

U.S. NAVAL BASE, PEARL HARBOR, ONE-STORY STOREHOUSE  
(U.S. Naval Base, Pearl Harbor, Naval Shipyard, Facility No. 68)  
Avenue A near Eighth Street intersection  
Pearl Harbor  
Honolulu County  
Hawaii

HABS HI-467

HI-467

HABS

HI-467

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
PACIFIC GREAT BASIN SUPPORT OFFICE

National Park Service  
U.S. Department of the Interior  
1111 Jackson Street  
Oakland, CA 94607

## HISTORIC AMERICAN BUILDINGS SURVEY

### U.S. NAVAL BASE, PEARL HARBOR, ONE-STORY STOREHOUSE (U.S. Naval Base, Pearl Harbor, Naval Shipyard) (Facility No. 68)

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**Location:** Avenue A near Eighth Street Intersection  
Pearl Harbor Naval Base  
City and County of Honolulu, Hawaii

This building falls within the UTM coordinates of the Pearl Harbor, Naval Shipyard as defined in the location section of the overview report HABS No. HI-483. This building's UTM coordinates are: 04.608550.2361890.

**Significance:** Facility 68 is located within the Pearl Harbor National Historic Landmark. It is one of the most intact examples of the type of large storehouses built between World War I and World War II, and is associated with the expansion of facilities at Pearl Harbor in the 1920s.

**Description:** Facility 68 is a simple utilitarian industrial structure with minimal detailing. It was constructed as a permanent, rectangular plan, single-story warehouse. It has a tripartite roof structure with a higher central section to accommodate a bridge crane that has a low-pitched gable, flanked by two symmetrical sections with sloping shed roofs. Metal roof ventilators are aligned at intervals along the roof ridge. Originally, a clerestory helped illuminate the interior; this was a band of windows at a 45-degree slope where the higher central section of the tripartite roof intersects the lower flanking sections. Although the form of the roof has not changed, the glass has been replaced. The roof is covered with bituminous built-up roofing on tongue-and-groove wood plank boards, which are exposed at the interior. Its box-like shape, diagonal bracing, and riveted construction, characterizes the steel truss roof framing. The steel trusses are supported by steel columns and framing that sit on concrete footings.

The built structure does not follow the original plans from the Bureau of Yard and Docks, which show the building elevated on an earth mound two feet high. The building has a slab-on-grade foundation (at the same elevation as the surrounding pavement) with an exterior wall concrete curbing approximately 1'-6" high. The siding above this curb is asbestos-covered corrugated metal. Originally, ramps and loading platforms were located on both the east and west sides of the warehouse. However, these were not built according to the drawings; rather than one platform spanning the entire length of each elevation,

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several platforms were located somewhat irregularly along each side. The platforms had two levels, at approximately 2' and 4' in height, with ramps up to each level. The large steel sliding door openings from these loading platforms had ramps on the interior side of the building to the floor level. These door openings still exist, even though they are no longer abutting a platform. There were originally metal canopies along the entire east and west elevation lengths.

Fenestration is symmetrical and strictly utilitarian, with multi-light steel windows along walls and a continuous wire mesh band under the roof eave. The building has a warehouse appearance that corresponds to the minimal needs of storing large machinery and tools. The original building measured 120'-0" x 500'-0", with a total area of 70,000 square feet. Due to its large size, a train was able to run through the central portion of the building for easy loading and unloading of materials. Historic photos show the train running through the length of the building but service stopped in the late 1950s. A bridge crane spanning the width of the central bay of the building was also built.

There have been a few additions and alterations made to this building since its construction. A drawing dated 1934 shows that many sections of the platforms and ramps were removed on the west side and new sections were built. The new platform heights were built at a constant height of 2'-0" above grade level. In 1944, the bridge crane was stiffened with new truss work. In 1953, an 8,800 square-foot lean-to addition was built along the east side. At this time, the platforms and ramps on the east elevation were removed to accommodate the new addition. At some unknown date, the sloping glass panels of the clerestory were removed and replaced with metal panel siding. Also, a photograph of the interior taken in 1923 shows train tracks running through the center of the building.

**Historical Context:**

This building was originally constructed as a storehouse for the Naval Operating Base, Naval Station Pearl Harbor. The Bureau of Yards and Docks prepared the drawings. The original drawings are dated September 15, 1921 and construction was completed in March 1923. The drawings appear to be slightly modified standard warehouse plans used at several Navy bases during this era. As discussed above, the constructed building does not fully correspond to the original drawings. This type of warehouse with a tripartite roof was a common warehouse form used at Pearl Harbor.

Facility 68 is located among several warehouses that serve the needs of the docks. Several warehouses were built between the years 1923 and 1925: Facility 72 is adjacent, Facilities 66, 69, and 71 were aligned in a row along Avenue D (Facility 69 has been demolished) and Facility 64 is located on the opposite side of Avenue D.

During World War II, the functional use of storehouse buildings often shifted to adjust to different priority and space needs. The only

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definite World War II use of Facility 68 was an ordnance storehouse from 1944 until May 1945, when it was released to the Industrial Department (now the Naval Shipyard). It has served since then as the Central Tool Shop.

**Sources:**

The original drawings for this building are on digitally scanned images or microfilm at Pacific Division, Naval Facilities Engineering Command (NAVFAC EFD Pacific) Plan Files.

Historic photos can be found at the National Archives II Number RG71CA Box 165 Folder "One-Story Storehouse, Bldg 68."

Commander, Navy Region Hawaii  
2000 Pearl Harbor Naval Complex, Cultural Resources Management Plan, Pearl Harbor, HI.

Commander, Navy Region Hawaii  
2002 Integrated Cultural Resources Management Plan, Pearl Harbor Naval Complex, Pearl Harbor, HI.

**HABS/HAER Documents**

var. dates For those resources on the Navy database at the time the CRMP (Contract No. NB62742-93-D-0502) was prepared, the HABS/HAER numbers assigned have been included in the electronic database as an additional field, as noted in Appendices: Pearl Harbor Naval Complex Cultural Resources Management Plan, 1998, p. A-6.

Pearl Harbor Naval Shipyard  
1992 Historic Preservation Documentation Program, photocopied document dated 15DEC92 including Appendix B Historic Inventory.

Pearl Harbor Navy Yard  
n.d. Typescript manuscript with 8 chapters, including 14-page by "Medical Department" reporting on WWII activities of the Navy Yard's departments. From Robert F. Walden Collection, University of Hawaii Hamilton Library, Hawaii & Pacific Room.

For an overview of the Naval Shipyard see HABS No. HI-483.

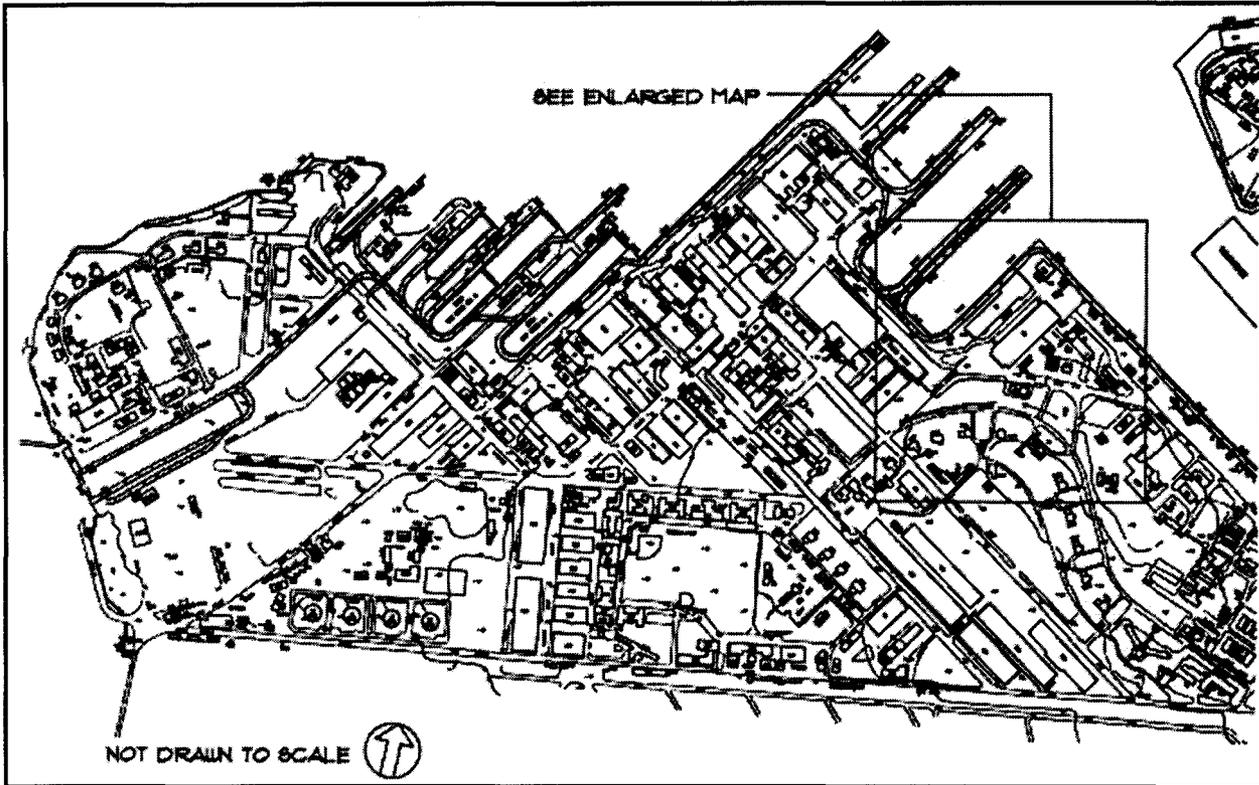
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**Project Information:**

Photo documentation and recordation of this facility by the Navy has been done in anticipation of future alterations or potential demolition of the structure. Photo documentation of historic facilities by the Navy assists in expediting planned undertakings by having the documentation prepared prior to taking actions. Also, photo documentation assists the Navy in gaining more information about its historic facilities to assist in making proactive management decisions. This project is being supervised by Jeffrey Dodge A.I.A., Historic Preservation Specialist at the Pacific Division, Naval Facilities Engineering Command (NAVFAC EFD Pacific). The photographic documentation was undertaken by David Franzen, photographer. Lorraine M. Palumbo, Ph.D. Architectural Historian, of Mason Architects, Inc. prepared the written documentation. The field work and research was conducted for this report between July 2001 and December 2001.

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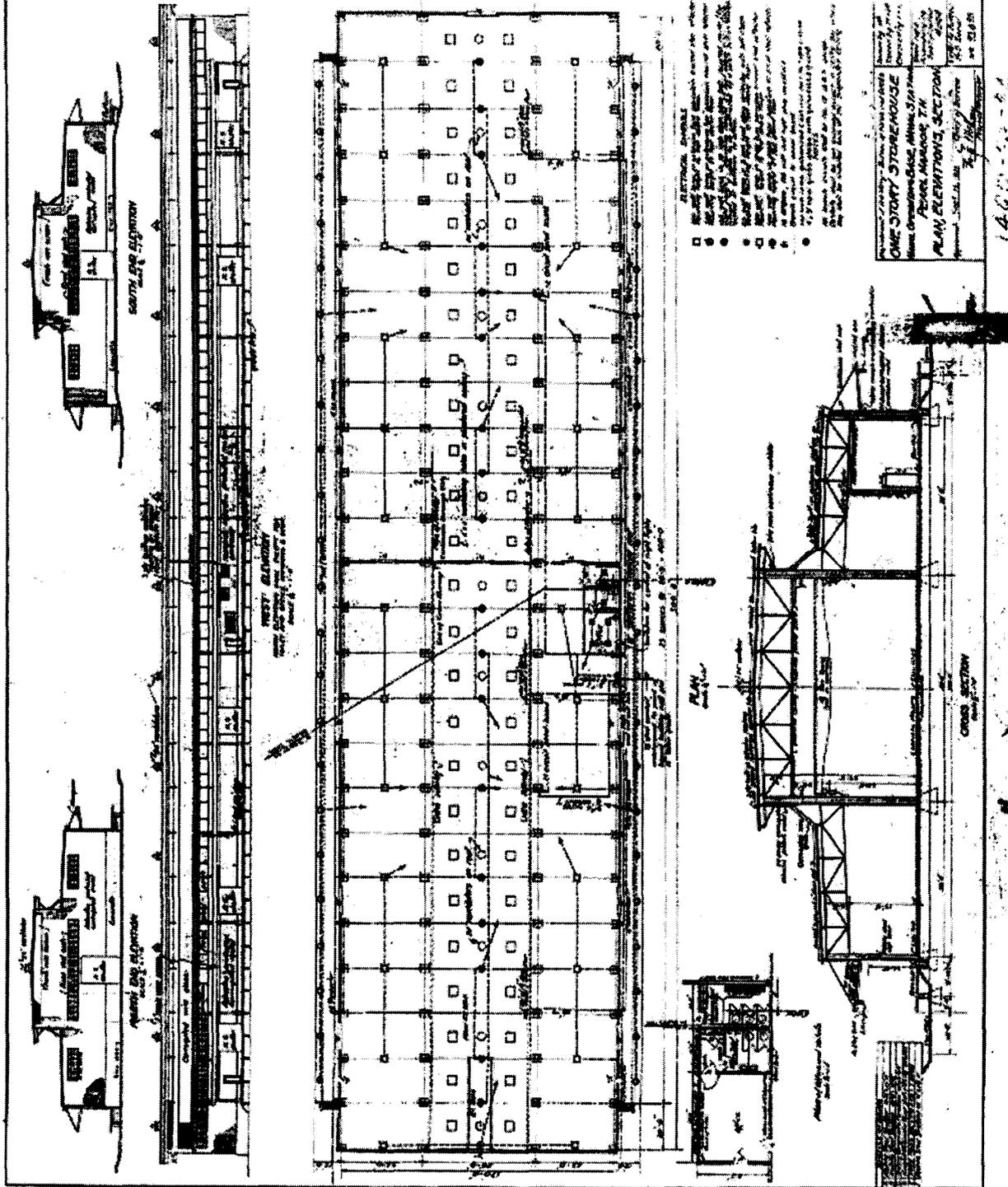
Shipyard Map





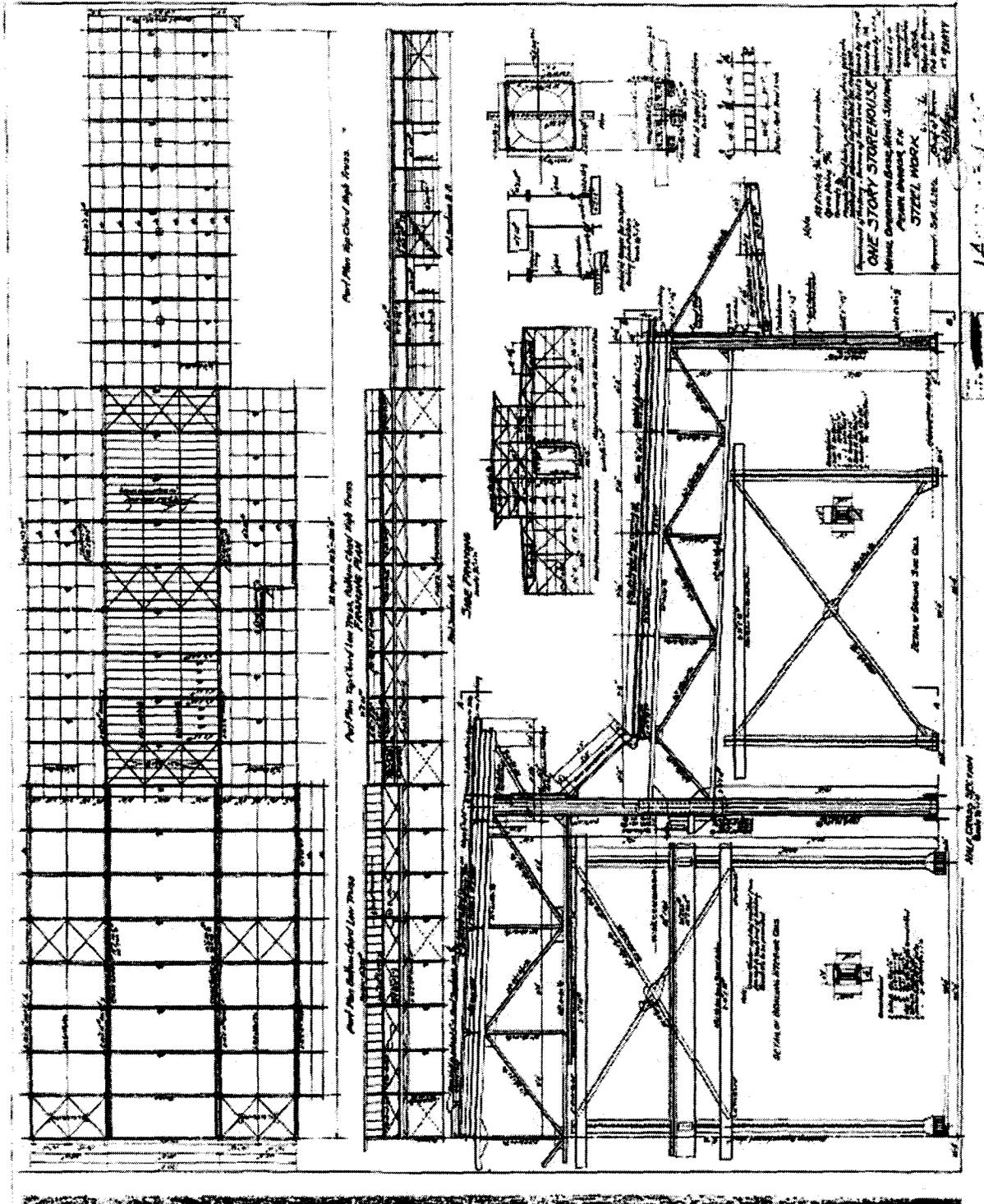
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**Floor Plan, Building Section and Elevations (Drawing No. 93898, dated 9/15/1921)**  
 (reduced, not to scale)



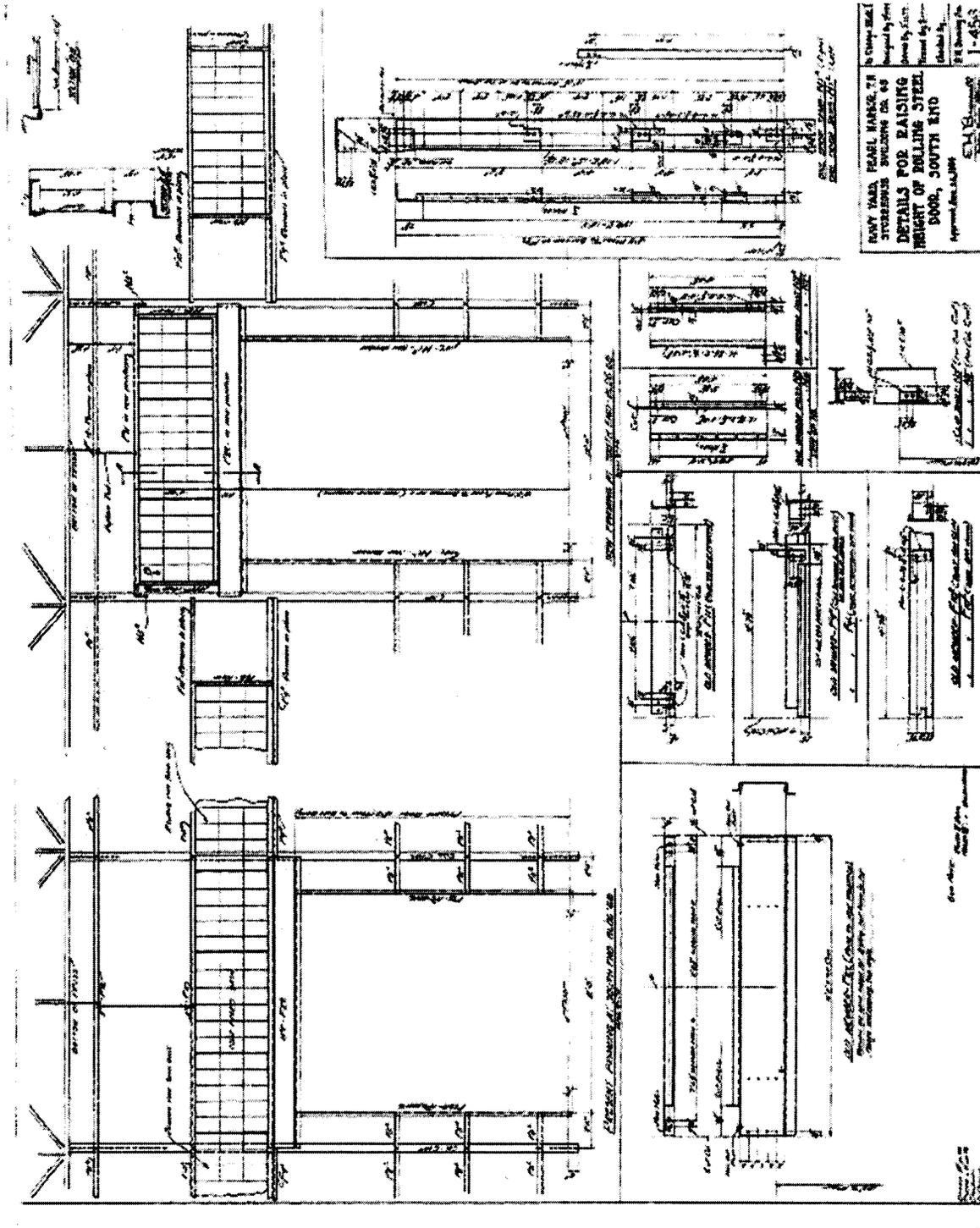
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Framing Plans and Steel Work Sections (Drawing No. 93899, dated 9/15/1921) (reduced, not to scale)



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**Details of Steel Door Modifications (Drawing No. I-456, dated 6/26/1924) (reduced, not to scale)**





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East Elevation Lean-to Addition, Floor Plans and Details, Sections and Elevations  
(Drawing No. 583844, dated 12/19/1952) (reduced, not to scale)

