Historic American Buildings Survey
Level II Report

LORSTA ST. PAUL
St. Paul Island, Alaska

Final
October 2011

Prepared by

JACOBS™

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HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
U.S. Department of the Interior
240 West 5th Avenue, Suite 114
Anchorage, Alaska 99501

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Name: U.S. Coast Guard (USCG) LORAN-C Station Historic District, St. Paul

Location: USCG LORSTA St. Paul, 900 Polovina Turnpike
St. Paul Island, Alaska 99660

Present Owner: National Oceanic and Atmospheric Association

Present Use: The station will be staffed during fishing/crabbing seasons by the U.S. Fish and Wildlife Service.

Significance: Long Range Aid to Navigation (LORAN) was a government-provided, terrestrial navigation system established for military and civilian users throughout the United States, Canada, Europe, Asia, and Russia. Since its inception in 1940, LORAN provided marine, air, and land positions to users during World War II (WWII), through the Cold War, and into the twenty-first century. LORAN-C, a later version of the long-range navigation series, operated as a low frequency hyperbolic navigation system using the time difference in pulses from three or more transmitting stations to obtain a position. It was highly accurate, all-weather, and available twenty-four hours a day. In 2010, the United States and Canada both ceased operation of the system.

The LORAN-C station at St. Paul was established in 1960 by the U.S. Coast Guard (USCG). Among other buildings, the station consisted of an Administration and Barracks Building, a Signal and Power Building with a generator, a Transmitter Building, and a 625′ guyed tower. The LORAN-C station at St. Paul is eligible as a historic district under Criterion A, at the national level of significance, for its role as a historic aid to navigation representing the federal government's growing involvement and responsibility for safe navigation.

The navigation tower (demolished in August 2011) and all buildings associated with the operation of LORAN-C are considered contributing elements to the district.

Historian: Terri Asendorf, Architectural Historian, MSHP, Jacobs Engineering Group Inc. (Jacobs)

Project Information: The USCG LORAN-C Station Historic District, St. Paul, Alaska recording project was performed under contract with the U.S. Army Corps of Engineers (USACE) for USCG under the direction of the Alaska State Historic Preservation Officer and the Advisory Council on Historic Preservation. The historical reports and photographs were prepared by Jacobs. Terri Asendorf served as architectural historian, and Casey Martin served as architect.

I. Historical Information

I.a. Physical History

I.a.i. Date of Erection

1960

I.a.ii. Architect

USCG

I.a.iii. Original and Subsequent Owners, Occupants, Uses

US Navy/USCG LORAN-A Station, 1943-50

USCG LORAN-C Station (2010 under agreement with the National Oceanic and Atmospheric Association), 1960-present

I.a.iv. Builder, Contractor, Suppliers

625' guyed antenna – Stainless, Inc., Model 1300

Construction – Raber-Kief & Constructors

Transmitters – AN/FPN-44B

Timers – AN/FPN-54

I.a.v. Original Plans and Construction

These are discussed individually below and on the attached architectural building inventory forms. Site plans and architectural drawings of the facilities are also provided.

I.a.vi. Alterations and Additions

These are discussed individually below and on the attached architectural building inventory forms. Site plans and architectural drawings of the facilities are also provided.

I.b. Historical Context

I.b.i. LORAN-A to C

Historically, maritime and aviation positioning was done using dead reckoning, celestial navigation, and later, radio beacon. With the approach of WWII, the development of a more accurate system was needed for defense operations, and in 1940, the Army Signal Corps issued a requirement for “Precision Navigational Equipment for Guiding Airplanes.” The pulsed, hyperbolic, long-range radio navigation system that eventually became known as LORAN was proposed by physicist Alfred L. Loomis, working under the direction of the National Defense Research Committee (NDRC). In 1941, his proposal was accepted and trial stations were established at inactive USCG lifeboat stations at Montauk Point in Long Island, New York, and Fenwick Island, Delaware. Corporations such as RCA, Sperry, Bell Laboratories, Westinghouse, and General Electric filled equipment orders for the model stations (Pierce, McKenzie, and Woodward 1948).

LORAN was further developed by scientists at the Radiation Laboratory of the Massachusetts Institute of Technology. Generally derived from the British GEE (generalized estimating equation) system, the first iteration of LORAN operated at the 1,850 and 1,950 kilohertz (kHz) frequencies. Later called “LORAN-A,” its use by naval and air convoys in defense missions quickly increased due to requirements by the Allied forces for a means of a tactical bombing system (Joint Aids to Navigation Panel 1957). Under the Lend-Lease program established in 1941, the United States used LORAN-A to guide planes and bombers to the former Soviet Union during the war (Thomas 2011).

Between 1942 and 1944, LORAN-A use rapidly increased, and by 1945, there were stations built all over the world providing some sixty million square miles of coverage (Pierce, McKenzie, and Woodward 1948). The stations were grouped into regional chains consisting of one “master” transmitting station and two or more “secondary” transmitting stations, each separated by several hundred miles. Station location and orientation were determined by coverage requirements. By 1944, approximately 75,000 receivers were distributed to military and civilian users with seventy-five U.S. and fifteen British and Canadian LORAN transmitters providing coverage over 30 percent of the earth’s surface (Pierce, McKenzie, and Woodward 1948), including high-traffic water and air routes.

Originally a U.S. Army-driven effort, the LORAN-A program was later transferred to the U.S. Navy because of its mission to precisely and safely route convoys and guide and deliver defense material – tasks which could be achieved using LORAN. In November 1941, the U.S. Treasury Department transferred the USCG to the U.S. Navy to support war efforts. Given its official role as operator and administrator of U.S. Aids to Navigation, the USCG assumed management of the LORAN program for the Navy. After the war, in 1946, the USCG was transferred back to the Treasury Department and retained management of the LORAN program (Thomas 2011). Incidentally, USCG was transferred to the Department of Transportation in 1967, and then again to the Department of Homeland Security in 2002.

In 1947, the International Telecommunications Union Conference (ITU) allocated the frequency band 90–110 kHz for the development of a farther-reaching, long distance, radio navigation system on a worldwide basis (Dickinson 1959). This was partly in response to a need for less signal interference: the higher ranges were allocated solely for military use during wartime, but when they were returned to civilian use after the war, signal interference increased. Over the next decade, various military branches were attempting to improve LORAN including the U.S. Air Force (USAF), which developed the Cycle Matching Tactical Bombing and Navigation System (CYTAC). CYTAC was an experimental electronic strategic bombing system that used the same hyperbolic principles as LORAN-A, but at the lower frequencies allocated by the ITU. Since the tactical bombing application of CYTAC was classified, its use for civilian navigation was limited; therefore, USAF declassified the civilian application of CYTAC and named it “LORAN-C,” while the tactical bombing application remained confidential (Joint Aids to Navigation Panel

1957). The first LORAN-C navigation system was installed on the U.S. East Coast in 1957 at stations in Carolina Beach, North Carolina, Martha's Vineyard, Massachusetts, and Jupiter Inlet, Florida.

In 1974, LORAN-C was authorized by the Secretary of Transportation to be the federally-provided radio navigation system for the U.S. Coastal Confluence Zone (CCZ), which is defined as the area seaward of a harbor entrance to fifty nautical miles offshore, or the edge of the Continental Shelf, whichever is greater. This mandate drove the expansion of LORAN-C service to all coasts of the United States – including Alaskan waters and the Gulf of Mexico – and to the Great Lakes by 1980. LORAN-C also aided early environmental initiatives. In the 1970s, the system was used to guide oil tankers along the Pacific Coast from Alaska to Canada and the contiguous United States to assure high precision navigation and minimize potential collision-related damage from growing tanker traffic.

I.b.ii. LORSTA St. Paul

The LORAN-A Station (LORSTA) was established at St. Paul in 1943 by the Navy on the westernmost point of the island called "Southwest Point" (USCG 1946). It was one of the first LORAN transmitters to be built in Alaska. The "A" signal was transmitted until 1950. Ten years later, LORAN-C operations were implemented on Telegraph Hill—the opposite end of the island—by USCG. The LORAN-C signal served first as part of the Bering Sea Chain from 1960–1969, and then as the designated master of the North Pacific Chain from 1961–1976 with Port Clarence, Attu, and Sitkinak (relocated to Narrow Cape/Kodiak in 1977) as secondary stations.

USCG Crew – Isolated Duty

Along with Attu and Port Clarence, St. Paul was one of only three isolated duty LORAN stations in the USCG, which meant that all crew members lived on the station in barracks for one-year tours of duty. Logistics services were provided every three weeks by C-130 from USCG Air Station Kodiak, and once every summer, fuel and bulk supplies were brought in by barge.

According to an interview with Electronic Technician (ET) Mike Hudson who spent 1974 on St. Paul, sixteen to twenty men were assigned duty on the island during a given year. Legislation allowing women to serve in the regular Coast Guard and on active duty in the USCG had just been written in 1973 [http://coastguard.dodlive.mil/index.php/2011/01/history-women-at-the-coast-guard-academy/]. Prior to that time, they were only allowed in the Women's Reserve. It was not until 1980 that the first woman served restricted/isolated duty, which happened to be at a LORAN station on Kure, Japan. According to the Loran History Information website (http://www.loran-history.info), at least two women served as Commanding Officers on St. Paul at the LORAN-C station in 1983-84 and 2000-2001.

During Hudson's time, crewmembers were required to stay the entire year on the island and take leave after their tour was completed; they received sixty days of leave before their next assignment. In fact, duty was so isolated and restricted that

members were often asked to have their wisdom teeth removed before their assignment as a precautionary measure. St. Paul did not allow dogs at the station because they posed a threat to the seals during breeding season.

As an ET, Hudson was one of the few men who were trained specifically to operate LORAN-C equipment and technology. ETs were required to continuously monitor every station, and therefore tended to work eight- to sixteen-hour shifts. The only form of communication the crewmembers on the island had with the outside world during the 1970s was high-frequency radio. Movies were flown in and shown on a projector, and there was also a bar for entertainment. Additional idle time was spent exploring the island, fishing, and caribou hunting. The crew also attended the local gym and played in adult-league sports including basketball, volleyball, and softball organized by the City of St. Paul. Later, the St. Paul station was outfitted with satellite dishes and internet capability, and members were allowed to take leave during their tour. St. Paul did not allow dogs at the station because they posed a threat to the seals during breeding season.

I.b.iii. State of LORAN

In 1993, as a response to the advent of Global Navigation Satellite Systems (GNSS), the Department of Defense advised that there was no longer a requirement for LORAN. As a result, USCG attempted to close U.S. LORAN stations and returned operation of all international stations to the host countries. However, the Russian-American Chain that included LORSTA Attu remained in operation as a gesture made by both countries to promote peace after the Cold War, and Congress did not allow for closure of U.S. stations based on the protests of civilian users. Therefore, the program continued in operation for another fourteen years (Thomas 2011).

In October 2009, in an overall effort to eliminate unnecessary federal programs, the U.S. Department of Homeland Security signed into law an act terminating the LORAN-C system. The USCG began a phased decommissioning of LORAN-C stations throughout the United States in February 2010 including demolishing transmission towers, which were an obstruction to air traffic, and placing all associated buildings in layaway. LORAN-C remains in use in several countries including the United Kingdom, France, Germany, Norway, Saudi Arabia, India, Korea, Japan, China, and Russia.

The LORAN-C signal at St. Paul was terminated and the station decommissioned on February 8, 2010. The tower was demolished in August 2011. By October 1, 2010, all LORAN systems had ceased operation.

Future of LORAN

The termination of LORAN-C in the United States and Canada has incited speculation on the need for a backup navigation system should disruptions occur with GNSS. Enhanced LORAN, or eLORAN, is the latest iteration of LORAN technology, providing navigation services completely independent of GNSS. The eLORAN system has enhanced the LORAN-C signal by providing: (1) better control and tolerance of timing and pulse shape; (2) time-of-transmission

synchronization to universal coordinated time (UTC) at each transmitter site independent of any changes in signal propagation; and (3) the addition of a digital data broadcast capability called the LORAN data channel which can be used to send time-synchronization and text messages.

Several European countries, including the United Kingdom, Saudi Arabia, and South Korea are converting former LORAN stations to eLORAN technology, while other countries including Ireland and Sweden, are building new stations (Schue 2011). In North America, debate over which system should serve as backup for GNSS has prevented a transition from LORAN-C to eLORAN.

II. Architectural Information

II.a. Physical History of Buildings

II.a.i. Administration and Barracks Building

Original Plans: The Administration and Barracks Building includes the galley, administrative offices, barracks, exchange, and recreation decks. This large, one-story building was built in 1960 and comprises approximately 12,114 square feet. The building foundation, walls, and roof are all poured-in-place concrete. The building features vinyl casement windows and steel doors. The interior walls are either 2″ x 4″ wood stud or 4″ concrete masonry unit (CMU). The interior doors are solid core wood veneer. The roof is a low-sloped three-ply built-up system with a polyvinyl chloride (PVC) cap sheet.

Alterations and Additions: In 1986, two Arctic entrances were added to the building. In 2005, a 1,050-square-foot addition was made with pre-cast concrete wall and roof panels, and the original building was re-roofed.

II.a.ii. Signal and Power Building, Generator Building

Original Plans: The Signal and Power Building contains three garage bays, maintenance offices and shops, backup generators, a transformer room, a workout facility, limited housing, and hazardous materials storage. This one-story building was constructed in 1960 and is approximately 7,586 square feet. The roof is a low-sloped three-ply built-up system with a PVC cap sheet. The foundation is poured-in-place concrete slab-on-grade. The walls and roof structure are also poured-in-place concrete. The windows are set in vinyl casements and the exterior doors are insulated core steel. The interior walls are either poured-in-place concrete or 4″ CMU. The interior doors are solid core wood veneer.

Alterations and Additions: The Generator Building was added in 1992, and the entire structure was re-roofed in 2005.

II.a.iii. Transmitter Facility

The Transmitter Facility consists of a coupler room, air-handling room, transmitter room with two transmitters, a transformer room, a service room, a storage area and other hallways This building was built in 1992 to replace the original transmitter building, which was constructed in 1960 and demolished in 2010. The building is one story and approximately 3,887 square feet. The foundation is poured-in-place concrete slab-on-grade. The walls are pre-cast concrete panels, and the roof structure is steel bar joist. The exterior walls feature a textured finish and a ceramic tile decorative band. The roof consists of metal decking with 8″ rigid insulation on ½″ water-resistant gypsum board covered with 30″ x 30″ rubber protection mats. There are no windows; the doors and louvers are steel. The interior walls are either poured-in-place concrete or 4″ CMU. The interior doors are solid core wood veneer.

II.a.iv. New Transmitter Building

The New Transmitter Building consists of an operations room, electrical room, generator room, mechanical room, and transmitter room. This one-story building was constructed between 2005 and 2008 and is approximately 2,500 square feet. The exterior consists of exposed aggregate concrete wall panels. The foundation appears to be concrete slab-on-grade. The roof is flat concrete with metal ducting surrounding around the plenum. There are no windows.

II.a.v. Tower System

The transmission tower was built in 1960 and was 625′ tall with a base anchor and guy wires. The tower was demolished August 2011.

II.a.vi. Remote Site Hut

A small, 7′ x 12′ fiberglass hut contains the electronics for one of the LORAN-C station's antenna systems. It was built in 1985 and is manufactured by the Grasis Corporation. The door is also fiberglass.

II.a.vii. CONEX Storage Units

There are four Sea-Land storage CONEXes on the property for storing food, beverages, and cleaning supplies. These are steel containers that comprise 160 square feet located at the north end of the Administration and Barracks Building.

III. Site Description

St. Paul Island is one of the Pribilof Islands in the Bering Sea, about 770 miles southwest of Anchorage and 240 miles north of the Aleutian Island chain. The island is about 40 square miles in area. The LORAN-C station is located three miles northeast of the city of St. Paul; the airport is about one mile northeast of the station. USCG leases hangar space at the St. Paul airport and uses the airport for its air transportation needs. St. Paul has approximately 650 residents and is the largest Aleut community in the U.S. The Pribilof Islands Aleuts of St. Paul and St. George Islands, Alaska, are a federally recognized Native American tribe.

The island is listed on the National Register of Historic Places (NRHP) as part of the *Seal Island Historic District* (USCG 2009a), which encompasses portions of both St. Paul and neighboring St. George Islands Discovered in the 1780s as the home of the world's largest concentration of northern fur seals, the islands of St. Paul and St. George have long attracted fur hunters. An international conservation agreement made between the United States, the United Kingdom, Russia, and Japan in 1911 insured the preservation of the herds on the islands in an important example of the principle of international arbitration. The LORAN-C station is on the southeast coast of St. Paul Island, outside of the boundaries of the historic district (NRHP 1986).

The LORAN-C station consists of four major buildings; fuel tanks occupied the westernmost point of the property. Approximately 200′ northeast of the fuel tanks is the Signal and Power Building, and approximately 100′ farther northeast is the Administration and Barracks Building. The New Transmitter Building and Transmitter Facility are located approximately 800′ northwest of the main station area, along with the former tower. The old transmitter building was demolished in 2010 (USCG 2009b).

Two access roads on the grounds were built in 1960. The station access road runs from the road that accesses the city of St. Paul in front of the Administration and Barracks Building to the back of the Signal and Power Building. It is approximately 15′ wide x 180′ long. The transmitter access road runs from the end of the station access road to the beginning of the parking area by the transmitter buildings. It is approximately 15′ wide x 727′ long. Both are gravel. There is also a paved walkway from the Signal and Power Building to the Administration and Barracks Building.

The station was designed to be self-sufficient by generating its own power; operating and maintaining its own water supply, septic system, and living quarters; and housing a staff capable of performing all auxiliary maintenance and support activities.

The facility is currently powered by the City of St. Paul but has maintained its own septic system. St. Paul is powered by 500 kilowatt hybrid wind-diesel power plant operated by the Tanadgusix (TDX) Corporation, an Alaskan Native Village Corporation created under the Alaska Native Claims Settlement Act of 1971 (Philemonoff 2003).

The current drinking water source on the island is the City of St. Paul's wellfield, which draws on a freshwater aquifer located on the southeastern portion of the island; it is the only known private or public drinking water source on St. Paul. Gasoline for LORAN station vehicles is obtained from a 250-gallon aboveground storage tank (USCG 2009a).

IV. Reference List

IV.a. Primary Sources

IV.a.i. Interviews

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Phyllys Callina, Photographer, under the supervision of Terri Asendorf, February/March 2011

Photographic documentation was conducted according to the National Register of Historic Places (NRHP) standards, per the stipulations in the Programmatic Agreement.

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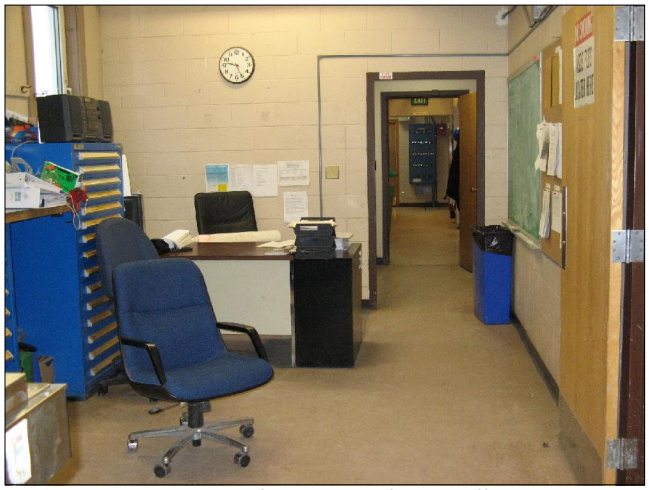
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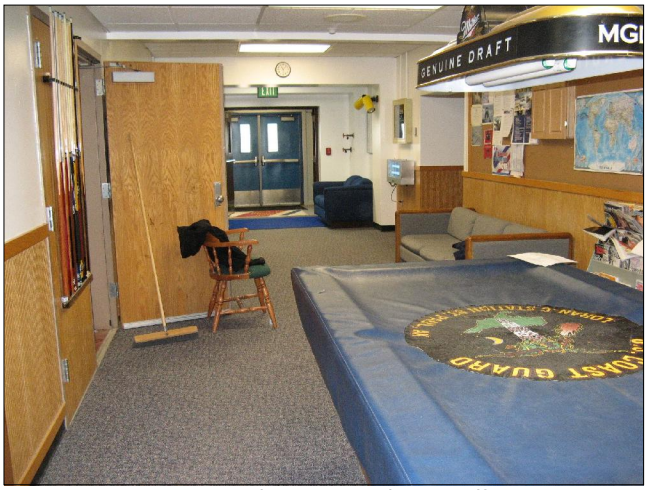

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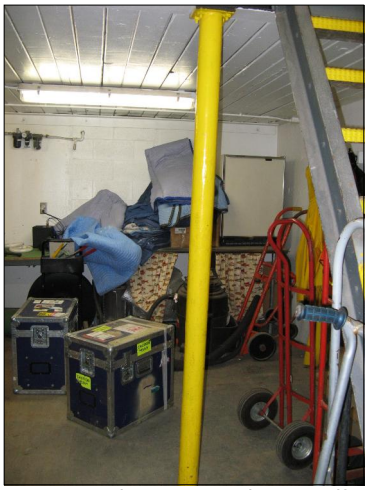
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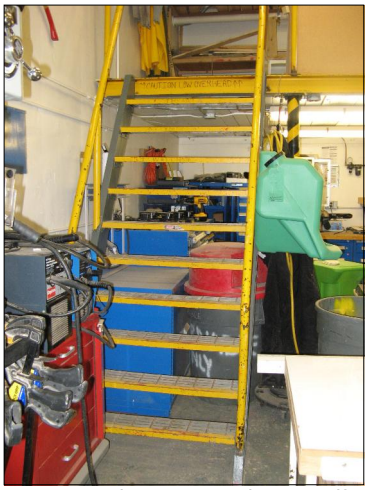
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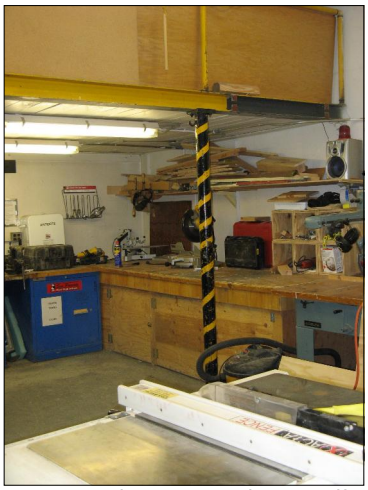
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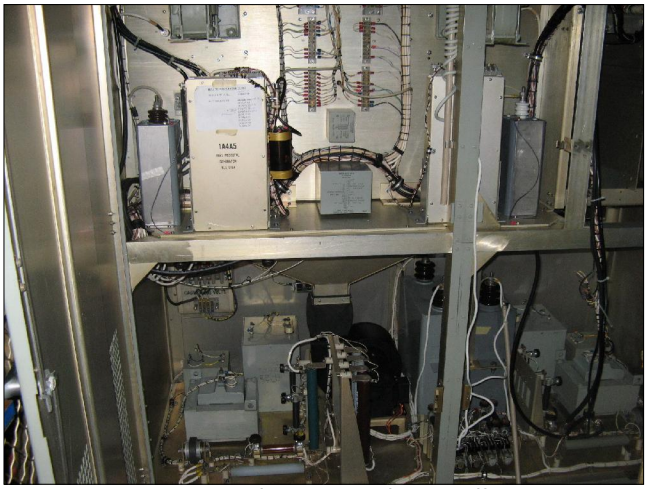
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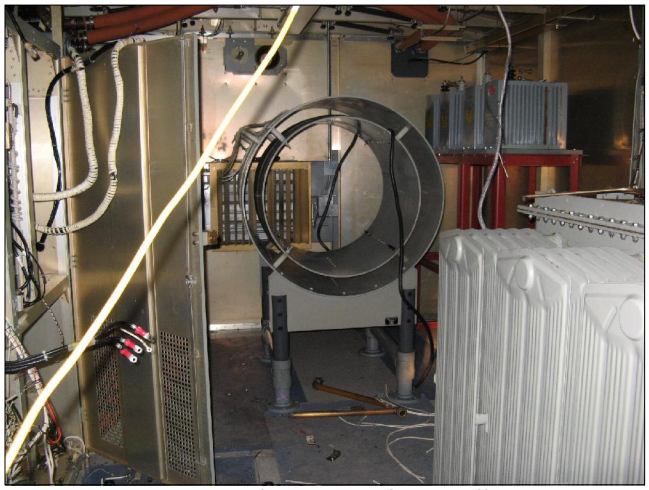
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AK_StPaul_LORANStation_075.tif


AK_StPaul_LORANStation_076.tif


AK_StPaul_LORANStation_077.tif


AK_StPaul_LORANStation_078.tif

ALASKA BUILDING INVENTORY FORMS

Alaska Building Inventory Form

AHRS: XPI-227 **Associated District:**

Historic Name: Administration and Barracks Building		**Other Name:** N/A	
Building Address: 900 Polovina Turnpike, St. Paul Island, Alaska 99660		**City:**	
Current Owner's Name and Address: United States Coast Guard, Civil Engineering Unit, PO Box 21747, Juneau, AK, 99802-1747			
USGS Quad Name and Map Sheet: Pribilof Islands Quadrangle, AK 28	**Section:** 18	**Township:** 35 S	**Range:** 181 W
GPS Coordinate (NAD-27 Alaska): 57° 9' 13", -170° 15' 6"		**UTM:** **Zone** 2V	**Easting** 545269.37 **Northing** 6334742.88

Historic Associations

Historic Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Current Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Significant Person(s): 1. N/A	2.	**Significant Dates** 1.1965	2.
Architect, Builder, Contractor, Designer: USCG		**Original Owner:** USCG	

Architectural Information:

Date of Construction: 1965	**Date Moved:** N/A	**Destruction Date:** N/A	**Reconstruction Date:** N/A
Alteration Dates 1. 1986	2.	3.	4.

Resource Type [x] **Building** [ ] **Site** [ ] **Structure** [ ] **Object**		**Stories** 1. one	2.
Architectural Style: Modern		**Building Type:**	
Number of Ancillary Structures:	**Plan:** Irregular	**Cultural Affiliation:** US Government	

Foundation Materials: 1. Concrete 2.	**Roof Materials:** 1. 3-ply built-up 2. PVC	**Exterior Wall Materials:** 1. Concrete Panels 2. Concrete	**Other Materials:** 1. Vinyl Casement Windows 2. Steel Doors

Architectural Description (Include setting & outbuildings):

The Administration and Barracks Building includes administrative offices, housing, and the mess and recreation decks. This large, one-story building was built in 1965 and spans approximately 12,114 square feet. In 1986, it was substantially renovated during which with two arctic entrances were added. It was re-roofed and received another addition in 2005. The foundation, walls, and roof are all poured-in-place concrete. The 2005 addition has a pre-cast concrete wall and roof panels. The building features vinyl casement windows and steel doors. Either 2 x 4 wood studs or 4" CMU comprise interior walls. Interior doors are solid-core wood veneer. The low-slope roof is covered with 3-ply, built-up bitumen and a PVC cap sheet.

Statement of Significance:

The LORAN-C Station at St. Paul is eligible as an historic district under Criterion A, at the national level of significance, for its role as a historic aid to navigation within the Gulf of Alaska. Long Range Aid to Navigation (LORAN) was the federally-provided radio navigation system for maritime and some aviation activity from approximately 1940 to 2010. The station is also eligible under Criterion Consideration G as a property of exceptional importance that has achieved significance within the past 50 years.

At the beginning of WWII, positioning was done using dead reckoning, celestial navigation, and later, radio beacon. As state and federal responsibility for providing navigational aids increased, the development of a more accurate system was needed. The LORAN system was developed under a program of the federal government by scientists at MIT and modeled after the British Gee system. LORAN C provided a highly accurate, all-weather navigational system, available twenty-four hours per day. It operated as a low-frequency, hyperbolic radio navigation system using the time difference in pulses from two pairs of transmitting stations to obtain a navigation fix. Operation and maintenance of LORAN stations was transferred to the U.S. Coast Guard in 1943. Stations were built throughout the U.S., Russia, Canada, Asia, and Europe eventually to provide some 70 million square miles of coverage.

The St. Paul LORAN-C Station was constructed in 1965 by USCG and decommissioned in 2010. The station consisted of one 625-foot guyed tower, and was the master station for the North Pacific Chain. The Administration and Barracks Building is a contributing feature to the St. Paul LORAN-C Station Historic District.

Eligibility:
[x] Yes [ ] No If yes: [x] A [ ] B [ ] C [ ] D

Criteria Considerations:
[ ] B [ ] C [ ] D [ ] E [ ] F [x] G

Prepared by:
Terri Asendorf

Reviewed by Professional that meets the following Professional Qualifications:
[ ] Architect [x] Architectural Historian [ ] Historian [ ] Historic Architect [ ] None

Date:

SHPO Response:
[ ] Eligible (Concur) [ ] Eligible (Do Not Concur) [ ] Not Eligible (Concur) [ ] Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:
[ ] Need more information related to: [ ] Historic Context [ ] Integrity [ ] Architectural Description [ ] Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form

AHRS: XPI-023 **Associated District:**

Historic Name: Storage CONEX Units		**Other Name:** N/A	
Building Address: 900 Polovina Turnpike, St. Paul Island, Alaska 99660		**City:**	
Current Owner's Name and Address: United States Coast Guard, Civil Engineering Unit, PO Box 21747, Juneau, AK, 99802-1747			
USGS Quad Name and Map Sheet: Pribilof Islands Quadrangle, AK 28	**Section:** 18	**Township:** 35 S	**Range:** 181 W
GPS Coordinate (NAD-27 Alaska): 57° 9' 13", -170° 15' 6"		**UTM:** **Zone** 2V	**Easting** 545269.37 / **Northing** 6334742.88

Historic Associations

Historic Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Current Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Significant Person(s): 1. N/A	2.	**Significant Dates** 1.1991	2.
Architect, Builder, Contractor, Designer: USCG		**Original Owner:** USCG	

Architectural Information:

Date of Construction: 1991	**Date Moved:** N/A	**Destruction Date:** N/A	**Reconstruction Date:** N/A
Alteration Dates 1.	2.	3.	4.
Resource Type [x] **Building** [ ] **Site** [ ] **Structure** [ ] **Object**		**Stories** 1. one	2.
Architectural Style: N/A		**Building Type:**	

Number of Ancillary Structures:	**Plan:** Rectangular	**Cultural Affiliation:** US Government

Foundation Materials: 1. 2.	**Roof Materials:** 1. 2.	**Exterior Wall Materials:** 1. Fiberglass 2.	**Other Materials:** 1. 2.

Architectural Description (Include setting & outbuildings):	**Statement of Significance:**
There are four steel storage CONEX units at the station for storing food, beer, wine, etc.	The LORAN-C Station at St. Paul is eligible as a historic district under Criterion A, at the national level of significance, for its role as a historic aid to navigation within the Gulf of Alaska. Long Range Aid to Navigation (LORAN) was the federally-provided radio navigation system for maritime and some aviation activity from approximately 1940 to 2010. The station is also eligible under Criterion Consideration G as a property of exceptional importance that has achieved significance within the past 50 years. At the beginning of WWII, positioning was done using dead reckoning, celestial navigation, and later, radio beacon. As state and federal responsibility for providing navigational aids increased, the development of a more accurate system was needed. The LORAN system was developed under a program of the federal government by scientists at MIT, and modeled after the British Gee system. LORAN-C provided a highly accurate, all-weather navigational system, that was available twenty-four hours per day. It operated as a low-frequency, hyperbolic radio navigation system using the time difference in pulses from two pairs of transmitting stations to obtain a navigation fix. Operation and maintenance of LORAN stations was transferred to USCG in 1943. Stations were built throughout the U.S., Russia, Canada, Asia, and Europe eventually to provide some 70 million square miles of coverage. The St. Paul LORAN-C Station was constructed in 1965 by USCG and decommissioned in 2010. The station consisted of one 625-foot guyed tower, and was the master station for the North Pacific Chain. The four storage CONEX units are contributing features to the St. Paul Loran-C Station Historic District.
Eligibility: [x] Yes [ ] No If yes: [x] A [ ] B [ ] C [ ] D	Criteria Considerations: [ ] B [ ] C [ ] D [ ] E [ ] F [x] G
Prepared by: Terri Asendorf	Reviewed by Professional that meets the following Professional Qualifications: [ ] Architect [x] Architectural Historian [ ] Historian [ ] Historic Architect [ ] None
Date:	
SHPO Response: [ ] Eligible (Concur) [ ] Eligible (Do Not Concur) [ ] Not Eligible (Concur) [ ] Not Eligible (Do Not Concur)	
Minor Recommendations and Comments Include: [ ] Need more information related to: [ ] Historic Context [ ] Integrity [ ] Architectural Description [ ] Period of Significance	
Authorized Signature:	Date:

Alaska Building Inventory Form

AHRS: **Associated District:**

Historic Name: New Transmitter Building		**Other Name:** N/A	
Building Address: 900 Polovina Turnpike, St. Paul Island, Alaska 99660		**City:**	
Current Owner's Name and Address: United States Coast Guard, Civil Engineering Unit, PO Box 21747, Juneau, AK, 99802-1747			
USGS Quad Name and Map Sheet: Pribilof Islands Quadrangle, AK 28	**Section:** 18	**Township:** 35 S	**Range:** 181 W
GPS Coordinate (NAD-27 Alaska): 57° 9' 13", -170° 15' 6"		**UTM:** **Zone** 2V	**Easting** 545269.37 / **Northing** 6334742.88

Historic Associations

Historic Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Current Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Significant Person(s): 1. N/A	2.	**Significant Dates** 1.	2.
Architect, Builder, Contractor, Designer: USCG		**Original Owner:** USCG	

Architectural Information:

Date of Construction: ca. 2005	**Date Moved:** N/A	**Destruction Date:** N/A	**Reconstruction Date:** N/A
Alteration Dates 1.	2.	3.	4.

Resource Type [x] **Building** **[ ] Site** **[ ] Structure** **[ ] Object**		**Stories** 1. one	2.
Architectural Style: Modern		**Building Type:**	

Number of Ancillary Structures:	**Plan:** Irregular	**Cultural Affiliation:** US Government

Foundation Materials: 1. Concrete 2.	**Roof Materials:** 1. Concrete Panels 2.	**Exterior Wall Materials:** 1. Textured concrete panel 2.	**Other Materials:** 1. Fixed Aluminum Windows 2.

Architectural Description (Include setting & outbuildings):
The New Transmitter Building consists of an operations room, electrical room, generator room, mechanical room, and transmitter room. This one-story building was constructed between 2005 and 2008. The building spans approximately 2,500 square feet. The exterior consists of exposed aggregate concrete wall panels. The foundation appears to be concrete slab-on-grade. The flat roof is concrete with metal ducting surrounding around the plenum. There are no windows.

Statement of Significance:
The LORAN-C Station at St. Paul is eligible as an historic district under Criterion A, at the national level of significance, for its role as an historic aid to navigation within the Gulf of Alaska. Long Range Aid to Navigation (LORAN) was the federally-provided radio navigation system for maritime and some aviation activity from approximately 1940 to 2010. The station is also eligible under Criterion Consideration G as a property of exceptional importance that has achieved significance within the past 50 years.

At the beginning of WWII, positioning was done using dead reckoning, celestial navigation, and later, radio beacon. As state and federal responsibility for providing navigational aids increased, the development of a more accurate system was needed. The LORAN system was developed under a program of the federal government by scientists at MIT, and modeled after the British Gee system. LORAN-C provided a highly accurate, all-weather navigational system that was available twenty-four hours per day. It operated as a low-frequency, hyperbolic radio navigation system using the time difference in pulses from two pairs of transmitting stations to obtain a navigation fix. Operation and maintenance of LORAN stations was transferred to USCG in 1943. Stations were built throughout the U.S., Russia, Canada, Asia, and Europe eventually to provide some 70 million square miles of coverage.

The St. Paul LORAN-C Station was constructed in 1965 by USCG and decommissioned in 2010. The station consisted of one 625-foot guyed tower, and was the master station for the North Pacific Chain. The New Transmitter Building is a contributing feature to the St. Paul LORAN-C Station Historic District.

Eligibility:
[x] Yes [ ] No If yes: [x] A [ ] B [ ] C [ ] D

Criteria Considerations:
[ ] B [ ] C [ ] D [ ] E [ ] F [x] G

Prepared by:
Terri Asendorf

Reviewed by Professional that meets the following Professional Qualifications:
[ ] Architect [x] Architectural Historian [ ] Historian [ ] Historic Architect [ ] None

Date:

SHPO Response:
[ ] Eligible (Concur) [ ] Eligible (Do Not Concur) [ ] Not Eligible (Concur) [ ] Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:
[ ] Need more information related to: [ ] Historic Context [ ] Integrity [ ] Architectural Description [ ] Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form

AHRS: XPI-023 **Associated District:**

Historic Name: Remote Site Hut		**Other Name:** N/A	
Building Address: 900 Polovina Turnpike, St. Paul Island, Alaska 99660		**City:**	
Current Owner's Name and Address: United States Coast Guard, Civil Engineering Unit, PO Box 21747, Juneau, AK, 99802-1747			
USGS Quad Name and Map Sheet: Pribilof Islands Quadrangle, AK 28	**Section:** 18	**Township:** 35 S	**Range:** 181 W
GPS Coordinate (NAD-27 Alaska): 57° 9' 13", -170° 15' 6"		**UTM:** **Zone** 2V	**Easting** 545269.37 / **Northing** 6334742.88

Historic Associations

Historic Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Current Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Significant Person(s): 1. N/A	2.	**Significant Dates** 1.1985	2.
Architect, Builder, Contractor, Designer: USCG		**Original Owner:** USCG	

Architectural Information:

Date of Construction: 1985	**Date Moved:** N/A	**Destruction Date:** N/A	**Reconstruction Date:** N/A
Alteration Dates 1.	2.	3.	4.

Resource Type [x] **Building** **[ ] Site** **[ ] Structure** **[ ] Object**		**Stories** 1. one	2.
Architectural Style: Modern		**Building Type:**	
Number of Ancillary Structures:	**Plan:** Rectangular		**Cultural Affiliation:** US Government
Foundation Materials: 1. 2.	**Roof Materials:** 1. 2.	**Exterior Wall Materials:** 1. Fiberglass 2.	**Other Materials:** 1. 2.

Architectural Description (Include setting & outbuildings):	**Statement of Significance:**
The Remote Site Hut was a small, 7'- x 12'-fiberglass hut which stored the electronics for one of the antenna systems. Built in 1985, it was approximately 84 square feetf with a 2'- x 5.5'- fiberglass access door.	The LORAN-C Station at St. Paul is eligible as an historic district under Criterion A, at the national level of significance, for its role as an historic aid to navigation within the Gulf of Alaska. Long Range Aid to Navigation (LORAN) was the federally-provided radio navigation system for maritime and some aviation activity from approximately 1940 to 2010. The station is also eligible under Criterion Consideration G as a property of exceptional importance that has achieved significance within the past 50 years. At the beginning of WWII, positioning was done using dead reckoning, celestial navigation, and later, radio beacon. As state and federal responsibility for providing navigational aids increased, the development of a more accurate system was needed. The LORAN system was developed under a program of the federal government by scientists at MIT, and modeled after the British Gee system. LORAN-C provided a highly accurate, all-weather navigational system that was available twenty-four hours per day. It operated as a low-frequency, hyperbolic radio navigation system using the time difference in pulses from two pairs of transmitting stations to obtain a navigation fix. Operation and maintenance of LORAN stations was transferred to USCG in 1943. Stations were built throughout the U.S., Russia, Canada, Asia, and Europe eventually to provide some 70 million square miles of coverage. The St. Paul LORAN-C Station was constructed in 1965 by USCG and decommissioned in 2010. The station consisted of one 625-foot guyed tower, and was the master station for the North Pacific Chain. The Remote Site Hut is a contributing feature to the St. Paul LORAN-C Station Historic District.
Eligibility: [x] Yes [ ] No If yes: [x] A [ ] B [ ] C [ ] D	Criteria Considerations: [ ] B [ ] C [ ] D [ ] E [ ] F [x] G
Prepared by: Terri Asendorf	Reviewed by Professional that meets the following Professional Qualifications: [ ] Architect [x] Architectural Historian [ ] Historian [ ] Historic Architect [ ] None
Date:	
SHPO Response: [ ] Eligible (Concur) [ ] Eligible (Do Not Concur) [ ] Not Eligible (Concur) [ ] Not Eligible (Do Not Concur)	
Minor Recommendations and Comments Include: [ ] Need more information related to: [ ] Historic Context [ ] Integrity [ ] Architectural Description [ ] Period of Significance	
Authorized Signature:	Date:

Alaska Building Inventory Form

AHRS: XPI-230 **Associated District:**

Historic Name: Signal and Power Building & Generator Building		**Other Name:** N/A	
Building Address: 900 Polovina Turnpike, St. Paul Island, Alaska 99660		**City:**	
Current Owner's Name and Address: United States Coast Guard, Civil Engineering Unit, PO Box 21747, Juneau, AK, 99802-1747			
USGS Quad Name and Map Sheet: Pribilof Islands Quadrangle, AK 28	**Section:** 18	**Township:** 35 S	**Range:** 181 W
GPS Coordinate (NAD-27 Alaska): 57° 9' 13", -170° 15' 6"		**UTM:** **Zone** 2V	**Easting** 545269.37 / **Northing** 6334742.88

Historic Associations

Historic Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Current Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Significant Person(s): 1. N/A	2.	**Significant Dates** 1.1960	2.
Architect, Builder, Contractor, Designer: USCG		**Original Owner:** USCG	

Architectural Information:

Date of Construction: 1960	**Date Moved:** N/A	**Destruction Date:** N/A	**Reconstruction Date:** N/A
Alteration Dates 1. 2005	2.	3.	4.

Resource Type [x] **Building** **[ ] Site** **[ ] Structure** **[ ] Object**		**Stories** 1. one	2.
Architectural Style: Modern		**Building Type:**	

Number of Ancillary Structures:	**Plan:** Irregular	**Cultural Affiliation:** US Government

Foundation Materials:	**Roof Materials:**	**Exterior Wall Materials:**	**Other Materials:**
1. Concrete	1. 3-ply built-up	1. Concrete	1. Vinyl Casement Windows
2.	2. PVC	2.	2. Insulated Core Steel Doors

Architectural Description (Include setting & outbuildings):

The Signal and Power Building contains three garage bays, maintenance offices and shops, backup generators, a transformer room, a workout facility, limited housing, and hazardous materials storage. This one-story building was constructed in 1960 and spans approximately 7,586 square feet. It was re-roofed in 2005. The generator building was added to the building in 1992. The low-slope roof is covered with 3-ply, built-up bitumen and a PVC cap sheet. The foundation is poured-in-place concrete slab-on-grade. Walls and the roof structure are also poured-in-place concrete. Windows are vinyl casements and exterior doors are insulated core steel. Either poured-in-place concrete or 4" CMU comprise the interior walls; interior doors are solid-core wood veneer.

Statement of Significance:

The LORAN-C Station at St. Paul is eligible as an historic district under Criterion A, at the national level of significance, for its role as an historic aid to navigation within the Gulf of Alaska. Long Range Radio Navigation (LORAN) was the federally-provided radio navigation system for maritime and some aviation activity from approximately 1940 to 2010. The station is also eligible under Criterion Consideration G as a property of exceptional importance that has achieved significance within the past 50 years.

At the beginning of WWII, positioning was done using dead reckoning, celestial navigation, and later, radio beacon. As state and federal responsibility for providing navigational aids increased, the development of a more accurate system was needed. The LORAN system was developed under a program of the federal government by scientists at MIT, and modeled after the British Gee system. LORAN-C provided a highly accurate, all-weather navigational system that was available twenty-four hours per day. It operated as a low-frequency, hyperbolic radio navigation system using the time difference in pulses from two pairs of transmitting stations to obtain a navigation fix. Operation and maintenance of LORAN stations was transferred to USCG in 1943. Stations were built throughout the U.S., Russia, Canada, Asia, and Europe eventually to provide some 70 million square miles of coverage.

The St. Paul LORAN-C Station was constructed in 1965 by USCG and decommissioned in 2010. The station consisted of one 625-foot guyed tower, and was the master station for the North Pacific Chain. The Signal and Power Building and the Generator Building are contributing features to the St. Paul LORAN-C Station Historic District.

Eligibility:
[x] Yes [ ] No If yes: [x] A [ ] B [ ] C [ ] D

Criteria Considerations:
[ ] B [ ] C [ ] D [ ] E [ ] F [x] G

Prepared by:
Terri Asendorf

Reviewed by Professional that meets the following Professional Qualifications:
[ ] Architect [x] Architectural Historian [ ] Historian [ ] Historic Architect [ ] None

Date:

SHPO Response:
[ ] Eligible (Concur) [ ] Eligible (Do Not Concur) [ ] Not Eligible (Concur) [ ] Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:
[ ] Need more information related to: [ ] Historic Context [ ] Integrity [ ] Architectural Description [ ] Period of Significance

Authorized Signature:

Date:

Alaska Building Inventory Form

AHRS: XPI-023 **Associated District:**

Historic Name: LORAN-C Tower		**Other Name:** N/A	
Building Address: 900 Polovina Turnpike, St. Paul Island, Alaska 99660		**City:**	
Current Owner's Name and Address: United States Coast Guard, Civil Engineering Unit, PO Box 21747, Juneau, AK, 99802-1747			
USGS Quad Name and Map Sheet: Pribilof Islands Quadrangle, AK 28	**Section:** 18	**Township:** 35 S	**Range:** 181 W
GPS Coordinate (NAD-27 Alaska): 57° 9' 13", -170° 15' 6"		**UTM:** **Zone** 2V / **Easting** 545269.37 / **Northing** 6334742.88	

Historic Associations

Historic Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Current Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Significant Person(s): 1. N/A	2.	**Significant Dates** 1.1967; 2011	2.
Architect, Builder, Contractor, Designer: USCG		**Original Owner:** USCG	

Architectural Information:

Date of Construction: 1967	**Date Moved:** N/A	**Destruction Date:** 2011 (TBD)	**Reconstruction Date:** N/A
Alteration Dates 1.	2.	3.	4.

Resource Type [ ] **Building** **[ ] Site** **[x] Structure** **[ ] Object**		**Stories** 1. N/A	2.
Architectural Style:		**Building Type:**	

Number of Ancillary Structures:	**Plan:**	**Cultural Affiliation:** US Government

Foundation Materials: 1. Concrete 2.	**Roof Materials:** 1. N/A 2.	**Exterior Wall Materials:** 1. N/A 2.	**Other Materials:** 1. Steel 2.

Architectural Description (Include setting & outbuildings):	**Statement of Significance:**
The tower, built in 1967, is 625 feet tall with a base anchor and guy wires. The tower is slated for demolition in spring 2011.	The LORAN-C Station at St. Paul is eligible as an historic district under Criterion A, at the national level of significance, for its role as an historic aid to navigation within the Gulf of Alaska. Long Range Aid to Navigation (LORAN) was the federally-provided radio navigation system for maritime and some aviation activity from approximately 1940 to 2010. The station is also eligible under Criterion Consideration G as a property of exceptional importance that has achieved significance within the past 50 years. At the beginning of WWII, positioning was done using dead reckoning, celestial navigation, and later, radio beacon. As state and federal responsibility for providing navigational aids increased, the development of a more accurate system was needed. The LORAN system was developed under a program of the federal government by scientists at MIT, and modeled after the British Gee system. LORAN-C provided a highly accurate, all-weather navigational system that was available twenty-four hours per day. It operated as a low-frequency, hyperbolic radio navigation system using the time difference in pulses from two pairs of transmitting stations to obtain a navigation fix. Operation and maintenance of LORAN stations was transferred to USCG in 1943. Stations were built throughout the U.S., Russia, Canada, Asia, and Europe eventually to provide some 70 million square miles of coverage. The St. Paul LORAN-C Station was constructed in 1965 by USCG and decommissioned in 2010. The station consisted of one 625-foot guyed tower, and was the master station for the North Pacific Chain. The tower is a contributing feature to the St. Paul LORAN-C Station Historic District.
Eligibility: [x] Yes [ ] No If yes: [x] A [ ] B [ ] C [ ] D	Criteria Considerations: [ ] B [ ] C [ ] D [ ] E [ ] F [x] G
Prepared by: Terri Asendorf	Reviewed by Professional that meets the following Professional Qualifications: [ ] Architect [x] Architectural Historian [ ] Historian [ ] Historic Architect [ ] None
Date:	
SHPO Response: [ ] Eligible (Concur) [ ] Eligible (Do Not Concur) [ ] Not Eligible (Concur) [ ] Not Eligible (Do Not Concur)	
Minor Recommendations and Comments Include: [ ] Need more information related to: [ ] Historic Context [ ] Integrity [ ] Architectural Description [ ] Period of Significance	
Authorized Signature:	Date:

Alaska Building Inventory Form

AHRS: XPI-232 **Associated District:**

Historic Name: Transmitter Facility		**Other Name:** N/A	
Building Address: 900 Polovina Turnpike, St. Paul Island, Alaska 99660		**City:**	
Current Owner's Name and Address: United States Coast Guard, Civil Engineering Unit, PO Box 21747, Juneau, AK, 99802-1747			
USGS Quad Name and Map Sheet: Pribilof Islands Quadrangle, AK 28	**Section:** 18	**Township:** 35 S	**Range:** 181 W
GPS Coordinate (NAD-27 Alaska): 57° 9' 13", -170° 15' 6"		**UTM:** **Zone** 2V	**Easting** 545269.37 / **Northing** 6334742.88

Historic Associations

Historic Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Current Function and Sub-function: 1. Defense	2. Coast Guard Facility	3.	4.
Significant Person(s): 1. N/A	2.	**Significant Dates** 1.1992	2.
Architect, Builder, Contractor, Designer: USCG		**Original Owner:** USCG	

Architectural Information:

Date of Construction: 1992	**Date Moved:** N/A	**Destruction Date:** N/A	**Reconstruction Date:** N/A
Alteration Dates 1. 2005	2.	3.	4.

Resource Type [x] **Building** **[ ] Site** **[ ] Structure** **[ ] Object**		**Stories** 1. one	2.
Architectural Style: Modern		**Building Type:**	

Number of Ancillary Structures:	**Plan:** Irregular	**Cultural Affiliation:** US Government

Foundation Materials: 1. Concrete 2.	**Roof Materials:** 1. Steel 2. PVC	**Exterior Wall Materials:** 1. Textured concrete panel 2. Ceramic tile	**Other Materials:** 1. Steel doors 2.

Architectural Description (Include setting & outbuildings):

The Transmitter Facility consists of a coupler room, air handling room, a transmitter room with two transmitters, a transformer room, service room, storage, and other hallways and support rooms. This building was built in 1992 to replace the original Transmitter Building which was constructed in 1960 and demolished in 2010. The one-story building spans approximately 3,887 square feet. The foundation is poured-in-place concrete slab-on-grade. Walls are pre-cast concrete panels and the roof structure is steel bar joist. Exterior walls feature a textured finish and a ceramic tile decorative band. The roof consists of metal decking with 8" rigid insulation on ½" water-resistant gypsum board covered with 30" x 30" rubber protection mats. There are no windows; doors and louvers are steel. Either poured-in-place concrete or 4" CMU comprise the interior walls; interior doors are solid-core wood veneer.

Statement of Significance:

The LORAN-C Station at St. Paul is eligible as an historic district under Criterion A, at the national level of significance, for its role as an historic aid to navigation within the Gulf of Alaska. Long Range Aid to Navigation (LORAN) was the federally-provided radio navigation system for maritime and some aviation activity from approximately 1940 to 2010. The station is also eligible under Criterion Consideration G as a property of exceptional importance that has achieved significance within the past 50 years.

At the beginning of WWII, positioning was done using dead reckoning, celestial navigation, and later, radio beacon. As state and federal responsibility for providing navigational aids increased, the development of a more accurate system was needed. The LORAN system was developed under a program of the federal government by scientists at MIT, and modeled after the British Gee system. LORAN-C provided a highly accurate, all-weather navigational system that was available twenty-four hours per day. It operated as a low-frequency, hyperbolic radio navigation system using the time difference in pulses from two pairs of transmitting stations to obtain a navigation fix. Operation and maintenance of LORAN stations was transferred to USCG in 1943. Stations were built throughout the U.S., Russia, Canada, Asia, and Europe to eventually provide some 70 million square miles of coverage.

The St. Paul LORAN-C Station was constructed in 1965 by USCG and decommissioned in 2010. The station consisted of one 625-foot guyed tower, and was the master station for the North Pacific Chain. The Transmitter Facility is a contributing feature to the St. Paul LORAN-C Station Historic District.

Eligibility:
[x] Yes [ ] No If yes: [x] A [ ] B [ ] C [ ] D

Criteria Considerations:
[ ] B [ ] C [ ] D [ ] E [ ] F [x] G

Prepared by:
Terri Asendorf

Reviewed by Professional that meets the following Professional Qualifications:
[ ] Architect [x] Architectural Historian [ ] Historian [ ] Historic Architect [ ] None

Date:

SHPO Response:
[ ] Eligible (Concur) [ ] Eligible (Do Not Concur) [ ] Not Eligible (Concur) [ ] Not Eligible (Do Not Concur)

Minor Recommendations and Comments Include:
[ ] Need more information related to: [ ] Historic Context [ ] Integrity [ ] Architectural Description [ ] Period of Significance

Authorized Signature:

Date:

ARCHITECTURAL DRAWINGS

RPFN [redacted]
NAME: A01
DESCRIPTION: HF COMMS ANTENNA (DISCONNE)
SIZE: 1 EA

RPFN [redacted]
NAME: U05 (INACTIVE)
DESCRIPTION: WATER WELL
SIZE: NA

RPFN [redacted]
NAME: B3
DESCRIPTION: CONNEX STORAGE VAN
SIZE: 160 SF

RPFN [redacted]
NAME: B3A
DESCRIPTION: CONNEX STORAGE VAN
SIZE: 160 SF

RPFN [redacted]
NAME: B3B
DESCRIPTION: CONNEX STORAGE VAN
SIZE: 160 SF

RPFN [redacted]
NAME: B3C
DESCRIPTION: CONNEX STORAGE VAN
SIZE: 160 SF

RPFN [redacted]
NAME: R02
DESCRIPTION: TRANSMITTER BUILDING ACCESS ROAD
SIZE: 1212 SY

RPFN [redacted]
NAME: T09
DESCRIPTION: TRANSMITTER BLDG SEPTIC TANK
SIZE: 1000 GAL

RPFN [redacted]
NAME: B05
DESCRIPTION: TRANSMITTER BUILDING
SIZE: 3887 SF

RPFN [redacted]
NAME: T10
DESCRIPTION: TRANSMITTER BLDG HOLDING TANK
SIZE: NA

RPFN [redacted]
NAME: T02
DESCRIPTION: LORAN TOWER SYSTEM
SIZE: NA

RPFN [redacted]
NAME: FN1
DESCRIPTION: TRANSMITTER TOWER FENCE
SIZE: 45 LF

RPFN [redacted]
NAME: B4A
DESCRIPTION: OLD TRANSMITTER BUILDING
SIZE: 2010 SF

RPFN [redacted]
NAME: B07
DESCRIPTION: FLAMMABLE STORAGE BUILDING
SIZE: 46 SF

RPFN [redacted]
NAME: B4
DESCRIPTION: SIGNAL AND POWER BUILDING
SIZE: 7586 SF

RPFN [redacted]
NAME: T03 (INACTIVE)
DESCRIPTION: 250 GAL GAS HOLDING FOR ATV'S
SIZE: 250 GA

RPFN [redacted]
NAME: T04 (INACTIVE)
DESCRIPTION: CISTERN
SIZE: NA

RPFN [redacted]
NAME: A04
DESCRIPTION: VHF-FM COMMS ANTENNA (WHIP)
SIZE: 1 EA

RPFN [redacted]
NAME: A03
DESCRIPTION: HF COMMS ANTENNA (NVIS)
SIZE: 1 EA

RPFN [redacted]
NAME: A02
DESCRIPTION: COMMS ANTENNA (WHIP)
SIZE: 1 EA

RPFN [redacted]
NAME: B2
DESCRIPTION: STATION BLDG
SIZE: 12174 SF

RPFN [redacted]
NAME: R
DESCRIPTION: STA ACCESS ROAD
SIZE: 300 SY

RPFN [redacted]
NAME: T05
DESCRIPTION: SEPTIC TANK
SIZE: 5900 GAL

RPFN [redacted]
NAME: P02
DESCRIPTION: SIDEWALK
SIZE: 229 SY

RPFN [redacted]
NAME: NC
DESCRIPTION: FLAG POLE
SIZE: 1 EA

RPFN [redacted]
NAME: P01
DESCRIPTION: PARKING LOT
SIZE: 5464 SY

RPFN [redacted]
NAME: B06
DESCRIPTION: GENERATOR BUILDING
SIZE: 2,800 SF

RPFN [redacted]
NAME: G01,G02,G03
DESCRIPTION: DIESEL GENERATOR SET # 1,2,3
SIZE: 500 KW

RPFN [redacted]
NAME: T07 (INACTIVE)
DESCRIPTION: JP5 FUEL STORAGE TANK
SIZE: 15C,000 GA

RPFN [redacted]
NAME: T08 (INACTIVE)
DESCRIPTION: JP5 FUEL STORAGE TANK
SIZE: 15C,000 GA

943' S 40° E
1,190' SOUTH
GROUND PLANE PERIMETER
GROUND PLANE PERIMETER
TO AIRPORT
TO MATERIAL SOURCE PIT (APPROXIMATELY 5 MILES)
EXISTING VENT FOR EXISTING 5900 GAL SEPTIC TANK
1,105' S 66° W
250 GAL SEPTIC TANK
BYPASS CHAMBER
2500 GAL SEPTIC TANK
SITE PREP FOR NEW TRANSMITTER BUILDING
APPROXIMATE EXISTING CISTERN SPILL TRENCH
CONTRACTOR YARD
EXISTING ELECTRIC SECTIONALIZING SWITCH
SPILL HUT
EXISTING GRAVEL ROAD
810' NORTH
1,510' N 40° W
L A K E
P.P. BASE
C.P. TRAVERSE
1 2 3 4
C
B
A

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A/E PROJECT NO: 5844-203
CAD FILE NAME: S-3697A-C1.DWG
DESIGNED BY:
DRAWN BY: MEO
EDITED BY: MEO
CHECKED BY:

SCALE: 1" = 100' PLOT SCALE: 1" = 200'

SHEET TITLE

FY05 FAC. COND. ASSESSMENT
LORSTA ST. PAUL
ST. PAUL ALASKA
LORAN STATION ST. PAUL
CIVIL
SITE PLAN

REVIEWED BY: MLG	REVIEWED BY: RCD	REVIEWED BY: JSC
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

J.J. HICKEY, CDR
APPROVING OFFICER — DATE

PROJECT NUMBER	DRAWING NUMBER
245509	S-3697-A
DISCIPLINE/SHT NO	
C1	SHEET 2 OF 8

PLAN NORTH
NORTH

DRAWN BY: USCG
USCG ALASKA LORAN-C STATIONS RECORDATION
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

SITE PLAN
ST. PAUL
ALASKA
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HISTORIC AMERICAN BUILDINGS SURVEY
1 OF 7
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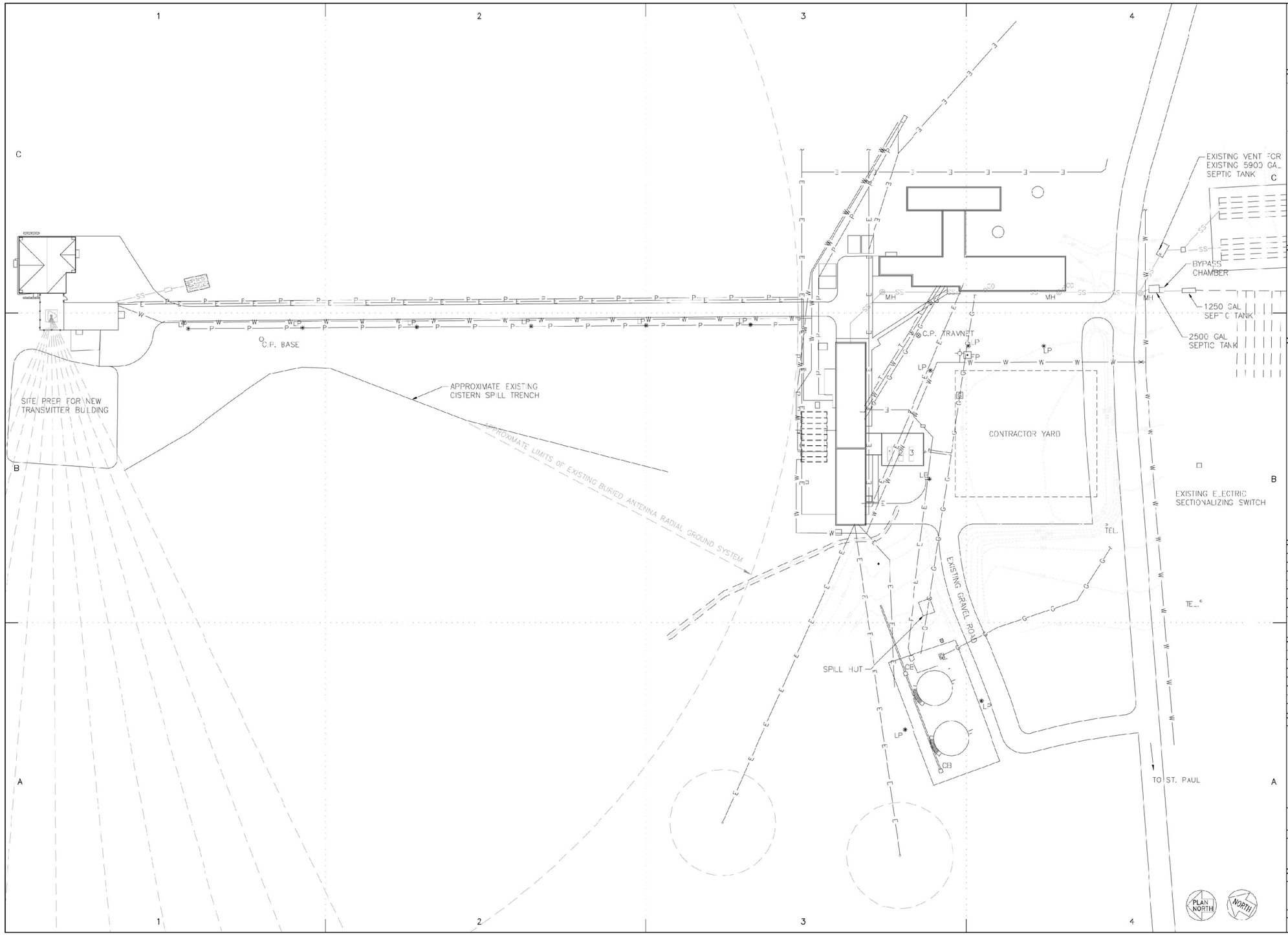

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EDITED BY: MEO
CHECKED BY:

SCALE: 1" = 50' PLOT SCALE:

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FY05 FAC. COND. ASSESSMENT
LORSTA ST. PAUL
ST. PAUL ALASKA
LORAN STATION ST. PAUL
CIVIL
ENLARGED SITE PLAN

REVIEWED BY:	REVIEWED BY:	REVIEWED BY:
WLG	RCD	JSC
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

J.J. HICKEY, CDR
APPROVING OFFICER — DATE

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UNITED STATES DEPARTMENT OF THE INTERIOR

ENLARGED SITE PLAN
ST. PAUL

ALASKA
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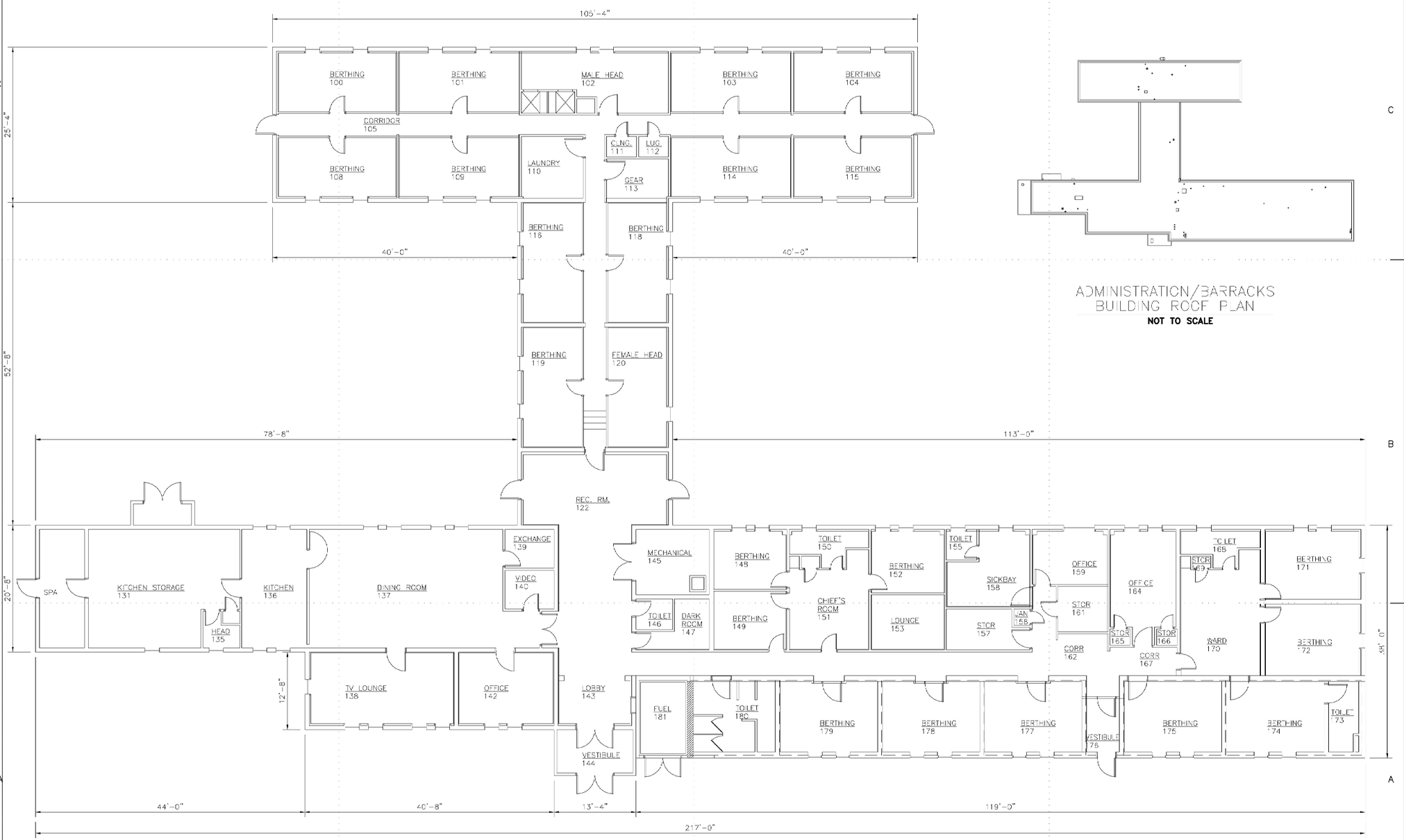

ADMINISTRATION/BARRACKS
BUILDING FLOOR PLAN

ADMINISTRATION/BARRACKS
BUILDING ROOF PLAN
NOT TO SCALE

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FY05 FAC. COND. ASSESSMENT
LORSTA ST. PAUL
ST. PAUL ALASKA
LORAN STATION ST. PAUL
ARCHITECTURAL
ADMIN BUILDING PLAN

REVIEWED BY:	REVIEWED BY:	REVIEWED BY:
MLG	RCD	JSC
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

J.J. HICKEY, CDR
APPROVING OFFICER — DATE

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ADMINISTRATION BUILDING PLAN
ST. PAUL
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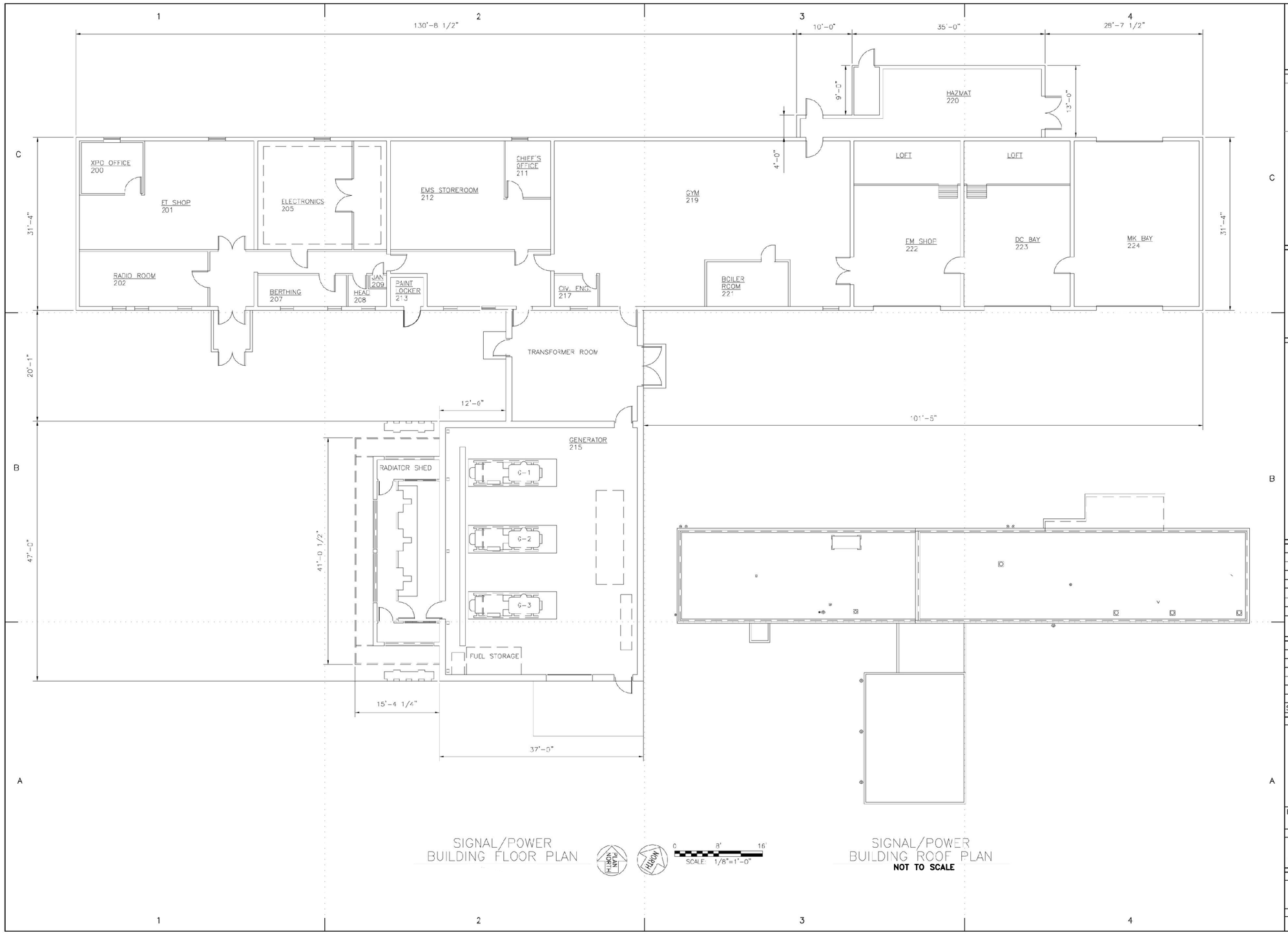

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FY05 FAC. COND. ASSESSMENT
LORSTA ST. PAUL
ST. PAUL ALASKA
LORAN STATION ST. PAUL
ARCHITECTURAL
SIGNAL/POWER BLDG PLAN

REVIEWED BY:	REVIEWED BY:	REVIEWED BY:
MLG	RCD	JSC
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

J.J. HICKEY, CDR
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NATIONAL PARK SERVICE
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SIGNAL AND POWER BUILDING PLAN
ST. PAUL

SURVEY NO. AK-236
ALASKA

HISTORIC AMERICAN BUILDINGS SURVEY
4 OF 7

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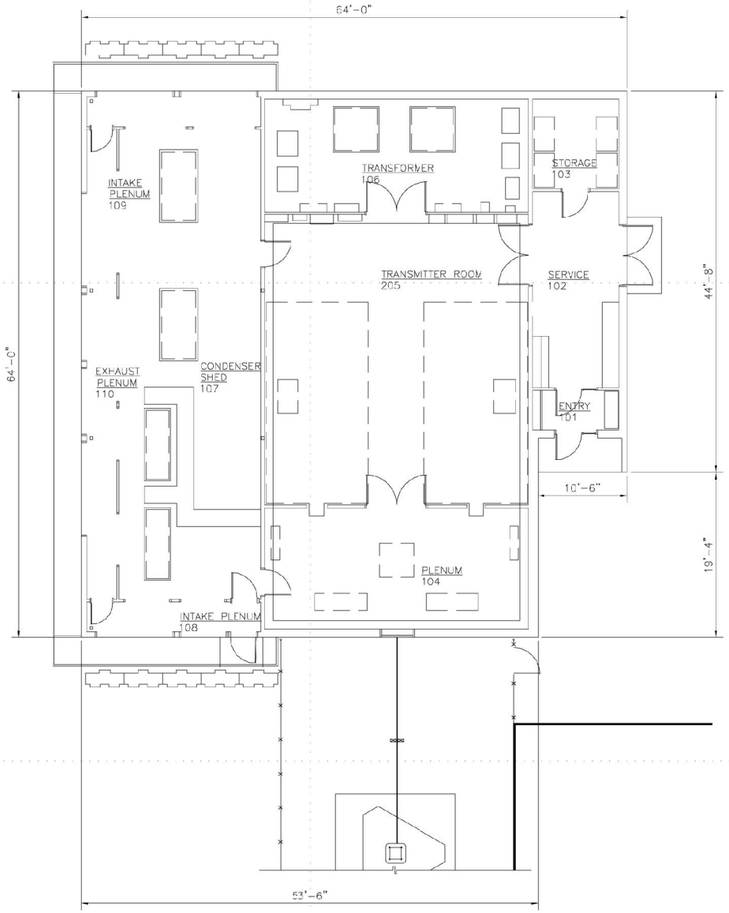
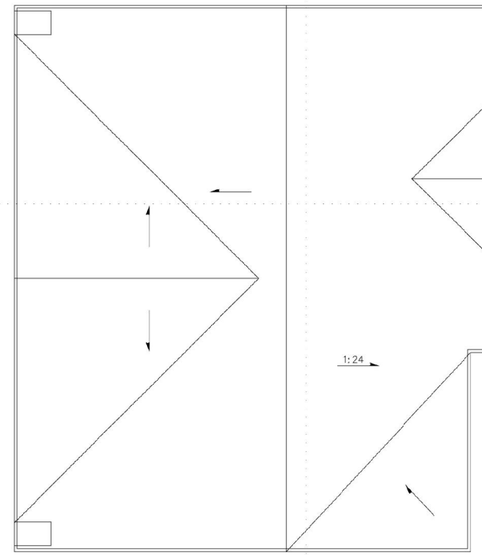


TRANSMITTER
BUILDING FLOOR PLAN



TRANSMITTER
BUILDING ROOF PLAN

PLAN NORTH

NORTH

0 8' 16'
SCALE: 1/8"=1'-0"

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SCALE:	PLOT SCALE:

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FY05 FAC. COND. ASSESSMENT
LORSTA ST. PAUL
ST. PAUL ALASKA
LORAN STATION ST. PAUL
ARCHITECTURAL
TRANSMITTER BUILDING

REVIEWED BY: MLG	REVIEWED BY: RCD	REVIEWED BY: JSC
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

J.J. HICKEY, CDR
APPROVING OFFICER — DATE

PROJECT NUMBER	DRAWING NUMBER
245509	S-3697-A
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NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

TRANSMITTER BUILDING PLAN
ST. PAUL

ALASKA AK-236

SURVEY NO.

HISTORIC AMERICAN BUILDINGS SURVEY
6 OF 7

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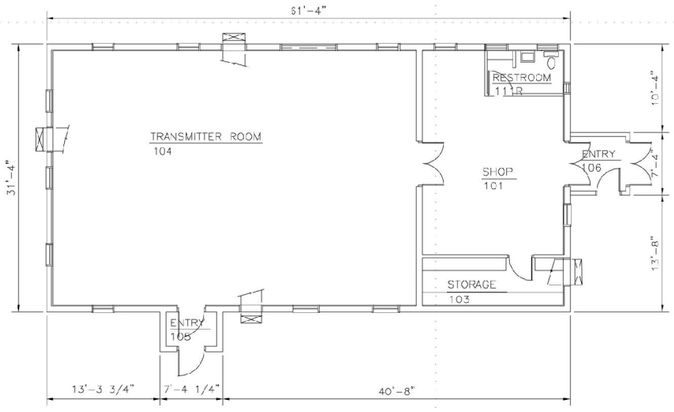
OLD TRANSMITTER
BUILDING ROOF PLAN



OLD TRANSMITTER
BUILDING FLOOR PLAN

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DRAWN BY:	MEO
EDITED BY:	MEO
CHECKED BY:	

SCALE: PLOT SCALE:

SHEET TITLE

FY05 FAC. COND. ASSESSMENT
UNIT NAME
ST. PAUL ALASKA
PROPERTY NAME
ARCHITECTURAL
OLD TRANSMITTER BLDG

REVIEWED BY:	REVIEWED BY:	REVIEWED BY:
MLG	RCD	JSC
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

J.J. HICKEY, CDR — APPROVING OFFICER — DATE

PROJECT NUMBER	DRAWING NUMBER
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DISCIPLINE/SHT NO	SHEET 7 OF 8
A4	

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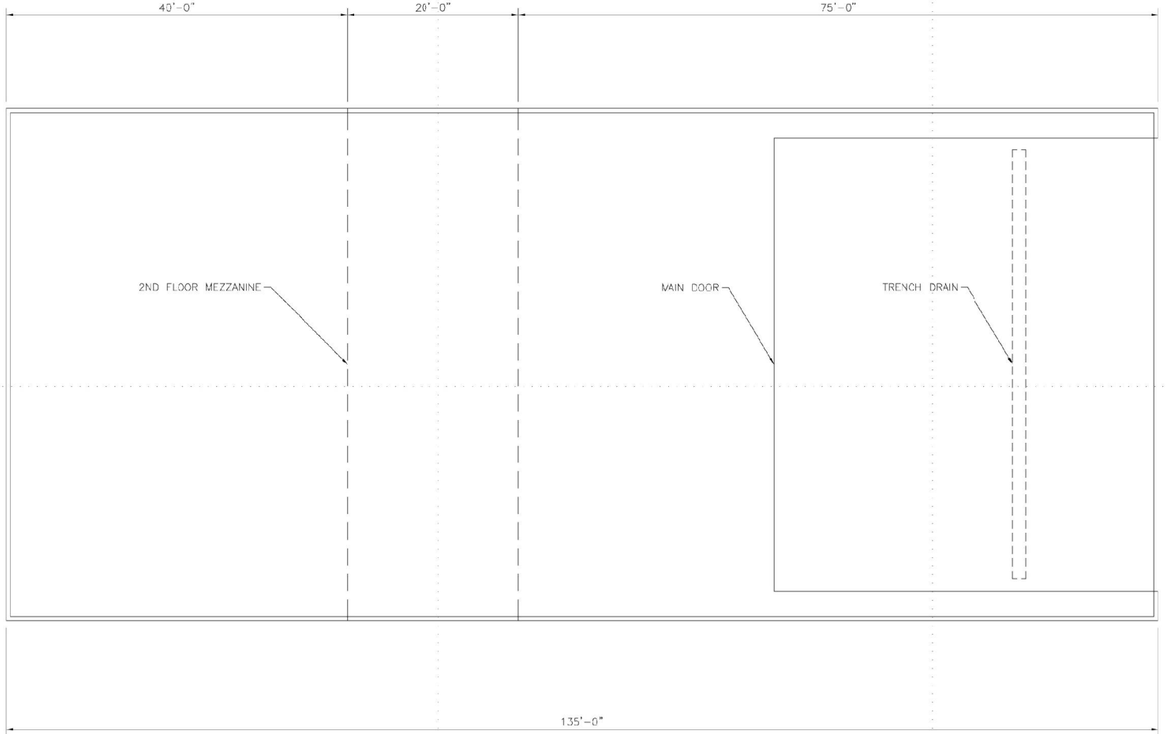
OLD TRANSMITTER BUILDING PLAN
ST. PAUL
ALASKA
SURVEY NO. AK-236
HISTORIC AMERICAN BUILDINGS SURVEY
7 OF 8

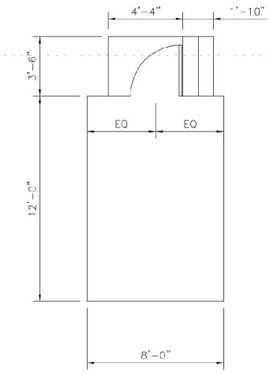


HANGAR AREA
FLOOR PLAN (B01)

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

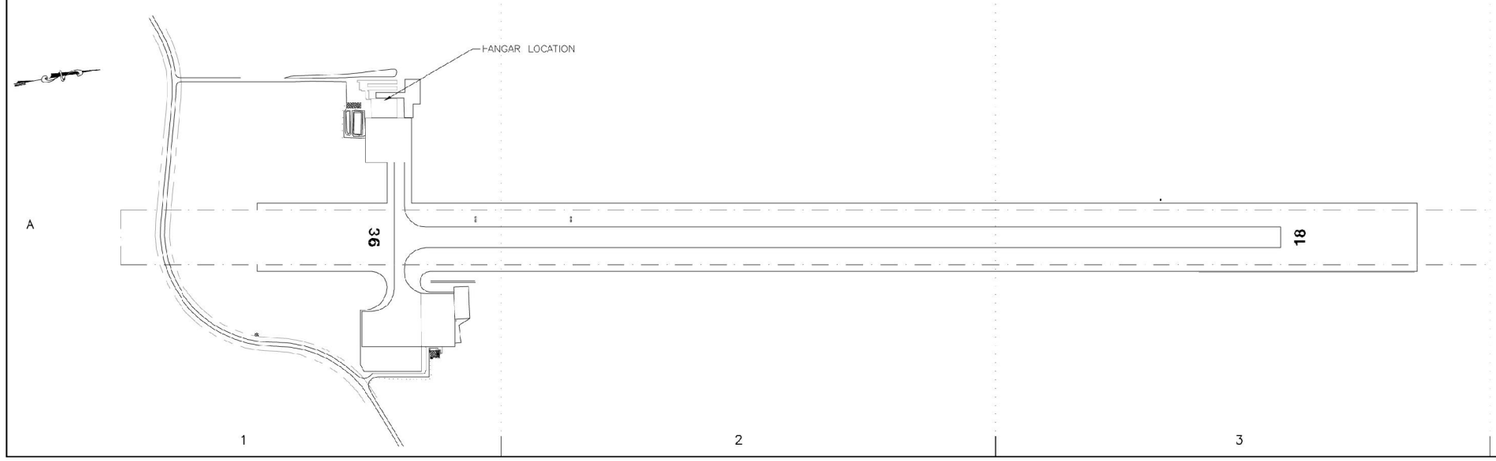
NOTES:

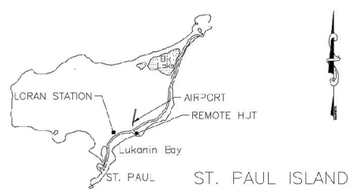
1. DETERIORATED BATT INSULATION. REINSTALL/REPLACE 400 SF OF FIBERGLASS BATT INSULATION. COVER WITH FRP PANELS TO MATCH ADJACENT.
2. HANGER DOOR IS RUSTING. PREP AND PAINT ALL RUST. 100 SF
5.



REMOTE HUT PLAN (B1)

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





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ARCHITECTURAL
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USCG ALASKA LORAN-C STATION RECORDATION
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

ST. PAUL

MISCELLANEOUS BUILDING PLANS

ALASKA

SURVEY NO. AK-236

HISTORIC AMERICAN BUILDINGS SURVEY 7 OF 7

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