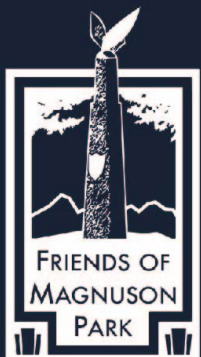


# SAND POINT HISTORY WALK



**FRIENDS OF MAGNUSON PARK**  
SAND POINT NAVAL AIR STATION HISTORIC DISTRICT

LEARN MORE ABOUT  
THE PARK YOU LOVE  
follow @friendsofmagnusonpark



**BE A FRIEND TODAY**  
Your donation supports historic preservation,  
scholarships, exhibits & more!



# AN EARLY HISTORY OF SAND POINT

For about 12,000 years, the indigenous *People of the Lake* hunted and fished the wetland and old growth Cedar and Douglas Fir forest at Sand Point, an area they called *Fog*. It was a fertile gathering place for cedar bark, wapato, camas and snowberries and cutthroat trout and steelhead were plentiful in the 30 acre lake that was once there. Their longhouses, traditional lodges, were just south of Sand Point at Wolf Bay in what is now the upscale Windermere neighborhood.

In 1850, white settler Isaac Ebey would be the first to document the beauty of Lake Washington's fertile shorelines. Shortly after, homesteaders logged the forests at Sand Point and began farming and *"within a few decades, steamboats plied the lake, locomotives crossing a nearby bluff spouted steam, and automobiles bumped along Sand Point's rough dirt roads...homesteaders raised families at Sand Point, a shipyard built steamboats, and a brick manufacturing firm dug and fired clay...eventually, all that disappeared to make way for the era of flight"* (Sand Point: The Early Years, 1850-1920, HistoryLink).

First and foremost, Sand Point is significant because of its connection to Seattle's aviation history. In 1917 near the end of WWI, a group of Army airmen came to Seattle to sell Liberty Bonds. Because Seattle had no airport, they had to land on Jefferson Golf Course – an embarrassment for Seattle. A few years later in 1920, King County opened Sand Point Airfield – Seattle's first municipal airport.

The Sand Point Airfield saw some of the Boeing Company's earliest aircraft assembled on its turf, was the start and finish of the 1924 First Around the World Flight and was kissed by Lindbergh's Spirit of St Louis when he touched down in Seattle in 1927.





CHESHEEAHUD, A RENOWNED DUWAMISH CHIEF AND TRAVEL GUIDE TO LAKE WASHINGTON IN THE DAYS BEFORE SEATTLE'S ROADS WERE BUILT, IN HIS FULL-SIZED SALISH STYLE CANOE CARVED FROM A SINGLE RED CEDAR. "KNOWLEDGE OF TIDES, MAJOR RIVER CURRENTS, SNAGS AND LOGJAMS, AND CANOE REPAIR WERE FUNDAMENTAL ELEMENTS OF A TRADITIONAL EDUCATION FOR UNCOUNTED GENERATIONS OF DUWAMISH IN THEIR ANCESTRAL HOMELAND;" (DUWAMISHTRIBE.ORG) SEATTLE OF COURSE, TAKES ITS NAMESAKE FROM ANOTHER DUWAMISH CHIEF, CHIEF SEALTH.



WILLIAM GOLDMYER AND WIFE REBECCA J. SPRAY, FIRST TO HOMESTEAD AT SAND POINT IN SUMMER 1868.



PONTIAC SHINGLE MILL (APPROX 1885), ONE OF SEVERAL PRE-AVIATION OPERATIONS AT SAND POINT. OTHERS INCLUDED EDWARD F. LEE'S SHIPYARD (APPROX 1888), THE PONTIAC BRICK & TILE COMPANY (1889), THE PONTIAC POST OFFICE (1890) AND THE PONTIAC ONE-ROOM SCHOOLHOUSE.



IN 1918, MR. & MRS. MORGAN CARKEEK ESTABLISHED CARKEEK PARK AT SAND POINT UNTIL PLANS FOR NAVAL AIR STATION TOOK OVER IN AND CARKEEK PARK MOVED TO NORTHWEST SEATTLE IN 1926.



WILLIAM BOEING AND EDDIE HUBBARD WITH A BOEING MODEL C PLANE ON LAKE UNION. HUBBARD, A BOEING TEST PILOT, WAS THE FIRST TO LAND A PLANE AT SAND POINT IN 1920.



# SAND POINT NAVAL AIR STATION HISTORIC DISTRICT

After World War I, a movement began to build a Naval Air Station at Sand Point, and King County began acquiring surrounding parcels. In 1926, four years after construction of the Naval Station had begun on leased land, King County gifted over 400 acres to the Navy and Naval Air Station Seattle, the headquarters of the 13th Naval District developed. Pilots were trained, aircraft tested and torpedoes assembled here in preparation for the front lines of the war in the Pacific.

Early on that fateful Sunday morning December 7, 1941, Sand Point was the first to receive word of the surprise Japanese attack on Pearl Harbor, another Naval Air Station. The first six months of this war were very scary for Seattleites: Japanese submarines lurked offshore and islands off Alaska were invaded.

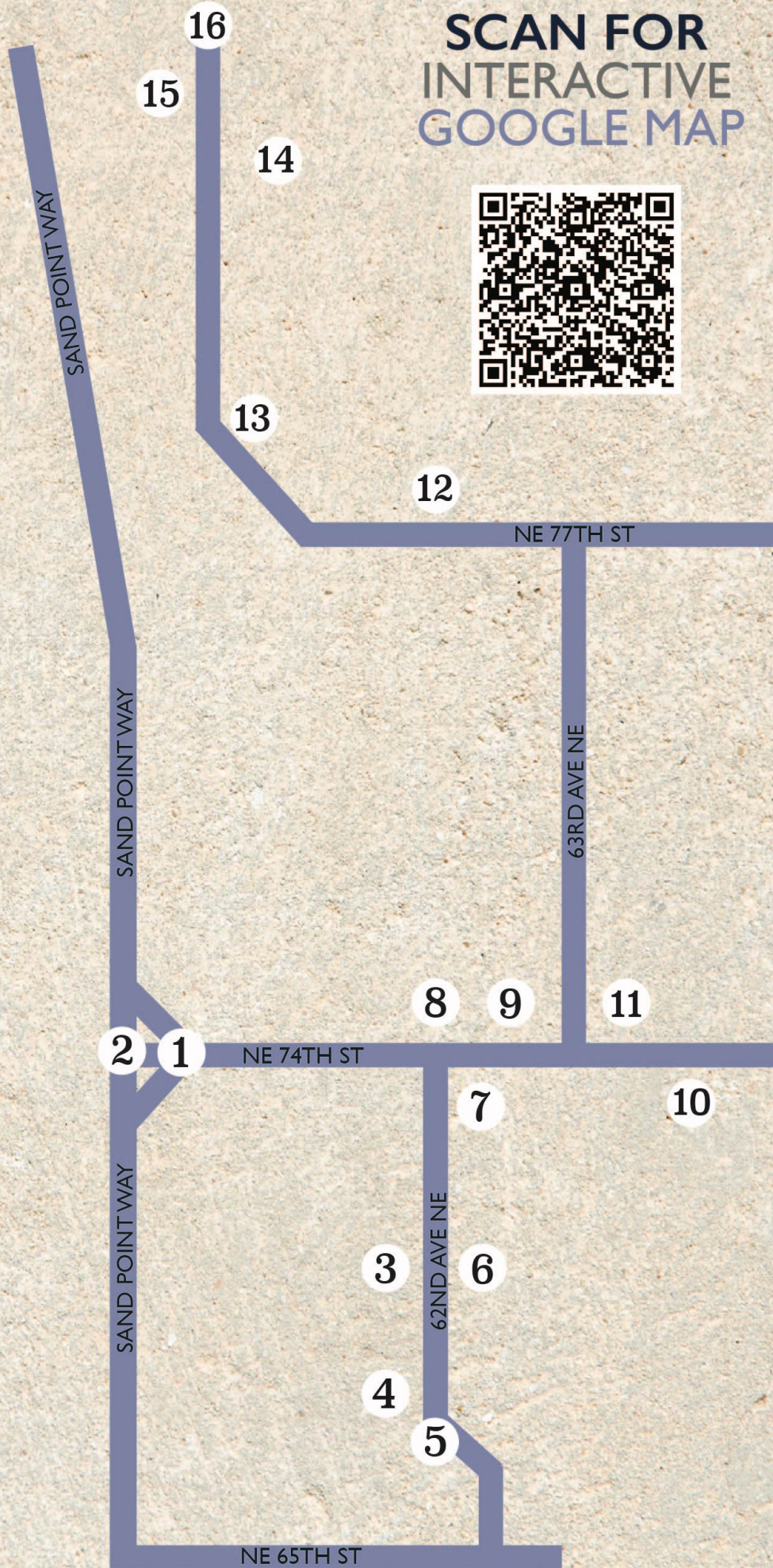
Along with the Bremerton shipyard and the Boeing airplane factory, Naval Air Station Seattle and Fort Lewis provided protection for the Northwest Coast and their combined efforts helped turn the tide of the war.

Today, the landing strips, runways, taxiways and associated structures have been removed and Sand Point is now home to United States Geological Survey (USGS) Fisheries research facility to the south, the headquarters of the National Oceanic Atmospheric Administration to the north, and Warren G. Magnuson Park, the second largest park in the city in the middle

The Sand Point Naval Air Station Historic District, a National Historic Site (2010) and Seattle's 8th landmark historic district (2011) comprises 90 acres of the 250 acre Magnuson Park. It includes 42 historic contributing resources including aircraft hangars, administration and office buildings, a steam plant, firehouse and several housing buildings.



SCAN FOR  
INTERACTIVE  
GOOGLE MAP







CREDIT HISTORY LINK

## 1. Gatehouse (1942)

*Then the secured entrance to NAS Seattle*

Built in 1942, the Gatehouse served as an obvious main entrance and security check for the naval air station. Visitors checked in with Navy personnel before being allowed entry. The enclosed bridge spanning the entrance gave Navy personnel better views of approaching vehicles and pedestrians. On the south side of the Gatehouse is a door opening onto Sand Point way which led to the Naval recruiting office.



CREDIT SARAH WALLER

## 2. First World Flight Monument (1924)

*Designed by Victor Lewis, marks the first aerial circumnavigation of the Earth*

In 1924, United States Army Air Corps pilots became the first to fly around the world. This wasn't easy. At that time, planes were made of wood and cloth and wire and carried only a small amount of fuel.

The men flew west from Seattle in four Douglas Cruisers, single-engine, two-seater biplanes, and returned to the city 176 days later. By the end of the journey had flown over 26,000 miles and had worn out seventeen engines.

Two of the planes crashed en route, but all of the men survived. For more information or to view our First World Flight exhibition, visit our webpage.



Real Postcard of NAS Seattle Bachelors' Quarters

## 3. Building 9 (1929)

*Then NAS Seattle Navy barracks, now Mercy Magnuson Park affordable housing*

The finest example of Colonial Revival style in the Historic District is Building 9 (owned by WA State Department of Commerce). The building is composed of a series of large pavilions connected by smaller links, and is in red brick with white trim. The windows have decorative keystones of cast concrete. The north and south wings have gabled dormers on the third floor. The historic Naval barracks were renovated in 2017 to create 148 apartments, a clinic and a daycare run by Mercy Housing. The affordable homes are rented to those earning less than 60 percent of the area median income. South of Building 9 is a series of residential buildings for Base personnel based on rank and marital status.



CREDIT UW Collections

## 4. Married Officers' Quarters (1939)

*Then the NAS officers' quarters, now Youth Care and Friends of Youth group homes*

This two-story, Colonial Revival-style house is the southernmost of three similar buildings, at the south end of the district. The trio lines the east side of 62nd Avenue NE, forming a slightly curving arc north to south. Built in 1939 to house married, commissioned officers, Building 332 (one of three similar houses) is typical of the style of residences popular at the time (Colonial Revival). This row of houses would have fit in a residential neighborhood. All military bases from earlier eras contained senior commissioned officers' quarters, which set them apart from more junior officers and enlisted personnel. Renovated in 2000, the building contains transitional housing for homeless youth (Youth Care Passages House).





CREDIT LIBRARY OF CONGRESS

## 5. Holiday Tree (circa 1930)

There are three trees within the district are of particular importance to the history of the site and have been formally identified as historic landscape features to be preserved and maintained.

One is this large Atlas Cedar is located at the southern end of 62nd Avenue NE, to the southeast of Building 26 South. This tree serves as a counterpoint to the flagpole located at the north end of 62nd Avenue NE, directly in front of Building 25. It was designated as the "holiday tree" and decorated annually for Christmas when the base was operational.



CREDIT ARTIFACTS CONSULTING

## 6. Building 37 (1941)

*Then NAS Seattle recreation building, now Magnuson Park Community Center*

The recreation building was the hub of physical and social activity on the Base. The huge gymnasium was home to competitive basketball games and social dances. There was a heavily stocked library and a 996 seat theatre showing big-time movies and vaudeville special acts, musical presentations and local stage productions. Softball, baseball, basketball, tennis, handball, golf, horseshoes, soccer, volleyball and bowling were some of the sports played here and in the swimming pool, thousands of sailors were instructed in swimming, life-saving, rope climbing, abandon-ship procedures. Today, it serves as the Magnuson Park Community Center and is currently undergoing renovation with plans to reopen in 2022.



## 7. Building 18 (1936)

*Then NAS Seattle firehouse, now unused*

Built in 1936, Building 18 served as the naval air station's firehouse complete with quarters for the firemen to sleep in upstairs and a pole to slide down to the fire trucks. The tall tower was used to dry hoses. The speakers on top of the tower broadcast the Navy calls to duty, including taps, which were heard throughout the neighborhood for many years until they went silent with the base closure.



## 8. Building 25 (1937)

*Then NAS Seattle administrative headquarters, now operated by UW*

Built in 1937, Building 25 served as administrative headquarters for the naval air station. In more recent years, it continued to house offices, a computer center, and telecommunications office. This Art Deco-style building has a two- and three-story main core and one-story rear wings. Sited in the middle of the district, along NE 74th Street, the building's main facade looks south, down the corridor of 62nd Avenue NE.

Cast stone forms Art Deco decorative motifs on the exterior, particularly on the south facade. Now the building is the University of Washington's Center for Pediatric Dentistry.





## 9. Freedom Tree & Vietnam Memorial

This giant Atlas Cedar is one of three protected trees in the Historic District. The obelisk was erected in 1972 to honor personnel Missing in Action or Prisoners of War from the Vietnam War era. The monument has a bronze plaque stating that it and the Atlas Cedar Tree known as the Freedom Tree were to honor “the sons of Washington and all prisoners of war and missing in action” Approximately 1,800 service personnel are still missing and unaccounted for in the Vietnam War, with an additional thousand who were killed in action and whose bodies were never recovered.



CREDIT ARTIFACTS CONSULTING

## 10. Building 41 (1939)

*Then NAS Seattle gas station, now vacant*

This is Building 41, the old gas station built in 1939. Friends of Magnuson Park received a grant from the Seattle Department of Neighborhoods this year to create a series of murals that celebrate the history of flight at Sand Point. We hired Magnuson Park artist Sandy Brice Miller to design the panels and lead resident youth in the painting process. We partnered with Pacific Northwest Naval Air Museum on Whidbey Island to research each of the planes. These murals will be affixed to the outside of the windows of Building 41 later this month, protecting the building from further vandalism and acting as an open air exhibition on the history of flight.



## 11. Building 30 (1939)

*The building is currently owned by the City of Seattle and contains offices for Parks and Recreation as well as artist studios.*

Built in 1939, design of Building 30 incorporated a hangar on the south facade with access from the airfield and offices, and an Art Deco style west façade. Other ornamentation includes original Art Deco light fixtures on the wall of the cast stone stairs at the west entrance. Building 30 housed an aircraft hangar and the Chief Officer's administrative headquarters. The old Officer's Club remains virtually untouched with a war ready room.



CREDIT ARTIFACTS CONSULTING

## 12. Building 2 (1929)

Built in 1929, the Assembly & Repair Shop (Building 2) is the oldest extant structure in the district. It was part of the original 1927 development plan for the naval air station. The original Overhaul Shop (as it was known) was built as a place to overhaul plane engines. An addition was constructed between 1939 and 1944. By 1944, the name had changed to Assembly & Repair Shop, known by base personnel as the “A&R Hangar”.

Notice the Art Deco emblem over the south hangar doors..When NAS Seattle was notified of the bombing of Pearl Harbor, windows were blacked out and machine gunners placed on every rooftop of the base. Some of the highest clerestory windows on Building 2 are blacked out to this day.





CREDIT ARTIFACTS CONSULTING

### 13. Building 12 (1930)

*Then NAS Seattle Boiler Plant, now vacant*

Built in 1930 with additions in 1942, the Boiler Plant served as the central steam plant for the naval air station, providing the primary source of heat and hot water for barracks, administrative buildings and other operations. It was also known as Central Heating Plant or Central Steam Plant. During World War II, bomb protection was added to the Boiler Plant, including sandbags and post-and-beam shield walls around the outside.



CREDIT ARTIFACTS CONSULTING

### 14. Building 27 (1938)

*Then NAS Seattle Seaplane Hangar, now Arena Sports*

Built in 1938 (with WPA funds), this large Seaplane Hangar provided shelter for Navy seaplanes. It was sited near the Pontiac Bay at the north end of the naval air station and to Building 2 for proximity to the plane assembly and repair facility. Plane tie-downs still remain embedded in the tarmac nearby. In more recent years, Building 27 has been used for aircraft repair, offices, and heavy equipment storage. In 2010, the hangar was renovated and now houses three indoor soccer fields and a 21,600 sq ft health club.



CREDIT ARTIFACTS CONSULTING

### 15. Building 20 (1937)

*Then NAS Seattle torpedo shop, now Magnuson Park Brewery*

Built in 1937, Building 20 housed a torpedo shop for the naval air station. In October 1943, Puget Sound ferries are used as "targets" for U.S. Navy torpedo bombers of Air Group Ten from Sand Point Naval Air Station. The bombers practice low level, night attacks on shipping using radar. On February 17, 1944, these crews participated in two day and one night attack on the Japanese at Truk Lagoon in the Central Pacific Ocean. They used the techniques developed on Puget Sound to sink 37 enemy ships. Building 11 surrounds this former Torpedo Shop on three sides



### 16. Building 31 (1938)

*Then NAS Seattle support boats, now owned and operated by Sail Sand Point*

In 1938, it was built to provide covered moorage for crash boats and other boats supporting NAS Seattle seaplane operations. Later in its life, building 31 supported Navy's Morale Welfare and Recreation as covered moorage for berthing private pleasure craft. Today, it is used by Sail Sand Point as covered moorage for safety boats, storage, teaching space, and changing rooms.

**THIS PROJECT SUPPORTED**  
IN PART BY A PRESERVATION SPECIAL PROJECTS  
GRANT FROM OUR FRIENDS AT 4CULTURE



**CULTURE**