



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Natural Resources
DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

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June 2, 2015

File No.: 3130-1R NPS / 2015-00811
3330-6N NAK-00230

See AHRS grey literature
for complete document

Diane Chung
Superintendent, Katmai National Park & Preserve
National Park Service
PO Box 7
King Salmon, Alaska 99613

Subject: Disposal of the Carpenter Shop in King Salmon, Alaska

Dear Ms. Chung:

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated April 17, 2015) on April 21, 2015. We then received the requested AHRS number for the Carpenter Shop on June 1, 2015.

Following our review of the documentation provided, we concur that NAK-⁰⁰²³⁰~~00203~~ is **not eligible** for the National Register of Historic Places (NRHP). As such, we concur that a finding of **no historic properties affected** is appropriate for the proposed undertaking.

As stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes, or other consulting parties may cause our office to re-evaluate our comments and recommendations. Receipt of our comment letter does not end the 30-day review period provided to other consulting parties.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register of Historic Places eligibility criteria (36 CFR 60.4) or Alaska Landmarks Register in consultation with our office.

Thank you for the opportunity to comment. Please contact Shina duVall at 269-8720 or shina.duvall@alaska.gov if you have any questions or if we can be of further assistance.

Sincerely,

Jean M. Antonson

Judith E. Bittner
for State Historic Preservation Officer

JEB:sad

cc by email: Dale Vinson, KATM, NPS

6.2.15

3130-1R NPS



United States Department of the Interior

National Park Service
Katmai National Park & Preserve
 P.O. Box 7
 King Salmon, Alaska 99613-0007
 Phone (907) 246-3305
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April 17, 2015

Judith Bittner, SHPO
 Office of History and Archeology, Alaska DNR
 550 West 7th Avenue, Suite 1320
 Anchorage, Alaska 99501

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OHA

Dear Ms. Bittner:

As per Section 106 of the National Historic Preservation Act, as Amended, Katmai National Park & Preserve (KATM) is initiating consultation with you concerning an action affecting a potential Historic Property. KATM plans to dispose of the Carpenter Shop in King Salmon, Alaska. A Determination of Eligibility found that the building was ineligible for listing on the National Register of Historic Places. We are requesting your review of our finding.

Description and Location

NAK-00203
 00230

The Carpenter Shop is located within the NPS King Salmon Administrative parcel along Weather Service Access Road, King Salmon, Bristol Bay Borough, Alaska. King Salmon is a small community on the Alaska Peninsula about 15 miles from Bristol Bay and approximately 300 air miles southwest of Anchorage.

The Carpenter's shop is a single-story, rectangular, wood-frame building with a gable roof. The primary rectangle measures 16' x 36', with an 8' x 12" rectangular arctic entry on the northern elevation. Access to the arctic entry is provided by four open frame wood riser stairs and a simple 8' X 10' deck structure. The FAA replaced the building's original shiplap siding in 1966.

Statement of Significance:

(NAK-00203)
 00230

The Carpenter Shop, formerly the FAA Radio Equipment Building (Building# 404), was constructed for the Civil Aeronautics Authority (CAA), the precursor to the Federal Aviation Administration (FAA), in 1944 to support U.S. Armed Forces operations at Naknek Airfield during World War II. The Naknek Airfield was one of a chain of twelve airfields at strategic locations across the Territory of Alaska. Buildings at these installations were constructed rapidly, using prefabricated wall and roof modules.

During World War II, CAA personnel stationed at Naknek Airfield provided air traffic control and a radio communications link (weather reports, activities of enemy aircraft) between mainland Alaska and the U.S. military sites at Cold Bay and Dutch Harbor. With the end of World War II, the CAA operations at Naknek Airfield refocused on the coordination of civilian air traffic with the operation of the 5071st Air Base Squadron. In 1950, Naknek Airfield became King Salmon Airport. In 1958, the CAA became today's Federal Aviation Agency (FAA). After 1966 the State of Alaska operated the King Salmon airport; however the FAA continued to maintain the navigational aids. By 1975 tower operations were cut back to sixteen hours a day and fewer FAA personnel were assigned to King Salmon. The decrease in duties and operations may have led to the Radio Equipment Building being excessed.

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The building was transferred to the National Park Service (NPS) in 1982 and moved to its current location in 1983. It has been used for office space, archival and collections storage and as a carpenter shop by Katmai National Park until 2012.

The Radio Equipment Building was evaluated for the National Register of Historic Places under Criterion A for its association with U.S. Armed Forces during the Aleutian Campaign of World War II. Since the building was moved from its original location and consequently removed from its context in association with the Naknek Airfield complex, it lacks the ability to convey a sense of its original purpose and historic significance. Therefore, due to its lack of integrity of location, design, setting, materials, workmanship, feeling, and association it is recommended that the building is ineligible for listing on the National Register of Historic Places.

Summary

We seek your concurrence with our finding that the King Salmon Carpenters Shop is not eligible for listing on the National Register of historic Properties. Despite its age of greater than 50 years and its associated with World War II in Alaska, the Carpenters Shop does not retain the integrity of location, setting and association.

If you have questions concerning this undertaking, please contact Dale Vinson, Section 106 Compliance Coordinator (907 644-3632).

Sincerely,

A handwritten signature in cursive script that reads "Diane Chung". The signature is written in dark ink and is positioned above the printed name and title.

Superintendent
Katmai National Park and Preserve

Enclosure



**National Park Service
U.S. Department of the Interior**

**Determination of Eligibility
Katmai National Park and Preserve**

NAK-00²³⁰~~203~~

Eligible _____ Not Eligible X

1. Name of Property

Historic name: Radio Equipment Building, Type 40

Other names: Carpenter Shop

Annex

B28

FAA Building Number 404

AHRS number: unassigned

FMSS Location: 38431

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2. Location

Map sheet: USGS Naknek (C-2), Alaska

Latitude: 58°40'50.7305"N

Longitude: 156°40'04.3083"W

City or town: King Salmon

Land Status: Federal

Borough: Bristol Bay

State: Alaska

Address: Weather Service Access Road, King Salmon, Alaska

3. Description

Ownership of property: National Park Service

Historic function: Defense; air facility

Current function: Vacant

Materials:

Foundation: post and beam, shake skirting

Framing: stud wall

Walls: grooved cedar shakes

Roof: corrugated metal

Roof Structure: wood frame gable roof

Narrative Description:

The Radio Equipment Building is a single-story, rectangular, wood-frame building with a gable roof. The gable roof is oriented northwest to southeast and is covered with corrugated metal roofing. There is a shed roof arctic entry addition on the northern elevation, which is also covered in corrugated metal roofing. The building foundation is compiled of post and beam construction with cedar shake skirting. The stud framed walls are covered in cedar shakes, painted white.

The primary rectangle measures 16' x 36', with a 8' x 12" rectangular arctic entry on the northern elevation. Access to the arctic entry is provided by four open frame wood riser stairs and a simple 8' X 10' deck structure. A wood railing runs along the northern section of the deck and down the eastern side of the stairs. A three cable rail system is

installed on the eastern section of the deck, possibly to utilize the deck as a loading dock. The northern elevation also features one single-hung, six-over-six, wood sash window, with brown trim.

The eastern elevation features one single-hung, six-over-six, wood sash window, with brown trim. A large metal ventilation hood is near the apex of the gable end on this elevation. A small access hatch is located within the cedar shake skirting of the foundation.

The southern elevation features two single-hung, six-over-six, wood sash windows, with brown trim.

The western elevation features one single-hung, six-over-six, wood sash window, with brown trim. A large metal ventilation hood is off set slightly to the north from the apex of the gable end on this elevation.

The interior of the Radio Equipment Building is divided into two rooms by one north-south wall with a 12" wide door at the north end. The asbestos tile floor has been encapsulated with plywood.

Changes over time:

At the time of the transfer from the FAA to the NPS, the Radio Equipment Building also had four (4), 50 foot antenna towers. It is likely these were never reinstalled after the building was relocated.

The asbestos tile floor has been encapsulated with plywood by the NPS.

Setting:

The Radio Equipment Building (FAA Building# 404), now known as the Katmai National Park and Preserve Carpenter Shop, is located within the Katmai National Park and Preserve administrative and headquarters site along Weather Service Access Road, King Salmon, Bristol Bay Borough, Alaska. King Salmon is a small community on the Alaska Peninsula about 15 miles from Bristol Bay and approximately 300 air miles southwest of Anchorage. There are no roads linking King Salmon to the state highway system. Primary access is by commercial airline from Anchorage and from several other communities in southwestern Alaska. King Salmon is the nearest community to the park with year-round transportation and necessary amenities.

King Salmon is on the Bristol Bay lowlands of the Alaska Peninsula in the ecotone between the tundra zone and the boreal spruce forest. The administrative site is on the generally flat northern bank of the Naknek River at an elevation of approximately 35 feet.

Vegetation is sparse. Small clusters of white spruce grow within larger masses of willow and alder shrubs on most of the administrative site. The northern developed portion of the administrative site has been planted with grass for recreation use. Just north of the shop a line of three seasonal housing buildings and a communal bath house are aligned along a boardwalk. To the south and east lie a gravel parking lot with portable storage units and a dumping station aligned around the southern edge of the parking lot.

4. Statement of Significance

Applicable National Register Criteria

Criterion A: Yes

Criterion B: No

Criterion C: No

Criterion D: No

Areas of significance: World War II, the Aleutian Front

Significant date(s): 1944, 1983

Period of significance: 1941-1945

Level of significance: Local

Architect/Engineer/Builder: CAA staff architect, name unknown

Builder: Civil Aeronautics Administration (Federal Aviation Administration)

Statement of Significance:

The Radio Equipment Building was evaluated for the National Register of Historic Places under Criterion A for its association with the Aleutian Campaign of World War II. The Radio Equipment Building was constructed for the Civil Aeronautics Authority (CAA), the precursor to the Federal Aviation Administration (FAA), in 1944 as a support structure for the Naknek Airfield which provided communication services and air transport for the U.S. Armed Forces during World War II.

The building was transferred to the National Park Service (NPS) in 1982 and moved to its current location in 1983. It has been used for office space, archival storage and a carpenter shop by the NPS.

Since the building was moved from its original location and consequently removed from its context in association with the Naknek Airfield complex, it lacks the ability to convey a sense of its original purpose and historic significance. Therefore, due to its lack of integrity of location, design, setting, materials, workmanship, feeling, and association it is recommended that the building is ineligible for listing on the National Register of Historic Places.

Historical information:

Naknek Airfield Civil Aeronautics Authority/Federal Aviation Administration:

The Radio Equipment Building was constructed for the Civil Aeronautics Authority (CAA), the precursor to the Federal Aviation Administration (FAA), in 1944 as a support structure for the Naknek Airfield which provided communication services and air transport for the U.S. Armed Forces during World War II. The Naknek Airfield was one of twelve installations that formed a chain of airfields across the Territory of Alaska, each chosen for its strategic location. Buildings at these installations were constructed rapidly, using prefabricated wall and roof modules.

During World War II, CAA personnel stationed at Naknek Airfield provided air traffic control and a radio communications link (weather reports, activities of enemy aircraft) between mainland Alaska and the U.S. military sites at Cold Bay and Dutch Harbor. Military functions of the airfield included transport and deployment of troops, shipment of

supplies, and aircraft refueling. Naknek Airfield also served as an emergency landing site when the harsh Aleutian weather did not permit landing at Cold Bay.

With the end of World War II, the functions of Naknek Airfield were refocused to the coordination of civilian air traffic with the operation of the 5071st Air Base Squadron. The CAA at Naknek Airfield was responsible for runway maintenance, which was crucial, since freeze-thaw cycles caused frequent buckling, fissures, and potholes in runways. The CAA also maintained navigational aids at King Salmon.

In 1950, the Naknek Airfield name was officially changed to King Salmon. As the Korean War progressed, an ever-increasing number of Air Force traffic flew over western Alaska during the mid-1950s, in addition to a steadily increasing commercial use of the airfield. Personnel at the King Salmon CAA site, although essential for coordinating civilian and military use of the runways, were not directly involved in the activities of the Air Force during the Cold War years. In 1958, the CAA became today's Federal Aviation Agency (FAA).

In response to a state-wide FAA directive, all FAA remote sites began rehabilitation of their original buildings in the late 1950s. In 1966, maintenance and operation of the King Salmon airport was transferred to the State of Alaska, Department of Public Works. The FAA continued to maintain the navigational aids. In the late 1960s and early 1970s the King Salmon control tower continued to be open twenty-four hours a day to accommodate Air Force traffic.

In 1975, tower operation was cut back to sixteen hours a day. From 1974 through 1980, over sixty FAA personnel were assigned to King Salmon.¹ The decrease in duties and operations may have led to the Radio Equipment Building being excessed and transferred to the National Park Service in 1982.

Katmai National Park and Preserve:

The administrative site for Katmai National Park and Preserve was acquired through Public Land Order 1861 on May 26, 1959. King Salmon was selected as the site for the administrative headquarters for Katmai National Monument due to its strategic location. Transportation, communication, and facilities for "domestic welfare" of employees are available in this location.² The original development plan was written in 1957, with the Mission 66 program.

Minimal development was completed in the administrative area by the early 1980s.³ The NPS may have acquired the Radio Equipment Building as a stop-gap measure for more

¹ Koonce Pfeffer, Inc. "Determination of Eligibility, an Evaluation of the CAA and FAA Buildings, King Salmon, Alaska for the National Register" Prepared for the Federal Aviation Administration, 1995.

² National Park Service. *Master Plan for the Preservation and Use of Katmai National Monument*. Western Region Mission 66 Planning. March 1957.

³ National Park Service. *Development Concept Plan/Environmental Assessment, King Salmon Headquarters*. Katmai National Park and Preserve, Aniakchak National Monument and Preserve. January 1983.

square feet before additional development could be completed. Purchased from the FAA in 1982, the building was moved to the administrative site via semi-truck and long trailer in the spring of 1983. The Katmai Museum Management Plan refers to this building as the "Annex" and states that this building was used for archival storage from 1983 through 1987. At the same time, overflow staff would occasionally use this area as office space.

In 1987, additional office space was acquired in King Salmon and the Radio Equipment Building became the Katmai Carpenter Shop. One room of the shop served as an archeological artifact storage facility. Katmai removed the collections from the shop after it was learned that temperature and humidity could not be maintained sometime in 1999.

5. Major Bibliographic References:

Chattey, Paul W. "Determination of Eligibility for Air Navigation Facilities built by the Civil Aviation Administration in Alaska, 1940-1958" Prepared for the Federal Aviation Administration, 1999.

Federal Aviation Administration. "Transfer of custody and accountability of real property" Memo from FAA to the National Park Service. Anchorage, Alaska. August 31, 1982.

Koonce Pfeffer, Inc. "Determination of Eligibility, an Evaluation of the CAA and FAA Buildings, King Salmon, Alaska for the National Register" Prepared for the Federal Aviation Administration, 1995.

National Park Service. *Development Concept Plan/Environmental Assessment, King Salmon Headquarters*. Katmai National Park and Preserve, Aniakchak National Monument and Preserve. January 1983.

National Park Service. *Master Plan for the Preservation and Use of Katmai National Monument*. Western Region Mission 66 Planning. March 1957.

6. Form Prepared By: Heather Feil, NPS Architectural Historian; and Dale Vinson

7. Additional Material

Maps:



AKRO GIS, AKRO Land Resource Program Web Map (map is oriented north)

Photographs:



Oblique view, toward West, KATM CR Staff



West Elevation, KATM CR Staff



North Elevation, KATM CR Staff



East Elevation, KATM CR Staff



South Elevation, KATM CR Staff

