1. NAME AND LOCATION OF PROPERTY

Historic Name: Sitka Naval Operating Base and U.S. Army Coastal Defenses

Other Name/Site Number: Sitka Naval Operating Base (AHRS Site No. SIT-0079) and Fort Rousseau (AHRS Site No. SIT-00732)

Street and Number (if applicable)**:**

City/Town: Sitka **County:** Sitka Borough **State:** AK

Designated a National Historic Landmark by the Secretary of the Interior August 11, 1986.
Updated documentation approved by the Secretary of the Interior September 2, 2024.

2. SIGNIFICANCE DATA

NHL Criteria: 1

NHL Criteria Exceptions: n/a

NHL Theme(s): IV. Shaping the Political Landscape
3. military institutions and activities

Period(s) of Significance: 1939-1944

Significant Person(s) (only Criterion 2)**:**

Cultural Affiliation (only Criterion 6)**:**

Designer/Creator/Architect/Builder: U.S. Navy Seabees, Siems Drake Puget Sound

Historic Contexts: World War II in the Pacific NHL Theme Study, 1984
C. Alaska and the Aleutians
VIII. World War II
B. War in the Pacific

Paperwork Reduction Act Statement. We are collecting this information under the authority of the Historic Sites Act of 1935 (16 U.S.C. 461-467) and 36 CFR part 65. Your response is required to obtain or retain a benefit. We will use the information you provide to evaluate properties nominated as National Historic Landmarks. We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number. OMB has approved this collection of information and assigned Control No. 1024-0276.

Estimated Burden Statement. Public reporting burden is 2 hours for an initial inquiry letter and 344 hours for NPS Form 10-934 (per response), including the time it takes to read, gather and maintain data, review instructions and complete the letter/form. Direct comments regarding this burden estimate, or any aspects of this form, to the Information Collection Clearance Officer, National Park Service, 12201 Sunrise Valley Drive, Mail Stop 242, Reston, VA 20192. Please do not send your form to this address.

3. WITHHOLDING SENSITIVE INFORMATION

Does this nomination contain sensitive information that should be withheld under Section 304 of the National Historic Preservation Act?

___ Yes

_X_ No

4. GEOGRAPHICAL DATA

1. Acreage of Property: 150 acres

2. UTM References:

	Zone		Easting	Northing
Sitka Naval Operating Base:	A	08	477938	6323632
	B	08	478008	6323615
	C	08	478040	6323586
	D	08	478062	6323540
	E	08	478117	6323529
	F	08	478220	6323587
	G	08	478332	6323523
	H	08	478333	6323497
	I	08	478368	6323481
	J	08	478416	6323491
	K	08	478416	6323543
	L	08	478439	6323542
	M	08	478439	6323490
	N	08	478539	6323480
	O	08	478775	6323246
	P	08	478808	6323280
	Q	08	478824	6323264
	R	08	478791	6323230
	S	08	478879	6323133
	T	08	478871	6323098
	U	08	478929	6323021
	V	08	478955	6322972
	W	08	479008	6322947
	X	08	479012	6322933
	Y	08	478976	6322903
	Z	08	478914	6322905
	AA	08	478675	6322991

		Zone	Easting	Northing
Sitka Naval Operating Base continued:	BB	08	478569	6323097
	CC	08	478526	6323170
	DD	08	478577	6323221
	EE	08	478386	6323415
	FF	08	478315	6323454
	GG	08	478253	6323466
	HH	08	478245	6323441
	II	08	478095	6323436
	JJ	08	478085	6323466
	KK	08	478025	6323494
	LL	08	477910	6323598

		Zone	Easting	Northing
U.S. Army Coastal Defenses:	A	08	477915	6322643
	B	08	477922	6322491
	C	08	477884	6322301
	D	08	477774	6322259
	E	08	477560	6322364
	F	08	477269	6322393
	G	08	477234	6322325
	H	08	477066	6322323
	I	08	476948	6322394
	J	08	476945	6322447
	K	08	477043	6322482
	L	08	477053	6322534
	M	08	476967	6322612
	N	08	476787	6322591
	O	08	476664	6322514
	P	08	476731	6322444
	Q	08	476718	6322290
	R	08	476658	6322276
	S	08	476637	6322219
	T	08	476689	6322136
	U	08	476666	6322093
	V	08	476561	6322098
	W	08	476459	6321988
	X	08	476430	6321904
	Y	08	476491	6321755
	Z	08	476428	6321641
	AA	08	476324	6321709
	BB	08	476191	6321909
	CC	08	476287	6322014
	DD	08	476388	6321951
	EE	08	476429	6322041

		Zone	Easting	Northing
U.S. Army Coastal Defenses continued:	FF	08	476591	6322261
	GG	08	476521	6322487
	HH	08	476570	6322654
	II	08	476695	6322725
	JJ	08	476480	6322939
	KK	08	476569	6323077
	LL	08	476813	6323021
	MM	08	476870	6322917
	NN	08	476865	6322675
	OO	08	476996	6322716
	PP	08	477249	6322460
	QQ	08	477630	6322418
	RR	08	477776	6322359
	SS	08	477870	6322499
	TT	08	477866	6322638

3. Verbal Boundary Description:

The Sitka Naval Operating Base and U.S. Army Coastal Defenses National Historic Landmark (NHL) boundary consists of two discontiguous areas separated by about a half-mile that together total approximately 150 acres (see the Sitka Naval Operating Base and U.S. Coastal Defenses NHL Overview Map).[1] Designated a National Historic Landmark in 1986, the verbal boundary description in the original nomination and in this revised nomination are very similar. The boundaries of the U.S. Army Coastal Defenses Area remain the same with a total of about 104 acres, and the boundaries of the Sitka Naval Operating Base Area are slightly changed in this revised nomination with this area covering roughly 46 acres. A detailed map with UTM coordinates for the vertices of the boundaries for each area is included with this nomination.

Sitka Naval Operating Base Area (Sitka Base): Beginning at a point at the water's edge approximately 100 feet north of the northwest end of Seward Avenue then following the shoreline southeast along Sitka Channel to include the seaplane ramps and continuing southeast to include the U.S Coast Guard CST Building (excluding the U.S. Coast Guard dock). Then heading south, the boundary crosses the road that leads to the dock and turns south and then southwest to include the boathouse. At a point just south of the boathouse the boundary runs northwest along Harbor Drive to a point just past the Bomb Proof Communications Center. The boundary then runs north-northeast to a point about one hundred feet west of the Cold Storage Building, then northeast approximately 200 feet to Seward Avenue. It then runs northwest along Seward Avenue approximately 1,300 feet, to include the married officers' housing on the south side of Seward Avenue and extends northwest to the end of the road, and then to the northeast, ending at the point of origin. These boundaries include the seaplane facilities, industrial area, administrative area, officers' area, and enlisted men's area of the Sitka Naval Operating Base.

U.S. Army Coastal Defenses Area (Coastal Defenses): Beginning on the east side of the causeway's intersection with Japonski Island, the southern boundary runs in a southwesterly direction following along the causeway to Nevski Island, then turns northwest, following along the south shore of Reshimosti Island and the

[1] The original 1986 NHL nomination incorrectly listed the total acreage as 510 acres, which was possibly a typographical error.

causeway between Reshimosti and Virublennoi Islands. The boundary turns southwest where the causeway intersects with Virublennoi and then turns northwest, north, and east to encompass the southern side of Virublennoi Island. The boundary continues northwest along the west shore of the causeway between Virublennoi and Gold Islands and then turns west along the southern edges of Gold Island, the causeway, and Sasedni Island. The boundary follows the causeway west past Sasedni to its intersection with Kirushkin Island and then turns south and southwest to encompass the east side of Kirushkin. The boundary continues southwest along the causeway until its intersection with Mogilnoi Island and then moves south to encompass the eastern shore and west to encompass the southern shore. The boundary follows the southern side of the causeway between Mogilnoi and Makhnati Islands and then wraps around Makhnati Island by going south, southwest, northwest, northeast, and southeast until it is on the northwest side of the causeway connecting Makhnati and Mogilnoi. The boundary runs northeast along the causeway and encompasses the western and northern section of Mogilnoi and then goes north and northeast to encompass the western and northern section of Kirushkin Island. From the north side of Kirushkin, the boundary goes east to the west shore of Sasedni Island and then goes north, northeast, southeast, and south to encompass Sasedni. From the southeast side of Sasedni the boundary moves east along the north side of Gold Island and then turns southeast to encompass the northern and eastern sections of Virublennoi. On the east side of Virublennoi, the boundary goes southeast along the causeway and the northeast short of Reshimosti and then turns northeast to encompass the northwest section of Nevski Island. The boundary follows the causeway along its west side until it intersects with the tip of Japonski Island.

4. Boundary Justification:

The boundaries in this revised nomination serve to delineate the historic military functional areas more clearly than were identified in the original nomination. Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL consists of one historic district with two discrete areas separated by about a half mile. The boundary excludes sections of the former World War II naval base that contain the more modern developments of the Sitka airport, a U.S. Coast Guard Base, and a hospital. The historic Sitka Naval Operating Base Area is on the northeast side of Japonski Island. The boundaries of the Sitka Naval Operating Base Area encompass the airfield, hangars and seaplane ramps, industrial area, administrative area, officers' housing and recreation area, and enlisted men's barracks and mess hall. In 1983, when the author of the original nomination surveyed Sitka Naval Operating Base, the boat harbor at the southeast end of Japonski Island was under construction. This influenced the author's definition of the boundary for the NHL. In 1983, the author defined the boundary so that it ran along the shore of the lagoon (boat harbor). However, as construction continued, fill was added along the southeast shore of Japonski Island and this area became a parking lot for the boat harbor. Since this area was constructed after the period of significance, it has been excluded from the boundaries of the Sitka Naval Operating Base Area of the NHL in this revision.

The U.S. Army Coastal Defenses Area, former Fort Rousseau, spreads out from the southwest side of Japonski Island, and extends west into Sitka Sound with the causeway that connects the eight islands of Nevski, Reshimosti, Virublennoi, Gold, Sasedni, Kirushkin, Mogilnoi, and Makhnati. The U.S. Army Coastal Defenses Area consists of approximately 104 acres with five contributing buildings, five contributing sites and six contributing structures. It includes the causeway with associated road system, antiaircraft gun emplacements, command posts, battery emplacement bunker, ammunition bunkers, as well as personnel housing and related sites.

5. SIGNIFICANCE STATEMENT AND DISCUSSION

INTRODUCTION: SUMMARY STATEMENT OF SIGNIFICANCE

Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL is nationally significant for its role in World War II's Pacific theater. Established as an Advance Seaplane Base in 1937 and designated a Naval Operating Base in 1942, the air station at Sitka played a key role in the defense of North America throughout much of World War II. When the Japanese attacked Pearl Harbor on December 7, 1941, the naval base at Sitka was the only major military base on the coast of Alaska. Throughout the war, Sitka was the forward base in Alaska for PBYs, which operated out of Naval Air Station Sand Point in Seattle, Washington.[2] After the attack on Pearl Harbor, when it was not known where the enemy might strike next, planes from Sitka Naval Operating Base patrolled all southeast Alaska and far out into the Gulf of Alaska. Following the Japanese attack on Dutch Harbor and the occupation of the Aleutian Islands of Attu and Kiska in June 1942, Sitka Naval Operating Base was on high alert for a potential attack on the Alaska mainland. PBYs deployed from Sitka to Kodiak and the Aleutians on a rotating basis, conducting patrols, search and rescue missions, and bombing raids on Japanese ships. With the establishment of naval air stations farther west, at Kodiak and Dutch Harbor, Sitka became an intermediate point between them and Navy Yard Puget Sound, the primary repair yard for battle-damaged ships of the Pacific Fleet during World War II. In addition to its role as a forward airbase for PBYs engaged in the Aleutian campaign, Sitka Naval Operating Base played a critical role in the defense of shipping in the Gulf of Alaska.

With Sitka's designation as a Naval Air Station in 1939 and its subsequent expansion, the army was tasked with defending Sitka Naval Air Station. The army's initial efforts began in January 1941 with the establishment of Fort Ray on two small islands adjacent to Japonski Island. As construction progressed on Fort Ray, plans were revised to establish a coastal defense network covering the whole of Sitka Sound. A U.S. Army Coastal Defense network was established, which included construction of an 8,100-foot causeway with road system linking Japonski Island with eight connecting islands to Fort Rousseau on Makhnati Island, as well as Forts Peirce and Babcock on Biorka and Kruzof Islands, respectively (Fort Ray and the latter two forts are not part of this NHL nomination). Whereas Fort Ray provided for close-in defense of naval facilities on Japonski Island, the U.S. Army Coastal Defense network was intended to deny enemy access to Sitka Sound and prevent enemy ships from getting into firing range of Sitka Naval Operating Base.

The period of national significance for the Sitka Naval Operating Base and U.S. Army Coastal Defenses begins in 1939 when expansion of Sitka Naval Air Station began in response to growing tensions between the United States and Japan and ends in 1944 when the base was decommissioned.[3]

Comparison to Original Nomination

Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL's national significance has not changed from the original nomination that was completed in 1984. This revised nomination includes new information that has come to light since the original nomination and provides a fuller understanding of Sitka Naval Operating Base's role in defending Alaska during World War II. Additional information is included about the

[2] PBY is an acronym for "Patrol Bomber," with the 'Y' denoting the manufacturer of the airplane.
[3] The period of significance has been expanded one year to 1944 from the original NHL nomination. The original period of significance was 1939-1943.

U.S. Army Coastal Defenses network regarding what was built and how Fort Rousseau related to the broader defense network within Sitka Sound. Located twelve and eighteen miles from Sitka Naval Operating Base, respectively, Fort Babcock and Fort Peirce are a significant distance from the naval base and were never completed. Because of this, they were not included in the original nomination and are not included in this revised nomination. Fort Rousseau, located about a half mile from Sitka Naval Operating Base, was completed and was connected to the naval base via a road during the historic period. Evidence of this connection remains and reinforces the connection between the two historic areas. Fort Rousseau continues to be the best representation of the U.S. Army Coastal Defenses forts in Sitka Sound.

The location, design, setting, feeling, and association demonstrate historic integrity and, to a lesser degree, materials and workmanship. All buildings and structures retain their massing, form, and original design aspects, and the spatial relationship of contributing resources remains strong within the respective boundaries of the two discontiguous districts. Some post-designation alterations to buildings have occurred throughout the district. Updating of windows, doors, roofs, and added accessibility features like exterior ramps are common changes. Some of the updates coincided with hazardous material removal since asbestos and lead paint were present in most buildings. Other alterations were due to the deterioration of materials that are exposed to Southeast Alaska's extremely wet climate.

PROVIDE RELEVANT PROPERTY-SPECIFIC HISTORY, HISTORICAL CONTEXT, AND THEMES. JUSTIFY CRITERIA, EXCEPTIONS, AND PERIODS OF SIGNIFICANCE LISTED IN SECTION 2.

The Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL is one of four Alaska World War II-related NHLs that was designated following publication of the *World War II in the Pacific* National Historic Landmark Theme Study in 1984. The Sitka site was recommended as an NHL within the "Alaska and the Aleutians" subtheme, along with Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army, Kodiak Naval Operating Base and Forts Greely and Abercrombie, and Ladd Field. The four sites represented the build-up of war defenses in Alaska within a short time period during the beginning of the war. All four were designated NHLs in 1985 and 1986. Four additional NHLs connected to the Aleutian campaign during the war were also designated in the 1980s.[4]

U.S. Defense of Alaska, 1904-1941

With Japanese aggression increasing in the western Pacific during the 1930s, the U.S. War Department became concerned about the growing possibility of war with Japan. General Billy Mitchell warned in 1935 that Japan represented the primary threat to the United States in the Pacific and that Japanese forces would attack the Alaska Territory rather than other potential targets of the United States. In revising War Plan Orange, a defense plan developed in response to Japan's attack on Russia in 1904, the War Department recognized a strategic triangle consisting of Alaska, Hawaii, and Panama as America's main line of defense in the Pacific. Throughout the late 1930s, the War Department made substantial investments in the defenses of Panama and Hawaii. Alaska's defenses, however, went largely neglected. By 1938, the military had invested more than $225 million in facilities in Hawaii, compared to $1.5 million in Alaska. In 1939, the United States had more than 30,000 troops garrisoned in Panama, and in 1940 President Roosevelt ordered that the Pacific Fleet be moved from

[4] The four additional NHLs connected to the Aleutian campaign during World War II are: Fort Glenn; Japanese Occupation Site; Attu Battlefield and U.S. Army and Navy Airfields; and Adak Army Base and Adak Naval Operating Base.

California to Hawaii.[5]
In 1939, Alaska's defensive complement consisted of a small garrison of 400 men at Chilkoot Barracks near Haines, a small seaplane base established at Sitka in 1937, and a small Coast Guard base at Dutch Harbor.[6] During the interwar period, the U.S. military deemed an attack on Alaska highly unlikely. The army believed that the territory's remoteness and geography made anything more than a small raid impossible. The navy had based its Alaskan policy on the belief that the territory was safe if Japan abided by the Washington Naval Treaty of 1922, which limited the size of Japan's fleet. Even though Japan withdrew from the Treaty in 1934, the navy's policy remained unchanged until 1938. The Hepburn Board, which was established by the navy in 1938 to investigate the need for additional bases, recommended that Congress appropriate $19 million for construction of air, submarine, and destroyer bases in Alaska.[7] Following these recommendations, Congress appropriated funds for bases in Alaska in the 1940 fiscal year. By early 1940, the War Department had agreed on a long-range program with five major objectives: to enlarge the Alaska garrison; to establish a major army base near Anchorage; to develop a network of air bases and airfields within Alaska; to garrison the airfields with combat forces; and to provide troops to defend the planned naval installations at Sitka, Kodiak, and Dutch Harbor.[8]

In devising a strategy for Alaska's defenses, War Department planners had to consider a number of geographic factors. Alaska's large size (more than twice the size of the state of Texas) presented a major challenge. With a distance of more than 2,000 miles from Sitka in southeast Alaska to Attu at the far western end of the Aleutian Chain, and nearly 1,200 miles from Sitka to Utqiagvik (formerly known as Barrow) on Alaska's north coast, developing plans for the defense of the territory was a daunting task. In 1940, Alaska had four developed airfields and about a hundred rural landing strips. Alaska's rudimentary road system consisted of about 10,000 miles of roads and trails of which 2,200 were suitable for vehicular traffic.[9] The Alaska Range in interior Alaska and Chugach Mountains along the north coast of the Gulf of Alaska provided formidable barriers to any potential foe approaching Alaska's mainland from the south but also provided challenges to military planners. Major population centers at Fairbanks in interior Alaska, Anchorage in southcentral Alaska, and Juneau-Douglas in southeast Alaska were also separated by great distances and could not be defended from one strategic location.

The War Department's defense strategy for Alaska was to fortify its southern flank with combined army and navy bases at strategic locations, supported by small staging fields in-between. In this way, the Department could provide a defensive barrier against the most likely approach to Alaska. Combined army and navy bases were planned for Sitka, Kodiak, and Dutch Harbor. Construction began at Kodiak in September 1939 and at Dutch Harbor in July 1940, with army defenses following the construction of naval bases. Construction of the army coastal defenses (Fort Greely) at Kodiak began in February 1941; work on the army coastal defenses (Fort Rousseau) at Sitka got underway in July 1941; and construction of an army air base (Fort Glenn) at Dutch Harbor began in January 1942. In addition to the coastal bases, Ladd Field in Fairbanks was initially planned as a small facility for the cold weather testing of aircraft and equipment, but it quickly grew into a major airfield

[5] Stetson Conn, Rose Engelman, and Byron Fairchild, *Guarding the United States and Its Outposts*, vol. 2 of *The Western Hemisphere*, United States Army in World War II (1964) (Washington, DC: Center of Military History, United States Army, 2000), 153; John Haile Cloe and Michael F. Monaghan, *Top Cover for America: The Air Force in Alaska, 1920 – 1983* (Anchorage: Anchorage Chapter – Air Force Association/Pictorial Histories Publishing Company, 1984), 11; Jon T. Hoffman, et al., *The Panama Canal: An Army's Enterprise* (Washington, DC: Center of Military History, United States Army, 2009), 86.
[6] Chilkoot Barracks is a National Historic Landmark and is currently known as Fort William H. Seward.
[7] Conn, Engelman, and Fairchild, 223-224.
[8] Joel L. Klein, et al., *A History of World War II in Alaska and Management Plan*, Vol. 1 of *World War II in Alaska: A Historic and Resources Management Plan* (Lyndhurst, NJ: Envirosphere Company, 1987), 2-9.
[9] Ibid., 2-13, 2-18.

with the U.S. entry into World War II.

Sitka Naval Operating Base

The present-day Sitka region has been the Tlingit traditional homeland for nearly 4,500 years. Archeological investigations on Baranof Island (location of Sitka's main town site) have traced human occupation back 8,000-8,500 years. Russians arrived in what would become Sitka in 1798 in search of furs. The site was a Tlingit winter village until the Russians attacked it in 1804 and turned it into their headquarters for the Russian American Company. In 1867, the United States bought Alaska from Russia in what is known as the Alaska Purchase, and the transfer ceremony occurred in Sitka.[10]

The U.S. Navy presence in Sitka began with acquiring a reservation on Japonski Island in 1891 and constructing a magazine and shell house that same year.[11] In 1902, the navy established a coaling station on Japonski Island, followed by a weather and wireless station in 1907. With the establishment of an Advanced Seaplane Base in 1937, the first facilities for servicing PBY patrol planes were constructed. A narrow concrete strip for parking airplanes was constructed along the shore at this time. P2Y-3 flying boats and later, PBY-5 aircraft, were stationed in Sitka for six months at a time with their seaplane tenders. They flew round-trip patrols to Attu in the western Aleutian Islands once a week. This helped the crews become familiar with the weather and terrain, and also identify locations for future bases.[12]

With its designation as a Naval Air Station in September 1939, the base at Sitka entered a period of expansion that continued throughout much of World War II. In 1940, the contract for the naval air stations at Sitka and Kodiak was expanded to include a naval air station at Dutch Harbor as well as the construction of six smaller shore bases under the authority of each station. For Sitka Naval Air Station this included subordinate bases at Port Armstrong (60 miles southeast of Sitka) and Port Althorp (85 miles northwest of Sitka), with the rest spread out from Annette Island (215 miles southeast of Sitka), to Ketchikan (190 miles southeast of Sitka), to Yakutat (240 miles northwest of Sitka), and Cordova (460 miles northwest of Sitka.)[13] With its designation as Sitka Naval Operating Base in July 1942, the naval air station, radio station, naval section base, Marine barracks, and subordinate naval shore activities were combined under one command. As the base was being expanded, the army began developing defenses for the strategic base.

U.S. Army Coastal Defenses, Sitka

The U.S. Army Coastal Defenses in Sitka were one of thirty-three seacoast fortifications constructed across the nation and around the world during World War II. Taken together they were one of the most extensive and uniform construction programs ever undertaken by the United States.[14] Sitka Naval Operating Base's location at the head of Sitka Sound, a large inlet with numerous rocky islands and a nearly twenty-mile-wide entrance facing the Gulf of Alaska, made defending it from an attack a daunting task. Defending the base from a sea attack required an array of fortifications spread out around Sitka Sound. Military planners revised and expanded

[10] Joan M. Antonson and William S. Hanable, *Administrative History of Sitka National Historical Park* (Anchorage: National Park Service, 1987), 35.
[11] The name "Japonski," which roughly translates to "Japanese Island" in Russian, was given by Russian colonists in the early 1800s after some Japanese sailors lived there following a shipwreck.
[12] Matthew Hunter, "WWII at Port Althorp and George Island," December 2011, p. 1, http://www.kcaw.org/2012/03/16/george-islands-big-gun-silent-but-no-longer-forgotten/; Bob DeArmond, "The Japonski Island Lagoon," (originally appeared in *Sitka Sentinel*) http://www.sitkamaritime.org/uploads/7/2/9/0/7290231/dearmond_japonski_lagoon.pdf.
[13] Hunter, "WWII at Port Althorp and George Island," 1-2; DeArmond, "The Japonski Island Lagoon."
[14] Mark Berhow, "America's Last Seacoast Defenses: The World War II-Era Construction Programs," *Coast Defense Study Group Journal* 8, no. 3 (1994): 32-48.

defense plans three times to meet this challenge, which ultimately included facilities on twenty-three islands.

From the beginning of the army's effort to establish coastal defenses, it struggled with the geographic limitations of the islands. The navy had used up the available land on Japonski Island, so the army looked at Charcoal and Alice Islands, two small islands off the southeast end of Japonski Island. To create enough land to build Fort Ray, the army filled in the shoals between the islands to enlarge and join them. It took a year of blasting rock to level the islands so that construction could begin. Construction of Fort Ray began in January 1941. Initial plans called for garrisoning approximately 3,000 men on the two islands, which had a combined area of about six acres. However, as construction progressed on Fort Ray, General DeWitt, Commander of the Alaska Defense Command, observed during a visit that placing the army garrison on the two islands would lead to dangerous crowding. He recommended constructing a causeway with a one-lane road connecting Japonski Island with the eight islands that extended westward into Sitka Sound and garrisoning troops on these islands. When complete, the causeway would connect Nevski, Reshimosti, Virublennoi, Gold, Sasedni, Kirushkin, Mogilnoi, and Makhnati Islands. As the 8,100-foot causeway and facilities for approximately 1,100 men were being constructed on Sasedni and Kirushkin Islands, construction of Forts Rousseau, Babcock and Peirce were added to the authorization.[15]

The mission of the U.S. Army Coastal Defenses in Sitka was to "deny enemy naval vessels access to Sitka Harbor entrances to the distance of 25,000 yards from the naval air station, and the destruction of such hostile vessels as may enter these waters, and assist in the local protection of all military, naval, and other vital installations in the vicinity of Sitka against all forms of enemy attack during day and night."[16] To accomplish this mission, the army established three forts in Sitka Sound. The forts included Fort Peirce, located eighteen miles southwest of Sitka on Biorka Island, and Fort Babcock, located twelve miles west of Sitka on the southern tip of Kruzof Island. Fort Peirce was on the south side of the entrance to Sitka Sound, and Fort Babcock was on the north side. Fort Rousseau on Makhnati Island, less than a mile from Sitka Naval Operating Base, faced the entrance to Sitka Sound. Each of the three forts' guns had a range of over fifteen miles, which meant that any enemy ship attempting to enter the sound would have found itself in a crossfire from at least two of the forts. If they were able to make it into the sound, they would have found themselves in crossfire from all three forts. Fort Rousseau replaced Fort Ray as the headquarters for coastal defenses in Sitka when it was completed in 1943.

Sitka Naval Operating Base and U.S. Army Coastal Defenses, Sitka During World War II

After the Japanese attack on Pearl Harbor on December 7, 1941, Sitka became part of the front line of defense on the Pacific Coast. The Japanese task force that attacked Pearl Harbor had set out from the Kurile Islands, slipping between patrol coverage zones, and passing just south of the Aleutians. After the attack on Pearl Harbor, the task force's location was not known, and it was feared that Alaska might be the next target.[17] The base at Sitka was the only air base in the North Pacific capable of sending aircraft out to guard against a Japanese attack from the north. Flying boats from Sitka Naval Air Station flew patrols out into the Gulf of Alaska to track down reported submarine activity and scoured the harbors and fjords of southeast Alaska for enemy activity. Standard Catalina PBY patrols consisted of flying 600 to 1000 miles in one direction, turning

[15] Fort Peirce was named for Charles H. Peirce, the commander of Fort Tongass in 1868. Some recent documentation and publications have used "Pierce" spelling. The other forts were named for Brigadier General Lovell H. Rousseau, Lieutenant Walter C. Babcock, and Patrick H. Ray; see Lyman L. Woodman, *Duty Station Northwest: The U.S. Army in Alaska and Western Canada, 1867-1987, Volume Two 1918-1945* (Anchorage: Alaska Historical Society, 1997), 101.
[16] Anne Pollnow, *World War II Base End and Searchlight Stations of Sitka Sound: Harbor Defenses of Sitka, U.S. Army Coast Artillery, Sitka, Alaska*, (Sitka: Sea Level Consulting, 2014), 4.
[17] Klein, et al., 2-27.

90 degrees right or left and flying for about an hour, and then turning again to return to base.[18] PBYs were slow, with a cruising speed of about 125 mph, which made for very long missions.

Because of Alaska's front-line status, U.S. military personnel in the territory were put on alert, civilian road and air traffic were banned, and civilian radio stations were ordered off the air. Anchorage was blacked out, and residents were ready to head for the bush to escape and to prepare for a potential attack. Unable to contact people in Alaska, Canadian radio broadcast that the entire territory had been captured, which added to the confusion. Adding to the uncertainty, Radio Tokyo falsely reported that Dutch Harbor, Kodiak, and Fairbanks had been bombed and Anchorage and Sitka had been captured. Other wartime restrictions included military control of travel to and from the territory, and military censorship was imposed, with radio telephone contact limited to military traffic and mail and news being heavily censored. Civilians were removed from military installations and at one point there was discussion about evacuating civilians from the entire Alaska Territory.[19]

By January 1942, U.S. intelligence had broken the Japanese naval code, known as JN-25. In May 1942, decrypted messages revealed the Japanese plan to launch an attack on the Aleutian Islands and Midway Island in an effort to establish bases to expand their defensive perimeter in the north and central Pacific. Japanese military leaders mistakenly believed that the April 18, 1942 Doolittle Raid on their homeland was launched either from Midway or the Aleutians. They believed that taking and establishing bases on Midway and in the Aleutians was the best way to prevent further attacks and establish control over the north and central Pacific. From Midway the Japanese military could patrol the central Pacific and carry out further attacks on Hawaii. From the Aleutians they could patrol the north Pacific and prevent the islands from being used by the U.S. as springboards to conduct larger attacks on Japan. There was also concern that the Soviet Union might enter the war in the Pacific on the side of the Allies and that the Aleutians could be used as a supply route and as a base for aircraft and submarines.[20] The Aleutian and Midway campaigns occurred simultaneously, with Japan launching its first assault against Midway on June 3, the same day that Japanese forces launched their first raid on Dutch Harbor in the Aleutians. While the Japanese fleet suffered a major defeat at the Battle of Midway, they were able to gain a foothold in the Aleutians, first by bombing the military installation at Dutch Harbor on June 3 and 4, 1942 and then by invading Kiska and Attu, thereby bringing the war to America's back door.[21]

With the Japanese occupation of the Aleutians, the U.S. War Department immediately shifted its focus to establishing bases farther west. Designated a Naval Operating Base in July 1942, Sitka's mission was twofold: to provide defense of shipping in the Gulf of Alaska and to serve as a forward base for seaplanes operating in Kodiak and the Aleutians. At the outset of the war, ninety percent of all goods and supplies in Alaska were brought in by sea. With the military buildup, this increased exponentially as nearly everything needed to establish and supply bases had to be shipped. Building supplies, fuel, food, parts, vehicles, etc., had to be shipped from Seattle, up the Pacific coast of Canada, through the Inside Passage, and then across the Gulf of Alaska to Kodiak and the Aleutians, a distance of over 2,500 miles. To help meet shipping needs the military commandeered 193 private watercrafts.[22]

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[18] Jeffrey Hollenbach, "Maritime Patrol Innovation: USN PBY Catalina Squadrons in the Pacific Area of Operations, 1941-1945" (master's thesis, USMC Command and Staff College, Marine Corps University, 2011).
[19] Klein, et al., 2-26.
[20] Dirk HR Spennemann, *The Cultural Landscape of the World War II Battlefield of Kiska, Aleutian Islands*, *Findings of a Cultural Heritage Survey, Carried out in June 2009* (Albury, NSW: Institute for Land, Water and Society, Charles Sturt University, 2011), 57-61.
[21] Klein, et al., 2-30 – 2-31; K. Lee Lerner and Brenda Wilmoth Lerner, eds., *Encyclopedia of Espionage, Intelligence, and Security*, s.v. "World War II, United States Breaking of Japanese Naval Codes," by Michael J. O'Neal, http://www.faqs.org/espionage/Vo-Z/World-War-II-United-States-Breaking-of-Japanese-Naval-Codes.html.
[22] Klein, et al., 2-19.

Throughout the war, Sitka was the forward base for PBYs in Alaska, which operated out of Naval Air Station Sand Point in Seattle. PBYs would deploy to Sitka and then to Kodiak and the Aleutians on a rotating basis. PBYs conducted various missions in Alaska, including reconnaissance, search and rescue, as well as attacks on Japanese ships in the Aleutian campaign. Flying in the unpredictable weather of Alaska was challenging, and PBYs operating in the territory helped pioneer instrument flying techniques.

The U.S. Naval Construction Battalion (Seabees) were still working on Fort Rousseau, Fort Babcock, and Fort Peirce when the Japanese were driven out of the western Aleutians in the summer of 1943. They completed work on the battery on Makhnati and suspended construction of the two batteries on Kruzof and Biorka Islands. With the end of the war in the Aleutians, many construction projects continued after the shift from an active to a passive stance in Alaska. As new installations were being constructed, existing ones were being closed. From mid-summer 1943 to the end of that year, troop strength decreased from 144,000 to 113,000. By the end of 1944, troop numbers were down to 50,000 troops.[23] The navy began closing Alaska bases at Entrance Point, Port Armstrong, Port Althorp and Seward in 1943, followed by Sitka Naval Operating Base in 1944.[24]

During the period of significance (1939-1944), the Sitka Naval Air Station expanded into a Naval Operating Base, and U.S. Army coastal defenses were established to defend the strategically located base. After the Japanese attack on Pearl Harbor, the base played a critical role in the war effort, first in the defense of Alaska and the U.S. Pacific coast, and then as an intermediate base between military bases on the West Coast and those in the Aleutian Islands involved in the effort to repel Japanese forces from Attu and Kiska.

Mount Edgecumbe High School

Following the end of the war, the Bureau of Indian Affairs (BIA) opened Mount Edgecumbe School, a boarding school for Alaska Natives, and the school used many of the facilities along the eastern edge of the Sitka Naval Operating Base boundary that were previously part of the war effort. The BIA developed a boarding school system in the 19th century with the intention of assimilating and educating Indigenous populations in the United States. During the late 19th century, Alaska Natives were sent to schools outside of Alaska, but in the 1920s, the federal government established three vocational boarding schools within the Alaska Territory. Those vocational schools fell into disrepair and BIA consolidated the schools into one and opened the Mount Edgecumbe School in Sitka in 1947. When the school opened, it occupied and repurposed World War II-era buildings in the enlisted men's housing and base administration area which are now contributing resources to the Sitka Naval Operating Base section of the National Historic Landmark. The BIA operated the school until the 1980s when it was closed briefly and then reopened by the Alaska Department of Education as a public boarding school in 1988. When it was reopened, a new main school building was constructed at the north end of the airfield. Mount Edgecumbe continued to use World War II-era facilities that are contributing resources to the historic district, including: The mess hall and bakery (Building 290), which is used as a cafeteria; the brig (Building 291), which is used as a launderette; the Administration and Operations Building (Building 297) and the two barracks buildings (Buildings 292, 293), which function as dormitories; and the Enlisted Men's Recreation Facility (Building 295), which is a student center.

[23] Klein, et al., 2-58.

[24] Following World War II, the Bureau of Indian Affairs opened the Mount Edgecumbe boarding school in 1947. The school, which has been administered by the Alaska Department of Education since the 1980s, used and continues to use many of the buildings in the airfield and enlisted men's housing and base administration areas of the National Historic Landmark. Mount Edgecumbe's potential for National Register or National Historic Landmark eligibility has not been assessed.

6. PROPERTY DESCRIPTION AND STATEMENT OF INTEGRITY

Ownership of Property		Category of Property	
Private:		Building(s):	
Public-Local:	X	District:	X
Public-State:	X	Site:	
Public-Federal:	X	Structure:	
		Object:	

Number of Resources within Boundary of Property:

Contributing		Noncontributing	
Buildings:	28	Buildings:	4
Sites:	5	Sites:	1
Structures:	10	Structures:	
Objects:		Objects:	
Total:	43	Total:	5

PROVIDE PRESENT AND PAST PHYSICAL DESCRIPTIONS OF PROPERTY

(Please see specific guidance for type of resource[s] being nominated)

Sitka Naval Operating Base and U.S. Army Coastal Defenses National Historic Landmark (NHL) is located on nine islands in the City and Borough of Sitka in southeast Alaska. The historic naval operating base is on Japonski Island, the largest of these islands, which is connected by a bridge to Baranof Island and the town of Sitka to the east. It is a roughly oval-shaped island oriented in a northwest to southeast direction. From Japonski Island, the coastal defenses area includes the 8,100-foot causeway extending west into Sitka Sound on the west side of Japonski Island, connecting Nevski, Reshimosti, Virublennoi, Gold, Sasedni, Kirushkin, Mogilnoi, and Makhnati Islands. The topography of southeast Alaska includes over 1,100 islands, bounded on the east by high mountains reaching 10,000 feet and on the west by the Gulf of Alaska. The region has a maritime climate with heavy precipitation throughout the year and mild temperature variations. Heavy precipitation and mild temperatures support a temperate rain forest of western hemlock and Sitka spruce trees.

Sitka Naval Operating Base and U.S. Army Coastal Defenses was designated an NHL in 1986 for its World War II role, along with seven other important Alaska World War II sites (including those on Adak, Attu, Kiska, and Umnak Islands, as well as properties at Dutch Harbor, Kodiak, and Fairbanks) also designated in the 1980s. This NHL nomination updates the original Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL nomination completed by Erwin N. Thompson in 1984. The NHL continues to be defined as one district with two discontiguous areas geographically separated by about a half mile. The two areas reflect the functions of the Sitka Naval Operating Base on Japonski Island and the U.S. Army Coastal Defenses on the eight islands with causeway. Collectively, the historic district includes forty-three contributing buildings, sites, and structures with five non-contributing buildings and sites. The two areas are geographically separated by the modern development of the Sitka Rocky Gutierrez Airport, a U.S. Coast Guard base, and a hospital on Japonski Island. These newer developments affect the setting's overall integrity; however, they do not diminish the ability of each area to convey its World War II role and function. The role of Sitka Naval Operating Base in defending the territory of Alaska is conveyed through the airfield, hangars, and seaplane ramps, and the role of the U.S. Army

Coastal Defenses in defending Sitka Naval Operating Base is expressed through the eight-island causeway leading to Fort Rousseau. The garrisoning of troops is demonstrated through officers' housing, barracks, the mess hall, and the administration building on Sitka Naval Operating Base, and through the remains of similar facilities on the causeway islands of the U.S. Army Coastal Defenses.

Comparison to Original Nomination

Overall, the appearance of Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL has changed little since its designation in 1986. The author noted in the original nomination that since World War II, the buildings and structures that make up the Sitka Naval Operating Base had been upgraded many times, and this has been true since the NHL's designation more than thirty years ago. Despite safety upgrades, the portions of the base within the NHL boundary retain integrity to the period of significance. Some of the buildings have accessibility ramps and stairs to improve egress that were not present during the period of significance, but these alterations do not detract from the overall integrity of the resources. Three buildings identified in the nomination as part of Sitka Naval Operating Base have since been demolished and are not included in this nomination. These include one of the junior married officers' duplexes, the power plant, and the heating plant shop. Two docks, which can be observed in historic maps, were included in the original 1986 NHL nomination. These docks were both in the Sitka Channel, on the southeast side of Japonski Island, close to where the new Coast Guard CST Building is located. The smaller dock, to the northwest, was described in the 1986 nomination as being in "an advanced state of deterioration," and is no longer extant. A second bigger dock, which is connected to an approach southeast of the Coast Guard CST Building, is in the same location as the historic dock but it was replaced in 1990 and it does not retain the same 'T' shape as the historic dock.

Additionally, four new buildings and one site have been constructed within the boundaries of the Sitka Naval Operating Base and are identified as noncontributing properties in this revised nomination. These include a school building (Mt. Edgecumbe High School), aquatic center, a U.S. Coast Guard building, a garage for the Senior Officer's Quarters, and a baseball field. One historic building, the boathouse, located within the Sitka Naval Operating Base district was not specifically identified in the original nomination and is included in this revision as contributing. Also included in this revised nomination is the Sitka Naval Operating Base Road System.

The appearance of the U.S. Army Coastal Defenses area has improved since the NHL's designation. This improvement has resulted from cleanup, clearing of vegetation, and causeway restoration work that began in 2014. Although not observed in the text of the original nomination, it is evident from photographs taken during the 1983 NHL survey that vegetation cleared from the islands during World War II had grown back. In describing the causeway, the author observed that parts of it had been damaged by storms and that it was cut off from Japonski Island by the airport runway and by erosion between Japonski and Nevski Islands. Since 2014, approximately one mile of the 8,100-foot causeway has been restored, allowing visitors to walk between Virublennoi, Gold, Sasedni, Kirushkin, and Mogilnoi Islands. In reference to the World War II temporary buildings constructed on the islands, the author stated that, "None of these structures remain standing, but concrete slabs and other remnants testify to their former presence." Documentation standards in 1986 however, meant that the nearly forty foundations were not specifically identified in the nomination. This nomination includes the foundations as components of five contributing sites, adding to a more complete picture of the military's presence on the islands.

While ammunition bunkers, antiaircraft gun emplacements, and the concrete structures on Makhnati Island represent the story of the coastal defense aspect, the concrete foundations on the islands relate to the garrisoning of troops. Accessing land to garrison troops was the initial reason for construction of the causeway to connect

the islands, while the decision to construct a coastal defense network, which included Fort Rousseau, followed this decision. In addition to the story of the garrisoning of troops, the foundations also convey the critical need for infrastructure in Alaska during the war. After the base was decommissioned in 1944, the temporary World War II buildings on these islands were dismantled and moved to other locations in Alaska, leaving their foundations. No new buildings or structures have been constructed on the islands or the causeway since the base was decommissioned in 1944, which has helped to preserve the spatial relationships of sites and structures and thereby providing more insight as to how soldiers lived and attended to their duties in protecting the harbor and defending the naval operating base.

Sitka Naval Operating Base Area

Present Appearance

The Sitka Naval Operating Base Area is located on the northeast one-third of Japonski Island, facing the City of Sitka, and is separated from the city by the Sitka Channel.[25] Included within this area are twenty-seven buildings and structures associated with the World War II era. The boundary of this area is smaller than the entirety of the historic Sitka Naval Operating Base, which grew to cover most of Japonski Island during World War II. A commercial airport, completed in 1965, takes up the southwest one-third of Japonski Island. A U.S. Coast Guard base is located on the northwest tip of the island, adjacent to the airport, and southeast of the Coast Guard base, in the center of the island, is a U.S. Coast Guard housing complex. Southeast of the housing complex, just outside of the NHL boundary, is a hospital, which was completed in 1950. The large five-story building, which functions as the main façade of the hospital, was built into the complex of buildings that served as the original hospital during the war. The original one-story concrete building with gable roof that was a part of the original hospital complex still exists, but it is dwarfed by the five-story flat-roofed addition.[26] Outside of the boundary on the southeast tip of the island is a small boat harbor. Central to understanding the base is knowing that as of 2022, Japonski Island is more than twice its pre-World War II size. Beginning with the World War II buildup and continuing into the modern era, large amounts of fill have been added to the island to make land for construction. During the World War II buildup, fill was added to the northeast side of the island along Sitka Channel for construction of the Sitka Naval Operating Base airfield and hangars. After the war, in the early 1960s, large amounts of fill were added to the northwest part of the island to make land for the airport. In the 1980s, fill was added along the southern tip of the island to make parking for a small boat harbor, and recently fill was added to extend the airport runway and expand the airport.

As of 2022, buildings and property within the NHL boundary are being used by the University of Alaska Southeast (UAS), the SouthEast Alaska Regional Health Consortium (SEARHC), the Alaska Department of Transportation, Mount Edgecumbe High School, and the Alaska Department of Education.

Sitka Base runs from the northwest to southeast along Sitka Channel and is primarily accessed via Seward Avenue, which is part of the original road system. Seward Avenue runs in a northwest to southeast direction through the officers' housing, then behind the hangars and in front of the enlisted men's and administrative areas and intersects UAS Access Road near the waterfront. The industrial area includes the area across UAS Access Road along Sitka Channel and the area on both sides of Access Drive, which intersects UAS Access

[25] The "Sitka Channel" represents the body of water between Japonski Island and the main town of Sitka which is connected by the O'Connell Bridge. Some maps, including the USGS map in this NHL nomination use "Sitka Harbor" instead of Sitka Channel. For consistency purposes, this nomination uses "Sitka Channel."

[26] The hospital addition was constructed to treat patients during a tuberculosis epidemic that was decimating Alaska Native communities at the time. Chris Campbell, "Mount Edgecumbe Medical Center, SIT-571," A Determination of Eligibility to the National Register of Historic Places (Alaska Native Tribal Health Consortium, 2001), 1-4.

Road approximately 100 feet southeast of its intersection with Seward Avenue. Most of the contributing buildings within the boundaries of the National Historic Landmark have been in continuous use since the end of World War II. Because of this continued use, the historic buildings have been well maintained and generally retain their form and design from the period of significance. For descriptive purposes, the naval base is organized into four separate areas based on their historic functions: officers' housing; the airfield; enlisted men's and administrative area; and industrial area.

Moving northwest to southeast, the officers' housing area is located at the northwest end of the Sitka Base. A large, three-story, bachelor officers' quarters, since converted to administrative offices, is constructed perpendicular to Sitka Channel with married officers' quarters located to the northwest. Five duplexes for junior married officers, four larger sets of quarters for senior officers, and an officers' club (named the Totem Club) were constructed here and are now occupied by Mt. Edgecumbe High School and the SouthEast Alaska Regional Health Consortium. This area looks much as it did during the historic period with manicured lawns, open spaces between buildings, and an identifiable streetscape. Seward Avenue runs through this area, with three duplex-style homes, a single-family home, the officers' club, and the barracks building on the northeast side of Seward Avenue, bordering Sitka Channel, and four duplex-style homes on the southwest side of Seward Avenue.

The airfield, designed primarily for seaplanes, is located southeast of the officers' housing area. Airfield facilities include a large concrete aircraft parking area and runway next to the water's edge and facing Sitka Channel. Two concrete seaplane ramps descend into Sitka Channel at the edge of the airfield. Two large metal-clad hangars sit side-by-side on the edge of the concrete parking area-runway.[27] The airfield retains two seaplane hangars, two seaplane ramps, and aircraft tie downs from the period of significance. In addition, at least three half-cylinder ready racks for ammunition remain in the retaining wall to the rear of the two hangars.[28] Instead of parking for aircraft, the airfield is now used for parking cars. Except for the baseball diamond, built in the late 1940s, and the Mt. Edgecumbe High School building, constructed in the late 1980s, the airfield remains open with Sitka Channel bordering it on the northeast side and the two seaplane hangars bordering it on the southwest side. The northern hangar has a control tower extending above the roof line in the northeast corner of the building. Hand-painted navigational maps of Alaska and southeast Alaska remain on the inside walls of the third floor, in what was the operations room during World War II. The two hangars were sited end-to-end in a northwest to southeast direction, with a concrete retaining wall behind them on their southwest side.

The enlisted men's and administrative area is on higher ground on the southwest side of Seward Avenue behind the two hangars. Except for two large water towers that have been demolished, this area looks much as it did during the historic period with manicured lawns, open spaces between buildings, and an identifiable streetscape. Two barracks buildings, a recreation center with an 800-seat theater, a mess hall, and administrative building are sited northwest to southeast along Seward Avenue in this area. Mt. Edgecumbe School currently uses the two barracks buildings and administrative building as dorms, the mess hall as a cafeteria, and the recreation center as a student center. A circular grass island site, located between Seward Avenue and the front of the recreation facility, is surrounded by a concrete curb and low retaining wall and contains a flagpole, cannon, and plaque dedicated to the Mt. Edgecumbe School. The island was present in the period of significance, and it is likely the flagpole and cannon were present on the site as well, but not confirmed. The cannon has an imperial

[27] Klein, et al., 5-113.
[28] In the original NHL nomination, these reinforced concrete half-cylinders behind the hangars were called "nitches." A third hangar existed at a site where Japonski Island connects with the Causeway, but that building is no longer extant, and the land is now a part of the Sitka airport.

double eagle cast into it indicating it dates to Russian occupation.

The baseball diamond, which is located on the southeast edge of the airfield area, was built by students from Mt. Edgecumbe High School in the late 1940s.[29] The baseball field is overgrown and, as of 2022, is used as a dog park, and there is a paint ball course set up.

The industrial area is located at the southeast end of Seward Avenue, southeast of the airfield. Compared to the officers' housing, airfield, and enlisted men's and administrative areas, the industrial area has undergone the most change since the historic period. Because of the varied functions and dates of construction of the buildings in the industrial area, there is little similarity between buildings. This area is the location of the former coaling station, established in 1902. During the 1910s, two coal bunkers were constructed in this area and one remains. The coal bunkers were large, rectangular, high gable-roofed buildings sited end to end, running from east-northeast to west-southwest. When the Sitka Naval Air Station was established in 1939, one of these buildings was converted to a barracks building, and during World War II, the other coal bunker was converted to the Commissary, Cold Storage, and Laundry Building. The barracks building was demolished in 1972, while the Commissary, Cold Storage, and Laundry Building now serves as a shop and offices on the first floor, and classrooms and storage on the second floor for Mt. Edgecumbe School. Among the more prominent World War II structures constructed in this area were the heating plant shop, power plant, torpedo shed, and bomb shelter. The power plant and heating plant shop were demolished in 2013 and 2016, respectively, to make way for an aquatic center.

A steel bridge crosses Sitka Channel at the southeast end of Japonski Island to connect Japonski Island to the City of Sitka. Until 1972, transportation between Sitka and Japonski Island was via a short ferry ride across Sitka Channel. This bridge was constructed near the southeastern portion of Japonski Island, using Harbor Island as its footing on the Japonski Island side of Sitka Channel. Approximately 100 feet north of the approach to the bridge is an approach extending about 150 feet to the southeast, parallel to the approach to the bridge over Sitka Channel. This approach connects to a modern U.S. Coast Guard dock, which replaced the dock that existed in this location during the period of significance. A small modern Coast Guard support building, incorporating design features of the World War II-era security office that once sat there, was constructed onshore, adjacent to the U.S. Coast Guard dock, in 2004. A World War II boathouse constructed in the area between the two approaches to service army and navy vessels is in the process of being rehabilitated by the Sitka Maritime Heritage Society—a local preservation organization. As of 2022, preservation work was still in progress.

Past Appearance

During World War II, the naval base on Japonski Island was expanded substantially. By the end of the war, Sitka Naval Operating Base covered most of the island. A military family housing area, historically known as Millerville and consisting of sixty-two duplex homes, was located on the southwest quarter of Japonski Island, between the enlisted men's and administrative area, and the access point to the causeway. The remnants of this housing area were observed to be deteriorated and collapsing during a 2001 survey and have since been demolished. Fill was added near the approach to the causeway, and a seaplane hangar and ramp were constructed. Following World War II, this hangar was dismantled and moved to Seattle. A wireless station was constructed northwest of the officers' housing area in the area that is now occupied by the U.S. Coast Guard station. During World War II, a small housing area, comprised of eight one-story houses, was constructed on the southwest side of Seward Avenue between the airfield and officers' housing areas. These were observed to

[29] Gil Truitt, interview by Rebecca Poulson, August 16, 2012, in Sitka, Alaska, "Voices of Sheldon Jackson School and College: An Archive of Photographs, Recordings, Documents and Objects," https://www.sjvoices.org/videos.html (accessed June 13, 2022).

be deteriorated and collapsing during a 2001 survey and have since been demolished. A series of ammunition magazines constructed on the northwest part of Japonski Island between the officers' housing area and the approach to the causeway were demolished in the early 1960s to make way for development of the airport.

Prior to the World War II build-up, Sitka Channel backed up to the area where the two hangars sit today. During the build-up, a large amount of fill was added to the northeast side of Japonski Island to expand the narrow strip of concrete along Sitka Channel that had served as aircraft parking since 1937, into an airfield with aviation support facilities. Facilities included a large concrete aircraft parking area and runway next to the water's edge and facing on Sitka Channel. Two concrete seaplane ramps descended into Sitka Channel at the edge of the airfield. Two 50,000-square-foot hangars were sited end to end on the edge of the concrete parking area-runway. Because of the short length of the landing field, an arresting cable similar to those on aircraft carriers was installed.[30] A one-story Butler-type building was sited in a northwest to southeast direction in the southwest corner of the airfield during World War II.

On the southeast side of Japonski Island in the industrial area, two large naval docks, finger piers, a tank farm, and a boathouse were constructed along Sitka Channel. The tank farm was constructed on Harbor Island, and a narrow causeway was constructed between Japonski Island and Harbor Island to access the farm. A security office and warehouse were also constructed in this area. Support facilities for the boathouse included a small dock, floating dry dock and the extant boat haul-out rails, which were constructed during World War II in the area between the causeway to Harbor Island and the approach to the navy dock to service army and navy vessels. A machine shop and carpenter shop were also constructed nearby. At its height, the boathouse, which functioned as a boat shop and marine railway, maintained over fifty vessels, and employed twenty-six shipwrights. The boathouse was not identified as contributing to the original nomination and has been included in this revised nomination. Inland from this area is the location of the coal bunkers from the 1902 coaling station, power plant, torpedo shed, and bomb shelter. During World War II, the coal bunkers were converted to a barracks and a commissary, cold storage, and laundry building. A large power plant, a heating plant shop, and torpedo shed were constructed across the street from these, and a bomb shelter was constructed on the same side of the street to the southwest of these during World War II. Alice and Charcoal Islands, which were leveled and joined by fill to make land for Fort Ray, were connected to Japonski Island by a small causeway near the Millerville housing area, creating a lagoon at the southeastern tip of Japonski Island, approximately 300' south of the industrial area. During the historic period nearly 140 buildings were crowded onto the two islands that comprised Fort Ray. The last of these buildings were demolished during the extension of the Sitka airport runway in 2014.[31]

U.S. Army Coastal Defenses Area

Present Appearance

The U.S. Army Coastal Defenses Area includes the causeway and the interconnecting islands of Nevski, Reshimosti, Virublennoi, Gold, Sasedni, Kirushkin, Mogilnoi, and Makhnati, with their respective contributing historic sites and structures. Although the area has not changed since the original nomination, a number of historic sites that were not identified as historically significant in the original nomination have been included in this revised nomination. Today, the U.S. Army Coastal Defenses Area includes sixteen historic resources associated with the World War II era. Collectively these historic properties tell the World War II story of Fort

[30] Klein, et al., 5-113.

[31] The 1986 nomination did not mention the finger piers. A few finger pier pilings remain outside the NHL boundary and can be seen at low tide off the southeast shore of Japonski Island. A 2001 Alaska Heritage Resources Survey Card Report for Finger Piers (SIT-00608) describes the resource condition as partially destroyed. The major floating walkway portion of the structure has been gone for many decades. Some historic maps also show the resource as "Finger Floats."

Rousseau and the broader coastal defense network, which included armaments on twenty-three separate islands in and around the Sitka Sound. Because there has been no new construction or development within the Coastal Defenses Area since Fort Rousseau was decommissioned in 1944, much remains from the historic World War II period, including the spatial relationships between the sites and structures. As a result, the area retains most aspects of integrity.

As part of its construction during World War II, most of the trees and brush were cleared from Nevski, Reshimosti, Gold, Sasedni, and Mogilnoi Islands. Vegetation remained on much of Virublennoi, Kirushkin, and Makhnati Islands to help camouflage fortifications constructed on those islands. After its decommissioning, the trees and brush grew back. This obscured the foundations of temporary buildings, roads, and parts of the causeway, while leaving the islands with fortifications looking much as they did during the historic period. With the causeway's designation as a state historical park by the Alaska legislature in 2008, cleaning and clearing efforts began. A local trails group began removing trash and clearing brush from around the historic features of the NHL in 2014. With guidance from the Alaska State Historic Preservation Office, the group also removed graffiti from the historic structures. Although not accessible by land from Japonski Island, boaters and kayakers regularly travel to the causeway from the small boat harbor, which is about 1.5 miles to the southeast. To improve accessibility, the trails group restored approximately one mile of the gravel road over the top of the causeway between Virublennoi Island and Gold Island, Gold Island and Sasedni Island, Sasedni and Kirushkin Island, and Kirushkin Island and Mogilnoi Island. In addition, Makhnati Island, the location of Fort Rousseau, is accessible via the causeway at low tide. With cleaning and clearing around the ammunition bunkers on Virublennoi Island, they appear much like they did during the historic period. The historic preservation plan and management plan for Fort Rousseau Causeway State Historical Park, completed by the State of Alaska in 2010 and 2012, respectively, calls for continued cleanup, clearing, interpretation, and preservation. This work has had a positive effect on the integrity of setting, feeling, and association of the Coastal Defenses Area and will improve as the state continues to implement its management and preservation plans.[32]

Past Appearance

During World War II, troops were garrisoned on Sasedni and Kirushkin Islands, and Fort Rousseau was constructed on Makhnati Island. An impressive array of garrison, defense, and support structures were constructed on the islands. Garrison and defense structures differed significantly from one another. The garrison consisted of temporary buildings such as wood frame barracks, mess halls, dispensaries, recreation halls, and other troop support buildings. Defense structures consisted primarily of heavily fortified concrete ammunition magazines, central transverse magazines, gun emplacements, and other facilities aimed at defending Sitka Naval Operating Base from an enemy attack. In addition to the heavy gun emplacements of Fort Rousseau, smaller antiaircraft gun emplacements were located on Sasedni Island. The three forts (Rousseau, Babcock, and Peirce) and their support facilities constructed in Sitka Sound represented the defense elements of the U.S. Army Coastal Defenses.

The causeway islands were initially envisioned as extra land for the garrisoning of troops, with the decision to establish a fort on Makhnati Island coming later. To provide access to the islands, a causeway with a one-lane road was constructed from Japonski Island through a chain of seven islands to Makhnati Island. Construction of the rock-filled, 8,100-foot-long causeway from the southwest coast of Japonski Island to Makhnati Island, proved difficult. The water varied in depth from twelve to sixty feet. Strong currents and storms required the causeway to be armored with rocks weighing up to forty tons and even with this it was continually breached and required nearly constant maintenance. Original plans called for a concrete slab over the gravel fill for the entire

[32] *Fort Rousseau Causeway State Historical Park Management Plan* (Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, 2012), 6-8.

length of the causeway but it "was not considered stable for a permanent surfacing due to the terrific pounding of storms."[33] Costing over $2 million, the causeway was completed in February 1943. In July 1943, the fort on Makhnati Island was declared the headquarters post of the harbor defenses of Sitka and was named Fort Rousseau, in honor of Maj. Gen. Lowell H. Rousseau.

Garrison and defense structures were constructed on Reshimosti, Virublennoi, Gold, Sasedni, Kirushkin, and Makhnati Islands. These included permanent concrete structures, various temporary Theater of Operations (T/O) 700 Series mobilization-type buildings, and gun emplacements of various types. While Reshimosti, Gold, and Sasedni Islands were nearly completely cleared of trees and brush, Virublennoi, Kirushkin, and Makhnati Islands were left with much of their vegetation to help camouflage fortifications that were constructed on them. Temporary buildings included ration storehouses, motor sheds, officers' quarters, barracks, day rooms, mess halls, and a fuse house. Permanent structures included Underground Magazine-Igloo Type O bunkers, a central transverse magazine, command posts, and other permanent fortifications. T/O Series buildings were the most temporary of the temporary buildings designed by the military during World War II. Wartime restrictions reduced the time, money, and material available to build such structures and T/O Series buildings were designed to address these issues.

On Reshimosti Island, a single-story T/O 700 Series ration storehouse was constructed. Three reserve ammunition magazines, all constructed using the same plan, and a T/O 700 Series ration storehouse were constructed on Virublennoi Island. A fuse house, a small frame building, and bunker were constructed on Gold Island. The Gold Island bunker is a two-story, backfilled, concrete bunker building with instrument mounts on the top.[34]

Sasedni Island was the largest of the eight islands in the chain. Defenses included four three-inch antiaircraft gun emplacements and a 20mm AA cannon emplacement. In addition to housing the guns, each emplacement had a small concrete room for personnel. Garrison and support facilities included three motor sheds, two officers' quarters, two storehouses, eight barracks, a recreation hall, and two mess halls. A meteorological station was constructed on the south side of the island close to the water's edge.

Although not as large as Sasedni Island, a similar number of troops were also garrisoned on Kirushkin Island. Eight barracks, two mess halls, two recreation halls, three storehouses, a radio building, and a dispensary were constructed on the island. The concrete foundations, fire hydrants, and electrical poles remain. A temporary artillery command post was constructed on Kirushkin Island while the causeway and permanent fortifications on Makhnati Island were being completed. The elaborate reinforced-concrete and mortared-stone complex of rooms is concealed in a narrow cleft. Stamped into the concrete over a doorway is "1942," the year it was completed.

Makhnati Island at the end of the causeway was the most heavily fortified of the eight islands. Designated Fort Rousseau in July 1943, the Harbor Defense Command Post and Harbor Entrance Control Post were constructed on Makhnati Island. The facilities at Fort Rousseau included the Harbor Defense Command Post, which was a standard central traverse magazine and included two six-inch gun emplacements, a range finding station, two ammunition magazines, the Harbor Entrance Control Post, and Harbor Defense Observation Tower. The two

[33] James D. Bush, "Narrative Report of Alaska Construction 1941 --- 1944" (Construction Division, Alaska Department, U.S. Army, 1944), 54-55.

[34] The Gold Island bunker's historic use is not clear. There is evidence it was possibly a radio station based on harbor defense map labels, and the mounts on top do not appear big enough for weaponry. It is possible it served as a temporary bunker while construction of the causeway progressed west, and most operations moved to Makhnati Island.

ammunition bunkers on Makhnati are standard bunkers similar to the ammunition magazines constructed on Virublennoi Island, except that they were tunneled into bedrock instead of backfilled. The Harbor Defense Command Post, Harbor Entrance Control Post, and two ammunition bunkers were included in the original nomination and are included in this revised nomination. Support facilities included a base end station on Kayak Island about a mile southeast of Makhnati Island, a base end station and search light tower on Clam Island about a mile northeast of Makhnati Island, and a radar station on Abalone Island about a mile northeast of Makhnati Island. These support facilities are located outside the NHL boundary and were not evaluated.

Fort Rousseau was part of a broader coastal defense network that was spread over a large area of Sitka Sound. When Fort Ray, on Alice and Charcoal Islands, was established in September 1941, it included facilities for approximately 3,000 men. This included army housing, administration, warehouses, an ordnance shop, motor shops, hospital, and other facilities totaling 136 buildings. None of these buildings remain. Two subordinate posts, Camp Riley and Camp Aberdeen, were later constructed on Baranof Island adjacent to the town of Sitka. Camp construction included additional troop housing, five ammunition magazines, and warehouses, as well as an Anti-Motor Torpedo Boat Battery at Watson Point.[35] Garrison facilities on Sasedni and Kirushkin Islands were originally envisioned as part of Fort Ray, however with the authorization of construction of the coastal defense network in May 1941 as construction was progressing on Fort Ray, this changed. With the completion of Fort Rousseau in 1943, the headquarters for the U.S. Army Coastal Defenses in Sitka Sound was transferred from Fort Ray to Fort Rousseau.

The coastal defense network included three forts and their support facilities in and around Sitka Sound. Three rings of defense were formed around Sitka Naval Operating Base. The outer ring was formed by six-inch gun batteries at the forts on Makhnati (Fort Rousseau, 1.5 miles southwest of Sitka Naval Operating Base), Kruzof, (Fort Babcock, 12 miles west of Sitka Naval Operating Base), and Biorka (Fort Peirce, 18 miles southwest of Sitka Naval Operating Base) islands. The middle ring was formed by an anti-motor torpedo boat battery, with two 90mm guns, at Watson Point, about one mile north of Sitka on Baranof Island. The inner ring consisted of the antiaircraft gun emplacements on Sasedni Island. In addition, three 75mm guns were installed on the northwestern point of Krestof Island, north of Sitka, to defend the northern entrance to Sitka Sound.

In addition to the six-inch guns at each of the three forts, each fort also had a fire control radar, two base end stations, and a standard central transverse magazine. A standard central transverse magazine, a large concrete bunker complex designed to support and facilitate the firing of the big guns, was constructed at Battery 290 (Fort Babcock) on Kruzof Island, Battery 291 (Fort Peirce) on Biorka Island, and Battery 292 (Fort Rousseau) on Makhnati Island. These were identical in design and construction, as was common with World War II-era U.S. coastal defense construction across the nation and around the world. Six base end stations and seven searchlight stations were constructed at various locations around Sitka Sound. Typically, two base end stations were assigned to a gun battery and were used to determine the range of a target through triangulation. Once the range was determined, this was relayed to a plotting room in the central transverse magazine where its coordinates were plotted and transmitted to the gun battery for targeting. Searchlights were used to search area waters, illuminate hostile naval vessels, or place a barrier beam across a channel or other approach. Five radar stations were constructed around Sitka Sound: three fire control radars, a general surveillance radar, and a long-range aerial surveillance radar. This last radar was secretly constructed on Harbor Mountain, north of Sitka, and was referred to as “the gun on Harbor Mountain" in military documents to hide its true nature.[36]

[35] Bush, 64; Alaskaweb.org, “Alaska’s Forts,” https://alaskaweb.org/military/akforts.html (accessed on December 20, 2016).
[36] “Harbor Defenses of Sitka Alaska: List of gun batteries and support facilities,” http://www.sitkaww2.com/harbordefenses/navlist.html (accessed September 16, 2019).

Seabees were finishing construction on Fort Rousseau, Fort Babcock, and Fort Peirce when the Japanese were driven out of the Aleutians in 1943.[37] Work was completed on Fort Rousseau on Makhnati Island with construction suspended at Fort Babcock on Kruzof Island and at Fort Peirce on Biorka Island. At the point of ceasing construction, Fort Babcock lacked the concrete aprons around the guns, other minor concrete work, and backfill over the top and rear of the battery. Fort Peirce was nearly completed, however, only lacking the backfill over the top of the magazine.

Contributing Buildings: Sitka Naval Operating Base Area (Site Map A)

Sitka Naval Operating Base Area (AHRS Site No. SIT-0079) covers approximately forty-six acres and includes twenty-three buildings and four structures dating from the years 1939-1944. Together, the buildings and structures retain a high degree of integrity of location, design, setting, workmanship, feeling, and association, and a lesser degree of integrity of materials. Many of the contributing buildings have been in almost continuous use since the base was decommissioned in 1944 and have been well-maintained. Typical characteristics of a military base such as uniformity of construction, planned open spaces, spatial layout of buildings and structures, and uniform sidewalks and streets remain, allowing the contributing properties to clearly convey their association with a World War II naval air station. The four main areas of the Sitka Naval Operating Base are: the airfield, the officers' housing area, the enlisted men's housing and base administration area, and the industrial area still convey their respective World War II base functions. Since being designated an NHL in 1986, only three new buildings have been constructed within the boundaries of the NHL. These include Mt. Edgecumbe School at the northern edge of the airfield, a U.S. Coast Guard support building constructed in the same place as a demolished naval building with similar design, scale and massing, and an aquatic center. The scale, massing, location, and design of these buildings has had a minimal visual impact on the NHL.

Buildings at Sitka Naval Operating Base were typical standard design World War II permanent and semi-permanent construction, the same used for initial construction at Kodiak and Dutch Harbor. Fenestration on most buildings consisted primarily of two-over-two sash windows and wood panel doors. Siding was horizontal wood siding on most buildings, and roof material was asbestos shingles. The exceptions were the concrete buildings such as the Enlisted Men's Recreation Facility, the Bachelor Officers' Quarters, and the Administration and Operations Building, which were painted. Fenestration on industrial buildings, such as the hangars and the torpedo shed, was largely steel-sash panel windows and metal panel doors including the large hangar doors.[38]

Since NHL designation in 1986, necessary maintenance, such as replacement of roofs and siding and efficiency upgrades with the replacement of windows, has diminished the integrity of materials and design in many of the buildings; however, the overall feeling and association of a World War II naval base remains. The spatial relationships of the resources, the lack of new development, and the use of in-kind replacements in the naval operating base allow it to retain the feeling and association of a WWII-era military base. Although the historic paint colors of the buildings are not known, historic photos suggest that most buildings were light colored. A light color scheme of cream, white, and light grey continues to be maintained on the buildings throughout the historic area. This consistent color scheme contributes to the feeling and appearance of a military base. Although roads have been paved since the historic period, their alignment remains unaltered. Paving with asphalt has helped set them off from the concrete sidewalks and airfield, maintaining the uniformity common in a military base.

[37] Navy contractor Siems Drake Puget Sound built most of the causeway and constructed the Army buildings. The Seabees came in to complete the construction of the U.S. Army Coastal Defenses.
[38] The Boathouse, hangars, and barracks (and likely other buildings) were painted in camouflage, mainly buff and olive, and windows were blacked out with paint.

Officers' Housing

Most of the Sitka Naval Operating Base centers on Seward Avenue, which runs from northwest to southeast roughly parallel to Sitka Channel. Officers' housing was constructed along Seward Avenue at its northwest end. Apart from the loss of an officers' duplex (Building 211) and its garage, the officers' housing area looks much as it did during the World War II period. There has been no new construction, open spaces and landscaping have been maintained, and the buildings still convey their association with a World War II military base. Three senior officer's quarters and the Commanding Officer's Quarters (Buildings 201 – 204), were constructed in a row on the northeast side of Seward Avenue, facing Sitka Channel. The senior officers' quarters (Buildings 201, 203, and 204) were identical with similar setbacks, while the Commanding Officer's Quarters (Building 202), is set back from Seward Avenue on a small semi-circular driveway and has an attached garage. All four have landscaped yards with lawns, trees, and a continuous concrete sidewalk paralleling Seward Avenue. A small officers' club, called The Totem Club, was constructed on the same side of the street next to these houses, and a three-story bachelor officers' barracks building was constructed beyond this on the same side of the road. On the opposite side of Seward Avenue in this area, five identical married officers' duplex houses (Buildings 207 – 211) were constructed in a row.

1. Senior Officer's Quarters, Building 201 (AHRS Site No. SIT-00579)
Constructed in 1940, Building 201 is a rectangular, two-story, wood frame, gable-roofed building with a concrete basement and foundation measuring 30' x 39'. A red brick chimney penetrates the roof and is centered along the ridge. The building is aligned with Seward Avenue in a southeast to northwest orientation. The front façade is the southwest elevation which faces Seward Avenue. Porches under shed roofs are located on the northwest and southwest elevations. A concrete walkway leads to the primary entrance on the southwest, which retains its original eight-light, wood panel door. A wood ramp leads to the entrance on the northwest for accessibility. All windows, including the original two-over-two double-hung wood frame windows, have been replaced by modern vinyl casements installed generally within the original window openings. The original asbestos shingles and asbestos lap siding have been replaced with gray asphalt shingles and wood lap siding. A detached garage, a noncontributing building that was not present during the period of significance, faces Seward Avenue on the northwest side of the building. The garage measures 10' x 20' and sits on a concrete foundation that was added sometime after 1963. The house and garage are both painted light tan with dark brown trim, generally conforming to the original material and color scheme. Building 201 retains integrity of location, setting, feeling and association and to a lesser degree, integrity of design and materials due to the replacement of windows.

2. Commanding Officer's Quarters, Building 202 (AHRS Site No. SIT-00580)
Constructed in 1940, Building 202 comprises a rectangular, two-story, wood frame, gable-roofed building with a basement and foundation measuring 30' x 39' and a one-story attached garage with a hipped roof measuring approximately 15' x 36', all constructed on a concrete foundation. A red brick chimney penetrates the roof and is centered along the ridge. The building is aligned with Seward Avenue in a southeast to northwest orientation. The front façade is the southwest elevation which faces Seward Avenue. Unlike the other officers' quarters, the Commanding Officer's Quarters is set back from Seward Avenue on a small semi-circular driveway. The attached garage has a southwest to northeast orientation and is connected to the house at its south corner, giving the building an L-shape. With the exception of the attached garage and more formal approach to Building 202, the overall design and fenestration of Building 202 and the senior officers' quarters (Buildings 201, 203, and 204) are the same. All original windows have been replaced with modern styles but utilize the same openings and general proportions. Of the four buildings, Building 202 most closely replicates the original fenestration by using single-hung operable windows (as opposed to modern fixed sash or casement), maintaining the original

proportion and number of windows within groupings, and preserving the open porches to its primary and secondary entrances. From the driveway, a wide concrete walkway with a built-in planter runs adjacent to the northwest side of the garage, approaching the primary entrance of the house beneath a shed-roofed porch. The porch intersects with the hipped roof of the garage to provide covered access to the garage side door. The single-car garage door is seven feet wide and is located on the southwest elevation. The landscape slopes down towards the back of the garage, exposing the basement level with a single door with shed rooflet on the northeast elevation. Along the northwest elevation of the main building is a side entrance with a shed-roofed porch at the ground level, with concrete steps leading to an entrance below at the basement level. The front façade features a pair of one-over-one and two standalone one-over-one single-hung windows on the ground floor, and the second floor has a pair of one-over-one and three standalone one-over-one single-hung windows. The rear elevation has two gangs of three one-over-one single-hung windows on the ground floor as well as the second floor, while the basement level has two groups of three evenly spaced, one-over-one, double-hung windows. The northwest elevation has a standalone one-over-one single-hung window at the basement level, a pair of one-over-one and one standalone one-over-one single-hung windows on the ground floor, and two standalone one-over-one single-hung windows of differing sizes on the second floor. The southeast elevation has a gang of three one-over-one single-hung windows on the ground floor, and two standalone one-over-one single-hung windows on the second floor. The single-car garage addition intersects approximately halfway along the southeast elevation of Building 202 and has two pairs of one-over-one single-hung windows on its southeast elevation, and a gang of three one-over-one single-hung windows along the rear (northeast) elevation. The original asbestos shingles and asbestos lap siding have been replaced with asphalt shingles and wood lap siding that conforms with the original design. The shingles are a light green to match the green paint of the concrete foundation, while the siding and trim is painted white. Building 202 retains integrity of location, design, setting, feeling, and association, and to a lesser degree integrity of materials due to the replacement of windows.

3. Senior Officer's Quarters, Building 203 (AHRS Site No. SIT-00581)
Constructed in 1940, Building 203 is a rectangular, two-story, wood frame, gable-roofed building with a concrete basement and foundation measuring 30' x 39'. A red brick chimney penetrates the roof and is centered along the ridge. The building is aligned with Seward Avenue in a southeast to northwest orientation. The front façade is the southwest elevation which faces Seward Avenue. Porches under shed roofs are located on the northwest and southwest elevations. A concrete walkway and wood ramp for accessibility leads to the primary entrance porch on the southwest, which has been enclosed and sided to match the rest of the building. A concrete walkway leads to the entrance porch on the northwest, which remains open. All windows, including the original two-over-two, double-hung, wood frame windows have been replaced by modern vinyl casements installed generally within the original window openings. The original asbestos shingles and asbestos lap siding have been replaced with gray asphalt shingles and wood lap siding. Building 203 is painted light tan with dark brown trim, generally conforming to the original material and color scheme. Building 203 retains integrity of location, setting, feeling and association and to a lesser degree, integrity of design and materials due to the replacement of windows.

4. Senior Officer's Quarters, Building 204 (AHRS Site No. SIT-00582)
Constructed in 1940, Building 204 is a rectangular, two-story, wood frame, gable-roofed building with a concrete basement and foundation measuring 30' x 39'. A red brick chimney penetrates the roof and is centered along the ridge. The building is aligned with Seward Avenue in a southeast to northwest orientation. The front façade is the southwest elevation which faces Seward Avenue. Porches under shed roofs are located on the northwest and southwest elevations. A concrete walkway and wood ramp for accessibility lead to the primary entrance porch on the southwest, which has been enclosed and sided to match the rest of the building. A concrete walkway leads to the entrance porch on the northwest, which remains open. All windows, including

the original two-over-two, double-hung, wood frame windows have been replaced by modern vinyl casements installed generally within the original window openings. The original asbestos shingles and asbestos lap siding have been replaced with gray asphalt shingles and wood lap siding. Building 204 is painted light tan with dark brown and white trim, generally conforming to the original material and color scheme. Building 204 retains integrity of location, setting, feeling and association and to a lesser degree, integrity of design and materials due to the replacement of windows.

5. Officers' Club (The Totem Club), Building 205 (AHRS Site No. SIT-00583)
Constructed in 1940, Building 205 is a rectangular, one-story, wood-frame, gable-roofed building with a concrete foundation and overall dimensions of 81' x 54'-6". The building is aligned with Seward Avenue in a general east to west orientation. The front façade is the southern elevation which faces Seward Avenue. Building 205 is comprised of a larger central massing with a high gable roof, and two smaller wings flanking it to the east and west with lower gable roofs. On the north elevation, an enclosed porch with a low shed roof spans the central portion facing Sitka Channel. A red brick chimney penetrates the gable roof of the west wing. Both the east and west wings have porches with low sloped roofs spanning their southern façades. Concrete walkways lead to each porch, the eastern having a low sloped concrete ramp to provide accessibility. All windows have been replaced with modern vinyl fixed-sash and awning windows, using the original window openings. The original asbestos shingles and asbestos lap siding have been replaced with light brown asphalt shingles and composite lap siding painted light tan with green and red trim. Building 205 retains integrity of location, setting, feeling and association and to a lesser degree, integrity of design and materials due to the replacement of windows and siding.

6. Married Officers' Quarters (Duplex), Building 207 (AHRS Site No. SIT-00585)
Constructed in 1940, Building 207 is a rectangular, two-story, wood frame, gable-roofed building measuring 30' x 48'-6". The front façade is the north elevation, facing Seward Avenue and Sitka Channel. A concrete porch is centered on the front elevation, made accessible via a wood ramp and stairs parallel to the sidewalk. Of the two original front entrances, only the right of center remains visible with a modern wood panel door replacing the original which was diagonally sheathed. The left-of-center entrance has been covered by modern siding. The original entrances are covered by a small cantilevered rooflet. All original wood frame windows have been replaced by modern vinyl casement windows, installed within the original window openings. False muntins have been installed on the modern casement windows to give the appearance of a one-over-one window. The front façade features a gang of three casement windows centered on each side of the porch, while twelve casement windows are evenly spaced across the second floor. The east and west elevations both have concrete window wells centered along the basement foundation walls to allow light to enter four evenly spaced windows. The window wells are each surrounded by a low wood fence topped with a corrugated transparent shed roof. On the first floor above is an evenly spaced grouping of four casement windows, and two casement windows on the second floor. On the south elevation is a centrally located concrete porch with shed roof. Concrete steps lead below the porch to two doors accessing the basement, each flanked by a narrow window. At both far ends of this foundation wall are a pair of narrow windows at grade level. On the first floor of the south elevation are two gangs of three casement windows and two pairs of casement windows, each flanking a rear entrance door. Above on the second floor are two gangs of three casement windows, and two standalone one-over-one casement windows. The original asbestos shingles and asbestos siding have been replaced with asphalt shingles and wood lap siding and trim painted light tan, generally conforming to the original material and color scheme. Building 207 retains integrity of location, setting, feeling and association and to a lesser degree, integrity of design and materials due to the replacement of windows and doors and the installation of accessibility ramps and of siding over one of the two entrance doors.

7. Married Officers' Quarters (Duplex), Building 208 (AHRS Site No. SIT-00586)

Constructed in 1940, Building 208 is a rectangular, two-story, wood frame, gable-roofed building measuring 30' x 48'-6". The front façade is the north elevation, facing Seward Avenue and Sitka Channel. A concrete porch is centered on the front elevation, made accessible via a wood ramp and stairs parallel to the sidewalk. Of the two original front entrances, only the left of center remains visible. The right-of-center entrance has been covered by modern siding. The porch is covered by a small cantilevered rooflet. All original wood frame windows have been replaced by modern vinyl windows, installed within the original window openings. Several window openings have been covered, but trim elements remain visible which minimizes a break in the original window band. The front façade features a group of three evenly spaced, one-over-one, double-hung windows centered on both sides of the porch, while eight one-over-one double-hung windows and four covered window openings are symmetrically distributed across the second floor. The east and west elevations both have concrete window wells centered along the basement foundation walls to allow light to enter four evenly spaced windows. Each window well is surrounded by a low wood fence topped with a corrugated transparent shed roof. On the first floor above is an evenly spaced grouping of four one-over-one double-hung windows, and two one-over-one double-hung windows on the second floor. On the south elevation is a centrally located concrete porch with shed roof. Concrete steps lead below the porch to two doors accessing the basement, each flanked by a narrow window. At both far ends of this foundation wall are a pair of narrow windows at grade level. On the first floor of the south elevation are two gangs of three one-over-one double-hung windows, and two pairs of one-over-one double-hung windows each flanking a rear entrance door. Above on the second floor are two gangs of three one-over-one double-hung windows, and two standalone one-over-one double-hung windows. The original asbestos shingles and asbestos siding have been replaced with asphalt shingles and a composite lap siding painted tan with green trim, generally conforming to the original material and color scheme. Building 208 retains integrity of location, setting, feeling and association and to a lesser degree, integrity of design and materials due to the replacement of windows and doors.

8. Married Officers' Quarters (Duplex), Building 209 (AHRS Site No. SIT-00587)
Constructed in 1940, Building 209 is a rectangular, two-story, wood frame, gable-roofed building measuring 30' x 48'-6". The front façade is the north elevation, facing Seward Avenue and Sitka Channel. A concrete porch is centered on the front elevation, made accessible via a wood ramp and stairs parallel to the sidewalk. Of the two original front entrances, only the left of center remains and retains the original diagonally sheathed door. The right-of-center entrance has been replaced by a vinyl casement window. The porch is covered by a small cantilevered rooflet. All original wood frame windows have been replaced by modern vinyl casement windows, installed within the original window openings. The front façade features a group of three one-light casement windows centered on each side of the porch, while twelve one-light casement windows are evenly spaced across the second floor. The east and west elevations each have a concrete window well centered along the basement foundation wall to allow light to enter four evenly spaced windows. The window well is surrounded by a low wood fence topped with a corrugated transparent shed roof. On the first floor above is an evenly spaced grouping of four one-light casement windows, and two one-light casement windows on the second floor. On the south elevation is a centrally located concrete porch with shed roof. Concrete steps lead below the porch to two doors accessing the basement, each flanked by a narrow window. At both far ends of this foundation wall are a pair of narrow windows at grade level. On the first floor of the south elevation are two gangs of three casement windows, and two pairs of casement windows each flanking a rear entrance door. Above on the second floor are two gangs of three casement windows, and two standalone casement windows.

The original asbestos shingles and asbestos siding have been replaced with asphalt shingles and a composite lap siding painted tan with green trim, generally conforming to the original material and color scheme. Building 209 retains integrity of location, setting, feeling, and association and to a lesser degree, integrity of design and materials due to the replacement of windows and doors.

9. Married Officers' Quarters (Duplex), Building 210 (AHRS Site No. SIT-00588)
Constructed in 1940, Building 210 is a rectangular, two-story, wood frame, gable-roofed building measuring 30' x 48'-6". The primary façade is the north elevation, facing Seward Avenue and Sitka Channel. A concrete porch is centered on the front elevation, made accessible via a wood ramp and stairs parallel to the sidewalk. Two separate entry doors, one meant for each residence, are centered on the front elevation and retain their original diagonally sheathed doors. The porch is covered by a small cantilevered rooflet. All original wood frame windows have been replaced by modern vinyl casement windows, installed within the original window openings. The front façade features a group of three one-light casement windows centered on each side of the porch, while twelve one-light casement windows are evenly spaced across the second floor. The east and west elevations each have a concrete window well centered along the basement foundation wall to allow light to enter four evenly spaced windows. The window well is surrounded by a low wood fence topped with a corrugated transparent shed roof. On the first floor above is an evenly spaced grouping of four one-light casement windows, and two one-light casement windows on the second floor. On the south elevation is a centrally located concrete porch with shed roof. Concrete steps lead below the porch to two doors accessing the basement, each flanked by a narrow window. At both far ends of this foundation wall are a pair of narrow windows at grade level. On the first floor of the south elevation are two gangs of three casement windows, and two pairs of casement windows each flanking a rear entrance door. Above on the second floor are two gangs of three casement windows, and two standalone casement windows. The original asbestos shingles and asbestos siding have been replaced with asphalt shingles and a composite lap siding painted tan with green trim, generally conforming to the original material and color scheme. Building 210 retains integrity of location, setting, feeling, and association and to a lesser degree, integrity of design and materials due to the replacement of windows and doors.

10. Bachelor Officers' Quarters, Building 212 (AHRS Site No. SIT-00607)
Constructed in 1940, the Bachelor Officers' Quarters forms a reverse L-shape plan with an overall footprint of approximately 200' x 150' on a concrete foundation. The building is a concrete, gable-roofed building with a basement. The main wing of the building is three stories tall, oriented northeast to southwest. A one-story wing extends perpendicular from the western corner of the main wing, transitioning to a two-story building as the topography slopes down towards the shoreline. The primary façade is the southeast elevation of the main wing, generally facing Seward Avenue. The main entrance sits along the southeast elevation underneath an entryway that is supported by a single column and attached to the adjacent three-story tall, enclosed stairwell, which is topped with a gable roof. A vertical strip of eight stacked windows wraps around the corner of this stairwell. All windows have been replaced with modern vinyl and utilize the original openings. The typical window is a one-over-one, comprised of a larger fixed pane above a smaller awning, and is seen individually as well as in groupings of two, three, and four.

A few notable changes have been made to the exterior of Building 212 since NHL designation in 1986. The original shed roof covering the main entrance was replaced with a similarly sized, low-sloped roof with an arched pediment. A similarly styled arched pediment has also been added to the entrance found on the southwest elevation of the one-story wing. A three-story, flat-roofed elevator tower has been attached to the southwest elevation of the main building, incorporating some subtle design elements seen on the arched pediments. While the three-story enclosed stairwell on the southeast elevation is original to the building, it originally had a flat roof rather than a gable roof. The original asbestos roof shingles have been replaced with modern grey asphalt shingles. Building 212 is painted tan with dark brown trim and retains integrity of location, setting, feeling, association, and to a lesser degree, design, workmanship, and materials.

Airfield

The airfield is located southeast of the officers' housing area on the east side of Seward Avenue. It consists of a concrete airfield covering approximately six acres and extending 1,500 feet along Sitka Channel, two similar hangars, and two seaplane ramps. The Alaska Department of Education constructed a one-story high school building on the northwestern edge of the airfield in the late 1980s. This is the only new construction on the airfield since World War II, and the building's scale, massing, and placement on the edge of the airfield have resulted in a minimal impact to the historic feeling of and association with the World War II naval airfield.

11. Seaplane Hangar No. 1, Building 331 (AHRS Site No. SIT-00591)
Seaplane Hangar No. 1 is a rectangular, two story, steel frame, shallow gable-roofed building measuring 194' x 253' and constructed on a concrete foundation. The building is aligned with the airfield in a northwest to southeast orientation. A four-story aircraft control tower is constructed into the north corner of the building. A two-story lean-to on the northeast elevation runs the length of the hangar. The northwest and southeast elevations feature large, horizontal-rolling, hangar doors made up of five staggered panels. When opened, these "multileaved" doors would roll on tracks to occupy space in tall storage bays on the north and east corners of the hangar. These doors have been covered with modern metal siding, but their staggered appearance expresses their original function and design as hangar doors. A modern one-story utility building addition adjoins the southeast elevation at the south corner. Fenestration around the building is minimal, limited to modern replacements on the second floor of the lean-to on the northeast elevation and the control tower. All original steel-sash panel windows and openings have been concealed behind modern materials or infilled. Two sets of primary entrance doors exist on the ground floor of the northeast elevation, one set at each far end. One door is present at the base of the control tower. The northwest elevation has three sets of small "pilot" doors and one garage door cut into the larger hangar doors at the ground level. The southeast elevation has three pairs of smaller doors cut into the larger hangar doors at the ground level.

The hangar is based on a modified version of the standardized Type B-M Seaplane Hangar, designed by Albert Kahn Inc., which dominated World War II navy hangar construction. Common features of these hangars included steel frame construction to accommodate a large central open bay, ample daylight provided by long bands of steel-sash panel windows, two-story lean-tos along the long ends for offices, and large rolling hangar doors which could open beyond the central bay to maximize accessibility for planes. These hangar types were typically clad in asbestos-covered metal or corrugated asbestos siding. The hangar is painted cream color with red trim. Modern ornamental metal window frames have been mounted on the exterior of the northeast elevation of the control tower as well and on one of the five hangar door panels on the northwest elevation in an effort to demonstrate where windows existed historically. Many of the original windows on Hangar No. 1 are still extant but have been covered with insulation and modern metal siding. Integrity of materials and design has been diminished due to the removal or concealment of many windows that formed the horizontal bands on the first and second floors of the lean-to as well as the modifications made to the rolling hangar doors. Despite these changes, the building remains recognizable as a historic hangar due to retention of its overall form, wide openings with staggered doors at each end, and control tower. Because of the preserved open space of the airfield area, integrity of location, setting, association, and feeling remain strong.[39]

12. Seaplane Hangar No. 2, Building 332 (AHRS Site No. SIT-00592)
Seaplane Hangar No. 2 is a rectangular, two-story, steel frame, shallow gable-roofed building measuring 194' x 253' and constructed on a concrete foundation. The building is aligned with the airfield in a northwest to

[39] Jayne Aaron, *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (Department of Defense Legacy Resource Management Program, June 2011)

southeast orientation. A two-story lean-to on the northeast elevation runs the length of the hangar. The northwest and southeast elevations feature large, horizontal-rolling, hangar doors made up of five staggered panels. When opened, these "multileaved" doors would roll on tracks to occupy space in tall storage bays on the north and east corners of the hangar. These doors have been covered with modern metal siding, but their staggered appearance still expresses their historic function as hangar doors. A single pyramid-shaped skylight has been installed on the roof of the hangar that slopes towards Sitka Channel. A one-and-one-half-story utility structure with a shed roof adjoins the hangar door storage bay on the north corner. Fenestration around the building generally follows the original design in terms of location and groupings, although most have been replaced with modern styles or covered with modern siding. Bands of three one-over-one windows are evenly spaced on the first and second floors of the northeast-facing front elevation, along with two prominent entrances covered with long gable-roofed walkways. The northwest elevation has three sets of small "pilot" doors and three garage doors cut into the larger hangar doors at the ground level. The southeast elevation has three sets of doors cut into the larger hangar doors at the ground level, with the central door being covered with a small gable roof. Also cut into the hangar doors are nine modern square two-over-one windows at the ground floor, with ten additional on the second-floor level. Seaplane Hangar No. 2 is painted white with red trim. The integrity of materials and design has been diminished due to the removal or concealment of many windows that formed the horizontal bands on the first and second floors of the lean-to as well as the modifications made to the rolling hangar doors and the addition of the utility structure and the gable-roofed walkways leading to the entrances. Despite these changes, the building remains recognizable as a historic hangar due to its retention of its overall historic form and wide openings with staggered doors at each end. Because of the preserved open space of the airfield area, integrity of location, setting, association, and feeling remain strong.

Enlisted Men's Housing and Base Administration

The enlisted men's housing and base administration area is located southeast of the officers' housing area on the west side of Seward Avenue, on a hill overlooking the airfield and Sitka Channel. It includes two barracks buildings, the mess hall, cold storage for food, and a large enlisted men's recreation facility, as well as an administration building. Covered walkways that were constructed during the period of significance connect many of the buildings in this area. These buildings are owned by the Alaska Department of Education and are part of Mt. Edgecumbe School.

13. Cold Storage Building, Building 289 (AHRS Site No. SIT-00593)
The Cold Storage Building is a rectangular, one-story, concrete, gable-roofed building measuring 54'x 67' on a concrete foundation. The building is aligned in a northwest to southeast orientation and sits behind the bakery portion of Building 290. A set of double entry doors is centered on the main elevation which faces northwest and is flanked by two twelve-light windows. Along the northwest elevation is a modern utility door cut into the wall covered by a small extension of the roof eave overhead. The southern corner has a small gable rooflet with asphalt shingles which connects to the brig (Building 291) and covers a small concrete slab. The roof of the main building is clad with modern corrugated metal roofing in a dark brown color. Horizontal shiplap siding covers the gable ends of the building and the lower walls are unclad painted concrete. The building is painted white with dark green trim. A non-historic addition along the northwestern elevation was removed, but at one point included a covered walkway that originally connected Building 289 to the mess hall and bakery (Building 290). Building 289 retains integrity of location, setting, feeling, association and to a lesser degree, design, workmanship, and materials.

14. Mess Hall and Bakery, Building 290 (AHRS Site No. SIT-00594)
Building 290 is comprised of the mess hall and bakery, forming a T-shaped plan with an overall footprint of approximately 180' x 95' on a concrete foundation. The front façade is the northeastern elevation which faces

Seward Avenue. The bakery occupies the two-story portion of the northwestern wing of Building 290. The rectangular, concrete, cross-gable roofed bakery measures approximately 40' x 80'. The longer portion of the second floor is clad in horizontal lap siding, while the remainder of the building is painted concrete. All windows are modern in-kind replacements of the original and utilize the same openings. The typical window found on all elevations is a two-over-two single-hung unit, and is seen individually as well as in groupings of two, three, and four. Some window locations have been covered, but evidence of their location is still visible. The northeast elevation of the bakery has four entrances, two of which are double doors. These entrances are covered by a continuous cantilevered shed rooflet. The northwest elevation has a metal staircase which accesses a door on the second floor.

The mess hall occupies the one-story portion of the southeastern wing of Building 290. The T-shaped, concrete, cross-gable roofed mess hall measures approximately 95' x 100' on a concrete foundation. All windows are modern in-kind replacements of the original and utilize the same openings. The typical window found on all elevations is a two-over-two single-hung unit and is seen individually as well as in groupings of two and three. In addition to the typical window unit, the northeast and southwest elevations both feature two large window groupings with twenty-four lights each. Primary entrances sit along the corners of the northeast and southeast elevations, accessed by concrete steps. From the corner of the southeast elevation, an enclosed walkway extends southeast to connect with a barracks (Building 292). The original roof shingles have been replaced with modern asphalt shingles colored a light reddish brown. The building is painted white with dark green trim. Building 290 retains integrity of location, design, setting, feeling, association, and materials.

15. Brig, Building 291 (AHRS Site No. SIT-00595)
Originally constructed as the brig for Sitka Naval Operating Base, this building now serves as a launderette for Mt. Edgecumbe School. It is a rectangular, one-story, concrete, gable-roofed building, measuring approximately 20' x 30' on a concrete foundation. The building is aligned in a northwest to southeast orientation. Intersecting at the building's northeast elevation is an enclosed walkway, which connects the building to the mess hall (Building 290) and a barracks (Building 292). Small square window openings are situated high along the southwest and southeast elevations, with the addition of a modern utility door cut into the southwest elevation. The original roof shingles have been replaced with modern asphalt shingles colored a light reddish brown. The building is painted white with white trim. Building 291 retains integrity of location, setting, feeling, association, design, and materials.

16. Barracks, Building 292 (AHRS Site No. SIT 00596)
Building 292 is a rectangular, two-story, concrete, gable-roofed building measuring 45'2" x 221'8" on a concrete foundation. The building is aligned in a northeast to southwest orientation. All windows are modern in-kind replacements of the original and utilize the same openings. The typical window found on all elevations is a two-over-two single-hung unit, and is seen in groupings of two, three, four, and five. From the center of the northwest elevation, an enclosed walkway runs northwest to connect with the mess hall and bakery (Building 290) and the brig (Building 291). From the center of the southeast elevation, an additional enclosed walkway runs southeast to connect with another barracks (Building 293). There is a primary entrance with a gable overhang at the southeast elevation of the first floor. The northeast and southwest elevations have metal stairs leading to doors which access the second floor. The original roof shingles have been replaced with modern asphalt shingles colored a light reddish brown. The building is painted white with dark green trim. Building 292 retains integrity of location, design, setting, feeling, association, and materials.

17. Barracks, Building 293 (AHRS Site No. SIT 00597)
Building 293 is a rectangular, two-and-one-half-story, wood frame, gable-roofed building measuring 45'2" x 221'8" on a concrete foundation. The building is aligned in a northeast to southwest orientation. All windows

are modern in-kind replacements of the original and utilize the same openings. The typical window found on all elevations is a two-over-two single-hung unit and is seen in groupings of two, three, four, and five. Low-sloped shed-roofed dormers are evenly spaced along the length of the roof, with twelve on the southeast slope, and eleven on the northwest slope. Each dormer contains a pair of one-over-one windows. From the center of the northwest elevation, an enclosed walkway runs northwest to connect with another barracks (Building 292). Centered along the southeast elevation is a recessed entrance with a pair of doors accessed by a modern concrete ramp and stairs. Metal stairs, which replaced other metal stairs, provide egress for the second floor along both the northeast and southwest elevations. It is unknown whether the stairs from 1963 photos date to the period of significance. The original roof shingles have been replaced with modern asphalt shingles colored a light reddish brown. The building is painted white with dark green trim. Building 293 retains integrity of location, design, setting, feeling, association, and materials.

18. Enlisted Men's Recreation Facility, Building 295 (AHRS Site No. SIT-00598)
The Enlisted Men's Recreation Facility is an L-shaped, concrete, gable-roofed, two-story building with a daylight basement and a one-story gable-roofed addition and a one-story hipped-roof addition on a concrete foundation on the northwest elevation. A two-story, gable-roofed addition (no longer extant) joined the building on the northwest elevation at its western corner, giving the building a U-shape plan. This addition was demolished sometime after 1963. The majority of windows and doors around Building 295 are modern replacements of the original and generally utilize the original openings. Most prominently, four sets of vertically oriented window groupings span the first and second floor levels along the southeast elevation of the main building. These groupings are comprised of three vertically stacked pairs of three-light windows. Typical windows on the main building follow a three-light configuration, while the two additions follow the more commonly seen two-over-two single-hung configuration. The main two-story building measures approximately 60' x 120'. The northeast-facing main elevation has a grand staircase rising to three recessed entry bays that are evenly spaced on the center of the building. A two-story, enclosed staircase with a shed roof is centered on the southwest elevation and has two metal entry doors. Five evenly spaced concrete buttress elements run the full height of the walls to the roof eaves along the exterior of the northwest and southeast elevations. A rectangular, one-story, gable-roofed, concrete addition, measuring 41' x 72' adjoins perpendicular to the main building's northern corner; the addition was constructed during the period of significance. A single-entry door, which is not original, is centered on the northeast elevation of the addition. A rectangular, one-story, concrete, hipped-roof addition measuring approximately 20' x 30' runs parallel along the northwest elevation of the main building, connecting with the gable-roofed addition and running about two-thirds the length of the main building. All original roof shingles have been replaced with modern asphalt shingles colored a light reddish brown. Building 295 is painted light tan with light brown and white trim. The one-story concrete addition on the northeast corner contains a colorful mural that was painted in 2015 by artist Cara Jane Murray with the influence of students from Mt. Edgecumbe High School. Overall, Building 295 retains integrity of location, setting, feeling, association, and to a lesser degree, design and materials.

19. Administrations and Operations Building, Building 297 (AHRS Site No. SIT-00599)
The Administrations and Operations Building is a rectangular, two-and-one-half story, concrete, gable-roofed building measuring 45" x 148'6" on a concrete foundation. The building is aligned in a northeast to southwest orientation, with the primary façade along the northwestern elevation. All windows are modern in-kind replacements of the original and utilize the same openings. The typical window found on all elevations is a two-over-two single-hung unit and is seen in groupings of two and three. Along the northwest elevation, the simple gable roof is broken at the entry by a three-story, rectangular, flat-roofed stair tower. An observation deck, which is no longer extant, was present at the top of the tower in the 1960s but it is unknown if it dates to the period of significance. The primary entrance sits at the base of this tower and is covered by a shed rooflet supported by triangular brackets. A set of wide concrete steps leads up to this entrance. Non-historic metal

staircases provide egress for the first, second, and attic floors along both the northeast and southwest elevations. The southwest elevation also incorporates a non-historic accessible ramp which wraps around the west corner of the building. The original roof shingles have been replaced with modern asphalt shingles colored a light reddish brown. Building 297 is painted white with black trim. Building 297 retains integrity of location, design, setting, feeling, association, and materials.

Industrial Area

The industrial area is located southeast of the enlisted men's housing and base administration area and includes the Bomb Proof Communications Center (Building 298); Commissary, Cold Storage, and Laundry Building (Building 299); Torpedo Shed, Garage, and Shop Building (Building 301); and the boathouse (Building 309). Buildings 298, 299, and 301 are located on Access Drive, which runs perpendicular to Seward Avenue, to the southeast of the Administration and Operations Building (Building 297). Because of the varying uses and dates of construction, the buildings in this area do not share common design characteristics. For example, the Commissary, Cold Storage, and Laundry Building (Building 299), constructed in 1902, is a wood frame, high gable-roofed building, while the Bomb Proof Communications Center (Building 298), constructed in 1942, is a fortified concrete, flat roofed building. This lack of uniformity of design is unique to this part of Sitka Naval Operating Base and dates to the period of significance.

20. Bomb Proof Communications Center, Building 298 (AHRS Site No. SIT-00600)
The Bomb Proof Communications Center is a two-story, generally rectangular, concrete building measuring 29'5" x 87'8". The building is aligned in a northeast to southwest orientation and constructed into the side of a hill so that the primary façade on the northwestern elevation is at ground level and accessible from the Administration and Operations Building. Two sets of double doors are evenly spaced on this elevation. The southeast-facing rear elevation has no fenestration but features a non-historic mural of an eagle and raven affixed to the wall's surface. A vent is located near the eastern corner of the elevation under the roof overhang. The northeast elevation has one story with a single door near the southeast corner that opens into the first floor. The southwest elevation has a set of double doors on the second floor near the western corner of the building. The roof consists of a 4' thick concrete slab that overhangs the building approximately 3' on all sides. Building 298 is painted white with black around the edges of the concrete roof. Building 298 retains a high degree of integrity of location, design, workmanship, setting, feeling, association, and materials.

21. Commissary, Cold Storage, and Laundry Building, Building 299 (AHRS Site No. SIT-00601)
The Commissary, Cold Storage, and Laundry Building is one of two identical buildings constructed as part of the U.S. Navy's Coaling Station in 1902. Originally constructed as coal bunkers, the two buildings were remodeled to accommodate the changing missions of the Sitka Naval Air Station and Sitka Naval Operating Base. Constructed end to end, the second building, demolished in the 1970s, was located northeast of the building in the area of the parking lot. The building has a steeply pitched gable roof, is a rectangular, one-and-one-half-story, wood frame building measuring 62'6" x 172'. The building is aligned in a northeast to southwest orientation, with the primary façade along the southeast elevation and facing Access Drive. This elevation has four personnel doors and two garage doors. Most windows and doors are modern replacements of the original and utilize the original openings, while some have been covered by modern siding. The typical windows are vinyl and mimic the appearance of twelve-over-twelve single-hung units seen both individually and in pairs on the ground floor, as well as groupings of four awning windows on the upper level and dormers. Building 299 originally had six evenly spaced, gable-roofed dormers running the length of both the northwest and southeast roof slopes. Only three dormers remain on the southeast slope, while four remain on the northwest slope. One of the dormers on the northwest slope has been converted into an entry, which is accessed via a raised wood walkway that reaches the higher elevation hillside to the northwest near the Administration and Operations

Building (Building 297). A similar raised wood walkway provides access from the hillside to the second floor of the southwest elevation. Along the northeast elevation is a wood stairway with access to the second floor. The original roof shingles have been replaced with modern asphalt shingles colored a light reddish brown. The building is painted light tan with white trim. Building 299 retains integrity of location, setting, feeling, association, and to a lesser degree, integrity of design and materials.

22. Torpedo Shed, Garage and Shop, Building 301 (AHRS Site No. SIT-00602)
The Torpedo Shed, Garage and Shop Building is a rectangular, industrial, steel frame building with a low-pitched gable roof. Shed-roofed additions run its length, with a three-story square tower constructed in the building's western corner, built on a concrete foundation. The building measures approximately 80' x 140' and is aligned in a northeast to southwest orientation. Large, modern, roll-up utility doors for oversized vehicles are centered on the southwest and northeast elevations. Bands of clerestory and multi-light steel frame windows that originally ran the length of the upper and lower levels have been replaced with large square four-light windows. The roof is clad with a standing seam metal roofing colored red, and the siding is a vertically oriented corrugated metal in a light tan color. Trim and foundation are painted red. Building 301 retains integrity of location, setting, feeling, and association, and to a lesser degree integrity of design and workmanship. The form and massing of the building are important design elements that have been retained and evidence of some original windows can be seen from the interior. Integrity of materials has been diminished due to the replacement and removal of clerestory windows.

23. Boathouse, Building 309 (AHRS Site No. SIT-00604)
The boathouse, constructed in 1941, is a rectangular, one-story, wood frame, gable-roofed building, measuring 25'3" x 45'10" with two shed-roofed additions and a gable-roofed addition. The building is oriented with its main gable roof running from northwest to southeast. The main southeast elevation opens to Sitka Channel to provide access for boats and has no doors. Steel rails from the historic period are extant and extend from the southeast opening down the shore into the Sitka Channel. A rectangular, one-story, wood frame, front-gabled addition measuring 12'4" x 20'2" runs parallel to the northwest elevation of the building and has a one-light, three-panel door roughly centered in its northwest elevation. A boarded window is centered on its southwest elevation. A rectangular, one-story, wood frame, shed-roofed addition measuring 16' x 42'10" parallels the north elevation. Two four-panel wood doors and four four-light windows are evenly spaced on the northeast elevation of this addition. A rectangular, one-story, wood frame, shed-roofed addition measuring 23'9" x 34' parallels the southwest elevation. Four four-light windows are evenly spaced on the southwest elevation of this addition. Corrugated metal sheaths the roof on the main building and its three additions. Original shiplap wood siding sheaths the building and its shed-roofed additions. Sheet metal sheaths the gable-roofed addition.

The Sitka Maritime Heritage Society (SMHS), a local preservation organization, helped facilitate the transfer of the boathouse from the State of Alaska to the City and Borough of Sitka. SMHS leased the property from the City for the purpose of rehabilitating the building into a public maritime heritage center. They began rehabilitation work on the boathouse in the late 2000s, following plans developed through several local and national historic preservation grants and in keeping with the Secretary of the Interior's *Standards for Rehabilitation*. This work has included a new foundation, roof repair, paint and interior work, new in-kind windows, and doors. An addition from the rear of the building was removed so a restroom could be installed, which is a requirement for public access. As of May 2022, the addition is extant and sited just southeast of the boathouse, but it will have to be demolished due to its deteriorated condition which has rendered it hazardous and incapable of reuse. It was once a free-standing building, separate from the boathouse, so the removal does not have a negative effect on the building, and it is unknown when the addition was attached to the main boathouse. The boathouse is painted white with turquoise trim. Building 309 retains a high degree of integrity of location, design, setting, workmanship, feeling, association, and materials.

Contributing Structures: Sitka Naval Operating Base Area (Site Map A)

Contributing structures to the Sitka Naval Operating Base Area include the seaplane ramps, airfield, and road system that were constructed in 1940. Aside from the Mt. Edgecumbe School, constructed in the 1980s, the airfield remains open and unobstructed, appearing much as it did in the historic period.

24. Seaplane Ramp No. 2 (AHRS Site No. SIT-00605)
Seaplane Ramp No. 2 is a rectangular, concrete ramp measuring 50' x 270' running from an area of the airfield in front of Hangar No. 2 into Sitka Channel. Constructed to provide access for seaplanes to and from the base, Seaplane Ramp No. 2 retains a high degree of integrity of location, design, setting, feeling, association and to a lesser degree, workmanship and materials. The open space of the airfield and the nearby hangars contribute to the setting, feeling, and association of Seaplane Ramp No. 2, and although seawater has caused erosion exposing the rebar in small areas of the ramp, it looks very much as it did during the historic period when seaplanes parked on the airfield adjacent to it.

25. Seaplane Ramp No. 1 (AHRS Site No. SIT-00606)
Seaplane Ramp No. 1 is a rectangular, concrete ramp measuring 50' x 310' running from an area northwest of Hangar No. 1 into Sitka Channel. Constructed to provide access for seaplanes to and from the base, Seaplane Ramp No. 1 retains a high degree of integrity of location and design and to a lesser degree setting, feeling, association, workmanship, and materials. The open space of the airfield and the nearby hangars are interrupted by Mt. Edgecumbe High School, diminishing the setting, feeling, and association of Seaplane Ramp No. 1. Seawater has eroded support from under small areas of the seaplane ramp causing it to crack and collapse.

26. Sitka Naval Operating Base Airfield (AHRS Site No. SIT-01064)
The Sitka Naval Operating Base Airfield was constructed in 1940 and is a trapezoidal structure measuring approximately 1,500' x 450' x 1,750' x 550'. Along its northeast side, it measures 1,500 feet along the Sitka Channel, and measures 1,750 feet along its southwest side, which is bordered by an embankment and Seward Avenue. The airfield is constructed of concrete and still has World War II-era aircraft tie downs interspersed around the hangars. Seaplane Hangars No. 1 and 2 were constructed end to end along the southwest side of the airfield. Built into the hillside behind both hangars are three half-cylinder magazines, or "nitches," that were built with reinforced concrete and functioned as ammunition storage lockers. Sitka Naval Operating Base Airfield retains a high degree of integrity of location, design, setting, workmanship, feeling, association, and materials. Mt. Edgecumbe High School (MEHS), a one-story, rectangular building, measuring approximately 225' x 250' was constructed at the northwest end of the airfield, between Seaplane Hangar No. 1 and Seaplane Ramp No. 1 in 1988.[40] Its location at the edge of the airfield minimizes the visual impact to the airfield and the NHL as a whole.

27. Sitka Naval Operating Base Road System (AHRS Site No. Sitka-01109)
The historic components of the Sitka Naval Operating Base Road System consist of three roads and the driveways in front of the Commanding Officer's Quarters and the Enlisted Men's Recreation Facility. The three roads are Seward Avenue, UAS Access Road, and Access Drive. These roads and driveways follow the same patterns as in the historic period, have not been interrupted by new roads, and retain their same general dimensions. These roads were gravel until sometime after 1963. A 1963 survey by the Bureau of Indian Affairs showed gravel roads throughout most of Sitka Naval Operating Base. Photos taken during the 1983 NHL survey showed that all roads had been paved.

[40] As of May 2022, MEHS is using a red temporary outbuilding between the school and Seaplane Ramp No. 1 (see photo no. 18).

Seward Avenue is the longest of the three roads, running northwest to southeast through Sitka Naval Operating Base. It begins at the northwest end of the officers' housing area, runs southeast behind Seaplane Hangars No. 1 and 2, and past the enlisted men's barracks and mess hall, turning left at the Administration and Operations Building, and ending at UAS Access Road.

UAS Access Road runs northwest to southeast, beginning at the southeast corner of the airfield, near Sitka Channel, and continues southeast to intersect with Harbor Drive.

Access Drive begins at UAS Access Road, approximately 100 feet southeast of its intersection with Seward Avenue and runs southwest to connect with Harbor Drive about 600 feet northwest of its intersection with UAS Access Road.

Noncontributing Properties: Sitka Naval Operating Base Area (Site Map A)

28. Mt. Edgecumbe High School
Constructed in 1988, Mt. Edgecumbe High School is a one-story, irregularly shaped building located between Seaplane Hangar No. 1 and Seaplane Ramp No. 1 at the north end of the airfield. The school is a red brick building with brown roof shingles. It measures approximately 250' x 225', has a low profile, and is positioned at the north end of the airfield adjacent to the much larger Seaplane Hangar No. 1. Overall, the building has minimal visual impact to the open space feeling of the airfield since it is located at the far northwest end, is small compared to the historic seaplane hangars, and is recognizably non-historic.

29. The Coast Guard Cutter Support Training (CST) Building
Constructed in 2006, the Coast Guard CST Building was built on the site of a former World War II building and was designed to incorporate some of the design characteristics of that building. Identified as a "Gate House" on a World War II as-built map, the original building appears on the 1963 survey. It was a rectangular, one-story, wood frame building with horizontal wood siding, measuring approximately 30' x 50' on a concrete foundation. A shed-roofed porch ran nearly the length of the building on its main northeast elevation, facing Sitka Channel. Fenestration included four bands of two one-over-one double-hung windows on the main elevation and three bands of two one-over-one double-hung windows on the rear elevation. The Coast Guard CST Building, although slightly larger, incorporates similar fenestration, siding, and roof design as the original building. It is located at the south end of the airfield, adjacent to the boathouse. The massing of the building is similar to that of the boathouse and has a similar roof design and siding, which minimizes the impact to the World War II setting.

The U.S. Coast Guard Dock does not contribute to the NHL and is located just outside the boundary. The current dock was constructed in 1990 in the same general location as the original dock that was a part of the original nomination boundary. The original dock was a wood piling dock measuring approximately 500' x 40'.

30. Mt. Edgecumbe High School Aquatic Center
Completed in 2018, in the historic industrial area of the NHL, the Mt. Edgecumbe High School Aquatic Center measures 144'4" x 172'4". Two contributing NHL buildings, the power plant and heating plant shop were demolished to make space for this building. Measuring 65' x 103' and approximately 25' in height, the power plant was the more significant of the two buildings in that it had nearly all of its World War II hardware still intact. Its large size, corrugated metal siding, lack of fenestration and austere design made it an anchor building of the industrial area. The heating plant shop was a smaller building measuring 21'10" x 24'11" and had undergone numerous remodels since its construction. Loss of both buildings, especially the power plant, has had

an impact on the historic industrial area of the NHL. Like the torpedo shed, on the same side of the street, the power plant conveyed a sense of industry. The new building is a low profile, shed-roofed building, separated from nearby landmark buildings by a parking lot and landscaping.

31. Baseball Field
Constructed in the late 1940s by students from Mt. Edgecumbe High School, the baseball field is located at the southeast edge of the airfield section of the Naval Operating Base. The field encompasses just under two acres. As of 2022, it serves multiple functions as a dog park and an open space containing a paint ball course.

32. Detached Garage, Building 201-A
The detached garage is located next to the Senior Officer's Quarters (Building 201). It is a rectangular, wood frame, gable-roofed building with a concrete foundation measuring 10' x 20'. This single-car detached garage faces Seward Avenue on the northwest side of Building 201. Building 201-A was not present during the period of significance, but appears in a photograph dated April 22, 1963, which recommends upgrading the wood mudsill foundations to concrete. The original asbestos lap siding and asbestos shingles have been replaced with wood bevel siding and gray asphalt shingles. Although noncontributing, this rehabilitated building faithfully adheres to its original appearance and as a result is sympathetic in design to the nearby contributing officer's housing.

Contributing Sites and Structures: U.S. Army Coastal Defenses Area (Site Map B)

The U.S. Army Coastal Defenses Area (AHRS Site No. SIT-0732) covers approximately 104 acres on eight connected islands and includes five sites, six structures, and five buildings dating from the years 1941–1944. Included within the boundary are the foundations of officers' housing, barracks, antiaircraft gun emplacements, recreation halls, and dispensaries that were not specifically identified in the original nomination. Collectively, these foundations represent infrastructure for the garrisoning of troops on the islands, which numbered approximately 1,100 men, and was the initial reason for connecting the islands to Sitka Naval Operating Base via the causeway. Including these foundations in the nomination provides a more complete understanding of the army's coastal defense operations and its role in defending the naval base.

Contributing to the U.S. Army Coastal Defenses Area are the causeway and the sites, structures, and buildings on five of the eight islands – Makhnati, Kirushkin, Sasedni, Gold, and Virublennoi. The army constructed concrete command posts and ammunition bunkers, concrete gun emplacements, fire control stations, lookout towers, utilities, wood frame structures, a road system, and causeway. All barracks, warehouse, recreation and administration buildings were World War II Army Theater of Operations (T/O) Series 700 Buildings, the most temporary of World War II construction. These were prefabricated buildings, designed to address time constraints, labor shortages, and shortages of materials, and described as "the most temporary kind, essentially consisting of flimsy framing, batten and tar paper sheathing."[41] After the U.S. Army Coastal Defenses were decommissioned in 1944, the temporary buildings were dismantled and moved to other parts of Alaska, leaving their foundations. The absence of these buildings is part of the military history in demonstrating the need for easy-to-construct temporary buildings and their relocation with emerging priorities.

This area retains integrity of setting and association to the World War II era, as there has been no new construction on the causeway nor on the islands since the base was decommissioned. All the permanent concrete fortifications including command structures, bunkers, and ammunition magazines remain intact. In

[41] Diane Shaw Wasch, et al., *World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction* (Historic American Buildings Survey/Historic American Engineering Record, 1991), 47.

addition, the concrete stem wall foundations of thirty-seven temporary buildings, as identified on World War II as-built drawings, remain. Although weathered and overgrown with moss, they are unmistakable, each rising two to three feet above ground level. One can imagine the soldiers living and working in these tight quarters on these small rocky islands, with the surf of the north Pacific pounding on the nearby shore, while anticipating an imminent enemy attack by sea or air.

The spatial organization of the structures and the foundations reflects typical planning of military bases with buildings laid out in neat rows with equal distance between them. While a certain amount of vegetation has grown back and obscures some views, additional features such as power poles, fire hydrants, and remnants of the road system also reflect the overall planning.

This area, which includes the causeway leading from Japonski Island to Makhnati Island, the permanent fortifications on Virublennoi, Gold, Sasedni, Kirushkin, and Makhnati Islands, along with the building foundations on Sasedni and Kirushkin Islands, represents the most complete example of the World War II Coastal Defense Batteries constructed in Sitka Sound. (As previously noted in the nomination, neither Forts Babcock nor Peirce were completed).

Collectively, the remaining buildings, structures, and sites, and the undeveloped areas around them demonstrate integrity of feeling and setting from the war period by conveying a sense of scale, orientation, density, and location of defense infrastructure within the U.S. Army Coastal Defenses section of the NHL.

Causeway

33. Causeway (AHRS Site No. SIT-01065)
The mostly rehabilitated causeway is an 8,100-foot rock-fill structure, originally constructed with a gravel road on top to provide access from Japonski Island to Nevski, Reshimosti, Virublennoi, Gold, Sasedni, Kirushkin, Mogilnoi, and Makhnati Islands. Construction of the causeway began in 1941 and was completed in 1942. In constructing the causeway, rock fill varied from 12’ to 60’ deep, and strong currents and storms required the causeway to be armored with rocks weighing up to forty tons. Although records do not indicate how high above the water line the causeway extended, contemporary photos suggest a height of approximately ten feet. Gravel fill was placed on top of the causeway to form a one-lane road, approximately ten feet wide, over its entire length. After the base was decommissioned, the military stopped maintaining the road. Over time, strong currents and storms washed the road out over much of its length, however, the heavy armor rock fill remains in place. The armor rock structure of the causeway is approximately twenty feet wide and is intact. Access from land is blocked by the airport on Japonski Island. In 2008, Fort Rousseau on Makhnati Island was designated a historical park by the State of Alaska, and in 2014, a local trails group, with support from the state, began restoring sections of the road by replacing the washed away gravel. Approximately one mile of the gravel road over the top of the causeway between Virublennoi Island and Gold Island, Gold Island and Sasedni Island, and Kirushkin Island and Mogilnoi Island has been restored, leaving it much as it appeared during the historic period. Additionally, the causeway between Mogilnoi and Makhnati Islands is accessible at low tide, allowing visitors to access the former Fort Rousseau. The causeway retains a high degree of integrity of location, association, and setting, and with the restoration efforts, design, feeling, workmanship, and materials.

Virublennoi Island

Three reinforced-concrete, igloo-type ammunition magazines and a ration storehouse were constructed on Virublennoi Island. Each of the ammunition magazines and the ration storehouse foundation remain and are included in this nomination. The ration storehouse was constructed parallel to the road on the northeast side of

the island, and the three ammunition magazines were constructed on the southwest side of the island. Since there has been no new construction or development on Virublennoi Island since the base was decommissioned in 1944, the spatial relationships between the ration storehouse foundation, ammunition bunkers, and the roads are preserved. With clearing of vegetation from around the ammunition bunkers, these relationships have become more visible.

34. Ration Storehouse Site (AHRS Site No. SIT-01066)
The concrete stem wall foundation, measuring about 25'4" x 78'4", of the ration storehouse parallels the road on the northeast side of the island. These dimensions correspond to the World War II typical T/O 700 Series building that was constructed there. The ration storehouse was associated with the garrisoning of troops on the islands. Its location on a narrow strip of land on the northeast side of Virublennoi Island, between the road and the water's edge, reflects the tight spaces that the army had to contend with on the islands. The ration storehouse was a standard design building with no fenestration, a gable roof, and four evenly spaced roof vents. When constructed, vegetation was completely removed from the island in the area of the ration storehouse. Although vegetation has grown to obscure the view of the foundation, this is reversible. Although the storehouse is gone, the remaining foundation and lack of any development around it demonstrates a sense of feeling and setting from the war period by conveying a sense of scale, orientation, and location of defense infrastructure on Virublennoi Island.

35. Ammunition Bunkers (3) (AHRS Site No. SIT-00808)
Three identical U.S. Army standard igloo magazines, known as Underground Magazine-Igloo Type O, were constructed on Virublennoi Island.[42] Each ammunition bunker is constructed of reinforced concrete, measures 26' x 60' and has a heavy steel door in the head wall that provides access to the magazine. Earth covers the sides, top, and rear of the structure. Reinforced concrete wing walls extend from the headwall to retain the earth. A single I-beam runs the length of the interior of the magazine. When they were built, most of the vegetation was left in this part of Virublennoi Island to help camouflage the bunkers. As part of preservation efforts, debris was removed from the island, vegetation was cleared from around the entrances to the bunkers, and graffiti was removed from the walls. Graffiti continues to be an issue since the public can access the bunkers on state park land. The ammunition bunkers retain integrity of location, association, materials, setting, design, workmanship, and feeling.

Gold Island

36. Gold Island Bunker (AHRS Site No. SIT-00922)
A two-story, concrete reinforced bunker with an instrument mount on top is located near the approach to Gold Island and is included in this nomination. Two entryways measuring approximately 3' x 6' and separated by a concrete wall are located on the main elevation of the earth-covered bunker. Ladders inside the bunker provide access to the instrument mount on top. The bunker retains integrity of location, setting, association, and feeling, and a to a lesser degree design, workmanship, and materials. The bunker and walls are intact but overgrown with foliage. A wood fuse house was located just to the south of the bunker but is no longer extant; the fuse house was the last wood building at the U.S. Army Coastal Defenses section of the NHL.

[42] Joseph Murphey, et al. *Army Ammunition and Explosives Storage in the United States, 1775-1945* (Fort Worth, TX: U.S. Army Corps of Engineers, Fort Worth District, 2000), 48-54; Bush, 351.

Sasedni Island

Three sites containing the foundations of twenty-three buildings and structures, ranging in size from 1,125 to 4,692 square feet, are located on Sasedni Island and are included in this nomination. With an area of approximately nine acres, Sasedni is the largest of the eight islands. Eight 63-man, two-story barracks, two officers' quarters, two storehouses, two mess halls, three motor sheds, two day rooms, and four reinforced-concrete antiaircraft gun emplacements were constructed on the island. The foundations of each of these buildings and the antiaircraft gun emplacements remain in their original locations. The eight barracks were constructed side-by-side in two parallel rows of four near the center of the island, with a mess hall at the end of every row. Each row ran northeast to southwest and was separated by a small clearing. A road passed the barracks at the southwest end of the barracks to access two officers' quarters at the northwest end of Sasedni Island. A row of three motor sheds were constructed along the water's edge across the road leading from the causeway, through the barracks, and to the officers' quarters. Typical military planning is evident in the layout of the foundations on Sasedni. Patterns of parallel buildings arranged in rows, the separation of ranks as evidenced in the distance between the enlisted men's and officers' housing, and the separation of functions such as the placement of the motor sheds separate from the housing areas are all reflected in the spatial arrangement of the foundations. In addition to the foundations, fire hydrants, power poles, and remnants of the road system also remain and reinforce the spatial relationships between the building foundations and antiaircraft gun emplacements. No new construction or development has taken place on Sasedni Island since the base was decommissioned in 1944.

37. Barracks and Officers' Quarters Site (AHRS Site No. SIT-00809)
The concrete stem wall foundations of eight barracks buildings, two officers' quarters, two mess halls, two storehouses, and two day rooms remain. These foundations represent the core buildings of the garrison facilities on Sasedni Island. The barracks foundations are arranged side-by-side in two rows of four, with a mess hall foundation at the end of each row, while the officers' quarters foundations are located beyond the barracks at the northwest end of the island. Each row of barracks foundations runs northeast to southwest. An antiaircraft gun emplacement is located near the water's edge, just northwest of the officer's quarters. Fire hydrants, power poles, and remnants of the road system also remain. When taken together with the foundations, these features convey the sense of a neatly organized military garrison, which when filled to capacity could have housed more than 500 men. Typical T/O 700 Series barracks and officers' quarters measured 29'6" x 80', mess hall dimensions were typically 25'4" x 87'2", and day rooms were 25'4" x 45'2". Although vegetation has grown within and around these foundations, obscuring their visibility, this is reversible. Collectively, the remaining foundations, landscape features, and lack of any development around them, demonstrate a sense of feeling and setting from the war period by conveying a sense of scale, orientation, and location of defense infrastructure on Sasedni Island.

38. Motor Sheds Site (AHRS Site No. SIT-00810)
The concrete stem wall foundations of three motor sheds remain on Sasedni Island. These foundations represent three motor shed buildings that were constructed side by side, along the water's edge, across from the eight barracks and associated mess halls. Motor sheds were large, shallow gable-roofed, windowless buildings with double bays on both the east and west walls, located transversely to facilitate the movement of vehicles into and out of the building. Typical T/O 700 Series motor sheds measured 46' by 102'. Taken collectively with the barracks and officers' quarters site, the motor sheds site conveys the sense of the organization and function of a military garrison. Although vegetation has grown within and around these foundations, obscuring their visibility, this is reversible. Collectively, the remaining foundations and lack of any development on the island demonstrate a sense of feeling and setting from the war period by conveying a sense of scale, orientation, and location of defense infrastructure on Sasedni Island.

39. Three-inch Antiaircraft Gun Emplacements Site (AHRS Site No. SIT-00811)
Four concrete three-inch antiaircraft gun emplacements, which were used for defense, remain in their original locations near the causeway on Sasedni Island. They were built in 1942 and the emplacements consist of raised concrete pads that are equally spaced and identical. They still sit in their original locations, and although vegetation has grown over part of the foundations, obscuring their visibility, this is reversible. Collectively, the gun emplacements retain integrity of location, setting, feeling, and association by conveying a sense of scale, orientation, and location of defense infrastructure on the island.

40. Meteorological Station (AHRS Site No. SIT-01138)
On the south side of Sasedni Island, close to the water and the causeway path, is the only building remaining on the island. Constructed of concrete and set into an embankment, the meteorological station is one story and has a door opening on the east side. The building contains a two- to three-foot chimney stack that was used to launch weather balloons. Understanding the weather was important because wind, temperature, pressure, and humidity affected shells traveling long distances. The station is relatively close to the three-inch antiaircraft gun emplacements and played a vital role in their effectiveness. It retains integrity of location, design, setting, feeling, and association.

Kirushkin Island

Kirushkin Island is approximately six acres. Fifteen buildings and a large concrete command bunker were constructed on the narrow island, which measures approximately 480 feet at its widest. Fifteen concrete stem wall foundations and one concrete bunker remain on Kirushkin Island and are included in this nomination. Although smaller than Sasedni Island, facilities for a similar number of troops were constructed on Kirushkin. These included eight 63-man, two-story barracks, two mess halls, two day rooms, two store houses, and a dispensary. In addition, the Temporary Harbor Entrance Command Post, a reinforced concrete bunker complex associated with the U.S. Army Coastal Defenses, was constructed on the north end of the island. The concrete stem wall foundations of the fifteen buildings and the Temporary Harbor Entrance Command Post remain in their original locations. The road approached Kirushkin from the causeway at the northeast end of the island and continued through the center of the island, exiting back onto the causeway at the center of the south end of the island. Garrison facilities were constructed both perpendicular and parallel to the road. Although smaller spaces did not allow for rows of buildings, as seen on Sasedni Island, military planning is evident in the equal distance between buildings, reflected in the spatial arrangement of the foundations on Kirushkin Island. In addition, fire hydrants, power poles, and remnants of the road system also remain and reinforce the spatial relationships between the building foundations. No new construction or development has taken place on Sasedni Island since the base was decommissioned in 1944.

41. Residential Quarters Site (AHRS Site No. SIT-00807)
The concrete stem wall foundations of eight 63-man, two-story barracks, two mess halls, two day rooms, three storehouses, and a dispensary remain on Kirushkin Island. These foundations represent the garrison facilities constructed on Kirushkin. Barracks, mess hall, day room, storehouse, and dispensary buildings were constructed on both sides of the road, separated by equal distances. Most of these were constructed perpendicular to the road. Fire hydrants, power poles, and remnants of the road system also remain. When taken together with the foundations, these features convey the sense of a neatly organized military garrison, which when filled to capacity could have housed more than 500 men. Typical T/O 700 Series barracks measured 29’6” by 80’, mess hall dimensions were typically 25’4” x 87’2”, day rooms were 25’4 x 45’2”, and the dispensary would have followed similar plans as the one-story day rooms, with a standard width of 25’4”. Although vegetation has grown within and around these foundations, obscuring their visibility, this is reversible. Collectively, the

remaining foundations, landscape features, and lack of any development on the island, demonstrate integrity of feeling, association, location, and setting from the war period by conveying a sense of scale, orientation, housing density, and location of infrastructure on Kirushkin Island.

42. Temporary Harbor Entrance Command Post (AHRS Site No. SIT-00807)
The Temporary Harbor Entrance Command Post on Kirushkin Island was constructed as a temporary command post while the causeway and permanent fortifications on Makhnati Island were being completed. Stamped into the concrete over a doorway is "1942." Associated with the U.S. Army Coastal Defense mission, the elaborate reinforced-concrete and mortared-stone complex of rooms is concealed in a narrow cleft at the north end of the island, near the water's edge. Although Kirushkin Island is a small island, the placement of the bunker and its burial had the effect of physically and visually separating the bunker from the garrison facilities on the island. Most of the bunker is buried, however visible portions show it to be approximately twenty feet in height. Erosion has undermined the soil supporting the concrete steps that descend to the entrance of the bunker causing them to settle and separate from the bunker. The Temporary Harbor Entrance Command Post retains integrity of location, design, setting, workmanship, materials, feeling, and association.

Makhnati Island (Fort Rousseau)

Fort Rousseau was a standard design 200-Series Battery, which in 1943 represented advanced technology for pointing and tracking big guns. It was one of thirty-three such batteries to be completed on U.S. territory during World War II. The six-inch modernization program, initiated in 1940, called for ninety-five batteries across the nation. Concrete work was completed for sixty-eight and, of those, thirty-three actually received their guns.[43] Standard design 200-Series Batteries typically included a central transverse magazine, two six-inch guns, and a command post, supported by searchlight stations, radar, base end stations, and coincidence range finders. Fort Rousseau included all these plus two 155mm gun emplacements, two reinforced-concrete ammunition magazines, harbor defense headquarters, a harbor defense command post, and a harbor entrance control post. Like the buildings and structures on the other islands, those on Makhnati were all standard designs, modified for terrain, that were used at other U.S. Army coastal defense forts across the nation. Rising approximately 30' above sea level, the craggy topography of Makhnati Island was very conducive to the location of a coastal defense fort. When completed, the buildings and structures were well-hidden by earth, vegetation, and the rocky outcrops of the island. Except for the Harbor Defense Command Observation Post, a small wooden tower that has collapsed, all other facilities remain in good condition. Much of the vegetation was left in place when the fort was constructed to help provide camouflage and the vegetation remains. Remnants of the road system remain and reinforce the spatial relationships between the buildings and structures on the island. No new construction or development has taken place on Makhnati since the base was decommissioned in 1944. Collectively, the buildings and structures of Fort Rousseau retain integrity of location, design, workmanship, materials, setting, association, and feeling.

43. Harbor Defense Command Post/Harbor Entrance Control Post Bunker and Harbor Defense Command Observation Post (AHRS Site No. 00805)
The Harbor Defense Command Post/Harbor Entrance Control Post bunker (HDCP/HECP) is a one-story, rectangular, reinforced-concrete bunker. The entrance to the bunker is located on the west corner of the northwest elevation and is recessed into the surrounding topography. Concrete wing walls extend from the entrance and provide additional cover. Remnants of netting, used for camouflage during the period of

[43] The six-inch modernization program was a plan to defend harbors throughout the U.S. and its territories by using six-inch guns. Smaller guns from the World War I-era were deemed obsolete. Robert D. Zink, "The Six-Inch Part of the Modernization Program of 1940," *Coast Defense Study Group Journal* 8, no. 2 (1994): 21-38.

significance, are located by most exterior openings. The Harbor Defense Command Observation Post site is located approximately 100 feet south of the HDCP/HECP Bunker on the highest point of Mahknati Island. The observation post was a wood frame tower constructed on wood pilings set on four cambered concrete piers. The tower collapsed and its remains are lying near the Harbor Defense Command Post. When standing, the tower had a two-story enclosed observation deck with a band of four three-light windows on the first floor of the main elevation, a band of three three-light windows extending down each side of the first floor, and a three-light window on each side elevation of the second floor. The Harbor Defense Command Post/Harbor Entrance Control Post bunker remains intact and retains integrity of location, design, setting, workmanship, feeling, association, and materials. The observation post site retains sufficient integrity to convey its historic function, retaining a high degree of location, setting, association, and feeling, and a poor degree of materials, design and workmanship.

44. Ammunition Bunkers (2) (AHRS Site No. SIT-00806)
Two identical ammunition bunkers are located near the causeway entrance to Makhnati Island. Both are army standard igloo magazines known as Underground Magazine-Igloo Type O, measuring 26' x 60' and constructed of reinforced concrete.[44] Heavy steel doors are centered in the head walls of each magazine. Earth covers the sides, top, and rear of each structure. Reinforced concrete wing walls extend from the headwall. These wing walls retain the earth. A single I-beam runs the length of the interior of the magazine. Remnants of the road are visible in front of the bunkers. The ammunition bunkers retain a high degree of integrity of location, design, setting, workmanship, feeling, association, and materials.

45. Battery Emplacement No. 292 Bunker (AHRS Site No. 00804)
Battery Emplacement No. 292 is a large, reinforced-concrete, T-shaped, earth-covered bunker measuring approximately 175' x 200', and 30 feet high, with 24-inch thick walls. Called a central transverse magazine, it was the heart of Fort Rousseau with more than twenty rooms including gas-proof telephone, radio, latrine, and plotting rooms, an independent power plant with three large diesel generators, and independent shell and powder magazines for each six-inch gun. A shielded central corridor in front of the magazine allowed soldiers to safely traverse between the guns and the magazine during firing.[45] Three entrances provide interior access: one is roughly centered on the northeast elevation; one is located on the south corner of the southeast elevation; and one is located on the west corner of the northwest elevation. The doors on the southeast and northwest elevations provided access to the six-inch and 155mm guns located along the southwest shore of the island. A battery command post is centered on top of the bunker. The post is a two-story, reinforced-concrete pill box, with a cap-like roof measuring approximately 15' x 14', and the walls are about two feet thick. Under the perimeter of the cap, there is a continuous groove in the concrete used as a shutter track. The floor to ceiling height is approximately seven feet. Access is through an enclosed stairwell on the northeast side. Fenestration originally consisted of six sets of three-plank wood sashed windows. The wood frames of these windows are still in place. It appears that canvas was embedded in a tar application on the exterior of the building under the windows, a common practice on command posts. Two 155mm gun emplacements are still present from the original emplacement that included four 155mm guns at the time of construction in 1942. Guns No. 2 and 3 were removed when two six-inch guns, modern artillery at the time, were installed. Battery Emplacement No. 292 retains integrity of location, design, setting, workmanship, feeling, association, and materials.

[44] Murphey, et al., 48-54; Bush, 351.
[45] Matthew Hunter, e-mail communication, August 13, 2016.

CONTRIBUTING RESOURCES TABLES: SITKA NAVAL OPERATING BASE

Contributing Buildings	AHRS Number
Senior Officer's Quarters (Building 201)	SIT-00579
Commanding Officer's Quarters (Building 202)	SIT-00580
Senior Officer's Quarters (Building 203)	SIT-00581
Senior Officer's Quarters (Building 204)	SIT-00582
Officers' Club (The Totem Club) (Building 205)	SIT-00583
Married Officers' Quarters (Building 207)	SIT-00585
Married Officers' Quarters (Building 208)	SIT-00586
Married Officers' Quarters (Building 209)	SIT-00587
Married Officers' Quarters (Building 210)	SIT-00588
Bachelor Officers' Quarters (Building 212)	SIT-00607
Seaplane Hangar No. 1 (Building 331)	SIT-00591
Seaplane Hangar No. 2 (Building 332)	SIT-00592
Cold Storage Building (Building 289)	SIT-00593
Mess Hall and Bakery (Building 290)	SIT-00594
Brig (Building 291)	SIT-00595
Barracks (Building 292)	SIT-00596
Barracks (Building 293)	SIT-00597
Enlisted Men's Recreation Facility (Building 295)	SIT-00598
Administration and Operations Building (Building 297)	SIT-00599
Bomb Proof Communications Center (Building 298)	SIT-00600
Commissary, Cold Storage, and Laundry Building (Building 299)	SIT-00601
Torpedo Shed, Garage and Shop (Building 301)	SIT-00602
Boathouse (Building 309)	SIT-00604

Contributing Structures	AHRS Number
Seaplane Ramp No. 2	SIT-00605
Seaplane Ramp No. 1	SIT-00606
Sitka Naval Operating Base Airfield	SIT-01064
Sitka Naval Operating Base Road System	SIT-01109

Total Sitka Naval Operating Base Contributing Resources: 27 (23 buildings, 4 structures)

Noncontributing Resources Table: Sitka Naval Operating Base

Name	Number of Resources
Mt. Edgecumbe High School	1 building
Coast Guard Cutter Support Training (CST) Building	1 building
Mt. Edgecumbe High School Aquatic Center	1 building
Baseball Field	1 site
Detached Garage	1 building

Total Sitka Naval Operating Base Noncontributing Resources: 5 (4 buildings, 1 site)

CONTRIBUTING RESOURCES TABLE: U.S. ARMY COASTAL DEFENSES

Name	AHRS Number	Island	Number of Resources
Causeway	SIT-01065	N/A	1 structure
Ration Storehouse Site	SIT-01066	Virublennoi	1 site
Ammunition Bunkers	SIT-00808	Virublennoi	3 structures
Gold Island Bunker	SIT-00922	Gold	1 building
Barracks and Officers' Quarters Site	SIT-00809	Sasedni	1 site
Motor Sheds Site	SIT-00810	Sasedni	1 site
3-inch Antiaircraft Gun Emplacements	SIT-00811	Sasedni	1 site
Meteorological Station	SIT-01138	Sasedni	1 building
Residential Quarters Site	SIT-00807	Kirushkin	1 site
Temporary Harbor Entrance Command Post	SIT-00807	Kirushkin	1 building
Harbor Defense Command Post/Harbor Entrance Control Post Bunker and Harbor Defense Command Observation Post	SIT-00805	Makhnati	1 building
Ammunition Bunkers	SIT-00806	Makhnati	2 structures
Battery Emplacement No. 292 Bunker	SIT-00804	Makhnati	1 building

Total U.S. Army Coastal Defenses Contributing Resources: 16 (5 buildings; 5 sites; 6 structures)

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Previous documentation on file (NPS):

_X_ Previously listed in the National Register (fill in 1 through 6 below)
__ Not previously listed in the National Register (fill in **only** 4, 5, and 6 below)

1. NR #: 86003559
2. Date of listing: August 11, 1986
3. Level of significance: National
4. Applicable National Register Criteria: A_X_ B__ C__ D__
5. Criteria Considerations (Exceptions): A__ B__ C__ D__ E__ F__ G__
6. Areas of Significance: Military

__ Previously Determined Eligible for the National Register: Date of determination:
_X_ Designated a National Historic Landmark: Date of designation: 8/11/1986
_X_ Recorded by Historic American Buildings Survey: HABS No. HABS AK-107 and AK-107-A
__ Recorded by Historic American Engineering Record: HAER No.
__ Recorded by Historic American Landscapes Survey: HALS No.

Location of additional data:

State Historic Preservation Office: Alaska Office of History and Archaeology
Other State Agency:
Federal Agency: National Park Service, Alaska Regional Office
Local Government:
University:

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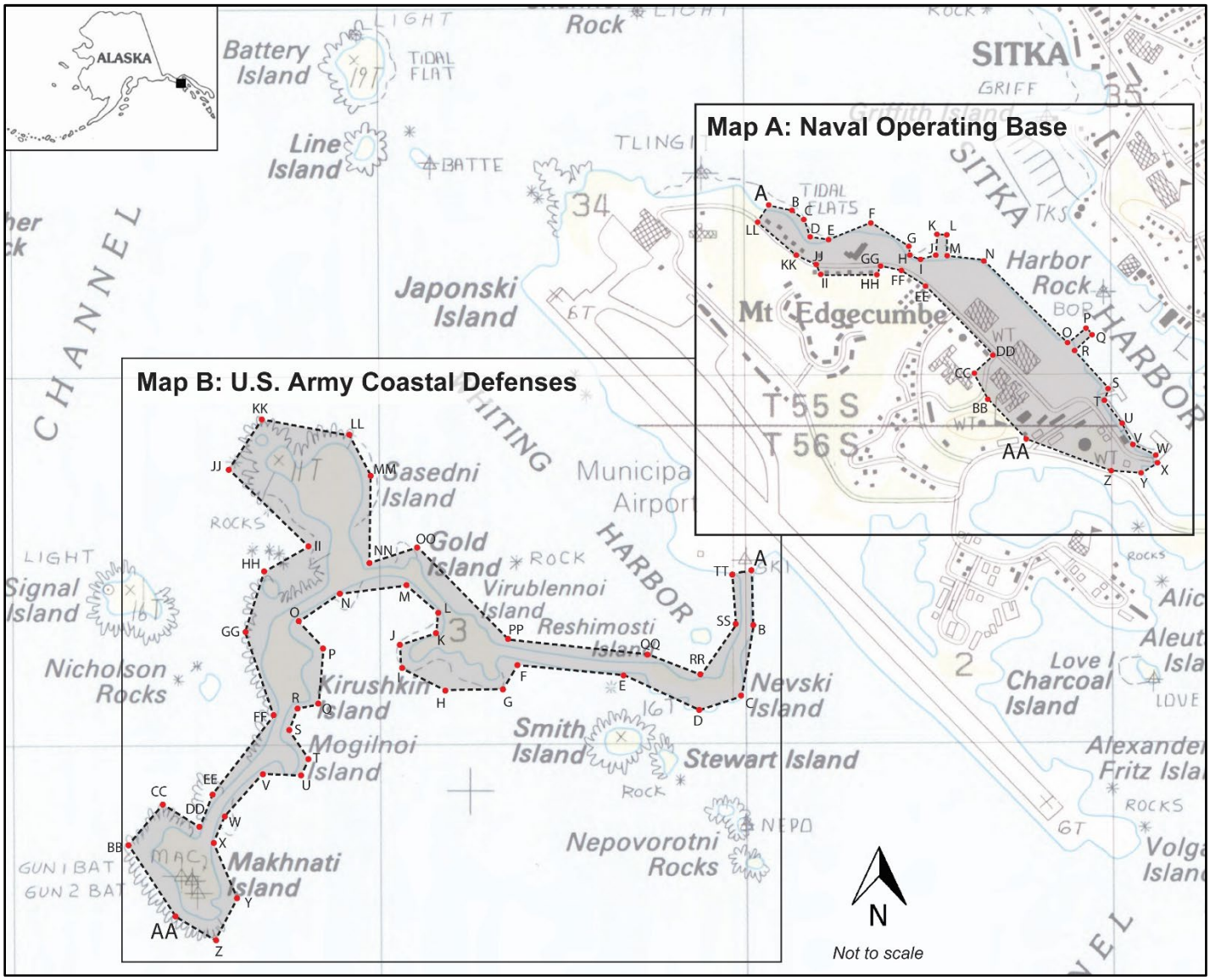
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MAPS



Map 1. USGS map (Sitka (A-5) SE, 1:25000 series) showing the two discontiguous boundaries for the Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL.



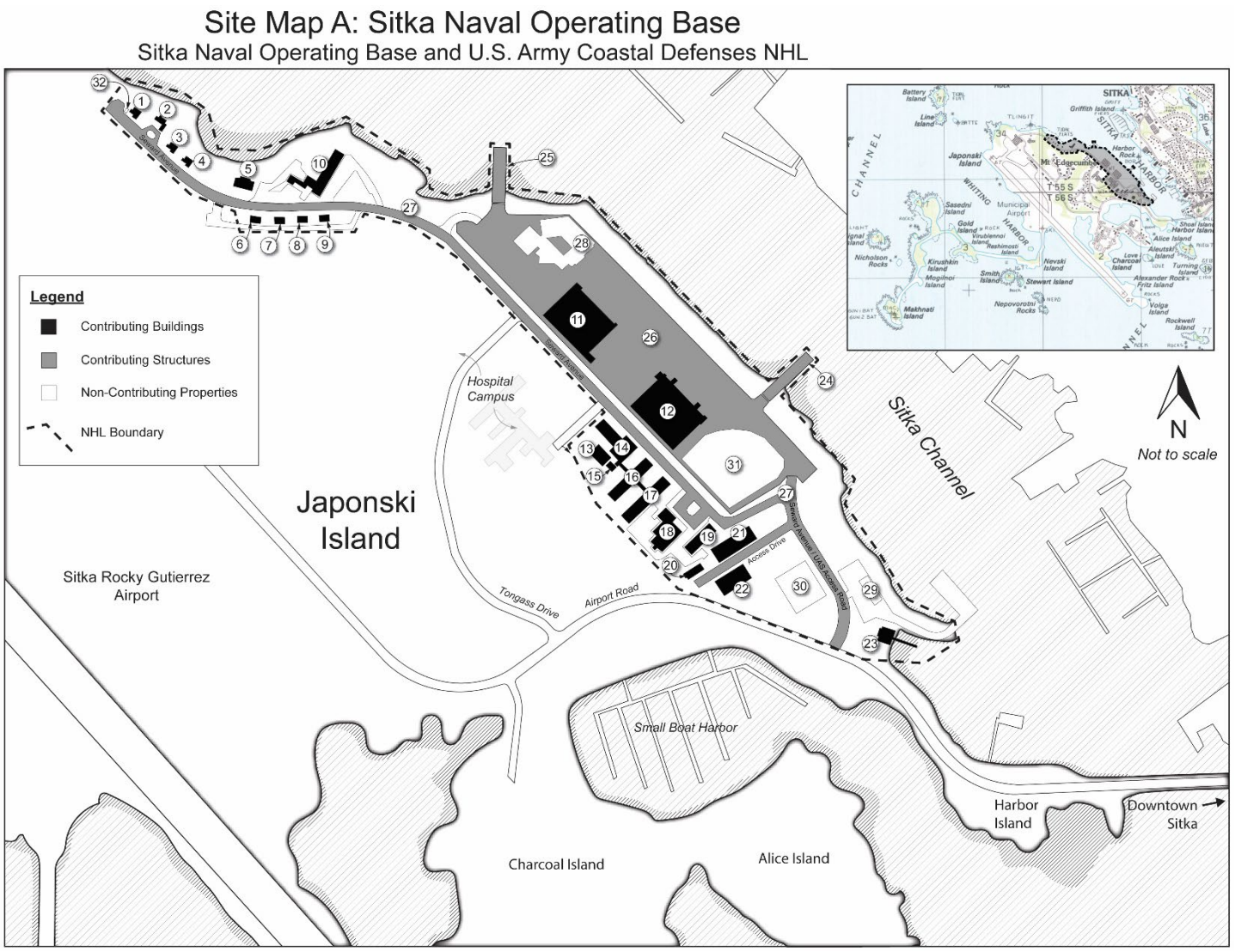
Map 2. Overview map of the Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL boundaries, showing boundary coordinates. See next page for corresponding coordinate lists.

Coordinate list for NHL boundary of Naval Operating Base as shown on Map 2.

	Zone	Easting	Northing
A	08	477938	6323632
B	08	478008	6323615
C	08	478040	6323586
D	08	478062	6323540
E	08	478117	6323529
F	08	478220	6323587
G	08	478332	6323523
H	08	478333	6323497
I	08	478368	6323481
J	08	478416	6323491
K	08	478416	6323543
L	08	478439	6323542
M	08	478439	6323490
N	08	478539	6323480
O	08	478775	6323246
P	08	478808	6323280
Q	08	478824	6323264
R	08	478791	6323230
S	08	478879	6323133
T	08	478871	6323098
U	08	478929	6323021
V	08	478955	6322972
W	08	479008	6322947
X	08	479012	6322933
Y	08	478976	6322903
Z	08	478914	6322905
AA	08	478675	6322991
BB	08	478569	6323097
CC	08	478526	6323170
DD	08	478577	6323221
EE	08	478386	6323415
FF	08	478315	6323454
GG	08	478253	6323466
HH	08	478245	6323441
II	08	478095	6323436
JJ	08	478085	6323466
KK	08	478025	6323494
LL	08	477910	6323598

Coordinate list for NHL boundary of U.S. Army Coastal Defenses as shown on Map 2.

Zone	Easting		Northing
A	08	477915	6322643
B	08	477922	6322491
C	08	477884	6322301
D	08	477774	6322259
E	08	477560	6322364
F	08	477269	6322393
G	08	477234	6322325
H	08	477066	6322323
I	08	476948	6322394
J	08	476945	6322447
K	08	477043	6322482
L	08	477053	6322534
M	08	476967	6322612
N	08	476787	6322591
O	08	476664	6322514
P	08	476731	6322444
Q	08	476718	6322290
R	08	476658	6322276
S	08	476637	6322219
T	08	476689	6322136
U	08	476666	6322093
V	08	476561	6322098
W	08	476459	6321988
X	08	476430	6321904
Y	08	476491	6321755
Z	08	476428	6321641
AA	08	476324	6321709
BB	08	476191	6321909
CC	08	476287	6322014
DD	08	476388	6321951
EE	08	476429	6322041



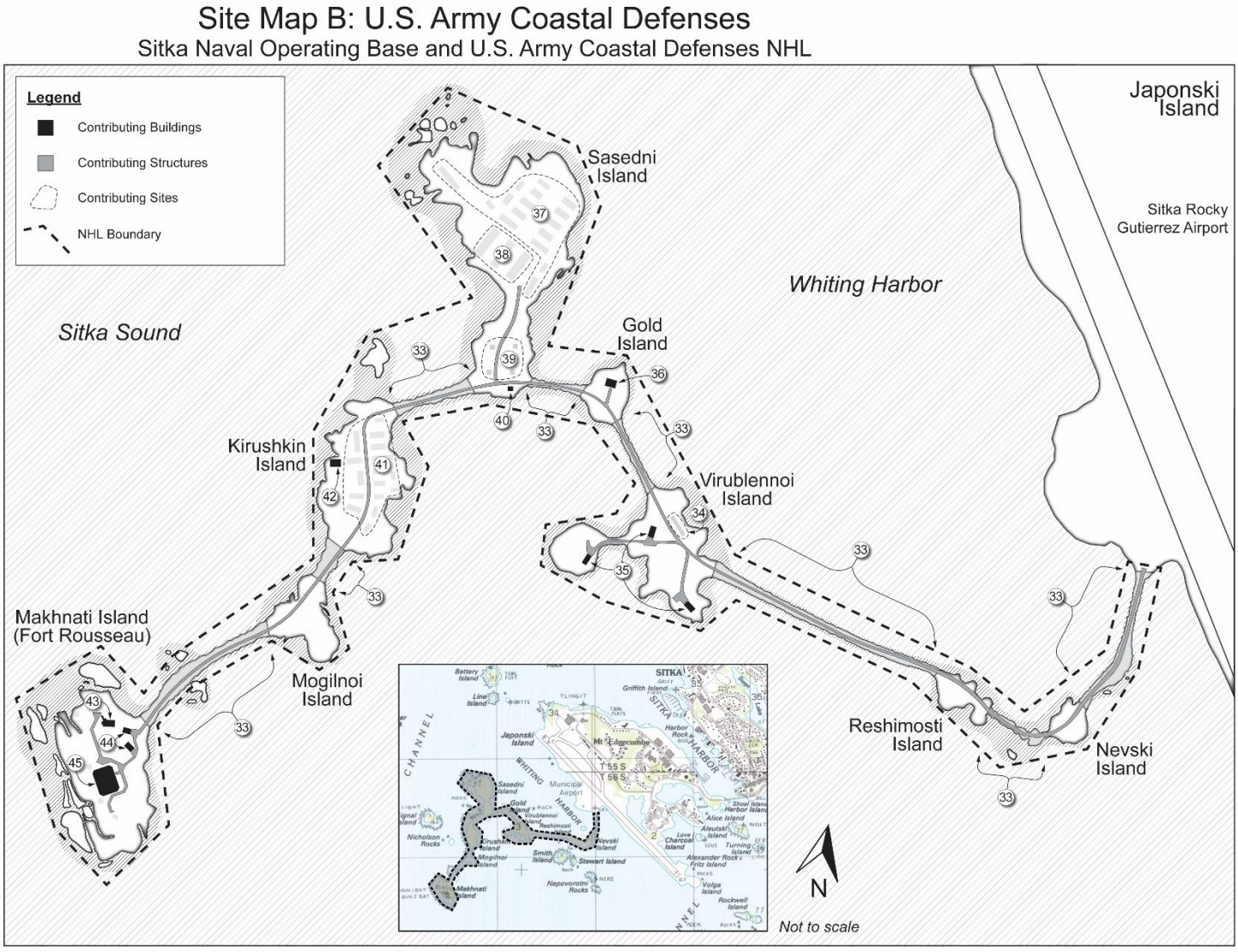
Site Map A: Sitka Naval Operating Base (Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL).

Contributing Resources

1. Senior Officer's Quarters, Building 201
2. Commanding Officer's Quarters, Building 202
3. Senior Officer's Quarters, Building 203
4. Senior Officer's Quarters, Building 204
5. Officers' Club (The Totem Club), Building 205
6. Married Officers' Quarters, Building 207
7. Married Officers' Quarters, Building 208
8. Married Officers' Quarters, Building 209
9. Married Officers' Quarters, Building 210
10. Bachelor Officers' Quarters, Building 212
11. Seaplane Hangar No. 1, Building 331
12. Seaplane Hangar No. 2, Building 332
13. Cold Storage Building, Building 289
14. Mess Hall & Bakery, Building 290
15. Brig, Building 291
16. Barracks, Building 292
17. Barracks, Building 293
18. Enlisted Men's Recreation Facility, Building 295
19. Administrations and Operations Building, Building 297
20. Bomb Proof Communications Center, Building 298
21. Commissary, Cold Storage, and Laundry Building, Building 299
22. Torpedo Shed, Garage and Shop, Building 301
23. Boathouse, Building 309
24. Seaplane Ramp No. 2
25. Seaplane Ramp No. 1
26. Airfield
27. Sitka Naval Operating Base Road System

Non-Contributing Resources

28. Mt. Edgecumbe School
29. Coast Guard CST Building
30. Mt. Edgecumbe High School Aquatic Facility
31. Baseball Field
32. Detached Garage



Site Map B: U.S. Army Coastal Defenses (Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL)

Contributing Resources (cont.)

33. Causeway
34. Ration Storehouse
35. Ammunition Bunkers
36. Gold Island Bunker
37. Barracks and Officers' Quarters Site
38. Motor Shed Site
39. 3-inch Antiaircraft Gun Emplacements
40. Meteorological Station
41. Residential Quarters Site
42. Temporary Harbor Entrance Command Post
43. Harbor Defense Command Post/Harbor Entrance Control Post Bunker and Harbor Defense Command Observation Post
44. Ammunition Bunkers
45. Battery Emplacement No. 292 Bunker

PHOTOGRAPHS

Photograph Log

Name of Property: Sitka Naval Operating Base and U.S. Army Coastal Defenses NHL
City or Vicinity: Sitka, Alaska
County: Sitka Borough
Location of Original Digital Files: National Park Service, Alaska Regional Office, 240 W 5th Avenue, Anchorage, AK 99501

Sitka Naval Operating Base

Photo 1.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Married Officers' Quarters, Buildings 207, 208, 209 and 210, view is east.

Photo 2.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Typical Married Officers' Quarters duplex, Building 210, view is south.

Photo 3.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Typical Senior Officer's Quarters single family, Building 203, view is north.

Photo 4.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Commanding Officer's Quarters, Building 202, view is northeast.

Photo 5.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Officers' Club, Building 205, view is south.

Photo 6.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Bachelor Officers' Quarters, Building 212, view is northwest.

Photo 7.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Mess Hall and Bakery, Enlisted Men's Barracks, Buildings 290, 292 and 293, respectively. View is southwest.

Photo 8
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Enlisted Men's Barracks, Building 293, view is southwest.

Photo 9
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Enlisted Men's Recreation Facility, Building 295, view is southwest.

Photo 10
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Administration and Operations Building, Building 297, view is southeast.

Photo 11.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Commissary, Cold Storage, and Laundry Building, Building 299, view is southwest.

Photo 12.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Torpedo Shed, Garage and Shop, Building 301, view is northeast.

Photo 13.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Bomb Proof Communications Center, Building 298, view is southwest.

Photo 14.
Name of Photographer: John Wachtel
Date of Photograph: 2022

Photo 15.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Sitka Naval Operating Base Airfield. Seaplane Hangar No. 2 is on the left and Mt. Edgecumbe High School with brown roof is in the center at the far end of the airfield. View is northwest.

Photo 16.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Seaplane Hangar No. 2, Building 332, view is southwest.

Photo 17.
Name of Photographer: John Wachtel
Date of Photograph: 2022

Description: Seaplane Hangar No. 1, Building 331, view is northwest.

Photo 18.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Seaplane Ramp No. 1, view is southwest. Note the red building on the left is a temporary structure adjacent to the Mount Edgecumbe School.

Photo 19.
Name of Photographer: John Wachtel
Date of Photograph: 2022
Description: Seaplane Ramp No. 2 with Seaplane Hangar No. 2 in the background, view is southwest.

U.S. Army Coastal Defenses

Causeway

Photo 20.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: U.S. Army Coastal Defenses island causeway from airplane with Japonski Island and town of Sitka in the background, view is east.

Photo 21.
Name of Photographer: Kelly Eldridge
Date of Photography: 2022
Description: Causeway between Makhnati Island and Mogilnoi Island, view is northeast from Makhnati. Note bare armor rock with no gravel on top.

Photo 22.
Name of Photographer: Unknown
Date of Photography: 2022
Description: Causeway between Makhnati Island and Mogilnoi Island, view is southwest from Mogilnoi.

Photo 23.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Causeway between Gold Island and Virublennoi Island, view is southeast. Note gravel placed over armor rock on causeway as part of stabilization and rehabilitation efforts.

Photo 24.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Causeway between Sasedni Island and Virublennoi Island, view is southeast. Note gravel placed over armor rock on causeway as part of stabilization and rehabilitation efforts.

Photo 25.

Name of Photographer: John Wachtel
Date of Photography: 2022
Description: U.S. Army Coastal Defenses causeway with Reshimosti Island on the left, view is south.

Photo 26.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: U.S. Army Coastal Defenses causeway, Virublennoi Island to the left, Gold Island center, Sasedni Island to the right, view is southwest. Note that many boats and visitors access the causeway state park on a landing between Gold and Sasedni Islands on the north side.

Virublennoi Island

Photo 27.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Ammunition bunker near the north central section of Virublennoi Island, view is southeast.

Photo 28.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Ammunition bunker at the southwest section of Virublennoi Island, view is southwest.

Photo 29.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Looking in the door of ammunition bunker near the north central section of Virublennoi Island, view is southeast.

Gold Island

Photo 30.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Entrance to the Gold Island Bunker, view is north.

Photo 31.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Mount on top of the Gold Island Bunker, view is east. Note that the shape and size of the structure is likely to be an instrument mount rather than a gun emplacement.

Photo 32.
Name of Photographer: John Wachtel
Date of Photography: 2022
Description: Foundation just south of entrance to the Gold Island Bunker (possibly to the former fuse house), view is south.

Sasedni Island

Photo 33.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Location of 20mm battery on Sasedni Island, view is southwest.

Photo 34.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Foundation on Sasedni Island, view is northeast.

Photo 35.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Meteorological Station (MET) on south side of Sasedni Island, view is south.

Kirushkin Island

Photo 36.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: A wall section of the Temporary Harbor Entrance Command Post, back side near water on Kirushkin Island, view is west.

Photo 37.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Foundation on Kirushkin Island, view is southwest.

Photo 38.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Fire hydrant and metal structure on Kirushkin Island, view is northeast.

Makhnati Island (Fort Rousseau)

Photo 39.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Battery Emplacement No. 292 Bunker, entrance, view is southwest.

Photo 40.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Battery Emplacement No. 292, Command Post, view is east.

Photo 41.
Name of Photographer: John Wachtel
Date of Photography: May 2022

Description: One of the two 155mm gun emplacements (Panama Mount) that are a part of Battery Emplacement No. 292 Bunker, view is southwest.

Photo 42.
Name of Photographer: John Wachtel
Date of Photography: May 2022
Description: Entrance to ammunition bunker, view is northwest.

Photo 43.
Name of Photographer: Erik Johnson
Date of Photography: May 2022
Description: Remains of Harbor Defense Command Observation Post, view is south.

Sitka Naval Operating Base



Photo 1 of 43. Married Officers' Quarters, Buildings 207, 208, 209 and 210 (from right to left), view is east, May 2022.



Photo 2 of 43. Typical Married Officers' Quarters duplex, Building 210, view is south, May 2022.



Photo 3 of 43. Typical Senior Officer's Quarters single family home, Building 203, view is north, May 2022.



Photo 4 of 43. Commanding Officer's Quarters, Building 202, view is northeast, May 2022.



Photo 5 of 43. Officers' Club, Building 205, view is south, May 2022.



Photo 6 of 43. Bachelor Officers' Quarters, Building 212, view is northwest, May 2022.



Photo 7 of 43. Mess Hall and Bakery (right), Enlisted Men's Barracks (center and left), Buildings 290, 292 and 293, respectively. View is southwest, May 2022.



Photo 8 of 43. Enlisted Men's Barracks, Building 293, view is southwest, May 2022.



Photo 9 of 43. Enlisted Men's Recreation Facility, Building 295, view is southwest, May 2022.



Photo 10 of 43. Administration and Operations Building, Building 297, view is southeast, May 2022.



Photo 11 of 43. Commissary, Cold Storage, and Laundry Building, Building 299, view is southwest, May 2022.



Photo 12 of 43. Torpedo Shed, Garage and Shop, Building 301, view is northeast, May 2022.



Photo 13 of 43. Bomb Proof Communications Center, Building 298, view is southwest, May 2022.



Photo 14 of 43. Boathouse, Building 309, view is southwest towards the opening, May 2022.



Photo 15 of 43. Sitka Naval Operating Base Airfield. Seaplane Hangar No. 2 is on the left and Mt. Edgecumbe High School with the brown roof is in the center at the far end of the airfield; view is northwest, May 2022.



Photo 16 of 43. Seaplane Hangar No. 2, Building 332, view is southwest, May 2022.



Photo 17 of 43. Seaplane Hangar No. 1, Building 331, view is northwest, May 2022.



Photo 18 of 43. Seaplane Ramp No. 1, view is southwest, May 2022. Note the red building on the left is a temporary structure adjacent to the Mount Edgecumbe School.



Photo 19 of 43. Seaplane Ramp No. 2 with Seaplane Hangar No. 2 in the background, view is southwest, May 2022.

U.S. Army Coastal Defenses



Photo 20 of 43. U.S. Army Coastal Defenses island causeway from airplane with Japonski Island and town of Sitka in the background, view is east, May 2022.

Causeway



Photo 21 of 43. Causeway between Makhnati Island and Mogilnoi Island, view is northeast from Makhnati, May 2022. Note bare armor rock with no gravel on top.



Photo 22 of 43. Causeway between Makhnati Island and Mogilnoi Island, view is southwest from Mogilnoi, May 2022. Note bare armor rock with no gravel on top.



Photo 23 of 43. Causeway between Gold Island and Virublennoi Island, view is southeast, May 2022. Note gravel placed over armor rock on causeway as part of stabilization and rehabilitation efforts.



Photo 24 of 43. Causeway between Sasedni Island and Virublennoi Island, view is southeast, May 2022. Note gravel placed over armor rock on causeway as part of stabilization and rehabilitation efforts.



Photo 25 of 43. U.S. Army Coastal Defenses causeway with Reshimosti Island on the left, view is south, May 2022.



Photo 26 of 43. U.S. Army Coastal Defenses causeway, Virublennoi Island to the left, Gold Island center, Sasedni Island to the right, view is southwest, May 2022. Note that many boats and visitors access the causeway state park on a landing between Gold and Sasedni Islands on the north side.

Virublennoi Island



Photo 27 of 43. Ammunition bunker near the north central section of Virublennoi Island, view is southeast, May 2022.



Photo 28 of 43. Ammunition bunker at the southwest section of Virublennoi island, view is southwest, May 2022.



Photo 29 of 43. Looking in the door of ammunition bunker near the north central section of Virublennoi Island, view is south, May 2022.

Gold Island



Photo 30 of 43. Entrance to the Gold Island Bunker, view is north, May 2022.



Photo 31 of 43. Mount on top of the Gold Island Bunker, view is east, May 2022. Note that the shape and size of the structure is likely to be an instrument mount rather than a gun emplacement.



Photo 32 of 43. Foundation just south of entrance to the Gold Island Bunker (possibly to the former fuse house), view is south, May 2022.

Sasedni Island



Photo 33 of 43. Location of 20mm Battery on Sasedni Island, view is southwest, May 2022.



Photo 34 of 43. Foundation on Sasedni Island, view is northeast, May 2022.



Photo 35 of 43. Meteorological Station (MET) on south side of Sasedni Island, view is south, May 2022.

Kirushkin Island



Photo 36 of 43. A wall section of the Temporary Harbor Entrance Command Post, back side near water on Kirushkin Island, view is west, May 2022.



Photo 37 of 43. Foundation on Kirushkin Island, view is southwest, May 2022.



Photo 38 of 43. Fire hydrant and metal structure on Kirushkin Island, view is northeast, May 2022.

Makhnati Island (Fort Rousseau)



Photo 39 of 43. Battery Emplacement No. 292 Bunker, entrance, view is southwest, May 2022.



Photo 40 of 43. Battery Emplacement No. 292 Bunker, Command Post, view is east, May 2022.



Photo 41 of 43. One of the two 155mm gun emplacements (Panama Mount) that are a part of Battery Emplacement No. 292 Bunker, view is southwest, May 2022.



Photo 42 of 43. Entrance to Ammunition Bunker, view is northwest, May 2022.



Photo 43 of 43. Remains of Harbor Defense Command Observation Post, view is south, May 2022.

FIGURES

SITKA NAVAL OPERATING BASE



Figure 1. Aerial photograph of Sitka (foreground), Sitka Naval Operating Base (center), Fort Ray (left of center), and Fort Rousseau and the causeway (background), view is west, ca. 1943.



Figure 2. Aerial of Sitka Naval Operating Base, view is southwest, ca. 1944.



Figure 3. Aerial photo of Sitka Naval Operating Base, view is southeast, ca. 1943.

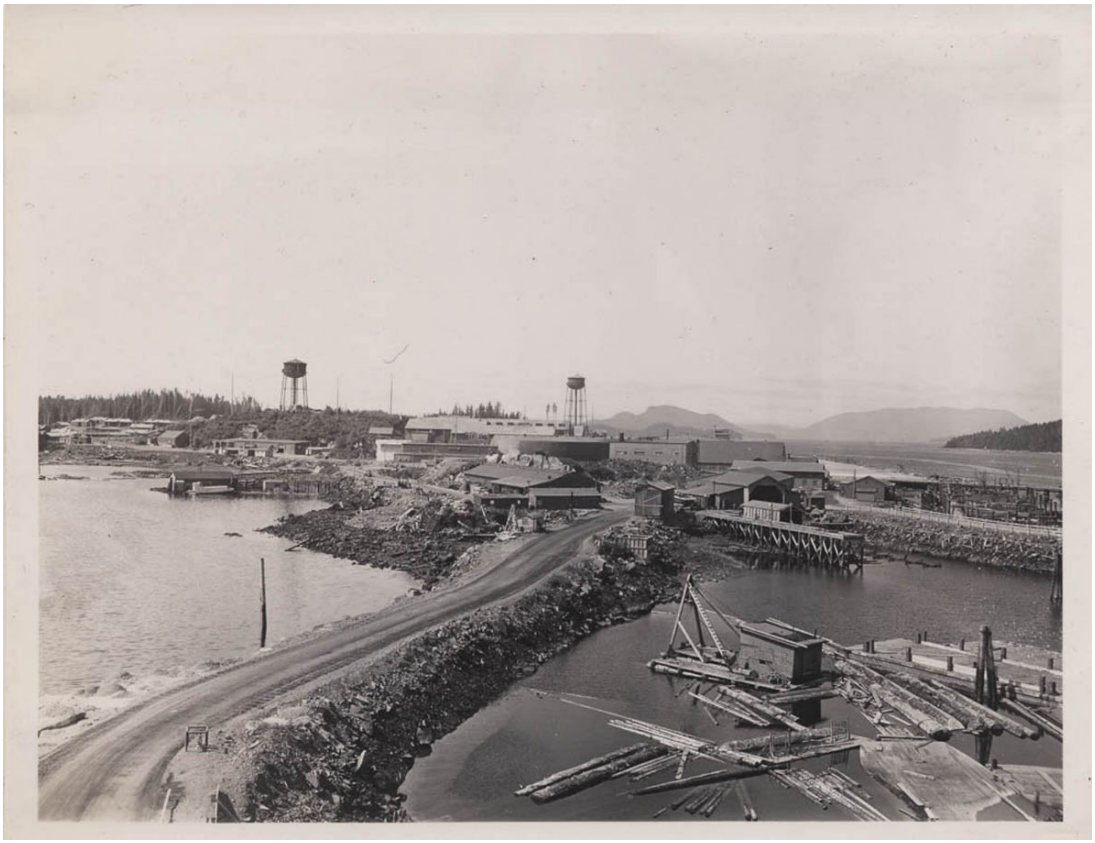


Figure 4. Photo of Sitka Naval Operating Base, view is northwest from Harbor Island, ca. 1943.



Figure 5. Aerial photo of Sitka Naval Operating Base, Officers' Housing (center and upper right), Defense Housing (Lower left), view is northwest, ca. 1943.

Officers Housing Area



Figure 6. Married Officers' Quarters, Buildings 210, 209 and 208, view is west, 1963.



Figure 7. Typical Married Officers' Quarters duplex, Building 210, view is south, 1963.



Figure 8. Typical Married Officers' Quarters single family, Building 203, view is north, 1963.



Figure 9. Commanding Officers' Quarters, Building 202, view is northeast, 1963.



Figure 10. Officers' Club, Building 205, view is north, 1963.

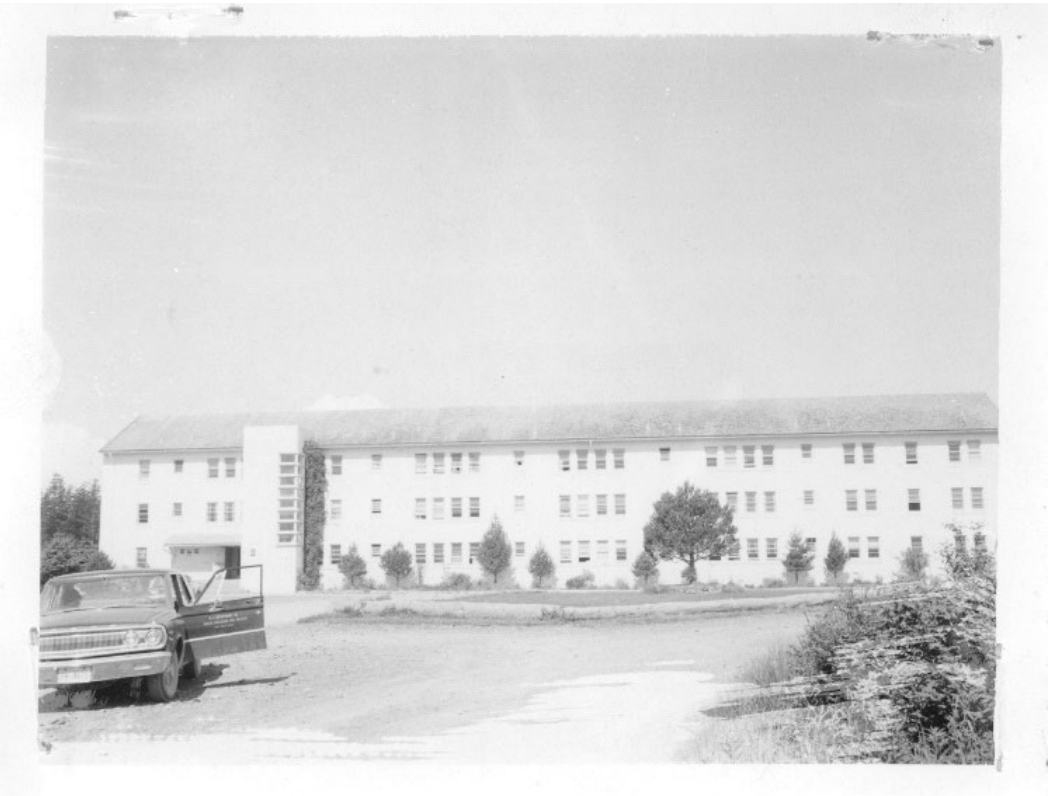


Figure 11. Bachelor Officers' Quarters, Building 212, view is northwest, 1963.

Enlisted Men's Housing and Base Administration Area



Figure 12. Enlisted Men's Barracks (right), Mess Hall and Bakery (center and left), Cold Storage Building (foreground), and Seaplane Hangar 2 (background), Buildings 292, 290, 289, and 332, respectively. View is northeast, 1963.

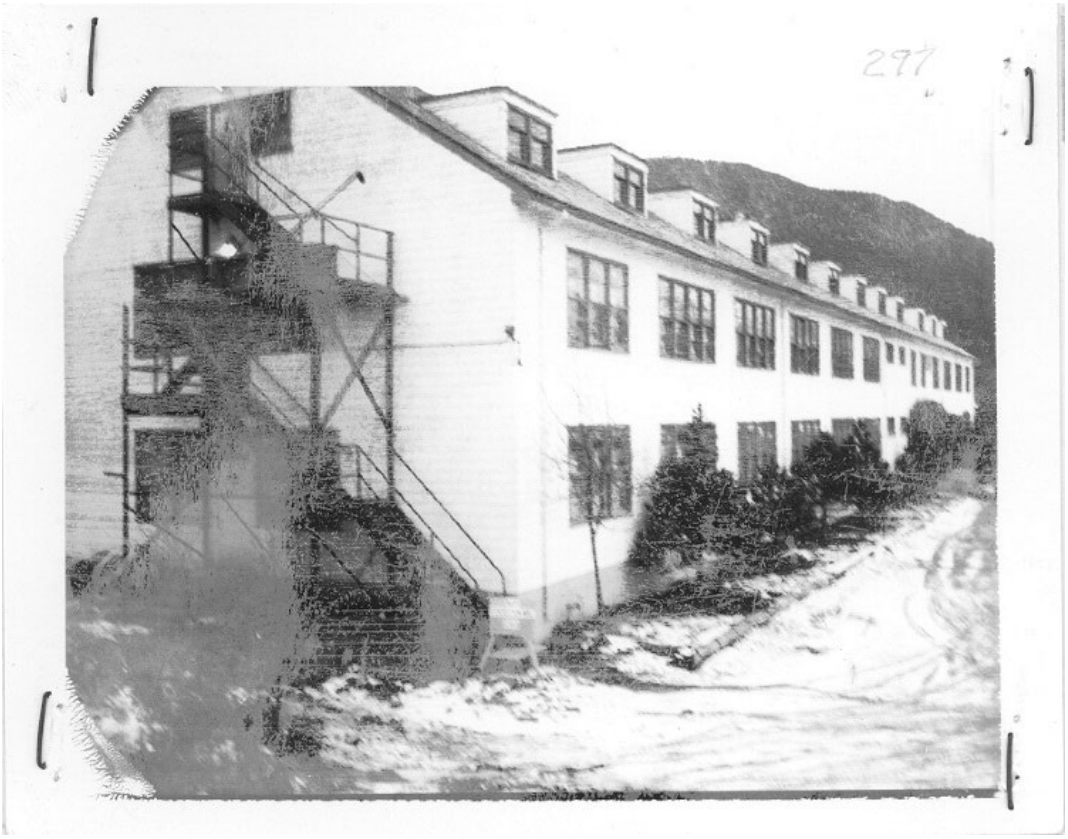


Figure 13. Enlisted Men's Barracks, Building 293, view is northeast, 1963.



Figure 14. Enlisted Men's Recreation Facility, Building 295, view is south, 1963.



Figure 15. Administration and Operations Building, Building 297, view is southwest, 1963.

Industrial Area



Figure 16. Commissary, Cold Storage, and Laundry Building, Building 299, view is southwest, 1963.



Figure 17. Torpedo Shed, Garage and Shop, Building 301, view is northeast, 1963.



Figure 18. Bomb Proof Communications Center, Building 298, view is southwest, 1963.



Figure 19. Boathouse, Building 309, view is southeast, 1963.

Airfield



Figure 20. Seaplane Hangar 1, Building 331, view is northwest, 1963.



Figure 21. Seaplane Hangar 2, Building 332, view is southwest, 1963.



Figure 22. View of Airfield, Sitka Channel, bridge from Japonski Island to Sitka, and Sitka from Seaplane Hangar 1 Tower, Building 332, view is southeast, 1983.

U.S. ARMY COASTAL DEFENSES



Figure 23. Fort Rousseau on Makhnati Island (lower right), causeway, Sasedni Island (left center), and Japonski Island and Fort Ray in the background. View is east, photo from World War II period.

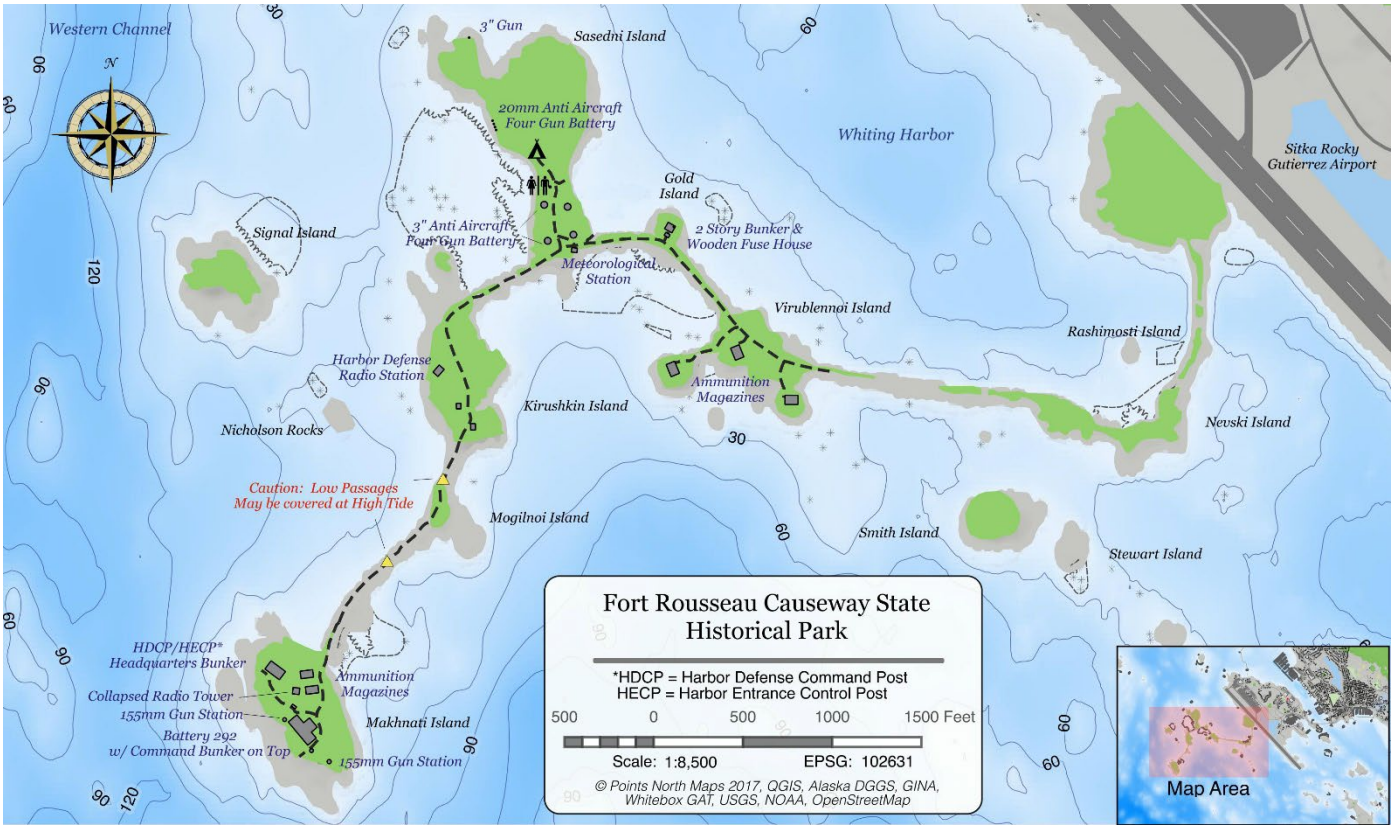


Figure 24. Map of Fort Rousseau Causeway State Historical Park used by Sitka Trail Works (Point North Maps, 2017).

Sasedni Island



Figure 25. Sasedni Island (lower center), Japonski Island (center), Sitka (upper center), and Kirushkin Island (lower right). View is east; September 23, 1942.



Figure 26. Sailor posing with gun 3 of the Sasedni Island 20mm Battery, ca. 1942.



Figure 27. Crane lowering a 3-inch AA gun into its emplacement on Nevski Island. Note that the causeway is in the background, ca. 1942, view is west.



Figure 28. Troops on Sasedni Island, ca. 1942.

Makhnati Island (Fort Rousseau)

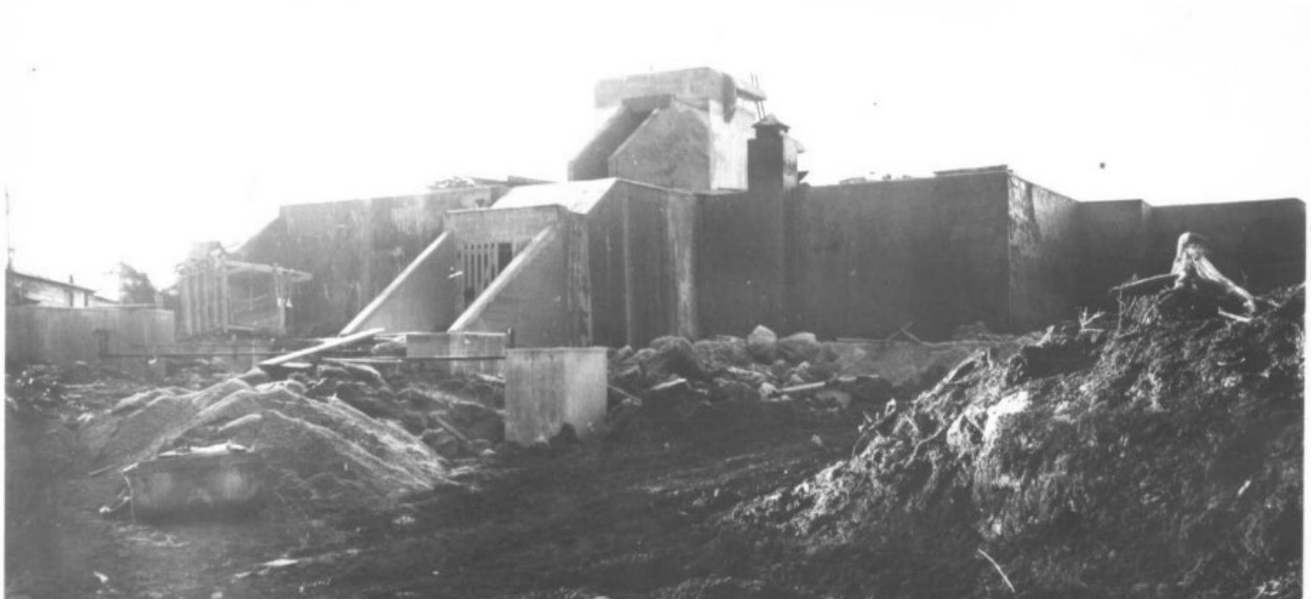


Figure 29. Battery Emplacement No. 292 (Fort Rousseau) under construction, ca. 1942. Rear of battery, entrance in center, Command Post on top, view is south.

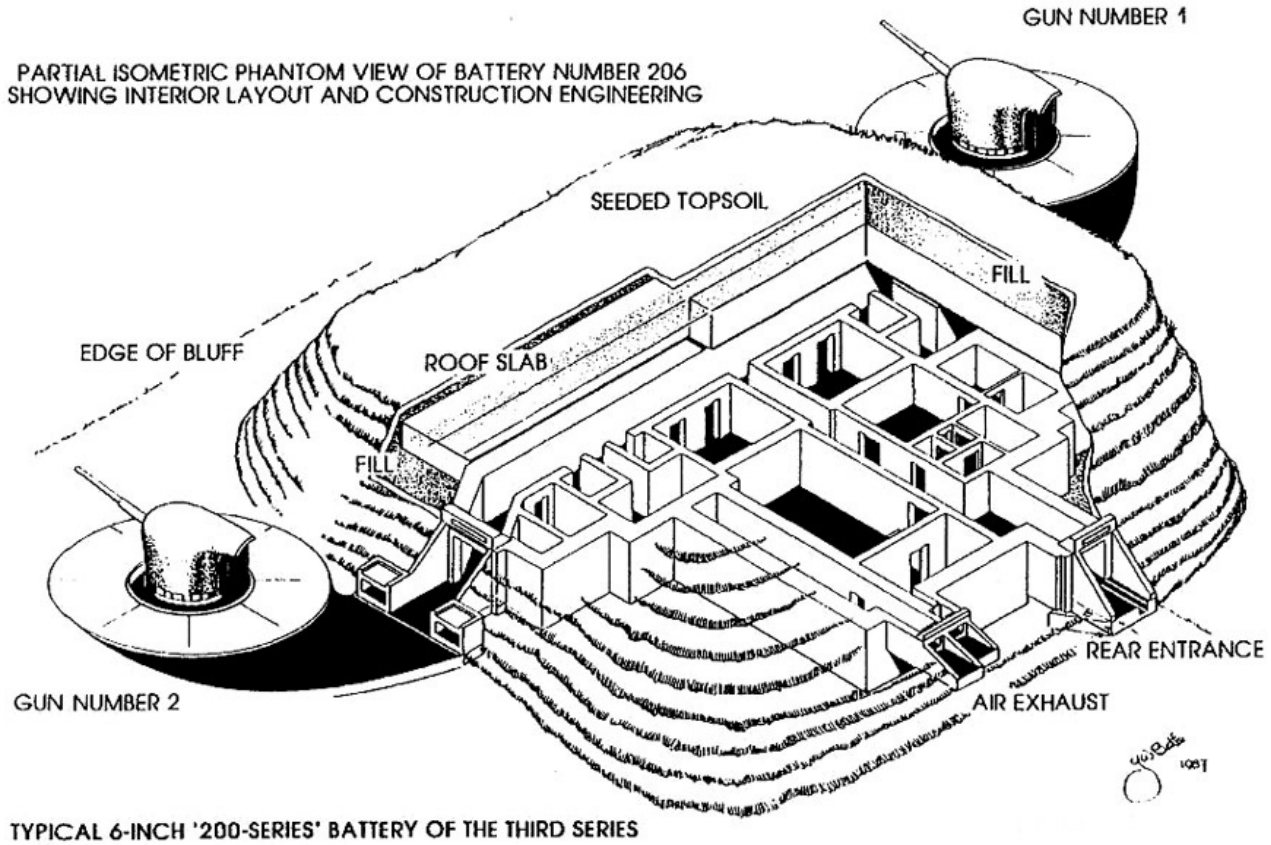


Figure 30. Diagram of a Typical 6-inch '200-series' Battery, similar to Battery Emplacement No. 292.

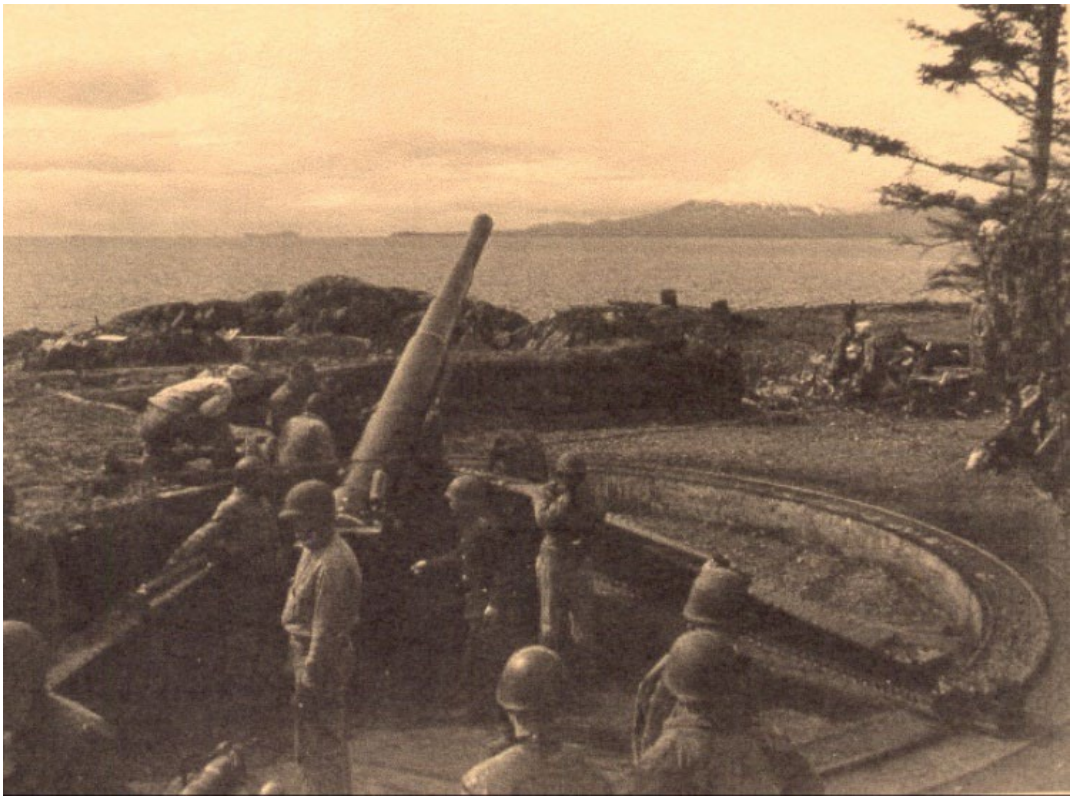


Figure 31. Battery Emplacement No. 292, with 155 mm gun, ca. 1942. View is southwest.