

MARE ISLAND NAVAL SHIPYARD, SOUTH FIRE STATION
(Building No. 726)
Railroad Avenue near Eighteenth Street
Vallejo
Solano County
California

HABS CA-1543-CX
CA-1543-CX

HABS
CA

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
PACIFIC GREAT BASIN SUPPORT OFFICE
National Park Service
U.S. Department of the Interior
600 Harrison Street
San Francisco, CA 94103

**HISTORIC AMERICAN BUILDINGS SURVEY
MARE ISLAND NAVAL SHIPYARD, SOUTH FIRE STATION
(MARE ISLAND NAVAL SHIPYARD, BUILDING 726)**

HABS No. CA-1543-CX

Location: Located within the Naval Ammunition Depot, west side of Railroad Avenue, Mare Island Naval Shipyard, Vallejo, Solano County, California

U.S.G.S.: Mare Island, 7.5' Topographic Quadrangle, 1959, photorevised 1980

UTM Coordinates: Zone 10 564835 E, 4215610 N

Present Owner: 63D United States (U.S.) Army Regional Readiness Command

Present Use: Operational Maintenance Shop (OMS)

Significance: Building 726, built in 1941, is considered significant for its association with U.S. Naval history and the Mare Island Naval Shipyard (MINSY), the first naval installation on the west coast of the U.S. Portions of the Mare Island Naval Shipyard comprise a National Historic Landmark. Building 726, however, is outside the landmark and part of the Mare Island Shipyard Historic District. It was constructed to provide fire protection to the facilities on the south end of Mare Island. It is a contributing element of the successful base operations at Mare Island and is one of two Art Moderne-style fire stations built on the island during the World War II (WWII) era.

Description: Building 726, constructed in 1941, is located within the Naval Ammunition Depot area of Mare Island at the west side of Railroad Avenue, just north of the former Guard House and Barracks building (Building No. 930) that was built in the same year. This area is immediately adjacent to the Shipyard South area of the island that includes the Finger Piers and other Support buildings and structures that were built in the early 1940s at the onset of WWII. Building 726 was used as a fire station until 1993 when MINSY was closed. The U.S. Army Reserve acquired this building in 1997 and converted it for use as an OMS in 1998.

Building 726 is two stories high and has an approximately 1,960-square-foot footprint that measures 49 feet northwest-southeast by 40 feet northeast-southwest. The building is constructed of reinforced

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concrete, including the footing foundation, panel-board-formed walls, floors, ceilings, and a parapeted roof. The main structure of the building is the concrete footed exterior walls and three evenly spaced footed concrete columns at the interior. The building's overall height from first floor level to the top of the parapet walls is 24 feet, six inches. The exterior walls are typically eight inches thick and coated with Portland cement paint. The asphalt and gravel surfaced roof is relatively flat; however it slopes downward slightly to the southwest for drainage purposes. The concrete floors are about seven inches thick.

The majority of decorative elements on the building emphasize the horizontal, a trait of the Art Moderne style (CA-1543-CX-2, CA-1543-CX-3, CA-1543-CX-4, CA-1543-CX-5). The exterior walls are horizontally banded by a projecting base course, a mid-height spandrel band with recessed horizontal grooves, and a projecting sill course just below the second story windows.

The base course, between ground level and the sill of the first floor windows, is approximately three feet high and projects out two inches from the main face of the building's eight-inch-thick walls. The spandrel band is located between the top of the first floor's windows and the aforementioned sill course. It is painted in a contrasting color from the main building color and includes horizontal channels at its bottom and approximate middle; the channels are two and one-quarter-inches wide and three-quarter inches deep. The sill course (just below the second story windows) is an approximately five-inch-wide band that projects out two inches from the main face of the building.

There are other elements on the building that further enhance the horizontal emphasis. Concrete hoods overhang a majority of the second story's double-hung windows for 10 inches. These hoods are approximately five-inches-thick and are varied in length depending on the number of windows an individual hood extends over (no more than six windows). Two of the hoods wrap around the south and east corners of the building, each to overhang a total of two windows.

A concrete hood overhangs the northeast elevation's pedestrian door for one foot, six inches. This door hood is five-to-six-inches thick and is eight feet, one and one-half inches long. Beneath the door hood and to both sides of the pedestrian door are three one-foot, three-inch-wide horizontal channeled segments that are vertically aligned, one beneath another. Each channel is one and one-half inches wide and three-quarter inches deep. These channel segments are below the door hood,

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but above the base course, which projects outward two more inches for one-foot, six-inch widths to each side of the door.

The northeast elevation's (CA-1543-CX-2) pedestrian door is probably original and is three feet wide by six feet, eight inches high. It is a wood-framed door with eight panes of central glazing and is accessed from a four-foot, nine-inch by two-foot, six-inch concrete stoop. To the northwest of this pedestrian door is the engine room's service bay that measures 20 feet long by 10 feet high. The original overhead door was removed and replaced in 1979. The existing overhead door is metal. Two concrete fin walls and a concrete hood above frame the service bay. Each vertical fin wall is 15 feet high (including the approximately one-foot, seven-inch-high base and peaked top), three feet, eight inches wide and one foot, six inches thick; the base is about six inches wider and about four inches thicker than the main fin wall. The fin walls include chamfered edges. The concrete hood extends between the two fin walls, provides a two-foot overhang, and is about five inches thick.

The southeast elevation of the building (CA-1543-CX-3) originally had a wood-framed door with a lower panel and an upper multi-paned glazed area. This door was removed and replaced with a flush wood door before 1993; this door measures three feet wide by six feet, eight inches high.

Every window on the building is original. All but one of the windows are wood sash, double hung with extended stiles (CA-1543-CX-2, CA-1543-CX-3, CA-1543-CX-4, CA-1543-CX-5). The first story windows are on three elevations only – three on the northwest, three on the southwest and five on the southeast – and all but one are double-hung one-over-two windows that each measure three feet wide by six feet, five inches high. The differing first story window is on the southeast elevation and is a double-hung one-over-one window that measures three feet wide by five feet high.

The following window descriptions pertain to the second story windows on the building. All windows on the second story are double hung one-over-one windows, unless otherwise noted. The northeast elevation has one three-foot-wide by four-foot-high window, one wood sash single-pane hopper window that measures three feet wide by about one-foot, six inches high, and ribbon of five windows that each measure three feet wide by four feet high (CA-1543-CX-2). The southeast elevation consists of three three-foot-wide by four-foot-high windows and three two-foot, six-inch wide by four-foot-high windows

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(CA-1543-CX-3). The southwest elevation has one three-foot-wide by four-foot-high window, one three-foot-wide by three-foot-high window, and a ribbon of five windows that each measures three feet wide by four feet high (CA-1543-CX-4). The northwest elevation has six windows, each three feet wide by four feet high (CA-1543-CX-5).

The light fixtures at the fin walls and the red light fixture above the service bay, or at least the placement and types of the fixtures, are original. There are two concrete-lined underground electrical duct boxes close to the southeast side of the building. Each box has an opening that measures approximately four feet square and is covered by ground-level metal doors. Original duct boxes were apparently set closer to this side of the building. The extant boxes are probably later additions that replaced the original boxes.

The southwest elevation of the building (CA-1543-CX-4) includes an original metal downspout for rainwater drainage and a boiler room that was added sometime between 1951 and 1981. The boiler room addition measures approximately 12 feet northeast-southwest by eight feet northwest-southeast and includes a concrete slab foundation, a shed roof, corrugated metal wall and roof surfacing and a metal double door at the northwest side that measures five feet wide by about seven feet high.

There are two open concrete slab areas at the southwest side that include or have included mechanical equipment for the building. The southeast concrete pad holds an auxiliary generator that was added sometime between 1981 and 1988. The centrally set 10-foot northeast-southwest by 16-foot northwest-southeast concrete pad is the original electrical equipment pad for the building. The local energy company, Island Energy, removed all electrical equipment from this pad in 1999. Affixed to the wall above the centrally set concrete pad are two metal utility boxes, each about four feet high and two feet, eight inches wide and with an Art Deco-style door knob, and a metal siren box that measures about two feet high and three feet, five inches wide. A panel on the siren box reads "Siren II" and has riveted-type connections.

The interior of Building 726 has two stories of space. Original partition walls are constructed of two- by six-inch wood studs on plumbing associated walls and of two- by four-inch wood studs elsewhere. Original wall surfacing in the rooms was plaster coated with casein paint. Many of the rooms had four- or six-inch wood baseboards and some (i.e., original Alarm Room and Living Room) had wood chair rails). The majority of original light fixtures in the

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building have been removed and new florescent lighting fixtures added. The majority of original cast iron tubular radiators that were set in several rooms were removed and replaced with modern finned tube convectors in 1981.

The first floor has a finished floor to ceiling height of about 12 feet, six inches and originally included six spaces – the Alarm Room, Living Room, Toilet Room, Closet, Work Room and Engine Room (CA-1543-CX-6) – and the stairway to the second floor.

The Alarm Room is entered from the pedestrian door at the northeast side of the building and measures about 13 feet northwest-southeast by eight feet northeast-southwest. Originally the flooring in this room was asbestos tile; however the floor is now carpeted. The ceiling has been lowered, and is surfaced with modern tile. Original five and one-half-inch wide stained wood chair rails remain on two walls. There is an original wood sash window on the northwest wall that measure two feet, six inches wide by four feet high and looks into the adjacent engine room. The aluminum slider window on the southwest wall opens into the extant guardroom and was added sometime after 1981. The original single paneled wood door on the southwest was removed and replaced with a modern flush wood door, probably around 1981. This door/doorway leads to a small foyer-type area that accesses the extant Guard Room to the southeast and the Engine Room to the northwest.

The original Living Room was immediately southwest of the Alarm Room. This room measured about 10 feet, six inches northwest-southeast by 20 feet northeast-southwest with an approximately seven-foot northwest-southeast by four-foot northeast-southwest entry area at the west end that allows access to the Toilet Room, the stairway to the second floor (CA-1543-CX-7) and the Engine Room. The Living Room included five and one-half-inch wide wood chair rails and six-inch-wide baseboards and asbestos tile flooring.

Sometime after 1981, a new partition wall was added to divide the Living Room into a Guard Room to the northeast and an Office or Lounge to the southwest. The new Guard Room measures about 10 feet, six inches northwest-southeast by eight inches northeast-southwest and is carpeted and includes original chair rails and baseboards. The original door between this room and the Engine Room is two-foot, eight-inch-wide by six-foot, eight-inch-high single paneled wood door (with brass hardware).

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The new Office/Lounge Room (CA-1543-CX-7), to the southwest of the new Guard Room, has been carpeted and includes original chair rails and baseboards on the original walls and the original stairway to the second floor of the building. The southwestern seven-foot by four-foot entry area has two metal utility boxes set into the southeast wall, an original two-foot, eight-inch-wide by six-foot, eight-inch-high single paneled wood door (with brass hardware) on the southwest wall that leads to the Toilet Room, and an original doorway on the northwest wall that leads to the Engine Room (the original door was removed sometime after 1981). One of the utility boxes is four feet high by one foot, nine and one-half inches wide and the other is one foot, six inches square. This room includes a hanging light fixture with a half-spherical frosted globe that may be original.

The L-shaped Toilet Room is southwest of and accessed from the extant Office/Lounge Room. The maximum measurements of this area are approximately seven feet, six inches north-south by 11 feet, eight inches northeast-southwest. The original flooring in this space was asbestos tile. The extant flooring is a linoleum sheet. Fixtures in the Toilet Room include a radiator and porcelain toilet (within a metal stall), urinal and wall mount sink. An original washbasin was removed from the northwestern-most wall at an unknown date and wooden shelving was added in its place. An original American Radiator brand cast iron tubular radiator (with nine sections) is set along the southeast wall of the Toilet Room.

Adjacent to the northwest side of the Toilet Room is an original closet. The closet is accessed from the engine room and has an original two-foot, eight-inch-wide by six-foot, eight-inch-high single paneled wood door with brass hardware. The interior of the closet measures approximately two feet northeast-southwest by three feet, four inches northwest-southeast and includes six 15-inch-deep wood shelves.

The Work Room is located southwest of the toilet room and closet. It measures approximately 13 feet, six inches northwest-southeast by 11 feet, six inches east-west and includes concrete flooring. The Work Room is accessed from the exterior door at the southeast side of the building. An original two-foot, eight-inch-wide by six-foot, eight-inch-high single paneled wood door was removed and the doorway filled in sometime after 1981.

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The Engine Room (CA-1543-CX-6) is northwest of all previously-described first floor spaces and is approximately 26 feet wide (northwest-southeast) and extends the full northeast-southwest length of the building. The floors of the Engine Room are cement. The southwestern approximately 18 feet of the space is sectioned off from the eastern portion by metal caging. The caged area is for tool storage and is entered from a gate at the southeast side. The caging was added in 1991. Just northeast of the caging and center on the northwest-southeast axis of the room is the original three and one-half-inch diameter brass fireman's slide pole. The pole is set into the floor of the engine room and extends up to the ceiling of the second floor through a three-foot-diameter hole in the ceiling.

The second floor of the building is accessed from the 19-riser reinforced concrete stairway, which is entered from the extant office/lounge (CA-1543-CX-7). The stairway is three feet, six inches wide. Each stair rise is about eight inches high and each tread is 11 inches deep. There are pipe metal railings to each side of the stairway. The landing/hall at the top of the stairs accesses the Bathroom, Captains' Rooms and Dormitory (CA-1543-CX-8).

The second floor has a finished floor to ceiling height of about eight feet and originally included six spaces – a Bathroom, two Captain's rooms, a Wash (CA-1543-CX-11) and Locker Room, a Kitchen (CA-1543-CX-10) and Dining Room (CA-1543-CX-9) and the Dormitory (CA-1543-CX-8). The Bathroom is directly northeast of the stairway landing/hall and has its original two-foot, six-inch-wide by six-foot, eight-inch high single paneled wood door. It initially included asphalt tile flooring, a shower stall at the east corner, and a toilet at the northeast wall and a sink at the northwest wall. In 1981, the earlier shower stall was removed and replaced with a new fiberglass shower stall, and the earlier sink was removed and a new porcelain sink installed at the southwest wall. A modern heat unit is set at the northeast wall. The extant bathroom flooring is nine-inch-square linoleum tiles.

The East Captain's Room is southeast of the above-described Bathroom, is entered from the stairway landing/hall, and has its original two-foot, eight-inch-wide by six-foot, eight-inch-high single paneled wood door with new knobs/locks. The room measures approximately nine feet northwest-southeast by 10 feet northeast-southwest and includes original six-inch wood baseboards. The original linoleum flooring was removed or covered over with carpeting. There is an original closet at the northwest side of the

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room that measures about three feet wide by two feet deep. An original drawer with brass handles is along the bottom of the closet. The original closet double door was removed by 1981.

The West Captain's Room is southwest of the East Captain's Room, is entered from the stairway landing/hall, and has its original two-foot, eight-inch-wide by six-foot, eight-inch-high single paneled wood door with new knobs/locks. The room measures approximately 10 feet, six inches northwest-southeast by eight feet northeast-southwest and includes original six-inch wood baseboards. The original linoleum flooring was removed or covered over with carpeting. There is an original closet at the northwest side of the room that measures about three feet wide by two feet deep and includes its original bottom drawer (with brass handles) and wooden double-doors.

The Wash and Locker Room is southwest of the West Captain's Room, is entered from the Dormitory through an original two-foot, eight-inch-wide by six-foot, eight-inch-high single paneled wood door. The room measures approximately 14 feet northwest-southeast and has a maximum northeast-southwest measurement of approximately 25 feet, six inches. The original flooring was asbestos tiles. The extant flooring is linoleum. The room includes original four-inch-wide wood baseboards with one-half-inch quarter-round along the bottom.

The southwest end of the Wash and Locker Room is the locker area and the northeast end is the washroom. The wooden lockers along the northeast and southwest walls of the locker area are original; each locker has built-in shelves, a hang bar, and a separate storage closet above. Each locker has its own key lock. Three original lockers were removed from the northeast side in 1981 to make room for a water fountain, and a single locker was added to the southeast wall of the locker area.

The wash area (CA-1543-CX-11) of the Wash and Locker Room includes three original wall-mounted porcelain sinks at the southeast wall, two modern porcelain toilets and one porcelain urinal at the northeast wall (replaced originals in 1981), two modern fiberglass shower stalls (replaced originals in 1981) at the northwest wall, an original wooden bench, divider panel and metal wash basin on the southwest wall.

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The original Kitchen and Dining Room is located southwest of the Wash and Locker Room. It measures approximately 14 feet northwest-southeast by 10 feet northeast-southwest. Around 1981 a new Dining Room area (CA-1543-CX-9) was created in the original Dormitory area and the original Kitchen and Dining Room took on the singular role as the Kitchen. The Kitchen (CA-1543-CX-10) is entered from the new Dining Room and the original paneled door between the rooms was removed from the doorway sometime after 1981. The flooring in the Kitchen has always been linoleum and the room includes original baseboards.

The kitchen counters and cabinets (with metal hardware) along the southwest and northwest walls are wooden and may be original; however the laminated countertops and existing sink (ceramic, double-basin sink with a Delta brand faucet) appear to be modern replacements. The wooden broom closet (with metal hardware that matches the cabinetry) at the north corner of the room is original. Along the northeast wall of the room are modern kitchen appliances – Sears Coldspot II and Whirlpool brand refrigerators, a Sunray brand small four-burner stove, and a Whirlpool dryer. The five-foot-long by two-foot, three-inch deep wooden pantry cabinet (with paneled doors) built along the northeast wall is not depicted on available architectural plans of the building and may be a later addition to the room.

Originally the area to the northwest of the above-described second floor rooms and directly above the Engine Room was the Dormitory. This area had the same interior measurements as the Engine Room below. The space was completely open with no partitions of any kind and included linoleum flooring. The new Dining Room (CA-1543-CX-9) was created within the southwest end of the Dormitory space around 1981. The new Dining Room measures about 11 feet, six inches northeast-southwest by 26 feet northwest-southeast, its northeast wall (the added wall) is wood-framed and surfaced with modern paneling, and the floor is surfaced with linoleum. There are two American Radiator brand cast iron tubular radiators, possible original to the building, set along the southwest wall of the new Dining Room, one with five sections and one with seven sections; the radiator valves were replaced in 1981.

The extant Dormitory area (CA-1543-CX-8) has been carpeted and new partition walls were added, probably in 1981 and later. It is entered through an original doorway which is entered from the stairway landing/hall (the extant paneled wood door with upper glazed area may be a later addition) or through a modern flush wood door,

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which is entered from the new Dining area. A new office or bedroom was created within the west corner of the room; its walls are wood framed and there is a modern flush wood door on the southeast wall. Two other modern partitions define a space within the north corner of the room. Some of the walls include modern paneling. The original brass fireman's slider pole extends through a three-foot-diameter hole in the Dormitory floor; there is a pipe metal railing (made of two-inch-diameter pipe) surrounding the slider pole hole in the floor. The slider pole hole has been covered over with plywood boards.

Historical Context: Building 726 was constructed as part of the Mare Island naval facility located in Vallejo, California. Mare Island Naval Shipyard was established by the U.S. Navy in 1854 as a ship building and repair facility. This shipyard was the first west coast naval installation and was the only such facility in California for many years. Mare Island's built environment is the product of over 100 years of military construction and consists of a blend of buildings that demonstrate many different historical functions, construction technologies and architectural styles. Building 726, constructed in 1941 for use as a fire station, is located at the southern end of the island within the Naval Ammunition Depot area.

In response to growing tensions in Europe, the U.S. Congress, in 1938, decided to expand the size of the American fleet by 20 percent. This expansion escalated at the end of 1941 with the entry of the U.S. into WWII. There was a massive expansion of aircraft and shipbuilding industries at Mare Island during WWII. Along with a fundamental redesign of the Shipyard South area at the brink of the U.S. entry into WWII, the adjacent Naval Ammunition Depot expanded its production and storage capacities. Buildings, such as the South Fire Station, were constructed within this area of the island to support the bustling activity in the berthing areas and ammunitions depot. Many of these buildings were erected to support the U.S. Marine Security Detachment Unit, which was stationed in this area to protect the Naval Ammunition Depot.

The surviving buildings and structures from the WWII era represent an important collection of buildings, "arranged in a manner that enables an understanding of how the base functioned at that time" (JRP Historical Consulting with PAR Environmental Services, Inc. 1996: Section 8, page 53). There are three fire stations that were built as part of the Mare Island naval facility. The Central Fire Station (Building 99), a brick structure, was built in 1900 within the Shipyard North area of the island; the North Fire Station (Building No. 641) was

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built in 1941 within the North Area of Mare Island; and the South Fire Station (Building 726) was built in 1941 within the island's Naval Ammunition Depot. Buildings 641 and 726 are identical, streamlined Art Moderne-style fire stations, both built in 1941 at opposite ends of the island. Building 726 was constructed to "provide fire protection to the facilities on the south end of Mare Island, including the magazine facilities, medical facilities, and the shipyard's industrial activities" (JRP Historical Consulting with PAR Environmental Services, Inc. 1996: Section 7, page 45). Architectural plans and drawings identify draftsmen and contractors by initial only. Building 726 was used as a fire station until MINSY was closed in 1993. In 1997 the U.S. Army Reserve acquired a use permit from the U.S. Navy and converted the building to an OMS in 1998. On July 12, 2002, ownership of Building 726 was formally transferred from the U.S. Navy to the U.S. Army Reserve.

Sources:

A. Architectural Drawings:

Heglund, Richard. *Mare Island Naval Shipyard, Vallejo, Calif. – Raise Vehicle Doors Bldgs. No. 641 and 726. Install Automatic Door Operators Bldg. Nos. 99, 641 and 726*, (NAVFAC Drawing No. 6,118,722), 1979. On file, U.S. Army Reserve, Vallejo, CA. This plan was consulted, but documented minor revisions to specific aspects of this facility. It was not reproduced for this effort because it provided limited information regarding the overall design or plan of the building.

U.S. Department of the Navy *Navy Yard, Mare Island, California – Guard House, Bldg.-A-196, and So. Fire House, Bldg.-726, Vicinity Map*, 1941. On file, U.S. Army Reserve, Vallejo, CA.

U.S. Department of the Navy *Navy Yard, Mare Island, California – South Fire House, Bldg. No. 726, Plans and Details*, (Y & D Drawing No. 282850), 1941. On file, U.S. Army Reserve, Vallejo, CA.

U.S. Department of the Navy. *Navy Yard, Mare Island, California – South Fire House, Bldg. No. 726, Elevations and Details*, (Y & D Drawing No. 282851), 1941. On file, U.S. Army Reserve, Vallejo, CA.

The following plans were consulted, but documented minor revisions to specific aspects of this facility. They were not reproduced for this

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effort because they provided limited information regarding the overall design or plan of the building.

U.S. Department of the Navy *Navy Yard, Mare Island, California – South Fire House, Bldg. No. 726, First Floor Framing and Details*, (Y & D Drawing No. 282852), 1941. On file, U.S. Army Reserve, Vallejo, CA.

U.S. Department of the Navy. *Navy Yard, Mare Island, California – South Fire House, Bldg. No. 726, Second Floor Framing and Details*, (Y & D Drawing No. 282853), 1941. On file, U.S. Army Reserve, Vallejo, CA.

U.S. Department of the Navy. *Navy Yard, Mare Island, California – South Fire House, Bldg. No. 726, Heating Plan*, (Y & D Drawing No. 282855), 1941. On file, U.S. Army Reserve, Vallejo, CA.

U.S. Department of the Navy. *Navy Yard, Mare Island, California – South Fire House, Bldg. No. 726, Electrical Service*, (Y & D Drawing No. 282856), 1941. On file, U.S. Army Reserve, Vallejo, CA.

U.S. Department of the Navy. *Navy Yard, Mare Island, California – South Fire House, Bldg. No. 726, Plumbing Plans*, (Y & D Drawing No. 282857), 1941. On file, U.S. Army Reserve, Vallejo, CA.

U.S. Department of the Navy. *Mare Island Naval Shipyard, Vallejo, California – Relocation of Furnace, Building No. 726, Plan, Sections and Elevations*, 1951. On file, U.S. Army Reserve, Vallejo, CA.

Winzler & Kelly Consulting Engineers. *Mare Island Naval Shipyard, Vallejo, Ca. – Miscellaneous Repairs to NSA Building 726*, (NAVFAC No. 6150815), 1981. On file, U.S. Army Reserve, Vallejo, CA.

B. Historic Maps and Views:

No historic views or aerial photographs for this building were located for this effort.

C. Interviews

Volk, J. S. Telephone communication between Tracy Bakic, PAR Environmental Services, Inc. and J. Stephen Volk (Environmental Scientist [Adecco TAD], 63D U.S. Army Regional Readiness Command CST Environmental Division), 2002.

D. Bibliography

Cardwell, K. H. California Department of Parks and Recreation Historic Resources Inventory form for Building 726 – South Fire Station, Mare Island Naval Complex, Vallejo, California, 1985. On file, State of California Office of Historic Preservation, Sacramento.

JRP Historical Consulting Services with PAR Environmental Services, Inc. *National Register of Historic Places Registration Form for Mare Island Historic District, Vallejo, California*, 1996. On file, California Office of Historic Preservation, Sacramento and U.S. Department of the Interior, National Park Service, Washington, D.C.

PAR Environmental Services, Inc. *Integrated Cultural Resource Management Plan for Army Lands at Mare Island National Historic Landmark, Vallejo, Solano County, California*, 2002. On file, California Office of Historic Preservation, Sacramento.

Project Information: After the September 11 terrorist attack, new standards were implemented for federal facilities. Building setbacks from roads and parking areas have been greatly increased. The Department of Defense's Antiterrorism Standards for Buildings, 4-010-01 8 October 2003 Distances per United Facilities Criteria require minimum setbacks that are greater than the existing setbacks, thereby requiring this facility's removal. This undertaking has been approved in accordance with a Memorandum of Agreement between the California State Historic Preservation Officer and the U.S. Army Reserve, pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f).

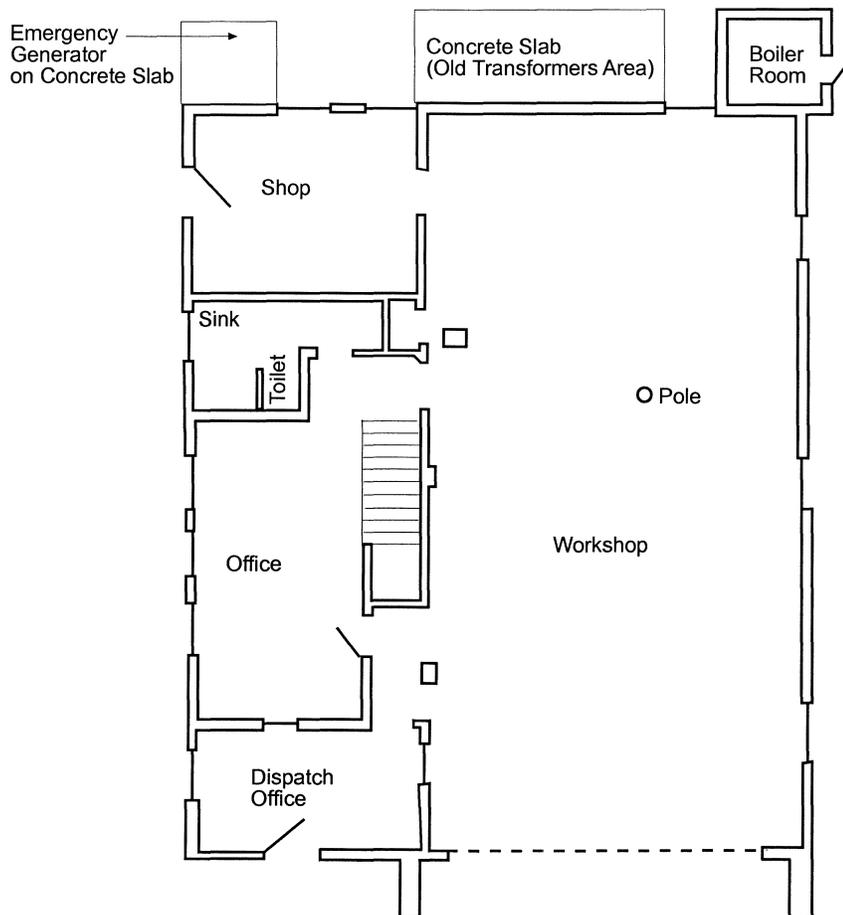
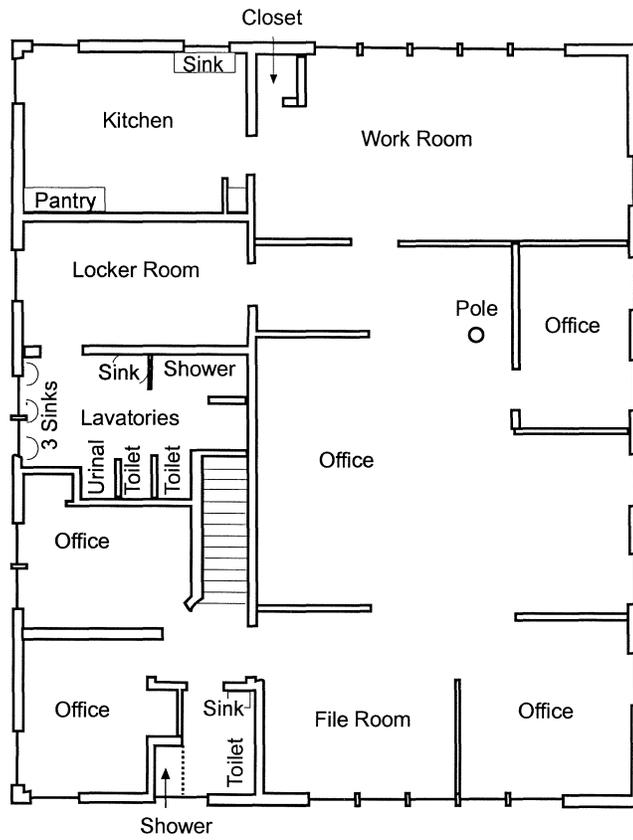
Prepared By: This report was prepared by Tracy Bakic, cultural resources specialist with PAR Environmental Services, Inc., Sacramento, California. Photography and the associated photographic index were prepared by David DeVries, Mesa Technical, Berkeley, California.

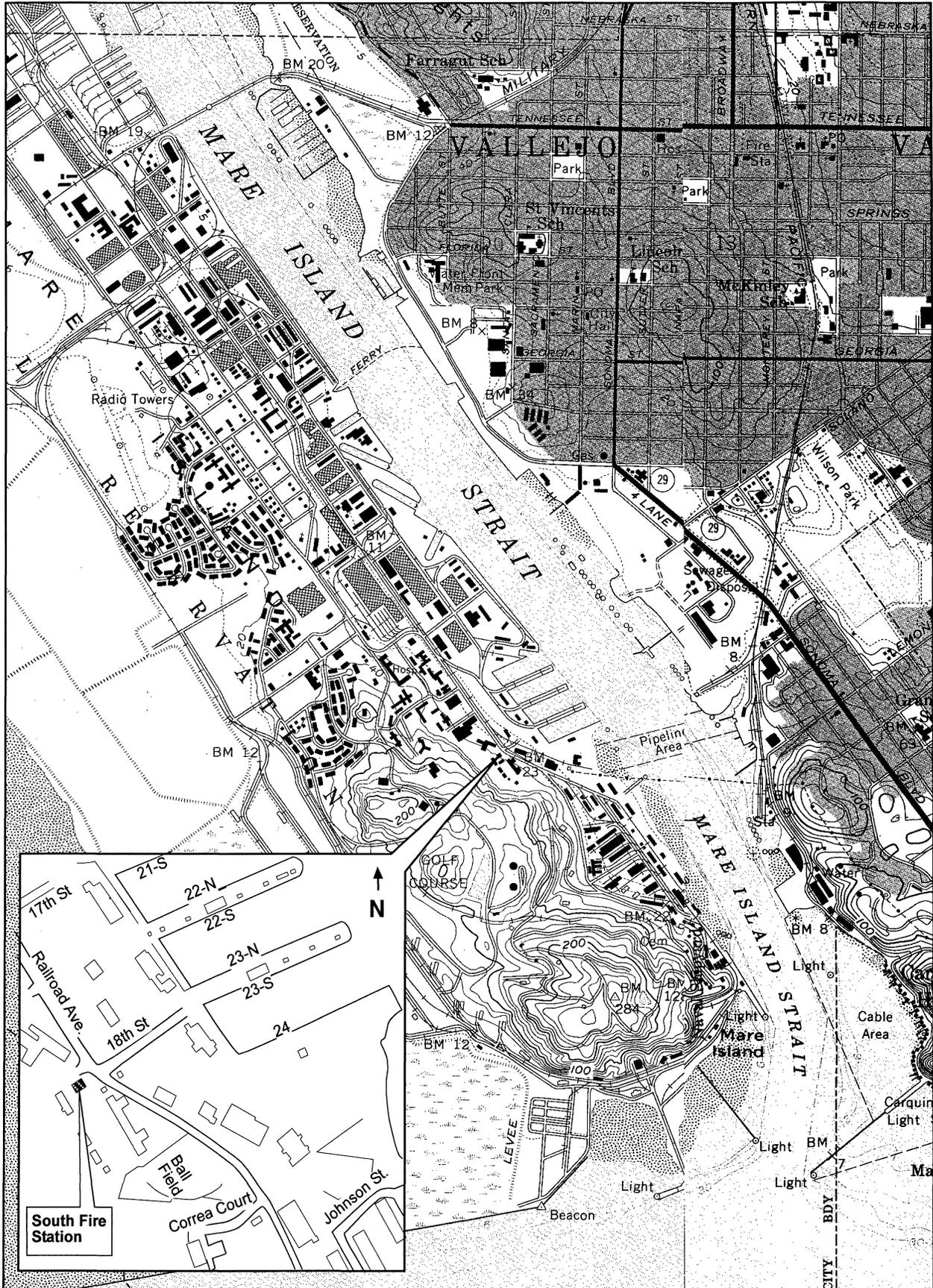
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Submitted By: 63D U.S. Army Regional Readiness Command Headquarters, 4235
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Mare Island Naval Shipyard, South Fire Station
(Mare Island Naval Shipyard, Building 726)
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Location Map and Site Plan (Inset) of Mare Island Naval Shipyard South Fire Station (Building No. 726) (USGS: Benicia and Mare Island, CA 7.5' Topographic Quadrangle, Both 1959, Photorevised 1980)