

U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
Various Locations Throughout Base
Pearl Harbor
Honolulu County
Hawaii

HABS No. HI-388

HABS
HI-388

WRITTEN HISTORICAL DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Department of the Interior
Oakland, California

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES

HABS No. HI-388

Location: Various Locations
(see individual HABS reports listed below)
Pearl Harbor Naval Base
City and County of Honolulu, Hawaii

See HABS No. HI-60 for UTM coordinates of the base and
HABS reports listed below for UTM coordinates of specific facilities.

Present Owner: U.S. Navy

Present Occupants: Various

Present Uses: The buildings are currently used for storage, shop space, and offices.

Significance: Many extant storehouses were constructed at the U.S. Naval Base Pearl Harbor during the early twentieth century and World War II expansion periods. These storehouses, as part of the overall history of supplying the naval base, contribute to the Pearl Harbor National Historic Landmark.

For locations and descriptions of specific storehouses at Pearl Harbor see the following reports. Only those buildings originally designated for storage are listed below. The list is in construction date order. Ammunition storage facilities and Quonset huts are not included.

Report Number	Fac.No.	Storehouse Type	Date	Report Name (all preceded by: U.S. Naval Base, Pearl Harbor)
HABS No. HI-487	9	Concrete-frame, three-story storehouse	1913	General Storehouse (Naval Shipyard)
HABS No. HI-462	13	Steel-frame riveted storehouse	1916	Steel Storehouse (Naval Shipyard)
HABS No. HI-464	15	Steel-frame riveted storehouse	1916	Lumber Storehouse (Naval Shipyard)
HABS No. HI-449	27	Concrete storehouse with flat roof and wide eaves	1919	Paint and Oil Storehouse (Naval Shipyard)
HABS No. HI-466	64 / 64A	Steel-frame storehouse w/ some wood framing in 64A	1921 & 1943	Temporary Storehouse & Gas Cylinder Storage (Naval Shipyard)
HABS No. HI-490	66	Wood-frame early storehouse	1921	Monterey Storehouse (Naval Shipyard)

**U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 2)**

HABS No. HI-373	3	Steel-frame riveted storehouse	1922	Storehouse (Naval Station Ford Island)
HABS No. HI-315	4	Steel-frame riveted storehouse	1922	Maintenance Ships-Spares Storage (Naval Station Ford Island)
HABS No. HI-467	68	Steel-frame riveted storehouse	1923	One-Story Storehouse (Naval Shipyard)
HABS No. HI-354	71	Wood-frame early storehouse	1923	General Warehouse (Naval Shipyard)
HABS No. HI-468	72	Steel-frame riveted storehouse	1924	One-Story Storehouse (Naval Shipyard)
HABS No. HI-132	26	Concrete-frame two-story storehouse	1924	Applied Instruction Building (Naval Station Ford Island))
HABS No. HI-472	327	Concrete-frame two-story storehouse	1925	Storehouse, Hospital (Naval Shipyard)
HABS No. HI-493	90	Concrete, two-story storehouse	1925	Paint and Oil Storehouse (Naval Shipyard)
HABS No. HI-288	445	Concrete-frame early storehouse, gabled	1925	Magazine Building (Submarine Base)
HABS No. HI-494	129	Tall steel-frame storehouse	1933	Heavy Materials Storehouse (Naval Shipyard)
HABS No. HI-396	43	Concrete storehouse with flat roof and parapet	1936	Paint and Oil Storehouse (Naval Station Ford Island)
HABS No. HI-379	75	Concrete-frame storehouse with trapezoid plan	1940	Storehouse (Naval Station Ford Island)
HABS No. HI-414	146, 147 & 148	Wood-frame transit storehouses	1940	Dry Provision Storehouses (Naval Station)
HABS No. HI-415	158, 159, 164 - 166	Long, wood-frame WWII storehouses	c. 1941	Temporary Storehouses - 1941 Type (Naval Shipyard)
HABS No. HI-322	160	Wood-frame WWII storehouse	1941	Post Office [Fleet Supply Stores Building] (Naval Station)
HABS No. HI-377	19	Wood-frame WWII storehouse	1941	Section Base Storehouse [Bishop Point] (Naval Station)
HABS No. HI-497	167	Concrete, five-story storehouse	1942	General Storehouse (Naval Shipyard)
HABS No. HI-434	479	Concrete, four-story storehouse	1942	Dry Provisions Storehouse (Fleet and Industrial Supply Center)
HABS No. HI-327	4	Small, wood-frame WWII storehouse	1942	Deperming Storage (Naval Magazine Waipio Peninsula)
HABS No. HI-361	S 214	Wood-frame WWII storehouse	1942	Practice Bomb Storehouse (Naval Station Ford Island)
HABS No. HI-418	184	L-plan wood-frame WWII storehouse	1942	Naval Air Station Temporary Storehouse (Naval Station Ford Island)
HABS No. HI-325	447	Large, wood-frame WWII storehouse	1942	Waterfront Transit Shed (Naval Supply Center)
HABS No. HI-278	450	Wood-frame WWII storehouse, (Hawaiian Dredging Co.)	1942	General Warehouse (Naval Supply Center)
HABS No. HI-326	471	Wood-frame transit shed	1942	Waterfront Transit Shed (Naval Supply Center)
HABS No. HI-324	477	Wood-frame transit shed with cantilevered roof	1943	Waterfront Transit Shed (Naval Supply Center)
HABS No. HI-316	190	Wood-frame cold storage building	1943	Cold Storage Building (Naval Station Ford Island)
HABS No. HI-291	640	Wood-frame WWII storehouse, low-slope gable	1943	Storage Facility (Submarine Base)

**U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 3)**

HABS No. HI-293	667	Wood-frame WWII storehouse	1943	Gymnasium [Storehouse 'KF'] (Submarine Base)
HABS No. HI-430	404, 405, & 406	Wood-frame WWII storehouses (120'-wide)	1943	Temporary Storehouses - 1943 Type (Fleet and Industrial Supply Center)
HABS No. HI-318	593	Wood-frame WWII storehouse	1944	Retail Warehouse (Naval Station)
HABS No. HI-435	489, 490 & 491	Wood-frame WWII storehouses (490 & 491 w/ clipped corner)	1944	Temporary Storehouses - 1944 Type (Fleet and Industrial Supply Center)
HABS No. HI-503	385	Wood-frame WWII storehouse	1944	Ingot and Ore Storehouse (Naval Shipyard)
HABS No. HI-504	548	Concrete storehouse with rows of 6"-diameter vents	1944	Paint and Oil Storage (Naval Shipyard)
HABS No. HI-436	695	Wood-frame WWII storehouse	1945	Aviation Supply Depot Storehouse "A" (Naval Supply Center)
HABS No. HI-429	393 & 394	Two-story storehouses with ramps	1945	Two-story Storehouses with Ramps (Naval Shipyard)

HISTORICAL CONTEXT

The historical development of Navy storehouse facilities in Hawaii, including the Navy's needs and strategies for materials storage, storehouse types, and storehouse locations are discussed below. The specialized storage buildings of the Naval Ammunition Depots and multi-purpose buildings (including Quonset huts) that could be used for storage are mentioned, but are not covered in depth. There are numerous separate HABS reports on such buildings [see, for example, HABS No. HI-210 through HI-215].

U.S. Navy Storehouses in Hawaii (pre-1939)

In the nineteenth century, Hawaii was an independent kingdom and the only stopping place for ships in the middle of the North Pacific. The U.S. Navy needed a place to store and issue supplies. By 1857, if not earlier, a Naval storehouse was established in Honolulu, since a newspaper article notes the appointment of Lt. William Reynolds as "U.S. Naval Storekeeper" (*Pacific Commercial Advertiser*, February 5, 1857). In the 1873 letter report by Generals Schofield and Alexander, they noted Pearl Harbor was the "most advantageous location for a Naval depot of supplies and equipment." However, the first Navy storehouse was not built there until 1913. So, for the late 1800s and for the first 12 or so years of the twentieth century, U.S. Navy ships were supplied from Honolulu, not Pearl Harbor.

After the Naval Base moved to Pearl Harbor, about 1913, the Supply Division of the Industrial Department was responsible for the main supply functions. In the early decades of the Pearl Harbor base, most storehouses were under the Supply Division. Among the first buildings erected at the Pearl Harbor base was a concrete frame storehouse in the Shipyard (Fac. 9). This 1913 building was the only general storehouse of permanent construction on the installation until 1918. A building combining a gymnasium (Fac. 222) and a storehouse was built at the Marine Barracks in 1918; in World War II the storehouse portion gained a wing and was given a separate number (Fac. 223). Six general-purpose storehouses were built at the Shipyard in the early 1920s and five of these remain (Fac. 64, 66 & 71, 68 & 72). The Shipyard also had several single-purpose storehouses, including the Steel Storehouse (Fac. 13), built

**U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 4)**

in 1915, and the Lumber Shed (Fac. 15), built the following year. For paint and oil storage a one-story building was erected in 1919 (Fac. 27) and a two-story building was constructed next to it in 1924 (Fac. 90), when additional storage for these materials was required.

Other areas of the base, including the Submarine Base, Naval Air Station, and Hospital, also had one or more additional storehouses for storage of materials particular to their activities. Three 1920s storehouses were built of wood on the Submarine Base, but none of these remain. Four steel-frame, riveted storehouses were built on Ford Island in 1922, near the present location of Fac. 54. These were also used over the years as hangars and shops, and they were combined, relocated, and renumbered (as Fac. 3 & 4) during World War II (see HABS No. HI-373 for more detail). This illustrates the simple, adaptable design of most storehouse buildings at Pearl Harbor. In 1924-25 two concrete storehouses were built, one on Ford Island for storage of aviation supplies (Fac. 26), and the other at Hospital Point for medical supplies (Fac. 327).

In the early decades of the base, the most specialized storage buildings were those of the Ammunition Depot on Kuahua Island. In 1925 the Navy built one general storehouse (Fac. 445), in addition to the ammunition and mine storage buildings.

The Supply Division of the Navy Yard continued to be the main supplier for ships and personnel through the 1930s. Few additional storehouses were erected during this decade. A heavy materials storehouse was built in the Shipyard (Fac. 129), and a paint and oil storehouse (Fac. 43) was built on Ford Island. As storage needs expanded in this decade, the space was provided in multi-purpose buildings, such as the General Facilities Building (Fac. 661) [see HABS No. HI-158] at Submarine Base. Storehouses at Pearl Harbor had to supply not just the installation and the ships based here, but also the visiting U.S. fleet that held exercises in the North Pacific in the 1920s and 1930s.

Build-up to World War II (1939-1941)

World War II started in Europe in 1939, and the U.S. Navy recognized the possibility of the war spreading to the Pacific. That same year Contractors Pacific Naval Air Bases (CPNAB) started work at Pearl Harbor and elsewhere in the Pacific. Their scope of work included building numerous storehouses. The Supply Division of the Navy Yard had grown enough to be renamed the Supply Department. It was faced with undertaking the wider supply responsibilities for the 14th Naval District, with not much preparation time. An April 1940 memo (Almy et al. 1940: 7) summarized some of the issues that the Supply Department was facing. The memo noted that the demand for storage space had outstripped the available supply facilities, and that the existing supply/storage buildings were scattered and poorly located. The memo mentioned the need for a separate fleet supply base on Kuahua Island. Although some use was made in 1940-41 of the earlier ammunition buildings on Kuahua for storehouses, the transformation of the island into a peninsula, with a separate function as the Naval Supply Depot, was not complete until 1943.

Even before the December 7, 1941 attack, Pearl Harbor was being transformed into a major operating base that supported the whole Pacific fleet. Many of the supplies that were being used in the months before the U.S. entered the war related to providing

U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 5)

better equipment and protection for the ships. Much of the equipment was highly classified radio and radar gear. The added protection included new guns and additional steel plating of decks and other parts of ships. All of these supplies required much more storage and issue space as well as streamlined supply ordering and processing to avoid shortages and work slowdowns.

Over a dozen storehouses, dating from 1940 and 1941, remain at the Pearl Harbor Naval Complex. Some are single buildings in scattered locations, including Bishop Point (Fac. 19), Naval Station (Fac. 160), and Ford Island (Fac. 75). Other warehouses were built in clusters in the pre-WWII build-up period. Groupings included five cargo storehouses on Merry Point (Fac. 146, 147, and 148 remain), and five other wood-frame storehouses in the Shipyard area (Fac. 158, 159, 164, 165, 166). Three storehouses at Marine Barracks (Facilities 283 and 284 remain) were constructed in 1940 and one other (Facility 292) in 1941. The other extant storehouse at Marine Barracks was built during the war, as noted below.

Role of Supply Department and Naval Supply Depot in World War II (1941-1945)

In the summer of 1941, the Secretary of the Navy authorized the establishment of a Naval Supply Depot at Pearl Harbor; however, it was not commissioned until July 1, 1943 (*The Messenger* July 1944: 3). Part of the reason for the smooth transition of responsibilities from the Supply Department of the Navy Yard to the Naval Supply Depot was due to the efforts of Captain John Gaffney (later Admiral), whose capabilities are suggested by the joint titles and duties he was assigned. He was Supply Officer of the Navy Yard, as well as District Supply Officer and Supply Officer in Command, Naval Supply Depot, until the official separation of activities in July 1943.

After the loss of Guam and the Philippines to the Japanese, Pearl Harbor was the obvious hub supply point for the western and southern Pacific. The amount of World War II warehouse construction, needed to supply the Hawaii installations and the forward bases in the Pacific, was tremendous. At first, the additional storage space was provided by building lean-to's on the sides of buildings and just covering materials with tarps (Navy Yard [1945]: 33). Numerous additional warehouses were also constructed. These additional storage facilities were spread out over much of southern Oahu, wherever land could be acquired or leased.

The first place used for additional storehouses was land just east of the main base, on either side of Kamehameha Highway (later also known as Nimitz Highway). On the *makai* (seaward) side of the highway was the Damon Tract, now near the Honolulu airport and no longer owned by the Navy. It had "25 temporary one-story wood-frame buildings, the largest of which was 240 by 500 feet" (U.S. Navy, Bureau of Yards & Docks 1947: Vol. II, 132). The 1945 activities on the Damon Tract were Naval Advanced Base Construction Depot, Naval Supply Depot – Storage and Maintenance Area, and Hawaiian Area Naval Construction Brigade (U.S. Navy, Bureau of Yards and Docks 1945: 1014). Since a lot of WWII Navy housing was built *makai* of the highway, most of the storage was on the *mauka* (mountain) side, on former sugar cane fields. The uses and names of the activities in this *mauka* area changed rapidly during and after the war. Photos from 1942 show that the first area developed was closer to Salt Lake than to the highway and was called "Salt Lake Camp" (National Archives II, 1942).

**U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 6)**

A 1944 map shows this area's name as Camp Catlin, with sub areas called Marine 6th Base Ordnance Depot, Marine Encampment & Pacific Fleet Schools (Fourteenth Naval District 1944). By the end of the war, the areas along the *mauka* side of the highway, starting at the end closest to the main base, were called Naval Hospital Pearl Harbor, WAVES Barracks, Medical Supply Depot, Marine Transient Center, Marine 6th Base Depot, Salt Lake Storage Area, and Advanced Base Construction Depot (ABCD). In the Marine Transient Center many tents were erected for housing, messing, and storage functions. The main buildings in other areas were Quonset huts and wooden warehouses. Only seven WWII storehouses near the highway remain (Fac. A 19 in the former Marine 6th Base Depot, and six in the area known in the 1950s as Yards & Docks Supply Depot – Facilities 4, 8, 12, 13, 16, and 101). The history of the Pearl Harbor ABCD and eight others established in the Pacific is tied to the story of the Naval Construction Battalions (CBs or Seabees), since the ABCDs provided “the tools and materials with which the Seabees made their epic achievements” (U.S. Navy, Bureau of Yards & Docks, 1947: Vol. 1, 131). The CB encampment area was *mauka* of the Marine Transient Center and Naval Hospital, and part of it became the District Public Works and then Public Works Center area after WWII. Several warehouses from WWII remain in this area, although most are greatly altered.

Land further away from the main base was also used for covered and uncovered storage, including large areas of Iroquois Point, Waipio Peninsula, Waiawa Gulch, Manana, Pearl City Junction, and Pearl City Peninsula. Most storage facilities were Quonset huts or wooden warehouses that have been demolished. Facilities 691, 692, 694, 695, 696, 697, 698, 710, 723, and 724 were wood-framed storehouses recently demolished at Pearl City Peninsula. Often the demolition occurred after the Navy sold or otherwise disposed of the land. For instance, the Manana land was sold to the City and County of Honolulu and 40 warehouses there were removed (Dodge 2002). Only a few WWII storehouses in those areas remain, and none are on land still owned by the Navy. The Hawaii Army National Guard uses some former Naval Aviation Supply Depot warehouses in Waiawa. Some former Navy storehouses in the upper half of Pearl City Peninsula (Fac. 71-76) are listed as a Camp Smith annex; therefore, those buildings are under U.S. Marine Corps control.

In addition to the large land areas owned or acquired by the Navy around Pearl Harbor, land and buildings in Honolulu were simply leased or otherwise occupied for some or all of the war years. For instance, the not-yet-opened Kuhio Theater became a storage building for NAS Pearl Harbor, and the Kodak building on Kapiolani Boulevard became the Fleet Photographic Laboratory during the war. These are just two of 63 buildings or parcels listed on an 1943 map of Navy Lands in Honolulu, the majority of which were used for storage (Fourteenth Naval District 1943).

One of the reasons for the scattered facilities was dispersal in case of another attack. A second reason was the need for at least one storage building for isolated activities such as the Deperming Station at Beckoning Point (e.g., Fac. 4 there). Third, some activities required buildings for storing specialized items, such as the Practice Bomb Storehouse (Fac. S 214) at the Ford Island air station. Fourth, some storage functions could not be centralized without defeating their purpose. For instance, cold storage buildings needed to be located close to where the food items were to be used, especially when access was difficult. Thus, Ford Island had its own cold storage building (Fac. 190). A fifth reason was simply the difficulty of obtaining suitable land for

**U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 7)**

warehouse construction on the Pearl Harbor installation, where there was so much demand for building space. There was space for one additional storehouse in the Marine Barracks warehouse group, and Facility 226 was erected in 1943. It is not clear why this gap had been left in the row of storehouses, or why the facility number assigned to it was lower than the ones constructed earlier. Other areas where storehouses were squeezed in included Submarine Base (e.g. Fac. 640 and 667) and the area near the Halawa ferry landings (e.g. Fac. 593). Two storehouses with two stories (Fac. 393 and 394) were built in the Shipyard area, where four oil storage tanks in the Lower Tank Farm had to be demolished to provide space for them. These were a unique type on the base, wooden warehouses with concrete ramps to the second levels. Perhaps this design was developed because there was need for a large amount of storage space where land area was constrained due to existing tanks and other facilities.

One major cluster of warehouse construction during World War II was on Kuahua Peninsula. This became the core of the Naval Supply Depot, and Kuahua was the primary supply area for the fleet. Between 1940 and 1943, Kuahua Island was transformed into a peninsula with fill from the Red Hill fuel system excavations and from dredging, and its shape was also greatly altered by the construction of wharfs around most of its perimeter. Six pre-1930 ammunition magazines on the peninsula were converted to warehouses. These had been built with concrete frames, concrete masonry unit infill walls, and steel-frame gable roofs.

The facilities erected on Kuahua Peninsula during World War II included four large concrete buildings, about a dozen warehouses, four transit sheds, and a large cafeteria. There were also a few wooden office buildings and smaller buildings, such as transformer stations built in this area between 1941 and 1945. All of these were constructed either on the fill land that formerly was fishponds or among the earlier ammunition buildings on the higher ground that was the former Kuahua Island. Even the former island portion of the peninsula had no paved roads at the beginning of the war, but given the heavy construction and supply truck traffic, paving was an urgent need. Extensive paved areas were also required around warehouses for handling room and for open storage space.

Three of the large concrete buildings built during WWII on Kuahua remain. Facility 475 is the main six-story headquarters building, originally designed for, and continuing to accommodate, both warehouse and office uses. Its simple modern lines, with horizontal window bands, are repeated in the two adjacent buildings, the four-story dry-provisions warehouse (Fac. 479), and the two-story aviation materials storehouse (Fac. 474).

The warehouses built on Kuahua during World War II were mostly simple gable roof structures, of either wood- or steel-framed construction, with board and batten or corrugated metal siding. The storehouses built on the former island portion were sited among the pre-1930 ammunition buildings. Thus Fac. 448, 449, and 450 are sited perpendicular to Kuahua Avenue, while Fac. 451K and 452K are parallel to the avenue. The six storehouses sited on the level fill land are in a more orderly pattern, especially Fac. 404, 405, 406, and 489. However, Fac. 490 and 491 have clipped corners to accommodate the curving rail lines that were used in the movement of materials.

**U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 8)**

The four Kuahua transit sheds were all built along the waterfront. They all were designed with slightly pitched gable roofs, but otherwise had different appearances. The two wood-framed, board-and-batten-sided transit sheds (Fac. 477 and 478), demolished c. 1999, along the north side of the peninsula had cantilevered roof trusses and mostly open bays along the waterfront side. The wood-framed transit shed (Fac. 471), built along berth K5, originally was almost fully enclosed, but with numerous large doors. The one steel-framed transit shed (Fac. 473) was originally built without any side walls, perhaps to facilitate loading from either side of the pier it occupied.

During World War II, the growth curve for supply personnel was as steep as, and sometimes surpassed, the rapid increase in warehouse construction. At first most positions, except for the top ones, were filled by civilians. In 1943 military personnel were added, to keep personnel levels from falling, due to the high turnover. WAVES were added to the personnel mix in 1945, after a law was passed allowing them to serve outside the continental United States (Navy Yard [1945]: 23).

Warehouse space expanded more than five-fold between July 1941 and August 1945. At the end of World War II there was more than five million square feet of covered storage space. These warehouse buildings are simple architecturally, but they are nonetheless significant. Those that were built before or during World War II are significant because they supplied naval activities on Oahu and the forward lines of the Pacific battles. Some are also significant because they are part of the history of the early development of the base. The four storehouses at Marine Barracks (Fac. 226, 283, 284, and 292) are additionally significant because they were built for use by the Marine Corps Defense Battalions as they passed through Pearl Harbor on the way to their Pacific stations. The Defense Battalions were an important part of Marine Corps history, especially for their roles on Wake and Midway Atolls.

Role of Naval Supply Center & Fleet and Industrial Supply Center after WWII

After World War II the Naval Supply Depot was redesignated a Naval Supply Center (NSC), reflecting the diminished supply demands in the post-war period. However, at NSC the post-war wind-down took longer than for some other activities, just due to the amount of war materiel that was still in stock or was being returned from the advanced Pacific bases. One supply officer had noted, in the summer of 1945:

This war has often been referred to as one of Supply. When final victory comes it will be a war of Supply in reverse. The Supply Department will collect, store, preserve and salvage war materials to make them available to American peace time industry and thereby reduce as far as possible the overall cost of the war (Overand [1945]: 9).

The post-war work included processing captured enemy equipment (Dodge 2002). A 1946 memo noted that some NSC workers were still on a 48-hour workweek, partly because employee levels had dropped from wartime highs. The number of personnel at the NSC dropped dramatically after 1945 as military staffers were discharged and civilian personnel were steadily lost. In 1946 the NSC still managed 21 storage areas (O'Connell 1946: A-2). The Pearl Harbor NSC became a Fleet and Industrial Supply Center (FISC) in the 1990s, as the level of supply activity dropped at Pearl Harbor.

There has been a steady pattern of relinquishing outlying areas and concentrating the supply functions at the main base at Pearl Harbor.

SOURCES

A. ARCHITECTURAL DRAWINGS

Microfiche cards of the drawings or maps made for or by the U.S. Navy, including the original construction and later alterations drawings for buildings, are located at the Plan Files of the Naval Facilities Engineering Command, Pacific at Pearl Harbor, Hawaii. Historic maps were also found at the archives of the Naval Facilities Engineering Command in Port Hueneme, California, and at the National Archives II, Cartographic section in College Park, Maryland. Maps referenced in the report are listed below in the bibliography.

B. EARLY VIEWS

Photographs showing some of the storehouses under construction and just after completion are located at the National Archives II photo collection, in the Bureau of Yards & Docks record group, RG 71 CA or at the Naval Facilities Engineering Command archives.

C. BIBLIOGRAPHY

Almy, E.D. Capt., Cmdr. J.J. Manning, and Lt. Cmdr. Philip Lemler

1940 Memo to the Secretary of the Navy, via the Commandant, Fourteenth Naval District, dated 29 April 1940. In files of National Archives and Records Administration, San Bruno, RG 181, 14th ND District Staff Hdqtrs, General Correspondence [Formerly Classified] 1936-1944, Box 1, Folder 1-1(1) Developments.

Coletta, Paolo E.

1985 *United States Navy and Marine Corps Bases, Domestic*. Greenwood Press: Westport, Connecticut.

Contractors Pacific Naval Air Bases

n.d. *Technical Report and Project History, Contracts NOy-3550 and NOy-4173*. Microfilm of report at library of Naval Facilities Engineering Command, Pacific.

Dodge, Jeffrey

2002 Comments on draft of this report by Historic Preservation Specialist, Naval Facilities Engineering Command, Pacific.

Fourteenth Naval District

1929 "Map of the Yard and Adjacent Units Showing Developments to June 30, 1929" with notation "Plan Showing Outline and Location of Improvements Recommended in Annual Estimates for 1932, Submitted 1930." Drawing no. A-152. From National Archives, courtesy Earth Tech.

U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 10)

- 1932 Pearl Harbor, T.H., Showing Developments to June 30, 1932. Drawing no. 1-N1-110. From National Archives, courtesy Earth Tech.
- 1943 U.S. Navy Lands, City of Honolulu, Showing Conditions on June 30, 1943. Drawing no. OA-N1-677. From Port Hueneme, NAVFAC Archives, 14th ND map book.
- 1944 Camp Catlin, Oahu, T.H., Showing Conditions on June 30, 1944. Drawing no. OA-N1-981. From Port Hueneme, NAVFAC Archives, 14th ND map book.
- [1945] *World War II Administrative History of the Supply Activities of the Fourteenth Naval District*. Typescript report, in ten volumes, in files of National Archives and Records Administration, San Bruno, RG 181 / 14 ND / Staff Hdqtrs, District Supply Office / Boxes 2 & 3.
- 1951 Pearl Harbor, Oahu, T.H., Showing Conditions on 30 June 1951. Map is Drawing no. I-N1-321 and Structure List is Drawing no. I-N1-322. On file with Jeffrey Dodge of Naval Facilities Engineering Command, Pacific.
- Landauer, Lyndall and Donald Landauer
1999 *Pearl: The History of the United States Navy in Pearl Harbor*. Flying Cloud Press: South Lake Tahoe, CA.
- The Messenger*
1944 "NSD – On its First Birthday, Expansion – Sudden, Rapid," *The Messenger*. Newsletter of the Naval Supply Depot, Pearl Harbor.
- National Archives II
var Historic photographs of Pearl Harbor buildings from the Bureau of Yards & Docks in RG 71 CA and in other record groups of the Still Photos section.
- 1942 Aerial photos of Salt Lake Camp area, T.H., nos. 80-G-357075, 80-G-357077, and 80-G-357078 in Still Photos section.
- Navy Yard
1944 Navy Yard, Pearl Harbor, Showing Conditions on January 1, 1944. Drawing no. I-N1-167. From the Robert F. Walden Collection, courtesy Nancy Walden.
- [1945] Typescript report on the history of Supply Depot/Yard at Pearl Harbor during World War II. From the Robert F. Walden Collection, courtesy Nancy Walden.
- O'Connell, T.P.
1946 Memorandum from Officer in Charge, Common Services Group, to Supply Officer in Command, Naval Supply Center, Pearl Harbor, dated 25 March 1946, with attachments. In files of Jim Murray, *Center Relay* editor.
- Overand, J.W. (Lt. Comdr.)
[1945] Typescript report by Supply Officer of Naval Air Station, Kaneohe Bay, in *World War II Administrative History of the Supply Activities of the Fourteenth Naval*

**U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 11)**

District, Vol. V, Aviation Supply. In files of National Archives and Records Administration, San Bruno, RG 181 / 14 ND / Staff Hdqtrs, District Supply Office / Box 3, Folder "Vol. V..."

Pacific Commercial Advertiser

1857 "U.S. Naval Agent," notice in *Pacific Commercial Advertiser*, Feb. 5, 1857, p 2, c 5.

U.S. Naval Station

1916 Map of Yard to Accompany Fire Bill, Showing Water Mains, Hydrants, & Valves. Dated Oct. 26, 1916. Drawing no. O-40. Provided by Jeffrey Dodge, Naval Facilities Engineering Command, Pacific.

U.S. Navy, Bureau of Yards & Docks

1945 *Public Works of the Navy, Data Book: Buildings*. NAVDOCKS P-164. Copy available at Port Hueneme, NAVFAC Archives.

1947 *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps*. Two volumes. U.S. Government Printing Office: Washington, D.C.

D. LIKELY SOURCES NOT YET INVESTIGATED

National Archives II, Text section, 8601 Adelphi Road, College Park, Maryland 20740, ph. (301) 713-6625.

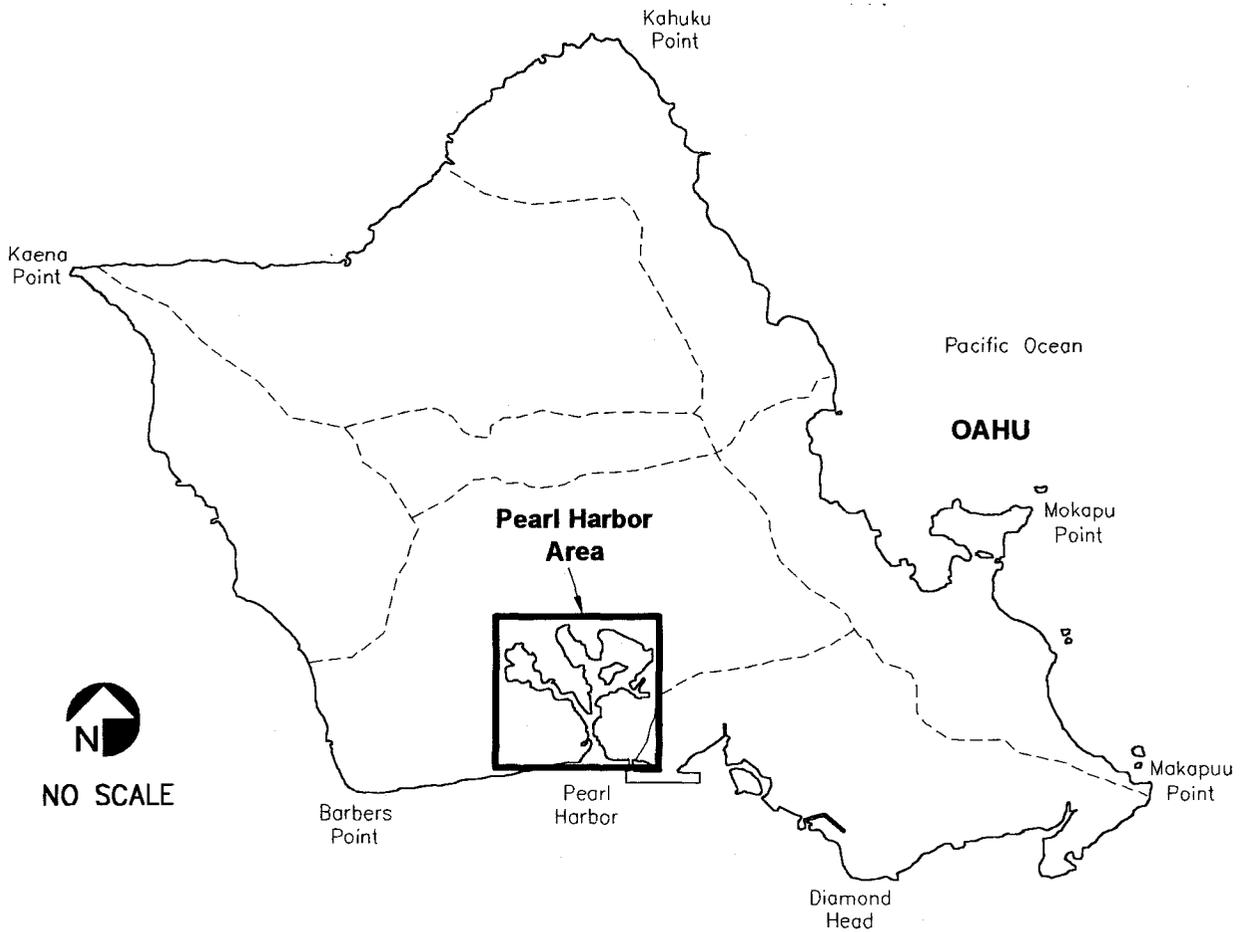
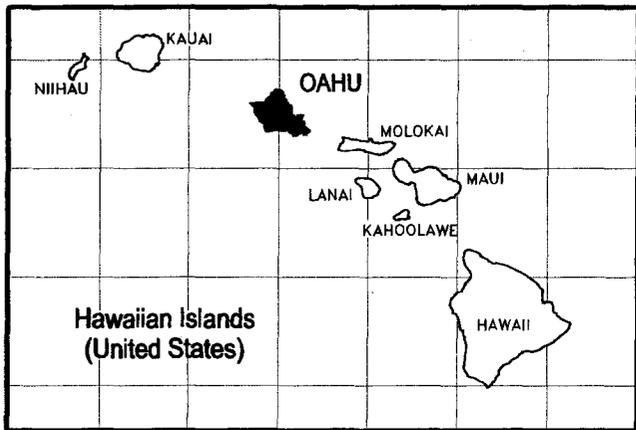
PROJECT INFORMATION

Commander Navy Region (COMNAVREG) Hawaii has embarked on a program of documentation of historic properties within its area of responsibility, with the goal of recording historic information about each property or set of facilities. In order to establish the context of significance for this facility group, this overview report was prepared. This information will assist COMNAVREG Hawaii in the appropriate management of these properties, be it routine repair and maintenance for continuing use, rehabilitation for continuing use / adaptive reuse, or demolition. This report was prepared under a Historic Preservation Services contract (N62742-97-D-3502) awarded to AMEC Earth and Environmental, the prime contractor, by the U.S. Navy, Naval Facilities Engineering Command, Pacific. The contract was funded through the Cultural Resources Program of COMNAVREG Hawaii. Maps were made by Nestor Beltran of NAB Graphics. Ann Yoklavich of Mason Architects did the research and writing for this report.

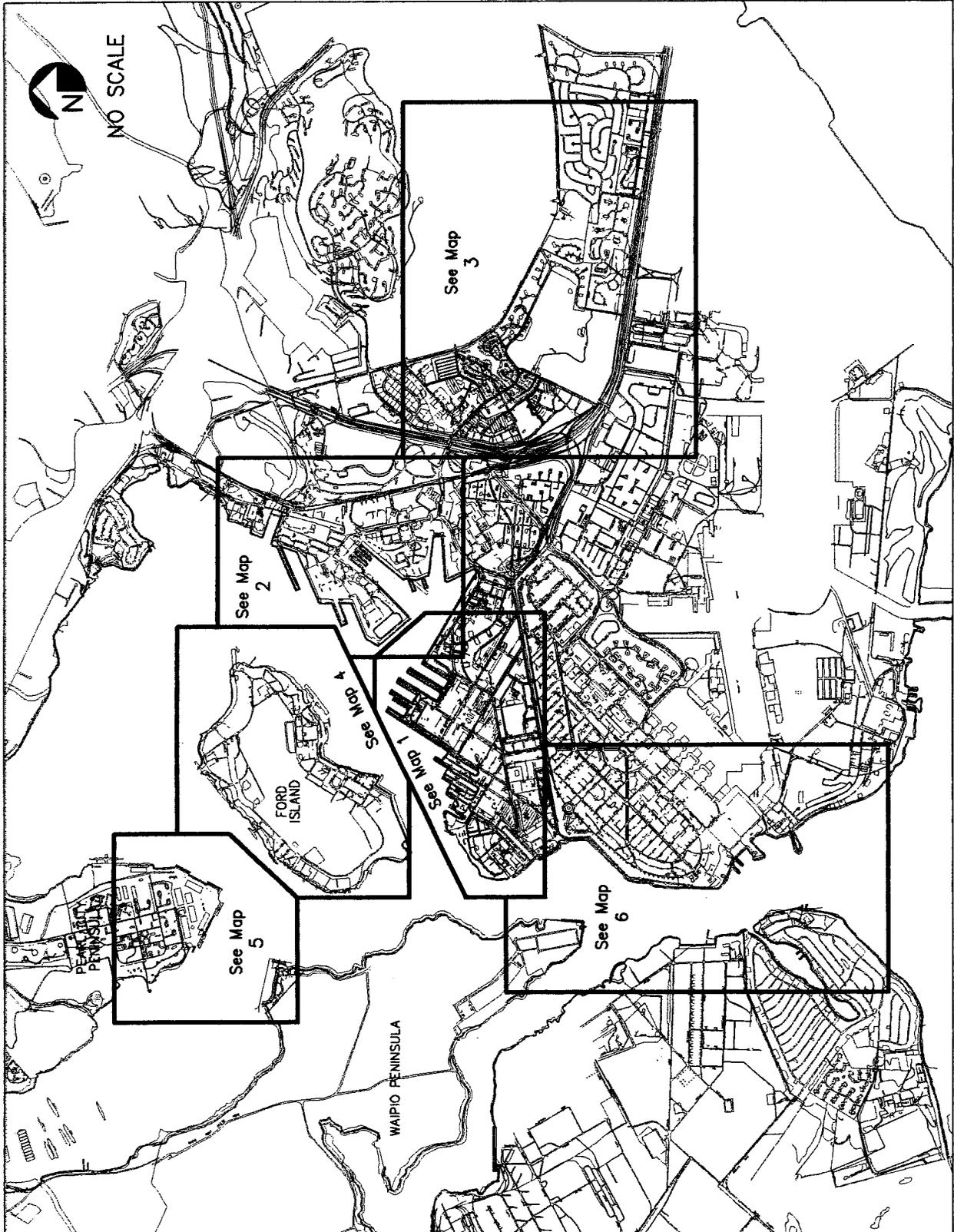
Prepared by: Ann Yoklavich, Architectural Historian
Mason Architects, Inc.
119 Merchant Street, Suite 501
Honolulu, HI 96813

Date of Final Report: April 2005

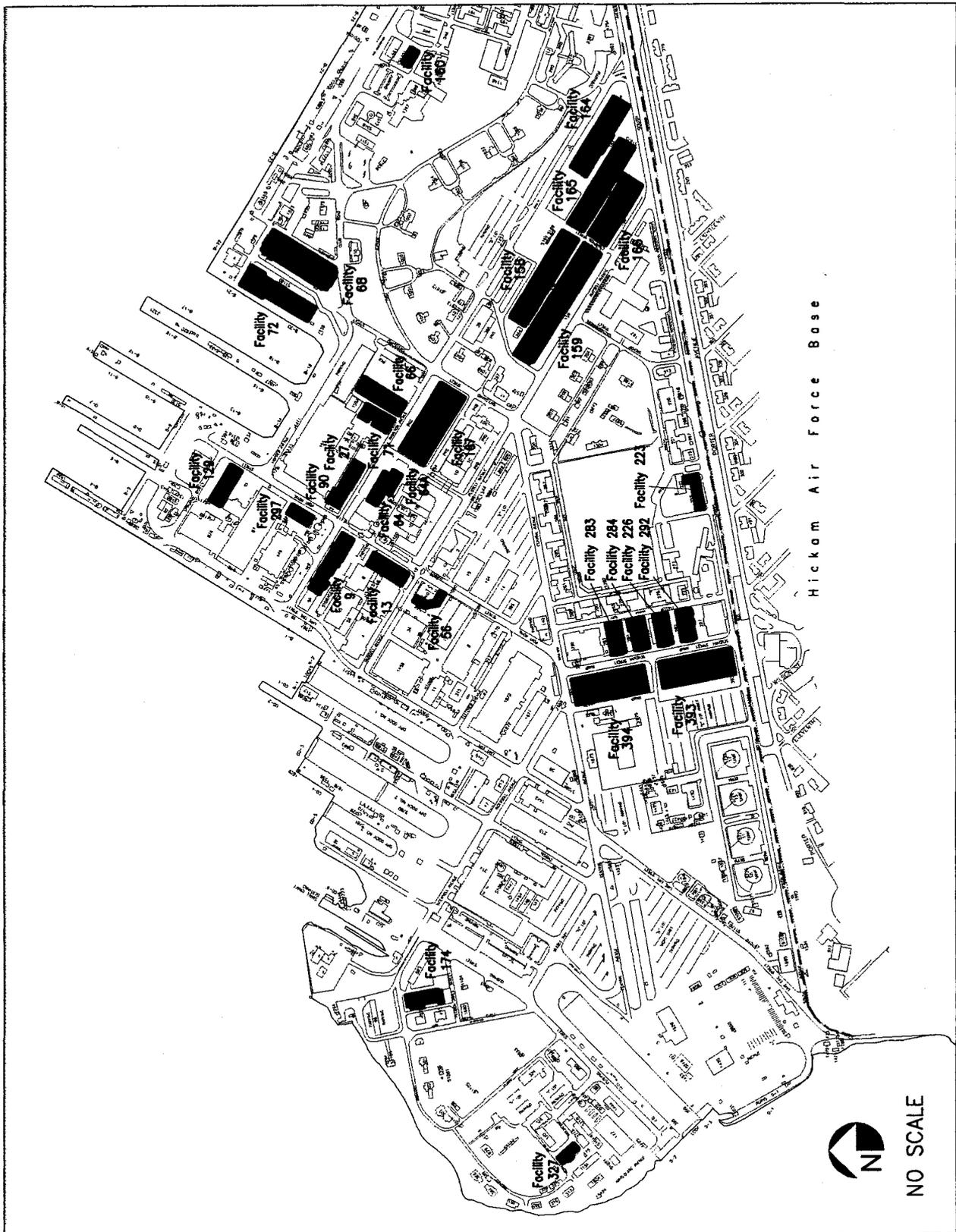
U.S. NAVAL BASE, PEARL HARBOR, WAREHOUSES
HABS No. HI-388 (Page 12)



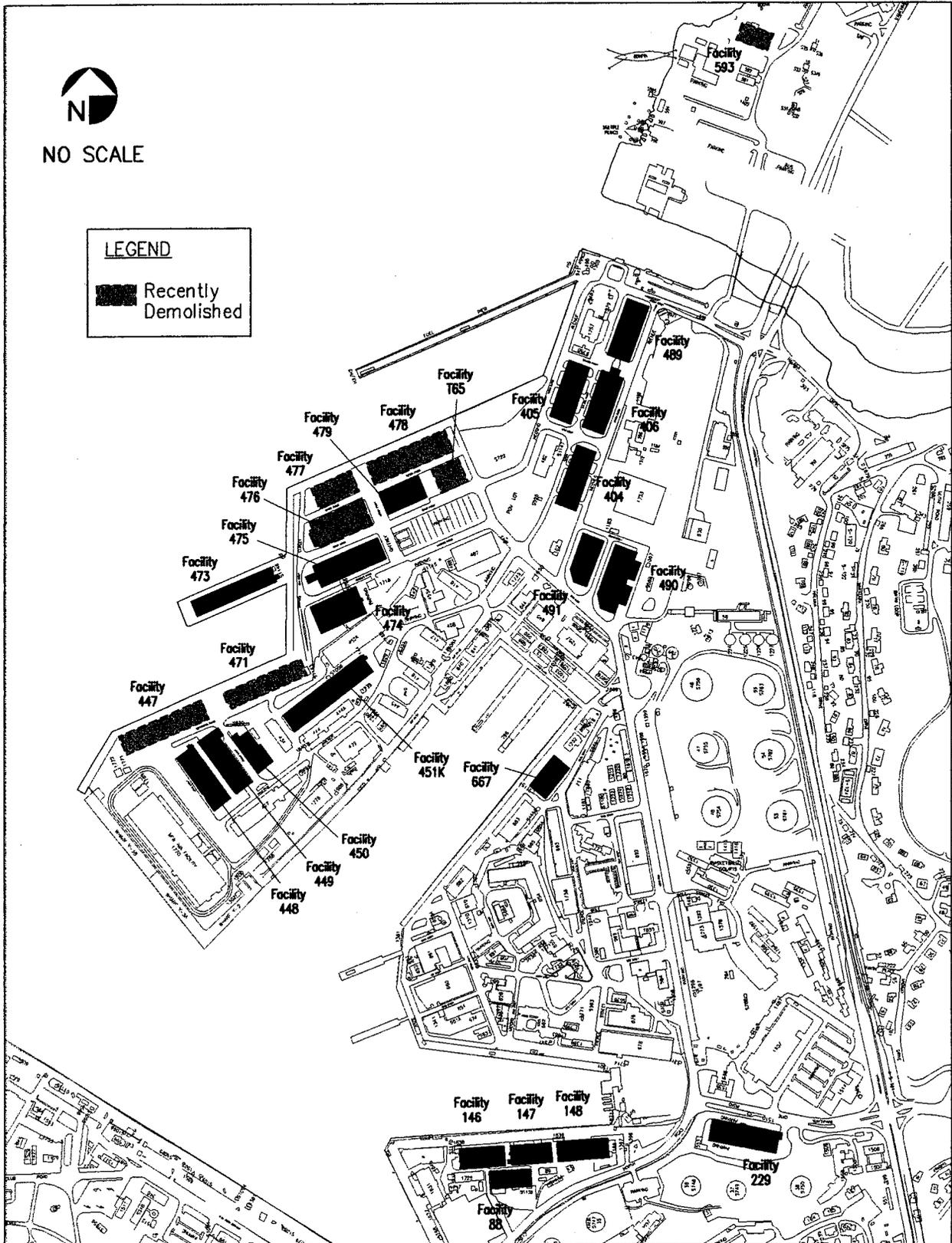
Location Map Key



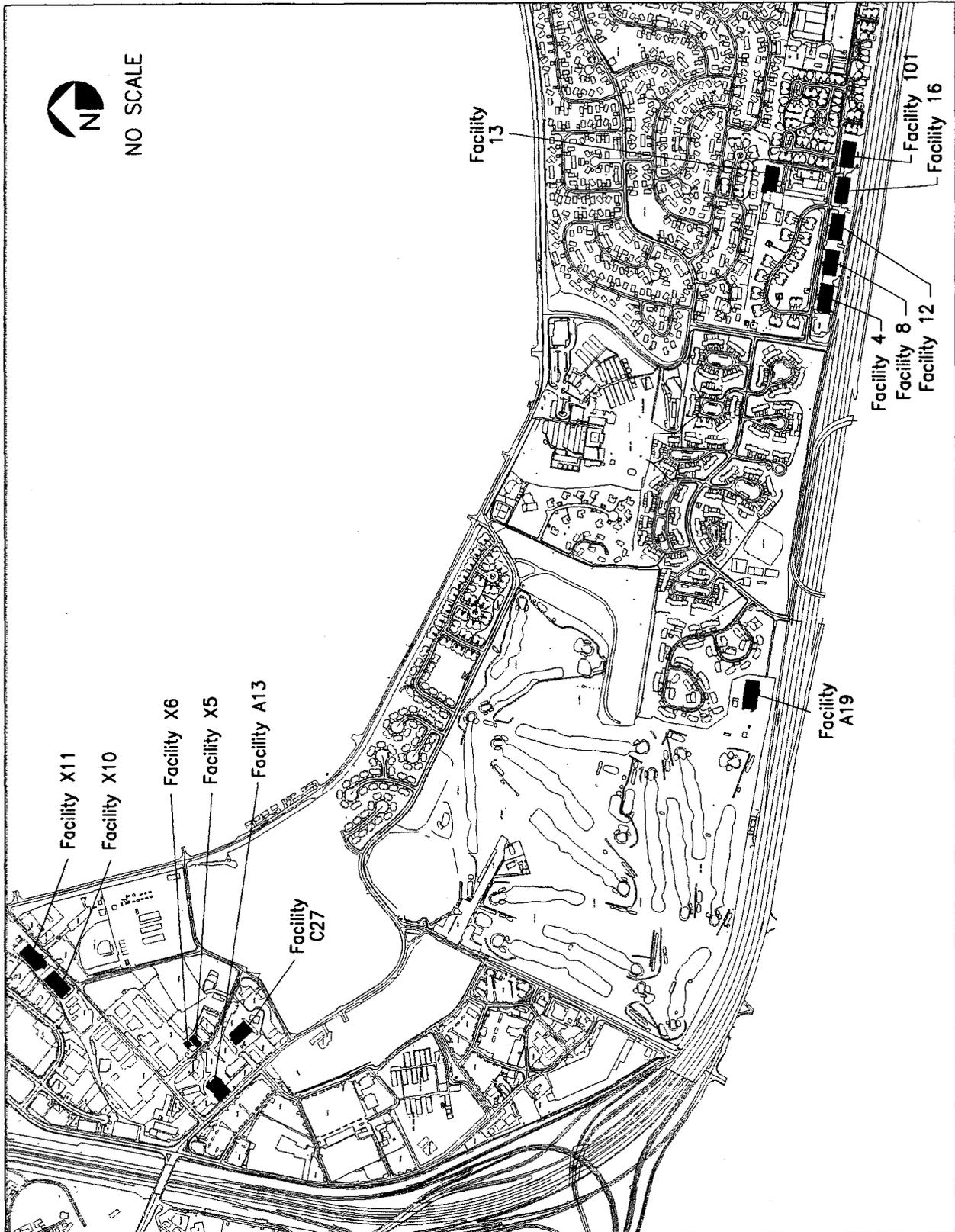
Extant Warehouses built before or during WWII – Map 1



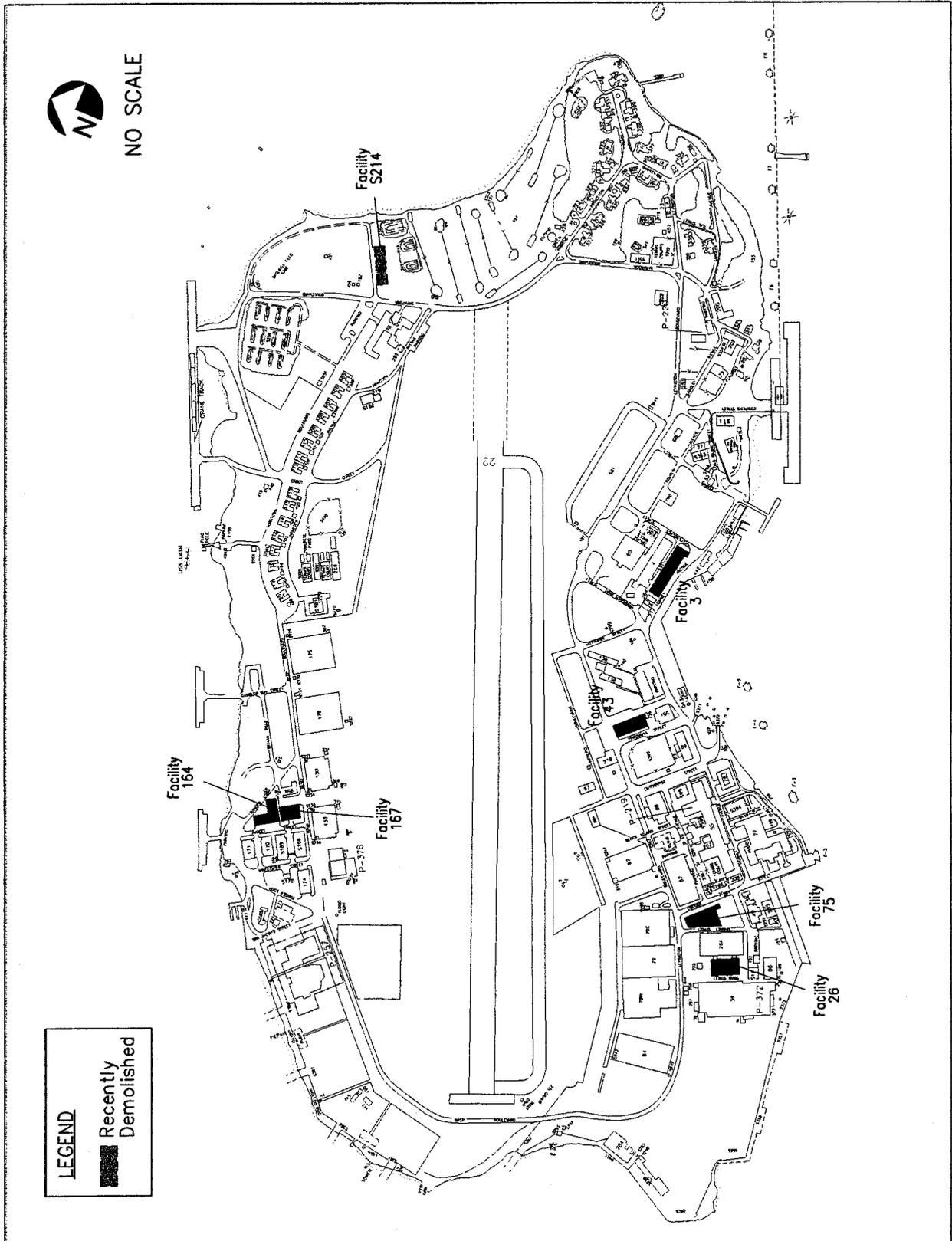
Extant Warehouses built before or during WWII – Map 2



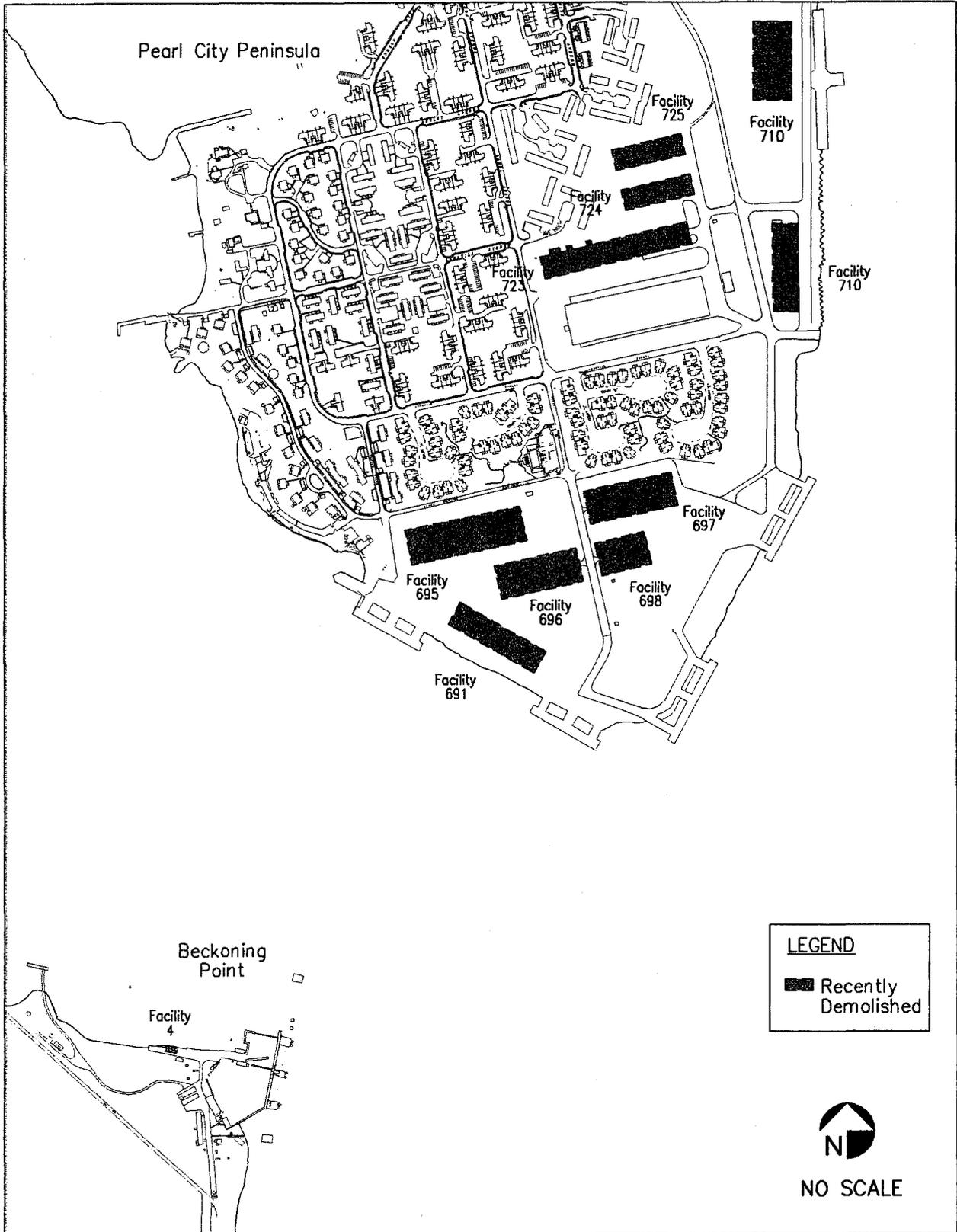
Extant Warehouses built during WWII – Map 3



Extant Warehouses built before or during WWII – Map 4



Warehouses built during WWII – Map 5



Extant Warehouses built during WWII – Map 6

