted to a fishing vessel, including having its pilot house removed and replaced with a modern square one. Now named the Huskey II, the ship operated out of Seldovia Alaska. As of early 2007 was sold to a new owner in Hawaii.[3] LCI-191 is currently operated by Circle Line in New York harbor as a tour boat. Now named the Circle Line VII, ship has been extensively modified and only the hull and power plant of the original ship remain.[4] Foster remarks that subject of this nomination, LCI-713, is the only of its type (LCI type L) that he is aware of in the nation with such a high degree of physical integrity.[5]

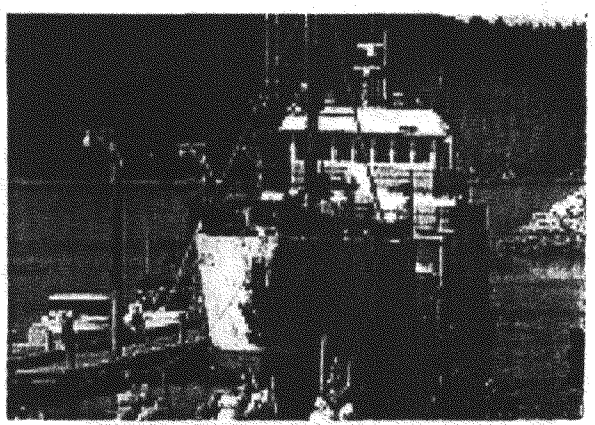
LCI 1091, While in Service
Nd. No current photo found



Circle Line VII, LCI-191
Nd.

[2] Gary P. Priolo, "Amphibious Photo Archive LCI(L)-1091 /LSIL-1091" (NavSource Naval History: Photographic History of the U.S. Navy, 2005) <http://www.navsource.org/archives/10/15/151091.htm> 26 February 2007.
[3] *Seldovia Gazette* (Seldovia, AK., 2007) <www.seldoviagazette.com/> 26 February 2007
[4] Brian Bailey, "M/V Circle Line VII" (2002) <http://members.aol.com/lci191/ > 26 February 2007
[5] Foster, 22 February 2007.

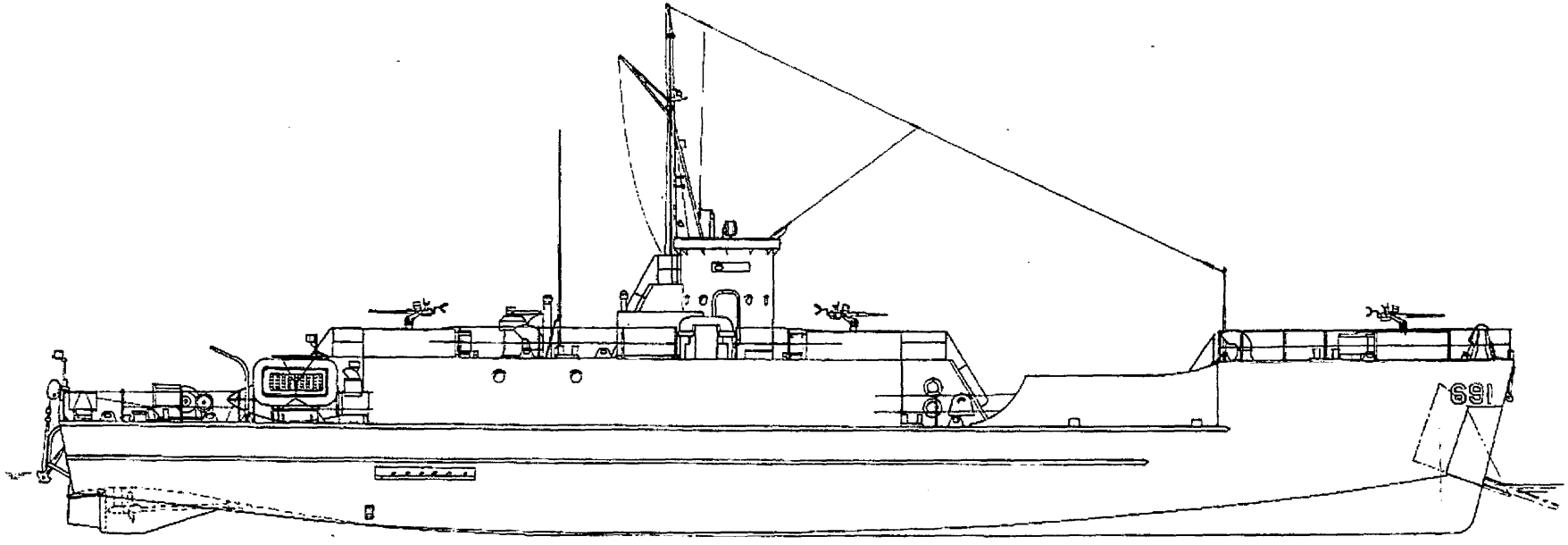
M/V Huskey II, LCI-653
2007, Seldovia, Alaska

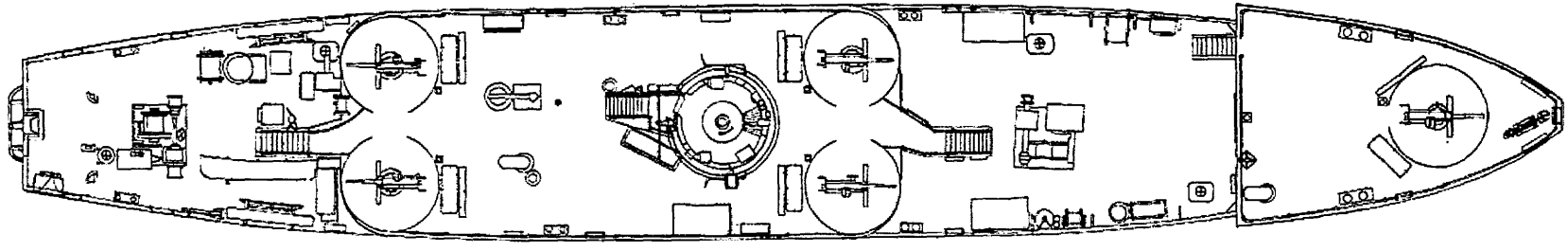


Landing Craft Infantry (LCI)

"351" Class

Center Ramp Type

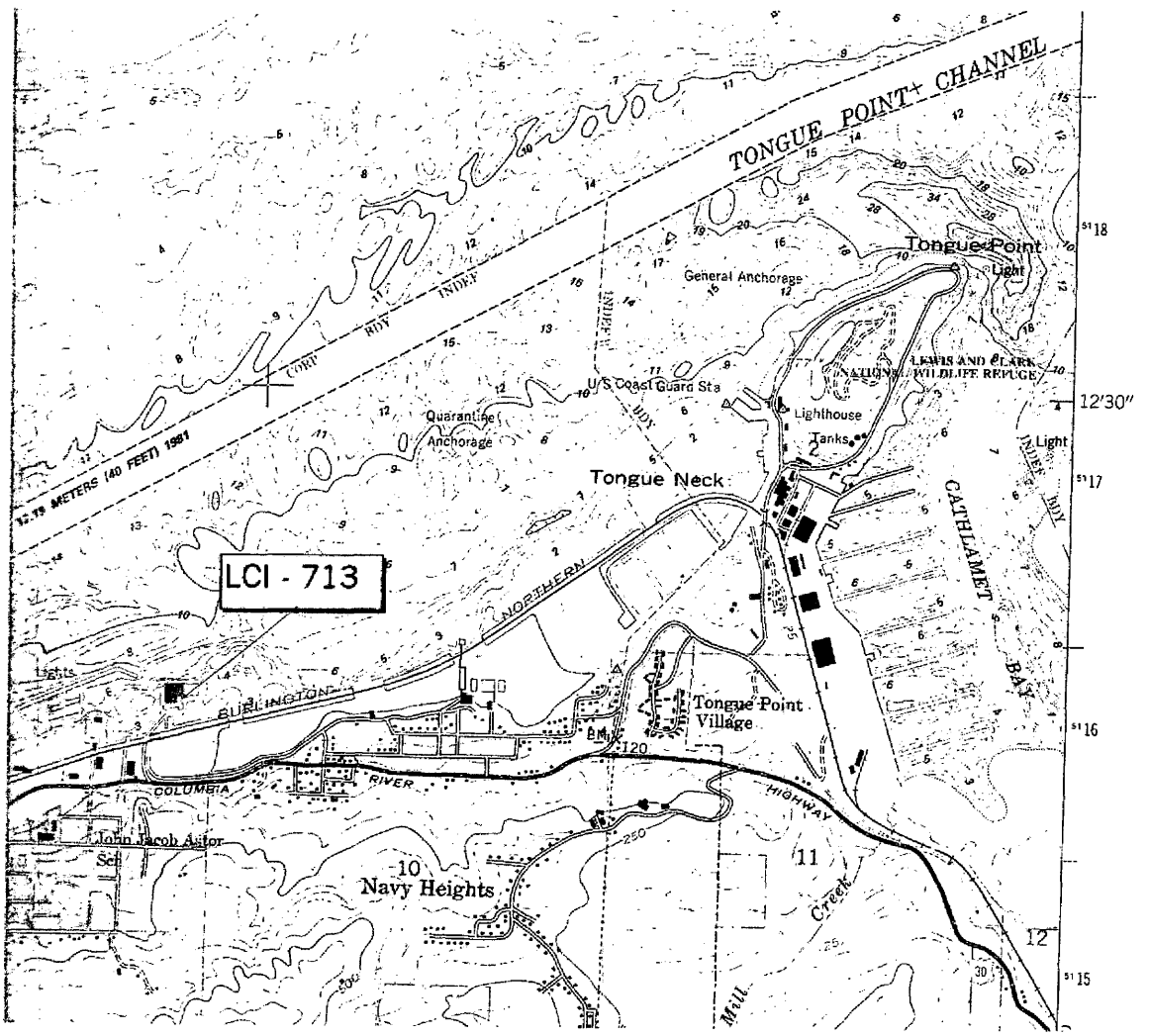




Source: Friedman, Norman. U.S. Amphibious Ships and Craft. Annapolis, Maryland: Naval Institute Press, 2002.

Astoria Quadrangle

7.5 Minute Series (Topographic - Bathymetric)



Astoria, Oreg.--Wash.
46123-B7-TB-024

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photographs Page 1

PHOTOGRAPH LIST

Photo Processing
Printer: Epson 9600
Paper: Epson Ilford Fine Art Matte, 100% cotton rag
Inks: Epson UltraChrome Pigmented Ink

Photograph #1
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Erik Martin
4.) November 21, 2004
5.) Amphibious Forces Memorial Museum (AFMM) Archives
6.) The USS LCI-713 arriving at Pier 39 at the Port of Astoria

Photograph #2
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Erik Martin
4.) May 20, 2004
5.) AFMM Archives
6.) Open bow ramp doors & Forecastle interior

Photograph #3
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Gordon Smith
4.) May 21, 2004
5.) AFMM Archives
6.) An interior view of the deckhouse looking aft

Photograph #4
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Gordon Smith
4.) May 21, 2004
5.) AFMM Archives
6.) Photo showing part of Officers "Head"

Photograph #5
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Erik Martin
4.) May 20, 2004
5.) AFMM Archives
6.) Interior of part of Pilot House

Photograph #6
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Gordon Smith
4.) May 18, 2004
5.) AFMM Archives
6.) Photo of portside aft of ship

Photograph #7
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Walt James
4.) Circa 1998
5.) AFMM Archives
6.) Starboard side photo of LCI before restoration

Photograph #8
1.) USS LCI-713
2.) Astoria, Clatsop County, Oregon
3.) Unknown
4.) Circa 1946
5.) AFMM Archives—from the Gordon Houser Collection
6.) Photo showing the return of the LCI-713 from service in the Pacific to San Pedro, California

NPS Form 10-900-a

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

USS LCI-713 (Landing Craft)
Astoria
Clatsop County, OREGON 07000300

PROPOSED MOVE APPROVED

Keeper of the National Register

1/11/2008
Date

RECEIVED 2280
NOV 2007

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 2, 9, 10, Attachments Page Amendment

U.S.S. LCI-713
1401 N. Hayden Island Drive
Portland, Multnomah Co., OR

NRIS # 07000300
Listed Date: 4/12/2007

The purpose of this continuation sheet is to provide evidence regarding the proposed relocation of the individually-listed resource, the ship, U.S.S. LCI-713 in Astoria, Clatsop County. Oregon.

U.S.S. LCI-713 will be relocated from its berth at 100 39th St. (Pier 39) in Astoria to the north side of Hayden Island in Portland, Multnomah County, Oregon, approximately 600 feet west of the I-5 bridge in the waters of the main fork of the Columbia River in the vicinity of the physical address 1401 N. Hayden Island Drive. The relocation is necessary to protect the ship's fragile hull from the harsh weather and sea conditions at the mouth of the Columbia River that threaten to destroy the hull and sink the ship. The proposed location provides a protected berth for restoration work to continue. It is proposed that the vessel will remain at the Portland location until hull restoration is complete, likely within the next several years.

As originally listed, the verbal boundary description of U.S.S. LCI-713 is the ship itself, specifically, "all that area contained within extreme length and breath of the vessel." The resource is not associated with, nor does the boundary include, any specific land form, dock, or other navigation or maritime feature. The proposed location will retain the resource's original setting because it will remain floating in a navigable body of water. In this case, it will remain in the Columbia River in the same channel and on the same bank of the river.

The proposed relocation requires amending and resubmitting each page of the National Register nomination to correct the county listed as part of the page heading in the upper right-hand corner of Sections 1-10 and the photograph continuation sheets. The amendment to the page headings are included as part of this continuation sheet. Specific sections with major textual changes will each have a separate amendment cover sheet.

Deputy State Historic Preservation Officer

11-13-07
Date

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page Amendment

LCI-713
1401 N. Hayden Island Drive
Portland, Multnomah Co., OR

NRIS # 07000300
Listed Date: 4/12/2007

The purpose of this continuation sheet is to provide evidence regarding the proposed relocation of the individually-listed U.S.S. LCI-713 in Astoria, Clatsop County to the north side of Hayden Island in Portland, Multnomah County, OR, approximately 600 feet west of the I-5 bridge in the waters of the main fork of the Columbia River in the vicinity of the physical address 1401 N. Hayden Island Drive.

Deputy State Historic Preservation Officer

11.13.07
Date

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page Amendment

LCI-713
1401 N. Hayden Island Drive
Portland, Multnomah Co., OR

NRIS # 07000300
Listed Date: 4/12/2007

The purpose of this continuation sheet is to provide evidence regarding the proposed relocation of the individually-listed U.S.S. LCI-713 in Astoria, Clatsop County to the north side of Hayden Island in Portland, Multnomah County, OR, approximately 600 feet west of the I-5 bridge in the waters of the main fork of the Columbia River in the vicinity of the physical address 1401 N. Hayden Island Drive.

Deputy State Historic Preservation Officer

11.13.07
Date

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page Amendment

LCI-713
1401 N. Hayden Island Drive
Portland, Multnomah Co., OR

NRIS # 07000300
Listed Date: 4/12/2007

The purpose of this continuation sheet is to provide evidence regarding the proposed relocation of the individually-listed U.S.S. LCI-713 in Astoria, Clatsop County to the north side of Hayden Island in Portland, Multnomah County, OR, approximately 600 feet west of the I-5 bridge in the waters of the main fork of the Columbia River in the vicinity of the physical address 1401 N. Hayden Island Drive.

Deputy State Historic Preservation Officer

11.13.07
Date

NPS Form 10-900
(Oct.1990)

OMB No. 10024-0018

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 instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name U.S.S. LCI-713

other names/site number Amphibious Forces Memorial Museum Ship

2. Location

street & number 1401 N. Hayden Island Drive ☐ not for publication

city or town Portland ☐ vicinity

state Oregon code OR county Multnomah code 051 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 X nationally ____ statewide ___locally.

Signature of certifying official/Title - Deputy SHPO — Date 3.4.08

Oregon State Historic Preservation Office
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: — Signature of the Keeper — Date of Action

___ entered in the National Register
___ See continuation sheet.

___ determined eligible for the National Register
___ See continuation sheet.

___ determined not eligible for the National Register

___ removed from the National Register

√ other (explain): additional Documentation Accepted — Edson H. Beall — 4.9.08

PHOTOGRAPH LIST

Photo Processing
Printer: Epson 9600
Paper: Epson Ilford Fine Art Matte, 100% cotton rag
Inks: Epson UltraChrome Pigmented Ink

Photograph #1
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Erik Martin
4.) November 21, 2004
5.) Amphibious Forces Memorial Museum (AFMM) Archives
6.) The USS LCI-713 arriving at Pier 39 at the Port of Astoria

Photograph #2
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Erik Martin
4.) May 20, 2004
5.) AFMM Archives
6.) Open bow ramp doors & Forecastle interior

Photograph #3
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Gordon Smith
4.) May 21, 2004
5.) AFMM Archives
6.) An interior view of the deckhouse looking aft

Photograph #4
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Gordon Smith
4.) May 21, 2004
5.) AFMM Archives
6.) Photo showing part of Officers "Head"

Photograph #5
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Erik Martin
4.) May 20, 2004

5.) AFMM Archives
6.) Interior of part of Pilot House

Photograph #6
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Gordon Smith
4.) May 18, 2004
5.) AFMM Archives
6.) Photo of portside aft of ship

Photograph #7
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Walt James
4.) Circa 1998
5.) AFMM Archives
6.) Starboard side photo of LCI before restoration

Photograph #8
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) Unknown
4.) Circa 1946
5.) AFMM Archives—from the Gordon Houser Collection
6.) Photo showing the return of the LCI-713 from service in the Pacific to San Pedro, California

Photograph #9
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) David McKay
4.) February 2008
5.) AFMM Archives—from the Gordon Houser Collection
6.) Photo showing LCI-713 in Portland OR, port side of ship

Photograph #10
1.) USS LCI-713
2.) Portland, Multnomah County, Oregon
3.) David McKay
4.) February 2008
5.) AFMM Archives—from the Gordon Houser Collection
6.) Photo showing LCI-713 in Portland OR, port side of ship

NPS Form 10-900-a

OMB Approval No. 1024-0018

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 2, photograph continuation sheet Page 1

U.S.S. LCI-713
1401 N. Hayden Island Drive
Portland, Multnomah Co., OR

NRIS # 07000300
Listed Date: 4/12/2007

The purpose of this continuation sheet is to provide evidence regarding the relocation of the individually-listed resource, the ship, U.S.S. LCI-713 from Astoria, Clatsop County. Oregon to Portland, Multnomah Co., OR as approved in the letter H32(2280) from Paul R. Lusignan, Historian, and to correct errors in previously submitted materials.

The revised Section 2 submitted 13 November 2007 incorrectly listed the city or town as Astoria in Section 2. The correct city is Portland, as identified throughout the previously submitted documents. The county code in the same section should be 051, and not 04 as previously listed. This submission also includes two photographs showing LCI-713 at its current berth in Portland, OR and an amended photo continuation sheet.

All other necessary documentation for the proposed relocation, including a correctly marked USGS map and amended continuation sheets were provided with the original submission dated 13 November 2007.

Deputy State Historic Preservation Officer

3.4.08
Date