

Central Power Station
(Central Power Plant, Building 106)
Puget Sound Naval Shipyard
Bremerton
Kitsap County
Washington

HABS No. WA-178

HABS
WASH,
18-BREM,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Western Region
Department of the Interior
San Francisco, CA 94102

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18-BREM,
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HISTORIC AMERICAN BUILDINGS SURVEY

CENTRAL POWER STATION

HABS No. WA-178

(Central Power Plant, Building 106)

Location: Between "H" Street and "F" Street, south of
Farragut Ave. at Puget Sound Naval Shipyard,
Bremerton, Kitsap County, Washington

USGS Bremerton West Quadrangle UTM Coordinates:
10.527885.5267450

Date of Construction: 1908-1910. Alterations/Additions in 1919, 1939, 1942,
1944, and 1971.

Engineer/Architect: United States Navy Yard, Puget Sound Washington.

Present Owner: Puget Sound Naval Shipyard
Bremerton, WA 98314-5000

Present Use: Central Power Plant; southwest air compressor wing to
be demolished in August 1987, entire facility to be
demolished circa 1991.

Significance: The Central Power Station at Puget Sound Naval Shipyard
was constructed in 1910 as the Shipyard's first Central
Steam/Power Station. It was the principal power plant
for the buildings and equipment of the industrial yard.
Until the construction of the West End Boiler Plant
(Building 351) in 1918 it was the sole power plant at
the Shipyard. It was therefore an important facility
in the early operations of the Shipyard, although not
directly related to the repair and construction work.

Report Prepared By: Marianne Barrentine
Facility Planner (Code 441.1)
Public Works Department
Puget Sound Naval Shipyard
Bremerton, WA 98310-5000

Date: June 1987

PART I. HISTORICAL CONTEXT: PUGET SOUND NAVAL SHIPYARD

(From The Puget Sound Naval Shipyard Shore Facility,
1891-1945 Thematic Nomination)

The Puget Sound Naval Shipyard Shore Facility, 1891-1945 thematic places districts, buildings, structures and objects within a context representing the development and functional characteristics of a facility of this type. The following quote from a history of the Bureau of Yards and Docks explains the meaning of this context.

When the average citizen thinks of the Navy, his first thought is of ships and airplanes -- and more especially of war ships and war planes. The tremendous industrial and administrative plant of the Navy which supports those ships and planes is rarely seen in its true perspective. But a modern navy would soon be unable to put to sea were it not for the activities of its shore facilities, and the effective cruising range of the fleet is in large measure determined by the efficiency and location of its bases of operation. (Building the Navy's Bases. Vol. I, p.1)

This same source lists the major components of shore establishments. These include ship repair/building, training, personnel facilities, supply/storage, ordnance, hospital, radio station and buildings required for general operations and administration. The focus of Navy shipyard development is its industrial plant. How it is created and maintained is a combined product of national events, Chief Executive policy, congressional appropriations and the recommendations of Naval personnel. The remaining components of the shore facility are essential to efficient yard management. While often times they are not specifically referenced in the general thematic statement, it must be emphasized that without their existence, the industrial yard could not function.

Between 1891 and 1945, the Puget Sound Naval Shipyard created buildings, structures and objects associated with all the shore facility components. Shipyard design and planning was an evolutionary process based on changing technologies. The architecture of yard buildings comprises a combination of styles determined by the Public Works Officers and other shipyard personnel. The basic configuration of the yard was firmly established by the post World War I era with each function assigned a particular geographic area within the yard boundaries making district evaluations feasible. Dominating the historic significance of the Puget Sound Naval Shipyard during this period is its role as the only facility on the West Coast able to repair capital ships, a function of supreme significance immediately following America's entry into World War II. This latter significance will be evaluated separately by the National Park Service in its World War II (Pacific) National Landmark thematic nomination.

1891-1914: Early Development

The Puget Sound Naval Shipyard was founded in 1891, two years after the Naval Act of 1889 signaled a new departure in American naval policy through the construction of a seagoing battleship fleet, and one year after Alfred Thayer Mahan published The Influence of Sea Power Upon History. This was a time of intensified commercial and colonial rivalry among European powers and culminated in the United States acquiring overseas possessions. Mahan advocated not only the importance of sea power during wartime, but the need for a large peacetime navy. This would require colonies for bases, coaling stations and a large merchant marine to trade with the colonies. His work represented an intellectual renaissance occurring within the U.S. Navy which paralleled the changing technology of sea power, and America's improved status as an industrial nation.

Lieutenant Ambrose Barkley Wyckoff, the Puget Sound Naval Station's founding commandant, located the facility on a wilderness land on the Sinclair Inlet side of Turner's Point. The Civil Engineer set up his office in the only extant building on the property and began work on the station's first dry dock. In December, 1892, construction work began. Four years later, in 1896, the dry dock was completed, along with Building No. 50, the General Office Building, Building No. 51, a new office for the Civil Engineer, and five Officers' quarters. Also at this time the Marine Reservation was established under the command of First Sergeant George Carter.

Construction work continued at the Naval Station as America entered the Spanish-American War (1898). This action proved the importance of the battleship in naval warfare, facilitated the construction of the Panama Canal and resulted in a Congressional debate about the need for a two ocean naval fleet, a debate that was never finally resolved until World War II. A symbol of these events was the battleship Oregon, its voyage around the Horn, and its subsequent success at the Battle of Santiago Bay. Prior to this voyage, the Oregon was the first American battleship to undergo a complete overhaul in the newly completed Dry Dock No. 1 at the Puget Sound station. The battleship had been ordered to Puget Sound because Mare Island, the only other West Coast Naval Shipyard at the time, could not drydock a battleship of her size and weight. From this time until the outbreak of World War II, the Puget Sound Naval Shipyard was the only one on the West Coast with the capacity to repair battleships.

Between 1900 and 1914, the development of the Puget Sound facility was dependent upon naval strategists who could not decide where to station the fleet. Their preference was to keep it on the East Coast until 1906, when a political crisis erupted with Japan which resulted in the greatest show of United States Naval strength up to that time. This was the cruise of the "Great White Fleet." Part way through the voyage some of the battleships were overhauled in the Puget Sound shipyards. Of greater importance, the voyage proved the importance of the Puget Sound Naval Shipyard as both a coaling station and as a main supplier of coal for colliers on the Pacific Coast, a status it retained as long as coal was used as fuel.

In spite of uncertainties of strategy, Congress did appropriate funds to provide for additional construction at the Naval Station. In 1901, it was raised in rank to Navy Yard Puget Sound. Between 1906 and 1914, the yard saw the completion of a second dry dock (1913), the largest possessed by the Navy at that time, additional officers' quarters and other buildings within the industrial area. Hospital facilities were improved, and the Marine Reservation was moved to the western end of the yard. In 1906 a wireless station was established. The latter was created following the deliberations of and Interdepartmental Board of Wireless Telegraphy (July 12, 1904). This body recommended that the Navy be responsible for all governmental coastal radio stations, as well as communication to and from ships at sea. The removal of the Marine Reservation to the western end of the yard reflected a change in the role which this service was to play following Executive Order 969 signed by President Roosevelt in 1908. Prior to this time the Marine Corps' primary role was as a security force at sea and at shore installations for the Navy. After this time the Corps, in addition to garrison duties, was to provide the first line of defense on Naval bases outside the continent, man the defenses for these bases, and provide expeditionary forces as necessary.

By the time of World War I, the Puget Sound Naval Shipyard possessed the major components required of a naval shore facility. These included buildings related to ship repair and construction, personnel facilities, a radio station and hospital, ordnance facilities as well as buildings required for supply, general operations and administration. In a "Base Plan and Development of Navy Yards" chart prepared toward the end of World War I, it was evaluated as one for "repairs, ammunition and all supplies for ships based on this yard." According to this document, it was "to be developed as a main repair and supply base on the Pacific coast" and "to be one of two main supply bases on the Pacific Coast, including caring for ships brought from the Atlantic."

1914-1921: World War I and Post-War Development

In August, 1914, when war broke out on the European continent, America chose to be neutral. It took a series of events between this year and 1916, including the sinking of the Lusitania, to force President Wilson to authorize the construction of a modern navy. This included the completion of sixty capital ships by 1925. The building program had barely begun by April, 1917, when the United States entered the war against Germany. The primary role of the U.S. Navy during World War I was to provide supplies to European allies, a function facilitated by the development of a convoy system. American transport vessels were immediately transferred to European waters. The construction of capital ships, authorized through the Big Navy Act of 1916, were suspended in favor of destroyers, submarine chasers and other ships required to aid the convoys. Because American shipyards could replace shipping lost through submarine attack, as well as provide the vessels required in the convoys, the United States was able to transport the men and material needed to assure Allied victory by November, 1918.

In determining the role which the Puget Sound Naval Shipyard played in these events we are fortunate to have records immediately available at the Seattle Branch of the National Archives. In part these documents, dating from 1913 to 1920, outline the needs of the facility as it evolved from a repair base to one where shipbuilding, personified through the construction of Dry Dock No.3, became an important function of the yard. Extant records begin in 1913 with estimates for public works construction for the 1915 fiscal year. These were submitted by V. L. Cottman, Commandant from July, 1913 until February, 1914. The recommendations, dated June and July, 1913, reflect an awareness that the opening of the Panama Canal (1914) would result in future yard expansion necessitating the acquisition of new property, and the rebuilding of buildings within the industrial yard. Cottman's major recommendation was that "the Main Base for the Pacific Fleet be at the Puget Sound Navy Yard, that this station be thoroughly equipped for caring for our entire fleet on a war basis before appropriations are asked for any other new project.: (National Archives - Seattle Branch. From V. L. Cottman to Secretary of the Navy Daniels, July 22, 1913. File No. 1627.) The next Commandant, D. W. Blamer, submitted a plan for the orderly development of the yard.

Experience here, as elsewhere has shown repeatedly that lack of such a plan leads to placing buildings or appliances so that they interfere greatly with later necessary improvements, while the existence of an approved general plan makes it easy to determine the location of new buildings so as to assist in an economical development. (Ibid. November 13,1914)

Four years later, in April, 1919, the House Naval Affairs Committee toured Puget Sound to determine the requirements of the Yard. At this time the Navy Department had approved plans to enlarge the Puget Sound Yard through land acquisition, regrading within the Yard, and the construction of additional buildings. A Presidential proclamation on November 4, 1918, allowed for the acquisition of the required land. Congress, however, had not appropriated funds to allow for the development approved by the Navy Department.

The hearing, which followed the tour, included an analysis of the geographical limitations of the site as this pertained to the industrial yard and the Navy's proposal to comprehensively plan for its future development.

Consideration was given to an enlargement of the level portions of the Navy Yard by two operations. First that of purchase of a small amount of land at critical points where increases were required; and secondly, grading down the high ground and filling in along the water's edge and extending the water front further out into the Sound. The additional land was to be utilized by grouping various shop activities in such a manner that an extension could be obtained and still have the work passed in logical sequence from one shop to another by the most direct means of transportation. (Ibid.)

The east part of the Yard was to be developed for shipbuilding, and storage would be along the waterfront in the center of the Yard. Shore facilities would be located to the north and west of the industrial and supply areas. Included in the plans were a machine shop and two additional dry docks designed to accommodate capital ships. Also proposed were pier fittings which would allow the Yard to handle the largest ships proposed by the Navy. Three months after the hearings Congress appropriated the funds needed to physically expand the Yard. This work, which would consume the energy of the Yard as it entered the isolationist phase of the 1920s was only a beginning. Other work outlined in the Yard Plan was eventually completed. The result is the Yard configuration still present today.

1922-1932: The Era of Naval Disarmament

The nation's immediate response at the end of World War I was to insist on minimum Congressional appropriations for the Navy. Ship construction was held to a minimum as a result of the Naval Disarmament Conference of 1921-1922. Between public mood and international treaty the United States Navy was faced with the need to keep outdated ships in continuous repair at a cost way below what was realistic for the task. The system that was developed included a program of equipment modernization, ship self-maintenance and the development of "fleet trains" and floating ship repair. Naval Shipyard activity was restricted to the completion of projects already authorized by the Naval Act of 1916, the regularly scheduled overhauls of the ships, and supply.

This era saw the implementation of a radio modernization program begun during World War I. In 1915, civilian radio engineers were dispatched to the Navy Yards (Puget Sound's was W. H. Marriot). Following the establishment of Naval Districts a ship-to-shore and coastline communications network was established. Puget Sound, as the District Center for the 13th Naval District, was responsible for all transmissions from the 44th parallel (approximately Florence, Oregon) to the Canadian border. As a medium powered station it was capable of transmitting at least 1,000 miles for the purposes of connecting adjacent Naval Districts as well as provide long distance ship-to-shore service. The Puget Sound Naval Station was also the designated yard for all matters pertaining to radio within Oregon, Washington and Alaska. To meet this need, by World War II, the Puget Sound radio station had been modernized and enlarged to include additional quarters, a radio receiving control building, a laboratory, and a radio and sound repair shop.

Between 1920 and 1930, ship construction was curtailed and the repair facilities were improved to aid in ship modernization. Pier No. 6 was constructed in 1926 for additional fitting out space for battleships. Dry Dock No. 2 was extended in 1930 to accommodate America's aircraft carriers. (One year before this work the carrier Lexington received local notoriety by providing electrical power to the City of Tacoma during an abnormally dry spell.) This work, to some degree, reflected the Navy's efforts to improve its capacity for self-maintenance and mobility. Even so, the Navy was aiming for a supply and maintenance arrangement

whereby the fleet in the Pacific would be relatively independent of its shore facilities. New propulsion systems, as well as the conversion from coal to oil, enabled ships to travel large distances without Navy Yard overhauls. The techniques of fueling at sea were improved. Repair tenders were constructed. Combined with other service and supply oriented ships these "fleet trains" were designed to serve as alternatives to shore facilities located at too far a distance from potential field of battle.

As the Navy sought modernization, the public mood continued to be anti-Navy. On January 15, 1929, the United States Senate ratified the Kellogg-Briand Pact. With this agreement contracting powers renounced war as an instrument of national policy. As a whole, this period of normalcy and isolationism brought little development activity at the Puget Sound Yard. The most noteworthy outside the industrial area was the completion of the hospital in 1925. This facility serviced personnel throughout Puget Sound. Quarters for medical officers and warrant pharmacists were constructed between 1923 and 1926. In 1927, Peter Oemlauf of the Seattle Park Board assisted with the hospital landscaping. The recreational (and training) needs of Shipyard personnel were met by the construction of a swimming pool in 1922. In 1930, the Theater Ziegmeier was opened, so named for the base Commandant.

1933-1941: Pre-World War II Preparedness

One of President Franklin D. Roosevelt's first acts in office was the signing of Executive Order 6174 allocating \$238 million in National Recovery Administration funds for ship construction. With these funds, plus more which followed a limited national emergency in 1939, the Puget Sound Yard's shipbuilding activity was resumed. This included the construction of eight destroyers, and major overhauls of primary battleships of the fleet. The yard was aided by the installation of a 250 gross ton hammerhead crane, placed at the end of Pier No. 6 in 1933. A gas plant and machine shop were also constructed during this period of time. Even though small in comparison to what was to follow, the ship construction program encouraged by Roosevelt was the largest since the Big Navy Act of 1916. It was expanded further by Congressional passage of the Vinson-Trammell Act of 1934. The bill established procedures and funds to replace overaged naval vessels. Its primary purpose was to build the fleet up to the limits allowed in the naval disarmament treaties. In establishing priorities for future construction, the Navy determined that work at the West Coast, the Canal Zone, Hawaii, the Philippines and Guam naval shore facilities were imperative. Additional appropriations following the fall of France in 1940 gave the Navy \$4 billion to begin the construction of a "two ocean Navy."

With funds available the Navy began to plan for the expansion and improvement of its shore installations. The immediate problem faced was that previous plans "had been developed by local stations during peacetime and were not directly integrated into a general plan for expanding the Navy to meet the emergency conditions." (Building the Navy's Bases. Vol. I, P. 8)

The older Navy Yards, and to a lesser extent the more recent Yards, had undergone progressive evolution and piecemeal development during the years as ships of the fleet evolved from the frigates and sloops of Revolutionary days to the complex and varied types of the modern Navy. Although they had undergone considerable expansion during World War I, none of the Yards were fully equipped to cope with the building and repair requirements of the two-ocean Navy of World War II and most of them were congested, obsolescent, and poorly arranged. (Ibid. p.169)

Between 1920 and 1938, only a moderate amount of significant construction had occurred in the Navy Yards, of which the 1934 machine shop at Puget Sound was considered important. In order to plan for expansion the Navy convened, in 1940, "The Greenslade Board." Its study, issued in January of 1941, became the basic guide for the development of shore facilities. According to it, "it was proposed that each coast should have repair capacity sufficient to maintain 60% of the 1946 fleet in peace on a single-shift basis."

The West Coast was found to have capacity, both existing and projected, barely adequate to meet this requirement. However, since it would be imprudent to concentrate any more activities in limited areas, no further development of Mare Island and Puget Sound Navy Yards, other than to balance existing facilities, was recommended. (Ibid. pp.10-11)

Primary development was to occur at Pearl Harbor and in the San Pedro-San Diego area. In addition, no more than 20% of a Navy Yard's capacity was to be used for new shipbuilding, as the Board considered it imperative that repair facilities must be available in case war erupted. The Greenslade report "was definitely not a plan for emergency wartime expansion, although, as it outlined a plan for the permanent organization of the shore establishment, it would be used as a valuable guide in the planning of the wartime program." (Ibid. p.11)

When the Greenslade report recommended no further development at the Puget Sound Yard it was aware that two dry docks were under construction. Dry Docks No. 4 and 5 were the product of funding made available through the Vinson-Trummel Act of 1934. Originally the former were designed to accommodate ships up to cruiser size. In 1938, however, it was decided to enlarge their design so that, when built, they could accommodate any ship of the fleet at that time. Other construction activity reflects the Board's recommendation to "balance the existing facility." Pre-existing buildings were moved around, added onto or remodeled. New cranes were put in place and other buildings, such as the Shipfitters Shop (No. 460, 1941) were added to improve the efficiency of the yard for both construction and repair, and to prepare the yard as a supplier of goods to the fleet.

1941-1945: World War II

When Japan attacked Pearl Harbor the Puget Sound Naval Shipyard was only one of two Naval Yards on the West Coast which was fully operational. It was, in

addition, the only battleship repair yard on the Pacific Coast. Mare Island was limited in size of the ships it could accommodate by shallow water and silting. While the destroyer base at San Diego could assist with the repair of smaller vessels, and Terminal Island and Pearl Harbor were being developed to handle larger vessels prior to the outbreak of the war, Puget Sound was the home yard for the capital ships. At Pearl Harbor, eight of America's seventeen battleships were attacked. Of these, two were sunk and destroyed. Of the remaining six, five were returned to Bremerton for repairs and modernization.

At the Puget Sound facility by this time there were three dry docks and four piers as well as its hammerhead crane. Dry Dock No. 3 built at the end of World War I, was the Navy's first shipbuilding dock. As a result of Congressional appropriations since 1934, two additional dry docks (Nos. 4 and 5) were nearing completion at the end of 1941. Both were capable of docking battleships and carriers. During the war two double shipbuilding ways large enough to build escort vessels were constructed as were service and shop buildings for the shipways and the new dry docks. The Yard was expanded to capacity by the acquisition of thirty additional acres. At least twenty extant buildings were moved, added onto or changed in other ways within the industrial yard. Between 1942 and 1945, at least fifty-two buildings and structures were built to meet wartime needs.

How the yard developed during this period of time was determined by the Bureau of Yards and Docks whose chief during World War II, Admiral Ben Moreell, had been, in the 1930s, Public Works Officer at Puget Sound. Prior to 1941, public works planning by the Navy had "as its goal the building of a shore establishment to meet the needs of the two-ocean Navy that had been authorized by Congress." (Ibid. p.13) With the outbreak of the war, the problem became one of allocating scarce materials and manpower. It was ordered that buildings should be no more elaborate than was absolutely necessary. Substitutes were found for scarce materials. This affected the appearance and design of building constructed during this period.

Admiral Moreell recommended that shore facilities be dispersed, and "that, instead of constantly adding to existing stations, with the resulting congestion, the expansion be achieved by establishing new stations in new location. In spite of this, however, the tendency to add to existing stations persisted...." (Ibid. p.15)

The manpower situation was especially critical because of the tremendous expansion of the aircraft and shipbuilding industries. On April 15, 1944, the Vice Chief of Naval Operations issued instructions that thereafter the Bureau of Yards and Docks give an estimate of the labor required for the initial construction and subsequent maintenance of all West Coast projects and the sponsoring bureau or office provide an estimate of the civilian labor necessary

for the operation of the facility. The information was to be used by the Secretary of the Navy in making a final decision on the project. (Ibid. pp.18-19)

Admiral Greenslade, Pacific Coordinator of Naval Logistics, studied conditions on the West Coast this same year and concluded that a saturation point had been reached. In addition, new construction for Naval public works were being authorized at twice the rate they could be completed.

The realization, no doubt, affected construction activity at the Puget Sound yard. The only notable work undertaken in 1944 was a five mile railroad spur to connect it with the ammunition supply base at Bangor. Fewer ships were built and a greater number repaired after 1944. This was in keeping with the requirement that only 20% of the yard's capacity should be reserved for shipbuilding. Even so, the record of the Puget Sound Naval Shipyard cannot be ignored. An impressive number of ships were built, fitted out, repaired, overhauled and modernized at Bremerton during World War II. These include seaplane tenders, seaplane wrecking tenders, destroyers, destroyer escorts, aircraft escort vessels, oil and gasoline carriers, barracks barges, battleships, submarines, aircraft carriers and cruisers. It was, as most historians agree, the industrial capacity of the United States which assured victory.

Japan could not maintain the power with which she began the war. Even in the first year of war she had a net loss of warships. Up to the end of 1944 she lost 275 combat ships excluding escort vessels and she replaced only 162 of these. During the same period the United States lost only 128 and added 1005 warships by new construction. (Ibid. p.316)

Between 1942 and 1945, almost 400 ships passed through the Puget Sound Naval Shipyard.

PART II. CENTRAL POWER STATION

Description:

The Central Power Station is located in the heart of the older industrial area of Puget Sound Naval Shipyard between Dry Docks 1 and 3. See Attachments A and B for current site plans. A photograph of the map of the yard at the time of construction (1911) is also provided (see photo #12).

Building 106 is an irregular rectangular structure 273 ft north-south, 161 ft east-west and 52 ft high. The building is a classical three part composition of base, main building and capital. It has a rusticated concrete base. The base has flat arched wood windows 7 ft high by 10 ft wide. Above the base is the primary expanse of the structure in brick with flat pilasters 20 ft on center, brick corners imitating a rusticated stone pattern and "Romanesque" arched windows 10 ft wide and 19 ft high. Above is a continuous copper entablature with 4 ft high windows above with brick cornice (see photos #13, 14, and 16).

In 1919 the building was extended 59 ft west by 42 ft north-south along the southern facade as an extension to the engine room. The extension matched the existing building's southern facade although the northern elevation was all brick with no high windows. The extension had flat Pratt steel trusses (see photos #15 and 24).

In 1939 a 36 ft brick extension was added on the north. The structure has a concrete base, brick walls to the initial building entablature and steel framed flat roof (see photos #20 - 23).

In 1942 the western windows were infilled with brick as part of the work on Electric Substation A.

In 1944 an extension 32 ft east-west by 38 ft north-south was made at the north end of the building for electrical equipment. The concrete structure is 14 ft high and has steel hopper sash.

A recent addition (circa 1971) in concrete has been made to the south.

The interior is single story with concrete floor.

The original 175 ft high steel stack, located north of the original building, was rebuilt in concrete in 1931 and eventually demolished in 1944. The existing concrete stack (also 175 ft high) was constructed in 1928, south of the building (see photos #17, 18, and 19).

The original equipment layout (photos #13 and 17) and a list of equipment from 1928 in Attachment C. Most of the original equipment was replaced between 1939 and 1945. No original equipment remains. The following is a list of major equipment currently in the Central Power Plant:

<u>Equipment</u>	<u>Manufacturer</u>	<u>Date of Installation</u>
Boilers:		
No. 11	Babcock & Wilcox	1939
No. 12	Edgemoor	1945
No. 13	Springfield	1954
Turbine/Generators:		
No. 2	Elliott Extraction	1940
No. 3	Westinghouse	1934
No. 6		1976
Air Compressors:		
No. 1	Chicago Pneumatic	1954
*No. 3	Ingersoll Rand	1977
*Nos. 8, 9 and 10	Quincy	1978-79

*This equipment is located in the southwest air compressor wing scheduled for demolition in August 1987. These four compressors will be relocated to another facility. The rest of this equipment is scheduled for demolition/salvage in about 1991 when the rest of Building 106 is scheduled for demolition.

Function:

Building 106 was constructed in 1910 to provide the Navy Yard at Puget Sound with a centralized steam/electric power plant. The construction of a central steam plant was typical of the turn-of-the-century industrial development in the Pacific Northwest. This one facility was to provide all electric and steam power requirements replacing a number of boilers and generators at different location. Electricity requirements at this time seemed to be mostly lighting with steam being used directly for pumps, machinery, heat and of course to generate the electricity. Most steam and electric service was distributed to the yard from Building 106. Steam driven air compressors were installed in the southwest wing added on in 1919 to provide compressed air service to power machinery.

By 1921 the Navy Yard at Puget Sound was bringing in electrical service from Puget Sound Power and Light at Substation 1. Off station power was becoming the principle source of electrical service. By the 1930's steam driven equipment, tools, and pumps were being replaced by electrically powered machinery.

In 1939 the original Babcock & Wilcox Boilers began to be replaced by newer boilers. The north addition was added on to about this time to accommodate the larger space requirements of this boiler system. The new addition was built around the existing rebuilt concrete stack. However, since each new boiler installed had its own stack and the space was needed for other equipment, this north stack was removed circa 1944. The south stack is currently not in use.

Currently Building 106 provides steam for heating the Shipyard and limited emergency power. It is being replaced by a new coal fired plant located at the far west end of the Shipyard. The southwest air compressor wing is being demolished to allow for expansion of Substation "A" and relocation of the air compressors. The rest of Building 106 will be demolished after the new plant has been in operation for a couple of years, circa 1991.

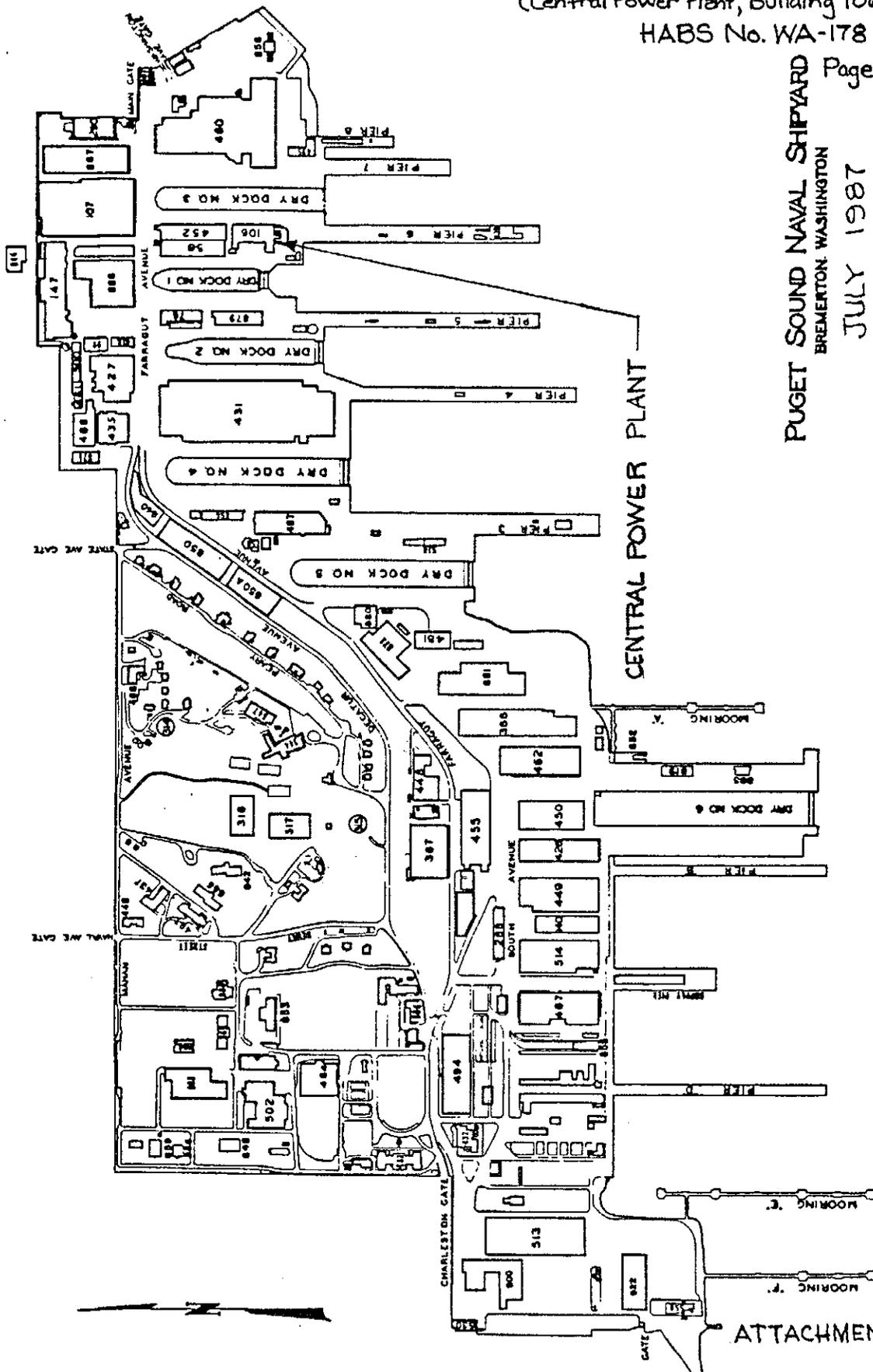
Significance

Historically, Building 106 was most significant to the operations of Puget Sound Naval Shipyard from 1910 to the 1930s. By the 1930s the Shipyard was less dependent on steam as a source of power and more dependent on outside electrical service. Building 106 was no longer critical to Shipyard repair and construction effort. Attachment A provides a Statement of Historic Significance of Puget Sound Naval as a whole. Although Building 106 has experienced additions, alterations, and equipment changes since that time period, the basic aspects of its integrity (location, design, setting, materials, workmanship, feeling, and association) are intact. It is considered a non-contributing resource within the proposed National Landmark District (World War II in the Pacific Home Front).

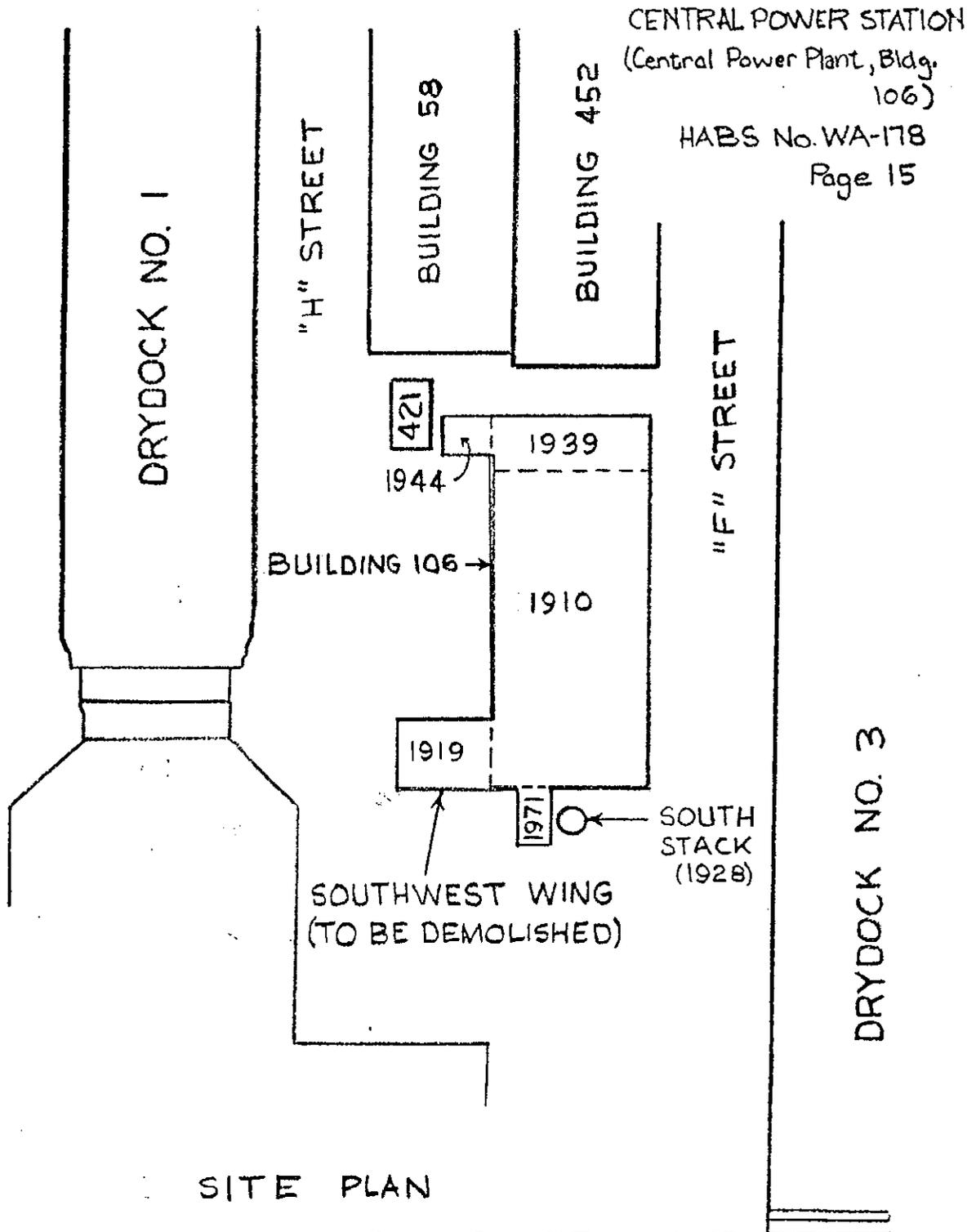
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(Central Power Plant, Building 106)
HABS No. WA-178

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BREMERTON WASHINGTON
JULY 1987
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GRAPHIC SCALE



ATTACHMENT A



SITE PLAN

BUILDING 106 - CENTRAL POWER PLANT
PUGET SOUND NAVAL SHIPYARD

SCALE: 1" = 100'

ATTACHMENT B

CENTRAL POWER PLANT EQUIPMENT

(As Of October 31, 1927)

EQUIPMENT	MANUFACTURER	CAPACITY
MOTOR GENERATORS:		
#1	GENERAL ELECTRIC	100
#2	GENERAL ELECTRIC	100
#3	GENERAL ELECTRIC	300
#4	GENERAL ELECTRIC	300
TURBINE GENERATOR SETS:		
#1	GENERAL ELECTRIC	500
#2	WEST	500
#3	WEST	1000
#4	GENERAL ELECTRIC	3000
AIR COMPRESSORS:		
#1	L.O.G.	5000
#2	L.O.G.	5000
#3	ALLISON CHALMERS	6500
BOILERS:		
#1	BABCOCK & WILCOX	450 H.P.
#2	BABCOCK & WILCOX	450 H.P.
#3	BABCOCK & WILCOX	450 H.P.
#4	BABCOCK & WILCOX	450 H.P.
#5	BABCOCK & WILCOX	450 H.P.
#6	BABCOCK & WILCOX	450 H.P.
#7	BABCOCK & WILCOX	600 H.P.
#8	BABCOCK & WILCOX	600 H.P.
#9	STERLING	820 H.P.
#10	STERLING	820 H.P.

excerpted from P.W. Dwg. #7913, Building 106, Central Power Plant Equipment,
Schedule of Overhaul, dated Oct. 31, 1927.

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