USDI/NPS NRHP Registration Form (Rev. 8-86)
United States Department of the Interior, National Park Service
National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Lane Victory

Other Name/Site Number: _____

2. LOCATION

Street & Number: Berth S4, Port of San Pedro Not for publication: ____

City/Town: San Pedro Vicinity: ____

State: CA County: Los Angeles Code: 037 Zip Code: 90731

3. CLASSIFICATION

Ownership of Property
Private: X
Public-local: ___
Public-State: ___
Public-Federal: ___

Category of Property
Building(s): ___
District: ___
Site: ___
Structure: X
Object: ___

Number of Resources within Property

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

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

Name of related multiple property listing: _____

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ____ 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 ____ meets ____ does not meet the National Register Criteria.

_____ _____
Signature of Certifying Official Date

_____
State or Federal Agency and Bureau

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

_____ _____
Signature of Commenting or Other Official Date

_____
State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I, hereby certify that this property is:

____ Entered in the National Register _____
____ Determined eligible for the National Register _____
____ Determined not eligible for the National Register _____
____ Removed from the National Register _____
____ Other (explain): _____

_____ _____
Signature of Keeper Date of Action

6. FUNCTION OR USE

Historic:	Transportation Defense	Sub:	Water-related
Current:	Work in Progress	Sub:	_____

7. DESCRIPTION

Architectural Classification: N/A

Materials:

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

Describe Present and Historic Physical Appearance.

The 1945 Victory ship Lane Victory is a museum vessel homeported in San Pedro, California. The ship's World War II, U.S. Maritime Commission designation of VC2-S-AP2 indicates she is a "V" for "Victory," "C2" for large capacity cargo carrier, "S" for "steam," and "AP2" stands for the 6,000 shaft horsepower type of Victory. Moored at Berth 52 in San Pedro, Lane Victory is currently undergoing rehabilitation. The ship will be open to the public and will occasionally operate on cruises. Lane Victory will also serve as a training vessel for longshoremen qualifying in handling bulk-break cargoes.

LANE VICTORY AS BUILT AND RESTORED

Lane Victory, official number 248094, is a welded steel, full-scantling, screw-propelled, steam-powered vessel 455 feet, 3 inches long overall and 436 feet, 6 inches long between perpendiculars, with a 62-foot beam, a 38-foot depth of hold, and 28-foot draft. The ship is registered at 7,612 tons gross and 4,555 tons net, and displaces 15,200 tons. [1] Designed with a straight, raked stem with a paravane skeg fitted on the forefoot, and a cruiser stern, the ship's lines were radically different from her Liberty predecessors, with a semi- V-shaped bow, and a parallel, 70-foot midbody section. Liberty ships have a straight sheer line fore and aft and a raised forecastle to increase seaworthiness. [2]

Transversely framed on 36-inch centers, the ship has a double bottom that carried fuel oil, salt water ballast, and reserve feed water. Lane Victory has two complete decks, a forecastle deck that extends over the number one hold, and a first platform deck in two of her holds. The ship is subdivided by seven full watertight bulkheads that extend to the main deck with the sole exception of the fore peak bulkhead, which extends to the forecastle deck. The VC2-S-AP2 ships were arranged to carry general cargo in five holds, three forward and two abaft the midships machinery space. Hold. No. 1 has a 22-foot, 4-inch by 25-foot hatch; Hold No. 2 has a 22-foot, 4-inch by 24-foot hatch; Hold No. 3 has a 22-foot, 4-inch by 36-foot hatch; Hold No. 4 has a 22-foot, 4-inch by 36-foot hatch; and Hold No. 5 has a 22-foot, 4-inch by 24-foot hatch. The flush main deck is also interrupted by the forecastle deck, the midships house, and a small poop deck house. [3]

Lane Victory has three masts, each with a masthouse. The ship is cargo rigged to serve every hatchway. The 100-foot, 8-inch high foremast, located at the forecastle bulkhead, serves Hold No. 1. The 109-foot, 4-inch mainmast, located at frame 52 and supported by standing rigging, serves Holds No. 2 and 3. Kingposts at the forward end of the midships house also serve Hold No. 3, while kingposts at the after end of the superstructure serve Hold No. 4. The 104-foot, 11-inch mizzenmast, at frame 122 and supported by standing rigging, serves Holds No. 4 and 5. Cargo was discharged from the five hatchways by means of 14 five-ton booms, the latter two located to serve hatchways fore and aft of the superstructure. The masts and kingposts support 14 five-ton booms equipped with single-part topping lifts. "A single-part cargo fall of 5/8-inch diameter of improved plow steel wire rope, and 5-part 4-inch sisal vangs with upper and lower wire rope pendants complete the 5-ton boom rig. Roller bearing blocks are used throughout on the cargo fall." [4]

The ship also carries two large booms, rated at 30-ton and 50-ton lifting capacity, on the main- and mizzenmasts. The booms serve Holds No. 3 and 4; "the 30-ton boom is equipped with 9-part cargo falls and 11-part topping both of 3/4-inch diameter wire rope. Seven-part 4-1/2-inch sisal vang tackle with upper wire rope pendant is hand operated over the winch gypsy head. The 50-ton boom, with 11-part cargo falls and 11-part topping lift of 1-inch diameter wire rope and 7-part 5-inch sisal vangs, is operated similarly to the 30-ton boom. The overboard operation of the heavy lift booms includes a third vang with flounder plate." [5]

Lane Victory has 12 electric motor-driven cargo winches, clustered in two groups of four around the main- and mizzenmasts and with two located forward and two aft of the superstructure. Ten single-drum, single-speed winches serve the five-ton booms; four single-drum, two-speed winches serve the 30- and 50-ton booms. Each winch is driven by a 50-horsepower, watertight, enclosed motor. The winches have control equipment, resistors and brake arranged on a common bedplate under waterproof enclosures. "The single-speed winches have a capacity of 7,450 pounds at 220 feet per minute. The 2-speed winches have a capacity of 7,450 pounds at 220 feet per minute in high gear and 19,000 pounds at 85 feet per minute in low gear. All winches are operated through pedestal controllers conveniently located near the hatchways." [6] The one-speed, double reduction herringbone gear winches have 18- by 20-inch drums and are manufactured by the American Hoist & Derrick Co. of St. Paul, Minnesota; they are driven by 50-h.p., 230-volt, 180-amp, 600-revolutions per minute motors manufactured by the Allis-Chalmers Manufacturing Co. of Norwood, Ohio. The double-speed, reduction herringbone gear winches, with 20- by 20-inch drums, are also manufactured by American Hoist & Derrick, with motors by Allis-Chambers. [7]

Lane Victory has an electric-motor-driven, horizontal-shaft type anchor windlass on the forecastle deck. Manufactured by the Hesse-Ersted Iron Works of Portland, Oregon, the windlass is capable of raising two anchors simultaneously from a 30-fathom depth of water at a chain speed of 30 feet per minute. The windlass motor, an Allis-Chambers compound wound type, is rated at 60-h.p., 230-volts, 226-amps, and 600-r.p.m. Warping heads on the wildcat shaft of the windlass provide the facilities for handling mooring lines. [8] Lane Victory's ground tackle includes two 9,500-lb. cast-steel best bowers, stowed in the hawsepipes, and one 3,420-lb. stream anchor stowed on the main deck aft. The anchors were manufactured by the Columbia Steel Co. of Pittsburg, California. The anchor chain is 300 fathoms of 2-1/8-inch diameter stud-link cast steel chain, manufactured by the Pacific Chain & Manufacturing Company of Portland, Oregon, in two lengths; other lines include a 90-fathom, 1-1/2-inch diameter wire rope stream line; a 130-fathom, 1-3/4-inch diameter wire rope towline; two 73-fathom 1-inch diameter wire rope hawsers; two 73-fathom wire rope warps; and two 73-fathom lengths of 8-inch sisal rope. All of the wire ropes are mounted on reels located on the weather deck. [9]

Other deck machinery includes an electric warping capstan on the main deck aft, with its machinery below. The smooth-barrel, reversible, vertical-motor driven capstan was manufactured by the McKiernan-Terry Corp. of Harrison, New Jersey. It produces a line pull of 20,000 lbs. at a rope speed of 30 feet per minute. The capstan motor is a 35-h.p., 230-volt, 138-amp, 600-r.p.m. Allis-Chambers. Lane Victory has four 24-foot steel lifeboats, two motor-propelled, with a combined capacity of 124 persons, stowed in gravity-type davits manufactured by the Welin Davit & Boat Corp. of Perth Amboy, New Jersey. An electrical winch, also manufactured by Welin, are provided for each davit and are driven by motors manufactured by Westinghouse. In addition to the lifeboats, four 20-person life rafts, mounted on skids fore and aft of the midships house, and two 15-person life floats, mounted aft on the deckhouse, are also available for lifesaving. [10]

Lane Victory was armed with six single 20mm Oerlikon guns, a 3-inch/50 caliber gun forward, and a 5-inch/38 caliber gun aft. These weapons were removed after World War II. The ship retains the mounts for each weapon, including the circular steel splinter shields for the bow and stern guns. A 5-inch/38 caliber gun was recently reinstalled aft; the other weapons as yet have not been located for installation. The majority of the space in the poop deckhouse is for the ship's 28-member armed guard, which manned the guns. Their quarters and mess are at the main deck level, while below, accessible by trunk, is the magazine, with shell hoist. Accommodations are provided for 62 officers and crew in the midships house. Victory ship accommodations were described in 1944:

> The captain's stateroom and office are on the cabin deck, starboard side. The quarters for deck officers, engineers and radio operators are on the cabin and boat decks. The quarters for the crew are on the main deck. The officers' mess and pantry are located at the after end of the deckhouse on the starboard side of the boat deck. The crew's mess and pantry are located on the deck below the officers' mess. The galley is located at the after end of the deckhouse on the main deck. The hospital is on the portside on the main deck. The quarters for both the officers and crew are comfortably and conveniently arranged. Built-in berths are provided for the officers' staterooms and pipe berths for the hospital and crew's quarters. [11]

The galley is equipped with oil-burning ranges manufactured by the Washington Stove Works of Everett, Washington, two steam-jacketed kettles manufactured by Legion Utensils of New York, New York, a Hobart mixer, manufactured by that Troy, New York, company, a vegetable peeler manufactured by the Anstice Co. of Rochester, New York, and a refrigerator manufactured by the Star Metal Manufacturing Corporation of Philadelphia. There are also refrigerators in the officers' pantry and aft pantry. [12] Steward's stores, dry stores, and refrigerated stores are located on the second deck, amidships.

Lane Victory retains all of her wartime issue equipment, including the radio equipment--the high frequency, low frequency, emergency frequency transmitters, high receiver, low receiver, alarm signal keyer, auto alarm, and crystal receiver, all manufactured by the Radiomarine Corporation of America, of New York, New York, and the radio receiver and radio direction finder in the chart room. The torpedo indicator, manufactured by the Electro-Protective Corporation, of Newark, New Jersey, and the gyroscopes, bearing Pelorus stands, and bearing repeater compasses, all manufactured by the Dodge Division of the Chrysler Corporation of Detroit, Michigan, are aboard. [13] The bridge is completely outfitted and conforms to the standard 1944 description of a Victory, with standard magnetic compass in a compensating binnacle, a Navy-type flagboard located on the wheelhouse top, sounding machine and boom, engineroom telegraphs, bells, gongs, fog horn, rudder angle indicator, echo depth sounder, clinometer, and brake sounding machine. [14] Telephones for shipboard communication, manufactured by the Alwin Products Corporation of Jersey City, New Jersey, remain in working condition. The ship's wartime issue Maytag washers, in working condition, and the machine shop, in the engineering spaces, with a lathe, drill press, and grinder, as well as all spare parts, complete the fully functional, operational appearance of Lane Victory.

Ventilation below decks is naturally supplied through four 36-inch cowls, two 24-inch cowls, and two 18-inch cowls, with each kingpost also serving as an exhaust trunk from the holds with 30-inch diameter Breidert exhaust heads installed at the top of each kingpost. Two 20,000 axial flow supply fans with ducts lead to several terminals in the machinery spaces, with a single 12,000 axial flow fan with ducts leading from the heated space. [15]

The machinery is housed midships, with a cross-compound, double-reduction geared, impulse-reaction type marine steam turbine unit rated at 6000 shaft horsepower, manufactured by Allis-Chalmers, driving a single screw at a speed of 100 revolutions per minute. The shafting, forged steel and 16 inches in diameter, runs aft to the manganese bronze, four blade, right hand screw. Manufactured by the Koppers Company of Baltimore, on March 1, 1945, the 18-foot, 3-inch diameter screw weighs 30,170 lbs., a pitch at .6 and drives Lane Victory at a maximum speed of 16.3 knots. Steam is provided by two sectional-header, single-pass design boilers manufactured by Babcock & Wilcox. Rated at 525 psi, with an operating pressure of 465 psi, the boilers produce 27,500 pounds per hour at 750 degrees, with a furnace volume of 450 cubic feet. The boilers are 12 sections wide and are 39 feet, 6-inches athwartship by 11 feet, 8-inches fore and aft, and 21 feet, 3-inches overall height to the top of the economizers. Fitted with interdeck superheaters and economizers, each boiler is fired with four double-front mechanical-atomizing oil burners with water-cooled side walls and refractory in the front and rear walls and floors. [16]

Electrical power is provided by an inboard and outboard turbo-generators, the turbines manufactured by the Moore Steam Turbine Company of Wellsville, New York, and the generators manufactured by the Crocker-Wheeler Corporation of Ampere, New Jersey. The three-wire marine direct current generators produce 300-kilowatts, with 120 and 2140 volts and 1250 amps at 1200-rpm. The ship also has emergency diesel generators in the engineroom and in the emergency diesel room. [17] The steering gear, a slide electro-hydraulic, double-ram type, is manufactured by the McKiernan-Terry Corporation, and is located aft.

LANE VICTORY'S PRESENT APPEARANCE

Lane Victory is an unaltered vessel that retains the highest degree of integrity and is readily recognizable as a World War Victory ship. The vessel is painted gray; the paint is peeling after years of mothballing. The ship's holds are full and contain World War II Maritime Administration-issue spare parts. All systems are fully operational, and the ship is capable of navigating under her own power. In all respects save the soon to be restored armament, Lane Victory is a World War II veteran frozen in time. Rehabilitation of the vessel, now underway, is focusing on repainting the ship, cleaning out spaces, and reactiviating equipment and systems to fully restore this

floating, operational World War II Victory ship. Hold No. 4 is under conversion to serve as a museum and auditorium. This, and the conversion of the gun crew's quarters and mess into offices, are minor, reversible changes necessary to the operation of the ship.

ENDNOTES

1. Annual List of Merchant Vessels of the United States (Washington: Government Printing Office, 1946)

2. L.A. Sawyer and W.H. Mitchell, Victory Ships and Tankers: The History of the "Victory" Type Cargo Ships and of the Tankers Built in the United States of America During World War II (Newton Abbot, Devon, England: David & Charles, 1974) p. 18.

3. "Victory Ships," Marine Engineering & Shipping Review, April 1944, p. 7.

4. Ibid, p. 16.

5. "Victory Ships," op.cit, pp. 16-17.

6. Ibid, p. 17.

7. Memorandum from H. Stern, Head Machinery Inspector, United States Maritime Commission, California Shipbuilding Corporation, Terminal Island, California, to Regional Director Construction, West Coast Regional Office, Oakland, "S.S. LANE VICTORY, Name Plate Data," (undated, circa 1945), p. 14. Copy on file aboard ship. Hereafter cited as Stern, "Name Plate Data."

8. Ibid, also see "Victory Ships," p. 17.

9. Stern, "Name Plate Data," p. 15, and "Victory Ships," p. 19.

10. Ibid.

11. "Victory Ships," p. 9.

12. Stern, "Name Plate Data," p. 17.

13. Ibid, p. 20.

14." Victory Ships," p. 19. Also see Stern, "Name Plate Data," pp. 16, 20-21.

15." Victory Ships," p. 22.

16. Ibid, pp. 26-30; also see Stern, "Name Plate Data," pp. 1-3.

17. "Victory Ships," p. 32; also see Stern, "Name Plate Data," pp. 2, 10-11.

8. STATEMENT OF SIGNIFICANCE

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

Applicable National Register Criteria: A X B ___ C X D ___

Criteria Considerations (Exceptions): A ___ B ___ C ___ D ___ E ___ F ___ G X

NHL Criteria: 1,4

Areas of Significance:	Period(s) of Significance	Significant Dates
Transportation	1945-1950	1945
Military	1945-1950	

NHL Theme(s):

VIII: World War II
D. The Home Front (1945)

VIII: World War II
B. The War in the Pacific (1945)

IX: Political and Military Affairs After 1945

XIV: Transportation
B. Ships, Boats, Lighthouses, and Other Structures

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: California Shipbuilding Corporation

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

The 1945 Victory Ship Lane Victory, one of 414 Victories built during World War II, is the only Victory of some 60 surviving ships set aside for preservation and display. All others will shortly be scrapped. As war raged in Europe, the United States faced the need to supply its allies by sea, and the increased possibility of American entry into the conflict while confronted with a critical shortage of cargo ships. The result was the emergency fleet program, which introduced the assembly-line production of standardized ships--the so-called "Liberty Ships," in 1941. In all, 2,751 Liberty Ships were constructed between 1941 and 1945, making them the largest class of ships built worldwide. The sole unaltered survivor of the class, SS Jeremiah O' Brien, built in 1943, was designated a National Historic Landmark in 1986.

At the time O'Brien was launched, the design for a class of emergency vessel to replace the Liberty ships was on the boards. Faster, with more modern steam plants, better trim and stability, stronger hulls, and more efficient, electrically driven winches and windlasses. In April 1943, the type was introduced as the "Victory Ship," and production commenced. The first launched, United Victory, was delivered on February 28, 1944. From then until the end of the war, the United States Maritime Commission constructed 414 Victory ships, and 117 Victory ship attack transports--a total of 531 ships. The Victory ships entered the war at an important juncture, ferrying supplies and troops to European and Pacific theaters, including the climactic actions in the Pacific at Okinawa and Iwo Jima. Three Victory ships were lost to kamikaze attack during the Okinawa campaign, the only ships of the type lost to direct enemy action. Vital partners of the Liberty ships, the Victory ships were indispensable participants in the war effort. After the war, many of the ships remained in service, ferrying troops home and helping rebuild ravaged Europe, the South Pacific, and Asia. Victory ships were recalled to war service during the Korean and Vietnam conflicts, and some were modified as support ships for the burgeoning American space program in the 1960s. Victory ships are now retired from service and laid up. All but 60 have been scrapped, with the other 59 irrevocably slated for sale for scrapping within the next ten years. Only Lane Victory will be saved, for she, like the Liberty Jeremiah O'Brien, was held out as the only unaltered Victory, in the best material condition, for

preservation to represent her class. Like Jeremiah O'Brien, Lane Victory is not the first, nor the last built of her class, nor does she have the most historically significant career. However, she is the last surviving Victory ship to retain integrity of original design, and as the best representative of the class, as selected by the United States Maritime Administration and Congress, is a historic vessel designated as a memorial to the merchant marine veterans of World War II, particularly those who lost their lives in wartime service. As such, she represents the distinctive characteristics of the Victory class vessels, a nationally significant type in the areas of naval history, naval engineering, maritime commerce during wartime, and wartime transportation.

The preceding statement of significance is based on the more detailed statements that follow.

EMERGENCY FLEET SHIPS, THE VICTORY SHIP PROGRAM, AND THEIR ROLE IN WORLD WAR II

As war spread through Europe in 1939-1940, the need for a strong naval force to meet any threat was matched by the need for a modern merchant marine capable of sending material, ordnance, supplies, and troops abroad. The United States merchant marine was for the most part more than 20 years old on the average, with the majority capable of no better than 11 knots. Realizing the problem as early as 1936, Congress passed the Merchant Marine Act, which created the United States Maritime Commission. The Act introduced "a policy of which one salient feature was the development of overseas commerce to be served by a new, modern and efficient merchant marine" as one of several government programs to create a resurgent economy and industry. [1] Subsidies for merchant vessel construction followed, as well as the design of three standard designs for high-speed cargo vessels, known as the "C" (for cargo) ships--the C1, C2, and C3 types. The design of these ships and increased production of the types was soon outmatched by the need to supply trade routes in wartime, and the threat of a spreading conflict that would soon effect America's shores and ships. By early 1941, the "quality" production of the C ships was being replaced by the "quantity" production of emergency fleet vessels, the so-called EC-2 (for emergency cargo) "Liberty Ship" of World War II. [2]

Authorized as a defense measure, the emergency fleet ships were built to the order of the Maritime Commission by 18 shipyards

across the United States between 1941 and 1945. In all, 2,751 Liberty ships were built, the first being SS Patrick Henry, launched on September 27, 1941, and the last being SS Albert H. Boe, which was delivered on October 30, 1945. Based on the design of British tramp steamers, the Liberty ships were designed by New York naval architects Gibbs and Cox and the Maritime Commission. Approved by President Franklin D. Roosevelt in early 1941, who termed the proposed ship "a real ugly duckling," the Liberty program was underway just in time for the United States' entry into World War II. Early in 1942, the Maritime Commission called for 2,000 ships to be built by the end of 1943 in order to win the war. "No nation in history ever faced so colossal a shipbuilding task in so short a time--and this pace will continue until the war is won. Tentative schedules extend into 1945." [3] Throughout the war, emergency fleet production struggled to keep pace with losses to German U-boats, finally catching up, as anticipated, in 1943. Manned by merchant seamen and protected by small caliber deck guns manned by small naval armed guards, the Liberty ships carried fuel, ammunition, food, weapons, and troops across the Atlantic and Pacific, the Mediterranean, and the Baltic. They were the largest standardized fleet in world history. [4]

With the outpacing of sinking losses in 1943 the Maritime Commission embarked on a new program to design new types of emergency fleet ships, most importantly fast cargo ships to replace the slower Liberty ships. The engines of choice were steam turbines, now being produced in larger numbers by Maritime Commission subsidized factories. The standardized design adopted by the Commission by the Bethlehem Steel Corporation shipyard at Quincy, Massachusetts, called for a 445-foot by 63-foot steel vessel. Initially designated EC2-S-AP1, the design was redesignated VC2-S-AP1 on April 28, 1943, when the ships were given the "Victory" appellation by which they were henceforth known. The chairman of the Maritime Commission, in an early 1943 speech, noted "We have developed a new emergency ship--the Victory ship--to replace the Liberties. The new ship is designed to permit use of the Lentz engine, turbines or diesels. Its expected speed is 15-17 knots as against the Liberties' 11 knots, and it will be a good competition ship in post-war--which we cannot claim for the Liberty ship." [5]

The Victory ships were different from the Liberty ships primarily in propulsion, the triple-expansion marine steam engine of the latter giving way to more modern, faster turbines or diesels.

The AP1 Victory ship was powered by a 5,500-hp steam engine; the AP2 Victory by a 6,000-hp steam engine; the AP3 by a 8,500-hp steam engine; and the AP4 by a diesel engine. The lines were different, as was the construction of the ships; hull fractures claimed some Liberties and as a result a program to reinforce the ships added time and expense to the Liberty hulls. In order to resolve the problem, Victory ship hulls were built with frames on 36-inch, as opposed to stiffer 30-inch centers on the Liberties. Better stability, and two enlarged tanks aft of the machinery space that carried fuel, dry cargo, or salt water ballast did away with the need for fixed ballast. The resultant flexibility of draft meant that an inherent problem of the Liberty ships, a stiffness after removal of wartime equipment, was done away with. Additionally, the Victory ship design included a 'tween deck in three cargo holds, and electric handling of cargo and anchors, as opposed to the steam-driven winches and capstans of the Liberty ships. [6]

The first ship completed was United Victory, launched on January 12, 1944, and delivered on February 28. The next 33 ships were named after member countries of the United Nations; others that followed were named for cities and towns in the United States and for American colleges and universities, all vessel names ending in the suffix "Victory." In all, during the war years, the Maritime Commission built 414 Victory cargo ships and 117 Victory attack transports, designated as VC2-S-AP5 ships, for a total of 531 vessels. The majority were VC2-S-AP2, 6,000-h.p. vessels--272 were built--followed by 141 VC2-S-AP3, 8,500-hp vessels and one of the VC2-M-AP4, diesel- powered type. As the war ended in August 1945, the Commission canceled contracts for an additional 132 vessels; three Victory ships, two AP3s and one AP5, were completed in 1946 as modified post-war passenger and cargo carriers by the Alcoa Steamship Co. of New York as VC2-S1-AP7 ships, bringing the number of Victory hulls built in the United States to 534 ships. [7]

The Victory ships formed a needed maritime link to the theaters of war. These fast, large capacity carriers crossed the Atlantic and served well in the Pacific. Ninety-seven of the Victories were converted to troop carriers; the others, like the Liberties, carried food, fuel, ammunition, material, and supplies. Three of the ships--Logan Victory, Hobbs Victory, and Canada Victory--were lost to kamikaze attack at Keram Retto and Okinawa in April 1945; the loss of these three ships, with their cargoes of 24,000 tons of munitions, including nearly all of the United States' supply

of 81mm mortar ammunition, was a serious blow to the Okinawa invasion, demonstrating the importance of the ships and their cargoes. [8] At the war's end, the Victory ships were offered for sale by the Maritime Commission by authority of the Merchant Ship Sales Act of 1946; 31 AP2 ships and 41 AP3 ships were sold to U.S. firms, while 65 AP2s and 33 AP3s were sold abroad, most to Netherlands, Argentina, and Great Britain. Twenty ships were loaned to the Army, while the remainder were placed in mothballs as part of the National Defense Reserve Fleet, laid up at eight different sites on the East, West, and Gulf coasts. Some vessels were reactivated to serve during times of national crisis--the Korean and Vietnam conflicts, and the closure of the Suez Canal in 1956 being three instances. Other vessels were retained as logistic support ships as part of the Military Sealift Command. Beginning in 1959, a total of eight Victory ships were reclassified and refitted as instrumentation, telemetry, and recovery ships for the National Aeronautic and Space Administration. On August 11, 1960, for example, the former Haiti Victory recovered the nose cone of Discoverer XIII, the first man-made object recovered from space. [9]

The obsolete fleet of Victory ships has gradually declined. None of the privately-sold, modified ships, nor the military vessels, are known to be in service today, either in the United States or abroad. Those in the Reserve Fleet also declined in numbers because of the scrapping program of the Maritime Administration. By January 1972, the fleet had dwindled to 278 Victories out of an original national Reserve Defense Fleet of 731 ships. [10] In 1990, the number of Victories has dwindled to 59 ships, of which only one, SS Lane Victory, has been set aside for preservation. All others, at a rate of four to six a year, are slated for disposal by sale to shipbreakers. By 2000, only one Victory will remain--Lane Victory.

CONSTRUCTION AND CAREER OF SS LANE VICTORY

SS Lane Victory, Maritime Commission Hull Number V-794, was built under contract by the California Shipbuilding Corporation of Los Angeles at Terminal Island. One of 69 Victories built by California Shipbuilding, Lane Victory was laid down as V78 and launched on May 31, 1945. [11] The ship was named for Lane College, which was established as a high school for black youths in 1882 by Isaac Lane, a bishop in the Methodist Episcopal Church, at Jackson, Tennessee. The school grew into a prominent liberal arts college named in honor of the self-educated former

slave who had founded it. Isaac Lane died in 1937 at age 103; his granddaughter, Florence Cleaves Evans, christened the ship at her launching.

During her career, Lane Victory saw action at the end of the war in the Pacific, departing on her first voyage on June 27, 1945, under the auspices of American President Lines, under contract to the War Shipping Administration. The ship also saw action during the Korean and Vietnam conflicts, last under the Pacific Coast Transport Company. During the Korean Conflict, Lane Victory's moment of glory came during the evacuation of Korean civilians and UN personnel from Wonsan in December 1950. As the cruiser St. Paul and the destroyers Charles S. Sperry and Zellars laid down a covering fire, Lane Victory disembarked 3,834 troops, 1,146 vehicles, and 10,013 bulk tons of cargo, and then, on December 7, 1950, embarked 7,009 Korean civilians, many of them women and children. [12]

In 1970, the unmodified ship was returned to the Maritime Administration, painted, overhauled, and mothballed at the Ready Reserve Fleet on Suisun Bay, north of San Francisco, California. The ship's excellent condition and unmodified configuration attracted the attention of the Maritime Administration, which set Lane Victory aside for preservation, as the Administration also did with the last unaltered Liberty ship, Jeremiah O'Brien. The ship also became the focus of the U.S. Merchant Marine Veterans of World War II, a national organization established in Southern California in 1982. The group sought a surplus wartime emergency cargo ship as a floating memorial and active, sailing museum. After petitioning the Maritime Administration, the group was granted Lane Victory on October 18, 1987. The formal conveyance took place a year later on October 18, 1988, when President Ronald Reagan signed into law H.R. 2032 authorizing the transfer of the ship to the Merchant Marine Veterans. Lane Victory was readied for sea and on June 12, 1989, was towed from San Francisco to San Pedro. The ship is now berthed opposite Terminal Island, where she was built.

Undergoing refurbishing and being put back into fully operational shape, Lane Victory will serve as a floating, working museum dedicated to the maritime trades, as well as an educational facility. Just as important, the Merchant Marine Veterans, in their statement of purpose for the ship, have dedicated her as a "living ship memorial museum" in order to pass on to this and

succeeding generations, knowledge of the heroic role of the men and women who served in the Merchant Marine.

> Over 250,000 merchant seamen took part in World War II, sailing waters made dangerous by enemy ships and submarines, to deliver equipment and supplies to European and Pacific fronts. Over 6,000 merchant seamen died and nearly 700 Merchant Marine ships were lost. We seek to provide an appropriate memorial to these merchant mariners who died serving their country in time of conflict. Finally, we also wish to promote and foster the American Merchant Marine in recognition of the valuable services rendered to our country in war and peace. [13]

It is to these noble goals that this historic vessel has been committed.

ENDNOTES

1. L.A. Sawyer and W.H. Mitchell, Victory Ships and Tankers: The History of the "Victory" Type Cargo Ships and of the Tankers Built in the United States of American During World War II (Newton Abbott, Devon, England: David & Charles, 1974) p. 15.

2. Ibid, p. 16.

3. Frederick Simpich, "As 2,000 Ships Are Born," National Geographic Magazine, LXXXI (5), May 1942, p. 551.

4. See L.A. Sawyer and W.H. Mitchell, The Liberty Ships (Newton Abbott, Devon, England: David & Charles, 1970), and John Gorley Bunker, Liberty Ships: The Ugly Ducklings of World War II (Annapolis: United States Naval Institute, 1972)

5. Sawyer and Mitchell, The Victory Ships, p. 18.

6. Ibid, p. 19.

7. Ibid, pp. 20-21.

8. Ibid, p. 25.

9. Ibid, pp. 26-28, 30-31,

10. Ibid, p. 29.

11. Ibid, p. 48.

12. Commander Malcolm W. Cagle and Commander Frank A. Manson, The Sea War in Korea (Annapolis, Maryland: United States Naval Institute, 1957) p. 184.

13. U.S. Merchant Marine Veterans of World War II, "SS Lane Victory, Statement of Purpose," (n.d.) Copy on file aboard the ship.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

See Endnotes in text.

Previous documentation on file (NPS):

___ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
___ Previously Listed in the National Register.
___ Previously Determined Eligible by the National Register.
___ Designated a National Historic Landmark.
___ Recorded by Historic American Buildings Survey: #_____
___ Recorded by Historic American Engineering Record: #_____

Primary Location of Additional Data:

___ State Historic Preservation Office
___ Other State Agency
_X_ Federal Agency
___ Local Government
___ University
_X_ Other: Specify Repository: US Maritime Administration

10. GEOGRAPHICAL DATA

Acreage of Property: Less than one (1) acre

UTM References: Zone Easting Northing Zone Easting Northing

A 11 382000 3231770

Verbal Boundary Description:

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

Boundary Justification:

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

11. FORM PREPARED BY

Name/Title: James P. Delgado, Maritime Historian

Organization: National Park Service (418) Date: April 18, 1990

Street & Number: P.O. Box 37127 Telephone: (202) 343-9528

City or Town: Washington State: DC ZIP: 20013-7127