NPS Form 10-900 OMB No. 1024-0018 716

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280
AUG 28 2015
Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: LCS-102

Other names/site number: Yankee Dollar

Name of related multiple property listing:

N/A

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

2. Location

Street & number: Mare Island Naval Shipyard – 7th Street & Nimitz Street

City or town: Vallejo State: CA County: Solano

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

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

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

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

___national ___statewide _x_local

Applicable National Register Criteria:

_x_A ___B _x_C ___D

State Historic Preservation Officer 25 August 2015

Signature of certifying official/Title: **Date**

California Office of Historic Preservation

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Edson D. Beall 10.13.15

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	x
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	
District	
Site	
Structure	x
Object	

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Defense/Naval Facility/Gunboat

Current Functions

(Enter categories from instructions.)

Recreation/Culture-Museum

7. Description

Architectural Classification
(Enter categories from instructions.)

_Other: World War II Landing Support Craft

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _Steel Plating, Frame & Piping

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph
The former U.S. Navy LCS-102 is a shallow draft steel hull gunboat 158'-0" long with a beam of 23'-3"displacing 387 tons full loaded, 250 tons light load with a draft of 4 to 6 feet. With a fuel capacity of 25,000 gallons, resultant range is 5,500 miles. Construction is all welded steel; hull and superstructure are painted standard navy "Haze Gray". The navy awarded contracts for 130 of this class of vessel constructed during the years 1944 through 1945. The vessel was designed to accompany landing craft ashore and provide close in fire support for the troops landing on enemy beaches. Armament consisted of a 3"/50 caliber naval gun, rockets and heavy machine guns. The assigned crew consisted of 65 enlisted men and 6 officers.

Narrative Description
The U.S. Navy designated LCS (L)(3)-102 is classified as a Landing Support Craft (Large) (Mark 3), ship number 102 of 130. Overall, it is estimated that the ship retains approximately 80% of original integrity. Topside, from a quick visual glance it would be difficult to distinguish the ship from how it appeared during WWII. The basic profile, structure and deck appurtenances have remained, some changes have been made to the weapons over the years, but perhaps the most visual difference is the enclosure of the Conning Tower, the additional armor and the upgrade to the life rafts. Below deck, many of the compartments have been, or are being restored to their original appearance. The ship is presently open to the public so restoration is being done as "work in progress".

LCS-102 is flush deck design with raised forecastle and bulwarks extending aft to the superstructure. Two forward deck hatches open to the Bosun's Locker and the Forward Magazine. Amidships a single level deckhouse supports the circular Pilothouse, Conning Tower and a small open Signal Deck. At the main deck aft, a booby hatch leads to the Main Engine Room; three deck hatches open to the Ordnance Stores/Ammunition Magazine, the General Stores and the Steering Gear Room respectively. At the fantail, a diesel engine powered winch is mounted to serve the 1,000lb stern anchor.

Much of the available main deck space is occupied by the gun mounts installed with this class of vessel. Gun mounts are numbered from bow to stern; when off the centerline, starboard mounts are odd numbers, and port mounts are even numbers. At the bow, the No.1 mount of this class would vary, being either a single 40mm, a twin 40mm, or a 3"/50 caliber dual purpose mount. No.2 mount is a twin 40mm Bofors water cooled heavy machine gun controlled from a fire control station located above and aft of the mount. No.3 &4 would be a single 20mm Oerlikon air cooled machine gun. No.5&6 would be single 50 caliber machine guns. No.7&8 would be a single 20mm Oerlikon air cooled machine gun. No.9 is a remote controlled twin 40mm Bofors water cooled heavy machine gun. In addition, two rocket launchers were installed on the main deck between the No.1 and No.2 mounts, each launcher had 5 rails and could accommodate sixty 4.5" naval rockets. After the war, the rocket launchers were removed and the 20mm mounts No.3&4 were replaced with 81mm mortars. The single 20mm mounts No.7&8 were replaced with twin 20mm mounts. Steel splinter shields were added to the 40mm mounts and at the 01-deck rails.

Mast and yardarm are of steel construction with tubular bracing and wire backstay. A small gallery is located at the top of the mast for access to the radar, signal and navigation lights. A modern radar has been acquired for the ship, the antenna is intended to be installed at the top of the mast in a historically correct enclosure at some point in the future. The ships whistle is also mounted on the mast.

The radar receiver is installed in the Conning Tower rather than its historic location in the Radio Room. This will allow the operator of the vessel to monitor the radar directly when underway. Two modern VHF radios have also been installed in the Conning Tower. In the Pilothouse, the original mechanical engine order telegraph has been replaced with a similar unit even though communication with the Engine Room is now done electrically. The ships wheel and stand is original although an updated master gyro has been added adjacent to the wheel.

Within the deckhouse, at the main deck level is located the Galley, Radio Room, Crews Head, 40mm Magazine, Officers Head and Passageway. From the Passageway, three inclined access ladders extend down to the 2nd deck level, one vertical ladder extends up to the Pilothouse. Forward, compartments at the 2nd deck accessed from the Deckhouse Passageway include the Forward Enlisted Berthing with 24 bunks, the Petty Officers Berthing with 9 bunks, Officers Staterooms with 8 beds, and Wardroom. Amidships compartments include Enlisted Berthing with 32 bunks, the Crews Mess and First Aid Station. Aft of the amid ship compartments at the 2nd deck is located Dry Stores, Walk-in Freezers and the Generator Room.

The enlisted men slept three and four deep in three compartments on metal-framed bunks of stretched canvas with thin pads for mattresses. Each crewmember had a locker for storage of clothing and personal effects. Officers had four double bunks with standard mattresses in two tiny staterooms. All officers had roommates; even the captain shared his cabin with two or three other officers.

All food for the crew including officers was prepared in the Galley, which consisted of a range, 2 steam kettles, a water heater, sink, coffee maker, counter and storage shelving. The original range and water heater have been upgraded with newer models and the steam kettles have been replaced by an electric griddle. Although the ships officers were served by a steward, enlisted crewmen had to pick up their food on a tray in the Galley and carry the tray down the ladder to the Crews Mess Deck. In the Crews Mess three tables with bench seats were provided for the crew. Each table could comfortably seat six, although eight could be squeezed in. One of the tables in the corner of the Crews Mess was also designated as a First Aid Station, where the wounded could receive treatment for injuries.

Located in the Radio Room were the ships' chart table, radar receiver, gyro repeater and several radio receivers and transmitters. A voice tube between the Radio Room and the Pilothouse allowed for coordination of the ships movements while underway. The radar receiver and gyro repeater are no longer installed but some of the period correct radios are in place.

Officers had their own small Toilet Room or Head, which consisted of a water closet, wash basin and shower. The Crews Head consisted of a shower, urinal, and instead of flush toilets, the men were provided with wooden seats over a metal trough through which seawater flowed. A small clothes washer was installed in the corner of the head. Clothes were dried on makeshift clotheslines strung topside.

In the Engineering spaces, the Generator Room with the original switchboard and GMC 6-71 generators retains almost complete historic integrity. Each generator produced 65 Kilowatts at 450 volts, 3 phase AC power. The switchboard was configured to allow for either one or both generators to operate simultaneously. Step down transformers reduced the primary 450-volt power to 115 volts for lighting and utility purposes.

The propulsion and auxiliary machinery was located in the Main Engine Room. The auxiliary machinery consisted of two fire pumps, two generator raw water pumps, fresh water, condensate and distillate pumps, a heating boiler and fresh water evaporator.
The original propulsion system consisted of a four GMC 6-71 diesel engines, separately clutched to form a "quad" pack for each propeller shaft. Any combination of engines from one to four could be used to provide power to the propeller shaft, which turned a variable pitch propeller. This configuration allowed one or more engines to be shut down for maintenance while still operating underway, while the variable pitch propeller eliminated the need for a reversing gear. The 71 series engines allowed for common spare parts between the generators, the propulsion engines and even the winch engine. A control station for each "quad" was located at the aft

engine room bulkhead between the two shafts. Orders from the wheelhouse were received via an "Engine Order Telegraph" mechanically linked to the engine room control station.

In 1983, the Royal Thai Navy replaced the original "quad" packs with two single 876 horsepower MTU diesels. Modifications to the Main Engine Room including replacement of the original propulsion engines have caused it to lose much historic integrity, however this is offset by the need to have a reliable functioning space in order to utilize the ship as a mobile museum. An engine control booth was added in a compartment on the deck above the engines. Remote monitoring and control panels were located in this compartment along with an electronic Engine Order Telegraph.

The former Ordnance Stores/Magazine is now being used for electrical storage. The workbench, shelving and power units for the original gyro still remain in the compartment. The General stores locker has been re-purposed for mechanical parts storage.

The Steering Gear Room remains historically accurate with the original hydraulics and mechanical steering control system. Some deterioration of the structural support for the twin rudders has been noted and will need to be addressed during the next dry-docking.

Immediately below the 2nd deck were 26 tanks integral with the hull for storage of 25,000 gallons of fuel oil, 1,500 gallons of lube oil and 10,315 gallons of fresh water.

Integrity: Overall, LCS-102 retains a high level of historic integrity. As a watercraft it is not located in a location directly associated with its past service, but it is still maintained in the water, preserving integrity of setting. Integrity of design, materials and workmanship are strong considering the long service life of the vessel for three different navies. The replacement of the main engine is the largest single loss of historic integrity, but the alteration is not visible from the exterior of the vessel, and the two replacement engines represent a replacement in kind if not in design. The engines are also not a character-defining feature of the craft, as the LCS class did not feature a particularly unique or unusual method of propulsion that represents part of the craft's significance. Alteration and relocation of specific electronic systems and replacement of weapons systems with similar weapons represents a minor loss of integrity that do not compromise the overall design, materials and workmanship of the craft. Restoration and repair since the LCS-102's conversion to a floating museum have emphasized returning the ship to its World War II appearance, as mentioned above. Integrity of feeling and association are thus high overall for the topside and external elements of the craft, and many internal spaces, with the primary exception of the engine room and magazine.

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.

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

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

Areas of Significance
(Enter categories from instructions.)
Military
Engineering (naval)

Period of Significance
1945 – 1946

Significant Dates

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

Cultural Affiliation
N/A

Architect/Builder
Commercial Iron Works

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Summary Paragraph

LCS-102 is a United States Navy Landing Craft, Support, completed in 1945. The ship is eligible for listing in the National Register of Historic Places under Criterion A for its participation in the amphibious invasion of Okinawa and peacekeeping operations following the surrender of Japan, and under Criterion C as the sole intact representative of her class of vessel, at the local level of significance, as a significant example of naval engineering. LCS-102, along with the sister ships of her class, participated in the greatest conflict of the 20th century, World War II. Although these smaller ships are seldom mentioned in accounts of that war, they, along with the men that served on them, played an important part in the closing battles of that conflict. LCS-102 participated in the last major battle of the war, at Okinawa. After the war ended she was assigned to mine destruction along the China coast and rivers. The period of significance is 1945-1946, the period that the ship was in US Navy service.

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

Criterion A: Military Service of LCS-102

The Commanding Officer of the LCS102 was LT Richard L. Jones, an experienced naval officer who had previously spent two years in the Pacific as captain of an LCI. Captain Jones was held in high regard by the crew. He trained his crew well and delegated authority. He served on the 102 from the time of launching until December 1945, when he was relieved by LT(jg) Charles A. Butler. Captain Jones was never afraid to stretch navy regulations. When orders for his discharge were not forthcoming, he wrote his own discharge orders from Jones to Jones. Captain Butler served until March 1945 when relieved by LT(jg) Donald C. Starr who served as Commanding Officer until the LCS 102 was decommissioned.

LCS-102 sailed from Ulithi along with five other LCS's assigned to escort three merchant ships to Okinawa, arriving on 18 June 1945. Five days later the island was declared secured and the campaign for Okinawa was over. The last of the major air raids involved approximately 45 aircraft and occurred from 21-22 June. LCS-102 did not assume radar picket duty until 10 July. Nearly 70 years have passed since that battle and although at least 2 former crewmen recall firing at aircraft, action reports do not mention the firing of her weapons for combat operations during picket duty or at any other time during the course of the war. It is not clear when LCS-102 departed Okinawa but it is assumed that she sailed for Subic Bay in the Philippines late July or early August as she was in Subic Bay when the end of the war was announced on 15 August 1945.

It was during the war that the LCS-102 was given the nickname "Yankee Dollar" by her crew. The name was derived from the lyrics of a popular song of the time, "Rum and Coca Cola" by the Andrew sisters. A replica of the original "Yankee Dollar" logo has been painted on the forward fire control station as a part of the present on-going restoration work.

After the conclusion of the war, the 102 was assigned to the occupation force and was one of the first U.S. ships to enter Nagasaki after the war. Her mission was to insure that the harbor was clear of mines prior to the arrival of troop and cargo ships. She entered Nagasaki only a few months after the second atomic bomb, "Fat Man," was dropped. The city was turned into a rubble pile and earth on the hills outside the town looked burned. By that time, roads had been cleared through the rubble and the marines took some of the crew on a tour of the city. While in Nagasaki a typhoon with winds of 100 miles per hour struck the city, the 102 remained in the harbor and rode out the storm without any problems**.**

Subsequent to that assignment, the 102 was sent to China for the purpose of mine destruction. This assignment resulted in work along the coast and up the rivers including port visits at Taku, Tientsin, Tsingtao, and Shanghai. The job of the 102 was to look for floating mines brought up by minesweepers, and then blow them up. Normally the .50 caliber machine gun would be used for this purpose. The ship went back and forth between Tsingtao and Taku on the Yellow Sea. While in Taku, the 102 took trips up river to Tientsen, frequently carrying senior naval officers for meeting with Chinese officials. Communists were battling Chinese Nationalist forces to take over China at the time so, the presence of the "Yankee Dollar" was somewhat precarious. While in Tsingtao, the ship's heating system failed in midwinter. The crew was issued Army winter clothes and went about their business**.** By Spring of 1946, the 102 was ordered to return to the states for decommissioning, by way of Okinawa, Guam, Eniwetok, Pearl Harbor, Astoria, and finally Portland, Oregon.

LCS-102 returned to the United States in September 1946 and was decommissioned. In April 1953 she was transferred to the Japanese Navy and renamed "Himawari" then returned to U.S in April 1966. Subsequently she was transferred to the Royal Thai Navy in June 1966 and renamed "Nakha". Decommissioned by the RTN, title was transferred to an American Veterans Association, the National Association of LCS (L) 1-130. She was returned to the U.S in September 2007 to be used as a mobile museum docked at Mare Island, Vallejo, California. Restoration of the vessel began at that time and continues to the present. The restoration work is being performed on a voluntary basis by a group of mostly retired Navy veterans. A survey conducted by the Association has concluded that the LCS-102 is the only surviving and intact example of that class of ship still afloat.

Criterion C: Naval Engineering, LCS Class Watercraft

LCS-102 represents the only surviving example of an LCS watercraft, built in response to the unique conditions of the Pacific war and its "island-hopping" campaign of invasions. The small, shallow drafted and heavily armed gunboat provided fire support for waterborne invasions using a standardized hull design, and is thus eligible under Criterion C for its design and engineering.

On December 7th, 1941 forces of the Imperial Japanese Navy attacked U.S. Army and Navy facilities in the Hawaiian Islands, triggering America's entry into WWII. By the summer of 1942, Japanese conquests had expanded through the Pacific Rim as far south as Australia. In response to the Japanese expansion, Allied forces began to push back along two fronts. Beginning in October of 1942, mostly American and Australian troops under General Douglass MacArthur moved through New Guinea westward towards the Philippines. In the Central Pacific, Navy and Marine forces under Admiral Chester Nimitz began the northerly push at Guadalcanal in the Solomon Islands. From Guadalcanal, the navy began an "island hopping" campaign, moving through the Solomon and Marshall Island chains. By November 1943, with the conclusion of the battle for the island of Tarawa, navy and marine planners realized there was a problem with their tactics.

Capital ships off shore bombarded the island beaches with naval gunfire prior to the troops going ashore. The low flat trajectory of these heavy naval guns was not particularly effective on low-lying islands. The rounds had a tendency to skip off the targets similar to how a stone thrown across a pond will skip across the water. In some cases, plunging fire, as from rockets, proved to be more effective against beach installation than direct fire from naval guns. Furthermore, between the times that the bombardment was lifted and time the troops actually hit the beach, the enemy had time to regroup, resulting in heavy causalities for the marines coming ashore. Smaller ships such as the destroyer drew too much water to allow close in fire support. A shallow drafted, heavily armed gunboat was needed to accompany the landing craft all the way to the beach.

By the beginning of 1944, U.S. war production was in full swing, tanks, planes ships and guns were being produced by the thousands. Rather than designing a completely new vessel from the keel up, the navy began experimenting with modifying existing Infantry Landing Craft (LCI) to meet the requirements of a gunboat. The LCI could carry 200 troops and could run right up on the beach. It was from experimentations on the LCI with different armament configurations that the LCS evolved.

The hull and engineering plant of the LCS would remain essentially the same as the LCI, but spaces for infantry would be replaced with as many weapon systems as possible. Contracts were awarded for the construction of 130 of the LCS (L) mark 3 Landing Support Craft, to be built in three separate shipyards. The shipyard of George Lawley and Sons of Neponset Massachusetts constructed 47 of the ships. Albina Machinery of Portland Oregon constructed 31 and Commercial Iron Works also of Portland constructed 52 ships. The first keel was laid on April 28 1944; the final ship was launched on March 10 1945. The LCS 102 was built at the Commercial Iron Works, the keel was laid on January 14, 1945; she was launched on February 3, 1945 and commissioned on February 17, 1945.

As the ships of this new class became available, they began to fulfill their combat role in the battles for the Philippines, Borneo, Iwo Jima and Okinawa. It was during these campaigns that the LCS's served with distinction, earning the nickname "Mighty Midgets" due to their small size but large firepower. Typical LCS tactics for a troop landing involved laying a rocket barrage commencing about 1,400 yards off shore until the ships were only 400 yards from shore. This

insured that the area from the shoreline to about 1,000 yards inland was covered by rocket fire. At a range of 400 yards the LCS slowed and the troop carriers passed by them. Some of the vessels would then lay bow-in to support the troops if needed, while others turned broadside to the beach and raked it with fire from their 40mm machine guns. Other duties included picket station, laying smoke screens, suicide boat and swimmer patrol, fire fighting and mine destruction.

At the battle for Okinawa the navy established defensive ring around the island about 50 miles out to prevent Kamikaze planes from attacking the invasion fleet anchored off Hagushi. Although not designed for that purpose, the LCS proved well suited to this task due to the fact that most of her armament consisted of 20mm and 40mm machine guns, which were the navy's primary anti-aircraft weapons.

During combat operations, 26 of the LCS were either sunk or damaged, 13 of which occurred during the battle for Okinawa. It is ironic that during that battle the beaches were only lightly contested, minimizing the purpose for which the LCS was designed. The enemy had chosen to remain in a vast network of caves allowing the allied troops almost unopposed landings on the shore. It was the Kamikaze attacks launched from Formosa and Kyushu that caused most of the naval causalities.

During the battle for Okinawa, LT Richard M. McCool, skipper of the LCS 122 was wounded and subsequently received the Medal of Honor for his heroic action on the evening of June 11, 1945. In other actions, three LCS's received the Presidential Unit Citation, the highest award given by the President of the United States while six ships of the LCS class were awarded the Navy Unit Citation, the highest award given by the Secretary of the Navy.

LCS-102 is the only surviving intact ship of its class. Secondary sources indicate that one other LCS class vessel may survive, highly modified into a fishing boat, but LCS-102 is the only one retaining its original configuration as a warship of 130 built. The LCS class represents a specific response to a military need: providing close-in fire support for amphibious assaults during the island-hopping campaigns in the Pacific during the Second World War. As the only surviving ship of its class, LCS-102 retains sufficient historic integrity to convey the intent of that design in its current interpretive/museum role.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Ball, Donald L Fighting Amphibs The LCS(L) in World War II. Mill Neck Publications, Williamsburg, Virginia. 1997

Rielly, Robin L. Mighty Midgets at War. Hellgate Press, Central Point OR. 2000

Childers, Clifford Wayne. My History of the USS LCS (L) (3) 102 as remembered in 2012

Shepherd, Ray My Journal of World War II

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:
____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
__X Other
Name of repository: _Navy Historical Center, Washington Navy Yard, Washington DC Operational Archives Branch, L. Richard Rhame Collection**.**
Historic Resources Survey Number (if assigned): _____N/A__

10. Geographical Data

Acreage of Property _Less than 1 acre__

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_North American 1927 Datum_____
(enter coordinates to 6 decimal places)
1. Latitude: 38.100822 degrees Longitude: -122.268950 degrees

Verbal Boundary Description (Describe the boundaries of the property.)
LCS-102 is docked at foot of 7th Street, Mare Island (former naval shipyard), Vallejo, CA. The Boundary for the LCS-102 is the ship itself.

Boundary Justification (Explain why the boundaries were selected.)
The nomination of the LCS-102 is solely for the ship itself and therefore the boundary includes only the vessel.

11. Form Prepared By

name/title: _William J. Mason, President_____
organization: _Landing Craft Support Museum_____
street & number: _2960 20th Avenue _____
city or town:_San Francisco _____ state: _CA_____ zip code:_94132_____
e-mail__bmason6056@aol.com_____
telephone:_(415) 661-9279_____
date:_November 15, 2014_____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: LCS-102

City or Vicinity: Mare Island, Vallejo

County: Solano State: CA

Photographer: Gordon Stutrud

Date Photographed: 11/18/2014 unless noted otherwise on log

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 20. Starboard profile taken from across Mare Island Strait looking west on 6/30/2013.

2. Port bow taken from dock looking aft on 11/4/2014.

3. Foredeck looking aft to Conning Tower taken on 11/19/2009.

4. "Yankee Dollar" logo on forward gun director taken from dock on 9/6/2012.

5. Foredeck taken from Conning Tower looking forward.

6. Aft deck taken from Coning Tower platform looking aft.

7. Conning Tower taken from platform looking forward into Conn.

8. Pilothouse from entrance looking forward taken on 4/26/2012.

9. Portside main deck amidships looking up to Conn taken on 11/13/2014

10. Aft deck taken from stern looking forward.

11. Port stern taken from dock looking forward taken on 5/11/2013.

12. Main Engine Room looking aft.

13. Generator Room taken from entrance looking aft on 11/15/2014.

14. Galley taken from entrance looking forward.

15. Crews Head taken from entrance looking forward.

16. Mess Deck taken from entrance looking forward on 4/24/2012.
17. Wardroom taken from entrance looking aft on 11/6/2014.
18. Captain's Cabin taken from entrance looking forward on 11/6/2014.
19. Petty Officer's Quarters taken from entrance looking forward on 11/6/2014.
20. Crew's Berthing taken from compartment looking forward on 11/13/2014.

Figure Log

Figure 1 Cover sheet of LCS-102 plans
Figure 2 Lookout and pilot house deck plans
Figure 3 Main deck plan
Figure 4 Second deck plan
Figure 5 Google Earth location map

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 100 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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 1 Cover sheet of LCS-102 plans

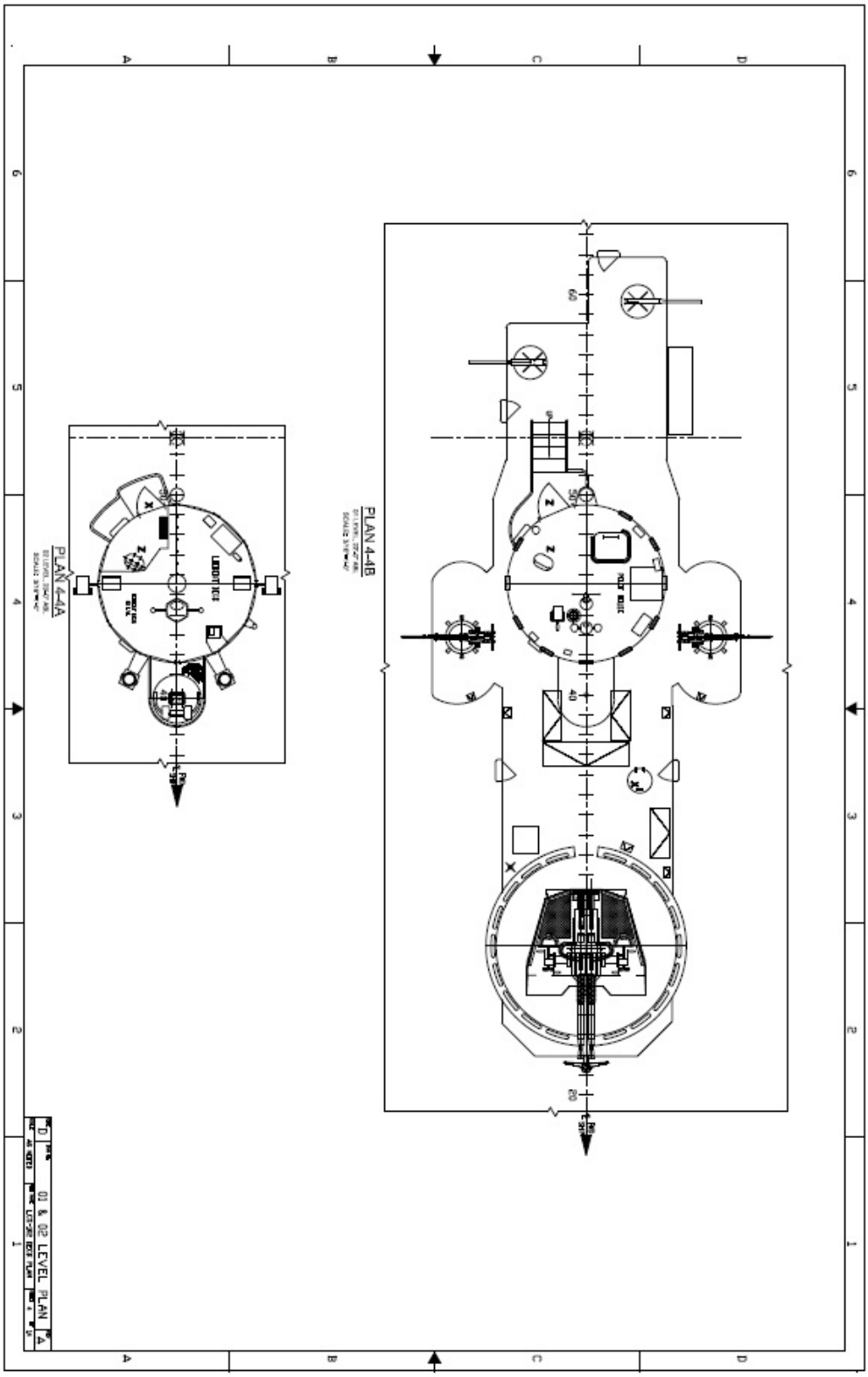


Figure 2 Lookout and pilot house deck plans

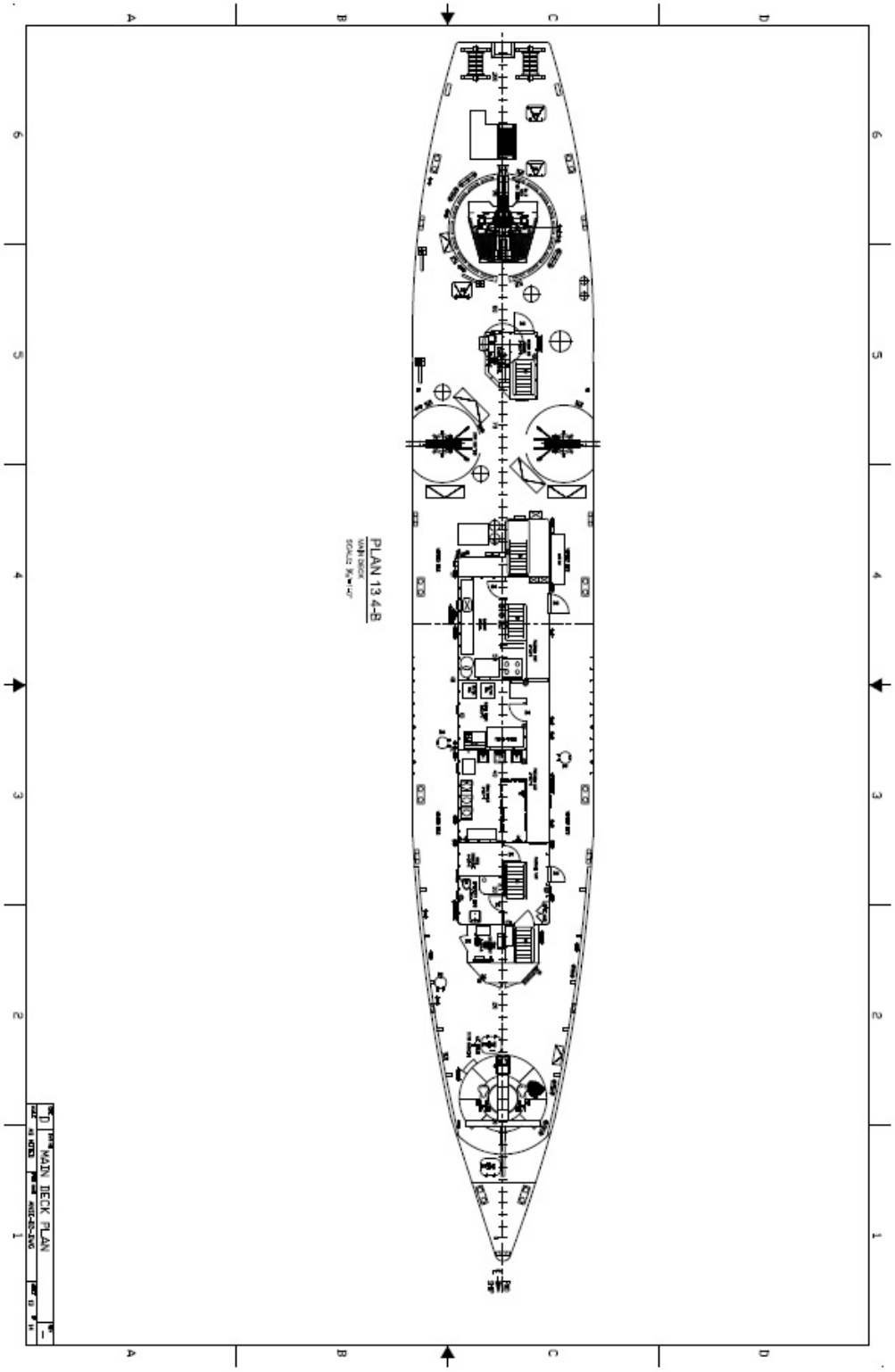


Figure 3 Main deck plan

LCS-102
Name of Property

Solano, CA
County and State

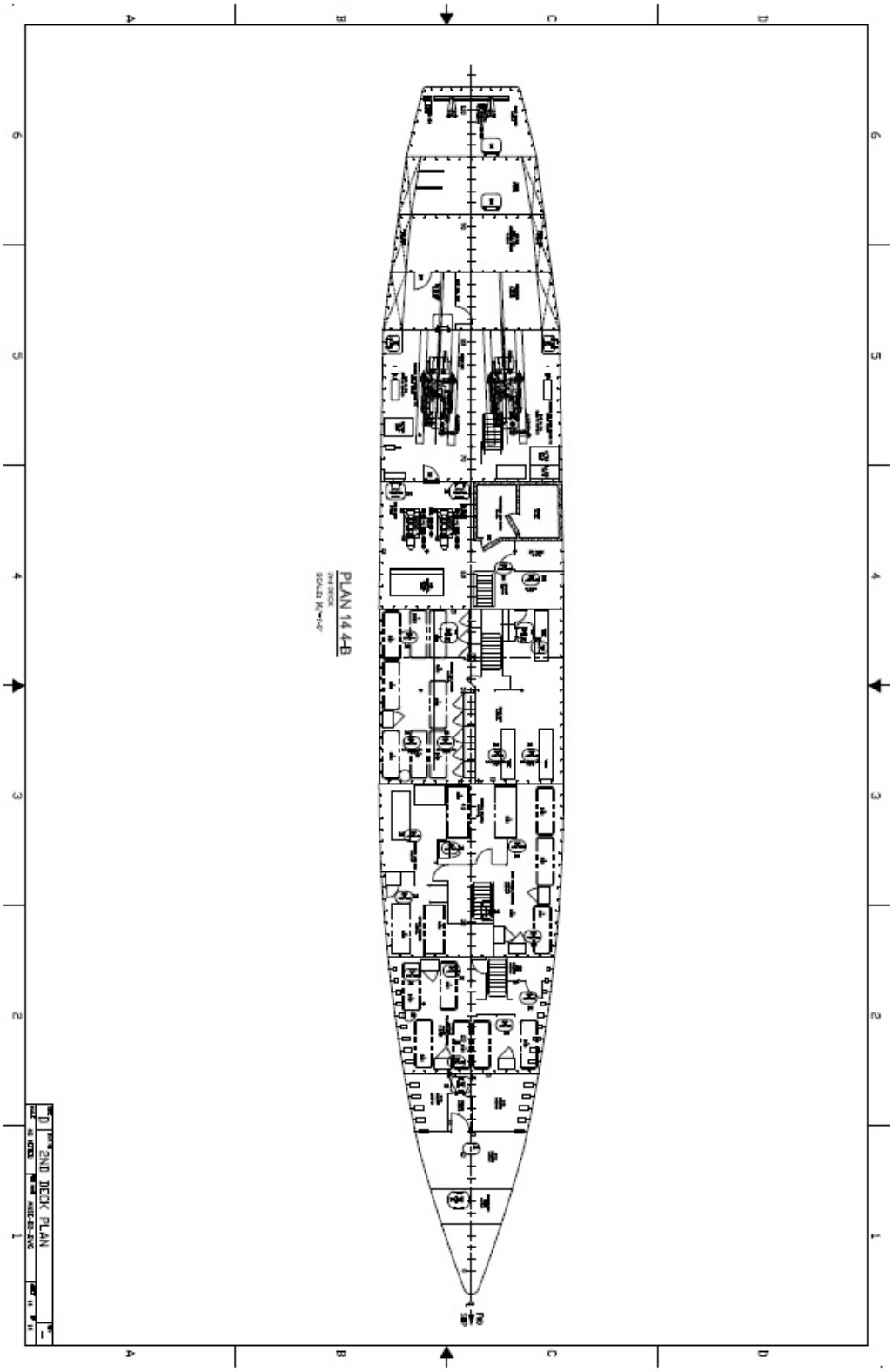


Figure 4 Second deck plan

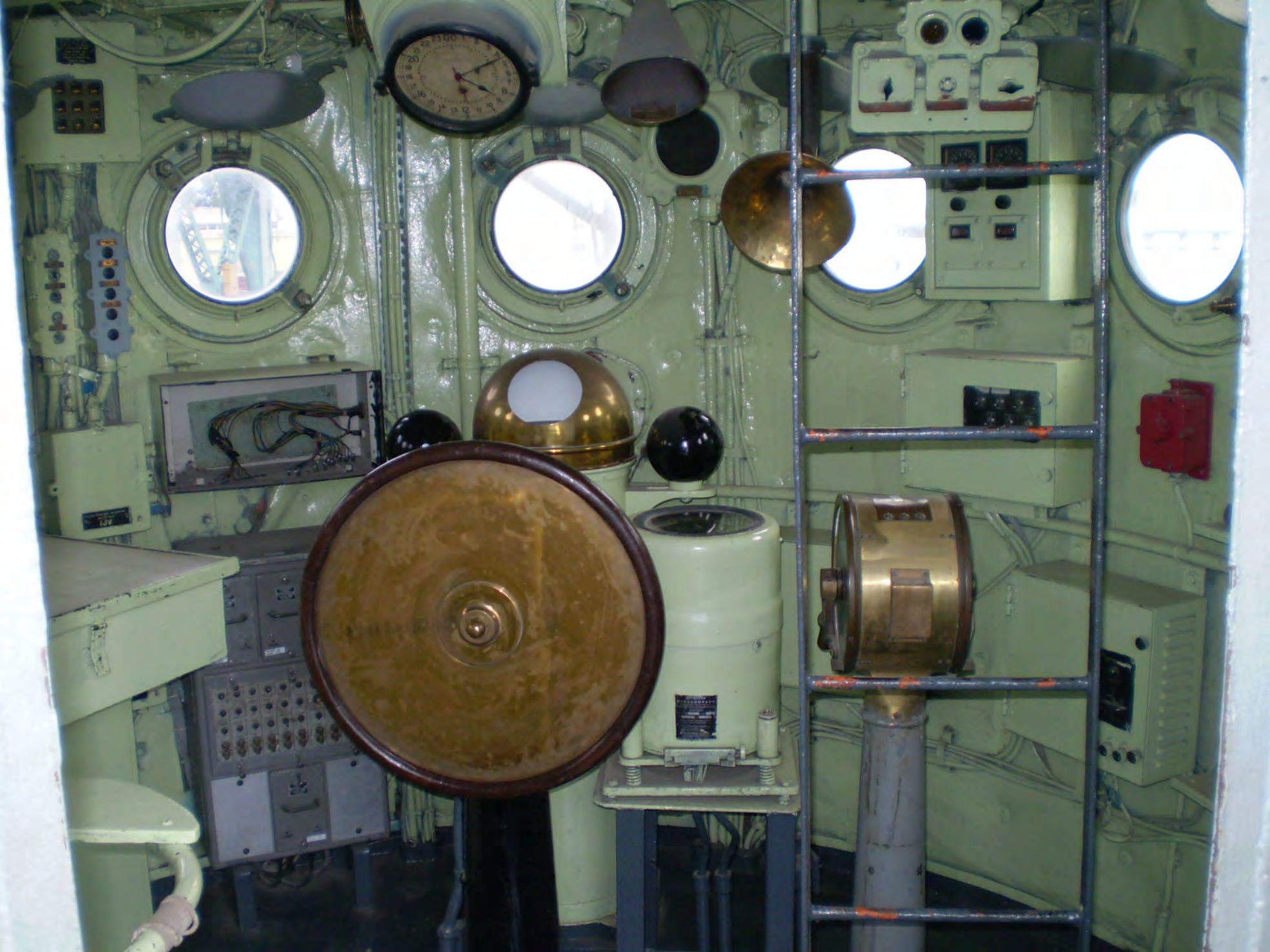
Figure 5 Google Earth map. Latitude: 38.100822 degrees, Longitude: -122.268950 degrees.

102

102

YANKEE
DOLLAR

XO
CAPT
A.C. FREQ POWER PACK



S.W. EDUCTOR
ACHTUNG!
MTU 8V 396
MAYBACH-
MERCEDES BENZ
31.6L - 1928 CU. IN.
655KW - 878 HP
BUILT 1983

RESERVED
ROYAL THAI NAVY
H.T.M.S. NAKHA
LT SOMBAT JUTANBOM
LT MONCHAI BOONNID
LT ASSADA CHEUMSUK
LT SUWAT SUWATTANA
LT LT@ATCHAI SORNSHE
LT PONGTHORN BOONPALID
LT SURAPAN MOONGDEE
LT JAIPETCH TONGDOUNG
LT PAISONG CHAIMANEE
LT SANTAPOL SUKPRASERT
LT ADISAK KONGBOONSUK
LT PRANCHAI POLPRASERT
LT PRAPHAN SUKARNG

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