

A HISTORY OF US NAVY AND US COAST GUARD at ASTORIA EAST TONGUE POINT

Astoria, Oregon



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LIST OF ACRONYMS AND ABBREVIATIONS

ATON	Aids to Navigation
BP	Before present
CFR	<i>Code of Federal Regulations</i>
DOD	U.S. Department of Defense
DOI	U.S. Department of the Interior
DOL	U.S. Department of Labor
ESC	Engineering Support Contractor
FRC	Fast Response Cutter
GSA	General Services Administration
MOA	Memorandum of Agreement
Navy	U.S. Department of the Navy
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NAV	Naval Station
ODSL	Oregon Division of State Lands
SHPO	State Historic Preservation Office
Tetra Tech	Tetra Tech, Inc.
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard

1.0 INTRODUCTION

The project site is located at a former US Naval Station (NAV) approximately 3 miles up the Columbia River from downtown Astoria. The northern end is owned and occupied by the Department of Labor (DOL), the southern end is owned by the State of Oregon and private entities. The site is relatively flat with large, paved areas, buildings, and structures. Eight finger piers totaling 15,000 linear feet are at the southern end and piers of 9,000 linear feet are at the northern end ([Figure 1](#)).

Much of the history found in this document has been excerpted from a cultural resource investigation, *Astoria East Tongue Point Cultural Resources Survey* conducted in 2021 by Tetra Tech, Inc. for the USCG. The report was prepared to fulfill the USCG's responsibility to fulfill Section 106 of the National Historic Preservation Act in support of the construction of new waterfront and shore facilities to homeport and maintain two Fast Response Cutters (FRC) and an associated Maintenance and Weapons Division. The FRCs will replace the existing Island-class 110-foot Patrol boats that are nearing their service life.

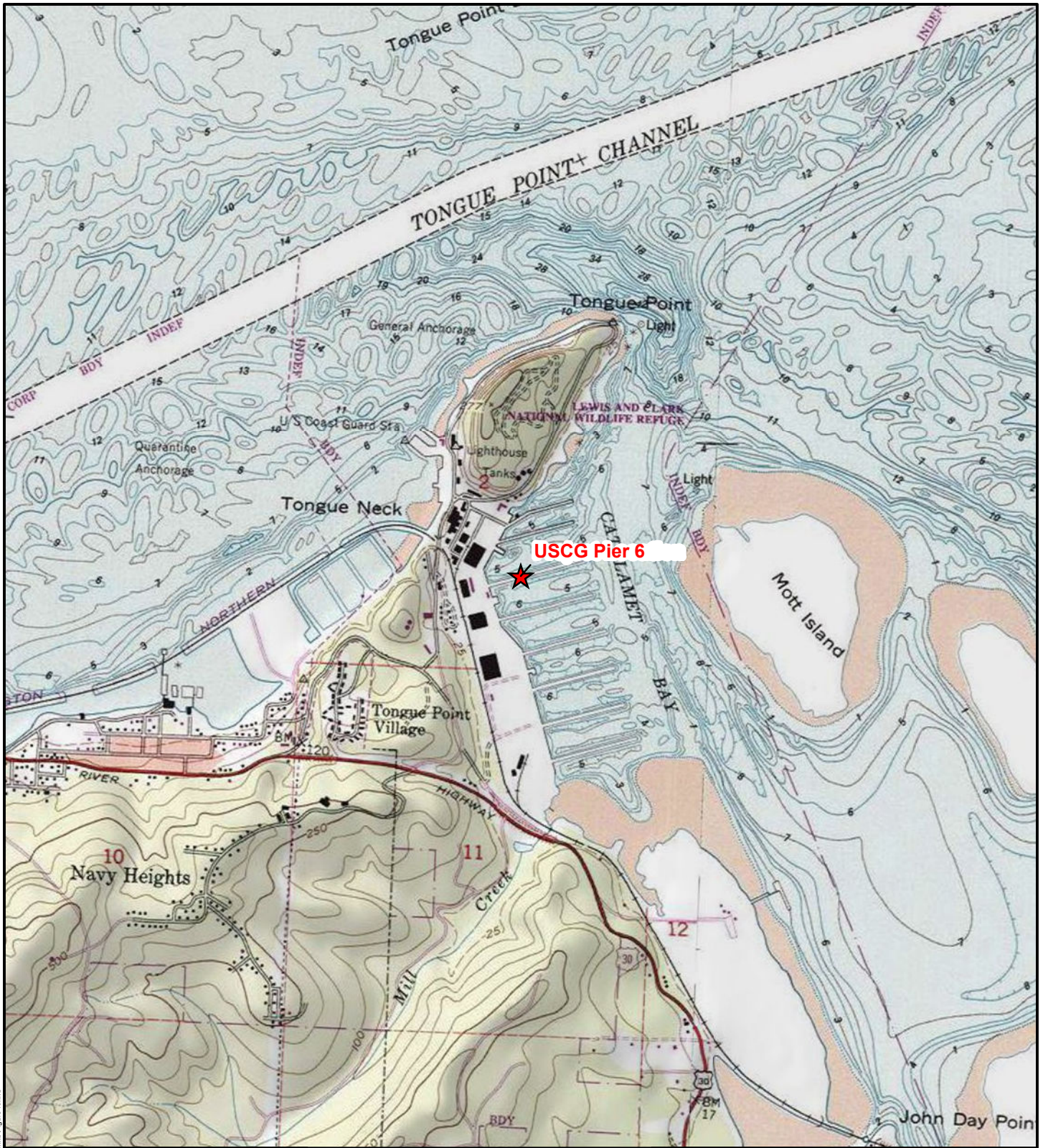
The goals of the 2021 cultural resources survey and report were the following: (1) identify and describe cultural resources, including historic-era (50 years or older) archaeological and architectural properties; (2) provide a cultural context for the project area; (3) identify any adverse effects that may occur as a result of the proposed undertaking; and (4) develop recommendations to mitigate the possible adverse effects on prehistoric or historic properties.

Tetra Tech recommended Pier 6 to the Oregon State Preservation Office (OR SHPO) for eligibility for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The OR SHPO agreed that the pier is eligible for the NRHP and that the USCG's plans to demolish Pier 6 and replace it with a new, shorter pier of modern materials and design with floating docks would be an adverse, or negative effect visually to the historic property.

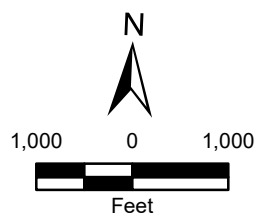
This document serves as a mitigation measure to address the adverse effects of the demolition of Pier 6. This document provides a history of the NAV at Astoria and its contribution to the effort during World War II and the decades following, including transfer of ownership of the property to the USCG. An explanation of how and why Pier 6 is eligible for listing in the NRHP is also provided for the public's knowledge and information to further understand the history of this area.

1.1 Location

The USCG property at East Tongue Point is located at a former NAV approximately 3 miles up the Columbia River from downtown Astoria. The northern end is owned and occupied by Department of Labor (DOL), the southern end is owned by the State of Oregon and private entities. The site is relatively flat with large paved areas, buildings, and structures. Eight finger piers, including Pier 6, totaling 15,000 linear feet are at the southern end and piers of 9,000 linear feet are at the northern end ([Figure 1](#)).



USCG Pier 6



Source: USGS 7.5 Minute Topographic Quads Astoria, 1984 and Cathlamet Bay, 1984

Tongue Point Job Corps Center & USCG Site Astoria, Oregon

Figure 1
Pier 6 Location



Prepared For: 103S6991

Prepared By: Clayton Hayes

File Path: C:\Users\Clayton.Hayes\Documents\103S6991\103S6991\Figure 1.mxd

Date Saved: 2/3/2021

2.0 ENVIRONMENTAL AND HISTORICAL OVERVIEW

2.1 Environmental Setting

2.1.1 Physiography and Hydrology

The USCG property at East Tongue Point is located in Clatsop County in northwestern Oregon. Clatsop County is within the Coast Range ecoregion. In Oregon, the Coast Range ecoregion is subdivided into eight areas: the Blue Mountains, Coast Range, Columbia Plateau, East Cascades, Klamath Mountains, Northern Basin and Range, West Cascades, and Willamette Valley. The Coast Range ecoregion, which encompasses the entirety of the USCG and DOL property, borders the Willamette Valley and Klamath Mountain ecoregions and varies somewhat from the beaches and dunes on the west coast to the intensive Douglas fir logging in the east. The topography of the Coast Range ecoregion ranges from the ocean shoreline to Mary's Peak, which stands at 4,100 feet. The Coast Range ecoregion is subdivided into seven areas: the Coastal Lowlands, Coastal Uplands, Volcanics, Willapa Hills, Mid-Coastal Sedimentary, Southern Oregon Coastal Mountains, and Redwood Zone. This project is located in the Coastal Uplands area, which includes headlands and low-lying mountains that surround the Coastal Lowlands ecoregion (Thorson et.al. 2003).

Water is a prevalent aspect of the area. Tongue Point is an isthmus that juts north into the Columbia River and is covered largely in trees and natural vegetation. The Columbia River is a large river that surrounds Tongue Point and flows into the Pacific Ocean to the west. The significance of the area is also tightly woven with the Columbia River shipping industry; thus, the river is highly essential to those living near it.

2.1.2 Climate

The climate is consistent with a moderate coastal environment with wet, cool, mild winters and summers and rainfall average around 67 inches per year. The mean high temperature ranges from 49°F in December to 69°F in August and is moderate year-round because of the moist air from the ocean. The Coast Range ecoregion is well equipped to support fishing and timber because of the abundance of the natural resources in proximity to the coast.

2.1.3 Geology and Geomorphology

The Coast Range ecoregion is largely defined by bedrock geology, which underlies the area. The basement comprises a volcanic island chain, Siletz Terrane, that collided with the North American continent around 50 million years ago. The sediments are primarily composed of mudstone, sandstone, siltstone, and shale and also contain various marine fossils. Structurally, the Oregon coast is an accretion zone that is constantly compressing and has various stresses from the continual subduction. Mud silt accumulation and sand over time were slowly compressed because of these processes and formed the coastal sedimentary rocks (Madin 2009). These sediments and ancient volcanoes consisting of igneous and metamorphic rocks now form many of the prominent outcrops along the Oregon coast.

2.1.4 Biotic Setting

The natural vegetation within the Coast Range ecoregion and, specifically, the Coastal Uplands area includes the shore pine (*Pinus contorta*), Sitka spruce (*Picea sitchensis*), western hemlock (*Tsuga*

hererophylla), Douglas fir (*Pseudotsuga menziesii*), rhododendron (*Rhododendron*), currant (*Ribes*), tiger lily (*Lilium columbianum*), blackberry (*Rubus fruticosus*), salal (*Gaultheria shallon*), beach daisy (*Erigeron glaucus*), deerfern (*Blechnum spicant*), and various others. Land use in this ecoregion includes primarily timber, agriculture, commercial fishing, and fish processing (Thorson et. al. 2003). Wildlife is varied because of the two environments: the water (the Columbia River and Pacific Ocean) and the lowland coastal area. Some amphibians within and around the area include the coastal tailed frog (*Ascaphus montanus*), Columbia torrent salamander (*Rhyacotriton kezeri*), Cope's giant salamander (*Dicamptodon copei*), and northern red-legged frog (*Rana aurora*). The water creates a diverse environment for many birds, including the American white pelican (*Pelecanus erythrorhynchos*), black oystercatcher (*Haematopus bachmani*), brown pelican (California) (*Pelecanus occidentalis*), Caspian tern (*Hydroprogne caspia*), common nighthawk (*Chordeiles minor*), fork-tailed storm-petrel (*Oceanodroma furcata*), harlequin duck (*Histrionicus histrionicus*), leach's storm-petrel (*Oceanodroma leucorhoa*), long-billed curlew (*Numenius americanus*), marbled murrelet (*Brachyramphus marmoratus*), northern goshawk (*Accipiter gentilis*), northern spotted owl (*Strix occidentalis caurina*), olive-sided flycatcher (*Contopus cooperi*), Oregon vesper sparrow (*Pooecetes gramineus*), peregrine falcon (*Falco peregrinus*), pileated woodpecker (*Dryocopus pileatus*), purple martin (*Progne subis*), red-necked grebe (*Podiceps grisegena*), short-eared owl (*Asio flammeus*), trumpeter swan (*Cygnus buccinator*), tufted puffin (*Fratercula cirrhata*), western snowy plover (*Charadrius nivosus nivosus*), and willow flycatcher (*Empidonax traillii*). The water also brings several types of fish, such as the chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), Pacific lamprey (*Lampetra tridentate*), and steelhead trout (*Oncorhynchus mykiss*). There are also many mammals that are in and around the area, such as the California myotis (*Myotis californicus*), Columbia white-tailed deer (*Odocoileus virginianus leucurus*), fringed myotis (*Myotis thysanodes*), hoary bat (*Lasiurus cinereus*), long-legged myotis (*Myotis volans*), pallid bat (*Antrozous pallidus*), silver-haired bat (*Lasionycteris noctivagans*), Townsend's big-eared bat (*Corynorhinus townsendii*), and Pacific harbor seal (*Phoca vitulina*).

2.2 Cultural Setting

This subsection provides a generalized overview of the cultural landscape of the region. The Northwest Coast has experienced large-scale environmental change during the Pleistocene and Holocene epochs, some of which has had profound effects on human adaptation within the region. The archaeological and ethnographic records provide evidence of changing subsistence and settlement strategies in response to the changing natural environment and, sometimes, population migrations. The basic cultural sequence of the region has been fairly well established.

Historic maps and aerial photographs of the area are included in [Appendix A](#). These historic documents indicate that the area was historically submerged in what is now Cathlamet Bay. The area encompassing and surrounding the USCG and DOL property has been filled to construct the East Tongue Point Facility. Maps indicate that the infilling occurred between 1930 and 1939. The buildings and piers on land currently owned by the USCG, the DOL, and others were constructed between 1939 and 1949, with Pier 8 constructed between 1949 and 1955. The location of the routes of the Burlington Northern Railroad and East Tongue Point Road are at the approximate location of the historic shoreline.

2.2.1 Pre-Contact Context

The archaeological context area is part of the greater Northwest Coast culture area that spans from Yakutat Bay, Alaska, to Cap Mendocino, California. Specifically, the area is within the broader scope of the Lower Columbia River, which stretches from the Dalles to where the Columbia River reaches the Pacific Ocean. This area is rich in diverse natural resources and has a moderate climate that made northern Oregon the ideal place to settle. Pre-contact Native Americans thrived in the Lower Columbia and took advantage of everything the area could offer. Archaeological sites are primarily found upriver and inland because rising sea levels have submerged or destroyed many sites along the Oregon coast (Aikens 1984).

The Lower Columbia River area has three commonly accepted archaeological phases: the Pre-Merrybell Phase, Merrybell Phase, and Multnomah Phase (which has three sub-phases). The Pre-Merrybell Phase is considered to be from 10,000 to 2500 years before present (BP) and is defined by large lanceolate, leaf-shaped, and stemmed points. Scattered examples from the time period exist, and artifacts typically are not plentiful. The second phase is the Merrybell Phase, which is from 2500 to 1750 BP, and is defined by medium-sized side-notched, corner-notched, and lanceolate points with broad stems that are commonly identified as atlatl dart points. Other artifact commonly found in Merrybell Phase sites include fishing net weights and sinkers, shaped and unshaped stone pestles, uniface knives, stemmed drills, small tabular stone axe or adze-heads, abrading stones, and antler splitting wedges. The Merrybell site on Sauvie Island is the type of site for the time period and is the earliest major riverine occupation in the Lower Columbia River Valley (Aikens 1984).

The third and final phase of the pre-contact period is the Multnomah Phase, which stretches from 1750 to 100 BP. This time period was a unified cultural tradition that continued unbroken into more recent historical times and includes three sub-phases. The first Multnomah sub-phase is from 1750 to 700 BP and is defined by small, triangular corner-notched points with narrow stems that are widely considered arrowpoints. The Cholick site, which is the type of site for the first Multnomah sub-phase, is located on Sauvie Island and is similar to the Merrybell site except that there is a higher proportion of narrow-necked arrowpoints, lower proportion of broad-necked dart points, and a change in the frequencies of other artifact styles. Mule-ear knives, a distinguishing artifact of the Multnomah Phase, first appeared at the Cholick site. The end of the first Multnomah sub-phase is a distinct break in the archaeological record as a geologic stratum and an archaeological presence. Around 700 years ago, a large flood in the Lower Columbia called the Cascade Landslide Flood altered the waterways and, in some places, completely wiped out villages, resulting in resettlement closer to where the new salmon migration routes and transportation routes were established. The second Multnomah sub-phase is considered to be from 700 to 200 BP and is defined by the small, side-notched projectile points that are called Desert Side-notched. The Meier site was occupied throughout the first and second Multnomah sub-phases and contains many new styles of flaked tools in addition to a large artifact assemblage. These artifacts range from stone tools, such as flaked stone scrapers, large cutting tools (mule-ear knives), bone points, barbs, foreshafts for fish harpoons, perforated stones, stone mortar fragments, and shaped and unshaped pestles, to artistic and ceremonial artifacts, such as incised clay tablets, clay figurines, stone and bone sculptures, and shell beads and pendants, mammalian and fish remains, and freshwater mussels. The third Multnomah sub-phase is from 200 to 100 BP and is recognized through the appearance of European American trade goods in association with earlier pre-contact assemblages (Aikens 1984).

2.2.2 **Ethnographic Context**

Before European settlers and American pioneers discovered the beauty and incredible abundance of resources in the Lower Columbia River, the Clatsop and Chinook Native Americans called this area their own for thousands of years. These Chinookain-speaking people have thrived off of the natural resources and have especially benefited from the abundant seafood the Columbia River provides. Salmon was of particular importance to the coastal and riverine inhabitants of the Columbia, but they also enjoyed animals such as steelhead trout, eel, sturgeon, ling cod, halibut, flounder, small rockfish, seals, and shellfish. These peoples shared fishing, hunting, and gathering technologies throughout their history. For those living on the river, fishing technologies were essential to their livelihoods (Aikens 1984).

2.2.3 **European American Historic Context**

Tongue Point in the Contact Period

The Native Americans of the Lower Columbia River first had extensive contact with Europeans and Americans in the late 1700s. One of the first was British Naval Lieutenant William Broughton, who, under the command of George Vancouver, captain of the British sloop Discovery, sailed up the Columbia River in 1792 mapping and naming topographical features. Broughton gave the peninsula its current name, Tongue Point (Keeler 1981:7).

On November 25, 1805, the Lewis and Clark Corps of Discovery canoed up the north side of the Columbia River to the vicinity of Pillar Rock, which is about a half-mile southwest of the present-day village of Altoona, Washington. A beacon now marks the rock as a guide to river traffic. The following day, they crossed to the south side among the “low marshy Islands” that now comprise the Lewis and Clark National Wildlife Refuge. On November 27, they traveled around “a very remarkable point” that extended out into the estuary for a mile and a half. Clark reported that the point was about 4 miles around and joined to the mainland by an isthmus no more than 50 yards wide. Although Clark called it Point William, local Indians called it Secomeetsiuc, and Broughton’s descriptive title has never been replaced (Lewis and Clark Trail Heritage Foundation 2020).

From November 27 through December 6, 1805, the Lewis and Clark expedition camped on the west side of Tongue Point on the neck of land connecting the point with the mainland. On March 23, 1806, Lewis and Clark camped on the east side of Tongue Point on the right bank of Mill Creek, just south of the present-day Tongue Point Job Corps Center property (Lewis and Clark Trail Heritage Foundation 2020).

Tongue Point Settlement and Industry

During the 1840s, Robert Shortess, a European American settler, laid claim to a large tract of land stretching approximately 2 miles along the shoreline, including Tongue Point, and extending 0.5 mile south from the Columbia River. Shortess based his claim upon the Organic Act of Oregon’s Provisional Government and on the ancestral rights of his “Indian” wife (Ruby and Brown 1976: 213). Other early European American pioneers followed and homesteaded the area surrounding Tongue Point as early as the 1850s.

With the European American settlement of the Tongue Point area came early industrial development. In 1849, John Moreland constructed a mill “just above Tongue Point” (Keeler 1981:8). Railroad and highway development reportedly destroyed any remnants of the mill. Present-day Mill Creek may derive its name from this early mill.

Tongue Point Early Military History

The first military use of Tongue Point came during the War of 1812 when the fur trading establishment, the Northwest Company, began building a fort on this “Gibraltar of the Pacific Northwest” (Ruby and Brown 1976:154). Shortly thereafter, the company abandoned this effort, and Tongue Point retained its uncultivated character. Navy Lieutenant Neil Howison listed Tongue Point as a critical place for the federal government to reserve for defense programs in his 1846 inventory of such sites along the Columbia River (The Oregonian 1913). However, nothing materialized from Howison’s recommendation, and the area remained in private ownership until January 1921 when Clatsop County deeded approximately 395 acres to the U.S. Department of Defense (DOD), placing the property under the control of the U.S. Department of the Navy (Navy) (U.S. Army Corps of Engineers [USACE] 2020a).

Tongue Point Naval History (1924–1946)

In 1924, the Navy completed the construction of a submarine and destroyer base at Tongue Point, consisting of a breakwater and four wood finger piers extending into Cathlamet Bay (Freeman and Freeman 2017). In 1939, the U.S. Congress passed a bill providing \$1,500,000 for the creation of a sea plane base at Tongue Point to construct hangars, ramps, barracks, shops, storehouses, and enlarging existing piers and shore facilities (U.S. Congressional Record 1937: 4784).

The site was chosen for a naval base as it was located between navy bases in San Francisco and Puget Sound, and a naval base at the Columbia River could provide defense against enemy attack (U.S. Congressional Record 1937: 4789). Construction was limited to the uplands area and some tidelands, but the property remained virtually dormant until dredging and filling began in 1939 (CDM Federal Programs Corporation 2012). According to a Navy publication from 1959 on the history of the Naval Air Station (NAS) Tongue Point, local inhabitants for years recalled the four finger piers and the harbor area as part of the scenery of the public picnic grounds rather than a naval base (Keeler 1981:9).

In 1939, the Navy started to convert the base to a NAS for seaplanes by hydraulically filling the subtidal lands south of Tongue Point Island with sediment from offshore dredging operations ([Photograph 1](#) and [Photograph 2](#)). The Navy constructed seaplane ramps and removed three of the four existing wood piers (Keeler 1981:9). The dredging operations created a landfill at the south end of the base near the mouth of Mill Creek. While these operations were underway, the Navy utilized two nearby airports: Moon Island Airport in Hoquiam, Washington, and Clatsop County Airport in Warrenton, Oregon. The hydrofilled area extended from

Photograph 1. Dredging and filling, 1940
(Photo on file at DOL)



Tongue Point Island south near the mouth of Mill Creek and east to the shore of the Columbia River, creating a peninsula at Tongue Point. The Navy covered almost all the hydraulically filled area with

pavement; the hydrofilling enlarged the NAS to approximately 550 acres. Clatsop County deeded additional property to the federal government, increasing the size of the NAS facility to approximately 840 acres. Over 3,000 naval officers and enlisted personnel lived and worked at the NAS (USACE 2020a). While many Navy facilities constructed during this period used temporary buildings and structures, permanent structures were established at the Tongue Point facility. A *Daily Astorian* article on January 5, 1961, noted that the “Tongue Point houses and service buildings are far beyond the quality of temporary war type construction and were built at a cost” (Keeler 1981: 10). The Navy completed construction of the Tongue Point NAS facility in 1942 to support air operations (Photograph 3). Seaplanes (PBY Catalina, a “Patrol Bomber” amphibious aircraft, manufactured by Consolidated Aircraft) began coastal patrols in 1943.¹ The mission was to search out enemy submarines off the Pacific coast. These patrols were arduous because of logs and other floating debris on Cathlamet Bay, which made takeoff and landing conditions hazardous (Freeman and Freeman 2017; USACE 2020a, 2020b). NAS Tongue Point and its location along the Columbia River played a key role during World War II as a pre-commissioning and commissioning site for escort aircraft, including some built at Henry J. Kaiser’s shipyards in the Portland-Vancouver area and towed down river

commissioning
Point (Columbia
2021).

to the
yard at Tongue
River Images



Photograph 2. Pile driving, April 1940
(Photo on file at DOL; markings on photo are on original)

¹ The abbreviation “PB” is for “patrol bomber;” the “Y” is the code the Navy assigned to Consolidated Aircraft, the manufacturer.

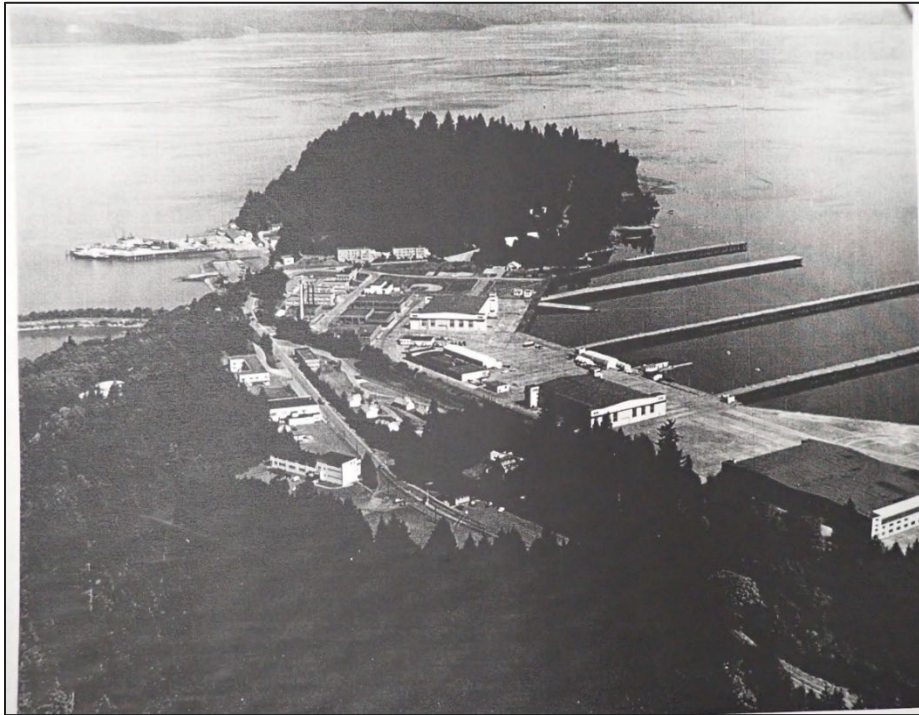


**Photograph 3. Dock and ramp from new fill, looking northwest, February 1941
(Photo on file at DOL)**

In 1944, PBM Mariners replaced the PBY Catalinas at Tongue Point (Freeman and Freeman 2017). Under Commander H.J. McNulty, the dual air station was used as both a training center for Navy squadrons, dive bombers, fighters, and torpedo planes and an operational base for Navy airmen training in radar, ordinances of various types (gunnery, navigation, rockets, etc.), communications, supply, and aircraft repair work (Albany Democrat Herald 1945:1).

Buildings and structures constructed on the hydrofilled portion of the NAS to support these efforts included two seaplane hangars, aviation gasoline refueling systems, and repair and maintenance facilities (Photograph 4). Concrete ramps (constructed to provide seaplanes access to the river), living quarters, an athletic field, a medical dispensary, a powerhouse, a sewage treatment plant, a training area, sludge burn pits, pipelines, tanks, and a waste incinerator were constructed to meet the needs of the mission and base population (CDM Federal Programs Corporation 2012) (Photograph 5).

Photograph 4. World War II-era aerial view of Tongue Point NAS, looking north c.1940
(Photo on file at DOL)



Local papers during this period describe the naval base as a “mighty fortress” and a middle link of a three-point coastal defense system, which played a major role in defensive and offensive operations within the Pacific fleet (Albany Democrat Herald 1945:1).

Photograph 5. Construction of NAS Tongue Point, looking west, c. 1940
(Photo on file at DOL)



Tongue Point Post-World War II History (1946–1962)

Anti-submarine patrols from Tongue Point discontinued at the end of World War II. Following the war in 1946, the base was transformed to a facility for the Columbia River Group of the Pacific Reserve Fleet operated by the U.S. Maritime Administration. The Navy conducted offshore dredging at the harbor of Cathlamet Bay to build eight concrete piers, approximately 40 feet wide, 1,000 to 1,500 feet long, and 520 feet apart (Piers 7 and 8 are approximately 290 feet apart). The piers, numbered 1 through 8 from south to north, were constructed to accommodate the docking of surplus, decommissioned warships and service vessels, hundreds of which were moored at Mott Basin (named after Oregon Congressman James R. Mott) from 1946 through 1962 ([Photograph 6](#)). Mott is credited for realizing the strategic importance of Tongue Point as a naval base. The dedication ceremony was attended by members of the House Naval Affairs Committee and all House of Representatives members from Oregon (United States 79th Congress 1948). An approximately 4-foot high concrete monument was placed at the basin, dedicated to Mott ([Photograph 7](#)). The wharf between Piers 6 and 8 is 700 feet long and 25 feet wide and constructed of treated wood. Three concrete ramps were constructed between Piers 3, 4, and the south side of Pier 7 (USACE 2017). Activities at the base included the handling of electrical transformers, pesticide application, ship deactivation, preservation of deactivated ships (including mine sweepers, hospital ships, landing ships, and patrol boats), ship overhauls, and reactivation of deactivated vessels (CDM Federal Programs Corporation 2012; The Coos Bay Times 1945: 8).

**Photograph 6. Tongue Point NAS, c. 1946
(Naval History and Heritage Command 2021)**



Photograph 7. Monument dedicated to Mott, looking east (Photo by Tetra Tech, 10/5/20)



Photograph 8. Dormant spur, looking south (Photo by Tetra Tech, 10/5/20)

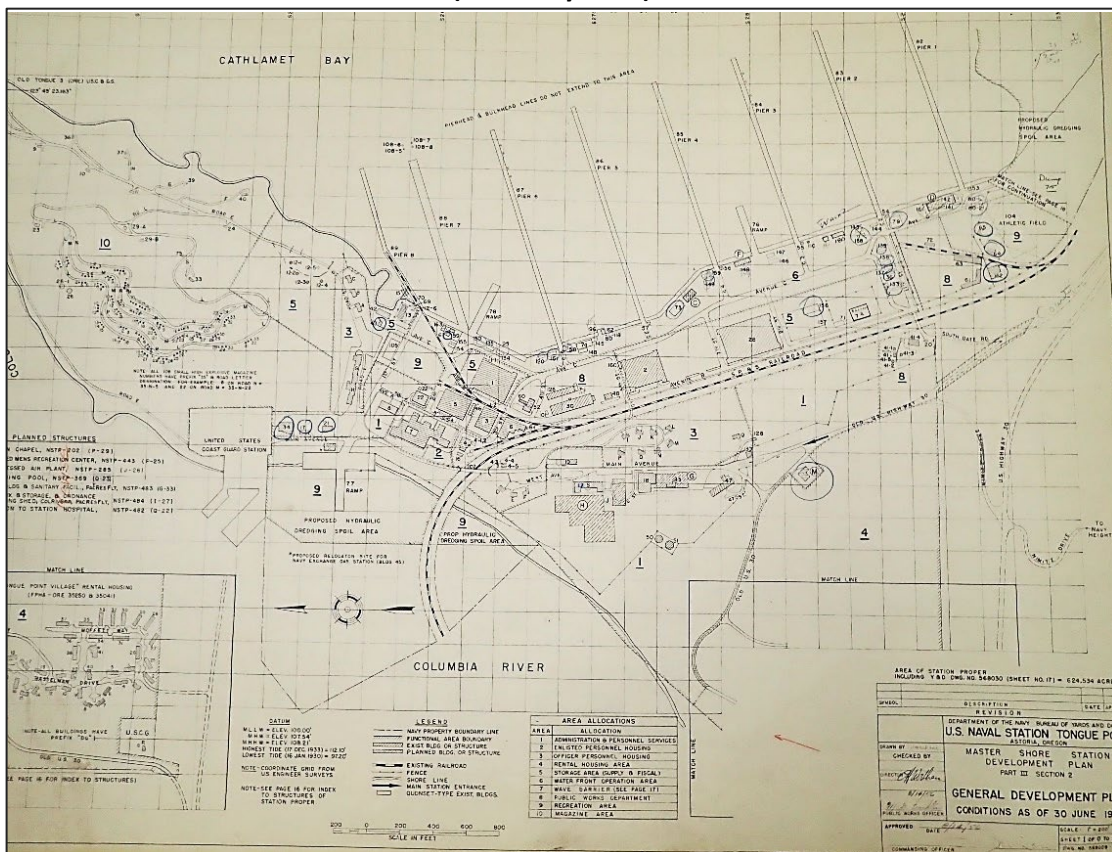


A dormant east-to-west railroad spur of the Spokane Portland and Seattle Railway is currently present on the Tongue Point property (Photograph 8). Available research does not indicate that this railroad was used to fulfill the Navy's mission.

In January 1962, the Navy deactivated the facility, and the 840-acre property was transferred to the General Services Administration (GSA) later that year (CDM Federal Programs Corporation 2012). Local newspapers from this period described the facility as having three brick office buildings with 240,000 square feet of warehouse space, three large shop buildings, wood and brick veneer barracks and dormitories, central power, steam generation, and sewage disposal systems along with two and three family housing units for 570 families (Capital Journal 1964:12). (Photograph 9) The boundaries of the transferred property included the Tongue Point Village housing area (also known as Blue Ridge) and Navy Heights, currently referred to as the Emerald Heights housing area (CDM Federal Programs Corporation 2012).

Village housing area (also known as Blue Ridge) and Navy Heights, currently referred to as the Emerald Heights housing area (CDM Federal Programs Corporation 2012).

Photograph 9. NAS Tongue Point, Conditions as of June 1956 (U.S. Navy 1956)



Post-Naval Period (1963–Present)

On August 14, 1964, USCG Air Station Astoria was established at the former Tongue Point NAS with a crew of 10 officers and 22 enlisted men. Two Sikorsky HH-52A Seaguard helicopters assigned to the station operated from that location, staging from the Port of Astoria Airport until the air station was moved to its present location at the Astoria Regional Airport in Warrenton, Oregon, on February 25, 1966. USCG continues to operate an Aids to Navigation (ATON) support and maintenance facility at Tongue Point (USCG 2020).

In 1965, the Tongue Point Village was sold by GSA to a private owner, and GSA transferred the remaining 748.4 acres to DOL in 1971 (CDM Federal Programs Corporation 2012). The 64-acre Tongue Point Job Corps Center opened in 1965. Job Corps is a no-cost education and vocational training program administered by DOL aimed at young people aged 16 to 24. The center continues to be one of the most sought-after Job Corps locations in the United States (DOL 2021).

Subsequent property transfers included the transfer of 45 acres of the southern portion of the former NAS to the Oregon Division of State Lands (ODSL) in 1980. Hangars 2 and 3 were included in this transfer. The post-Naval activity on the 45-acre southern portion of the landfill involved miscellaneous disposal activity by various local business enterprises consistent with the light industrial, marine, and wood products related activities of the area. In addition to ODSL, portions of this southern portion of the former NAS have been owned by Clatsop County, USCG, U.S. Fish and Wildlife Service, and private companies (Oregon Division of State Lands 2019 and Clatsop County 2021).

DOL and Jobs Corps at Tongue Point

The current use for the northern portion of the NAS Tongue Point parcel, owned by DOL since 1965, is by the Job Corps, a national residential training and employment program run by DOL and established in 1964 as part of President Lyndon B. Johnson's War and Poverty and Great Society initiatives (DOL 2018:2-1). Through this program, Johnson's goal was to expand economic and social opportunities for minority and underprivileged Americans, teaching young adults the skills needed to enter the workforce, including finishing their high school education, training them for careers, and assisting them in finding employment. The program has educated over two million individuals since its inception in 1964, and its free residential training centers, such as the campus on the former NAS Tongue Point parcel, offers students tuition-free housing, childcare services, meals, and career training and assistance (DOL 2021).

Currently, the Jobs Corps Training Center at Tongue Point is operated by the Management Training Corporation and offers a variety of technical training to students, including plastering, painting, cement masonry, welding, landscaping, culinary arts, medical and dental assistant work, and construction (and facilities) management. A successful and popular Seamanship Program is also offered at this location. The center consists of 32 buildings and 15 staff houses, serving 473 students, a barge, and two ships (DOL 2018).

In general, campus buildings are located in a large paved area south of the central green space adjacent to the Columbia River. The security building, gate house, medical and dental building, and an old theater building are located above the main campus and along the main access road along Coast Guard Street/Tongue Point Road. A central green area that includes the outdoor recreation and baseball field is located along Pier Street (but is not associated with NAS Tongue Point). Staff housing is located in three separate clusters around the perimeter of the site (DOL 2018: 3-1). [Figure 2](#) shows buildings (with their corresponding building numbers) and structures located on the former NAS facility.



Acronyms
 CSR - Concrete Seaplane Ramp
 H - Hanger
 P - Pier



Legend
 Buildings & Structures on former NAS facility



Source: ArcGIS Online, World Imagery (Clarity)

Tongue Point Job Corps Center & USGS Site Astoria, Oregon

Figure 2
 Buildings & Structures on former NAS facility



Prepared For: 103S6991

Prepared By: Clayton Hayes

File Path: C:\Users\Clayton.Hayes\Documents\103S6991\103S6991\Projects\mxd\Figure 5.mxd

3.0 Pier 6 as a Historic Property

Pier 6 was evaluated under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR Part 800.

3.1 National Historic Preservation Act Eligibility

According to 36 CFR Part 60.4, districts, archaeological sites, buildings, structures, and objects that possess integrity are potentially eligible for inclusion on the NRHP under the following criteria (U.S. Department of the Interior [DOI] 1995: 5):

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of significant important in our past; or
- C. Embody the distinctive characteristics of a type, period, region, or method of construction, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

Eligibility for listing in the NRHP rests on significance and integrity. A property must have both factors to be considered eligible. Loss of integrity, if sufficiently great, would overwhelm the historical significance of a property and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible. The NRHP definition of integrity is determined through applying seven factors to the historical resource: location, design, setting, workmanship, materials, feeling, and association. These criteria can be roughly grouped into the following types of integrity considerations:

- Location and setting relate to the relationship between the property and its environment;
- Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details; and
- Feeling and association, the least objective of the seven criteria, pertain to the overall ability of the property to convey a sense of the historical tie and place in which it was constructed.

The results of the *Astoria East Tongue Pont Cultural Resources Survey* of 2021 identified Pier 6 as eligible for listing in the National Register of Historic Places (NRHP). The following subsections provide details on the historic significance of this recommendation and a discussion of integrity.

3.2 Pier 6 NRHP Evaluation

Pier 6 is one of eight finger-piers. It was constructed c. 1946, is 1,500-foot by 30-foot, and rests on concrete wood piles with a concrete superstructure supported by 396 steel H-piles. The timber fender system consists of timber piles, wales, and chocks (USCG 2007). Pier 6 was inspected in 2007 and

documented as being in satisfactory condition at that time, although there was damage to the outboard end of the pier and undermining along the concrete abutment. The pier contains water, electrical, sewer, fire, steam, and compressed air utility lines, which are disconnected and in poor condition. The pier has not been significantly modified from its original construction, aside from deterioration due to its age. As-Built original drawings for the Pier are in [Appendix B](#).

**Photograph 10. Pier 6, south side
Looking northwest**



**Photograph 11. Pier 6, deck
Looking east**



**Photograph 12. Pier 6, north side
Looking southeast**



3.3 National Register of Historic Places Evaluation of Pier 6

3.3.1 Significance Statement

The period of significance for Pier 6 is 1940 through 1962, the period in which the Navy conducted World War II air support missions, as well as the mooring and maintaining of surplus naval warships. Although the Navy's ownership and presence at the Tongue Point facility pre-dates 1940, only the extant buildings and structures constructed during the 1940s remain to demonstrate the Navy's presence.

3.3.2 NRHP Eligibility

Pier 6 is eligible for listing in the NRHP under Criterion A, associated with events that have made a significant contribution to the broad patterns of our history. Pier 6 is eligible for listing for its association with World War II and the Navy's mission to support air operations, prepare and train Navy squadrons for battle in the Pacific theater, and pre-commission and commission escort carriers. After the war, the facility continued to serve an integral role in preserving and maintaining hundreds of wartime ships. Pier 6 visually represents the mission of the NAS directly after the war as a major docking, maintenance, and repair facility for warships.

Criterion C: Pier 6 is also eligible for listing in the NRHP under Criterion C, a property that embodies the distinctive characteristics of a type, period, or method of construction. Pier 6 is an example of a former NAS from the WWII era along the waterfront and in-water. The eight finger piers, including Pier 6, is the only example of a former NAS that also was used as a naval ship mothball facility in Oregon. They visually demonstrate an in-tact former NAS facility constructed during World War II.

3.3.3 Assessment of Integrity

DOI (1995) provides guidance on evaluating integrity for historic districts. Pier 6 retains the seven aspects of integrity.

Location: It is in its original location.

Design: Pier 6 visually demonstrates its period of significance.

Setting: Pier 6 continues to convey its original historic setting adjacent and in the water with few intrusive elements added after the period of significance.

Materials: Pier 6 retains most of their original materials, dating from the period of significance.

Workmanship: Pier 6 retains the overall workmanship, dating from the period of significance.

Feeling: Pier 6 retains its expression of the period of significance.

Association: Pier 6 continues to convey its association with the period of significance and conveys its association with World War II and the Navy's efforts through the continued presence of the water, piers, and surrounding buildings and structures.

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5.0 PREPARER'S QUALIFICATIONS

Julia Mates, Historian/Architectural Historian (M.A. History/Public History, California State University, Sacramento), was the primary author for the built environment for this report. Ms. Mates has over 20 years of experience and specializes in conducting studies evaluating historic properties for compliance with Section 106 of the NHPA, as well as other preservation projects. Based on her level of education and experience, Ms. Mates meets and exceeds the U.S. Secretary of the Interior's Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).

Erin King, Registered Professional Archaeologist, Archaeologist (M.A. Cultural Anthropology, California State University, Northridge), oversaw and contributed to the archaeology sections of this study. Ms. King has over 20 years of experience and focuses on regulatory compliance with Section 106 of the NHPA, as well as evaluation of cultural resources for listing on the NRHP. Based on her level of education and experience, Ms. King meets and exceeds the U.S. Secretary of the Interior's Professional Qualification Standards under Archaeology (as defined in 36 CFR Part 61).

Hannah Dye, Historian/Architectural Historian (M.A. Public History, Master's Certification Cultural Resources Management, West Virginia University, Morgantown), researched and contributed to the post-contact historic context for this study. Ms. Dye has over 13 of experience conducting a wide variety of historical research and evaluating historic properties in compliance with Section 106 of the NHPA. Based on her level of education and experience, Ms. Dye meets and exceeds the U.S. Secretary of the Interior's Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).

Jessica Petrie, Archaeologist (M.A. Archaeology, Newcastle University, United Kingdom), researched and authored the prehistoric context for this study. Ms. Petrie has recently obtained her master's degree (2019).




APPENDIX A

Historic Maps and Aerial Photographs

Astoria USCG

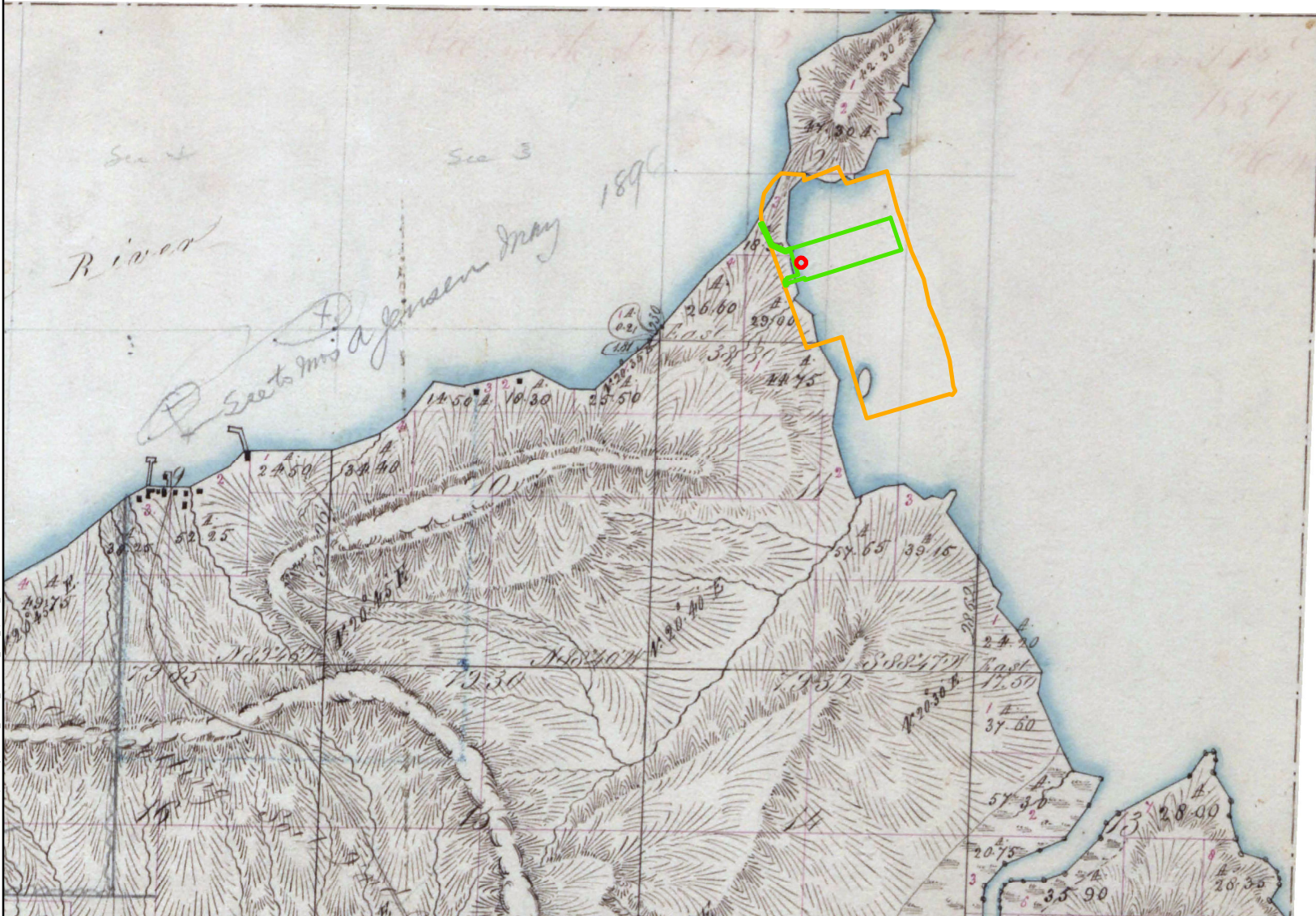
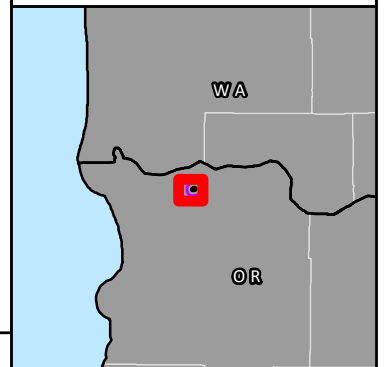
1856
GLO Plat for
Township 8 North/Range 9 West
(1:31,680)

SHERMAN COUNTY, OREGON

-  Direct APE
-  Indirect APE
-  Buildings to be Removed



Reference Map






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Astoria USCG

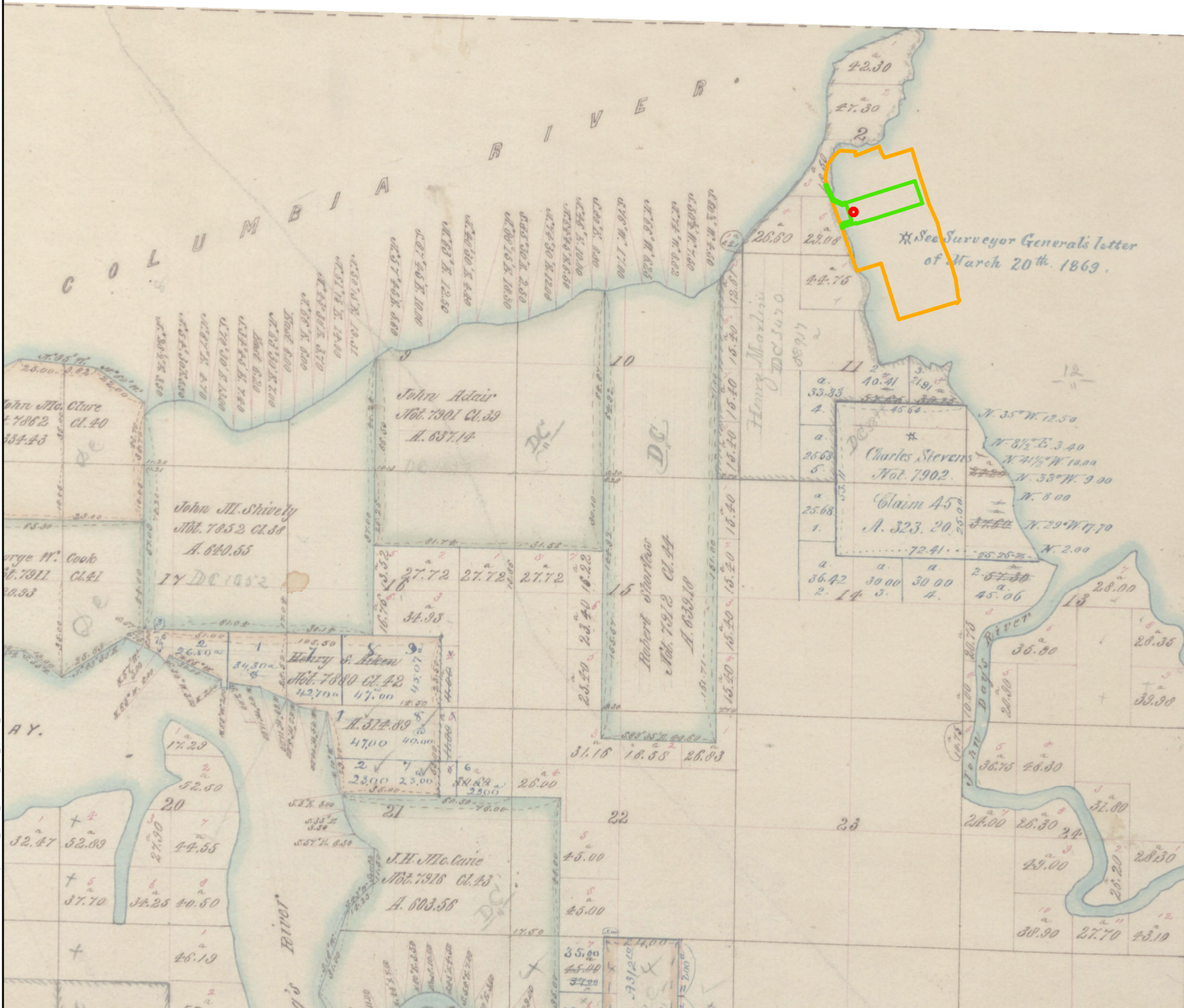
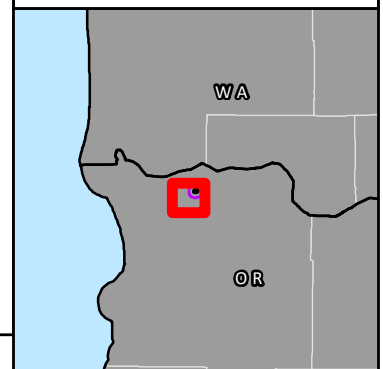
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SHERMAN COUNTY, OREGON

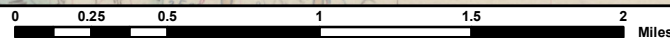
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NOT FOR CONSTRUCTION

Astoria USCG

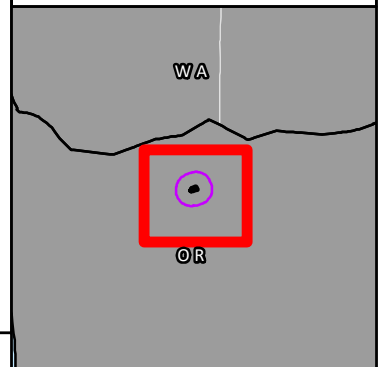
1895
R.C.F. Astbury
Map of Clatsop County
(No scale provided)

SHERMAN COUNTY, OREGON

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Reference Map



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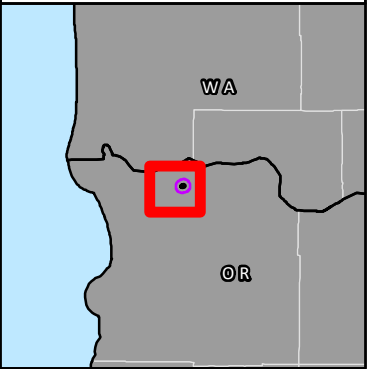


Astoria USCG
 1919
 US Army Corps of Engineers
 Tactical Map, Oregon-Washington,
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 SHERMAN COUNTY, OREGON

- Direct APE
- Indirect APE
- Buildings to be Removed



Reference Map






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Astoria USCG

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Metsker's Atlas of
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T8N/R9W

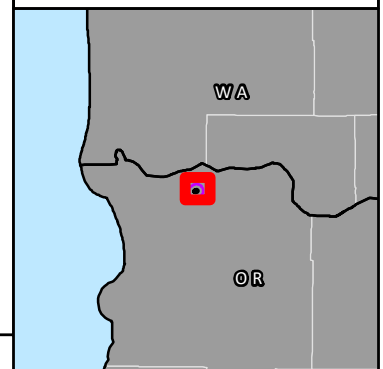
(2 inches:1 mile)

SHERMAN COUNTY, OREGON

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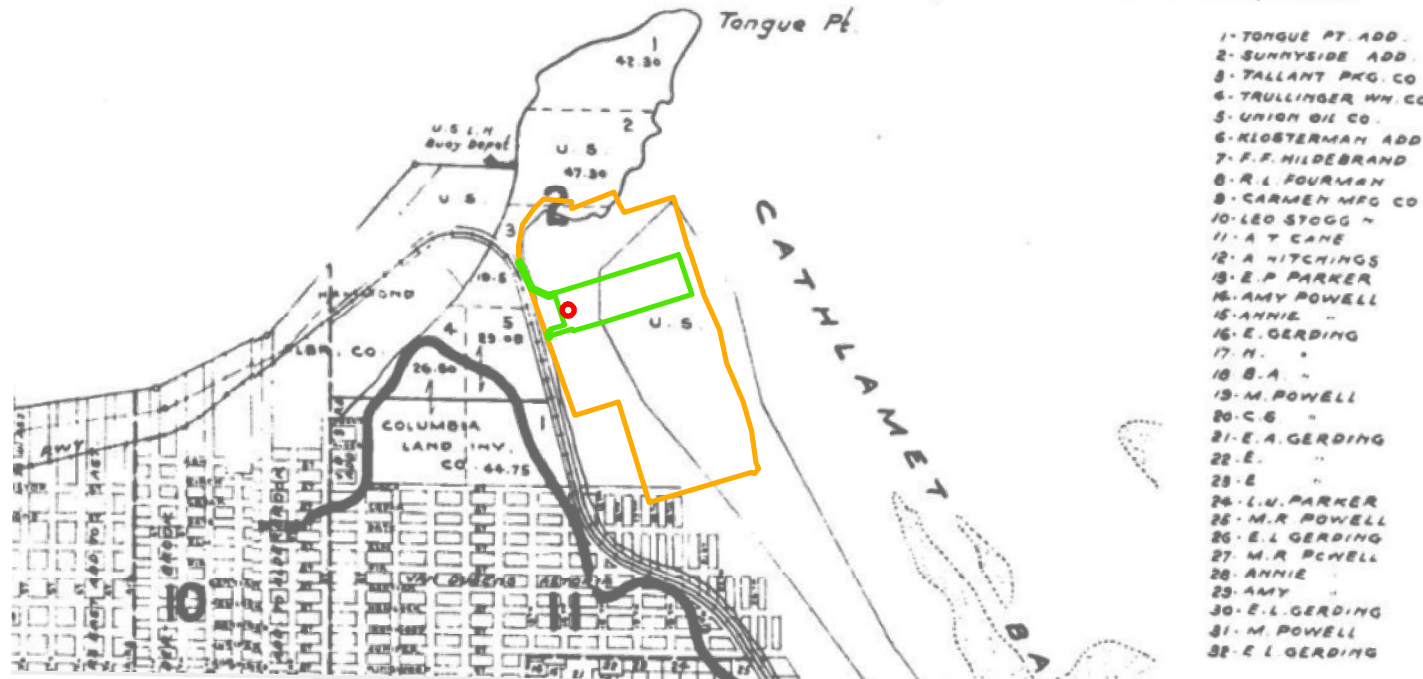


Reference Map



8 N., RANGE 9 W.W.M. OP COUNTY ORE.

CHAS. F. METSKER CIVIL ENGINEER
215 CH. OF COM. BLDG, PORTLAND, ORE.
930 1/2 PACIFIC AVE., TACOMA, WASH.



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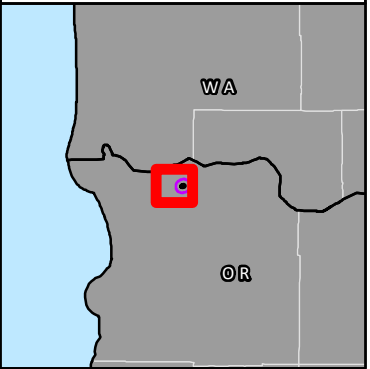


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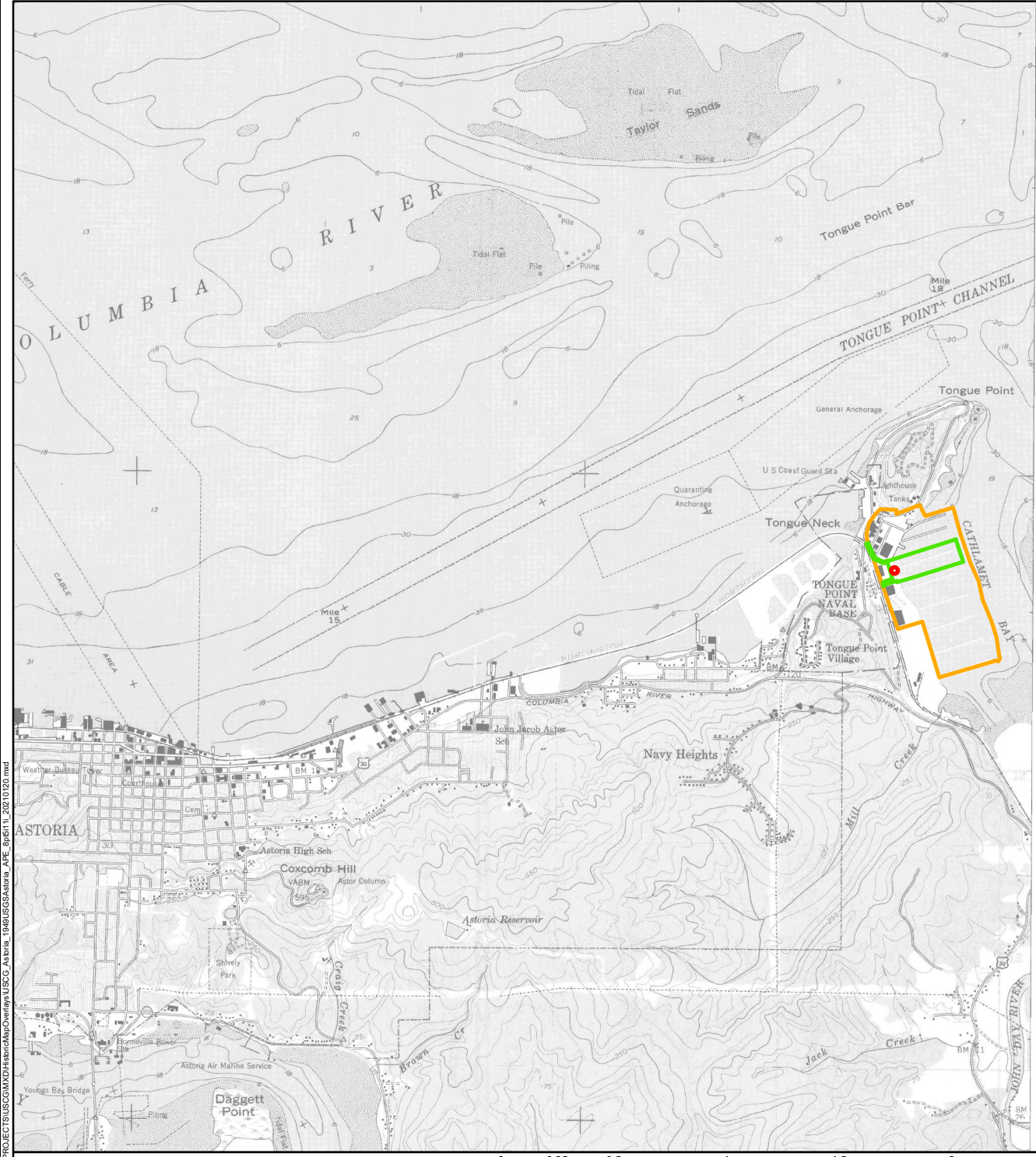
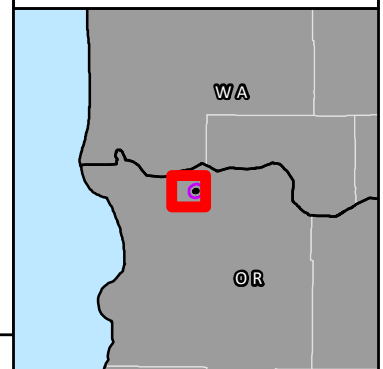
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SHERMAN COUNTY, OREGON

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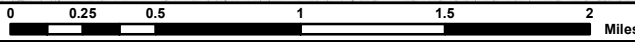


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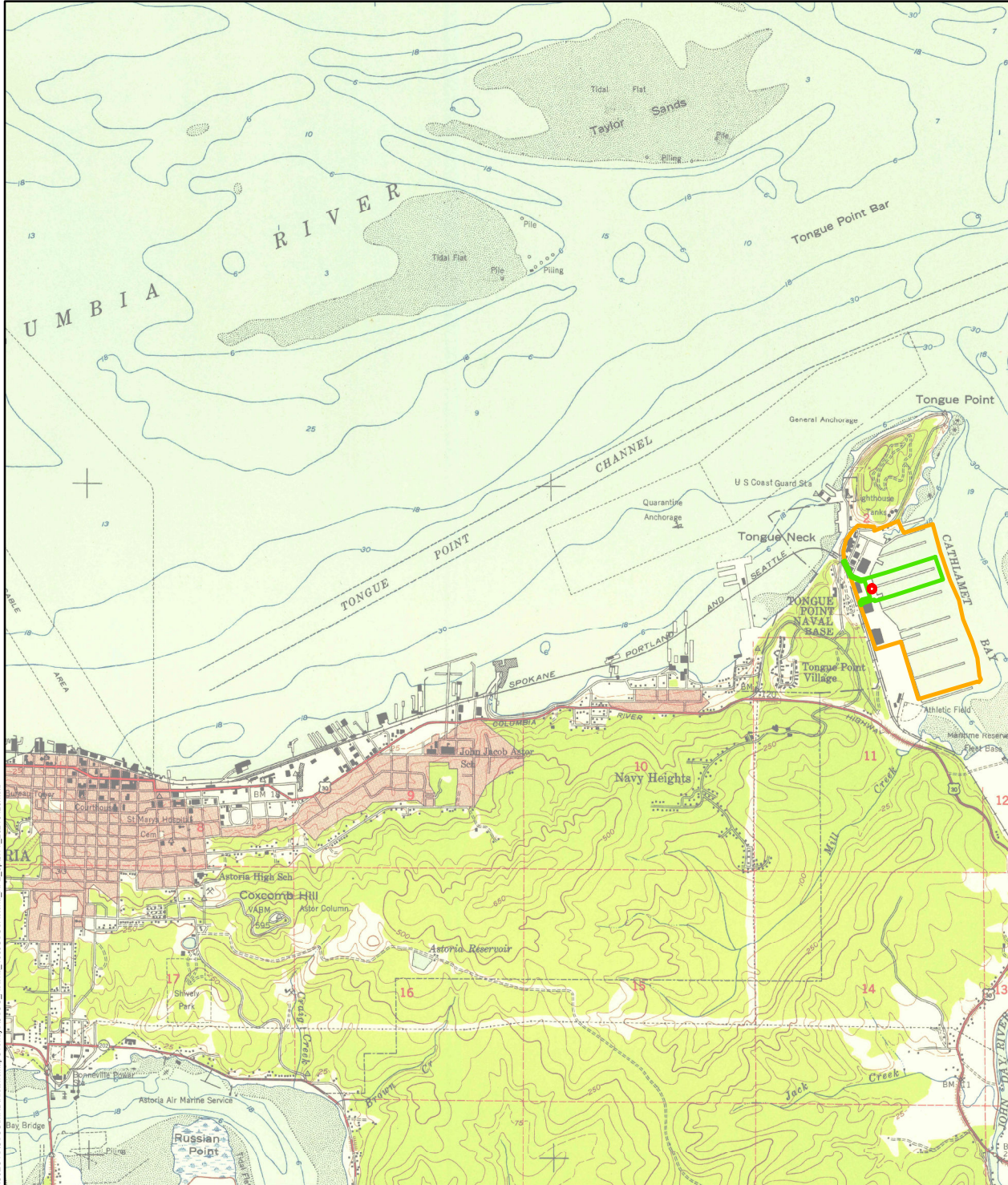
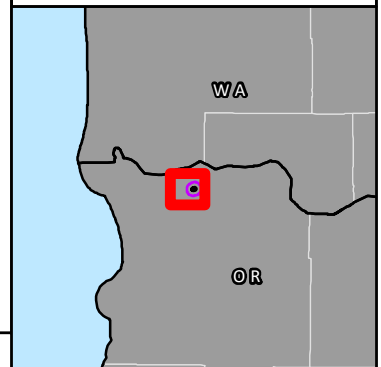
1949 (1955 ed.)
USGS Astoria Quadrangle,
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SHERMAN COUNTY, OREGON

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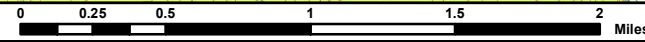


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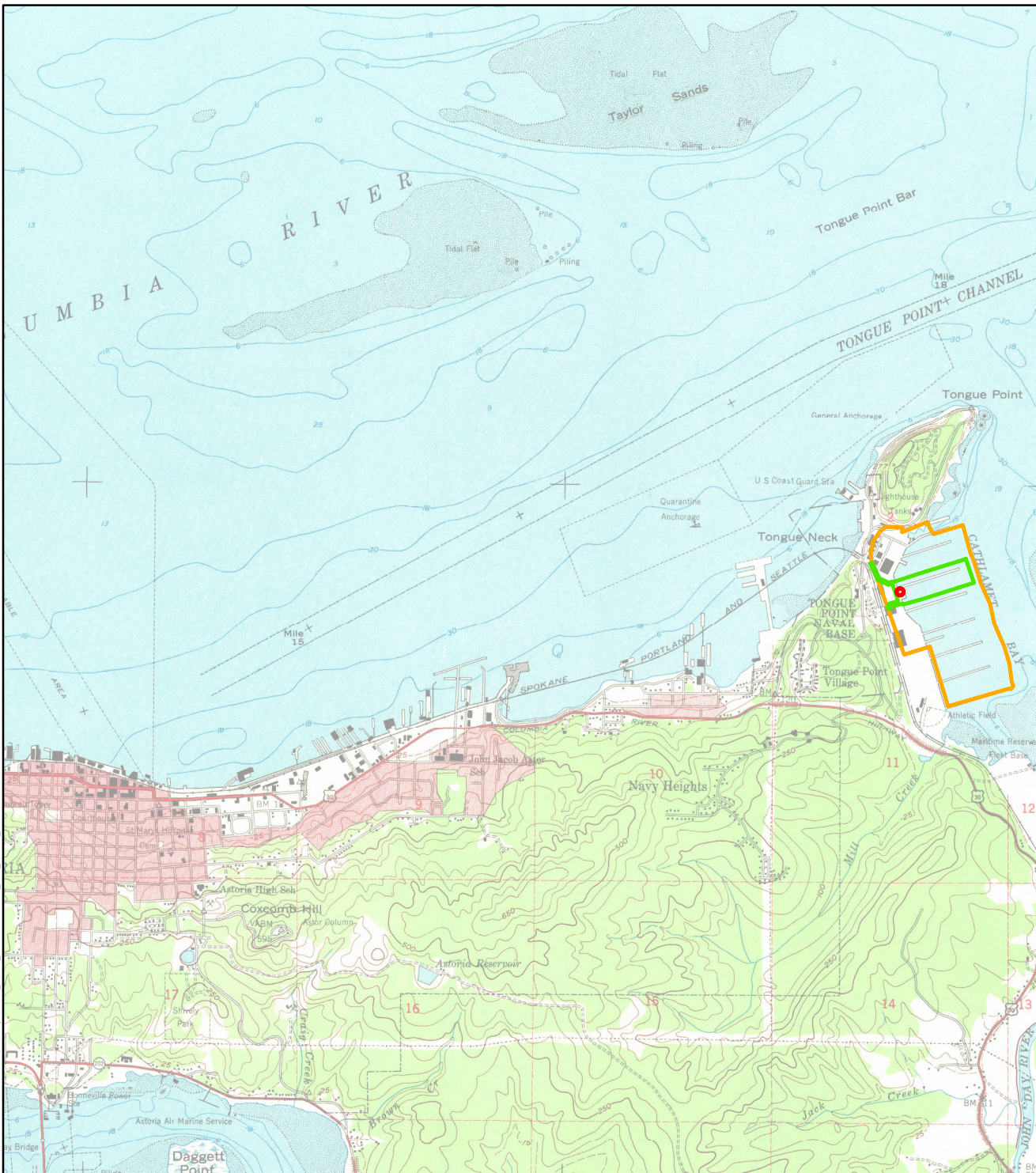
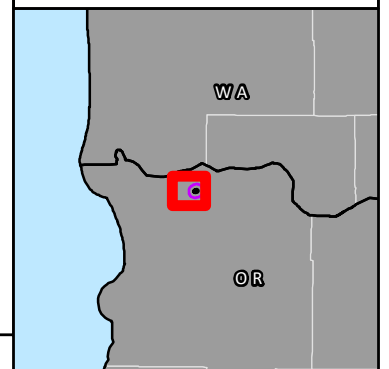
1949 (1968 ed.)
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Oregon-Washington
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SHERMAN COUNTY, OREGON

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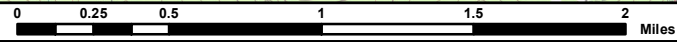


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Astoria USCG

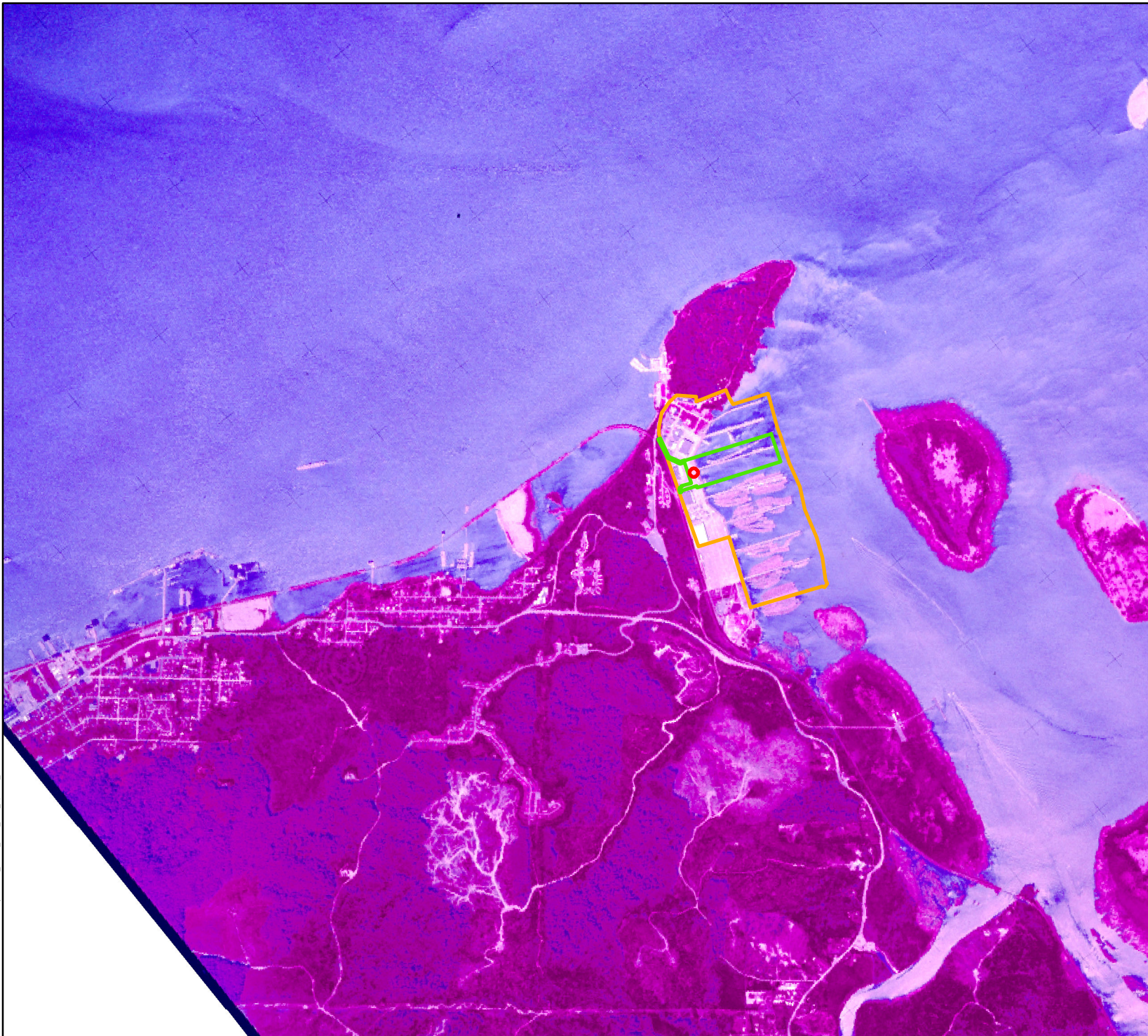
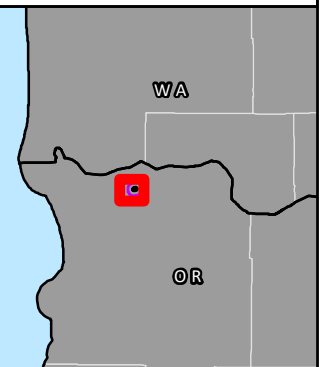
1969 Aerial Photograph

SHERMAN COUNTY, OREGON

- Direct APE
- Indirect APE
- Buildings to be Removed



Reference Map






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Astoria USCG

1974

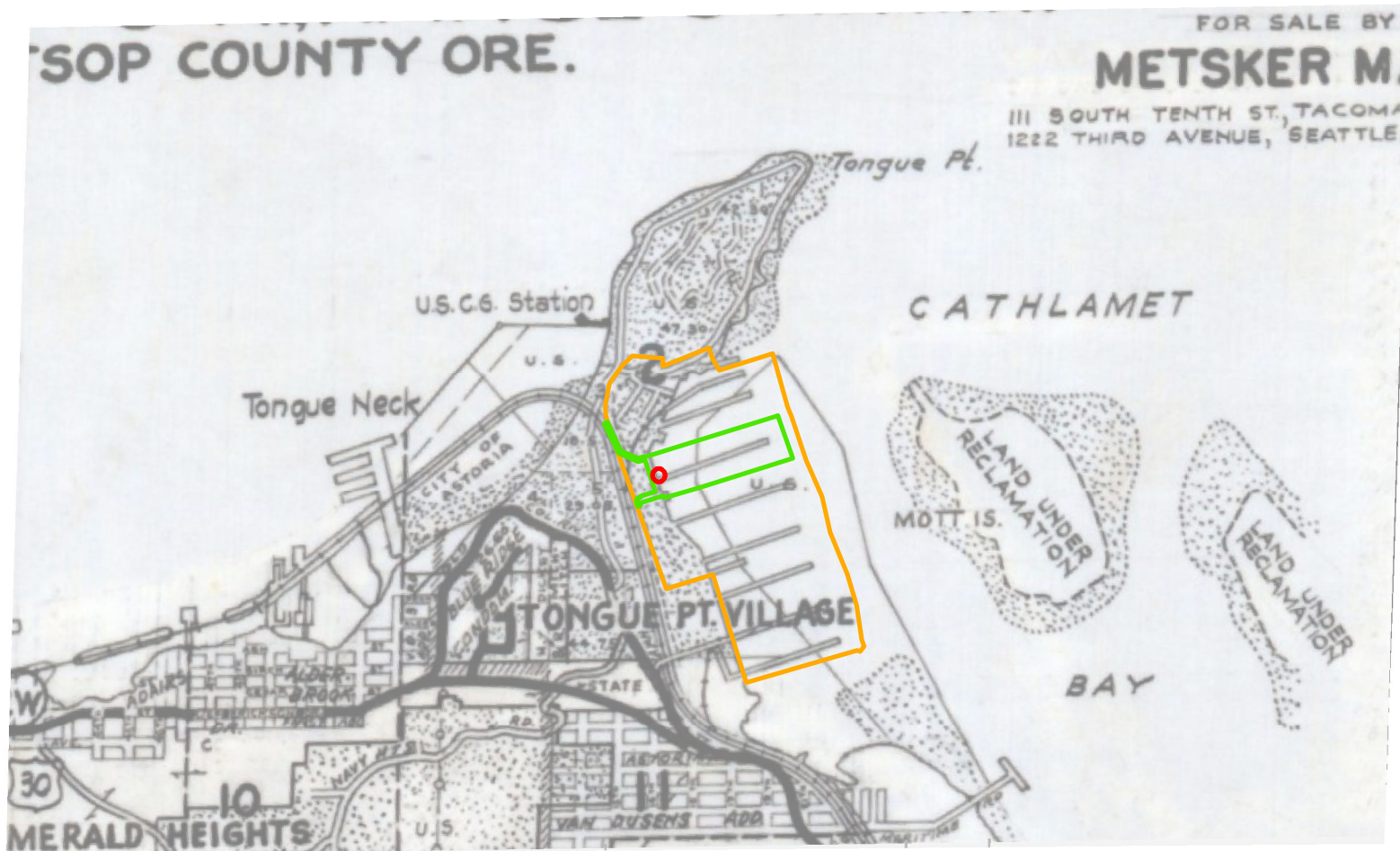
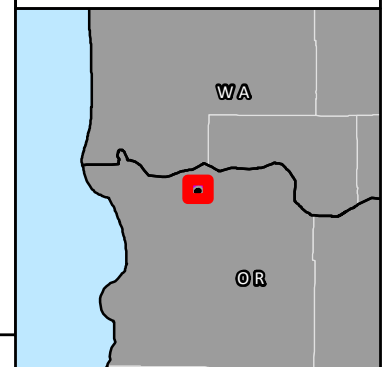
Metsker's Atlas of
Clatsop County, Oregon,
T8N/R9W
(2 inches:1 mile)

SHERMAN COUNTY, OREGON

-  Direct APE
-  Indirect APE
-  Buildings to be Removed



Reference Map



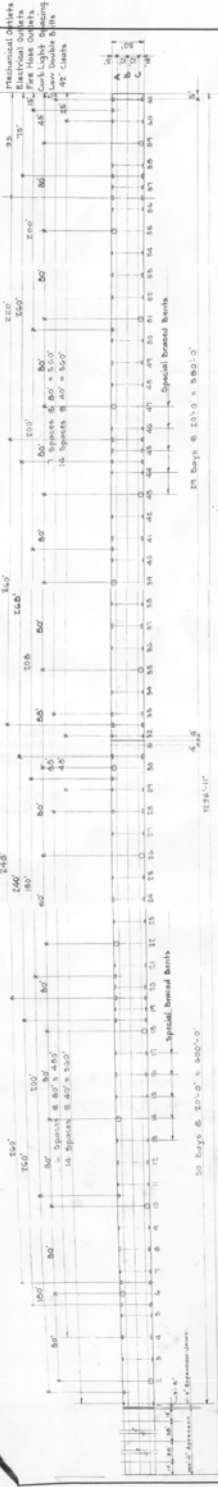
1:25,000 WGS 1984 UTM Zone 10N

0 0.125 0.25 0.5 0.75 1 Miles

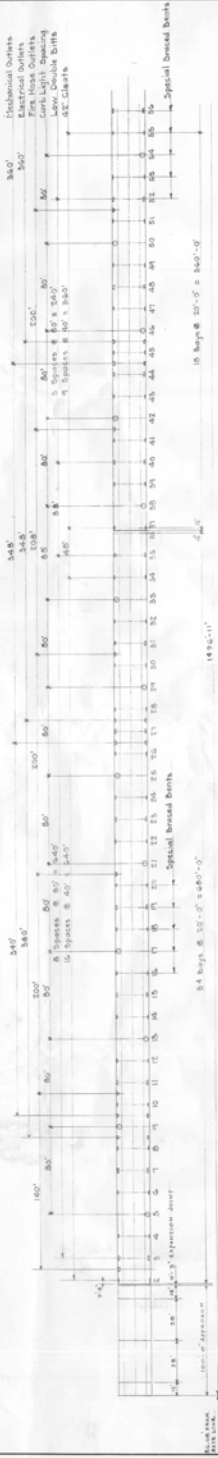
NOT FOR CONSTRUCTION

APPENDIX B

Original As-Built Drawings



GENERAL PLAN OF PIERS No. 1, 2, 3 & 4



GENERAL PLAN OF PIERS No. 5 & 6



MECHANICAL OUTLETS

Scale 3/4" = 1'-0"
Between Bents 14, 15, 16 & 17 Pier No. 7
Between Bents 18, 19, 20 & 21 Pier No. 8

MECHANICAL OUTLETS

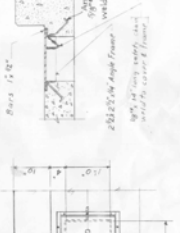
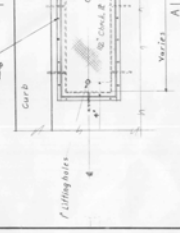
Scale 3/4" = 1'-0"
Between Bents 22, 23, 24 & 25 Pier No. 5
Between Bents 26, 27, 28 & 29 Pier No. 6

MECHANICAL OUTLETS

Scale 3/4" = 1'-0"
Between Bents 30, 31, 32 & 33 Pier No. 1, 2, 3 & 4
Between Bents 34, 35, 36 & 37 Pier No. 1, 2, 3 & 4

MECHANICAL OUTLETS

Scale 3/4" = 1'-0"
Between Bents 38, 39, 40 & 41 Pier No. 5 & 6
Between Bents 42, 43, 44 & 45 Pier No. 5 & 6



Project No.	Drawn By	Checked By	Approved By	Date
4143.076	J. H. ...	J. H. ...	J. H.

U.S. NAVAL STATION
INACTIVE FLEET BERthing FACILITIES
30 CONCRETE PIERS
GEN. PLANS - PIERS No. 1 to 6 INCL

Scale 1/8" = 1'-0"

Scale 1/2" = 1'-0"

Scale 3/4" = 1'-0"

Scale 1/2" = 1'-0"

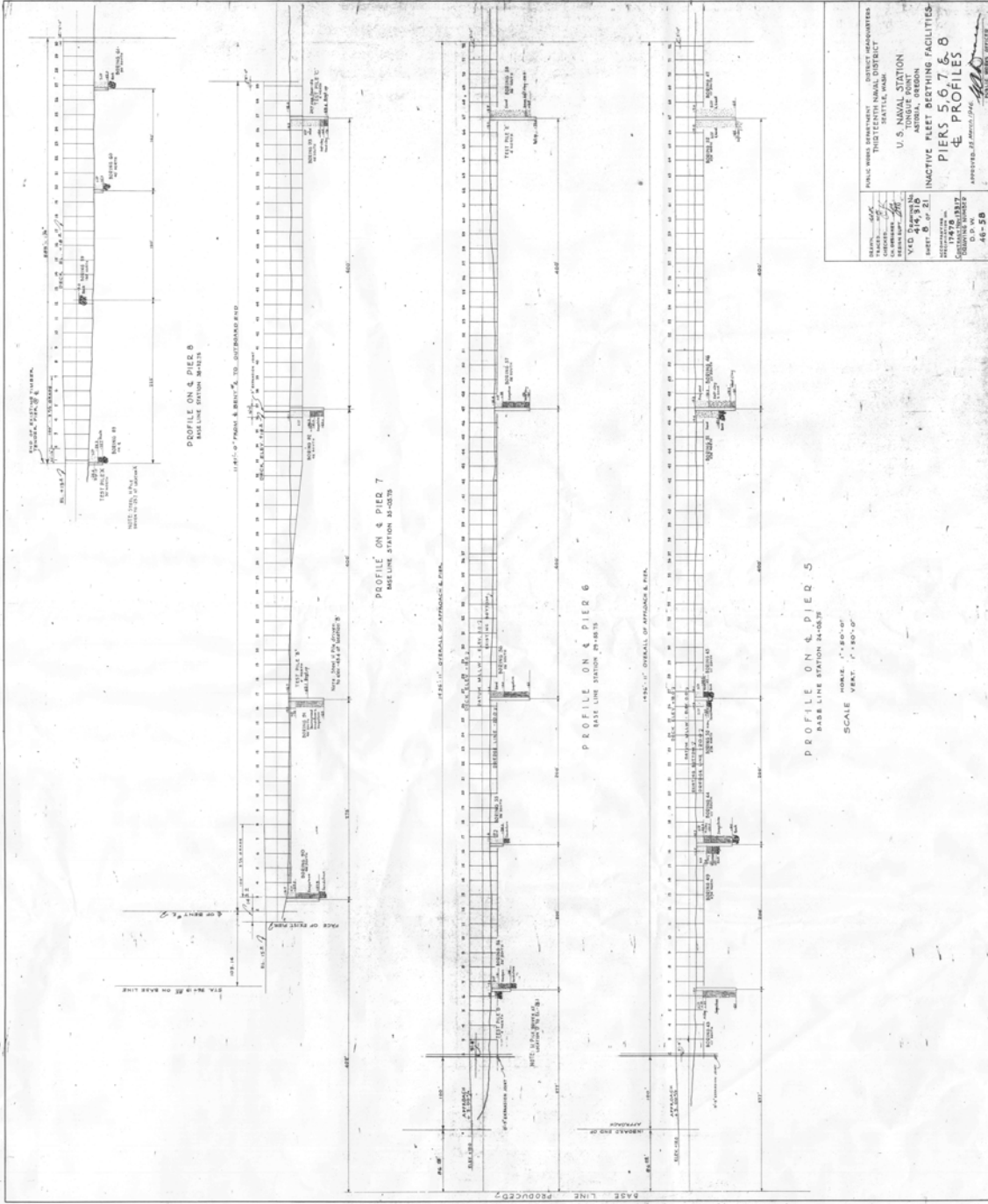
Scale 1/2" = 1'-0"

Scale 1/2" = 1'-0"

Scale 1/2" = 1'-0"

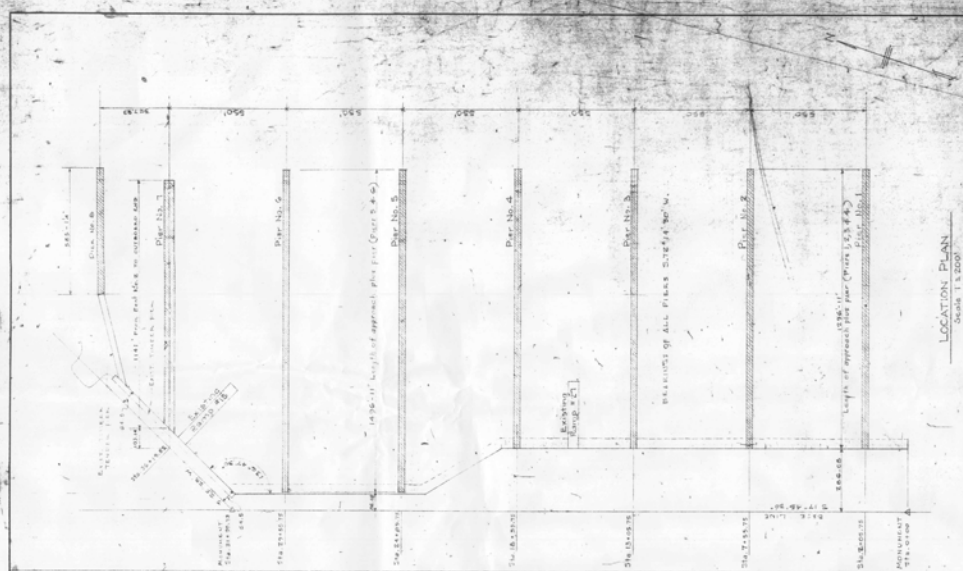
Scale 1/2" = 1'-0"

7-6-523



DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 U.S. NAVAL STATION
 TONGUE POINT
 PIER 5, 6, 7 & 8
 INACTIVE PILOT BATHING FACILITIES
 SHEET 6 OF 21
 1947
 46-C-58

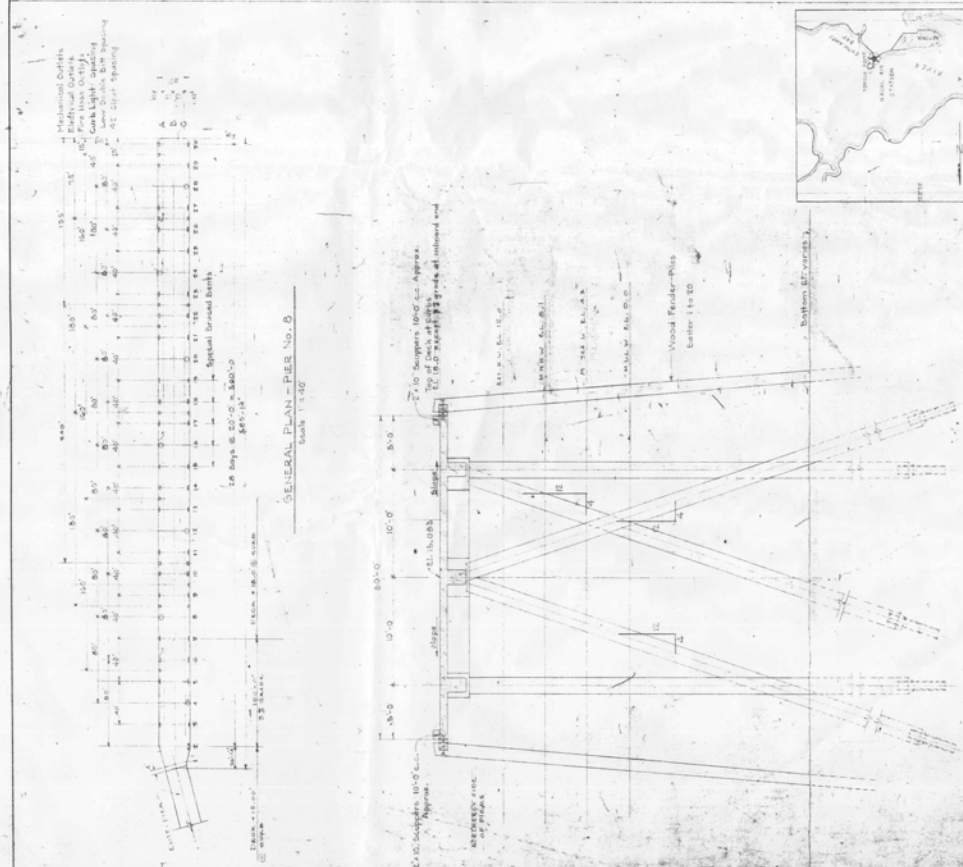
7-6-525

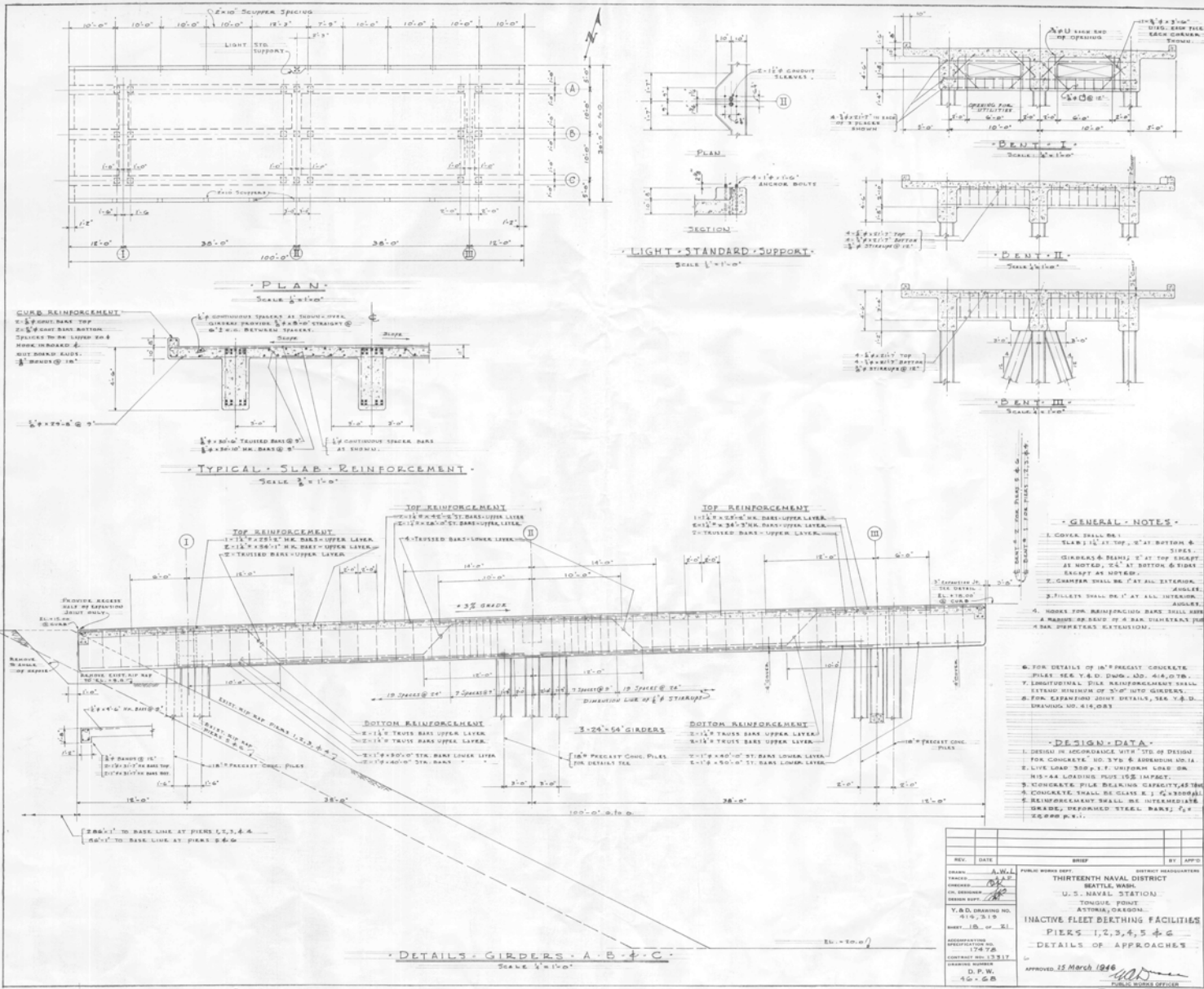


LOCATION PLAN
Scale 1" = 200'

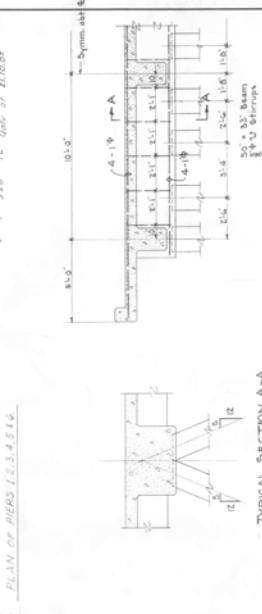
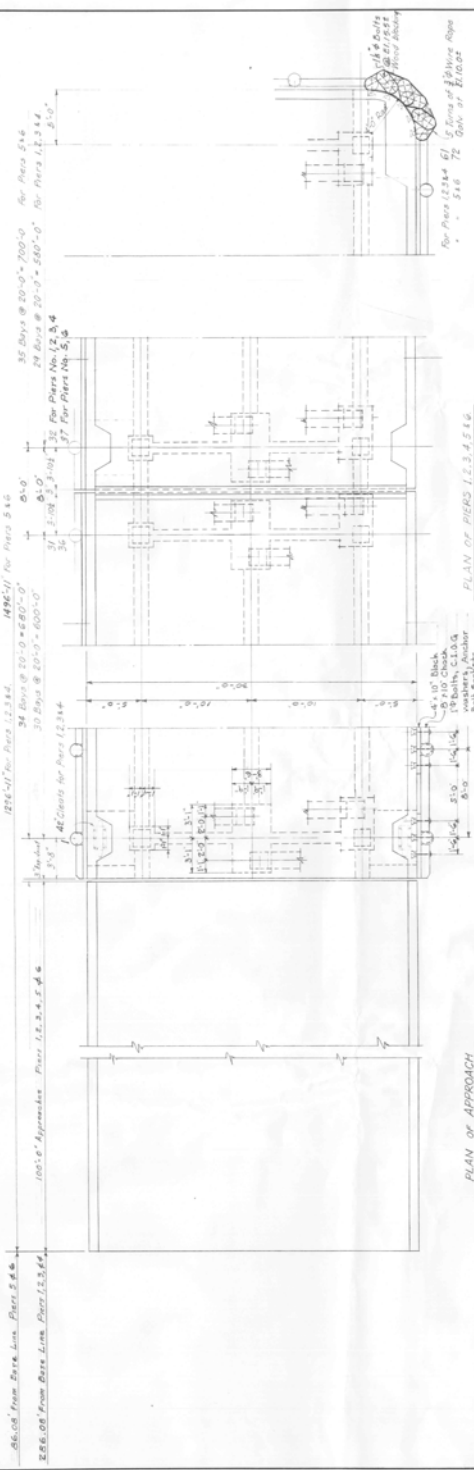
Sheet No.	Sheet Title	Number of Sheets	Number of Sheets in Book
1	GENERAL PLAN	1	1
2	TYPICAL CROSS SECTION	1	1
3	LOCATION MAP	1	1

PROJECT: **30 CONCRETE PIERS**
 DRAWN BY: **W. H. B. L.**
 CHECKED BY: **W. H. B. L.**
 DATE: **1941**
 JOB NO.: **44-019**
 SHEET NO.: **2**





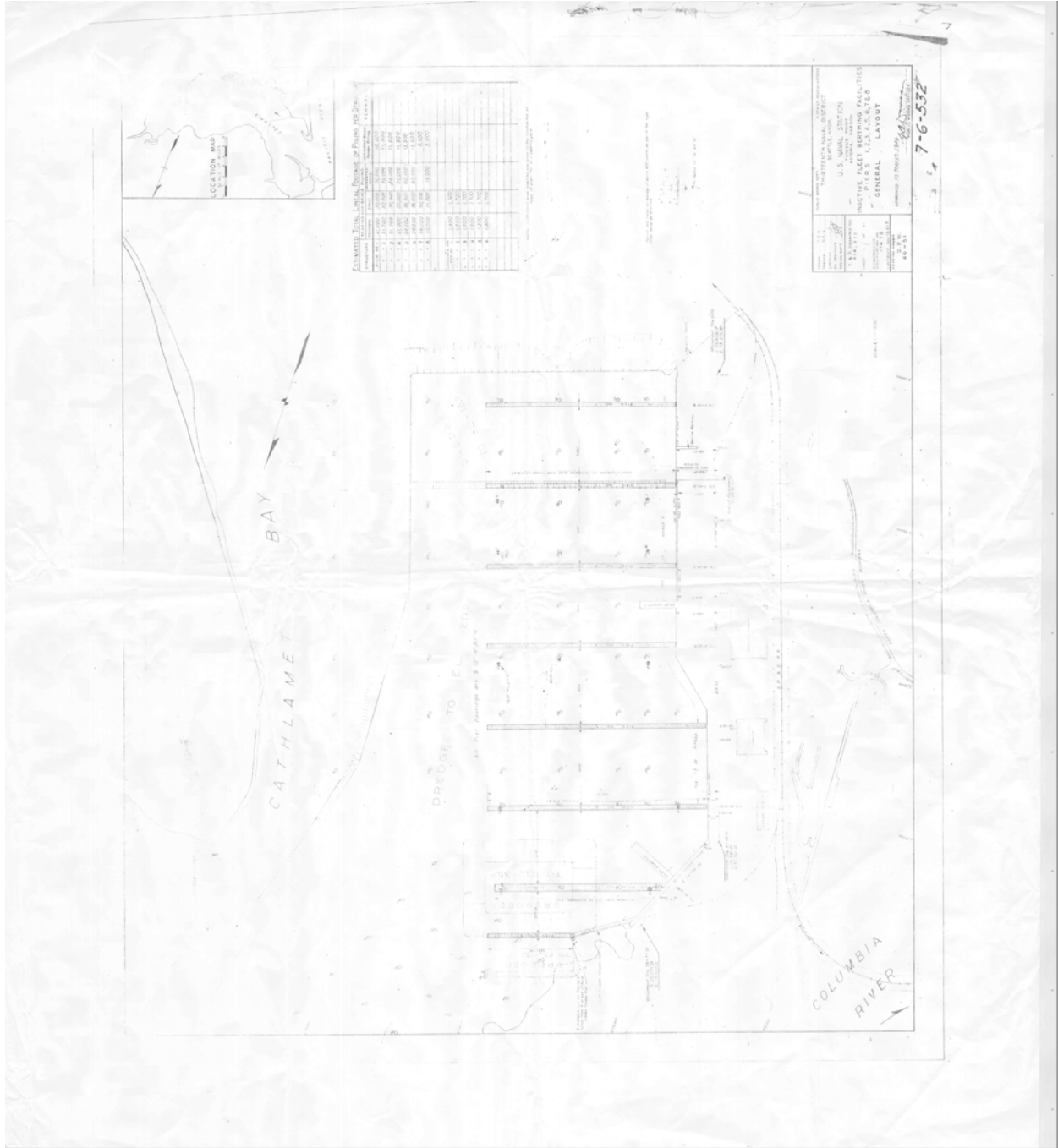
7-6-515



BENT REINFORCING
 Scale 1/4" = 1'-0"
 For Bents 14, 15, 16, 44, 45, 46, Piers No. 1, 2, 3, 4
 For Bents 17, 18, 19, 20, 54, 55, Piers No. 5, 6
 For Bents 16, 17, 20
 No. 4 bars at 12" o.c. in bent
 Detail from Pier No. 6, V. & D. Drawing No. 44, 47, 48

Project No.	12345	Sheet No.	10
Design No.	1234	Scale	As Shown
Drawn By	J. D. Smith	Checked By	K. L. Jones
Approved By	M. R. Brown	Date	10/15/50
NAVY DEPARTMENT BUREAU OF NAVAL ARCHITECTURE WASHINGTON, D. C. INACTIVE FLEET BERTHING FACILITIES 30' CONCRETE PIERS DETAIL PLAN PIERS No. 1, 2, 3, 4, 5, 6			

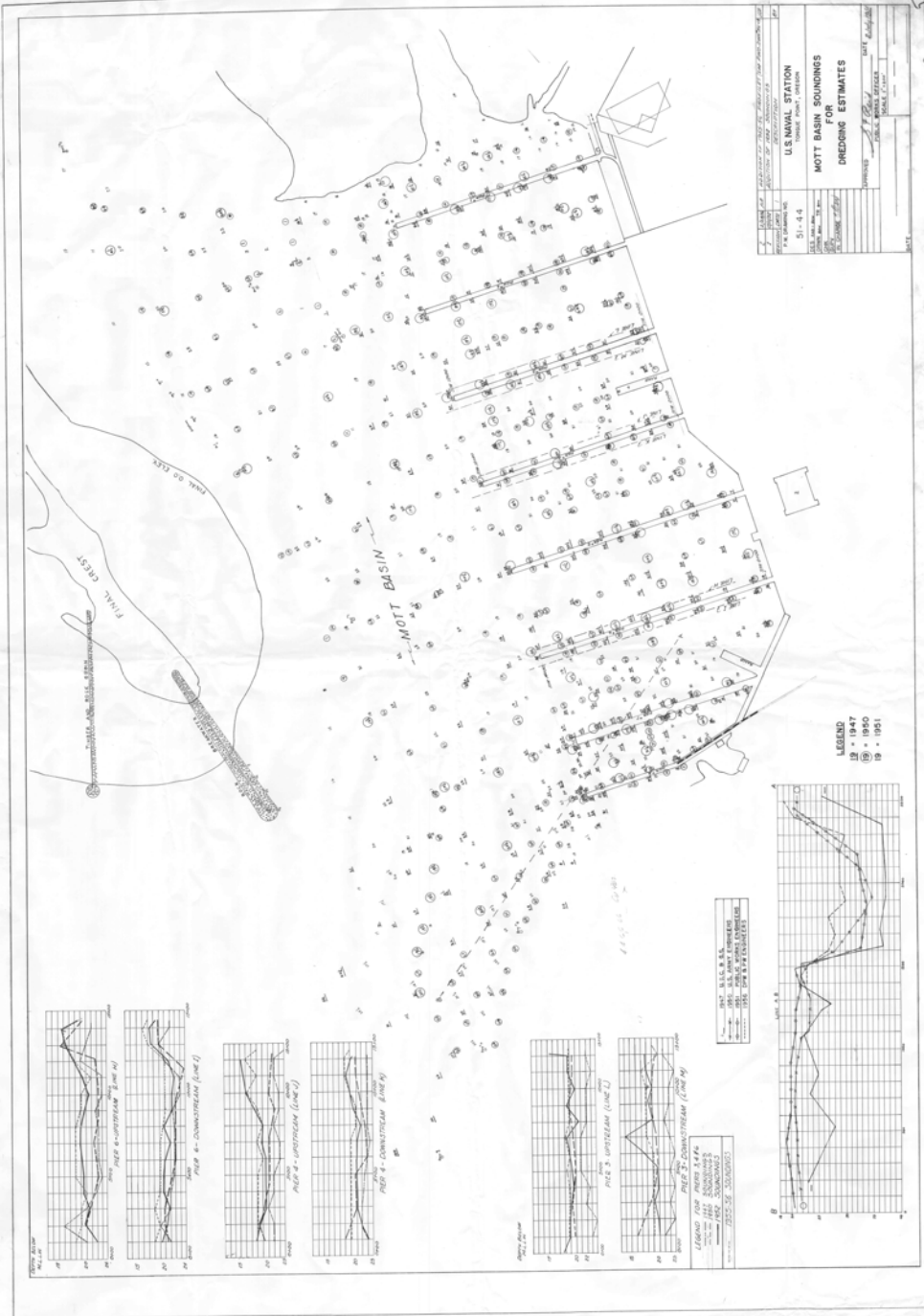
7-6-520



COMPARISON OF THE LENGTH, WIDTH, AND AREA OF PIER SECTIONS

SECTION	LENGTH (FEET)	WIDTH (FEET)	AREA (SQUARE FEET)
1	100	10	1,000
2	100	10	1,000
3	100	10	1,000
4	100	10	1,000
5	100	10	1,000
6	100	10	1,000
7	100	10	1,000
8	100	10	1,000
9	100	10	1,000
10	100	10	1,000
11	100	10	1,000
12	100	10	1,000
13	100	10	1,000
14	100	10	1,000
15	100	10	1,000
16	100	10	1,000
17	100	10	1,000
18	100	10	1,000
19	100	10	1,000
20	100	10	1,000
21	100	10	1,000
22	100	10	1,000
23	100	10	1,000
24	100	10	1,000
25	100	10	1,000
26	100	10	1,000
27	100	10	1,000
28	100	10	1,000
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32	100	10	1,000
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36	100	10	1,000
37	100	10	1,000
38	100	10	1,000
39	100	10	1,000
40	100	10	1,000
41	100	10	1,000
42	100	10	1,000
43	100	10	1,000
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77	100	10	1,000
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79	100	10	1,000
80	100	10	1,000
81	100	10	1,000
82	100	10	1,000
83	100	10	1,000
84	100	10	1,000
85	100	10	1,000
86	100	10	1,000
87	100	10	1,000
88	100	10	1,000
89	100	10	1,000
90	100	10	1,000
91	100	10	1,000
92	100	10	1,000
93	100	10	1,000
94	100	10	1,000
95	100	10	1,000
96	100	10	1,000
97	100	10	1,000
98	100	10	1,000
99	100	10	1,000
100	100	10	1,000

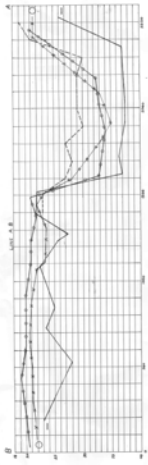
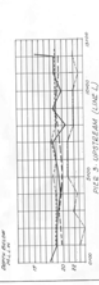
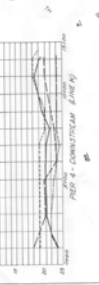
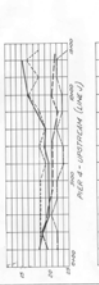
U.S. MAIL STATION
 GENERAL LAYOUT
 7-6-532



U.S. NAVAL STATION
 MOTT BASIN SOUNDINGS
 PREDICING ESTIMATES

DATE: 1951-4-14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1" = 100'

LEGEND
 18 - 1947
 19 - 1950
 19 - 1951



LEGEND
 18 - 1947
 19 - 1950
 19 - 1951

LEGEND
 18 - 1947
 19 - 1950
 19 - 1951