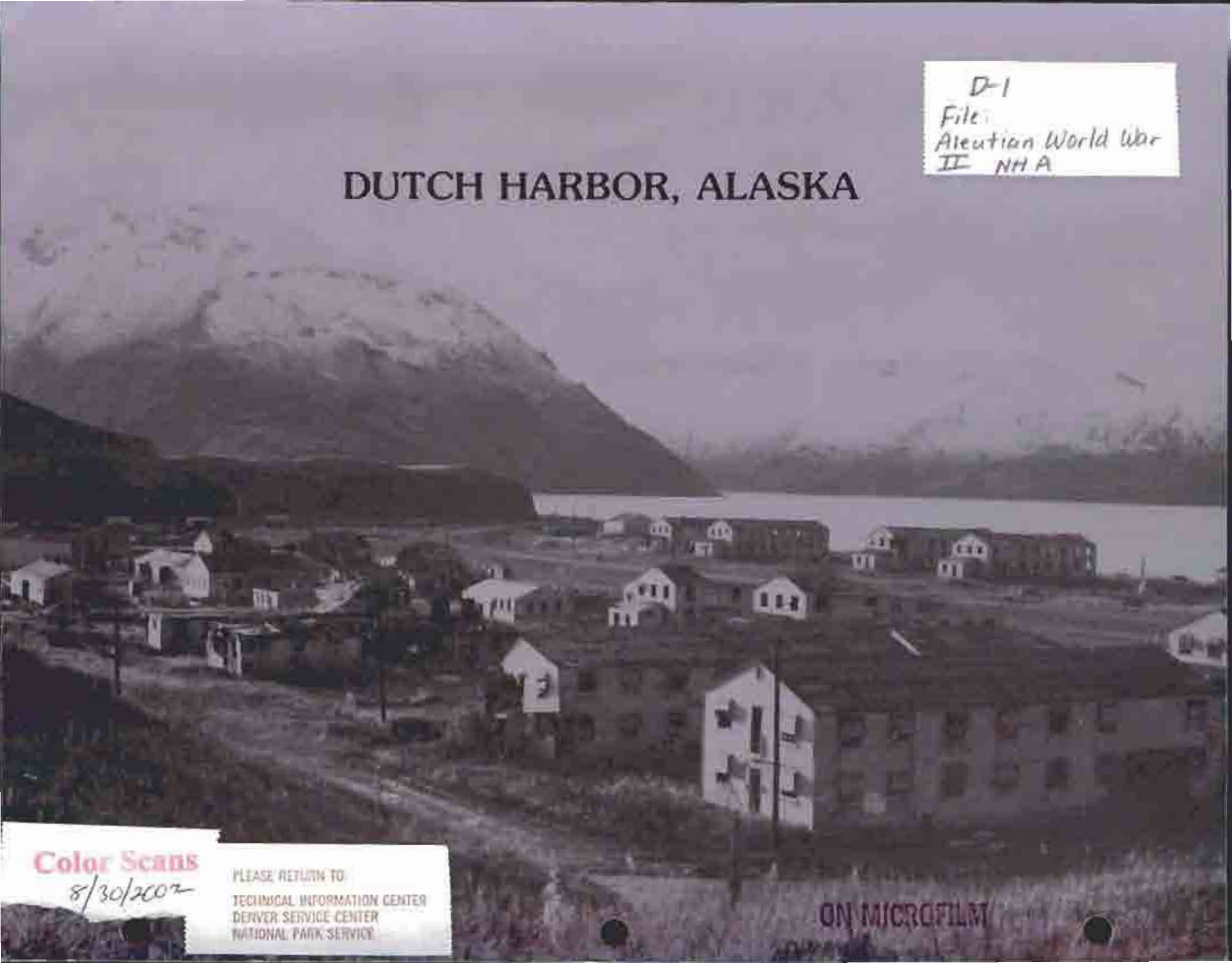


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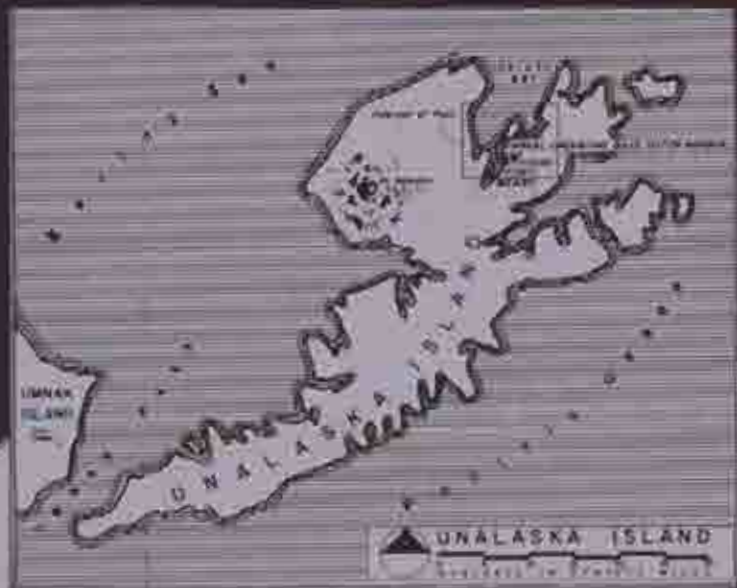
DUTCH HARBOR, ALASKA



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ALEUTIAN CAMPAIGN 1942-1943

UNALASKA BAY, UNALASKA ISLAND, AND ALEUTIAN ISLANDS
 SCALE 1:50,000
 UNALASKA BAY
 SCALE 1:25,000
 ALEUTIAN CAMPAIGN 1942-1943
 SCALE 1:1,000,000

1943

Naval Operating Base
Dutch Harbor
and
Fort Mears
Unalaska Island, Alaska

ON MICROFILM

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PREFACE

The Aleutian Islands have always been stepping stones between the Asian and North American continents. During World War II the islands were a battleground between Japanese and Allied forces. Pivotal to the defense of the chain were the military bases at Dutch Harbor-Unalaska, largest of the early Aleutian bases, key to the naval support of Russia via the "back door," and site of a Japanese bombing attack June 3 and 4, 1942.

The bases at Dutch Harbor-Unalaska had been abandoned and derelict by the 1980s when the Corps of Engineers were charged with the responsibility of removing debris left at former military bases in Alaska. At the same time, the National Park Service completed an inventory of significant World War II sites. On February 4, 1985 the Dutch Harbor Naval Operating Base and Fort Mears, U. S. Army was designated a National Historic Landmark. Earlier, in 1984, the twin forces of preservation and removal met to solve the seemingly overwhelming problem of preserving some component of the extensive historic site while ensuring the life safety of residents and visitors. After conferences with the State Historic Preservation Office, the Advisory Council on Historic Preservation, and the National Park Service, the Corps of Engineers signed a Memorandum of Agreement to provide funding for an Historic American Buildings Survey project prior to demolition of substantial numbers of derelict buildings. The HABS project would achieve "preservation through documentation" of those sites and structures determined a hazard and to be removed.

The Alaska Regional Office of the National Park Service directed HABS field teams in November, 1984, and the summers of 1985 and 1986 in order to record the historic structures left from the military buildup at Dutch Harbor-Unalaska. Photographs,

architectural drawings, and written historical data were completed to preserve information about the landmark. The results of this work are presented, in part, here.

The project was greatly assisted by the community of Dutch Harbor-Unalaska. Residents Ray Hudson and Henry Swanson shared their information about the history of the area. The City of Unalaska, through city manager Nancy Gross, provided assistance from the use of city files to the simple but important things like the use of the blue print machine, the kind of help that only someone working in an isolated Alaska town can appreciate. Thanks also to the Ounalashka Corporation, owners of a majority of the buildings, who allowed access when needed. And a special thanks to Robert Mutch and the Unalaska public school for providing work space and use of the school's office. Many other individuals in the small towns of Unalaska and Dutch Harbor helped the field team. Thanks to them.

Thanks also to the Washington office of HABS/HAER, Robert Kapsch, Chief, with a special thanks to Kim Hoagland; Leslie Starr Hart, Chief of the Division of Cultural Resources, and her staff; State Historic Preservation Officer Judy Bittner and her staff, especially Paul Chattey; and the Corps of Engineers' Defense Environmental Restoration Program. Thanks also to "T."

The "clean-up" of Dutch Harbor has been completed. The majority of buildings have been removed. The Historic American Buildings Survey, Alaska Region transmitted to the Washington, D. C. office of HABS the Dutch Harbor project drawings, photographs, and history for transmittal to the Library of Congress. The record is now available to researchers at the Library of Congress.

S. M. F.
R. L. S. S.

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NAVAL OPERATING BASE
DUTCH HARBOR

and

FORT MEARS

Unalaska Island, Alaska

Historic American Buildings Survey
Recording Project Report

Completed by

Walter R. Dermott, Faulkner

and S. Spade

National Park Service
Alaska Region
Anchorage, 1987

Cover: Barracks, Margaret Bay Cantonment, November 1984.

Frontispiece: Panorama of Ramp, runway and revetments Naval Operating Base, Dutch Harbor. Mt. Ballyhoo in background, 1942.

All historic photographs courtesy National Archives, unless otherwise noted. All recent photographs by Jet Lowe, National Park Service, unless otherwise noted.

The Dutch Harbor recording project was funded by the Corps of Engineers and the National Park Service.

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1944 1944



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THE EVENT

THE EVENT :

Historical Overview
Naval Operating Base Dutch Harbor
and
Fort Mears
Unalaska Island, Alaska

by
Erwin N. Thompson



Harb and the village of Unalaska, 1934.

RUSSIAN AND AMERICAN OCCUPATION

When Soviet captains put in to Unalaska Island during World War II for repairs and fuel, they were repeating the activities of their forefathers who came to the rugged, storm-battered, and beautiful island 200 years earlier. Capt. Vitus Bering probably sighted Unalaska, the largest island in the Eastern Aleutians, in 1741, and its existence was firmly recorded in 1759. The island's excellent harbor quickly drew the attention of Russian pilots. The Aleuts, however, resisted the heavy-handed newcomers and, in 1762, destroyed a Russian merchant ship and her crew. The Russians retaliated and the fur trader, Capt. Stepan Glotov (Glotov the Destroyer), is credited with breaking the Aleuts' resistance. About 1765, Glotov established a permanent settlement at Iliuliuk in spacious Unalaska Bay.¹

In 1778, the British explorer, Capt. James Cook, visited Unalaska, thus giving it its place name "English Bay." Cook's arrival marked the beginning of Russian, British, Spanish, and American competition for domination in the North Pacific and its lucrative fur trade.

Russian influence continued to grow among the less than 2,000 Aleuts on the island as the eighteenth century drew to a close. In 1791, Grigorii I. Shelikhov from Kodiak founded the Unalaska Company. A company executive, Nikolai P. Rezanov, visited the settlement in 1805. He called it Soglasie, or Harmony, and said its affairs were in good order. He noted the storehouses, barracks, smithy, locksmith's shop, and gardens. Rezanov is credited for importing spruce trees from Sitka and





Iconostasis ca. 1885.

courtesy: Smithsonian Archives

planting them on Amaknak Island in the bay. This Sitka Spruce Plantation continues to thrive. In 1824, a Russian Orthodox priest, Ivan Veniaminov, arrived on Unalaska. He was in charge of both the Fox and Pribilof Islands. The following year, the Church of the Holy Ascension of Christ was erected. Aleut converts painted its icons. A house for the bishop, erected in 1882 during the American period, also remains.²

Toward the end of the Russian period, P. A. Tikhmenev wrote a history of the Russian-American Company. He described Unalaska Bay as the best refuge for ships in this part of the country:

A company establishment, Port Iliuliuk, is located on a cape in Kapitanskaia Bay. The manager of the island lives there, as well as about 102 natives; Port Iliuliuk also has a church, employing seven men and four women. About 368 Aleuts live in a village called Imagnia at the entrance to Kapitanskaia Bay. On the west shore of Unalaska Island, there are Aleutian villages at Makushin Bay near Cape Kovrizhska [Kovrizhka] and at Kashigin [Kashega] Bay. There are about 60 inhabitants in the first village and about 110 in the second.³

Following the United States' purchase of Alaska in 1867, Unalaska, particularly Dutch Harbor on Amaknak Island, continued to be the most important port in the Aleutians. Gold seekers who attempted to reach the Klondike by way of the Yukon River came through the port, since Unimak Pass to the east of Unalaska was the first good passage west of the Alaskan mainland from the Pacific to the Bering Sea. They were closely followed by adventurers who

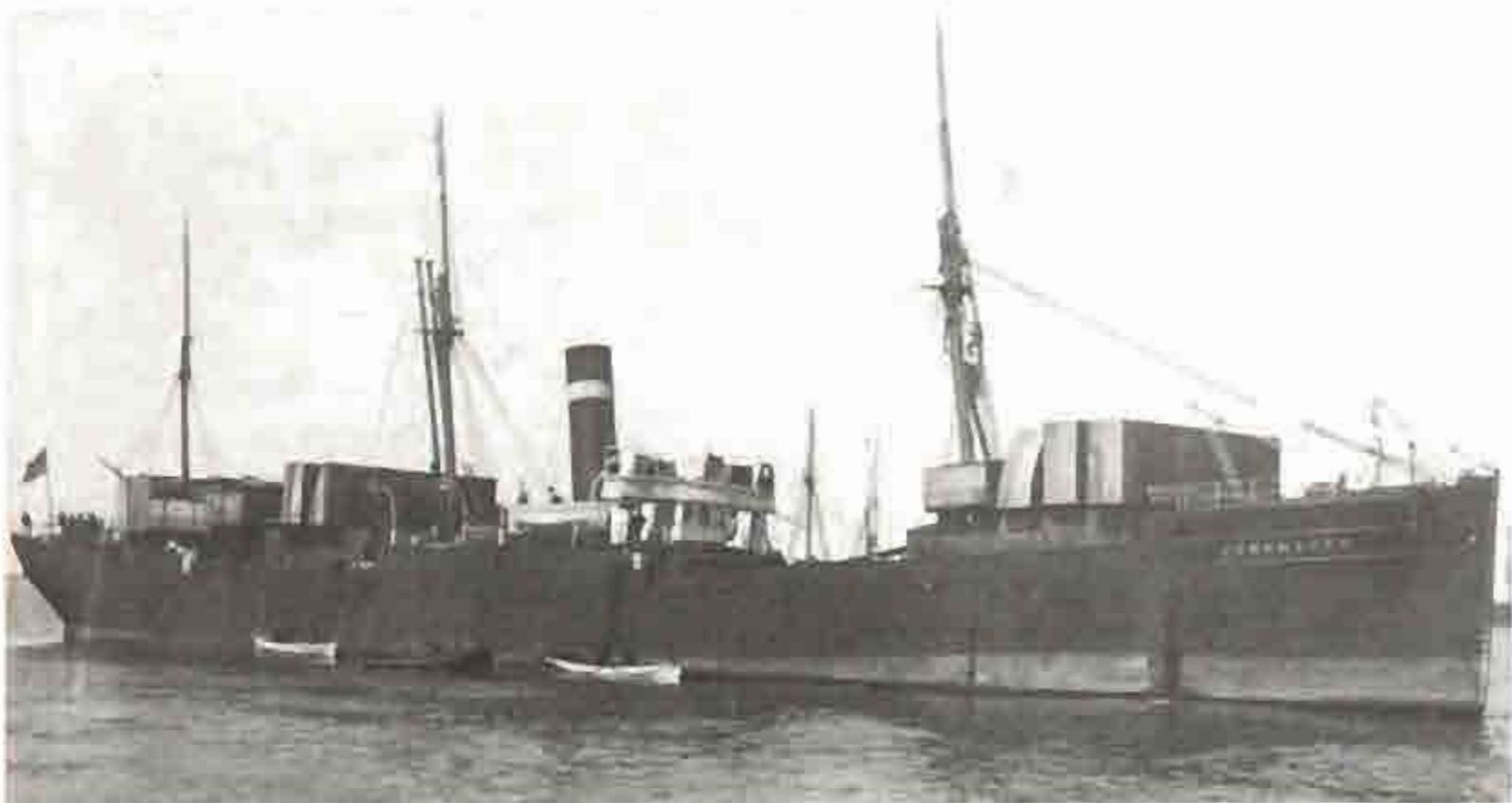
Bishop's House





*Dutch Harbor, 1898. Steamboats for Yukon River under construction.
Courtesy: Presbyterian Historical Society*

pursued the dream of gold at Nome. In addition to provisioning miners, Unalaska serviced whaling and fishing vessels bound for the Bering Sea. It also was a distribution point for fox hunters in the Aleutians.



*Steamship Conemaugh, 1898, on San Francisco to Unalaska run.
Courtesy: Presbyterian Historical Society*



Naval Radio Station, Dutch Harbor, 1929.

AMERICAN ARMED FORCES AND UNALASKA

The U.S. Navy first became interested in Dutch Harbor at Amaknak Island in 1902, when a presidential executive order set aside 23 acres for use as a coaling station. This scheme was never realized and the Navy did not come to Amaknak until 1911, when it established a radio communication station. Personnel were first housed in a frame building; but a handsome brick structure--the only brick structure in all the Aleutians--became the permanent quarters well before World War II. The Navy established an aerology station at Dutch Harbor in July 1939. In October 1940, a naval medical detachment and a detachment of the Marine Defense Force (four officers and 101 enlisted) arrived, occupying the new 125-man Marine barracks. By early 1941, the Marines were reduced to a strength of forty-six personnel with the mission of providing guard for the naval installations. Armament consisted of machine guns and four 155mm guns on Panama mounts. Across Iliuliuk Bay, in Unalaska village, the U. S. Coast Guard maintained a station consisting of a sixty-man bunkhouse, administration building, small seaplane hangar, and shops.⁵

Back in 1922, the United States and Japan reached an agreement wherein Japan promised not to construct defenses in its newly-acquired mandate of Micronesia, and the United States agreed not to fortify the Aleutians or any Pacific Islands west of Hawaii.

During the 1930s, however, Japan embarked on a policy of expansion in eastern Asia by invading Manchuria, then a part of China. In 1935, she



New recreation hall under construction, 30 October 1942.

closed Micronesia to outsiders and it was generally believed that the islands were being fortified. Although, the 1922 agreement expired in 1936, the United States did not look to its Pacific defenses beyond Hawaii until 1938. That year, Congress directed the U.S. Navy to appoint a board of officers to investigate the need for additional bases in the Pacific. The board, chaired by Rear Admiral A.J. Hepburn, recommended the establishment of seaplane and submarine bases at Dutch Harbor, Kodiak, Midway, and Wake; and patrol plane bases at Sitka and Oahu. In 1939, Congress approved the recommendations.⁶

A civilian contractor, Siems Drake Puget Sound, began construction of the naval facilities at Dutch Harbor in July 1940.⁷ Inasmuch as the U.S. Army had the assigned mission of providing for the defense of naval installations, the decision was made that the Navy's contractor would construct the army facilities as well. At first, it was thought that Amaknak Island, only 4.3 miles in length, did not possess sufficient level land for both bases, but a reconsideration resulted in the army base being erected at Margaret Bay south of Dutch Harbor.

At Dutch Harbor, the Naval Section Base was commissioned in January 1941, and the Naval Air station that September. The first army troops arrived on Amaknak on May 8, 1941. Until their barracks were completed, these soldiers lived in the Marine Barracks, most of the original Marine detachment leaving Unalaska at this time. The troops noted the village of Unalaska on the main island, saying it had a population of 50 whites and 250 Aleuts. There was also a bawdy house having a population of one madam and five girls.⁸ On



*Raising the colors for the first time at the commissioning of
Naval Air Station Dutch Harbor, 1 September 1941.*

September 10, 1941, the army post was named Fort Mears in honor of Col. Frederick J. Mears, who had been instrumental in surveying and building The Alaska Railroad earlier in the century.



Headquarters Area, Dutch Harbor, 23 March 1942.
Powerhouse and airfield under construction beyond
USS Northwestern at dock.

DUTCH HARBOR, U.S. NAVY

In 1940, the Northern Commercial Company owned 127 acres at Dutch Harbor where it had a dock, oil tanks, and a water system. The remainder of Amaknak was public domain. The Navy purchased the company's interests for \$78,973. The Navy's contractor, Siems Drake Puget Sound, took over an old steamer, the 3,000-ton S.S. Northwestern, that had beached adjacent to the dock during a storm, and modified it to serve as a barracks for civilian construction workers.⁹ Work on the naval facilities began in July of that year and continued through 1944. In January 1941, a Naval Section Base was commissioned, followed by the Naval Air Station on September 1.

Two concrete seaplane ramps, one north of the Dutch Harbor dock and the other across the island on Unalaska Bay, and a concrete parking area were completed. A 5,000-foot water runway for PBV patrol planes (Catalinas) was marked off in Iliuliuk Bay. Other early structures at the naval air station included a semipermanent, steel-frame, Kodiak-type hangar (now gone), repair shop, and ammunition storage. Housing, administrative, fueling, and recreational facilities, all of frame construction, were erected at Dutch Harbor. A second pier, at the foot of Mt. Ballyhoo in Dutch Harbor, was completed in March 1942. In May 1942, the Navy approved construction of a small runway near the seaplane hangar for the emergency use of fighters--so small that arresting and catapult gear, similar to an aircraft carrier's, was installed.¹⁰ When the Japanese bombed Dutch Harbor in June 1942, work was underway on carving a gravel runway, 500 feet by 4,358 feet, along the south

foot of Mount Ballyhoo.¹¹ The first plane landing occurred on July 3, 1942. This runway, subject to severe crosswinds, continues to serve commercial aircraft. Also, constructed were several aircraft revetments along the north side of the new runway and a permanent, blast-pen-type hangar, 115 feet by 310 feet, the latter completed in late summer, 1943.

Summer of 1942 saw the beginning of work on an antisubmarine net and boom depot, marine railroad and shops, aerology building, air operations building, fire station, and several warehouses. The original construction scheme called for the building of a number of cottages for naval family housing. Although the cottages were built, the coming of war prohibited families from coming to Unalaska and the houses served as officers' quarters.

Naval facilities continued to expand until January 1, 1943, when the Dutch Harbor Naval Operating Base was commissioned. Its components were the air station, submarine base, Marine Barracks, radio station, section base, fueling depot on nearby Akutan Island, and other naval shore activities. The 250-ton marine railroad, a 3,000-ton floating dry dock, floating dry dock, ammunition storage facilities, and ship repair shops also served the fleet. A huge bombproof structure housed the main powerplant.¹²

By the time the naval base was completed in 1944, additional facilities included seventeen office buildings, a 200-bed hospital, net depot, and a facility for provisioning fleet units. A total of seven docks were in operation: Dutch Harbor dock, 50 feet by 500 feet, purchased in 1940; advance

base depot dock, 58 feet by 575 feet; Ballyhoo dock, 60 feet by 900 feet, built in 1942; fuel oil dock, 50 feet by 500 feet; YP dock, 60 feet by 240 feet; submarine base dock; and several small boat and finger piers. Housing, messing, and recreation facilities were completed for 281 officers and 5,444 enlisted men. The total estimated cost for Naval Operating Base, Dutch Harbor was \$44 million.¹³

In the fall of 1942, the first of several naval construction battalions (Seabees) arrived at Unalaska to take over gradually all construction work at both Dutch Harbor and Fort Mears from the civilian contractor. The records of one of these, the 21st Naval Construction Battalion, between October 1942 and December 1943 give an indication of the varied tasks assigned:

- Building five concrete fuel oil tanks
- Assembling submarine nets
- Building power plant for submarine batteries
- Constructing five miles of road
- Building two wooden and one concrete hangars
- Constructing four gun emplacements and a concrete command post on Hill 400
- Constructing a 500-man cantonment on Hog Island
- Building 15 ammunition storage magazines at Dutch Harbor
- Building the marine railroad and a small boat harbor
- Working on concrete blast-pen hangars
- Building 8 magazines on Amaknak for the Army
- Constructing wood-frame theater for Army, 56 by 1450 feet
- Constructing a tunnel at Rocky Point¹⁴



Russian ships in Unalaska Bay, August 1945.

An unusual accomplishment of the Seabees was the salvage of the Northwestern. The Japanese bombed the barracks ship and set it on fire in 1942. The burned hulk lay on the beach at Dutch Harbor serving no useful purpose. The Seabees set to and made her seaworthy. The Navy had the vessel towed to Seattle where she was cut up, yielding 2,7000 tons of scrap steel. (Today, the bow of a sunken ship sticks up from the water at the head of Captains Bay. Many residents of Unalaska believe this to be the Northwestern.)¹⁵

When Lend-Lease to the Soviet Union got into full swing, Soviet ships traveling from Siberian ports to the United States sailed through Unimak Pass east of Dutch Harbor. Eastbound ships were required to enter the harbor where they picked up recognition signals and were boarded and interviewed. They also received fuel (coal and oil) and underwent any necessary repairs. By the fall of 1942, this traffic had become so heavy that the U.S. Navy decided to build a fueling station on nearby Akutan Island. An abandoned whaling station was selected and Soviet ships were using the new facility in November, although much construction lay ahead. Oil tanks were erected, coal yards constructed, and the pier rehabilitated. U.S. Naval Fueling Station Akutan remained in operation until April 1945, when it was decommissioned and Soviet ships again put into Dutch Harbor.¹⁶

Throughout the war, the Navy operated the ferry that ran between Amaknak Island and Unalaska. The area containing the ferry slip on Amaknak was known as Agnes Beach. A Seabee construction report listed the several facilities built there: two pile bent piers, 16 by 80 feet; three float piers, 16 by 60 feet; a barge dock, 30 by 50 feet; four quonset



Officers of a Russian submarine, 24 October 1942.

huts; barge and ferry slips, 35 by 100 feet; and two warehouses. Today, a modern steel bridge spans the channel.¹⁷

As World War II drew to a close, activity decreased at Dutch Harbor. The submarine facility was decommissioned in May 1945, and the air station was reduced to a naval air facility in June. The last naval personnel left Dutch Harbor in 1947, and the naval operating base was decommissioned at that time.



*U.S. Navy turning American vessels over to the Soviets,
June 1945.*



FORT MEARS, U.S. ARMY

Because Siems Drake Puget Sound had already begun construction of naval facilities on Amaknak Island, the Navy let a contract to the firm in January 1941 to construct the army defense installations which consisted of principally an infantry garrison and coastal artillery positions. The garrison complex at Margaret Bay was mobilization type in design. This consisted of wood frame buildings closely spaced, the barracks having two stories and the administrative, recreational, warehouse, and mess structures being one story. During World War II, this type of construction, designed for large cantonments in rear areas, was found at army posts throughout the United States. Mobilization type was probably chosen for Fort Mears because the small amount of land available had to provide quarters for 393 officers and 9,729 enlisted men. The cost was originally estimated at \$12 million.¹⁸

The initial army garrison arrived on Amaknak on May 8, 1941, and occupied the Marine Barracks at Dutch Harbor. Twelve days later, Lt. Gen. John L. DeWitt, commanding the Western Defense Command with headquarters at San Francisco, arrived at Unalaska on a tour of inspection. A week later, the troops moved into their new quarters, the installation then known simply as "U.S. Army Troops," Unalaska. Although the United States was at peace, the troops received their first alert on July 4, 1941, when it seemed that the Russian front was about to collapse and Germany would be in a position to march through Siberia. The army garrison by that time had grown to 225 officers and 5,200 enlisted men.¹⁹

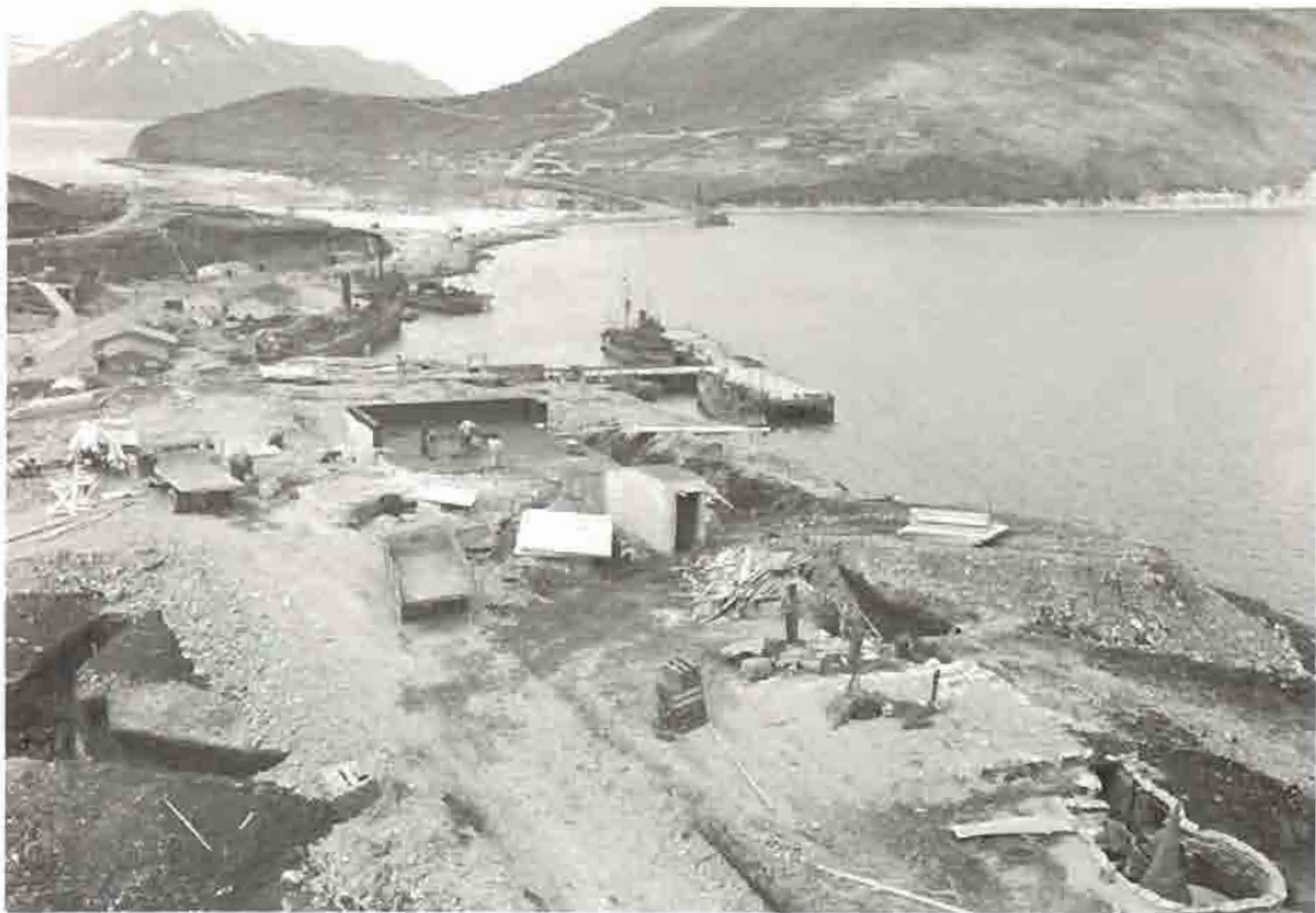
Along with the infantry garrison, coastal and antiaircraft batteries were established at Unalaska. On Amaknak, coastal defenses were established at Ulakta Head (Eagles' Nest) at the north end of the island and at Hill 400 (Bunker Hill or Little South America) at the south end. The installations at Ulakta Head were eventually named Fort Schwatka. They consisted of a battery of two 8-inch coastal guns supported by three artillery fire control stations; a battery of two 90mm antimotor torpedo boat (and antiaircraft) guns; a 3-inch antiaircraft battery; an underground plotting-spotting-switchboard building; and ten concrete or steel ammunition magazines. A combination harbor entrance control post defense command post was also constructed (HECP-HDCP); it was jointly operated by the Army and the Navy. On Hill 400 a battery of four 155mm guns were emplaced on Panama mounts. Nearby were a two-story, concrete artillery fire control station, a wood frame fire control station, and nine steel magazines of various sizes.²⁰

At Summer Bay (Humpy Cove), eventually named Fort Brumback, on Unalaska Island, a battery of four 155mm guns on Panama mounts were emplaced, together with twelve steel magazines, a two-story concrete fire control station, and a second coastal defense installation on Unalaska, Fort Leonard, was erected at Eider Point on the west side of Unalaska Bay.

It consisted of a battery of two 6-inch guns with three fire control stations, a radar set, and eight magazines; and a 90mm gun battery having a fire control station, magazine, and 60-inch searchlight.²¹

On tiny Hog Island, west of Amaknak, a 3-inch anti-aircraft gun battery was mounted to protect a naval radio range station already installed there. Other 3-inch batteries were installed at several locations in the vicinity of Unalaska Bay. A difficult construction project was the building of an aircraft warning station at Cape Winslow. Although less than fifteen miles from Dutch Harbor, the cape could be reached only by sea. Begun in the spring of 1942, the station was not completed until that fall, well after the Japanese air raids. Its facilities included a small dock, 1,200-foot tramway, 2.5 miles of road, housing and utilities for fifty men, and the radar installation. Much later, in 1944, another aircraft warning station was built on Tigalda Island, sixty miles east of Unalaska. It, too, had a garrison of fifty men.²²

While construction of coastal and anti-aircraft defenses was underway, the Army turned its attention to land defense. The most likely overland approach to Unalaska Bay was from the east where an enemy force could land along Beaver Inlet, cross low passes in the mountains, then drop down Unalaska Valley. To guard against a surprise landing in the east, three infantry outposts were constructed in the vicinity of Beaver Inlet in January 1942: Fishermans Point at English Bay, Agamgik Bay, and Ugadaga. Another potential approach was through Makushin Bay southwest of Unalaska Bay. Here the infantry established an outpost in Mukushin Village. In April, every individual at Fort Mears was ordered to construct a slit trench. Also, the Army had two-foot-thick, concrete pillboxes installed at every road junction, a few of which remain.



Progress on Command Hill, 27 June 1942.

Following the Japanese raids in June 1942, the tempo of construction increased. The belief was prevalent that Japan would invade Unalaska before winter. Work began on a tactical road net running around Unalaska Bay from Morris Cove to Eider Point, with lateral roads linking up Summer Run, Unalaska Valley, and Pyramid Valley.²³ To further the land defenses, the Iron Ring was established. It consisted of a semicircle of infantry positions along the ridges and peaks from Captains Bay to Summer Bay. The line passed through Pyramid Peak, Lookout Mountain, Sugarloaf Mountain, Raven Peak, Razorback, Ghost Ridge, Gateway Peak, Mount Coxcomb, and the low hills above Summer Bay. At Ugadaga Bay, the infantry outpost was reinforced with three batteries of 105mm field pieces and an antiaircraft battery of 20mm guns. A battery of 75mm guns was placed in Raven Pass, and another one at the west end of the runway at Dutch Harbor.

Fort Schwatka received a battery of two 155mm guns in addition to its other weapons. Several additional 3-inch antiaircraft gun batteries were installed, including sites on Artillery Hill and on the southern edge of Fort Mears. The peak of army construction came in June 1942, when there was a total of 1,655 contract employees and troop laborers involved. Fort Mears reached its peak strength on October 20, 1942, with 9,976 officers and men on its morning report.

Well before that date, it had become evident that Amaknak Island was not large enough for both Dutch Harbor and Fort Mears. The Army had filled the last available space at Mears with a complex of quonset huts south of the frame buildings. The coast artillery had moved into a permanent garrison in the saddle between Ulakta Head and Mount



Bulldup in Unalaska Valley, protecting back door to Dutch Harbor, 1942.

of quonset huts had been completed east of the village on June 1, 1942. Still, Amaknak was near the bursting point. Finally, on August 11, 1942, the Army decided to turn Fort Mears over to the Navy and the latter agreed to have its Seabees construct new facilities for the Army on Unalaska.²⁴ Construction took time, and the last of the army personnel did not leave Amaknak until March 1944. The new Fort Mears post headquarters was constructed on Valley View, a plateau 200 feet up Unalaska Ridge on the south side of Unalaska Valley. It consisted of two 2-story buildings for administration and command post operations, officers' quarters and mess, enlisted mess and cabanas for enlisted housing, and, on the edge of the plateau, a two-story quarters for the commanding general.

Pyramid Valley was chosen for a 500-bed army hospital, a dock, and housing for two infantry companies. In June 1943, when Fort Mears' strength was declining because of action farther west in the Aleutians, Pyramid Valley was abandoned except for the hospital. At Captains Bay, an army dock, warehouses, sheds and storage areas were completed in June 1943. The new dock was 760 feet in length and could handle two 5-fold ships simultaneously. This facility reflected Unalaska's new role as a supply base for installations farther west. By the time American troops invaded Attu on May 1943, Fort Mears' troop strength had declined to 6,600 personnel, of whom only one battalion was infantry.

In preparation for the invasion of Kiska in August 1943, a training area was established in a bowl 750 feet above the floor of Unalaska Valley and a switchback road was built to it. That summer, 1,000 casualties were trained there in techniques to

combat Aleutian terrain and climate. They formed a composite regiment that served as a floating reserve during the invasion.²⁵ After the conclusion of the Aleutian Campaign, the camp was abandoned. Another school was established at Fort Mears in May 1944. Called the North Pacific Combat School, it gave instructions to infantry troops stationed in Alaska in amphibious, mountain, and muskeg combat techniques. Meanwhile, Fort Mears' troop strength continued to decline. The last figures available showed a garrison strength of 178 officers and 3,146 enlisted men on June 15, 1944.²⁶

From the records of the 51st Naval Construction Battalion, a general picture of the variety of construction the Seabees carried out for the Army from February 1943 to January 1944 emerges. The lists that follow are not complete.

Captains Bay Area

- barge dock, 30 by 40 feet
- dock and approach, 50 by 185 feet
- 2 transit sheds, 80.5 by 224 feet, concrete floors
- 3 cold storage plants, 20 by 160 feet
- 9 warehouses
- 250-man mess hall
- 56 cabanas
- power house
- commanding officer's quarters
- utilities

Short Cut Hill and Captains Bay Road Area

3 warehouses
magazine
Seabee Camp

Eider Point, Army Garrison No. 9

Magazine for plotting, switchboard, and power
plant for gun battery
camouflage
quarters
access tunnel, 6 by 7.5 feet
6 magazines
power plant
2 searchlight shelters
2 concrete plugs for 90mm guns
dock

Pyramid Valley Hospital Area

dental building, 20 by 40 feet
morgue
2 surgery buildings
2 warehouses
patients' mess
12 wards, 20 by 80 feet
4 additional wards
45 cabanas
3 nurses' quarters (12 army nurses had arrived
in Unalaska on September 29, 1941).

Ulakta Head-Mount Ballyhoo

2 warehouses, 20 by 60 feet administration
building, 25 by 80 feet
16 quonsets
2 mess halls
2 8-inch gun emplacements
reinforced-concrete magazine, 87 by 104 feet
underground Harbor Defense Command Post-Harbor
Entrance Control Post (HDCP-HECP) SCR
582 radar, 33 by 50 feet
steel harbor-defense radio station
observation tower, 10 feet
3 magazines
frame signal station 18 by 23 feet
2 searchlight shelters
frame battery commander's station

Erskine Point

6 quonsets
3 elephant, steel (searchlight?) shelters
frame and concrete harbor defense command
post(HDCP)
radar

Cape Winslow

2 quonsets
4 elephant, steel shelters
harbor entrance command post (HECP)

Ugadaga Bay

2 quonsets
2 elephant, steel searchlight shelters

Humpy Cove/Fort Brumback/Army Garrison No. 6

2 elephant, steel magazines, 10 by 30 feet
4 155 mm gun mounts
battery commander's station
plotting room
8 magazines, multiplate, 26 by 30 feet
9 elephant, steel magazines, 10 by 10 feet
power plant

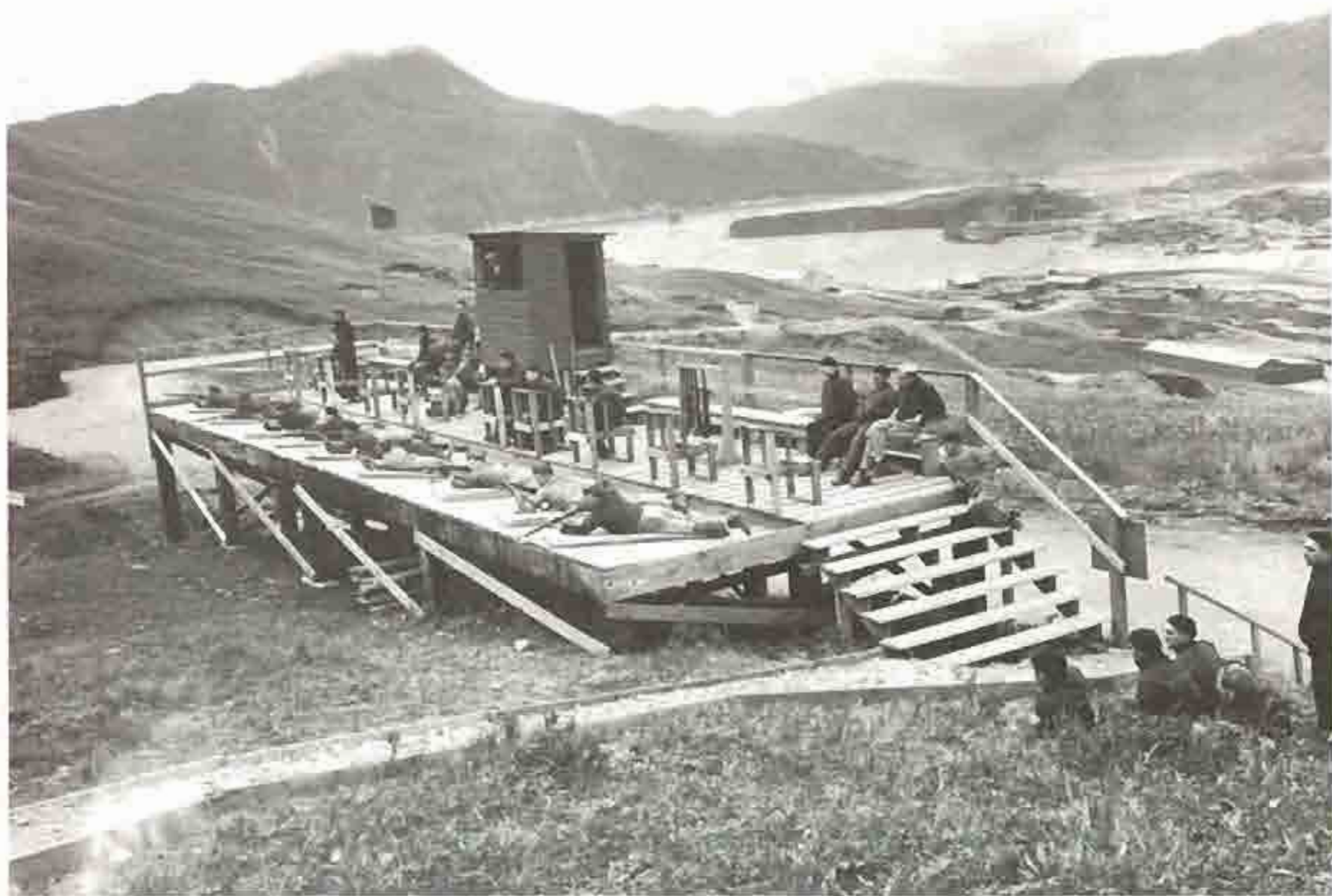
Second Priest Rock

3 quonsets
4 elephant, steel shelters Makushin Bay, Army
Garrison No. 18 fill at dock

Hill 400, Army Garrison No. 8

frame dispensary, 35 by 100
2 quonset latrines, 16 by 36 feet
combination warehouse and recreation hall,
26 by 80
multiplate magazine, 26 by 30
tunnel, 8 by 8 by 35 feet
2 frame buildings, 20 by 60 feet²⁷

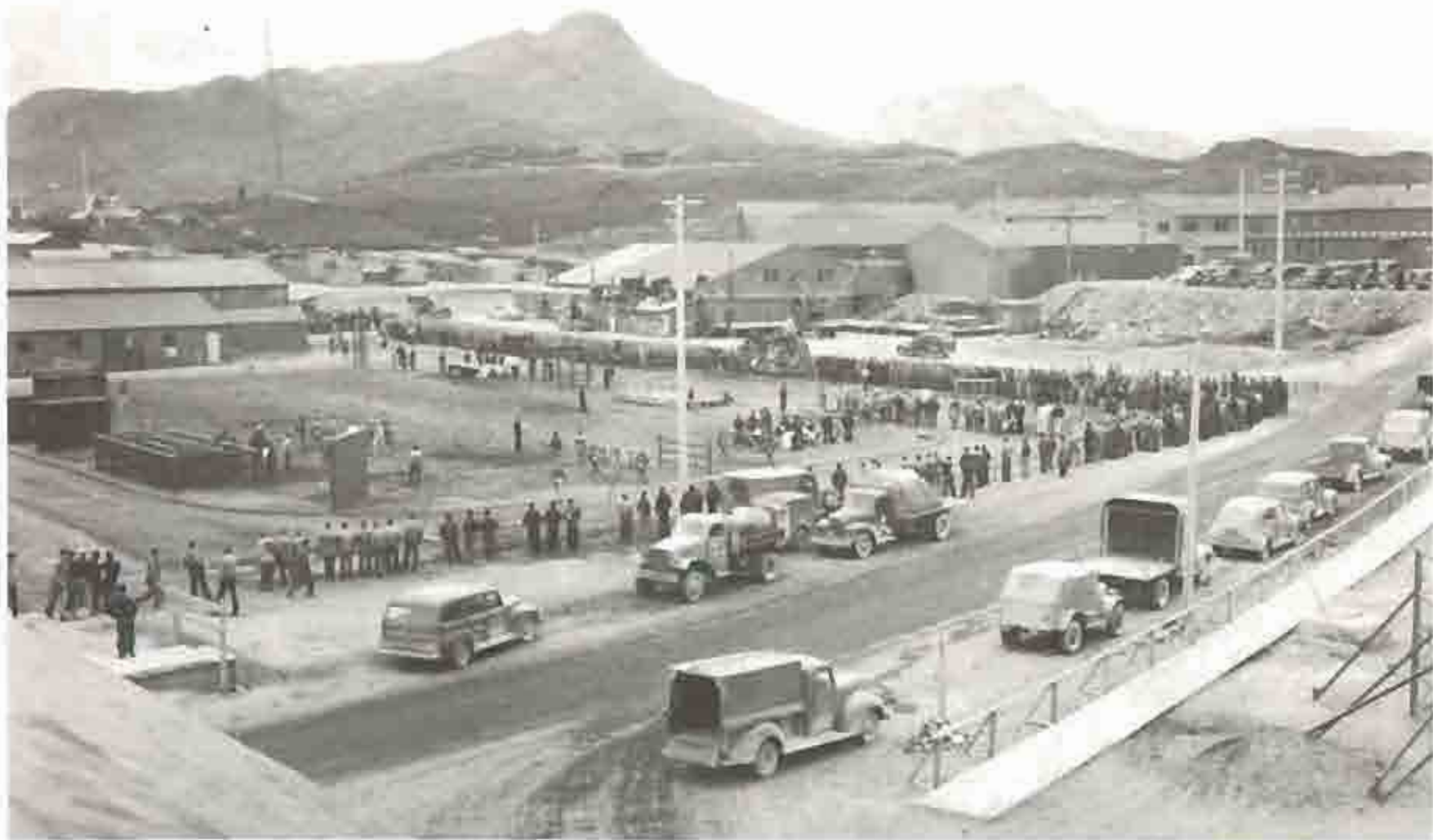
Chernofski Harbor, Unalaska. In 1941, the farthest west site in Alaska at which fighter aircraft were stationed was Kodiak Island. Dutch Harbor was 600 miles farther west, beyond the range of the fighters. The Army sent Capt. Benjamin B. Talley to Unalaska in September 1941 to scout a suitable location for an airfield. At Dutch Harbor he rented a fishing boat and visited Umnak Island, five miles west of Unalaska Island. Talley reported that Otter Point at the east end of Umnak was suited for an airfield. Engineer troops landed



AATC rifle target practice, Mt. Ballyhoo, 25 August 1943.

at Umnak in January 1942 to begin the construction of Fort Glenn and its two airfields, Cape and Berry. Because Otter Point possessed no bay or harbor suitable for the docking of ships, Chernofski Harbor near the west end of Unalaska was chosen to be Umnak's Harbor. At that time, the harbor had no facilities; supplies were unloaded from ships to barges and ferried to Otter Point. Eventually, Chernofski boasted a main pier, 72 by 402 feet, three barge docks, and a repair dock. At Otter Point, three barge docks and a tanker discharge facility were constructed. The existence of Fort Glenn was kept a secret, and when Japanese planes roared over Unalaska in June 1942, American fighters rose to meet them.²⁸

By the summer of 1944, the war had moved far from Unalaska. Dutch Harbor continued to monitor Soviet ships and to dispatch air and sea patrols in the North Pacific. For Fort Mears, however, its original missions had been fulfilled. No longer was there a threat of an enemy attack. In August, the post was placed in a housekeeping status.²⁹ On October 8, 1952, the Corps of Engineers announced that it had for disposal 232 surplus army-type buildings and 447.6 acres of fee-owned land on the Fort Mears Military Reservation.³⁰



Track meet in headquarters area, 4 September 1944,



Errol Flynn (left) troupe, 4 December 1943.



Chief Petty Officers' party, 1 October 1943.

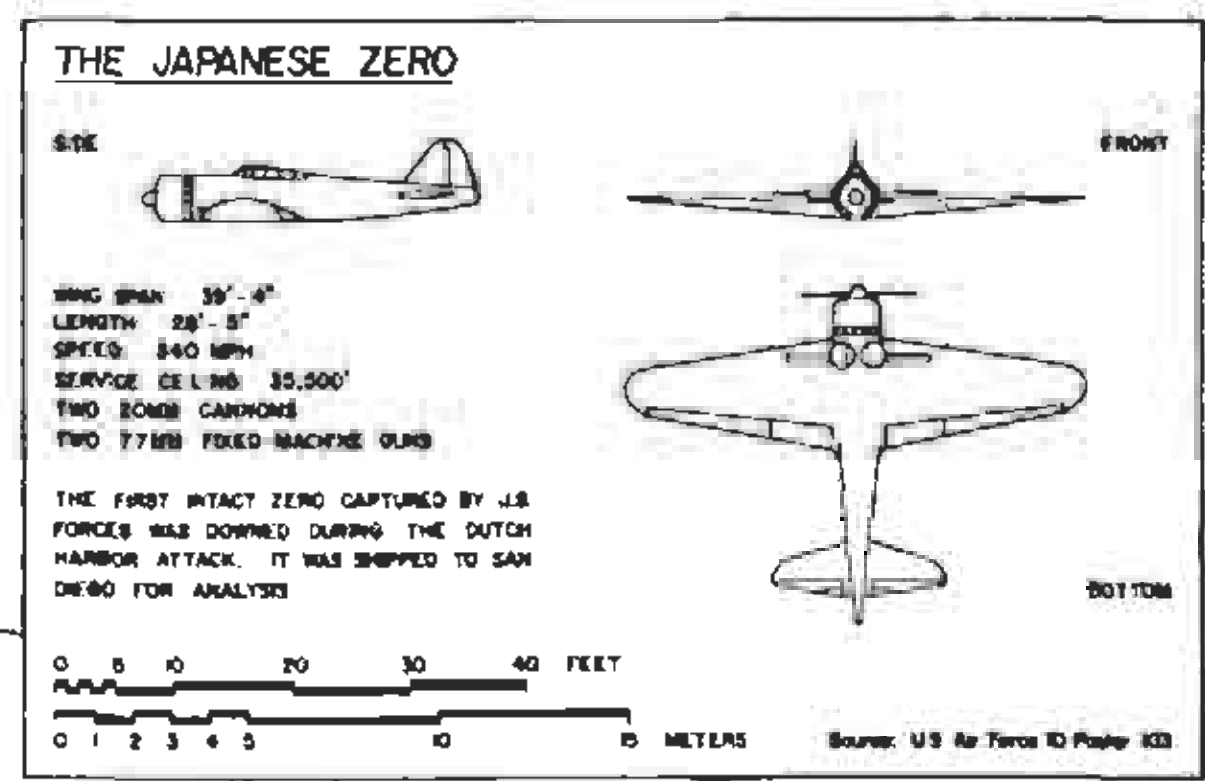
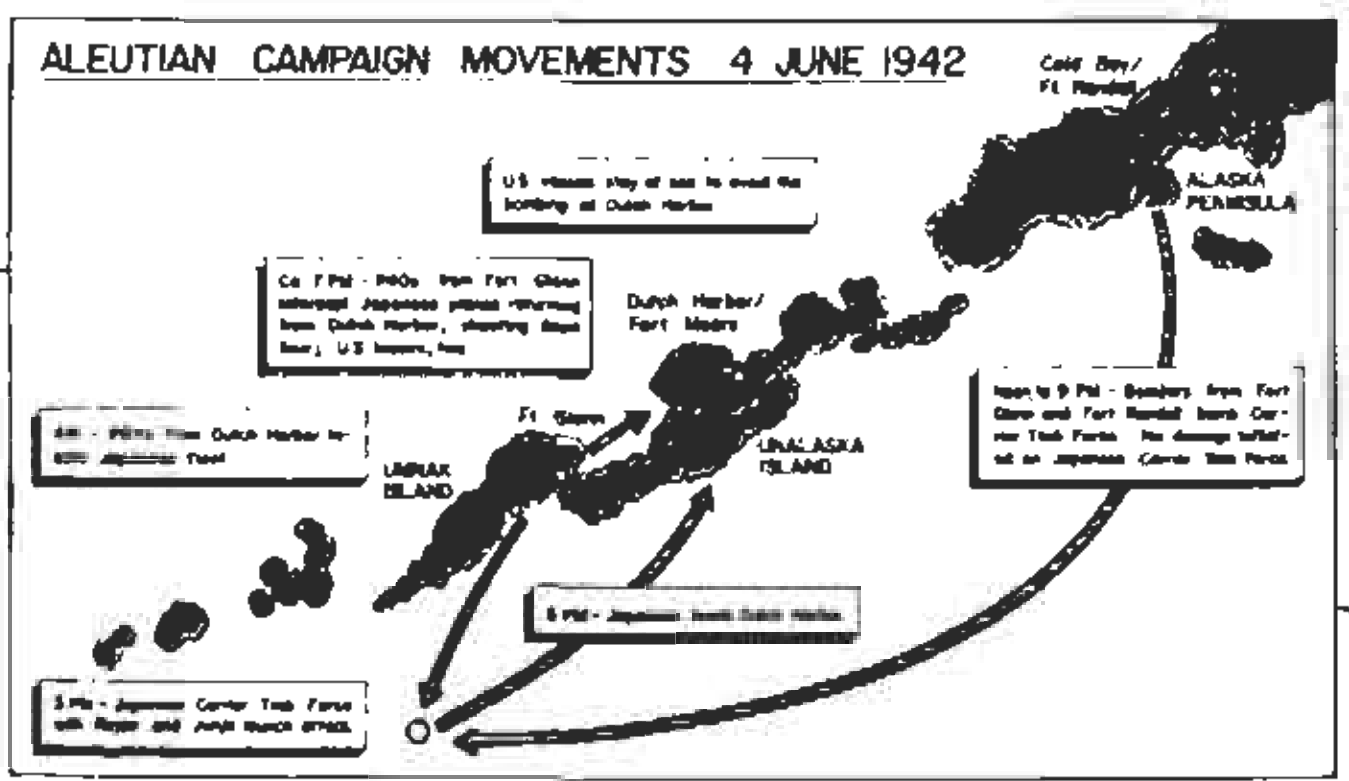
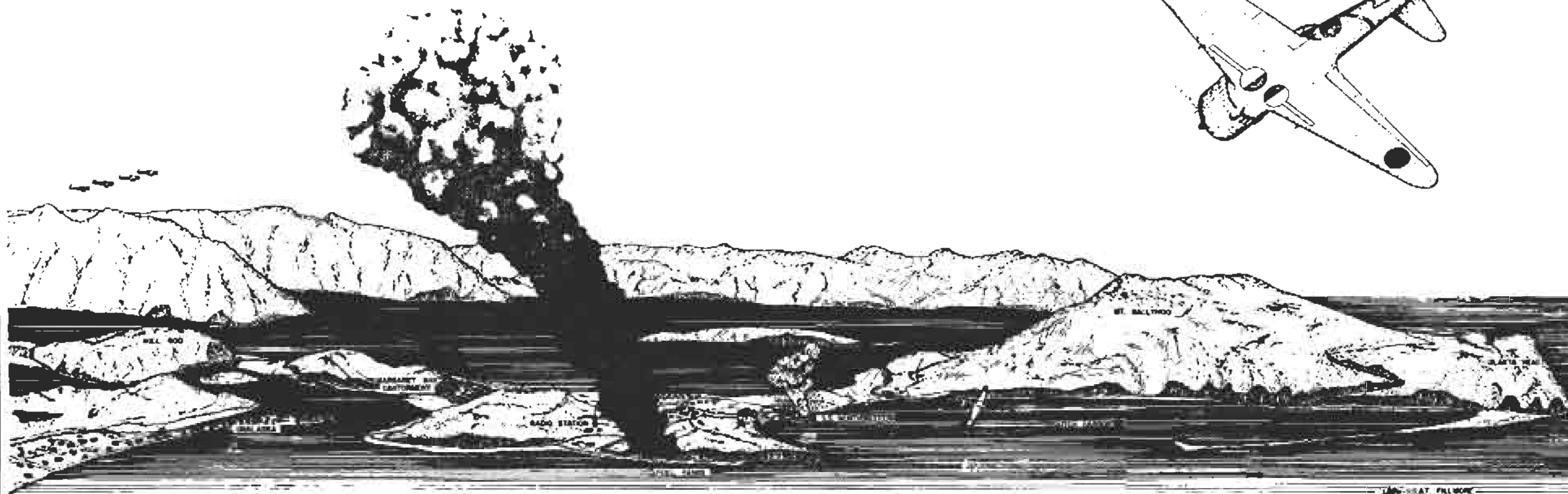
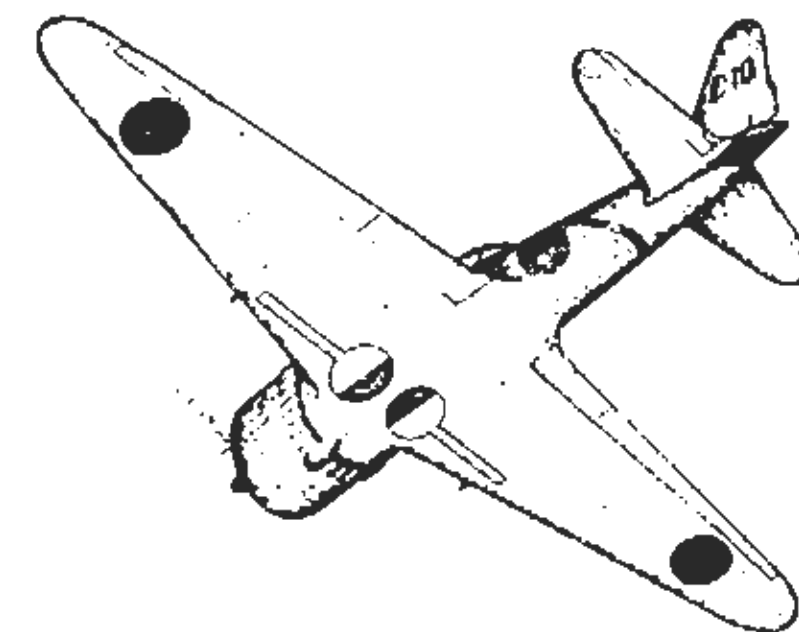
Commanding Officers, Fort Mears

Lt. Col. Henry P. Hallowell. May 8, 1941-Oct.
3, 1941
Brig. Gen. Edgar B. Colladay. Oct. 4,
1941-July 3, 1943
Col. E. C. Robertson. July 4, 1943-July 10,
1943
Brig. Gen. Edgar B. Colladay. July 11,
1943-Oct. 8, 1943
Col. E. C. Robertson. Oct. 9, 1943-Nov. 29,
1943
Brig. Gen. Olin H. Longino. Nov. 30,
1943-Apr. 17, 1944
Col. Verne C. Snell. Apr. 18, 1944-Apr. 30,,
1944
Col. A. L. Parmalee. May 1, 1944-?³¹



Nurses quarters, 8 December 1943.

4 JUNE 1942



JAPANESE ATTACK

AT 5:50 A.M. ON 4 JUNE 1942, FOUR JAPANESE BOMBERS DROPPED FOURTEEN BOMBS ON THE MARGARET BAY CANTONMENT, FORT MEARS, DESTROYING TWO BARRACKS AND THREE QUONSET HUTS, AND DAMAGING SEVERAL OTHER BUILDINGS. TWENTY-FIVE MEN WERE KILLED AND AS MANY WERE INJURED. A SECOND FLIGHT PASSED HARMLESSLY OVER DUTCH HARBOR, BUT A THIRD DEMOLISHED A QUONSET, KILLING TWO MEN, AND SHATTERED THE WINDOWS OF THE NAVAL RADIO STATION APARTMENT BUILDING.

AT 5:00 P.M. ON 4 JUNE 1942, TEN ZEROS AND ELEVEN BOEINGERS STRUCK DUTCH HARBOR, DESTROYING FOUR NEW STEEL OIL TANKS, EACH CONTAINING THOUSANDS OF BARRELS OF FUEL. THE S.S. NORTHWESTERN WAS SET ABLAZE AND A WAREHOUSE, AN AIRPLANE HANGAR AND ONE WING OF THE S.I.A. HOSPITAL IN UNALASKA DEMOLISHED. A SECOND FLIGHT CAUSED NO DAMAGE. A THIRD STRUCK THE NAVAL MAGAZINE AREA ON THE SOUTHERN SLOPE OF MOUNT BALLYHOO, HITTING A POMM GUN EMPLACEMENT AND KILLING FOUR MEN. OVER THE COURSE OF TWO DAYS FIVE JAPANESE HAD LOST ONE FIGHTER, ONE FLOAT PLANE, AND FIVE BOMBERS. ALTHOUGH THE NAVAL BASE ITSELF WAS NOT APPRECIABLY DAMAGED, AMERICAN AIRCRAFT LOSSES AMOUNTED TO TWO FIGHTERS, TWO BOMBERS, AND FOUR FLYING BOATS; AMERICAN CASUALTIES TOTALLED 43.

THE JAPANESE ZERO CAPTURED BY U.S. FORCES WAS DOWNED DURING THE DUTCH HARBOR ATTACK. IT WAS SHIPPED TO SAN DIEGO FOR ANALYSIS. SOURCE: U.S. AIR FORCE ID PHOTO 103.
 NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS AERIAL PERSPECTIVE
 ALASKA
 AC-34
 THE YOUNG AMERICAN BUILDING'S SURVEY
 OVER 3 or 7 hours

THE JAPANESE ATTACKS, JUNE 3 AND 4, 1942

In the spring of 1942, the Japanese Imperial Navy prepared for a major strike against Midway with the goals of capturing that atoll and destroying the balance of the American Pacific Fleet. The plans called for a strike against the Aleutian Islands primarily as a diversionary action, but also the Aleutians would be an anchor in Japan's advanced line--a great arc reaching from the Aleutians, passing through Midway, and extending to New Guinea in the south. In addition, control of the Aleutians would prohibit the United States from establishing a bombing shuttle route to Siberia should the Soviet Union enter the Pacific War.³²

The Japanese operations plan was issued on May 5, 1942. Vice Admiral Boshiro Hosogaya commanded the Northern Area Force with its vessels ranging from aircraft carriers to troop transports. Three task forces were assigned to the Northern Area Force:

Attu Occupation Force under Rear Admiral Sentaro Omori. One light cruiser, four destroyers, and two transports with 1,200 army troops. Mission: First, to occupy Adak temporarily, then to occupy Attu.

Kiska Occupation Force under Capt. Takeji Ono. One light cruiser, two destroyers, and one transport with 1,250 naval troops. Mission: To occupy Kiska.

Second Mobile Force under Rear Admiral Kakuji Kakuta. Two light carriers, Ryujo and Junyo, two heavy cruisers, one seaplane tender, and four destroyers. Mission: To strike Unalaska



PBY being pulled up ramp, 11 November 1942.

from the air, then, to support the temporary occupation of Adak (which the Japanese erroneously believed the Americans had defended).

At the end of May, Japanese submarines reported sightings of American warships at Dutch Harbor, Kodiak, and southeast of Kodiak. All was set.³³

Unknown to the Japanese, Admiral Chester W. Nimitz's intelligence units at Pearl Harbor had broken major Japanese codes and had ferreted out the details of the coming attack. On May 17, 1942, Unalaska received word that the Japanese would attack the Aleutians sometime between June 1 and 10. American forces in the North Pacific included Rear Admiral Robert A. Theobald's North Pacific Force (formerly, Task Force 8) composed of two heavy cruisers, three light cruisers, and four destroyers. (Theobald and his ships took position south of Kodiak, far from the action and out of contact with his other forces because of the need for radio silence.) Also, under Theobald were Task Group 8.2, Surface Reconnaissance Force, which consisted of small vessels including five U.S. Coast Guard cutters; Task Group 8.4, nine destroyers of which at least five were in Makushin Bay, Unalaska; and Task Group 8.5, six submarines. The seaplane tender Gillis was stationed at Dutch Harbor as were two old destroyers, Talbot and King, submarine S-27, Coast Guard cutter Onondaga, and two army transports, President Fillmore and Morlen. Under Capt. Leslie E. Gehres, USN, eight radar-equipped PBV (Catalinas) patrol planes operated out of Dutch Harbor. Daily search flights began on May 28. The Army Air Force had reinforced its two secret bases, Fort Randall at Cold Bay (six medium bombers and sixteen fighters) and Fort Glenn on Umnak (one heavy bomber, six medium bombers, and





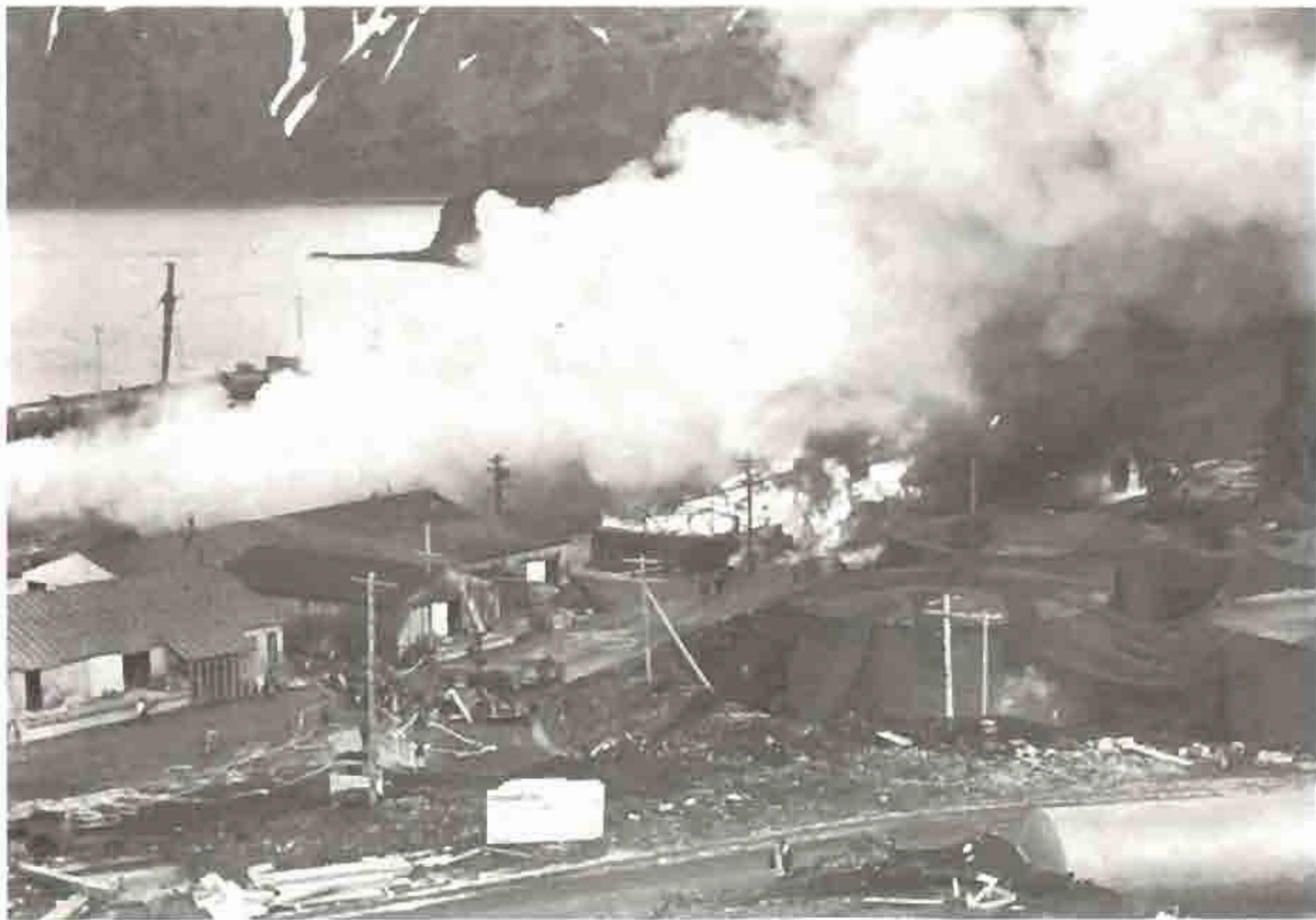
*Margaret Bay Cantonment, Fort Mears, following Japanese attack,
3 June 1942.*

seventeen fighters). Additional army and navy aircraft were stationed at Kodiak and Anchorage. Ground forces included 6,000 army troops at Fort Mears and 639 sailors and Marines at Dutch Harbor. On June 2, a naval patrol plane spotted a Japanese fleet 400 miles south of Kiska.³⁴

At 2:43 a.m., June 3, 1942, Admiral Kakuta's Second Mobile Force stood 180 miles southwest of Unalaska. Despite a heavy fog and nasty seas, Ryujo launched eleven bombers and six fighters, and Junyo launched fifteen bombers and thirteen fighters. One of Ryujo's bombers crashed into the sea and all of Junyo's aircraft were forced to return to the carrier, unable to locate Unalaska because of the weather. At 5:40 a.m., seaplane tender Gillis' radar detected the approaching Japanese planes. Immediately, all vessels at Dutch Harbor weighed anchors and stood out, but were still in Unalaska Bay when the first enemy planes arrived. Five minutes later, the Japanese, finding an opening in the clouds, began bombing and strafing Fort Mears and Dutch Harbor. At 5:50 a.m., four Japanese bombers dropped fourteen bombs on Fort Mears, destroying two barracks and three quonset huts and damaging several other buildings, including the hospital. About 25 men were killed and an equal number wounded. A second flight of bombers caused no damage, but a third flight of three aircraft damaged the naval radio station and demolished a quonset, killing a sailor and an army truck driver. Meanwhile, the Japanese fighters strafed likely targets, including a PBY on the water. The American ships joined the shore batteries in delivering antiaircraft fire and resulting in knocking down one enemy plane and damaging another. Alerted, P-40 fighters from Fort Randall rushed to Unalaska, only to arrive ten minutes after the last



Marines on alert between attacks, 3 June 1942.



USS Northwestern and Slems Drake warehouse burning.



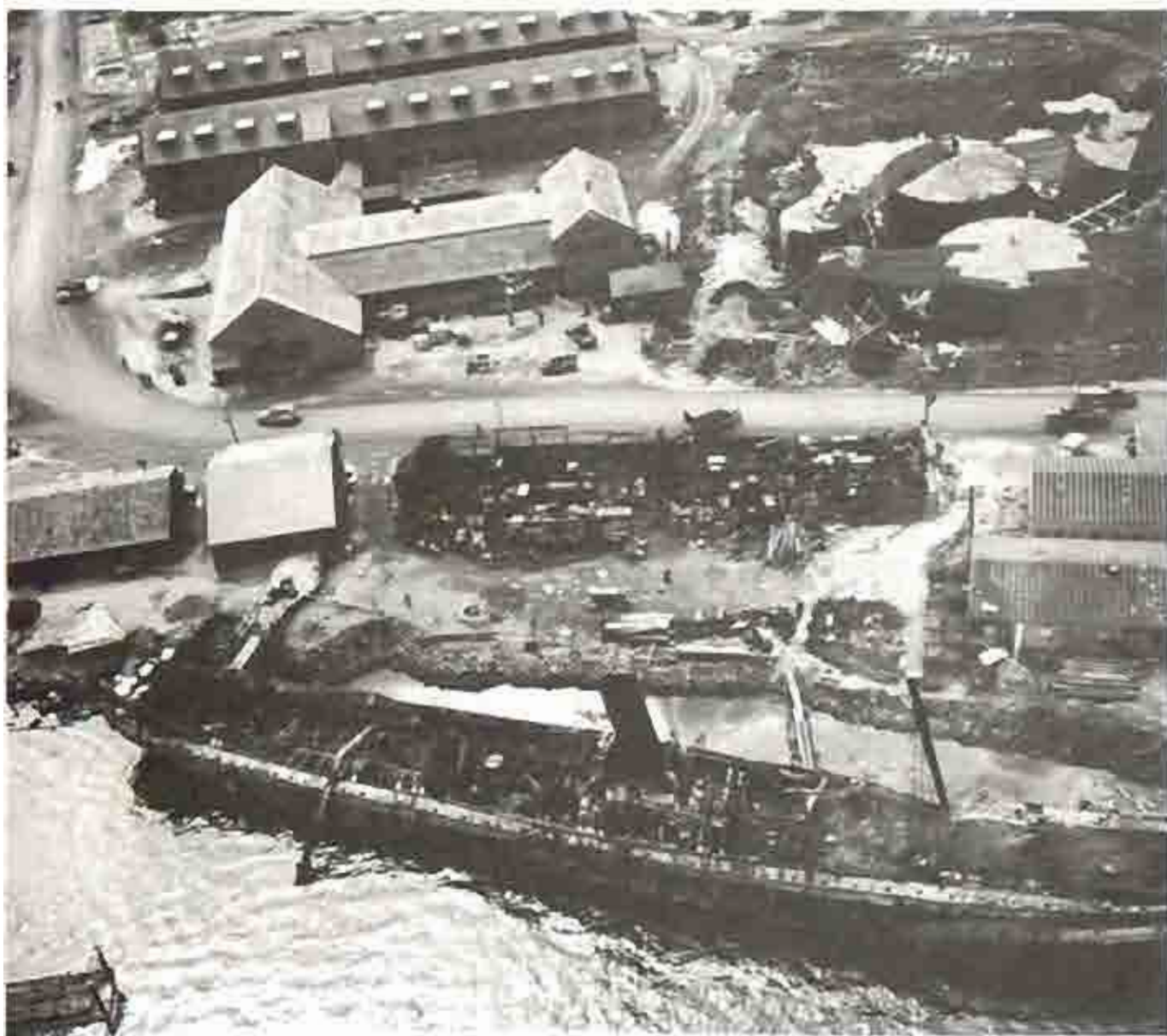
Bomb damage at Dutch Harbor.

Japanese had left. Faulty radio communications with Fort Glenn forbade that base from learning of the attack until too late.

The Japanese planes spotted five American destroyers in Makushin Bay and, at 9:00 a.m., Admiral Kakuta launched a second strike. Fog, however, protected the ships and the weather forced most of the planes to return to their carriers. Also, the Japanese cruisers launched their four seaplanes. The P-40s at Fort Glenn did discover these planes and attacked, destroying two. Again, fog concealed the Umnak field. Although the Japanese now knew the Americans had an airfield somewhere near Dutch Harbor, they did not discover it until the next day.

Meanwhile, navy patrol planes and army bombers searched the waters for the Japanese ships without much success. In the south, Admiral Nimitz was fully prepared to meet the Imperial Fleet off Midway on the morrow. At Unalaska the raid was over. The damage it caused was minimal. As a diversionary tactic it was a failure. The Japanese lack of success stemmed, in part, from Aleutian weather, a condition that would affect both nations in the months ahead. During the night of June 3 and 4, Admiral Kakuta steamed through the stormy sea toward Adak to allow his planes to support the landing on that island.³⁵

June 4, 1942: During the stormy night of June 3 and 4, Admiral Kakuta led his carriers toward Adak. The heavy seas increased to the point that he decided to give up on Adak and to turn back to deliver a second raid on Unalaska. (Later, the Attu Occupation Force also cancelled its strike on Adak.) At 5:40 p.m. on June 4, American radar at



USS Northwestern and Siems Drake warehouse showing damage.

Unalaska picked up the approaching planes. At 6:00 p.m., ten Japanese fighters and eleven dive-bombers struck at Dutch Harbor. The principal damage was the destruction of four new, steel oil tanks, each containing 6,666 barrels of fuel. The barracks ship Northwestern was set on fire. Other bombs hit a warehouse and a hangar. A second flight of three horizontal bombers roared over the naval base at 6:21, all their bombs hitting the water. Four minutes later, five aircraft pounded the naval magazine area on the south foot of Mount Ballyhoo. One bomb hit a 20mm gun emplacement, killing four sailors.

On their return flight to their carriers, Junyo's planes encountered P-40s over Umnak and sighted the new airfield below. In the two days, the Japanese lost one fighter, one float plane, and five light bombers. American aircraft losses amounted to two fighters, one medium bomber, one heavy bomber, and four flying boats. Total American ground casualties amounted to 43 killed (33 Army, 8 Navy, 1 Marine, and 1 civilian) and 50 wounded.³⁶

While the raids were in progress, American bombers and patrol planes spotted and attacked the Japanese ships. Although the aircraft delivered a few near misses, no hits were made on the enemy vessels. No sooner had the carriers recovered their aircraft, when Kakuta received a signal from Admiral Isoroku Yamamoto, Commander in Chief, Combined Fleet, whose great navy was suffering a disastrous defeat off Midway, canceling the Aleutian operations and ordering Kakuta south to rendezvous with the crippled force. A short time later, Yamamoto changed his mind and ordered the Attu and Kiska landings to proceed. Kakuta's ships retired to a



Japan.

The Japanese attack on Dutch Harbor created near hysteria in Alaska and a loud uproar in the United States where citizens regarded it as comparable to Pearl Harbor. American honor was insulted and revenge was demanded. The Japanese occupation of Attu and Kiska resulted, a year later, in the only land battle of World War II on the North American continent. The air raids on Unalaska accomplished nothing for the Japanese, but they did increase American resolve to get on with the war. Dutch Harbor and Fort Mears continued to perform their wartime missions.¹⁷



Japanese zero plane, 17 July 1942, prepared for shipment to San Diego.



Dutch Harbor and Unalaska, Summer 1985.

UNALASKA TODAY

Near the end of World War II, the Aleuts were allowed to return to their island home. The homecoming brought dismay. Military personnel had occupied some of the buildings, property and possessions were damaged or missing, some structures had been razed, and new buildings occupied once-empty lots. Moreover, the military restricted Aleut movement and activities in large parts of the community until the last of the Navy left in 1947. As it has been noted, the Army declared its land and structures surplus in 1952. About that time, commercial fishermen discovered Unalaska as a base of operations for the processing of halibut, salmon, and king crab. Growth in the king crab industry, especially, was rapid. By 1979, the National Marine Fisheries Service placed Unalaska at the head of the list of fishing ports in terms of money made and poundage taken--\$97 million.

The City of Unalaska, which includes all of Amaknak Island as well as the original community, is the most populated of all the communities in Southwest Alaska. The city has a mayor, city manager, fire chief, and police chief. Its permanent population is about 600 which triples at the height of the seafood processing season. While most of the population is Caucasian, the Aleuts are the principal landlords. In 1971, the United States granted the Aleuts lands and money under the Native land-claims settlement. At Unalaska, the Aleuts formed the Ounalashka Native Corporation (more than 260 stockholders) which holds title to nearly all the private land on the main island and nearly all of Amaknak and its former military structures. The



Panorama from gun position on Command Post Hill, Summer 1985.

City of Unalaska is the proprietor of the Navy's giant wartime power plant and is restoring that structure to its original function. The Navy's airstrip is now paved and the State of Alaska operates the airport which is served by both commercial and charter air companies (the wind still blows at right angles). A handsome bridge now joins Amaknak to the main community.

Many of the military structures of World War II have already disappeared. Others, particularly on Amaknak, have deteriorated beyond recovery. Some, however, have been rehabilitated. The Navy's air operations building and aerology building served, until recently, as airline terminals. Many of the Navy's officers' quarters, now owned by the Ounalashka Corporation, have been refurbished as residences. The submarine base has been converted into an industrial area for the fishing industry. A smart motel and a shopping center now flourish adjacent to the marine railway. The Army's pier at Chernofski is used for the storage of commercial crab pots. Yet the evidence of World War II is much present. Gun emplacements, command posts, pillboxes, tunnels, trenches, and magazines continue to dot the landscape as reminders of the world at war.³⁸

1. P.A. Tikhmenev, A History of the Russian-American Company, trans. and ed. Richard A. Pierce and Alton S. Donnelly (Seattle: University of Washington Press, 1978), p. 10. Basil Dmytryshyn and E.A.P. Crownhart-Vaughan, trans., The End of Russian America, Captain P.N. Golovin's Last Report, 1862 (Portland: Oregon Historical Society, 1979), pp. 1, 2, 5, 22, and 53. Lael Morgan, ed., "The Aleutians", Alaska Geographic, vol. 7 (Anchorage: The Alaska Geographic Society, 1980), pp. 67 and 93-116.

2. Tikhmenev, pp. 88-89. Both the church and the residence were placed on the National Register of Historic Places in 1970. Veniaminov went on to become the Archbishop of Kamchatka, the Kurile, and Aleutian Islands. Later, he was the Metropolitan of Moscow. Dmytryshyn and Crownhart-Vaughan, pp. 53 and 129.

3. Tikhmenev, pp. 405-06.

4. The U.S. Army also passed through Unalaska during the gold rushes. Its activities on the Yukon and at Nome are discussed in U.S. Army, 172d Infantry Brigade (Alaska), The U.S. Army In Alaska, Pamphlet 360-5 (1976), pp. 26-32. Dutch Harbor was earlier known as Lincoln Harbor. See Morgan, p. 116.

5. Alaska Department, U.S. Army, Draft of Official History, Alaska Department, 1944, 2 vols., Record Group 338, Washington National Records Center, Suitland, MD, hereinafter cited as WNRC. The location(s) of the Marines artillery is not known. These weapons were turned over to the Army in 1941.

6. Samuel Eliot Morison, The Rising Sun in the Pacific, 1931-April 1942, History of the United States Naval Operations in World War II, vol. 3 (Boston: Little, Brown, 1982), pp. 32-34. The Hepburn Board also recommended defenses for Guam, but Congress deleted it.

7. This contractor was already engaged in constructing the new facilities at Sitka and Kodiak. Stetson Conn, Rose C. Engleman, and Byron Fairchild, Guarding the United States and Its Outposts, The Western Hemisphere, United States Army In World War II (Washington: U.S. Government Printing Office, 1964), p. 224.

8. Alaska Department, U.S. Army, "History of Fort Mears," RG 338, WNRC. All Aleuts, men, women, and children, were removed from Unalaska on 24 hours notice in June 1942, and relocated at the Burnett Inlet cannery in Southeast Alaska. All female employees of the contractor and military dependents also left Unalaska immediately after the June air raids. See Gary C. Stein, "A Transportation Dilemma: Evacuation of the Aleuts in World War II," in Transportation in Alaska's Past, (Alaska: Alaska Historical Society, 1982) pp. 426-28 and 440-42. Aleutian/Pribilof Islands Association, The Aleut Relocation and Internment During World War II, A Preliminary Examination (Anchorage 1981).

9. The following construction history identified dates whenever possible. Naval records often summarized construction feats without giving specific dates as to what was built when.

10. A similar situation caused the Navy to install such gear at Sitka.

11. Mount Ballyhoo, 1,640 feet, which forms the north end of Amaknak, is said to have been named by the novelist Jack London. This has not been verified. U.S. Navy, "War Diary, U.S. Naval Operating Base, Dutch Harbor, Alaska," September 10, 1941-December 31, 1945, 5 vols., U.S. Navy History Center, Washington Navy Yard, D.C., 1:83.

12. U.S. Navy, "War Diary," 1:85-87. Advanced Intelligence Center, North Pacific Area, "Aleutian Campaign, A Brief Historical Outline to and including the Occupation of Kiska, August, 1943," December 15, 1944, U.S. Navy History Center, Washington Navy Yard, D.C., pp. 124-26.
13. Advanced Intelligence Center, "Aleutian Campaign," pp. 124-26. U.S. Navy, Bureau of Yards and Docks, Building the Navy's Bases in World War II, 2 vols. (Washington: U.S. Government Printing Office, 1947), 2:163 and 174-76.
14. 21st Naval Construction Battalion, Records, Unalaska, Office of Command Historian, Naval Construction Center, Port Hueneme, CA. The first construction regiment in Seabee history was formed at Dutch Harbor, in September 1942.
15. U.S. Navy, Building Navy's Bases, 2:177.
16. U.S. Navy, "War Diary," 2:369. The first Russian submarine arrived at Dutch Harbor on January 4, 1943. On V-J Day, 1945, no fewer than seventeen Soviet ships were in the harbor.
17. 51st Naval Construction Battalion, Report, February 1943-January 1944, Unalaska, Records, Office of Command Historian, Naval Construction Battalion Center, Port Hueneme, CA.
18. Advanced Intelligence Center, "Aleutian Campaign," p. 130. Alaska Department, Official History, 1944, vol. 2, RG 338, WNRC.
19. Conn, et al, Guarding the United States, p. 237.

20. All these features on Hill 400 remain. Even the wooden fire control station is extant.

21. Alaska Department, "The Harbor Defenses of Dutch Harbor, Annex A, Armament, Supplement to Harbor Defense Project, 1944," Alaska Department, RG 338, WNRC.

22. Alaska Department, Draft of Official History, 1944, vol. 2, RG 338, WNRC.

23. In 1943, this plan was modified so that the road ended at Wolf Head at the north end of Captains Bay. From there to Eider Point no road was constructed. But a road was planned to run along Unalaska Bay from Eider Point to Makushin Valley.

24. The Army's coastal defense troops remained on Amaknak, principally at Ulatka Head and Hill 400.

25. Maj. Gen. S.A. Buckner, February 10, 1943, to Lt. Gen. J.L. DeWitt, Correspondence of Maj. Gen. Buckner, 1941-1944, Alaska Department, RG 338, WNRC.

26. Alaska Department, Draft of Official History, Alaska Department, 1944, vol. 2, RG 338, WNRC.

27. 51st Naval Construction Battalion, Report, February 1943--January 1944.

28. Alaska Department, "History of Fort Glenn," Alaska Department, RG 338, WNRC.

29. U.S. Army, 172d Infantry Brigade (Alaska), U.S. Army in Alaska, p.94.

30. Thomas E. Smith, Alaska District, Corps of Engineers, October 8, 1952, to General Manager, The Alaska Railroad, Records of The Alaska Railroad, Federal Archives and Records Center, Seattle, WA.

31. Alaska Department, Draft of Official History, Alaska Department, 1944, vol. 2, RG 338, WNRC.

32. Gordon W. Prange, Donald M. Goldstein, and Katherine V. Dillon, Miracle at Midway (New York: McGraw-Hill Book Co., 1982), p. 23.

33. Other vessels included Admiral Hosogawa's flagship, heavy cruiser Nachi, and its two-destroyer screen (near Paramushiro), minesweepers, a minelayer, and submarines. Conn, et al, Guarding the United States, pp. 259-60. Prang, et al, Miracle, p. 261. Japanese Monograph No., 46, "Aleutians Operations Record, June 1942-July 1943," Library of Congress, Washington, D.C.

34. Samuel Eliot Morison, Aleutians, Gilberts and Marshalls, June 1942-April 1944, History of The United States Naval Operations in World War II, vol. 7 (Boston: Little, Brown, 1975), pp. 166-68. Conn, et al, Guarding the United States, p. 261. Paul S. Dull, A Battle History of the Imperial Japanese Navy (1941-1945) (Annapolis: Naval Institute Press, 1978), p. 142 and 169. Office of Naval Intelligence, U.S. Navy, The Aleutians Campaign, June 1942-August 1943, Combat Narratives (Washington: Naval History Center, 1945), pp. 5-8. The above statistics are approximate.

35. Wesley Frank Craven and James Lea Cate, eds., Plans and Early Operations, January 1939 to August 1942, The Army Air Forces In World War II, 5 vols. (Chicago: University of Chicago Press, 1948), 1:466. Alaska Department, Draft of Official History, Alaska Department, vol. 2, RG 338, WNRC. Kit C. Carter and Robert Mueller, Combat Chronology, 1941-1945, The Army Air Forces In World War II (Washington: U.S. Government Printing Office, 1973), p. 18. Morison, Aleutians, pp. 171-76. Conn, et al, Guarding the United States, pp. 261-262. Mitsuo Fuchida and Masatake Okumiya, Midway, The Battle That Doomed Japan, eds. Clarke H. Kawakami and Roger Pineau (New York: Ballantine Books, 1982), pp. 125-27. Office of Naval Intelligence, Aleutians Campaign, pp. 5-7.

36. The Japanese shot down one P-40 fighter, killing its pilot, Lt. J.J. Cape. The army airfield on Umnak was named for him. Capt. George W. Thornbrough, flying a B-26 bomber from Cold Bay, made two unsuccessful runs on the Japanese ships. His plane crashed near Fort Randall after the second run. His name was given to Fort Randall's airfield. On June 4, a flight of B-17 bombers, using radar, bombed a target that turned out to be the Pribilof Islands. Two days later, a flight of P-38 fighters mistakenly attacked a Soviet freighter near Unalaska. See Carter and Mueller, Combat Chronology, pp. 18-19. U.S. Strategic Bombing Survey, The Campaigns of the Pacific War, vol. 73 (Naval Analysis Division, 1946), p. 89. Craven and Cates, Plans, 1:466-69. Office of Naval Intelligence, Aleutians Campaign, pp. 6-8.

37. Conn, et al, Guarding the United States, p. 262. Fuchida and Okumiya, Midway, p. 189. Morison, Aleutians, p. 178. Dull, Battle History, p. 171.

38. Morgan, ed. The Aleutians, pp. 190-200. Alaska District, U.S. Army Corps of Engineers, Aleutian Islands and Lower Alaska Peninsula, Debris Removal and Cleanup, Draft Environmental Impact Statement, Appendices (1979), pp. H43-H49. City of Unalaska, A Planning Document (ca. 1978), pp. 1, 5, 23-24, and 50. Aleutian/Pribilof Islands Association, Aleut Relocation, pp. 8-10. Lael Morgan, "Alaska's Far-Out Islands, The Aleutians," National Geographic (September 1983), pp. 338-39, 343, and 348-52.

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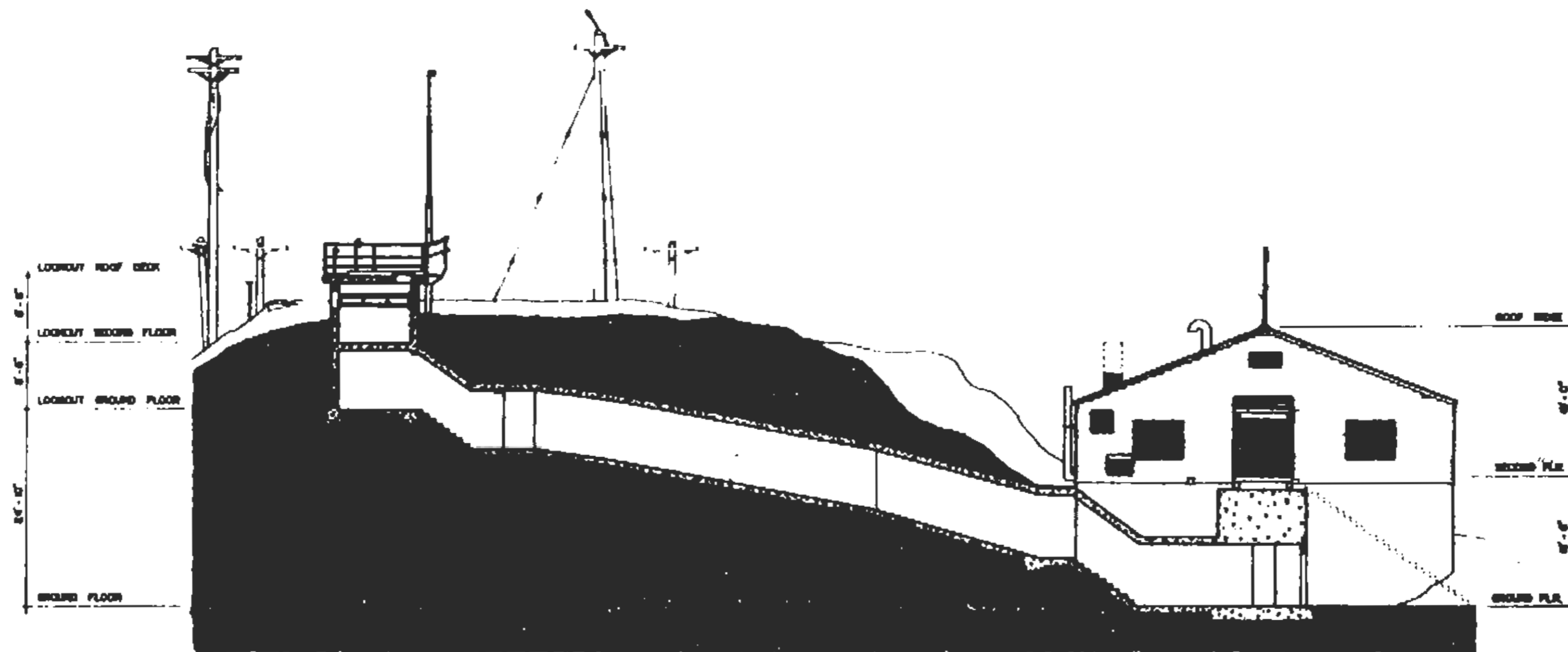
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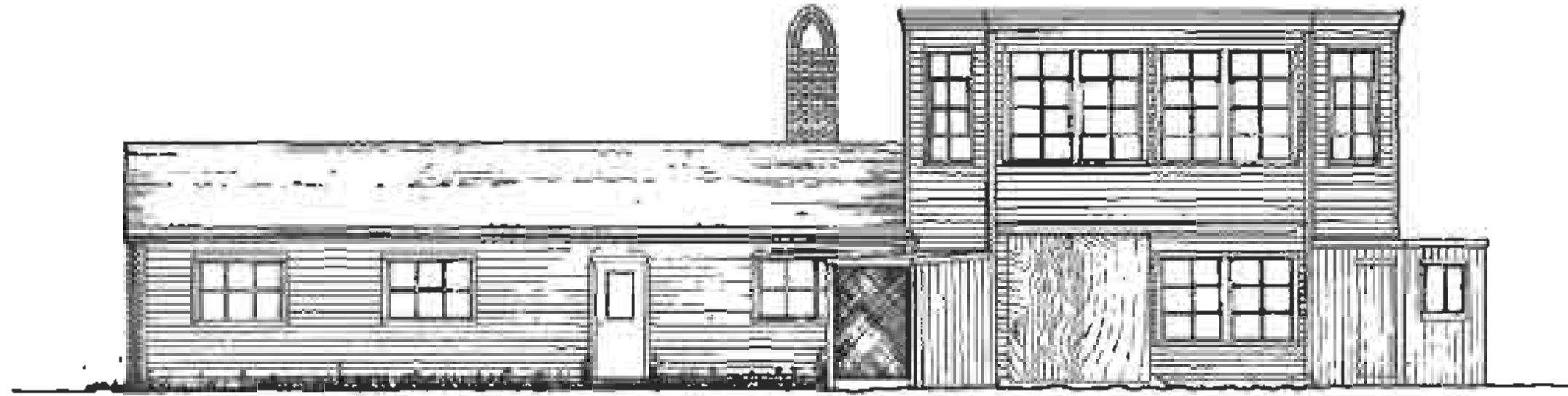
U.S. Navy. Bureau of Yards and Docks. Building the Navy's Bases in World War II, 2 vols. Washington: U.S. Government Printing Office, 1947.

U.S. Navy. Office of Naval Intelligence. The Aleutians Campaign, June 1942-August 1943. Combat Narratives. Washington: Naval History Center, 1945.

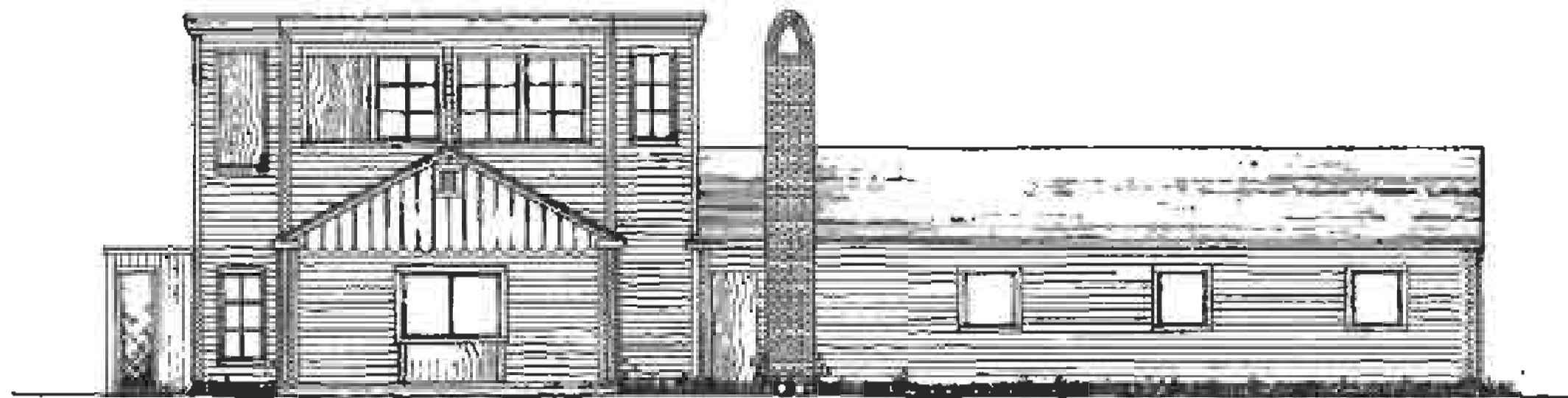
U.S. Strategic Bombing Survey. The Campaigns of the Pacific War, vol.73. Naval Analysis Division, 1946.



THE RECORD



NORTH ELEVATION
SCALE: 3/16" = 1'-0"



SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



BUILT IN 1942, THE AEROLGY OPERATIONS BUILDING SERVED AS THE METEOROLOGICAL STATION FOR THE NAVAL AIR FACILITY AND AS THE NAVAL AIR TRANSPORT TERMINAL. CONSTANT MONITORING OF UNCERTAIN WEATHER CONDITIONS WAS ESSENTIAL TO THE SAFE OPERATION OF AIRCRAFT IN THE ALEUTIAN ISLANDS. THE BUILDING CONSISTS OF A TWO-STORY OCTAGONAL FRAME CORE WITH TWO WINGS OF LOG-STAVE CONSTRUCTION; IT HAS UNDERGONE NO MAJOR STRUCTURAL ALTERATIONS. THE TERRAZZO FLOOR IN THE LOBBY IS BLIND WITH THE DESIGN OF THE NAVAL AIR TRANSPORT SERVICE. THE AEROLGY OPERATIONS BUILDING HAS BEEN UTILIZED SINCE 1947 AS A TERMINAL FOR THE DUTCH HARBOR COMMERCIAL AIRPORT.

HISTORIC AMERICAN
BUILDINGS SURVEY
SERIES 2 - 3

NO. 348
ALASKA

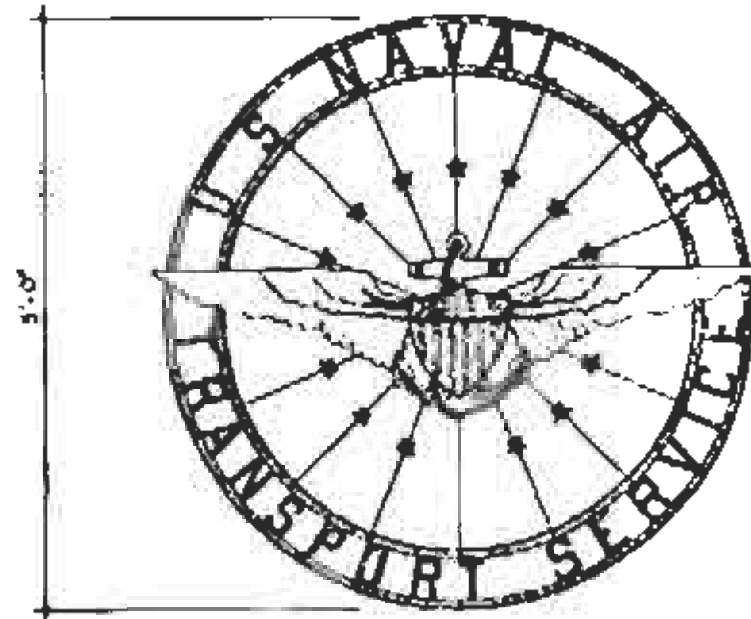
AEROLGY OPERATIONS BUILDING
(DUTCH HARBOR ISLAND)

DESIGNED BY ALFONSO A. HANAUER, BRAN D. BARTHOLOMEW, 1942.
OPERATED BY THE DUTCH HARBOR AND FORT WICKS
NAVAL AIR TRANSPORT SERVICE

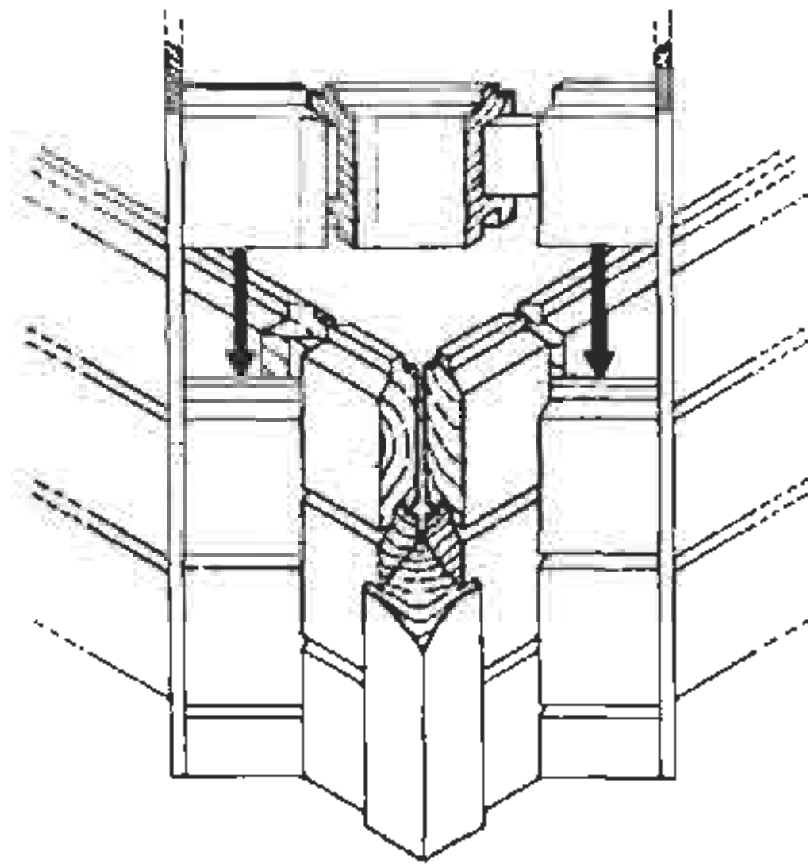
DUTCH HARBOR PROJECT
SERIES 2 - 3

037/250002



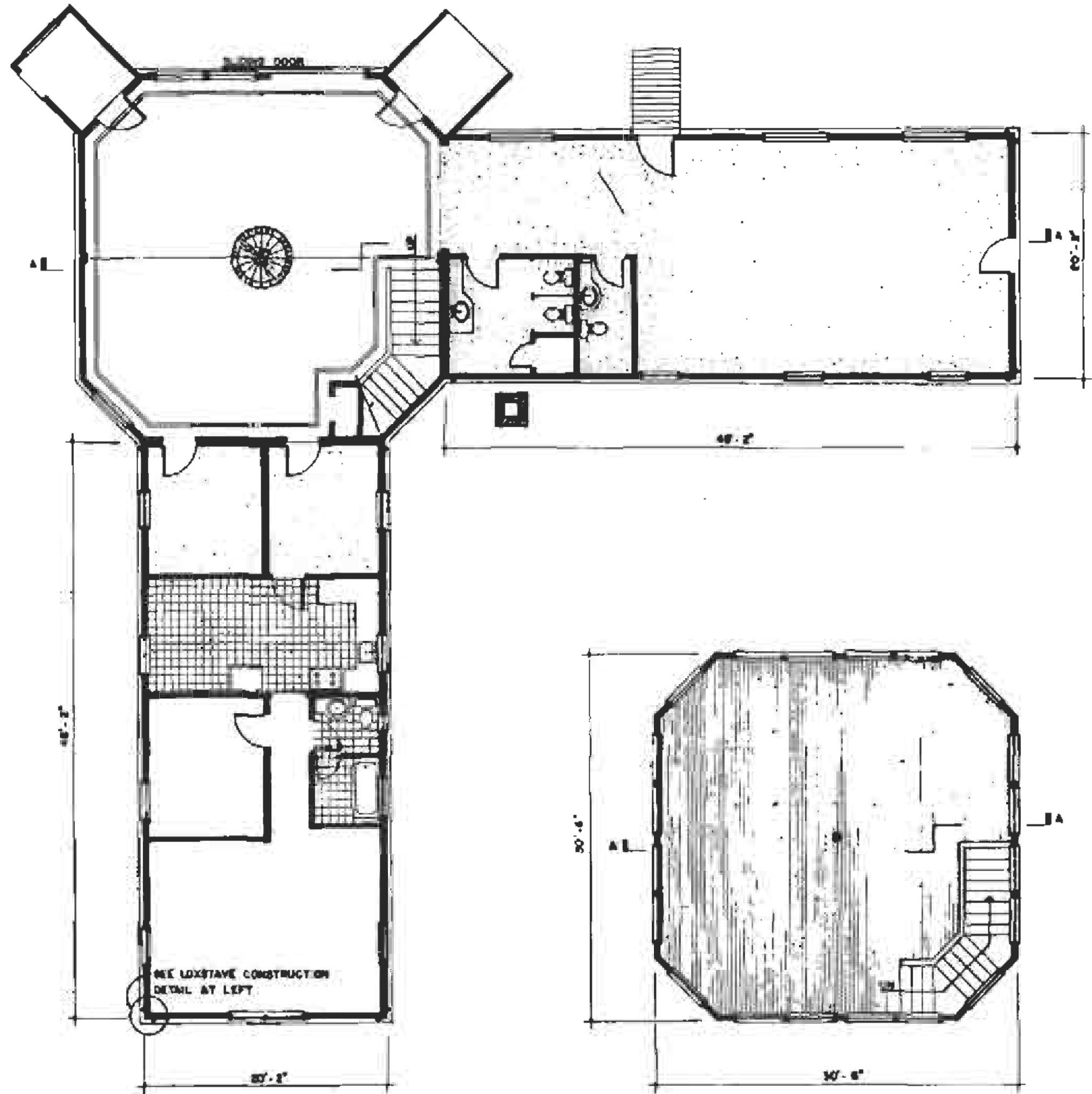


TERRAZZO FLOOR DETAIL
SCALE: 1" = 1'-0"



LOXSTAVE CONSTRUCTION CONSISTS OF PRE-FABRICATED, PRE-CUT TONGUE-AND-GROOVE PLANK SECTIONS WITH A PATENTED END CONNECTION AT EACH CORNER. THE USE OF THIS CONNECTION, SIMILAR TO LOG CABIN CONSTRUCTION, CREATES A SOLID WALL, ELIMINATING STUDS AND OVER-HEAD BRACING.

LOXSTAVE DETAIL
SCALE: 3" = 1'-0"

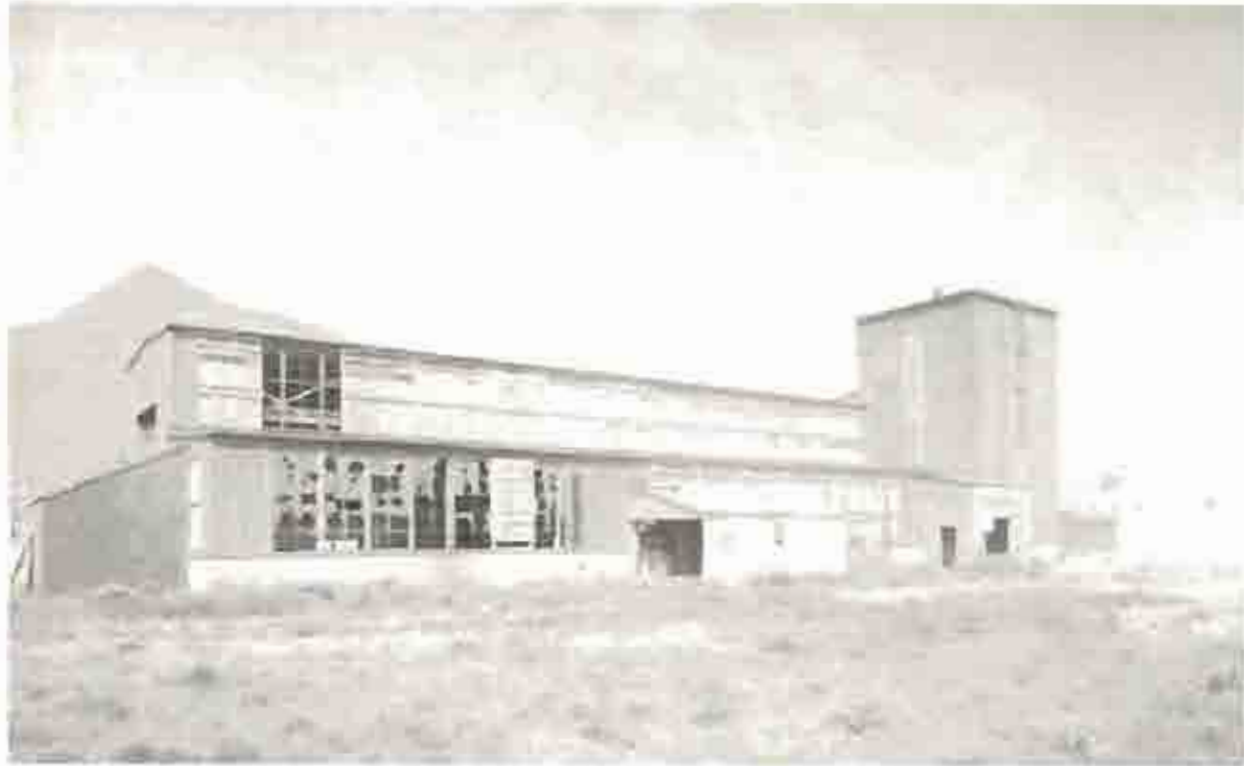


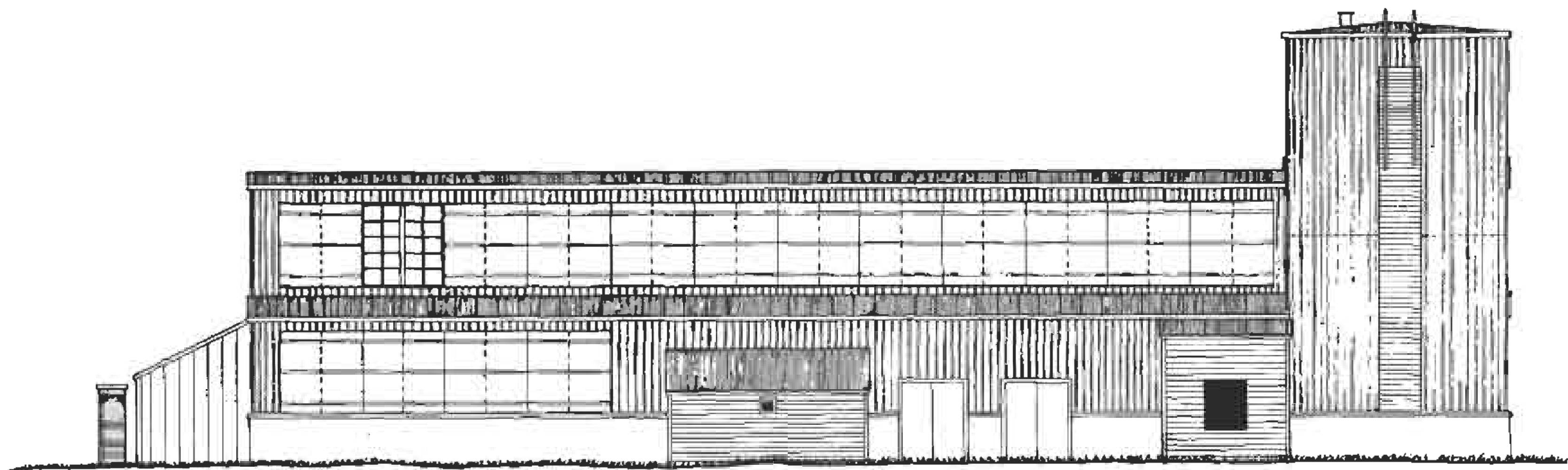
FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"

SECOND FLOOR PLAN
SCALE: 3/16" = 1'-0"

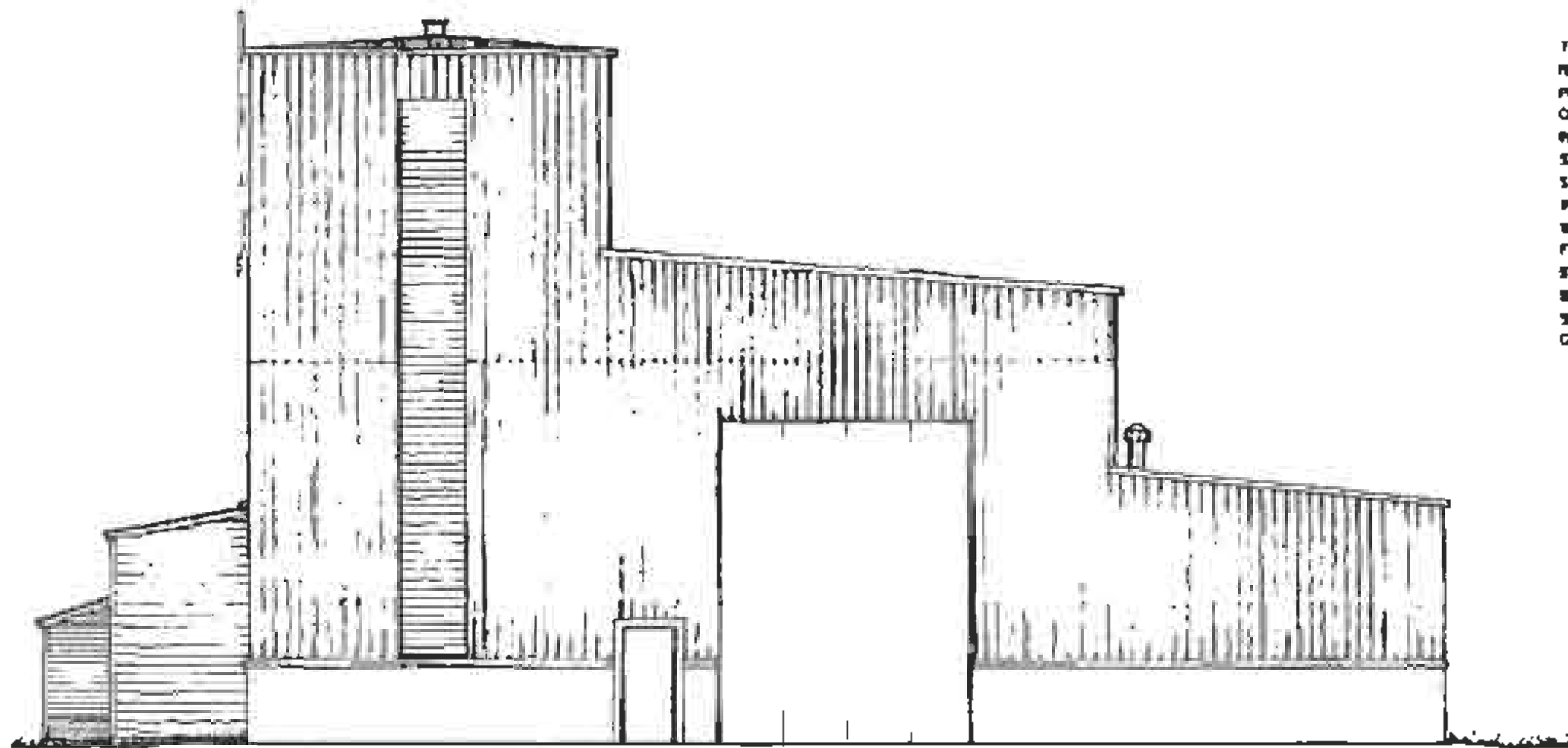


034/
125000 B





SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



EAST ELEVATION
SCALE: 3/16" = 1'-0"

THE TORPEDO BOMB SIGHT & UTILITY SHOP WAS BUILT IN 1942. THE STEEL FRAME STRUCTURE WAS EQUIPPED TO PREPARE TORPEDOES FOR LOADING ONTO AIRCRAFT, INCLUDING A TRAVELLING OVERHEAD CRANE IN THE STRUCTURE'S CENTRAL SPACE. REPAIR AND STORAGE OF TORPEDO BOMB SIGHTS, PORTABLE PRECISION OPTICAL DEVICES, ALSO OCCURRED IN THE BUILDING. A LOFT FOR FOLDING & PACKING PARACHUTES WAS LOCATED IN THE TOWER. TWO SMALL ONE STORY FRAME ADDITIONS BUILT BEFORE 1946 STAND ON THE STRUCTURE'S SOUTH ELEVATION. THE TORPEDO BOMB SIGHT & UTILITY SHOP, DETEIORATED CONSIDERABLY SINCE 1947, IS CURRENTLY USED FOR STORAGE BY THE CITY OF UNALASKA.

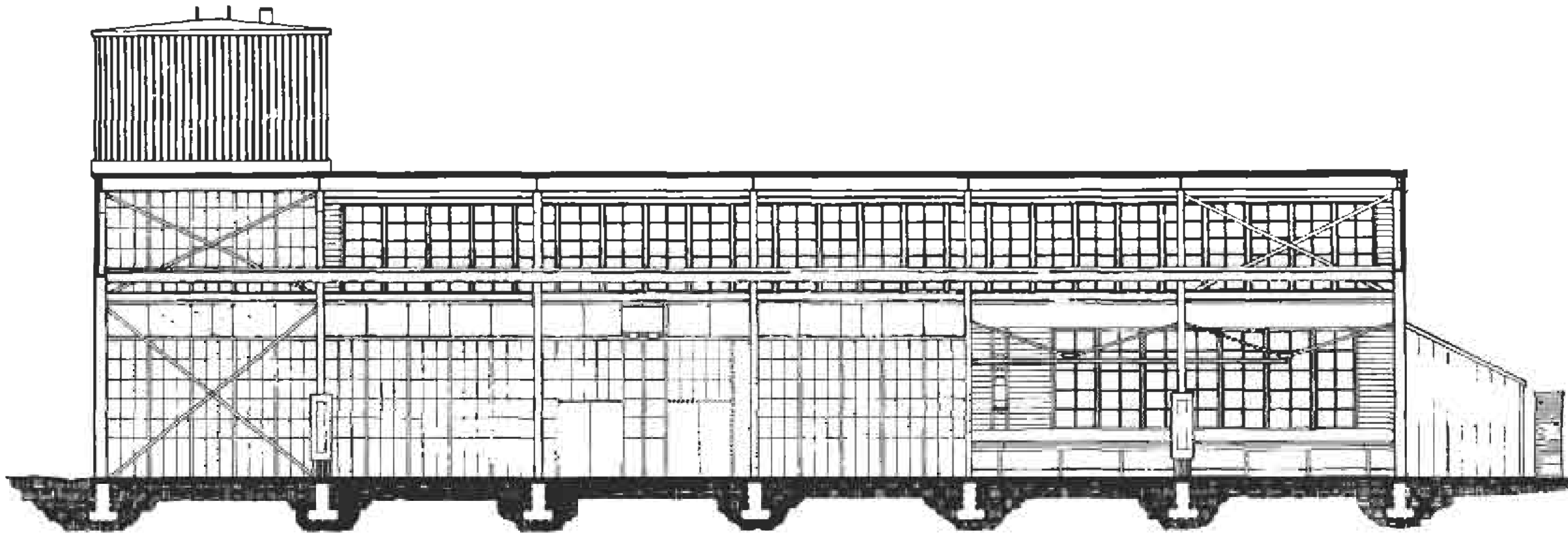


PROJECT NO. 125000 C
 DUTCH HARBOR PROJECT
 ALASKA
 HISTORIC AMERICAN BUILDINGS SURVEY
 NUMBER 2 OF 6 SHEETS
 DRAWN BY: ALFONSO A. MARRAS & DAVID BROWN, 1988
 NUNAL OPERATING BASE, DUTCH HARBOR AND FORT MEADE, UNALASKA, ALASKA

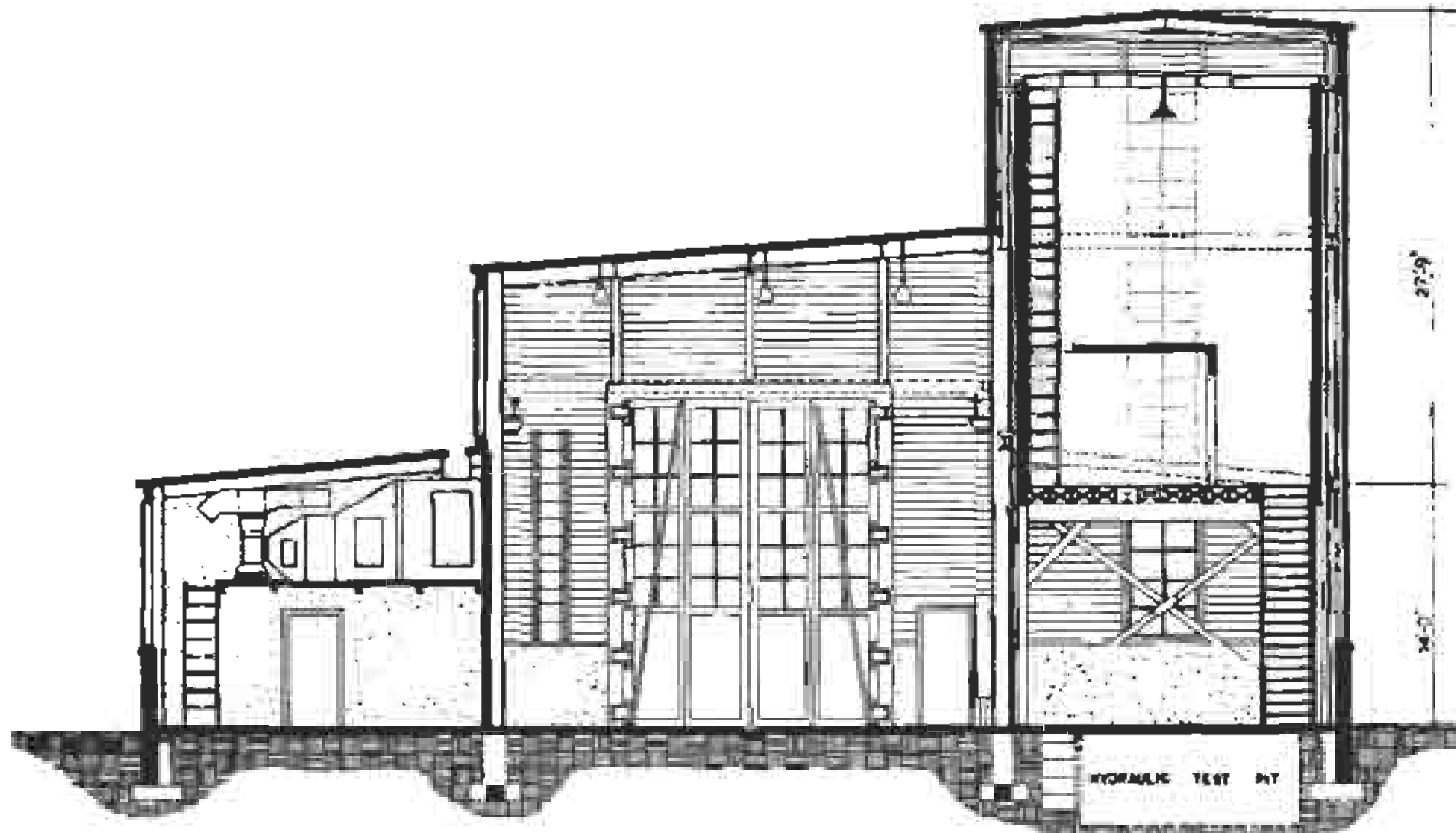
C34/
125000 C



Torpedo dolly



SECTION A-A
SCALE: 3/8" = 1'-0"



SECTION B-B
SCALE: 3/8" = 1'-0"

NOTE: FOOTING DIMENSIONS WERE OBTAINED FROM THE ORIGINAL CONSTRUCTION DOCUMENTS.



PROJECT NO. ALJONDO A. RAMIREZ, DAVE SHOW, 988
 DUTCH HARBOR PROJECT
 HISTORIC AMERICAN BLDG. SURVEY
 NUMBER 4, 1974
 TORPEDO BOMBESIGHT AND UTILITY SHOP
 UNALASKA ISLAND
 BASEL OPERATING BASE DUTCH HARBOR AND FORT BEAVER
 UNALASKA ISLAND 1983

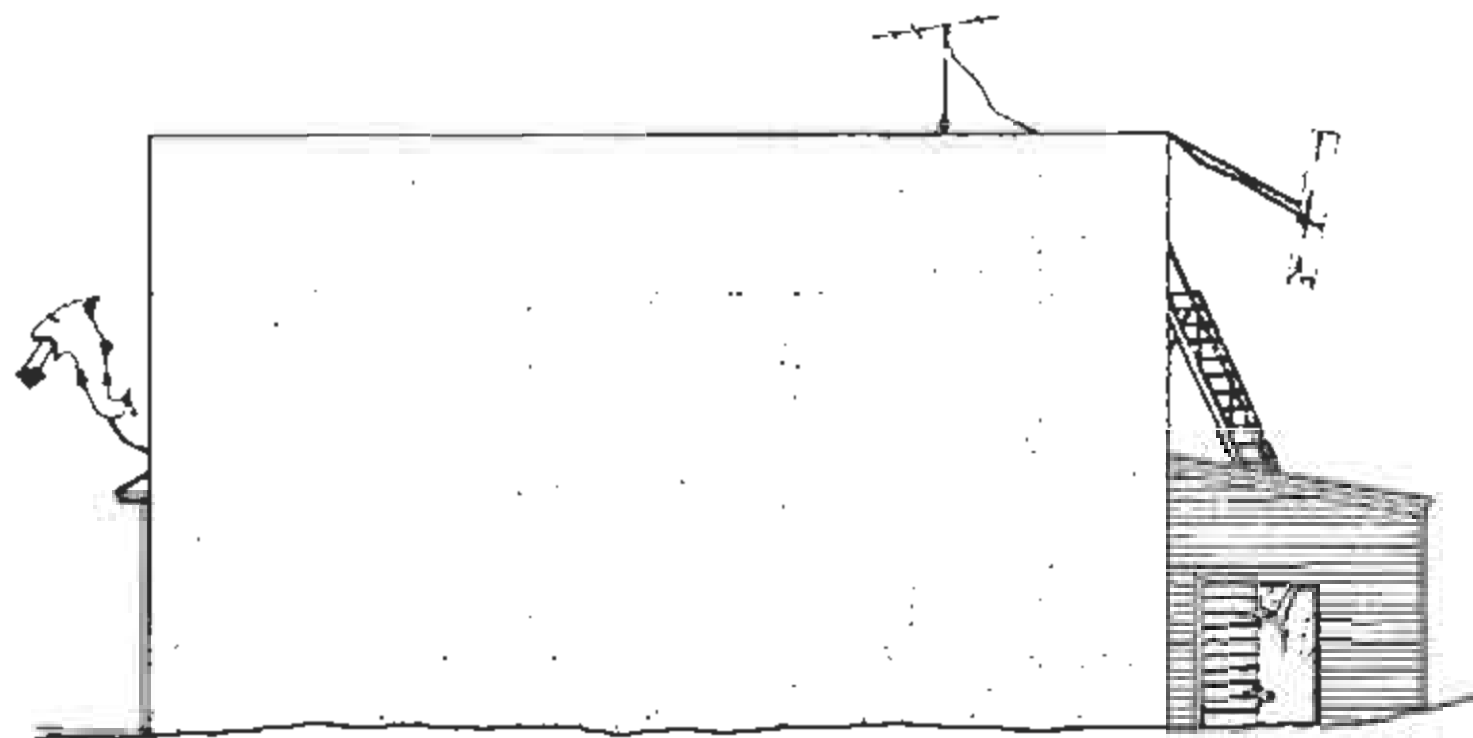
034/25000C

ARCHITECT

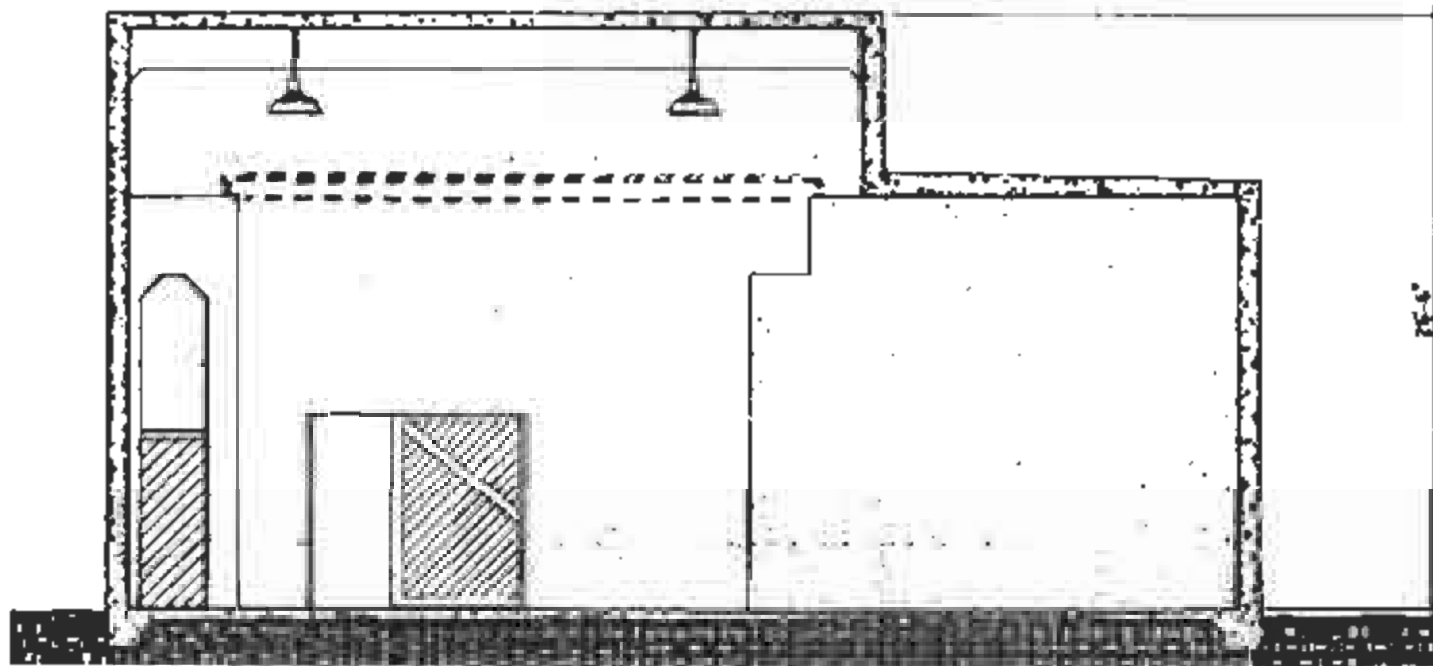




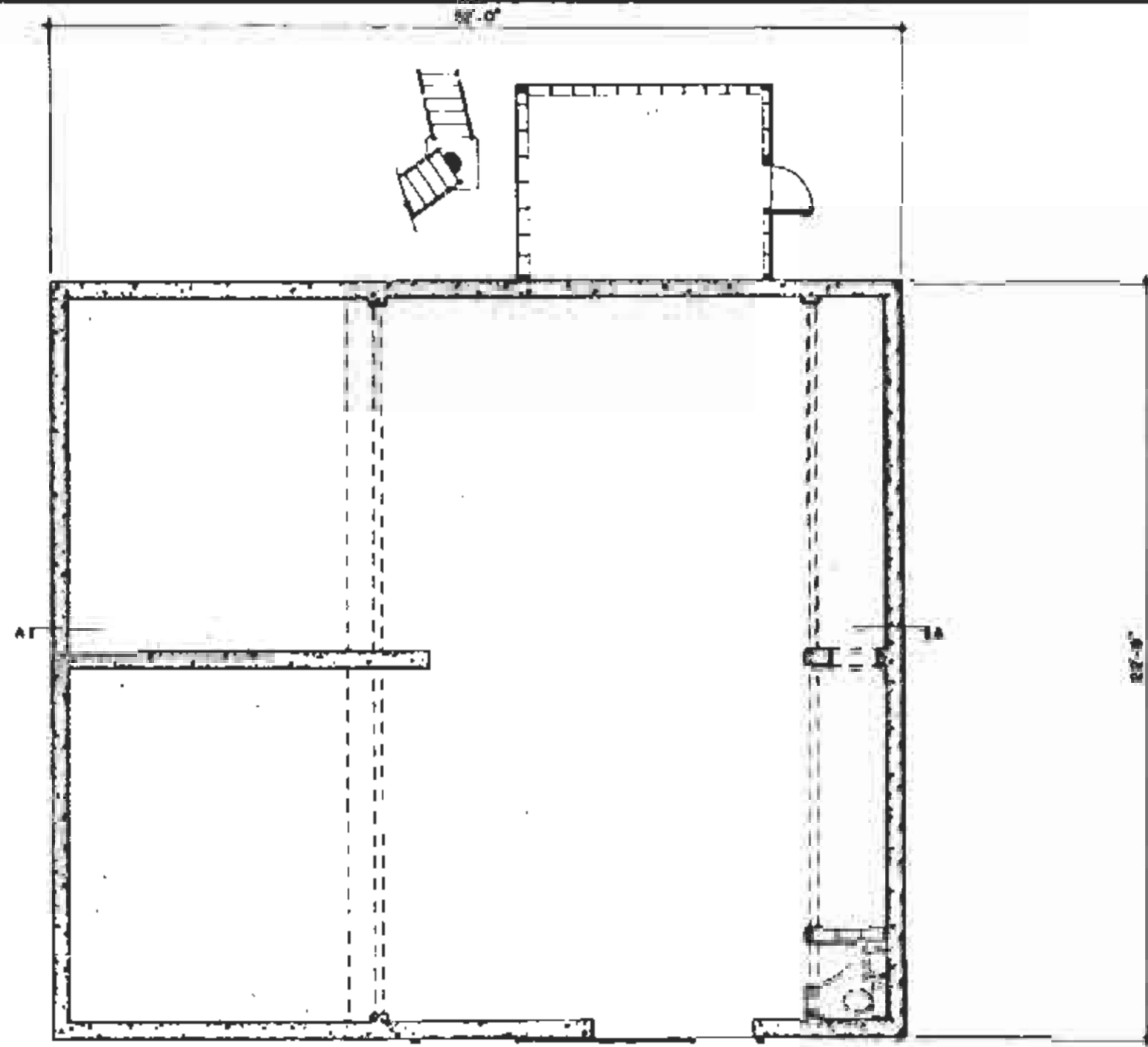
WEST ELEVATION
SCALE: 3/16" = 1'-0"



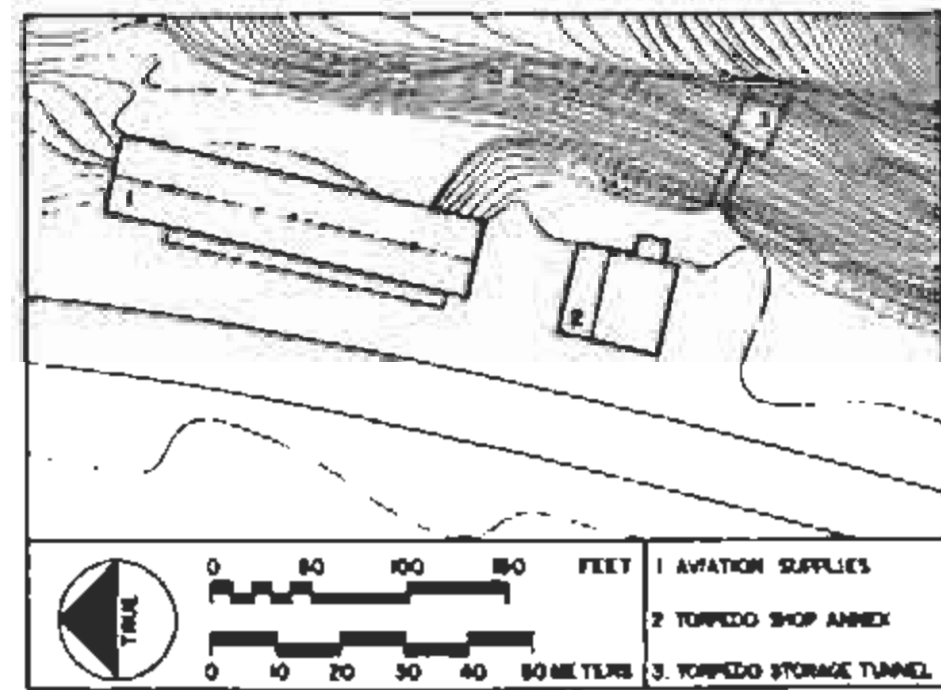
SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



SECTION A-A
SCALE: 3/16" = 1'-0"



PLAN
SCALE: 3/16" = 1'-0"



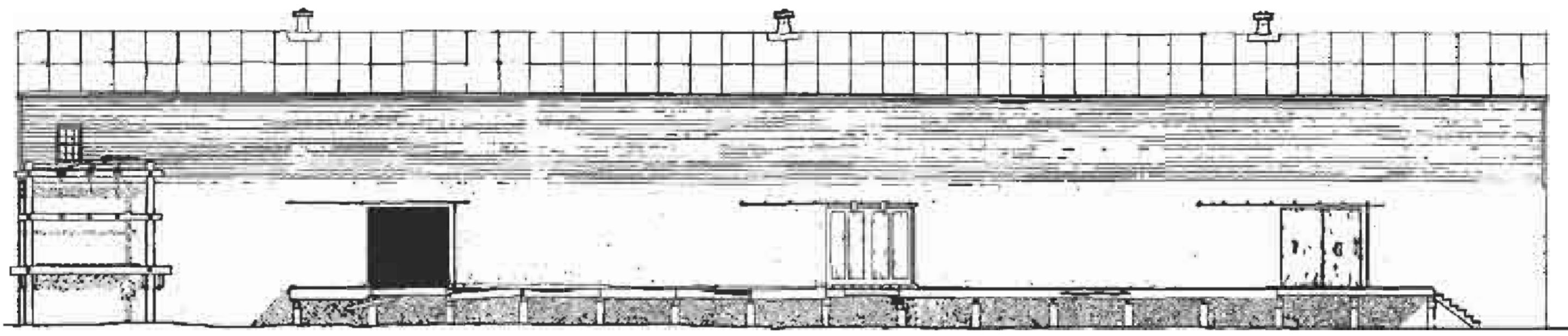
SITE PLAN
SCALE: 1" = 60'

THE TORPEDO ASSEMBLY COMPLEX IS COMPRISED OF TWO TUNNELS AND TWO BUILDINGS LOCATED ADJACENT TO THE AIRFIELD AND WAS UTILIZED IN THE ASSEMBLY AND STORAGE OF TORPEDOES FOR USE IN AIR WARFARE. THE COMPLEX IS A FINE EXAMPLE OF TORPEDO ASSEMBLY FACILITIES WHICH WERE WIDELY CONSTRUCTED IN PROXIMITY TO COMBAT ZONES DURING WORLD WAR II. IN THE SITE PLAN SHOWN AT LEFT, THE SEQUENCE OF TORPEDO FABRICATION CAN BE FOLLOWED, BEGINNING WITH THE TORPEDO SHOP ANNEX WHERE THE WARHEADS WERE LOADED WITH EXPLOSIVES. AFTER BEING LOADED, THE WARHEADS WERE JOINED WITH THE TORPEDO BODIES WHICH WERE STORED IN THE AVIATION SUPPLIES BUILDING. THE COMPLETED TORPEDOES WERE THEN MOVED TO THE TORPEDO STORAGE TUNNEL AND STORED ON RACKS UNTIL DEPLOYED.

THE TORPEDO SHOP ANNEX IS A REINFORCED CONCRETE STRUCTURE WHOSE ONE FOOT THICK WALLS WERE DESIGNED TO CONTAIN AN EXPLOSION, SHOULD AN ACCIDENTAL BLAST OCCUR WITHIN THE STRUCTURE.

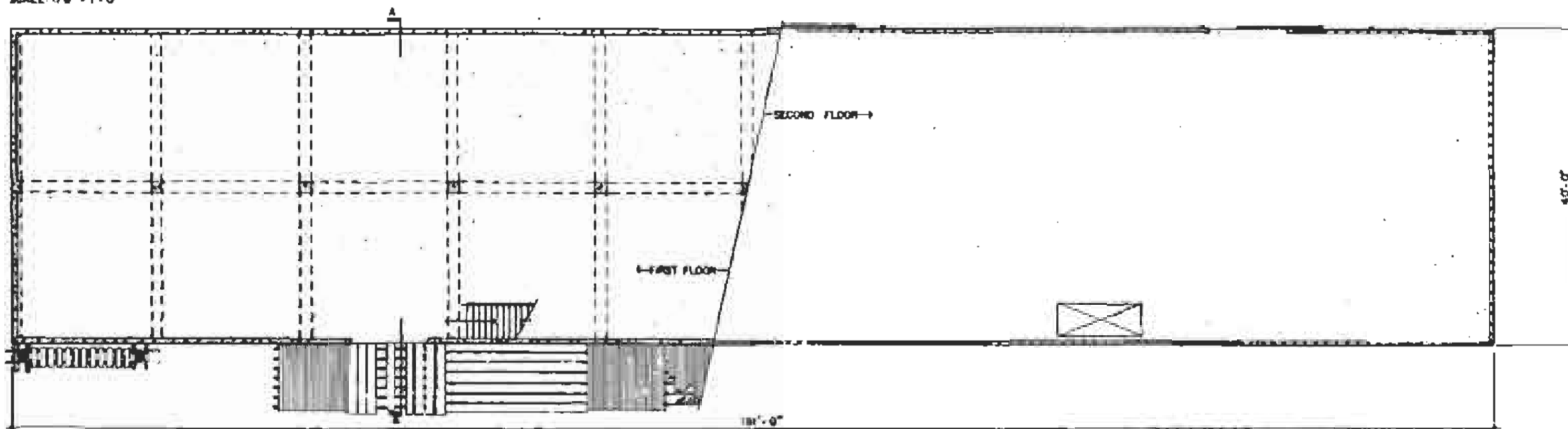
034/250000





WEST ELEVATION

SCALE: 1/8" = 1'-0"

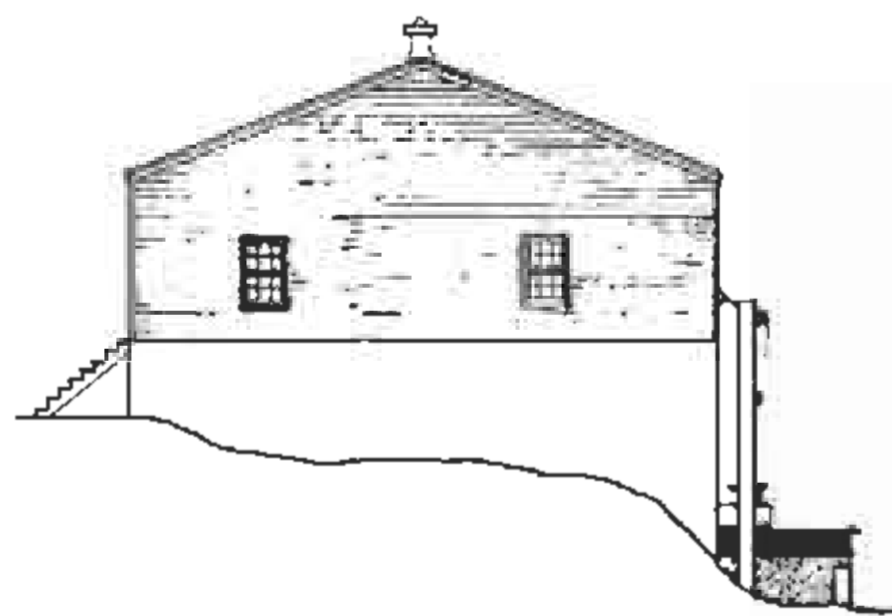


FIRST FLOOR/SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

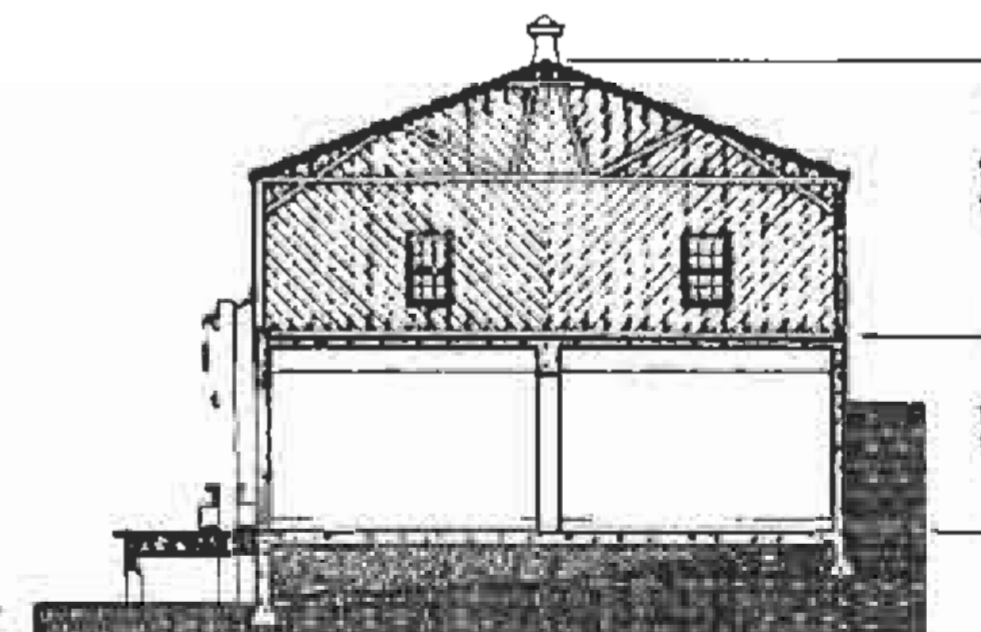


THE AVIATION SUPPLIES BUILDING, CONSTRUCTED IN 1943 AS PART OF THE TORPEDO ASSEMBLY COMPLEX, CONSISTS OF TWO LEVELS THE BOTTOM LEVEL, WITH ITS REINFORCED CONCRETE FLOOR, WALLS, AND CEILING, FUNCTIONED AS THE TORPEDO ASSEMBLY WORKSHOP. THE SECOND LEVEL, WHOSE WALLS AND ROOF ARE OF WOOD FRAME CONSTRUCTION, WAS USED AS A WAREHOUSE FOR SUPPLIES NEEDED FOR THE FABRICATION OF THE TORPEDOES AFTER BEING LOADED IN THE TORPEDO SHOP ANNEX. THE LIVE WAR HEADS WERE JOINED WITH THE BODIES OF THE TORPEDOES WHICH WERE STORED IN THE AVIATION SUPPLIES BUILDING. THE COMPLETED TORPEDOES WERE THEN MOVED TO THE TORPEDO STORAGE TUNNEL.



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

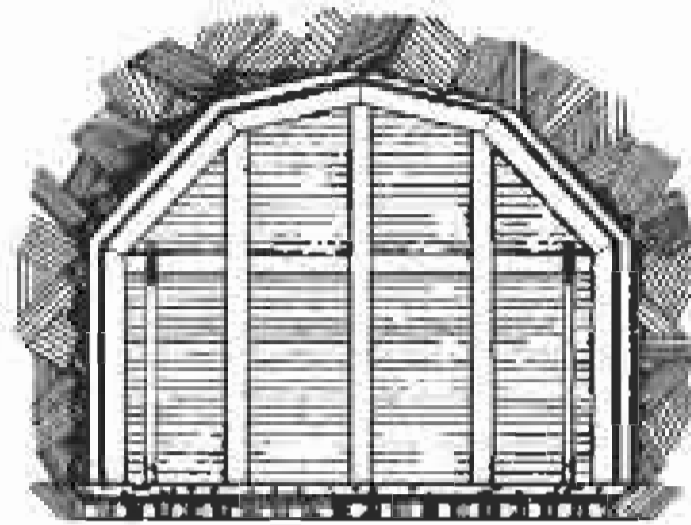


SECCIÓN A-A

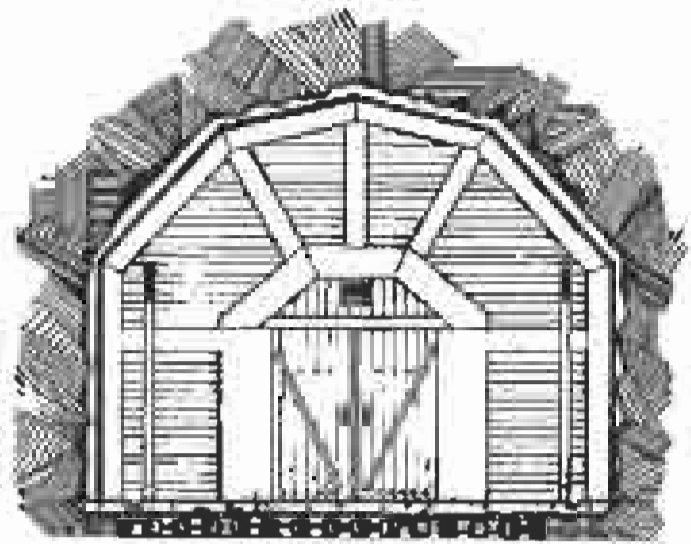
SCALE: 1/8" = 1'-0"

034/250000
ON MICROFILM



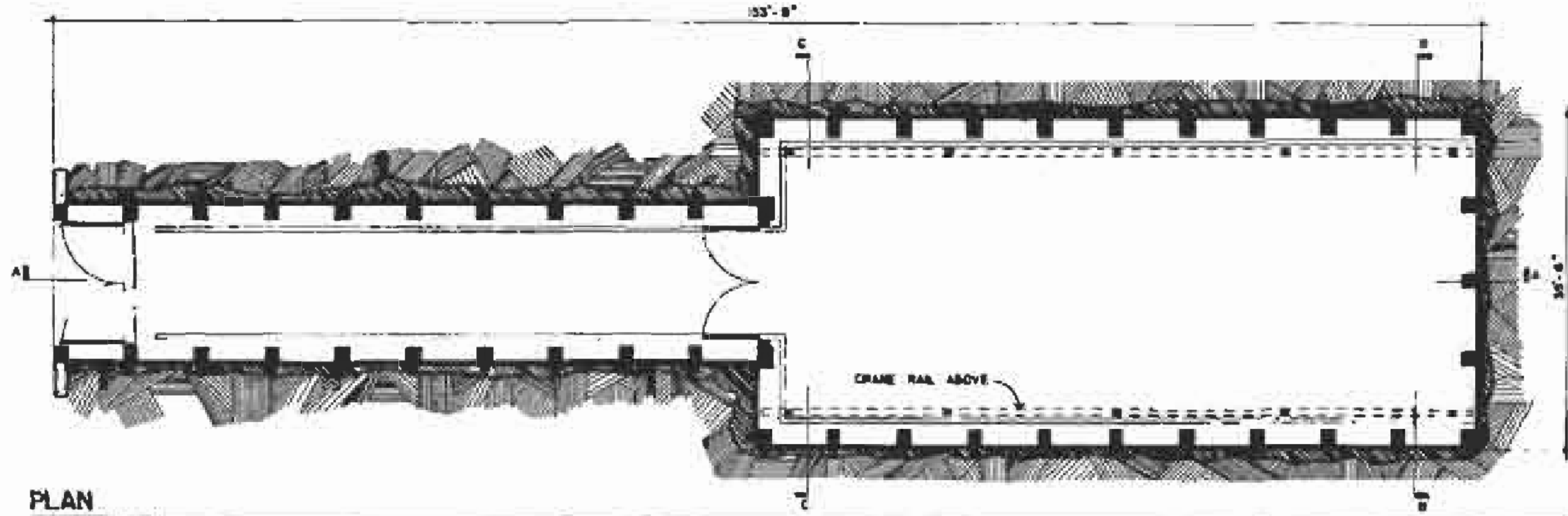


SECTION B-B
SCALE 3/16" = 1'-0"

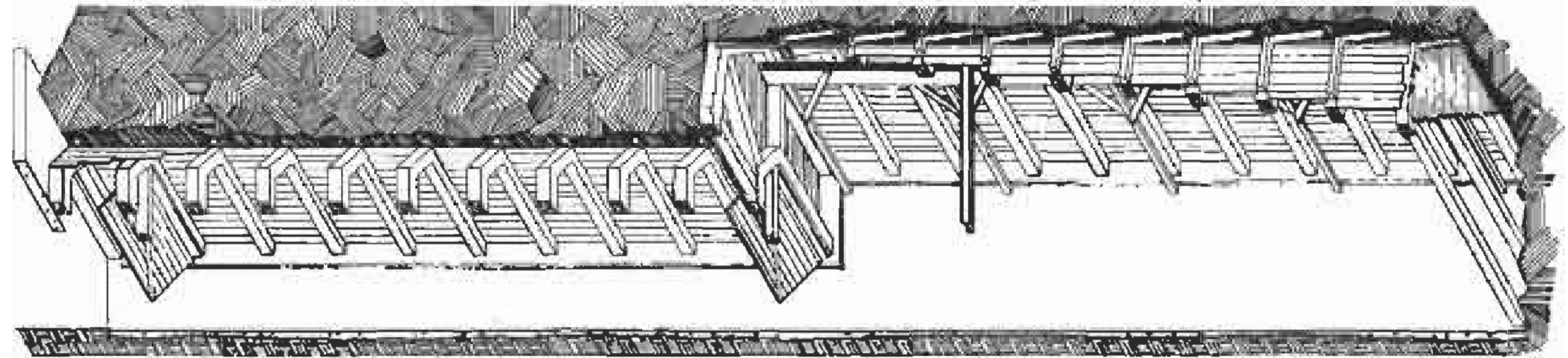


SECTION C-C
SCALE 3/16" = 1'-0"

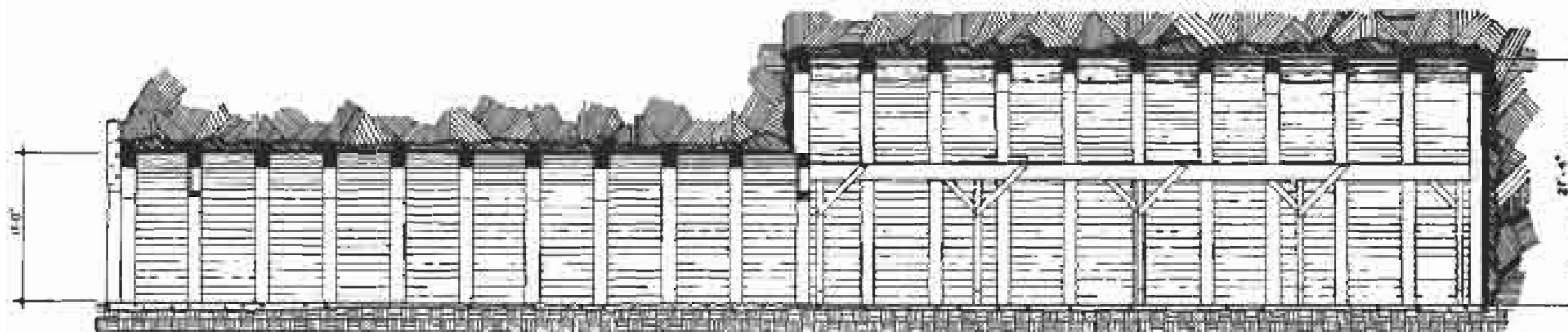
THE TORPEDO STORAGE TUNNEL, ONE OF SEVERAL SIMILAR UNDERGROUND STRUCTURES BUILT AS PART OF THE TORPEDO ASSEMBLY COMPLEX, FUNCTIONED AS A SECURE HOLDING AREA FOR THE COMPLETED TORPEDOES BEFORE THEY WERE DEPLOYED ON NAVAL SUBMARINES. THE HEAVY TIMBER FRAME OF THE TUNNEL, TOGETHER WITH THE LARGER CAVE BLASTED FROM THE BEDROCK WITHIN WHICH THE TUNNEL WAS BUILT, PROTECTED THE TORPEDOES FROM AIR ATTACKS AND AS WELL CONTAINED ANY DAMAGE IN THE EVENT OF AN ACCIDENTAL EXPLOSION WITHIN THE TUNNEL. TO PROTECT THE TORPEDOES FROM NATURAL WATER INFILTRATION FROM THE SURROUNDING ROCK, A WATERPROOF SEAL WAS APPLIED TO THE EXTERIOR OF THE WOOD TUNNEL AT THE TIME OF CONSTRUCTION.



PLAN
SCALE 3/16" = 1'-0"



AXONOMETRIC SECTION
SCALE 3/16" = 1'-0"



SECTION A-A
SCALE 3/16" = 1'-0"



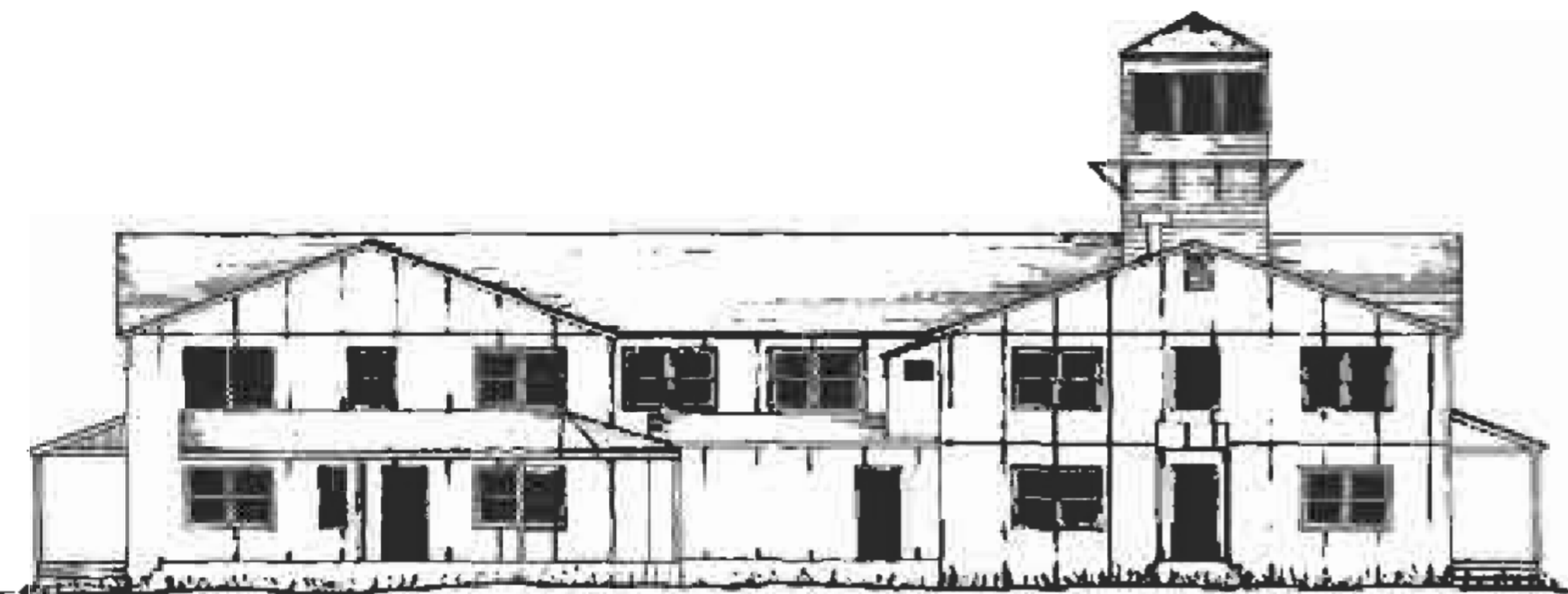
034/120000 D



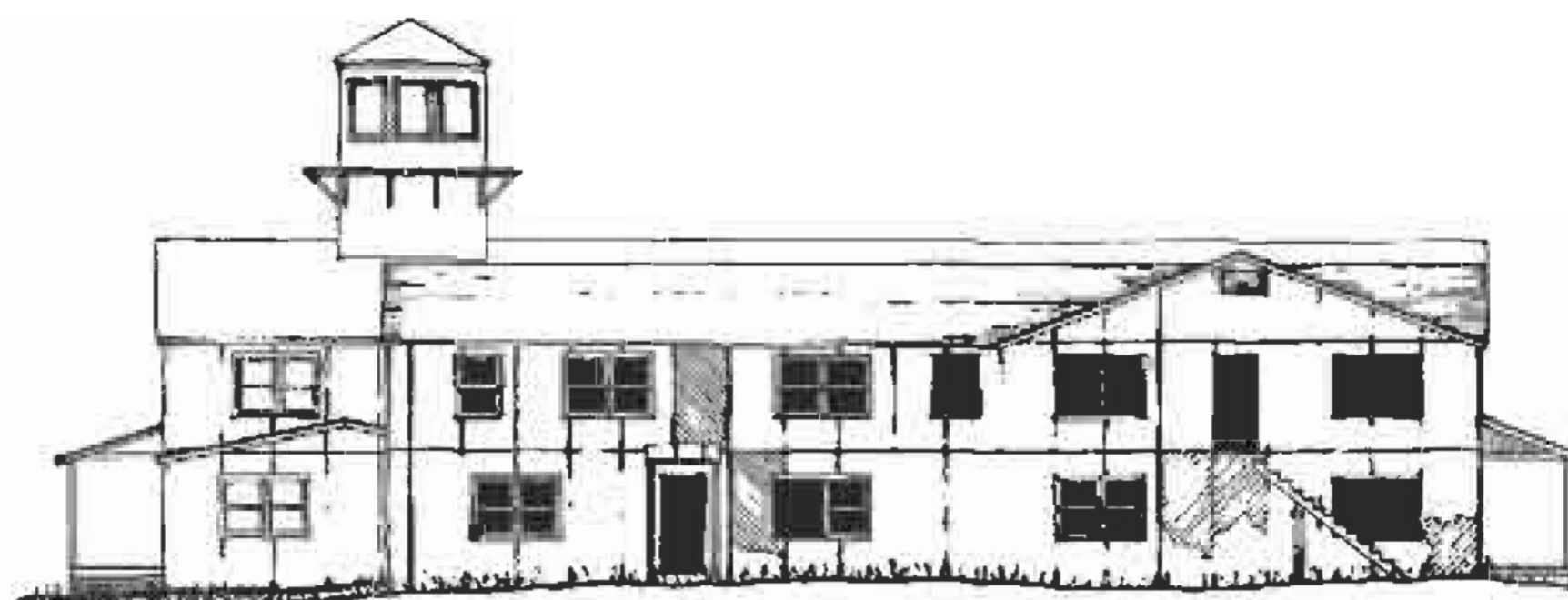
23 March 1942

HEADQUARTERS AREA

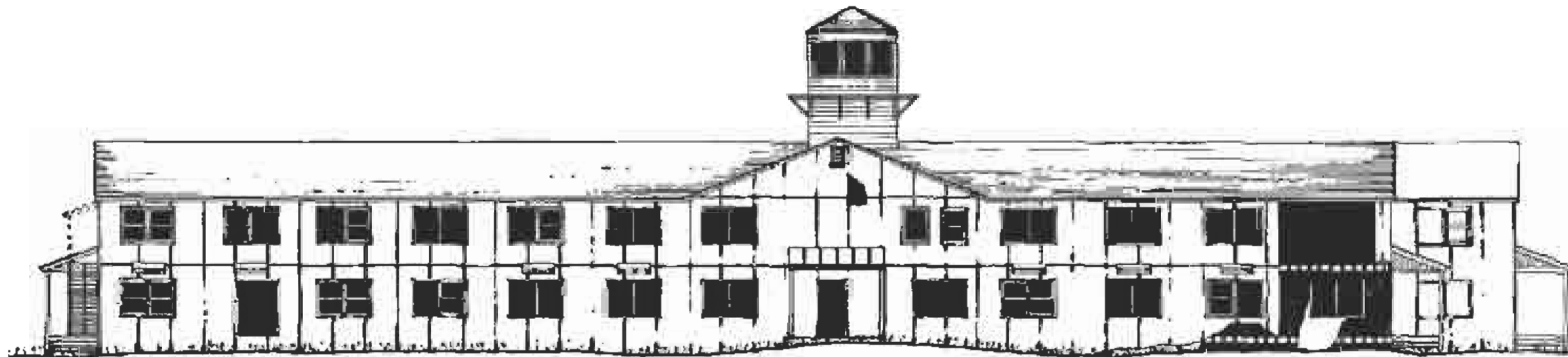




WEST ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



NATIONAL ARCHITECTURAL BUILDINGS BOARD

NO. 349

ALABAMA

UNIVERSITY OF ALABAMA

ADMINISTRATION BUILDING

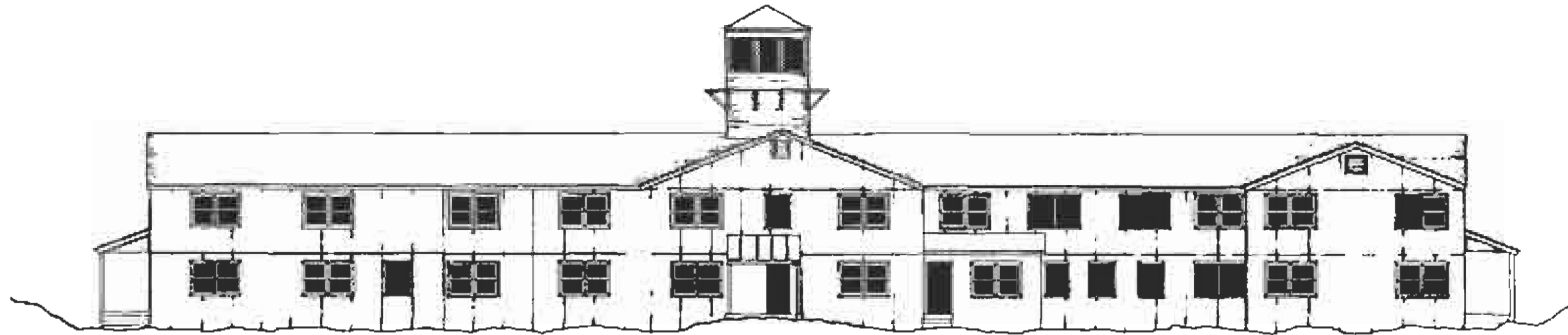
DUTCH HARBOR AND FORT MEADE

UNIVERSITY OF ALABAMA

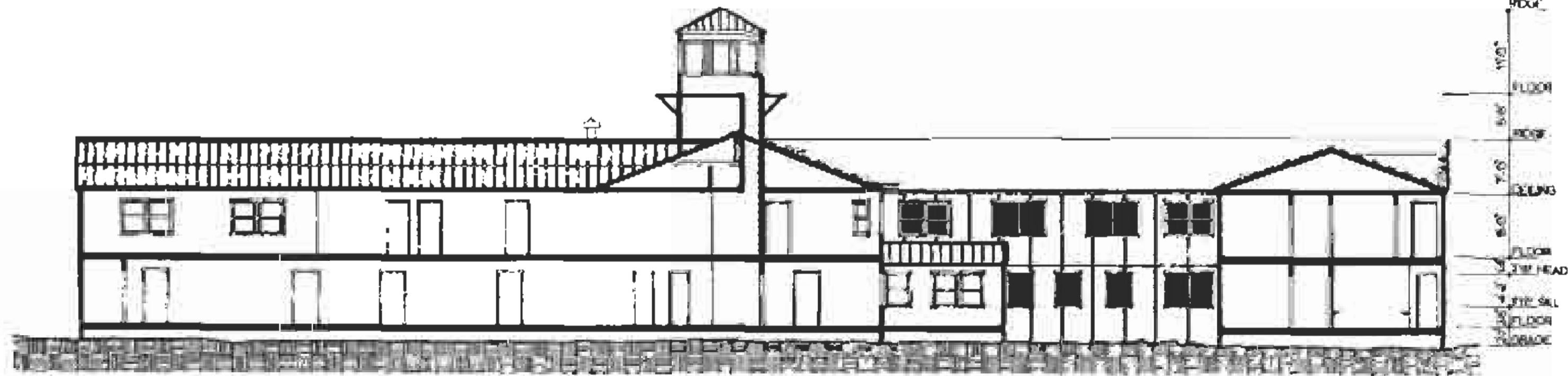
LAWRENCE WALTER, 1952
DUTCH HARBOR PROJECT
UNIVERSITY OF ALABAMA

024/250005





SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



SECTION A-A
SCALE: 1/8" = 1'-0"



- MATERIALS:
- ROOF: BITUMINOUS ROOFING ON SHEATHING ON 2"x8" TRUSS SYSTEM.
 - WALLS: 1/2" W.P. CELOTEX ON 2"x8" STUDS.
 - FLOORS: 1"x4" CEDAR FLOORING ON SUBFLOORING ON 2"x10" JOISTS.
 - FOUNDATION: NOT DOCUMENTED.

THE ADMINISTRATION BUILDING, ERRECTED IN 1941, SERVED AS THE ADMINISTRATIVE CENTER OF THE NAVAL OPERATING BASE. THE ORIGINAL T-SHAPED BLOCK HAD A WING RUNNING NORTHWEST FROM THE BASE OF THE T. EXPANSION OF THE MAIN FACADE AND THE ADDITION OF A SOUTHEAST WING OCCURRED IN 1942. THE STRUCTURE WAS RAZED IN 1985 AS PART OF THE DEFENSE ENVIRONMENTAL RESTORATION PROGRAM.

THIS BUILDING WAS MEASURED BY ROBERT SPADE AND DAVE BROW IN 1984.

NATIONAL HISTORIC AMERICAN BUILDINGS SURVEY

ALASKA

UNALASKA ISLAND

ADMINISTRATION BUILDING

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

LAWRENCE WARTER, 1983

DUTCH HARBOR PROJECT

034/25000F

ON MICROFILM





SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



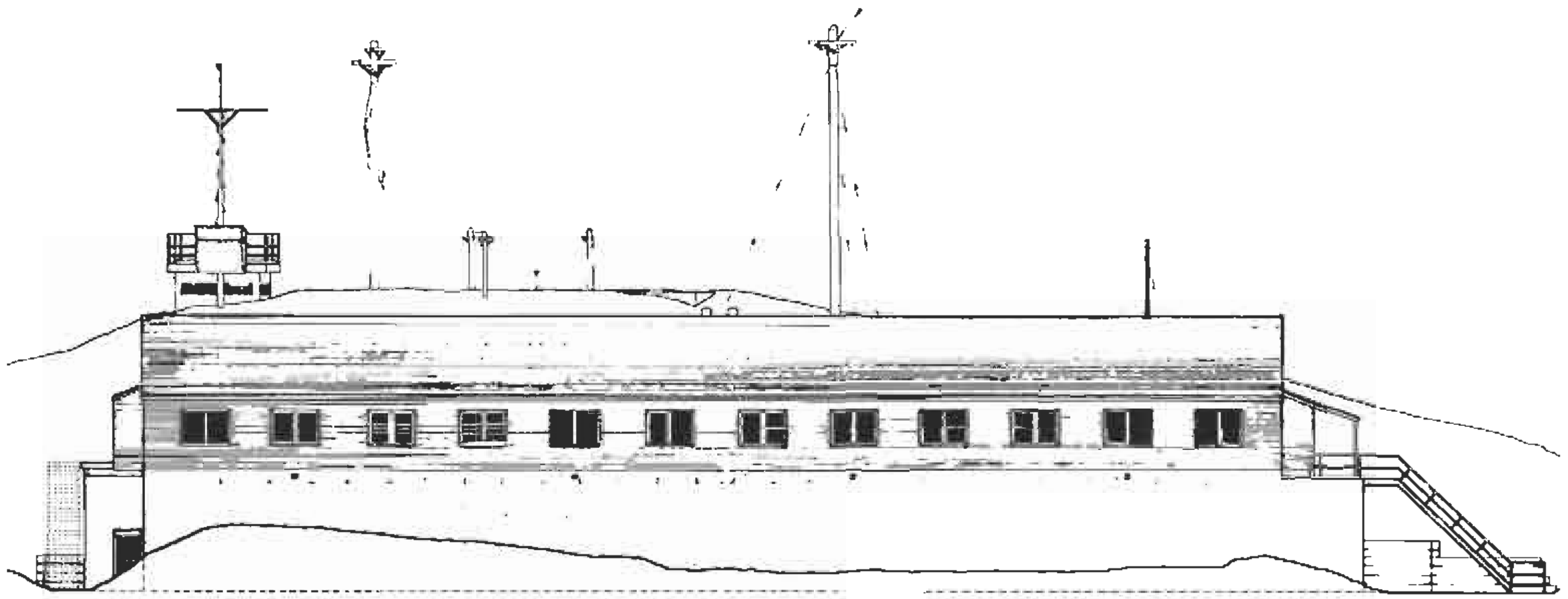
LAWRENCE HORTLER, AIA
DUTCH HARBOR PROJECT
ARCHITECT

NAVY OPERATING BASE, DUTCH HARBOR, UNALASKA, ALASKA
ADMINISTRATION BUILDING
UNALASKA, ALASKA, TILAND
ALASKA
AL-341
HISTORIC AMERICAN
BUILDINGS SURVEY
SERIES 2 OF 4 SHEETS

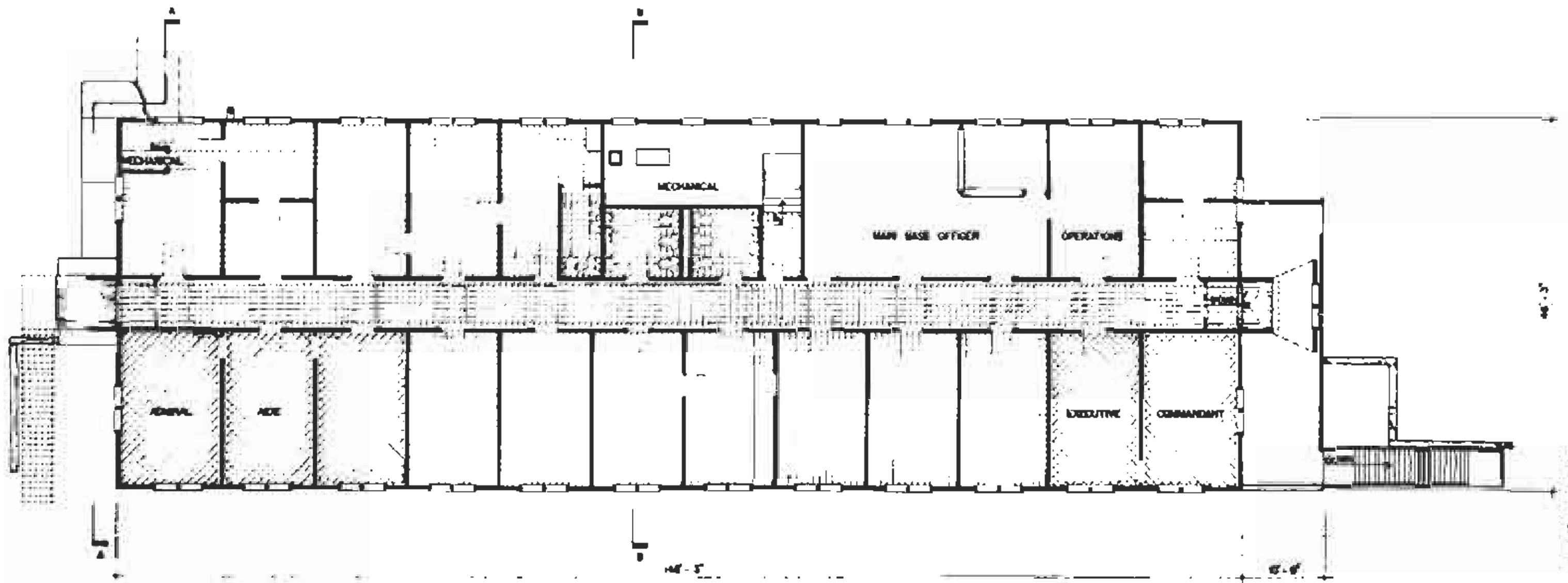
034/25000F



SOUTH ELEVATION
SCALE 1/8" = 1'-0"



SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



HISTORIC AMERICAN
BUILDINGS SURVEY
FORM 2 or 3 (2002)

DATE OF
M-34F

ADDRESS

JOINT COMMAND POST

UNALASKA ISLAND

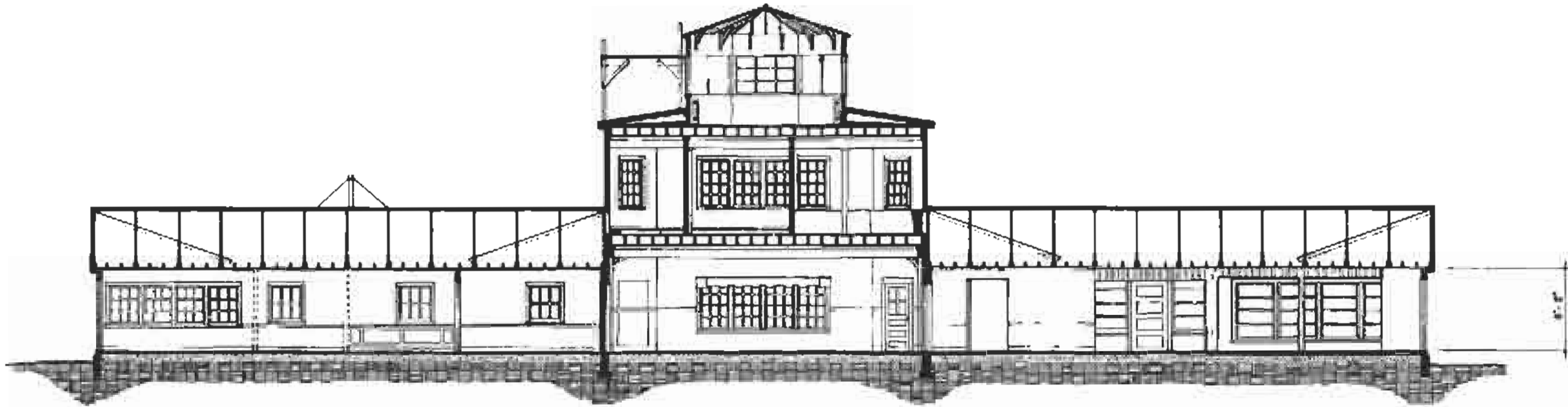
REAL OPERATING BASE BUSH HARBOR AND POWER PLANTS

UNIVERSITY PROJECT
UNIVERSITY OF ALASKA
SCHOOL OF ARCHITECTURE

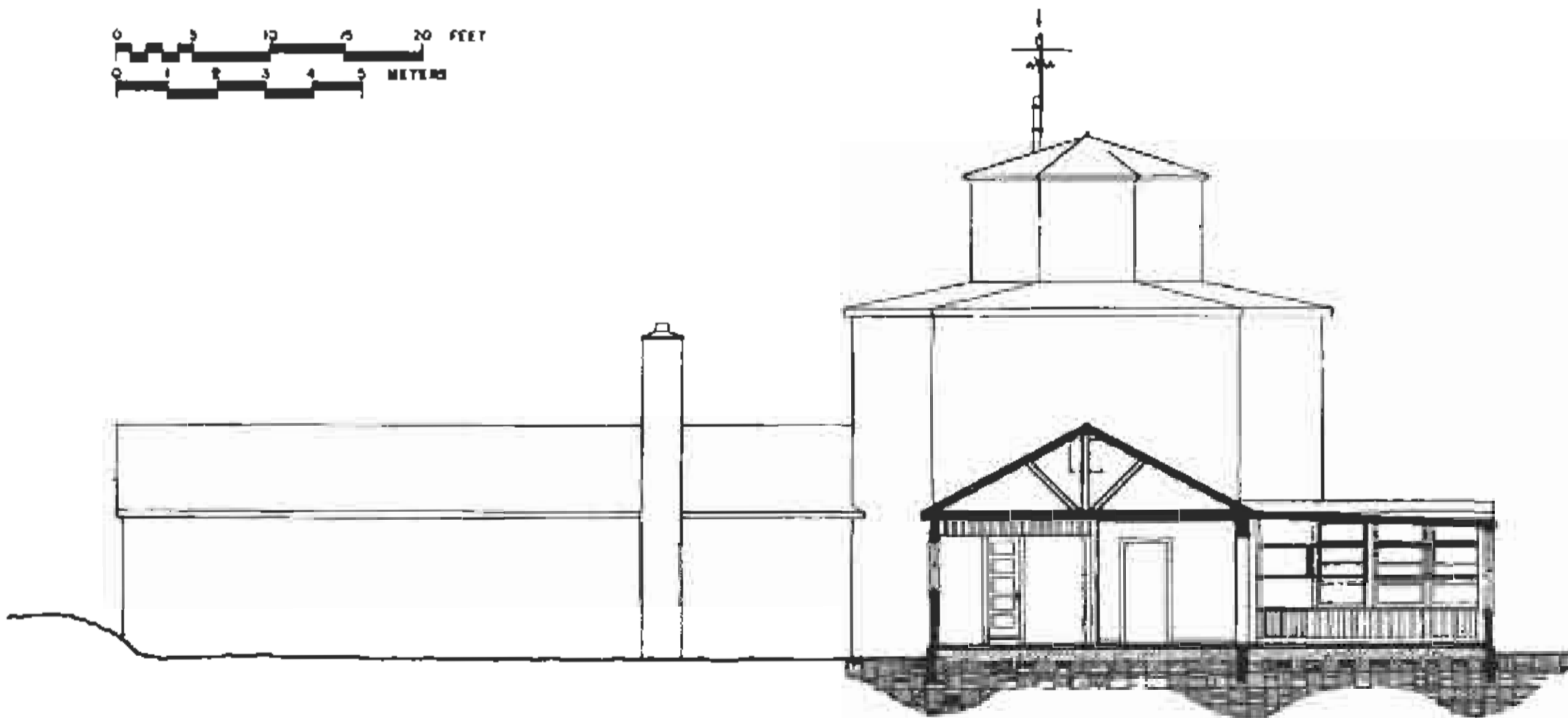
034/25000E



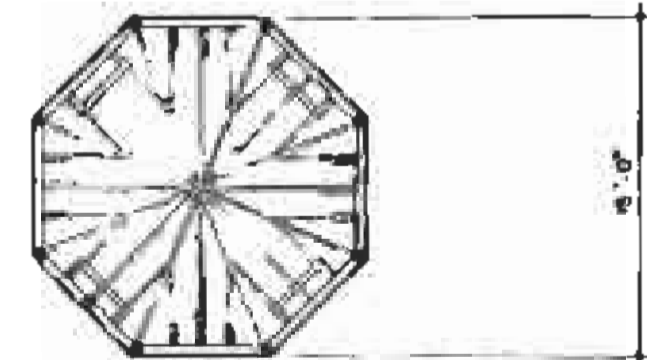




SECTION A-A
SCALE: 3/16" = 1'-0"



SECTION B-B
SCALE: 3/16" = 1'-0"



CUPOLA ROOF FRAMING PLAN
SCALE: 3/16" = 1'-0"

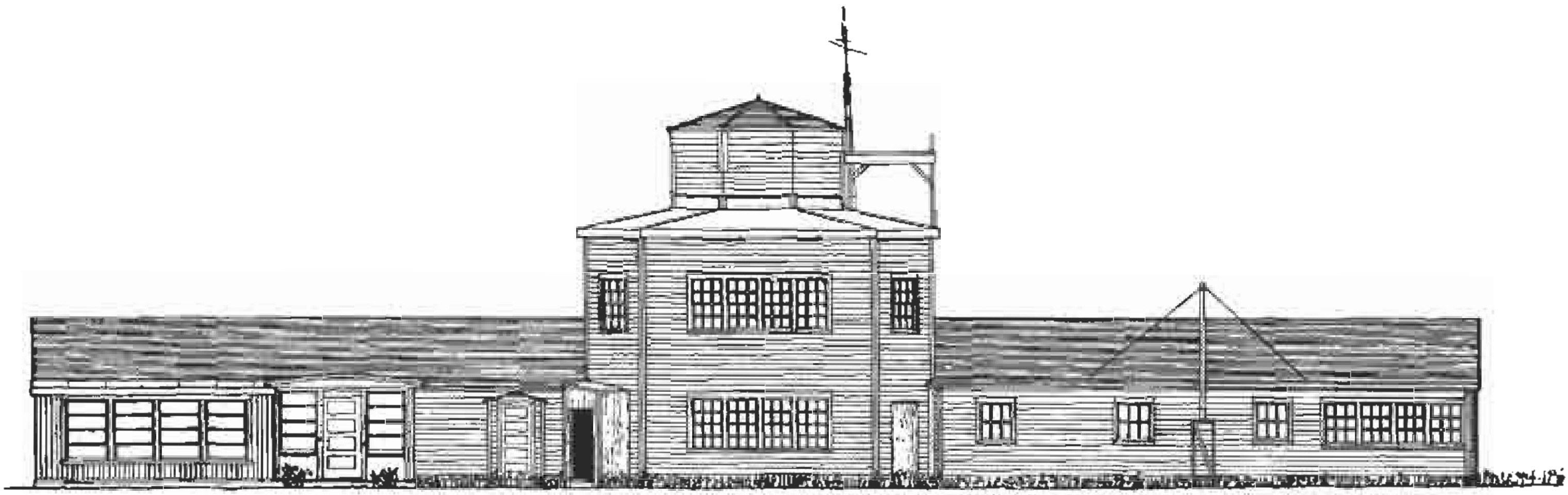
DESIGNED BY ALFONSO A. MARQUEZ, 1989
DUTCH HARBOR PROJECT
ARCHITECT: U.S. ARMY ARCHITECTURAL CENTER

THE ARCHITECTURE OF PROTECTION
AIR OPERATIONS ADMINISTRATION BUILDING
UNALASKA ISLAND
NORAL OPERATIONS BASE, DUTCH HARBOR AND FORT WILKES
ALASKA

HISTORIC AMERICAN
BUILDINGS SURVEY
SERIES 4, PL. 4, DRAWING
AK-34A

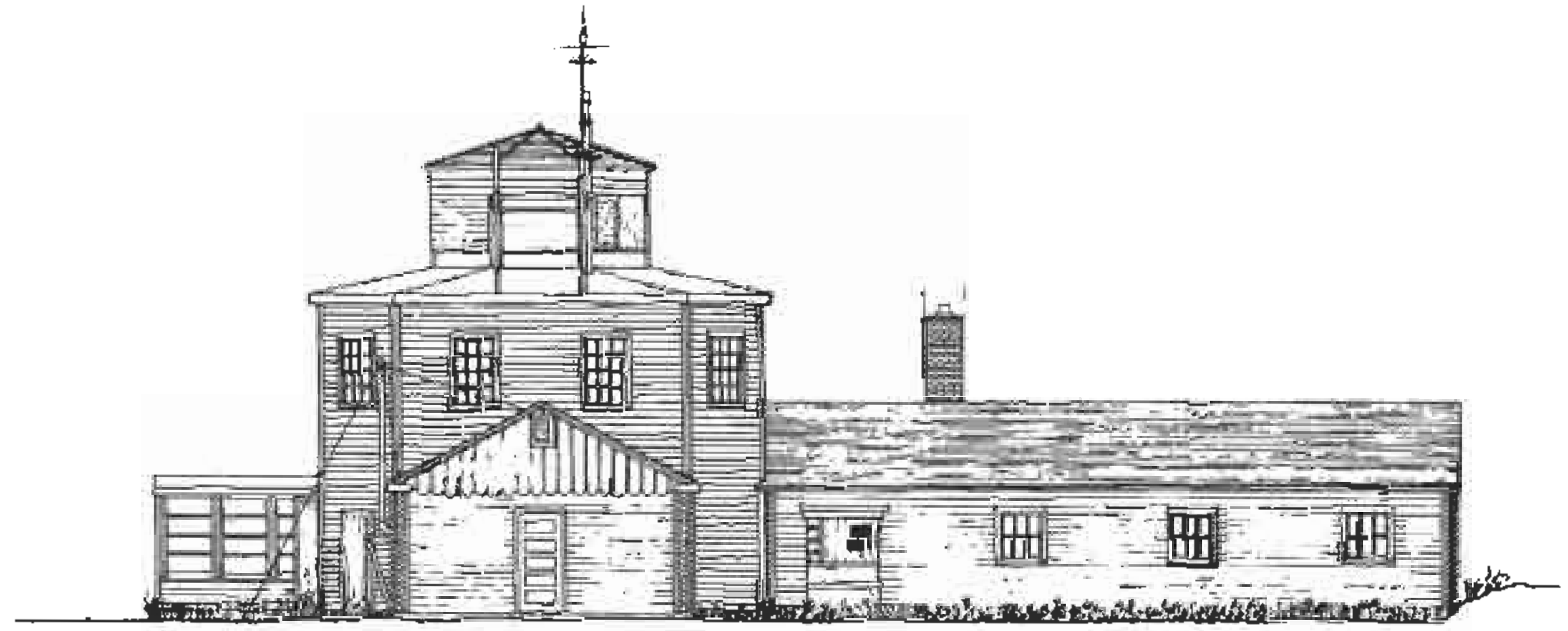
0.341/125000A





NORTH ELEVATION
SCALE: 3/16" = 1'-0"

THE AIR OPERATIONS ADMINISTRATION BUILDING WAS BUILT IN 1943 TO MONITOR AND DIRECT AIR TRAFFIC. IT PLAYED AN INTEGRAL ROLE IN THE OPERATION OF THE NAVAL AIR STATION AT DUTCH HARBOR. THE CENTRAL CORE IS FRAME, AND THE WINGS ARE OF LOGSTAVE CONSTRUCTION. MINOR ALTERATIONS INCLUDE THE ADDITION OF TWO ROOMS TO THE NORTH AND EAST WINGS. AFTER 1947 THE BUILDING SERVED AS A TERMINAL FOR THE DUTCH HARBOR COMMERCIAL AIRPORT UNTIL THE OPENING OF A NEW TERMINAL IN 1964.



WEST ELEVATION
SCALE: 3/16" = 1'-0"

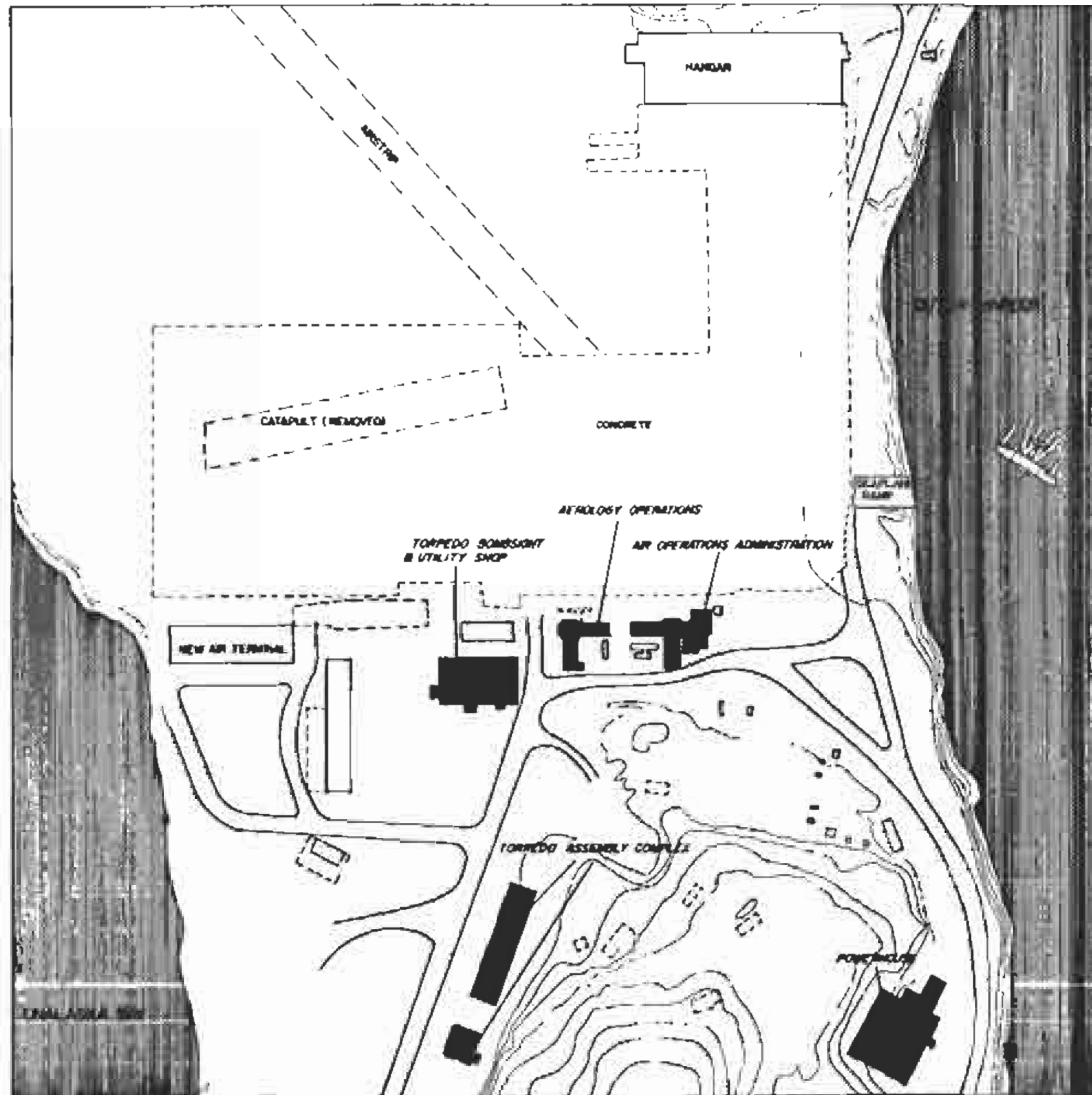


HISTORIC AMERICAN BUILDINGS SURVEY
 NUMBER 2 OF 4
 ALASKA
 AIR OPERATIONS ADMINISTRATION BUILDING
 DUTCH HARBOR, ALASKA
 DRAWN BY: J. A. NAREZ, M. D. BARTHOLOMEW, M.S.S.
 DUTCH HARBOR PROJECT
 PHOTOGRAPHY BY: [unreadable]

034/25000A

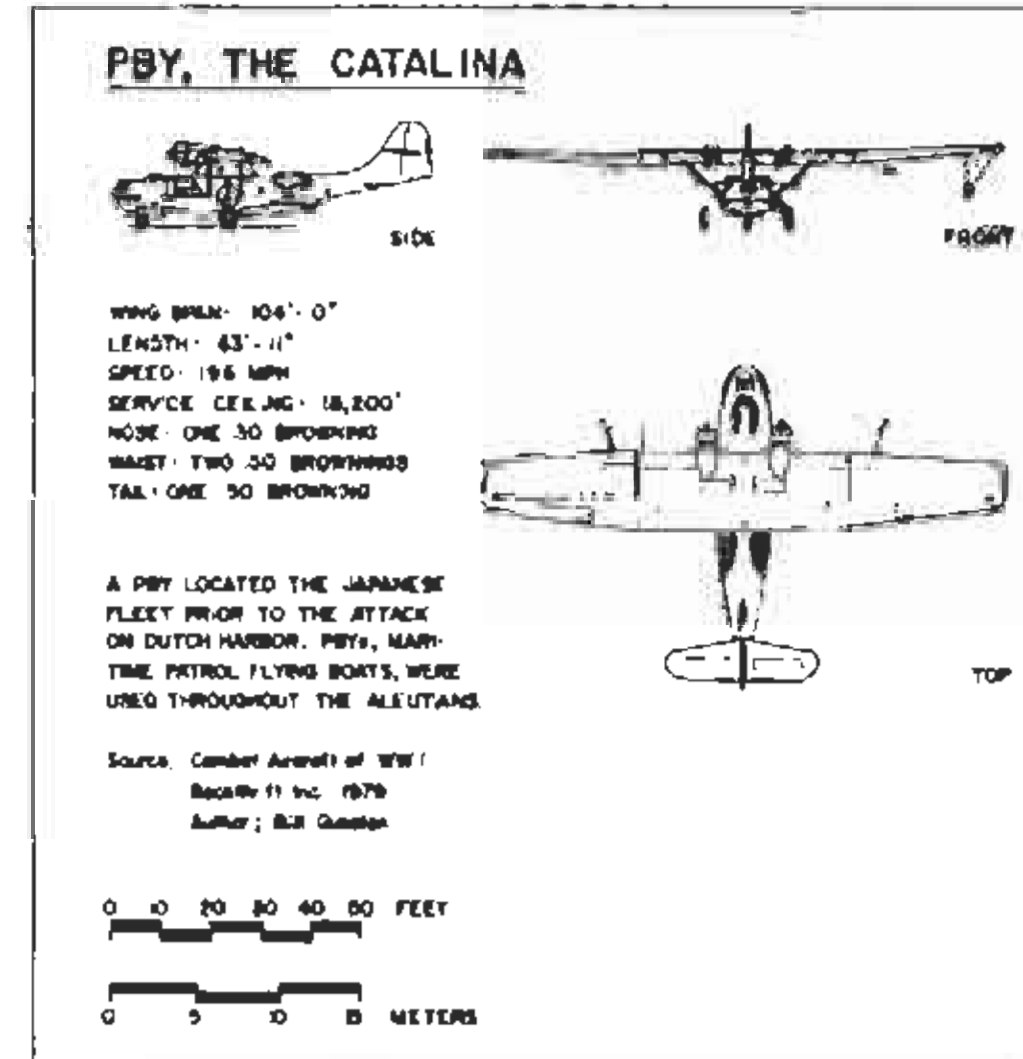


NAVAL AIR STATION



NAVAL AIR STATION SITE PLAN

SCALE: 1" = 100'-0"



A NAVAL AIR STATION WAS ESTABLISHED AT DUTCH HARBOR IN 1941. BECAUSE OF TERRAIN UNSUITABLE FOR A FULL-SCALE AIRFIELD, THE STATION INITIALLY SERVED ONLY SEAPLANES AND CATALINA FLYING BOATS (PBYS). TO ACCOMMODATE LAND-BASED PLANES THE NAVY CONSTRUCTED A SMALL LANDING STRIP EQUIPPED WITH CATAPULT AND ARRESTING GEAR, SIMILAR TO THAT OF AN AIRCRAFT CARRIER. A SHORT (4,385 FEET) RUNWAY WAS SUBSEQUENTLY CARVED OUT OF ROCK AT THE FOOT OF MOUNT BALLYHOOD FOR FIGHTER AIRCRAFT. THE NAVAL AIR STATION INCLUDED A DOUBLE HANGAR, AERODOLOGY AND ADMINISTRATION BUILDINGS, AND A COMPLEX OF STRUCTURES FOR ASSEMBLING AND STORING AVIATION SUPPLIES AND TORPEDOS. THE STATION FORMED A PART OF THE NAVAL OPERATING BASE IN 1942, AND WAS REDUCED TO A NAVAL AIR FACILITY IN 1944. SINCE 1947, THE AIRFIELD AND RELATED BUILDINGS HAVE SERVED AS THE DUTCH HARBOR COMMERCIAL AIRPORT.

HISTORIC ARCHIVES
 BUSHNELL CENTER
 1000 S. 7th Street
 Anchorage, Alaska 99501
 907-261-1234
 NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS
 NAVAL AIR STATION SITE PLAN
 1983
 BILLY D. BARTHOLOMEW, CHIEF, 1983
 DUTCH HARBOR PROJECT
 1983

Handwritten notes:
 10/11/83
 10/11/83



Air Operations Administration Building, Airfield and Hangers.

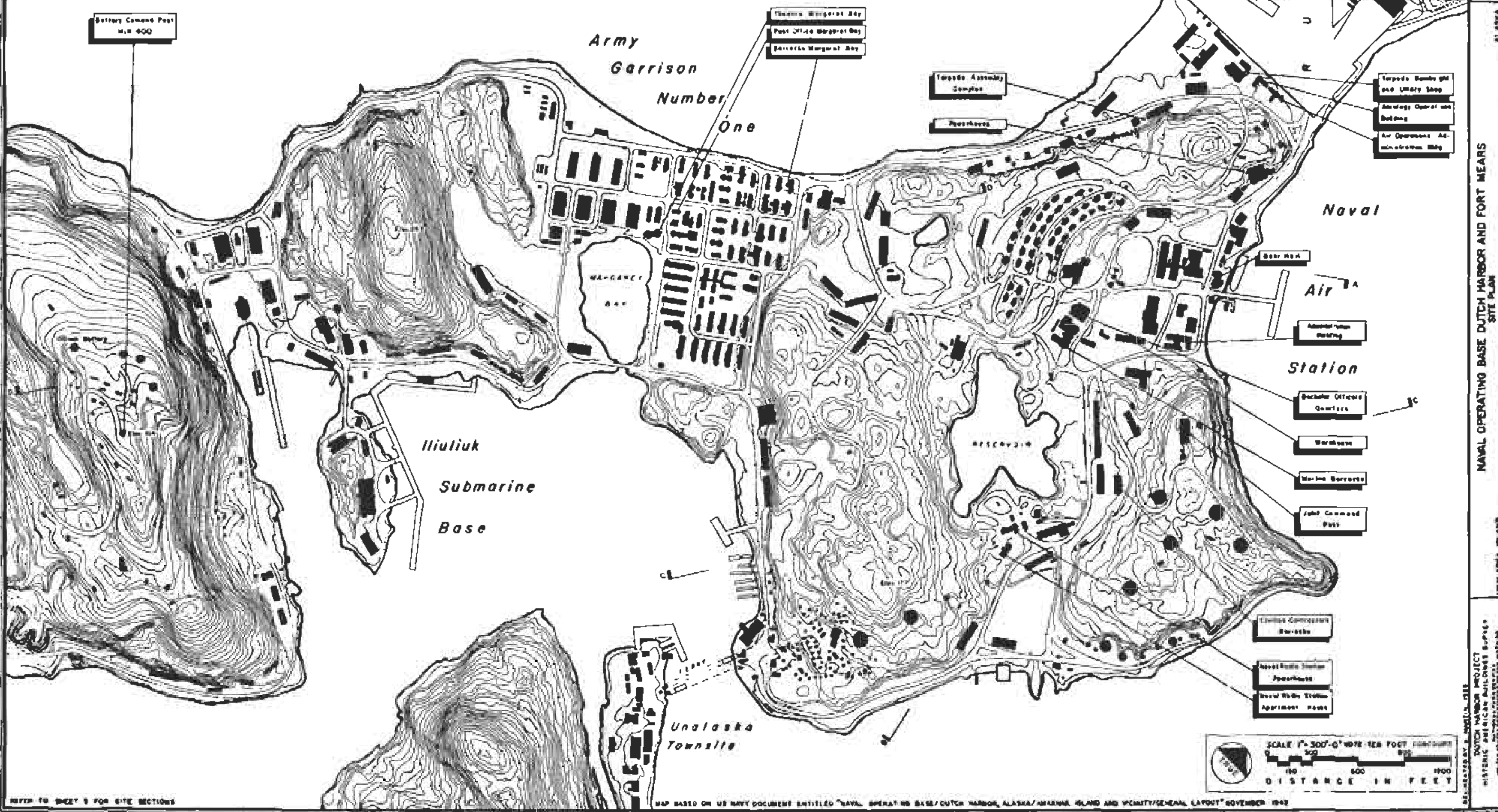


PBYS on Airfield: 1942

NAVAL AIR STATION

DUTCH HARBOR SITE PLAN

A M A K N A K I S L A N D, 1 9 4 2



REFER TO SHEET 5 FOR SITE SECTIONS

MAP BASED ON US NAVY DOCUMENTS ENTITLED "NAVAL OPERATING BASE/DUTCH HARBOR, ALASKA/AMARNA ISLAND AND VICINITY/GENERAL LAYOUT" NOVEMBER 1942

UNALASKA ISLAND

ALASKA

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

SITE PLAN

UNALASKA ISLAND

ALASKA

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

SITE PLAN

UNALASKA ISLAND

ALASKA

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

SITE PLAN

UNALASKA ISLAND

ALASKA

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

SITE PLAN

UNALASKA ISLAND

ALASKA

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

SITE PLAN

UNALASKA ISLAND

ALASKA

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

SITE PLAN

034/25000



*Naval Operating Base Dutch Harbor with Margaret Bay Cantonment,
Fort Mears at left. View to northwest 10 May 1942, which
corresponds to site plan.*

NAVAL OPERATING BASE DUTCH HARBOR

and

FORT MEARS

Unalaska Island, Alaska

IN RESPONSE TO JAPAN'S EXPANSIONIST POLICY IN EASTERN ASIA DURING THE THIRTIES, THE UNITED STATES ESTABLISHED A NAVAL AVIATION SHORE FACILITY AT DUTCH HARBOR IN 1940, ENCOMPASSING ALL OF AMAKNAK ISLAND WITH THE EXCEPTION OF 78.76 ACRES PREVIOUSLY SET ASIDE AS A NAVAL RADIO STATION. NAVAL OPERATING BASE DUTCH HARBOR WAS COMMISSIONED IN 1942 AND COMPRISED THE NAVAL AIR STATION, NAVAL SECTION BASE, ILIULIK SUBMARINE BASE, AND A DETACHMENT OF MARINES, AND INCORPORATED THE NAVAL RADIO STATION.

FORT MEARS WAS ESTABLISHED TO DEFEND THE NAVAL INSTALLATION. CONSTRUCTION OF GARRISON NO. 1 AT MARGARET BAY ON AMAKNAK ISLAND BEGAN IN JANUARY 1941. WHEN THE INITIAL ARMY GARRISON ARRIVED IN MAY 1941, FORT MEARS WAS KNOWN AS "U.S. ARMY TROOPS, UNALASKA." IN SEPTEMBER 1941 FORT MEARS WAS FORMALLY DEDICATED IN HONOR OF COL. FREDERICK MEARS, AN ENGINEER INSTRUMENTAL IN THE CONSTRUCTION OF THE ALASKA RAILROAD. TROOP STRENGTH AT FORT MEARS PEAKED AT 10,000 PERSONNEL. AS THE NUMBER OF TROOPS INCREASED, THE ARMY BEGAN TRANSFERRING FACILITIES AND MEN TO UNALASKA ISLAND, WITHDRAWING FROM AMAKNAK AND LEAVING THAT ISLAND TO THE NAVY IN 1944, WITH THE EXCEPTION OF THE COASTAL DEFENSE BATTERIES AND JOINT COMMAND UNITS.

IN THE SPRING OF 1942 THE JAPANESE IMPERIAL NAVY PREPARED TO STRIKE MIDWAY WITH THE INTENTION OF DESTROYING THE AMERICAN PACIFIC FLEET. THE PLANS CALLED FOR AN ATTACK AGAINST THE ALEUTIANS, BOTH AS A DIVERSIONARY TACTIC AND TO PREVENT THEIR USE AS A STAGING POINT FOR ATTACKS ON THE JAPANESE MAINLAND. ON THE 3RD AND 4TH OF JUNE 1942 THE JAPANESE BOMBED DUTCH HARBOR, KILLING 43 AMERICANS, BUT NOT APPRECIABLY DAMAGING THE BASE. JAPANESE TROOPS OCCUPIED KISKA AND ATTU, RESULTING ONE YEAR LATER IN THE ONLY LAND BATTLE OF WORLD WAR II FOUGHT ON NORTH AMERICAN SOIL. AMERICAN INVASION FORCES TRAINED AT DUTCH HARBOR. AS A DIVERSION, THE ATTACK AGAINST THE ALEUTIANS WAS A FAILURE - JAPAN'S DISASTROUS DEFEAT AT MIDWAY TURNED THE TIDE OF THE WAR AGAINST JAPAN. IN ADDITION, THE BOMBING OF DUTCH HARBOR CAUSED AN UPROAR IN THE LOWER 48 WHICH STRENGTHENED AMERICAN RESOLVE TO BEAT THE JAPANESE AND WIN THE WAR.

THE BUILDINGS AT NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS, PREDOMINANTLY FRAME STRUCTURES ERECTED BETWEEN 1941 AND 1944, WERE BUILT ACCORDING TO STANDARD MILITARY CONSTRUCTION PLANS. UTILITARIAN AND FUNCTIONAL, THEY DISPLAY LITTLE CONCERN FOR ELEMENTS OF STYLE, REFLECTING THE EFFICIENCY AND SPEED WITH WHICH THEY WERE



TERRAZZO FLOOR DETAIL: BACHELOR OFFICERS QUARTERS



ERECTED. THE NAVAL OPERATING BASE WAS DECOMMISSIONED AND ALL PERSONNEL WITHDRAWN IN 1947. FORT MEARS WAS DECLARED SURPLUS IN 1952. MANY OF THE BUILDINGS HAVE BEEN REHABILITATED FOR CIVIC, COMMERCIAL AND RESIDENTIAL USE BY CIVILIANS. THE MAJORITY HAVE BEEN ALLOWED TO DETERIORATE AND HAVE BEEN OR WILL BE RAZED IN ACCORDANCE WITH THE DEFENSE ENVIRONMENTAL RESTORATION PROGRAM, CONDUCTED BY THE U.S. ARMY CORPS OF ENGINEERS.

DOCUMENTATION OF NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS ON UNALASKA AND AMAKNAK ISLANDS WAS UNDERTAKEN BY THE HISTORIC AMERICAN BUILDINGS SURVEY (HABS), A DIVISION OF THE NATIONAL PARK SERVICE, IN COOPERATION WITH THE ALASKA DISTRICT, CORPS OF ENGINEERS. THE PROJECT WAS EXECUTED UNDER THE GENERAL DIRECTION OF ROBERT J. KAPSCH, CHIEF OF HABS/HAER, AND ROGER DONTOR, ALASKA REGIONAL DIRECTOR, NATIONAL PARK SERVICE. RECORDING WAS CARRIED OUT DURING THE SUMMER OF 1985 BY ROBERT SPUDE, PROJECT DIRECTOR; CAREY FEIERABEND, ARCHITECTURAL SUPERVISOR; BRIAN D. BARTHOLOMEW, CLIFF GOODHART, LAWRENCE HUNTER, KENNETH MARTIN AND ALFONSO NARVAEZ, ARCHITECTURAL TECHNICIANS; ELIZABETH MILLER, HISTORIAN; JOHN LOWE III, PHOTOGRAPHER; AND DAVID SNOW, HISTORICAL ARCHITECT.

HISTORIC AMERICAN
BUILDINGS SURVEY
Form 1 or 7 (rev. 11-80)

Project No.
AL-36

STATE
ALASKA

NAME OF PROJECT
NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

LOCATION
UNALASKA ISLAND

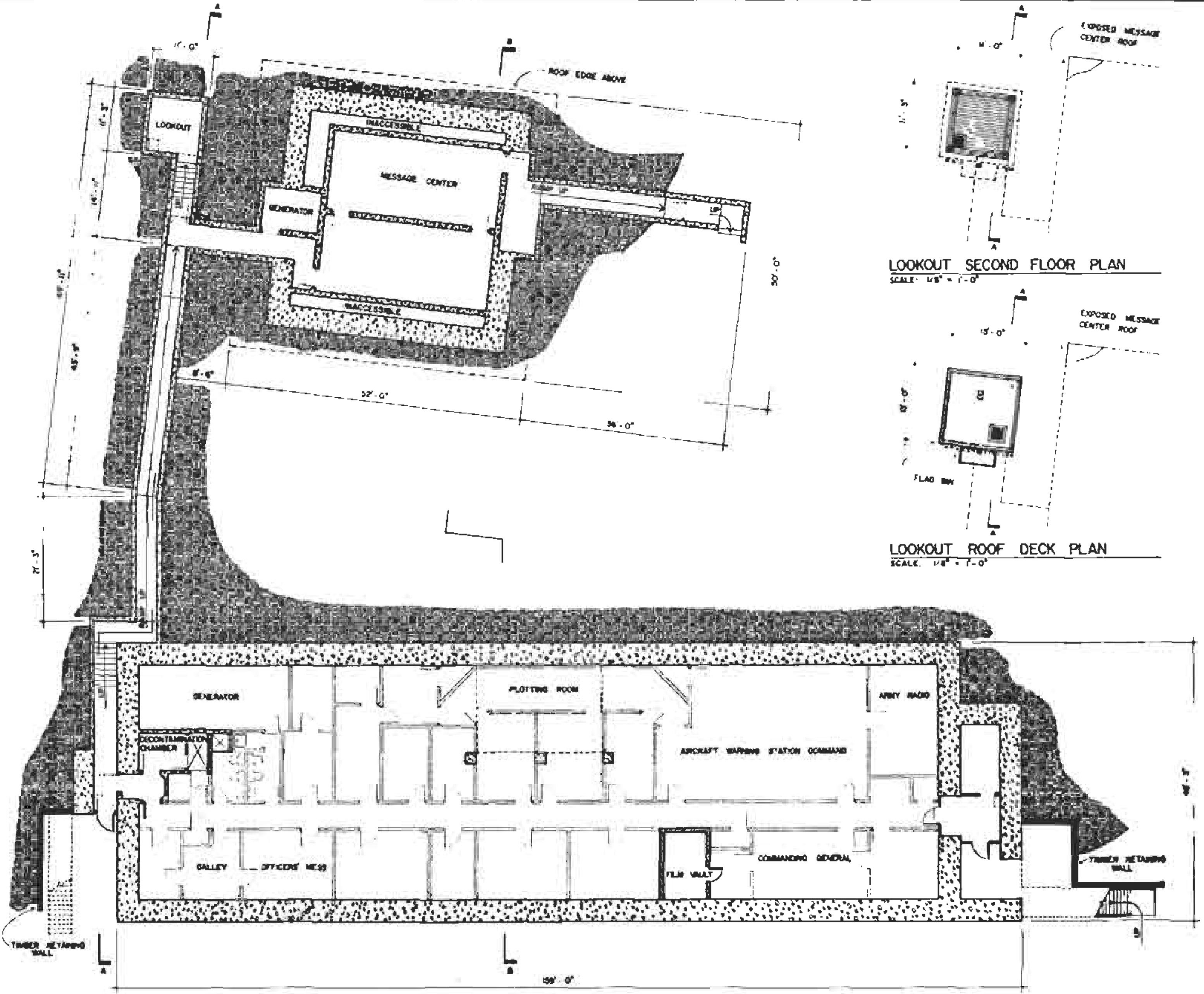
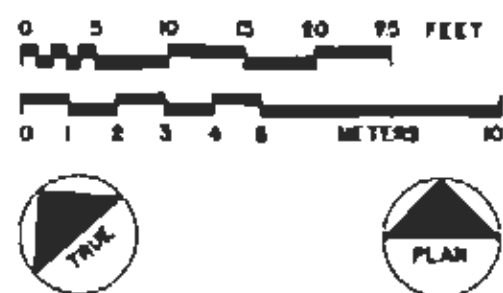
DATE
BRIAN D. BARTHOLOMEW, PSE
DUTCH HARBOR PROJECT
UNALASKA ISLAND

034/25002

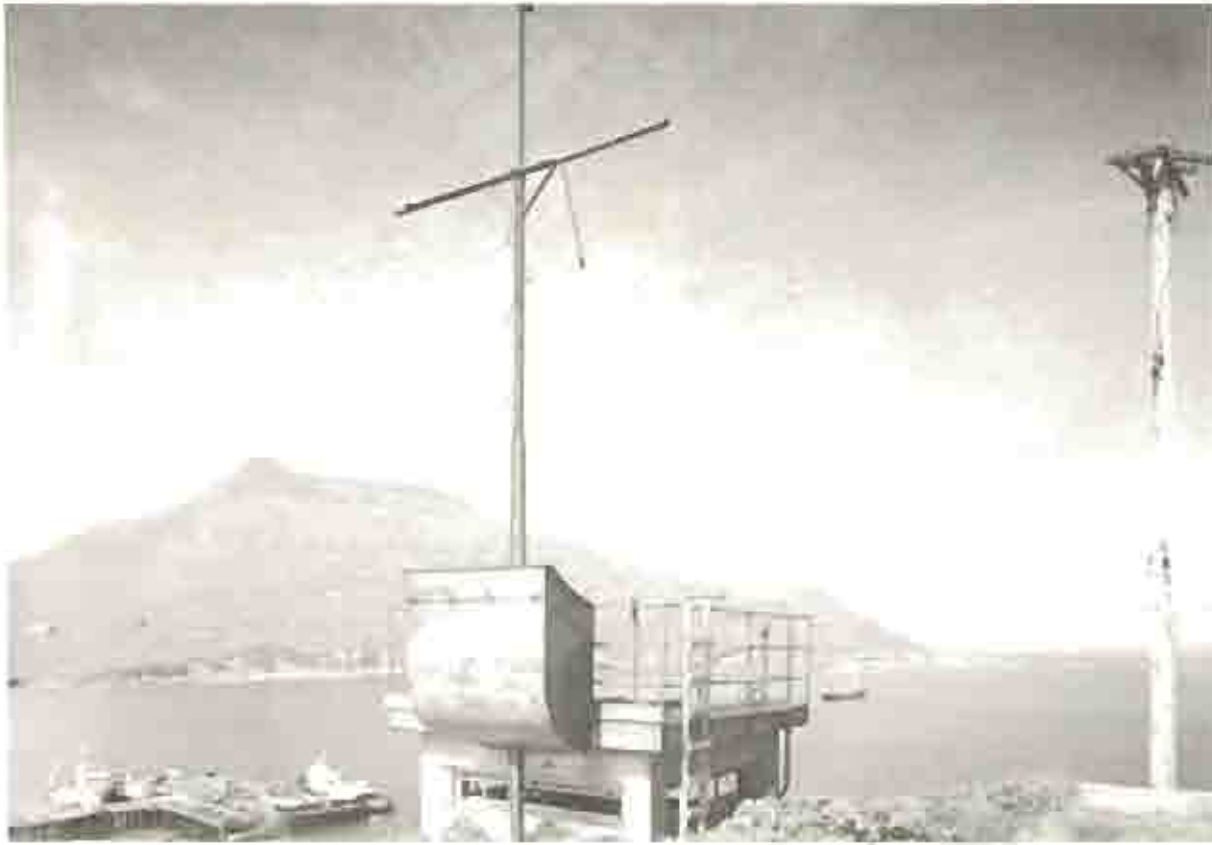
BEGUN IN 1942 AND COMPLETED IN 1943, THE JOINT COMMAND POST IS COMPOSED OF A TWO STORY STRUCTURE LOCATED ON THE WEST SLOPE OF COMMAND POST HILL WITH A REINFORCED CONCRETE GROUND FLOOR AND FRAME OFFICES ON THE SECOND FLOOR, AND AN ADJOINING UNDERGROUND REINFORCED CONCRETE MESSAGE CENTER IN THE HILL CREST. CONCRETE-LINED TUNNELS EXCAVATED INTO THE HILLSIDE CONNECT THE TWO STRUCTURES. THE JOINT COMMAND POST SERVED TO FURTHER THE AIM OF COOPERATION BETWEEN THE ARMY AND NAVY COMMANDS AT DUTCH HARBOR DURING WORLD WAR I. THE STRUCTURE HAS ESCAPED MAJOR ALTERATIONS AND ADDITIONS, BUT SHOWS SIGNIFICANT DEGRADATION. A FIRE GUTTED THE GROUND FLOOR AND MESSAGE CENTER INTERIORS IN 1982.

- MATERIALS NOTES**
- GROUND FLOOR AND MESSAGE CENTER**
 - ROOF:** REINFORCED CONCRETE.
 - WALLS:** REINFORCED CONCRETE.
 - FOUNDATION:** REINFORCED CONCRETE.
 - SECOND FLOOR:**
 - ROOF:** CEDAR SHINGLES ON BITUMINOUS ROOFING FELT ON 3/4" X 7" SHEATHING ON 2" X 8" TRUSS STRUCTURE.
 - WALLS:** CEDAR SHINGLES ON 3/4" X 7" DIAGONAL BEAMS ON 2" X 8" STUDS.
 - FLOOR:** LINOLEUM TILES OR SHEETS ON 1/2" X 3/4" TONGUE AND GROOVE ON 3/4" X 7" DIAGONAL SUBFLOORING ON 2" X 10" JOIST.

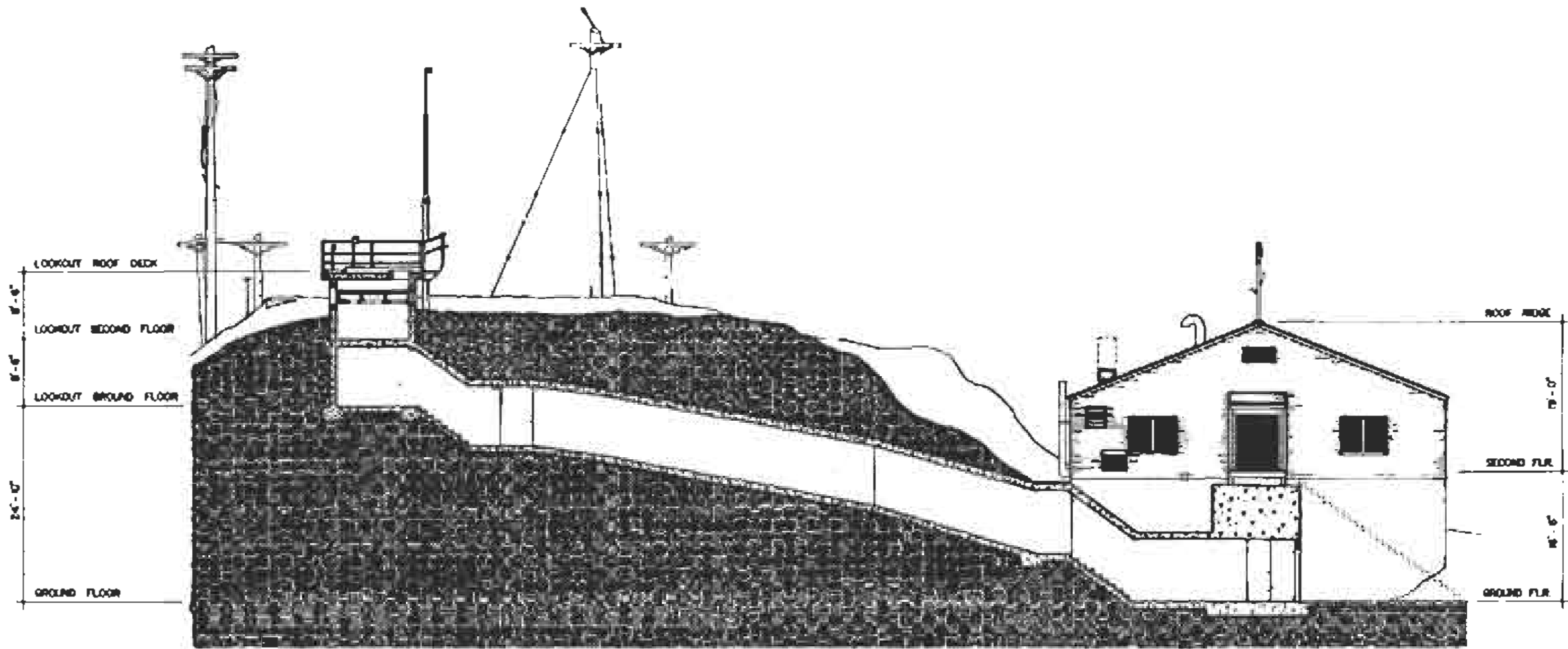
GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"



HISTORIC AMERICAN BUILDING SURVEY
 ALASKA
 LITTLESIKTA ISLAND
 JOINT COMMAND POST
 MAIL OPERATING BASE DUTCH HARBOR AND PORT HELMS
 BRUNO D. BARTHOLOMEW, FRO
 DUTCH HARBOR PROJECT
 034/25000E

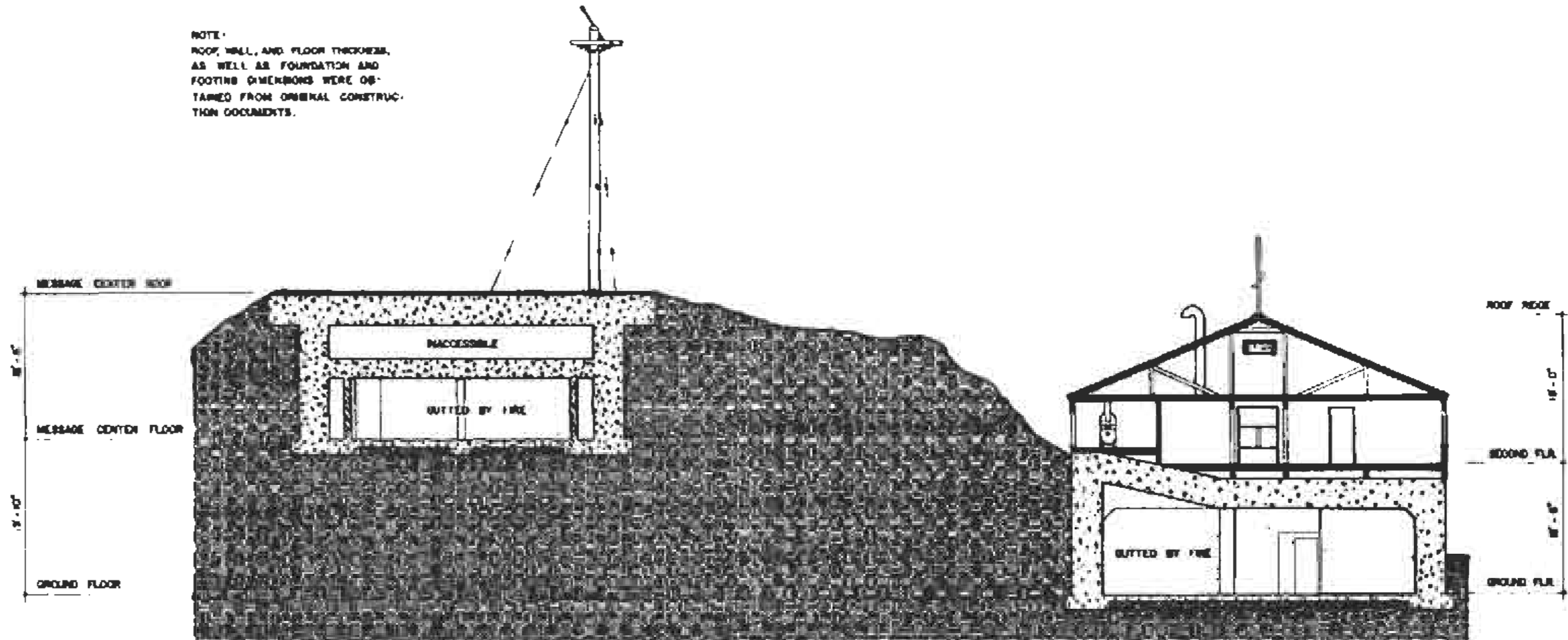


SECTION A-A
SCALE 1/8" = 1'-0"



NOTE:
ROOF, WALL, AND FLOOR THICKNESS,
AS WELL AS FOUNDATION AND
FOOTING DIMENSIONS WERE OBTAINED
FROM ORIGINAL CONSTRUCTION
DOCUMENTS.

SECTION B-B
SCALE 1/8" = 1'-0"



NATIONAL ARCHITECTURAL
BUILDINGS SURVEY

NO. 344
ALASKA

UNALASKA REGION

UNALASKA REGION

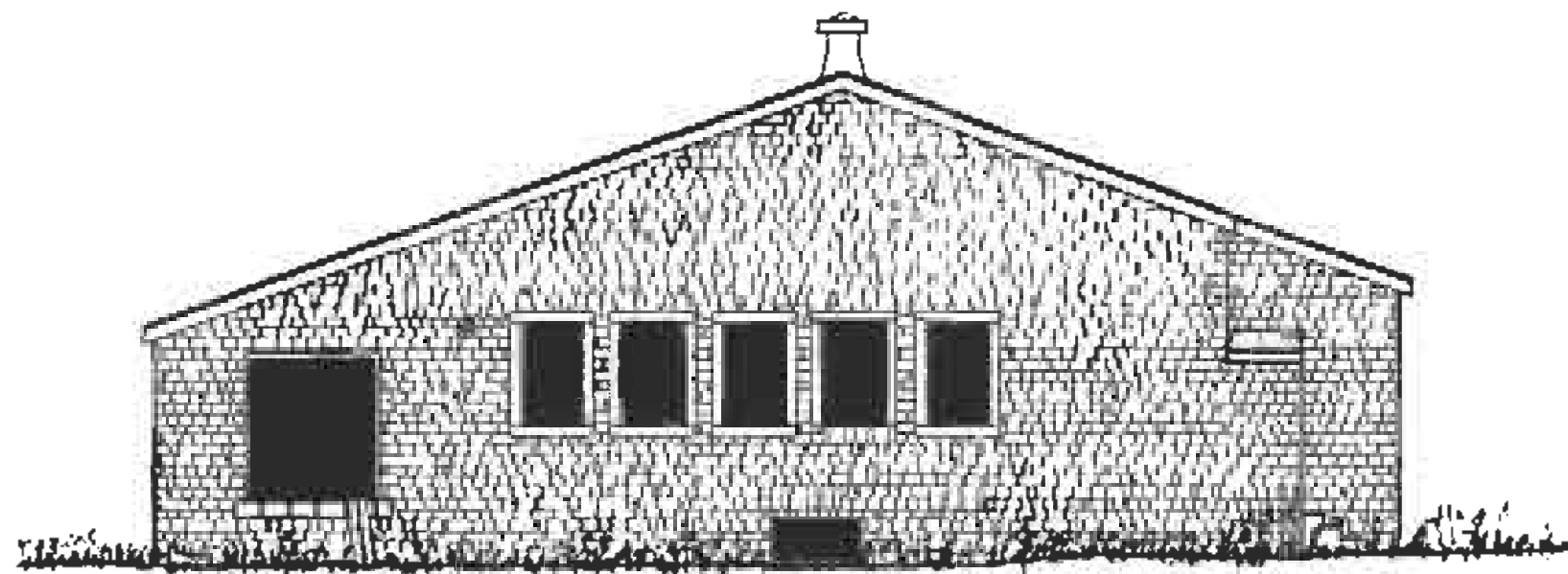
JOINT COMMAND POST

UNALASKA REGION
UNALASKA REGION
UNALASKA REGION

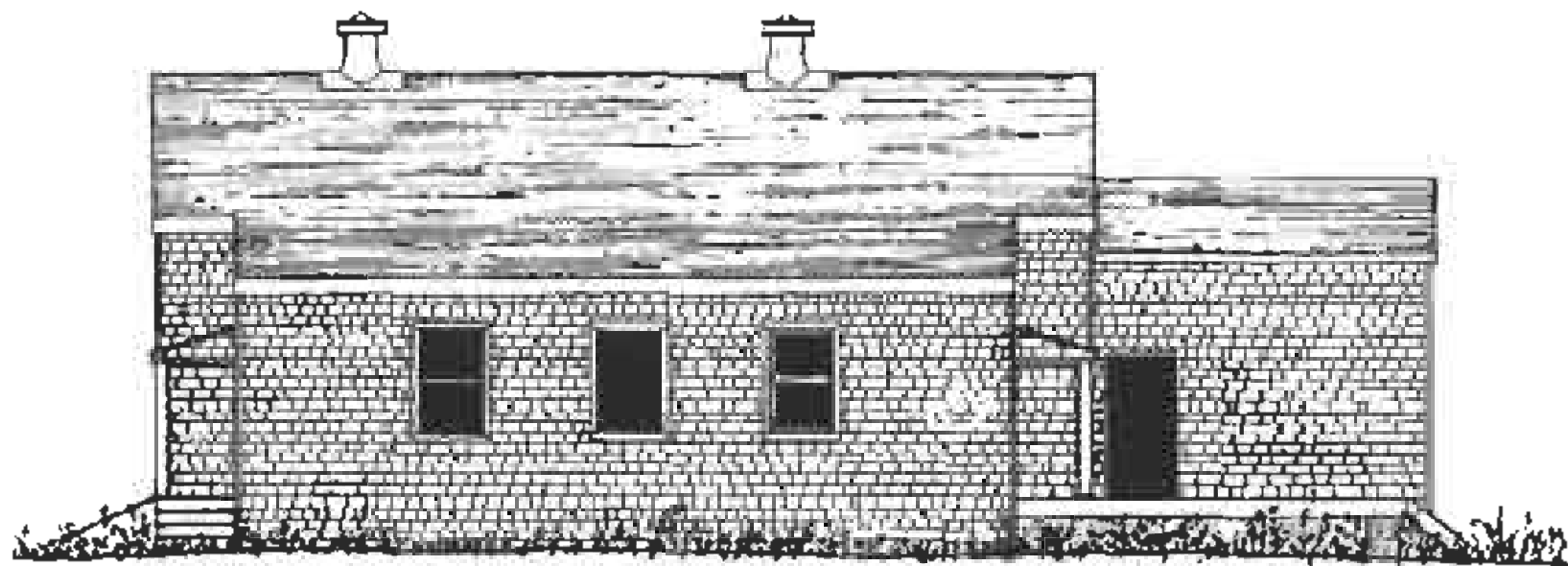
UNALASKA REGION
UNALASKA REGION
UNALASKA REGION

031/2500DE

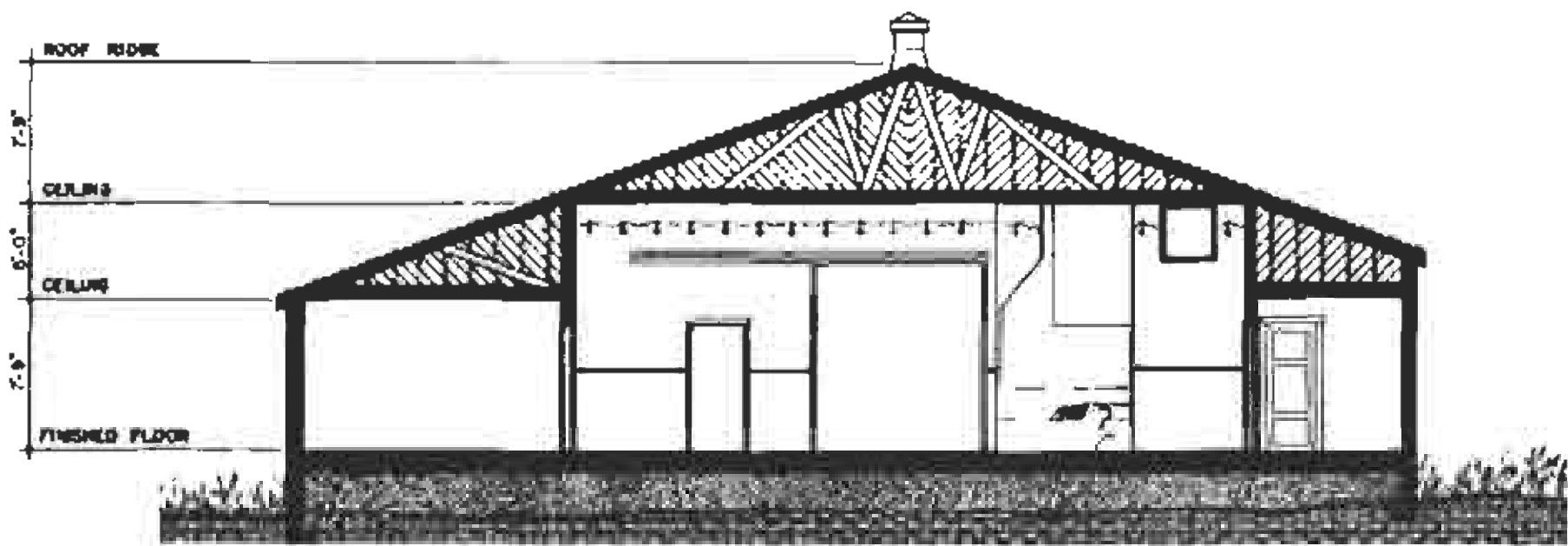




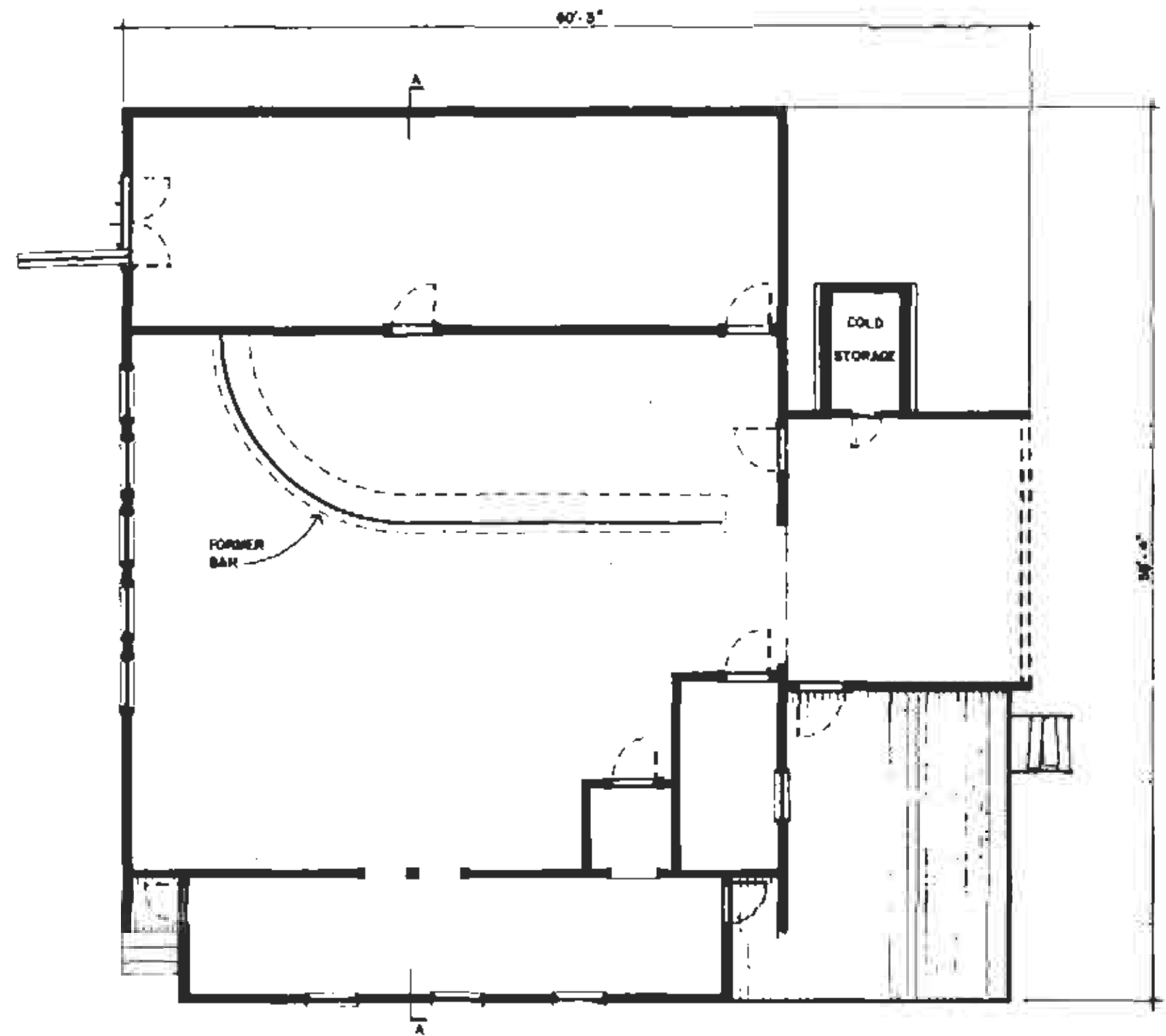
WEST ELEVATION
SCALE 3/16" = 1'-0"



SOUTH ELEVATION
SCALE 3/16" = 1'-0"



SECTION A-A
SCALE 3/16" = 1'-0"



PLAN

SCALE 3/16" = 1'-0"



INTERIOR OF THE BUILDING FEATURED AN ANCHOR AND LINE MOTIF PAINTED ON THE WALL OF THE BAR

THE BEER HALL IS A FINE EXAMPLE OF A STRUCTURE WITH A RECREATIONAL USE, CONSTRUCTED TO FOSTER MORALE, AND REPRESENTS AN EFFORT TO PROVIDE REST AND RELAXATION FOR NAVAL PERSONNEL STATIONED ON THE ISOLATED BASES OF THE ALEUTIAN ISLANDS. THE INTERIOR OF THE BUILDING FEATURED AN ANCHOR AND LINE MOTIF PAINTED ON THE WALL OF THE BAR

MATERIALS NOTES: WOOD FRAME WITH WOOD SHINGLES ON WALL AND ROOF SURFACES

FIELD NOTES AND MEASUREMENTS TAKEN BY JOHN A. BURNS AND ROBYE LANGE IN NOVEMBER, 1984

HYSTONIC AND RECAR
BUILDINGS SURVEY

AK-343

ALASKA

UNALASKA ISLAND

BEER HALL

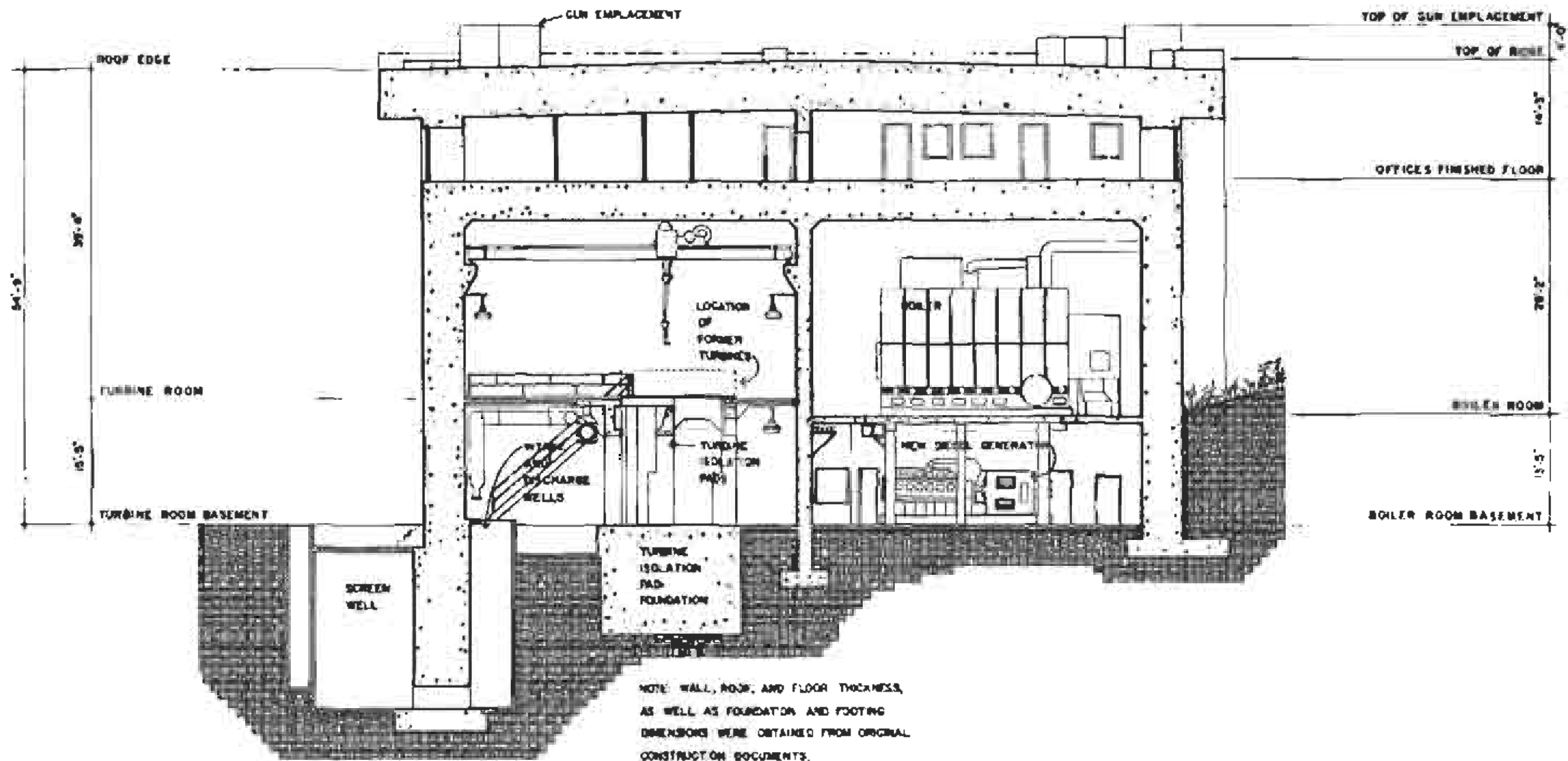
NAVAL OPERATING BASE DUTCH HARBOR AND FORT NEAR

PROJECT
DUTCH HARBOR PROJECT
UNALASKA ISLAND

03/1/85

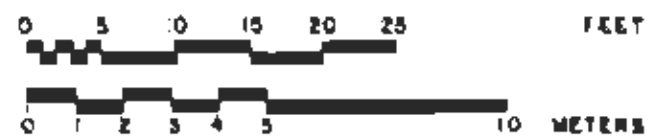
John Burns





SECTION A-A

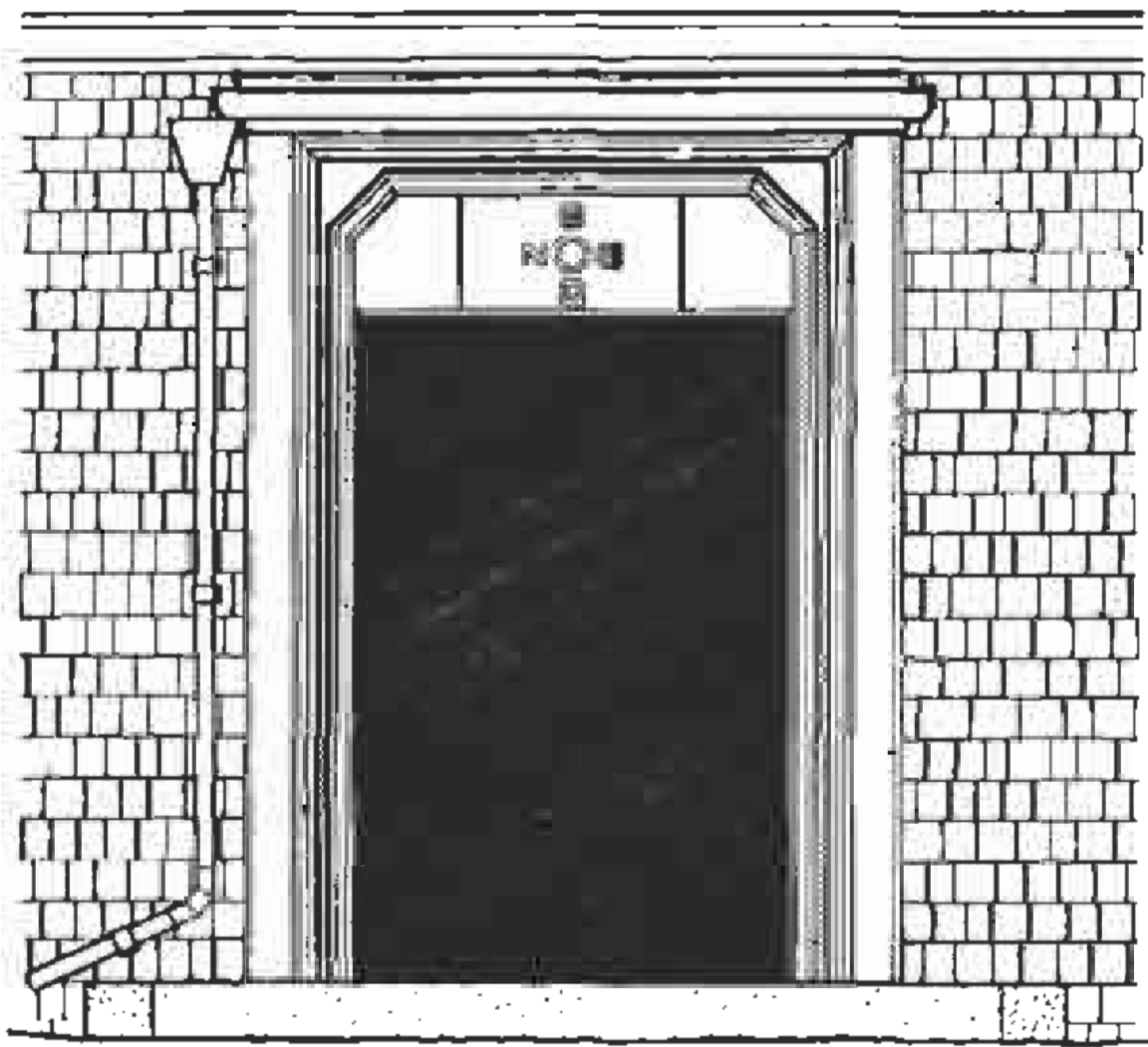
SCALE: 1/8" = 1'-0"



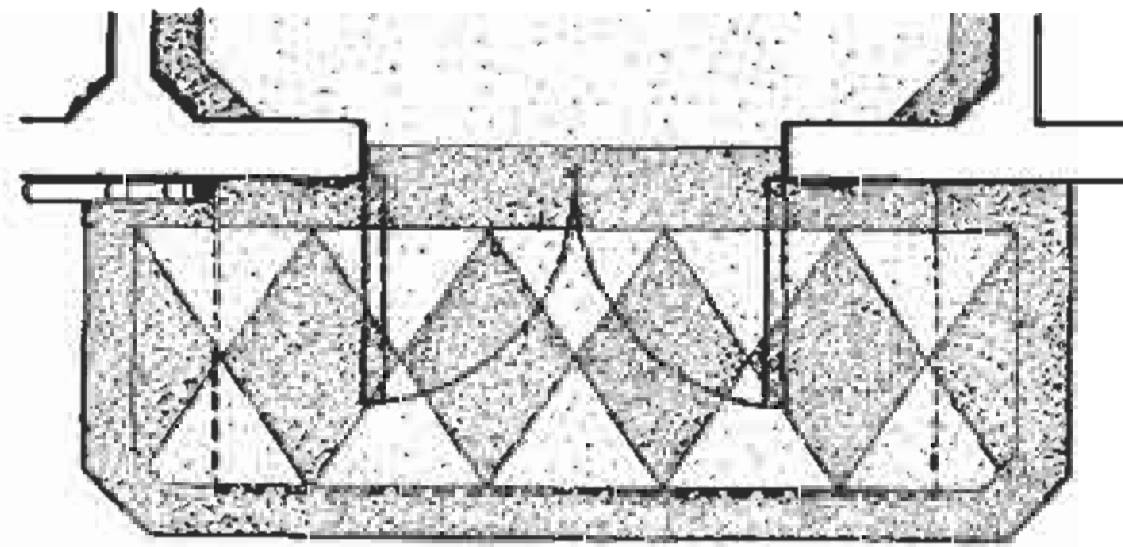
HISTORIC AMERICAN BUILDINGS SURVEY
 No. 1014
 ALASKA
 UNALASKA ISLAND
 POWERHOUSE
 NAVAL OPERATING BASE, DUTCH HARBOR, AND FORT HEARS
 1:10000
 25000H

BY MICROFILM





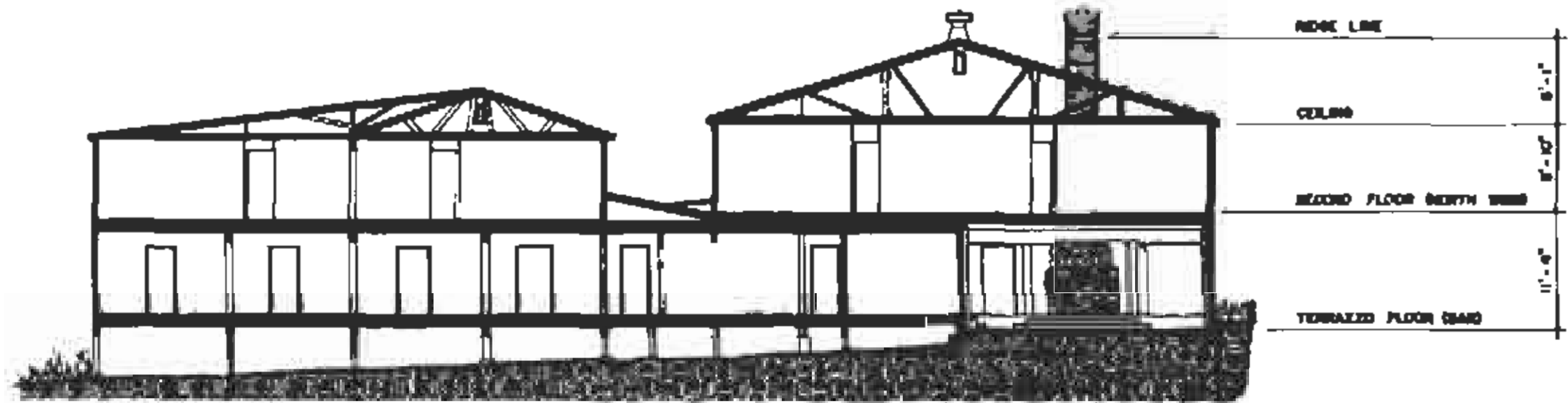
ELEVATION DETAIL: MAIN ENTRY
SCALE: 3/4" = 1'-0"



PLAN DETAIL: MAIN ENTRY
SCALE: 3/4" = 1'-0"



EAST (FRONT) ELEVATION
SCALE: 1/8" = 1'-0"



SECTION A-A
SCALE: 1/8" = 1'-0"

ROOF LINE
CEILING
SECOND FLOOR BIRTH LINE
TERRAZED FLOOR GRADE

6'-1"
8'-10"
11'-0"



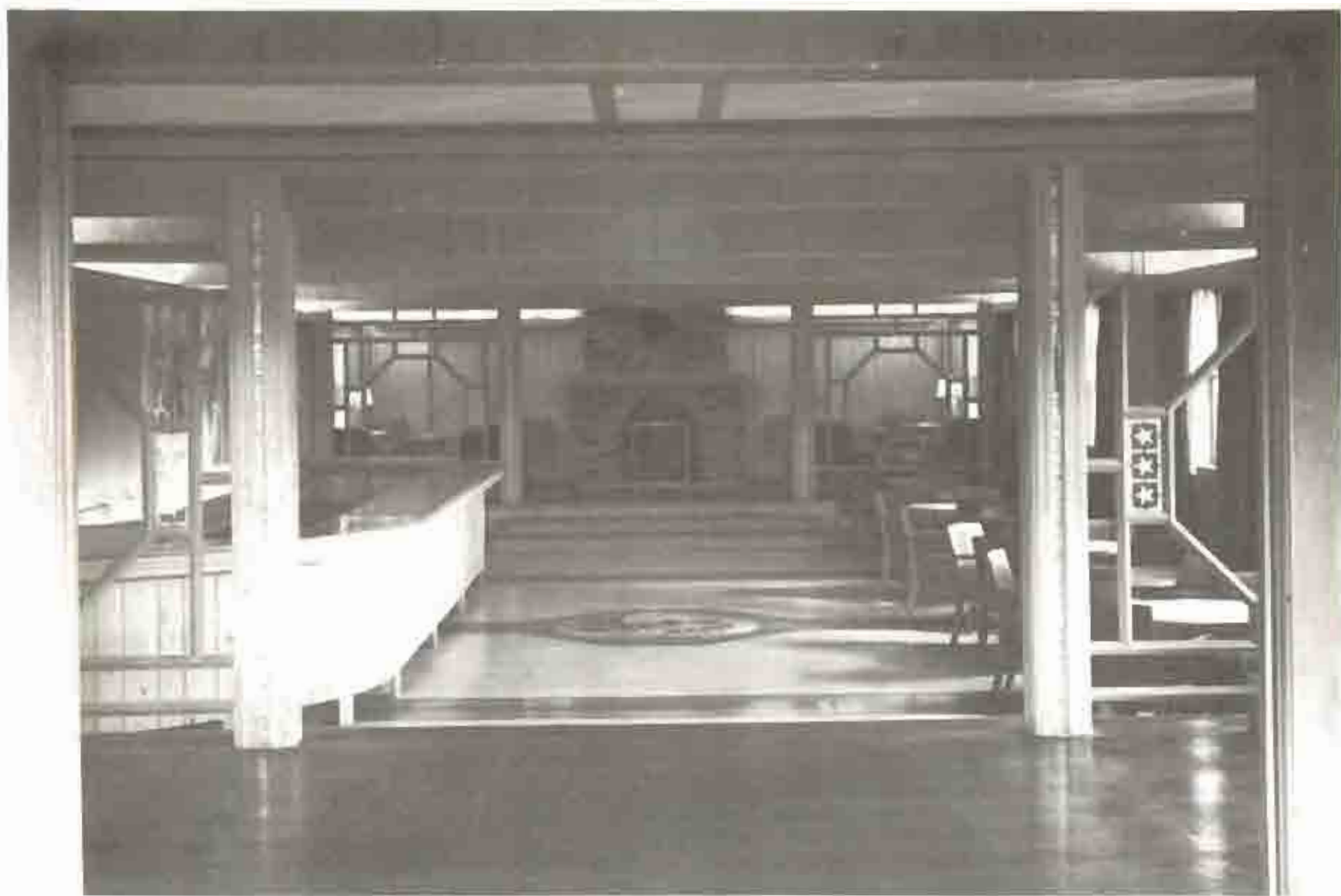
WEST ELEVATION
SCALE: 1/8" = 1'-0"



HISTORIC AMERICAN BACHELOR OFFICERS QUARTERS
 ALABAMA
 DUTCH HARBOR PROJECT
 ARCHITECTURAL RECORDS
 DRAWING NO. 101-341
 SHEET 3 OF 8 SHEETS
 DATE: 1961

0161 101-341-3

MICROFILM



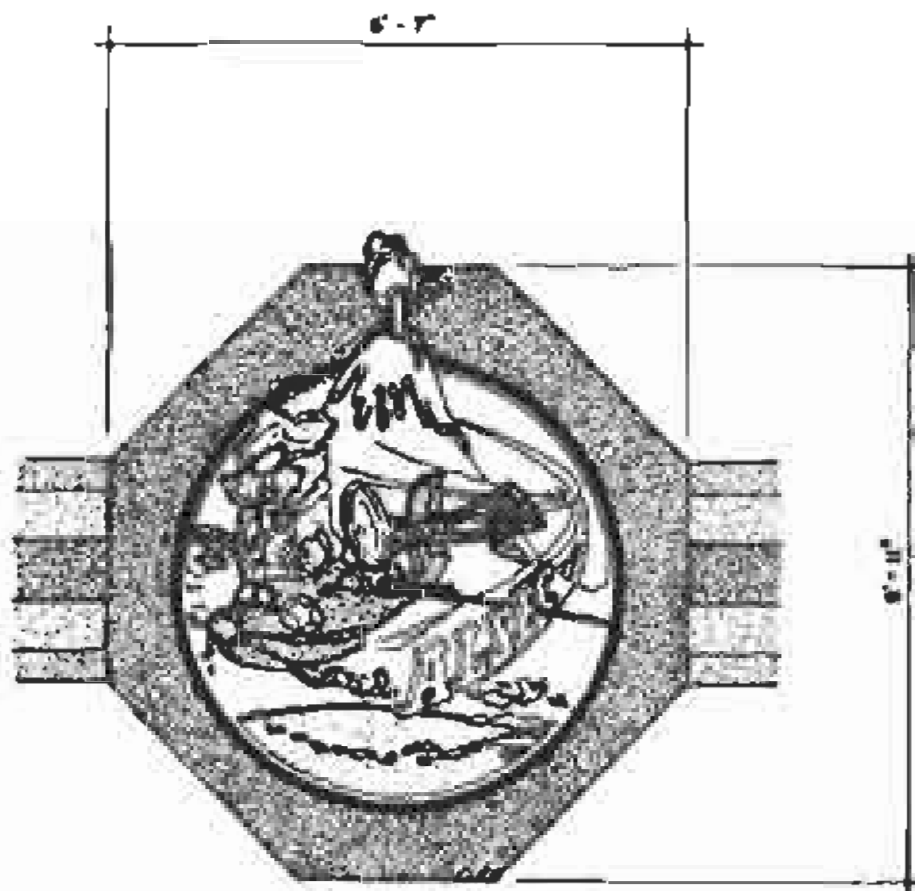
4 September 1943



November 1984

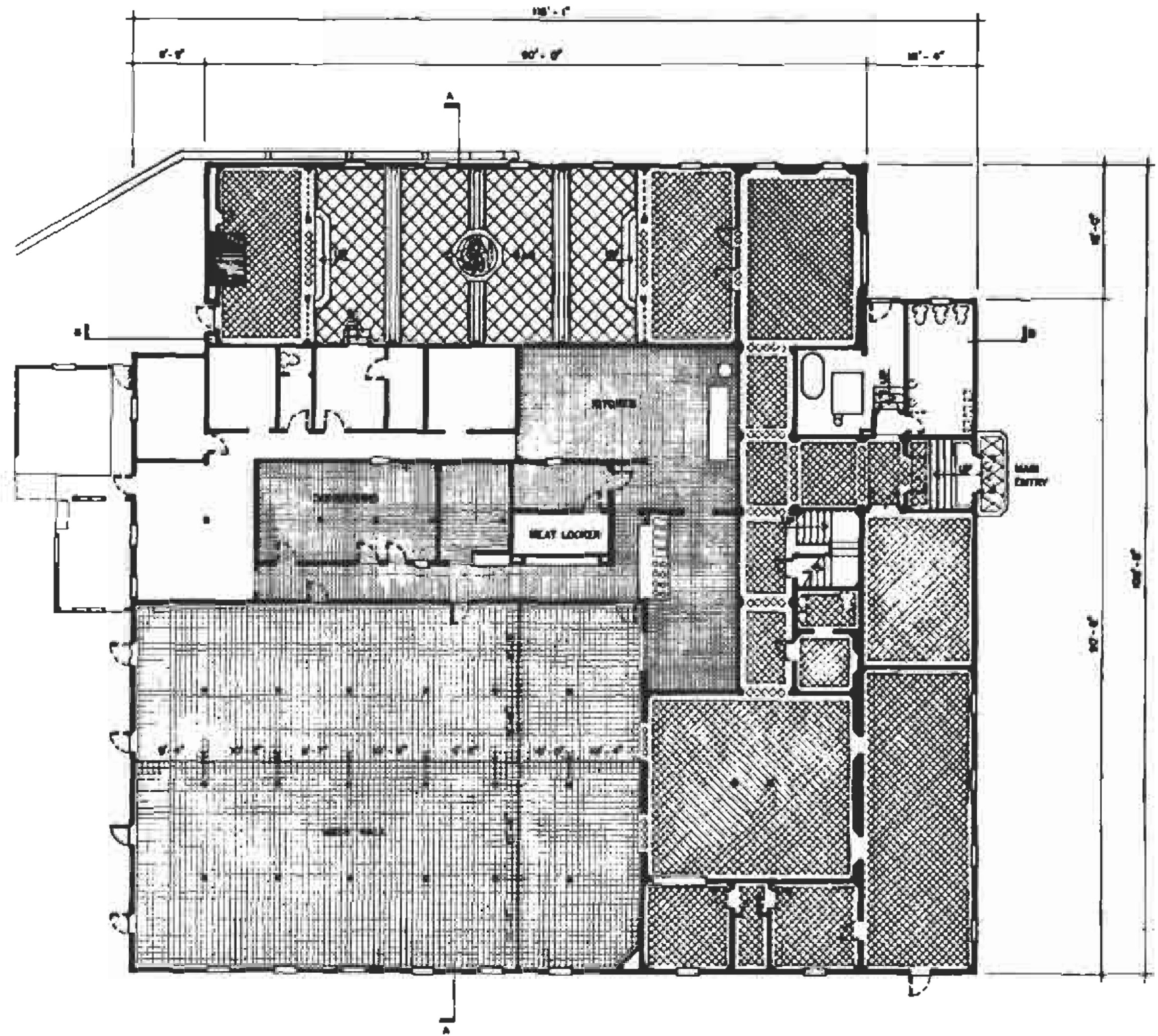


THE BCG WAS BUILT IN 1941 AND BRIEFLY SERVED AS BARRACKS FOR MARINE PERSONNEL. THE BUILDING WAS ORIGINALLY L-SHAPED IN PLAN. THE SOUTH WING WAS EXPANDED SOUTHWARD IN EARLY 1943 AND AT THE SAME TIME, A SHALLOW ADDITION ERRECTED ON THE SOUTHEAST CORNER OF THE ORIGINAL BLOCK CREATING A NEW ENTRANCE. IN THE SUMMER OF 1945 AN EXISTING 1-STORY NORTH WING WAS RAZED AND A 2-STORY WING ERRECTED, CONTAINING A BAR ON THE FIRST FLOOR AND BARRACKS ON THE SECOND. INLaid IN THE TERRAZZO FLOOR OF THE BAR IS A LOGO BEARING THE LEGEND "ALSEC", AN ACRONYM FOR "ALASKAN SECURITY COMMAND." UPON COMPLETION, A SHEATHING OF WOOD SHINGLES GAVE THE FRAME STRUCTURE A UNIFIED APPEARANCE.



TERRAZZO FLOOR DETAIL

SCALE: 3/4" = 1'-0"



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"



HISTORIC AMERICAN BUILDINGS SURVEY

PROJECT NO. ALC-141

ALASKA

BACHELOR OFFICERS QUARTERS
UNALASKA ISLAND
DUTCH HARBOR AND PORT NEARBY

DESIGNED BY: BRIAN D. BARTHOLOMEW, 1988
DUTCH HARBOR PROJECT
FOR THE NATIONAL ARCHIVES

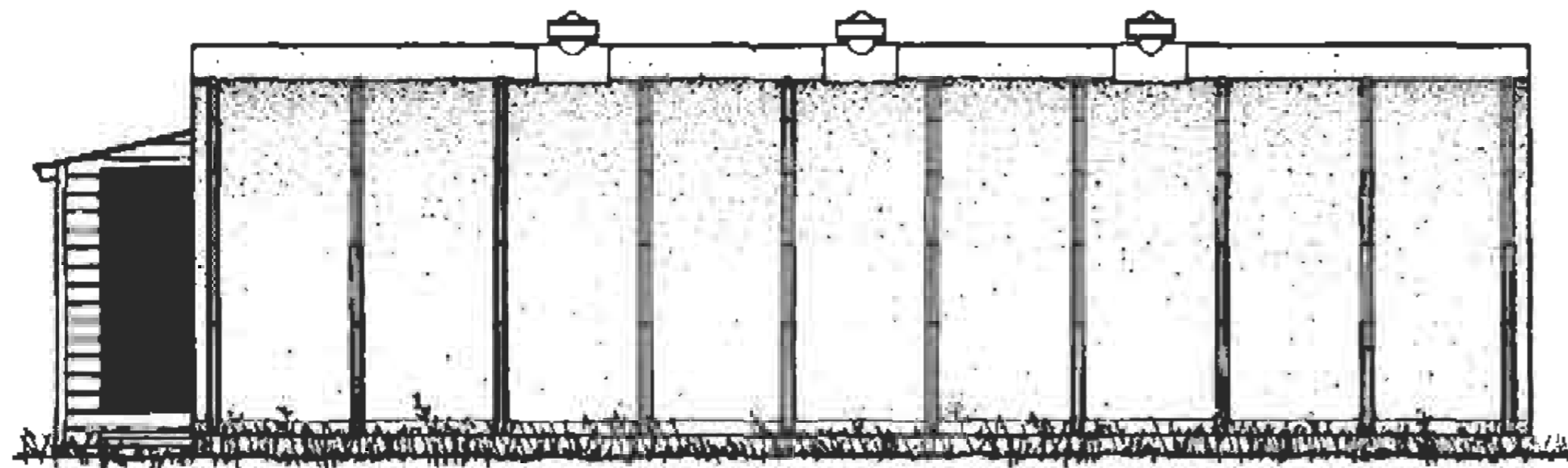
034/250003

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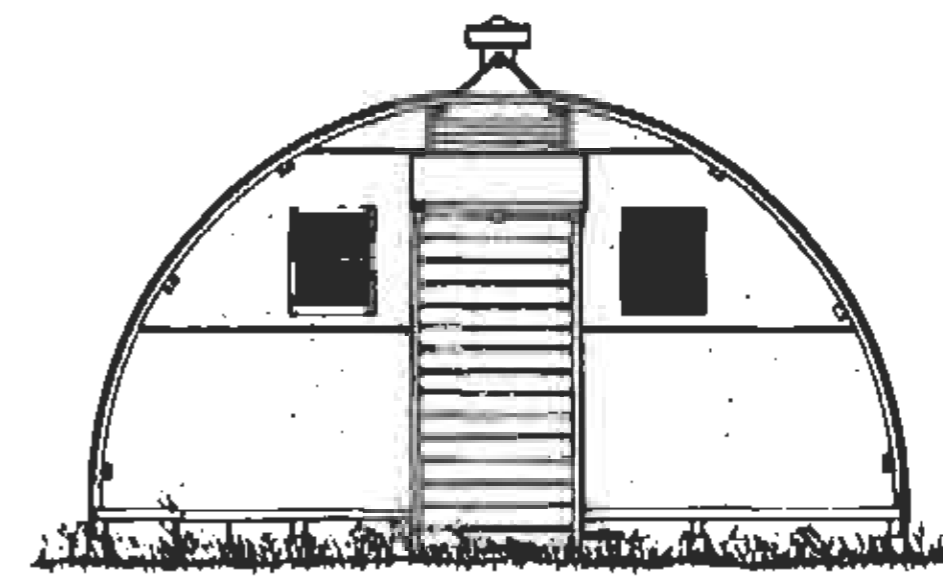


BUILT IN 1942, THIS PACIFIC HUT TYPED THOSE USED BY BOTH ARMY AND NAVY AT DUTCH HARBOR. MODELED AFTER THE QUONSET HUT, THE PACIFIC HUT WAS MADE OF PREFABRICATED LAMINATED WOOD SECTIONS, USING FOREST PRODUCTS INSTEAD OF CRITICAL MATERIALS SUCH AS STEEL. THE PACIFIC HUT SAW EXTENSIVE USE ON ALASKAN MILITARY BASES DURING THE PEAK YEARS OF WARTIME CONSTRUCTION 1942-1943 AND PROVED IDEAL FOR USE IN THE ALEUTIANS, BEING LIGHTWEIGHT, EASILY ASSEMBLED, AND IMPERVIOUS TO WIND AND WATER. THE CORPS OF ENGINEERS RAZED THE HUTS IN 1985 IN ACCORDANCE WITH THE DEFENSE ENVIRONMENTAL RESTORATION PROGRAM.

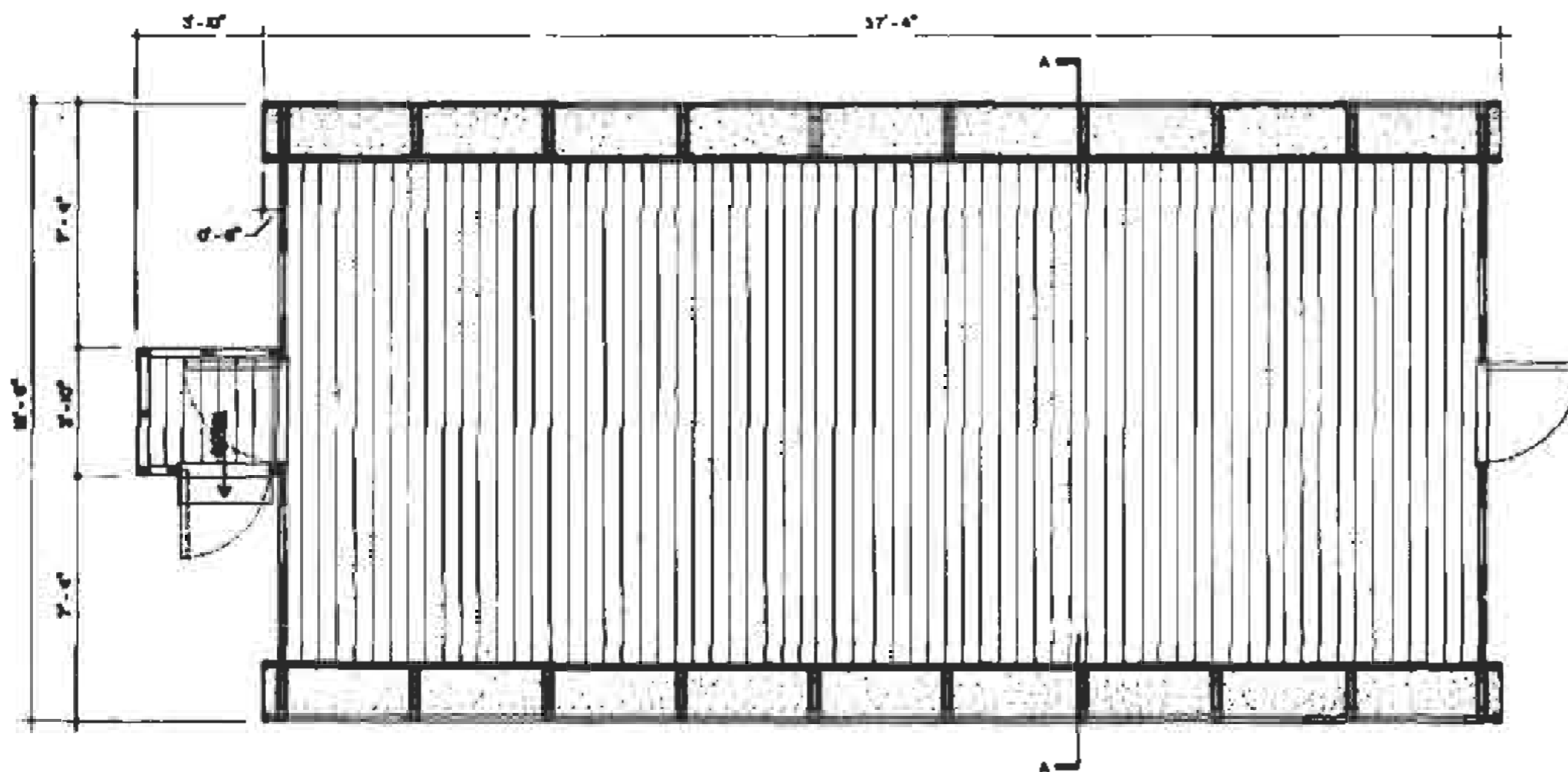
MATERIALS NOTES:
ROOF/WALLS: ROCKWOOL SANDWICHED BY 1/2" W.P. CELOTEX. EACH SIDE CONSISTS OF NINE PANELS CONNECTED BY TEN SETS OF METAL PINS. CONTINUOUS MONITOR ALONG ROOF RIDGE.
FLOORING: TONGUE AND GROOVE ON 2 1/2" X 3 1/2" JOISTS ON 3 1/2" X 5 1/2" GIRDERS.
FOUNDATION: 3 1/2" X 5 1/2" WOOD POSTS.



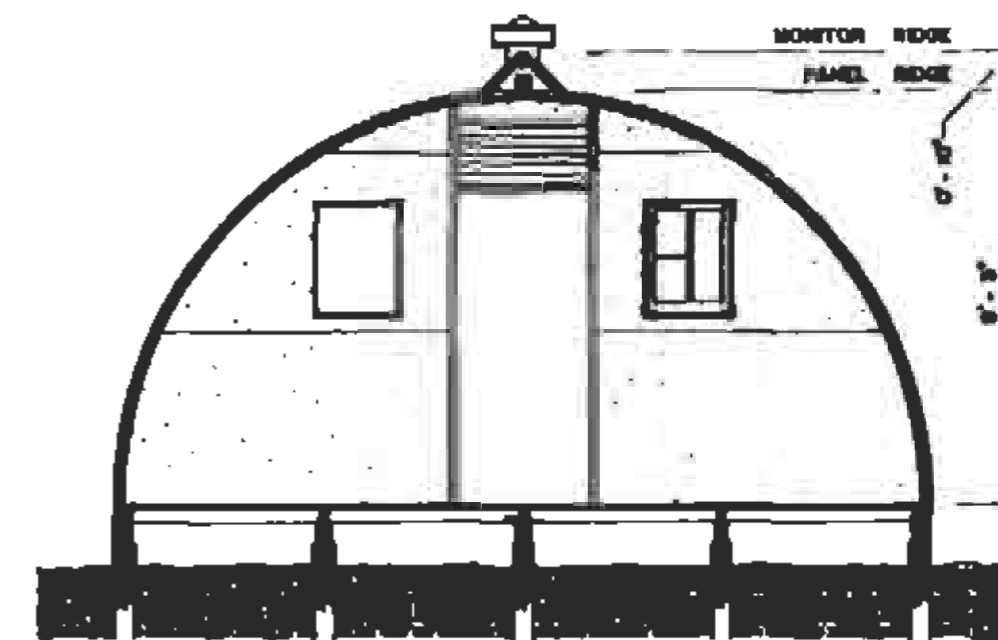
SOUTH ELEVATION
 SCALE: 3/8" = 1'-0"



WEST ELEVATION
 SCALE: 3/8" = 1'-0"



FLOOR PLAN
 SCALE: 3/8" = 1'-0"



SECTION A-A
 SCALE: 3/8" = 1'-0"

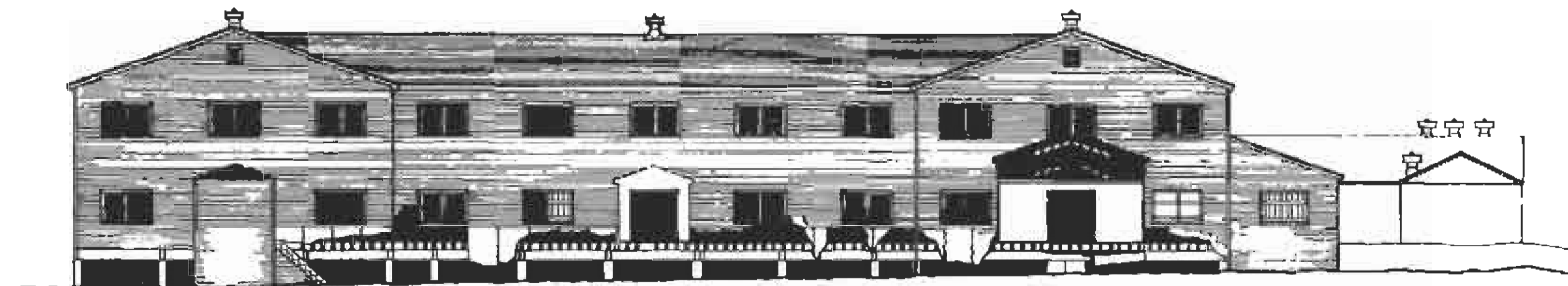


HISTORIC AMERICAN BUILDINGS SURVEY
 ALASKA
 UNALASKA ISLAND
 PACIFIC HUT
 DUTCH HARBOR AND FORT BELKAMP
 NATIONAL OPERATING BASE
 BRUCE D. BARTHOLOMEW, 1988
 DUTCH HARBOR PROJECT
 NATIONAL OPERATING BASE

034/250000

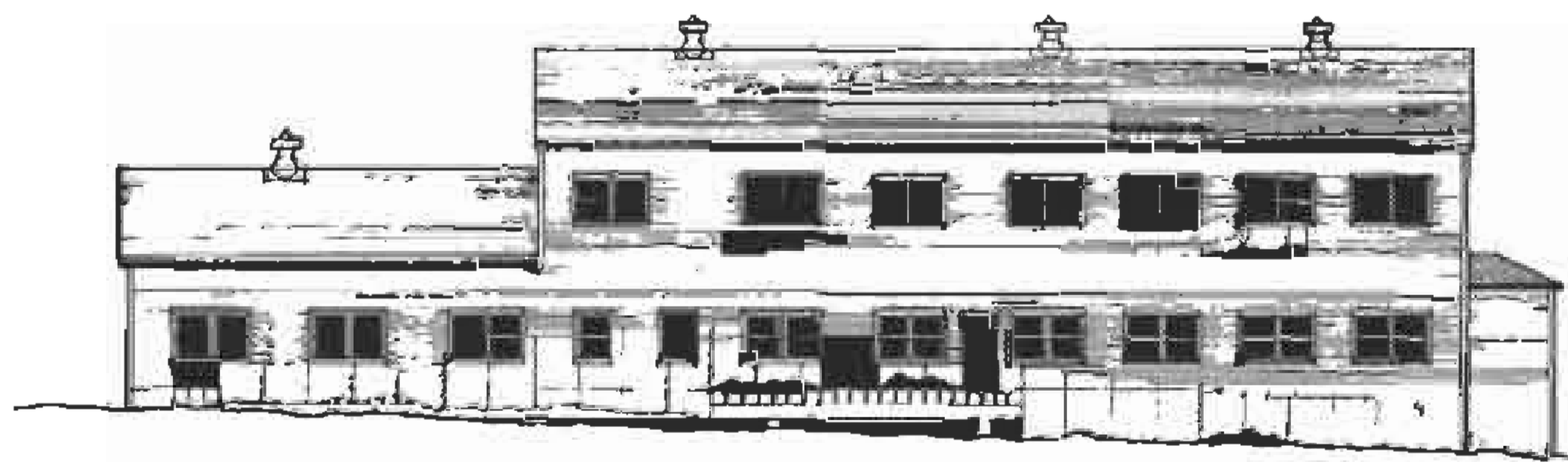
300 MICROFILM





EAST ELEVATION
SCALE: 1/8" = 1'-0"

BUILT IN THE FALL OF 1940, THE MARINE BARRACKS WAS THE FIRST BUILDING ERECTED AT NAVAL OPERATING BASE DUTCH HARBOR. THE G-SHAPED FRAME STRUCTURE, KNOWN AS "MARINE BARRACKS, DUTCH HARBOR", WAS OPERATED AS A SELF-AUTONOMOUS MARINE INSTALLATION IN COOPERATION WITH THE NAVAL BASE. THE MARINE DETACHMENT GRADUALLY REDUCED IN SIZE AS ARMY AND NAVY PERSONNEL INCREASED. IN MAY OF 1941, THE MARINE BARRACKS WAS CONVERTED TO CONTRACT-WORKER USE WITH A MESS HALL IN THE NORTH WING, AN OPEN BAY DORMITORY ON THE SECOND FLOOR, AND THE ADDITION OF THREE ENCLOSED ENTRANCE PORCHES ON THE EAST ELEVATION. THE STRUCTURE SERVED IN THAT CAPACITY UNTIL CIVILIAN CONTRACT PERSONNEL WERE WITHDRAWN IN DECEMBER 1942, AT WHICH TIME THE BUILDING RETURNED TO ITS ORIGINAL USE. A BAKERY WAS ADDED TO THE NORTH ELEVATION IN 1942. THE MARINE BARRACKS HAS DETERIORATED AND AS SUCH IS SLATED FOR DEMOLITION IN ACCORDANCE WITH THE DEFENSE ENVIRONMENTAL RESTORATION PROGRAM.



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

C34/25005K

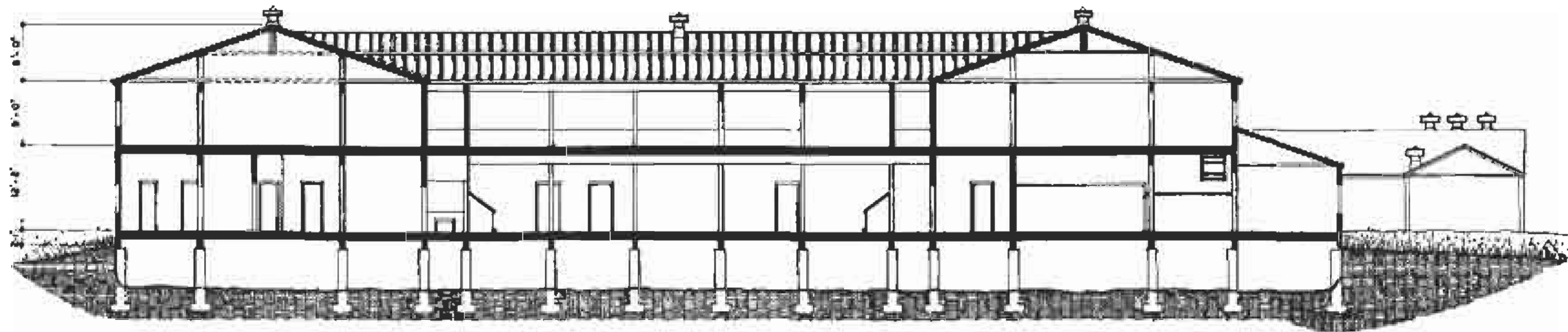




SECTION A-A
SCALE: 1/8" = 1'-0"

MATERIALS NOTES

- FOUNDATION: 8"x8" TIMBERS ON 1'-0" SQUARE CONCRETE PILES.
- FLOORING: FIRST AND SECOND FLOORS HAVE 1 1/2" TONGUE AND GROOVE FLOORING ON 1x5" SUBFLOORING ON 2"x6" JOISTS CEDAR THROUGHOUT.
- WALLS: CLAPBOARD ON 1/2" SHEATHING ON 2"x6" WOOD FRAME.
- ROOF: CEDAR SHAKES ON ROOFING FELT ON 1x5" CEDAR SHEATHING.



SECTION B-B
SCALE: 1/8" = 1'-0"



HISTORIC AMERICAN
BUILDINGS SURVEY
SERIES 4 OF 4

NO. 348

ALASKA

UNALASKA ISLAND

MARINE BARRACKS
DUTCH HARBOR AND FORT NEAR

DESIGNED BY JAMES H. HAMILTON
DRAWN BY JAMES H. HAMILTON

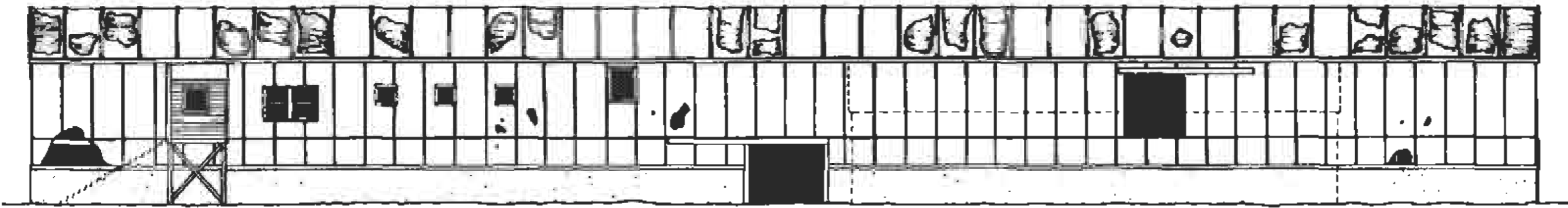
DUTCH HARBOR PROJECT
SERIES 4 OF 4

03/25/00

JAMES HAMILTON



DRAWING IS NOT TO SCALE UNLESS SPECIFICALLY NOTED OTHERWISE. ALL DIMENSIONS ARE BASED ON FIELD MEASUREMENTS OF THE BUILDING.

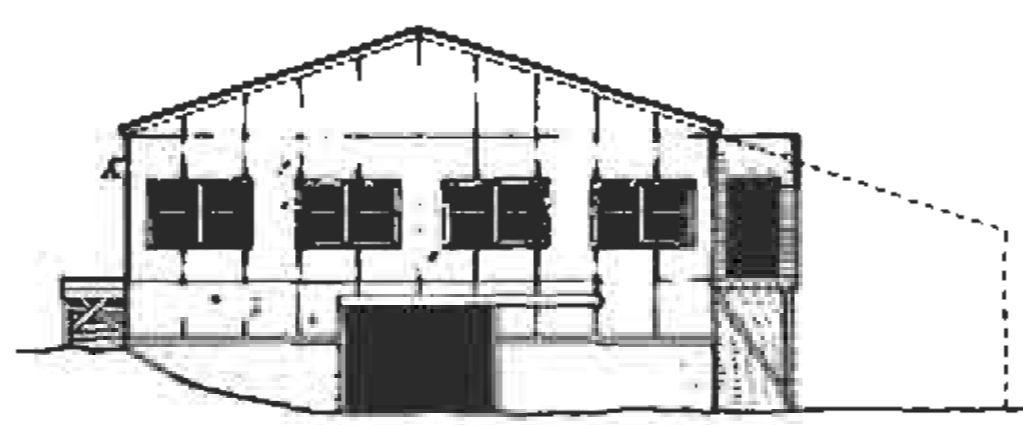


NORTH ELEVATION
SCALE: 1/8" = 1'-0"

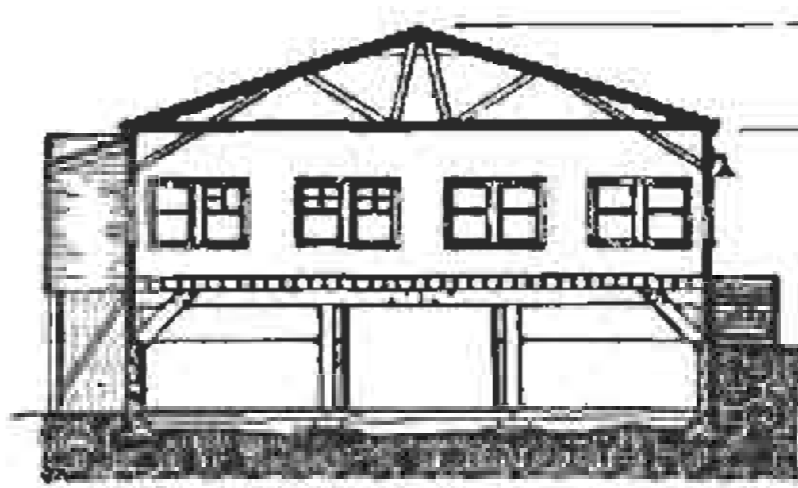
THIS FRAME WAREHOUSE WAS BUILT IN 1941. A PORTION OF THE SECOND FLOOR INTERIOR WAS REMODELED IN 1945 FOR USE AS A LIBRARY. THE BUILDING WAS RAZED IN 1985 IN ACCORDANCE WITH THE DEFENSE ENVIRONMENTAL RESTORATION PROGRAM CONDUCTED BY THE CORPS OF ENGINEERS.

MATERIALS NOTES

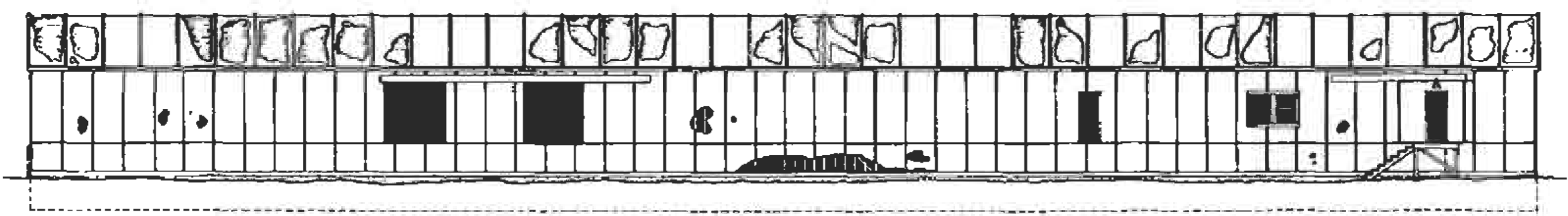
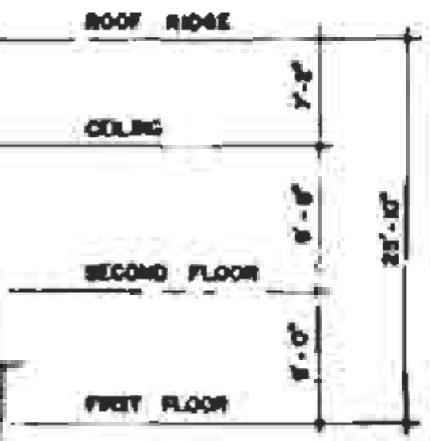
- ROOF:** BUTYLBLOCK ROOFING ON 1" X 5" SHEATHING ON 2" X 6" TRUSS STRUCTURE.
- WALLS:** 1/2" W.P. CELOTEX ON 2" X 6" STUDS. 13" X 13" TIMBER POSTS ON INTERIOR FIRST FLOOR.
- FLOORING:** 8" X 10" FLOORING ON 4" X 8" BRIDERS AT FIRST FLOOR. 1" X 6" FLOORING ON 2" X 10" JOISTS ON 12" X 12" BRIDERS AT SECOND FLOOR.
- FOUNDATION:** CONTINUOUS CONCRETE SPREAD FOOTINGS ALONG EXTERIOR WALLS. 4'-0" X 6'-0" CONCRETE PADS FOR INTERIOR POSTS.



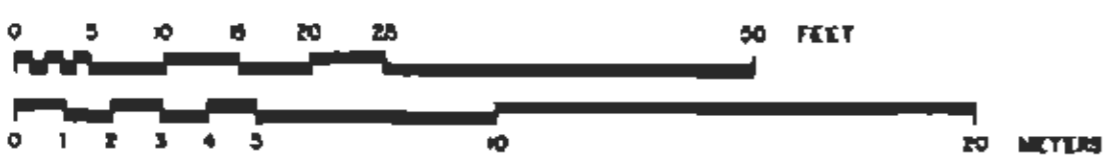
EAST ELEVATION
SCALE: 1/8" = 1'-0"



SECTION A-A
SCALE: 1/8" = 1'-0"

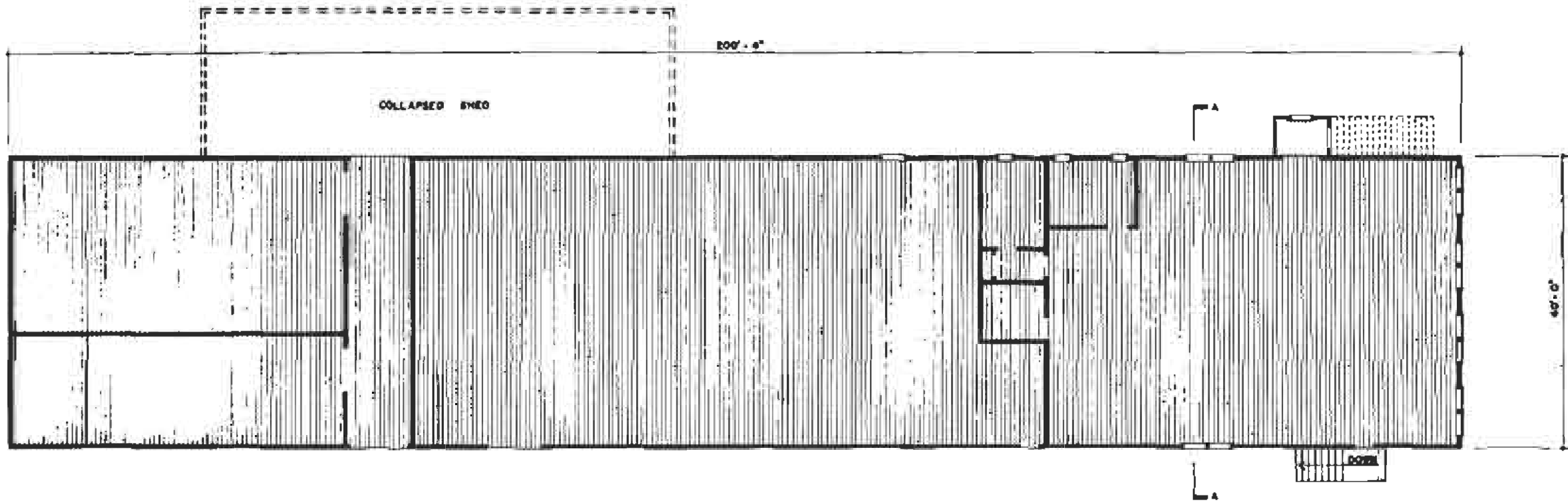


SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

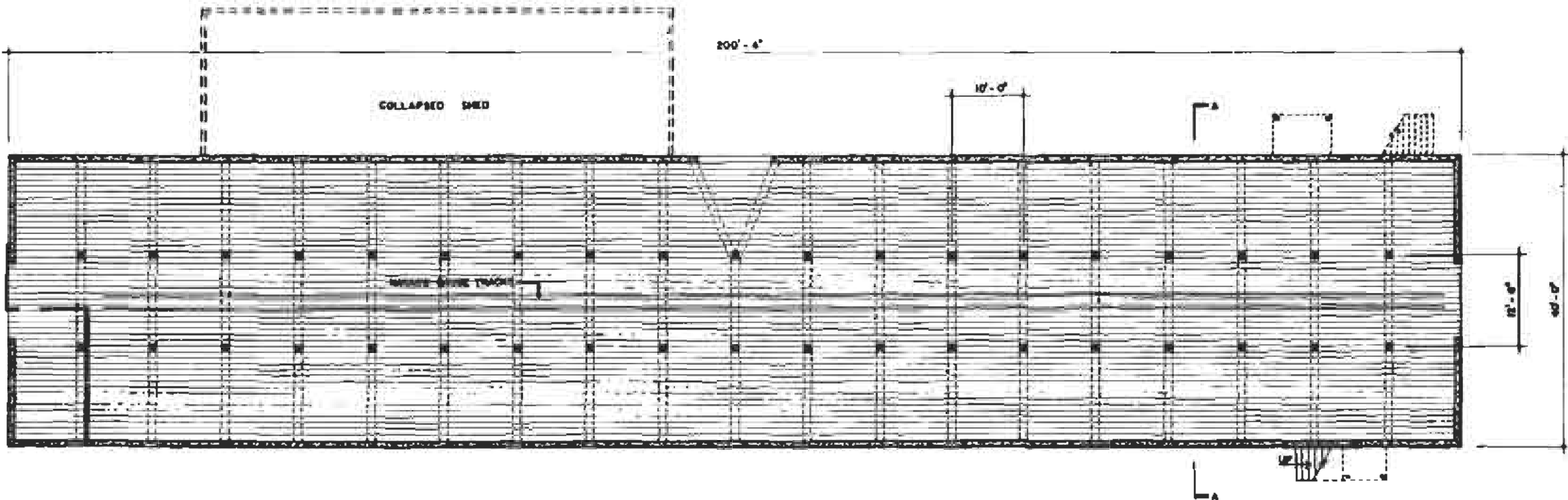


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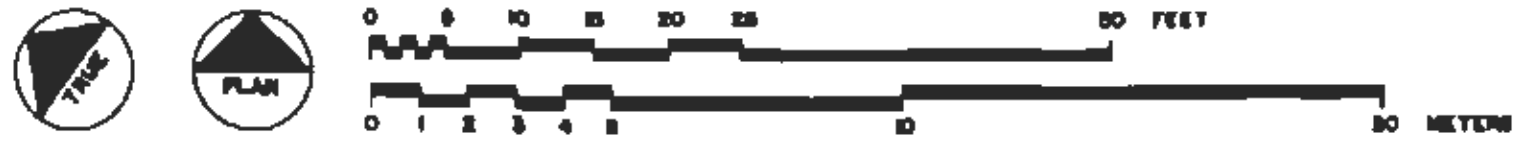




SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

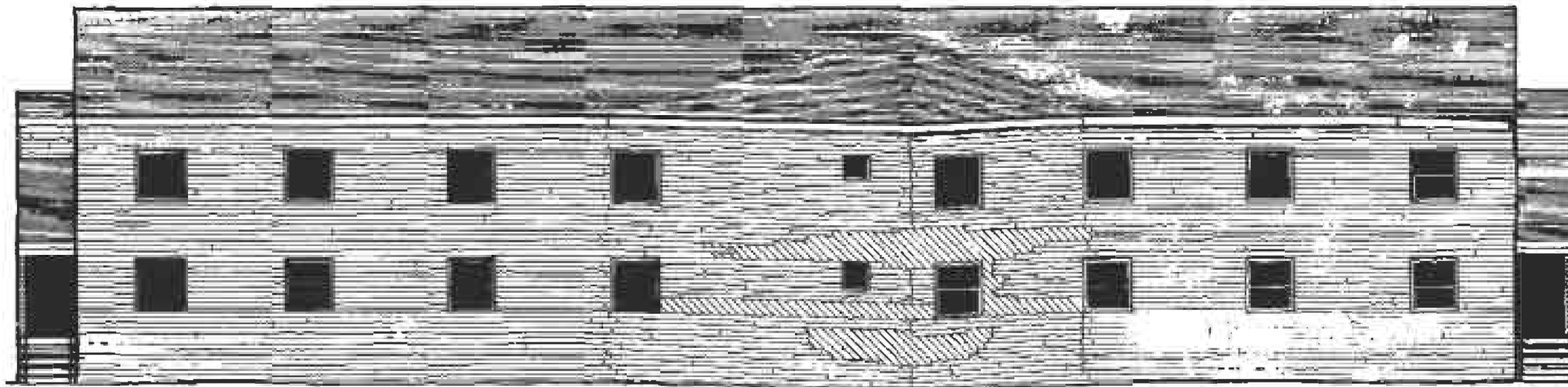


HISTORIC AMERICAN BUILDINGS SURVEY
 ALASKA
 UNALASKA ISLAND
 WAREHOUSE
 NAVAL OPERATING BASE DUTCH HARBOR AND FORT STANLEY
 BRUCE D. BARTHOLOMEW, 1983
 DUTCH HARBOR PROJECT

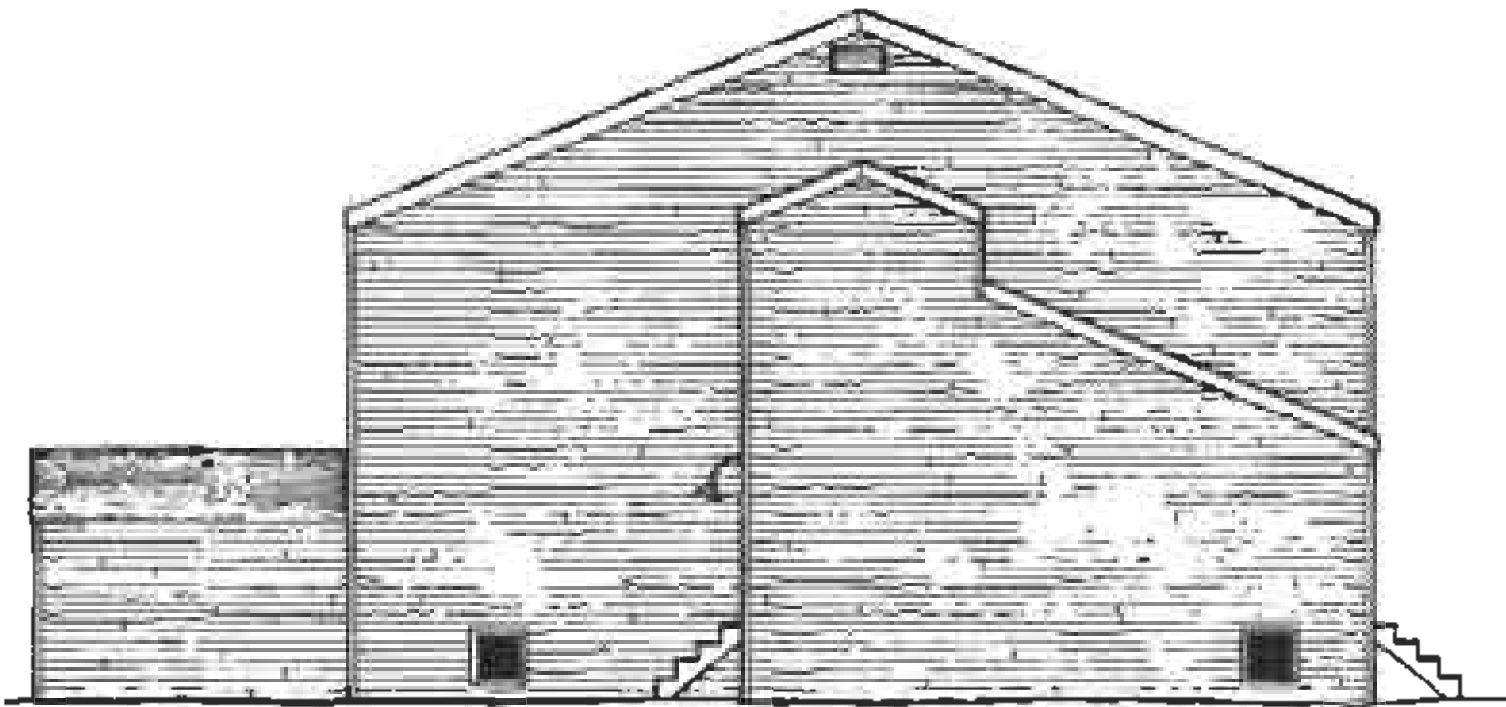
034/250006

S&S MICROFILM





SOUTH ELEVATION
SCALE 3/16"=1'-0"



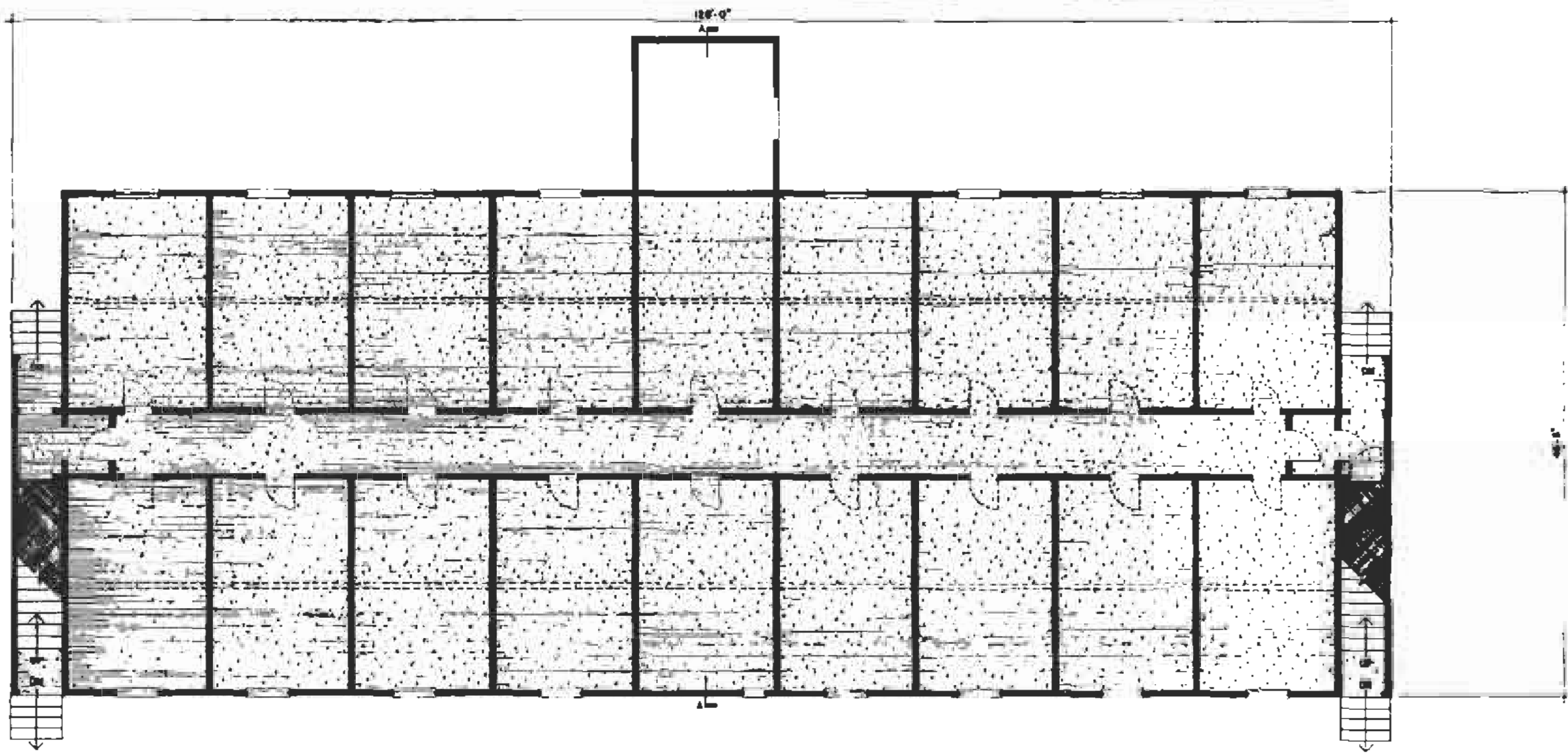
WEST ELEVATION
SCALE 3/16"=1'-0"

DRAWING BY: KENNETH MARTIN, 1988
 DUTCH HARBOR PROJECT
 HISTORIC AMERICAN BUILDINGS SURVEY
 46-348
 ALASKA
 CIVILIAN CONTRACTOR'S BARRACKS
 UNALASKA ISLAND
 PEARL OPERATING BASE, DUTCH HARBOR AND FORT NEARS
 PHOTOGRAPH BY: [unreadable]

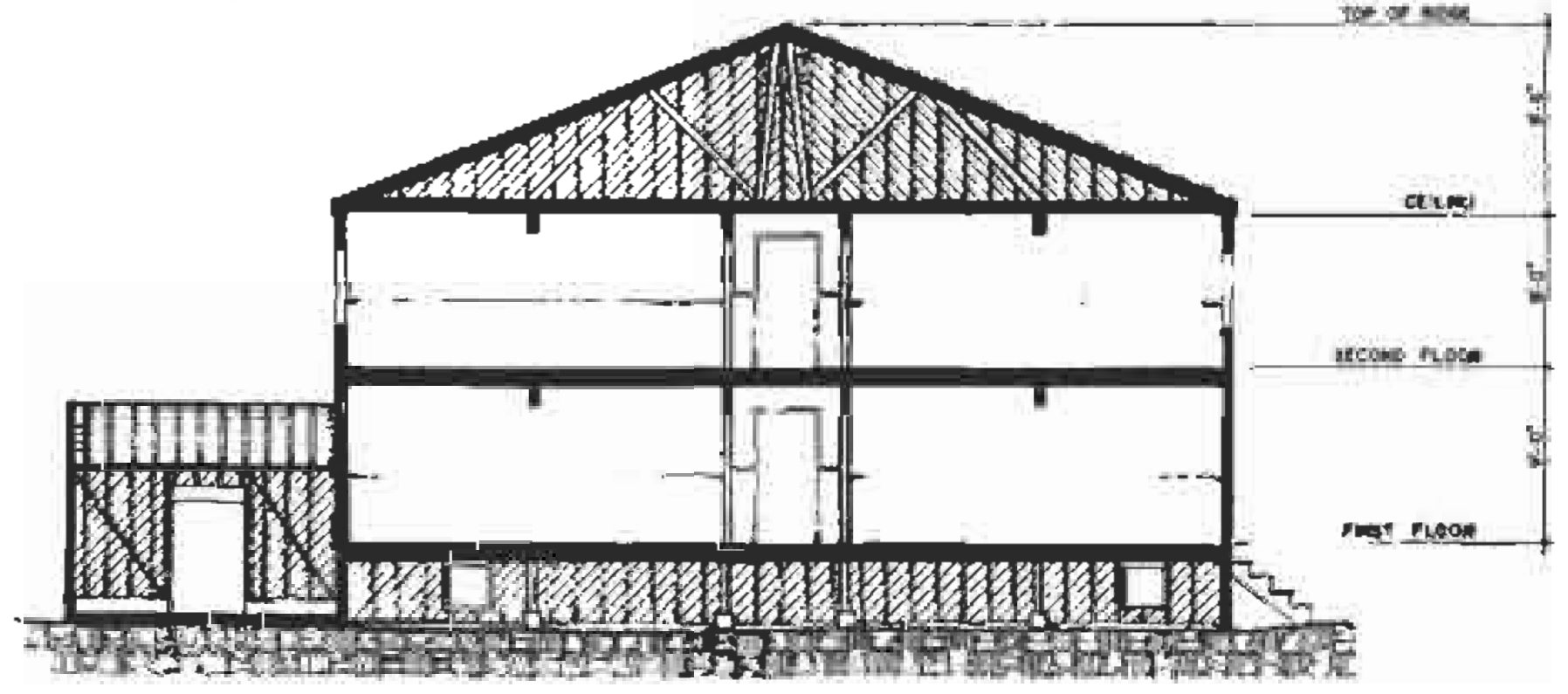
034/2500011

MICROFILM





FIRST FLOOR PLAN (SECOND FLOOR SIMILAR)
SCALE 3/8"=1'-0"



SECTION A-A
SCALE 3/8"=1'-0"



THE CIVILIAN CONTRACTOR'S BARRACKS WAS ENERGED TO HOUSE THE EMPLOYEES OF SIEMS DRAKE PUGET SOUND. THE CONTRACTOR THAT UNDERTOOK NAVY AND ARMY CONSTRUCTION WORK ON THE NAVAL AND ARMY BASES BETWEEN 1940 AND 1943. THE STRUCTURE PROVIDES A TYPICAL EXAMPLE OF BARRACKS CONSTRUCTED FOR ENLISTED MEN ON NAVAL BASES THROUGHOUT THE U S AND ITS TERRITORIES.

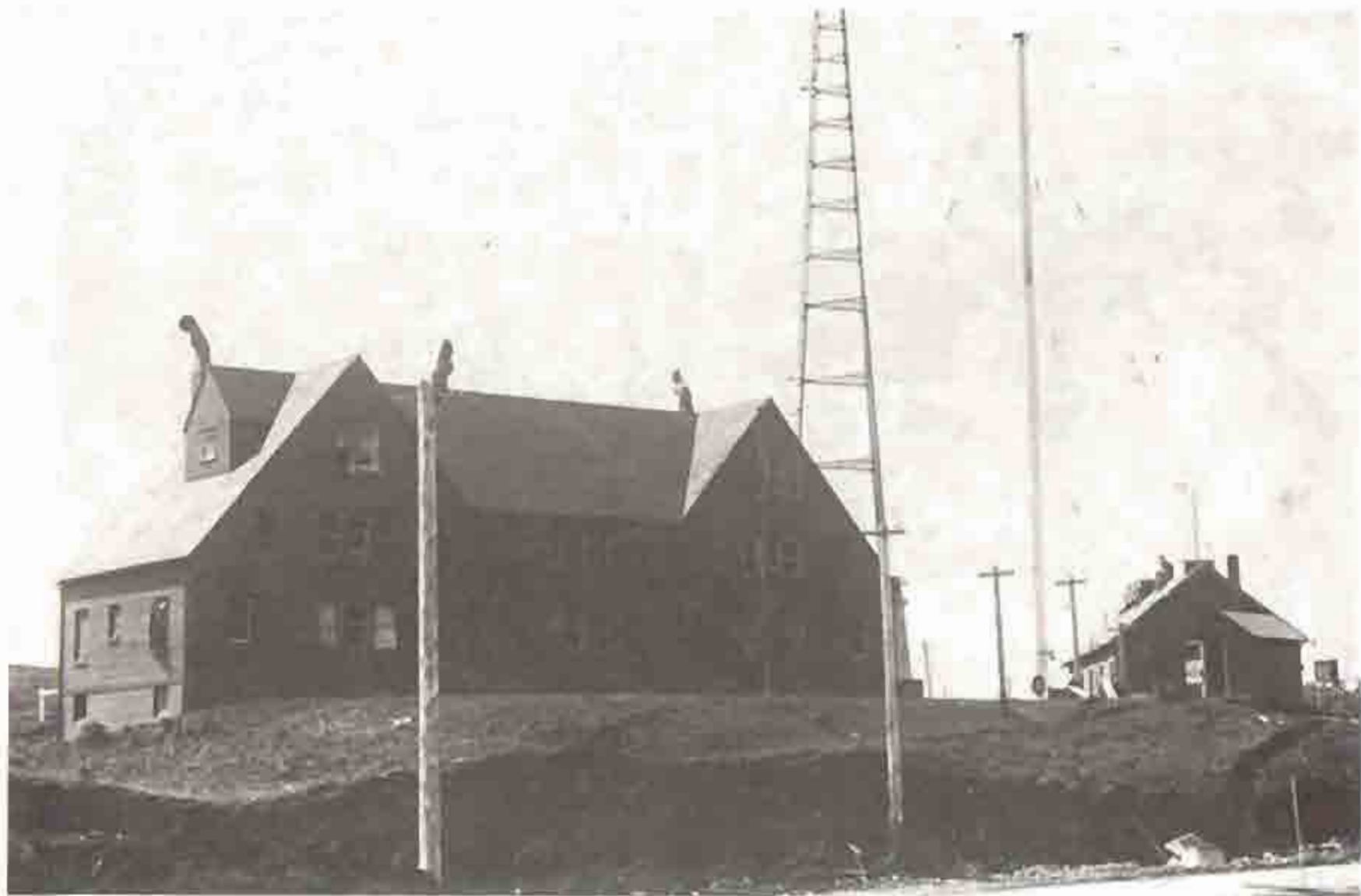
MATERIALS NOTES WOOD FRAME WITH WOOD HORIZONTAL SIDING AND WOOD ROOF SHINGLES

FIELD NOTES AND MEASUREMENTS FOR THIS BUILDING WERE TAKEN BY DAVID SNOW AND ROBERT SPUDE.

HISTORIC AMERICAN BUILDINGS SURVEY
 NUMBER 1 OF 2
 ALASKA
 CIVILIAN CONTRACTOR'S BARRACKS
 DUTCH HARBOR AND LOFT BUILDING
 KENNETH MARTIN AND CLYDE GOODHART, BMS
 DUTCH HARBOR PROJECT
 NATIONAL OPERATING BASE

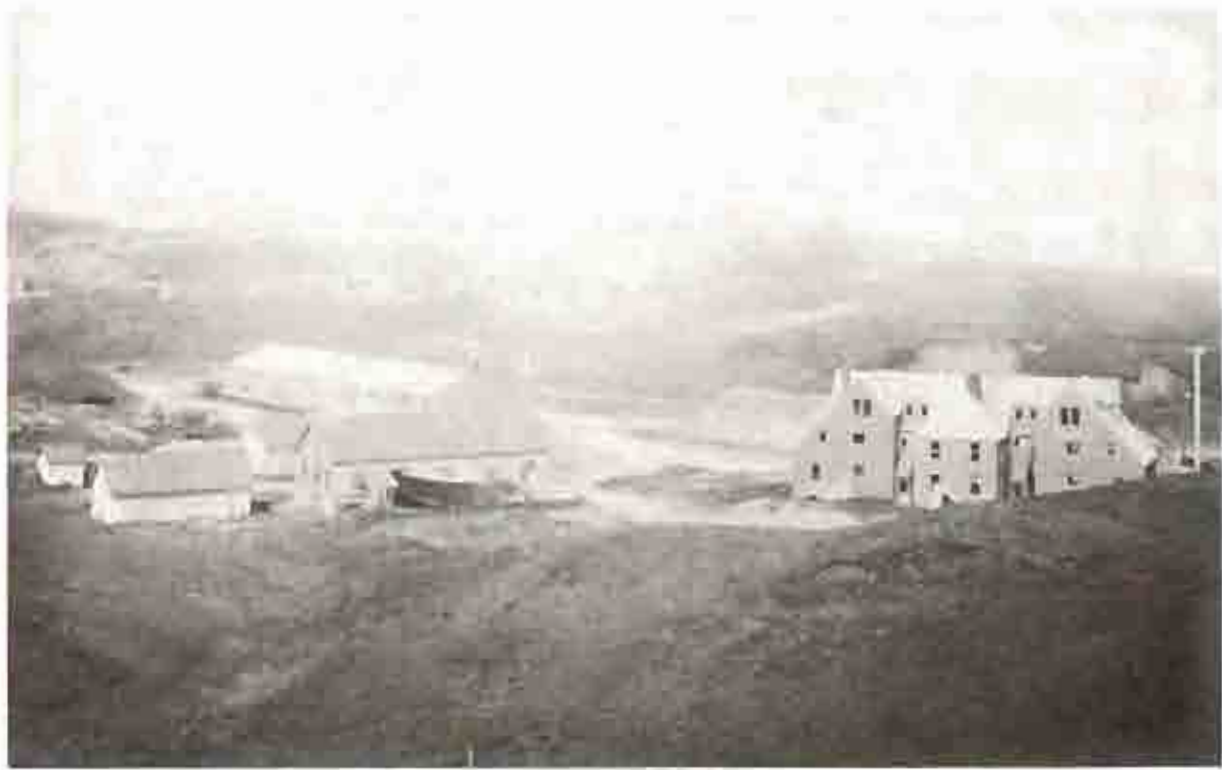
034/2500001

ON MICROFILM



Apartment Building, 6 June 1942.

NAVAL RADIO STATION



NAVAL RADIO STATION

HERNIMAN AMERICAN
BUILDINGS SURVEY
Sheet 7 of 7

AL-34

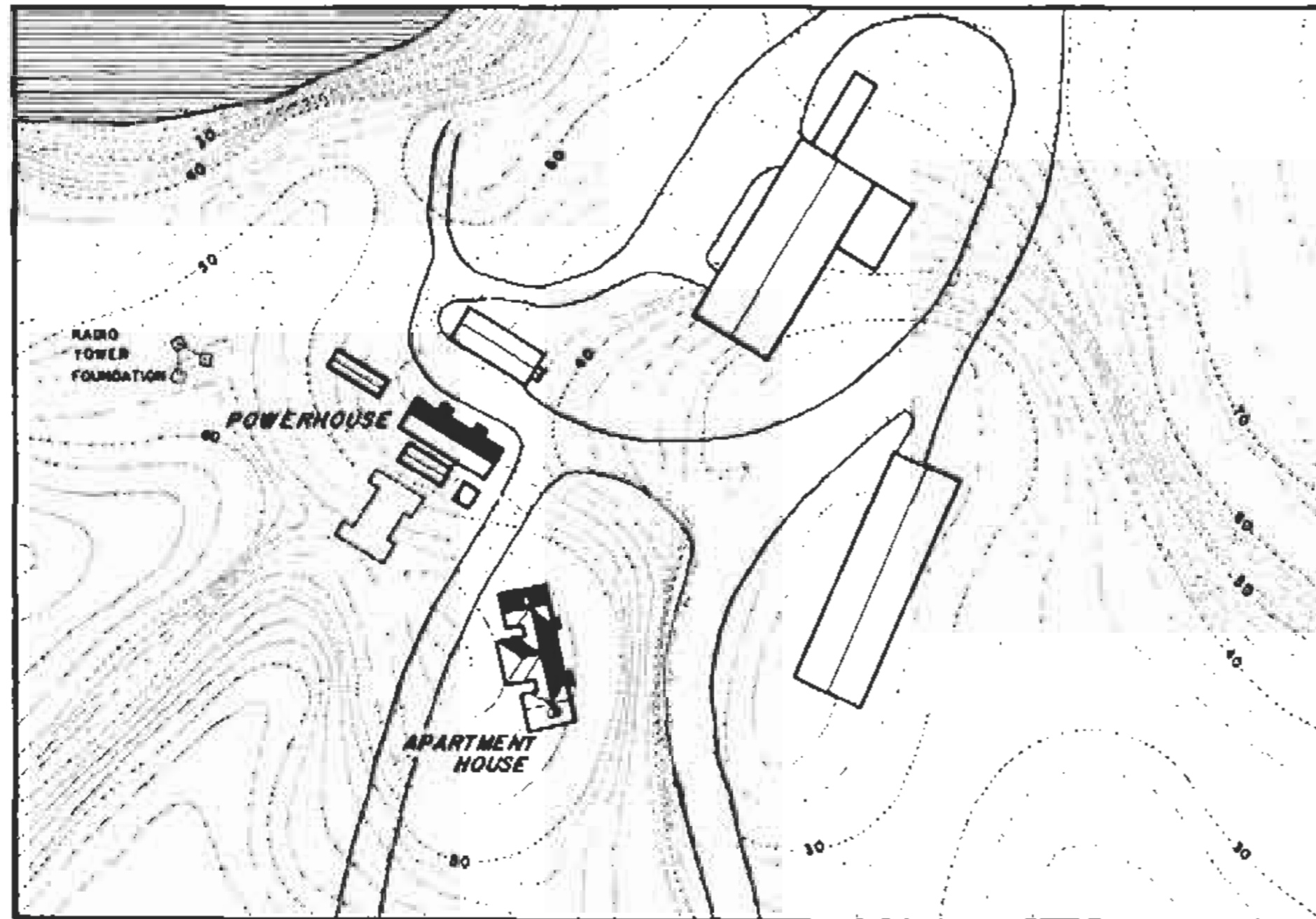
ALASKA

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS
NAVAL RADIO STATION

UNALASKA ISLAND

CLIFF BOGGS, 1948
DUTCH HARBOR PROJECT

U.S. GOVERNMENT PRINTING OFFICE: 1947 O-481-100



NAVAL RADIO STATION

A 1912 EXECUTIVE ORDER SET ASIDE 78.78 ACRES OF LAND ON AMARNAK ISLAND IN UNALASKA BAY TO SERVE AS A NAVAL WIRELESS STATION. THE SITE BECAME A NAVAL RADIO STATION IN 1930, AND WAS INCORPORATED INTO NAVAL OPERATING BASE DUTCH HARBOR IN 1942.

NAVAL RADIO STATION APARTMENT HOUSE

BUILT IN 1932 AS A SIX-FAMILY APARTMENT BUILDING FOR PERSONNEL AT THE NAVAL RADIO STATION, THE TUDOR REVIVAL STYLISTIC OVER-TONES EVIDENT IN THIS STRUCTURE MAKE IT AN UNUSUAL EXAMPLE OF MILITARY ARCHITECTURE, PARTICULARLY IN ITS ALEUTIAN SETTING. THE E-SHAPED BRICK VENEERED STRUCTURE IS SET ON A CONCRETE FOUNDATION, AND IS REPUTEDLY THE ONLY BRICK BUILDING IN THE ALEUTIAN ISLANDS. THE STRUCTURE SERVED AS C.P.O. QUARTERS NO 1 FOR THE DURATION OF THE WAR. ALTERATIONS HAVE BEEN MINIMAL AND INCLUDE THE CONVERSION OF THE TWO LAUNDRY ROOMS IN THE BASEMENT INTO A COMBINATION LIBRARY AND LOUNGE, FEATURING A MURAL DEPICTING AQUATIC LIFE, AND A KITCHEN AND DINING ROOM. A BOMB DURING THE JAPANESE ATTACK OF 3 JUNE 1942 SHATTERED ALL THE WINDOWS IN THE BUILDING. THE EXTERIOR WAS SUBSEQUENTLY PAINTED OLIVE DRAB AS A MEASURE OF CAMOUFLAGE.

NAVAL RADIO STATION POWERHOUSE

THE NAVAL RADIO STATION POWERHOUSE, BUILT SOMETIME BETWEEN 1918 AND 1929, GENERATED POWER FOR THE STATION AND HOUSED THE TRANSMITTER. THE UTILITARIAN APPEARANCE OF THE 1-STORY REINFORCED CONCRETE STRUCTURE IS RELIEVED BY FORMWORK ON EXTERIOR AND INTERIOR WALL SURFACES. IN 1942 PARTITIONS REMOVED ON THE SOUTHEAST END OF THE BUILDING TO ACCOMMODATE LARGER TRANSMITTERS EQUIPMENT, AND THE ENTRANCES WERE SHELTERED WITH COVERED CONCRETE PORCHES ABANDONED SINCE 1947. THE POWERHOUSE HAS FALLEN INTO DISREPAIR.

SITE PLAN
SCALE: 1" = 40'



034/
25000

ON MICROFILM

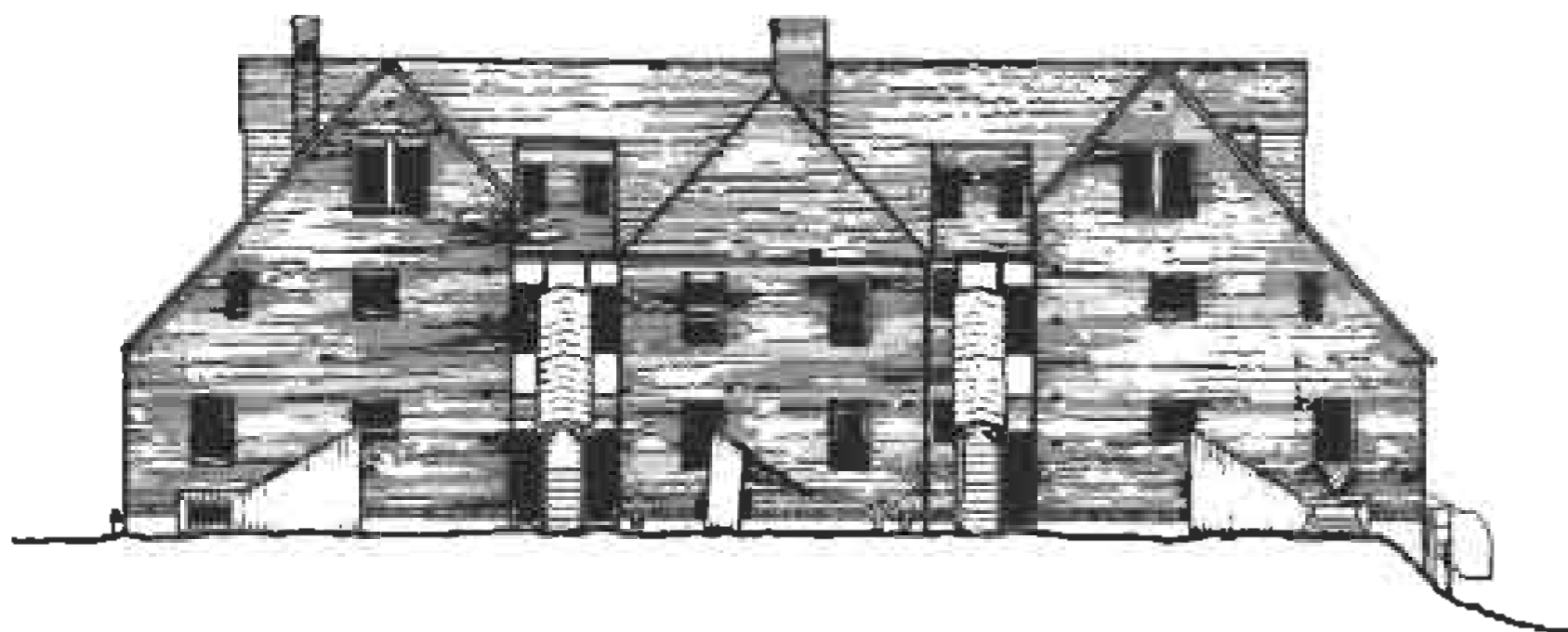




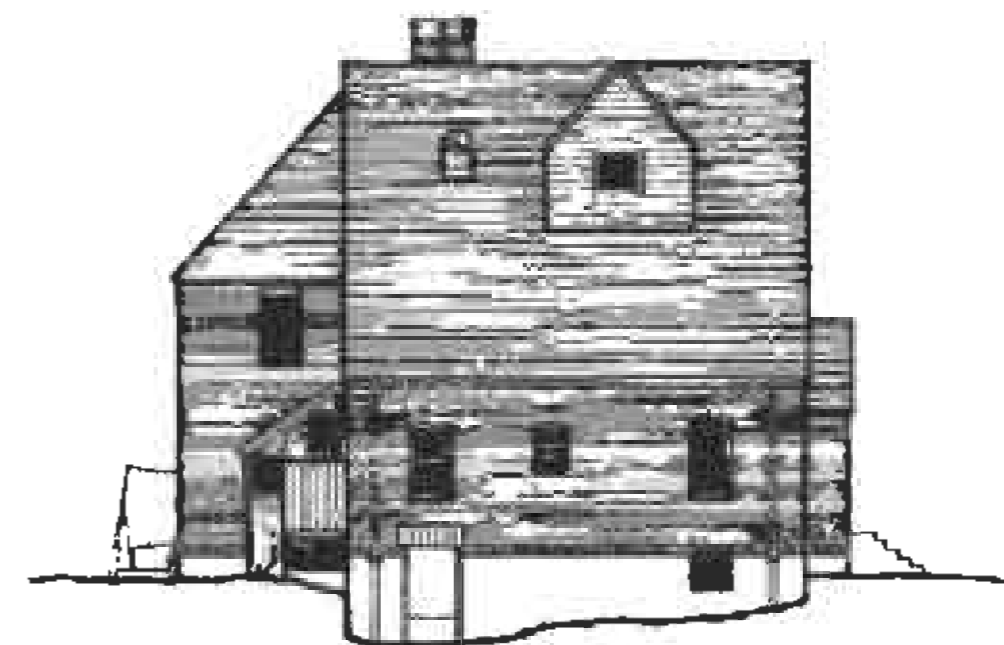
EAST ELEVATION
SCALE 1/8" = 1'-0"



NORTH ELEVATION
SCALE 1/8" = 1'-0"



WEST ELEVATION
SCALE 1/8" = 1'-0"



SOUTH ELEVATION
SCALE 1/8" = 1'-0"

HISTORIC AMERICAN
BUILDINGS SURVEY
NUMBER 2 OF 3

ALABAMA
A.S. 1444

ALABAMA

NAVAL RADIO STATION APARTMENT BUILDING
DUTCH HARBOR ISLAND

NAVAL OPERATING BASE DUTCH HARBOR
FORT MEADE

NAVAL OPERATING BASE DUTCH HARBOR
FORT MEADE

NAVAL OPERATING BASE DUTCH HARBOR
FORT MEADE

U.S. NAVY ARCHITECTURE
DUTCH HARBOR PROJECT
DRAWING NO. 034/25000A/1

034/25000A/1

ON MICROFILM

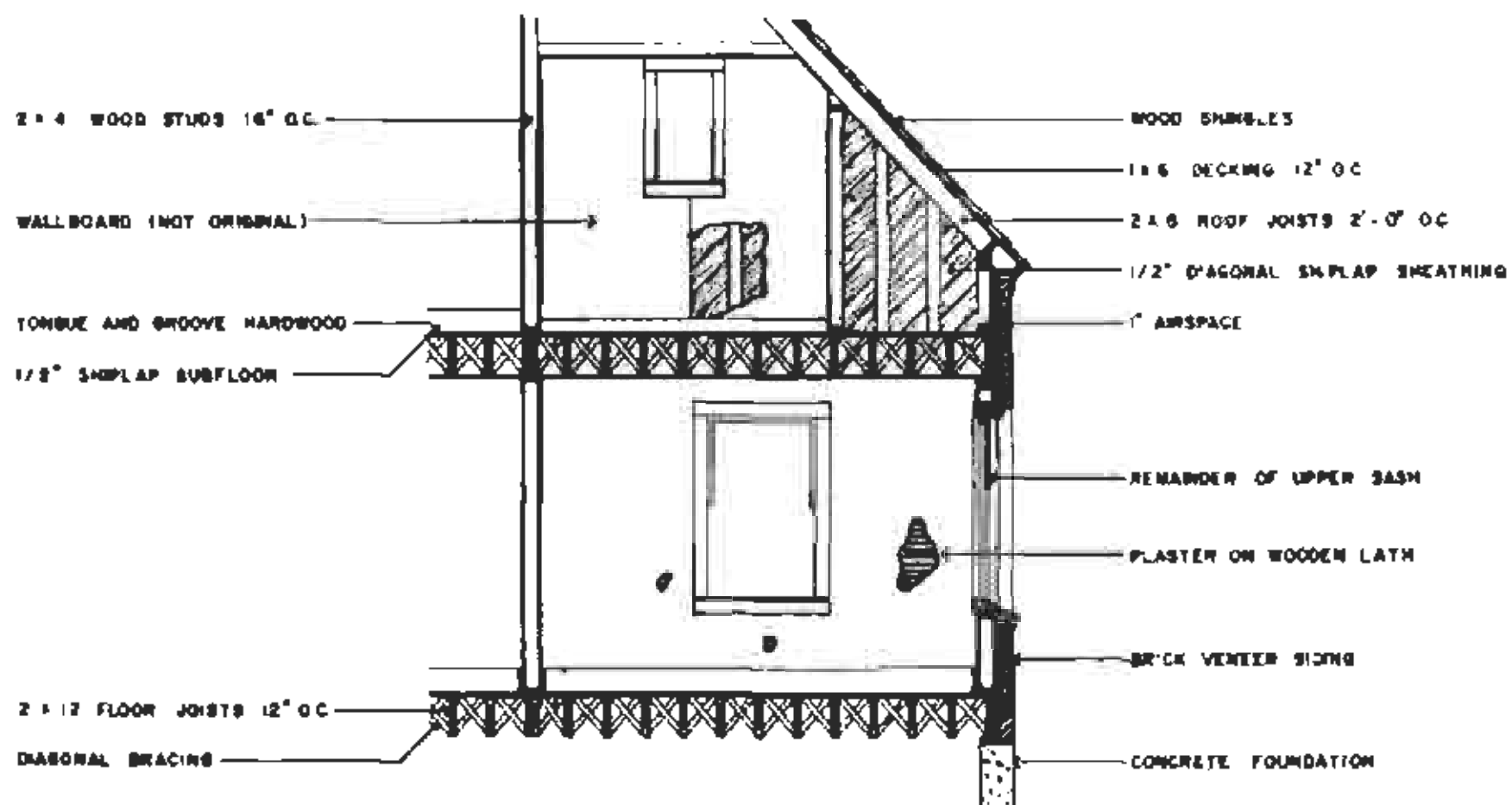




SECTION A - A
SCALE 1/8" = 1'-0"



SECTION B - B
SCALE 1/8" = 1'-0"



SECTION C
SCALE 3/8" = 1'-0"

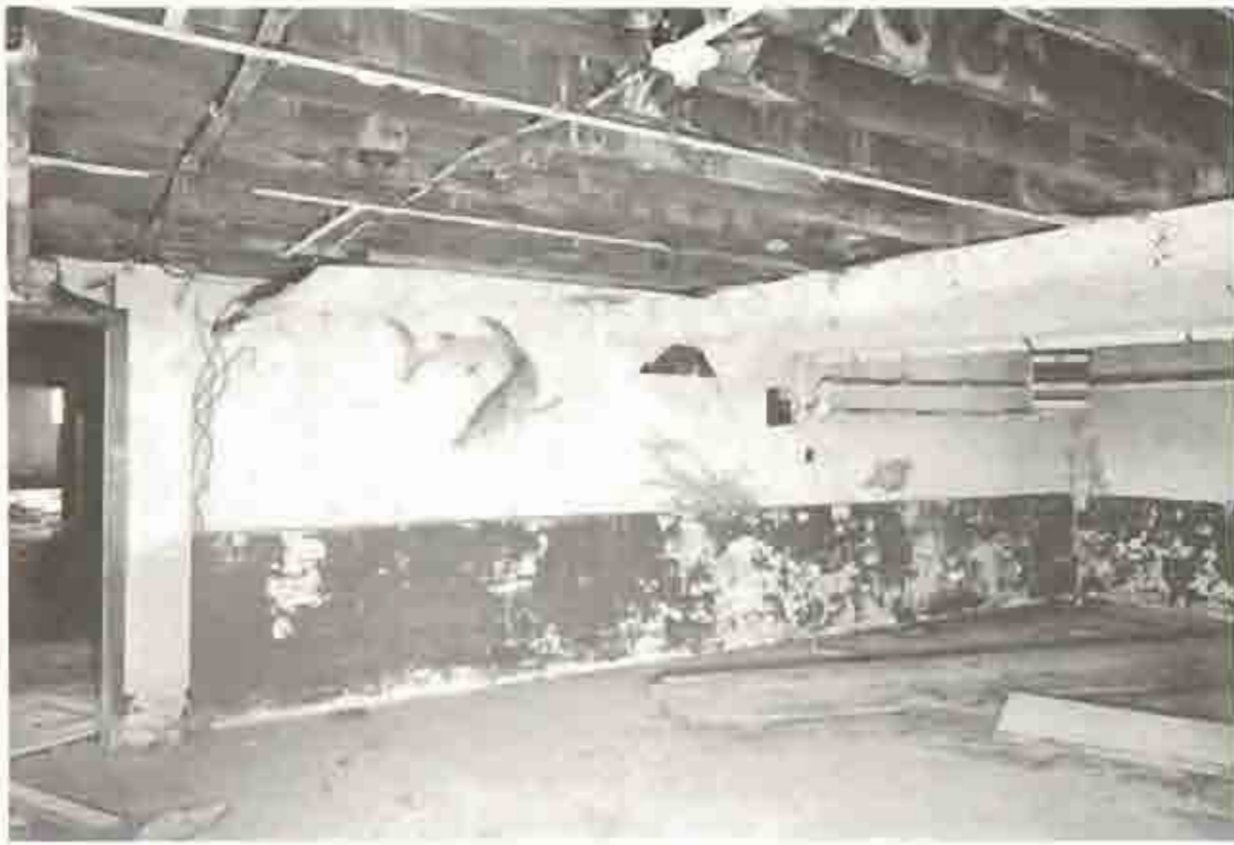


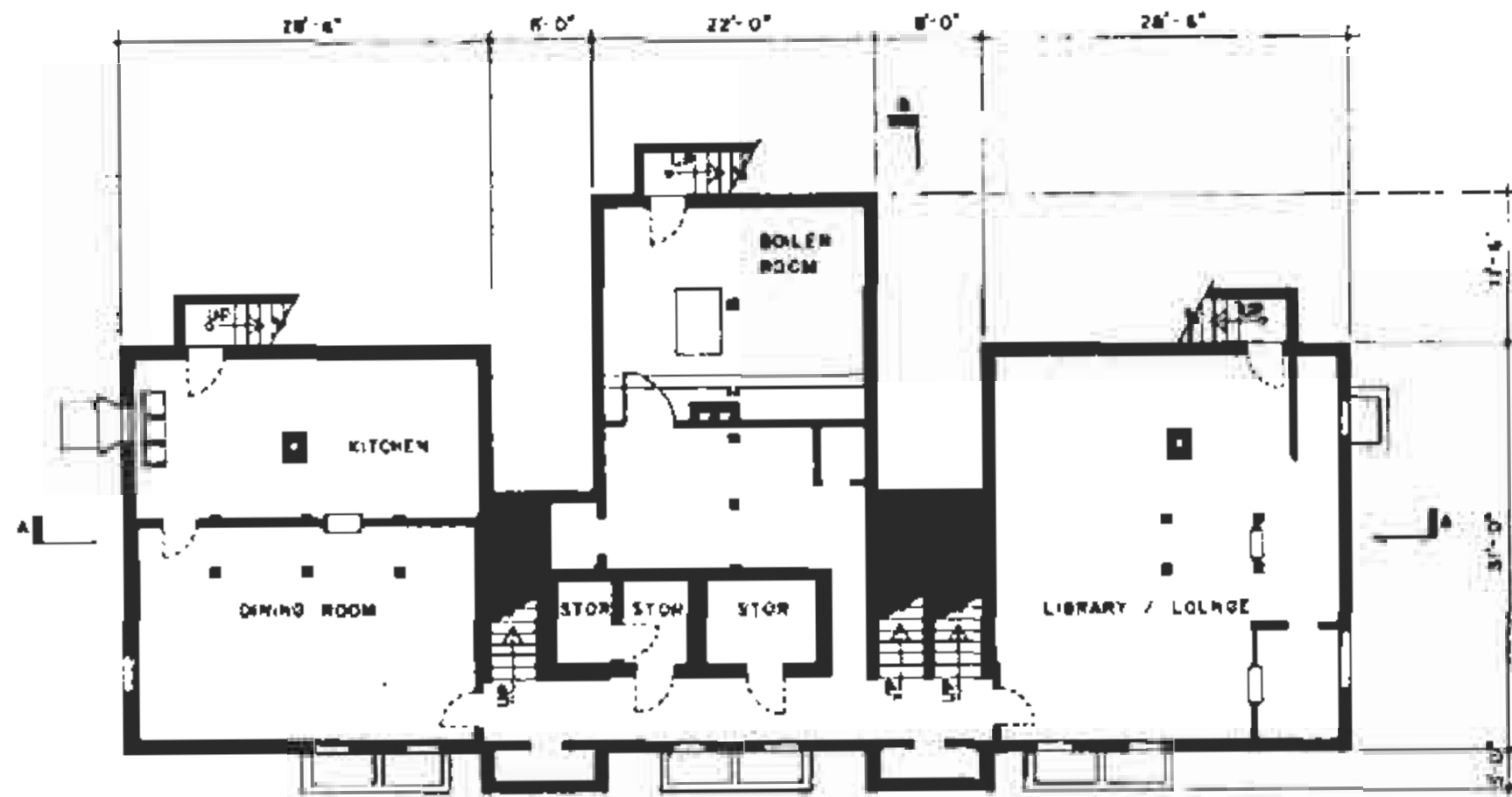
MATERIALS NOTES.

- FOUNDATION: CAST-IN-PLACE CONCRETE, FORMWORK HAVING BEEN 6" BOARDS Laid HORIZONTALLY.
- FLOORS: TONGUE AND GROOVE HARDWOOD OVER 1/2" SHIPLAP SUBFLOOR ON 2x12 WOOD JOISTS. EVIDENCE REMAINS OF LINOLEUM IN KITCHENS AND BATHROOMS.
- WALLS: BRICK VENEER EXTERIOR OVER 1/2" DIAGONAL SHIPLAP SHEATHING ON 2x4 WOOD STUDS. PLASTER INTERIOR WALLS ON WOOD OR METAL LATH.
- ROOF: WOOD SHINGLES ON 1x6 DECKING OVER 2x6 ROOF JOISTS.

GENERAL NOTES.

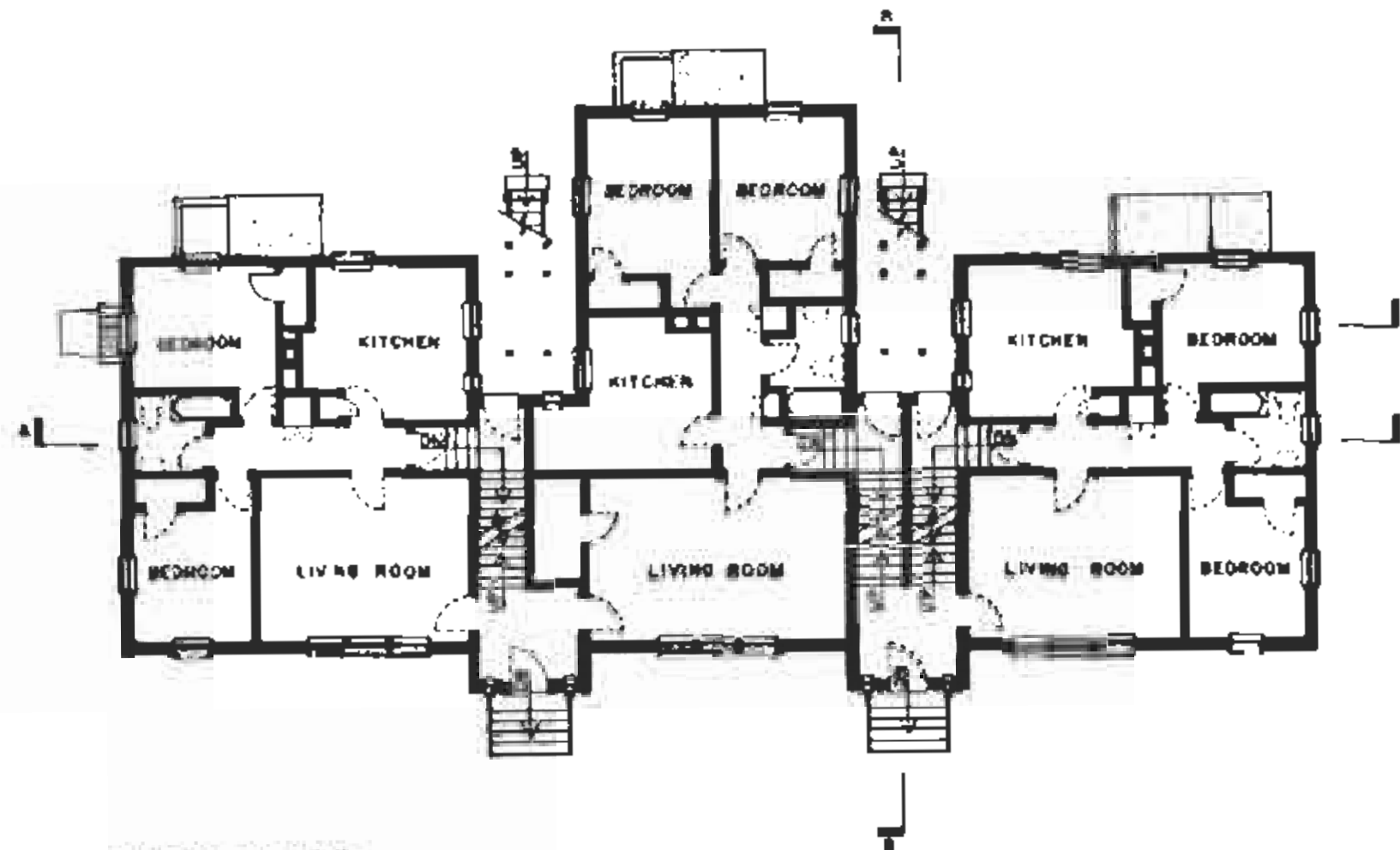
FOUNDATION AND BASEMENT FLOOR DEPTH INFORMATION OBTAINED FROM ORIGINAL CONSTRUCTION DOCUMENTS.





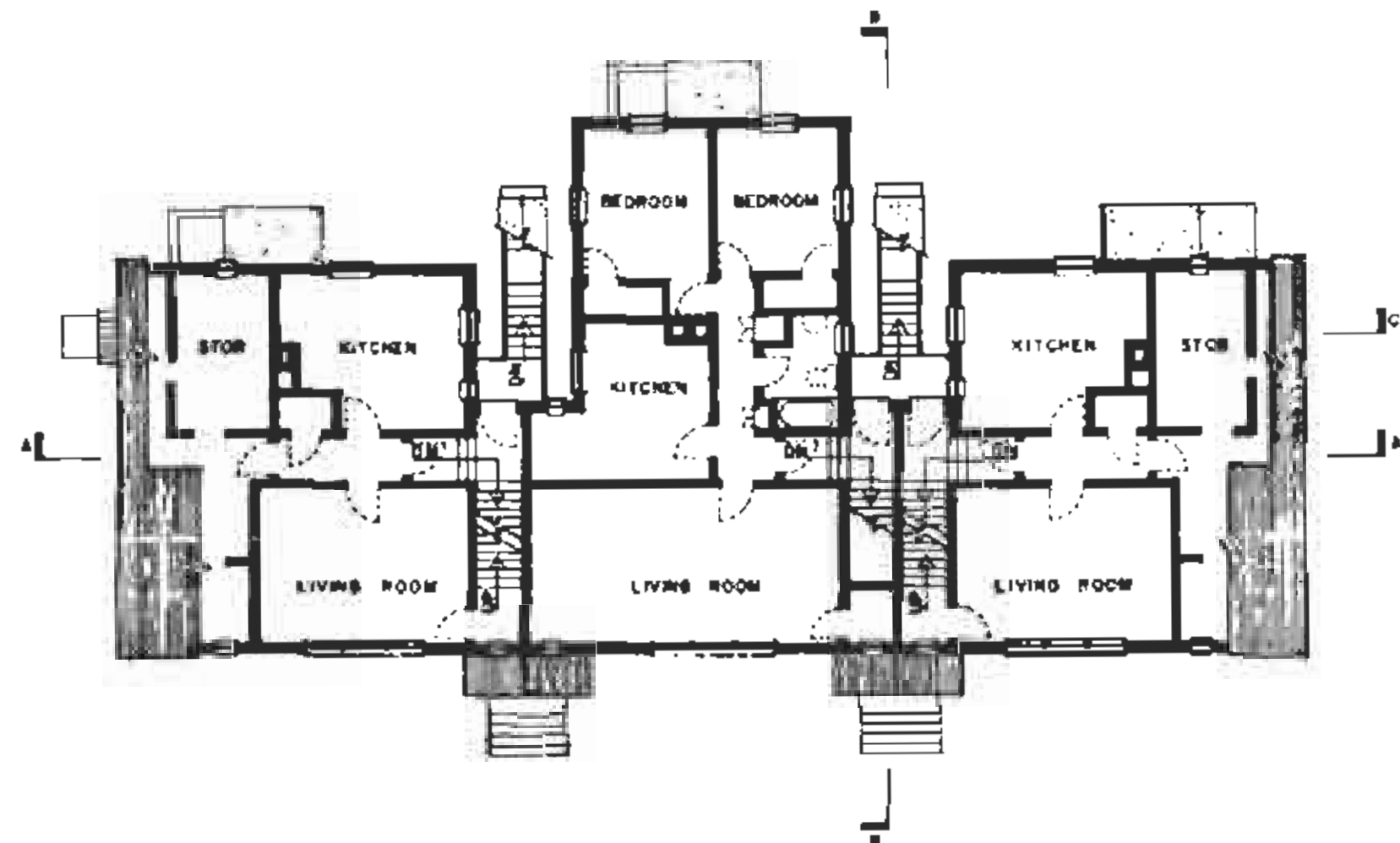
BASEMENT

SCALE 1/8" = 1'-0"



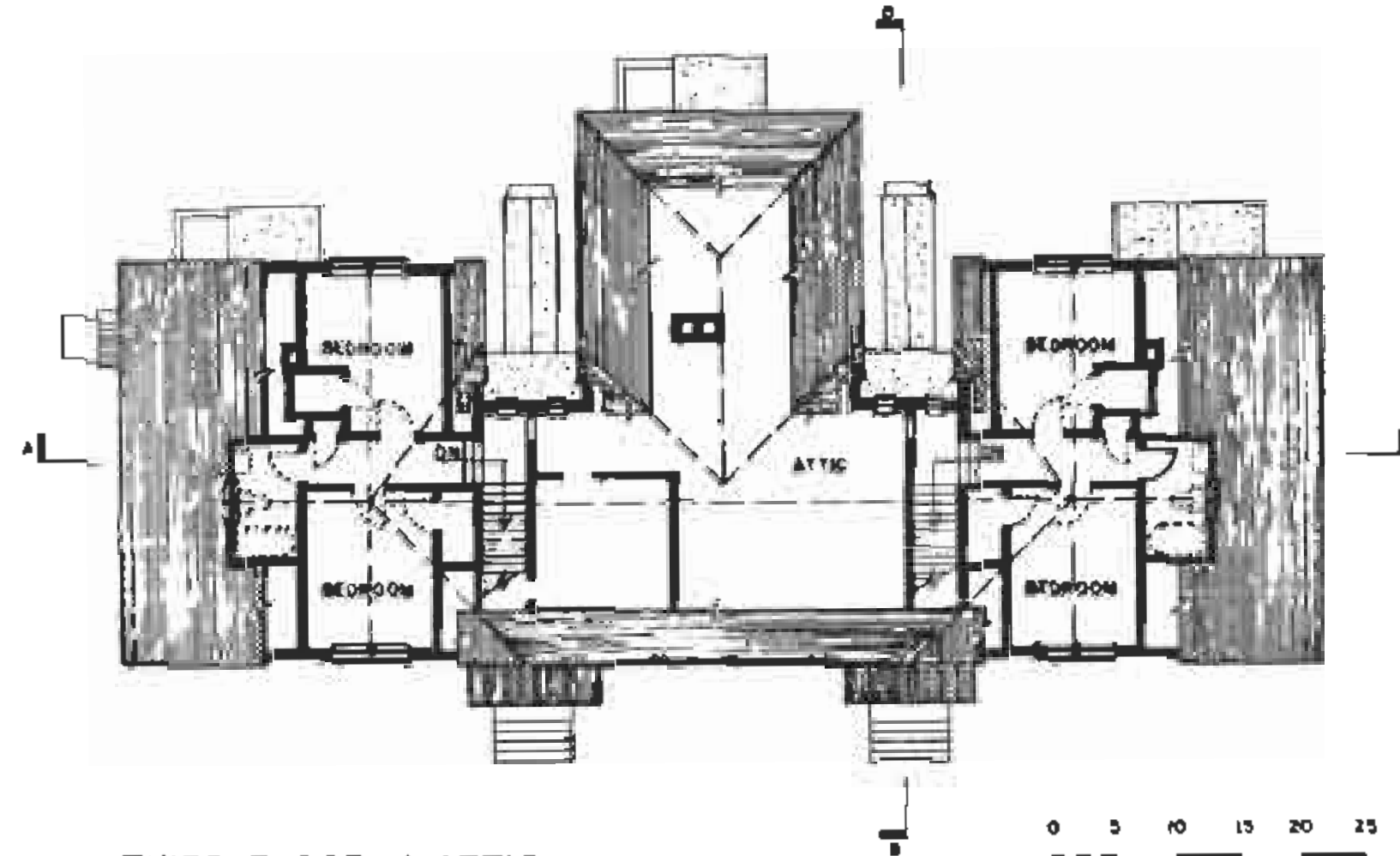
FIRST FLOOR

SCALE 1/8" = 1'-0"



SECOND FLOOR

SCALE 1/8" = 1'-0"



THIRD FLOOR / ATTIC

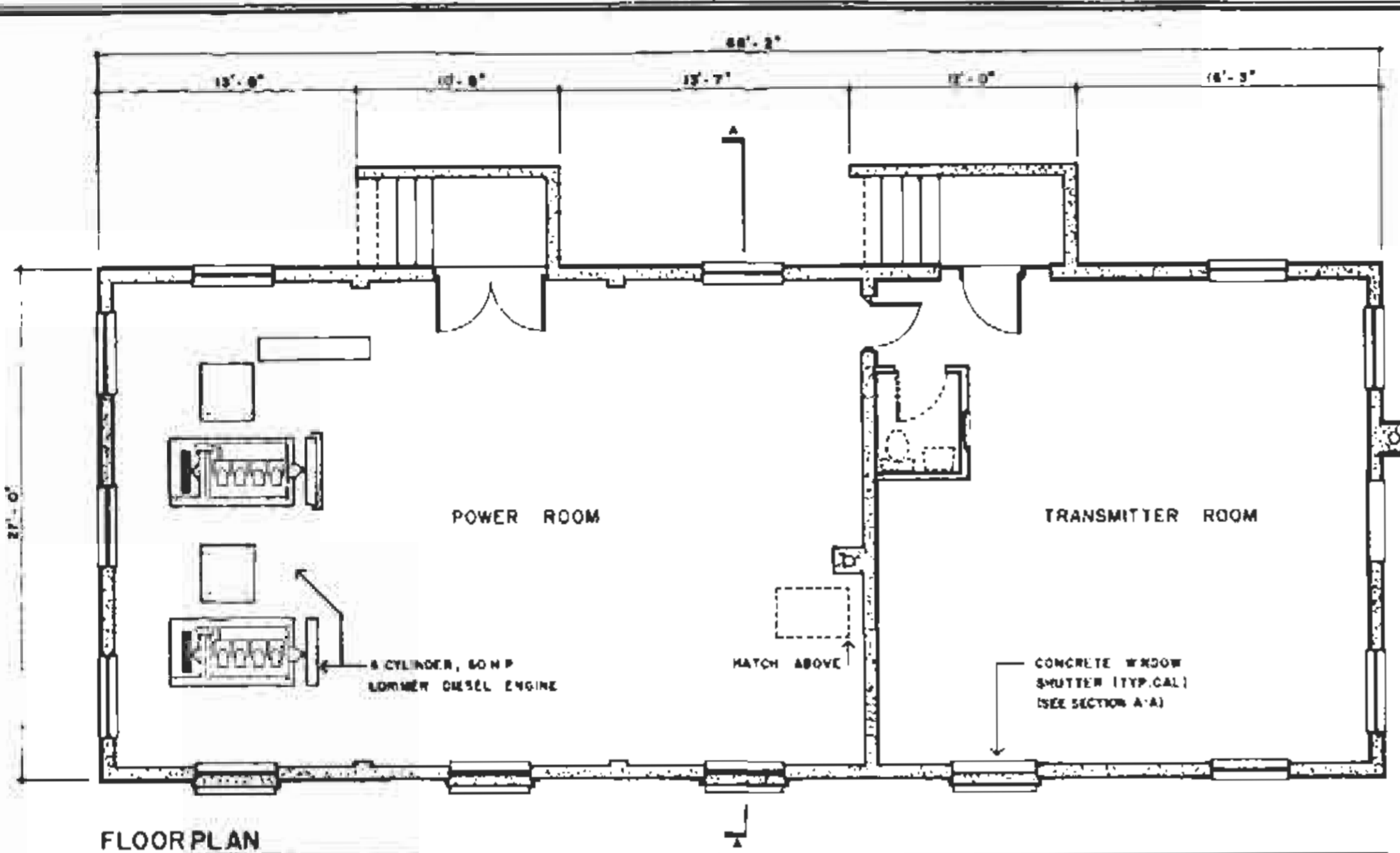
SCALE 1/8" = 1'-0"



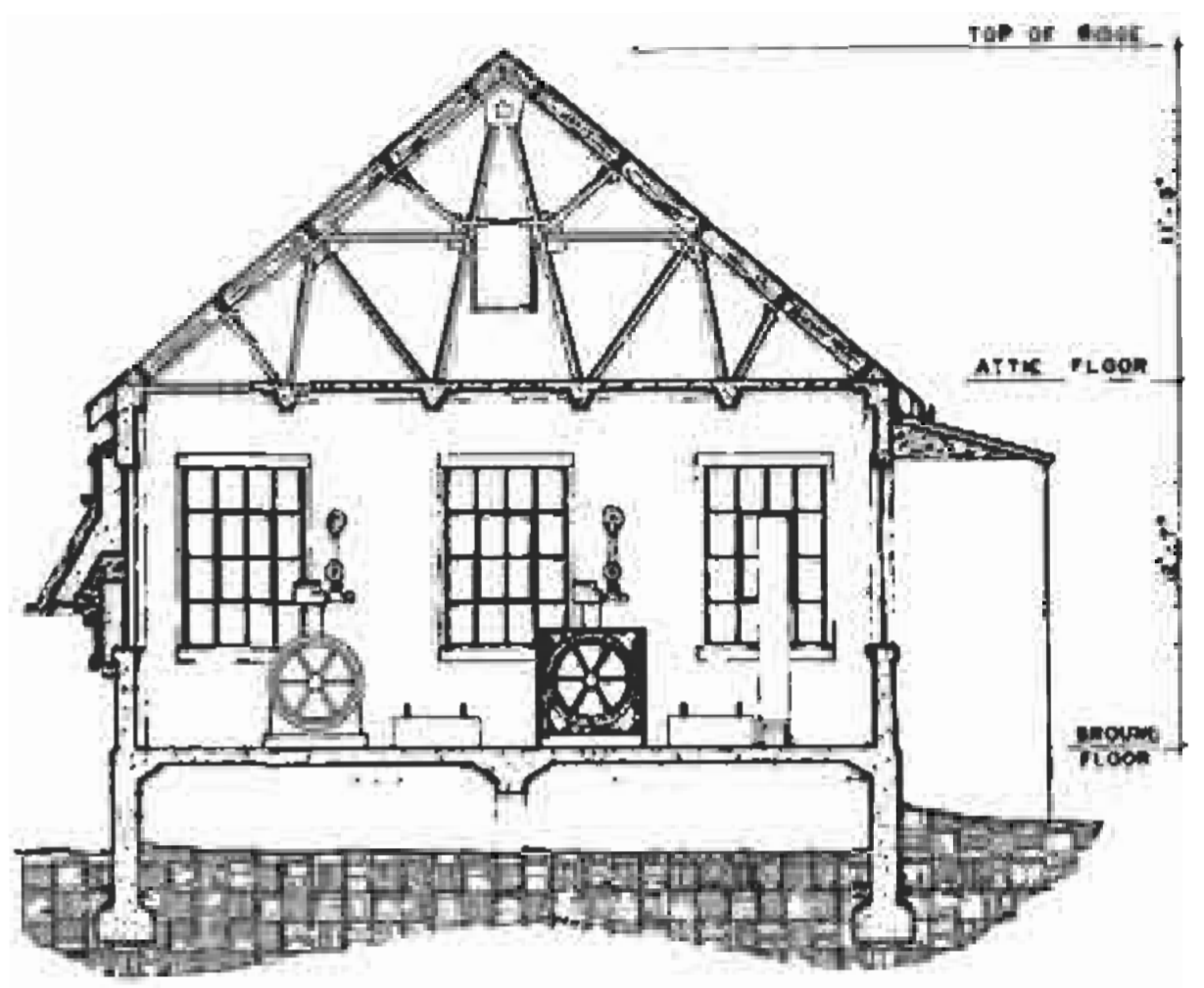
NAVAL RADIO STATION APARTMENT BUILDING
 DUTCH HARBOR PROJECT
 NAVAL ENGINEERING BASE DUTCH HARBOR AND ROYAL NAVAL
 ALASKA
 HISTORIC AMERICAN
 BUILDINGS SURVEY
 No. 1 of 3 sheets
 AUG. 1948

034/250000A5

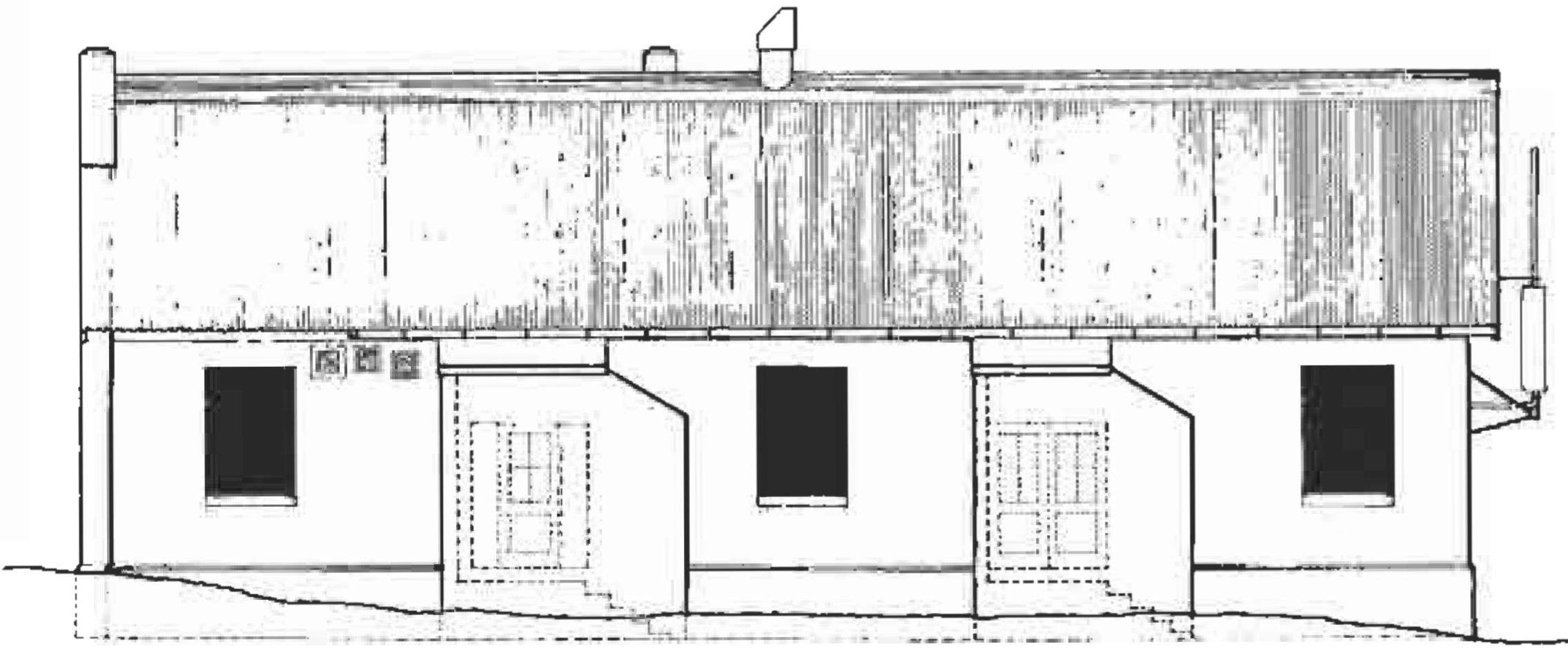




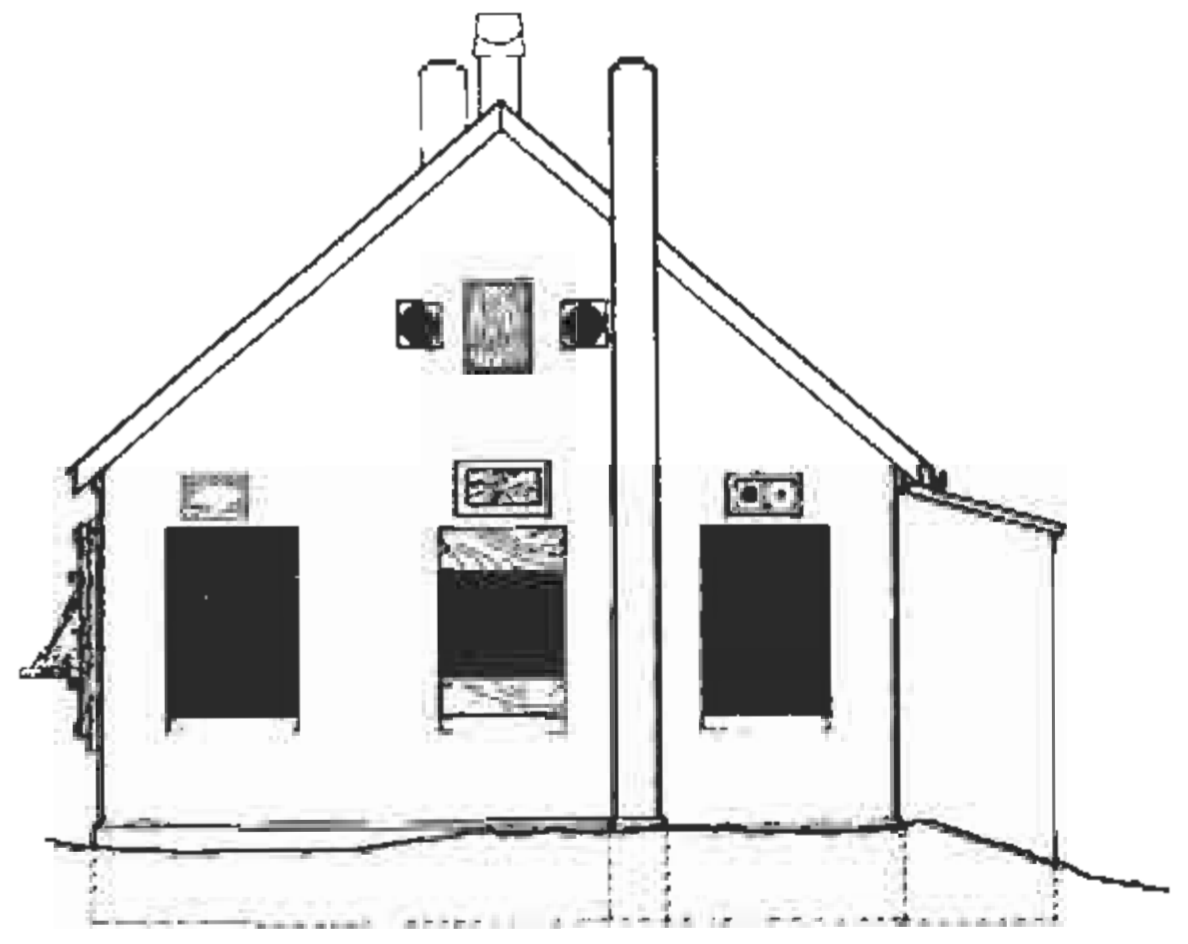
FLOOR PLAN
SCALE 1/4" = 1'-0"



SECTION A-A
SCALE 1/4" = 1'-0"



NORTH ELEVATION
SCALE 1/4" = 1'-0"



WEST ELEVATION
SCALE 1/4" = 1'-0"

HISTORIC AMERICAN ARCHITECTURE SURVEY
 NUMBER NA 395 D
 SUBJECT ALBANY, N.Y.
 TITLE NAVAL RADIO STATION POWERHOUSE
 DRAWING NUMBER 100-100-3
 DATE 1935
 DRAWN BY CLIFF BOONHART, 1935
 DUTCH HARBOR PROJECT
 NAVAL OPERATING BASE, DUTCH HARBOR AND PEARL HARBOR
 PHOTOGRAPHED BY THE NATIONAL ARCHIVES

ON MICROFILM

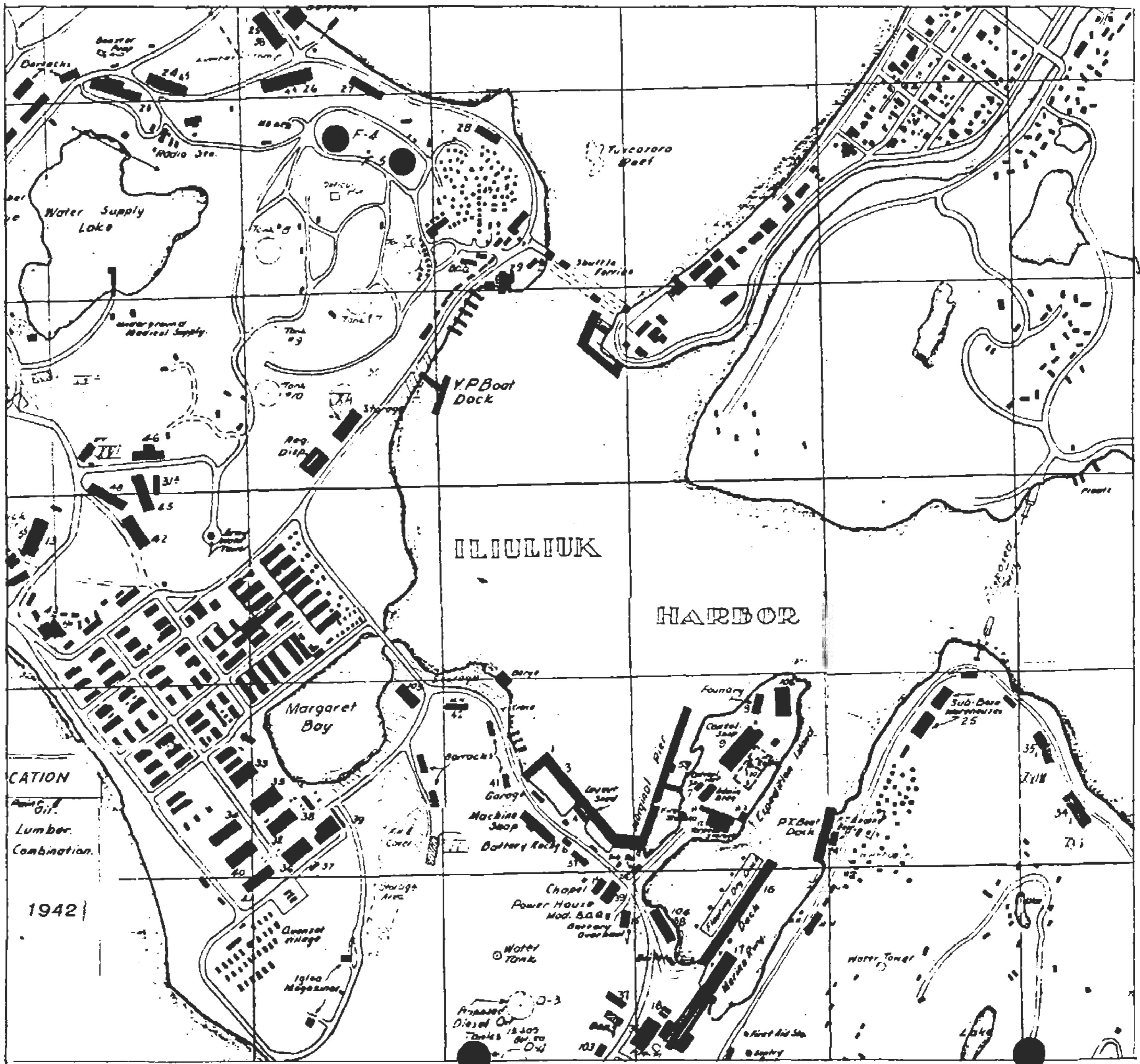
034
12-20-3



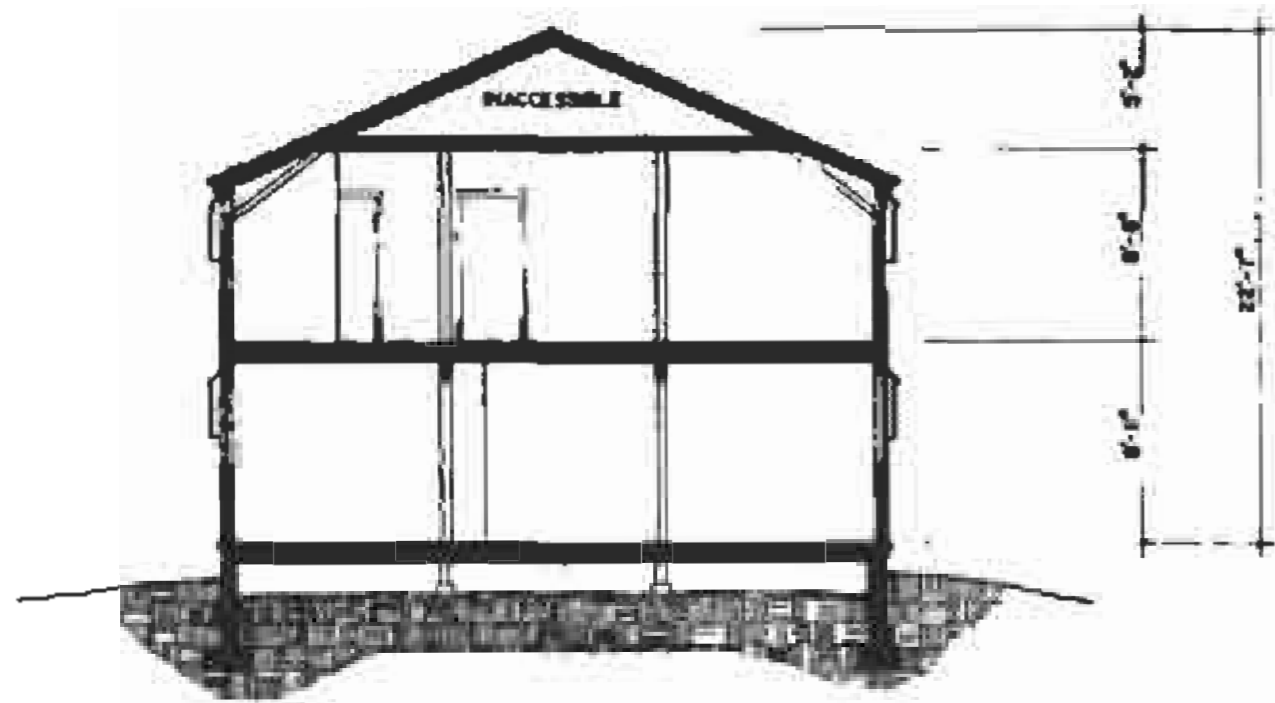
1942

MARGARET BAY CANTONMENT, FORT MEARS



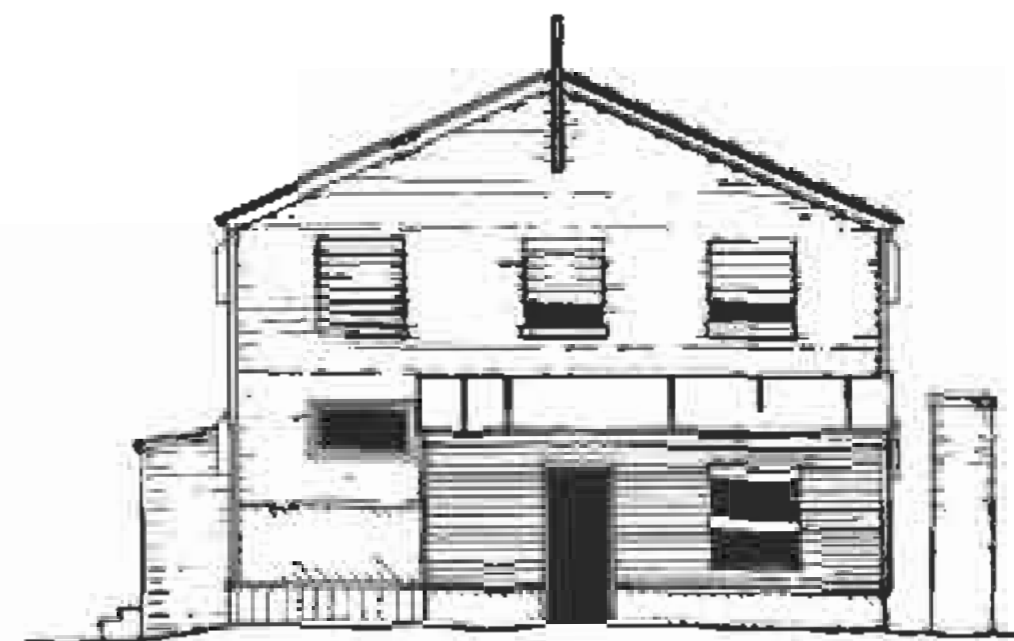






SECTION A-A
SCALE: 3/4" = 1'-0"

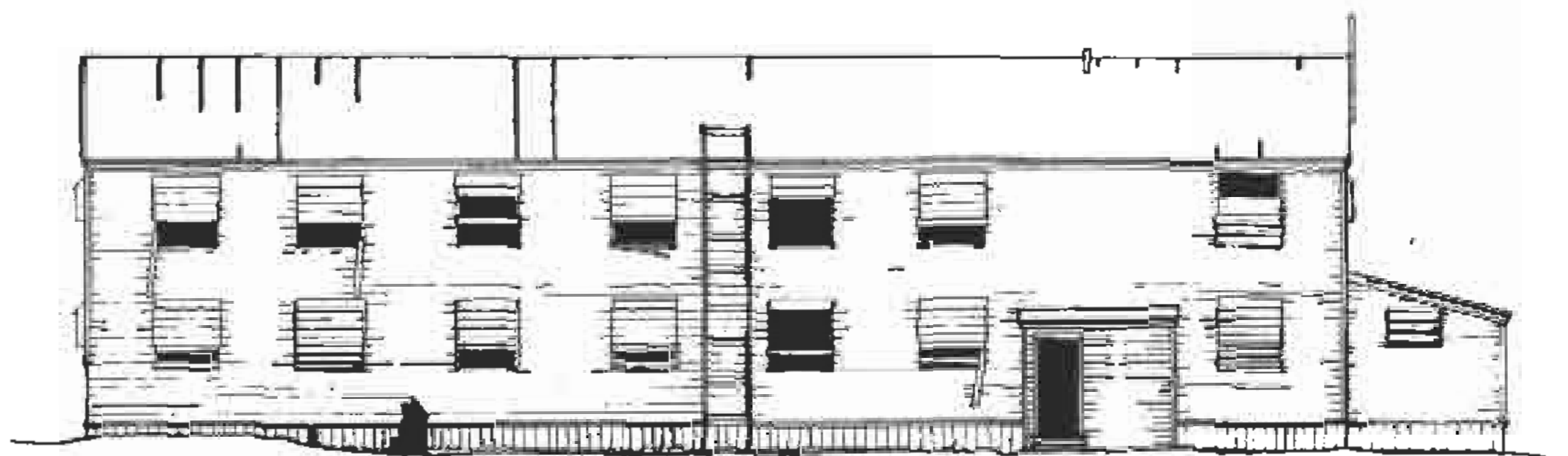
MATERIALS NOTES:
 ROOF: PREPARED BITUMINOUS ROOFING ON 1" SHEATHING.
 WALLS: WOOD FRAME WITH 1" DIAGONAL SHEATHING, BUILDING PAPER AND 5" DROP SIDING.
 FLOOR: 1 1/2" TONGUE AND GROOVE FLOORING ON SUBFLOORING, ON 2" x 8" JOISTS AT FIRST FLOOR, 2" x 10" JOISTS AT SECOND FLOOR.
 LAUNDRY ADDITION - CONCRETE SLAB
 FOUNDATION: CONCRETE PIERG WITH 1 1/2" VERTICAL WOOD SKIRT AND WATER TABLE.



NORTH ELEVATION
SCALE: 3/4" = 1'-0"



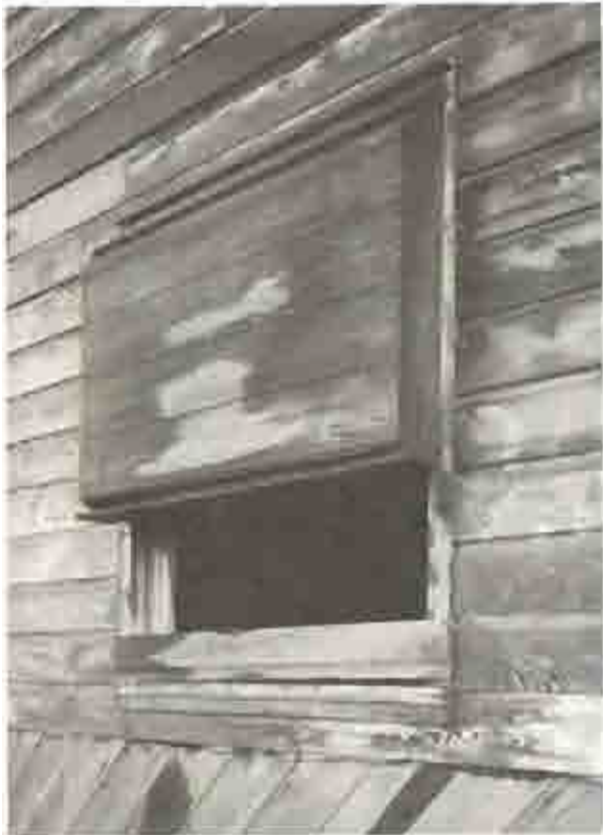
SOUTH ELEVATION
SCALE: 3/4" = 1'-0"



EAST ELEVATION
SCALE: 3/4" = 1'-0"

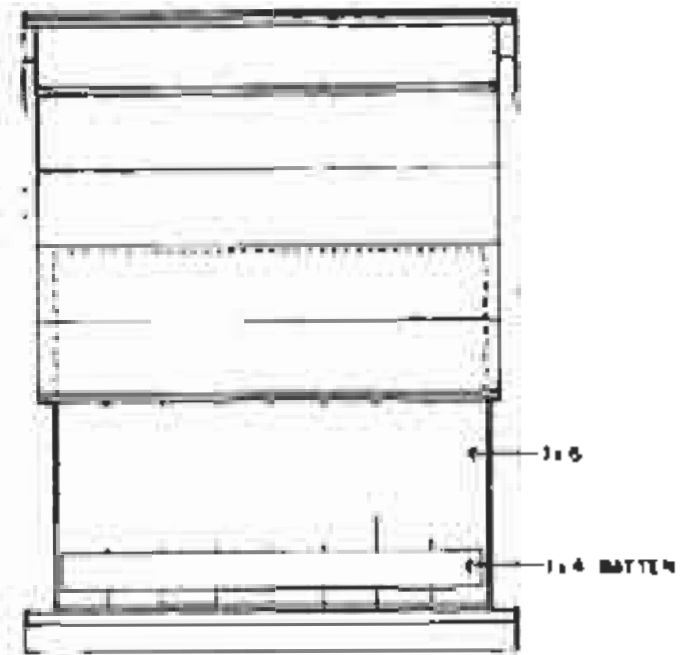


034/250000 P

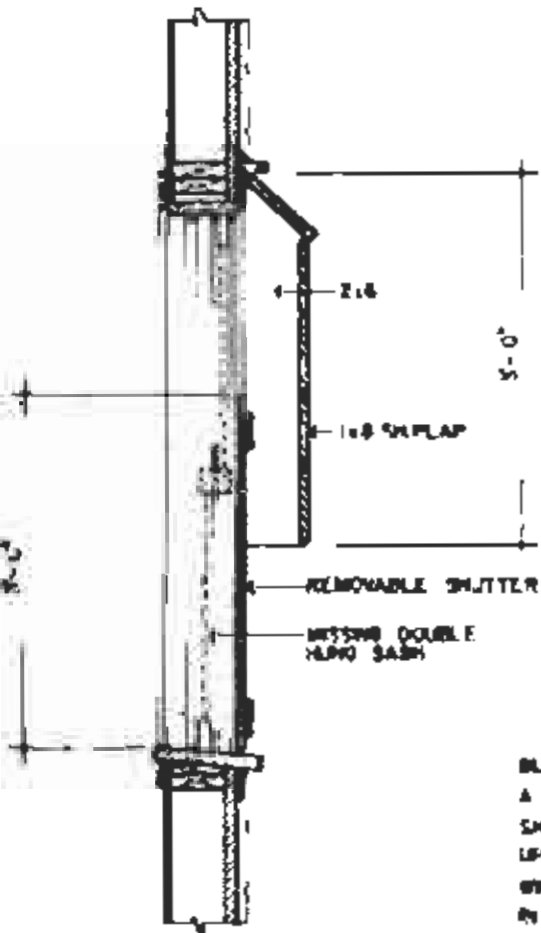


BARRACKS

BUILT IN 1941, THIS BARRACKS IS REPRESENTATIVE OF THE MANY SIMILAR ONES CONSTRUCTED AT FORT NEARS GARRISON NO 1, MARGARET BAY CANTONMENT. BOX-LIKE FRAME BLACKOUT SHUTTERS APPEAR ON EACH WINDOW. IN RESPONSE TO LOCAL CLIMATIC CONDITIONS, A DRYING ROOM FOR LAUNDRY WAS ADDED ONTO THE REAR FACADE IN 1941, AS ORDERED BY LT GENERAL JOHN L. DEWITT, COMMANDING GENERAL OF WESTERN DEFENSE COMMAND, FOLLOWING HIS INSPECTION TOUR IN MAY 1941.



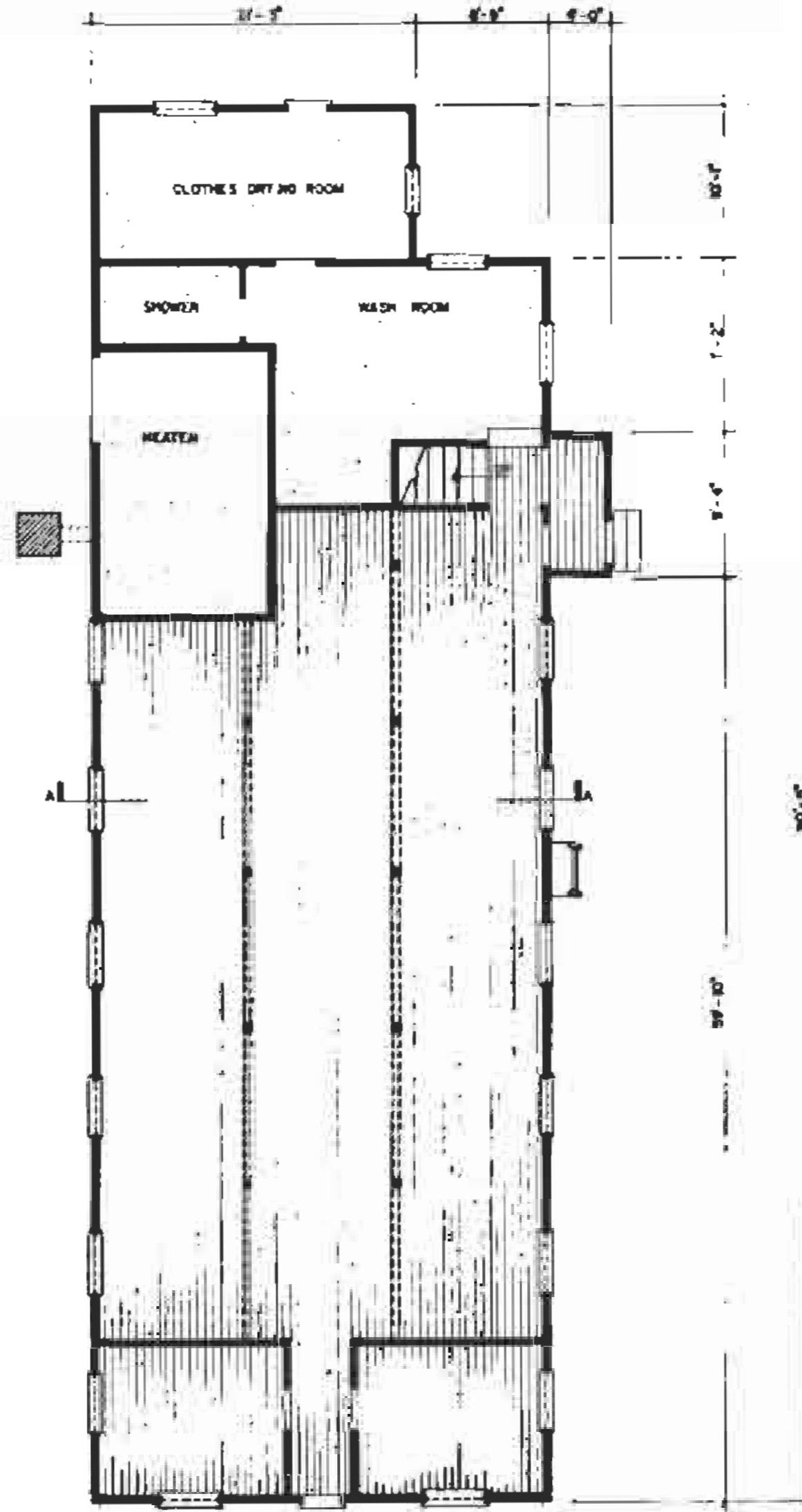
ELEVATION
SCALE: 1" = 1'-0"



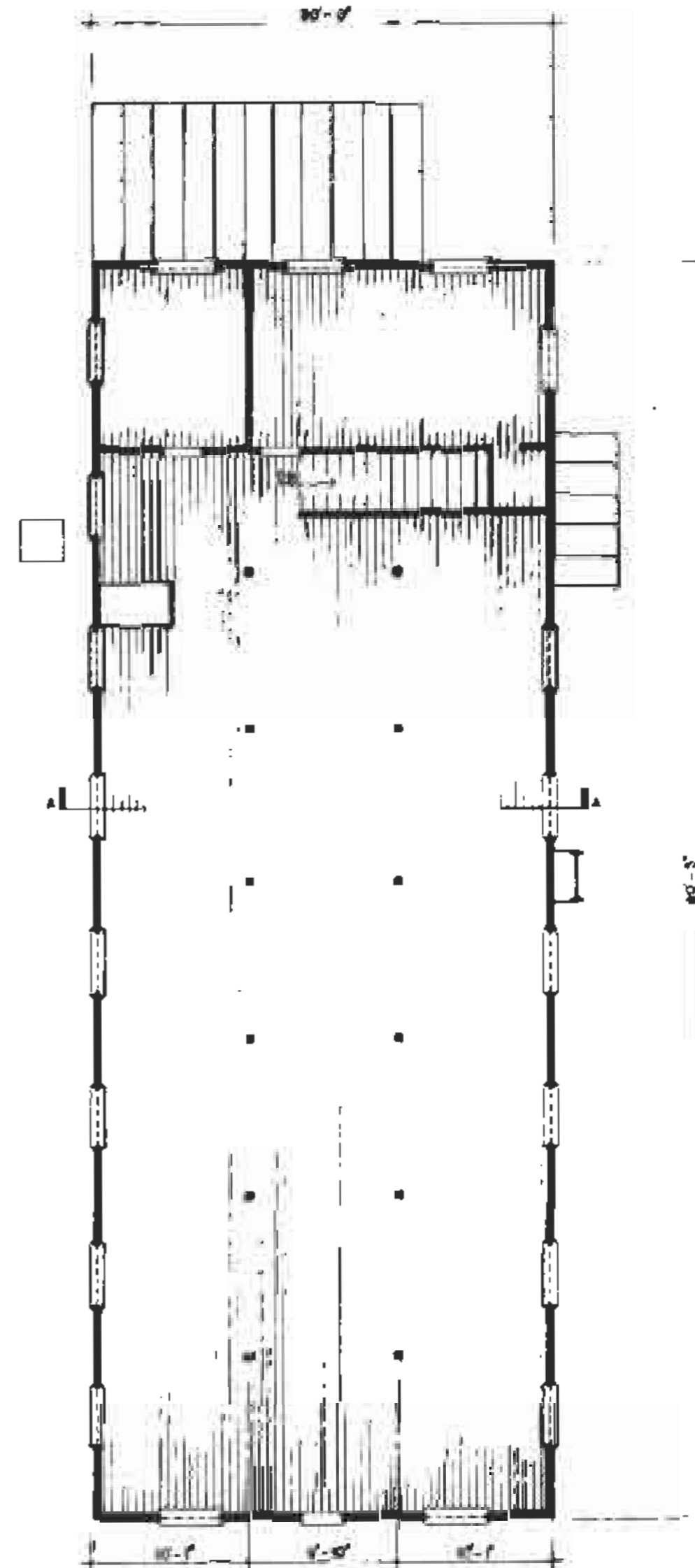
SECTION
SCALE: 1" = 1'-0"

TYPICAL BLACKOUT SHUTTER

BLACKOUT SHUTTERS CONSIST OF A BOX-LIKE WOOD FRAME WITH SHIMPLAP SIDING SHADING THE UPPER TWO-THIRDS OF EACH WINDOW. A GLASS PANEL SLIPS IN UNDERNEATH, PREVENTING LIGHT FROM ESCAPING THE INTERIOR SURFACE OF EACH SHUTTER WAS PAINTED BLACK.



FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"



SECOND FLOOR PLAN
SCALE: 3/16" = 1'-0"

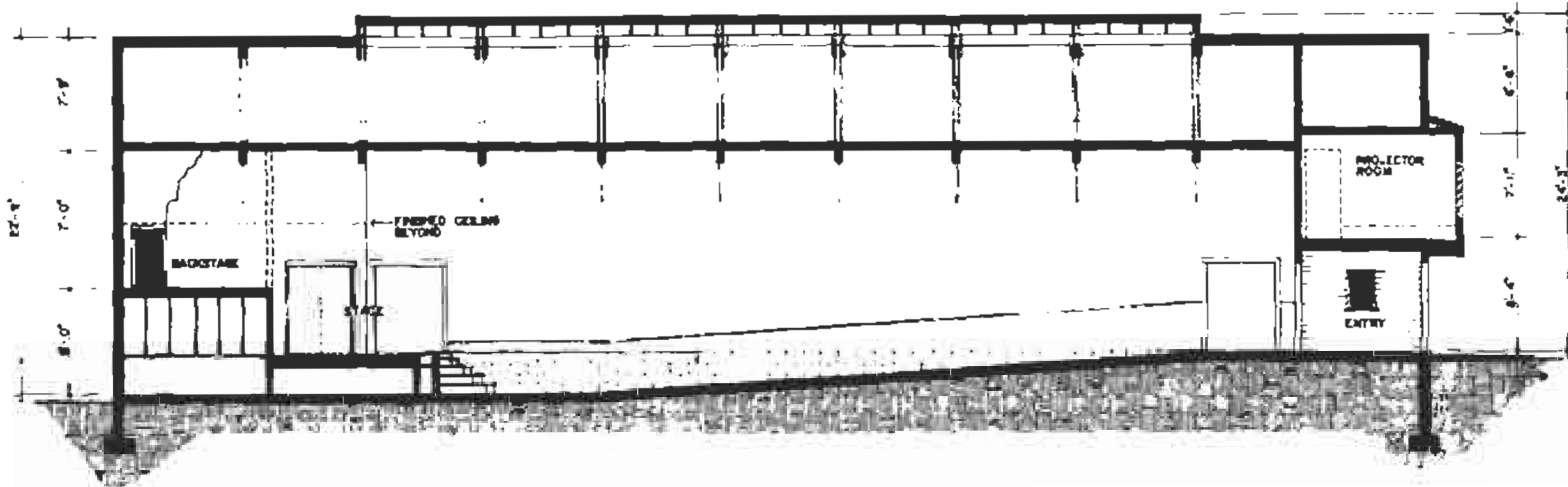


HISTORIC AMERICAN BUILDINGS SURVEY
 PROJECT 1 OF 2
 MARGARET BAY CANTONMENT BARRACKS
 UNALASKA ISLAND
 NAVY OPERATED BASE DUTCH HARBOR AND FORT NEARS
 DUTCH HARBOR PROJECT
 DRAWING BY CAREY R. FORD/ASO, 1988

ON MICROFILM

034 / 25000A



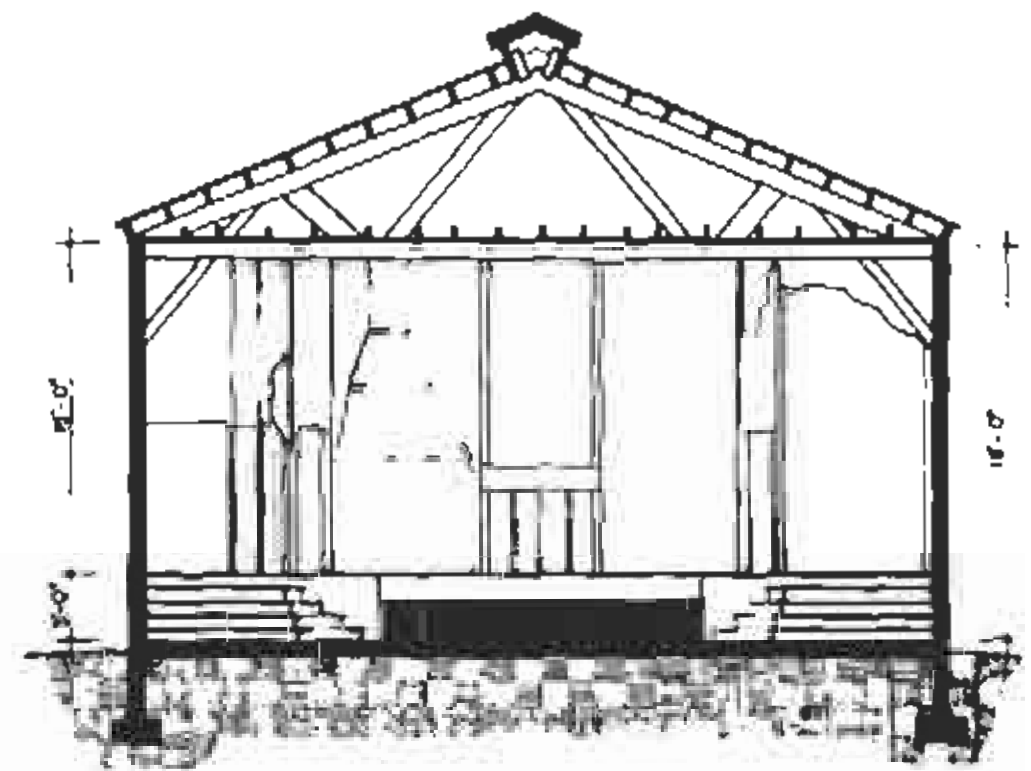


SECTION A-A
SCALE: 3/16" = 1' 0"

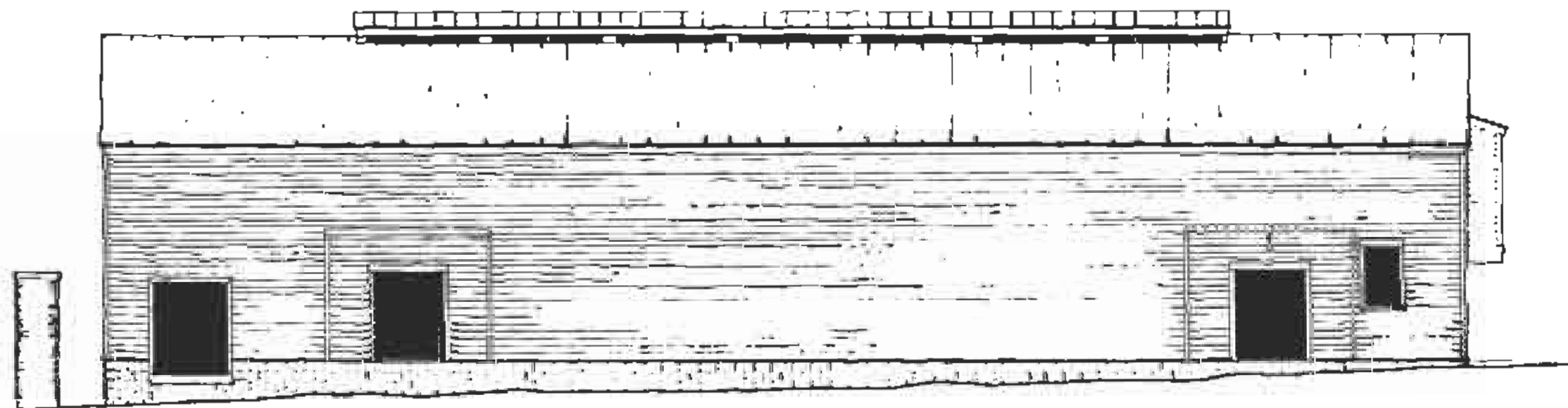
MATERIALS NOTES:

ROOF: PREPARED METAL ROOFING ON 1" SHEATHING ON 2x6 JOISTS ON WOOD TRUSS (2x4x6 RIDGE BEAM). BASED ROOF EDGE IS 2x6 FRAMING, SAME ROOFING.
WALLS: CONTINUOUS CONCRETE BLOCK PERIMETER WALL, 2x8 WOOD FRAME WITH 1" DIAGONAL SHEATHING, BUILDING PAPER AND 5" DROP SIDING. INTERIOR OF ENTRY AREA FINISHED WITH WOOD SOFFIT.

FLOOR: CONCRETE SLAB AT GROUND LEVEL, 6% SLOPE IN AUDITORIUM SEATING AREA, STAGE AREA AND PROJECTOR ROOM, 1x6 TONGUE AND GROOVE FLOORING ON SUBFLOORING ON 2x10 JOISTS.
FOUNDATION: CONTINUOUS CONCRETE BLOCK PERIMETER WALL, CONCRETE SLAB ON GRADE.



SECTION B-B
SCALE: 3/16" = 1' 0"



EAST ELEVATION
SCALE: 3/16" = 1' 0"



NORTH ELEVATION
SCALE: 3/16" = 1' 0"

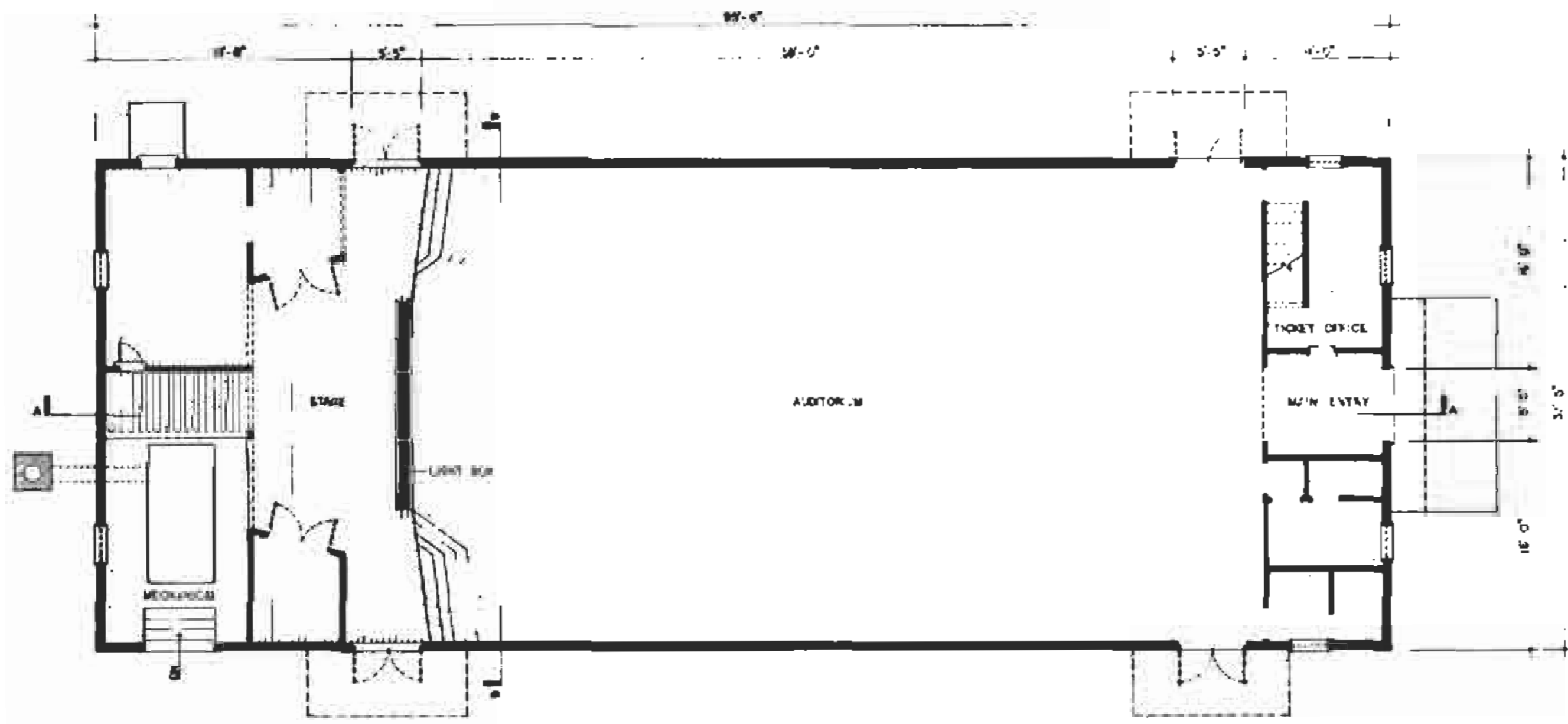


HISTORIC AMERICAN BUILDINGS SURVEY
 PROJECT 2 OF 2 DRAWINGS
 ALASKA AK 3419
 MARGARET BAY CANTONMENT THEATER
 UNDEVELOPED BUILDING
 NAVAL OPERATING BASE (NORFOLK) BARBER AND POINT MARSH
 CAREY B. FERRARO, AIA
 BOWEN HARRISON PROJECT
 ARCHITECTS AND INTERIORS
 1000 W. 10TH AVENUE, SUITE 100
 DENVER, CO 80202

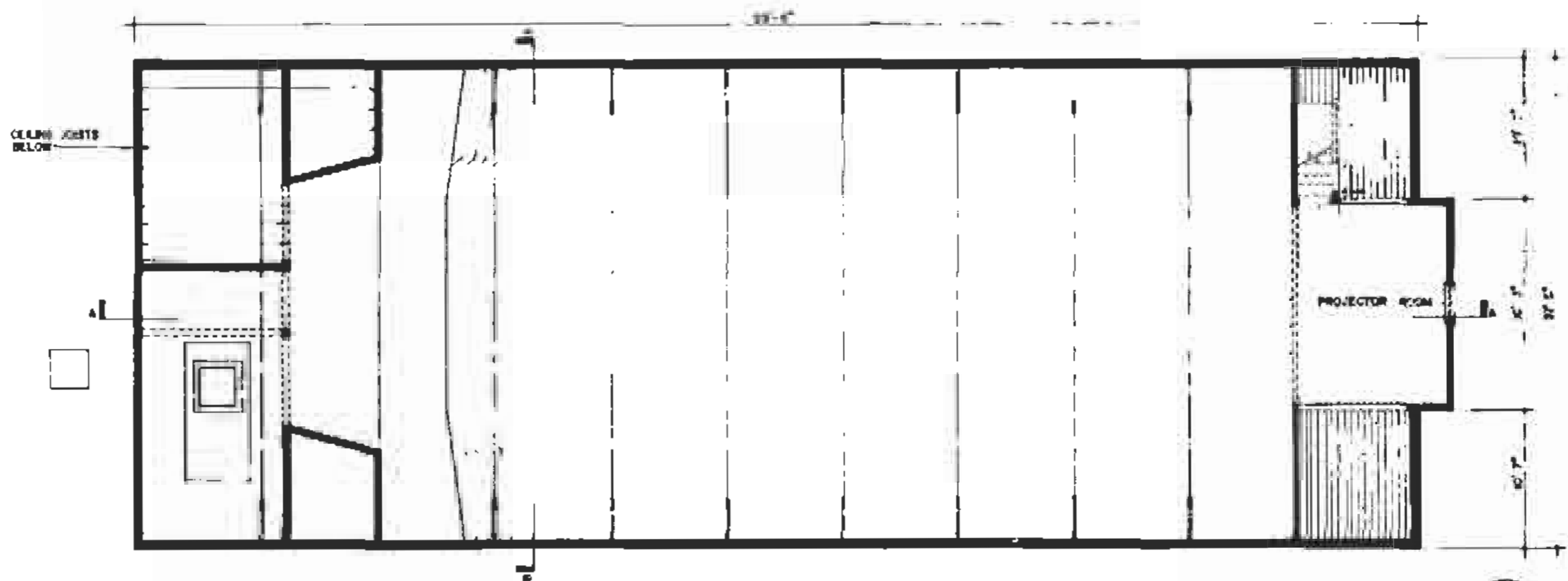
034/2500002

ON MICROFILM





FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"



SECOND FLOOR PLAN
SCALE: 3/16" = 1'-0"



HISTORIC AMERICAN
BUILDINGS SURVEY
Sheet 1 of 2

NO. AK-140

ALASKA

MARGARET BAY CANTONMENT THEATER
UNALASKA ISLAND

NAVY OPERATING BASE DUTCH HARBOR AND FORT MEARS
UNALASKA ISLAND

PROJECTED BY: CAROL P. PETERSON

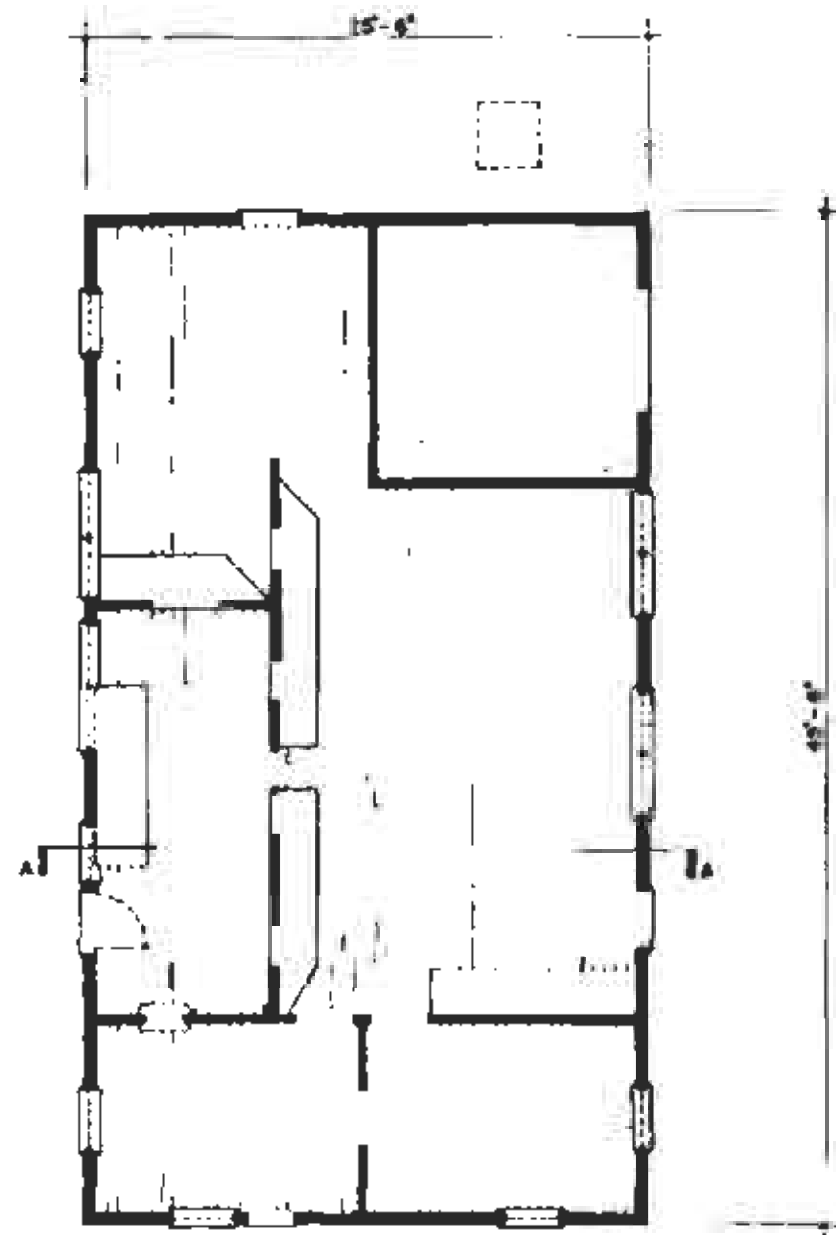
DUTCH HARBOR PROJECT
Architectural drawings of this project
prepared by the U.S. Army Corps of Engineers

DATE: 1967

ON MICROFILM

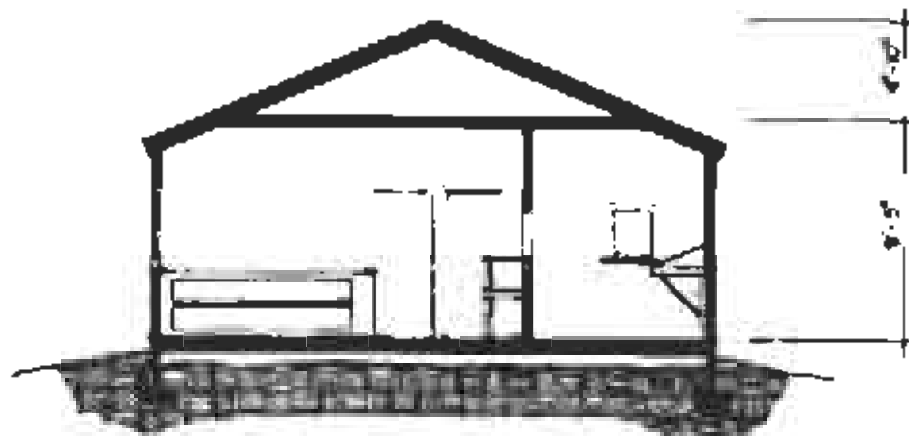
034/25000 Q





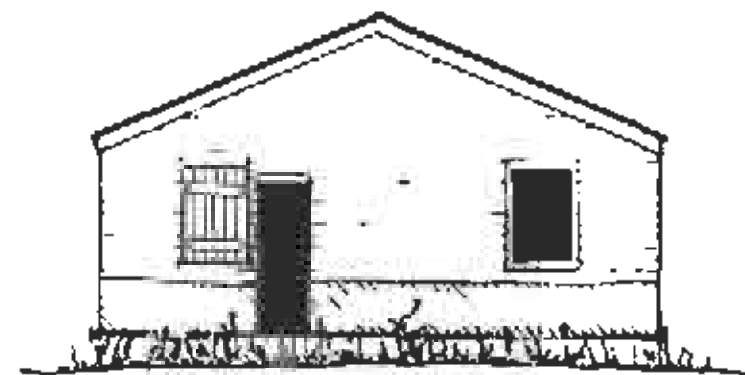
PLAN

SCALE: 3/16" = 1'-0"



SECTION A-A

SCALE: 3/16" = 1'-0"

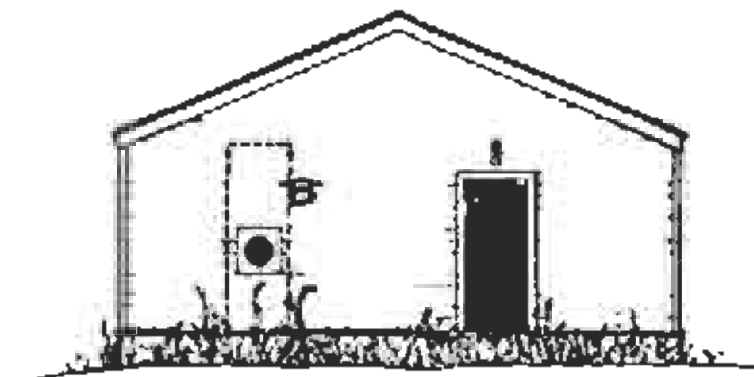


WEST ELEVATION

SCALE: 3/16" = 1'-0"

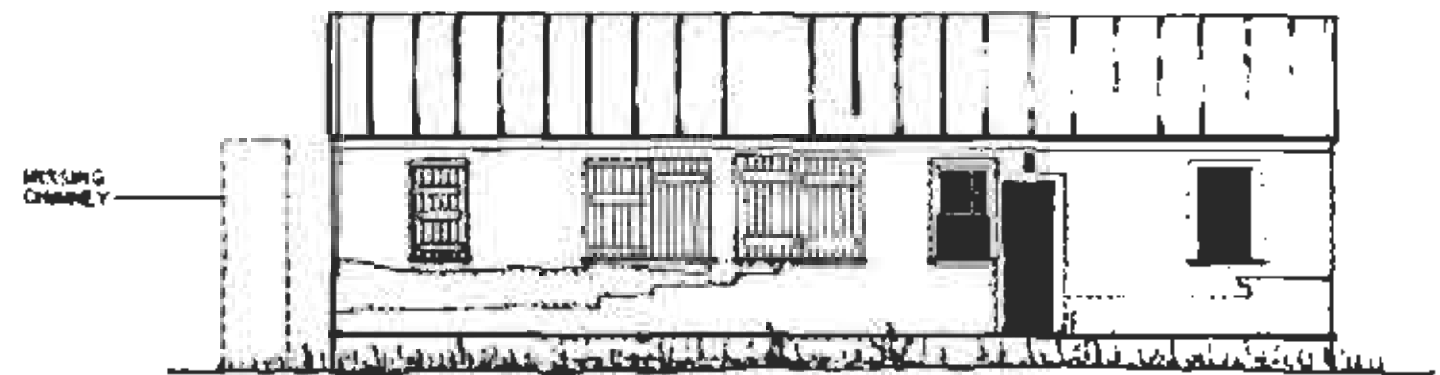
MATERIALS NOTES:

ROOF: PREPARED BITUMINOUS ROOFING ON 1" SHEATHING.
 WALLS: WOOD FRAME WITH 1" DIAGONAL SHEATHING, BUILDING PAPER AND 5" DROP SOUND.
 FLOOR: 1 1/2" TONGUE AND GROOVE FLOORING ON SUBFLOORING, ON 2" x 8" JOISTS.
 FOUNDATION: CONTINUOUS CONCRETE FOUNDATION WALLS WITH 1 1/2" VERTICAL WOOD SKIRT.



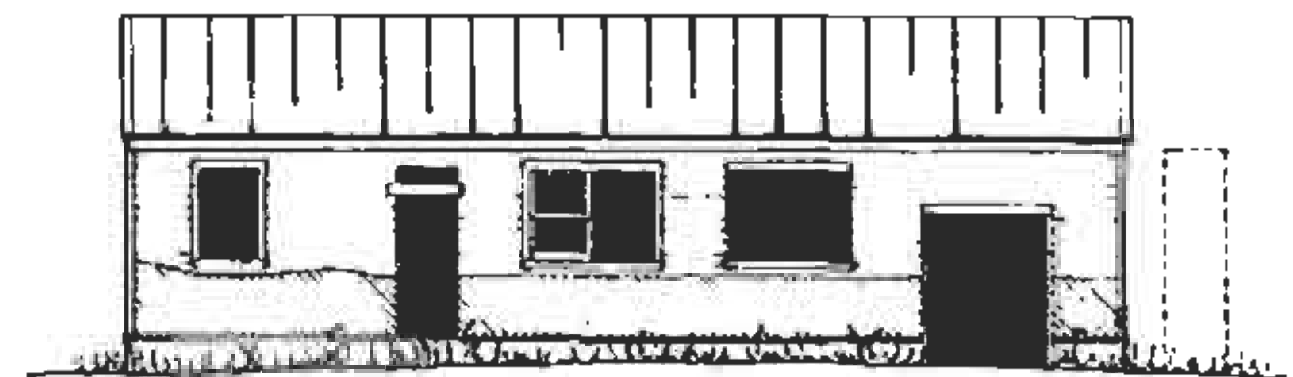
EAST ELEVATION

SCALE: 3/16" = 1'-0"



NORTH ELEVATION

SCALE: 3/16" = 1'-0"



SOUTH ELEVATION

SCALE: 3/16" = 1'-0"

HISTORIC AMERICAN BUILDINGS SURVEY

ALABAMA

MARGARET BAY CANTONMENT POST OFFICE
 DUTCH HARBOR PROJECT
 DUTCH HARBOR PROJECT
 DUTCH HARBOR PROJECT

CAREY R. PIERRE, III
 DUTCH HARBOR PROJECT
 DUTCH HARBOR PROJECT

034/125000 B

ON MICROFILM



Unalaska Bay and Mount Ballyhoo at right, 1939.

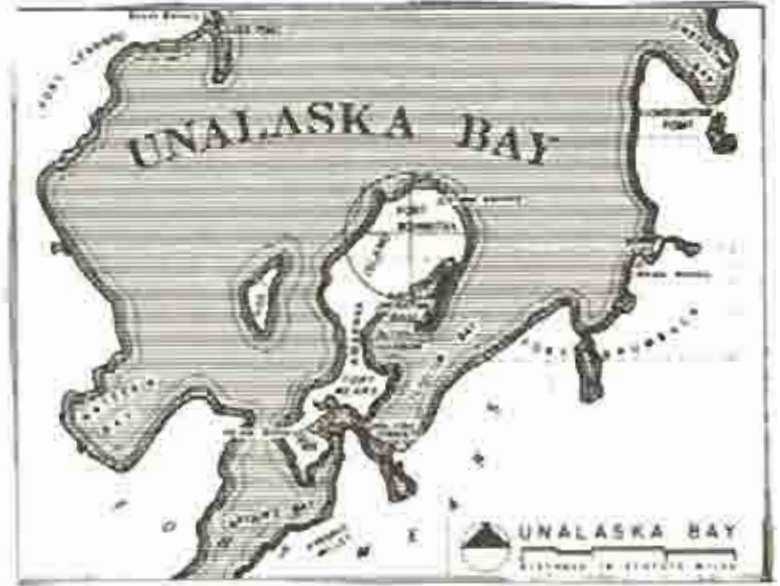
MOUNT BALLYHOO



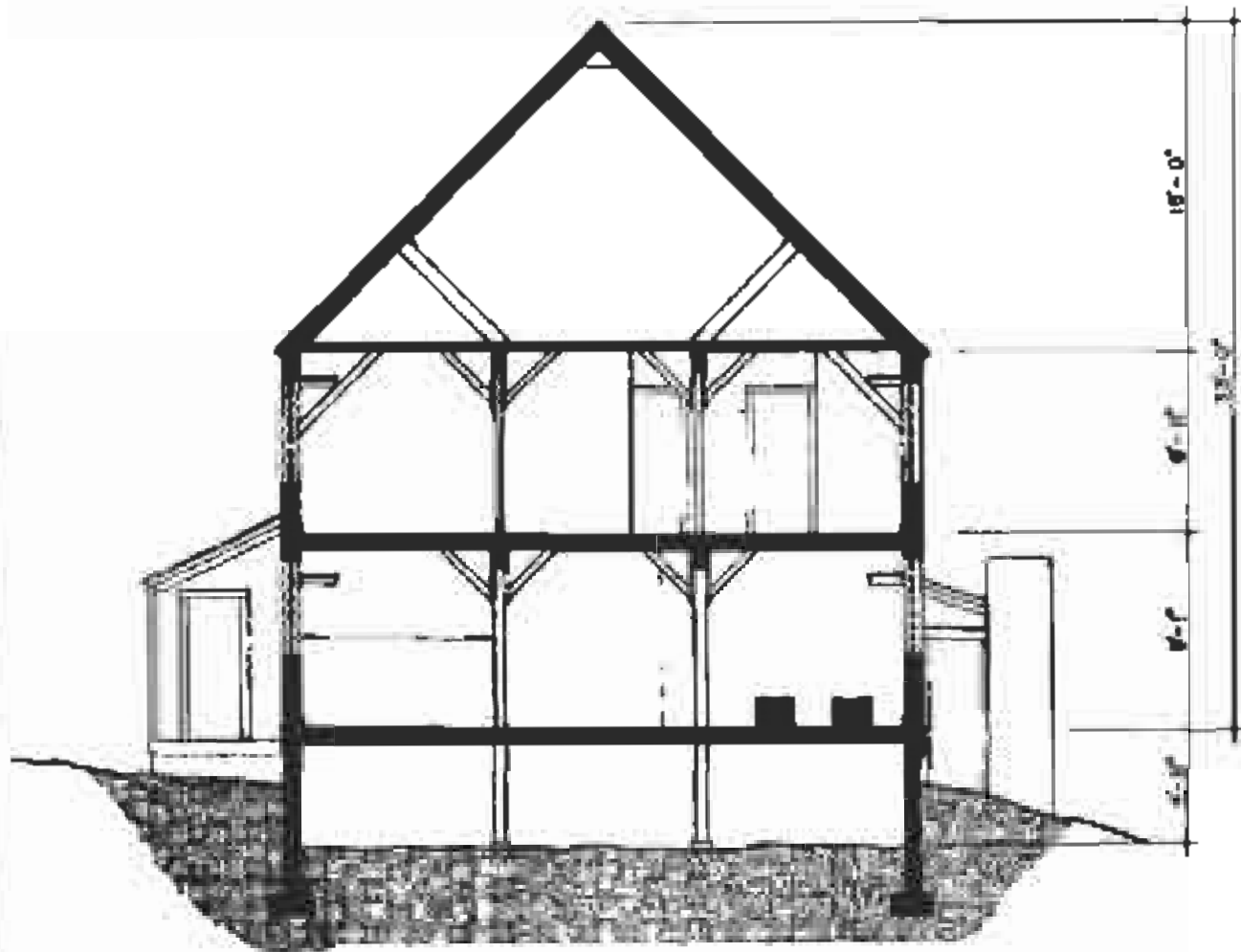
Ulahta Head, Mount Ballyhoo.

Battery Command Post.

The cliffs of Mount Ballyhoo.







SECTION A-A

SCALE: 3/16" = 1'-0"

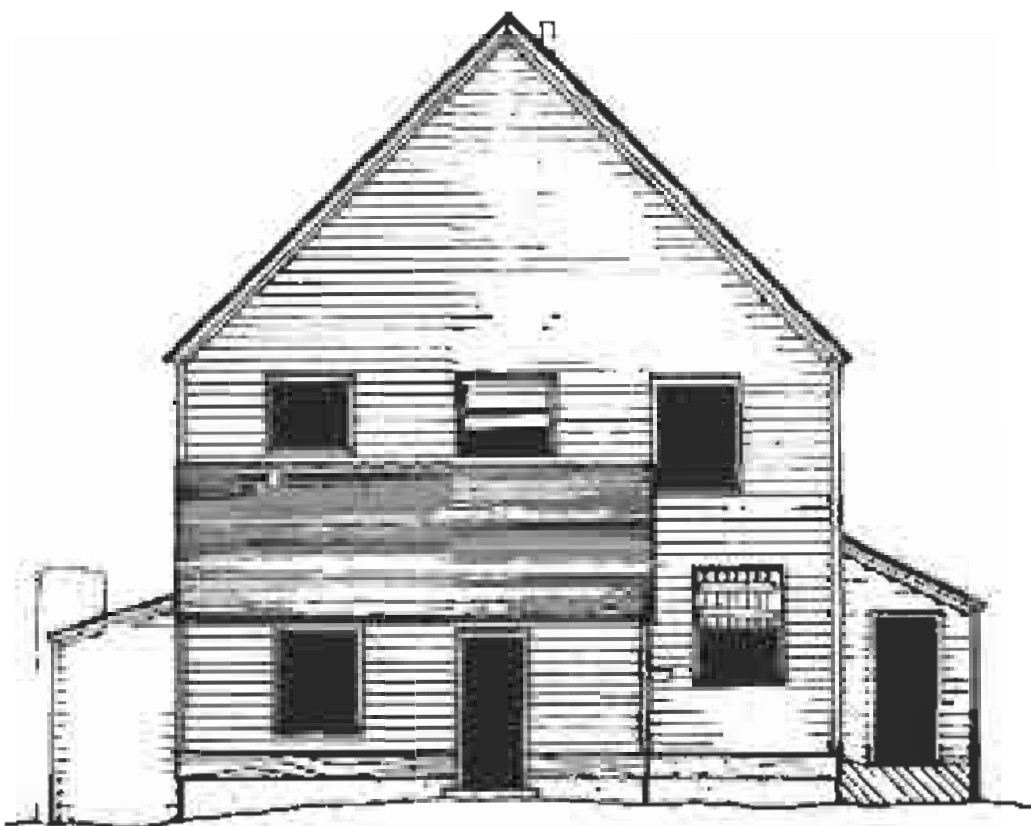


MATERIALS NOTES
 FOUNDATION CONCRETE PERIMETER
 WALLS WOOD FRAME WITH 6-INCH
 TORBLE-AND-GROOVE STUDS
 ROOF WOOD SHINGLE



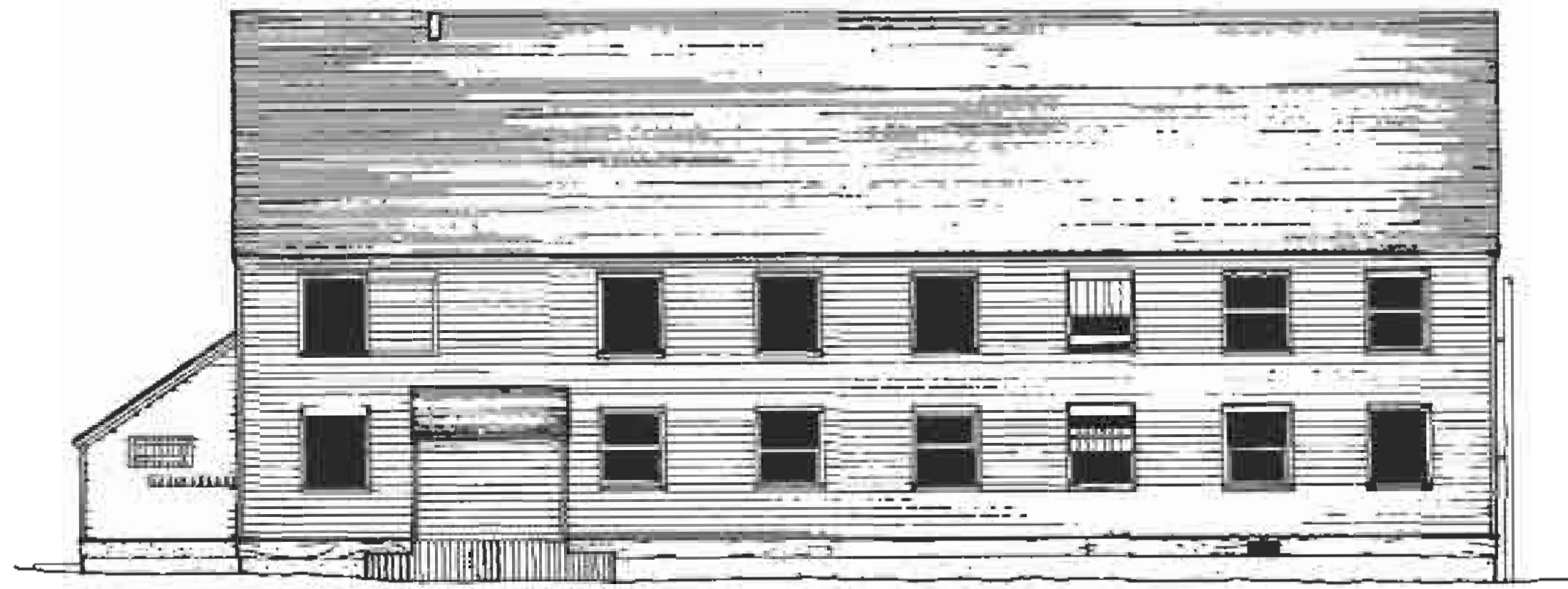
EAST ELEVATION

SCALE: 3/16" = 1'-0"



WEST ELEVATION

SCALE: 3/16" = 1'-0"



SOUTH ELEVATION

SCALE: 3/16" = 1'-0"

WESTING HOUSE AMERICAN
 BUILDINGS SURVEY
 FORM 2 (REV. 2-1958)

PROJECT NO.
 AN-347

ALABAMA

MOUNT BALLYHOO GARRISON BARRACKS
 UNALASKA ISLAND

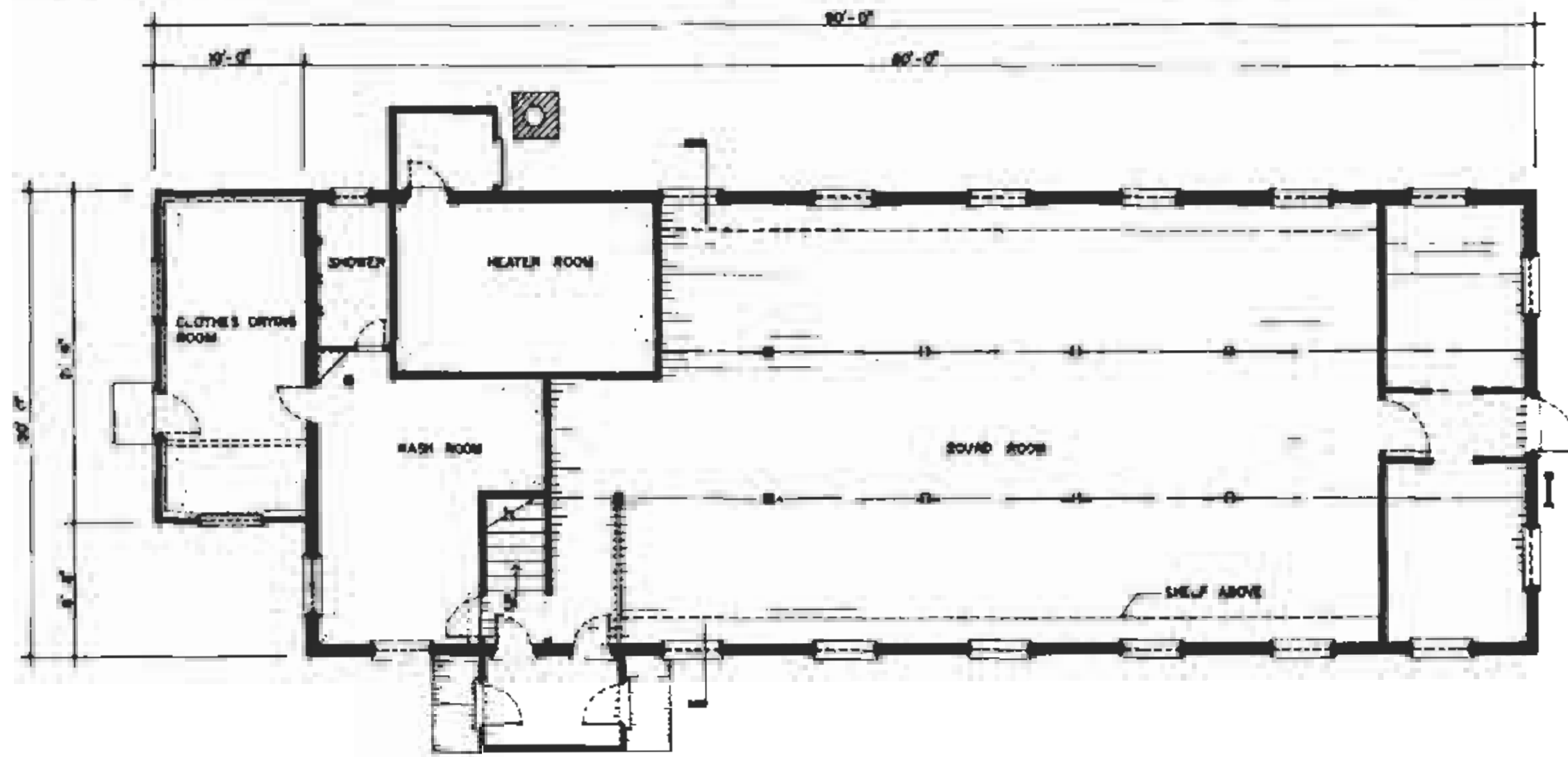
FOR THE USE OF THE ARCHITECT BY THE FIELD OFFICE
 MOUNT BALLYHOO GARRISON BARRACKS
 DUTCH HARBOR AND FORT NEARBY

REMARK: OPERATE NO. BASE DUTCH HARBOR

DESIGNED BY
 GARY P. PETERSEN, INC.
 DUTCH HARBOR PROJECT
 10000 1/250000T

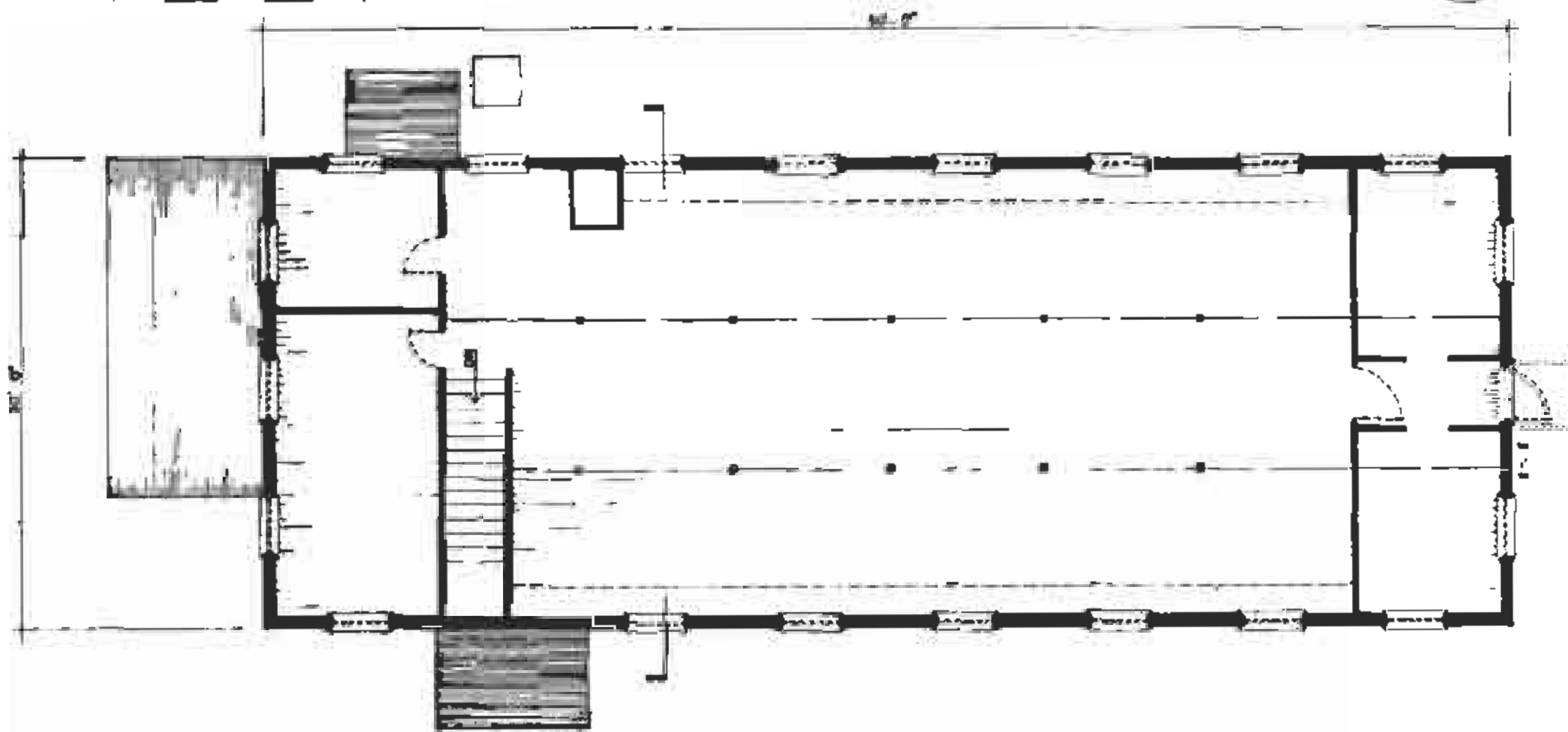
034
 1/250000T





FIRST FLOOR PLAN

SCALE: 3/16" = 1'-0"
 0 1 2 3 4 5 METERS
 0 10 20 FEET



SECOND FLOOR PLAN

SCALE: 3/16" = 1'-0"

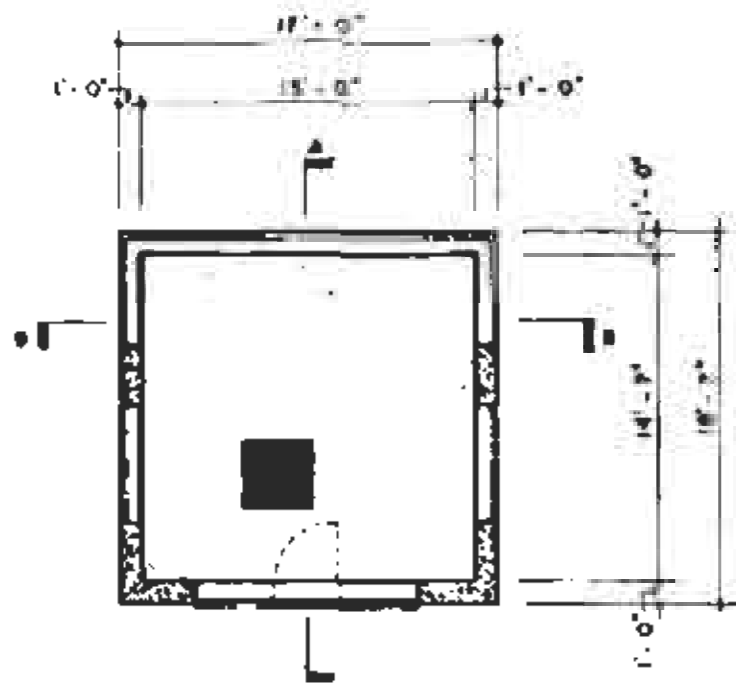
DESIGNED BY: CARY P. FEYERSEN, M.D.
 DUTCH HARBOR PROJECT
 ARCHITECTURAL DRAWING
 NUMBER: 039/25000 T

PROJECT: MOUNT BALLYMOO GARRISON BARRACKS
 LOCATION: SPAINIAKIA, ALASKA
 DRAWING NO.: 039/25000 T

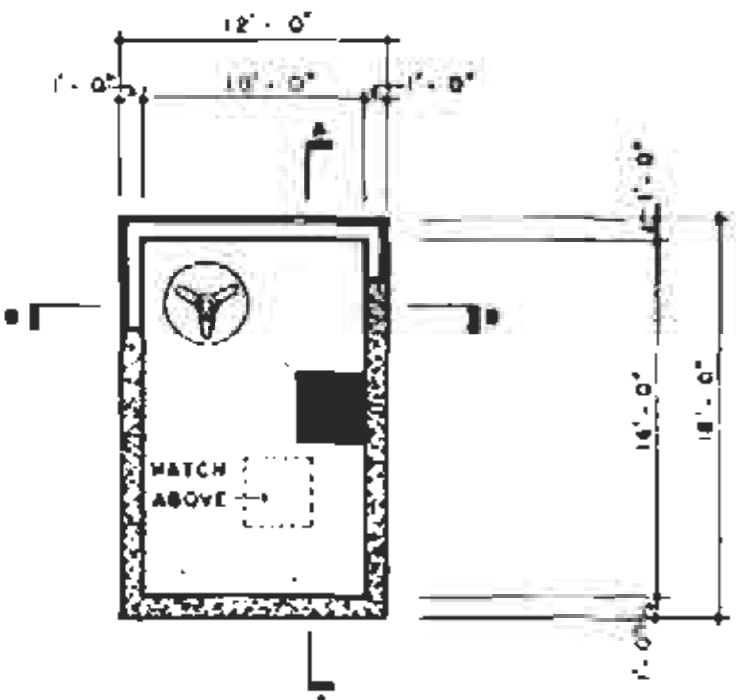
DATE: 1954
 SHEET NO.: 1 OF 2

039/25000 T

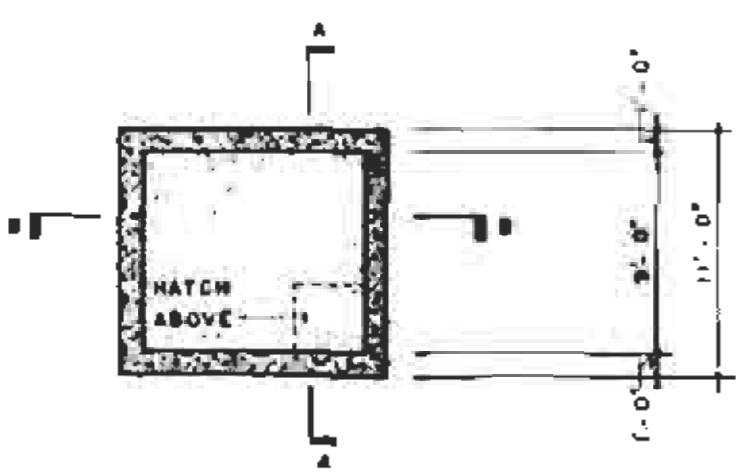




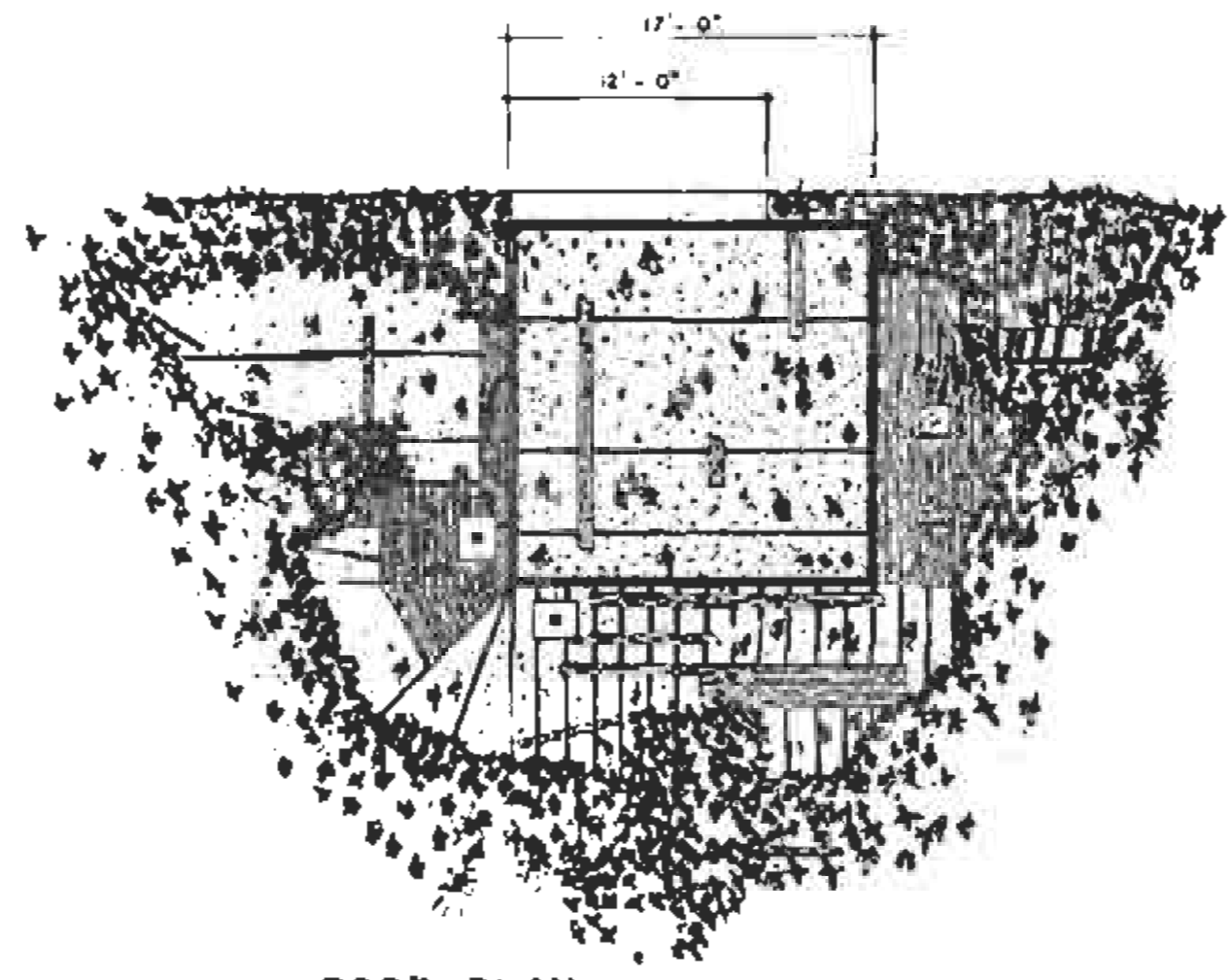
UPPER FLOOR
SCALE 3/16" = 1'-0"



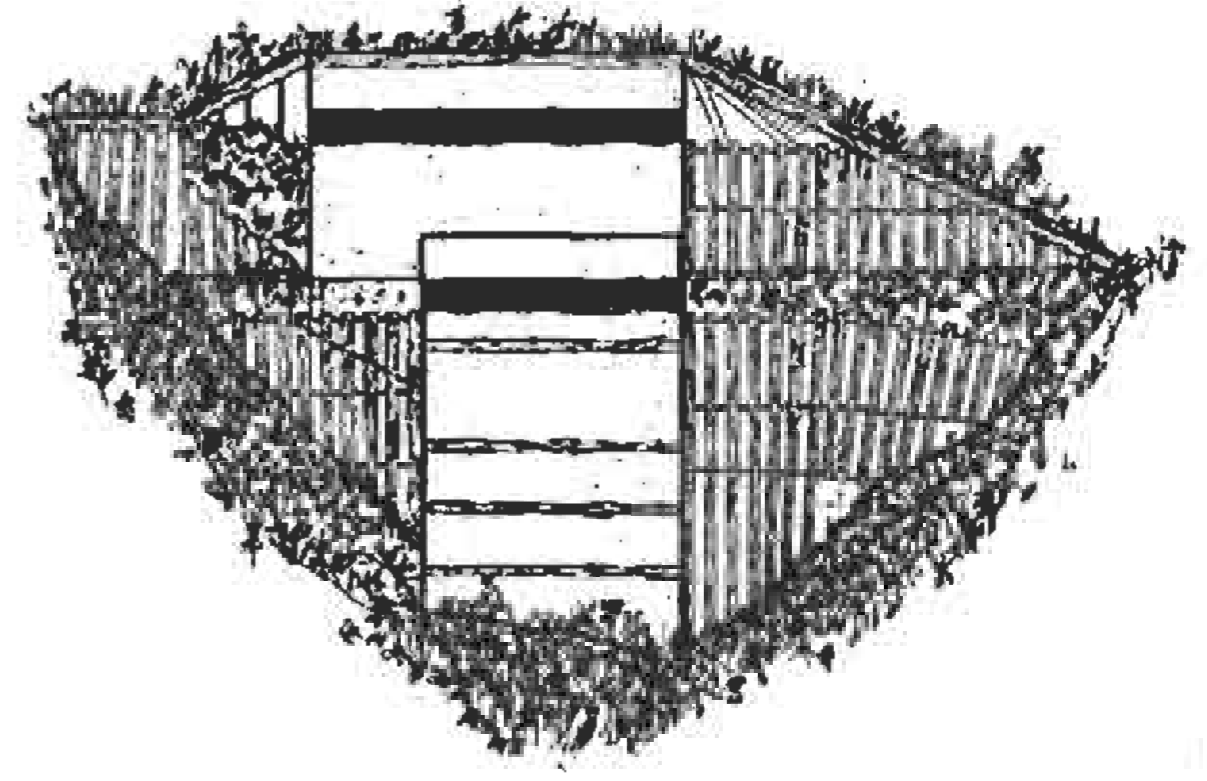
MIDDLE FLOOR
SCALE 3/16" = 1'-0"



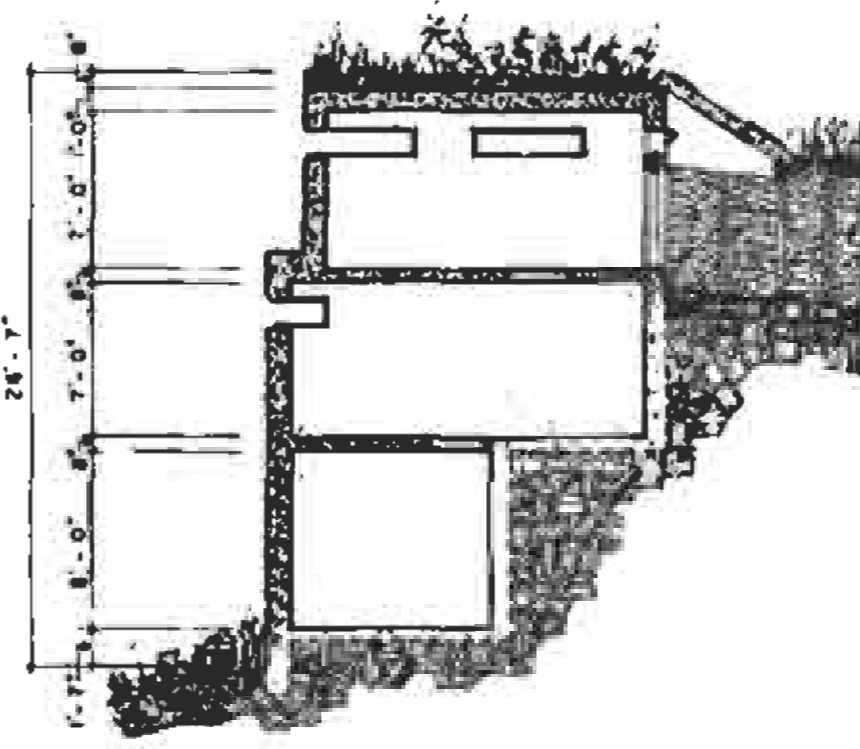
LOWER FLOOR
SCALE 3/16" = 1'-0"



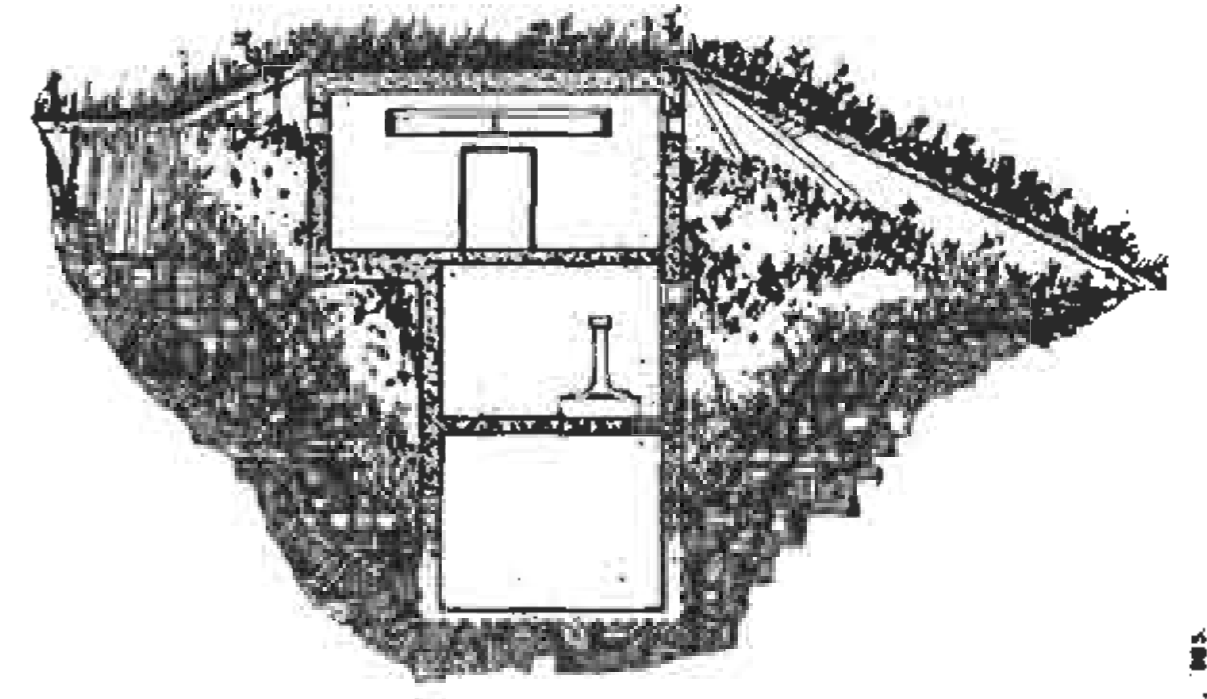
ROOF PLAN



NORTH ELEVATION
SCALE 3/16" = 1'-0"



SECTION A-A
SCALE 3/16" = 1'-0"



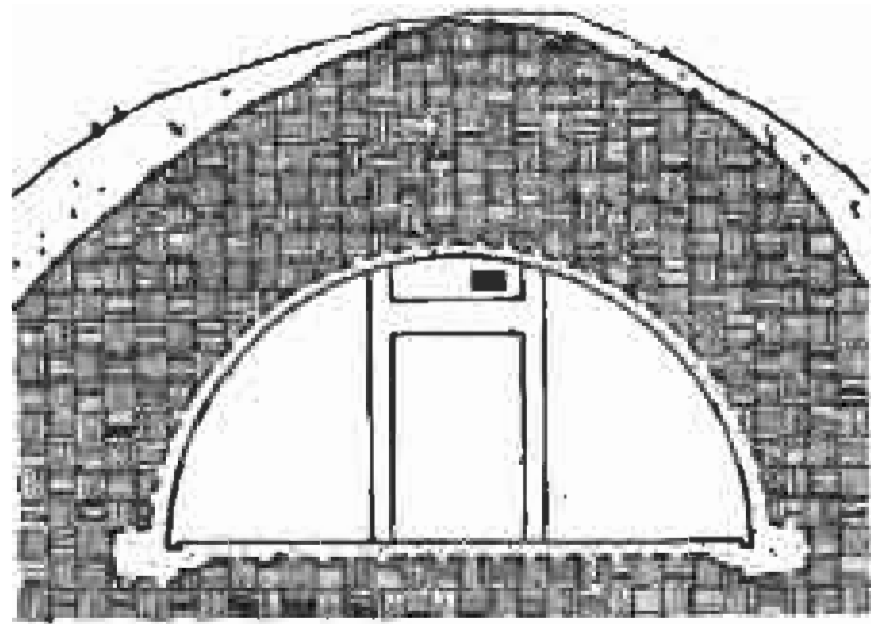
SECTION B-B
SCALE 3/16" = 1'-0"

PROJECT NO. 86-344
 HISTORIC AMERICAN BUILDINGS SURVEY
 ULLAKTA HEAD FIXED DEFENSE INSTALLATION BATTERY COMMAND POST No. 1
 ULLAKTA HEAD, ALASKA
 DRAWN BY CLIFF GOODHART, MS.
 DUTCH HARBOR PROJECT
 ULLAKTA HEAD BATTERY
 BASE DUTCH HARBOR AND FORT MEARS
 ULLAKTA HEAD BATTERY

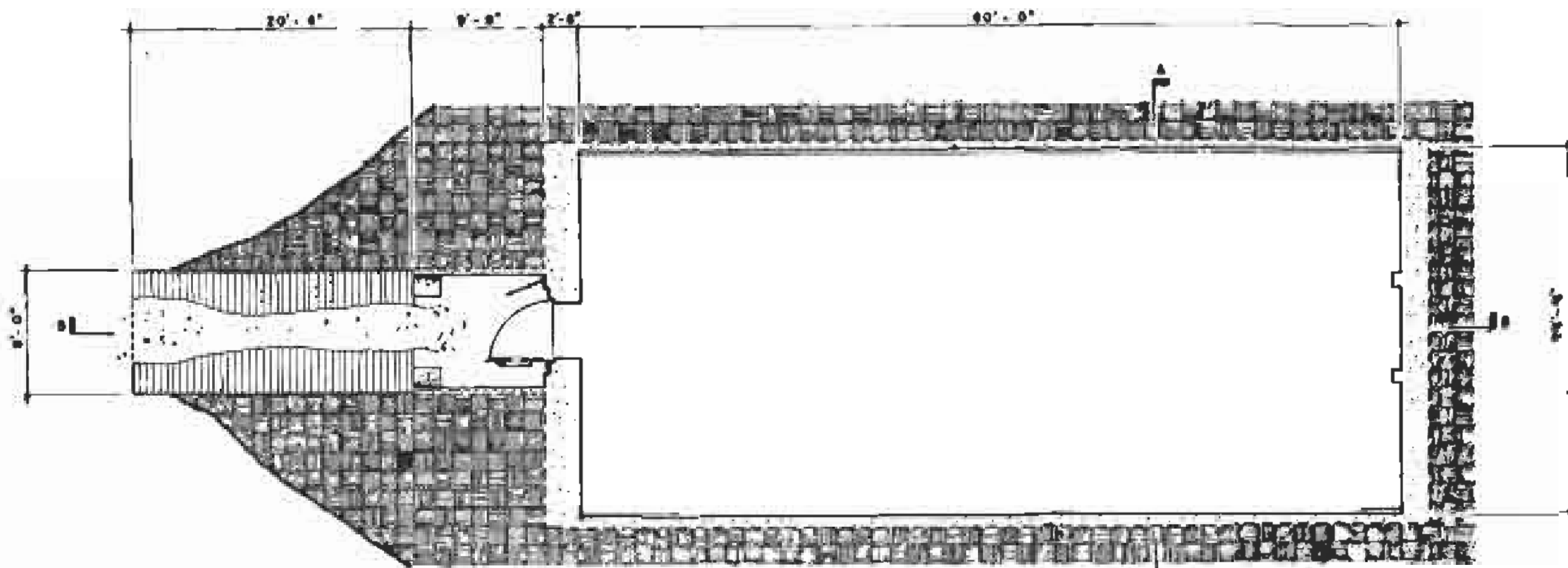
ON MICROFILM

034/25000V

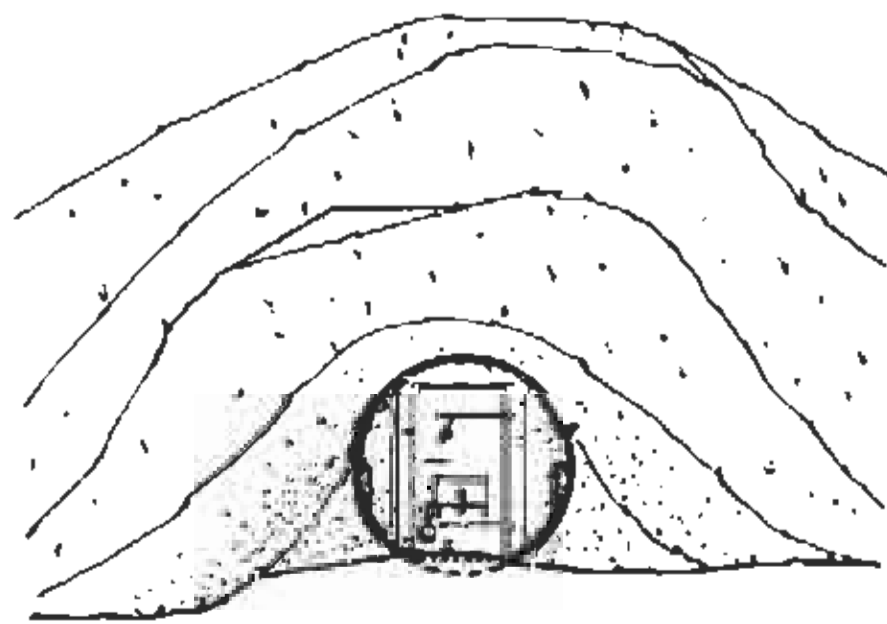




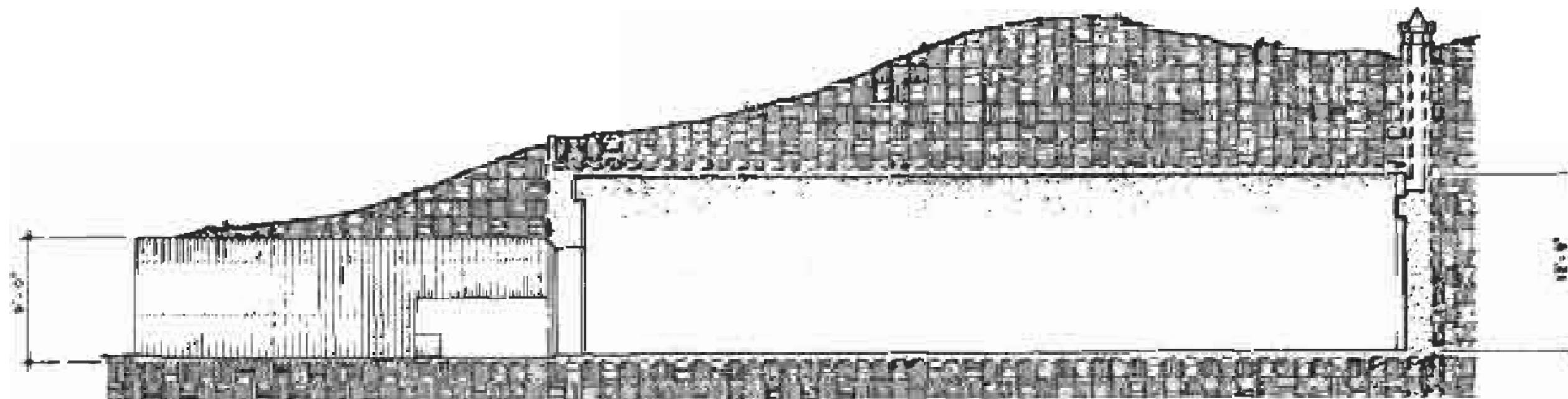
SECTION A-A
SCALE: 3/16" = 1'-0"



FLOORPLAN
SCALE: 3/16" = 1'-0"



ENTRANCE ELEVATION
SCALE: 3/16" = 1'-0"



SECTION B-B
SCALE: 3/16" = 1'-0"

NOTE: THICKNESS OF WALLS AND FOUNDATION ARE SPECULATIVE DUE TO THE MAGAZINE BEING UNDERGROUND. SECTION A-A IS BASED ON CONSTRUCTION DOCUMENTS FOR SMALLER BUT SIMILAR MAGAZINES BUILT ON OTHER PARTS OF THE ISLAND.

HISTORIC AMERICAN BUILDINGS SURVEY
 PROJECT NO. AK-340
 ALASKA
 UNALASKA ISLAND
 ULAKTA HEAD FIXED DEFENSE INSTALLATION MAGAZINE
 BRIGADIER GENERAL W. B. DUTCH HARBOR AND FORT MILES
 DRAWN BY G. B. GOODWART, 1965
 CHECKED BY G. B. GOODWART, 1965
 PROJECT NO. AK-340
 UNALASKA ISLAND

ON MICROFILM

25000



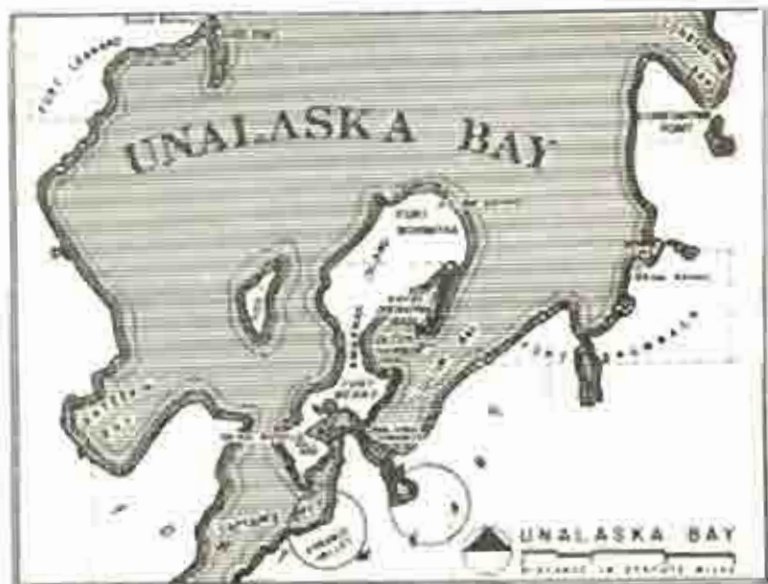
Rocky Point Section Base, 1942

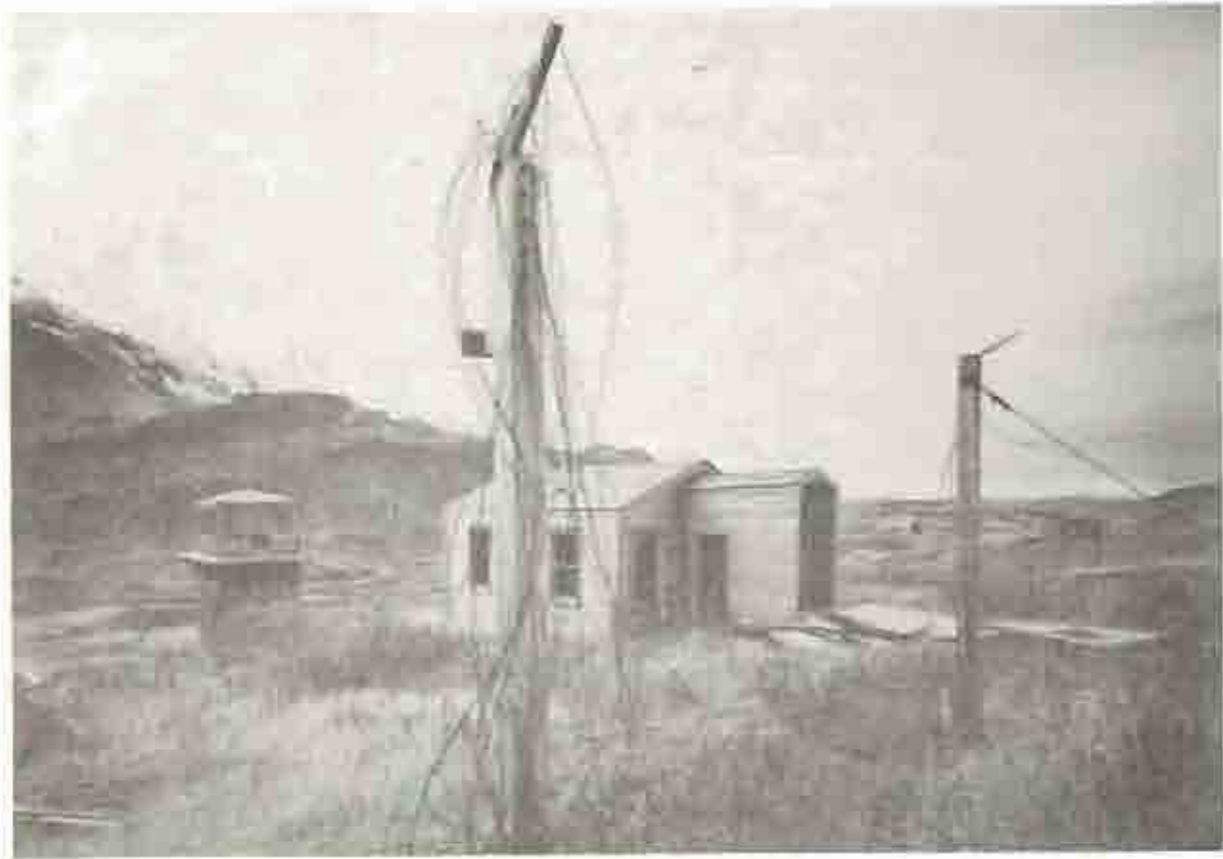
OUTPOSTS

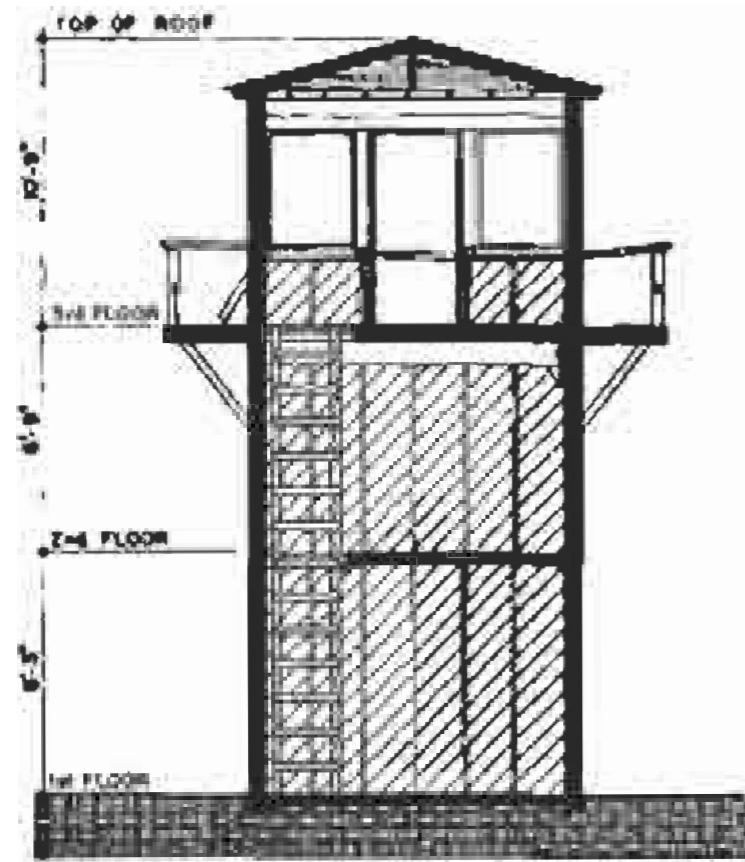


Unalaska Valley, Cabanas.

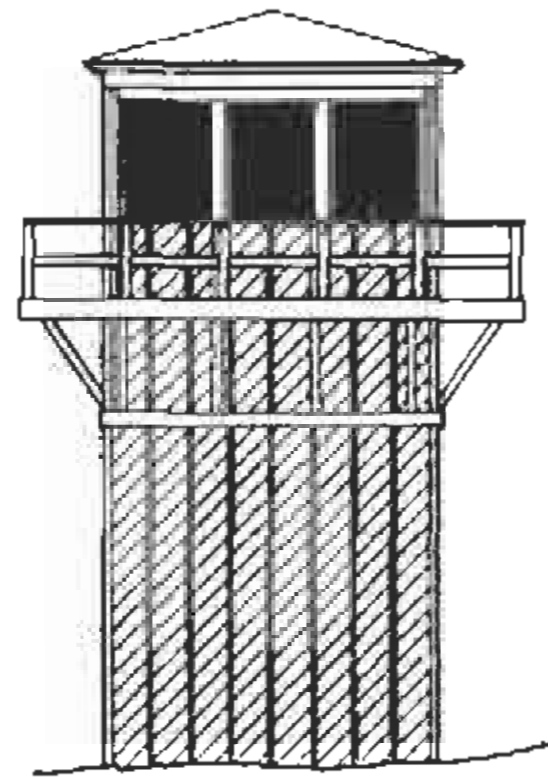
Demolished.



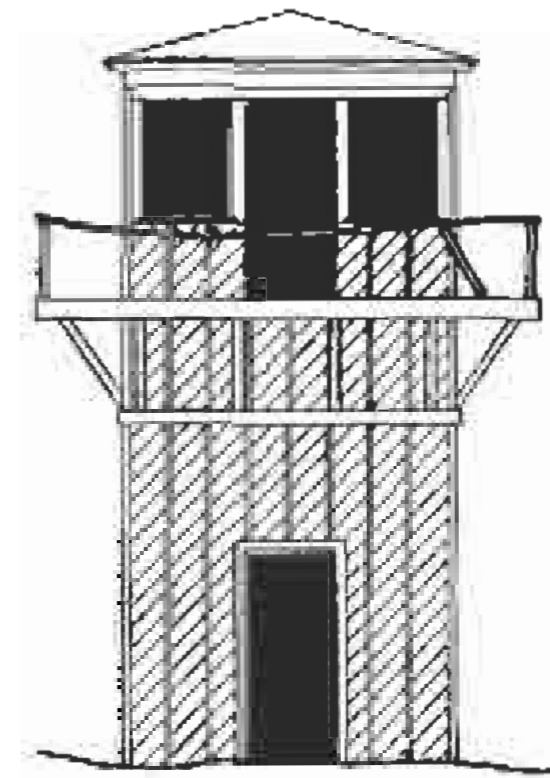




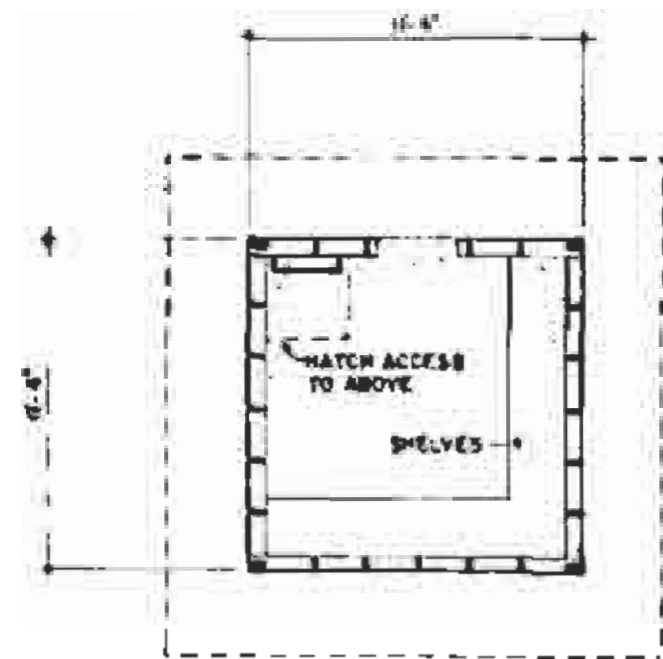
SECTION A-A
SCALE: 1/4"=1'-0"



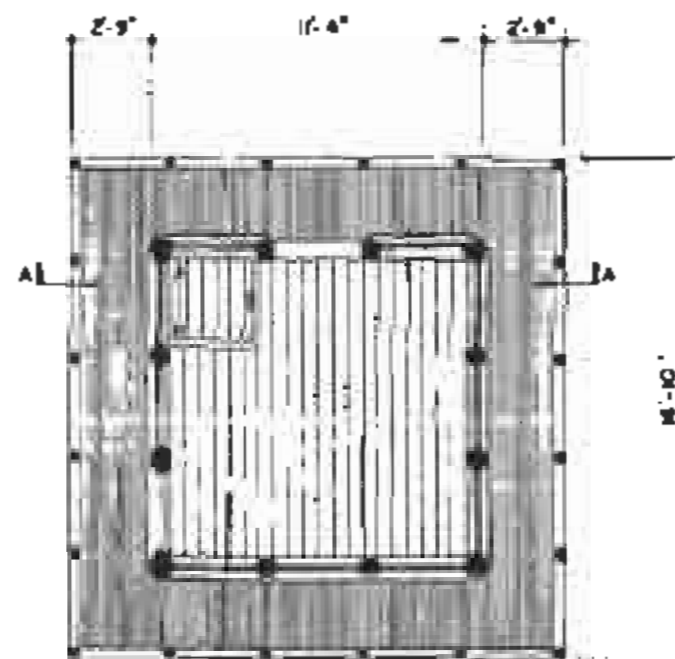
N, S, and W. ELEVATIONS
SCALE: 1/4"=1'-0"



EAST ELEVATION
SCALE: 1/4"=1'-0"



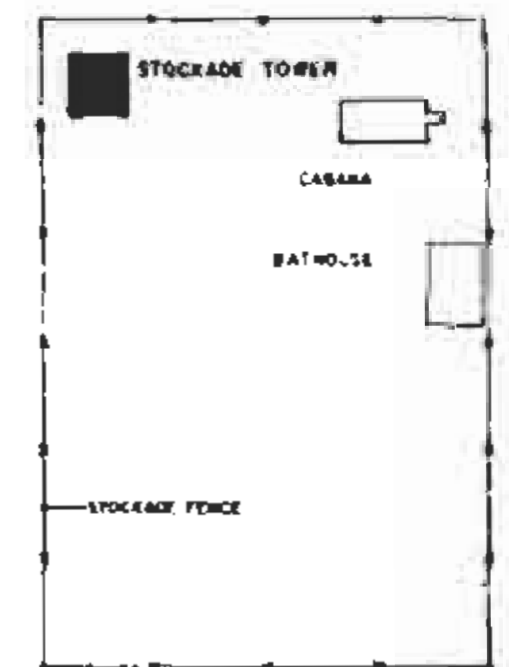
FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"



SECOND FLOOR PLAN
SCALE: 1/4"=1'-0"

BUILT IN 1943, THE STOCKADE AT FORT MEARS GARRISON NUMBER TWO IS A COMPLEX OF FRAME STRUCTURES STANDING WITHIN THE PERIMETER OF A CHAIN LINK FENCE TOPPED BY BARBED WIRE. THE SQUARE GUARD TOWER IS SHEATHED IN DIAGONAL BOARD AND BATTEN SIDING, AND FEATURES A WOOD DECK SET ON SIMPLE BRACKETS AT THE UPPER LEVEL. ABOVE, WINDOWS ON ALL FOUR WALLS PROVIDE A COMMANDING VIEW OF THE AREA WITHIN THE PERIMETER OF THE FENCE AS WELL AS THE SURROUNDING COUNTRYSIDE. A BATHHOUSE AND A CABANA LIE IN RUNS NEARBY THE STOCKADE. HUNDRED AMERICAN MILITARY PERSONNEL WHO HAD COMMITTED INFRACTIONS, ALTHOUGH SEVERAL JAPANESE PRISONERS OF WAR WERE HELD BRIEFLY AT DUTCH HARBOR, THEY WERE QUARTERED ELSEWHERE. THE STOCKADE WAS ABANDONED WHEN FORT MEARS WAS DECLARED SURPLUS IN 1952 AND HAS DEGRADED SIGNIFICANTLY.

MATERIALS NOTES:
ROOF: BITUMINOUS ROOFING ON 1" T&G ON 2x6 STUDS.
WALLS: 1x6 T&G DIAGONALLY APPLIED SIDING ON 2x6 STUDS.
FLOORS: 1x4 T&G FLOORING ON 1x5 T&G SUB FLOOR ON 2x6 JOISTS.



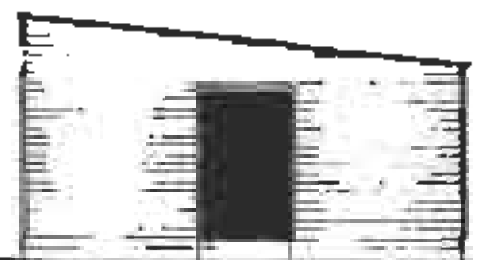
STOCKADE SITE PLAN (SCHEMATIC)
NO SCALE

HISTORIC AMERICAN BUILDINGS SURVEY
 PROJECT NO. 41326
 DRAWING NO. 034
 DATE: 1985
 DRAWN BY: J. H. HARRIS
 CHECKED BY: J. H. HARRIS
 PROJECT: DUTCH HARBOR AND FORT MEARS
 LOCATION: PORT ARTHUR, TEXAS
 DRAWING TITLE: STOCKADE TOWER
 SCALE: AS SHOWN
 PROJECT NO. 41326
 DRAWING NO. 034
 DATE: 1985
 DRAWN BY: J. H. HARRIS
 CHECKED BY: J. H. HARRIS

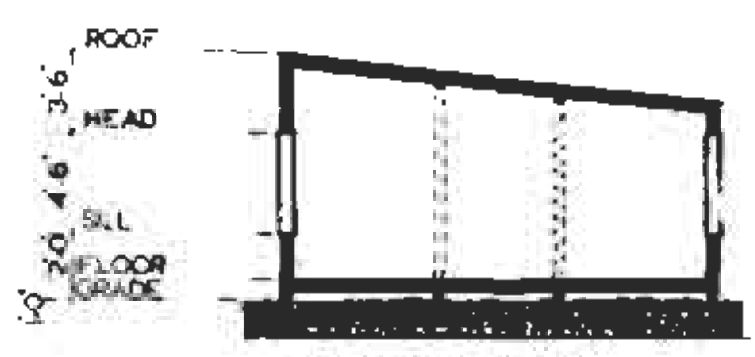
034/25000 X

ON MICROFILM

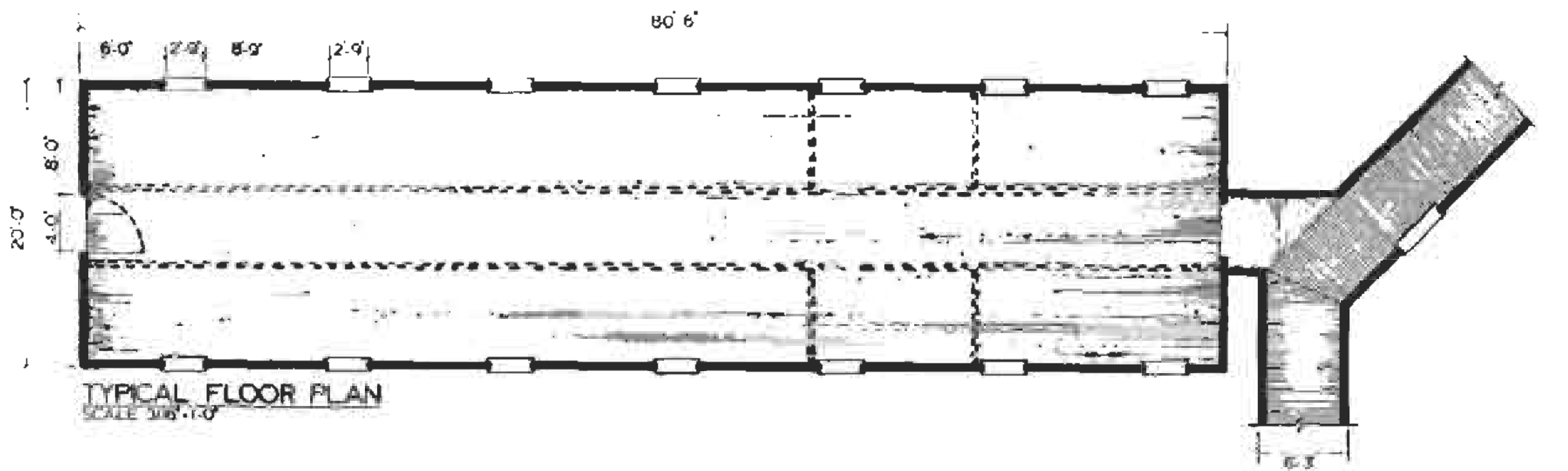




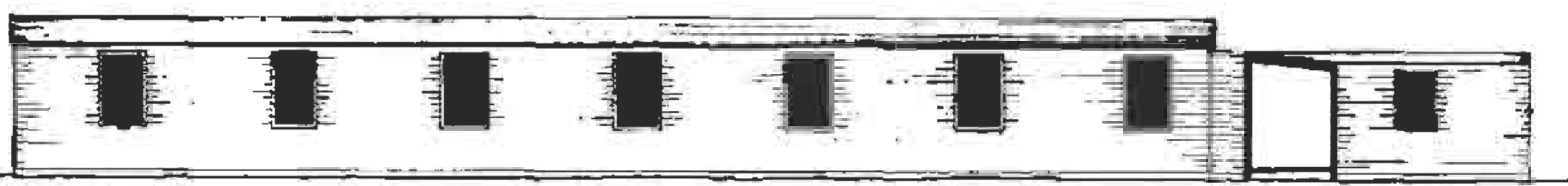
TYP. END ELEVATION
SCALE 3/8"=1'-0"



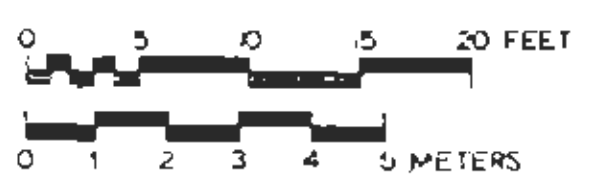
TYP. SECTION
SCALE 3/8"=1'-0"



TYPICAL FLOOR PLAN
SCALE 3/8"=1'-0"



TYPICAL SIDE ELEVATION
SCALE 3/8"=1'-0"



THIS PYRAMID VALLEY HOSPITAL WARD REPRESENTS THE HOSPITAL CONSTRUCTED IN 1943. SIXTEEN WARDS CONNECTED BY WOOD FRAME CORRIDORS, SEPARATED WITH FIRE WALLS, SERVED FORT MEARS. PYRAMID VALLEY HOSPITAL AREA STRUCTURES WERE RAZED 1985 IN ACCORDANCE WITH THE DEFENSE ENVIRONMENTAL RESTORATION PROGRAM.

ALASKA
UNIVERSITY OF ALASKA
HISTORIC AMERICAN
BUILDINGS SURVEY
ALASKA
PORT HARBOR PROJECT
PORT HARBOR AREA
UNIVERSITY OF ALASKA
ALASKA
PORT HARBOR AREA
UNIVERSITY OF ALASKA
ALASKA

C30/250000 Y

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Pyramid Valley, Cabanas - Demolished.



Pyramid Valley looking toward Hill 400 and Mount Ballyhoo.