

PH0054739

STATE: Alaska
COUNTY: Northwestern
FOR NPS USE ONLY
ENTRY DATE OCT 9 1974

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

(Type all entries - complete applicable sections)

see
JCT 5
document
in
NPS
sheet 2

1. NAME

COMMON: Storage
Norge Landing Site

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Hail

CITY OR TOWN: Teller CONGRESSIONAL DISTRICT:
Northwestern District

STATE: Alaska CODE: 02 COUNTY: Northwestern District CODE: 02

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)

4. OWNER OF PROPERTY

OWNER'S NAME: Meta Muller

STREET AND NUMBER: 428 East Third Avenue

CITY OR TOWN: Anchorage STATE: Alaska CODE: 02

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Alaska State Office, U.S. Bureau of Land Management

STREET AND NUMBER: 555 Cordova Street

CITY OR TOWN: Anchorage STATE: Alaska CODE: 02

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Alaska Heritage Resource Survey

DATE OF SURVEY: 1970 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS: Alaska Division of Parks

STREET AND NUMBER: 323 East Fourth Avenue

CITY OR TOWN: Anchorage STATE: Alaska CODE: 02

SEE INSTRUCTIONS

STATE:

COUNTY:

ENTRY NUMBER:

DATE:

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Senators: Mike Gravel/Ted Stevens

Congressman: Don Young

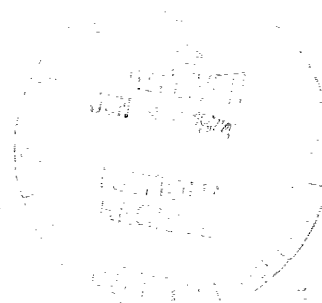
7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The warehouse in which Norge was stored before shipment to Italy is a two-story wood building with a false front. A small frame building is attached to the east side. Reportedly once a store, the building was probably constructed in the 1910's, although some versions indicate an earlier construction date. The building is now used as a warehouse.

Legal Description: Teller Townsite Plat #3452 A and B, Block 2, Lot 6.



SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input checked="" type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

Since the seventeenth century, man aspired to discover a short route linking the East and West hemispheres. Not until the twentieth century, when the entire world was at the brink of its second disaster, was the route discovered and traversed --- by air. Less famous than his land expedition to the South Pole, Roald Amundsen's Norge flight of 1926 heralded a new era in the history of man. By the "First Crossing of the Polar Sea," Amundsen became the first man to see the North and South Poles of the earth.

The flight of Norge, an Italian dirigible measuring 348 feet long, seventy-nine feet high, and sixty-two feet wide, was an international cooperative enterprise, one of the few before World War II. The crew included sixteen persons of three nationalities: Italian, Norwegian, and American. Roald Amundsen, Norwegian, and Lincoln Ellsworth, American, jointly directed the expedition, while Colonel Umberto Nobile, the Italian designer of the dirigible, commanded the flight. From Rome, with stops at Pulham, England, Oslo, Leningrad, and Vadso, Norge made its way to King's Bay, Spitzbergen, Norway, where the Polar attempt to Nome, Alaska, was to begin.

On the evening of May 10, 1926, Norge began its journey of 8,500 miles, accompanied for a short distance by another famous explorer, Richard Byrd, in his Fokker. Early the next day, the North Pole was reached. Amundsen, Ellsworth, and Nobile, respectively, dropped their country's flag over the Pole. Nobile also took the liberty to drop various other items, including the amaranth flag of Rome and a Fascisti banneret.

Heretofore, the journey was relatively uneventful. But shortly after passing the North Pole, the situation grew ominous. The dirigible entered a damp fog which blocked visibility and formed ice on external metal parts. Occasionally the ice was loosened, sucked into the propellers and then hurled against the outer-part of the ballon-envelope, resulting in several punctures which required patches. Briefly escaping the fog, in the early morning hours of May 12, Wainwright and Maudheim, Amundsen's former residence, were sighted. But at Cape Lisburne Norge again entered a fog as well as a northern gale.

It was at this point that the crew of Norge lost their bearings. Believing themselves near Cape Serdze Kamen on the Siberian coast, they set course

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Amundsen, Roald and Lincoln Ellsworth, First Crossing of the Polar Sea. Garden City, New York: Doubleday, Doran & Co., 1928.
 Burkher, Pauline V., "Remembering the Norge at Teller," Alaska, The Magazine of Life on the Last Frontier XL (May 1974), 12-13.
 Nobile, General Umberto, "Navigating the 'Norge' from Rome to the North Pole and Beyond," The National Geographic Magazine LII (August 1927), 177-215.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds	
NW	° ' "	° ' "	65°	15'	44"	
NE	° ' "	° ' "	166°	21'	30"	
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: -1

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
C. M. Brown, Historian

ORGANIZATION: **Alaska Division of Parks** DATE: **April 11, 1974**

STREET AND NUMBER:
323 East Fourth Avenue

CITY OR TOWN: **Anchorage** STATE: **Alaska** CODE: **02**

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

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

National State Local

Name William S. Hanable

Title Deputy State Historic Preservation Officer

Date June 19, 1974

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

Alfred M. Morrison
 Director, Office of Archeology and Historic Preservation

Date 10/9/74

ATTEST:
Charles O. Hunt
 Acting Keeper of The National Register

Date 7.20.74

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
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due east, soon reaching the vicinity of Kevalina on the north side of Kotzebue sound. Upon recognizing Serpentine River, they proceeded to follow the coast southward. In spite of fog and gale, the crew eventually located an island, which they believed to be Sledge Island near Nome. (It was probably King Island near Teller.) By this time, fear that the gale would cast them into the ice-free Bering waters was compounded by motor problems, physical exhaustion, lack of patching material, and an inoperative radio. They decided to land as soon as possible.

On the morning of May 13, 1926, the crew sighted a few houses near a spot apparently safe for landing. In a last effort to find Nome, they searched the coast for several hours, all in vain. Whereupon they returned to the houses, and landed without difficulty. Not knowing where they were, Amundsen observing that the village people were "a peculiar people...they did not show the slightest perturbation or excitement," the crew discovered that they were at Teller, on Front Street in fact! Thus ended the seventy-one hour voyage which accomplished one of man's greatest victories over the North Pole.

Until a freighter could reach Teller and take the dirigible to Italy, the Norge was dismantled, packed into crates, and stored in a nearby warehouse. The crew then left for Nome, where they were sullenly received for placing Teller in the international news of the day. In June, the crew of Norge boarded Victoria and, after several stops at the Aleutians, arrived at Seattle, Washington. There they received the spectacular welcome which they expected and rightfully deserved. By early July, the crew of Norge were in Europe.

Norge was later recovered by Italy. Nobile reconstructed the dirigible for another Polar flight, this time in the name of Italy. But, in the attempt, Norge crashed and was lost. Ironically, Amundsen set out to rescue Nobile at the scene of the crash, but lost his life. His body was never found.

Nota bene: This nomination does not apply to the landing site of Norge per se. Rather it relates to the warehouse near which Norge landed and in which the dirigible was placed in storage. Of all buildings in Teller, the warehouse was a significantly integral part of the Norge flight of 1926.

