

PH0679101

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED MAR 12 1979

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

AVR 661 (Crash boat)

AND OR COMMON

2 LOCATION

STREET & NUMBER

12800 S. Butler Drive, Calumet Harbor, Bldg 120

CITY, TOWN

Chicago

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

2nd

STATE

Illinois

CODE

12

COUNTY

Cook

CODE

031

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

PUBLIC ACQUISITION

ACCESSIBLE

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

NAME

United States Naval Sea Cadet Corps

STREET & NUMBER

818 18th Street N. W.

CITY, TOWN

Washington

VICINITY OF

STATE

D. C. 20006

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

United States Government - Department of Defense

STREET & NUMBER

CITY, TOWN

Washington

STATE

D. C.

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

AVR 661 was built and launched in 1943. It is an R-1 Type Air Force Crash Boat (Air-Sea Rescue Boat) displacing 50 tons.

Dimensions: 85 ft. overall length (78 at waterline), 20 ft. 7 in. beam, 4½ ft. draft.

Machinery: Two Packard Marine 4M-2500 engines, 1500 hp. each. 35 knots top speed.

Armament: Two twin mount 50 cal. machine guns on bridge, one 20 mm anti-aircraft gun in cockpit and two depth charges on stern.

Complement: 8 to 10 men.

### History

Records kept for this class of vessels are incomplete and somewhat lacking, due to their relative small size and many functions they performed. The boat was built in 1943 and most certainly served primarily as an Air-Sea Rescue (Crash) boat during the War at several air bases in the Gulf of Mexico.

After the War, a great many of these boats were sold to the public and converted into yachts and commercial vessels. The Air Force then began a systematic program to destroy the remaining vessels one by one as targets for bombers, fighters. In excess of 50 were sunk in this manner.

During the Vietnam war, the 661 boat was used for towing targets for helicopter gunship training in the Gulf of Mexico. Based at Tyndall AFB in Panama City, Florida, during the last part of her career, the boat was used by the Air Force as a drone recovery vessel and was also used by the Navy to tow high speed mine sweeping apparatus in preparation for clearing the harbors of North Vietnam. It towed experimental apparatus.

In the early 1960's the Air Force determined that the 661 boat was in the best of condition amongst all remaining boats and was selected for a complete rebuild. This work was done by Sherman Shipyard in Panama City, Florida. The vessel continued to be used as a crash boat and drone recovers boat until 1971 when the fleet of these boats had finally been reduced to two, AVR 661 and AVR 671. 671 was based with the Navy in Panama City, Florida and was eventually sold to a private concern and scrapped.

(continued)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The Air Force planned to preserve the 661 boat by flying it to Wright-Patterson AFB and placing it on a concrete pedestal as a memorial. It was found to be too large for the cargo plane so the vessel was turned over to the P. T. Boat Museum in Memphis, Tennessee moments before it was scheduled to be destroyed as a bomb target.

The attempt to run the boat to Memphis proved to be a disaster. The vessel struck a submerged obstruction which damaged the running gear and numerous mechanical problems made the trip into a two month nightmare. Eventually, the boat reached Memphis but sank at her moorings when the shore power failed.

The Naval Sea Cadet Corps expressed an interest in salvaging and restoring the boat and eventually the vessel was turned over to them. Using 14 to 16 year old volunteers, the salvage effort took more than a year. Two more years were to pass before the boat was placed on a barge and shipped to Chicago where restoration proceeded at a slow pace due to lack of funds.

With the help of the American industry which has donated over \$100,000 worth of parts, equipment and services, plus a \$5,000.00 grant from the National Trust for Historic Preservation, the work is nearing completion. We expect the 661 boat to be fully operational and restored by the summer of 1979. She will be used as a training ship for the U.S. Naval Sea Cadets as well as an Air-Sea Rescue Boat.

AVR 661 is presently undergoing restoration by the U.S. Naval Sea Cadet Corps in Chicago who plan to use her for a Sea Cadet Training vessel for several years after restoration is completed. Eventually, the vessel will be retired to a permanent museum status and be on public display as the last of her class and as a memorial to the Air-Sea Rescue Services and the many fliers and sailors who owe their lives to these boats.

# SIGNIFICANCE

## PERIOD

## AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

- |   |   |   |   |  |
|---|---|---|---|--|
| <input type="checkbox"/> PREHISTORIC          | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING     | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION            |
| <input type="checkbox"/> 1400-1499            | <input type="checkbox"/> ARCHEOLOGY-HISTORIC    | <input type="checkbox"/> CONSERVATION           | <input type="checkbox"/> LAW                    | <input type="checkbox"/> SCIENCE             |
| <input type="checkbox"/> 1500-1599            | <input type="checkbox"/> AGRICULTURE            | <input type="checkbox"/> ECONOMICS              | <input type="checkbox"/> LITERATURE             | <input type="checkbox"/> SCULPTURE           |
| <input type="checkbox"/> 1600-1699            | <input type="checkbox"/> ARCHITECTURE           | <input type="checkbox"/> EDUCATION              | <input checked="" type="checkbox"/> MILITARY    | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799            | <input type="checkbox"/> ART                    | <input type="checkbox"/> ENGINEERING            | <input type="checkbox"/> MUSIC                  | <input type="checkbox"/> THEATER             |
| <input type="checkbox"/> 1800-1899            | <input type="checkbox"/> COMMERCE               | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY             | <input type="checkbox"/> TRANSPORTATION      |
| <input checked="" type="checkbox"/> 1900-1943 | <input type="checkbox"/> COMMUNICATIONS         | <input type="checkbox"/> INDUSTRY               | <input type="checkbox"/> POLITICS/GOVERNMENT    | <input type="checkbox"/> OTHER (SPECIFY)     |
|   |   | <input type="checkbox"/> INVENTION              |   |  |

## SPECIFIC DATES

## BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

There were many types and sizes of AVR's or Crash Boats made during and after the war. These boats represented the Humanitarian side of war, and countless numbers of fliers and sailors owe their lives to these boats. Many of these boats were used in combat roles, especially in the Mediterranean areas and none were returned to the U.S. after the War.

To our knowledge, the 661 boat represents one of the last of her class in original condition and the 6 year battle to save her for history would take many pages of narrative to describe. The 661 boat is not 50 years old but steps must be taken to preserve these artifacts from World War II especially now that our society is becoming more preservation conscious.

Thousands of man-hours have gone into the effort to save the 661 boat and she deserves her place in history.

# MAJOR BIBLIOGRAPHICAL REFERENCES

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

QUADRANGLE NAME LAKE CALUMET

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 16 452120 4612180

B         

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C         

D         

E         

F         

G         

H         

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

## 11 FORM PREPARED BY

NAME / TITLE Constantine N. Giovan, Operation Officer, U. S. Naval Sea Cadet Corps. 714 Junior Terrace, Chicago, Illinois 60613

ORGANIZATION U. S. Naval Sea Cadet Corps DATE

STREET & NUMBER 818 Eighteenth Street N. W. Washington D. C. TELEPHONE

CITY OR TOWN STATE

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE David Kenney

TITLE Director, Department of Conservation DATE 12/22/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

DATE

ST:

CHIEF OF REGISTRATION

OF PROPERTY AVR 661 (Crash Boat) STATE Illinois

Attached National Register Inventory-Nomination form is being returned to your office for verification of the information indicated below. PLEASE RETURN THIS FORM WHEN THE NOMINATION IS SUBMITTED.

Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Statement of Significance: Pls provide information as to the <sup>signi-</sup>~~fi-~~cance of this particular boat, paying particular attention to its exceptional significance as it was built 1943. For example is its significance that it is one of a kind? If not what is the specific significance of this boat that warrants its nomination to the NR rather than other crash boats.  
Bibliography: \_\_\_\_\_

Geographical Data -- Acreage: \_\_\_\_\_

UTM Reference(s): \_\_\_\_\_

Verbal Boundary Description: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Certification: \_\_\_\_\_

Photographic Coverage: \_\_\_\_\_  
\_\_\_\_\_

Map Coverage: \_\_\_\_\_  
\_\_\_\_\_

Other: \_\_\_\_\_  
\_\_\_\_\_

Questions concerning this nomination may be directed to Lucy B. Franklin  
of the National Register staff, telephone 202-343-6407

Thank you for your attention to the above items.

Franklin for Rebovich  
of the Branch of Registration

Date: 5/16/79

Property

AVR 661 (Crash boat)

State

Ill. (Cook)

Working Number

3.12.79. 528

TECHNICAL

Photos

4

Maps

1

CONTROL

OK 3.14.79

HISTORIAN

This one is a problem. It is less than 50 years old and ~~it~~ does not have strong historical associations. I ~~have to~~ can not evaluate its significance as a type vessel without more information. - If it is the only of its kind it is probably eligible. - Likely to be eligible because the Nat'l Trust felt it was significant enough to give it a grant.

W.R. Luce  
4/26/79

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

OTHER

HAER

This is a perfect example of a WWII "vernacular" vessel that is significant as a "last remaining example" #8 needs to be strengthened to explain role of crash boats in WWII operations but there should not be difficult Return

Inventory \_\_\_\_\_  
Review 5/15/79  
Don Jackson

REVIEW UNIT CHIEF

Unsure as to specific significance of this particular boat & its exceptional significance

Return  
Franklin  
5.3.79

BRANCH CHIEF

KEEPER

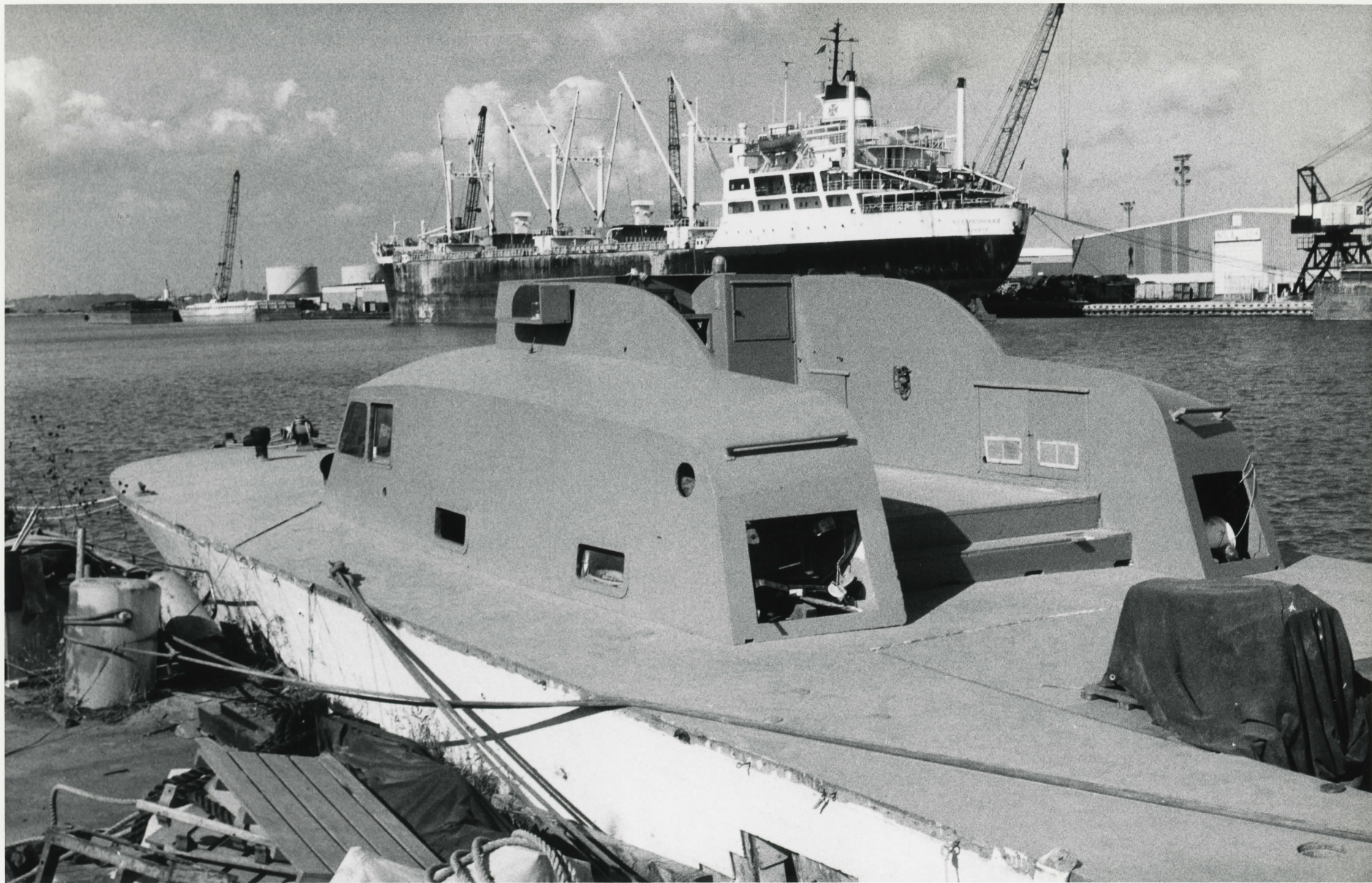
National Register Write-up \_\_\_\_\_

Send-back 5.16.79

Entered \_\_\_\_\_

Federal Register Entry \_\_\_\_\_

Re-submit 6.26.80



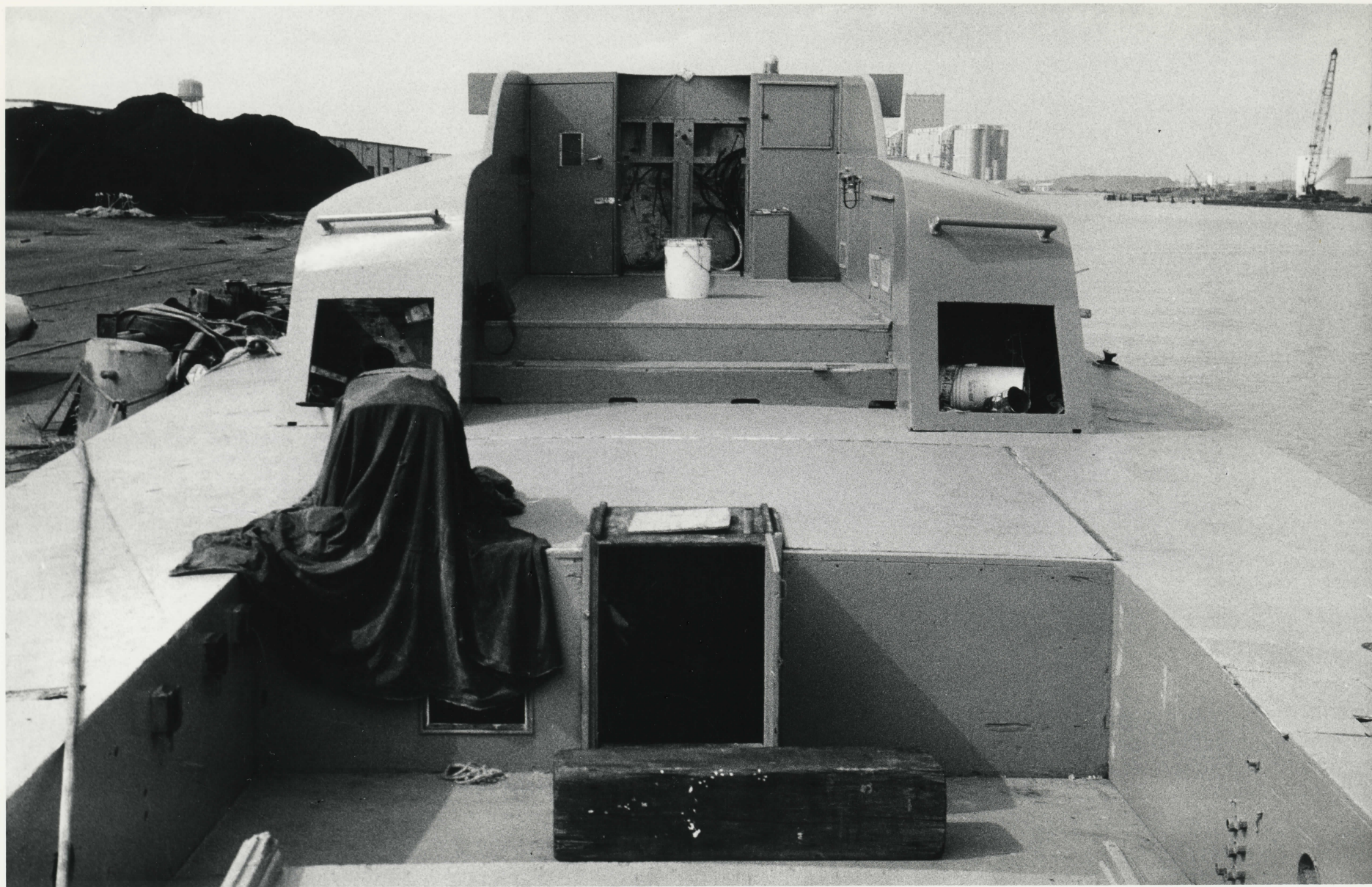
#2 AVR-661 NOV. 1978 CALUMET HARBOR CHICAGO ILL.

MAR 12 1979

NOV 19 1980

AVR 661 (Crash boat) Cook Co. IL

13  
CH 1514



#3 AVR-661 NOV. 1978 - CALUMET HARBOR CHICAGO ILL.

AVR 661 (Crash boat) Cook co. IL

MAR 12 1979

NOV 19 1980

8

CM/BJA



#4 AVR-661 NOV. 1978 - CALUMNET HARBOR CHICAGO ILL.

AVR 661 (Crash boat) Cook Co. IL

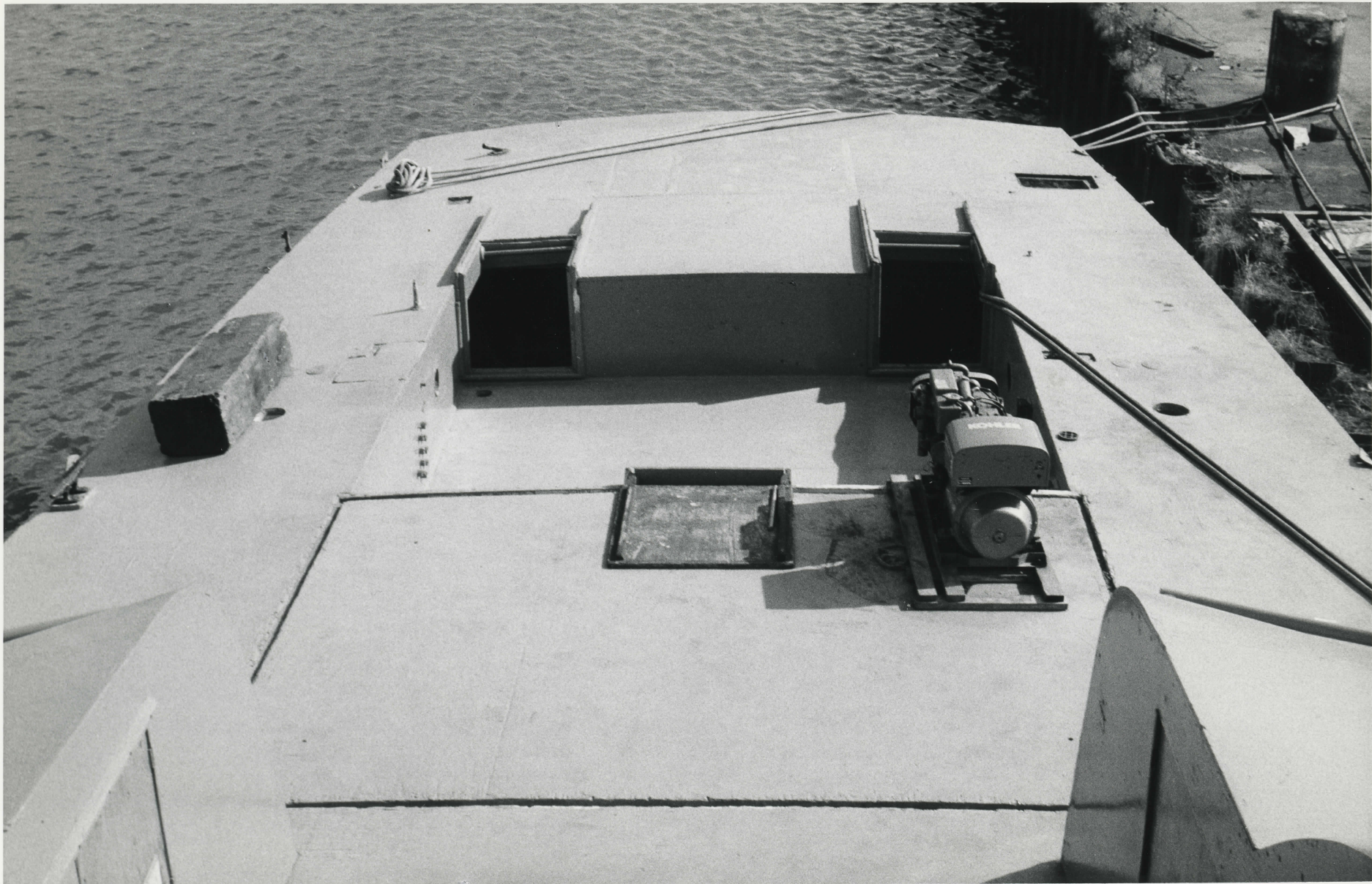
MAR 12 1979

NOV 19 1980

91

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1/16/14



#5 AVR-661 - NOV. 1978 - CALUMET HARBOR CHICAGO ILL.

AVR 661 (Crash boat) Cook Co. IL

MAR 12 1979

NOV 19 1980

51

CH/19/4

## Missing Core Documentation

**Property Name**

AVR 661

**County, State**

Chicago, Illinois

**Reference Number**

80001342

The following Core Documentation is missing from this entry:

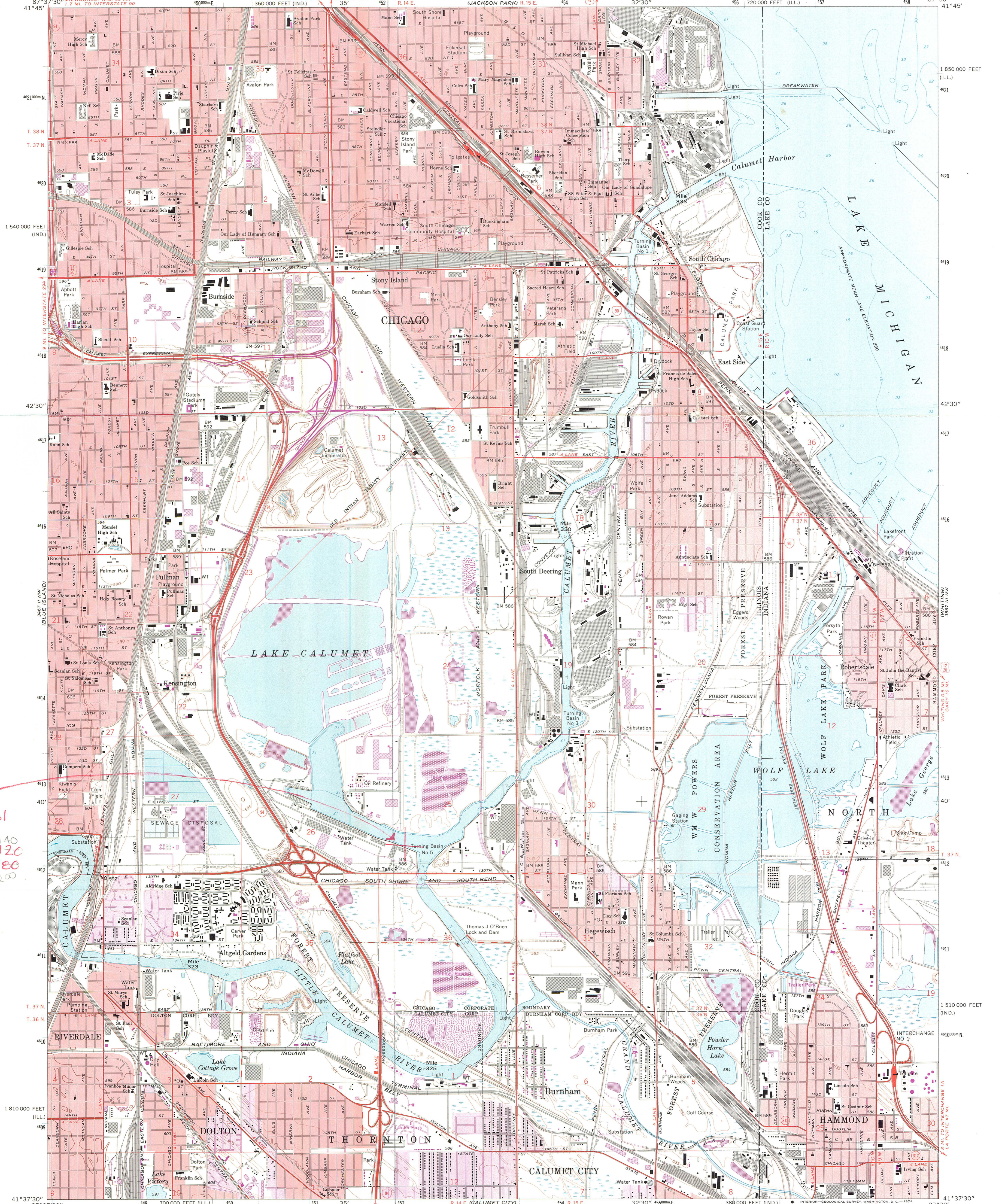
Nomination Form

Photographs (Photo #1 from original nomination form)

USGS Map

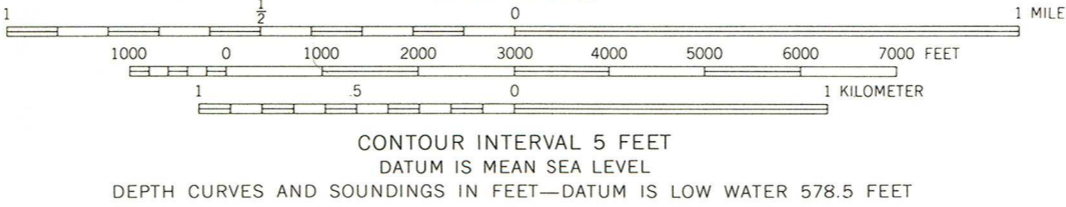
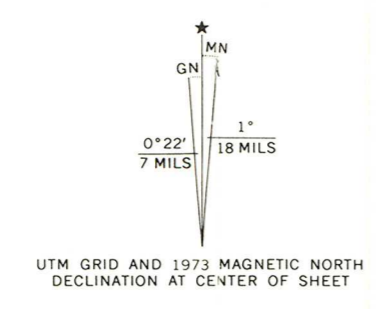
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

LAKE CALUMET QUADRANGLE  
ILLINOIS-INDIANA  
7.5 MINUTE SERIES (TOPOGRAPHIC)

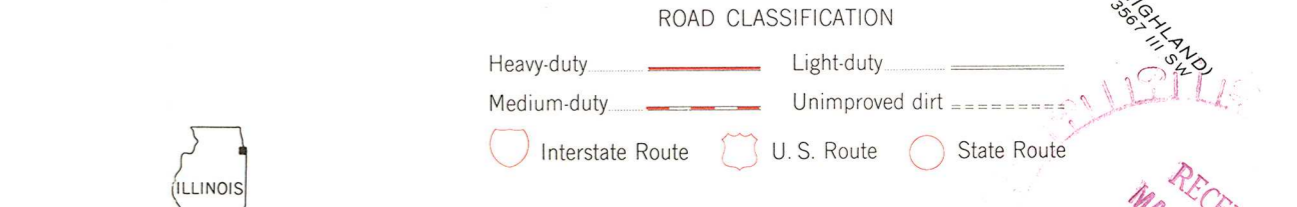


AVR-661  
Z. 16  
E 452.120  
N 4 612.180  
200

Mapped, edited, and published by the Geological Survey in cooperation with the Illinois Department of Registration and Education, Geological Survey Division and the Indiana Department of Natural Resources  
Control by USGS, USC&GS and City of Chicago  
Planimetry by photogrammetric methods from aerial photographs taken 1964. Topography by planetable surveys 1927. Revised 1965  
Selected hydrographic data compiled from U. S. Lake Survey Chart 755 (1963). This information is not intended for navigational purposes  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Illinois coordinate system, east zone and Indiana coordinate system, west zone  
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue  
Red tint indicates areas in which only landmark buildings are shown



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242,  
STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS 61801,  
AND INDIANA DEPARTMENT OF NATURAL RESOURCES, INDIANAPOLIS, INDIANA 46204  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



LAKE CALUMET, ILL.—IND.  
N4137.5—W8730/7.5

1965  
PHOTOREVISED 1973  
AMS 3467 II NE—SERIES V863

Revisions shown in purple compiled from aerial photographs taken 1973. This information not field checked  
Purple tint indicates extension of urban areas

RECEIVED  
MAR 12 1979  
NATIONAL REGISTER

NOV 19 1980

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

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

For HCRS use only  
received JUN 26 1980  
date entered NOV 19 1980

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

**1. Name**

historic AVR 661 (Crash boat)  
and/or common \_\_\_\_\_

**2. Location**

street & number 12800 S. Butler Drive, Calumet Harbor, Bldg. 120 not for publication  
city, town Chicago vicinity of \_\_\_\_\_ congressional district 2nd  
state Illinois code 12 county Cook code 031

**3. Classification**

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

**4. Owner of Property**

name United States Naval Sea Cadet Corps  
street & number 818 18th Street N.W.  
city, town Washington vicinity of \_\_\_\_\_ state D.C. 20006

**5. Location of Legal Description**

courthouse, registry of deeds, etc. United States Government - Department of Defense  
street & number \_\_\_\_\_  
city, town Washington state D. C.

**6. Representation in Existing Surveys**

title \_\_\_\_\_ has this property been determined eligible?  yes  no  
date \_\_\_\_\_ federal  state  county  local  
depository for survey records \_\_\_\_\_  
city, town \_\_\_\_\_ state \_\_\_\_\_

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## 7. Description

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**Condition** excellent good fair deteriorated ruins unexposed**Check one** unaltered altered**Check one** original site moved date \_\_\_\_\_

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**Describe the present and original (if known) physical appearance**

AVR 661 was built and launched in 1943. It is an R-1 Type Air Force Crash Boat (Air-Sea Rescue Boat) displacing 50 tons.

Dimensions: 85 ft. overall length (78 at waterline), 20 ft. 7 in. beam, 4½ ft. draft.

Machinery: Two Packard Marine 4M-2500 engines, 1500 hp. each. 35 knots top speed.

Armament: Two twin mount 50 cal. machine guns on bridge, one 20 mm anti-aircraft gun in cockpit and two depth charges on stern.

Complement: 8 to 10 men.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input checked="" type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-1943	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates**      1943                      **Builder/Architect**

**Statement of Significance (in one paragraph)**

SIGNIFICANCE

To our knowledge, AVR 661 represents one of the last of her class in original condition, giving it special significance despite being less than 50 years old.

The AVR's or Crash Boats represented the humanitarian side of war, and countless numbers of fliers and sailors owe their lives to these boats and the role they played in World War II.

In the early 1960's the Air Force determined that the 661 boat was in the best condition amongst all remaining boats and was selected for a complete rebuild. The vessel continued to be used as a crash boat and drone recovers boat until 1971 when the fleet of these boats had finally been reduced to two, AVR 661 and AVR 671. 671 was based with the Navy in Panama City, Florida and was eventually sold to a private concern and scrapped.

HISTORY

AVR 661 was built in 1943 and served primarily as an Air-Sea Rescue (crash) boat during World War II at several air bases in the Gulf of Mexico.

After the War, a great many of these boats were sold to the public and converted into yachts and commercial vessels. The Air Force then began a systematic program to destroy the remaining vessels one by one as targets for bombers and fighters. More than fifty were sunk in this manner.

During the Vietnam War, the 661 boat was used for towing targets for helicopter gunship training in the Gulf of Mexico. Based at Tyndall AFB in Panama City, Florida, during the last part of her career, the boat was used by the Air Force as a drone recovery vessel and was also used by the Navy to tow high speed mine sweep apparatus in preparation for clearing the harbors of North Vietnam. It towed experimental apparatus.

# 9. Major Bibliographical References

# 10. Geographical Data

**ACREAGE NOT VERIFIED**  
**UTM NOT VERIFIED**

Acreege of nominated property less than one

Quadrangle name Lake Calumet

Quadrangle scale 1:24000

**UMT References**

A 

1	6
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4	5	2	1	2	0
---	---	---	---	---	---

4	6	1	2	1	8	0
---	---	---	---	---	---	---

Zone      Easting      Northing

B 

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Zone      Easting      Northing

C 

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D 

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G 

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H 

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**Verbal boundary description and justification**

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

state	code	county	code

# 11. Form Prepared By

name/title Constantine N. Giovan, Operation Officer, U. S. Naval Sea Cadet Corps. 714 Junior Terrace, Chicago, Illinois 60613

organization U. S. Naval Sea Cadet Corps      date  

street & number 818 Eighteenth Street, NW.      telephone  

city or town Washington      state D.C.

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national       state       local

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

State Historic Preservation Officer signature *Dan Ferry*

title Director, Department of Conservation      date 6/16/80

**For HCRS use only**

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

*W. Roy Luce*      date 11/19/80  
Keeper of the National Register

Attest: *Sinda Hunt McClelland*      date 11-18-80  
Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	JUN 26 1980
DATE ENTERED	NOV 19 1980

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

By 1971, the fleet of these boats had been reduced to two, AVR 661 and AVR 671. 671 was eventually sold to a private concern and scrapped.

The Air Force planned to preserve the 661 boat by flying it to Wright-Patterson AFB and placing it on a concrete pedestal as a memorial. It was found to be too large for the cargo plan so the vessel was turned over to the P.T. Boat Museum in Memphis, Tennessee moments before it was scheduled to be destroyed as a bomb target.

The attempt to run the boat to Memphis proved to be a disaster. The vessel struck a submerged obstruction which damaged the running gear and numerous mechanical problems made the trip into a two month nightmare. Eventually, the boat reached Memphis but sank at her moorings when the shore power failed.

The Naval Sea Cadet Corps expressed an interest in salvaging and restoring the boat and eventually the vessel was turned over to them. Using 14 to 16 year old volunteers, the salvage effort took more than a year. Two more years were to pass before the boat was placed on a barge and shipped to Chicago.

AVR 661 is presently undergoing restoration by the U. S. Naval Sea Cadet Corps in Chicago, assisted by grants from American industry and the National Trust for Historic Preservation. Plans are to use her as a Sea Cadet training vessel. Eventually, AVR 661 will be retired to permanent museum status and be on public display as a memorial to the Air-Sea Rescue Services.

Property AVR (Crashboat)

2nd Control

State IL - Cook

Working Number 3.12.79.528

80001342

TECHNICAL

CONTROL

Photos 4 + 3  
Maps 1

HISTORIAN

*apparently*  
This is the only remaining specimen of its kind - a vessel used to rescue the victims of ~~as~~ a rescue craft during WWII. The type is alleged to have been important to the war effort. This particular one, however, was used in the Gulf of Mexico - hardly a major theater of the war at sea. Its uniqueness is probably an overriding consideration. Another problem is location; having served in the Gulf, it was later taken to Memphis for exhibition but sank there. Salvaged and shipped to Chicago, it is now being restored with the aid of a National Trust grant, to be used as a training vessel and eventually retired for museum exhibition. Can we list it before it is anchored in a long-term berth?

ARCHITECTURAL HISTORIAN

Conference  
O'Connell  
8/15/80

ARCHEOLOGIST

New photos, new location data and maps, and information on current condition confirm integrity of rescue craft (now undergoing restoration). Crash Boat (built in 1943) is the only surviving one of its kind; it was used in rescuing pilots and sailors during WWII in Gulf of Mexico. Exception to 50-year rule warranted on basis of uniqueness of type and survival. (Conference in 8/80 discussed eligibility; staff felt it was.) Recently moved to Great Lakes Naval Base in north Chicago, its permanent berth.

OTHER

HAER

Inventory \_\_\_\_\_  
Review \_\_\_\_\_

REVIEW UNIT CHIEF

Accept  
Linda Hart McClelland  
11.18.80

BRANCH CHIEF

KEEPER

National Register Write-up \_\_\_\_\_  
Federal Register Entry 2-2-82

Send-back \_\_\_\_\_  
Re-submit \_\_\_\_\_

Entered NOV 19 1980

Illinois



Department of Conservation

life and land together

605 WM. G. STRATTON BUILDING • 400 SOUTH SPRING STREET • SPRINGFIELD 62706

CHICAGO OFFICE – ROOM 100, 160 NO. LASALLE 60601

David Kenney, Director • James C. Helfrich, Assistant Director

June 17, 1980



Carol D. Shull, Acting  
Keeper of the National Register  
National Register of Historic Places  
National Park Service  
Department of the Interior  
Washington, D.C. 20240

Dear Ms. Shull:

Enclosed are resubmitted National Register forms for  
AVR 661 (Crash Boat).

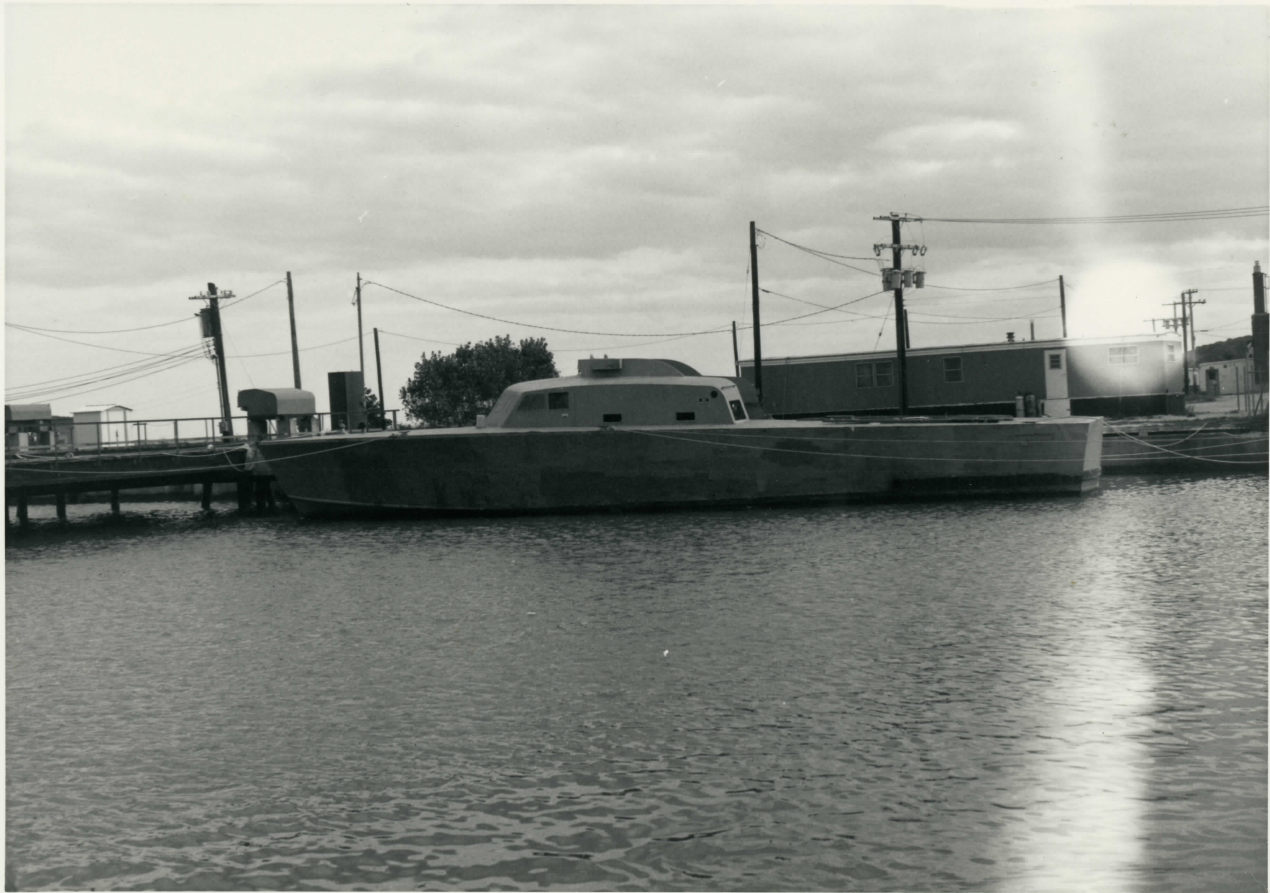
We have tried to include all of the additional information that  
your office requested.

If you require any additional material, please let us  
know.

Sincerely yours,

Michael Ward, Acting  
National Register Coordinator  
Division of Historic Sites

Enclosure



AVR 661

GREAT LAKES NAVAL BASE, IL *Cook co.*

September 1980

Constantine Giovan

Naval Reserve Training Center

Randolph St. and The Lake Front

CHICAGO

#1 of 4

NOV 3 1980

NOV 19 1980

*BASE*

*(Crash boat) 1980*



AVR 661

*(Crash boat)*

GREAT LAKES NAVAL BASE, IL

*COOK CO. SEPT. 1980*

September 1980

September 1980

NOV 3 1980

Constantine Giovan

Naval Reserve Training Center

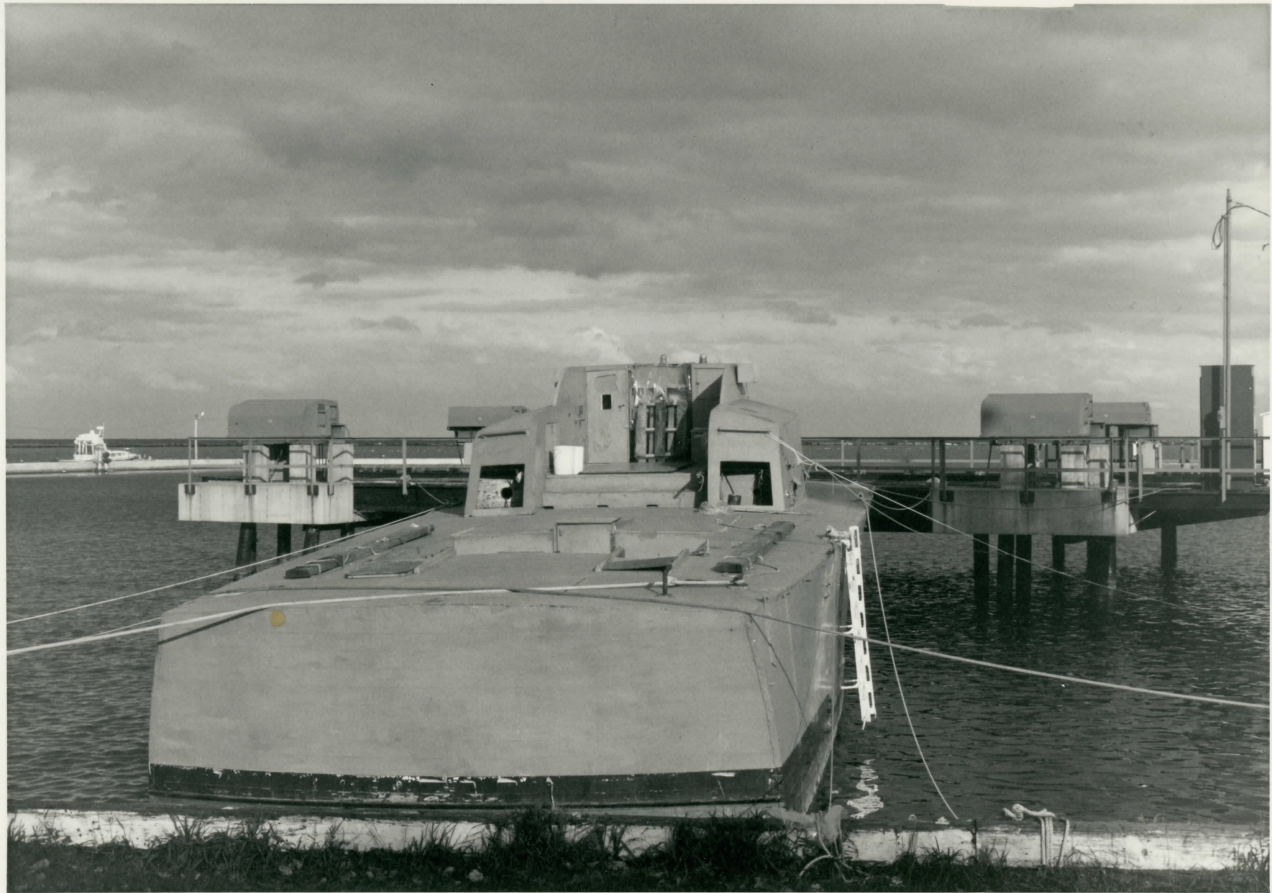
Randolph St. and the Lake Front

CHICAGO

*NAVY BASE*

#2 of 4

NOV 19 1980



AVR 661

*(Crash boat)*  
GREAT LAKES NAVAL BASE, IL

*COOK CO. 1980*

September 1980

Constantine Giovan

Naval Reserve Training Center

Randolph St. and The Lake Front

CHICAGO

*DVY BASE*

NOV 3 1980

#3 of 4

NOV 19 1980



AVR 661 (Crush boat) cook co.  
GREAT LAKES NAVAL BASE, IL  
September 1980  
Constantine Giovan  
Naval Reserve Training Center  
Randolph St. and The Lake Front  
CHICAGO

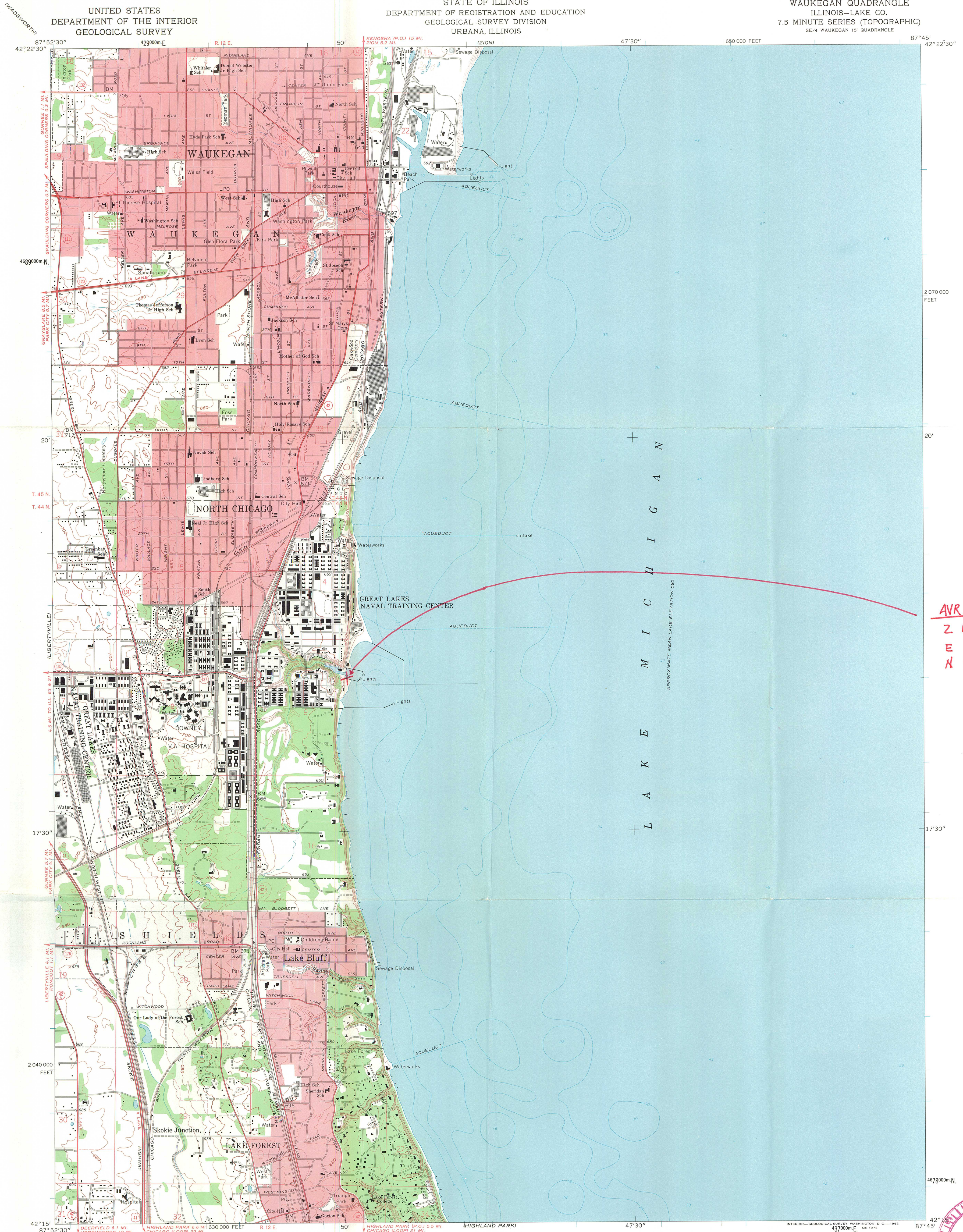
1980

BASE

NOV 3 1980

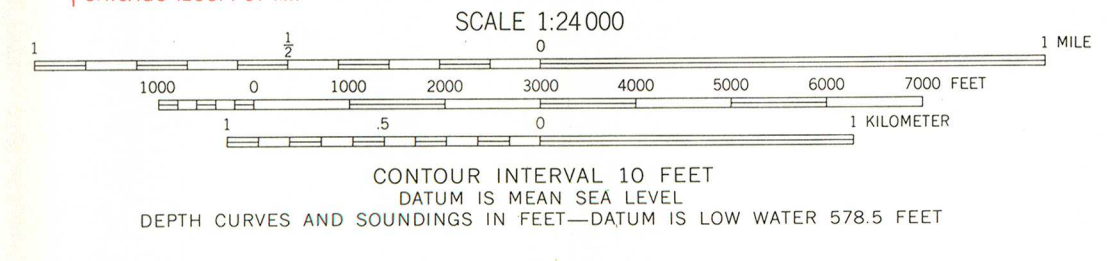
#4 of 4

NOV 19 1980

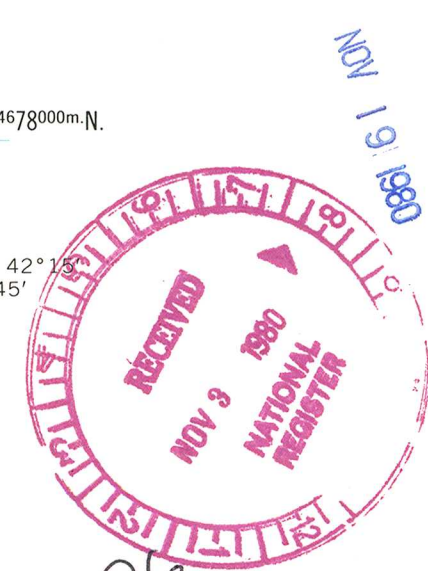


AVR 661  
Z 16  
E 431 350  
N 4684 100

Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography from aerial photographs by photogrammetric methods  
Aerial photographs taken 1958 Field check 1960  
Selected hydrographic data compiled from U. S. Lake Survey  
Charts 74 (1957) and 75 (1960). This information is not  
intended for navigational purposes  
Polyconic projection, 1927 North American datum  
10,000-foot grid based on Illinois coordinate system, east zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 16, shown in blue  
Red tint indicates areas in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs. This information is unchecked



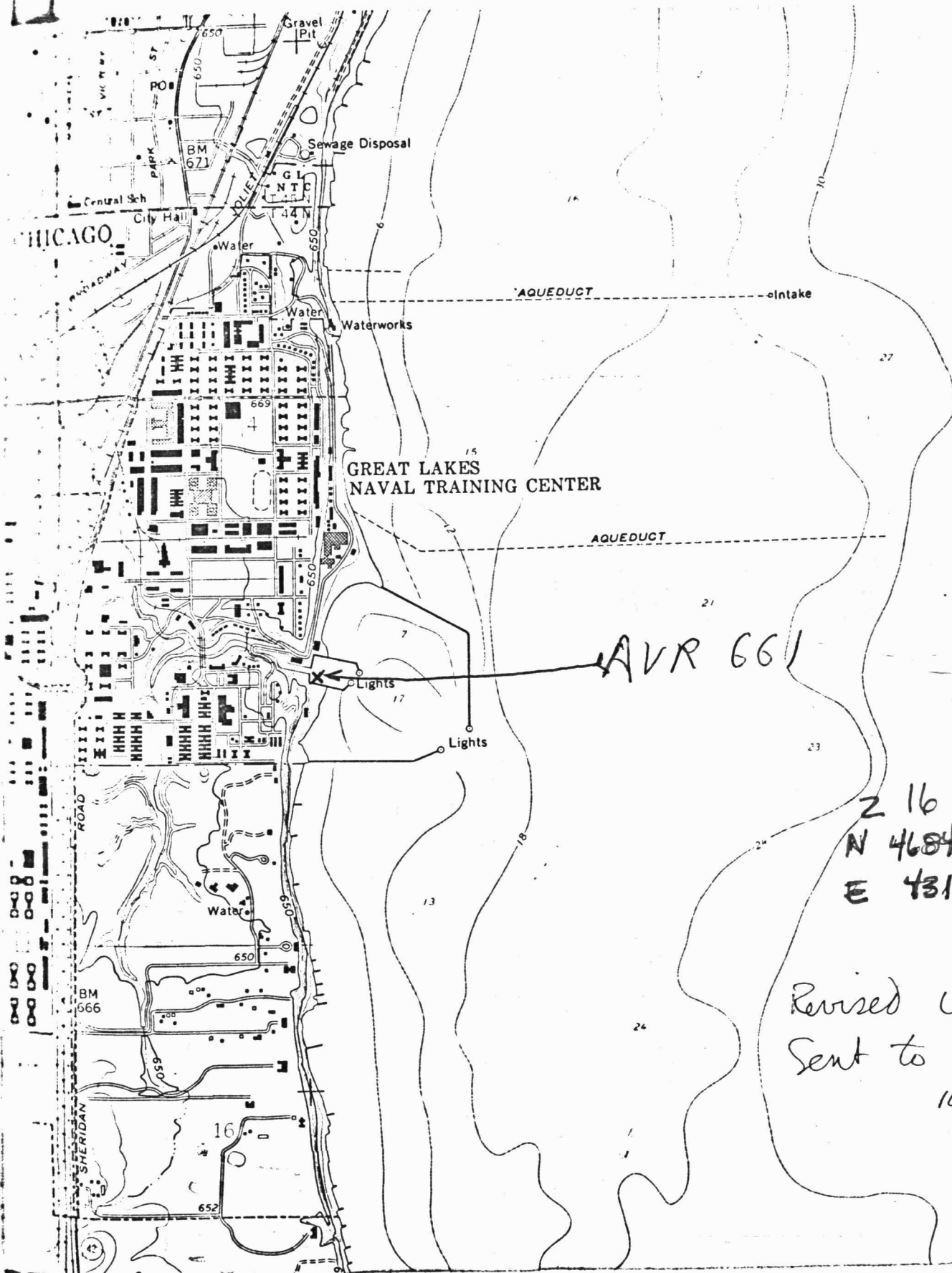
ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
U. S. Route ——— State Route ———



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON 25, D. C.  
AND BY THE STATE GEOLOGICAL SURVEY, URBANA, ILLINOIS  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

WAUKEGAN, ILL.  
SE/4 WAUKEGAN 15' QUADRANGLE  
N4215-W8745/7.5

1960



2 16  
 N 4684 100  
 E 431 350

Revised UTM'S  
 Sent to Wash  
 10/28/80



U. S. S. CHICAGO DIVISION  
NAVAL RESERVE TRAINING CENTER  
RANDOLPH ST. & THE LAKE FRONT  
CHICAGO, ILLINOIS 60601



Mr. Michael Ward  
National Register Assistant  
Illinois Department of conservation  
605 Wm. G. Stratton Building  
400 South Spring St.  
Springfield, Ill. 62706

5 Sept. 1980

Dear Mr. Ward:

Thank you for your letter regarding our application to the National Register. I will be visiting AVR 661 this weekend and will take some pictures for your office. Since time is of most importance these photos will be Polaroids.

The 661 boat was launched in Calumet Harbor on 27 March, 1980 and our major work emphasis was concentrated on mechanical restoration. Over the winter the hull was completely refastened with new screws and she was given a coat of Navy Grey polyurethane paint to act as a preservative.

From the time she was launched, it has been our objective to make the boat operational and seaworthy so she could be run to the Navy Base, Great Lakes Illinois. Once there, we would have access to manpower which would enable us to finally complete the restoration. The mechanical drive train of the boat was restored from the propellers to the engines with the exception of the right engine which had hidden internal damage. The left engine was installed and after several test runs we determined that it was safe to make the run to Great Lakes on one engine.

Over the Labor Day weekend we successfully made the trip to Great Lakes. The boat will be lifted out of the water at the Navy base in early October and work will be kept in progress throughout the winter with volunteers. By Springtime we expect to have completed 85% of the restoration and by the end of next Summer, 100%. During this time the boat will be primarily based at the Great Lakes Navy Base. On some weekends the boat will be moored at the Naval Armory at Randolph Street in Chicago. During major lakefront festivals, we will be based at Navy Pier. We will store the boat for the winter months at Great Lakes.

The interior compartments of the boat have been restored to original condition by about 70%. A great deal of work remains to be done on the wiring and electrical system as well as the fresh water plumbing and sanitary system.

I hope that the above information is sufficient. If not, you may contact me at: (312) 622-6700.

Sincerely,

*Constantine Giovan*  
Constantine Giovan

September 17, 1980

Ms. Carol Shull, Acting  
Keeper of the National Register  
U. S. Department of the Interior  
Heritage Conservation and Recreation Service  
Washington, D.C. 20240

Dear Ms. Shull:

Enclosed is the additional information requested by your office  
for the review of the AVR 661.

I hope this will aid in your evaluation. If there are any  
questions, do not hesitate to contact me.

Sincerely,

Keith A. Sculle  
National Register Coordinator

KS:lw  
Enclosure

DATE

9-16-80

TELEPHONE REPORT

TIME OF CALL

2:30

AM  
PM

1. CALL  TO:  FROM (Name)

Kerck Scull

2. ADDRESS (Tel. No. if needed)

21 Elm

3. SUBJECT, PROJECT NO., ETC.

AVR 661

4. DETAILS OF DISCUSSION

Photos for AVR 661

The owner is sending photos at the time to save on time. Will we accept them?

I said I would evaluate them and see if they provided us with the information we need. But this we do need we do need to see the permanent records. The photos are not permanent. After discussing with the landowner he is that we will take them.

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

Kerck Scull

Arch AIST

DRK

Illinois



Department of Conservation

life and land together

605 WM. G. STRATTON BUILDING • 400 SOUTH SPRING STREET • SPRINGFIELD 62706  
CHICAGO OFFICE – ROOM 100, 160 NO. LASALLE 60601

David Kenney, Director • James C. Helfrich, Assistant Director

September 19, 1980

Ms. Linda McClelland  
National Register of Historic Places  
Heritage Conservation and Recreation Service  
U. S. Department of the Interior  
Washington, D. C. 20240

Dear Linda:

We are in the process of acquiring regulation size photos of the AVR 661. In the meantime, due to the time constraints involved, please accept these photographs to aid in your evaluation of AVR 661. A letter from the applicant is enclosed providing information on some of the questions raised.

If there are any questions, don't hesitate to contact us.

Sincerely,

Michael Ward  
National Register Assistant

MW:lw  
Enclosure

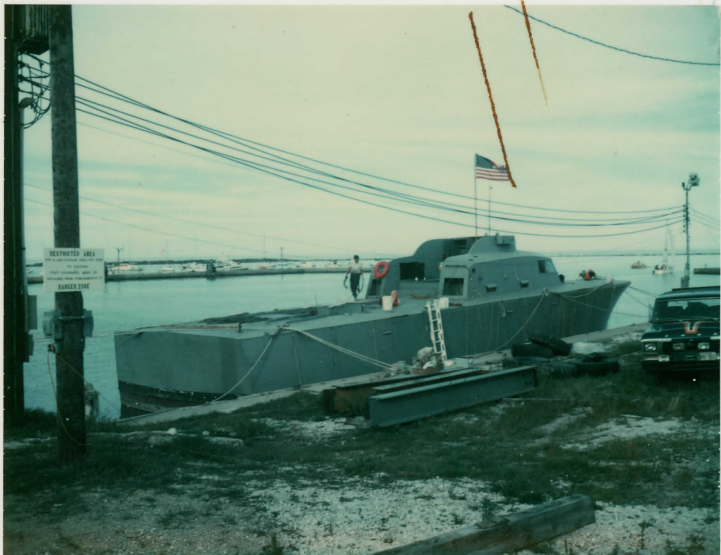
THE NATIONAL REGISTER

DATE REC'D 23 1960

INDIVIDUAL

DATE ACTION TAKEN

INITIALS



RESTRICTED AREA  
NO LOADING OR UNLOADING  
OF PASSENGERS  
OR FREIGHT  
IS ALLOWED  
UNLESS AUTHORIZED BY THE  
MARSHAL'S OFFICE  
HARBOUR DOCK

5/1/68

GT. LAKES NAVY BASE

7 SEPT. 1980

AVR. 661

AVR 661 (Crash boat) Cook Co. IL

C 0 1 5 9 2 1

NOV 19 1980

CONSTANTINE GIOVAN

SEP 25 1980



GT. LAKES NAVY BASE -

9/SEPT. 1980

AVR-661

AVR 661 (Crash boat) Cook Co. IL

C 0 1 5 9 2 1

NOV 19 1980

CONSTANTINE GIOVAN

SEP 25 1980



1961 6 2 12

GT. LAKES NAVY BASE

7 SEPT. 1980

AVR. 661

— AVR 661 (Crash boat) Cook Co. IL —

C 0 1 5 9 2 1

NOV 19 1980

CONSTANTINE GIOVANNI

SEP 25 1980



1974 10 10 10:30

GT. LAKES NAVY BASE

7 SEPT. 1980

AVR-661

AVR 661 (Crash boat) Cook Co. IL

C 0 1 5 9 2 1

NOV 19 1980

CONSTANTINE GIOVAN

SEP 25 1980

Illinois



# Department of Conservation

life and land together

605 WM. G. STRATTON BUILDING • 400 SOUTH SPRING STREET • SPRINGFIELD 62706  
CHICAGO OFFICE – ROOM 100, 160 NO. LASALLE 60601

David Kenney, Director • James C. Helfrich, Assistant Director

October 28, 1980

Ms. Linda McClelland  
National Register of Historic Places  
Heritage Conservation and Recreation Service  
U. S. Department of the Interior  
Washington, D.C. 20240

Dear Linda:

Enclosed are the black and white photos, and the revised UTM coordinates for the AVR 661. I hope they will enable you to complete your review.

If you have any questions, don't hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Mike".

Michael Ward  
National Register Assistant

MW:lw  
Enclosure



DATE

11-18-80

TELEPHONE REPORT

TIME OF CALL

3 30

AM  
PM

1. CALL  TO:  FROM (Name)

Mike Ward

2. ADDRESS (Tel. No. if needed)

IL Shpo

3. SUBJECT, PROJECT NO., ETC.

AVR 661

4. DETAILS OF DISCUSSION

New #2 location

Great Lakes Naval Base  
North Chicago vic. Eng. District 13<sup>th</sup>  
Illinois (12) Lake Co. (097)  
Code code

NAME OF PERSON PLACING/RECEIVING CALL

TITLE

OFFICE

S. M. Clelland

Arch Hist

DR

ACTION:

NATIONAL REGISTER INFORMATION SYSTEM

Id 80001342 LI 11/19/80 IL Cook AVR 661  
01 More

Historic Name AVR 661

Other Name

Address Calumet Harbor

City Chicago

Vicinity

Restrict Address

State ILLINOIS

County Cook

Status LISTED IN THE NATIONAL REGISTER

Date 11/19/80

Resource Type STRUCTURE

Owner PRIVATE FEDERAL

Multiple

ENTRIES IN THE NATIONAL REGISTER

ILLINOIS

STATE

NOV 9 1980

Date Entered

Name

Location

Memorial Washington Reformed Presbyterian  
Church

Elgin vicinity  
Kane County

AVR 661 (Crash Boat)

Chicago  
Cook County

Also Notified

Honorable Adlai E. Stevenson

Honorable Charles H. Percy  
Honorable Robert McClory  
Honorable Morgan F. Murphy  
Mr. A. D. Lewis, DOD  
Mr. Harold R. Kreiser,  
U. S. Navy

State Historic Preservation Officer  
Dr. David Kenney  
Director, Department of Conservation  
602 State Office Building  
400 South Spring Street  
Springfield, Illinois 62706

NR Byers/bjr/11/25/80

For further information, please call the National Register at (202)343-6401.

Illinois



Department of Conservation

life and land together

605 WM. G. STRATTON BUILDING • 400 SOUTH SPRING STREET • SPRINGFIELD 62706

CHICAGO OFFICE – ROOM 100, 160 NO. LASALLE 60601

David Kenney, Director • James C. Helfrich, Assistant Director

December 23, 1980

Mr. Jerry Rogers, Acting  
Keeper of the National Register  
U. S. Department of the Interior  
Heritage Conservation and  
Recreation Service  
Washington, D. C. 20240

Dear Mr. Rogers:

Enclosed please find a Xeroxed copy of the photographs submitted to your office in our correspondence of September 17, 1980 as per your request of December 22, 1980.

If I can be of further assistance, please contact me.

Sincerely,

Keith A. Sculle  
National Register Coordinator

KAS:nr  
Enclosure

1891



Secretary of State

Office of the Secretary of State  
State Capitol Building  
Springfield, Illinois 62701

December 15, 1980

Mr. Jerry Rogers, Acting  
Director of the National Register  
of Historic Places  
U. S. Department of the Interior  
National Conservation and  
Recreation Service  
Washington, D. C. 20240

Dear Mr. Rogers:

I enclose please find a copy of the photograph  
submitted to your office in your capacity of Secretary of  
the National Register of Historic Places in 1980 as per  
your request of letter of 10/17/80.



Sincerely,  
[Signature]

THE NATIONAL REGISTER OF HISTORIC PLACES	
DATE REC'D	JAN 2 1981
_____	INDIVIDUAL RESPONSE (ATTACHED)
_____	INFORMATIVE MATERIAL SENT
_____	TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN	_____
INITIALS	_____