

U.S. Naval Base, Pearl Harbor,  
Administration Office  
(U.S. Naval Base, Pearl Harbor, Naval Shipyard)  
(Building 1C)  
Avenue E between Seventh and Eighth Streets  
Pearl Harbor  
Honolulu County  
Hawaii

**HABS No.** HI-342

HABS  
HI  
2-PEHA,  
119-

**PHOTOGRAPHS**

**WRITTEN HISTORICAL AND DESCRIPTIVE DATA**

**Historic American Buildings Survey  
National Park Service  
Western Region  
Department of the Interior  
San Francisco, California 94107**

**ADDENDUM  
FOLLOWS**

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HISTORIC AMERICAN BUILDINGS SURVEY

U.S. Naval Base, Pearl Harbor, Administration Office  
(U.S. Naval Base, Pearl Harbor, Naval Shipyard)  
(Building 1C)

HABS No. HI-342

Location: West of State Highway Route 62 (Nimitz Highway) 0.66 miles -  
west of Nimitz Gate  
Pearl Harbor Naval Shipyard and Intermediate Maintenance  
Facility  
City and County of Honolulu  
Hawaii

U.S.G.S. Pearl Harbor Quadrangle Hawaii 7.5 minute series,  
Universal Transverse Mercator Coordinates: 4.608160.2361560

Significance: Building 1C was used by Navy personnel to provide office  
spaces. Building 1C functioned as part of the Pearl Harbor  
Naval Complex but is only of minor importance to the historic  
character of the National Historic Landmark.

Description: This building was constructed as a three-story, semi-permanent  
administrative office annex. It is constructed with wood framing  
and siding set on concrete footings. The original construction  
consisted of wood frame double hung windows, wood doors, and  
a flat bituminous built-up roofing on wood. The overall  
dimensions of the building are 253 feet long by 40 feet wide by  
38 feet high.

History: The building was constructed at a cost of \$144,768 in 1942 as an  
addition to the headquarters of the Navy Yard (now Naval  
Shipyard and Intermediate Maintenance Facility). Built during  
World War II to prepare Pearl Harbor for an increased military  
presence, this building served as an administrative office. It  
housed various administrative personnel, most recently the  
Human Resources Office personnel for the Shipyard, some  
administrative personnel for U.S. Naval Base, Pearl Harbor,  
and the Resident Officer In Charge of Construction staff of the  
Naval Facilities Engineering Command, Pacific Division. Major  
renovations to the building includes an addition of 318 square  
feet on the second floor (1981), a new stairwell to the south-west  
face (1980), installation of aluminum canopies on the second and  
third floor windows (1962), and an addition of 138 square feet on

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the third floor (1959). A Military Construction project, P-215, -  
will demolish the aged and deteriorated building.

Sources: Property Record No. 2-00016 Historic File  
Historic Preservation Plan, U.S. Naval Base, Pearl Harbor,  
National Historic Landmark, February 1978

Historian: Duane Tsuruda, General Engineer  
Facilities & Equipment Maintenance Shop  
Naval Shipyard and Intermediate Maintenance Facility  
Pearl Harbor, Hawaii  
September 1998



**ADDENDUM TO  
U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION  
BUILDING ANNEX --S.E. EXTENSION  
(U.S. Naval Base, Pearl Harbor, Naval Shipyard)  
(Facility No. 1C)  
Avenue E between Seventh Street and Eighth Street  
(New address: Russell Avenue between Port Royal Street and  
Safeguard Street)  
Pearl Harbor  
Honolulu County  
Hawaii**

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**PHOTOGRAPHS**

**WRITTEN HISTORICAL AND DESCRIPTIVE DATA**

**HISTORIC AMERICAN BUILDINGS SURVEY  
Pacific Great Basin Support Office  
National Park Service  
Oakland, California**

HABS  
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## HISTORIC AMERICAN BUILDINGS SURVEY

Addendum to  
U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION BUILDING ANNEX --S.E.  
EXTENSION  
(U.S. Naval Base, Pearl Harbor, Naval Shipyard)  
(Facility No. 1C)

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This report is an addendum to a 3-page report previously transmitted to the Library of Congress in 1999.

**Location:** Avenue E between Seventh and Eighth Streets  
(New address: Russell Avenue between Port Royal Street and Safeguard Street)  
To the northwest of the Main Headquarters  
Pearl Harbor Naval Base  
City and County of Honolulu, Hawaii  
  
This building falls within the UTM coordinates of the Pearl Harbor, Naval Shipyard. USGS Waipahu & Pearl Harbor Quadrangles, Hawaii (scale – 1:24,000)

Universal Transverse Mercator Coordinates: Zone 4

A. 609210.2361370	E. 607790.2361980
B. 609300.2361660	F. 607100.2361870
C. 608530.2362130	G. 606700.2361480
D. 608120.2362430	H. 607020.2360930

**Significance:** Facility 1C is located within the Pearl Harbor National Historic Landmark. It is the last building of a construction type unique to Pearl Harbor: a barracks building design which was modified to suit local conditions by the addition of a third floor, a 4" thick concrete roof to protect against incendiary bombing, and transoms for increased ventilation. Facility 1C is the last remaining of the major World War II-era wooden buildings in the Shipyard that were critical to the Navy's mission during the War. It is associated with the great expansion of facilities and personnel during WWII. This building was part of a grouping of important historic buildings that supported Facility 1, the headquarters of the Navy Yard (now Naval Shipyard and Intermediate Maintenance Facility). This historic grouping included Facilities 1, 1B, 1D, 1E, 1F, 1G, and 1H.

### PART I. HISTORICAL INFORMATION

#### A. Physical History:

1. **Date of construction:** As listed in Navy Record Base, the building was completed in 1942. The CPNAB files state that completion of the building was in July 1942

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(CPNAB, n.d.: A-1001) and this is verified by a photo that was taken by the 14<sup>th</sup> Naval District dated Jun 25, 1942. The first drawing on record dates January 9, 1942. It is a cross-sectional drawing showing a typical side wall framing and basic structural components. The location plans, cross sections, and plumbing plan are dated March 1, 1942. Drawings of footing plans, exterior elevations and typical construction details dated December 2, 1942, show that record drawings were done after construction was completed.

2. **Architect:** Facility 1C was designed by local architects and engineers employed by the Fourteenth Naval District Navy Yard-Pearl Harbor. Drawings are signed V.O., possibly referring to Vladimir Ossipoff, a well-respected architect in Hawaii. See HABS No. HI-391 World War II Bombproof Buildings, for additional information on architect Vladimir Ossipoff.
3. **Original and subsequent occupants, uses:** It was originally built as an addition to the headquarters of the Navy Yard. It housed various administrative personnel for the Shipyard, some administrative personnel for U.S. Naval Base, Pearl Harbor, and the Resident Officer-In-Charge of Construction staff of the Naval Facilities Engineering Command, Pacific Division. After the war, it continued to be used as an administrative office, until the building's closure in 1997.
4. **Builder, contractor, suppliers:** 14<sup>th</sup> Naval District, Pearl Harbor, T.H.
5. **Original plans and construction:** The original footprint measured 40' x 252' and it had an approximate floor area of 32,156 sq ft. The structure was connected to the main headquarters (to its west) by a 96'- long three-story wooden bridge, connecting the buildings at all levels. The front façade, with its long continuous rows of single-hung windows and awnings above, had a pleasing uniformity. The third floor windows were shaded by a continuous band of angled wood louvered awnings.

Facility 1C was also, from the start, connected to a vault and a multi-utility structure at its rear elevations, by stairs and bridges. Please refer to HABS No. HI-476 for information concerning the vault of Facility 1C.

The Bureau of Yards and Docks had adopted a B-1 type barracks at the end of World War I (H-shaped plan) and later the B-2 type barracks in 1942, developed by Eggers and Higgins of New York. The B-2 plan was a modern style Navy barracks that placed it within the character of the International style. It had a rectangular plan, flat-roof profile, banded windows, and new substitute materials used for siding and interior finishes. The windows were wood double-hung, but unlike the Federal-style patterns of earlier barracks windows, these had one single pane above and below, instead of the traditional six-over-six. In the design of Facility 1C, this basic design package was modified to fit locally appropriate needs. Significant modifications of the standard building type include: 1. Details that allowed for ample ventilation through the building, 2. The design of a 4" thick concrete roof in response to the possibility of incendiary bombing. 3. Its three-story mass as opposed to the standard two-story mass. As a result, this building should be noted as a distinctive type.

**6. Alternations and additions:**

The building's original appearance was not significantly altered during its life. The following list outlines the changes that were made over the building's life:

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- 1960            Modification to main south entrance- new exterior stair to second floor.  
  
                 Interior modifications to second and third floors (Project coordinator: Hego Fuchino)  
  
                 Replacement of lighting to second floor spaces.  
  
                 New cabinetry in offices spaces.  
  
                 Modifications to interior partitions and new drop acoustical ceiling panels throughout.  
  
                 New telephone system installed.
- 1962            Installation of aluminum canopies on the second and third floor windows
- c.1970          Store rooms between the gap of Facility 1C and Facility 1G made at the first and second floor level, enlarging floor area of each floor 138 square feet.
- 1971            Repairs and repainting of exterior elevations. New electrical feeder system. Installation of new metal interior partitions on ground floor.
- 1977            Partial rehabilitation of second floor electrical and mechanical systems for installation of OICC Midpac Administration Offices.  
  
                 Some new interior partitions built.
- 1980            Rehabilitation of second floor. New mechanical and electrical systems installed. All walls, doors and door frames were painted.  
  
                 Pedestrian bridge was rehabilitated and modified- second story level was partially removed due to low clearance for vehicular traffic passing under bridge.
- 1982            Rehabilitation and remodeling of second floor rooms of OICC Midpac Administration Offices. Interior connection to Facility 1G made at the second floor level.
- 1983            Rehabilitation and remodeling of first floor for the new installation of Shipyard Industrial Relations offices. Mechanical and electrical system upgraded, bathrooms remodeled, new light fixtures installed, interior partitions built.

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**B. Historical Context:**

Facility 1C was designed in Hawaii by local architects and engineers employed by the Fourteenth Naval District Navy Yard-Pearl Harbor during the build-up of Pearl Harbor and its war efforts. Due to this situation, the building employs a combination of standardized details of the plans for barracks buildings of the Navy's "Temporary Buildings" accepted by the Bureau of Yards and Docks as well as several distinctive architectural characteristics that were locally appropriate and unique.<sup>1</sup> Facility 1C was designed in January 1942, just after the attack on Pearl Harbor and was rushed to completion and finished in July of that year. During the busy months at Pearl Harbor after the attack, space for all activities was needed and 1C served as an annex to the adjacent administration building, Facility 1.

Facility 1C was built under a large contract, which started out as being labeled contract NOy-4173 in 1941. This original contract included the construction of industrial shop buildings and accessories, with the cranes, roads, and walks required; pipe and copper shop buildings, galvanized-shop building, and electric shop building, each with its accessories; roads, walks, services and auxiliary construction; and quay walls. The estimated cost of these projects, "stated to indicate generally their degree of magnitude and not as a limit of cost," was \$3,040,000. As the work progressed, additional projects were authorized. Forty-three added projects were combined with the original seven to form Consolidated Project No. 31, with the final estimated cost of \$8,642,348. The construction of a "three-story frame annex to the administration building", Facility 1C, was among this group of additional buildings. This was indicated as Project Number 879 (CPNAB, n.d.: A-997, A-1024).

The building was completed during World War II, and was used as administrative space for the Naval Base Headquarters located directly adjacent to its west side. After the war, it continued to be used as administrative and office space for various personnel of the Navy. At the end of its life, it was being used as Administrative Storage space.

In 1998, this building, along with several others in its grouping, was slated for demolition under Shipyard Construction Project P-215 (Tsuruda, 1998: 1). While all of the other buildings on the list were demolished between 1999-2000, Facility 1C and 1G were not.

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<sup>1</sup> In response to large-scale construction efforts during national emergencies in WWII the military looked for a system of building that could be fast, efficient, and least expensive. Timber frame construction had undergone a revolution in the 1800s when balloon framing, later modified as platform framing, was invented. This was one technique that the majority of carpenters and builders understood and building companies requiring hundreds of thousands of carpenters and millions of dollars worth of construction materials demanded a system of building that was known and proven, however dated or labor-intensive. The least expensive material for framing and cladding, and hence the most widely used material for temporary construction, was dimensioned lumber. The temporary buildings built during the war were of wood stud construction (rather than plank frame), concrete piers, and painted exterior horizontal shiplap sheathing. Designed for a building life of 5 to 7 years, many have now stood up to five decades of use. Plywood, hardboard, and asbestos cement, introduced in the early 20<sup>th</sup> century, were still considered experimental as late as World War II, although the military services would employ large quantities of each. Thus, the materials and techniques used during periods of war were hardly revolutionary, and for the most part, had enjoyed a long history of peacetime development and application.

## PART II. ARCHITECTURAL INFORMATION

### A. General Statement

#### 1. Architectural Character:

This building is a World War II Temporary Military Building, similar to many large wood-frame structures built within Pearl Harbor during the height of the War. It is a three-story wood-frame building on a concrete pier foundation. The roof is a low-pitch gable roof with a 4"-thick concrete slab. Several ventilation techniques were used to naturally ventilate the interior spaces.

#### 2. Condition of fabric: Fair

### B. Description of Exterior

1. **Overall dimensions:** The building is a 3-story structure, having a gross total area of 32,156 square feet. The overall dimensions of the building are 252' long by 40' wide by 38' high. The building is built on a flat/very slightly sloping site. The base of the building is built on piers, elevating the building approximately 3'-0" off the ground.

The first level floor-to-floor height is 11'-2 1/2". The second level floor-to-floor height is 11'-6 1/8". The third level floor-to-floor height is 10'-0". The distance from the bottom of the ceiling joist to the top girder is 2'-6".

There are two covered exit stairs at both ends of the building, measuring 9'-6" wide by 20' long. A wooden bridge measuring 11' wide by 96' long connects Facility 1C to Facility 1 located to its west side. A covered passage off the west side exit stair connects Facility 1C to Facility 1G.

2. **Foundations:** Concrete pier foundation with wire-mesh between posts. The concrete footings measure 14" x 21" with the wide length facing the exterior.
3. **Walls:** All exterior walls are faced with 1 x 8 shiplap siding. The lengths of the boards vary, but they are approximately 8' - 10' long.
4. **Structural systems, framing:** The structural system is based on a grid layout. The building is 21 bays long (12' span per bay) and three bays wide (8' middle bay flanked by 16' foot side bays).

The main structural members are 8 x 8 posts at all bays and 8 x 12 floor and roof beams. The interior post capitals are beefed up at the beam supports for greater structural strength at the first and second floors. Diagonal knee bracing (4 x 6) that connects the floor framing to the exterior wall posts was designed to give extra lateral bracing to this very long and narrow building. The floor framing uses 2 x 10 joists @ 16" on center. The structural framework of the 4'-9" wide awnings that extend out from the walls over the first and second floor window bands are tied to the floor joists of the story above, angled slightly for drainage. The framing for the awning is 2 x 4 @ 16" on center. The interior core bathroom and utility walls are framed with 2 x 6 wood studs @ 16" on center and the stair walls are framed with 2 x 4 wood studs @ 16" or 17" on center. The flooring material is a single layer of Douglas fir 1 x 4 tongue and groove boards.

In order to support the 4"-thick concrete roof deck (designed for protection from incendiary bombs), the third floor structure and the roof structure was built

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slightly over-sized. For instance, the edge beams are double-layered; the lower beams (8 x 8) support the walls and the framing and the upper beams (8 x 12) supports the roof weight. The diagonal knee braced extends up into the roof structure (see photo number HI-342-12). The roof joists are 2 x 12 @ 16" on center with 1 x 6 (or 2 x 6) planks attached to the upper side, and the 4" layer of concrete topping over this. Finally, fiberglass reinforced asphalt roll roofing protects the concrete layer. The 8 x 8 posts are joined with the lower level posts at the floor of the third level using bolts in one direction and scabbed on 2 x 8 pieces in the other direction. These 2 x 8 members continued up the post and end just below the ceiling joists. The 2 x 8 members are used as structural members upon which the 2 x 10 joists rest.

#### **4. Openings:**

**a. Doorways and doors:** There are double-door exits off the ends of the central corridors on all three levels, leading directly to an exterior stair. The original doors were glass paneled on the top and wood paneled on the bottom half. The pair measured 5' wide x 7' tall. A screened transom above (1'-8" high and 5'-0" long) allowed for cross ventilation. The main entryway is off Avenue E, along the length of the building. One enters up a short flight of steps through the first floor doorway located at the center of the length of the building.

**b. Windows:** Continuous bands of one-over-one wood double-hung windows line the front and side facade of the building, except where doors interrupt. Each one-over-one window measures 3'-4" wide x 5'-1" high. There are three windows per 12' bay. No interior or exterior screens were designed or built for these windows. Because the utility and bathroom core is placed along the back wall, a large section of the central area of the back elevation is lined with small transom windows.

#### **5. Roof:**

**a. Shape, covering:** The roof is a very slightly sloping gable roof. The gable-end attic vent detail appears to be unique to Hawaii; angled shims have been inserted between the 1 x 8 shiplap siding to create gaps between the boards for ventilation.

**b. Cornice, eaves:** The eaves and awning extend 4'-9" out from the face of the walls. The detail where the joists of the eaves and awnings meet the shiplap siding is worthy of note; the shiplap siding was routed at every joist intersection so that the joists could be exposed without using extra material for fascias or other wrapping material.

#### **6. Bridge:**

A wooden covered, three story bridge connects Facility 1C to Facility 1. The bridge is 5 bays long (of varying spans) by 1 bay wide. The bridge has a width of 10'-9 1/2" center-to-center between posts. Its length is 96' feet long. Beginning with the bay closest to Facility 1C, the bay widths are the following: 9'-3 3/4", 10'-8 1/4", 24'-8", 28'-5 1/8", and 24'-1 1/2". Its overall height is 35'-6", with the floor-to-ceiling heights matching that of Facility 1C. The structural members are 8 x 8 posts and beams with cross bracing under the second floor deck and knee bracing at the third floor deck. The foundation is a post and pier footing using 7/8" anchor bolts and angles that

connect the post to the footing. The angles are attached to the side of the posts, raised up 8" above the top of the footing, and the anchor bolt is left exposed a distance of 8" from the angle piece to the top of the footing (see drawing 183447 on page 23 of this report).

### C. Description of Interior:

1. **Floor plans:** The floor plans for all three floors are similar. The floors have a straightforward office layout: the central corridor for circulation and the flanking sides are used for office spaces. The bathrooms and utility rooms, including officer's rooms are centrally located, facing the stair well across the hallway.  
Partition walls designed to fit within 12' bay lengths were designed as modular units. These units have a door off to the side and canec wall-panels on the other portions. These partitions leave a gap of 12" off the floor and are open about 3'-0" above the wall, for ventilation. It appears that these partition walls were built only where needed. (Most of the original partitions have been removed over the years, and all remaining have been altered.)
2. **Stairways:** Originally, there was an interior stair from the first to the second floor, and continued up to the third floor. However, in 1961, the 1<sup>st</sup>-2<sup>nd</sup> floor section of the stair was removed and an exterior stair was built (see drawings 890866 and 890867). The stairway from the second to the third floor level was not modified. It has a single wood handrail which is a large-sectioned oval-shaped wood rail (2 3/4" x 2") attached to the wall by single steel brackets.
3. **Flooring:** The flooring was originally a finished 1 x 4 tongue and groove flooring designed and built to be part of the structural system. In later years, this flooring was covered with asphalt tiles and carpeting.
4. **Walls and Ceiling Finish:** 1 x 6 tongue and groove boards, oriented horizontally, panel the interior face of the exterior walls, under the window ledges. 1 x 5 wood baseboards line these walls also. The ceiling is finished with 4' x 8' canec panels with v-side grooves. These are mounted to ceiling framing and shims that are attached directly to the floor joists above.
5. **Openings:**
  - a. **Doorways and Doors:** The typical doors within the modular interior partition units measure 3'-0" x 7'-0". The doors of the men and women's bathrooms measure 2'-6" x 6'-8". The doors to the utility closets are wood louvered doors measuring 2'-0" x 6'-8".
  - b. **Windows:** See exterior windows. The windows are 3'-6" off the floor.
6. **Decorative features and trim:** No decorative features. Very utilitarian.
7. **Hardware:** At the time of the building inventory, all of the historic hardware had been removed. However, it appears, from paint outlines and historical inference that originally, the door hardware consisted of brass knobs on plain or art deco escutcheon plates.

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**8. Mechanical equipment:**

- a. **Heating, air conditioning, ventilation:** Originally, the building was completely naturally ventilated. Window air conditioning units were added to windows at virtually every bay in later years. Although unsightly, the installation of the window units did not necessitate the removal or major modification of the windows, so that the windows are still intact today.
- b. **Lighting:** Fluorescent suspended strip baffled lighting was used throughout.

**D. Site:**

The most important site condition of Facility 1C is its physical connection to the original Navy Base Headquarters Facility 1. The bridge which connects the two facilities is 96'-0" long and directly links the buildings at the second and third floors. When it was built, the facility was part of a large group of annex buildings, Fac. 1B, 1D, 1E, 1F, 1G, 1H, that related to Facility 1. Two other permanent buildings located in the vicinity are Fac. 207 and 167, also built during WWII.

**Part III. SOURCES OF INFORMATION**

The original drawings for this building are on microfilm at Pacific Division, Naval Facilities Engineering Command (PACNAVFAC-ENGCOM) Plan Files.

Information on World War II use of buildings obtained from a typescript report with no title or title page that is part of the Robert F. Walden Collection at the University of Hawaii, Hamilton Library, Hawaii and Pacific Room. The subject of the report was the war efforts carried out by the Yard Supply Department from January 1941 to August 1945.

Historic photos can be found at the National Archives II Box Number 71 CA 171-A.

Historic photos were obtained from the Pearl Harbor Naval Shipyard Photo Collection, Photo Numbers VSJ-74-3-80 F137, VSJ-74-3-80 F14, and VSJ-74-3-80 F6.

For an overview of the Naval Shipyard, see HABS No. HI-483. For more information regarding Facility 1G, see HABS No. HI-476.

**Bibliography:**

Contractors Pacific Naval Air Bases  
n.d. Technical Report and Project History, Contracts NOy-3550 and NOy-4173, Pacific Naval Air Bases. Microfiche of report at Pacific Division Naval Facilities Engineering Command Library.

Garner, John, S.  
1993 World War II Temporary Military Buildings A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States. U.S. Army Engineering and Housing Support Center (USACERL). Fort Belvoir: VA.

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Cole, William  
3/3/2002 "Suit Delays Razing of War Relic". *Honolulu Advertiser*. Page B-1.

Luna, Doug  
2002 *The Case for Saving Building 1C*. Paper written and distributed to several concerned architects in the Honolulu area. Dated March 18, 2002.

Pacific Naval Facilities Engineering Command  
2003 "Request for Quotation N62742-03-Q-1841". Statement of work for Historic American Buildings Survey Documentation for Building 1C and 1G, Naval Shipyard, Pearl Harbor Naval Complex. Contract statement includes three paragraphs describing the background of the project.

**Likely sources not yet investigated:** 14<sup>th</sup> Naval District Photo Collection

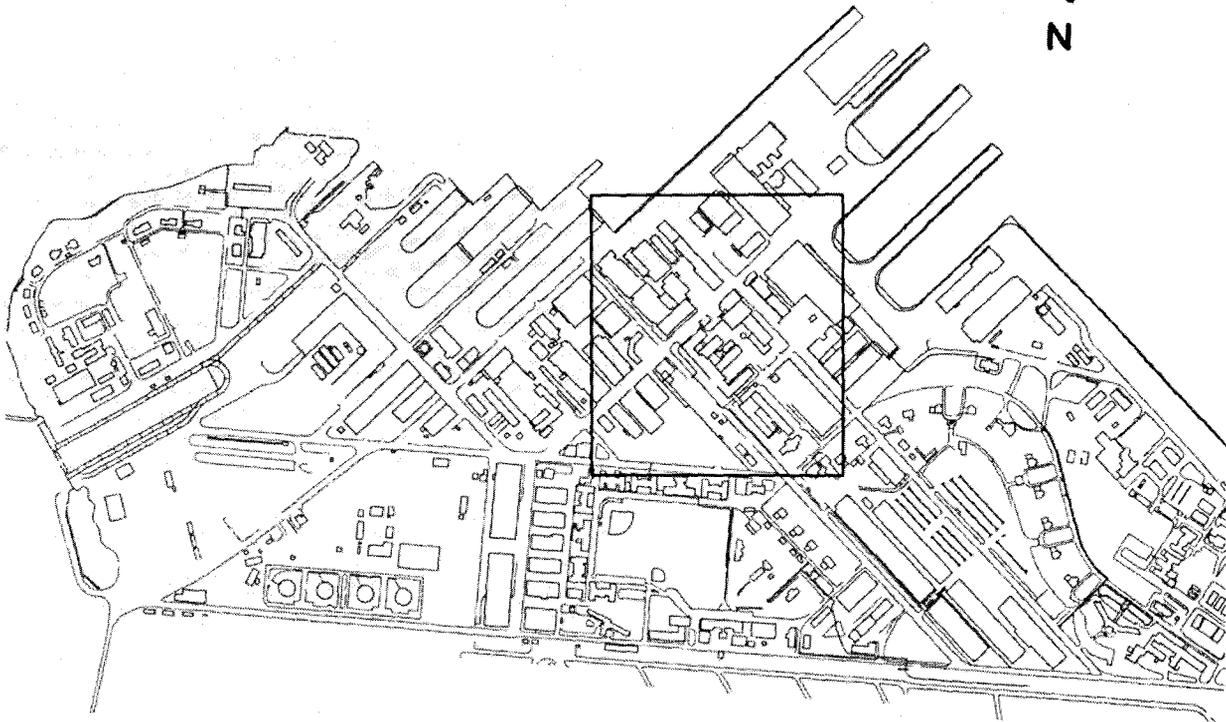
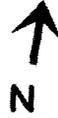
**Part IV: PROJECT INFORMATION:**

Commander Navy Region (COMNAVREG) Hawaii proposes to demolish Building 1-C to reduce excess facility square footage at U.S. Naval Base Pearl Harbor. In accordance with 36 CFR Part 800, implementing regulations of Section 106, National Historic Preservation Act, COMNAVREG Hawaii consulted with the Advisory Council on Historic Preservation (ACHP), the National Park Service (NPS), the Hawaii State Historic Preservation Officer (SHPO) and other consulting parties. This photo documentation and recordation has been carried out by COMNAVREG Hawaii as partial fulfillment of the mitigations stipulated in the Memorandum of Agreement between COMNAVREG Hawaii and the ACHP. This project is being supervised by LT Joshua Powell, Historic Preservation Program Coordinator for COMNAVREG Hawaii. The photographic documentation was undertaken by David Franzen, a photographer in Hawaii with twenty-five years of experience completing photography that meets HABS specifications. Lorraine Minatoishi Palumbo, Ph.D., Architectural Historian of Mason Architects, Inc. with eight years of historic preservation experience, carried out the research and prepared the written documentation. Fieldwork and research was conducted on April 23, 2003.

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**Shipyard Map**

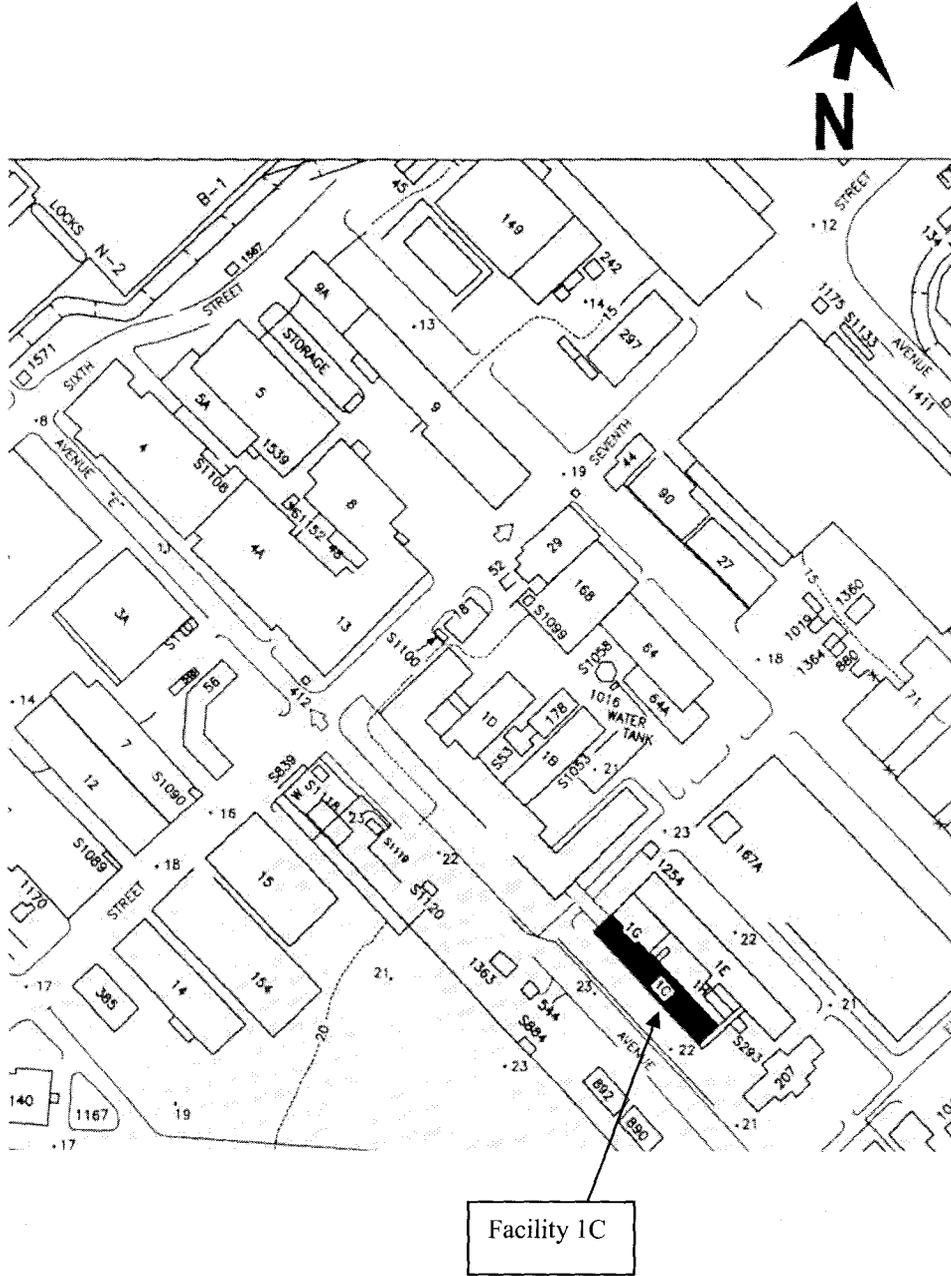
**SEE ENLARGED MAP**



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Enlarged Area Map



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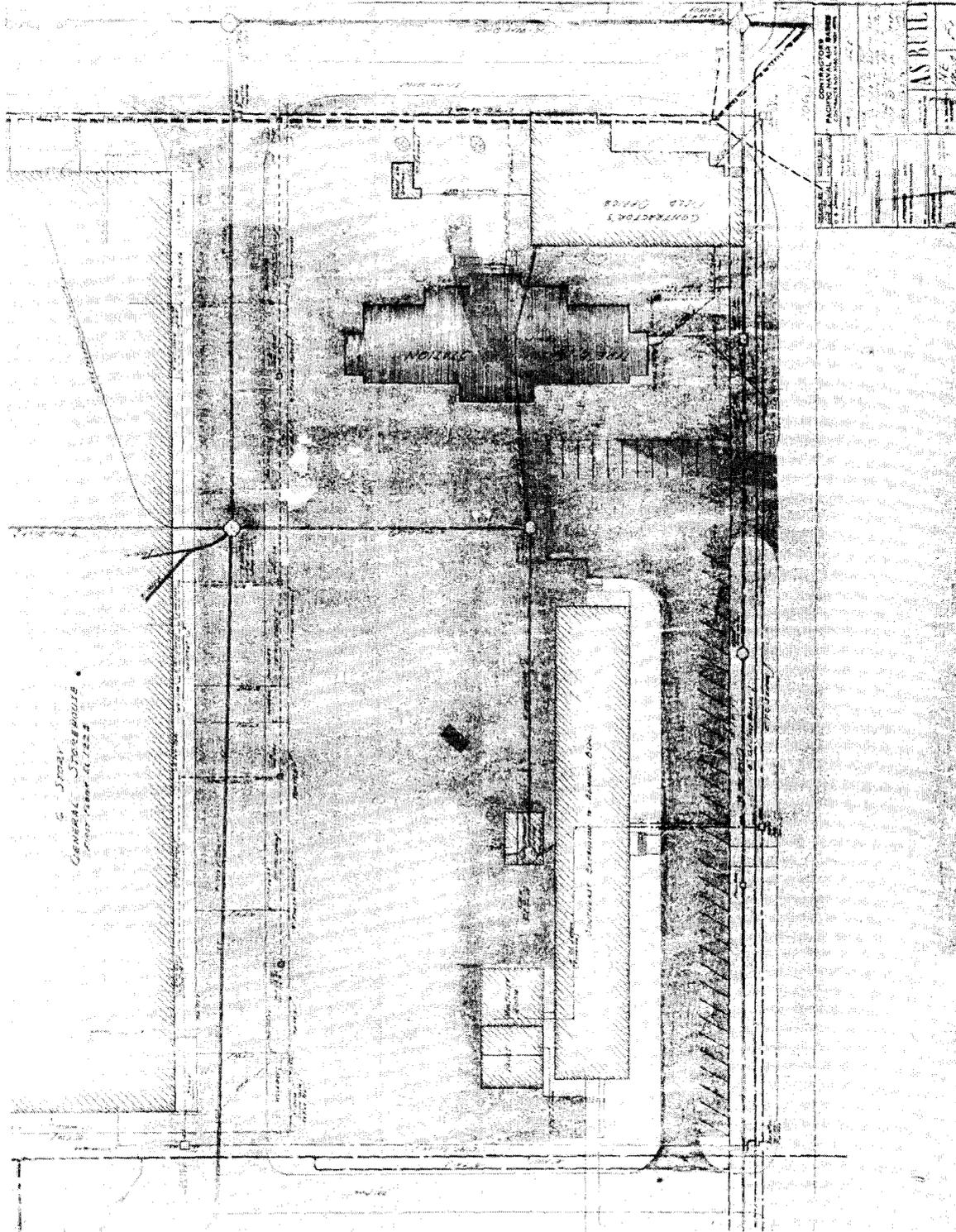
(U.S. Naval Base, Pearl Harbor, Naval Shipyard)

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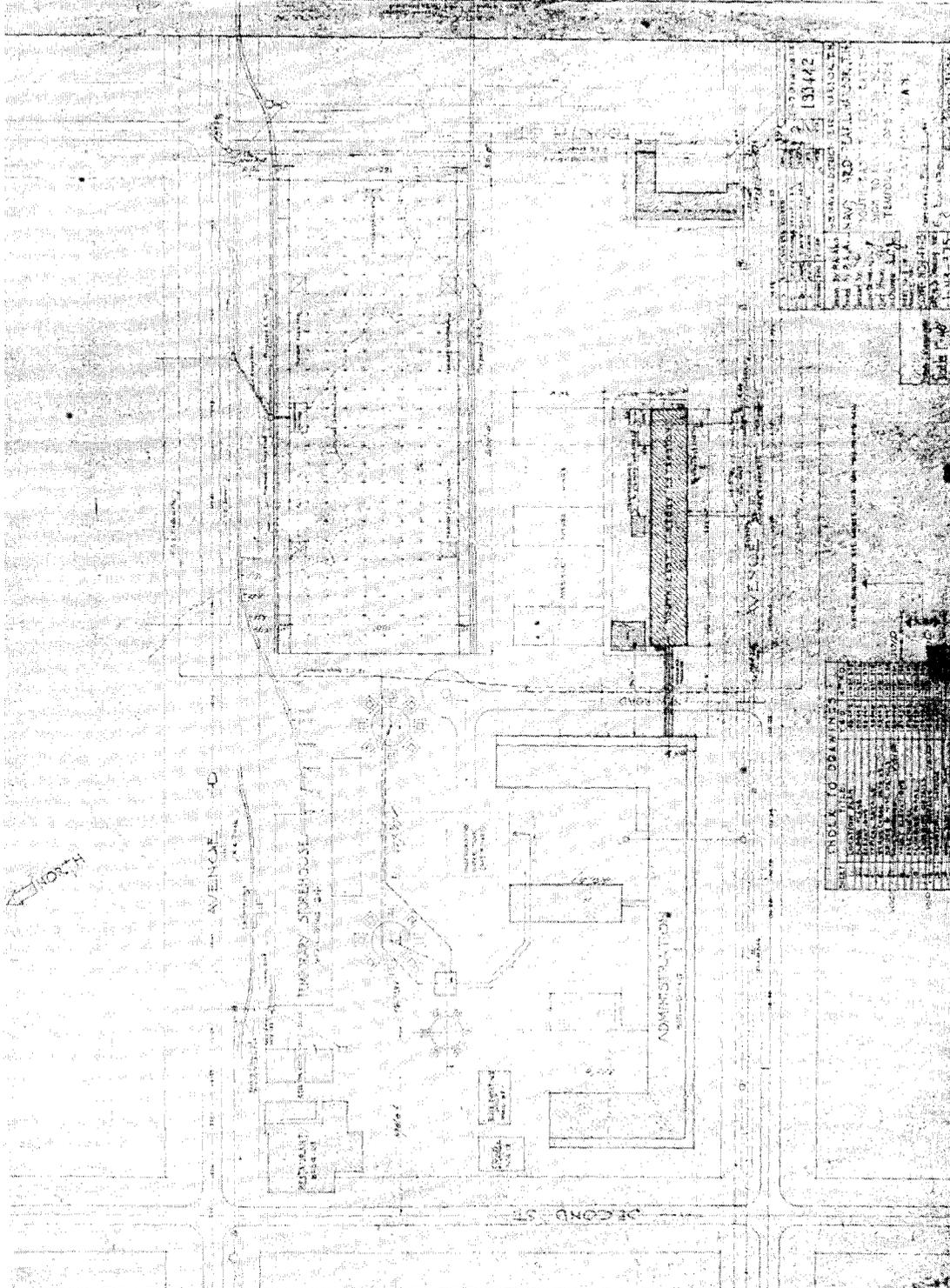
Plot Plan and Exterior Utilities (10/26/1942, drawing no. 609) (reduced)



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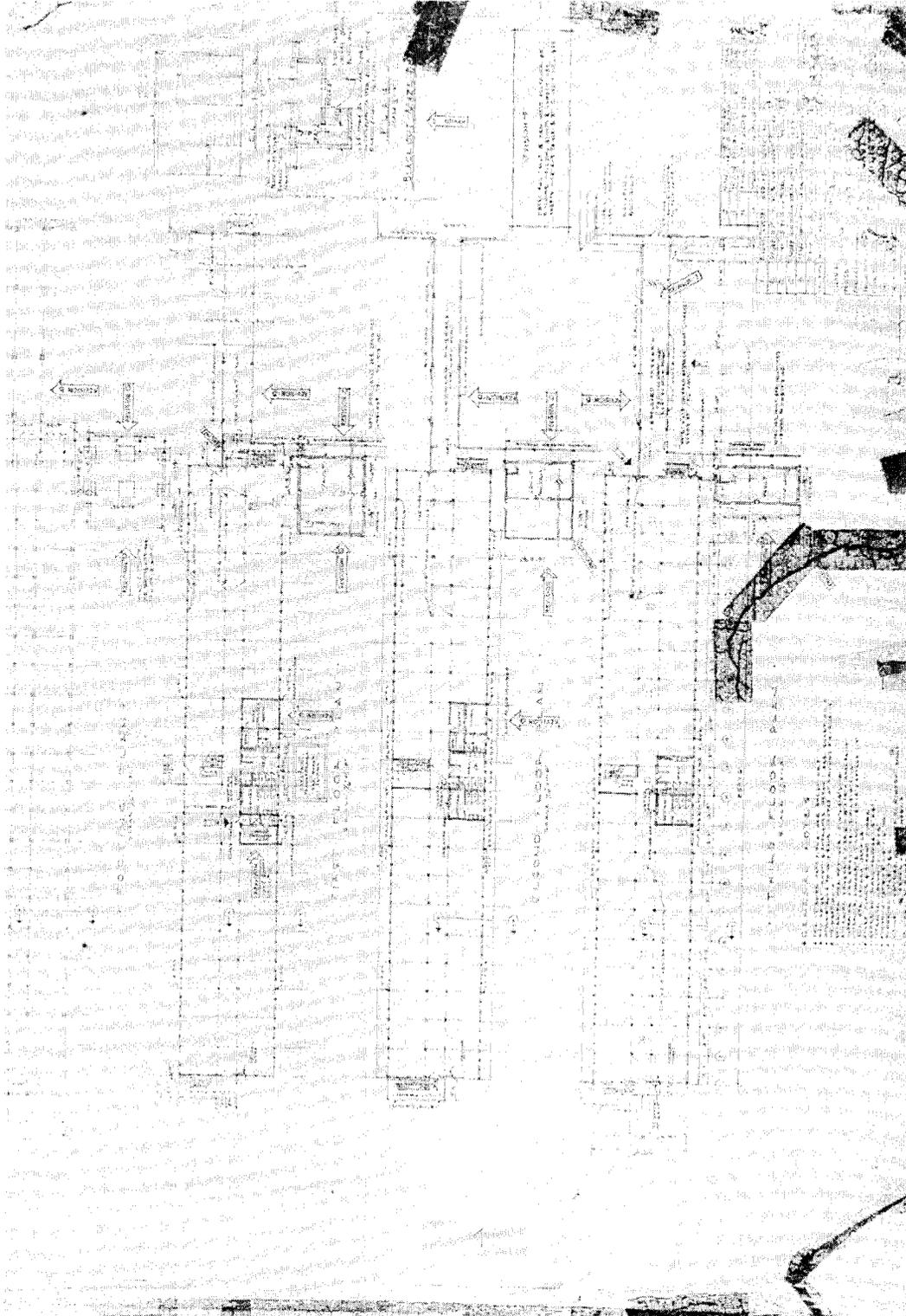
16

Location Plan, Drawing Index (3/1/1942, drawing no. 183442) (reduced)



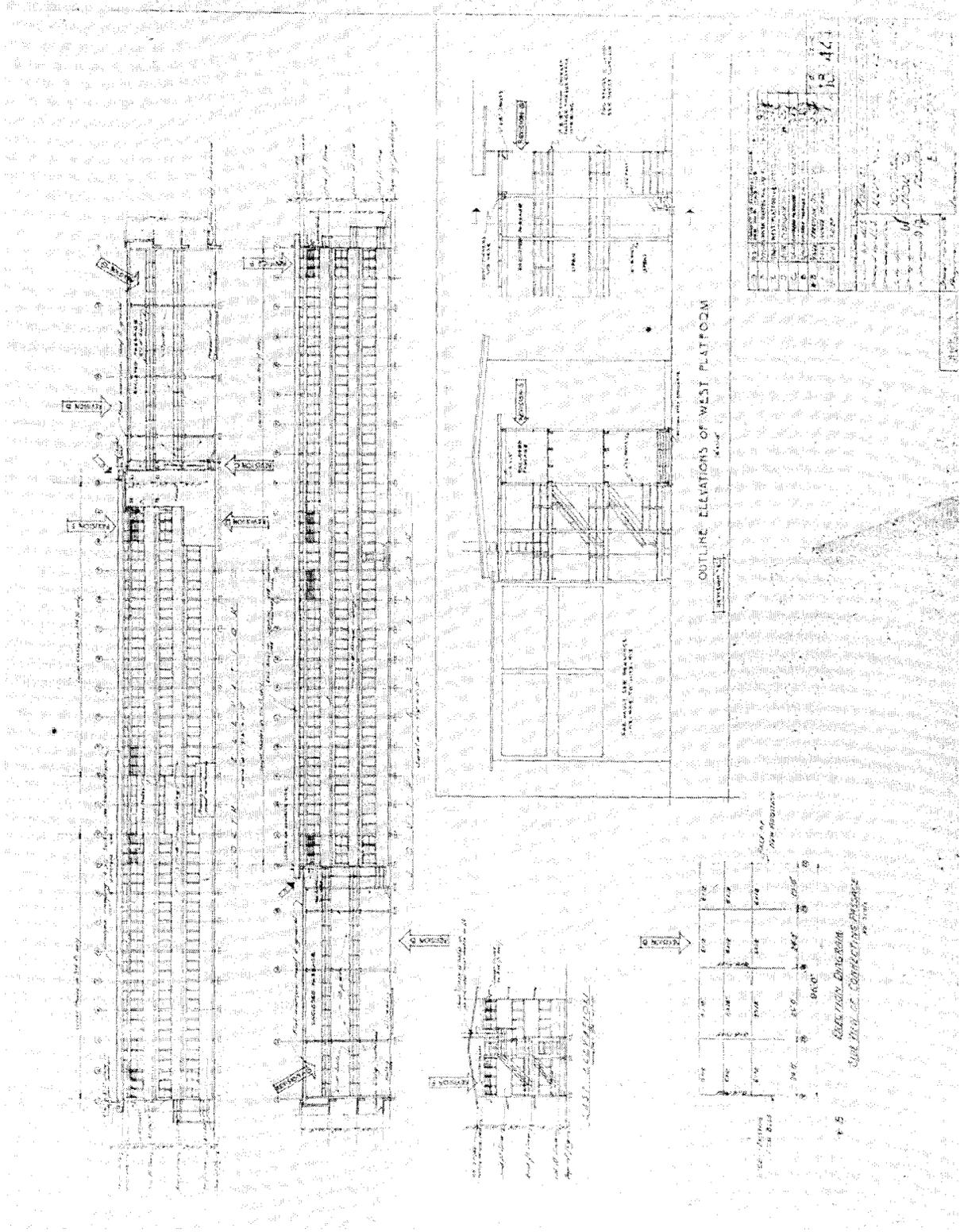
**U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION BUILDING ANNEX -S.E.  
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**Footing Plan, 1, 2, & 3 Floor Plans (12/3/1942, drawing no. 183443) (reduced)**



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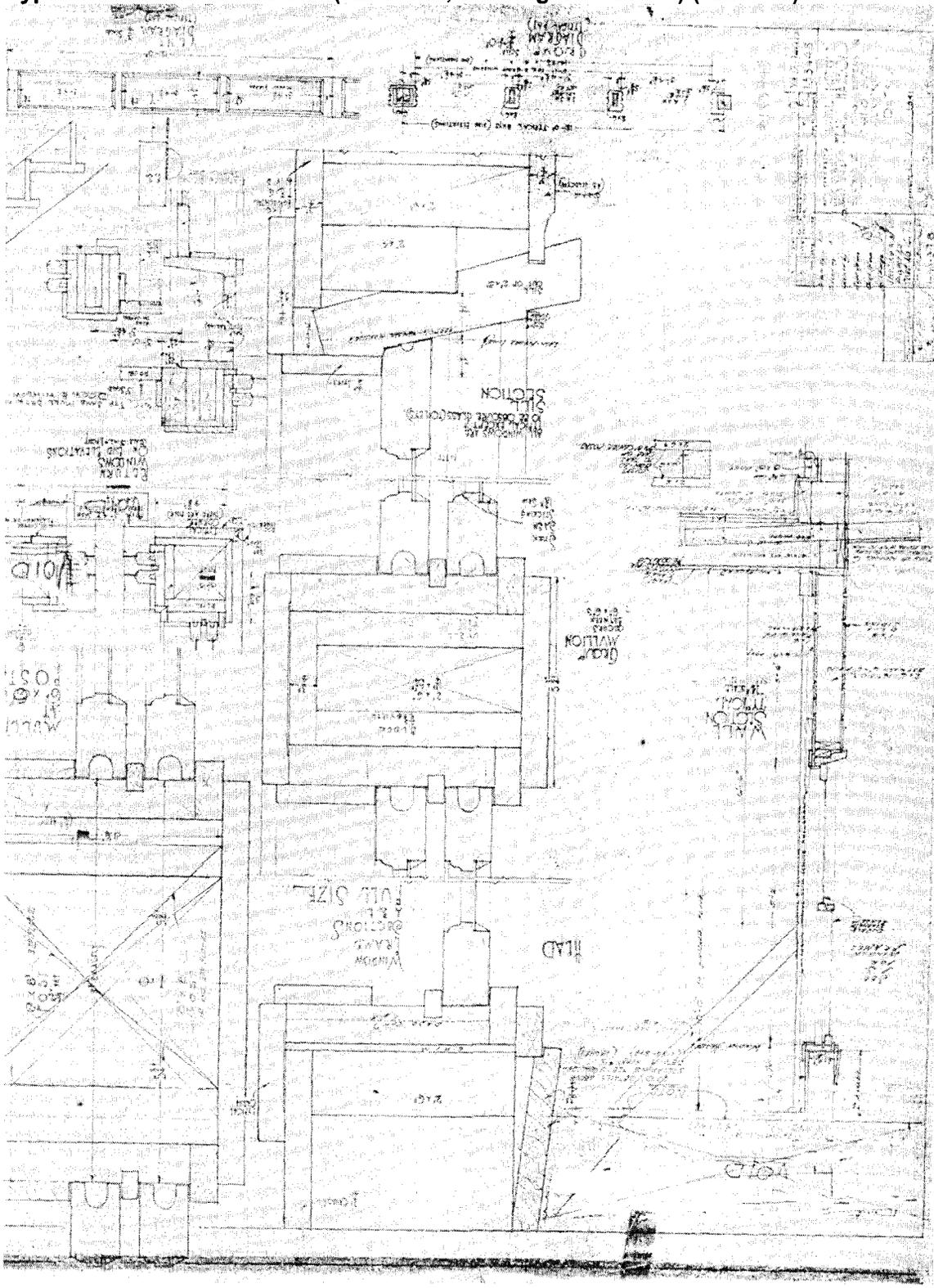
**Exterior Elevations (12/3/1942, drawing no. 183444) (reduced)**



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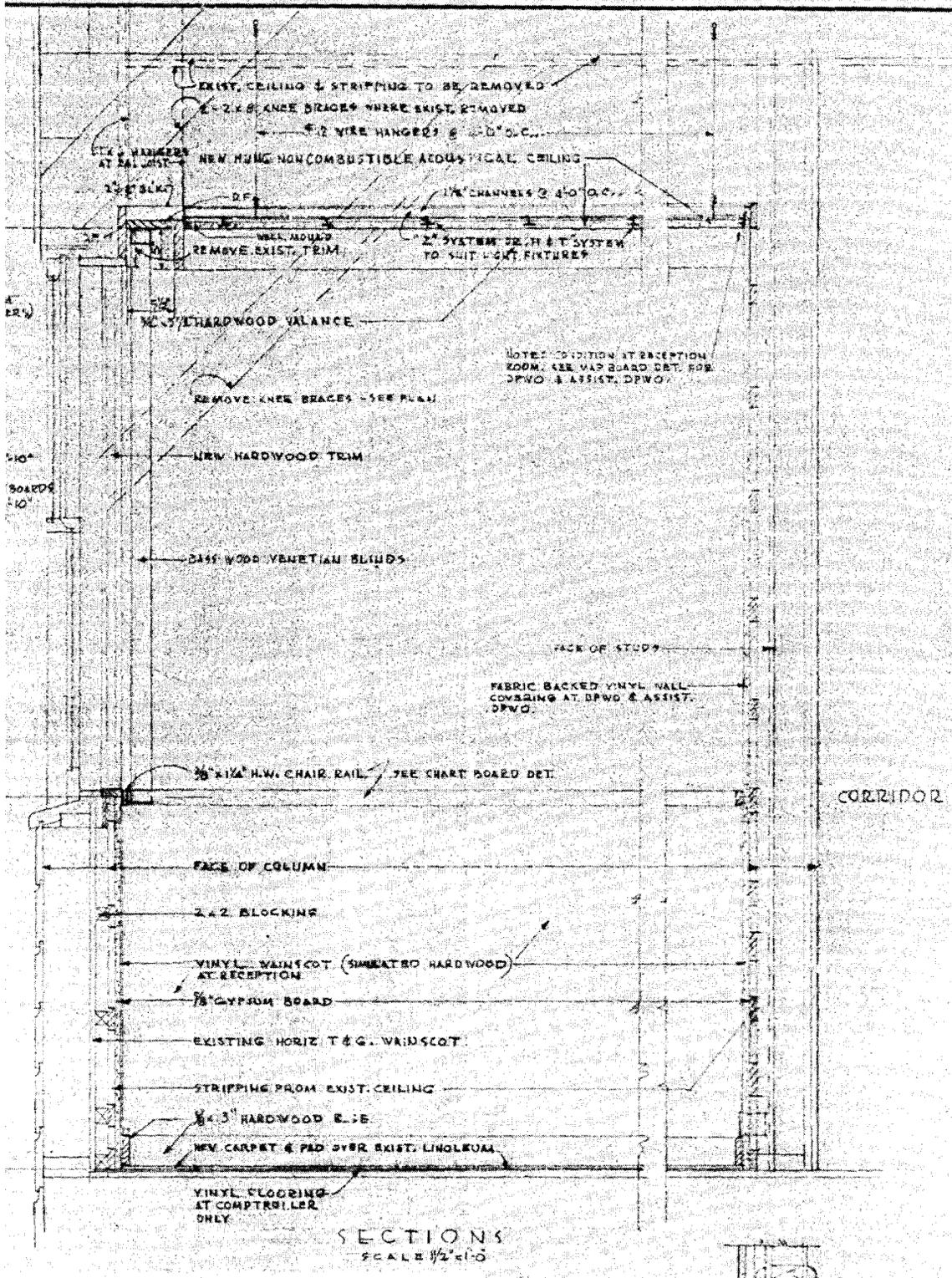
Typical Construction Details (12/3/1942, drawing no. 183445) (reduced)





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Second Floor Detail Wall Section (3/10/1960, drawing no. 890572) (reduced)

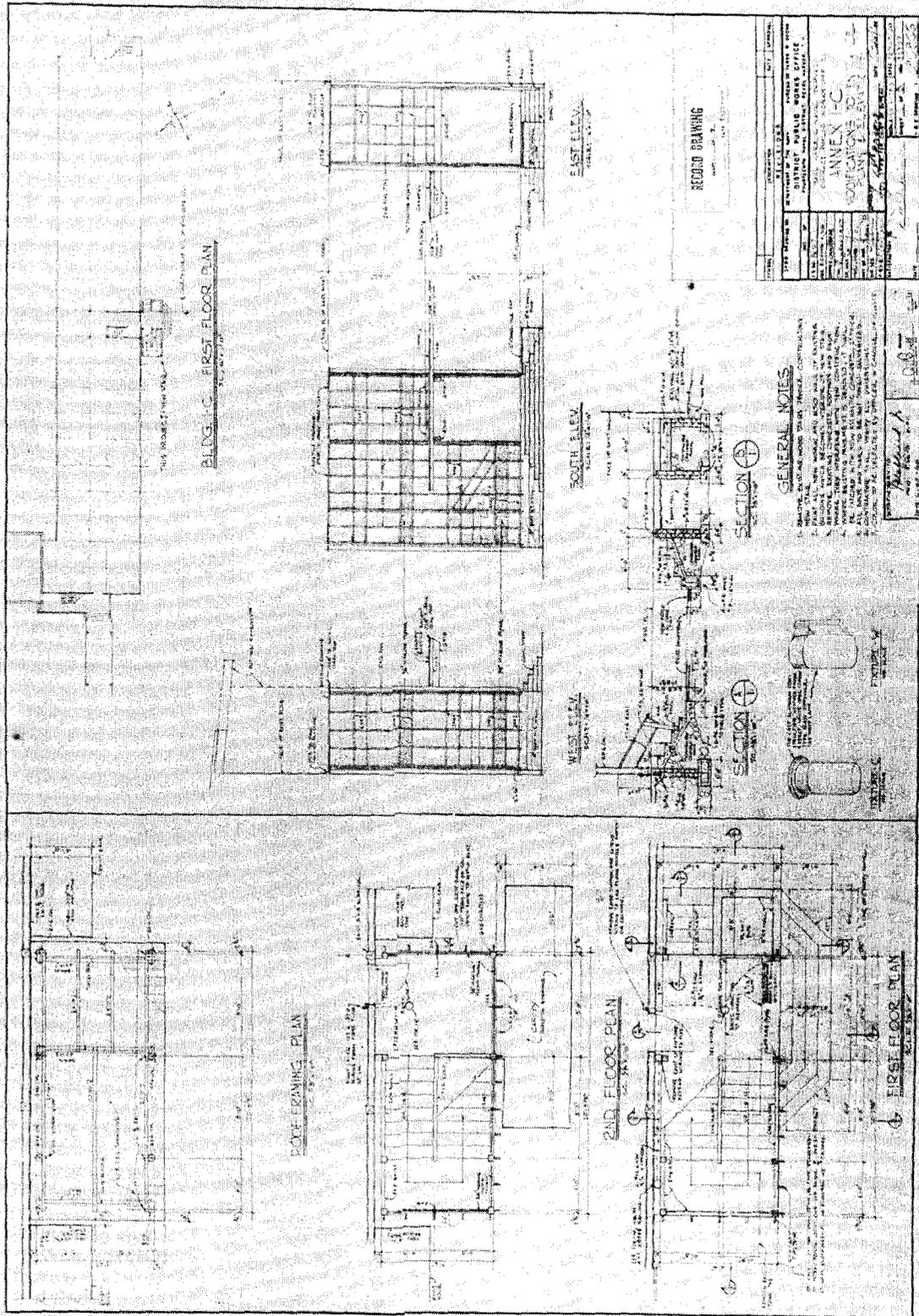




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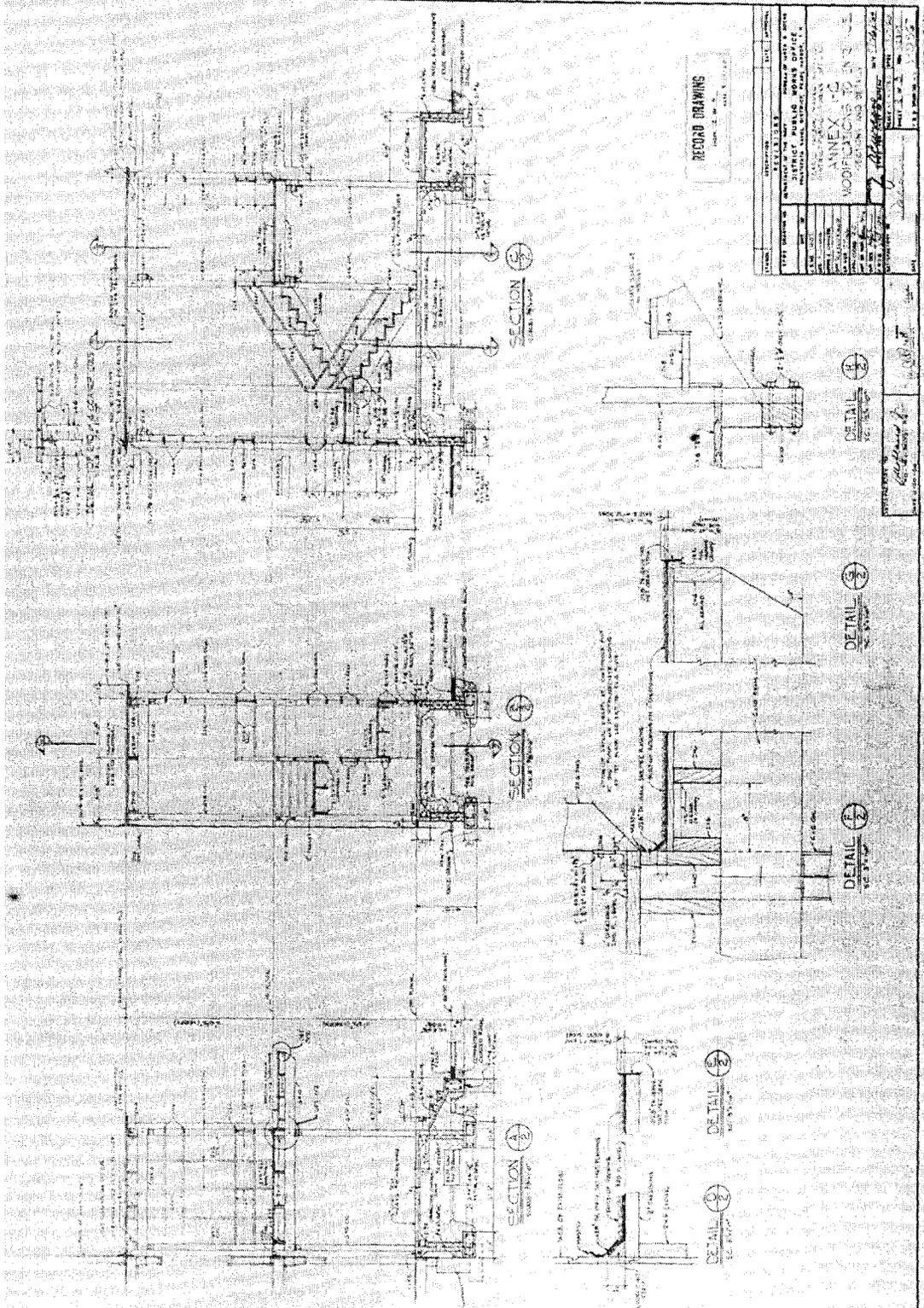
23

Alterations to Pedestrian Bridge (7/28/1981, drawing no. 7035200) (reduced)



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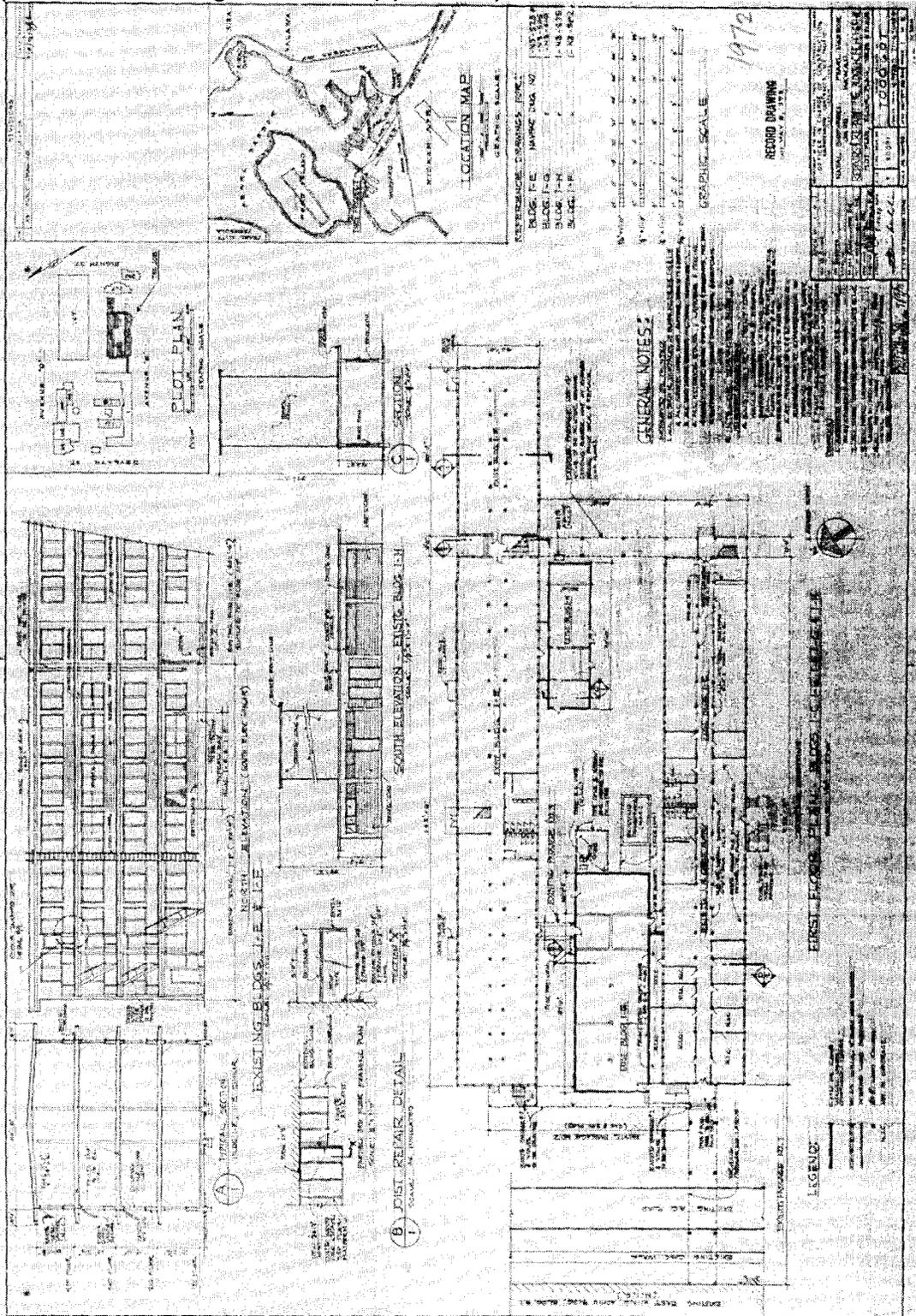
**Modifications to Entrance, Plans and Elevations (8/12/1960, drawing no. 890866)**  
 (reduced)





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**Repairs and Repainting, Bldgs. 1-C, 1-E, 1-F, 1-G, and 1-H, Plot plan, floor plans, etc.  
(9/17/1971, drawing no. 7000607) (reduced)**



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**Repairs and Repainting, Bldgs. 1-C, 1-E, 1-F, 1-G, and 1-H, Elevations (9/17/1971,  
drawing no. 7000608) (reduced)**

