

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section \_\_\_\_\_ Page \_\_\_\_

=====

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 09001218

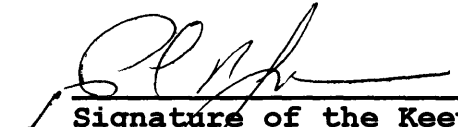
Date Listed: 7/2/2010

Naval Air Station (NAS) Seattle  
Property Name

King            WA  
County            State

N/A  
Multiple Name

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

  
\_\_\_\_\_  
Signature of the Keeper

7/2/10  
\_\_\_\_\_  
Date of Action

-----  
Amended Items in Nomination:

**Resource Count/Description:**

Resource # 22-Round the World Flight Monument should be listed as a contributing object in the historic district. The Resource Count is revised to add one (1) contributing object and delete one (1) non-contributing object.

[As a moved resource, the monument no longer conveys the historic character of its original 1924 placement at the airfield. It does, however, retain integrity from its 1937--1938 relocation to a prominent place at the main public entry area of the installation, which was undertaken during the period of significance. Earlier NR review comments regarding the resource dealt with its status as the defining element for beginning the proposed period of significance, not its ultimate contribution to the district. The object should be considered a contributing landscape feature of the developing installation as seen during the historic period 1929 to 1945. The narrative text correctly notes the object as a contributing resource.]

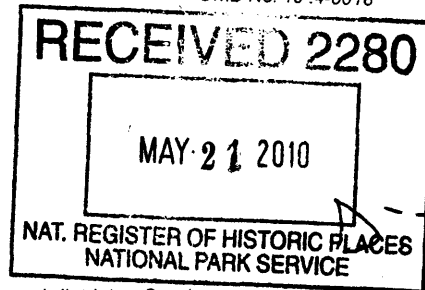
These clarifications were confirmed with the WA SHPO office.

-----  
DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

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

### 1. Name of Property

Historic name Naval Air Station (NAS) Seattle  
Other names/site number Naval Reserve Air Station (NRAS) Seattle

### 2. Location

street & number 7400 Sand Point Way NE not for publication  
city or Seattle vicinity  
town \_\_\_\_\_  
State Washington code WA county King code 033 zip code 98115

### 3. 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. I recommend that this property be considered significant  nationally  statewide  locally. (  See continuation sheet for additional comments.)  
[Signature] 11-19-09  
Signature of certifying official/Title Date  
WASHINGTON STATE HISTORIC PRESERVATION OFFICE  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. (  See continuation sheet for additional comments.)  
[Signature] 2/1/2010  
Signature of certifying official/Title Date  
NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION  
State or Federal agency and bureau

### 4. National Park Service Certification

I, hereby, certify that this property is:  
 entered in the National Register.  
 See continuation sheet  
 determined eligible for the National Register.  
 See continuation sheet  
 determined not eligible for the National Register.  
 removed from the National Register.  
 other (explain:)  
Signature of the Keeper [Signature] Date of Action 7/2/2010

**5. Classification**

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

- private
- public-local
- public-State
- public-Federal

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

- building(s)
- district
- site
- structure
- object

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

Contributing	Non-Contributing	
30	6	buildings
0	1	sites
8	5	structures
1	1	objects
<b>39</b>	<b>13</b>	<b>Total</b>

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

NA

**Number of contributing resources previously listed in the National Register**

NA

**6. Functions or Use**

**Historic Functions**  
(Enter categories from instructions)

DEFENSE/Air Facility (U.S. Naval Air Station)

**Current Functions**  
(Enter categories from instructions)

RECREATION AND CULTURE/Outdoor Recreation

DOMESTIC/Institutional Housing

LANDSCAPE/Park

INSTITUTIONAL /Marine Research & Storage

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

LAST 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Colonial Revival  
MODERN MOVEMENT/Art Deco

**Materials**  
(Enter categories from instructions)

foundation CONCRETE

walls CONCRETE, BRICK, WOOD, CAST STONE

roof CONCRETE, METAL/IRON, ASPHALT

other

**Narrative Description**

(Describe the historic and current condition of the property.)

SEE CONTINUATION SHEET

**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.)

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

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE

MILITARY

**Period of Significance**

1929-1945

**Significant Dates**

1929 Completion of first major development

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

**Narrative Statement of Significance**

(Explain the significance of the property.) SEE CONTINUATION SHEET

**9. Major Bibliographical References**

**Bibliography**

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

**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 Engineering Record# \_\_\_\_\_

SEE CONTINUATION SHEET

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Name of repository:**

City of Seattle

University of Washington

NOAA - Western Service Center

USGS - US Geological Survey

**10. Geographical Data**

**Acreage of Property** Approximately 90 acres

**UTM References**

(Place additional UTM References on a continuation sheet.)

1	<u>10</u> Zone	<u>05</u> <u>550</u> <u>63</u> Easting	<u>52</u> <u>821</u> <u>73</u> Northing	3	<u>10</u> Zone	<u>05</u> <u>556</u> <u>23</u> Easting	<u>52</u> <u>804</u> <u>98</u> Northing
2	<u>10</u> Zone	<u>05</u> <u>555</u> <u>07</u> Easting	<u>52</u> <u>816</u> <u>86</u> Northing	4	<u>10</u> Zone	<u>05</u> <u>552</u> <u>81</u> Easting	<u>52</u> <u>805</u> <u>25</u> Northing

**Verbal Boundary Description**

(Describe the boundaries of the property.)

See continuation sheet.

**Boundary Justification**

(Explain why the boundaries were selected.)

See continuation sheet.

**11. Form Prepared By**

name/title Spencer Howard, Partner; Eugenia Woo, Associate; Susan Johnson, Associate

organization Artifacts Consulting, Inc. date 21 September 2009

street & number 201 North Yakima Avenue telephone 253.572.4599

city or town Tacoma state WA zip code 98403

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets****Maps**

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items.)

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

name VARIOUS

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   7   Page 1 of 35

---

## DISTRICT OVERVIEW/PHYSICAL SUMMARY

Naval Air Station (NAS) Seattle Historic District resides in Seattle, Washington on the Sand Point peninsula in King County, Washington. The 89.5-acre historic district encompasses the two parts of the original NAS site containing significant concentrations of intact resources directly associated with the NAS operation. The district is characterized by strong institutional cohesion of substantial buildings and structures linked organizationally through the intact road system. The streetscapes and landscaping contribute significantly to the unity of setting and character of the historic district. Contemporary redevelopment removed peripheral buildings and extensively altered the original airfield (now separating the district into two discontinuous parts). The historic district, however, retains a high level of historic integrity with thirty-nine (39) historic contributing resources (35 in the 87-acre west part and 4 in the 2.5-acre east part). Intact buildings, structures, and objects convey the quality and purpose of design, material, scale, workmanship, as well as distinct functional types reflecting the pre-, during, and post-World War II operation of this naval air station and its administrative operation for naval air facilities within the Thirteenth Naval District. The National Register boundaries of this discontinuous district follow existing and former roadways that encompass the eligible resources.

Residing five miles northeast of downtown Seattle the site lies slightly more than three miles east of Interstate 5 and northeast of the University of Washington campus. Bounded by Lake Washington (inclusive Pontiac Bay) along the north, east, and partial south sides the peninsula comprises the Sand Point neighborhood and abuts the View Ridge (to west) and

**United States Department of the Interior**  
**National Park Service**

# **National Register of Historic Places**

## **Continuation Sheet -**

**NAVAL AIR STATION (NAS) SEATTLE**  
**KING COUNTY, WASHINGTON**

Section number   7   Page 2 of 35

---

Windermere (to southwest) neighborhoods. The former NAS operations occupied the full 400-acre extent of this peninsula. The former NAS comprised about 400 acres, but this size varied by year as the station acquired or surplused small tracts of land. At the height of operations, the core NAS comprised between 425 and 450 acres, with additional land west of Sand Point Way NE and south of NE 65<sup>th</sup> Street. Conversion of the site to airfield use under King County ownership and continuing through NAS operation resulted in an overall level topography throughout the site, including the infilling of Mud Lake in the southeast portion of the site with gravel taken from the hillside along the south edge of the site between 65<sup>th</sup> Avenue NE and NE 65<sup>th</sup> Street.

Discontiguous parcels located to the southwest (radio station) and west (reservoir) made total acreage at 535. Upon the initial decommissioning of the base and transition to public use in the early 1970s, the core landing strips, runways, taxiways, and associated structures were removed. Conversion of the southeast portion to wetland use likewise returned the topography in this area to pre-NAS characteristics. Similarly, the north-central portion of the former NAS site, used since the 1970s by the National Oceanic and Atmospheric Administration (NOAA), underwent extensive alterations removing the majority of original buildings and circulation networks. These altered areas are not included within the district.

The buildings of the historic district remain generally intact and exhibit moderate to high integrity. The organizational relationships amongst buildings remain evident, with maintenance and operational facilities in the north; residences and recreation facilities in the south; offices, training, and administration facilities centrally located to transition between these; and, munitions

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   7   Page 3 of 35

---

and aviation facilities situated a safe distance away to the east in close proximity to the operating aircraft they would have serviced. Primary building types include aircraft hangars, office and administration buildings, steam plant, officer housing and barracks, munitions magazines and storehouses, and aircraft maintenance shops. The use of brick, concrete, and steel as structural and building envelope elements dominates throughout the district. The scale and massing of facilities, in particular the hangars, speaks directly to the scale of airplanes operated on site and constituting a primary operating mission for the district.

The landscape presents a notable design feature to the site. The scale of streetscapes, placement, and selection of trees and shrubs, coupled with the use of lawns and open space, reinforce the formality of setting and noble purpose of national defense imbued during their development as the nation braced for the most frightening of prospects, a second world war, less than a quarter-century after the first. The site retains a significant collection of intact mature trees lining the principal roadways and anchoring the southwest corner of the district. Lawns and open space provided important relief around the office, recreation, and residential buildings. Planting areas accent the main entrance gate entry (NE 74<sup>th</sup> Street) approach from Sand Point Way NE and residual topography from the rose garden indicated on historic plans south of the Building 26's south wing remain. A line of nature trees in front of Building 9 stems from the stations original planting during Navy use.

Today the district is owned by a variety of private, non-profit, and government functions as well as the City of Seattle Warren G. Magnuson Park.



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet -**

**NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON**

Section number 7

Page 4 of 35

**RESOURCE TABLE**

The following table provides an inventory of resources within Naval Air Station (NAS) Seattle Historic District. All of the following resources reside within the west portion of the district, excepting site identification numbers forty-nine (49) through fifty-two (52), which reside in the east portion.

**RESOURCE TABLE**

<b>Site Identification No.</b>	<b>Navy Building No.</b>	<b>Historic Name</b>	<b>Current Owner</b>	<b>Date of Construction</b>	<b>Classification</b>	<b>Type</b>
1	NA	Ramp No. 1	DPR	1928	Historic Contributing	Structure
2	32	Landplane Hangar	NOAA	1939	Historic Contributing	Building
3	NA	Guard Station	NOAA	Post 1966	Non-Historic Non-Contributing	Structure
4	33	Landplane Hangar	NOAA	1939	Historic Contributing	Building
5	30	Hangar & Office Building	DPR	1939	Historic Contributing	Building
6	41	Ships' Service, Gasoline Station	DPR	1939	Historic Contributing	Building
7	18	Firehouse & Garage	DPR	1936	Historic Contributing	Building
8	47	Recreation Building	DPR	1941	Historic Contributing	Building
9	224	Junior Officers' Quarters	SG	1944	Historic Contributing	Building
10	69	Carport - Bachelor Officers' Quarters	SG / SDOT	1939-1943	Historic Contributing	Structure
11	328	Officers' Tennis Court	SG	1939-1943	Historic Non-Contributing	Site
12	332	Married Officers Quarters "C"	SG	1939	Historic Contributing	Building
13	331	Married Officers Quarters "B"	SG	1939	Historic Contributing	Building
14	330	Married Officers Quarters "A"	SG	1939	Historic Contributing	Building
15	26	Bachelor Officers'	SG	1939-1943	Historic Contributing	Building

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet** -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7

Page 5 of 35

Site Identification No.	Navy Building No.	Historic Name	Current Owner	Date of Construction	Classification	Type
16	26	Quarters (South Wing) Bachelor Officers' Quarters (North Wing)	SG	1939-1943	Historic Contributing	Building
17	NA	Storage Shed	SG	Post 1966	Non-Historic Non-Contributing	Building
18	9	Barracks	UW	1929 to 1944	Historic Contributing	Building
19	NA	Loading Dock	UW	1939-1943	Historic Contributing	Structure
20	42	Main Electric Substation	UW	1939	Historic Contributing	Building
21	138	Gate House (Main Entrance)	DPR	1942	Historic Contributing	Building
22	396	Round-the-World-Flight Monument	SDOT, DPR	1924	Historic Non-Contributing	Object
23	320	Flag Pole	UW, SDOT	1939-1943	Historic Contributing	Object
24	25	Administration Building	UW	1937	Historic Contributing	Building
25	29	Dispensary	UW	1937	Historic Contributing	Building
26	141	Respiratory Training Building	UW	1942	Historic Non-Contributing	Building
27	192	Low Pressure Training Building	UW	1944	Historic Non-Contributing	Building
28	NA	NA	UW	Post 1966	Non-Historic Non-Contributing	Building
29	5	Storehouse (A through D)	UW	1929-1943	Historic Contributing	Building
30	NA	Overhead Walkway	DPR, UW	1943	Historic Non-Contributing	Structure
31	67	Garage	DPR	1941	Historic Non-Contributing	Building
32	12	Boiler Plant	DPR	1930	Historic Contributing	Building
33	299	Inflammable Stores Building	DPR	1949	Historic Non-Contributing	Building
34	2	Assembly & Repair Shop	DPR	1929	Historic Contributing	Building
35	119	Dope Storage (Assembly & Repair)	DPR	1938	Historic Contributing	Building

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON**

Section number 7 Page 6 of 35

Site Identification No.	Navy Building No.	Historic Name	Current Owner	Date of Construction	Classification	Type
36	407	Hazardous Waste Storage	DPR	1989	Non-Historic Non-Contributing	Structure
37	NA	Overpass	Department of Commerce/NOAA	1980s	Non-Historic Non-Contributing	Structure
38	27	Seaplane Hangar	DPR	1937	Historic Contributing	Building
39	11	Shop & Office Building, Public Works	DPR	1938	Historic Contributing	Building
40	20	Torpedo Shop	DPR	1937	Historic Contributing	Building
41	40	Paint Storage, Public Works	DPR	1940	Historic Contributing	Building
42	98	Gasoline Pump House	DPR	1940	Historic Contributing	Building
43	101	Tank Truck Loading Rack	DPR	1939-1943	Historic Non-Contributing	Structure
44	115	Tank Farm Repair & Storage	DPR	1944	Historic Contributing	Building
45	275	Shelter & Storage Building	DPR	1945	Historic Contributing	Building
46	116	Sewage Pump House	DPR	1941	Historic Contributing	Building
47	31	Boat House	DPR	1938	Historic Contributing	Building
48	NA	Pier No. 1	DPR	1928-1937	Historic Contributing	Structure
49	54	Hi-Explosive Magazine	DPR	1941	Historic Contributing	Structure
50	55	Hi-Explosive Magazine	DPR	1941	Historic Contributing	Structure
51	19	Magazine (Arch Type)	DPR	1936	Historic Contributing	Structure
52	126	Beach Shelter	DPR	1942	Historic Contributing	Structure

**INDIVIDUAL RESOURCE DESCRIPTIONS**

Address: Pontiac Bay	Historic Name: Ramp No. 1	Site ID No.: 1
Plat/block/lot: N/A	Legal: 0225049074	Style: N/A
Classification: Historic Contributing		
Built: 1928	Architect: Unknown	Builder: Unknown

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 7 of 35

**Description:** Located at the north end of the district, Ramp No. 1 extends into Lake Washington but is cut-off, or perhaps covered, by a paved parking lot to the south. It has been altered from its original configuration. The ramp consists of a sloped reinforced-concrete ramp descending down into Lake Washington. The upper edge is flush with the surrounding paving. The ramp surface retains its original hand-cut granite paver blocks set in concrete. Concrete curbs extend along either side of the ramp.

**Cultural Data:** Constructed in the late 1920s, Ramp No. 1 is part of the original ramp that allowed seaplanes to be pulled from Lake Washington by a tractor.

Address: NOAA Road & 63 <sup>rd</sup> Ave NE	Historic Name: Building 32 Landplane Hangar	Site ID No.: 2
Plat/block/lot: N/A	Legal: 0225049001	Style: Vernacular/Military
Classification: Historic Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This hangar has an open, four-story volume with two-story wings on a rectangular footprint. Located at the far northeast corner of the district, this hangar is a twin of Building 33 Landplane Hangar to the south. The main entrance is on the south side. Hangar doors open onto 63<sup>rd</sup> Ave NE on the west and the former flying field on the east. Both hangars were constructed around the same time, of the same design and materials. A poured reinforced-concrete foundation supports a steel frame structure clad with painted, corrugated Transite (concrete/asbestos) panels, all capped by a low-rise, parallel gable roof. Minimal gable and eave overhangs define the roofline with slender barge boards along the gable ends. Corner trim pierces cover the joints at outer building wall corners between the corrugated metal panels. The hangar has a symmetrical facade on the west side. Tall, sliding metal doors with twenty-four-lite steel sash windows and small personnel doors are intact. Door positioning staggers each of the doors (ten to a facade). A narrow shed roof projects from the west facade covering the doors' hanging mechanism. Wings have original six-over-six, double-hung, wood sash windows and four-lite, four-panel wood doors at the entrances. Personnel doorways feature a single-lite transom. Windows occur in paired and triple groupings with painted wood mullions separating sash. Upper window sash stiles project beyond the bottom rail. Painted wood frames and sills trim the window openings. Metal gutters and downspouts direct rainwater runoff.

Alterations include three replacement aluminum slider windows at the southwest corner. Access to the east side is restricted, limiting observations to the three other sides. The building's overall condition remains good with a high degree of intact original materials. Paint deterioration occurs on the doors and windows.

**Cultural Data:** Built in 1939 (with WPA funds), this large Landplane Hangar provided shelter for Navy planes. It was sited across Avenue B (now 63<sup>rd</sup> Ave NE) directly east of Building 2 for proximity to the plane assembly and repair facility. It was also sited near the landing field, which was east of the hangar. The flying field no longer exists. Two two-story, steel frame lean-tos (wings) with corrugated asbestos siding were added to the Landplane Hangar (Building 32) using WPA funds. NOAA (National Oceanic and Atmospheric Administration) is the current owner.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   7   Page 8 of 35

Address: NE 77 <sup>th</sup> St & 63 <sup>rd</sup> Ave NE	Historic Name: Guard Station	Site ID No.: 3
Plat/block/lot: N/A	Legal: 0225049001	Style: Vernacular
Classification: Non-Historic, Non-Contributing		
Built: Post-1966	Architect: Unknown	Builder: Unknown

**Description:** This one-story structure has a shed roof and is rectangular in plan. It is located to the east of a post-Navy construction, chain link fence and gate on the west side of a surface parking lot between Buildings 32 and 33 (Landplane Hangars). Windows are aluminum sliders.

**Cultural Data:** This structure served as a guard station for the National Oceanic and Atmospheric Administration (NOAA) parking lot.

Address: NE 77 <sup>th</sup> St & 63 <sup>rd</sup> Ave NE	Historic Name: Building 33 Landplane Hangar	Site ID No.: 4
Plat/block/lot: N/A	Legal: 0225049001	Style: Vernacular/Military
Classification: Historic Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This hangar has an open, four-story volume with two-story wings on a rectangular footprint. Located towards the northeast corner of the district, this hangar is a twin of Building 32 Landplane Hangar to the north. The main entrance is on the north side. Hangar doors open onto 63<sup>rd</sup> Ave NE on the west and the former flying field on the east. Both hangars were constructed around the same time, of the same design and materials. A poured reinforced-concrete foundation supports a steel frame structure clad with painted, corrugated Transite (concrete/asbestos) panels, all capped by a low-rise, parallel gable roof. Minimal gable and eave overhangs define the roofline with slender barge boards along the gable ends. Corner trim pierces cover the joints at outer building wall corners between the corrugated metal panels. The hangar has a symmetrical facade on the west side. Tall, sliding metal doors with steel sash windows and small personnel doors are intact. Wings have original six-over-six, double-hung, wood sash windows and four-lite, four-panel wood doors at the entrances. Personnel doorways feature a single-lite transom. Windows occur in paired and triple groupings with painted wood mullions separating sash. Upper window sash stiles project beyond the bottom rail. Painted wood frames and sills trim the window openings. Metal gutters and downspouts direct rainwater runoff.

Alterations include two pairs of boarded-over windows on the north side. Access to the east side is restricted, limiting observations to the three other sides. The building's overall condition remains good with a high degree of intact original materials. Paint deterioration occurs on the doors and windows.

**Cultural Data:** Built in 1939 (with WPA funds), this large Landplane Hangar provided shelter for navy planes. It was sited across Avenue B (now 63<sup>rd</sup> Ave NE) directly southeast of Building 2 for proximity to the plane assembly and repair facility. It was also sited near the landing field which was east of the hangar. The flying field no longer exists. Two, two-story, steel frame with corrugated asbestos siding lean-tos (wings) were added to the Landplane Hangar (Building 33) using WPA funds. NOAA (National Oceanic and Atmospheric Administration) is the current owner.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7

Page 9 of 35

Address: 6310 NE 74 <sup>th</sup> St	Historic Name: Building 30 Hangar & Office Building	Site ID No.: 5
Plat/block/lot: N/A	Legal: 0225049062	Style: Art Deco
Classification: Historic Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This two-story Art Deco-style hangar and office building has a two-story open volume hangar in the center of the rectangular footprint with office wings. The original west wing features three stories. The historically significant 1944 two-story east wing addition features both office space and central hangar space with through connection to the main original hangar volume. The main entrance to the complex is on the south side, but the primary facade is the west side, on 63<sup>rd</sup> Ave NE. An original, metal "Administration" sign in Art Deco-style lettering adorns the west entrance. Other ornamentation includes original Art Deco light fixtures on the wall of the cast stone stairs at the west entrance. Construction on the original section was begun by 1938, and the small east addition existed by 1944.

A poured reinforced-concrete foundation supports the complex. The ground story is partially below grade along its west side. Both the east and west wings feature a reinforced concrete superstructure. The base along the ground story consists of painted concrete with a slight projection forming a water table at the wall transition to brick. Brick veneer laid in a running bond clads the upper stories. Window openings feature cast stone lug sills with steel lintels supporting rowlock brick headers. The east wing features fixed four-lite wood sash windows on the north facade. A flat roof with parapet shelters these office spaces. Cast-stone blocks form the parapet cap. The main west entrance features stepped wall surfaces at the entry with cast stone cladding above and around the entrance. A curved, Art Deco-style metal canopy projects out over the doorway. A series of stairways flanked by cast stone clad cheek walls lead up to the doorway. Ornamental Art Deco style aluminum and glass lanterns mounted to the lower stairway newels provide illumination. The south ground story entrance features concrete steps flanked by a concrete retaining wall leading to the doorway. A modest awning shelters the entry. A painted metal pipe railing runs along the retaining wall. A painted, vertical board screen extends from the concrete retaining to the outer awning edge.

The main hangar features a steel superstructure clad with painted aluminum panels. Massive steel trusses span the interior volume of both the main and 1944 east wing hangar addition. The 1944 east wing hangar features a brick clad header spanning the length of the east facade's central portion. Within this opening is a recessed wall system to either side of top hung sliding hangar doors. The wall system features a bank of lower and upper multiple-lite steel sash windows with a concrete base along grade. Personnel doors provide access to the interior through this wall. The hangar doors match this configuration and slide across the front of these walls when open. Intermediate vertical supports set behind the wall system support the steel header above. Large operable steel sliding doors provided airplane access to the building interior at both hangars. Doors are staggered relative to one-another to permit sliding. Smaller personnel doors set within these hangar doors provide personnel access. Doors for the main hangar feature sixteen-lite steel sash windows in their upper portions. All are top hung with the hanging mechanism set within the exterior wall plane. Doors for the west hangar feature sixteen-lite steel upper and lower sash. The building retains the original Commanding Officer's Suite on the third floor of the west wing. The suite features a massive

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 10 of 35

fireplace with Art Deco style detailing. The walls feature paneling. The lounge area retains built seating, a glass block bar, and the original linoleum floor with pre World War II aircraft star logo in the center.

Alterations replaced original windows on the west wing with vinyl sash units in 1985 and the east wing windows with aluminum and vinyl units. Alterations also in-filled with brick several east wing window openings. An added metal stairway provides secondary egress from the upper story of the east wing. Alterations covered a portion of the east wing's wall system with standing seam metal cladding. The building remains overall in fair condition.

**Cultural Data:** Built in 1939 (with WPA funds), Building 30 housed an aircraft hangar and offices. The building offered additional office space for Navy administration and sits across 63<sup>rd</sup> Ave NE east of the Administration Building 25. The building is currently owned by the City of Seattle and contains offices for Parks and Recreation. The hangar space remains intact and is used for special events, such as the twice-a-year Friends of the Seattle Public Library Book Sale.

Address: 6327 NE 74 <sup>th</sup> St	Historic Name: Building 41 Ships' Service, Gasoline Station	Site ID No.: 6
Plat/block/lot: N/A	Legal: 0225049062	Style: Modern-Minimal Traditional
Classification: Historic, Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This single-story utilitarian building occupies a T-shape footprint, east of the Firehouse and south of the Hangar & Office Building. The main entrance is on the north side. A poured concrete foundation supports brick clad walls and a gable roof. The north side has wood folding garage doors. Windows are multi-lite steel sash type. Alterations include in-filled garage bays, removal of the gas pumps, and interior remodels. The building remains overall in fair condition.

**Cultural Data:** Built in 1939, Building 41 was a gasoline station for the site. It no longer functions as a gasoline station. The building currently functions as an office for Seattle Parks and Recreation maintenance crews.

Address: 6305 NE 74 <sup>th</sup> St	Historic Name: Building 18 Firehouse & Garage	Site ID No.: 7
Plat/block/lot: N/A	Legal: 0225049062	Style: Art Deco
Classification: Historic Contributing		
Built: 1936; addition 1945-1952	Architect: Unknown	Builder: Unknown

**Description:** This, two-story, modern building has an irregular footprint. The overall composition exhibits blocked massing associated with Art Deco stylistic influences. The former firehouse is sited midway along the district's north/south and east/west axes. Its prominent five-story tower is visible from much of the district. The building features a two-story main volume with a single story east volume and four-story tower off the south side of the main volume.

A poured reinforced-concrete foundation supports reinforced-concrete walls clad with red brick laid up in a running bond. Steel lintels span door and window openings with flat, rowlock brick arch above

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 11 of 35

the openings. Windows consist of two types: 1) multiple-lite steel sash units; and 2) horizontal lite steel sash units. All windows feature cast-stone lug sills. The multiple lite steel sash units provide day lighting to ground story vehicle spaces and upper story rear facade spaces. These units feature small rectangular lites. They occur in single, paired and triple groupings. The horizontal lite steel sash units provide day lighting to upper story office and personnel spaces on the north and west facades of the main two-story volume. These occur in single and triple sash groupings. Each sash features three lites with the upper two joined and operable as an awning type opening. Steel stay bars allow the sash to remain open. A flat roof with parapet shelters the building and tower interiors. The parapet features a cast-stone coping. Entrances consist of both vehicle and personnel doors. The north facade is defined by five garage bays with roll-up metal doors marking former emergency vehicle entrance locations. A multiple-panel wood garage door provides vehicle access to the single-story east portion. Personnel doors on the north, east, and south facades consist of flush panel doors. The southwest door features shed roof awning supported by three round painted steel posts.

Alterations include the east side addition (erected between 1945 and 1949) and boards over some windows and a second floor addition (1952), and the second floor addition in 1952. The east side addition features a shed roof. The building remains overall in poor condition. The roof collapsed over a year ago allowing rain water entry to the building.

**Cultural Data:** Built in 1936, Building 18 served as the naval air station’s firehouse. The tall tower was used to dry hoses. The building is currently vacant.

Address: 7110 62 <sup>nd</sup> Ave NE	Historic Name: Building 47 Recreation Building	Site ID No.: 8
Plat/block/lot: N/A	Legal: 0225049062	Style: Art Deco
Classification: Historic Contributing		
Built: 1941	Architect: Unknown	Builder: Unknown

**Description:** This, three-story, Art Deco-style building is T-shaped in plan. Sited along the east side of the district along 62<sup>nd</sup> Avenue NE, the building is surrounded by housing and recreation facilities. Placement of the building on a sloped site leaves a partial story below grade along the west side; descriptions below refer to stories above grade adjacent to 62<sup>nd</sup> Avenue NE. A poured reinforced concrete foundation supports poured reinforced concrete walls. The building’s front facades along 62<sup>nd</sup> Avenue NE feature brick cladding with exposed board formed concrete on the side and rear facades.

The front facade features a two-part composition comprised of a stepped two-story main portion and a tall, three-story north volume. Brick veneer laid up in a running bond clads both parts. The two-story portion features a main single story with a set-back second story. The second story features a main block flanked by wings. Two cast-stone belt courses running at the window sill and header heights accent the first-story. Rowlock brick belt courses running at the window sill and header heights accent the second



United States Department of the Interior  
National Park Service

# National Register of Historic Places

## Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE KING COUNTY, WASHINGTON

Section number 7 Page 12 of 35

story. Windows on both stories consist of multiple-lite steel sash units occurring in paired and triple groupings with steel lintels. Brick mullions separate windows. The cast stone lug sills at window openings on the first story integrate into the belt course. Both stories feature a flat roof with parapet. Cast-stone coping runs along the parapet on both. Three double-leaf doorways provide access to the interior. An Art Deco style canopy with aluminum fascia and steel supporting rods shelters the entrance. The canopy features a rounded outer southwest corner.

The three-story north volume features a single rectangular massing with a vertical fin off the southwest corner separating this volume from the adjacent stepped two-story portion. This volume's north and east facades feature exterior concrete buttresses. Cast stone belt courses continue across the front facade from those of the single-story main volume. Cast stone coins continue up along the northwest corner repeating the height and implied length of belt courses. These wrap around the north facade's brick clad west portion. An ornamental tile course extends along the outer edge of fin's full height and top edge. Three recessed windows provide day lighting to the main lobby area. Set within a cast-stone frame and divided by cast stone mullions these windows consist of horizontal lites. A steel louver on the north facade provides ventilation. A flat roof with parapet shelters the interior volume. The parapet features a cast-stone cornice along the front and partial north side facade. Cast stone cladding lines the walls of the recessed front entrance. Three double-leaf doorways provide access to the interior. The doors feature decorative finishes and hardware. Display boxes recessed into the cast stone occupy the entrance's side walls. An Art Deco style canopy with aluminum fascia and steel supporting rods shelters the entrance. The canopy features a rounded outer northwest corner. Secondary entrances provide access off the north and east facades via exterior stairways. Metal railings line these stairways.

A two-story volume extends behind the two above-mentioned parts with internal connection to the other two parts. This volume features a reinforced concrete foundation and walls. Exterior concrete buttresses extent along the east facade. Large glass-block windows on the north, east and south facades provide day lighting to the interior. Doorways on the north and south sides provide exterior access.

Alterations include the rigid insulation and stucco cladding on the rear (east) side, some replacement aluminum windows on the west and south sides, a contemporary exterior lobby space on the main entrance, and some in-filled openings. The building remains overall in good condition.

**Cultural Data:** The Recreation Building was dedicated on December 16, 1941. The purpose of the building was to keep enlisted men and officers physically fit through activities like basketball, volleyball, boxing, gymnastics, handball, and wrestling. The building was renovated in 2002-2003. Today, the building functions as a community center, containing basketball and volleyball courts, a 500-seat theater, gymnasium, and offices.

Address: 6940 62 <sup>nd</sup> Ave NE	Historic Name: Building 224 Junior Officers' Quarters	Site ID No.: 9
Plat/block/lot: N/A	Legal: 0225049066	Style: Modern
Classification: Historic Contributing		
Built: 1944	Architect: Unknown	Builder: Unknown

**Description:** This three-story housing block occupies a U-shaped footprint. The horizontally emphasized massing, broad overhanging eaves, regular fenestration spacing, vertical brick massing

United States Department of the Interior  
National Park Service

National Register of Historic Places

Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 13 of 35

flanking the main entrance, and low horizontal band of brick beneath the front facade windows comprise the principal architectural features. Sited east of Barracks (Building 9), south of the Recreation Center (Building 47), and north of the Commissioned Officers' Quarters (Buildings 330, 331, and 332), Building 224's main entrance is on the west side, along 62<sup>nd</sup> Avenue NE. Placement on a sloped site renders two stories above grade on the west side with a daylight story below-grade.

A reinforced-concrete wall supports the building's wood frame superstructure. The front (west) facade features brick veneer base and water table. Brick veneer pilasters flank the main front entrance. The original painted, pressed cement-fiber board shingles clad the building. Windows penetrate the building's facades at regular intervals. Alterations replaced the original windows with contemporary units. The building features a flat roof with broad overhanging eaves. A single-story rear addition has T-1-11 siding and a flat roof. Exterior stairwells on the rear (east) side are constructed of wood. Alterations include the rear addition and replacement windows. The building remains overall in fair condition.

**Cultural Data:** Built in 1944 during the height of World War II, Building 224 provided much needed additional housing for junior officers. The building was sited near existing quarters for other offices and enlisted personnel. Renovated in 1999-2000, the building contains transitional homeless housing to single adults (Santos Place).

Address: N/A	Historic Name: Structure 69 Carport – Bachelor Officers' Quarters	Site ID No.: 10
Plat/block/lot: N/A	Legal: 0225049067	Style: Streamlined Moderne
Classification: Historic Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** This poured concrete carport structure is located east of 62<sup>nd</sup> Avenue NE, between the Officers' Tennis Courts and the extant wings of the Bachelor Officers' Quarters. Stretching north to south, the carport is open to the east and is characterized by horizontal streamlined ornament along the upper edge. The structure is built back into to the hillside. A large concrete turning area extends off the east side of the carport area. A central stairwell provides access between the parking and street levels. The structure remains overall in fair condition.

**Cultural Data:** Built between 1939 and 1943, Building 69 provided covered parking for officers stationed at the naval air station.

Address: N/A	Historic Name: Site 328 Officers' Tennis Courts	Site ID No.: 11
Plat/block/lot: N/A	Legal: 0225049067	Style: N/A
Classification: Historic Non-Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** This rectangular tennis court is located towards the south end of the district, between the Commissioned Officers' houses (Buildings 330-332) and the Junior Officers' Quarters (Building 224). Surrounded by tall chain-link fence, there are four entrances, one per corner. The court consists of several

United States Department of the Interior  
National Park Service

National Register of Historic Places

Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 14 of 35

layers of sand paint over an asphalt slab. There are three metal light poles that illuminate the court at night. The tennis court is missing a net and the net poles. Alterations include new lighting and concrete court surface. The site remains overall in poor condition.

**Cultural Data:** This tennis court was used by naval air station officers. It has not been used in many years. Due to the extent of alterations the tennis court is non-contributing.

Address: 6622 62 <sup>nd</sup> Ave NE	Historic Name: Building 332 Married Officers' Quarters "C"	Site ID No.: 12
Plat/block/lot: N/A	Legal: 0225049068	Style: Colonial Revival
Classification: Historic Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This, two-story, Colonial Revival-style house is the southernmost of three similar buildings, at the south end of the district. The trio lines the east side of 62<sup>nd</sup> Avenue NE, forming a slightly curving arc north to south. Rectangular in plan, the house's main entrance is on the west side, from 62<sup>nd</sup> Avenue NE. A poured concrete foundation supports a wood frame clad with brick and wood siding, all capped by a hip roof. The brick veneer laid up in a running bond clads the first story. Horizontal wood siding clads the second story. A prominent wood belt course wraps the building at the first/second story juncture. The wood cornice above the second story replicates the belt course profile. The frieze in both courses runs at window header height. Windows are the original wood sash, double-hung, fixed and casement units. Double-hung units consist of four-over-four sash. Fixed units range in lite count from twelve to sixteen. Casements feature three lites. Upper story window placement includes corner windows characteristic of mid-century stylistic preferences. Window lites exhibit horizontal form. A prominent brick chimney services the building. The chimney features decorative brick corbelling at the top with three clay tile chimney pots projecting above. The building remains overall in fair condition.

**Cultural Data:** Built in 1939 to house married, commissioned officers, Building 332 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless youth (Youth Care Passages House).

Address: 6610 62 <sup>nd</sup> Ave NE	Historic Name: Building 331 Married Officers' Quarters "B"	Site ID No.: 13
Plat/block/lot: N/A	Legal: 0225049069	Style: Colonial Revival
Classification: Historic Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This, two-story, Colonial Revival-style house is flanked by two similar buildings, at the south end of the district. The trio lines the east side of 62<sup>nd</sup> Avenue NE, forming a slightly curving arc north to south. Rectangular in plan, the house's main entrance is on the west side, from 62<sup>nd</sup> Avenue NE. A poured concrete foundation supports a wood frame clad with brick and wood siding, all capped by a hip

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 15 of 35

roof. The brick veneer laid up in a running bond clads the first story. Horizontal wood siding clads the second story. A prominent wood belt course wraps the building at the first/second story juncture. The wood cornice above the second story replicates the belt course profile. The frieze in both courses runs at window header height. Windows are the original wood sash, double-hung, fixed and casement units. Double-hung units consist of four-over-four sash. Fixed units range in lite count from twelve to sixteen. Casements feature three lites. Upper story window placement includes corner windows characteristic of mid-century stylistic preferences. Window lites exhibit horizontal form. A prominent brick chimney services the building. The chimney features decorative brick corbelling at the top with three clay tile chimney pots projecting above. The building remains overall in fair condition.

**Cultural Data:** Built in 1939 to house married, commissioned officers, Building 331 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless youth (Youth Care Pathways House).

Address: 6524 62 <sup>nd</sup> Ave NE	Historic Name: Building 330 Married Officers' Quarters "A"	Site ID No.: 14
Plat/block/lot: N/A	Legal: 0225049070	Style: Colonial Revival
Classification: Historic Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This, two-story, Colonial Revival-style house is the southernmost of three similar buildings, at the south end of the district. This is the largest of the three houses. The other related units, 331 and 332, are arranged in a slightly curving arc to the north. Rectangular in plan, the house's main entrance is on the west side, facing 62<sup>nd</sup> Avenue NE. A poured concrete foundation supports a wood frame clad with brick and wood siding, all capped by a side-gable roof. The brick veneer laid up in a running bond clads the first story. Horizontal wood siding clads the second story. A prominent wood belt course wraps the building at the first/second story juncture. The wood cornice above the second story replicates the belt course profile. The frieze in both courses runs at window header height. Windows are the original wood sash, double-hung, fixed and casement units. Double-hung units consist of four-over-four sash. Fixed units range in lite count from twelve to sixteen. Casements feature three lites. Upper story window placement includes corner windows characteristic of mid-century stylistic preferences. Window lites exhibit horizontal form. A prominent brick chimney located at the north end services the building. The chimney features decorative brick corbelling at the top with three clay tile chimney pots projecting above. The building remains overall in fair condition.

**Cultural Data:** Built in 1939 to house married, commissioned officers, Building 330 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless young women (Friends of Youth Harmony House).

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 16 of 35

Address: 6801 62 <sup>nd</sup> Ave NE	Historic Name: Building 26 Bachelor Officers' Quarters (South Wing)	Site ID No.: 15
Plat/block/lot: N/A	Legal: 0225049064	Style: Colonial Revival
Classification: Historic Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** This two-and-a-half story building occupies a rectangular footprint with an east to west orientation. Located south of almost identical section of the same original building, these two now-independent buildings are what remains of the Bachelor Officers' Quarters, between Sand Point Way NE and 62<sup>nd</sup> Avenue NE. There are main entrances on the west and east ends. A poured concrete foundation and structure support a gable roof with a parapet. Exterior walls are clad with brick veneer. Alterations include the addition of a new enclosed fire escape and replacement windows. The building remains overall in fair condition.

**Cultural Data:** Ground was broken for the original Bachelor Officers' Quarters in August 1937, and construction was completed in 1938. The Naval Reserves were housed in the new building. The Commissioned Officers' Club was also located in this building. The north and south wings were added between 1939 and 1944. On May 11, 1990, the original center section of the building, which mostly housed the Commissioned Officers' Club, was destroyed by fire. The wings where the Junior Officers' Quarters were located sustained smoke and water damage. Cause of the fire was attributed to a cigarette left on a couch on the third floor. Renovated in 1999-2000, the building contains transitional housing for homeless families.

Address: 6831 62 <sup>nd</sup> Ave NE	Historic Name: Building 26 Bachelor Officers' Quarters (North Wing)	Site ID No.: 16
Plat/block/lot: N/A	Legal: 0225049064	Style: Colonial Revival
Classification: Historic Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** This two-and-a-half story building occupies a rectangular footprint with an east to west orientation. Located north of an almost identical section of the same original building, these two now-independent buildings are what remains of the Bachelor Officers' Quarters, between Sand Point Way NE and 62<sup>nd</sup> Avenue NE. There are main entrances on the west and east ends. A poured concrete foundation and structure support a gable roof with a parapet. Exterior walls are clad with brick veneer. A copper gutter supported with wood brackets lines the north and south eaves. The west gable end parapet and south cross-gable parapet both have copper coping. Alterations include the removal of the east gable parapet, the addition of a new fire escape, some new brick and replacement windows. The building remains overall in fair condition.

**Cultural Data:** Ground was broken for the original Bachelor Officers' Quarters in August 1937, and construction was completed in 1938. The Naval Reserves were housed in the new building. The

United States Department of the Interior  
National Park Service

National Register of Historic Places

Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 17 of 35

Commissioned Officers' Club was also located in this building. The north and south wings were added between 1939 and 1944. On May 11, 1990, the original center section of the building, which mostly housed the Commissioned Officers' Club, was destroyed by fire. The wings where the Junior Officers' Quarters were located sustained smoke and water damage. Cause of the fire was attributed to a cigarette left on a couch on the third floor. Renovated in 1999-2000, the building contains transitional housing for homeless families.

Address: N/A	Historic Name: Storage Shed	Site ID No.: 17
Plat/block/lot: N/A	Legal: 0225049064	Style: Vernacular
Classification: Non-Historic, Non-Contributing		
Built: Post-1966	Architect: Unknown	Builder: Unknown

**Description:** This single-story, utilitarian storage shed structure features a wood frame with side gable roof. Wood siding clads the back and two end walls of the structure.

**Cultural Data:** This utilitarian structure functions as a storage shed.

Address: 7101 62 <sup>nd</sup> Ave NE	Historic Name: Building 9 Barracks	Site ID No.: 18
Plat/block/lot: N/A	Legal: 0225049071	Style: Colonial Revival
Classification: Historic Contributing		
Built: 1929; 1930 (wings built); additions between 1939 and 1944	Architect: Unknown	Builder: Unknown

**Description:** This, two-story, Colonial Revival-style barracks building rises from a poured concrete foundation and is irregular in plan. Oriented north to south, the building is situated along Sand Point Way NE, south of the main district entrance. The main north/south axis has multiple wings, which extend east and west. The walls of the northern, original barracks are constructed of load-bearing brick masonry laid up in a common bond. The walls of the southern addition consist of brick veneer laid up in a running bond over framing. The two building sections are connected by a one-story addition, which is clad with wood. Entrances are located frequently around the exterior. In the northern wing, some doors are capped by fanlights while others have sidelights and transoms. The southern wing has simpler fire doors of the 1940s. A cross-gable roof with gabled dormers caps most of the building, with the exception of a flat roof over the single-story, central connecting wing.

Walls feature a parged cement base with projecting water table. The wall/roof junction features a prominent dentiled cornice along the underside of the projecting roofline with cornice returns at the gable ends. Walls along the central mess hall feature cast stone coping. Gable-roofed dormers project from the roof providing day lighting for the third-floor spaces. Wall mounted copper gutters and leaders direct rainwater runoff. The central mess hall portion features a wood exterior exhibiting extensive classically inspired detailing including cornice, dentils, engaged pilasters and plinths. The pilasters frame window bays providing day lighting to the former interior dining space, augmenting gable roofed skylights over the space.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 18 of 35

Windows feature brick jack arches with decorative cast stone keystones and cast stone lug sills. Gable end windows at the third story feature a round-arched opening with corresponding arched upper sash. A brick arch with cast stone keystone frame these openings. Dormer windows feature round-arched openings with corresponding arched upper sash.

Entrances in the north and south portions feature both primary and secondary entrances. The primary entrances consist of round-arched doorways. Two courses of rowlock bricks outline the arch with decorative cast stone keystones and springers. Decorative wood molding wraps around the inner edge between the brick and door and transom assemblies. Each doorway features a fan light transom over a double-door entry. Doors feature six upper lites with a lower wood panel. Wall mounted sconces flank each entrance. These doorways open to a small porch accessed via a direct flight of stairs and an added ADA ramp. The porch features a low brick railing with cast stone coping. The secondary entrances feature brick jack arches with cast stone keystones. Steel lintels span the opening above six-lite transoms over double doors. A direct flight of concrete stairs flanked by metal railings access these doorways. Wall mounted sconces flank these entrances, illuminating the stairs and entrance locations. Entrances to the central mess hall portion consist of pedimented entrances framed by a cast stone surround and jambs, surmounted by a rowlock brick oculous containing a vent. These entrances open at grade. Building 9 also features a former chapel at the south end.

Alterations include replacing wood double-hung sash windows with single hung vinyl sash. The building remains overall in fair condition.

**Cultural Data:** The original north section of the Barracks was built in 1929 with wings completed in 1930. The center section and south section were built between 1939 and 1944. Building 9 housed enlisted personnel and student aviators. A chapel and mess hall were also located in the building. The building is owned by the University of Washington and is vacant.

Address: 7101 62 <sup>nd</sup> Ave NE	Historic Name: Loading Dock	Site ID No.: 19
Plat/block/lot: N/A	Legal: 0225049071	Style: N/A
Classification: Historic Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** This at grade structure rises immediately west of Building 9's central mess hall. A secondary access road branching off the main service road west of Building 9 creates an island out of the loading dock. The drop in grade along the secondary access road allows trucks to pull up alongside the loading dock. The loading dock consists of a poured concrete foundation, dock stairs, and low retaining walls. Oriented along a north/south axis the structure features curved north and south ends. Lawn fills the central portion of the island. A low metal railing extends along the taller west retaining walls. The structure remains overall in fair condition.

**Cultural Data:** Built between 1939 and 1943, the structure functioned as the main receiving facility for supplies utilized in the mess hall located within Building 9. The loading dock coupled with the secondary access road allowed trucks to pull in behind Building 9 and unload provisions.

Address: 7700 Sand Point Way	Historic Name: Building 42 Main	Site ID No.: 20
------------------------------	---------------------------------	-----------------

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   7   Page 19 of 35

NE	Electric Substation	
Plat/block/lot: N/A	Legal: 0225049071	Style: Art Moderne
Classification: Historic Contributing		
Built: 1939	Architect: Unknown	Builder: Unknown

**Description:** This one-story, utilitarian building rises from a poured concrete foundation and is rectangular in plan. Oriented to the east, the building's main facade looks toward the Barracks (Building 9). Walls are poured concrete with minimal Art Moderne detailing derived from the set of three horizontal lines on all facades. The east (main) facade has multi-lite, steel, sash windows and two entrances with metal doors. The building remains overall in fair condition.

**Cultural Data:** Built in 1939, the building functioned as the main electric substation for the naval air station. Still in use for some electric power distribution.

Address: 7700 Sand Point Way NE	Historic Name: Building 138 Gatehouse (Main Entrance)	Site ID No.: 21
Plat/block/lot: N/A	Legal: 0225049062	Style: Art Deco
Classification: Historic Contributing		
Built: 1942	Architect: Unknown	Builder: Unknown

**Description:** This two-story, Art Deco-style building has an irregular footprint. North and south wings on either side of the main park entrance road (NE 74<sup>th</sup> St) rise and usually connect over the entrance. No physical thoroughway exists. The building is oriented to the west and faces Sand Point Way NE. Each wing has a main west entrance. A poured concrete foundation and structure are covered by a flat roof and parapet. Walls are clad with brick veneer. The horizontal character is emphasized by window bands and a cast stone belt course. Metal-framed, multi-lite windows have fixed upper and lower sash with hopper sash between. Window sills are brick or cast stone, depending on location. Alterations include a Navy era replacement metal door at the ADA entrance, the southern of the two west entries. A wrought-iron gate spans the NE 74<sup>th</sup> Street entrance. The building remains overall in fair condition.

**Cultural Data:** Built in 1942, the Gatehouse served as an obvious main entrance and security check for the naval air station. Visitors checked in with Navy personnel before being allowed entry. The enclosed bridge spanning the entrance gave Navy personnel better views of approaching vehicles and pedestrians. The Gatehouse replaced an earlier entrance. In continuous since Navy conveyance, the building provides offices for various non-profit organizations.

Address: NE 74 <sup>th</sup> St & Sand Point Way NE	Historic Name: Round-the- World-Flight Monument	Site ID No.: 22
Plat/block/lot: N/A	Legal: 0225049071	Style: N/A
Classification: Historic Contributing		
Built: 1924	Architect/Designer: Victor Alonzo Lewis	Builder: Unknown

**Description:** This 15-foot high, granite monument is crowned with bronze wings. A tablet on the



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   7   Page 20 of 35

west side of the object commemorates the round-the-world flyers. The monument stands just outside the entrance, west of Building 138 Gatehouse. The monument originally stood at the southwest corner of the former runway until its relocation in the early 1930s to the southwest corner of the Building 30 site. In 1937-38 the Navy relocated the monument to the planting island at the NE 74th Street entrance to the air station. The monument remains overall in fair condition.

**Cultural Data:** The most important public event associated with Sand Point during King County ownership was the first round-the-world flight, which is commemorated at Sand Point. Four Douglas World Cruisers (two-seater biplanes) commenced on April 6, 1924 a five-and-a-half month, worldwide aviation "drama" that made news around the globe and occurred three years before Charles Lindbergh's solo flight across the Atlantic. A total of 26,345 miles were logged on this historic trip. The monument topped with a crown of bronze wings was erected to commemorate the historic flight and was dedicated in September 1924. Seattle sculptor Victor Alonzo Lewis designed and modeled the monument. NAS Seattle site plans assigned the monument number 396.

Address: NE 74 <sup>th</sup> St & 62 <sup>nd</sup> Ave NE	Historic Name: Flagpole	Site ID No.: 23
Plat/block/lot: N/A	Legal: 0225049071	Style: N/A
Classification: Historic Contributing		
Built: Between 1939 and 1944	Architect: Unknown	Builder: Unknown

**Description:** This tall metal flagpole is prominently located in a landscaped planting area south of the Administration Building within an island formed by a semi-circular drive off of NE 74<sup>th</sup> St. A large American flag flies from this flagpole. The pole and base remain overall in fair condition.

**Cultural Data:** Erected a few years within construction of the Administration Building (Building 25), the flagpole was always a prominent feature at the naval air station. The large American flag that flies from the pole historically symbolized patriotism and duty to country. Flagpoles flying the American flag were common features at military bases.

Address: 6222 NE 74 <sup>th</sup> St	Historic Name: Building 25 Administration Building	Site ID No.: 24
Plat/block/lot: N/A	Legal: 0225049071	Style: Art Deco
Classification: Historic Contributing		
Built: 1937; addition between 1938 and 1944	Architect: Unknown	Builder: Unknown

**Description:** This Art Deco-style building has a two- and three-story main core and one-story rear wings. Sited in the middle of the district, along NE 74<sup>th</sup> Street, the building's main facade looks south, down the corridor of 62<sup>nd</sup> Avenue NE. The original rectangular footprint from 1937 received a T-plan addition to the north, together forming a slightly lopsided H-plan. The three-story height occurs in the

United States Department of the Interior  
National Park Service

# National Register of Historic Places

## Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE KING COUNTY, WASHINGTON

Section number 7 Page 21 of 35

central bay of the main core. A poured concrete foundation supports a poured concrete structure, brick veneer cladding, and flat roofs with parapets on all building sections. Cast stone forms Art Deco decorative motifs on the exterior, particularly on the south facade. Alterations include the T-plan addition, erected between 1938 and 1944. The building remains overall in good condition and is undergoing rehabilitation.

**Cultural Data:** Built in 1937, Building 25 served as administrative headquarters for the naval air station. In more recent years, it continued to house offices, a computer center, and telecommunications office. Currently owned by the University of Washington, the building is undergoing rehabilitation for educational or research support.

Address: 6200 NE 74 <sup>th</sup> St	Historic Name: Building 29 Dispensary	Site ID No.: 25
Plat/block/lot: N/A	Legal: 0225049071	Style: Art Deco
Classification: Historic Contributing		
Built: 1937; additions between 1938 and 1944	Architect: Unknown	Builder: Unknown

**Description:** This, three-story, Art Deco-style building is L-shaped in plan. Sited in the middle of the district on the far west side along NE 74<sup>th</sup> Street near the main park gate, the building's main entrance is on the south facade. Secondary entrances are located on the east and west facades. The original rectangular footprint from 1937 received an L-shaped addition to the north by 1944. A poured concrete foundation supports a poured concrete structure, brick veneer cladding, and a flat roof with parapet. Cast stone forms Art Deco decorative motifs on the exterior. Alterations include the L-plan addition, erected between 1938 and 1944, and the third story, which has a different shade of red brick than the original two stories. Windows are historic, six-over-six, double-hung, wood sash. The building remains overall in good condition.

**Cultural Data:** Built in 1937 (with later third story addition), Building 29 functioned as a dispensary/hospital for the naval air station. Since 2001-02 the building provides space for the University of Washington School of Public Health programs.

Address: 7424 Sand Point Way NE	Historic Name: Building 141 Respiratory Training Building	Site ID No.: 26
Plat/block/lot: N/A	Legal: 0225049071	Style: Modern
Classification: Historic Non-Contributing		
Built: 1942	Architect: Unknown	Builder: Unknown

**Description:** This single-story, rectangular building is located towards the northwest corner of the district, north of the Dispensary (Building 29). A poured concrete foundation supports walls clad with T-1-11 and a flat roof. Windows are non-historic aluminum with lower operable sash. The building remains overall in poor condition. The building is connected to building 192.

**Cultural Data:** Built in 1942, Building 141 provided dedicated facilities for training aviation

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   7   Page 22 of 35

personnel in the use of respiratory equipment employed in aircraft. The building is currently vacant and scheduled for demolition. Due to the extent of alterations this building is non-contributing.

Address: 7424 Sand Point Way NE	Historic Name: Building 192 Low Pressure Training Building	Site ID No.: 27
Plat/block/lot: N/A	Legal: 0225049071	Style: Modern
Classification: Historic Non-Contributing		
Built: 1944	Architect: Unknown	Builder: Unknown

**Description:** This single-story, rectangular building is located towards the northwest corner of the district, north of the Dispensary (Building 29). A poured concrete foundation supports walls clad with T-1-11 and a flat roof. Windows have been boarded over. The building is attached to building 141. The building remains overall in poor condition.

**Cultural Data:** Built in 1944, Building 192 provided dedicated facilities for training and conditioning aviation personnel for operation in low pressure environments encountered while flying aircraft. The building is currently vacant and scheduled for demolition. Due to the extent of alterations this building is non-contributing.

Address: N/A	Historic Name: N/A	Site ID No.: 28
Plat/block/lot: N/A	Legal: 0225049071	Style: N/A
Classification: Non-Historic Non-Contributing		
Built: Post 1966	Architect: Unknown	Builder: Unknown

**Description:** This single-story, rectangular building is located directly south of Building 5. A poured in-place concrete foundation supports stacked bond concrete masonry unit walls. A flat shed roof clad with rolled asphaltic roofing shelters the interior mechanical space. An above grade fuel tank stands just to the south of this building. The building remains overall in fair condition.

**Cultural Data:** Built after 1966, the building provides dedicated mechanical system facilities. The building remains in use. Due to the building's construction outside of the period of significance this building is non-contributing.

Address: 7501, 7527, 7543 & 7561 63 <sup>rd</sup> Ave NE	Historic Name: Building 5 (A through D) Storehouse	Site ID No.: 29
Plat/block/lot: N/A	Legal: 0225049071	Style: Art Deco
Classification: Historic Contributing		
Built: 1929; additions in 1938, 1940, and 1943	Architect: Unknown	Builder: Unknown

**Description:** This storehouse consists of four main sections, referred to as 5A through 5D. The overall complex varies in height from one to four stories and has a rectangular footprint. Each of the four sections also has a rectangular plan, but size varies. The original section, 5A, is the northernmost section,

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 23 of 35

with 5B, 5C, and 5D progressing in alphabetical order to the south. Sited just south of Building 2, Assembly & Repair Shop, and across from Hangar 33, this storehouse defines 63<sup>rd</sup> Ave NE and is the largest building in the district. All sections have poured concrete foundations, brick cladding, and flat roofs with parapets, some of which are shaped. The original section, built in 1929, expanded with large additions in 1938, 1940, and 1943. The main (east) entrance to Section 5B is characterized by Art Moderne features, including a streamlined cast, stone door surrounds and a metal sign that reads "Supply Department." 5B has replacement windows on the second floor's east side. The building remains overall in fair condition.

**Cultural Data:** The original Storehouse (5A) was built in 1929 at an approximate cost of \$50,000 to house supplies. In 1938, a brick-clad addition (5B) was constructed to the south using WPA funds. A spur from the Northern Pacific Railroad Sumas Branch line to the naval air station was completed in October 1929. This spur ran along the west side of the Storehouse, providing an easier way to load and unload supplies. 5C was added in 1940, and 5D was added in 1943. Building 5 became a mix of warehouse, workshop, and office space. The building is currently owned by the University of Washington and maintains a variety of uses including educational storage, offices, and research and art studios.

Address: N/A	Historic Name: Overhead Walkway	Site ID No.: 30
Plat/block/lot: N/A	Legal: 0225049071	Style: N/A
Classification: Historic Non-Contributing		
Built: 1943	Architect: Unknown	Builder: Unknown

**Description:** This overhead walkway/pedestrian bridge is constructed of steel with a wire railing and grated floor surface. An added door provides control for access through the bridge. The bridge features new pressure treated wood and steel structural and deck elements built upon the original foundation placement. The structure remains overall in fair condition.

**Cultural Data:** This walkway functions as a pedestrian bridge that provides access from a surface parking area on the west side of the district to the east side of Building 5, the Storehouse.

Address: 7700 Sand Point Way NE	Historic Name: Building 67 Garage	Site ID No.: 31
Plat/block/lot: N/A	Legal: 0225049062	Style: Art Deco
Classification: Historic Non-Contributing		
Built: 1941	Architect: Unknown	Builder: Unknown

**Description:** This two-story, Art Deco-influenced, L-shaped building is sited between Sand Point Way NE and the former railroad spur. The nearest buildings are the Boiler Plant, the Engine Overhaul and Repair Shop, and the Storehouse (Building 5). A poured concrete foundation supports poured concrete and brick walls. The southernmost section of the building has a flat roof, while the northern sections have a small gable and a hip-on-flat roof. Alterations include the addition of a rock climbing wall along the southeast side and modifications to the entrances in the southwest walls. All windows have been replaced. Alterations include heavy timber canopy and in-fill of garage door openings. The building remains overall in good condition following the recent rehabilitation.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 24 of 35

**Cultural Data:** Built in 1941, Building 67 functioned as a repair garage for the naval air station. More recent uses included a motor pool, offices, and vehicle repair. The building recently underwent rehabilitation for adaptive re-use as the Mountaineer's headquarters.

Address: 7737 62 <sup>nd</sup> Ave NE	Historic Name: Building 12 Boiler Plant	Site ID No.: 32
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular/Industrial
Classification: Historic Contributing		
Built: 1930; addition 1942	Architect: Unknown	Builder: Unknown

**Description:** This utilitarian building is irregular in plan. The building has a two-story volume in order to accommodate tall boilers in the past. Situated at the north of the district west of Building 2, the Boiler Plant is oriented to the south. A poured concrete foundation supports exposed structural brick walls. A parapet wraps the flat roof, which is constructed of steel I-beams supporting a concrete slab. Ornamentation is limited to a soldier course wrapping the upper third of the walls, just above the original upper windows. Symmetry and three slightly recessed wall panels mark the south facade as primary.

The interior features an open plan within the main volume and an enclosed, smaller northwest volume for accommodating a vehicle. Within the main volume a steel panel and steel sash relite enclosed space provided office facilities for crews stationed at the boiler plant. Narrow steel doors with four lites provide access to this space. Several massive boilers and related equipment occupy the rest of the volume. Massive wood double-doors provide access to the northwest space. Each door features twelve upper lites with a recessed wood panel below. Twelve lite transoms span above each door leaf. Steel sash multiple-lite windows provide day lighting to interior spaces.

Alterations include 1942 additions to the west and north sides, nearly doubling the footprint and making the original rectangular plan irregular. Contemporary fluorescent fixtures illuminate interior spaces. The building remains overall in fair condition with some biological growth along the south facade. Interior brick surfaces have been painted with fire retardant aluminum paint. Alterations also painted the steel panels and relites forming the office space.

**Cultural Data:** Built in 1930 with additions in 1942, the Boiler Plant served as the central steam plant for the naval air station. It is also known as Central Heating Plant or Central Steam Plant. During World War II, bomb protection was added to the Boiler Plant, including sandbags and post-and-beam shield walls around the outside. Two additional boilers were installed in 1938. The 1942 additions changed at least one boiler and added two engine generators. In 1972, the Navy removed the old fuel oil system and installed automatic electric gas pilots. A 10,000 gallon oil tank was removed in the late 1990s.

Address: N/A	Historic Name: Building 299 Inflammable Stores Building	Site ID No.: 33
Plat/block/lot: N/A	Legal: 0225049062	Style: Modern
Classification: Historic Non-Contributing		
Built: 1949	Architect: Unknown	Builder: Unknown

United States Department of the Interior  
National Park Service

# National Register of Historic Places

## Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE KING COUNTY, WASHINGTON

Section number 7 Page 25 of 35

**Description:** This single-story, utilitarian building has a rectangular footprint and is sited to the west of Building 2, oriented to the east. A flat roof covers painted concrete masonry unit (CMU) block walls. Entrances are found on the north, east, and south facades. Windows are wood casements. The building remains overall in fair condition.

**Cultural Data:** Built in 1949, Building 299 is one of the later structures constructed at the naval air station. The building housed flammable materials safely.

Address: 7727 63 <sup>rd</sup> Ave NE	Historic Name: Building 2 Assembly & Repair Shop	Site ID No.: 34
Plat/block/lot: N/A	Legal: 0225049062	Style: Art Deco
Classification: Historic Contributing		
Built: 1929; addition between 1939 and 1944	Architect: Unknown	Builder: Unknown

**Description:** This large building is situated towards the north end of the district, across 63<sup>rd</sup> Ave NE from another hangar (Building 32) to the east. Three main sections comprise this complex building: a northern two-story volume, a central multi-story volume hangar, and a southern one-story addition. The northern section contains the oldest portion of the complex and exhibits a more vernacular/military stylistic character. Originally, the shop oriented to the east with a T-plan capped by a monitor roof. Structural brick walls laid up in a common bond and rising from a poured concrete foundation forms both the northern and southern sections. The southern section has a flat roof and parapet. A low-rise gable roof caps the hangar, which is clad with metal siding. Original steel and glass doors are intact for the entire building, as are the large industrial windows along the sides of the hangars and at the clerestory level. These windows provide extensive day lighting to the interior spaces. The front, east walls of the main hangar volume feature stylized wing detailing across the upper, central portion. Massive concrete towers into which the tall hangar doors slide contribute to the front facade's imposing composition. The older north hangar features smaller brick towers for receiving the sliding hangar doors. These towers integrate into the sloped roofline of the hangar.

Windows in the north and south brick sections consist of steel sash multiple-lite units. Each window opening features a steel lintel supporting soldier course brick header. Upper story openings feature a cast stone lug sill. The project concrete base along the building's lower portion forms a continuous sill beneath the first story windows. Within each window assembly two six-lite sash open on a pivot mechanism to provide ventilation for interior spaces.

Entrances at the north portion's back, west side consists of two sets of large doors for moving equipment into and out of the building. The lower set feature solid lower panels with twelve lites in the upper portions. The second, tall set of doors opens directly above the lower set. A projecting steel beam at the top of these multiple-lite wood doors allowed heavy equipment and parts to be moved in and out onto trucks. Tall metal doors and smaller personnel doors provide access into and out of the building's south portion.

Roofs over both the north portion and the central main hangar feature monitor roofs. The south section features a shed roof with brick parapets along the east and west sides.

The interior consists of two large (north and south) hangar volumes with facility and storage space

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet -**

**NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON**

Section number 7 Page 26 of 35

between them and around the north and west end of the smaller north hangar volume. Exposed riveted-steel framing carrying the massive steel roof trusses dominate the building's interior visual character. Diagonal bracing between the vertical steel posts along the outer walls of the hangers provides lateral bracing. Upper mezzanine level offices overlook the two hangar volumes. Wood decking carried on wood joists spanning between steel I-beams provides the flooring for these mezzanine levels.

Alterations to the original T-plan brick building include a brick north addition, the hangar to the south, and the southern brick addition, all completed between 1939 and 1944. The hangar addition's main east facade exhibits the strongest Art Deco stylistic influences. On the west facade of the northern section, one of three triple tier wood windows is extant; the flanking windows were in-filled with brick below the top tier, which upgraded to steel framing during the period of significance. The building remains overall in fair condition.

**Cultural Data:** Built in 1929, the Assembly & Repair Shop (Building 2) is the oldest extant structure in the district. It was part of the original 1927 development plan for the naval air station. The original Overhaul Shop (as it was known) was constructed for about \$118,700 and built as a place to overhaul plane engines. An addition was constructed between 1939 and 1944. By 1944, the name had changed to Assembly & Repair Shop. Aircraft assembly and repairs took place in the shop. The building currently contains office and shops for a job training program, Seattle Conservation Corps, and indoor participation sports, Arena Sports, in the open hangar areas. Control mezzanine areas are vacant.

Address: N/A	Historic Name: Building 119 Dope Storage (Assembly & Repair)	Site ID No.: 35
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular/Military
Classification: Historic Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** The building sits just south of Building 2, Assembly & Repair. The compact, brick building features a concrete shed roof. A concrete foundation supports the brick walls. Brick are laid up in a running bond as a veneer over and interior structural frame. A flush panel metal door on the west facade provides access. The building is separated by a narrow space from Building 2. The building remains overall in fair condition.

**Cultural Data:** Built between 1939 and 1944, this structure was used for the storage of aircraft dope which was plasticized lacquer applied to aircraft fabric. The Dope Storage building was sited near the Assembly & Repair building for easy access, yet, separate for fire safety purposes. Applying dope to aircraft was part of the assembly process. The building is vacant.

Address: N/A	Historic Name: Building 407 Hazardous Waste Storage	Site ID No.: 36
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular/Industrial
Classification: Non-Historic, Non-Contributing		
Built: 1989	Architect: Unknown	Builder: Unknown

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 27 of 35

**Description:** The structure is located west of Building 2, Assembly & Repair. The open shelter is surrounded by a chain link fence. Thin metal columns rise from a poured concrete foundation and support a flat metal roof.

**Cultural Data:** Built in 1989, this structure stored containerized hazardous waste on site. Currently, the building is used by Seattle Conservation Corps for outdoor storage.

Address: N/A	Historic Name: Overpass	Site ID No.: 37
Plat/block/lot: N/A	Legal: 0225049001	Style: N/A
Classification: Non-Historic, Non-Contributing		
Built: 1980s	Architect: Unknown	Builder: Unknown

**Description:** The structure is located northwest of Building 12 and southwest of Building 27 along NOAA Road. The reinforced concrete overpass separates traffic along NOAA Road from 62<sup>nd</sup> Avenue NE. The overpass remains in good condition.

**Cultural Data:** Built in the 1980s, this structure corresponds with the development of the site's northeast corner for NOAA and provided a means to separate vehicular access to NOAA from the rest of the site.

Address: 62 <sup>nd</sup> Ave NE and NOAA Road	Historic Name: Building 27 Seaplane Hangar	Site ID No.: 38
Plat/block/lot: N/A	Legal: 0225049074	Style: Vernacular/Military
Classification: Historic Contributing		
Built: 1937	Architect: Unknown	Builder: Unknown

**Description:** This hangar has an open, four-story volume with four-story towers at the corners. Located towards the northwest corner of the district, this hangar has an h-shaped footprint with a wide central portion containing the hangar. The upper and lower legs of the H extend beyond to accommodate the doors when they are in the open position. Set within these legs on the north and south ends of the building are office and storage spaces. The north portion is a single story, while the south portion is two stories. The main entrance is on the west side. Hangar doors open on the east and west sides. This hangar is of similar design and materials to Buildings 32 and 33, but Building 27 housed seaplanes and predates the other two. The hangar has a symmetrical facade on the west, north, and east sides. A poured concrete foundation supports a riveted-steel frame structure. Vertical steel posts form the building's outer walls. Horizontal metal framing runs between these posts with diagonal bracing at the corners for additional lateral rigidity. Corrugated panels clad the outer face of this wall.

The building features a low-rise, parallel gable roof. A series of massive sliding doors on the building's east and west end walls allowed the movement of airplanes into and out of the building. Smaller personnel doors set within the lower portions of the hangar doors facilitated personnel movement without the need to open the massive doors. These doors, ten to a side, each features diagonal steel framing with a central steel sash window having four sets of 36-lites. A projecting shed roof runs along the building's exterior wall above these doors to protect the top-hung sliding mechanism. These doors, unlike those on Building 2 are external.



United States Department of the Interior  
National Park Service

# National Register of Historic Places

## Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE KING COUNTY, WASHINGTON

Section number 7 Page 28 of 35

Windows consist of a variety of types. Steel sash, twelve-lite windows provide day lighting to first story spaces along the north side. These are grouped in pairs and triples with a wide mullion between. The central six-lites of these windows operate on a center pivot mechanism to provide ventilation. The triple grouping features two instances of a central six-lite unit above a personnel doorway. At the base of the towers (northeast and northwest) are group of three steel sash windows separated by mullions. The center functions as a transom above a personnel doorway having a paneled door with upper lites. The flanking two openings feature nine-lite windows.

Wood sash windows service the upper stories on the north facade. The northeast tower features six-lite center horizontal pivot wood sash windows on the north and west facades. These windows occur in single and triple groupings. The fourth story of this tower feature six-lite wood sash casement windows on all three facades. The northwest tower features only single six-lite wood sash casement units at each story on the north and east facade of the tower. The exception being the first story's repetition of the triple grouping of the northeast tower with the doorway in the west opening instead of the middle. Along the upper north wall portion of the hangar windows consist of paired and triple groupings of wood sash units. Mullions separate windows with six-lite transoms above tall twelve-lite windows.

Steel trusses span between these outer posts and a row of columns placed midway between the building's north and south side walls. Steel diagonal bracing between the trusses provides rigidity. The clear span across the hangar floor, with exception of the central column row, provided ample space for maneuvering and storage of airplanes within the hangar. Peripheral office and storage spaces extend along the north and south sides of the main hangar volume. These consist of small partitioned spaces at grade with some mezzanine level office and storage spaces.

Alterations include a late Navy-era cement board addition with boarded over or replacement windows on the south side of the hangar. The majority of windows have been painted over. Added fluorescent lighting illuminates the building interior. Added surface mounted conduit extends through the peripheral office and storage spaces. An added covered walk extends from the building's south side to the access road leading to NOAA. Overall the building remains in good condition. Windows and doors continue to operate.

**Cultural Data:** Built in 1938 (with WPA funds), this large Seaplane Hangar provided shelter for Navy seaplanes. It was sited near the Pontiac Bay at the north end of the naval air station and to Building 2 for proximity to the plane assembly and repair facility. In more recent years, Building 27 has been used for aircraft repair, offices, and heavy equipment storage. Currently the building is vacant with adaptive re-use plans for indoor participation sports.

Address: 7777 62 <sup>nd</sup> Ave NE	Historic Name: Building 11 Shop & Office Building, Public Works	Site ID No.: 39
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular
Classification: Historic Contributing		
Built: 1938; additions between 1939 and 1944	Architect: Unknown	Builder: Unknown

**Description:** This single-story building has an irregular footprint and is sited in the northwest corner of the district, near Lake Washington and Building 27 Seaplane Hangar. Fenestration patterns and

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   7   Page 29 of 35

---

use of brick exhibit influences consistent with the stylistic treatment of both Art Deco and Colonial Revival resources within the district. The original small footprint quickly grew, surrounding the Torpedo Shop (Building 20) on three sides and extending farther north. There is a parking area along the east side. A poured concrete foundation supports a poured concrete structure with brick veneer cladding and a flat roof on all sections. A few areas of exterior wall exhibit Navy-era (1985) corrugated metal cladding. Original doors are intact. Windows are multi-lite steel sash with center pivot portions. The building consists of three main portions: south (a short predominately single-story facility with a two-story extension composed of multiple smaller spaces), central (a massive single story facility with an open interior volume that abuts the south and west sides of Building 20), and the north (a large two-story facility composed of large ground floor utilitarian spaces with multiple smaller upper floor spaces and abuts the north side of Building 20).

The south portion features brick laid up in a running bond over an internal structural frame. A poured-concrete foundation wall runs along the base of the walls. Window openings penetrate the walls at regular intervals. Windows consist of large twenty-lite steel sash units. Each features a central six-lite pivoting sash for ventilation. A steel lintel supports the brickwork above with weathered rowlock brick sills beneath. Cast stone coping runs along the parapet. Two, stepped single-story volumes extend west off the backside of the main south portion volume. Recessed entrances provide access to this portion. Interior framing consists of steel columns with modest decorative capitol moldings carrying beams to allow relatively open floor plans within the building. A stairway provides access to the second story extension.

The central portion features brick laid up in a running bond over an internal structural frame. Window openings penetrate the walls at regular intervals. The wood sash windows consist of groupings of three window units separated by mullions. Each window unit features an upper six-lite sash with a lower tall twelve-lite casement sash. Wood brick molding wraps around the window frame/brick juncture. A wood slip sill extends partially over the brick sill. Tall wood panel doors with multiple lites provide access to the building off the west side. These doors accommodated the movement of equipment and supplies. Their design replicated the general patterns of the windows. Smaller personnel doors feature three recessed lower vertical panels with six upper lites. A twelve lite transom surmounts the doorway. Shorter and wider service doors also served the building. These replicated the general proportions of the personnel doors on a larger scale. Each leaf of this double-door system featured two recessed lower panels with eight lites above. A massive steel I-beam spanned the opening. A smaller personnel door let into one of the larger leafs provided personnel access without opening the massive doors. Brick molding extends around the frame/wall juncture of all three door types. Cast stone coping runs along the parapet. The west facade of the central portion featured a large roll-up overhead wood garage door with multiple lites. Interior framing consists of massive steel beams running east/west supported one steel I-beam columns. These beams carry steel purlins supporting the roof decking.

The north portion features a two-part composition. The majority of the lower story consists of brick laid up in a running bond over an internal structural frame. The upper story and north end of the first story features corrugated metal cladding (1985). The entire north portion features regularly spaced window openings and doorways at grade. All windows in this portion are steel sash. Windows along the first story consist of large twenty-lite units in single and paired groupings. The central six lites of these open for ventilation. Each window opening features a row lock brick sill with a flat steel lintel supporting the brick above the opening. Upper story windows consist of paired fifteen-lite units with a slender mullion between units. The upper-central six lites of each unit operate as awning type windows for ventilation (on the north

United States Department of the Interior  
National Park Service

## National Register of Historic Places

### Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE KING COUNTY, WASHINGTON

Section number 7 Page 30 of 35

---

and east facades the operable sash is in the lower-central portion). Additional single six-lite units run along the facade. These feature operable upper six-lite awning sash within the unit for ventilation. The north facade also features horizontal ten-lite units with the middle six lites being operable and two tall six lite units with the lower four lites being operable.

Doors in the north portion consist of wood service doors similar to those in the central portion. These units consist of four leafs, with two leafs accordion hinged to allow a folding door assembly. Thus the central two leafs can be opened, or all four leafs folded back, depending upon the size of equipment or materials being moved through the doorway. Each leaf features a lower recessed panel with four upper lites. Personnel doors along the west and east sides consist of wood doors with a lower panel and upper six lites surmounted by a six-lite transom. The north end of this portion features single leaf personnel doors having a lower recessed wood panel with six upper lites. Large eighteen-lite roll-up overhead garage doors with twelve lower panels provided vehicle access to the building interior. Each door featured a three panel personnel door within the roll-up door. A pair of tall, side-hinged, paneled garage doors provided access for tall vehicles and equipment into the building. The north leaf featured an inset personnel door. Both leafs featured twelve upper lites over six lower panels. A recessed loading bay between the central and north portions opens to the east and provides direct access to the internal freight elevator within the north portion.

Interior spaces vary according to portion. The north upper floor and south end feature main north/south hallways with rooms opening to either side. The central portion and lower north portion is access directly from the east and west into the various rooms. The south portion features wall-to-wall carpeting and other resilient floor finishes. A simple baseboard and cornice molding wraps walls with acoustical tile for the finished ceiling. Radiators recess into the walls below windows. Window openings feature flat stools.

The lower floor of the central portion features exposed ceiling framing and walls with a concrete floor. These utilitarian areas feature sparse finishes. The upper floor of the central portion features linoleum tile floors with rubber baseboard, sheet rock walls and a drop ceiling. Contemporary flush panel doors open to spaces on either side of the double-loaded corridor. Ceilings in the perimeter spaces feature exposed wood beams, joists and roof decking, all painted. The structure of the outer walls is exposed concrete, painted. Windows feature simple wood casings and stools. Spaces feature utilitarian wood flooring. Added vertical board walls separate the central portion from the north portion at the upper floor.

The lower floor of the north portion features exposed ceiling framing and walls with a concrete floor. These utilitarian areas feature sparse finishes. The upper floor of the north portion features an exposed wood frame structure of diagonal sheathing and wood studs behind the exterior corrugated metal. These spaces exhibit wood flooring with exposed wood beams, joists and roof decking. The main corridor features wood flooring, contemporary rubber base, sheet rock walls and a drop ceiling.

Direct flight wood stairways provide access between the upper and lower floors. A stair at the north end provides additional egress and access service. A freight elevator accommodates the movement of equipment and supplies between floors. Contemporary fluorescent and utilitarian electric lighting fixtures illuminate interior spaces. Exposed conduit runs throughout these areas.

Alterations include the incremental additions, and the internal modifications including finishes and partition wall additions and relocations between interior spaces. The building remains overall in fair condition.

United States Department of the Interior  
National Park Service

# National Register of Historic Places

## Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE KING COUNTY, WASHINGTON

Section number 7 Page 31 of 35

**Cultural Data:** Built in 1938, Building 11 began as a small office for the Navy's Public Works staff. By 1944, the building expanded substantially and housed a repair shop in addition to offices for Public Works. A variety of small businesses and artist studios occupy the majority of the building. The south end remains vacant. The public library system utilizes ground floor space in the north portion for furniture repair work.

Address: 7777 62 <sup>nd</sup> Ave NE	Historic Name: Building 20 Torpedo Shop	Site ID No.: 40
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular
Classification: Historic Contributing		
Built: 1937	Architect: Unknown	Builder: Unknown

**Description:** This single-story, utilitarian shop has a rectangular plan and is sited in the northwest corner of the district. A poured concrete foundation supports a poured concrete structure with brick cladding and a flat roof with a parapet. The only exterior entrance is in the east facade, which is symmetrical, apart from the concrete loading platform and ramp. Windows, doors, downspouts, cladding, and loading platform/ramp are original features. Steel sash, multi-lite windows with center pivot sections flank the double wood doors. Doors have wood panels beneath multi-lite glazing. Copper leader heads and downspouts direct water from scuppers at either end of the east facade. Ornament is limited to a brick soldier lintel over the doorway and a soldier course above the windows, stretching the length of the building. This former Torpedo Shop is surrounded on three sides by Building 11; only the east facade is entirely visible. Windows consist of paired twenty-lite units having a slender mullion between windows. Each opening features a flat steel lintel and projecting lug sill. The central six lites on each window open for ventilation. Interior framing consists of exposed beams and purlins carrying the wood roof decking. The building remains overall in fair condition.

**Cultural Data:** Built in 1937, Building 20 housed a torpedo shop for the naval air station. It was originally constructed as a freestanding building, but by 1944, it was engulfed by Building 11, Shop & Office Building,

Address: N/A	Historic Name: Building 40 Paint Storage	Site ID No.: 41
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular
Classification: Historic Contributing		
Built: 1940	Architect: Unknown	Builder: Unknown

**Description:** This single-story, rectangular storage building is located west of Building 11, Shop & Office Building, and Public Works. The poured concrete foundation supports a poured concrete frame. Exterior walls are painted concrete. There are entrances on the east and north sides. Original windows and metal doors are intact. The building remains overall in poor condition exhibiting extensive paint deterioration and broken window panes.

**Cultural Data:** Built in 1940, Building 40 was used for paint mixing and paint storage.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 32 of 35

Address: N/A	Historic Name: Building 98 Gasoline Pump House	Site ID No.: 42
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular
Classification: Historic Contributing		
Built: 1940	Architect: Unknown	Builder: Unknown

**Description:** This one-story, flat roofed, building is rectangular in plan and clad in brick. It located west of Building 11, Shop & Office Building, Public Works. The building has two entrances (one with an original five-paneled wood door) and two window openings with metal grilles. The building remains overall in fair condition.

**Cultural Data:** Built between 1939 and 1943, this structure was used to house gas pumps that provided gasoline for the naval air station.

Address: N/A	Historic Name: Tank Truck Loading Rack	Site ID No.: 43
Plat/block/lot: N/A	Legal: 0225049062	Style: N/A
Classification: Historic Non-Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** This loading rack consists of a small ramp leading to a platform with posts at the four corners. Alterations removed significant portions of the uprights used for loading.

**Cultural Data:** Built between 1939 and 1943, this structure was used to load tanks onto waiting trucks for transport. Due to the extent of alterations this structure is non-contributing.

Address: N/A	Historic Name: Building 115 Tank Farm Repair & Storage	Site ID No.: 44
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular
Classification: Historic Contributing		
Built: 1944	Architect: Unknown	Builder: Unknown

**Description:** The building is located west of Building 11, Shop & Office Building, Public Works. This single-story building features a concrete foundation with load-bearing brick exterior walls laid up in a Common bond. A flat roof with modest eaves shelters the interior spaces. Two, single-leaf, six-panel wood doors provide access to the building interior. Both are elevated for receiving equipment off truck beds. A metal ladder provides access from grade to these doorways. Wood bumpers mounted to the concrete foundation run beneath each doorway. Overhead I-beams for hoisting and moving heavy machinery project out the doorways. The building remains overall in fair condition.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 33 of 35

**Cultural Data:** Built in 1944, this structure was used to house equipment for the repair of pumps and tanks employed at the tank farm located to the west, as well as the storage of related spare parts and equipment. The building is vacant.

Address: N/A	Historic Name: Building 275 Shelter & Storage	Site ID No.: 45
Plat/block/lot: N/A	Legal: 0225049062	Style: Modern
Classification: Historic Contributing		
Built: 1945	Architect: Unknown	Builder: Unknown

**Description:** This one-story structure is rectangular in plan and rises from a poured concrete foundation. Its shed roof has a wide overhang on the front facade. The structure is clad in drop siding and its window and door openings are boarded over with the exception of one side door. The building is located at the far northwest corner of the district. The building remains overall in fair condition.

**Cultural Data:** Built in 1945, this structure was used as place for shelter and storage at the naval air station. The building is currently used as storage for boating program.

Address: N/A	Historic Name: Building 116 Sewage Pump House	Site ID No.: 46
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular
Classification: Historic Contributing		
Built: 1939-1943	Architect: Unknown	Builder: Unknown

**Description:** This one-story, brick-clad, flat-roofed, structure is square in plan and rises from a poured concrete foundation. The only window in the structure is original, multi-lite, steel sash, center pivot. An entrance to the structure is on the north side facing Lake Washington. The building is located between Building 11, Shop & Office Building, Public Works and Building 31, Boathouse. The building remains overall in fair condition.

**Cultural Data:** Built between 1939 and 1943, this structure was used to house pumps and equipment for pumping sewage. Sewage was most likely disposed into Lake Washington given its proximity to the lake. The building currently houses sewage pumps.

Address: N/A	Historic Name: Building 31 Boathouse	Site ID No.: 47
Plat/block/lot: N/A	Legal: 0225049062	Style: Vernacular
Classification: Historic Contributing		
Built: 1938	Architect: Unknown	Builder: Unknown

**Description:** This single-story, rectangular building is located at the north end of the district on Lake Washington just north of the Building 11 Shop & Office Building, Public Works. The building is oriented north to south, with the main entrance on the east side. Wood pilings support the wood frame

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 34 of 35

structure. A gable roof covers walls clad with drop siding, most of which is covered with T-1-11 or aluminum siding. Original siding is visible at the southeast corner and along the full west facade. Original boat slip openings remain visible along the west facade. Small boats are anchored to the pier and protected from the elements by the Boathouse. Alterations include the non-original cladding, minor changes to the windows, and a small addition at the north end of the building, and removal of a south portion. The building remains overall in fair condition.

**Cultural Data:** Built in 1938, the Boathouse provided covered slips for boats and housed a crash boat rescue squadron. In more recent years, the Boathouse served as boat storage, repair, and offices. In 2005, a south portion of the building was removed to reduce overwatering coverage for fishery habitat.

Address: N/A	Historic Name: Pier No. 1	Site ID No.: 48
Plat/block/lot: N/A	Legal: 0225049062	Style: N/A
Classification: Historic Contributing		
Built: Between 1928 and 1937	Architect: Unknown	Builder: Unknown

**Description:** Pier No. 1 extends from the northwest corner of the district, just north of Building 11, Shop & Office Building, Public Works. The pier is adjacent to the east of the Boathouse (Building 31) on Pontiac Bay and continues at an angle to the northwest beyond the Boathouse. The pier has concrete ledges and an asphalt paved surface. Its pilings are not visible. The structure remains overall in fair condition.

**Cultural Data:** Built between 1928 and 1937, Pier No. 1 replaced an earlier pier that was extant in 1927. The earlier pier extended farther out into Pontiac Bay on Lake Washington.

Address: N/A	Historic Name: Structure 54 Hi-Explosive Magazine	Site ID No.: 49
Plat/block/lot: N/A	Legal: 0225049061	Style: N/A
Classification: Historic Contributing		
Built: 1941	Architect: Unknown	Builder: Unknown

**Description:** This poured concrete structure is similar in external appearance and approach to Structure 19, Arch Type Magazine. All have massive metal doors in a concrete wall opposite another poured concrete wall. A paved road, just wide enough for one vehicle, passes between the facing concrete walls. Roofs are half-round domes covered with vegetation. The banked, curved approaches are parged with cementitious material. The roof is a barrel vault form. The structure remains overall in fair condition.

**Cultural Data:** Built in 1941, Structure 54 was constructed to house hi-explosives. The structure was sited at the far, east end of the naval air station near Lake Washington, away from core buildings and daily functions. The building is used by Seattle Parks for storage.

Address:	Historic Name: Structure 55 Hi-Explosive Magazine	Site ID No.: 50
Plat/block/lot: N/A	Legal: 0225049061	Style: N/A

United States Department of the Interior  
National Park Service

National Register of Historic Places

Continuation Sheet - NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 7 Page 35 of 35

Classification: Historic Contributing		
Built: 1941	Architect: Unknown	Builder: Unknown

**Description:** This poured concrete structure is similar in external appearance and approach to Structure 19, Arch Type Magazine. All have massive metal doors in a concrete wall opposite another poured concrete wall. A paved road, just wide enough for one vehicle, passes between the facing concrete walls. Roofs are half-round domes covered with vegetation. The banked, curved approaches are parged with cementitious material. The roof is a barrel vault form. The structure remains overall in fair condition.

**Cultural Data:** Built in 1941, Structure 55 was constructed to house hi-explosives. The structure was sited at the far, east end of the naval air station near Lake Washington, away from core buildings and daily functions. The building is used by Seattle Parks for storage.

Address: N/A	Historic Name: Structure 19 Magazine (Arch Type)	Site ID No.: 51
Plat/block/lot: N/A	Legal: 0225049061	Style: N/A
Classification: Historic Contributing		
Built: 1936	Architect: Unknown	Builder: Unknown

**Description:** This poured concrete structure is similar in external appearance and approach to the paired Hi-Explosive Magazines (Structures 54 and 55). All have massive metal doors in a concrete wall opposite another poured concrete wall. A paved road, just wide enough for one vehicle, passes between the facing concrete walls. Roofs are half-round domes (arch type) covered with vegetation. The banked, curved approaches are parged with cementitious material. The structure remains overall in fair condition.

**Cultural Data:** Built in 1936, Structure 19 was constructed to house explosives and ammunition. The structure was sited at the far, east end of the naval air station near Lake Washington, away from core buildings and daily functions. The building is used by Seattle Parks for storage.

Address: N/A	Historic Name: Structure 126 Beach Shelter	Site ID No.: 52
Plat/block/lot: N/A	Legal: 0225049061	Style: Modern
Classification: Historic Contributing		
Built: 1942	Architect: Unknown	Builder: Unknown

**Description:** The Beach Shelter is located at the far, east end of Sand Point overlooking Lake Washington, just northeast of Structure 19, Arch Type Magazine. The wood-framed beach shelter sits on a poured concrete platform. Six square wood columns support a shed roof sheltering picnic benches and tables. The shelter remains overall in fair condition.

**Cultural Data:** Built in 1942, this structure functions as a picnic shelter, providing a view of Lake Washington. This was one of four structures (including former beach shelters and a bathing pier) providing shoreline recreation facilities for officers. Former facilities for enlisted personnel were located one-half mile south. The structure is used as a picnic shelter.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 1 of 53

---

## NARRATIVE STATEMENT OF SIGNIFICANCE

The Naval Air Station (NAS) Seattle is of national significance under National Register Criteria A and C in the areas of Architecture and Military History. The district is a cohesive, well-preserved collection of early twentieth century military architecture reflecting the common patterns of period military design. The hangars in particular represent excellent local examples of standardized aviation-related design. Throughout World War II, NAS Seattle served as a vital coordination center for regional naval aviation activities, as well as serving its role as a major west coast training and operations center. Its leadership role in regional naval aviation operations marks it as nationally significant and unique among the multitude of smaller naval air facilities in the state and upper Northwest.

Naval Air Station (NAS) Seattle Historic District resides in Seattle, King County Washington on the Sand Point peninsula. The period of significance extends from 1929 with the completion of the first major extant facilities. A statue resides on the site and dates from 1924 commemorating the Army's Round-the-World Flight monument marking the first around-the-world flight that took off and landed from the airfield in 1924. However; this object has been previously relocated. The period ends in 1945 with the end of World War II. By 1953 decreased operational activities at the airfield prompted down-grading of the naval air station's status to naval air reserve station.

Military history is the area of significance that demonstrates the district's eligibility under Criterion A for its association with broad patterns of history which made NAS Seattle a critical

**United States Department of the Interior**  
National Park Service

## **National Register of Historic Places** **Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 2 of 53

---

place for military defense in the Pacific Northwest and the administrative center for naval aviation facilities within the Thirteenth Naval District (13ND). The district is one of the region's most intact and unique historic naval air facility resources in terms of period of operation, scale and operational status and important intact component within context of the rapid growth and administration of naval air facilities leading up to and during World War II. NAS Seattle was the first naval aviation facility established (1926) within the Thirteenth Naval District prior to World War II. During World War II, NAS Seattle served as one of only four Naval Air Centers (reorganized as Naval Air Bases in 1944) in the nation.

Naval Air Centers (NAC) and their predecessor the Naval Air Base (NAB) commanded all naval air facilities within their district. The other three NACs included NAC Hampton Roads, Virginia (now Naval Station Norfolk), NAC Hawaii (attacked just minutes before Pearl Harbor and now an National Historic Landmark), and NAC San Diego, California (now Naval Air Station North Island). NAC Seattle (and later NAB Seattle) provided an important defense and logistical role for the nation's naval air command. The concentration of naval forces in the Pacific Northwest and Alaska benefited from the logistical, organizational, and aerological support and coordination provided by NAC Seattle (and later NAB Seattle). The four NACs provided military direction, administrative coordination, and supplied aviation equipment and materials for stations and vessels in their district. NAC Seattle (and later NAB Seattle) provided an important administration and supply link for forces operating in Alaska, which had been anticipated as critical front in World War II due to geographic proximity to Japan. NAS Seattle retains the core

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 3 of 53

---

administrative buildings from which military direction and administrative coordination occurred for coordination with national efforts, operations in Alaska and the rest of the 13ND. The massive hangars providing major overhaul, repair, and comprehensive training programs critical to sustaining the nation's defense remain intact. The cessation of naval activities at the station brought to a stop the otherwise ongoing renewal of facilities, leaving a significant quantity and variety of core facilities intact to convey their direct association with a comprehensive national defense program. Although the runways have been removed, they served a secondary role relative to the administrative and facility operation of the station.

By the close of World War II the NAB administrative oversight for the 13ND encompassed seven NAS, four Naval Auxiliary Air Stations, one Naval Auxiliary Air Facility, six Outlying Fields, one Marine Corps Air Facility and one Coast Guard Air Station. Compared with these other facilities within the 13ND, NAS Seattle maintained the only integrated facilities for both sea and land planes; employed the highest number of enlisted men, Women Accepted for Volunteer Emergency Service (WAVES), officers, and officer WAVES; and was second only to NAS Whidbey Island in the number of buildings constructed by 1944.

The district is also eligible under Criterion C for its architecture. Its collection of buildings and structures was constructed for the purpose of supporting and maintaining the overall function of a naval air station. These resources are good examples of Art Deco/Art Moderne and Colonial Revival styles. The utilitarian structures are good examples of industrial vernacular and military architecture. The district retains an important collection of PWA and

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 4 of 53

---

WPA funded structures and buildings stemming from the Nations pre-war infrastructure expansion.

### EARLY HISTORY OF SAND POINT

Situated on a peninsula on the western shore of Lake Washington in northeast part of Seattle, King County, Washington, Sand Point was the descriptive name applied to the area by early settlers in the 1860s or 1870s. For thousands of years before Euro-American settlement, the area was inhabited by indigenous peoples of Puget Sound. Native Americans who were dependent on the lake were known as *hah-chu-ABHSH* or “people of the lake.” The largest group, the *Sk-tahl-mish*, lived on the shores of what later became Union Bay, about two or miles southwest of Sand Point. The Native American name for Sand Point was *Sqw-seb*. On the north shore of Sand Point is a small cove named Pontiac Bay. Its Native American name was *Sla'gwElagwEts* or “cedar bark where it grows.”<sup>1</sup>

The first Euro-American sighting of Sand Point is attributed to Colonel Isaac N. Ebey (1818–1857), who explored Lake Washington in 1850.<sup>2</sup> Ebey, a native of Missouri, came out west (first to California during the Gold Rush and then north to Oregon Territory) to explore opportunities for land and a new life on the frontier. After spending some time in Olympia (which he is credited in naming), Ebey continued to north Puget Sound and became the first Euro-

---

<sup>1</sup> T.T. Waterman, “The Geographical Names Used by Indians of the Pacific Coast,” *The Geographic Review* 12 (1922): 175-194.

<sup>2</sup> Victor J. Farrar, “Diary of Colonel and Mrs. I.N. Ebey,” *The Washington Historical Quarterly* 7, no. 3 (July 1916): 240-241.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8

Page 5 of 53

---

American settler on Whidbey Island, filing a donation land claim on the best land on the island. He brought his family from Missouri to their new home, farmed the land, and became involved in territorial affairs, advocating for the establishment of a Washington Territory (separate from Oregon Territory). Ebey died in 1857 at the hands of a party of Haida from Canada.<sup>3</sup>

### *SURVEY & FIRST SETTLERS AT SAND POINT*

The earliest recorded visit to Sand Point is August 29, 1855, in the form of a US land grant survey team. Land Office surveyor, William A. Strickler, and his five-member team described the topography of Sand Point as gently rolling with first-rate soil in the swamp and second-rate soil upland. Vegetation included an old growth forest of Douglas fir trees ranging in size from 2 to 6-plus feet in diameter and cedar trees that were as large as 3½ feet in diameter. Other trees in the forest included hemlock, alder and ash. The surveyors noted a lake within the swampland, which was later named Mud Lake. This lake would eventually be filled in to provide more useable land for the naval air station. Other features noted by the surveyors included two streams (each 20 inches wide) that terminated at what would later be called Pontiac Bay. Strickler and his team plotted nearly 36-square-mile township of the Sand Point area. The plotting was completed by the end of September 1855. The report was submitted shortly thereafter to the U.S. Land Office just before the 1855 Indian War started.<sup>4</sup> However, this conflict most likely kept

---

<sup>3</sup> National Park Service Administrative History of Ebey's Landing, <http://www.nps.gov/archive/ebla/adhi/adhi3e.htm>

<sup>4</sup> Seattle Parks and Recreation, *Military Historic Context Statement, NAS Seattle*, no date.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8  

Page 6 of 53

---

potential settlers from coming to the Sand Point area. Thirteen years passed before William Goldmyer, the first homesteader, settled on the point.

In 1861, William Goldmyer headed west from Ohio to San Francisco, where he stayed for about a year. The lure of the Pacific Northwest called to him so he trekked on foot through Northern California and Oregon into Washington Territory, settling in King County in 1863 or 1864. He staked his claim on land on Sand Point but was engaged in a property dispute with another homesteader. The dispute was finally resolved by the federal government in 1868. In September of that year, Goldmyer homesteaded over 81 acres of land just south of the bay that was later named Pontiac Bay. His property included one of the two streams at Sand Point.<sup>5</sup> Goldmyer and his neighboring homesteader, Knud Olson, were both listed in the 1870 U.S. Census as loggers. Both logged off their respective lands so that they could improve their properties in order to build homes and farm the land for subsistence. By 1871, Goldmyer's younger brother Henry had come out west to live with his brother and to help him farm the land. In 1874, William Goldmyer married Rebecca Spray, who lived with her family in the Sammamish Valley southeast of Sand Point. The two started a family on the Sand Point farm but moved to Fall City, twenty-six miles east of Seattle, in 1878 where they established a farm and expanded their family. Henry died in a logging accident in 1877. The enterprising William went on to stake mining claims in the late 1890s and early 1900s in eastern King County.

---

<sup>5</sup> Edward S. Meany Papers, Pioneer File. "William Goldmyer." University of Washington, Special Collections.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 7 of 53

---

### *DEVELOPMENT AND GROWTH OF SEATTLE: CONTEXT FOR SAND POINT AND THE VILLAGE OF PONTIAC*

When Goldmyer homesteaded on Sand Point in 1868, Seattle was still in its infancy. Platted in 1853, Seattle grew slowly. In 1862, the population was only 182. “By 1869 when the town was incorporated, its assets were the university, a hospital, a school, two churches, a bank, the sawmill, a newspaper, telegraph service, several commercial enterprises, and a collection of houses. Further development would depend, as everyone in the Northwest knew, on transcontinental transportation.”<sup>6</sup>

To the disappointment of Seattle citizens, the Northern Pacific (NP) Railroad initially chose Tacoma (“City of Destiny”) as its terminus in 1873. However, Seattle would eventually develop into the dominant city of Puget Sound; and, in 1887, the NP changed its terminus to Seattle. With more efficient rail service, Seattle quickly became a first class city.

As Seattle grew, Sand Point, initially called Pontiac, in the 1880s was a mix of scattered farms and a home to two industries. It was considered far away from Seattle’s center and well outside city limits (about eight miles to the northeast). The earliest known road that reached Sand Point was the “Road from the Schoolhouse,” platted in King County in August 1881.<sup>7</sup> It was a dirt road that connected to an existing road between Union Bay and Green Lake. The “Road from the Schoolhouse” began at this intersection and terminated at Pontiac Bay. The path of this early

---

<sup>6</sup> Sally Woodbridge and Roger Montgomery. *A Guide to Architecture in Washington State*. Seattle and London: University of Washington Press, 1980, p. 103.

<sup>7</sup> King County Archives. King County Plat Map of “Road from Schoolhouse,” August 1881.

**United States Department of the Interior**  
National Park Service

## **National Register of Historic Places Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 8 of 53

---

county road eventually became Sand Point Way NE, the main arterial leading to Sand Point today. Before the road was improved for the Naval Air Station, its dirt surface was relatively primitive, yet it functioned as a county highway named "Rd 101," as shown in an 1890 King County highway map. As late as 1920, maps still show it as a "County Road." By 1929, the road had been renamed Sand Point Way.

The establishment of the 1881 "Road from the Schoolhouse" gave land access to Pontiac Bay, paving the way for development. In 1886, Edward Lee (1840–1928) acquired property near Pontiac Bay to build a shipyard and establish a farm. The business built and repaired ships that plied Lake Washington and Puget Sound. Additional land access to Sand Point was through the Seattle, Lake Shore & Eastern Railway (SLS&E), completed in 1887. A portion of this railroad paralleled the "Road from the Schoolhouse" on the west side. This railroad provided a line from Seattle to Issaquah to the east; Pontiac (named after Pontiac Bay) was one of the stops. In 1892, the Northern Pacific Railroad acquired the Seattle, Lake Shore & Eastern Railway, giving the NP a line to Sumas at the Canadian border.

Railroad access made it possible for industry to develop successfully and for a village to form in Pontiac. The Pontiac Brick & Tile Company, incorporated on January 2, 1889 by Morgan J. Carkeek, J.A. Harrington, and Charles J. Fox, Jr., was established on property adjacent to the south of Edward Lee's property and west of the SLS&E.

With Lee's Shipyard and the Pontiac Brick & Tile Company in operation, Pontiac grew into a village populated by people who worked in the two industries and by those who farmed on



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 9 of 53

---

Sand Point. In January 1890, the Pontiac Post Office opened, operating out of the brick company's building. Charles J. Fox, Jr. (one of the original founders of the brick company) distributed the mail until 1892 when Edward Lee was appointed Postmaster by the United States government. Lee served as postmaster until he retired in 1909. The Pontiac Post Office also closed at this time. The Pontiac Brick & Tile Company operated until 1914. Pontiac remained a small village in the 1910s. Its population numbered 100 in 1911. Pontiac was three miles northeast of Seattle city limits. By 1914, the population expanded to 150 and Seattle city limits were about one mile to the south.<sup>8</sup>

A 1912 Kroll Map of King County shows land ownership patterns on Sand Point. At the time, the Ferry-Leary Land Company was by far the largest landholder with about 245 acres. Most of Mud Lake, located in the southeast portion of Sand Point, was on Ferry-Leary Land Company property. The company was established by two prominent Seattle pioneers—John Leary (1837–1905) and Elisha P. Ferry (1825–1895). John Leary was a lawyer, early Seattle mayor, businessman, real estate investor, and developer. He served on the Board of Directors of the Seattle, Lake Shore & Eastern Railway Company, which built a railroad line to Sand Point in 1887.<sup>9</sup> Elisha Ferry was also a lawyer and was elected the first governor of Washington State in 1889. When John Leary married Eliza Ferry (a daughter of Elisha Ferry) in 1892, two influential Seattle families were merged. Leary's previous real estate investment companies were called the

---

<sup>8</sup> R.L. Polk. City Directory, Seattle, 1888-1926.

<sup>9</sup> Clarence Bagley, *History of Seattle* (Chicago: S.J. Clarke Publishing Co., 1916), 724-727.

**United States Department of the Interior**  
National Park Service

## **National Register of Historic Places**

### **Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 10 of 53

---

Seattle Land & Improvement Company and the West Coast Improvement Company. When the Ferry-Leary Land Company was formed after the marriage of John and Eliza, the Sand Point property was transferred to the newly formed company. John Leary served as President and Pierre P. Ferry, a brother of Eliza, served as Secretary. The substantial acreage had been purchased as a real estate investment in the late nineteenth century, but by 1920 (when King County acquired the property), the land remained uninhabited and unimproved. When John Leary died in 1905, Eliza Ferry Leary (1851–1935) became the new President of the Ferry-Leary Land Company. Her brother Pierre, remained Secretary. Negotiations to sell the Sand Point property to King County in 1920 were made when Eliza was President of the company. Eliza was a prominent figure in Seattle society throughout her entire life and was active in charitable work.

The 1912 Kroll Map of King County also shows other owners of sizeable acreage in addition to the Ferry-Leary Land Company. Landholders included Caroline Lee (wife of Edward Lee who founded Lee's Shipyard); the Pontiac Tile & Brick Company; and, Morgan J. Carkeek (1868–1952), one of the organizers of the Pontiac Tile & Brick Company. Carkeek was another prominent Seattle pioneer who helped build Seattle. As a contractor, he built many important commercial and public buildings in the city. He served on the first board of trustees of the street railway in Seattle and was active in organizing industrial corporations and involved in civic affairs. Carkeek's property on Pontiac Bay was a controversial acquisition for King County. In 1918, Carkeek had deeded twenty-three acres to the City of Seattle for use as a public park (Carkeek Park). The County enacted condemnation proceedings to acquire the property from

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 11 of 53

---

Carkeek in 1926. It was the last piece of property the county needed before transferring ownership to the Navy.

Smaller plots of land (three to five acres) were owned by various individuals or families in 1912. All of the properties would ultimately be purchased by King County for an airfield.

### *KING COUNTY ACQUISITION OF SAND POINT*

Located outside the northern limits of the City of Seattle, Sand Point remained mostly undeveloped by the late 1910s. The previous decade saw much physical change in the city. Between 1905 and 1910, eight small towns were annexed to the City of Seattle, nearly doubling the physical area of the city. The first decade of the twentieth century also saw the greatest population boom in Seattle, increasing from 80,671 in 1900 to 237,194 in 1910. The population continued to rise significantly and reached 315,312 by 1920. With its greater presence and growing stature as a gateway metropolis on the west coast, Seattle was an important city to the nation. The United States government saw the potential threat of attack on American soil, particularly with the rise of aviation. World War I was the first war to use aircraft as an agent of warfare. The need for an airfield in Puget Sound became evident to the United States government. The earliest known consideration of Sand Point as a site for an airfield was in May 1917. The Navy Yard Commission conducted an investigation into potential sites and found Sand Point's suitability as an operating base for both land and seaplanes unsurpassed. The investigation

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 12 of 53

---

established Sand Point as the top site, based on topography and location, for a naval air station.<sup>10</sup> Located in unincorporated King County, the impetus to proceed with acquiring property and developing an airfield at Sand Point lay in the hands of the county. However, the county was not in a position to commit funds for such a project. In 1919, when a group of Army aviators came to Seattle on a liberty bond tour, no airfield existed in the city. The best option was for the group was to land on the Jefferson Park Municipal Golf Course in Seattle.<sup>11</sup> Public demand for an airfield quickly mounted. This event, along with the realization that the Pacific Northwest was vulnerable to air attacks, moved the King County Board of Commissioners into action.

In 1919, a group of Army, Navy, and Marine veteran aviators called upon the Board of Commissioners to establish an airfield in or near Seattle. Led by Chairman Claude C. Ramsay, the board seriously pursued this initiative. After public hearings and months of discussions, the county engaged the services of a civil engineer (George Walsh) to investigate potential sites and report on his findings. He investigated eleven sites. In a report dated June 1, 1920, Walsh outlined why Sand Point was the best choice for an airfield, both in his opinion and in the eyes of aviation experts who evaluated the site, including Lieutenant Leland W. Miller, who flew his de Haviland plane to Seattle in order to conduct an air survey and advise the Board of Commissioners.<sup>12</sup> The following were Walsh's findings:

---

<sup>10</sup> Jesse Edward Hutchison, "History of the Sand Point Naval Air Station," (Aster's thesis, University of Washington 1931), 12.

<sup>11</sup> *Ibid*, 13.

<sup>12</sup> *Seattle Municipal News*, May 31, 1930, 2-3.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 13 of 53

---

- At 220 acres, Sand Point had sufficient area to meet the requirements of airfield development and growth for the next fifteen years.
- Landings and take-offs could be made from any direction because the site was situated well with respect to prevailing winds.
- The topography was well-suited for an airfield. The land was relatively level, smooth, and well-drained. There were no steep slopes or deep depressions. The highest point was 30 feet above lake level. Minimal site work would be needed to prepare for an airfield.
- There were no obstructions such as buildings, power lines, and large stands of timber that could not be removed.
- The dimensions of Sand Point would allow for sizeable development of structures and buildings.
- The significant water frontage (approximately 7,500 feet) on Lake Washington would allow for unobstructed landing or take-off.
- The ground itself was suited for aviation purposes. Outer areas were of sand and gravel composition, with some soil on the surface. Areas away from the lake and on the western border consisted of soft dirt, which would harden to grow sod, making a serviceable field.
- The site was accessible to Seattle by a railroad and hard-surfaced road.

On June 14, 1920, shortly after Walsh's report was submitted, King County purchased 220 acres at Sand Point, most of which was owned by the Ferry-Leary Land Company. Five days later, pioneer aviator Edward Hubbard made the first landing at Sand Point, bringing with him Claude Ramsay, who turned the first shovel on the site. On July 10, 1920, formal dedication

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8

Page 14 of 53

---

ceremonies were held. Several thousand were in attendance, including Secretary of the Navy and Secretary of the Interior. At the time, King County's intention was to give the United States government the Sand Point property for the purpose of a naval air station without cost if the government would develop it and maintain it as a Naval Air Station. The Navy Department found Sand Point desirable for a naval air station but wanted approximately 400 acres. The county airfield contained 220 acres.<sup>13</sup> Recognizing the importance of having a naval air station at Sand Point, King County Commissioners worked to secure additional land adjacent to the 220 acres previously acquired. Another forty-acre site was soon purchased and a ten-acre property was condemned. One hundred thirty acres were still needed. This proved to be more difficult because the parcels had various owners. Most of these properties were small farms. One was a dahlia farm and nursery. Another property had chicken coops. The additional land was acquired through condemnation in 1925 and 1926. The most challenging problem was Carkeek Park west of Pontiac Bay. Morgan J. Carkeek and his wife Emily had deeded the twenty-three acre property to the City of Seattle in 1918 or use as a public park. In 1926, King County acquired the Carkeek Park property through condemnation. However, the Seattle City Council had to return the property to the Carkeeks before the transfer could be made to King County.<sup>14</sup> With the Carkeek Park property, the Navy Department would have control of the shores of Pontiac Bay and control the land in order to obtain suitable rail connection to the aviation base if necessary.

---

<sup>13</sup> *Seattle Municipal News*, 2.

<sup>14</sup> Hutchison, 29-30.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 15 of 53

---

In the intervening years between 1920 and 1926, King County and State officials worked to press the Navy into accepting the site for development of a naval air station as agreed. Funding to improve the land for the purpose of a naval air station had to be approved by Congress. However, the House and the Senate could not agree on the amount of funding to allocate. Rather than letting the site remain unused, in 1921 King County took action to clear and grade sufficient land to create an air strip that was 500 feet wide. Enough of the site was cleared of trees, brush, stumps, and other materials in order to provide an area for a primitive landing strip—essentially a dirt trail seeded with grass. While congressional leaders battled out the funding issue in Washington, DC, Navy and Army officials worked with King County to make use of the site and improve it with what little funds were available locally. In December 1922, a steel hangar surplused by the Army in California was dismantled and shipped to Sand Point. The hangar was erected in early 1923. King County paid for both shipping and construction expenses.<sup>15</sup>

While the County was dealing with the U.S. Government in its multi-year process to transfer the property to the Navy, the county put Sand Point to use as an airfield. The most important public event associated with county ownership was the first around-the-world flight, which is commemorated at Sand Point.<sup>1</sup> Four Douglas World Cruisers (two-seater biplanes) took off from the site on April 6, 1924.<sup>16</sup> The five-and-a-half month, worldwide aviation “drama” made news around the globe and occurred three years before Charles Lindbergh’s solo flight

---

<sup>15</sup> Ibid, 35.

<sup>16</sup> *Seattle Post-Intelligencer*, April 4, 1974, A3.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 16 of 53

---

across the Atlantic. Aviation was still relatively new in 1924 and captured the interest of Seattleites. Only two of the planes returned on September 28, 1924. The other two planes crashed, but the pilots were not injured. Ultimately, three of the four pilots landed at Sand Point. The *Seattle* and its pilot and mechanic crashed near Dutch Harbor, WA. After the week long hike down from the mountains, they did not fly in the final landing. The *Boston*, however, crashed during its homestretch off the East Coast, but the crew secured a replacement plane, the *Boston II*. This plane and the two that did not crash all did a ceremonial “none will be first” flight over Sand Point before landing. A total of 26,345 miles were logged on this historic trip.<sup>17</sup> A granite monument topped with a crown of bronze wings commemorating the historic flight was installed in September 1924.<sup>18</sup> The monument stands at the main entrance to the Naval Air Station and is the earliest extant object at Sand Point.

### *SAND POINT TRANSFERS TO THE NAVY*

Before Sand Point was finally deeded to the U.S. government, the Navy executed a ten-year lease in December 1922. The U.S. Government was given the option of purchasing Sand Point for one dollar any time during the lease or renewing the lease annually, paying one dollar in rent annually. Sand Point would function as both a Naval Air Station and Army air service field. Both Navy and Army personnel were allowed on site, but the Navy would control the lease. Congress passed an Act in March 1925 pertaining to Sand Point which stated, “That the Secretary

---

<sup>17</sup> Ibid, A3.

<sup>18</sup> *Seattle Times*, September 12, 1924, A9.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 17 of 53

---

of the Navy be, and is hereby authorized to accept on behalf of the United States, free from encumbrances with without cost to the United States, the title in fee simple to such as lands as he may deem necessary or desirable, in the vicinity of Sand Point, Washington, approximately four hundred acres, as a site for a naval air station, to be returned to the grantor if not used by the Government within five years....”<sup>19</sup>

King County’s condemnation proceedings with multiple property owners were completed in 1926, freeing Sand Point of any encumbrances. In April 1926, Secretary of the Navy accepted the Sand Point deed with clear title. Since 1920, the county had spent over half a million dollars total on the Sand Point property, including purchasing 413 acres and making improvements on the land (clearing, grubbing, leveling, and creating an air strip).<sup>20</sup>

### **NAVAL AIR STATION SEATTLE, 1926-1953**

The future naval air station in Seattle began in the early 1920s as a mixed use aviation field, including military reserves training and the Army’s round-the-world flight. However, 1926 marked the beginning of official Navy ownership of the property and a period of over 44 years of naval aviation service before decommissioning of the site in 1970. The principal period of activity extends from 1926 through 1953, encompassing early planning and layout of the station, the evolution of aviation technology, the build-up and operation during World War II, and post-war operation until the Navy downgraded the station’s status for the last time to a naval air

---

<sup>19</sup> Ibid, 41.

<sup>20</sup> Ibid, 44.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 18 of 53

---

reserve station in 1953. During this period, the site transitioned through the following names: 1926, Sand Point Field; 1927, Sand Point Naval Air Center; 1926–1928, Naval Air Reserve Station (NRAS) Sand Point; 1928–1931, Naval Air Station (NAS) Seattle; 1931–1937, NARS Seattle; 1937–1953, NAS Seattle; 1953–1970, NRAS Seattle; 1970–1982, Naval Support Activity, Seattle; 1982–1986, Naval Station Seattle; and, 1986–1995, Naval Station Puget Sound. A presidential order closed the station as of 1995.

The proposed historic district also exhibits general aviation history, not just for the armed forces. After making his landmark cross-Atlantic flight in May 1927, Charles Lindbergh embarked on a national tour to promote air transportation. He included Seattle as one of at least eighty scheduled stops. Lindbergh landed the *Spirit of St. Louis* at the Sand Point Naval Air Center (later changed to Naval Air Station) on September 13, 1927.<sup>21</sup> Two years later, on October 17, 1929, a large Soviet plane landed at NAS Seattle. The plane, a giant Tupolev ANT-4 twin-engine airplane, brought a four-person crew on a goodwill tour. The trip also tested the long-range capacity of the model. Seattle served as one of several refueling and repair stops across the U. S.<sup>22</sup>

### *OWNERSHIP TRANSFER AND STATION PLANNING*

Early in 1926, as the King County Commissioners struggled to transfer the property deed to the federal government, the Army and Navy continued to lease the field, then known as Sand

---

<sup>21</sup> "Lindy Circles Over Seattle at 1:45 P.M.," *Seattle Times*, September 13, 1927.

<sup>22</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 27.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 19 of 53

---

Point Field. While the Secretary of the Navy formally accepted the 400-acre piece of property from the county in a letter dated March 8, 1926; however, legal obstacles delayed the transfer.<sup>23</sup> The governor resolved the issue by signing new legislation, allowing transfer of land to the federal government. By the end of April, the ownership transfer was finalized and Congress received a request for base development funding for what would become Naval Reserve Air Station Seattle.<sup>24</sup>

With the start of the Naval Reserve Air Station Sand Point, military use of the field increased, as did the amount of investment towards improving the field's infrastructure. However, early development lacked substantial funding and proceeded slowly. The Navy erected a shed-roofed temporary hangar for training planes in 1926. In addition to the function of training reserve pilots, the station supported various other missions. According to a *Seattle Times* feature article, NRAS Seattle served as the starting point for an air-based expedition to Alaska in May 1926. Aviation facilities there prepared Navy seaplanes for a summer mission of creating aerial maps for southeastern Alaska.<sup>25</sup> The Naval Reserve Air Unit at the station requested and received its first vehicle, a three-quarter ton truck from the Bureau of Yards and Docks in May 1926. The aviation site needed the truck due to the remote location—Seattle lay eight miles away, and the field had no communication system in place.<sup>26</sup>

---

<sup>23</sup> *Seattle Times*, March 8, 1926. A9.

<sup>24</sup> Clark Squire, "Sand Point, Where World-Flight History Was Made," *Seattle Times*, January 13, 1957, 1-3.

<sup>25</sup> *Ibid.*

<sup>26</sup> National Archives and Records Administration, Pacific Alaska Region. Record Group 71.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number  8  Page 20 of 53

---

In October of 1926, a local meeting about the use of Naval Reserve Air Station Sand Point and future improvements was scheduled. The site was primitive, with two small hangars and farm buildings for the Naval Reserve Unit administration and housing, and without a hard-surface landing strip. Less than forty acres of the 400-acre site had been cleared at that time. Immediate needs of the airfield identified included clearing additional land, erecting hangars, and machine shops.<sup>27</sup> Progress occurred in March 1927, when the U. S. House of Representatives approved funds to build a steel seaplane hangar, which could also accommodate land planes as needed. The hangar would house six patrol and six torpedo planes, and the structural design would allow for future building expansion if station operations grew. This funding received approval separate from general Navy budget legislation because of the push for air defense resources. The station served as a training facility for reservists and a repair/maintenance location for aircraft.<sup>28</sup>

The development of Naval Reserve Air Station Sand Point began in earnest in July 1927. The Bureau of Yards and Docks at the Puget Sound Navy Yard, Bremerton undertook the priority project of surveying and clearing land in order to add 950 feet of cleared space to the site.<sup>29</sup> Earlier in 1927, the *Seattle Times* published a list of building projects for the station awaiting appropriations, including hangar construction (\$120,000), barracks/mess hall (\$225,000), officers' quarters (\$130,000), power plant and roads (\$140,000), dispensary and administration building

---

<sup>27</sup> "Development of Sand Point Field to Be Promoted," *Seattle Times*, October 28, 1926, A9.

<sup>28</sup> "Sand Point Base Is to Get Early Start," *Seattle Times*, March 1, 1927, A9.

<sup>29</sup> "Work on Sand Point Development Begins," *Seattle Times*, July 7, 1927, A9.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 21 of 53

---

(\$55,000), railroad connections (\$80,000), engine overhaul shop (\$70,000), and aircraft repair/overhaul shop (\$60,000), as well as runways, storehouses, and miscellaneous structures, for a total cost of \$1.051 million.<sup>30</sup>

### *NAVAL AIR STATION SEATTLE*

On November 22, 1928, the official Navy order changing the station's name from Naval Reserve Air Station, Sand Point to Naval Air Station (NAS), Seattle took effect.<sup>31</sup> This signified a transition to active status and more attention to planning the station's growth. Farm buildings, which belonged to the property west of the original flying field, became Navy property in 1926. One of these, the Embree House, served as the first administration building. Although useful in the early reservist period, these buildings became obstacles to the station's master plan. The house remained in or near the original location until 1930, when the Navy finally relocated the former residence away from the landing field area.<sup>32</sup> The landscape of the peninsula also posed difficulties for expanding the landing field—Denny Hill and Mud Lake in particular.<sup>33</sup> Lt. Commander Campman of the U. S. Navy wrote to the Seattle chapter of the National Aeronautic Association in March 1928 regarding the importance of leveling the hill south of the flying field (Denny Hill) and extending the flying field to at least one mile in length.<sup>34</sup> Pontiac Bay (along

---

<sup>30</sup> See note 8 above.

<sup>31</sup> See note 6 above.

<sup>32</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993).16, 22.

<sup>33</sup> The Denny Hill property south of the station at that time is separate from the better known Denny Hill, which became the Denny Regrade, in Seattle's Belltown neighborhood.

<sup>34</sup> See Note 6 above..

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 22 of 53

---

the north side of the site) had not yet been filled in. Transportation access posed another limiting factor to station growth. Deficient road conditions on what is now Sand Point Way NE caused at least one editorial to be written, urging that the gravel road receive paving.<sup>35</sup>

In 1929, San Diego had the only other Naval Air Station (NAS) on the West Coast. NAS San Diego had 2,000 men and a field, triple the size of NAS Seattle's flying area. The Navy wanted 150 more acres at NAS Seattle, additional barracks, and six more hangars added to the one hangar present then. With the increased use of land planes by the Navy, NAS Seattle needed a larger landing field and runways with hard surfacing. The peninsula had been a fine location choice for seaplanes but was quickly falling behind in naval aviation needs.<sup>36</sup>

The first new, permanent building erected as part of the facilities expansion, a steel seaplane hangar (Building 1), occupied the northeast corner of the core building district from 1929 through the 1970s (demolished). To the north of this hangar, the Navy constructed two seaplane ramps into Lake Washington by laying granite paving blocks in the late 1920s.<sup>37</sup> Several building projects broke ground in 1929, including the first permanent hangar, enlisted barracks, a railroad spur from the Northern Pacific line across Sand Point Way [NE] to the west, storehouses, repair shops, and an improved road to Seattle. A turf landing strip 300 feet wide and 900 feet long also augmented the existing flying field.<sup>38</sup>

---

<sup>35</sup> "Paving to Naval Air Base Urged," *Seattle Times*, April 23, 1929.

<sup>36</sup> *Ibid.*

<sup>37</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 22.

<sup>38</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 24-25.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 23 of 53

---

In 1928, the Boeing Company continued its lasting ties with the airfield through contribution of several NB-1's to the Navy. The company shipped the crated planes straight from the production line on the Duwamish to Sand Point where they were assembled and first took flight. The Boeing Company also delivered a Model 40 to the air field for assembly and flight. The Sand Point airfield continued this vital role for nearly a decade until the completion of Boeing Field. The air field's legacy as one of the first airports in the area developed strong ties with the regions aviators and aviation industry that served the air field well in its transition to a Naval Air Station.

Throughout the site's history, other branches of the armed forces besides the Navy have utilized the air base. However, during the 1920s and 1930s, this collaboration is more prominent than the following decades. In 1929, Marine aviators formed the first Marine air unit at NAS Seattle, which went on to train pilots and aviation personnel for World War II. The Marine aviation contingent formed two squadrons, one for observation/scouting and the other for aircraft repair and maintenance. Annual summer training for reservists from various military branches occurred at NAS Seattle, with men bunking in Army tents.<sup>39</sup> The Army presence at the field in the mid-1920s continued through the 1930s but lessened with the development of Mc Chord Field at Fort Lewis between 1938 and 1940.<sup>40</sup> In these early days of aviation, the use of aircraft in the military brought different disciplines and divisions together in the spirit of experimentation and

---

<sup>39</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 25.

<sup>40</sup> McCord Field Historic District National Register Nomination. Lauren McCroskey, U.S. Corps of Engineers. February 2008.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 24 of 53

---

sharing of scarce resources. NAS Seattle exemplifies this early period of military aviation through the mixed site use by the Army, Navy, and Marine Corps.

The *Seattle Municipal News* dedicated the May 31, 1930 issue to reporting on NAS Seattle. At that time, the station owned 416 acres and hoped to acquire 100 more on the south end in order to extend runways and thus accommodate the larger planes being flown by that time. Contributors to the paper deemed development of the air station vital for regional security and defense. Aerial warfare strategies had grown out of World War I, and the Pacific Northwest was felt to be vulnerable from sea attacks. According to the newspaper, NAS Seattle had unique qualities for a naval air station, including the location on fresh water. Proximity to water was important at the beginning of the air field's existence because the Navy used seaplanes as much or more than land planes, a fact that would change by 1930. Seaplanes were still used on scouting missions by the military in 1930, but land planes had grown in size as well as usefulness. Larger planes required longer and better landing facilities. Ironically, the city of Seattle outpaced the intended growth of the air station. While the city was eight miles removed from the station in 1926, that gap had been reduced to a mere half-mile distance by 1930.<sup>41</sup>

President Hoover authorized 30 acres on the south edge of the station to be condemned and converted to a south exit. Although the bill was signed June 26, 1930, the Navy did not acquire the title for the land, including Mud Lake, until the late 1930s.<sup>42</sup> The Great Depression

---

<sup>41</sup> *Seattle Municipal News*, Sand Point Edition, May 31, 1930.

<sup>42</sup> See Note 4 above.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 25 of 53

---

restricted military funding for the station's further development. The original five-year improvement program, begun in 1927, remained unfinished in 1931. Only \$855,000 had been spent of the \$1.225 million estimated total cost. However, the new Enlisted Barracks (Building 9) and Administration Building (Building 25) had been dedicated by 1931. The access road had been upgraded by local government, making the station easier to reach from Seattle.<sup>43</sup>

### *GREAT DEPRESSION ERA*

The Great Depression affected military installations, including NAS Seattle, by reducing funds for new construction and non-essential spending. President Hoover ordered fiscal economy for the nation. As such, in October, 1931, NAS Seattle transferred back to the Naval Reserve as a Naval Reserve Air Station (NRAS). Operations at the NRAS Seattle continued, with the aim of training reservist pilots and acting as a temporary base for Navy aviation forces within the 13<sup>th</sup> Naval District. However, expansion plans halted. Prior to the transfer, the Navy had five NAS's across the nation: Lakehurst, NJ; Hampton Roads, VA; Pensacola, FL; Seattle, WA; and, San Diego, CA. In addition, there were ten Naval Reserve Air Stations, with the only West Coast Naval Reserve Aviation Base in Oakland, CA.<sup>44</sup> Following the transfer of NAS Seattle to the Naval Reserve, San Diego continued as the primary West Coast NAS.

In the absence of military funding, the Federal Emergency Relief Administration (FERA) developed the station's facilities between 1933 and 1934.<sup>45</sup> According to naval historian Paolo

---

<sup>43</sup> "Naval Air Base Important to Pacific Coast Defense," *Seattle Times*, February 22, 1931, A9.

<sup>44</sup> "Navy Pledges No Curtailment for Sand Point Base," *Seattle Times*, October 20, 1931,

<sup>45</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 33.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 26 of 53

---

Coletta, the FERA and Civilian Conservation Corps (CCC) provided funds and workers to clear trees on the site from 1932 to 1935.<sup>46</sup> A photo from 1933 shows trucks in the landing field, with workers laying drainage tiles in a grid pattern on the cleared land.<sup>47</sup> In 1935, the CCC and Emergency Relief Navy continued improvements begun by the FERA. Naval records indicate, "By July 1935, construction and development expenditures had climbed to approximately \$1,301,000, of which \$250,000 had come through the Relief Administration. On the last day of 1935, there were seventeen buildings on the station."<sup>48</sup>

### *RAPID EXPANSION*

Effective July 1, 1937, NRAS Seattle reverted back to the status of a full NAS. The station retained a Naval Reserve Aviation Base command, separate from the NAS. NAS Seattle came under the command of Lt. Comdr. Arthur W. Radford, who, over the next three years, revamped plans to build more permanent facilities and acquire modern aviation training equipment.<sup>49</sup> In a August 6, 1937 memo, Cmdr. Radford informed his Navy supervisors in Washington, D. C., of the station's activities, which were "Furnishing facilities to fleet squadrons assigned; Selecting and giving preliminary training to aviation cadets of the Naval Reserve; Basing and furnishing training facilities for one Naval Reserve squadron, one Marine Reserve

---

<sup>46</sup> Paolo Enrico Coletta, *U. S. Navy and Marine Corps Bases, Domestic* (Westport, CT: Greenwood Press, 1985). 586.

<sup>47</sup> Image 2002.71.5, Washington State Historical Society.

<sup>48</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 35.

<sup>49</sup> See Note 4 above.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 27 of 53

---

squadron, one Marine service company; Major overhaul of planes and engines for Naval Reserve aircraft."<sup>50</sup>

During the pre World War II build up the Progress Works Administration (PWA) and the Works Progress Administration (WPA) exercised a critical role in infrastructure development. Isolationist interests prevailed despite the escalation of conflict abroad. Both the PWA and the WPA provided a means for significant infrastructure development without direct military spending appropriation. Both programs contributed to the construction of hangars and associated facilities at the site. The collection of these remaining structures provides an important catalog of this Depression era work and flurry of pre-war development that proved so crucial once the U.S. entered the conflict.

When the 1938 site map was made, the station included thirty-eight buildings and structures, either completed or under construction. This total also included a couple of small-scale features like gasoline storage tanks. The main northern core had taken shape, with four hangars (Buildings 1, 27, 32, and 33) in place or underway. Storage facilities, shop buildings, offices, and separate living quarters for enlisted men and officers were in place. Magazines stored explosive materials on the eastern part of the peninsula, away from the station core. Pontiac Bay, along the north side of the site, had been filled in. Construction continued with funding and workers from the Works Progress Administration (WPA), a federal work relief program during the Great Depression. The new hangars were part of a \$900,000 effort to expand the air base, including new

---

<sup>50</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 36.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 28 of 53

---

buildings and remodeling existing facilities.<sup>51</sup> Don G. Abel, state administrator for the WPA in Washington, claimed the agency "practically built" the NAS Seattle and exemplified the excellent construction work by WPA crews.<sup>52</sup> According to a press release from the WPA dated October 5, 1938, planned improvements to NAS Seattle included "the construction of a one-story steel-frame and brick addition to existing storehouse #5 [Building 5] and 2 two-story lean-tos to landplane hangars [Buildings 32 and 33]." The project, which would be completed by June 1939, provided employment to 163 people over five months and cost \$160,000.<sup>53</sup>

According to a WPA press release, the NAS caused such an increase in traffic and activity along Sand Point Way NE that the 13th Naval District elevated the road's status. Rear Admiral Freeman certified that Sand Point Way NE had become an important transportation route for national security and that road improvements should be funded with WPA resources. As such, the road would be graded and paved. Between the fall of 1935 and May 1941, the WPA had built more than 10,533 miles of roads in Washington State, with priority given to roads near military installations.<sup>54</sup> The WPA continued with improvement projects at NAS Seattle through 1941.<sup>55</sup> The recreational facility (Building 47) was dedicated in December of that same year.<sup>56</sup>

### *WORLD WAR II*

---

<sup>51</sup> WPA press release #626. October 27, 1938. Washington State Library.

<sup>52</sup> WPA press release #627. October 26, 1938. Washington State Library.

<sup>53</sup> WPA press release. October 5, 1938. Washington State Library.

<sup>54</sup> WPA press release #1298. May 4, 1941. Washington State Library.

<sup>55</sup> "Ground Broken for Sand Point Radio Station," *Seattle Times*, February 14, 1941, N4.

<sup>56</sup> "Air Base Opens 'Rec' Building," *Seattle Times*, December 16, 1941, N4.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 29 of 53

---

During the World War II, NAS Seattle experienced the highest level of operations, and thus the quickest expansion of facilities, in its history. NAS Seattle continued to serve as a major seaplane overhaul and repair facility during the war, and new functions were added.<sup>57</sup> During the war years, the military had an increased presence on the West Coast, for defense of the region and also as a staging ground for units being trained or sent on missions. According to the WPA Guide to Washington State, "Fort Lawton and the Sand Point Naval Air Base [*sic*, NAS Seattle], among others, drew thousands of sweethearts, wives and families... to visit loved ones in the armed forces before deployment to Alaska, the Aleutians and the Pacific Islands."<sup>58</sup> Changes to the station's facilities reflect the elevated threat to military installations on the West Coast after the December 1941 attack on Pearl Harbor. In 1942, the station's boiler plant received added protection from bombs, including sandbags and post-and-beam shield walls around the outside.<sup>59</sup> Increased concern about aerial attacks on the West Coast may have also prompted the commissioning of NAS Whidbey Island in 1942.

The year 1943, at the peak of the U. S. war effort, witnessed more changes at NAS Seattle. Women played an increased role in the war effort not only in the industrial and manufacturing sectors, but also in the armed forces. The first Women Accepted for Volunteer Emergency Service (WAVES) arrived at NAS Seattle in January 1943, and their numbers grew to

---

<sup>57</sup> Tom Stockly, "Sand Point's High-Flying Past," *Seattle Times*, August 9, 1970, 16-19.

<sup>58</sup> Howard McKinley Corning, ed. *Washington, A Guide to the Evergreen State* (Portland, OR: Binfords & Mort, 1950). 221.

<sup>59</sup> Original architectural drawings. Seattle Department of Parks and Recreation. Sand Point Office.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 30 of 53

---

358 by March, 1945.<sup>60</sup> On June 24, 1943, the U. S. Navy commissioned the first ever Naval Air Transport Squadron (NATS) for Seattle, based at NAS Seattle. According to a report in the *Seattle Times*, the purpose of the squadron would be "to conduct intensive aerial transport, with land planes, into the Alaskan area, carrying both passengers and freight." The first such flight occurred in 1942, from Seattle to Kodiak, with three NATS planes.<sup>61</sup>

In 1943, the Austin Company of Seattle won a \$1.088 million building project contract at the station. The program included eight new barracks (to house 1,856 personnel), a new mess hall, and four new junior bachelor officers' quarters (to house 240 officers). The buildings were to be wood frame buildings. A wooden overpass connected the barracks and mess hall, sited west of Sand Point Way NE, with the main station. Until the Presidential order in 1949, enlisted African American personnel were not integrated into any of the armed services. When these barracks were opened, segregation between the races was the rule. One map indicates that African American personnel were housed instead here, instead of Building 9.

The new officers' quarters were planned for the south end of the station. Public Works Officer Lt. Cmdr. W. N. Thompson estimated the work would be completed in three months. Some of the new barracks would specifically house 224 enlisted and fifty-eight officer

---

<sup>60</sup> *Naval Station Puget Sound at Sand Point* (Seattle: U.S. Navy, 1993). 56.

<sup>61</sup> "Sand Point Made NATS Base," *Seattle Times*, June 24, 1943, N4.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 31 of 53

---

WAVES.<sup>62</sup> All of these new buildings were demolished by 1949, a fact perhaps explained by the rapid construction and temporary nature.

When the station site plan was updated in June 1944, there were at least 213 buildings and structures, including some small-scale features like gasoline storage tanks. The Enlisted Barracks (Building 9) and Bachelor Officers' Quarters (Building 26) occupied footprints approximately twice as large as in 1938. Between 1938 and 1944, Mud Lake had been filled in, runways added, and existing landing strips improved with extensive fill material pulled from the gravel pit off the east side of the former Denny Hill. By 1944, the station had reached the peak of its development, with only minor changes to the buildings for the duration of the military's occupancy.<sup>63</sup> The record number of people serving at NAS Seattle occurred in 1945, with 4,625 Navy or Marine personnel and 2,834 civilians.<sup>64</sup>

### *POST-WAR ERA*

After the end of the Second World War, NAS Seattle declined in multiple ways. Personnel and land holdings were cut back. Although originally intended to serve as a supplemental facility to NAS Seattle, NAS Whidbey Island took over some of the former's functions in the post-war era. Although NAS Seattle was slated to be reduced to a naval air reserve station early in 1949, the status change and reduction in personnel was delayed until

---

<sup>62</sup> *Seattle Times*. March 30, 1943. "\$1,088,000 Job at Sand Point." N4. / *Tacoma Daily Ledger*. "\$1,129,900 for Naval Station." (1943 clipping, missing month, day and page).

<sup>63</sup> 1944 site plan. Seattle Department of Parks and Recreation files.

<sup>64</sup> "County Broke Sand Point Ground in 1920," *Seattle Post-Intelligencer*, December 13, 1953,. A6.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 32 of 53

---

1953. In the intervening years, the Navy delayed on the transfer back to reserve status due to the importance of aircraft repair/overhaul operations and the aviation supply depot at NAS Seattle. However, funding reductions and the encroachment of Seattle after World War II did not allow for further station growth.<sup>65</sup> In April 1953, the Navy ordered NAS Seattle to essentially close except for reserve activity and gradually dismiss 1,613 civilian employees. The aircraft repair and maintenance function was to shift to another air base. By the fall of 1953, active duty station personnel had drawn down to 479 military and 125 civilians.<sup>66</sup>

After the sharp reduction in operations and staff in 1953, Naval Air Reserve Station Seattle had an uncertain future. In 1955, Acting Chief of Naval Operations Adm. D. B. Duncan claimed, "The Seattle field is one of several reserve training bases which cannot handle modern aircraft because of inadequate landing facilities."<sup>67</sup> In the past, the station had been relied on as an aircraft repair and overhaul facility, as an aerial supply base, and a training center for pilots. By January 1957, the principal functions were as training grounds and headquarters for the 13th Naval District, which relocated from Pier 91 in downtown Seattle in May 1956. Other site tenants

---

<sup>65</sup> "Personnel Cut for Sand Point," *Seattle Times*, February 4, 1949, N4; "Cain Advised of Plans for Air Station," *Seattle Times*, April 22, 1949, N4; Alice Frein Johnson, "Sand Point Will Be Cut to Reserve Status," *Seattle Times*, March 16, 1950, N4.

<sup>66</sup> "Navy Renews Closure Order for Sand Point," *Tacoma News Tribune*, April 8, 1953; "Sand Point Issue to Delay Langlie," *Seattle Times*, April 5, 1953; "Sand Point Order Will Be Reconsidered," *Tacoma News Tribune*, April 11, 1953; "Sharp Cut at Sand Point," *Tacoma News Tribune*, March 28, 1953; "County Broke Sand Point Ground in 1920," *Seattle Post-Intelligencer*, December 13, 1953, A6.

<sup>67</sup> "Sand Point is Problem," *Tacoma News Tribune*, March 10, 1955.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 33 of 53

---

included the General Services Administration and reserve units of the four military branches (Navy, Air Force, Marine Corps, Army).<sup>68</sup>

### *DECOMMISSIONING AND DIVISION OF OWNERSHIP*

Ownership of NAS Seattle commenced a gradual shift from military to public sector beginning with the downgrading of the station's status from active to reserve in 1958. As the station's role diminished, the US Navy removed peripheral facilities. This included the majority of buildings west of Sand Point Way NE by the early 1960s. On June 30, 1970 the US Navy ended all flight operations to the station and renamed the facility Naval Support Activity Seattle. Over the next twenty-five years until official closure in September of 1995 the facility provided logistical support for Puget Sound and Pacific naval operations.

By the 1970s the US Navy engaged the General Services Administration to begin releasing property from Navy ownership. With the support of United States Senator Warren G. Magnuson, the National Oceanic and Atmospheric Administration (NOAA, created in 1970) received 151 acres for development of their Western Regional Headquarters (now Western Service Center) and in 1972 the City of Seattle received 196 acres for use as a park. Originally named Sand Point Park the city renamed the park Warren G. Magnuson Park in honor of the senator. The park opened officially on May 29, 1977. The US Navy retained 153 acres for continued Naval Support Activity Seattle facility operation.

---

<sup>68</sup> See Note 4 Above.

**United States Department of the Interior**  
National Park Service

# **National Register of Historic Places Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 34 of 53

---

The *Base Closure and Realignment Act of 1990* prompted planning for the closure of the Naval Support Activity Seattle facility. In September of 1995 US Navy operations officially ended. In October of 1997 a Programmatic Agreement among the Department of the Navy, the Advisory Council on Historic Preservation, and the Washington State Historic Preservation Officer set forth stipulations for the transfer of property and accompanying covenants pertaining to the last divestiture of US Naval ownership. The City of Seattle, University of Washington, National Park Service, and the Department of Education participated in the consultation. The current ownership divisions stemming from this process includes NOAA, the City of Seattle (Department of Parks and Recreation; Department of Housing and Human Services; Department of Transportation; and the office of Sand Point Operations within the City of Seattle office of Management and Planning), Sand Point Community Housing Association; the University of Washington, and the Department of the Interior. In 1998 the deed transferred for the last remaining 90 acres of former naval facilities.

During the subsequent property transfer, the City of Seattle engaged in master planning and development of reuse strategies for the site in coordination with stakeholders and neighborhood interested groups. On June 16, 1997 the Seattle City Council, after six years of planning, adopted a reuse plan for the site defining uses, access and the six activity areas: 1) educational and community; 2) arts community and culture; 3) Magnuson Park open space and recreation expansion; 4) residential; 5) federal institutional uses; and 6) infrastructure

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 35 of 53

---

development and site management. This plan included a *Physical Development and Management Plan, Comprehensive Plan Amendments, and a Zoning Overlay.*

Subsequent to the Reuse Plan the city formed the Sand Point Blue Ribbon Committee in 1998 to review plans and recommend future goals for the site. The Committee's work resulted in a *Concept Design* adopted on November 1, 1999. Ongoing planning work completed a *Final Master Plan* for the site, adopted by the Parks Board and City Council in June of 2004. This plan works to facilitate the wide range of activities at the site including 2006 volunteer led restoration of Promontory Point; creation of a community garden in the park; a *Wetland Compensation Plan* to create athletic fields for community use while enhancing and creating wetland and upland habitats; operation of the Magnuson Outdoor Learning Lab, a science education and restoration program for urban middle school students (a partnership with Seattle Parks and Recreation Department, Seattle Public Schools, EarthCorps, and the Burke Museum of Natural History and Culture); development of the Northshore Recreation Area; and preparation in 2001 of a *Vegetation Management Plan*. Adaptive reuse and rehabilitation per the *Secretary of the Interior's Standards for the Rehabilitation of Historic Properties* have gained increasing importance for merging new uses within the existing buildings and campus.

### COMPARATIVE SITES

NAS Seattle presents a unique and important resource amongst the Thirteenth Naval District's (13ND) aviation facilities in terms of period of operation, scale, and operational status. The 13ND fulfilled an important coastal defense, aviator training, and equipment repair function

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 36 of 53

---

during World War II. Within this district, NAS Seattle was the first naval aviation facility established (1926) and, with the exception of Coast Guard Air Station Port Angeles (1935), the only 13ND facility established prior to World War II. During World War II, NAS Seattle served as one of only five Naval Air Centers (reorganized as Naval Air Bases in 1944) in the nation. Naval Air Centers (NAC) and their predecessor the Naval Air Base (NAB) commanded all naval air facilities within their district. By the close of World War II, the NAB administrative oversight for the 13ND encompassed seven NAS, four Naval Auxiliary Air Stations, one Naval Auxiliary Air Facility, six Outlying Fields, one Marine Corps Air Facility, and one Coast Guard Air Station.

Compared with these other facilities within the 13ND, NAS Seattle maintained the only integrated facilities for both sea and land planes; employed the highest number of enlisted men, Women Accepted for Volunteer Emergency Service (WAVES), officers, and officer WAVES; and, was second only to NAS Whidbey Island in the number of buildings constructed by 1944.

Naval Air Station (NAS) Seattle resided within the overall jurisdiction of the Thirteenth Naval District (13ND), which included broader responsibilities of coastal defense, ship construction, and maintenance. Additionally, the 13ND operated as a naval reserve air station by 1925, with the establishment of Naval Reserve Air Station Sand Point (NRAS), and as NAS by 1928, when the United States Navy promoted NRAS Sand Point to NAS Seattle. The following comparative study provides background on the Naval District system and national aviation facility development overview, focusing exclusively on the aviation facility development within

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 37 of 53

---

the 13ND during World War II; it excludes the naval bases, shipyards, naval hospitals, submarine stations, and other operations in order to provide context for NAS Seattle's role within the 13ND.

May 7, 1903 marked the establishment of the Naval District system with thirteen districts for the purpose of coordinating and improving the development of the nation's naval coastal defense.<sup>69</sup> This district encompassed Washington, Oregon, Idaho, Montana, Wyoming, and Alaska (including the Aleutian Islands). On April 15, 1944, Alaska was removed from the 13ND and became the Seventeenth Naval District. Headquartered originally out of the Puget Sound Navy Yard in Bremerton, Washington, the Navy transferred the 13ND district headquarters to Seattle, Washington in 1926.<sup>70</sup> The Navy disestablished the district on September 30, 1980.

During the 13ND's seventy-seven years of operation, its role and consequently the type and extent of infrastructure developed within the district changed and expanded to include naval air facilities for defense, training of both land and carrier based aviation units, and logistics. The organizational hierarchy of the district placed the Commandant in command of all military and administrative coordination within the 13ND. The Commandant was qualified to command at sea

---

<sup>69</sup> Established in accordance with General Order No. 128, and modeled after existing lighthouse districts following coast and lake shores; did not include the country's interior.

<sup>70</sup> The majority of command offices resided in Seattle's Exchange Building, including but not limited to the Office of the Commandant, District Operations Office, Office of the Port Director, N.T.S., District Communication Office, District Ordinance Office, District Personnel Office, , District Intelligence Office, District Supply Office, District Disbursing Office, District Accounting Office, District Medical Office, District Civilian Personnel Office, District Public Works Office, District Domestic Transportation Office, District Property Transportation Office, and the District Public Relations Office.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 38 of 53

---

and served as the local representative of the Secretary of the Navy, the Chief of Naval Operations, the Sea Frontier Commander, and other Navy Department bureaus and offices.<sup>71</sup>

Nationwide, naval aviation assumed increasing importance following World War I, though remaining for the Navy secondary in value to the traditional role of ships and the fleet. During the 1910s and 1920s, the Navy maintained few aviation facilities, with the two principal training sites consisting of NAS Pensacola (primary training station since 1914) and NAS San Diego (established 1917, supporting Pensacola, and providing Marine Corps aviator training).<sup>72</sup> By the late 1930s, as entry into World War II became imminent, the Navy started improving existing facilities and adding operational bases, including augmenting existing West Coast stations (such as NAS Seattle) with new stations at Alameda, CA and San Pedro, CA. The Navy also added eight additional NRAS at Squantum, MA; New York, NY; Miami, FL; Grosse Isle, MI; Glenview, IL; Minneapolis, MN; St Louis, Missouri; and, Oakland, CA.<sup>73</sup>

The critical strike capacity potential of aircraft demonstrated in the Pearl Harbor attack and the battles of Coral Sea and Midway promptly led to the expansion of the Navy's air arm and corresponding support infrastructure of naval air stations. The Navy's aviation facilities jumped over 700 percent from just eleven air stations and eight reserve bases in 1939 to almost eighty

---

<sup>71</sup> Julius Augustus Furer. *Administration of the Navy Department in World War II*. (US Government Printing Office, 1959). 520-523.

<sup>72</sup> NAS San Diego is known today as NAS North Island (since 1955) and was officially recognized as the birthplace of naval aviation by the House Armed Services Committee in 1963.

<sup>73</sup> *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946* (Department of the Navy Bureau of Yards and Docks, 1947).

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 39 of 53

---

naval air stations, as well as the associated auxiliary stations and outlying fields.<sup>74</sup> These new stations provided training and operating facilities for both land- and carrier-based aircraft and lighter-than-air aircraft.

The 1940s, with the United States entry into World War II, marked a period of unprecedented national mobilization and urgency of expansion for the Navy, and in particular the Navy's air arm. The Navy set a war time goal of 27,000 aircraft, which required a commensurate level of shore training, overhaul, and storage facilities.<sup>75</sup> The 13ND likewise experienced the same rapid growth during the 1940s, with the Navy establishing the majority of naval aviation facilities between 1940 and 1944.

On August 10, 1944, the Navy established Naval Air Bases (NAB) 13ND, which previously had been known as Naval Air Center (NAC), Seattle.<sup>76</sup> The NAB command provided the administrative framework headed by the Commander Naval Air Bases that encompassed oversight for all Naval Air Stations (NAS), Naval Auxiliary Air Stations (NAAS), Naval Auxiliary Air Facilities (NAAF), Coast Guard Air Stations (CGAS), Outlying Fields, and Marine Corps Air Facilities (MCAF) within the 13ND. (See operation descriptions below.) The NAB command headquartered at NAS Seattle. By the close of World War II, the NAB administrative

---

<sup>74</sup> Kenneth J. Hagan. *This People's Navy: The Making Of American Sea Power*. (New York, NY: The Free Press, 1991).

<sup>75</sup> See Note 5 above.

<sup>76</sup> As of 1944, when this transition to Naval Air Bases occurred, only five Naval Air Centers existed in the nation: NAC Seattle, WA; NAC Hampton Roads, VI; NAC Hawaii; and, NAC San Diego, CA.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 40 of 53

---

oversight for the 13ND encompassed seven NAS, four NAAS, one NAF, six Outlying Fields, one MCAF, and one CGAS. (See table.) Air operations within the thirteen naval districts included the following:

- Naval Air Center (NAC) (by 1944 known as Naval Air Base) comprised a largely administrative definition that entailed command role over all of the following subgroups listed below.
- Naval Air Station (NAS) provided operating, testing, overhaul, training, and personnel facilities per Naval Aeronautical Organization standards and coordinated and oversaw broader operations among NAAS, NAF, and Outlying field sites.
- Naval Auxiliary Air Station (NAAS) afforded expanded capacity for a NAS through similar, though less extensive, training, repair, and overhaul facilities. These stations relied upon the logistic support of the NAS.
- Naval Auxiliary Air Facility (NAAF) operated as an auxiliary to the NAS with a similar, though less extensive, operational function to that of a NAAS and required more logistical support from the NAS than a NAAS would.
- Naval Air Facility (NAF) often served unique or specialized functions and was occasionally administered separately from other aviation activities. The extent and depth of services at the facility depended upon its mission.
- Outlying Field consisted simply of landing and servicing facilities without a larger support complex. These were supported logistically by the NAS.
- Marine Corps Air Facility (MCAF) served the specialized needs of the Marine Corps with administrative control of the facility residing with the Marine Corps.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 41 of 53

---

- Coast Guard Air Station (CGAS) served the specialized needs of the Coast Guard.

These facilities collectively handled Navy Heavier-Than-Air (HTA) airplanes, which included sea and land planes; Navy Lighter-Than-Air (LTA), which included blimps; and, Marine Corps Heavier-Than-Air airplanes. The following presents a brief overview of the aviation facilities under command of the 13ND by 1945.

### NAS Astoria, OR

Established in 1944, NAS Astoria consisted of a seaplane base with land planes based out of the NAA facility Clatsop County Airport. An outlying field at Moon Island, Hoquiam, WA provided additional capacity for the station.

Activities housed at the station included Registered Publication Sub-Issuing Office, Astoria; Steward's Mates School; and, Marine Barracks, Naval Air Station, Astoria. The land plane base at Clatsop County Airport provided facilities for the Advanced CIC Team Training Center and Carrier Aircraft Service Unit Fifty-FIVE (headquarters). This station furnished facilities to support and train naval seaplane units and aviation personnel; however, as of 1944, no aircraft units were based at the station. Instead, the station served as a supply center and operated as a training school for receiving ship and CVE (escort carriers) crews.<sup>77</sup> The station also served as a supply center for the naval hospital under construction and NAAS North Bend, OR.

---

<sup>77</sup> The C signifies carrier and V means heavier than air in reference to the airplanes.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8  

Page 42 of 53

---

### NAS Klamath Falls, OR

Established in 1944, NAS Klamath Falls station provided assembly and class "C" repair facilities.

### NAS Pasco, WA

Established in 1942, NAS Pasco provided training and support facilities for naval aircraft units and aviation personnel. The station maintained an outlying field at Vista.

### NAS Seattle, WA

Established in 1926 as a Naval Air Reserve Station, this station soon became a NAS in 1928 and provided centralized command and support facilities for the 13ND. The station included provisions for an outlying field at Bremerton, WA.

The station housed the following activities: Naval Air Bases, 13ND, headquarters; Fleet Air, Seattle (headquarters); Carrier Aircraft Service Unit SEVEN (headquarters); Air Transport Squadron FIVE (headquarters and terminal facilities); Navy Weather Central, Seattle; Overseas Air Cargo Terminal, Seattle; Naval Training School (Link Celestial Navigation Trainer-Class "C"); Steward's Mates School; and, Marine Barracks, Naval Air Station Seattle.

The maintenance and operation of facilities and providing services for training naval aircraft units and personnel formed a core operation for the station. Logistical support was provided by the supply department furnishing aviation equipment and materials for

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 43 of 53

---

other facilities within the 13ND, as well as ships designed to carry aircraft. Onsite facilities allowed crews to undertake major overhauls and repairs to engines and aircraft. This operated in conjunction with an in-depth training program for naval personnel. Weather forecasts and the broadcasting of these and storm warnings to facilities, ships, and aircraft within the 13ND operated through Navy Weather Central at NAS Seattle. Naval Air Transport Service, Air Squadron FIVE provided important logistical support along the West Coast with operation routes running between San Diego and Attu. This squadron was under command of the Commander, Naval Air Transport Service, West Coast based at NAAS Oakland.

### NAS Tillamook LTA, OR

Established in 1942, NAS Tillamook provided training, as well as land planes and lighter-than-air (LTA) facilities.

### NAS Whidbey, WA

Established in 1942, NAS Whidbey consisted of both a seaplane station at Oak Harbor and a land plane base at Ault Field.<sup>78</sup> Outlying fields at Mount Vernon and Coupeville provided additional support. The seaplane base served as the headquarters for NAS Whidbey.

---

<sup>78</sup> Following World War II, the station enjoyed a brief respite under operation status of caretaker, until reopening in 1949 and assuming the role of the largest naval aviation center in the 13ND.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 44 of 53

---

The station housed the following activities: Steward's Mates School; Marine Barracks, NAS Whidbey Island, Fleet Air Wing SIX (headquarters); Naval Air Gunners School; and, the Advanced CIC Team Training Center. A core part of the station's original function was that of a torpedo-rearming station. Over the course of World War II, the station developed as a center for equipping planes with rocket launchers and rocket firing training.

### NAAF Lakeview, OR

Established in 1944, NAAF Lakeview operated under the command of NAS Klamath Falls and provided assembly and class "C" repair facilities.

### NAAS Arlington, WA

Established in 1943, NAAS Arlington provided maintenance, repair, and training facilities for naval aircraft units.

### NAAS North Bend, OR

Established in 1943, NAAS North Bend provided maintenance, assembly, and repair facilities for land planes and lighter-than-air craft.

### NAAS Quillayute, WA

Established in 1944, NAAS Quillayute provided maintenance, assembly, and class "C" repair facilities for naval aircraft units.

### NAAS Shelton, WA

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 45 of 53

---

Established in 1943, NAAS Shelton provided maintenance, repair, and training facilities for naval aircraft units.

### CGAS Port Angeles, WA

Established in 1935, the CGAS Port Angeles, near the end of Ediz Hook, provided support facilities for coast guard operations under the command of the District Coast Guard Officer and the Commander Naval Air Bases 13ND (headquartered at NAS Seattle). This station featured an outlying field at Port Angeles that had not been activated by 1944.

### MCAF Corvallis, OR

Established in 1944, the MCAF Corvallis provided maintenance, repair, and training facilities for Marine Corps aircraft and personnel. The facility was under administrative control of the Marine Corps, with overall military direction coming from the Commander Naval Air Bases 13ND (headquartered at NAS Seattle). Marine Corps aviation provided specialized support for Marine Corps ground forces and, as such, required separate training facilities for Marine Corps aviators.

Throughout the duration of World War II, NAS Seattle served as the premier center coordinating naval aviation activities within the 13ND. In addition to this immense administrative responsibility, the station operated the only integrated facilities for the aviator training, as well as repair and operation of both sea and land planes.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 46 of 53

---

## ARCHITECTURAL SIGNIFICANCE

The overall building and organizational character of the district maintains a consistent theme of spatial hierarchy reflecting the status of rank and operations within the district evident in contemporary installations such as Mc Chord Field Historic District (United States Air Force) and Fort Lewis Garrison Historic District (United States Army). The three principal organizational areas—operations, administration, and residential—provided a consistent organizational grouping of historic functions throughout the district. Architectural design and stylistic influences drew from both contemporary tastes and mandated forms to progress through Colonial Revival, Art Deco, and Art Moderne. Vernacular utilitarian designs within this progression responded to unique functional needs and often reflected a lesser role for the structure within the naval air station operation. The landscaping complemented and reinforced the visual impact of these styles through setting and framing view corridors.

Colonial Revival stylistic influences dominated in the district's south residential area. This stylistic treatment provided a more intimate presence and echoed national patterns within military establishments for reinforcing traditional associations and providing for quality of living. The style transitioned well from modest married officer quarters to massive enlisted personnel barracks. Within the district, Building 9 established the precedent for this style repeated in subsequent officer and enlisted personnel housing construction through the 1930s. Characteristic features include gable roofs, dormers, and rhythmic fenestration; multi-lite windows with exterior trim; decorative entrance surrounds and multi-paneled doors; use of brick cladding and horizontal

**United States Department of the Interior**  
National Park Service

## **National Register of Historic Places**

### **Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 47 of 53

---

wood siding with stone reserved for decorative applications (such as entrance surrounds); roof/wall juncture and roofline trim; and, classically inspired proportions and scale. Notable exceptions to the residential use of the Colonial Revival stylistic influences arise in Buildings 11, 20, and 12—operations related buildings. The Colonial Revival influences in multiple-lite windows, brick cladding, classically inspired proportions and scale compliment the overriding utilitarian, vernacular character of these buildings.

Art Deco stylistic influences dominated the district's administrative areas, providing a more imposing, monumental stature. This stylistic treatment echoed national patterns employed through the Work Progress Administration (WPA) projects in military and civic establishments. The style continued essentially neo-classical design values while reducing and concentrating decorative ornament. This style continued Colonial Revival material precedents and introduced new material substitutions, such as aluminum for wrought iron, mahogany for oak, and cast stone for sand stone. Some stylistic detailing carried over to the more utilitarian operational facilities, typically on front facades at entrances and along rooflines. Examples of this include the parapet of Building 2 and the west entrance to Building 67. Characteristic features include cast stone trim and sill elements; entrance canopies with curved profiles and aluminum lettering, as well as decorative elements; aluminum electric light fixtures; multiple-lite windows; use of brick cladding; rhythmic fenestration; decorative entrance surrounds; and, flat roofs with parapets.

Art Moderne stylistic influences provided the principal architectural characteristics for infill construction and additions beginning in the late 1930s and continuing through the 1940s.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 48 of 53

---

This stylistic treatment endeavored to maintain the essential classical values while reducing ornament, smoothing surfaces, and emphasizing horizontal massing and lines. Examples include Buildings 18, 47, and 224 and the Building 25 penthouse addition. These infills occurred throughout the district and complemented the overall stylistic progression. Characteristic features include horizontal window lites; horizontally emphasized massing; projecting flat roofs with enclosed soffits; and, rhythmic fenestration.

Vernacular, utilitarian buildings dominated within the operations area. Their designs respond directly to the functional requirements of their use. Massive, vaulted enclosures for aircraft and partially below-grade hi-explosive magazines with blast walls opposite their doors all speak to the evolution of designs concurrent with material and functional advances. The massive steel spans within the hangars coupled with the extensive use of windows provided open, well day-lighted spaces for working on aircraft. Likewise, distances served an important functional role, in particular with munitions storage, requiring distance both from one another and from the administration, operations, and residential activities.

A national inventory of active military aircraft hangars in 1999 and revised in 2001 found that approximately 9 percent of surveyed hangars were constructed between 1919 and 1938, with only 1 percent of hangars built pre-1919. According to this report, "Hangar construction during this period was dominated by a few standard designs, all of steel construction."<sup>79</sup> The extant

---

<sup>79</sup> *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations. (1999, rev. 2001).*



**United States Department of the Interior**  
National Park Service

## **National Register of Historic Places**

### **Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 8 Page 49 of 53

---

NAS Seattle hangars (Building 2 addition ca. 1941 to the 1929 building, Buildings 27 (1937), 30, 32 and 33 all built in 1939) are steel-framed and constitute rare surviving examples of an early period of military aviation. With integrity of location, materials, workmanship, and design, these hangars have a high level of significance for military architecture and the evolution of the use of standard designs for aviation facilities developed by the Department of the Navy, Bureau of Naval Yards and Docks. These hangar designs are notable due to their demonstration of designs and materials bridging the transition from the Interwar Years (1919-1938) to the Second World War (1939-1945).

Building 2 (1929) was constructed amidst the chronic funding shortages of the Navy's Five-Year Program for shore installations that plagued the intervening years between the First and Second World Wars as the Navy focused on aircraft and fleet development. Building 2's masonry and steel construction highlights two notable exceptions. The building was the second of the core aircraft and engine overhaul facilities built in the newly (1928) established NAS Seattle, the only station established during this period and as such notable effort to increase the Navy's shore facilities. Building 2 was also notable as this period had an acute shortage of hangars and associated repair facilities to serve the growing fleet of aircraft.<sup>2</sup> Building 1, a seaplane hangar and the only other hangar built at NAS Seattle during this period, no longer exists. Building 1 utilized a modified Seaplane Hangar Design A with two 110 x 160-foot instead of three bays.

**United States Department of the Interior**  
National Park Service

# **National Register of Historic Places**

## **Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 50 of 53

---

During the 1930s, despite the Vinson-Trammell Expansion Program and the Emergency Appropriations Act of 1934 the Navy focused on ship and aircraft development with minimal shore establishment development.<sup>3</sup> NAS Seattle however provided a notable exception with completion of Building 27 in 1937. This massive seaplane hangar overshadowed the then existing Building 1 seaplane hangar. By 1936 the Puget Sound Navy Yard in Bremerton, WA had prepared a location plan for the building. Construction of the building used funds from the Public Works Administration. The design and date of construction suggests that planning and funding for this hangar may have come from the Vinson-Trammell Navy Act; however specific appropriation language has not been identified to date. See below for further details relating to hangar design.

Building off the 1937 completion of Building 27, the following next several years marked a significant expansion of hangar facilities for NAS Seattle commensurate with the facility's role as one of the three major stations serving the West Coast. The Naval Expansion Act of 1938 and the Hepburn Board, convened in 1938 to develop and assess naval infrastructure as outbreak of the Second World War appeared inevitable led to the expansion of naval shore installations. The Hepburn Board recommended the U.S. employ six major stations, three on each coast with associated secondary and designated training stations. NAS Seattle, along with San Diego and Alameda served the West Coast. Seattle and its associated auxiliary stations (offloading air traffic from the major station) supported a carrier group, three patrol squadrons with capacity for up to

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 51 of 53

---

six, provided support services for squadrons servicing Alaska, and training and facilities for complete aircraft and engine overhauls.<sup>4</sup>

Since the development of hangars in particular had not kept pace with aircraft fleet growth, their construction was a critical first step. NAS Seattle immediately added office and hangar Building 30, and seaplane hangars Buildings 32 and 33 in 1939. Work Projects Administration and Public Works Administration funding enabled construction of Buildings 32 and 33 and additions to other facilities at NAS Seattle. To expand the overhaul and repair facilities NAS Seattle built a hangar addition to Building 2 (ca. 1941), designed and built by the Austin Company.

Design of Building 30 incorporated a hangar on the south facade with access from the airfield and offices and an Art Deco style west facade fronting the station's core roadways. The Puget Sound Navy Yard provided drawings for the building by 1937. The hangar features a single flat gable buttressed by masonry structures with parapets. The main front entry features cast stone surrounds and prominent aluminum exterior lighting. A flat parapet runs along the roofline hiding the gable hangar roofline. By 1940 the Austin Company had already designed an east addition for this building.

Design of Buildings 27, 32 and 33 hangars at NAS Seattle is notable for the use of late 1920s era designs instead of the then new B-M Landplane and B-M Seaplane hangar designs developed by Albert Kahn for the Navy. Hangar designs at NAS Seattle share more design attributes with the Seaplane Hangar Design A consisting of a pair of flat gables over a massive

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   8   Page 52 of 53

---

interior volume. Essentially the designs of Buildings 27, 32 and 33 represented a larger version of Building 1. The Puget Sound Navy Yard and the Navy Department Bureau of Yards and Docks provided design drawings for these hangars. The most notable difference between the Seaplane Hangar Design A and the B-M Seaplane Hangar designs is the more pronounced gable form in the older design and the use of paired gables while still keeping a main open volume, rather than paired hangar with a dividing wall between the bays. Designs of the NAS Seattle hangars provide an important transitional link between the designs of the intervening years between the First and Second World Wars and the Second World War.

The addition to Building 2 represents the most recent hangar addition to the site. While sharing similarities with older designs, such as the ca. 1928 design used for NAS Hampton Roads, VA as a Hangar and Shop Building it also incorporated newer design elements, such as a front parapet. Older features are most prominent from the rear facade and include a more pronounced slope to the gable roof and the masonry shed roof side spaces. The front facade in contrast employs massive concrete buttresses and a concrete parapet complete with stylized Art-Deco inspired design elements spanning the front hangar entrance. This parapet hides the gable roof and part of the central gable roofed clerestory

---

<sup>2</sup> *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations.* (1999, rev. 2001). Prepared by the United States Army Construction Engineering Research Laboratory for the United States Air Force Air Combat Command. pp. 3-32 to 3-49.

<sup>3</sup> *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations.* (1999, rev. 2001). Prepared by the

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 9 Page 1 of 4

---

### BIBLIOGRAPHY

- "\$1,088,000 Job at Sand Point." *Seattle Times*, March 30, 1943, N4.
- "\$1,129,900 for Naval Station." *Tacoma Daily Ledger*, 1943.
- "1<sup>st</sup> Globe Girdlers." *Seattle Post Intelligencer*, April 4, 1974, A3.
- "Air Base Opens 'Rec' Building." *Seattle Times*, December 16, 1941, N4.
- Bagley, Clarence. *History of King County, Washington*. Chicago and Seattle: S.J. Clarke Publishing Co., 1929.
- Bagley, Clarence. *History of Seattle, From the Earliest Settlement to the Present Time*. Chicago: S.J. Clarke Publishing Co., 1916.
- Berner, Richard C. *Seattle Transformed: World War II to Cold War*. Seattle: Charles Press, 1999.
- Bureau of Yards and Docks. *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946* US Government Printing Office: Department of the Navy Bureau of Yards and Docks, 1947.
- Bureau of Yards and Docks. "Aviation Shore Establishments," *Building the Navy's Bases*. " Navy Department Library, Washington Navy Yard.
- "Cain Advised of Plans for Air Station." *Seattle Times*, April 22, 1949, N4.
- Coletta, Paolo Enrico. *U. S. Navy and Marine Corps Bases, Domestic*. Westport, CT: Greenwood Press, 1985.
- "County Broke Sand Point Ground in 1920." *Seattle Post Intelligencer*, December 13, 1953. A6.
- Department of the Navy. *Fifty Years of Naval District Development, 1903-1953*. Prepared in Naval History Division, Office of the Chief of Naval Operations. Naval Historical Center, Washington Navy Yard, June 1954.
- "Development of Sand Point Field to Be Promoted." *Seattle Times*, October 28, 1926, A9.
- Farrar, Victor J. "Diary of Colonel and Mrs. I.N. Ebey." *The Washington Historical Quarterly* 7, no. 3 (July 1916).
- "For the Building Season." *Seattle Post-Intelligencer*, January 3, 1889, "3
- "Ground Broken for Sand Point Radio Station." *Seattle Times*, February 14, 1941, N4.
- Hagan, Kenneth J. *This People's Navy: The Making Of American Sea Power*. New York, NY: The Free Press, 1991.
- Hanford, C.H. *Seattle and Environs, 1852-1924*. Chicago and Seattle: Pioneer Historical Publishing Co., 1924.
- Hanson, Howard A. "Sand Point Air Field." Letter dated May 17, 1956. Washington State Historical Society.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   9   Page 2 of 4

---

Historic Context for Department of Defense World War II Permanent Construction. (June 1997). Prepared by R. Christopher Goodwin & Associates, Inc. (Kathryn M. Kuranda, principal investigator) for the U.S. Army Corps of Engineers, Baltimore District. Baltimore MD.

*Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations.* (1999, rev. 2001). Prepared by the United States Army Construction Engineering Research Laboratory for the United States Air Force Air Combat Command.

Hutchinson, Jesse Edward. "History of the Sand Point Naval Air Station." Master's thesis, University of Washington, 1931.

Johnson, Alice Frein. "Sand Point Will Be Cut to Reserve Status." *Seattle Times*, March 16, 1950, N4.

King County Archives. King County Plat Map of "Road from Schoolhouse," August 1881.

King County Archives. Records Group 11, Series 102, Aviation files.

Kroll's Atlas of King County. 1912, 1926-1927, and 1930.

Levitt, Martin L. "The United States Navy and Lighter-Than-Air Aviation." PhD diss., Temple University, 1990.  
"Lindy Circles Over Seattle at 1:45 P.M." *Seattle Times*, September 13, 1927,

*McChord Field Historic District National Register Nomination.* Lauren McCroskey, U.S. Corps of Engineers. February 2008.

Millbrooke, Anne, Patrick W. Andrus, David B. Whipple, Jody Cook. (1998). Guidelines for Evaluating, and Documenting Historic Aviation Properties. National Park Service. U.S. Department of the Interior.

Morrison, Samuel Elliot. *History of Naval Operations in World War II*, Vol. 1 *Battle of the Atlantic*. Boston: Little Brown, 1948. Museum of History and Industry (MOHAI). Photograph Collection.

National Archives and Records Administration, Pacific Alaska Region Branch. Record Group 71, Records of the Bureau of Yards and Docks.

National Archives and Records Administration, Pacific Alaska Region Branch. Record Group 121, Records of the Public Buildings Service.

National Archives and Records Administration, Pacific Alaska Region Branch. Record Group 269, Records of the General Services Administration.

National Archives and Records Administration, Pacific Alaska Region Branch. Record Group 291, Records of the General Services Administration.

National Park Service Administrative History of Ebey's Landing, <http://www.nps.gov/archive/ebla/adhi/adhi3e.htm>

"Naval Air Base Important to Pacific Coast Defense." *Seattle Times*, February 22, 1931, A9.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   9   Page 3 of 4

---

Naval District Manual. (1927). Navy Department, Office of Naval Operations. United States Government Printing Office.

"Navy Pledges No Curtailment for Sand Point Base." *Seattle Times*, October 20, 1931.

"Navy Renews Closure Order for Sand Point." *Tacoma News Tribune*, April 8, 1953. "

Naval Station Puget Sound at Sand Point. Seattle: U.S. Navy, 1992.

Original architectural drawings. Seattle Department of Parks and Recreation. Warren G. Magnuson Park Office.

"Paving to Naval Air Base Urged." *Seattle Times*, April 23, 1929.

"Personnel Cut for Sand Point." *Seattle Times*, February 4, 1949, N4.

Photographs Collection. Washington State Historical Society, Tacoma, WA.

R.L. Polk. City Directory, Seattle, 1888-1926.

"Sand Point: A 5-Year Battle." *Seattle Post Intelligencer*, December 27, 1975, A-12.

"Sand Point Base Is to Get Early Start." *Seattle Times*, March 1, 1927, A9.

"Sand Point is Problem." *Tacoma News Tribune*, March 10, 1955.

"Sand Point Made NATS Base." *Seattle Times*, June 24, 1943, N4.

Sand Point Naval Air Station Photograph Collection. Special Collections. University of Washington Libraries. Seattle, WA.

"Sand Point Order Will Be Reconsidered." *Tacoma News Tribune*, April 11, 1953.

*Seattle Municipal News*. Sand Point Edition. May 31, 1930.

Seattle Parks and Recreation, Military Historic Context Statement, NAS Seattle, January 2009.

Seattle Public Library. Seattle Collection. Newspaper clippings, subject and biography index.

*Seattle Times*, March 8, 1926, A9.

"Sand Point Issue to Delay Langlie." *Seattle Times*, April 5, 1953.

"Sharp Cut at Sand Point." *Tacoma News Tribune*, March 28, 1953.

Site plans from 1927, 1938, 1944, 1949, 1950, 1960, 1966. U. S. Navy. Seattle Department of Parks and Recreation files.

Squire, Clark. "Sand Point, Where World-Flight History Was Made." *Seattle Times*, January 13, 1957, 1-3.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   9   Page 4 of 4

---

Stockley, Tom. "Sand Point's High-Flying Past." *Seattle Times*, --. August 9, 1970, 16-19.

Submerged Cultural Resources Exploration Team. *Exploration Updates*, Spring, Issue 2, 2003. www.scret.org.

"Tower Operations Close at Sand Point." *Seattle Times*, June 1, 1970.

*Volume of Memories and Genealogy of Representative Citizens of the City of Seattle and County of King, Washington*. New York and Chicago: The Lewis Publishing Co., 1903.

Walsh, George. Report on naval air station sites. June 1, 1920, pp. 6-11. King County Archives.

*Washington, a Guide to the Evergreen State. Revised*. Howard McKinley Corning, ed. Portland, OR: Binfords & Mort, 1950. 221.

Washington State Historical Society. Online summary of the Treaty of Point Elliot.

[http://washingtonhistoryonline.org/treatytrail/treaties/timeline/treaty\\_2.htm](http://washingtonhistoryonline.org/treatytrail/treaties/timeline/treaty_2.htm)

Waterman. T.T. "The Geographical Names Used by Indians of the Pacific Coast." *The Geographic Review* 12 (1922): 175-194.

"William Goldmyer." Edward S. Meany Papers, Pioneer File. Special Collections. University of Washington.

Woodbridge, Sally and Roger Montgomery. *A Guide to Architecture in Washington State*. Seattle and London: University of Washington Press, 1980.

"Work on Sand Point Development Begins." *Seattle Times*, July 7, 1927, A9.

Works Progress Administration. Press Release. October 5, 1938. Washington State Library.

Works Progress Administration. Press Release #626. October 27, 1938. Washington State Library.

Works Progress Administration. Press Release #627. October 26, 1938. Washington State Library.

Works Progress Administration. Press Release #1298. May 4, 1941. Washington State Library.

"World Flyers' Shaft Ready Before Sunday." *Seattle Times*, September 12, 1924, A9.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 10 Page 1 of 3

---

### VERBAL BOUNDARY DESCRIPTION

As indicated by the solid black lines on the accompanying Property ID map, the historic district is comprised of two discontinuous elements separated by the extensively altered former landing field. The total district encompasses 89.5 acres. The **west portion** of the historic district encompasses 87 acres. The **east portion** of the historic district encompasses only the resources themselves and the connecting roadway system, amounting to 2.5 acres. See attached USGS and UTM map.

### BOUNDARY JUSTIFICATION

Consisting of two discontinuous elements separated by the extensively altered former landing field, the Naval Air Station Seattle Historic District comprises a cohesive collection of historic properties derived from the historic function of naval air facility defense within the original extents of Naval Air Station Seattle's operational footprint. The district boundaries encompass those areas of the original naval air station that retain a significant degree of integrity of historic setting and feeling, strengthened by the continuity afforded in intact buildings, structures, landscape, and streetscapes. Areas beyond these boundaries generally exhibit extensive alterations stemming from contemporary uses that have obscured or eroded the original character and setting, as well as removed the majority of resources.

The resources within the two discontinuous elements are geographically separate. The intervening space, comprised of the former landing field that divides this district into discontinuous components, is excluded from the historic district due to the extent of alterations and diminished integrity. Visual continuity is not a factor of historic significance for this district; rather, each element contributes distinct character to the historic district. The west portion contains a significant concentration of resources that convey associations with, but not limited to, the functions of administration, military housing, training, facility organization, and airplane operation and repair. The

**United States Department of the Interior**  
National Park Service

# **National Register of Historic Places**

## **Continuation Sheet -**

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number   10  

Page 2 of 3

---

east portion contains a significant concentration of resources that convey associations with, but not limited to, the functions of munitions use and storage, airfield operations, and organization, which were historically secluded from the operational/administrative/residential sites for reasons of safety and security.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet -

NAVAL AIR STATION (NAS) SEATTLE  
KING COUNTY, WASHINGTON

Section number 10

Page 3 of 3

## UTM COORDINATES

Coordinate series

follows verbal boundary

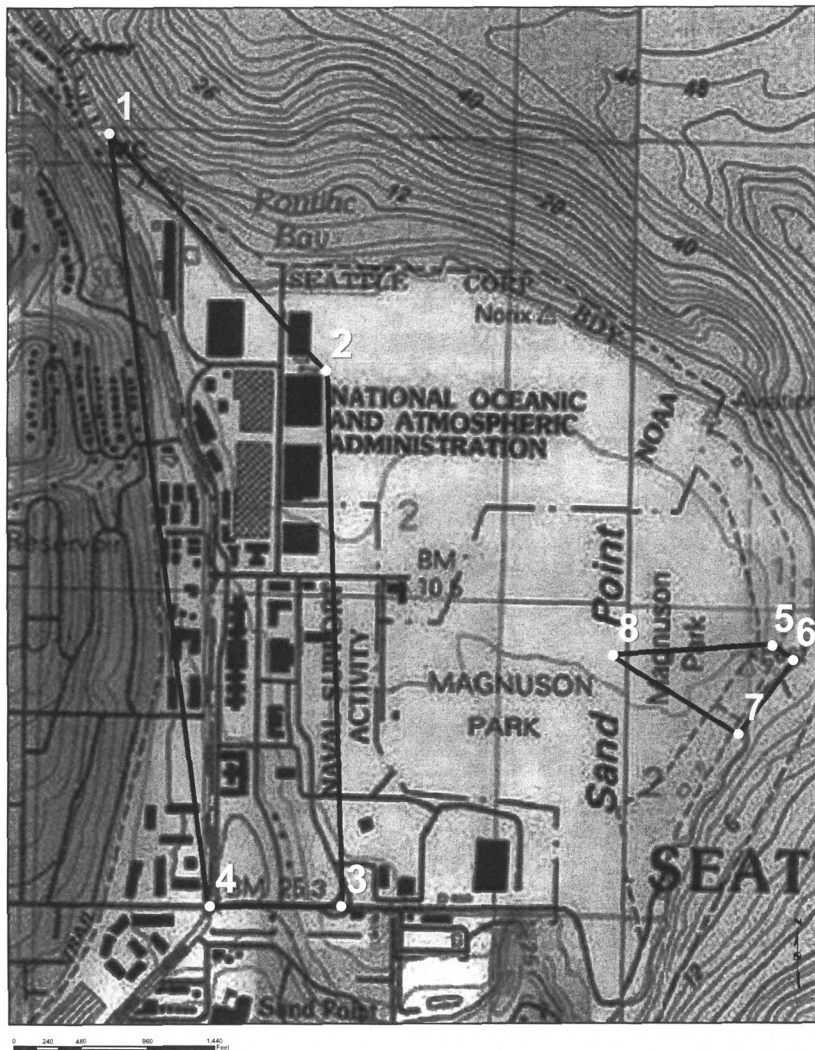
description sequence.

1. **UTM E:** 0555063  
**UTM N:**  
5282173  
**UTM Zone:** 10
2. **UTM E:** 0555507  
**UTM N:**  
5281686  
**UTM Zone:** 10
3. **UTM E:** 0555623  
**UTM N:**  
5280498  
**UTM Zone:** 10
4. **UTM E:** 0555281  
**UTM N:**  
5280525  
**UTM Zone:** 10
5. **UTM E:** 0556529  
**UTM N:**  
5281133  
**UTM Zone:** 10
6. **UTM E:** 0556576  
**UTM N:**  
5281109  
**UTM Zone:** 10

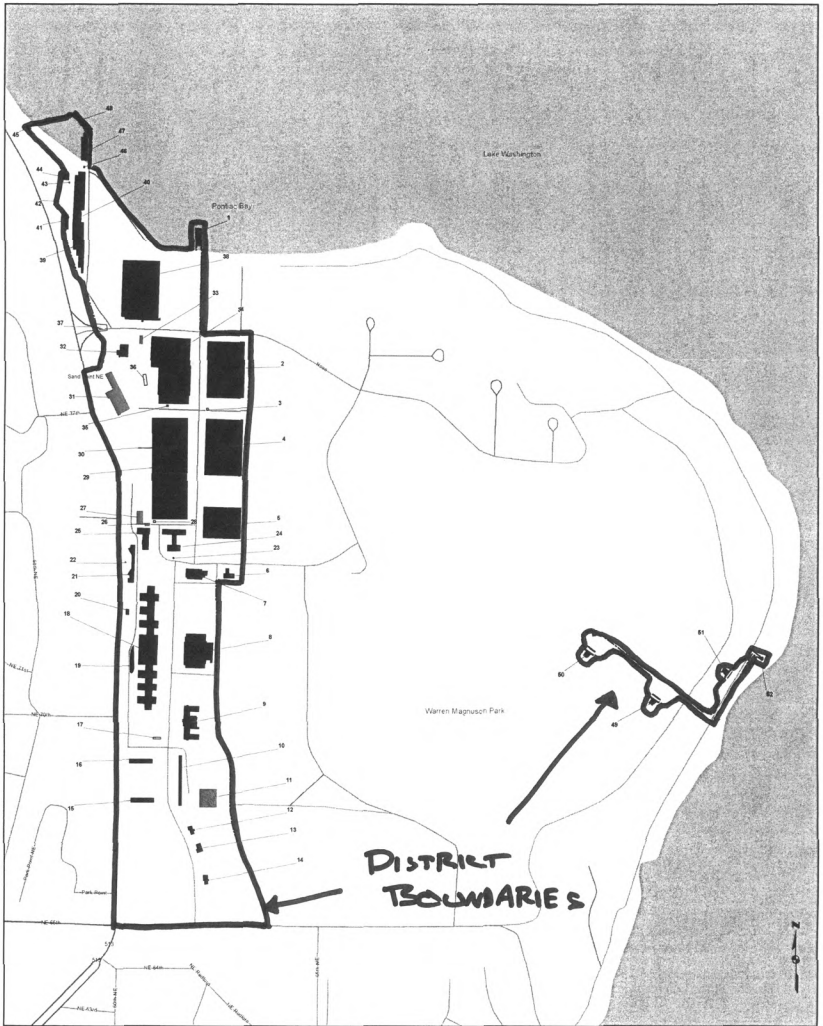
7. **UTM E:** 0556441  
**UTM N:**  
5280924  
**UTM Zone:** 10
8. **UTM E:** 0556173  
**UTM N:**  
5281094  
**UTM Zone:** 10

NAVAL AIR STATION (NAS) SEATTLE HISTORIC DISTRICT

USGS and UTM Location Map



### Property ID & Resource Status Map



0 220 440 880 1,320 Feet

**Legend**

-  Historic Contributing
-  Historic Non-Contributing
-  Non-Historic Non-Contributing
-  NRHP District Boundary

Owner Contact Information

The following list inventories property owners within the Naval Air Station (NAS) Seattle Historic District. The abbreviations correspond with abbreviations employed on the property owner map for the district.

**SG= Solid Ground Washington**

1501 N 45th ST

Seattle, WA 98103

**DPR=City of Seattle, Department of Parks and Recreation**

800 Maynard Avenue S 3rd Floor

Seattle WA 98134

**UW=University of Washington, Real Estate Office**

1326 5th Ave #418

Seattle WA 98101

**NOAA=United States Department of Commerce, C/O National Oceanic and Atmospheric Administration**

**(NOAA) Real Property Management Division – Western Regional Center**

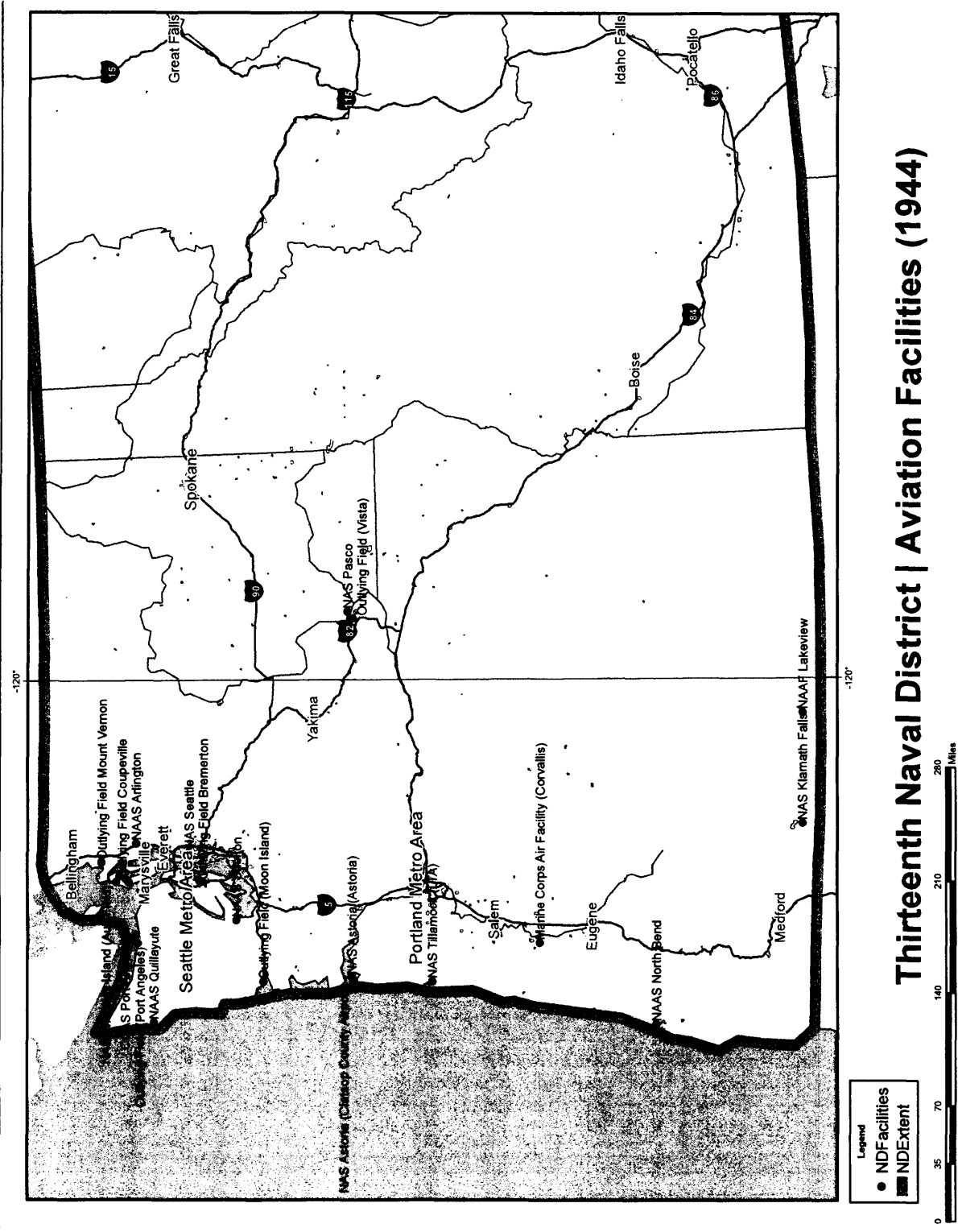
7600 Sand Point Way NE

Seattle, WA 98115



**National Register Nomination**  
**Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle**  
**King County, Washington State**

*Maps*

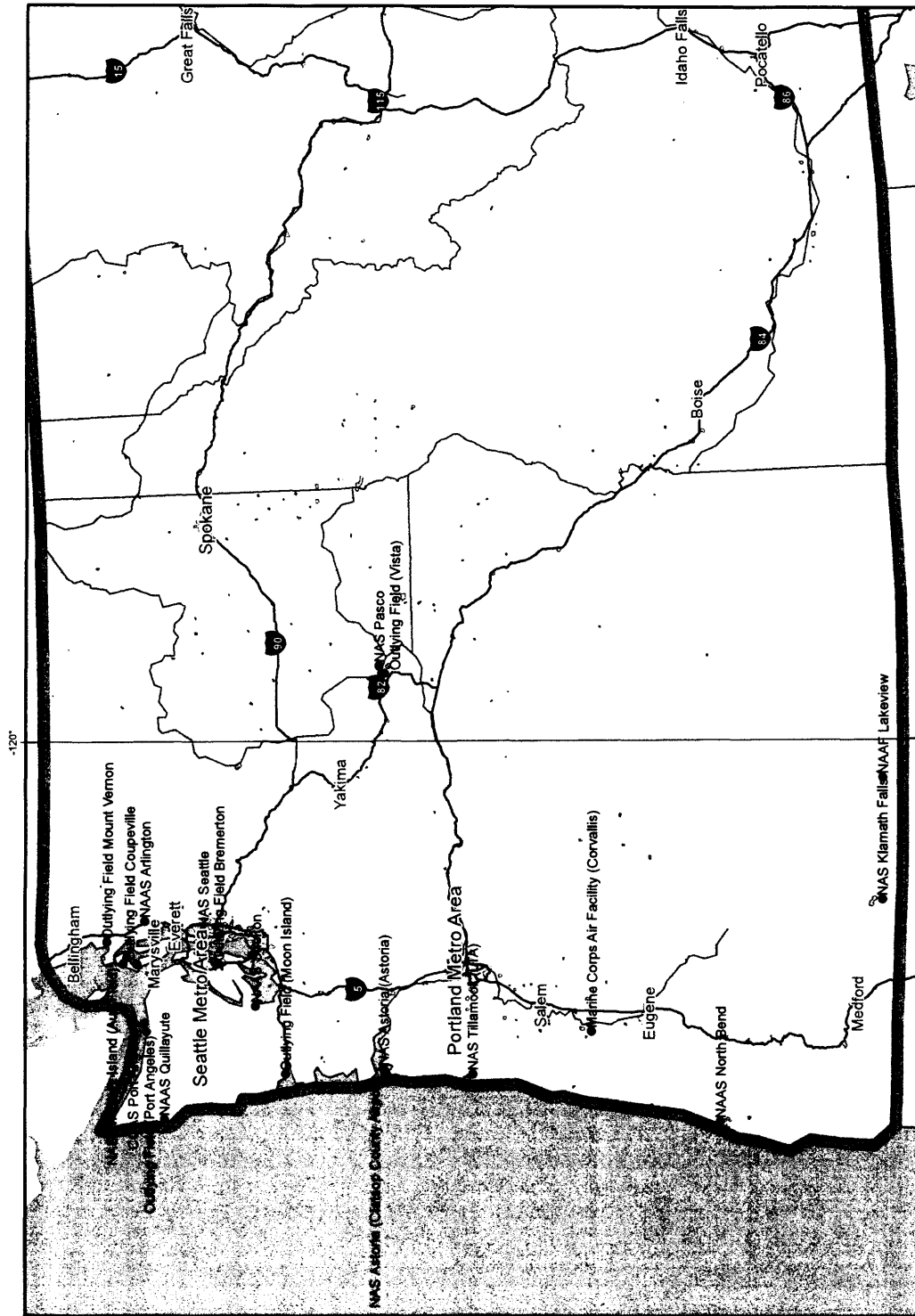


**Thirteenth Naval District | Aviation Facilities (1944)**



**National Register Nomination**  
**Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle**  
**King County, Washington State**

Maps



**Legend**

- NDFacilities
- NDExtent



**Thirteenth Naval District | Aviation Facilities (1944)**

**National Register Nomination**  
**Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle**  
**King County, Washington State**

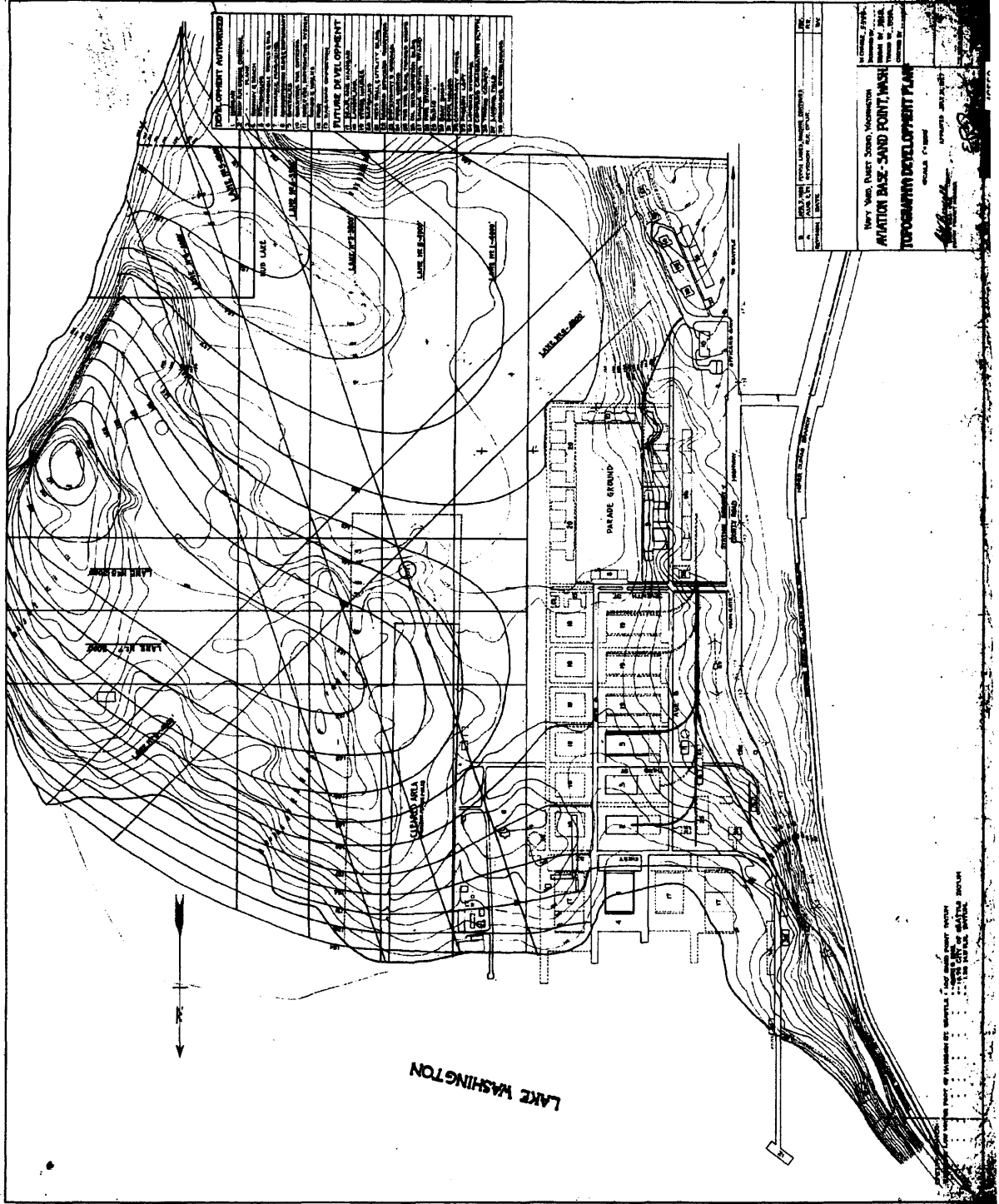
*Maps*

<b>Table 1 Thirteenth Naval District Aviation Facilities as of 1944*</b>									
Base Type/Name	Location	State	Date Est.	Plane Types	No. Buildings	Base Area (acres)	Enlisted men and WAVES	Officers and officer WAVES	Total Personnel
Naval Air Center (NAC)	Seattle	WA	1944	NA	NA	NA	NA	NA	NA
Naval Air Station (NAS)	Seattle	WA	1926	Seaplanes/Land Planes	182	472	5645	490	6135
Outlying Field (NAS Seattle)	Bremerton	WA				1225			
Naval Air Station (NAS)	Whidbey Island	WA	1942	Seaplanes/Land Planes	NA	NA	NA	NA	NA
NAS Whidbey Seaplane Base	Oak Harbor	WA	1942	Seaplanes	232	2698	2068	304	2372
NAS Whidbey Land Plane Base	Ault Field	WA	1942	Land Planes	87	1637	3117	304	3421
Outlying Field (NAS Whidbey Is.)	Mount Vernon	WA			40	1999	400	40	440
Outlying Field (NAS Whidbey Is.)	Coupeville	WA			5	365			
Naval Air Station (NAS)	Pasco	WA	1942	Land Planes	90	2218	3538	272	3810
Outlying Field (NAS Pasco, ID)	Vista	WA							
Naval Air Station (NAS)	Astoria	OR	1940	Seaplanes/Land Planes	NA	NA	NA	NA	NA
NAS Astoria Seaplane Base	Astoria	OR	1940	Seaplanes	175	336	1625	254	1879
NAS Astoria Land Plane Base	Clatsop County Airport	OR	1943	Land Planes	59	870	1558	200	1758
Outlying Field (NAS Astoria, OR)	Moon Island, Hoquiam	WA					64	8	72
Naval Air Station (LTA)	Tillamook	OR	1942	Lighter Than Air/Land Planes	49	1955	696	154	850
Naval Air Station (NAS)	Klamath Falls	OR	1944	Land Planes	43	884	1220	198	1418
Naval Auxiliary Air Facility (NAAF)	Lakeview	OR	1944	Land Planes	6	973	60		60
Naval Auxiliary Air Station (NAAS)	Arlington	WA	1943	Land Planes	33	1162	850	116	966
Naval Auxiliary Air Station (NAAS)	Shelton	WA	1943	Land Planes	45	1095	890	120	1010
Naval Auxiliary Air Station (NAAS)	Quillayute	WA	1944	Land Planes	34	1031	640	120	760
Naval Auxiliary Air Station (NAAS)	North Bend	OR	1943	Lighter Than Air/Land Planes	33	753	708	104	812

**National Register Nomination**  
**Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle**  
**King County, Washington State**

*Maps*

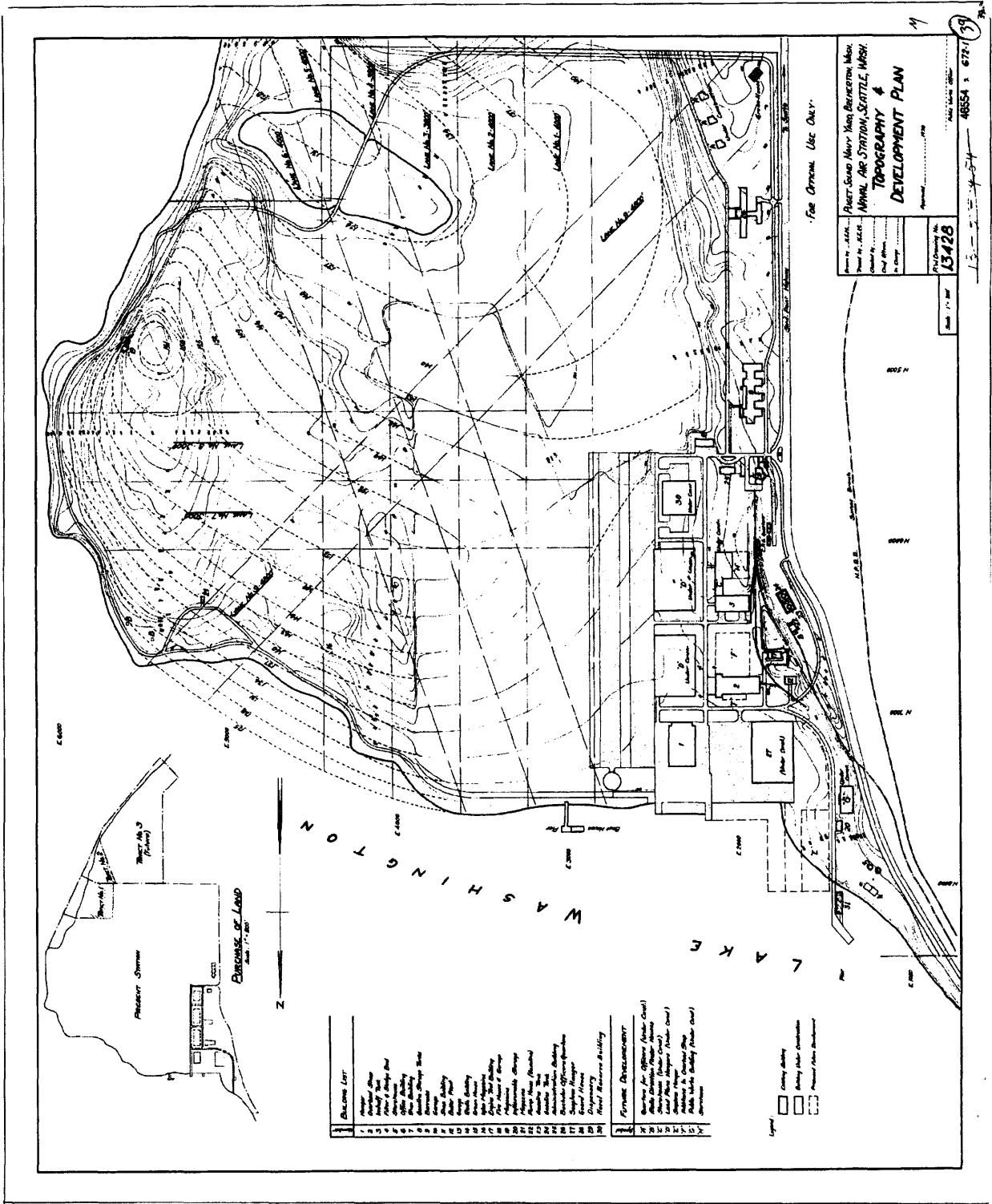
1927 Topography and Development Plan. Courtesy of the City of Seattle Parks Department.



**National Register Nomination**  
**Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle**  
**King County, Washington State**

Maps

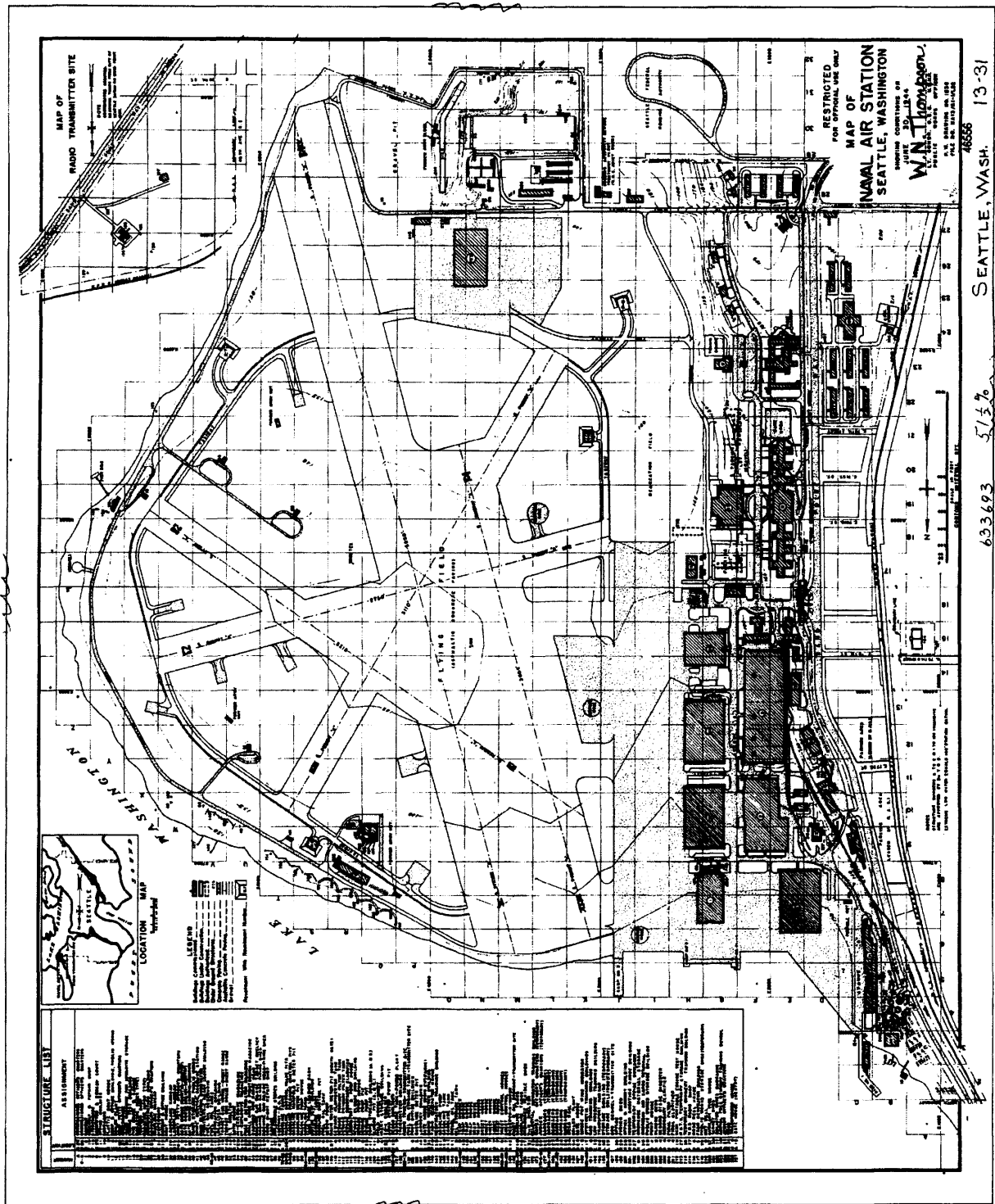
1938 Topography and Development Plan. Courtesy of the City of Seattle Parks Department.



National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Maps

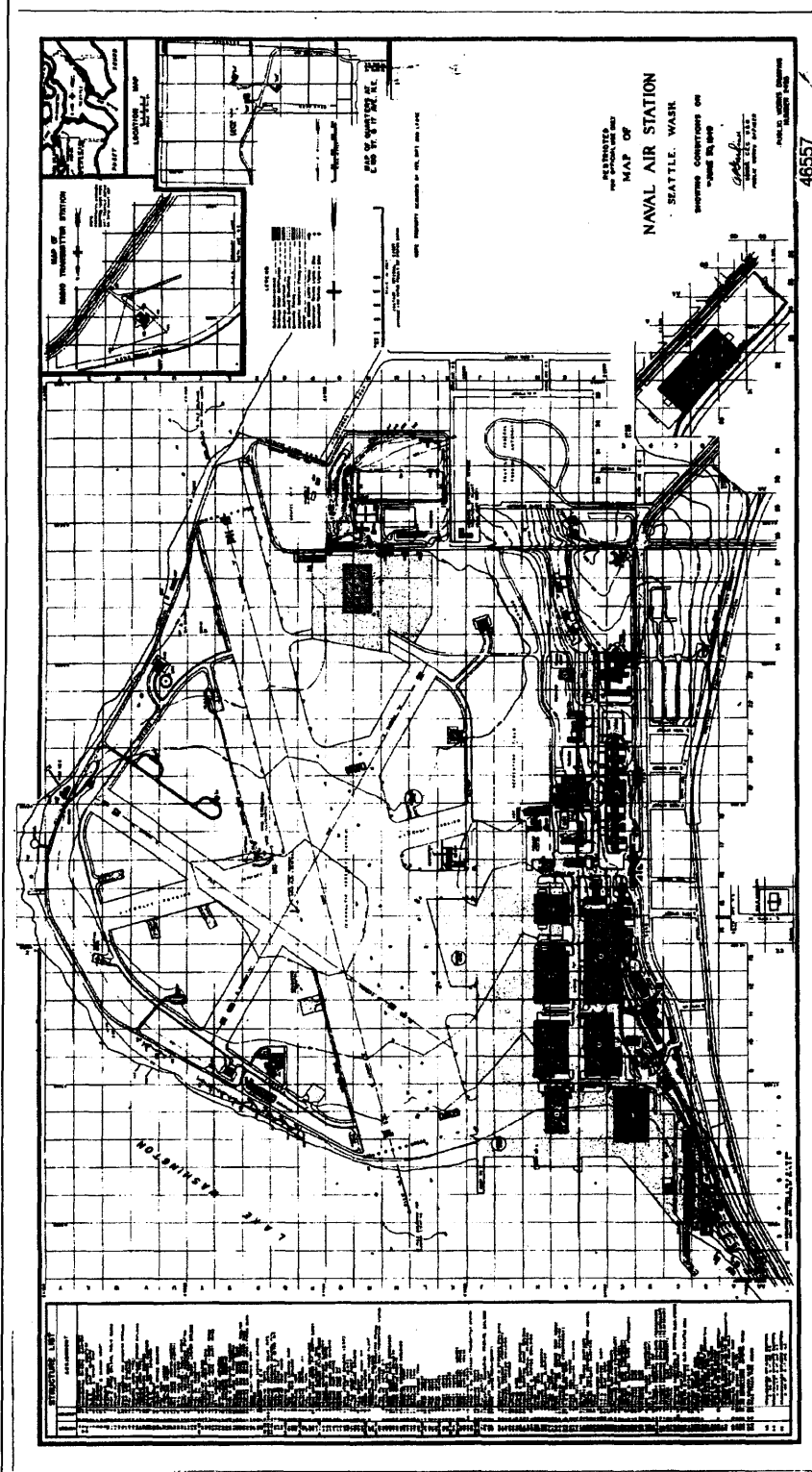
1944 map of the naval air station. Courtesy of the City of Seattle Parks Department.



National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Maps

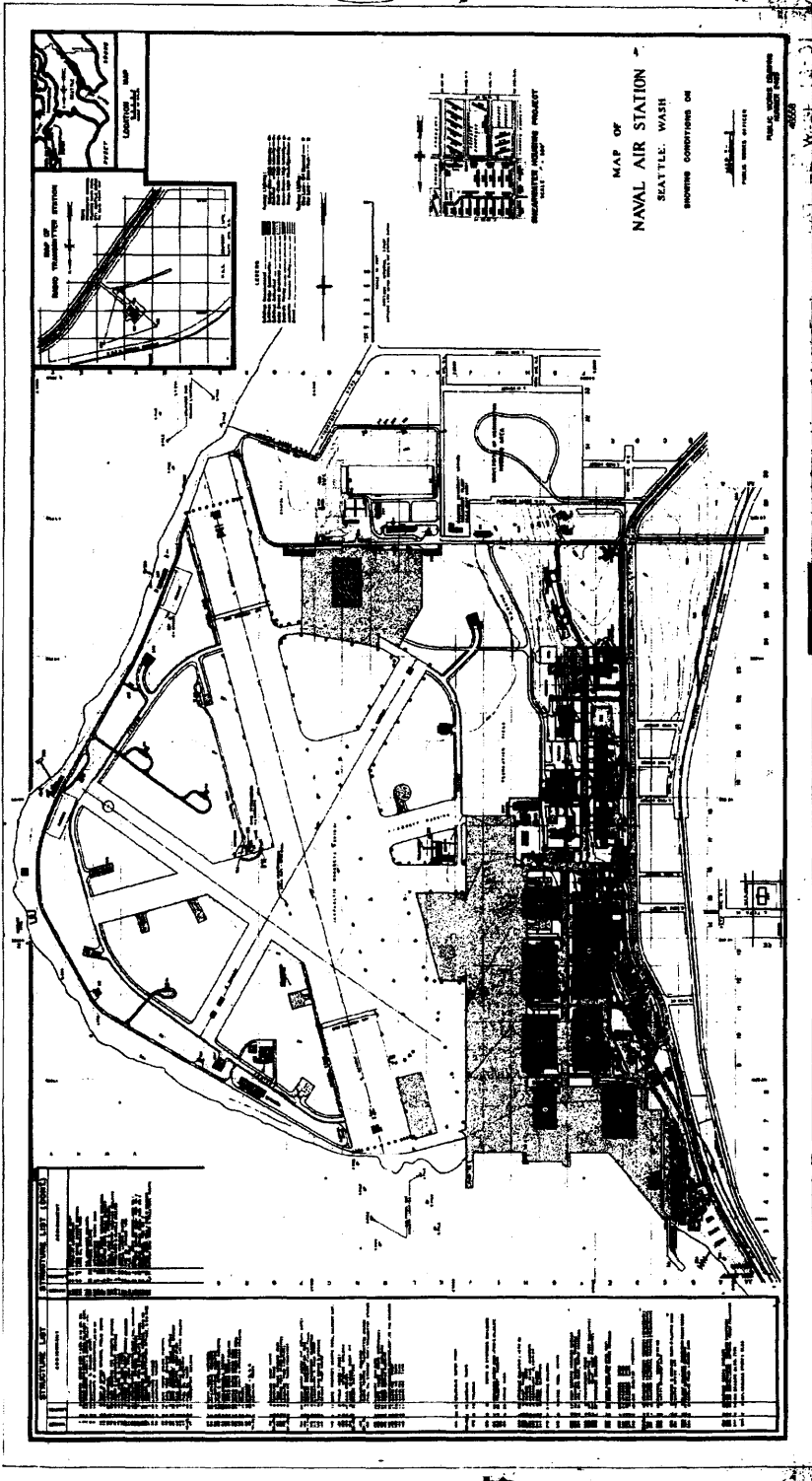
1949 map of the naval air station. Courtesy of the City of Seattle Parks Department.



National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Maps

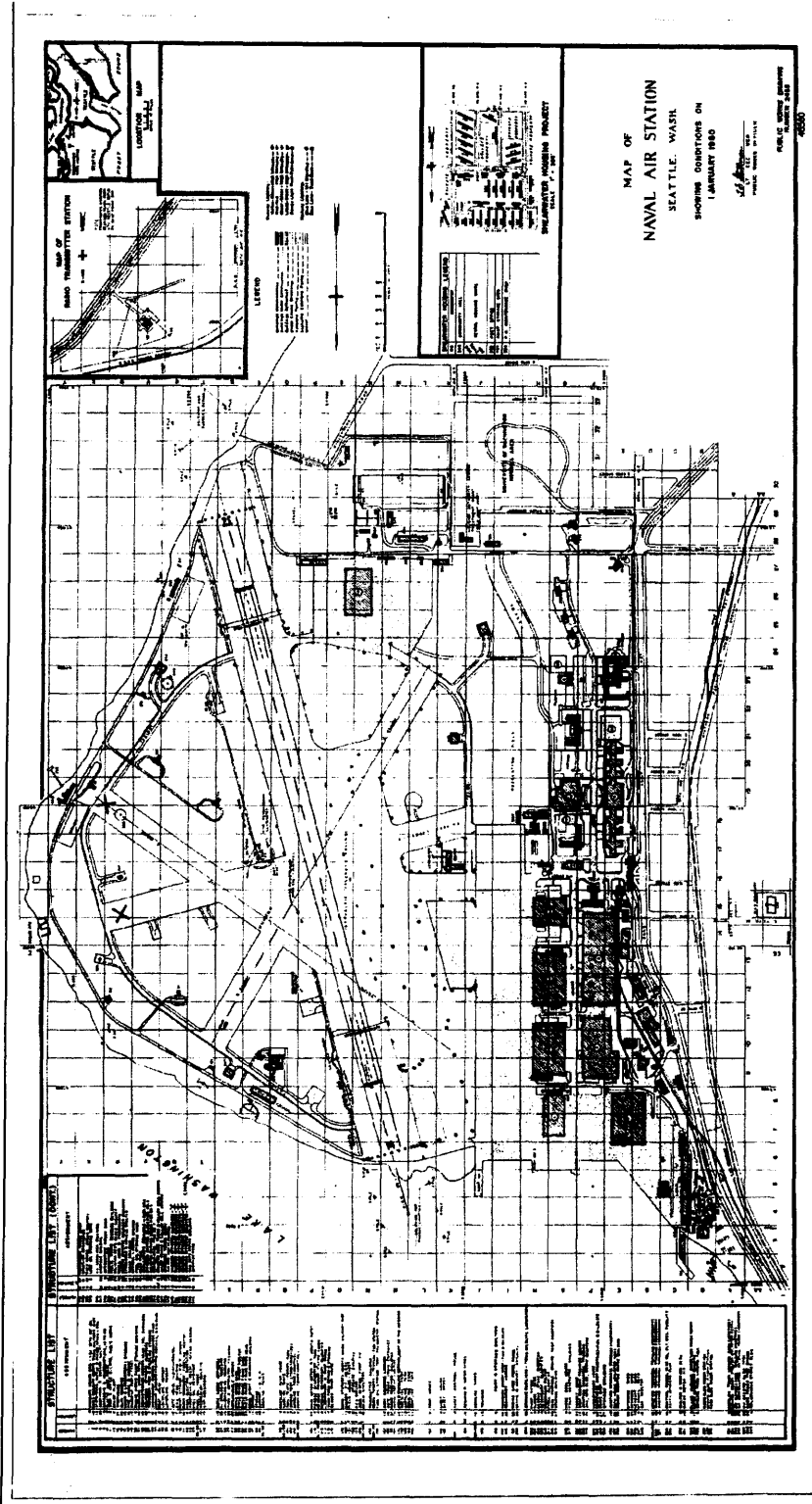
1950 map of the naval air station. Courtesy of the City of Seattle Parks Department.



National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Maps

1960 map of the naval air station. Courtesy of the City of Seattle Parks Department.

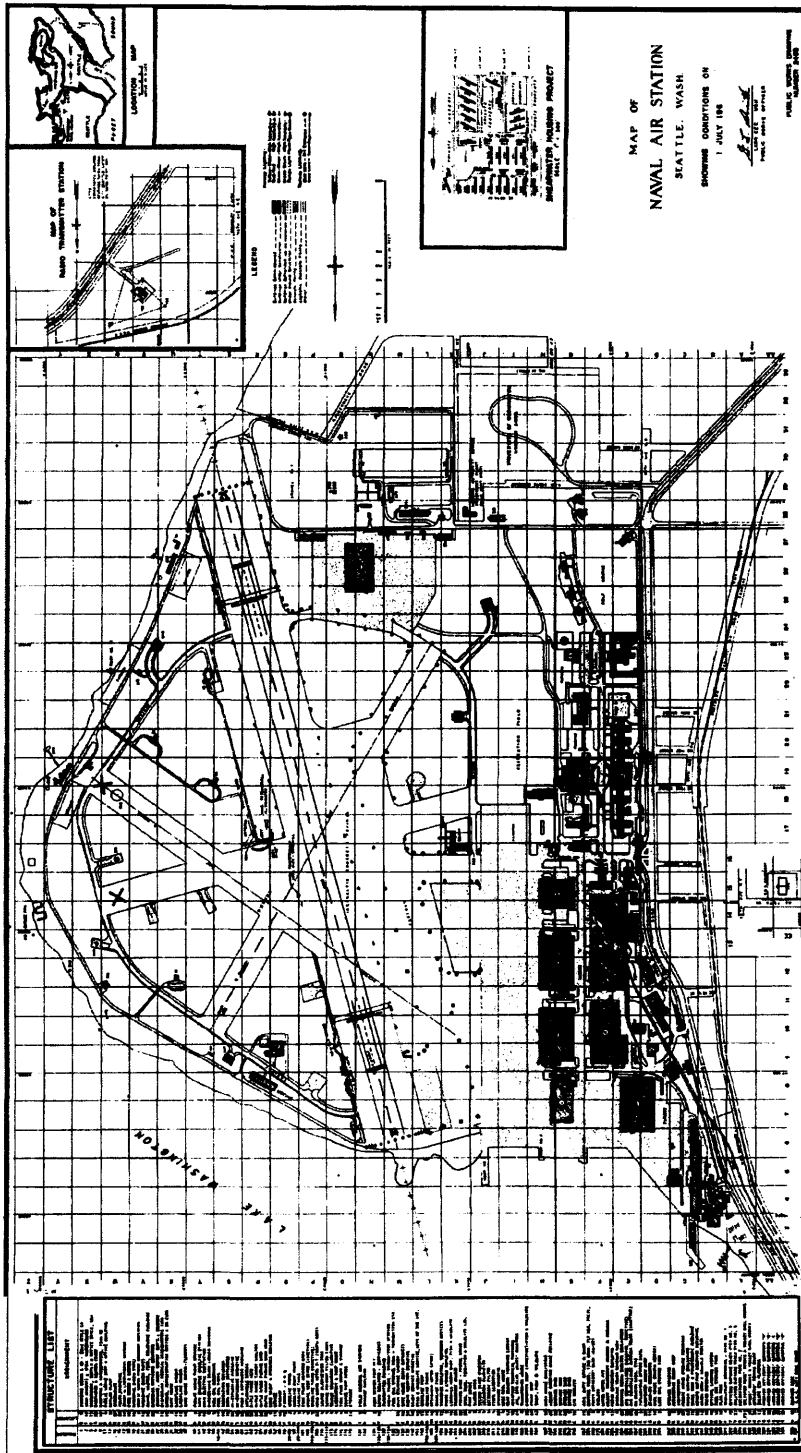




National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Maps

1966 map of the naval air station. Courtesy of the City of Seattle Parks Department.

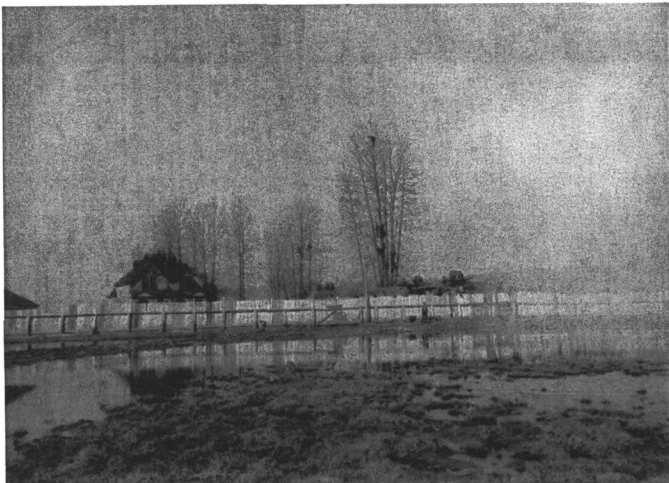


**National Register Nomination**

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1924 view of the round-the-world flight starting and ending at the air station site. Source: Museum of History and Industry.



1924 view to the west of the round-the-world flight starting and ending at the air station site. Source: Museum of History and Industry.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1924 view to the west of the round-the-world flight starting and ending at the air station site. Source: Museum of History and Industry.



Late 1920s photograph of Charles Lindberg during his tour. Source: Museum of History and Industry.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

Mid 1920s view to the south of the air station showing early development. Source: National Archives and Records Administration, Pacific Alaska Region (Seattle).



1923 photograph of the steel hangar relocated to the air station from California. Source: Museum of History and Industry.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

ca. 1924 photograph of  
the air station. Source:  
Museum of History and  
Industry.



ca. 1924 view to the  
north of the air station.  
Source: Museum of His-  
tory and Industry.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

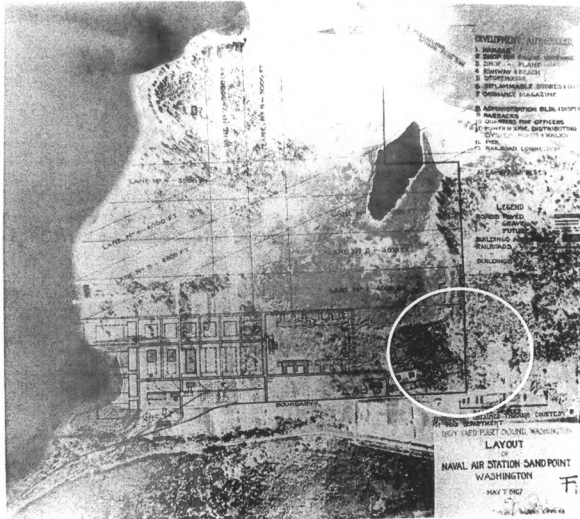
*Historic Photographs*

ca. 1926 view to the south of the air station. The circle marks the estimated former Carkeek Park facility location. Source: Museum of History and Industry.



1927 view of the air station's initial proposed layout. Source: National Archives and Records Administration, Pacific Alaska Region (Seattle).

Reproduced at the National Archives and Records Administration—Pacific Alaska Region (Seattle)



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1928 view to north of the air station's early development. Source: University of Washington.



1928 view to the north from southeast of the peninsula of the air station's early development. Source: University of Washington.



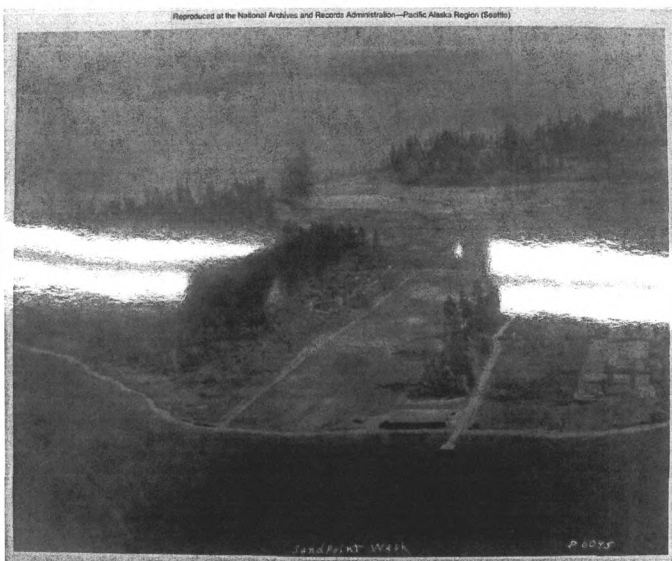
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1928 view to south of the air station's early development. Source: National Archives and Records Administration, Pacific Alaska Region (Seattle).



1928 view to the south of the air station's early development. Source: National Archives and Records Administration, Pacific Alaska Region (Seattle).

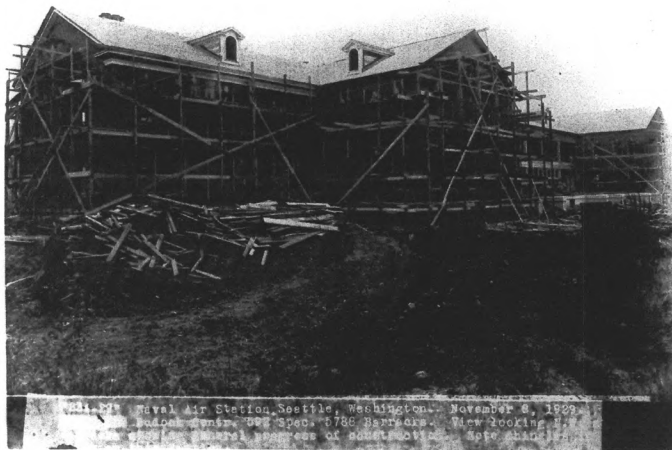




**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1929 view of Building 9 under construction.  
Source: University of Washington.



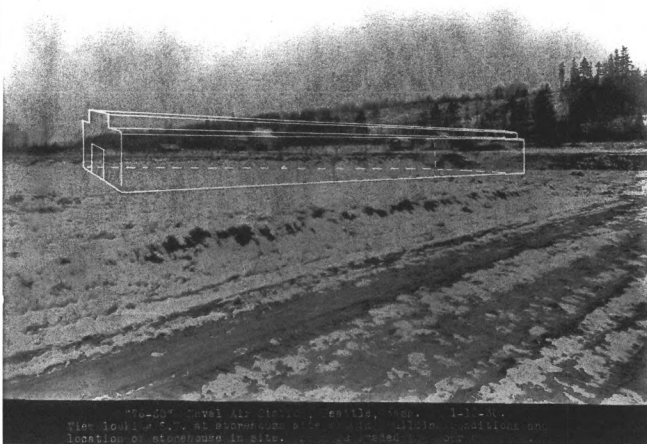
ca. 1929 view to the northeast of the air station's early development.  
Source: Museum of History and Industry.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1930 view of a proposed  
storehouse location  
(Building 5A). Source:  
University of Washing-  
ton.



1930s-40s post card  
view of Building 9  
looking north. Source: Arti-  
facts Consulting, Inc.

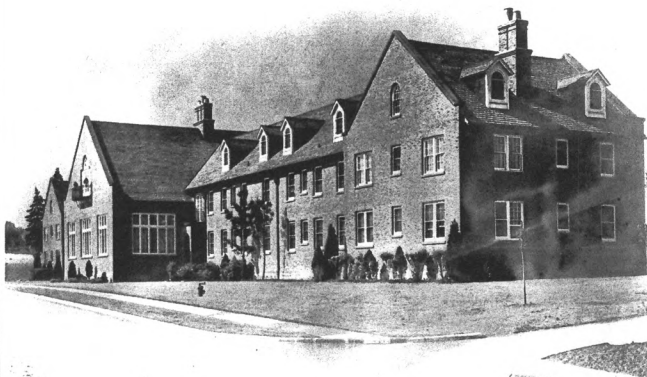


## National Register Nomination

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1930s view of Building 26 prior to construction on of the north and south wings. Source: University of Washington.



1930s view to the northeast of the air station. Source: Museum of History and Industry.



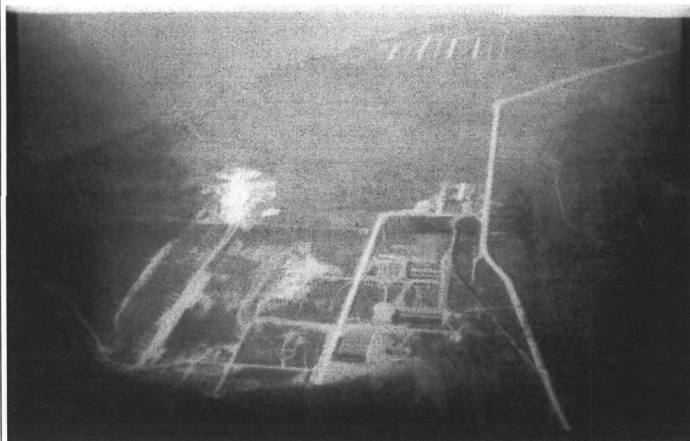
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1930s view to the east of the air station. Source: Museum of History and Industry.



1930s view to the south of the air station. Source: Museum of History and Industry.

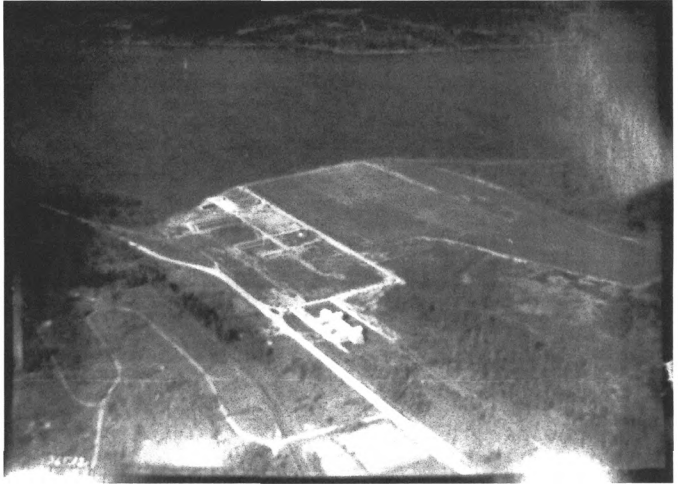


## National Register Nomination

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1930s view to the north-  
east of the air station.  
Source: Museum of His-  
tory and Industry.



1930s view to the south-  
west of the air station.  
Source: Museum of His-  
tory and Industry.

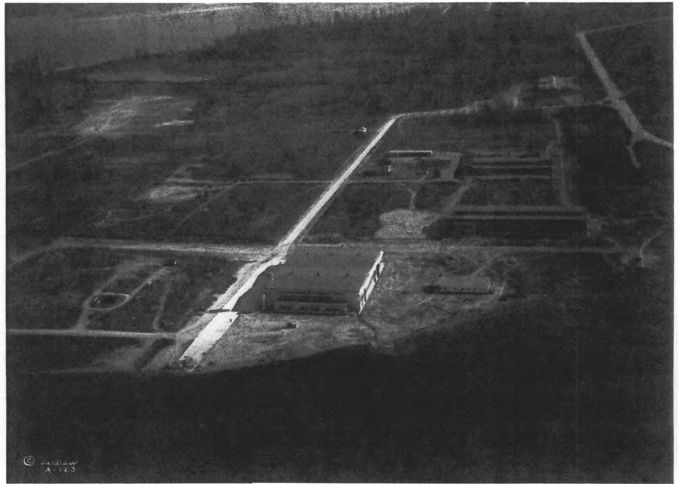
Reproduced at the National Archives and Records Administration—PacifiC Alaska Region (Seattle)



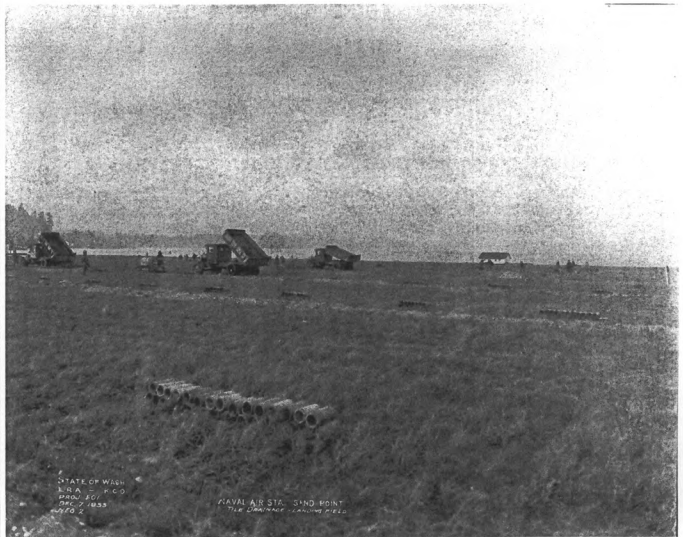
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

ca. 1931 view to the south of the air station. Source: Museum of History and Industry.



1933 view of work underway on the landing field. Source: Seattle Municipal Archives.



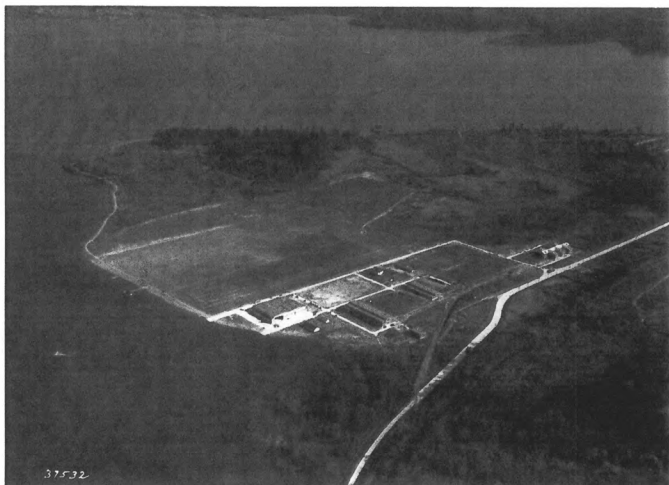
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Historic Photographs

1933 view of work under way on the landing field. Source: Seattle Municipal Archives.



1933 view to the southeast of the air station development. Source: Museum of History and Industry.



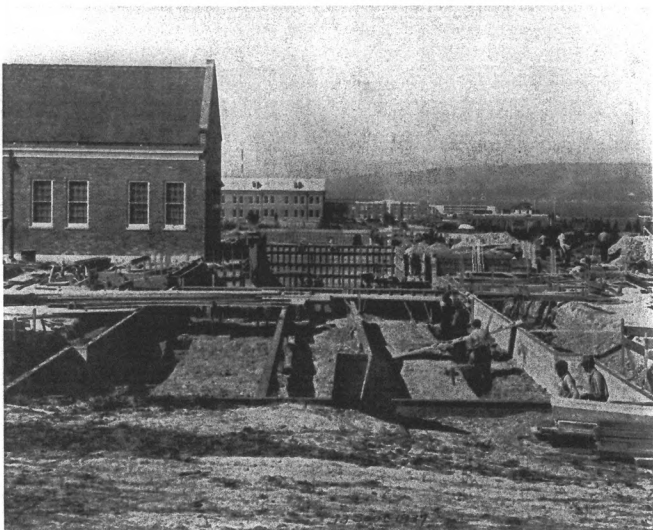
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1935 view to the south  
of the air station  
development. Source:  
Museum of History and  
Industry.



1937 view of construction  
work underway on  
Building 26. Source:  
University of Washing-  
ton.





**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1938 view of construction work underway on Buildings 5B and 5C.  
Source: University of Washington.



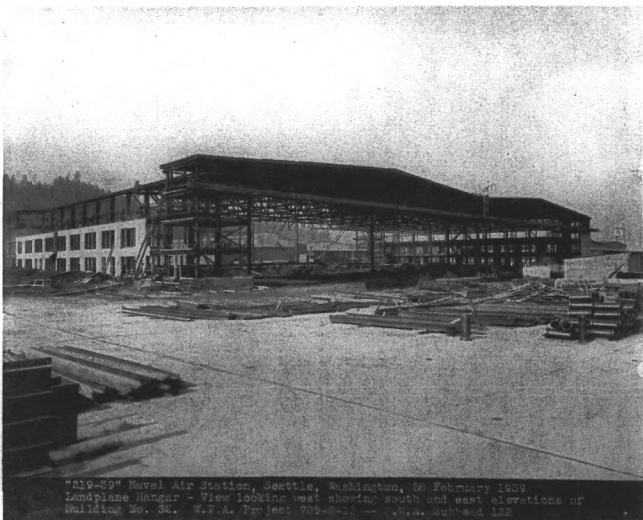
1938 view of construction work underway on Building 29. Source: University of Washington.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1939 view of construction underway on Building 32. Source: University of Washington.



1939 view of the air field's east portion from near Married Officer's Housing building. NE 65th Street on right. Source: University of Washington.



National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1939 view of work  
underway grading the  
landing field. Source:  
University of Washing-  
ton.



1939 view of construc-  
tion underway on mar-  
ried officer's quarters.  
Source: University of  
Washington.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1939 view of construction underway on married officer's quarters. Source: University of Washington.



1939 view of a scout plane. Source: University of Washington.



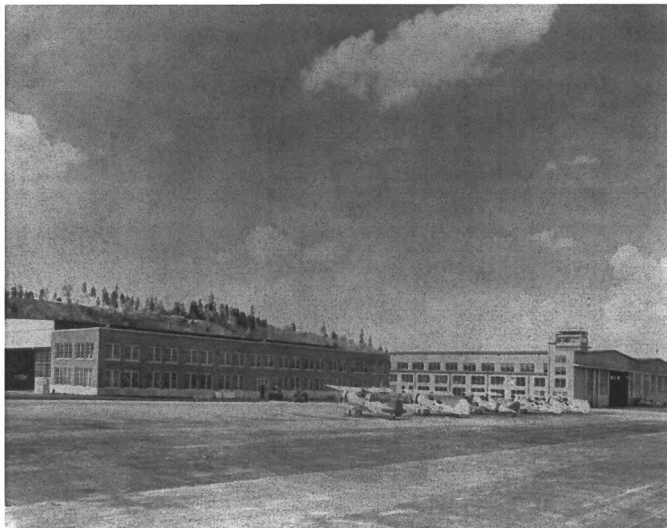
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1939 view of a land  
plane hangar. Source:  
University of Washing-  
ton.



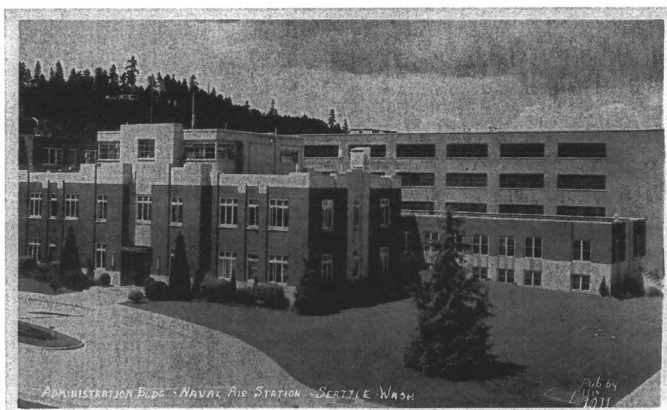
1940s view Buildings  
30 and 32 prior to east  
wing expansion of  
Building 30. Source:  
University of Washing-  
ton.



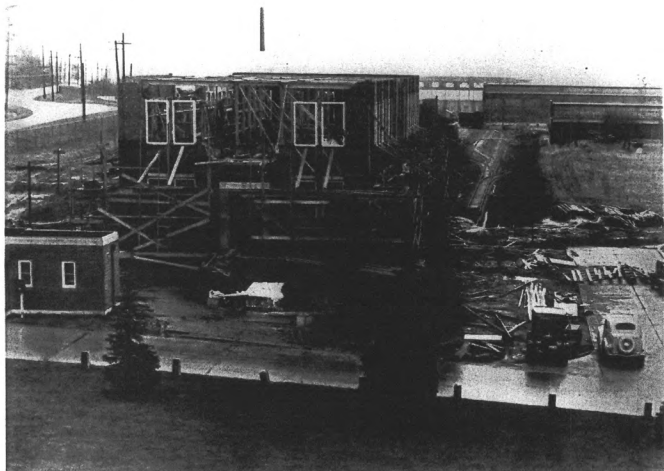
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1940s post card view  
of Building 25. Source:  
Artifacts Consulting.



1941-42 view of construction  
underway on  
Building 29. Smaller  
gate house in fore-  
ground preceded con-  
struction of the Main  
Gate house, Building  
138. Source: University  
of Washington.



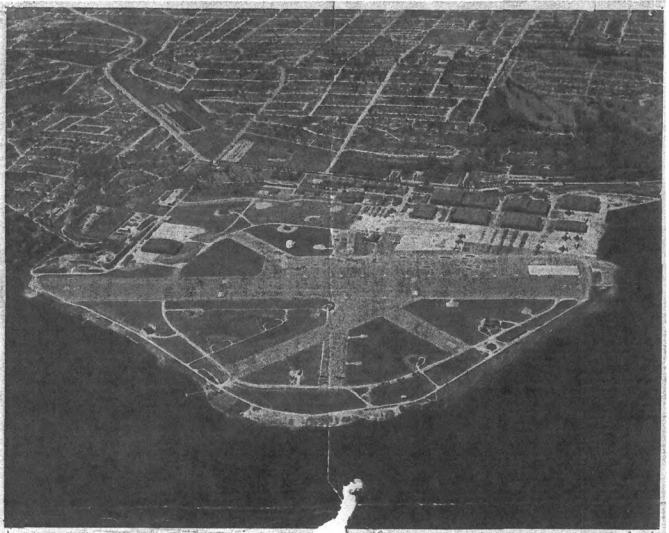
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1949 view to north of Sand Point Way NE at intersection with NE 65th Street. Former barracks site at left. Source: Seattle Municipal Archives.



1958 oblique aerial view of NAS Seattle. Courtesy of the City of Seattle Parks Department.

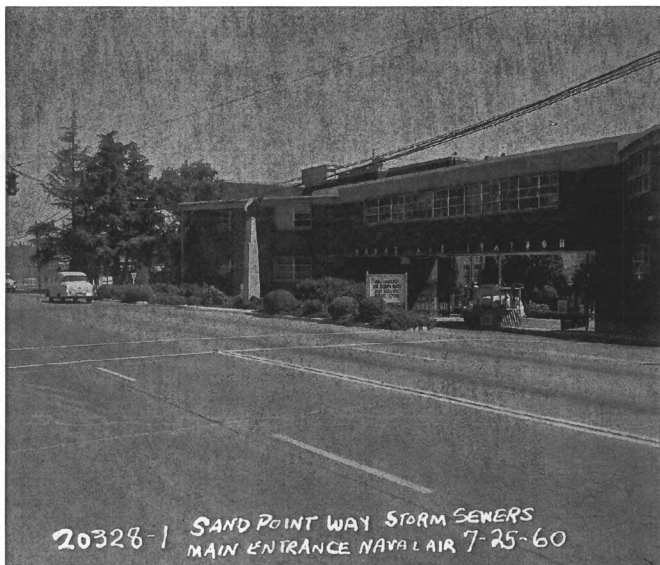


## National Register Nomination

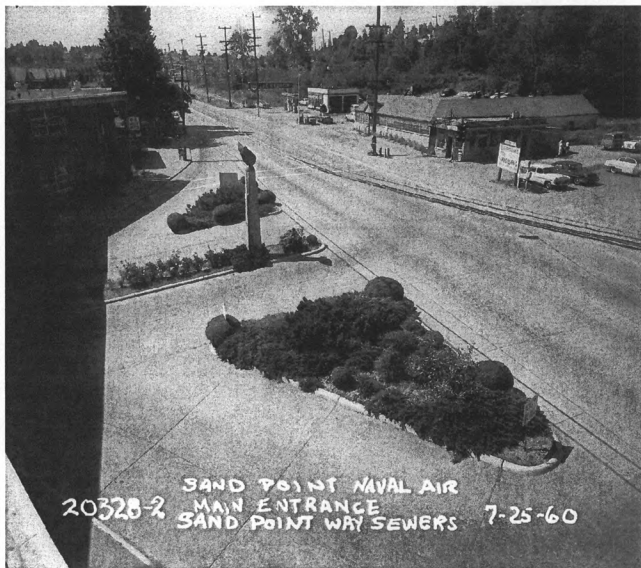
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1960 view to the south of Sand Point Way NE, the flight monument and the main gate house. Source: Seattle Municipal Archives.



1960 view to the south of Sand Point Way NE, the flight monument and the main gate house. Source: Seattle Municipal Archives.

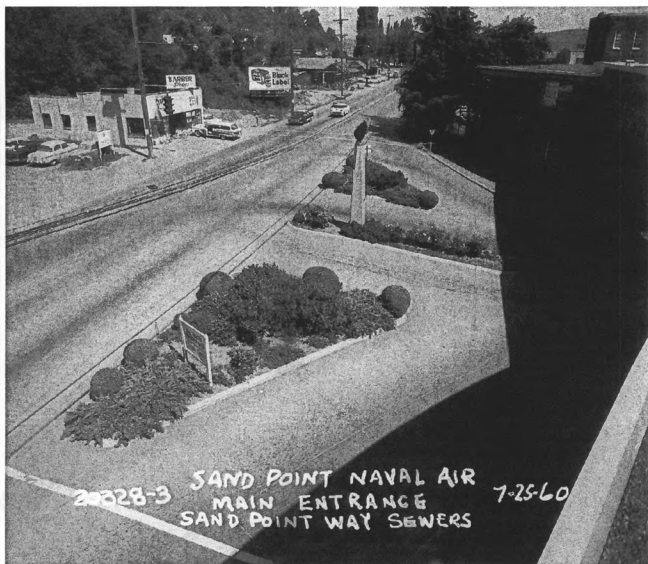




**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1960 view of Sand Point Way NE, the flight monument and the main gate house.  
Source: Seattle Municipal Archives.



1960 view of planting area at the main gate along Sand Point Way NE. Source: Seattle Municipal Archives.

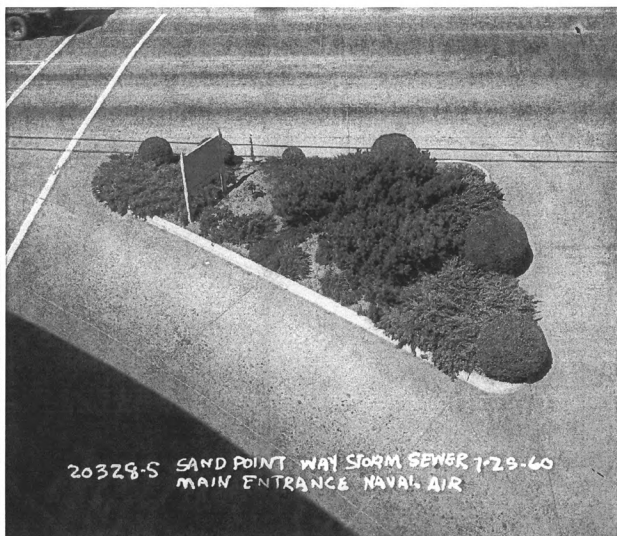


**National Register Nomination**

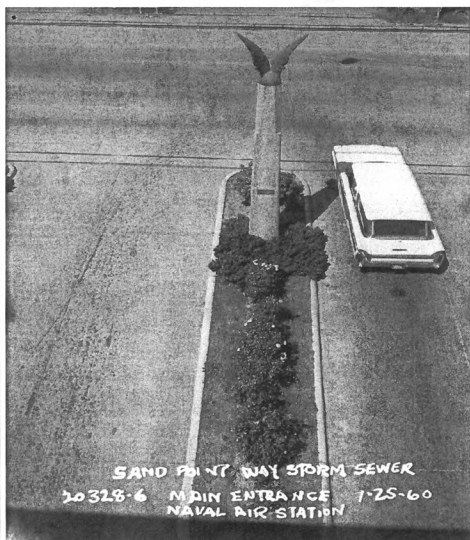
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Historic Photographs*

1960 view of planting area at the main gate along Sand Point Way NE. Source: Seattle Municipal Archives.



1960 view of planting area and monument at the main gate along Sand Point Way NE. Source: Seattle Municipal Archives.



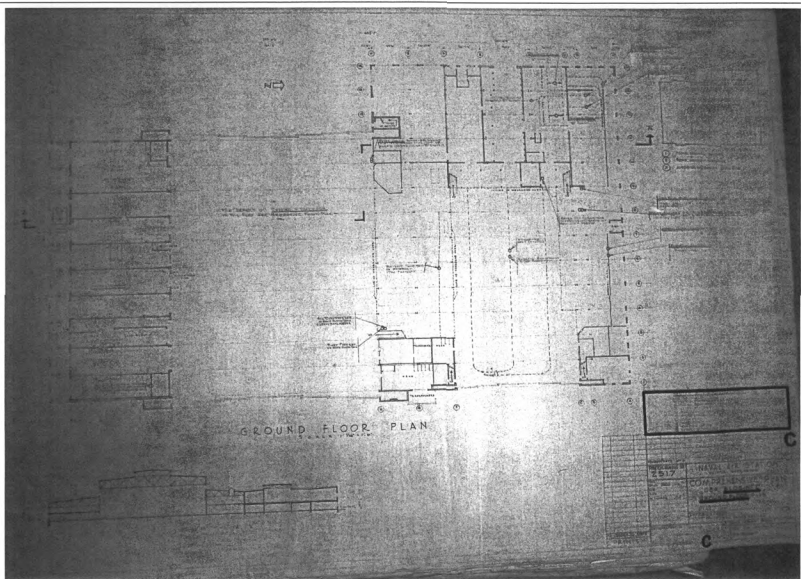
## National Register Nomination

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Undated post card view  
of the Administration  
Building. Source: Arti-  
facts Consulting.

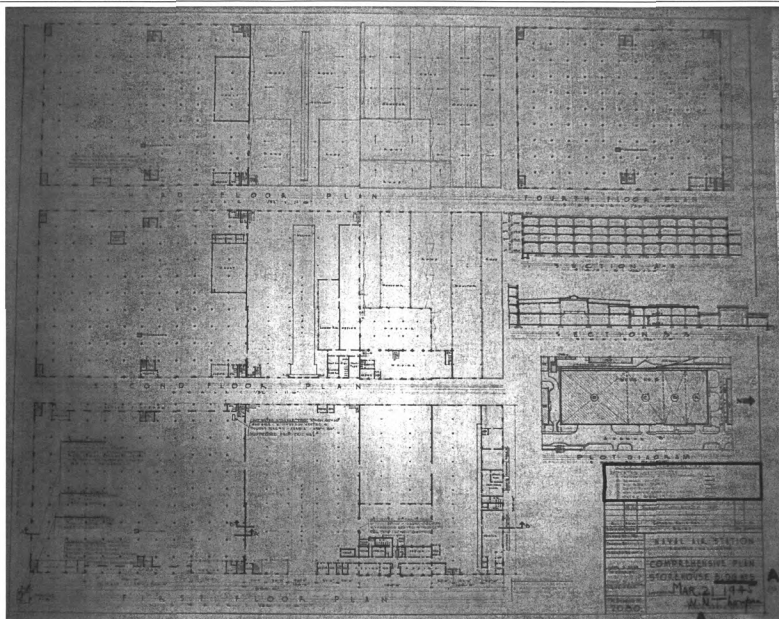


Mid 1940s Comprehensive Plan drawing showing the configuration of Building 2. Source: City of Seattle Parks Department.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

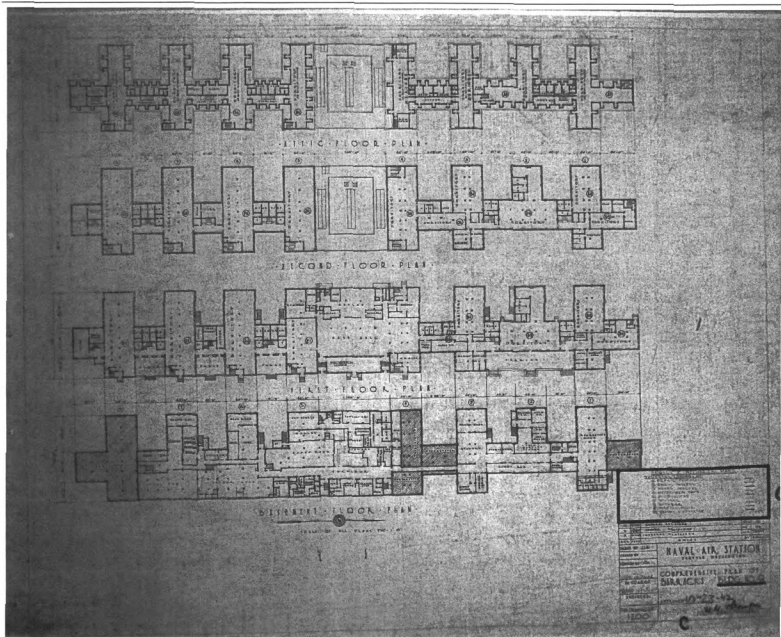
Mid 1940s Comprehensive Plan drawing showing the configuration of Building 5. Source: City of Seattle Parks Department.



**National Register Nomination**  
Naval Air Station  
(NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

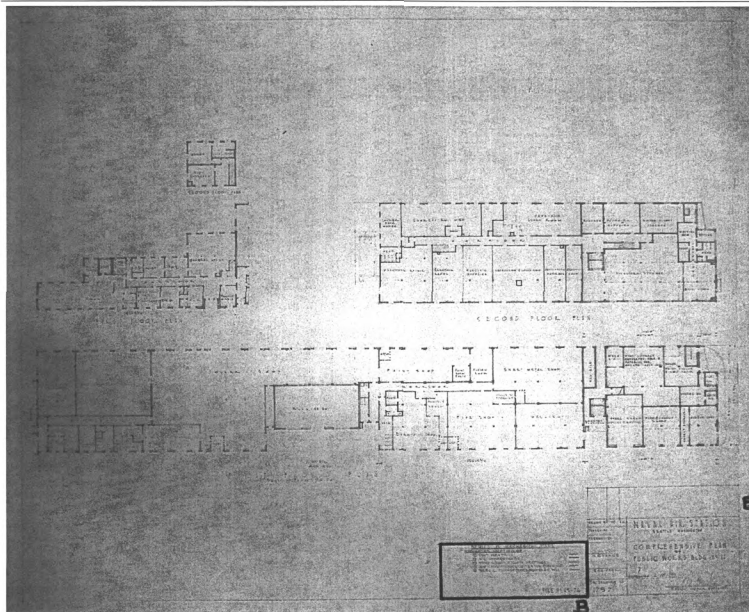
Mid 1940s Comprehensive Plan drawing showing the configuration of Building 9. Source: City of Seattle Parks Department.



National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

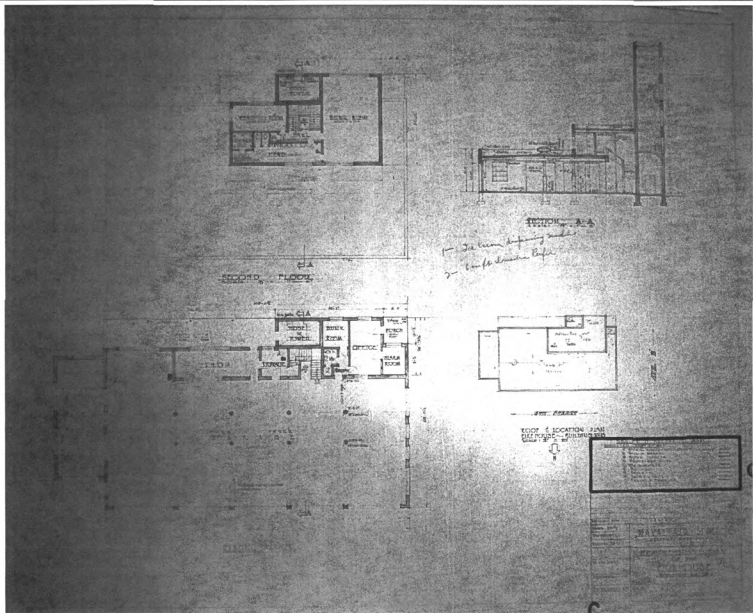
Drawings

Mid 1940s Comprehensive Plan drawing showing the configuration of Building 11. Source: City of Seattle Parks Department.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

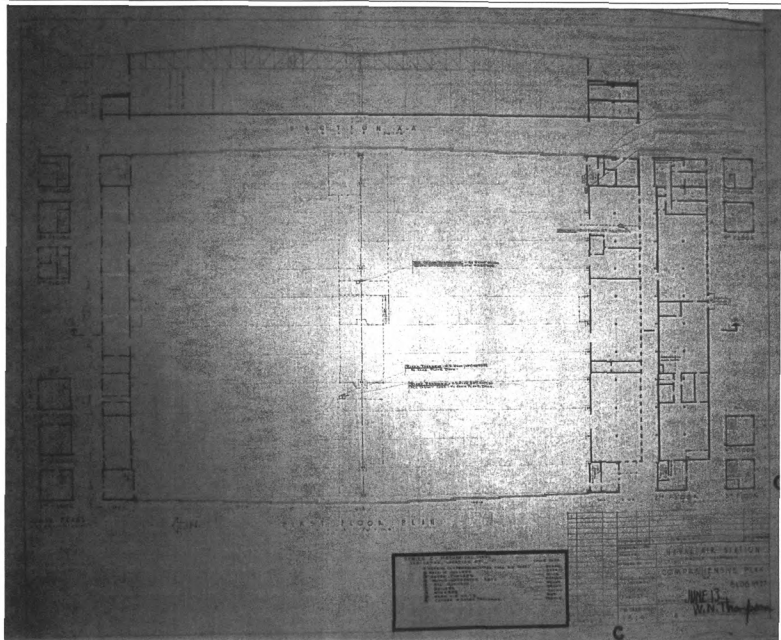
*Drawings*







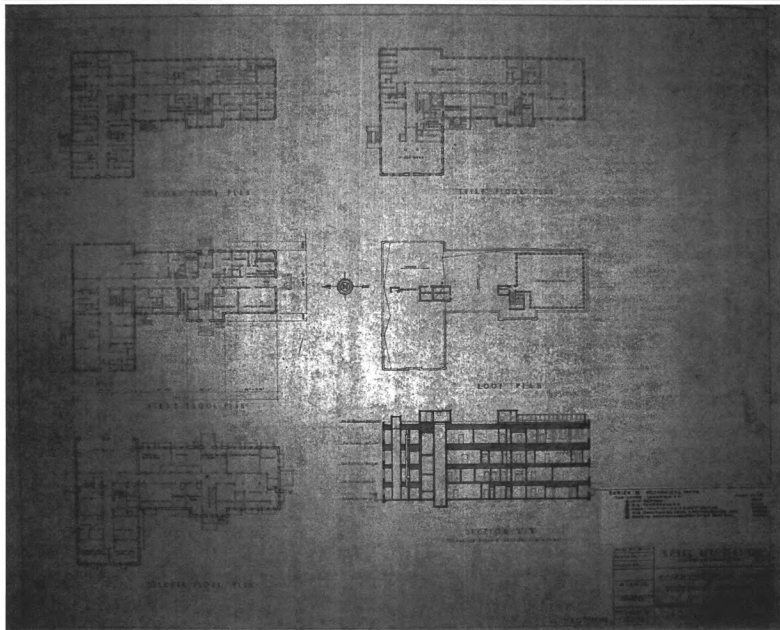
Mid 1940s Comprehensive Plan drawing showing the configuration of Building 27. Source: City of Seattle Parks Department.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

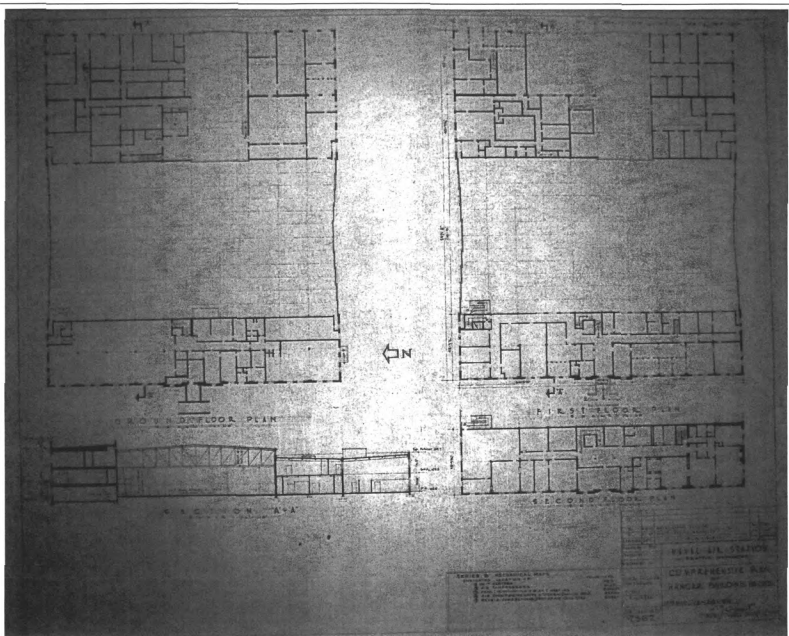
Mid 1940s Comprehensive Plan drawing showing the configuration of Building 29. Source: City of Seattle Parks Department.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

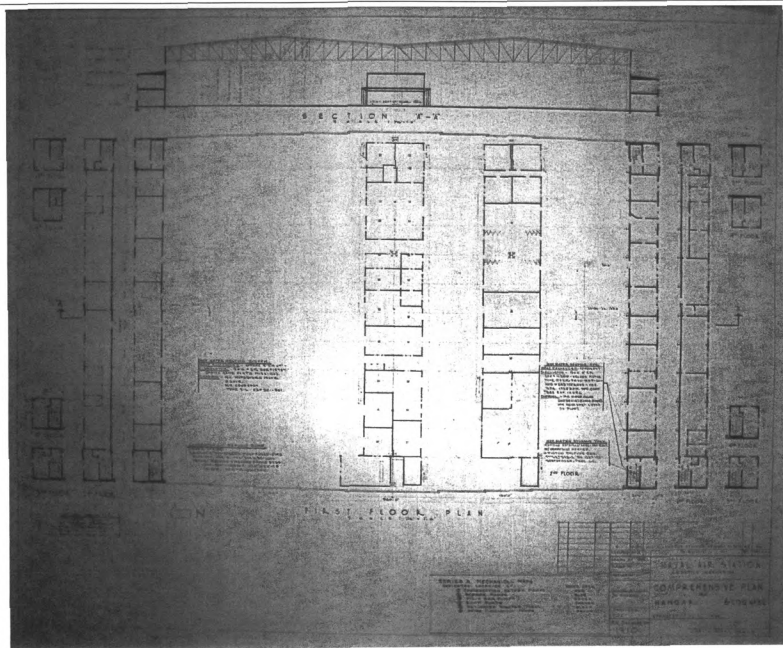
Mid 1940s Comprehensive Plan drawing showing the configuration of Building 30. Source: City of Seattle Parks Department.



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

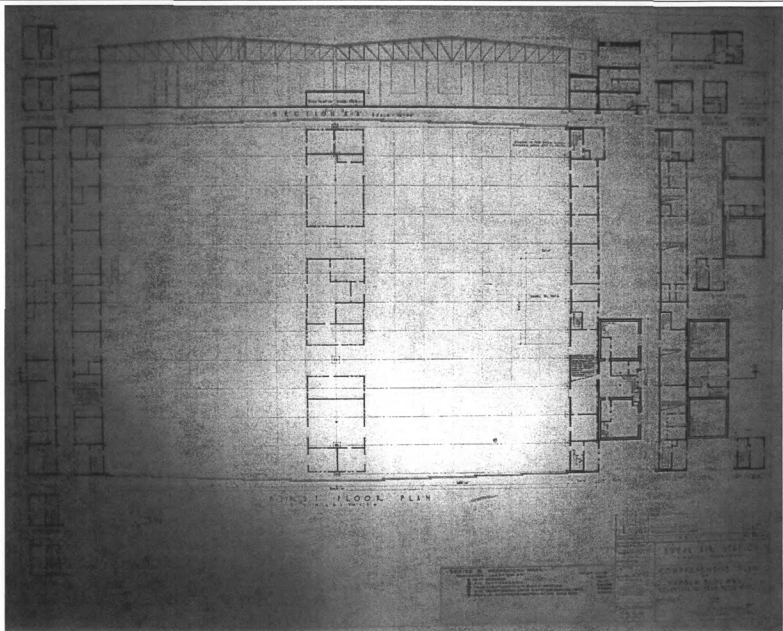
*Drawings*

Mid 1940s Comprehensive Plan drawing showing the configuration of Building 32. Source: City of Seattle Parks Department.



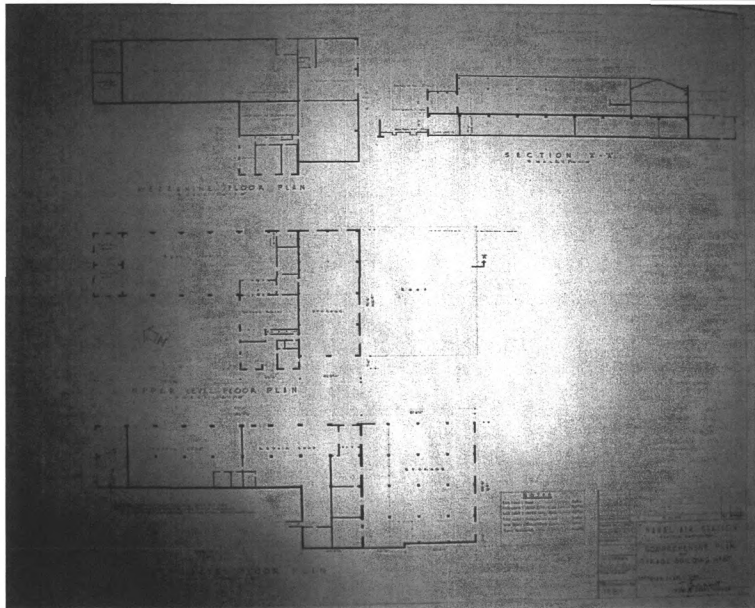
National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Drawings





Mid 1940s Comprehensive Plan drawing showing the configuration of Building 67. Source: City of Seattle Parks Department.



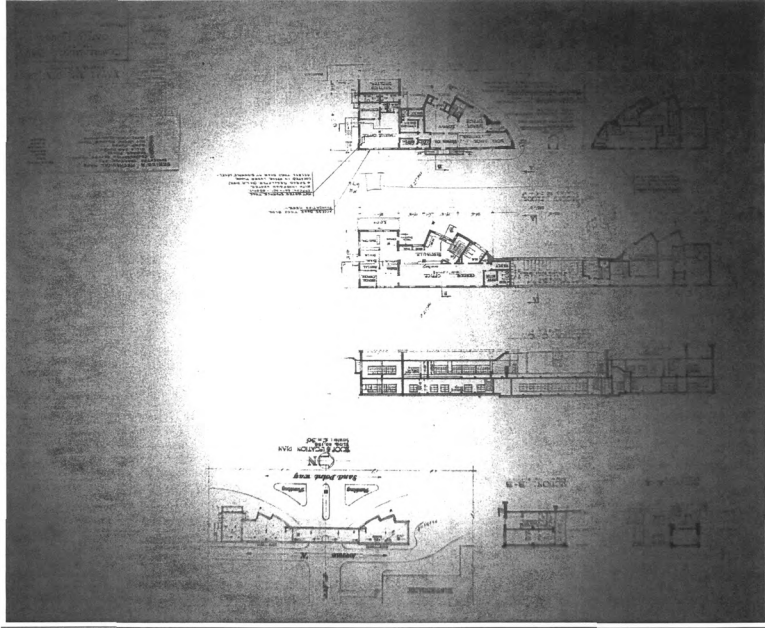
**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

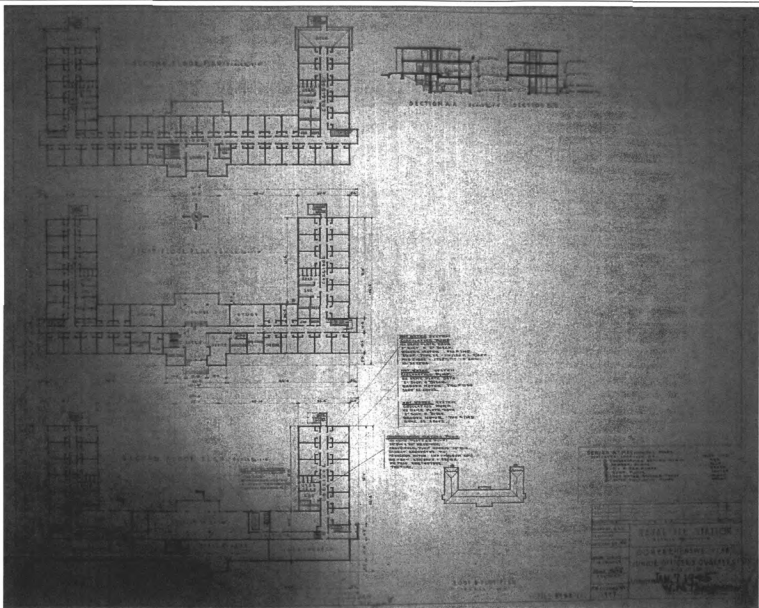


National Register Nomination  
Naval Air Station (NAS), Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Drawings



Mid 1940s Comprehensive Plan drawing showing the configuration of Building 224. Source: City of Seattle Parks Department.

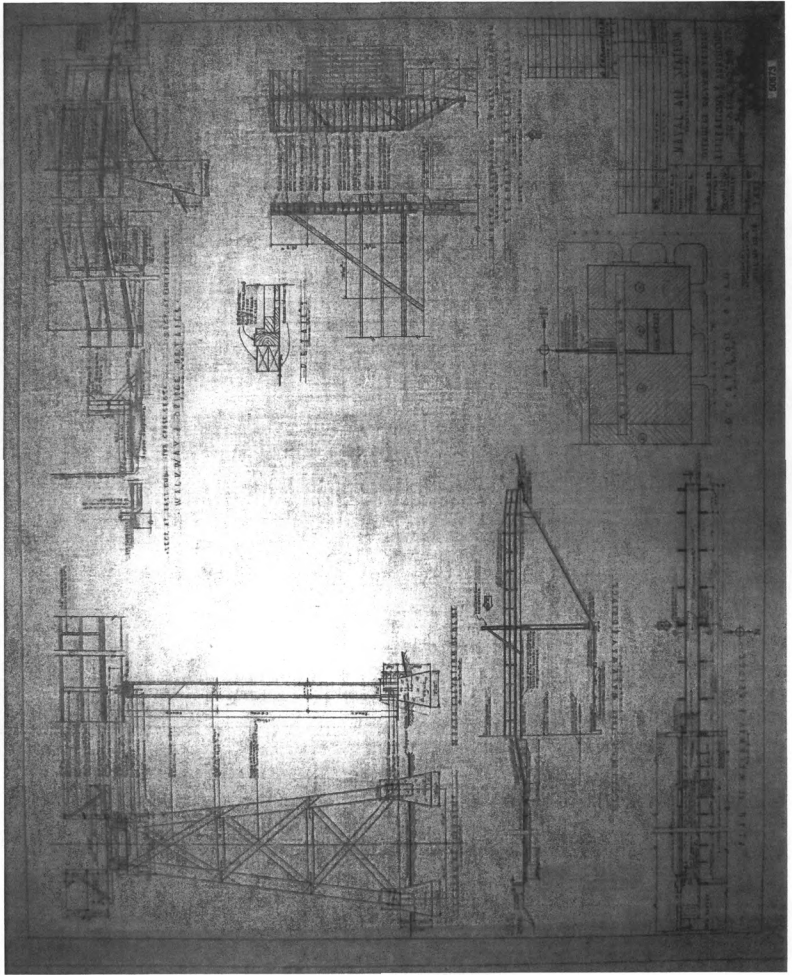


National Register Nomination  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Drawings

1943 drawing showing the configuration of Overhead Walkway connecting to Building 5. Source: City of Seattle Parks Department.



**National Register Nomination**

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Drawings

NAVAL AIR STATION (NAS) SEATTLE HISTORIC DISTRICT CAPTIONS

These captions correspond to the following photographs taken in 2009 during preparation of the district nomination. These photographs, included as 5x7-inch prints with the district nomination, illustrate existing contributing buildings, structures, objects and streetscapes within the district.

1 of 25  
Ramp No. 1  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: Looking west, across ramp



2 of 25  
Building 32 Land Plane Hangar  
NAS Seattle  
Seattle, King County, WA  
Photographer: Eugenia Woo  
Date: May 2009  
View: West facade, looking north



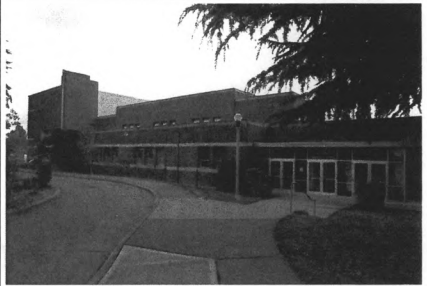
3 of 25  
Building 30 Hangar & Office Building  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: North and west facades, looking southeast



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

4 of 25  
Building 47 Recreation Building  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: West (main) facade, looking northeast



5 of 25  
Building 330 Commissioned Officer's Quarters  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: East (main) and south facades



6 of 25  
Building 26 Bachelor Officer's Quarters  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: South and east facades of south wing



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

7 of 25  
Building 9 Barracks  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: East (main) facade, looking northwest



8 of 25  
Building 9 Barracks - East Center  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: West (rear) facade, looking north along a base road and Sand Point Way NE



9 of 25  
Building 138 Gate House - West  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: West (main) facade and flight monument



## National Register Nomination

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

10 of 25  
Building 25 Administration Building  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: South (main) facade, looking northeast



11 of 25  
Building 29 Dispensary  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: West facade, looking east



12 of 25  
Building 5 Storehouse  
NAS Seattle  
Seattle, King County, WA  
Photographer: Eugenia Woo  
Date: May 2009  
View: Section 5D, south and east facades



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

13 of 25  
Building 5 Storehouse  
NAS Seattle  
Seattle, King County, WA  
Photographer: Eugenia Woo  
Date: May 2009  
View: Section 5B, east entrance



14 of 25  
Building 67 Garage  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: North and west facades, looking southeast



15 of 25  
Building 12 Boiler Plant  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: North and west facades, looking southeast





**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

16 of 25  
Building 2 Assembly & Repair Shop  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: East (main) facade, looking southwest



17 of 25  
Building 27 Seaplane Hangar  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: West facade, looking southeast



18 of 25  
Building 11 Public Works  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: South and east (main) facade, looking north



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

19 of 25  
Building 31 Boathouse and Pier No. 1  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: South and east facades, looking north



20 of 25  
Building 55 Hi-Explosive Magazine  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: Magazine on left, looking northwest



21 of 25  
Building 312 Small Arms & Pyrotechnic  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: South and east (main) facades, looking northwest



**National Register Nomination**  
Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

*Drawings*

22 of 25  
62<sup>nd</sup> Avenue NE  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: Looking north, with Building 224 Junior Officers' Quarters on the right



23 of 25  
63<sup>rd</sup> Avenue NE  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: Looking north, with Building 5 on left and 30 on right



24 of 25  
63<sup>rd</sup> Avenue NE  
NAS Seattle  
Seattle, King County, WA  
Photographer: Spencer Howard  
Date: May 2009  
View: Looking south, with Building 33 on left and Building 2 on right



**National Register Nomination**

Naval Air Station (NAS) Seattle, 7400 Sand Point Way NE, Seattle  
King County, Washington State

Drawings

25 of 25

NE 74<sup>th</sup> Street

NAS Seattle

Seattle, King County, WA

Photographer: Spencer Howard

Date: May 2009

View: Looking west, with Building 18 on left and Building  
138 ahead

