

U.S. NAVAL BASE, PEARL HARBOR, CASUALTY STATION TYPE
A
(U.S. Naval Base, Pearl Harbor, Naval Shipyard, Facility No. 213)
Corner of Avenue G & Sixth Street, near Dry Dock No. 1
Pearl Harbor
Honolulu County
Hawaii

HABS HI-498

HI-498

HABS

HI-498

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, CASUALTY STATION TYPE A (U.S. Naval Base, Pearl Harbor, Naval Shipyard) (Facility No. 213)

HABS No. HI-498

Location:

Corner of Avenue G and Sixth Street
Located near Dry Dock No. 1
Pearl Harbor Naval Base
City and County of Honolulu, Hawaii

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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: Zone 4 607840E 2361120N.

Significance:

Building 213 was built as part of the great expansion of facilities at Pearl Harbor during World War II, built in response to the December 7, 1941 attack. This building could be considered, like the other types of casualty stations, a distinctive type and period of construction. Building 213 is unique among the casualty stations, in having had a wooden second floor added to the building. It is located within the Pearl Harbor National Historic Landmark.

Description:

Although several modifications of this building have taken place since its deactivation, the following will detail the original plans and details of the casualty station structure. Facility 213 is a two-story slab-on-grade casualty station, with a splinterproof concrete first floor and a second-story wood addition. It is essentially rectangular in plan, with lower projections from the main rectangle for two exits. It is a reinforced concrete wall and roof structure. The building has an overall dimension of 42'-0" wide and 119'-0" long with a floor area slightly under 5,000 square feet. The roofs of the entrance/exit projections are 8'-6" high, while the roof of the main building is 10'-6" high. The decontamination station provides for a protected entryway, undressing area, washing and bleach treatment area, and dressing room, an operating room and a large receiving ward.

There are four entrances/exits to the casualty station. Two main entries were located on opposing short ends of the building; two main exits were located on opposing long ends of the building, creating a cross-pattern in plan. Each entry/exit had an airlock room between the entry/exit room and the main part of the building. The airlocks were of sizes varying from 4'-8" x 8' to 13'-8" x 9'-11". There was also another small airlock between the undressing room and washing and bleach treatment room. One entry airlock was much larger than the other and led into either the receiving ward or the undressing room.

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The receiving ward was one large open space, approximately 20' x 81'. It held 32 to 36 beds and had an adjacent wash-off pit at one side. The next largest space, after the receiving ward, was the operating room, which was 20' x 29'-9". It had two operating tables, and an operating set-up table. A large boiler room was also part of the facility, but this room was accessed only from the outside, through large double doors that were not specially protected. The other, smaller rooms in the casualty station were the doctors' room with adjacent private toilet and shower room, sterilizing room, nurses' station, clothes storage room, dark room, and several other toilets.

The building is slab-on-grade foundation with a continuous footing along the perimeter and concrete footings under the structural columns. The exterior walls of all the casualty stations are 1'-1" thick. The walls are windowless.

Air conditioning and ventilating equipment provided for these buildings was relatively complicated, compared to the standard naturally ventilated buildings at this time on the base. There was an air conditioning unit located in the operating room, and throughout the facility there were five collective protectors, or air filtering units, which each had intake and discharge pipes. Two collective protectors were located in air locks; two were located in the receiving ward; and one was located in the undressing room. All of the collective protectors were 500 C.F.M. (cubic foot per minute), except one located in an airlock, which was 250 C.F.M.

The roof is 12"-thick concrete, with 6"-thick overhanging eaves. The drawings note that the roof is covered with "built-up type 4ACS roofing". Metal flashing wraps the edges of the roof eaves. There were originally seven concrete-covered ventilation openings on the roof, including two in the boiler room. These were 12" x 12" in plan and 18" high; air flowed through 6" openings, between the 6" overhang of the covers and the 6" curbs around the vent opening. The 6" space between the rooftop and the underside of the concrete hood was surrounded by a metal screen to prevent insects and debris from flying in and an adjustable damper was attached to the roof joists on the interior side of the room. These were removed to allow for the second floor wood-frame addition.

Originally all the doors on both sides of the airlocks were 1 3/4" thick metal-covered gas proof doors. The door schedule notes that each of these doors had hardware by Jamison: three "ajustoflex" hinges, a "wedgetight" fastener, and improved door closer and rubber gaskets and seals all around. No detailed drawing of these doors was located, but they are probably similar to those used in many of the bombproof buildings (see HABS No. HI-391). Historic photos and drawings show that the boiler stack was a metal cylinder 18" in diameter and 40'-0" tall.

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The interior walls and finishes are simple and utilitarian. The ceiling is exposed painted concrete, showing the underside of the flat roof. All interior partitions are non-bearing, made with 2 x 4 wood studs at 24" on-center covered with ¼" temp. hardboard on ¼" plywood. The shower walls are covered with ¼" masonite boards while all other walls are covered with ¼" plywood. All of the interior doors are wood slab 6'-8" in height, with widths varying from 2' to 3'-6". Some of the doors have a small viewing window, while others, such as those that lead to the toilets, have small louvered vents at the lower portion of the door.

Major alterations of the interior spaces have been done to the building since the end of WWII. Soon after the war, the facility was converted to a District Medical Office. All of the interior walls were removed and rebuilt to hold a Photofluorographic Unit and Optical Clinic, having examination rooms, waiting rooms, and workrooms.

Currently, the walls and ceilings are covered in acoustical tile, the floors are finished with vinyl tile, and modern fluorescent lights within drop ceilings hang from the roof.

Facility 213 is unique among the casualty stations, in having had a wood-frame second floor addition built onto the building. Construction started in late 1943, and in January 1944 the Industrial Health Center was established in here. This addition housed "Chemical, Clinical and Micro-laboratories, Medical Examining rooms, Storerooms, Quarters for Enlisted Personnel..., and offices for the Industrial Health Officer and Staff" (Pearl Harbor Navy Yard n.d.). This Industrial Health Center served not only the Shipyard, but also the entire 14th Naval District, by conducting surveys that evaluated health hazards, and performing any chemical or clinical tests necessary.

The second floor footprint matches the main rectangular outline of the first floor: 842'-0" x 108'-0". Typical of many temporary buildings built during this time, it was constructed of horizontal drop siding and had bands of wood one-over-one double-hung windows. The roof is just slightly pitched and has overhanging eaves. The main entry to this level is from a single wood stair that runs along the south side of the building.

Historical Context:

The original drawings of Facility 213 are dated September 9, 1944. The initials "V.O." are on the "Arch. or Engr" line, for architect Vladimir Ossipoff, a well-respected architect in Hawaii. Ossipoff's initials are also on the drawings for the second floor addition built in 1944.

Splinterproof casualty and decontamination stations were designed to treat, and temporarily shelter, victims of an attack. There were at least three different types of casualty station designs. The basic casualty station design was rectangular in plan, with slight projections from the main rectangle. It appears that gas decontamination was usually incorporated into the function of the casualty stations, but in at

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least four instances, separate buildings were erected as "Gas Decontamination Stations," including the demolished Facility 192 on Ford Island, the demolished Facility 44 at West Loch, the extant Facility 44 in the Shipyard, and a building now used by the Boy Scouts on Red Hill. Although not all decontamination centers were splinterproof buildings, Facility 213 at the Shipyard is built having 13"-thick concrete walls and a 12"-thick roof whose design and construction is considered splinterproof.

It appears all the Casualty Stations were built in 1942, in response to the Pearl Harbor attack, although 1941-1944 dates are listed in the Navy facilities database. Although built in 1942, these buildings were not equipped and ready for operation until early 1943, according to an undated typewritten report on the WWII activities of the Yard Medical Department (Pearl Harbor Navy Yard n.d.). Seven of the "Casualty Dressing and Gas Decontamination Stations" were built under the cognizance of the Yard Medical Officer, but only for a year or so, since in late 1944 and early 1945 five of these stations were decommissioned, and "made available for uses other than Medical" (Pearl Harbor Navy Yard n.d.). Facility 213 was one that kept its medical use, and was modified to fill the requirements of the District Medical Office. The first floor was used as an Optical Clinic, and a Photofluorographic Unit from 1947.

In January 1944, the Industrial Health Section was established in a separate building located on the top floor of Facility 213. It had complete modern laboratory equipment. These added facilities provided chemical, clinical and micro-laboratories, medical examining rooms, storerooms, quarters for enlisted personnel, and offices for the industrial health officer and staff. This change permitted the department to cooperate with any service organization in the District on industrial hygiene problems by making industrial surveys, evaluating health hazards and doing any type of chemical or clinical tests necessary.

Presently, the building's first and second floors are used as a Radiation Health Office where levels of radiation exposure within the Pearl Harbor Complex is tested.

See HABS No. HI-390 for additional history of World War II Splinterproof Buildings and HABS No. HI-391 World War II Bombproof Buildings, for additional information on Architect Vladimir Ossipoff.

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

Sources:

The original drawings for this building are on microfilm at NAVFACPAC Plan Files.

A copy of the 1949 Property Record Card for Facility 247 can be obtained from the Naval Shipyard Facilities files.

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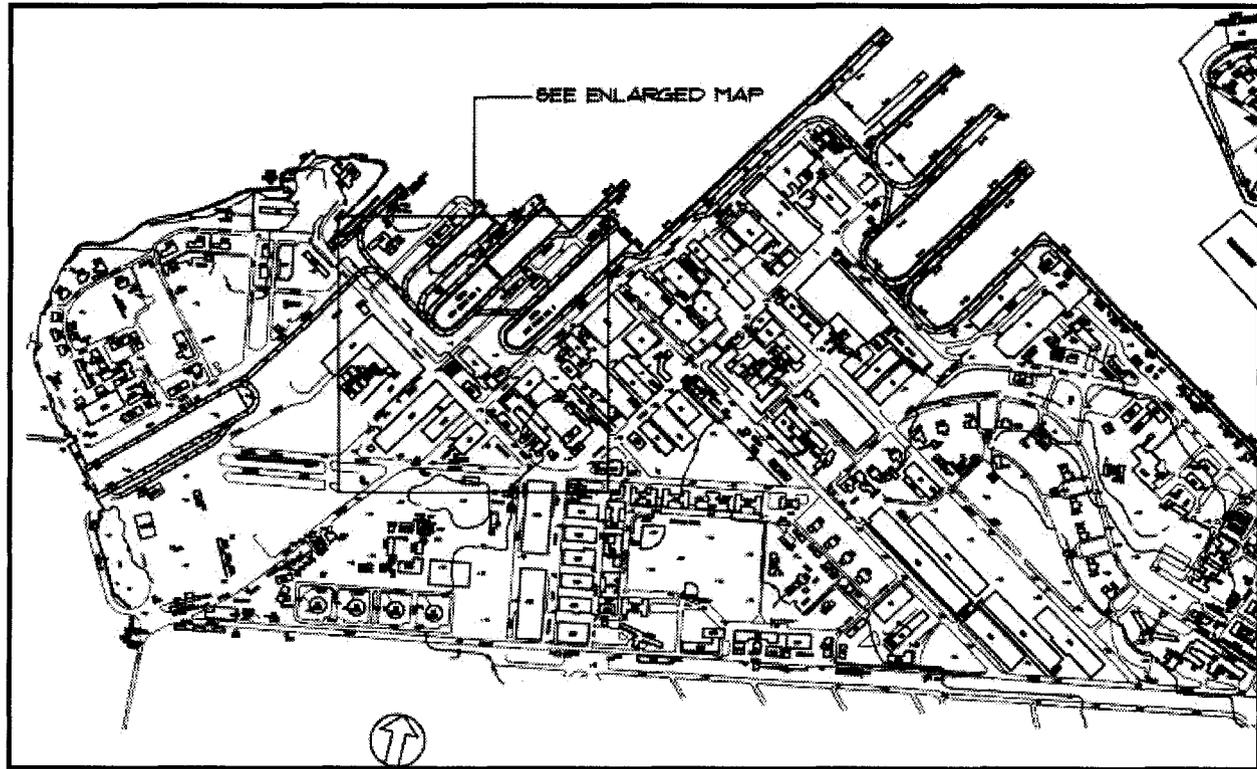
Pearl Harbor Navy Yard. Typescript manuscript with 8 chapters, reporting on WWII activities of the Navy Yard's departments, including 14-page one by "Medical Department", n.d. From Robert F. Walden Collection, University of Hawaii Hamilton Library, Hawaii & Pacific Room.

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, Historical Architect, NAVFAC Hawaii. The photographic documentation was undertaken by David Franzen, of Franzen Photography. Lorraine Minatoishi Palumbo, Architectural Historian at Mason Architects, Inc., prepared the written documentation. The field work and research for this report was conducted between the dates of July 2001 and December 2001.

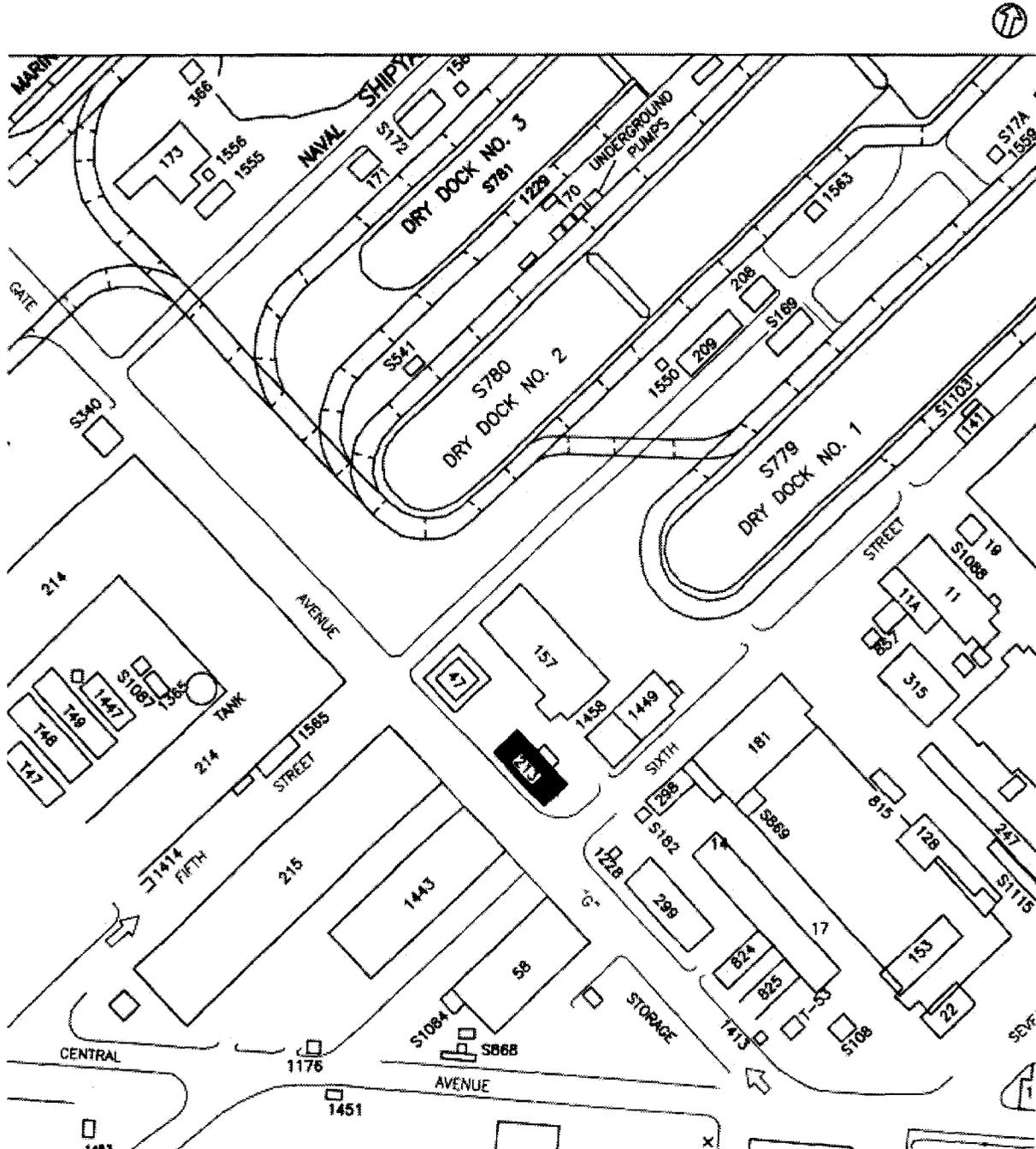
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Shipyard Map



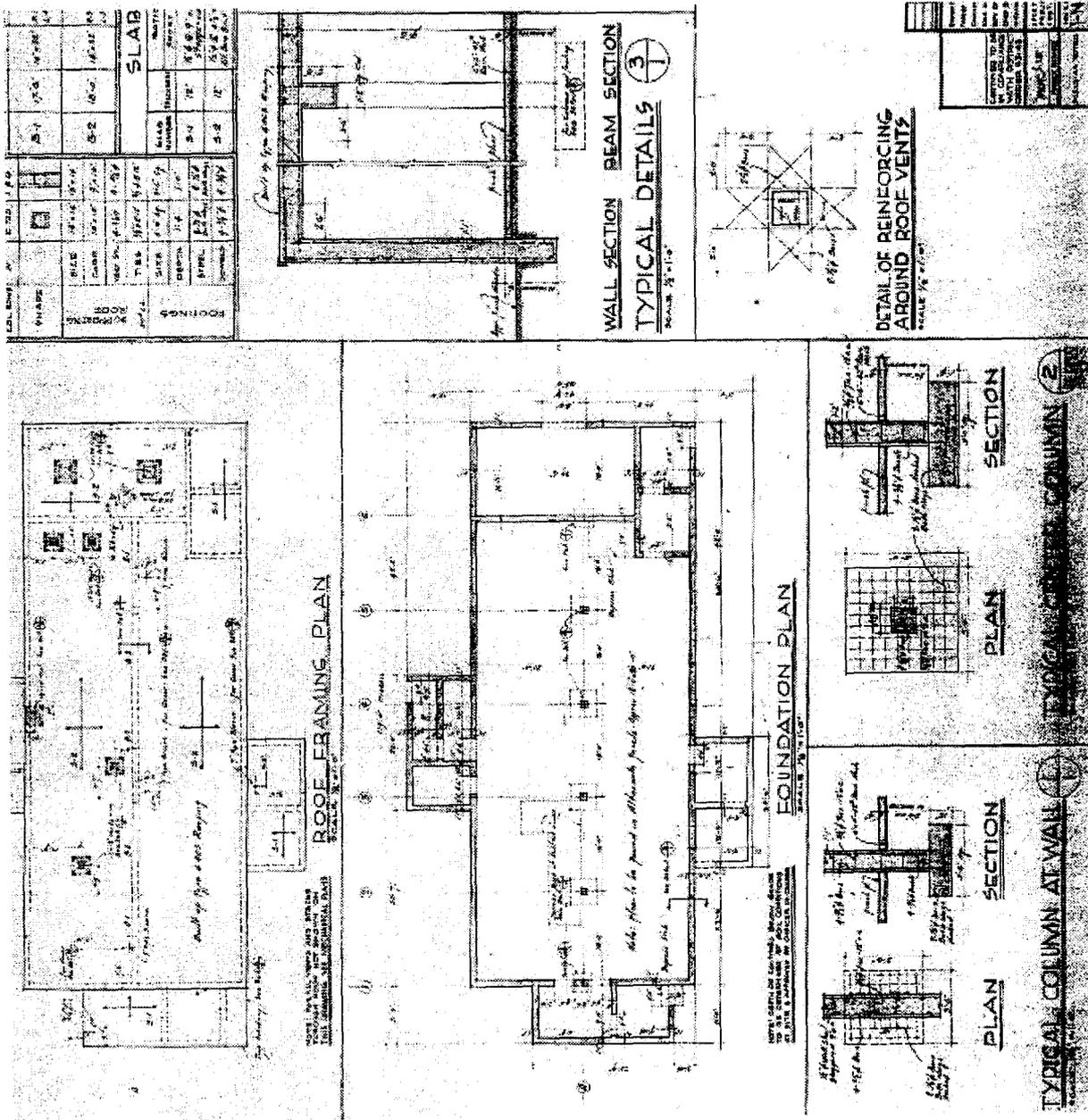
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Enlarged Area Map (reduced, not to scale)



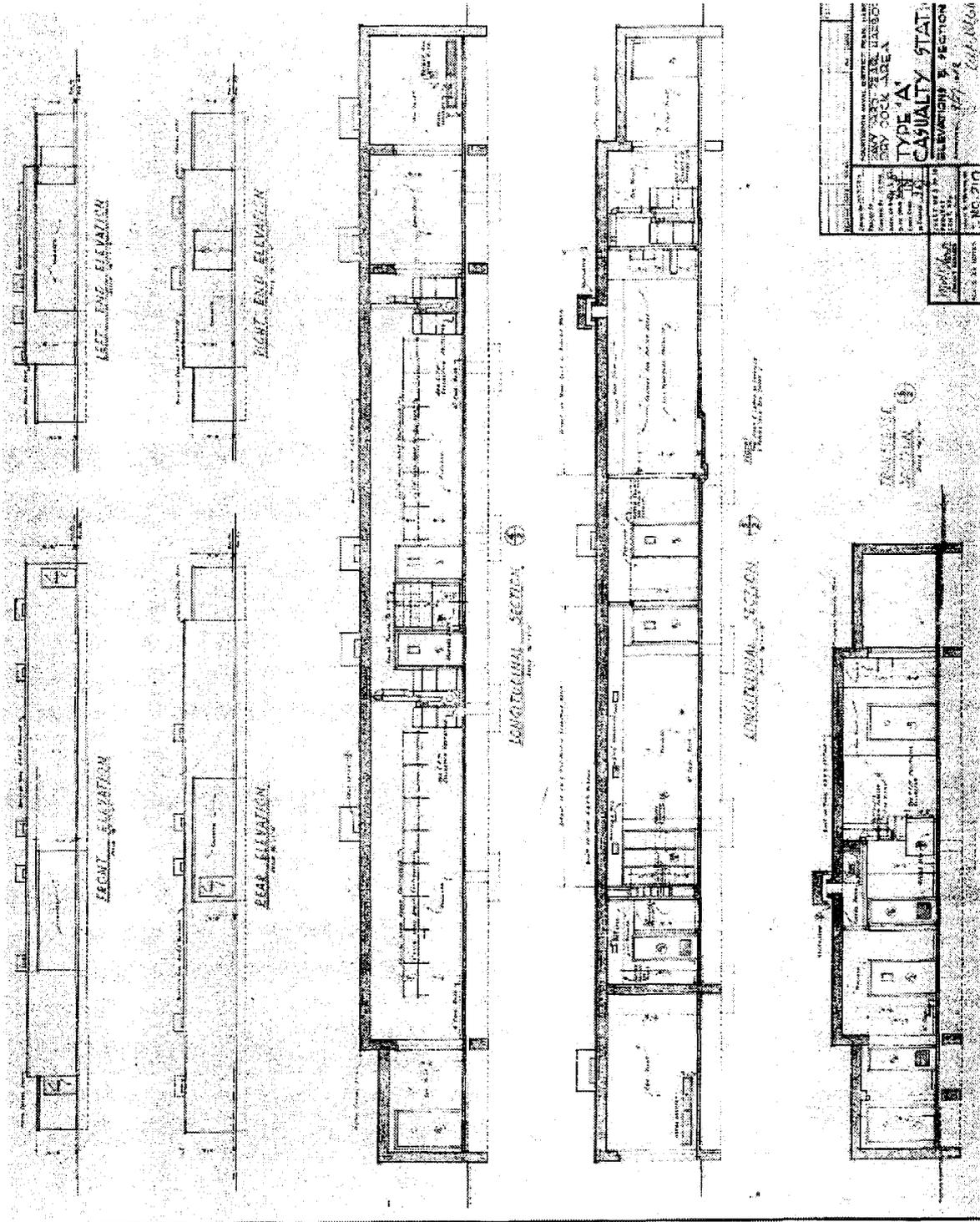
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Casualty Station Type A, Foundation Plan, Roof Framing, and Typical Details
 (Drawing No. I-N9-208, dated 9/27/1942) (reduced, not to scale)



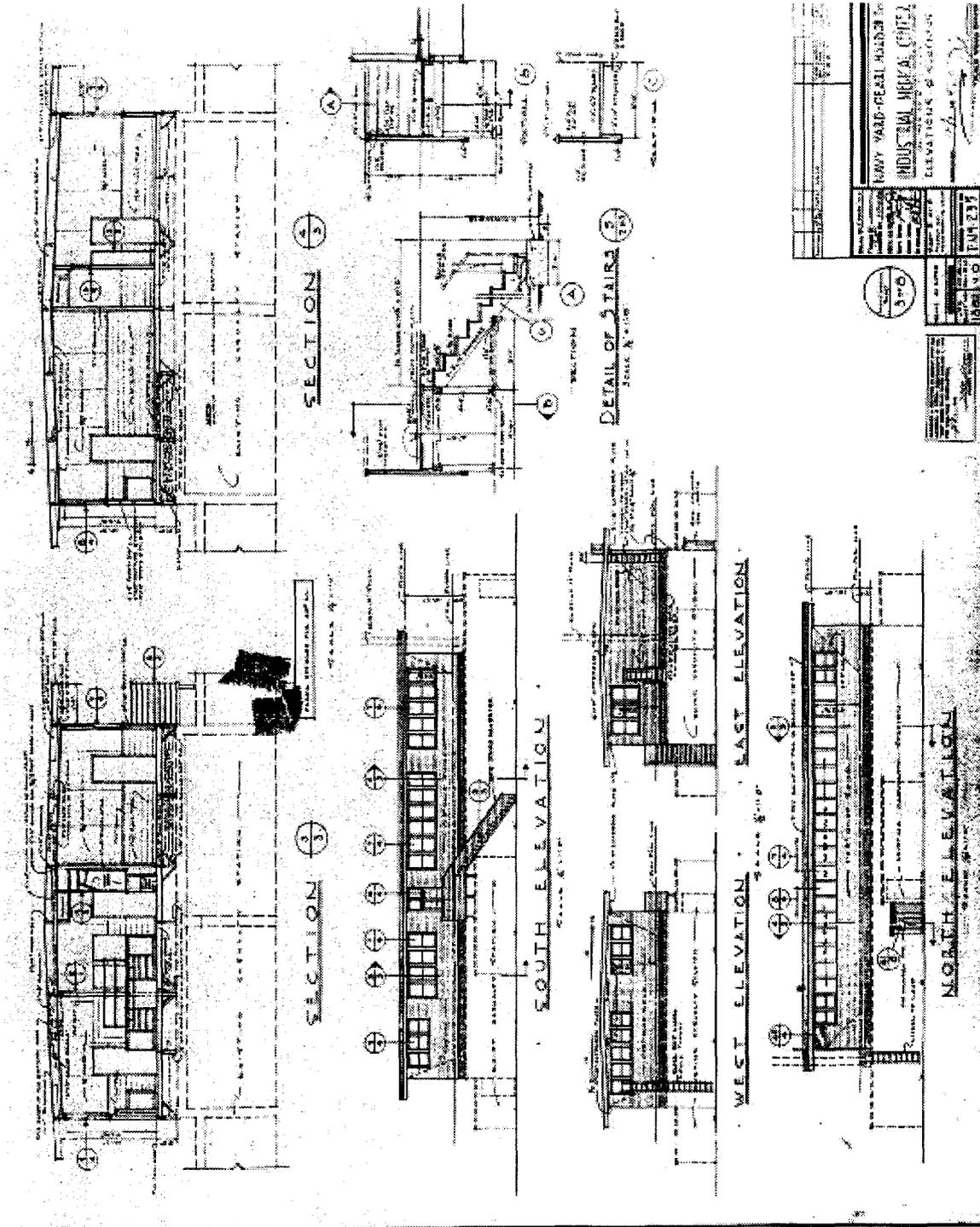
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Casualty Station Type A, Exterior Elevations and Sections
 (Drawing No. I-N9-210, dated 9/27/1942) (reduced, not to scale)



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Industrial Medical Center, Second Floor Exterior Elevations and Sections
 (Drawing No. I-N9-235, dated 10/7/1943) (reduced, not to scale)



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Industrial Medical Center, Second Floor Wall Sections and Framing
 (Drawing No. I-N9-236, dated 10/7/1943) (reduced, not to scale)

