

Headquarters, Commanders, WW II, CINCPACFLT
Marai St.
Pearl Harbor
Honolulu County
Hawaii

HABS No. HI-32

HABS
HI,
2-PEHA,
1-

PHOTOGRAPHS

Historic American Buildings Survey
National Park Service
Department of the Interior
Washington, D. C. 20240

ADDENDUM
FOLLOWS

**U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-
IN-CHIEF PACIFIC FLEET**

HABS No. HI-32

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

(Facility No. 250)

(Headquarters, Commanders, WWII, CINCPACFLT)

Intersection of Halawa and Makalapa Drives, Makalapa Administration Area

Pearl Harbor

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ADDENDUM TO

Headquarters, Commanders, WWII, CINCPACFLT

Marai Street

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY

National Park Service

Department of the Interior

Oakland, California

HISTORIC AMERICAN BUILDINGS SURVEY

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U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(U.S. Naval Base, Pearl Harbor, Naval Station)
(Facility No. 250)

ADDENDUM TO
Headquarters, Commanders, WWII, CINCPACFLT

HABS No. HI-32

In 1966 eight photographs of this building by Jack Boucher were transmitted to the Library of Congress and they were assigned this HABS number. No written historical and descriptive data was prepared at that date.

Location: At intersection of Halawa and Makalapa Drives
Makalapa Administration Area
Pearl Harbor Naval Base
City and County of Honolulu, Hawaii

U.S.G.S. Pearl Harbor Quadrangle, Hawaii 1983
7.5 Minute Series (Topographic) (Scale – 1:24,000)
Universal Transverse Mercator Coordinates: 04.610080.2363020

Significance: Facility 250 is significant as the headquarters of Admiral Chester W. Nimitz, who was both the Commander in Chief, Pacific Fleet (CINCPAC was the abbreviation then used for that title) and the Commander in Chief, Pacific Ocean Areas (CINCPOA) during World War II. This building, which lies outside the Pearl Harbor National Historic Landmark (NHL) boundary, was designated an individual NHL in 1987. The NHL nomination form (Thompson 1986) tied this building's significance to Admiral Nimitz and his leadership of the war effort from this headquarters. Nimitz had his headquarters at Pearl Harbor from late December 1941 until mid-December 1944. His command moved into Facility 250 in August 1942 when it was substantially completed. In December 1944 Nimitz moved closer to the front and established his advanced headquarters on Guam. Facility 250 and nearby buildings remained as the rear echelon headquarters.

The building is also significant since it displays two distinctive types and periods of construction. The lower three floors were of concrete construction (with the basement and first floor having 4'-thick walls), while the upper two stories, added in 1943-44, were built of wood. This reflects the two periods of World War II construction; the bombproof original portion shows the defensive construction of the early war years, and the wooden addition is representative of the period when the U.S. was on the offensive and had no fear of an attack by the Japanese.

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 2)**

Facility 250 is the main building in the Makalapa Administration area, but its history is tied to the other support facilities for this headquarters building. There are several related HABS reports: one covers the Makalapa headquarters support buildings in general, including a brief history of other headquarters at Pearl Harbor (see HABS No. HI-392), and four reports address the other remaining WWII buildings in the Makalapa Administration area (see following list). Additional information is available in a report on the Makalapa Housing Area, where the top officers who directed the Navy forces during WWII lived (HABS No. HI-355), as well as in the reports on the individual house and garage types (HABS No. HI-355-A through HI-355-P).

Report Number	Fac. No.	Date	Report Name (all preceded by: U.S. Naval Base, Pearl Harbor)
HABS No. HI-426	251/252	1943	Combat Intelligence Center
HABS No. HI-427	258	1944	Joint Intelligence Center
HABS No. HI-428	259	1944	Commander-in-Chief Pacific Fleet Garage
HABS No. HI-369	17	1944	Fleet Radio Unit Pacific, Additional Office Building

Description:

GENERAL ARCHITECTURAL CHARACTER

The 1942 building was described by CPNAB (n.d.: A-1166) as "a three-story, bombproof, gas-proof, reinforced concrete building, 50' x 250'." Those three stories consisted of a basement, first floor, and second floor. In 1944 two wood-frame stories were added to the concrete building (the third and fourth floors). The wood parapet around the roof of the fourth floor is similar in appearance to the original concrete roof (above the second floor). The encircling *lanai* (verandahs) of the two added floors also echoed the original one on the second-floor (concrete) level. These upper wooden levels are the most visible ones, since the retaining wall on the up-slope side and the trees on the down-slope side hide most of the concrete portion of the building. It is not obviously a bombproof building, because the 6'-thick concrete floor between the first and second stories is not very visible.

EXTERIOR

1. Overall Dimensions: The original footprint of the building was a rectangle with two small projections on the southeast side and one projection on the northwest side. The rectangle's dimensions are 48'-0" x 245'-0". On the southeast side, one projection was for the incinerator room, measuring 11'-0" x 17'-0", and for a narrow passage off this room

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 3)**

that led to the escape hatch. The other projection on that side includes a transformer vault (measuring 28'-4" x 20'-0") and a stair passage connecting to the Red Hill adit (entrance) tunnel. The stair projection on the northwest side measures 23'-0" x 33'-0". The original height of the building, above the ground level on the northwest side, was 27'-6", not including the penthouse. The height of the building, after addition of the top two floors, is about 50'. Due to the slope of the land and to the tall retaining wall on the southeast side, the building appears to be only three stories when viewed from Makalapa Drive.

2. Foundations: The foundations are built with reinforced concrete. The 4'-0"-thick walls of the basement foundations are integral with the floor, which is generally 3'-0" thick, except at the perimeter where it is thicker.

3. Walls: The walls of the basement and first floor are 4'-0" thick reinforced concrete. The second-floor walls are 1'-0" thick reinforced concrete. The third- and fourth-floor walls were built in 1944 with 1" x 6" tongue-and-groove (T&G) horizontal siding. This has been replaced in the recent (1999-2001) renovation with matching siding.

4. Structural system, framing: The basement and first floor do not require any internal columns because of the thickness of their reinforced-concrete walls and ceilings. The exterior wall on the first floor has 5'-0" x 10'-0" door and window openings spaced every 5'-0", except in a few places. This creates, in effect, a perimeter of piers rather than walls at this level. The second floor has 14" square concrete columns spaced in a 16'-0" x 15'-0" grid, except the bays at the ends are 17'-0" x 16'-0". The third and fourth floors have the same structural grid as the second floor. These floors used mostly wood 10 x 10s for structural columns, but that three 10" steel I-beams were used for the columns located under the radio antennas on the roof. The drawings note that both types of columns were continuous through the third and fourth stories. All the former 10" x 10" wood columns have been replaced with steel I-beams in the recent (1999-2001) renovation.

5. Openings:

a. **Doorways:** No original exterior doors remain in this building. In the original concrete part of the building, the drawings show that most of the doors were two-panel doors or one-light-over-one-panel doors, either single or paired, wooden or metal. Some doors had wood or metal louvers instead of one or both panels. The paired two-panel wood doors were mostly on the first-floor exterior, and these openings in the 4'-thick concrete walls also had paired screen doors. The transoms for these doors were noted on the drawings as having light-proof metal louvers over each pair of two-panel doors and as having an exhaust fan in a plywood panel over the

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 4)**

pair of screen doors. All the original exterior doors and transoms on the first floor have been removed, but plans for the 1999-2001 renovation call for matching replacement doors. There were originally six special doors installed in the basement of this building, as was typical of bombproof-type structures; each end of the decontamination room and of the two airlocks had a heavy-duty door. These 3'-6 1/2" x 7'-6 1/2" doors were made of 1/4"-thick metal plates with cross bracing, three large hinges, and a special door fastener. The door frame was designed with jute packing between two metal edges, and the door, when shut, pressed against this to create a gas-resistant seal.

The drawings for the added third and fourth floors show the exterior door openings were to have one-light-over-two-panel doors, with the glazed portion painted for blackout purposes. One-light-over-one-panel doors were apparently installed instead, and these have been reproduced in the 1999-2001 renovation. All the doors on these two floors were on the long sides originally, and on the northwest facade their original placement is being duplicated.

- b. Windows: In the first and second floors of the building there were originally only two types of windows, and these differed only in their dimensions. All the original windows on these two floors were wood-frame double-hung type. The ones on the first floor measured 6'-6" x 4'-8" and the second floor ones were 5'-6" x 3'-6". The second-floor windows were usually in groups of three. All of the windows on these two floors had two lights of wire glass in the bottom sash and light-proof metal louvers in the upper sash. Each window had a built-in light-proof shade for the lower sash to use during blackouts. After WWII, the metal louvers in the upper sash were changed to two panes of glass. All the light-proof shades have been removed. On the first floor, where the walls (piers) between windows are 4'-0" thick, the walls below the windows are built of hollow tile (concrete masonry units or CMU), which is plastered with cement mortar.

The third and fourth floors originally had one-over-one-light, double-hung, wood-sash windows with fixed transoms, usually in groups of three. These are visible in historic photos, but no original elevation or detail drawing of the third and fourth floor windows has been located. In 1978 aluminum-sash double-hung windows were installed in place of the original ones. In the 1999-2001 renovation project these have been replaced with fixed windows, manufactured with offset planes of glass to appear like the original double-hung ones with transoms above. The dropped ceilings also have been set back from the transoms to recreate the original appearance.

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 5)**

6. Roof: The original concrete building had a flat roof of 12"-thick concrete with an encircling parapet another 12" high. There was originally a concrete penthouse near the center of the front side. The wood addition was built on top of the concrete roof and around this penthouse. The roof on the two-story addition was built with a 12" parapet of wood above the 2" x 8" rafters. There was originally a louvered monitor on the wood-frame roof, but this was removed during one of the building's earlier renovations. The flat roof that was added in 1943 over the front concrete stair to the second floor is still in the same configuration.

7. Other Elements: There are added exterior stairs on the northwest and southeast sides. The three original stairs are discussed in the interior description. The concrete stair in the northwest side (at west corner), added in 1978, is the only one that currently connects the first through fourth floors. The 1944 wooden one on the southeast side was replaced, sometime after 1978, by a metal one placed closer to the south corner. This metal stair has been removed, and a new enclosed stair and elevator tower was added to this side of the building during the 1999-2001 renovation.

The porte cochere was added to the building in September 1971, built by the Seabees of Naval Mobile Construction Battalion Ten. This is probably also when the glass-in-aluminum-frame doors were added to enclose Stair A at ground level. Near the porte cochere are two standing concrete slabs with the CINCPACFLT insignia.

There were two gun positions at the original roof-level (now third-floor) corners of the northwest side. The original guns were 50-caliber machine guns. All that remains are the 3'-10" diameter circular mounts (concrete pads) and the octagonal projections at the corners. These corners have railings of concrete, to which pipe railing was added when this roof level became the third floor. These guns and their rectangular ammunition shelters were removed when the third floor was built. During the 1999-2001 renovation, 30-caliber machine guns were installed on the original gun mounts. There are no remains of the gun position and ammunition shelter that were originally on top of the penthouse roof. As part of the 1944 work for the third and fourth floors additions, portions of the parapet wall on the fourth floor (formerly the penthouse roof level) and the penthouse room on the third-floor level were converted into vaults. The stair to the penthouse was retained as a connection between the second and third floors until the 1999-2001 renovation project.

INTERIOR

1. Floor Plans: The original layout of the basement level was a central corridor with rooms on either side. There were also connecting corridors to the stairs, one in the corner of the southeast side and one in the middle of the northwest side. This level was the only bombproof level -- it was windowless, had 4'-0" thick walls, and was further protected by being underground. One room in the middle of this level was labeled "Admiral's room" on the plan. The other rooms on this protected level were for critical and high-security functions. The air-conditioning machinery room occupied the entire southwest end and the Radio and Code rooms were at the northeast end. On the southeast side of the main corridor there was a passage to the incinerator room and escape hatch, a vault, two rooms for operations and aviation, a room for the Chief of Staff, the plotting room, two rooms for the watch office and war plans, a storage room, the galley, a room for emergency radio transmission, and the passage to stair "C." There were also individual toilet rooms and another vault along the southeast wall, reached through some of these rooms. On the northwest side of the central corridor there were two offices for communications, a reception room between the Admiral's and Assistant Chief of Staff's office, separate toilet rooms for officers and enlisted men, a decontamination room with dressing room, plus a passage from the airlock at the foot of stair "A," an unassigned room, a gunnery office, two rooms for Intelligence staff, and a telephone switchboard room. Some of these same room names are seen on the first-floor plan, and the basement rooms appear intended as more protected spaces for those functions in the event of an attack.

Below the basement level a stair passage leads to an adit tunnel of the Red Hill system. Down one flight of steps, there was an approximately 70' x 10' area in the passage. This "room" leads to four further flights of steps inside the tunnel passage. Large landings separate the steps, and walls have been built to divide the landings into halls and rooms (or large closets). The passage goes down to the adit tunnel, from which one could reach either the adit (through Facility 275) or the main Red Hill tunnel.

The first- and second-floor levels could rely on exterior circulation, so the room layouts were more flexible than the basement's. During WWII the primary office for Admiral Chester W. Nimitz was in the north corner of the northwest side of the first (ground) floor. Adjacent to his office was the Fleet and Service Force Medical office, then the Flag Secretary's room. Much of this floor was devoted to file space and six vaults. The toilet rooms for officers and enlisted men were above the ones on the basement level, but larger. Other rooms were labeled on the ground-floor plan as: Chief of Staff, Comm. Base Force, Flag

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 7)**

Lieutenant Orderlies, Conference Room, Code Room, Communications Office, War Plans, Post Office, Guard Mail, Personnel, Paymaster, Personnel & Weather, and Confidential.

The second floor originally had several photographic rooms in the eastern corner, the public relations office and library in the northern corner. Then one large room for Fleet Maintenance and Material Administration encompassed the entire width of the building. In the middle of this floor was the stair hall to the penthouse, a medical officers' room, sick bay, and separate toilet rooms for the officers and enlisted men. The rooms at the southwest end of this floor were mostly assigned to Squadrons and their commanders, but one room was labeled Communications, and others were simply called Office or unlabeled.

The third floor was built on what was the original roof of the building. Concrete structures, angled behind the gun positions in the north and west corners, were removed to build this story. On a 1942 detail sheet these were labeled as shelters, but on the 1943 "existing roof plan" each was called "Ammo Box." There was also a "pipe and canvas structure" next to the penthouse that was removed. The radio masts were dismantled and re-installed on the new roof. The incinerator stack was extended through both the third and fourth floors. The third floor was designed with a central corridor, which was defined by 3'-0" high wood railing along most of its length. This floor also had the perimeter circulation alternative, like the other above-ground floors. The southwest windows could be protected from afternoon sun with roll-down canvas shades (Dodge 2002). Many of the third-floor areas on the 1943 plan are simply labeled "office" or "administration," but one space was shared by transportation, fuel, and medical staff. Across the hall was the supply staff. At the northeast end of the building there were several offices for planning or coordinating with advance bases. One room was labeled Censor and another Draft Office. There were also toilet rooms for officers and men, plus a vault and the stair to the second floor on the northwest side. The stair to the fourth floor was on the southeast side

The only rooms originally designated for specific uses on the fourth floor were two drafting rooms, a conference room, two vaults (created from the former gun position on top of the penthouse), a darkroom, and the toilet rooms. All the other rooms and spaces were just designated for office use. The railings around the third and fourth floors were originally wood, but were changed to pipe railings after 1966.

All the floor layouts have been totally changed over the years.

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 8)**

2. Stairways: In the original concrete portion of the building there were three stairs. Stair A was the main one, in a projection located about the center of the northwest side. This stair ran from the basement to the second floor and had 4'-0" thick outer concrete walls. It did not originally have a roof covering the steps to the second floor, but a wood and CMU structure was installed in 1943. The original rectangular steel handrail remains in the lower portion of Stair A (ground level to basement). Nautical ropework has been added over such metal handrails in this and other stairways. Stair C is located in a projection at the south end of the southeast side, and is similar in design to Stair A. However, it has a bombproof roof and only runs between the first floor and basement. Originally Stair C led to an airlock on the basement level. Now at the bottom of this stair there is a metal gate over the opening to the stair passage which leads to the Red Hill adit tunnel. Stair B provided access from the second floor to the penthouse. After two wooden floors were added this concrete stair was retained for access between the second and third floors, until the 1999-2001 renovation project. An interior stair from the third to fourth floors was built in 1943-44 but was also removed in the 1999-2001 renovation project.

3. Flooring: At the completion of the 1999-2001 renovation, the building will have almost entirely new flooring materials. However, there had been many previous renovations of the building that had replaced or covered much of the original materials.

The original floor materials in the basement and first two floors were natural cement finish or asbestos tiles.

When the third story was built on top of the roof of the original building, a new concrete layer was poured to create a level floor. The floor on the fourth story was built with 1" x 4" T&G boards of varnished fir. The floor of the encircling lanai on this level was concrete over a wood structure. In contrast, the third-floor lanai, built on the concrete roof of the original building, had a floor of 1" x 3" wood deck boards with varnish finish. This wood deck has been removed.

4. Wall and ceiling finishes: At the completion of the 1999-2001 renovation, the building had almost entirely new interior wall and ceiling finishes. However, the previous renovations of the building had replaced or covered most of the original materials. The 1999-2001 renovation also removed wall materials that had been added in previous renovations, such as the marble veneer on a portion of the first floor near the northwest stair.

The original interior walls in the concrete portion of the building were mostly just exposed smooth concrete or plaster partitions with a sand-

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 9)**

float finish. Many of the interior spaces appear to have had a pale green paint finish (Dodge 2002). A few rooms, such as the toilets and vaults, had hard white plaster finishes on the walls. The first- and second-floor plans also show office partitions, of glass or other material, either ceiling height or 7'-6" tall. The original ceiling finishes on most rooms in the basement and the first two floors were either exposed concrete or canec panels. The toilets and a few other rooms had hard white plaster ceilings.

On the third and fourth floors there were originally three types of interior wall finishes. The stud walls used 1" x 6" V-joint T&G boards to the height of 4'-0", then canec panels above the chair rail. There were also full-height single-board T&G walls. Some office partitions were built of canec panels, with the 12" above floor level and the area above 7'-0" open. All the ceilings on the third and fourth floors originally had canec panels on a wood frame.

5. Doorways and Doors: At the completion of the 1999-2001 renovation, the building had entirely new interior doors. No original interior doors remain, except the door to the transformer room on the first floor. Door hardware was typically bronze mortise locksets with simple knobs on single doors or pull handles at double doors (Dodge 2002).

In the original concrete part of the building, the drawings show that most of the interior doors were two-panel doors or one-light-over-one-panel doors, mostly wooden, but sometimes metal. The eight vaults in the concrete portion of the building had special metal doors. There are also several different doors, as well as a chain link gate, in the stair passage that connects Facility 250 to the Red Hill adit tunnel. The original interior doors on the third and fourth floors were mostly five-panel wood type.

6. Mechanical Equipment:

- a. **Ventilation and Air Conditioning:** There was a large room for air conditioning equipment in the basement. Only the basement level was air conditioned originally.
- b. **Lighting:** Entirely new lighting systems and fixtures have been installed in the building over the last fifty-plus years. Exterior verandahs historically used nautical-style, metal-cage light fixtures with white glass lenses, mounted on the ceiling soffits. A similar type of fixture was installed in the 1999-2001 renovation (Dodge 2001).
- c. **Plumbing:** Modern plumbing fixtures have been installed; no original equipment remains.

SITE

Facility 250 is built on a sloping site, which overlooks Pearl Harbor and has a sweeping view of the southern part of Oahu from the Waianae to the Koolau ranges. The steepness of the slope is due both to the volcanic tuff cone of Makalapa crater and the erosive action of the adjacent Halawa Stream. Several large monkeypod trees and numerous small palm trees have been planted on the northwest side of the building, which screens views of it from Kamehameha Highway. There are also low plantings and pathways on this side of the building. There are lava rock walls around portions of the building, especially on the northwest side. Below the level of Makalapa Drive there are concrete retaining walls or natural rock outcroppings, some of which are strengthened by mortar around the rocks. During WWII a pistol range was installed just outside this building for target practice by Admiral Nimitz. This activity was recommended by his physicians (Verhofstadt 1990: 2). The building lies on the outer slopes of Makalapa crater, between the Makalapa housing area to the southeast and the Makalapa administration support buildings on the crater rim to the northeast.

Historical Context: For an overview history of Headquarters at Pearl Harbor and support facilities in the Makalapa administration area, see HABS No. HI-392.

PHYSICAL HISTORY OF FACILITY

Dates of erection: 1942 (addition of third and fourth floor in 1944).

Architect: The firm of "C.W. Dickey, Architect" prepared the drawings for the original portion of this building, but the work is based on standard plans by the U.S. Navy Bureau of Yard & Docks (CPNAB n.d.: A-1166). The Fourteenth Naval District, Public Works Office prepared the drawings for the third and fourth floors.

Original and subsequent owners, occupants: U.S. Navy.

Builder, contractor, suppliers: Contractors Pacific Naval Air Bases (CPNAB).

Original plans and construction: The original concrete building was designed with a basement and two additional stories. The basement is windowless and has walls and a ceiling that are 4'-0" thick. This level is bombproof. The first floor has 4'-0" thick walls and a 6'-0" thick ceiling, but has numerous windows and doors, so it is bomb-resistant, but not

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 11)**

bombproof. The second floor was built with walls and ceiling 1'-0" thick. This level gives some protection from shrapnel and bullets and is considered splinter-resistant.

Alterations and Additions: During WWII as the threat of another Japanese attack diminished and the administrative staff grew, two additional wood-frame stories were added to this building. The guns and the concrete ammunition shelters for the gun positions, on the original roof, were removed when the two floors were added. The concrete penthouse and the parapet walls on the penthouse roof were converted into vault rooms on the third and fourth floors, respectively. The angled roof projections on the front and rear of the penthouse were removed. This work began in the fall of 1943 and was completed in the summer of 1944.

The 1944 wood railings built around the third and fourth floors were replaced sometime after 1966 with metal pipe railing. Historic photos show that Admiral Nimitz added a flag pole for his own ensign on the northeast side above his office. It was attached to the fourth floor and roof eaves to extend above the roofline. Reportedly there were cables on the building to use for attaching emergency camouflage netting, if necessary. The initial paint on the structure appears to have been earth tones. By the summer of 1944, the building had been painted a light gray (Dodge 2002).

Before 1970 a small addition was built on the southeast side, first floor level. By 1970 there were two larger shed-roof additions to this side of the building at the second-floor level, which bridged the area between Makalapa Drive and the concrete second-floor lanai. Sometime before 1971 two small office rooms had been added on the first floor, northwest side of the building, near the north corner. The porte cochere was constructed by Seabees of Naval Mobile Construction Battalion Ten in September 1971. About 1971 the uninterruptible power supply and the transformer enclosures were built on the ground level, on the northeast and northwest sides of the building, respectively, both near the north corner. There were other small utility additions on all sides of the building. Most of these additions were removed in the recent renovation project; the utility services were consolidated in a two-story addition on the southeast side.

Major renovations of the building were undertaken in 1978 and 1984. The 1978 renovation involved part of the basement and the third and fourth floors. The 1984 renovation was just on the basement level. In 1998 the basement level was renovated again and a stair exit to Makalapa Drive added. The first to fourth floors were recently renovated (1999-2001). One of the improvements in the recent renovation was the removal of the exterior conduits that were added

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 12)**

over the years; the electrical and communications systems of the building were upgraded in 1963-64, 1971, 1973, 1974, and 1984-85.

Sources:

Architectural Drawings

At the Plan Files of Naval Facilities Engineering Command, Pacific, the original drawings for this building were found on microfiche cards under Y&D Drawing nos. 187064 through 187094 (except 187067). A 1942 cross-section drawing that superseded 187067 is filed under its 14th N.D. Drawing no. (OA-N3-190). Four other 1942 drawings show the connection between Facility 250 and the Red Hill adit tunnel (14th N.D. Drawing nos. OA-N3-191, OA-N3-192, OA-N3-198, and OA-N26-195). Drawings done in 1943 for the addition of the 3rd and 4th floors are filed under 14th N.D. Drawing nos. OA-N3-395 through OA-N3-401 (except no. OA-N3-396 is missing). Numerous alteration and renovation drawings have also been prepared. In the late 1940s and early 1950s, the renovation drawing numbers are scattered. The major sets of drawings after WWII include a 1955 modification of the first floor (Drawing nos. 709160 – 709166), a 1968 alteration project (Drawing nos. 1222046 – 1222073), another first floor renovation in 1973 (Drawing nos. 7006145 – 7006155), a 1978 two-phase rehabilitation (Drawing nos. 7019577 – 7019616 and 7021394 – 7021418), and a 1984 project (Drawing nos. 7055826 – 7055889). The drawings for the 1999-2001 renovation project are nos. 7492492 – 7492650.

Early Views

Photographs showing this building in 1942 (without the third and fourth floors) are located at the National Archives II photo collection, in the Bureau of Yards & Docks record group, RG 71 CB, Box 100, Folder "Makalapa Buildings." The National Park Service, USS Arizona Memorial, 14th Naval District Collection has a 1942 and a 1946 photograph of the building, without and with the added floors, copies of which are included in this report.

Bibliography

Contractors Pacific Naval Air Bases (CPNAB)

- n.d. *Technical Report and Project History, Contracts NOy-3550 and NOy-4173, Pacific Naval Air Bases, Chapter XXXII – Various Projects.* Microfiche of report at Pacific Division Naval Facilities Engineering Command Library.

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 13)**

Dodge, Jeffrey

2002 Information provided during review of draft report by Historic Preservation Specialist with Naval Facilities Engineering Command, Pacific.

Navy Yard

1944 Makalapa Crater Area (map), no. OA-N1-1013. In files of National Archives and Records Administration, San Bruno, RG 181, 14th ND District Staff Hdqtrs, General Correspondence [Formerly Classified] 1936-1944, Box 2, Folder A1-1 / FF12 Shore HQ to CINCPAC.

Thompson, Erwin

1986 National Register of Historic Places Inventory-Nomination Form for Headquarters, Commander in Chief, Pacific Fleet. Prepared as National Historic Landmark (NHL) nomination, by the Historian of the National Park Service, Western Regional Office. [Building was designated as a NHL in 1987.]

Verhofstadt, F. (LCDR)

1990 Typescript two-page history of CINCPACFLT Headquarters Building.

Likely Sources Not Yet Investigated

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

National Archives, Pacific Sierra Region, 1000 Commodore Drive, San Bruno, California 94066, ph. (415) 876-9009.

Navy Historical Center, Washington Navy Yard, 805 Kidder Breese, S.E., Washington, D.C. 20734, ph. (202) 433-4131.

Port Hueneme NAVFAC Archives, 621 Pleasant Valley Road, Port Hueneme, California 93043, ph. (805) 982-5563.

Project Information: In 2001, Commander Navy Region (COMNAVREG) Hawaii completed the rehabilitation of Facility 250 for continuing use as a headquarters building for the Commander, Pacific Fleet. The rehabilitation work was carried out in accordance with the 1979 Memorandum of Agreement (MOA), which was in effect at the time of consultation in 1998. [The 1979 MOA was terminated in 1999.] This report was prepared under a Historic Preservation Services contract (N62742-97-D-3502) awarded to AMEC

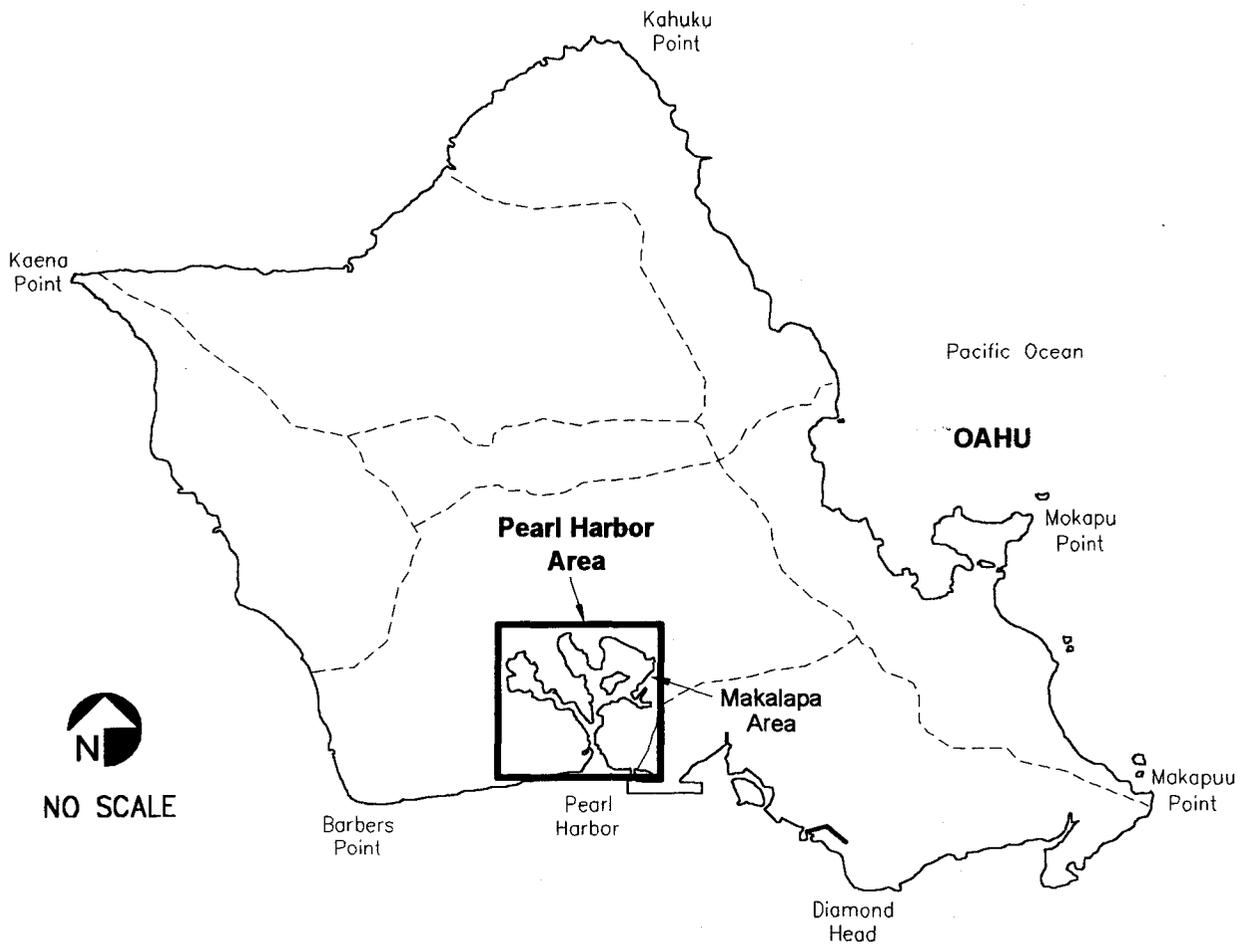
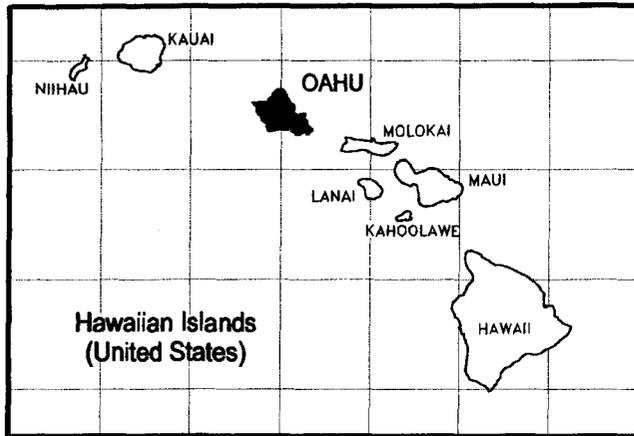
**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 14)**

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. The photographic documentation was undertaken by David Franzen, of Franzen Photography. Location and photo maps were made by Nestor Beltran of NAB Graphics. Ann Yoklavich of Mason Architects did the field work, research, and writing for this report.

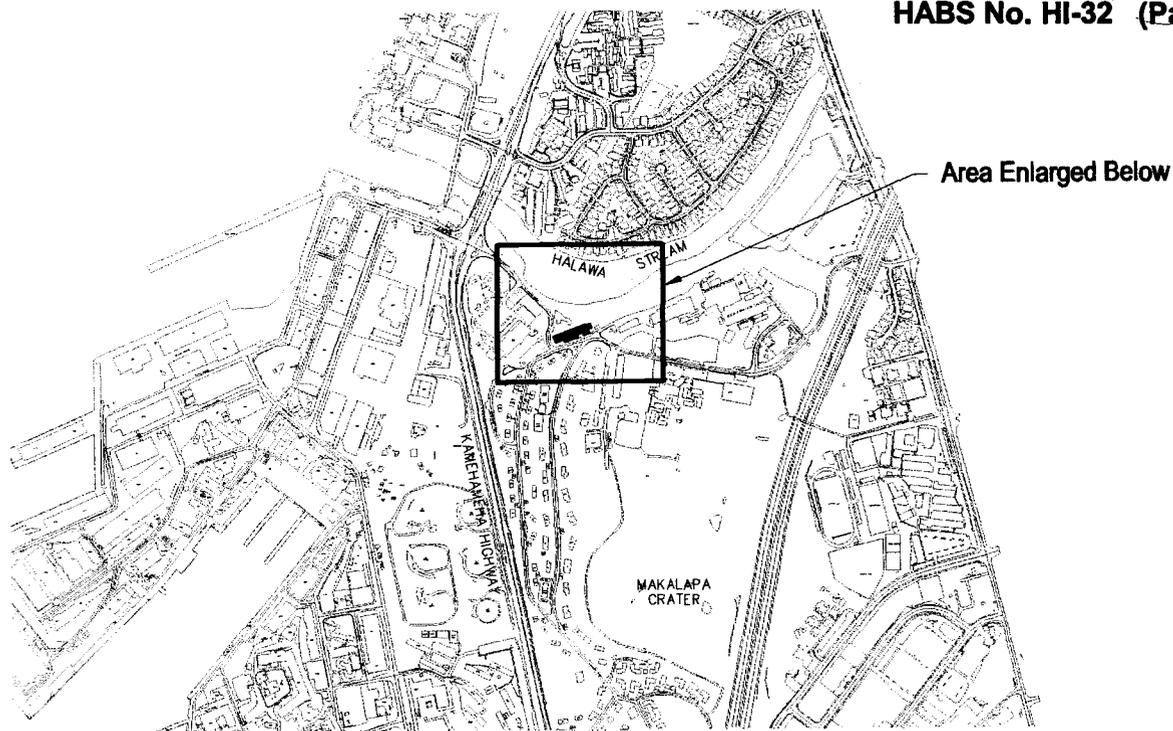
Prepared by: Ann Yoklavich, Architectural Historian
Mason Architects, Inc.
119 Merchant Street, Suite 501
Honolulu, HI 96813

Date of Final Report: August 2003

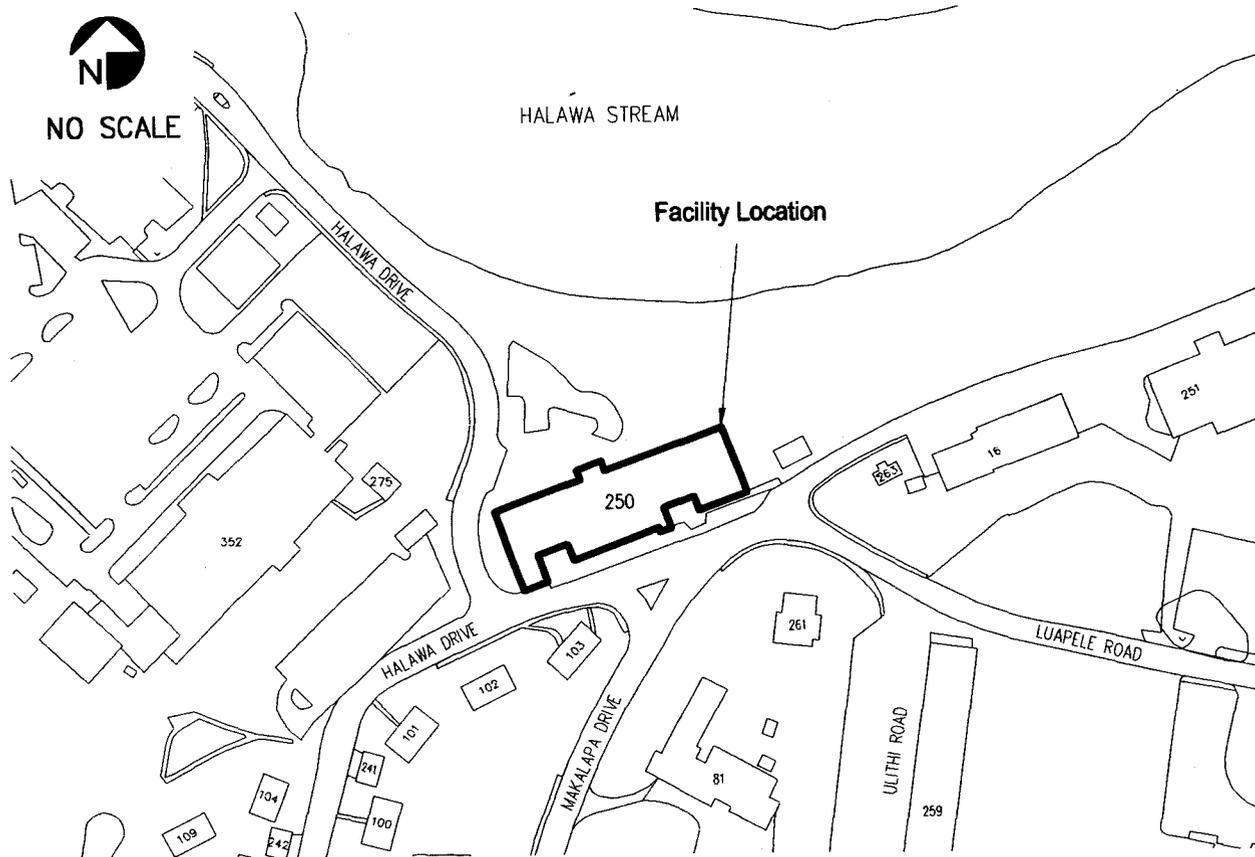
**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 15)**



**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 16)**



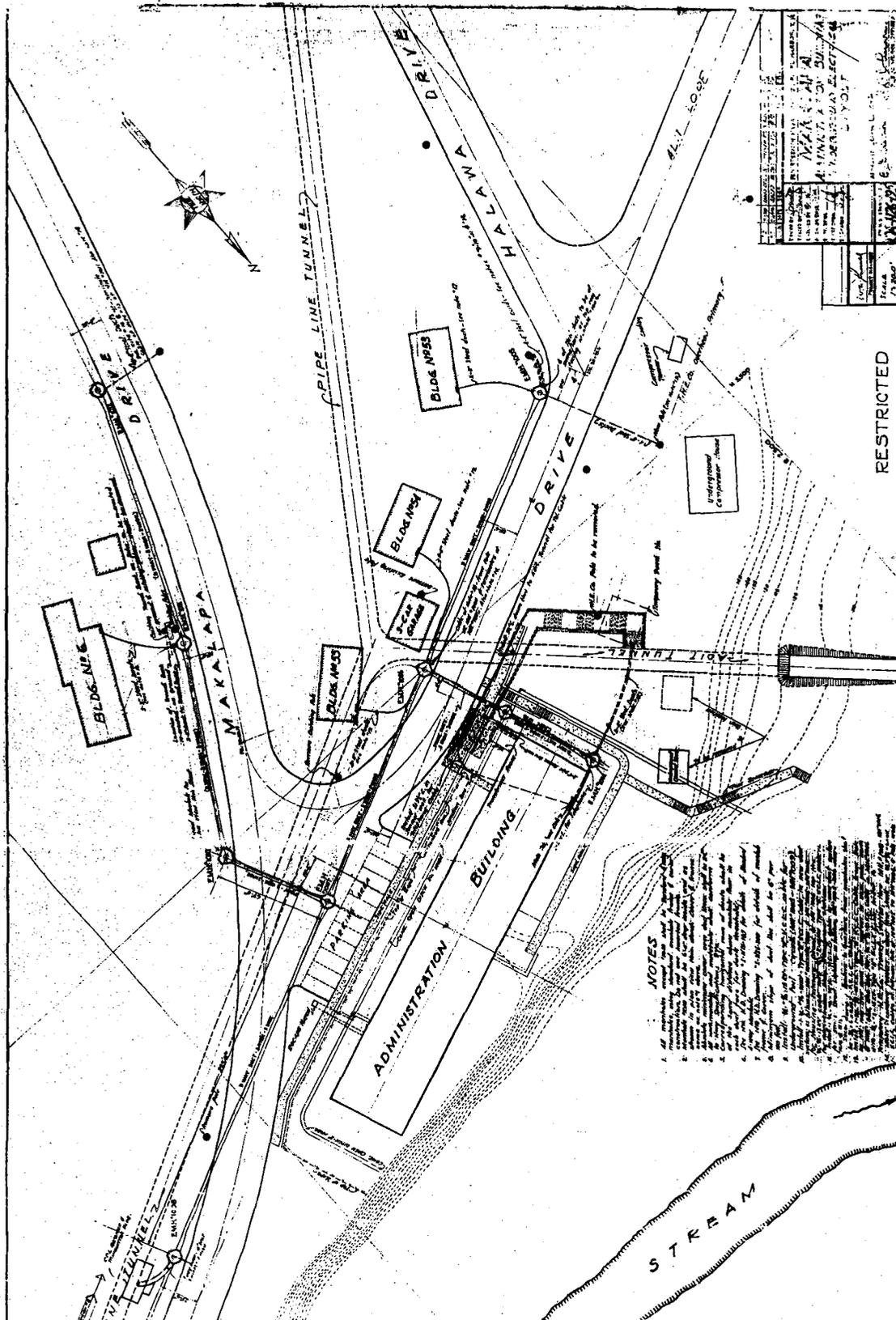
Vicinity Map



Site Map

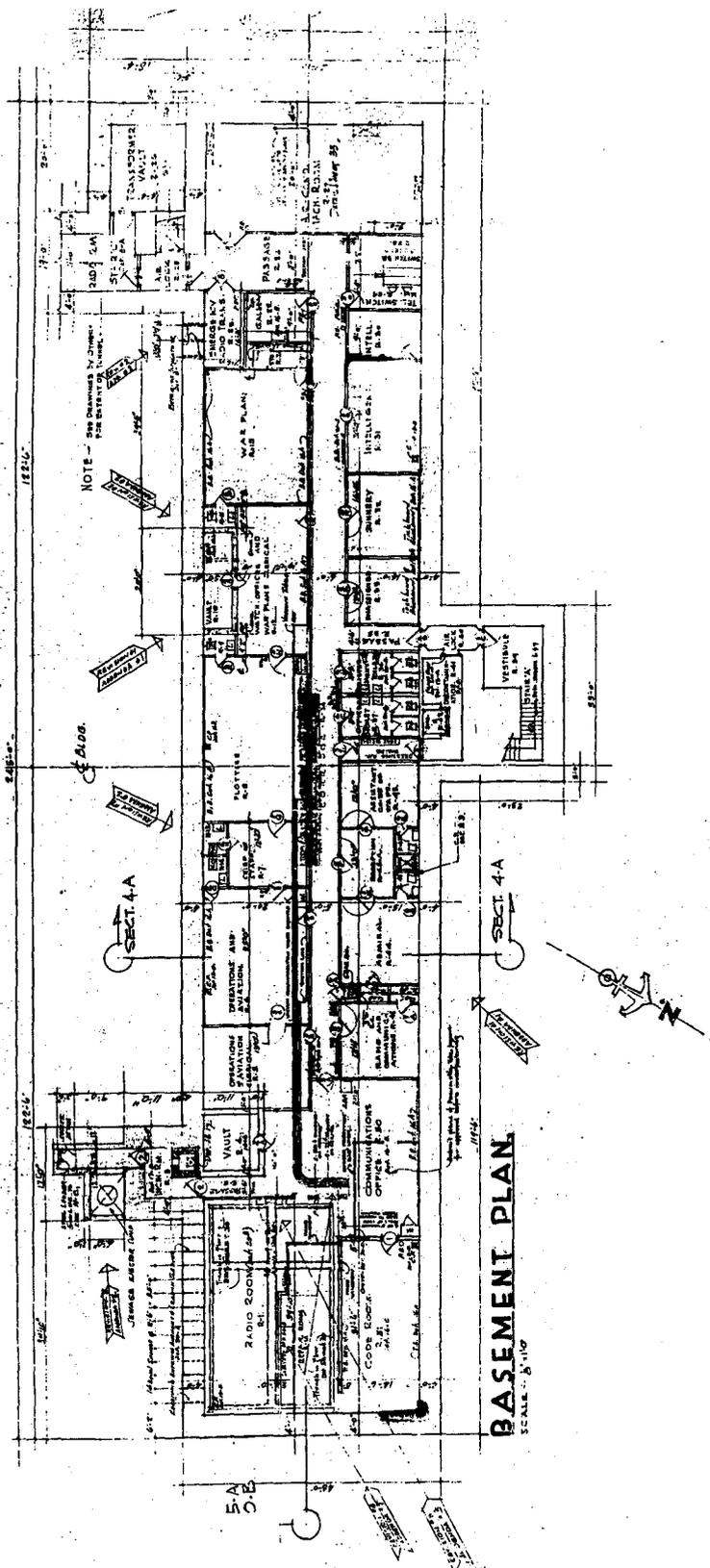
ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 17)

1943 map showing connecting stair passage to Red Hill adit tunnel
(portion of 14th N.D. Drawing no. OA-N26-195)



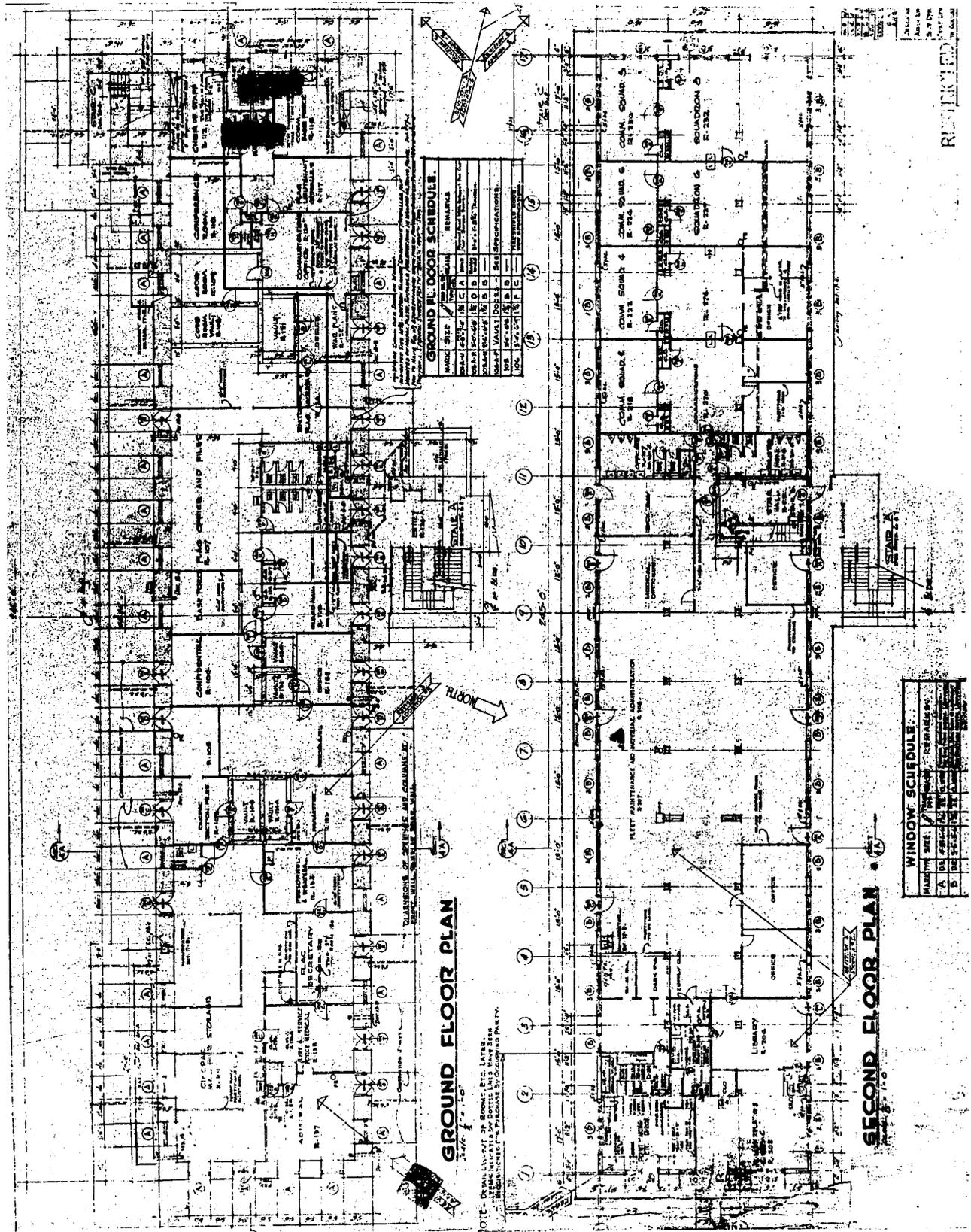
ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 18)

Original Basement Floor Plan (portion of Y&D Drawing no. 187064)



**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 19)**

Original Ground-Floor and Second-Floor Plans (portion of Y&D Drawing no. 187065)



GROUND FLOOR DOOR SCHEDULE

MARK	TYPE	REMARKS
101	101	...
102	102	...
103	103	...
104	104	...
105	105	...
106	106	...
107	107	...
108	108	...
109	109	...
110	110	...
111	111	...
112	112	...
113	113	...
114	114	...
115	115	...
116	116	...
117	117	...
118	118	...
119	119	...
120	120	...

WINDOW SCHEDULE

MARKING	TYPE	REMARKS
A	A	...
B	B	...
C	C	...
D	D	...
E	E	...
F	F	...
G	G	...
H	H	...
I	I	...
J	J	...
K	K	...
L	L	...
M	M	...
N	N	...
O	O	...
P	P	...
Q	Q	...
R	R	...
S	S	...
T	T	...
U	U	...
V	V	...
W	W	...
X	X	...
Y	Y	...
Z	Z	...

GROUND FLOOR PLAN

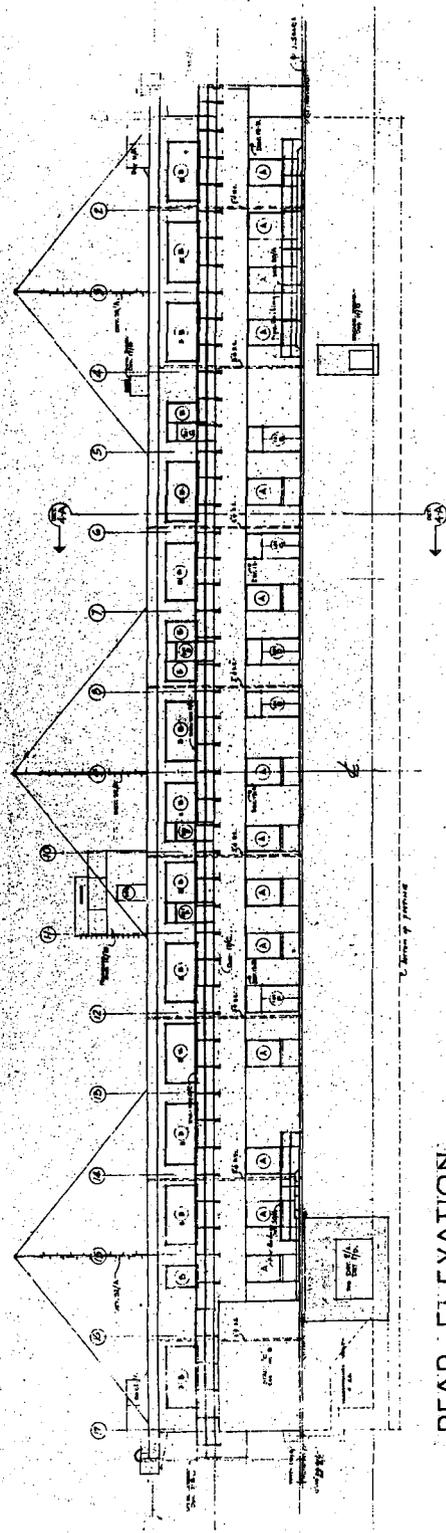
SECOND FLOOR PLAN

NOTE - Details of Work, etc. Later, to be shown in Plans, as Approved by Contract Party.

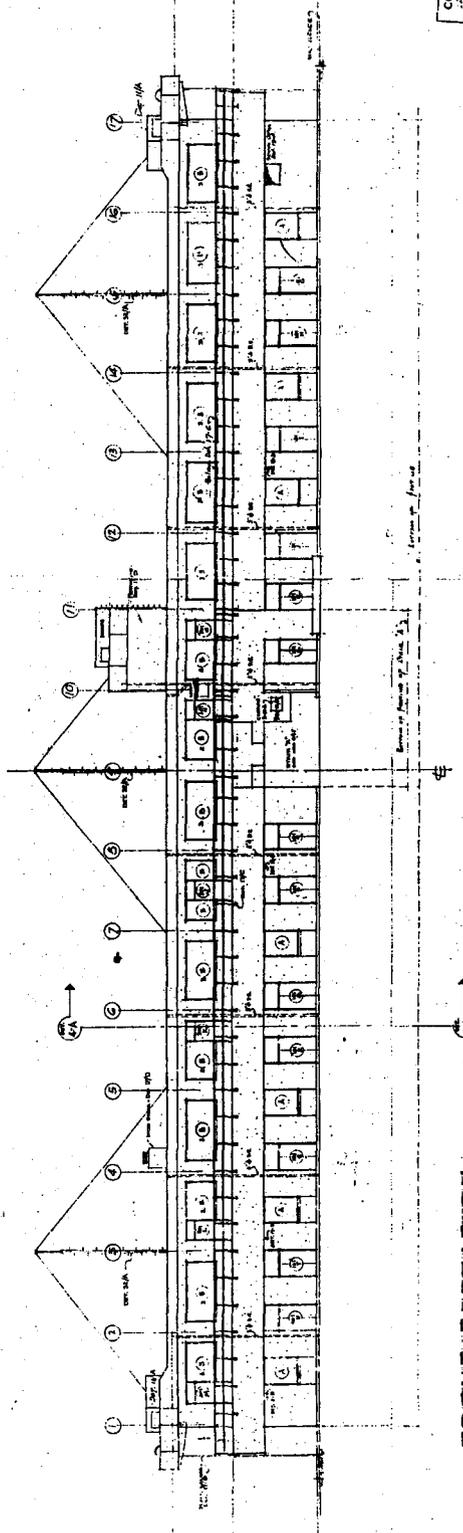
REVISIONS

**ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 20)**

Original Exterior Elevations (Y&D Drawing no. 187072)



REAR ELEVATION
SCALE: 1/8" = 1'-0"



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

COST SYMBOL	
NO.	DESCRIPTION
1	...
2	...
3	...
4	...
5	...
6	...
7	...
8	...
9	...
10	...
11	...
12	...
13	...
14	...

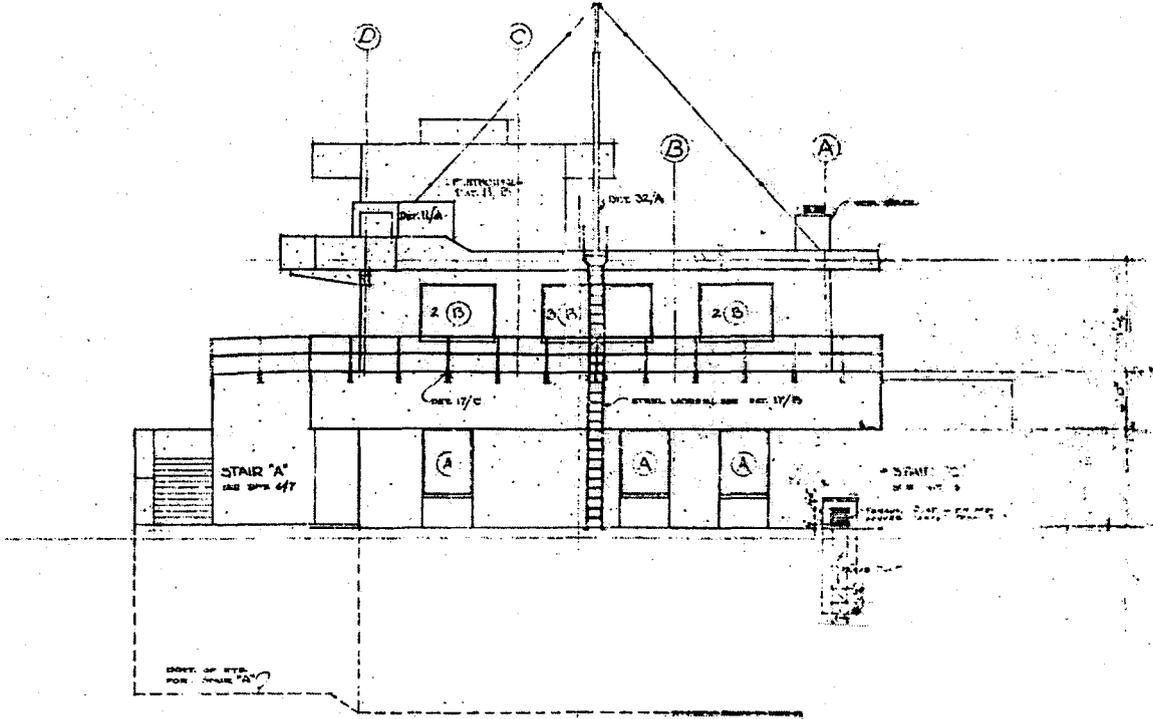
ADMIN STATION BUILDING
 EXTERIOR ELEVATIONS
 PROJECT NUMBER: 187072
 DRAWING NO. HI-32
 DATE: 10/1/50
 BY: [Signature]
 CHECKED BY: [Signature]

RESTRICTED

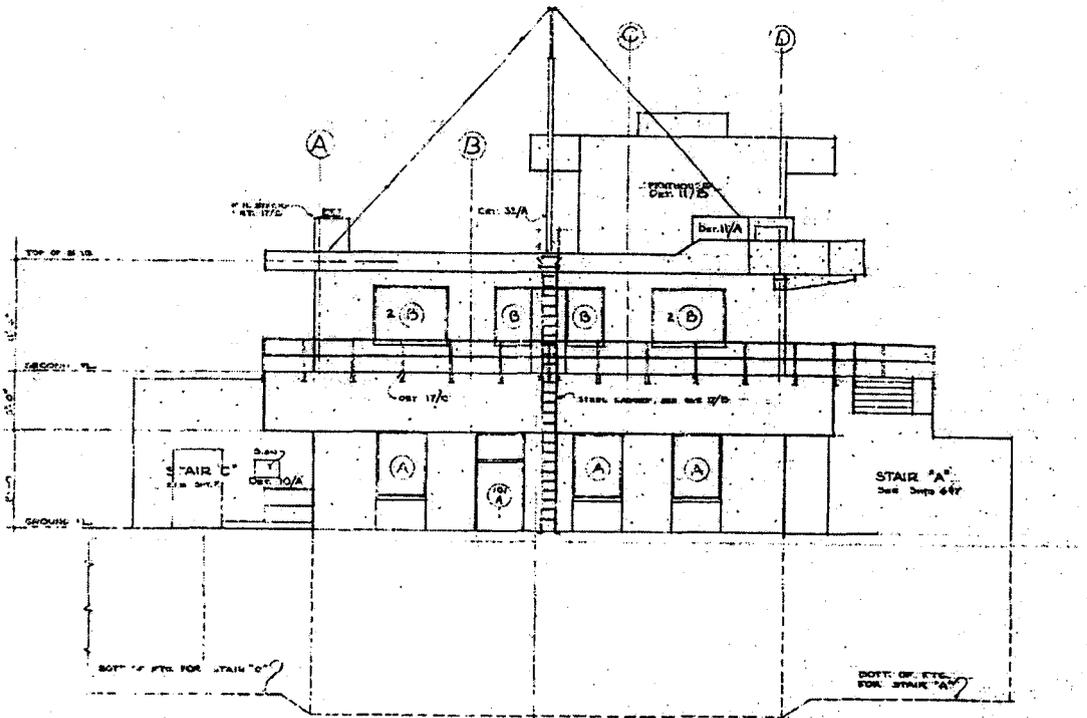
PHOTOGRAPH

ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 21)

Original End Elevations (portion of Y&D Drawing no. 187073)



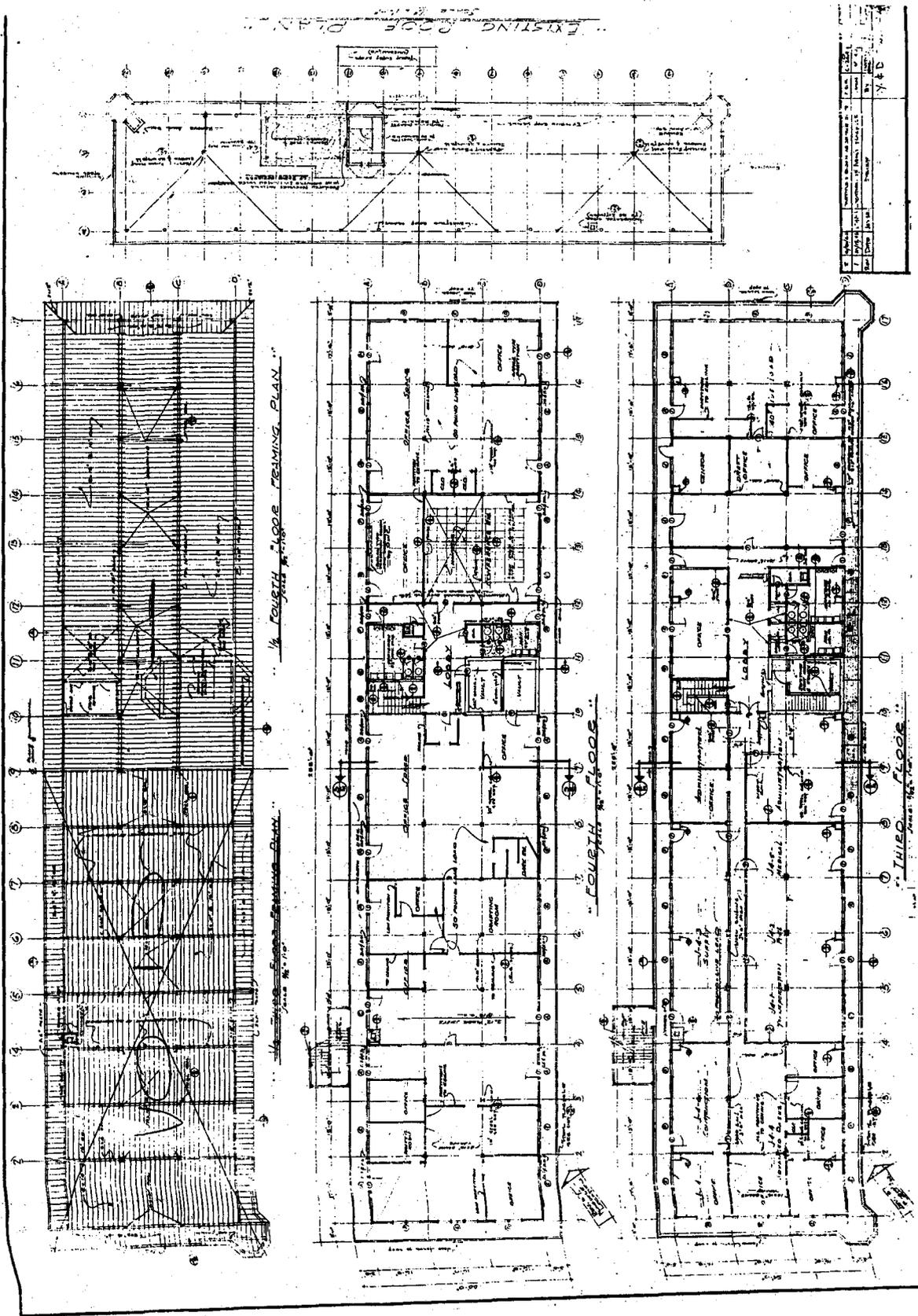
Southwest Elevation



Northeast Elevation

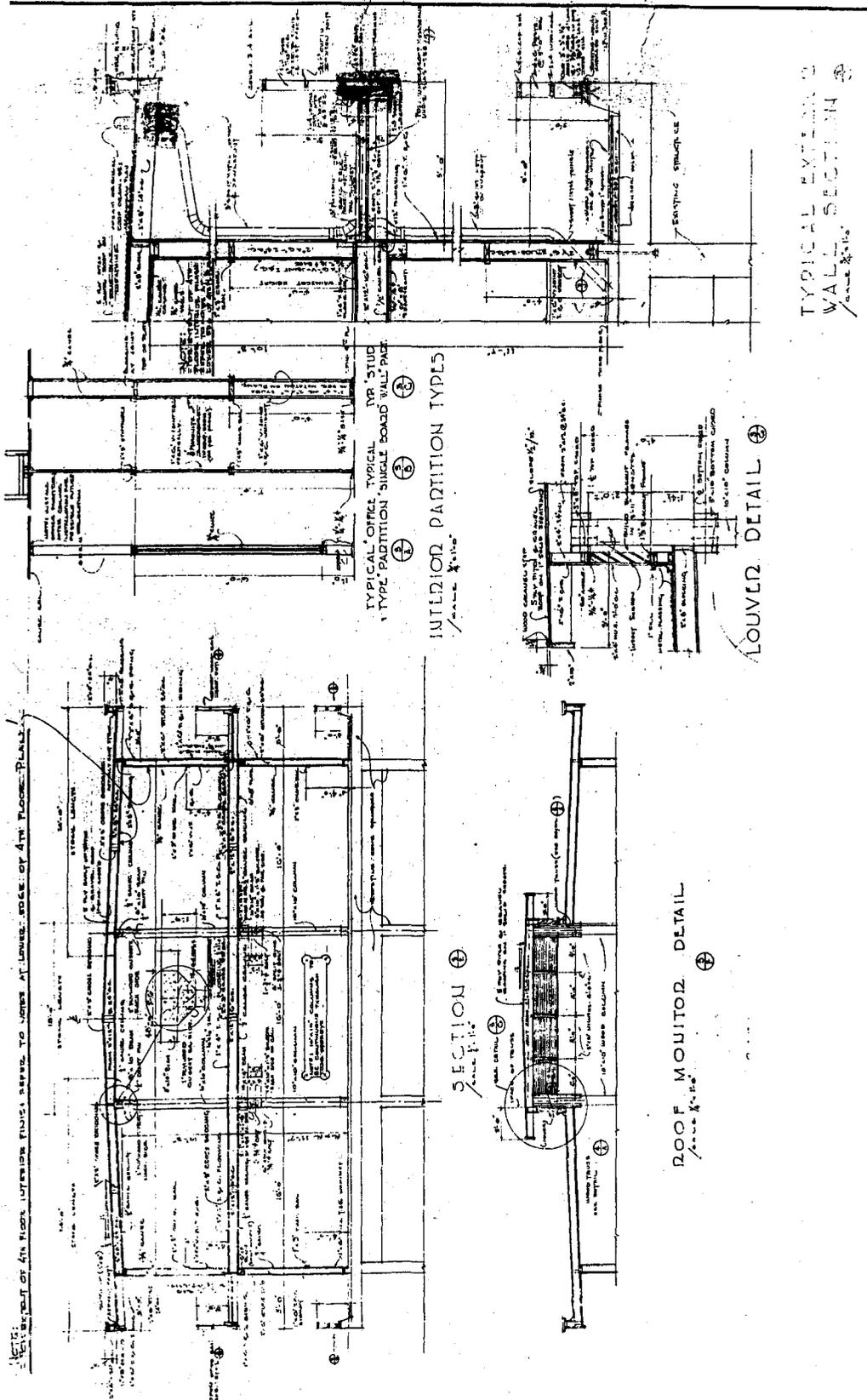
ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 24)

3rd & 4th Floor Addition, Floor Plans (portion of 14th N.D. Drawing no. OA-N3-395)



ADDENDUM TO
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS COMMANDER-IN-CHIEF
PACIFIC FLEET
(Facility No. 250)
HABS No. HI-32 (Page 25)

3rd & 4th Floor Addition, Sections & Details (portion of 14th N.D. Drawing no. OA-N3-397)



ADDENDUM TO:
U.S. NAVAL BASE, PEARL HARBOR, HEADQUARTERS,
COMMANDER-IN-CHIEF OF THE PACIFIC FLEET
(U.S. Naval Base, Pearl Harbor, Naval Station, Facility No. 250)
(Headquarters, Commanders, WWII, CINCPACFLT)
Intersection of Halawa & Makalapa Drives, Makalapa Administration
Area
Pearl Harbor
Honolulu County
Hawaii

HABS HI-32
HABS HI,2-PEHA,1-

PHOTOGRAPHS

FIELD RECORDS

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
U.S. Department of the Interior
1849 C Street NW
Washington, DC 20240-0001