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U.S. Naval Base, Pearl Harbor, Seaplane Hangar<sup>a</sup>  
(U.S. Naval Base, Pearl Harbor, Naval Station Ford Island)  
(U.S. Naval Base, Pearl Harbor, Gymnasium)  
(Building No. 37)  
Lexington Boulevard, South of Enterprise Street  
Pearl Harbor  
Honolulu County  
Hawaii

**PHOTOGRAPHS**

**WRITTEN HISTORICAL AND DESCRIPTIVE DATA**

**Historic American Buildings Survey  
National Park Service  
Western Region  
Department of the Interior  
San Francisco, California 94107**

**ADDENDUM  
FOLLOWS**

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. Naval Base, Pearl Harbor, Seaplane Hanger  
(U.S. Naval Base, Pearl Harbor, Naval Station)  
(Gymnasium Facility, Building 37)

HABS  
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HABS No. HI-337

Location: Naval Station, Pearl Harbor on Ford Island  
Lexington Boulevard, South of Enterprise Street  
Pearl Harbor, Honolulu County, Hawaii

USGS Pearl Harbor Quadrangle, Hawaii  
7.5 minutes series (orthophotoquad)  
Universal Transverse Mercator Coordinates  
4.607360.2362720 (scale-1:24,000)

Significance: Due to the crucial role it played in the Nation's defense during the twentieth century and the calamitous events which occurred on December 7, 1941, the Naval Base at Pearl Harbor was designated a National Historic Landmark. Ford Island, which is centrally located in Pearl Harbor's waters and one of the main targets during the 1941 attack, is the site of Building 37. In the 1930's, as the Army completed the construction of Hickam field, Ford Island was partially occupied by the Army Air Corp, with Luke field. The southern portion of the island was occupied by Naval Air Station Ford Island, which mainly operated seaplanes that could enter the harbor via seaplane ramps. Hangers such as Building 37 were used to maintain and store these seaplanes. Ford Island was also the mooring site for battleships such as the USS Arizona.

Description: Built in 1926, Building 37 was constructed as a seaplane hanger on the south side of Ford Island but was relocated to its current site in 1939. The hanger is 42,552 square feet - 224 feet by 168 feet, and 34 feet high. It is constructed of steel framing with the exterior wall covered with Transite (a 1/4 inch thick, corrugated concrete sheets reinforced with asbestos), and a steel truss roof frame with wood sub-roof and built-up roofing. The hanger has one row of internal support columns, which divides the hanger into two main bays. The roof was designed with a slight slope on two ridges running in the north-south direction and a single valley in the middle of the roof above the support columns. Roof gutters channel water away from the center section and downspouts feed the runoff within the hanger to a drain system below the slab. The roof also has ten natural draft, roof ventilators. All four of the side walls have high mounted, steel-framed windows with divided glass panes. On the east and west ends, windows have a hinged section of 4 panes that can be opened for ventilation. The hanger doors (north and south) have lower mounted windows with fixed, divided glass panes. Hanging electrical incandescent lamps throughout the hanger provide artificial illumination. Seaplanes could enter the hanger through a set of large, steel, rolling doors on the north and south sides. Each side has twelve doors on three tracks, with four doors on each track. Each door measures 18 feet wide x 21 feet high and with the combination of tracks, are

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capable of providing an opening of 75 feet. The doors are steel framed with 3/26 inch thick steel plates and 1/4 inch corrugated Transite panels. Doors are operated by a manual crank and roll on two 15-inch diameter steel wheels. The ends of the hanger have lean-to type extensions attached, which originally housed the offices, storage, and bathrooms. These extensions were constructed of concrete block walls and steel frame with Transite roofs.

In circa 1944, the hanger was converted to a pool hall with 41 pool tables. Later, in circa 1948, it was converted to a gymnasium. Today, the exterior and structure of the hanger remains the same but the interior was renovated. To meet the needs of personnel, as interest in different activities change, the interior has been modified to keep up with current interest. In addition to the pool hall, the hanger has been the site of a boxing ring, basketball court and bleachers. Currently, a raised floor basketball court was built on the east side, over an existing court that was damaged by termites. On the west end, an enclosed, free standing racquetball courts was erected as well as a semi-enclosed fitness area with weights and equipment for weight and cardiovascular training. Most of the offices and storage areas on both east and west ends of the hanger were modified to enlarge the bathrooms and create the men's and women's showers and locker rooms. Some of the rolling doors remain operable and one such door is still used daily as the main entrance to the gymnasium. In 1994, windows on the north side were covered with corrugated fiberglass panels to repair leaking windows and to contain the asbestos containing material found in the caulking around the glass.

History: Building 37 was constructed in 1926 as a seaplane hanger at a cost of \$162,500. Currently, the Navy's Moral, Welfare and Recreation (MWR) operates the gymnasium to provide recreation services to military personal stationed or living on Ford Island since travel to and from other recreational facilities was by boat or ferry.

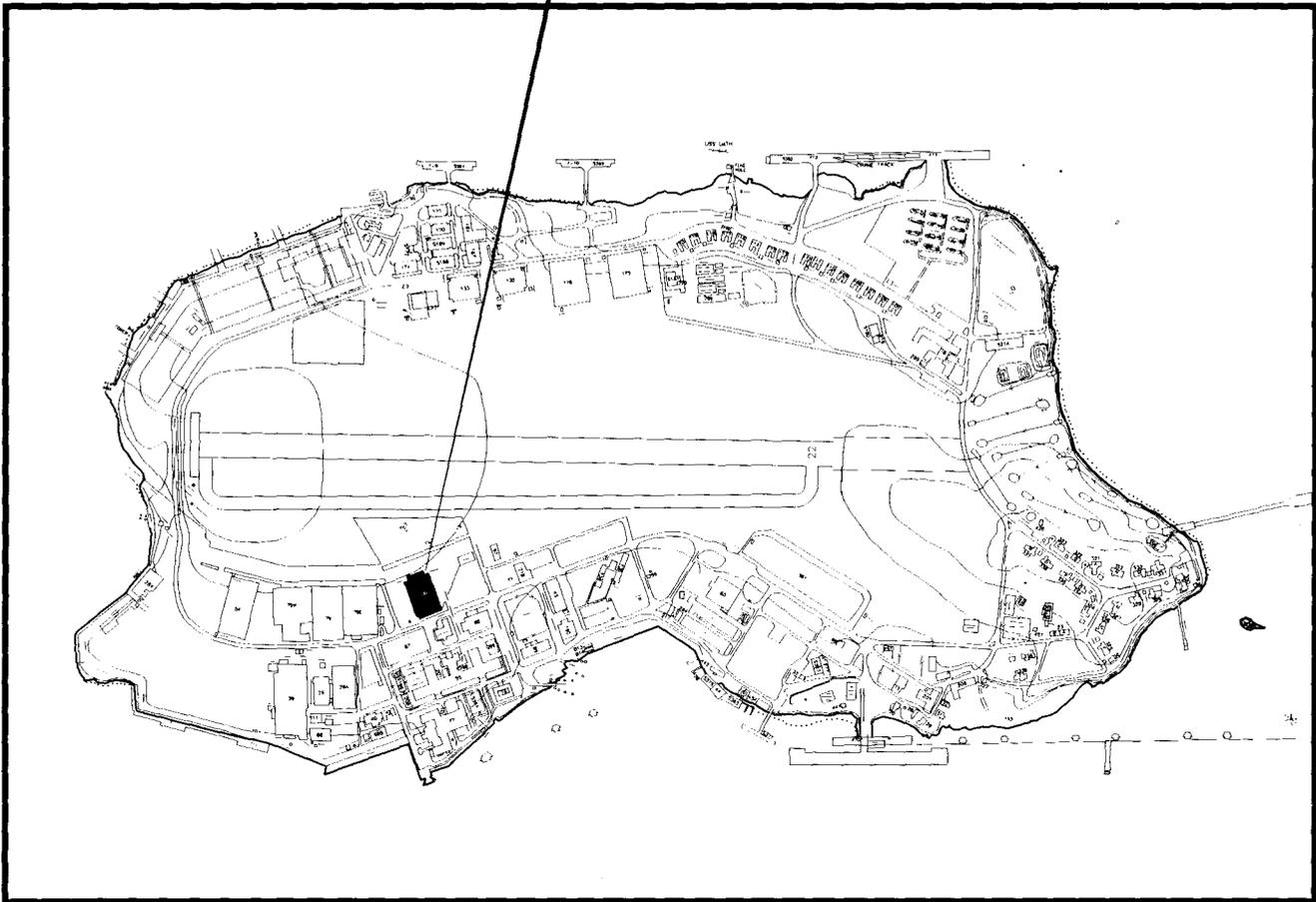
Sources: Pacific Division Drawing Nos. V-N10-92 through V-N10-184, 02416 through 03309, and 1168259 through 1168264 (on microfilm at Pacific Division Naval Facilities Engineering Command Plan File room); Building the Navy's Bases in World War II, History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940 - 1946, Volume II United States Government Printing Office, Washington, 1947; NAVFAC P-164, Detailed Inventory of Naval Shore Facilities; Moral Welfare and Recreation Department, Naval Station, Pearl Harbor; and U.S. Naval Base, Pearl Harbor, National Historic Landmark, Historic Preservation Plan, 1978.

Historian: Warde K. Yamamoto  
Navy Public Works Center, Pearl Harbor  
Project Development Branch  
Pearl Harbor, Hawaii 96860-5470  
September 1998

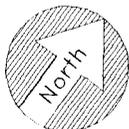
U.S. Naval Base, Pearl Harbor, Seaplane Hanger  
(U.S. Naval Base, Pearl Harbor, Naval Station)  
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BUILDING  
37



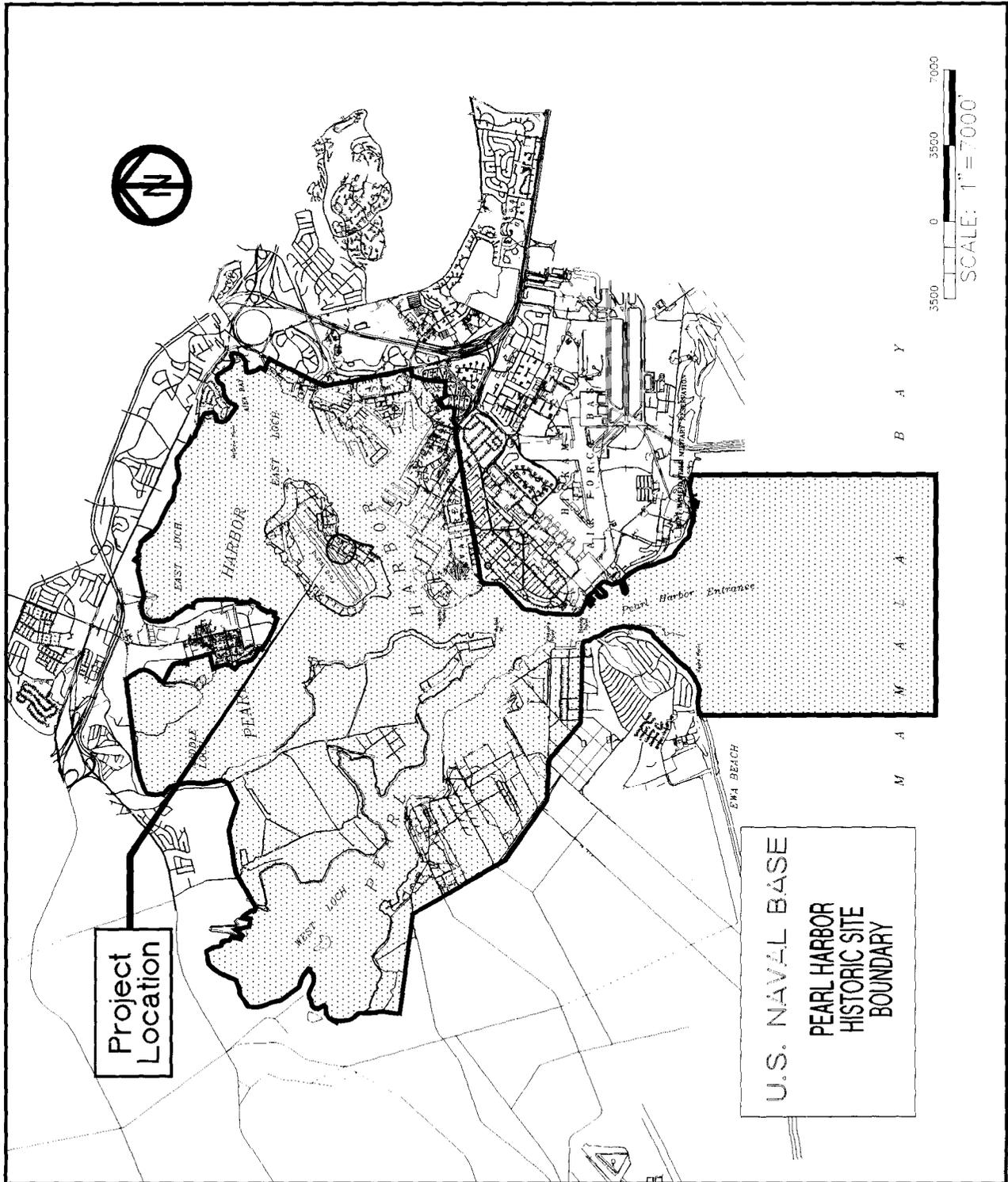
Building 37, (Ford Island) Naval Station, Pearl Harbor



# SITE PLAN

SCALE: 1" : 1200'

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**Addendum to  
U.S. NAVAL BASE, PEARL HARBOR, SEAPLANE HANGAR  
(U.S. Naval Base, Pearl Harbor, Naval Station Ford Island)  
(U.S. Naval Base, Pearl Harbor, Gymnasium)  
(Building No. 37)  
Lexington Boulevard, south of Enterprise Street  
Pearl Harbor  
Honolulu County  
Hawaii**

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**PHOTOGRAPHS**

**WRITTEN HISTORICAL AND DESCRIPTIVE DATA**

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

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HISTORIC AMERICAN BUILDINGS SURVEY

Addendum to  
U.S. NAVAL BASE, PEARL HARBOR, SEAPLANE HANGAR  
(U.S. Naval Base, Pearl Harbor, Naval Station Ford Island)  
(U.S. Naval Base, Pearl Harbor, Gymnasium)  
(Building No. 37)

HABS No. HI-337

Data pages 1-5 were previously transmitted to the Library of Congress

**Location:** Lexington Boulevard, south of Enterprise Street  
Ford Island  
Pearl Harbor Naval Base  
City and County of Honolulu, Hawaii

U.S.G.S. Pearl Harbor Quadrangle, Hawaii, 1999  
7.5 Minute Series (Topographic) (Scale - 1:24,000)  
Universal Transverse Mercator Coordinates: 4.607640.2362320

**Significance:** Building No. 37, a 1926 seaplane hangar, was dismantled and re-erected as part of the build up of the Pearl Harbor Naval Station in the early 1940s. The building was used as an aircraft hangar during World War II, and it was used as housing for survivors from the USS *California* after the December 7, 1941 Japanese attack on Pearl Harbor. Building No. 37 is a contributing element to the Pearl Harbor National Historic Landmark.

**Description:** Building No. 37 is an aircraft hangar that has a rectangular footprint with overall measurements of about 262'-0" x 160'-0". The building has a steel frame that is covered with corrugated asbestos siding and has a foundation of concrete footings with a concrete slab floor. In the concrete apron surrounding the hangar are numerous recessed tie-downs of non-ferrous metal. Building No. 37 has a double gable roof with the gables facing the long sides. Its eaves are about 33'-0" above grade. Each of the ridges has five circular vents, about 1'-6" in diameter and covered by a metal cap. The long sides of the hangar have large-scale doors to allow aircraft to enter. These doors are protected by small pent roofs of painted corrugated material that project about 3'-0". One pent roof runs along each long side of the hangar just above the doors. At the west and south corners of the main hangar area are double flush metal doors. Along the short sides of the building are lean-to sections with shed roofs and eaves about 11'-0" above grade. All windows on the building have sills covered with a flashing of sheet lead.

Along the cornice of the southwest (long) side of the hangar are five of the six floodlight fixtures that were installed prior to April 1940 (NARA 1940, 071-CA-153-B-8). These fixtures have square metal reflectors with diagonal cut apertures which direct the light down and out from the side of the building.

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The main area of the hangar is built with a frame of steel I-beam columns of riveted construction about 10½" x 12½" that are spaced 20'-0" apart along the short sides (ends) of the building, dividing the hangar into eight bays along the ends. These columns support the outer ends of Pratt trusses, each 110'-0" long that span the distance from the side walls to the center of the hangar. The Pratt trusses carry I-beam purlins which run transversely to the long axis of the building and parallel to the roof ridges. The roof sheathing for the main hangar areas is tongue-and-groove boards. Running transversely across the center of the hangar is a flat truss 120'-0" long which supports the inner ends of the Pratt trusses. This flat truss does not reach all the way to the long sides of the hangar; it terminates 20'-0" from each long wall. The flat truss is held up by three I-beam columns, one at each end, and one at its midpoint. Each of the I-beam columns at the ends of the flat truss are braced, with horizontal and diagonal steel angles, to single I-beam columns at the long sides of the hangar. The Pratt trusses which are at the ends of the flat truss and at the exterior (long) side walls have their bottom chords braced (joined) by diagonal steel members.

At three points on the interior of the hangar, there are steel eyes fixed to the underside of the Pratt trusses about 2'-0" off the centerline of the roof ridges. From these eyes an additional truss member extends upward to connect with the apex of the truss. These eyes are located at either the first or second truss inward from the long sides of the building, about 2' off the line of the ridge. A fourth eye, at the first Pratt truss inside the south east corner of the hangar, is located directly beneath the apex of the truss and does not have an additional truss member associated with it. Next to this eye there is a sign suspended from the bottom chord which reads "Maximum Load 4000 lbs."

At the short sides of the hangar are lean-to sections which are about 120'-0" long and centered on the short sides. They project about 20'-0" from the sides, and are open to the main area of the hangar on the interior. The lean-to sections were closed off from the main area of the hangar until very recently. The lean-to sections are framed with steel I-beams that form the slope of their shed roofs. These extend downward at an angle from a point about 18'-0" above the floor slab on the I-beam columns of the main hangar area and run to the I-beam columns of the exterior lean-to walls. Steel purlins are laid across the I-beams to carry the ribbed metal roofing of the lean-to sections. These lean-to sections have various metal frame windows with obscure wire glass lights. There are twelve-light windows with four-light pivot sections, twelve-light windows with eight-light pivot sections, and eight-light windows with four-light pivot sections. The lean-to sections have various types of human-scale metal exterior doors; flush, two-panel, and four-light over single-panel doors. Above the lean-to sections, on the walls of the main hangar area, are 120'-0" long bands of twelve-light metal frame windows. These bands are about 5'-0" high and have some windows with four-light pivot

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sections. The windows are covered with translucent corrugated fiberglass sheets on the exterior. Each gable of the roof also has a band of windows about 75'-0" long x 5'-0" high. These windows are twelve-light metal frame fixed sash windows which are covered with corrugated translucent fiberglass panels on the exterior.

The long sides of Building No. 37 each have twelve exterior-mounted surface-sliding doors that are about 25'-0" high and 18'-6" wide. The doors move on three parallel floor tracks which are set in concrete and spaced about 10½" apart, four doors are on each track. To prevent the doors from rolling off the tracks, a steel door stop about 12" high with a timber bumper is fixed into the concrete at the ends of the door tracks. Two approximate 1'-3" diameter steel wheels are in the bottom of each door. The doors are constructed of vertical steel I-beams that are braced with horizontal and diagonal steel angles. On their exteriors, the sliding doors have sheet metal siding at their bottom sections, to about 4'-6" high. Above this flat metal siding they are covered with corrugated cement-asbestos panels. Each door has two, twenty-light metal frame, fixed sash windows.

The large sliding doors move between four overhead metal guide ways which continue about 17'-0" past the corners of the building where they are supported by a framework of steel angles with a vertical member at the end of the guide ways. The vertical member is braced from its top by a diagonal member which angles to the ground perpendicular to the plane of the doors. The vertical member is further braced by two struts in an "x" pattern that join it to the corner of the hangar. Near the top of the framework is a spotlight mounted on a small shelf (about 1'-6" wide x 3'-0" long) of wood boards supported by steel angles. On top of the guide ways, near their ends, is a pyramidal tower of steel tubing that is approximately 14'-0" high.

The interior of Building No. 37 has incandescent light fixtures with metal shades that are suspended from sections of conduit tubing bent in an S-shape. The conduit tubing extends from outlet boxes at the bottom chords of the roof trusses. The S-shaped bend of the tubing rises above the outlet boxes and is braced by a steel strap from the vertical truss members. Thus, the bottom of the metal shade of the fixture is approximately on the level of the lower edge of the roof trusses.

**Historical Context:** Refer to HABS No. HI-382 for an overview of the history of Ford Island, and HABS No. HI-394 for information on the Aircraft Carrier Support Facilities in this area of Ford Island. See also HABS No. HI-366 which documents Facility No. 130, a 1934 Army hangar.

Building No. 37 was originally constructed in 1926 on another site, near the south end of Ford Island, about 2000' southwest of its present

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location. It was dismantled in 1938 and re-erected on its present site in 1940.

The need for more hangars to house Navy aircraft at Pearl Harbor was noted by the members of a Navy fighter plane squadron during fleet maneuvers in May 1925. "The aircraft Squadrons Battle Fleet report (for the week of May 9<sup>th</sup>) stated that due to lack of hangar space at Pearl Harbor, the planes of VF-2, during their stay there following the conclusion of Problem Three, were protected by tent hangars" (Horvat 51). In November 1925, although the eventual acquisition of Army aviation facilities on Ford Island was anticipated, the Navy found itself in need of 6 seaplane hangars at Ford Island (Frazer 1925).

The structural metal framing of Building No 37 was manufactured by the Blaw-Knox Company, Pittsburgh, PA (Naval Facilities Engineering Command Plan Files 1925, drwgs 3289 thru 3309) who were fabricators of steel for mill buildings, manufacturing plants, bridges, crane runways, and trusses (Hawkins, 2006). The construction of Building No. 37 on its original site was being planned by the Navy as early as January 1925 when its footprint, with small sections of lean-to at the ends, is shown on a location map done by the Bureau of Yards and Docks (Naval Facilities Engineering Command 1925, drwg 100920). At the same time the Bureau of Yards and Docks was also preparing design drawings for the building. These show the hangar with dimensions of 160' x 260', the long dimension of the main area spanned by two 110' roof trusses and with small 20'-0" deep lean-tos along the short sides (Naval Facilities Engineering Command 1925, drwgs 100922 and 100923). These drawings show the hangar was to be covered with 22 ga. asbestos protected metal siding, contradicting the actual siding material that was used for the building, cement-asbestos panels. The specifications for the siding material for the hangar are also contradictory, showing both asbestos protected metal and corrugated [cement] asbestos (NARA College Park 1925, RG 71-1, Roll B1, 1-5-240 and 1-5-257). The drawings were probably standard, with the siding material for each hangar determined at the base. Building No. 37 used the corrugated cement-asbestos panels which now cover it.

The Blaw-Knox fabrication drawings are dated June 11, 1925. These show the construction of various parts of the steel structure of the hangar; riveted I-beam columns, sliding doors, roof trusses, and purlins. The construction of the hangar was well underway by January 18, 1926. An aerial photo taken that day shows the metal framing of the building and sliding doors erected, with workers covering the roof of the main hangar area (NARA College Park 1926, 071-CA-152-A-1). Description of the building as a 220' x 160' 2-section hangar with 20' spaced bents of Pratt trusses that span 110' is found in a 1925 document "Data on Hangars" in the National Archives. This description also gives costs and square

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footage for the hangar (NARA College Park 1925, RG 71-1, Roll B1, 1-5-257).

Between June 1932 and August 1938 an addition was built between the two, forty-foot-wide, shed roof lean-tos on the west end of Building No. 37. This resulted in a single lean-to along that side of the building which measured about 120'-0" long (NARA College Park 1938, 071-Ca-153-B-2). The east end of the building kept its two, twenty foot-wide lean-tos.

Building No. 37 was dismantled in late 1938, apparently to be placed in storage, according to the caption on a photo taken of the work on October 7, 1938 (NARA College Park 1938, 071-CA-153-B-6). This photo caption also describes the siding material as "Transite" which is a composite material of asbestos and cement. This contradicts the information found on original drawings for the hangar, which specify 22 ga. asbestos protected metal siding.

The pieces of the dismantled hangar were not in storage for very long. Less than a year and a half after its disassembly the hangar was re-erected on its present site. It is possible that the re-erection site was determined at the time the hangar was dismantled and the pieces moved there as they were taken off the original structure. The foundation plan approved on August 1, 1939 for the re erection of the hangar shows two areas on its location plan that are labeled "Material for building is stored in these areas" (Naval Facilities Engineering Command 1939, drwg 132386).

The re-erection of the hangar was almost complete by February 2, 1940. A photo taken on that date shows the south side of the building exterior needing only two more sliding door frames installed, siding in the upper half of the doors, and window sashes in four of the doors (NARA College Park 1940, 071-CA-153-B-7). By April 15, 1940 the re-erection of Building No. 37 was complete (NARA College Park 1940, 071-CA-153-B-8, and B-9). When Building No. 37 was re-erected a section of lean-to was added between the original two, twenty-foot-wide lean-tos. This formed a single lean-to along that side of the building which was about 120'-0" long and similar to the lean-to section of the same approximate dimensions on the opposite side of the hangar (ibid.).

When Building No. 37 was re-erected on its present site in 1940, the lean-tos on the east and west ends of the hangar were divided into smaller rooms by 7'-0" high walls of 8" hollow tile. The remaining distance above the walls to the ceiling was filled with galvanized expanded metal mesh. The wall that separated each of the lean-tos from the main hangar area was also 8" hollow tile which extended all the way up to the lean-to roof. Doors from the main hangar area to the offices were four-light over single-panel and were 3'-0" wide x 7'-0" high. Openings from the main hangar area into the offices were 6'-2" wide x 3'-6½" high, about 3'-6"

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above the floor and were filled with  $\frac{3}{4}$ " mesh. The east lean-to was divided into four rooms; utility unit offices, carrier sods & ready room, link trainer room, and a toilet. The west lean-to was divided into seven rooms; radio, engineering, storeroom, locker room, Langley unit, Coast Guard, and a toilet. The storeroom at this lean-to has the notation "all half doors" on the 1939 re-erection plan (Naval Facilities Engineering Command 1939, drwg 132386).

Immediately after the December 7, 1941 Japanese attack on Pearl Harbor, Building No. 37 was used for sailors who were displaced from the damaged ship USS *California*. "The survivors of the U.S.S. *California* were housed in hangar #37" (Naval Air Station 1945, 17). In February 1942, Contractors Pacific Naval Air Bases (CPNAB) project 436 was completed, which converted a hangar on Ford Island to barracks space. Temporary wood buildings were built in conjunction with the conversion, for a messhall, galley, and lavatory (CPNAB n.d., A-563). This barracks conversion might possibly have been undertaken at Building No. 37 for the *California's* crew. After the attack, which killed 98 of her crew and wounded 61, the *California* rested on the bottom of Pearl Harbor with only her superstructure above the water. She was re-floated on March 26, 1942 and on June 7 left Hawaii for repairs at Puget Sound Navy Yard.

During the war, Building No. 37, like many of the buildings on Ford Island, had its roof painted in a camouflage pattern (NAVFAC Archives 1942, photo 5). In October 1943 a small structure, Number 244 (about 20'-0" x 20'-0"), had been built adjacent to the north corner of Building No. 37. This was used as a ready ammunition locker (NARA College Park 1943, drwg 971).

By 1953, Building No. 37 was used as a gymnasium as well as a landplane hangar. The ready ammunition locker remained next to the building until at least that year (Naval Facilities Engineering Command 1953, drwg 551272).

A basketball court and bleachers had been built inside Building No. 37 prior to 1956, located in an area approximately the width of the building (160') and extending about 75' southeast from the centerline of the hangar. That year the court and bleachers were replaced due to termite damage. The new construction was specified to re-use the existing  $1\frac{1}{2}$ " maple flooring which was in good condition, and to replace the termite damaged portions with new maple flooring. The new basketball court area was built with 2" x 8" floor joists with 1" x 3" cross bridging on 4" x 10" beams supported on 4" x 4" posts that rested on 10" x 10" x 6" concrete footings set on the concrete slab floor of the hangar. The new construction was specified to be elevated sufficiently above the hangar floor to provide a minimum 18" crawlspace under the floor joists for termite inspection. A series of concrete curbs about 11" wide with anchor bolts were built at the southeast side of the basketball court area for the

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installation of retractable bleachers. Two boxing rings were included in the 1956 re-construction of the basketball court area (Naval Facilities Engineering Command 1956, drwg 751077).

Building No. 37 underwent repairs to the roof and structural system in 1983. All ceiling structural members including trusses, purlins, cross-bracing, and wood sheathing was cleaned, primed, and re-painted. The steel frame windows in the hangar were cleaned and painted and damaged lights were replaced with ¼" obscure wire glass. Leaking areas of the roof were repaired by renewing the built-up roof and the exterior of the hangar was painted. By 1983 the termite damage was again significant in the basketball court area, 4430 lineal feet of flooring was specified to be replaced because of it, with an additional 1064 lineal feet of damaged flooring expected to be discovered during the repairs. More repairs to termite damage were made, ceiling framing and wall studs in the men's locker room, and the replacement of the wall separating the basketball court area from the rest of the building. In addition, the basketball court area and men's locker room was fumigated for termites and the tracks of the rolling doors cleaned of debris and the wheels lubricated to bring them to "smooth operating condition" (Naval Facilities Engineering Command 1938, drwgs 7052162 through 7052174).

By May 5, 2006 all the interior features of Building 37 had been removed, including the basketball court and associated items. All the interior walls of both lean-tos had also been removed, including the walls separating the lean-tos from the main hangar space.

**Sources:**

Contractors Pacific Naval Air Bases, CPNAB.

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

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(U.S. Naval Base, Pearl Harbor, Naval Station Ford Island)  
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National Archives and Records Administration, College Park, MD.  
Drawing "Hangar Data," RG-71-1 Roll B1, 1-5-240. ca. 1925.

\_\_\_\_\_ Drawing "Data on Hangars," RG-71-1 Roll B1, 1-5-257. July 3, 1925.

\_\_\_\_\_ Photograph # 071-CA-152-A-1. January 18, 1926.

\_\_\_\_\_ Photograph #071-CA-153-B-2. August 30, 1938.

\_\_\_\_\_ Photograph #071-CA-153-B-6. October 7, 1938.

\_\_\_\_\_ Photograph #071-CA-153-B-7. February 2, 1940.

\_\_\_\_\_ Photograph # 071-CA-153-B-8, and B-9. April 15, 1940.

\_\_\_\_\_ Drawing 971 "Ford Island conditions as of October 1, 1943." In RG 71 1405-3-41.

**Naval Air Station**

Typescript of account of the Pearl Harbor attack in "History – Photo Binder 1." 1 of 3 binders from the collection of the Naval Air Station, Pearl Harbor. 1945.

**Naval Facilities Engineering Command, Plan Files, Pearl Harbor.**

Drawings for Building No. 37; V-92 thru V-96 dated April 1926, V-N10-100 thru V-N10-102 dated March 1930, V-N10-259 dated October 1936, V-N10358 dated December 1939, V-N26-184 dated February 1944, 2416 thru 2418 dated November 1939, 2743 dated May 1942, 2388 thru 3309 dated June 1925, 100920 dated January 1925, 100922 thru 100925 dated January 1925, 132386 dated August 1939, 132387 dated August 1939, 142504 dated May 1940, 551272 dated June 1953, 751077 dated July 1956, 764859 dated December 1956, 764860 dated December 1956, 7052162 thru 7052174 dated November 1983, 7933300 dated February 1998, 7933304 dated February 1998, 7933305 dated February 1998.

**NAVFAC Archives, Port Hueneme Ca**

Photograph 5 in shelf/ box TI ¼, Hawaiian Islands, Oahu, Folder: Pearl Harbor, Oahu T.H. (NAS/ Aerial Views). October 30, 1942.

**Project Information:** This report was prepared by the request of the Hawaii State Historic Preservation Officer in preparation for the renovation and re-use of Facility No. 37 as the Pacific Aviation Museum. The photographs for this

**U.S. NAVAL BASE, PEARL HARBOR, SEAPLANE HANGAR  
(U.S. Naval Base, Pearl Harbor, Naval Station Ford Island)  
(U.S. Naval Base, Pearl Harbor, Gymnasium)  
(Building No. 37)  
HABS No. HI-337 (Page 14)**

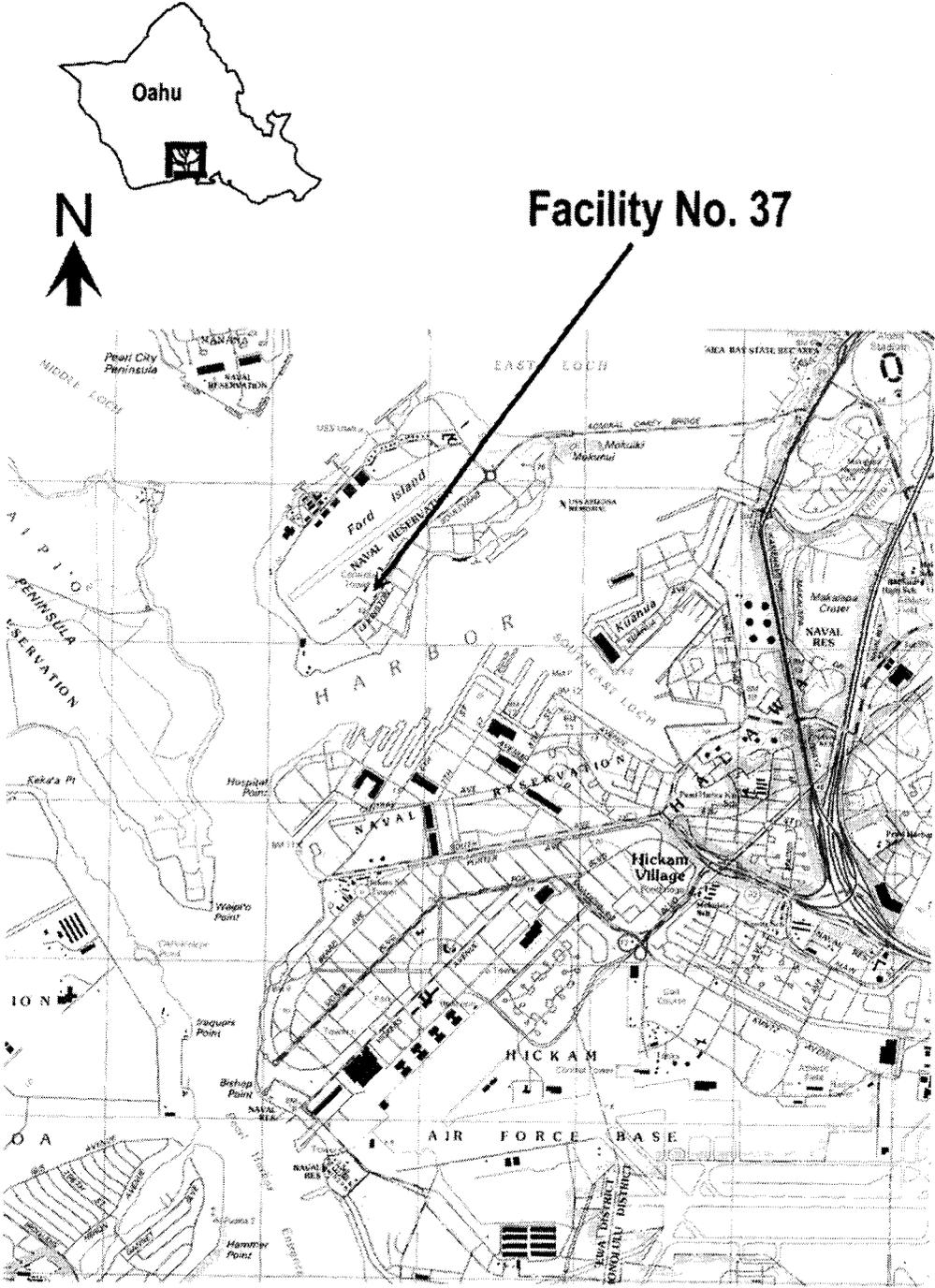
report were taken on May 5, 2006 by David Franzen. This report was researched and written by Dee Ruzicka of Mason Architects, Inc.

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Date of Report: August 2006

**U.S. NAVAL BASE, PEARL HARBOR, SEAPLANE HANGAR  
(U.S. Naval Base, Pearl Harbor, Naval Station Ford Island)  
(U.S. Naval Base, Pearl Harbor, Gymnasium)  
(Building No. 37)  
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**Location Map**



**U.S. NAVAL BASE, PEARL HARBOR, SEAPLANE HANGAR**  
 (U.S. Naval Base, Pearl Harbor, Naval Station Ford Island)  
 (U.S. Naval Base, Pearl Harbor, Gymnasium)  
 (Building No. 37)  
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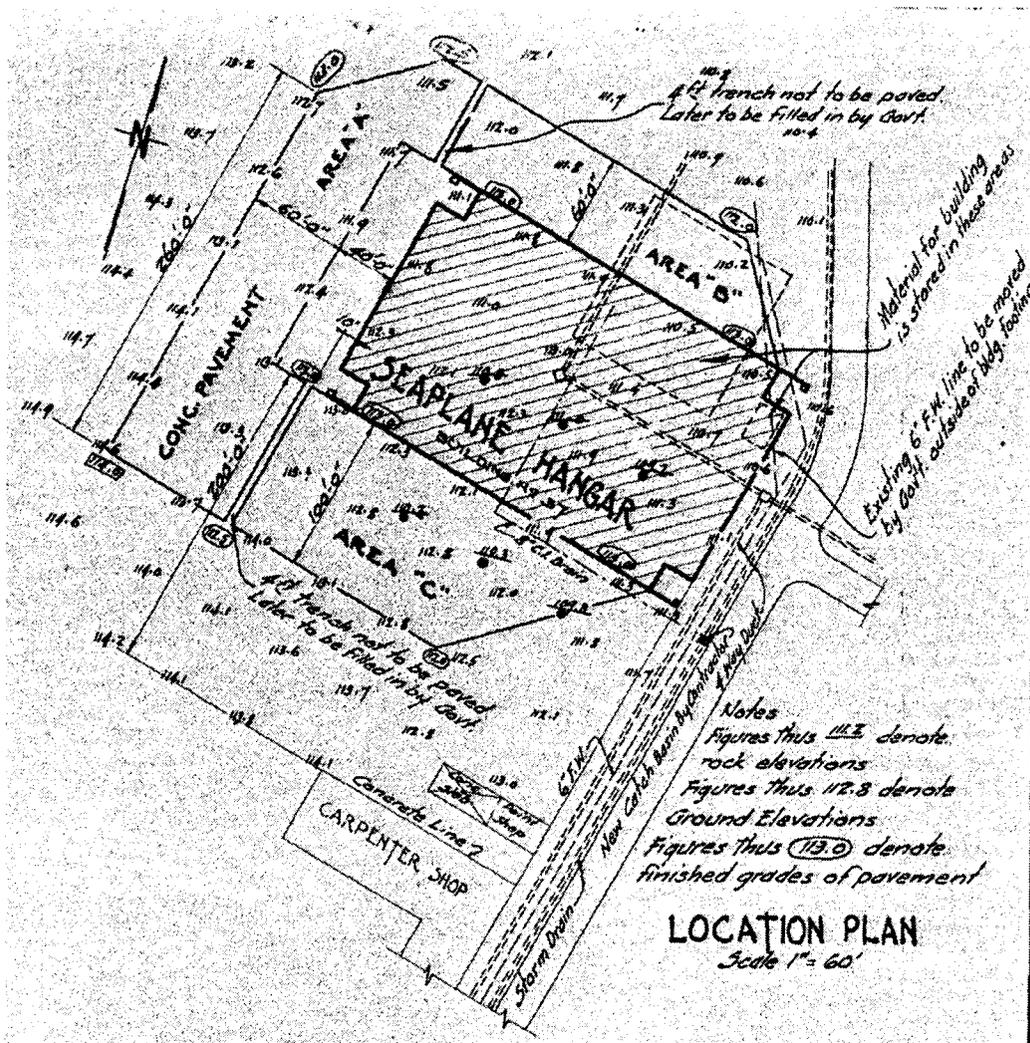
Portion of specification sheet dated July 31, 1925 showing the costs and specifications for the original erection of Building No. 37. Note that under the "Pearl Harbor 1925" column the siding material is listed as A.P.M. (asbestos protected metal) in the "Description" row, and as Corr. Asb. (cement-asbestos panels) in the "Siding" row. The page headings, which have been cropped, read "Data on Hangars" and "Heavier-Than-Air Craft." From NARA College Park 1925, RG 71-1, Roll B1, 1-5-257.

	COCO SOLO 1925	PEARL HARBOR 1925	QUANTICO 1923	ANACOSTIA
SIZE LENGTH & WIDTH CONC. COLL. WEIGHT-CLEAR EXCEPT AS NOTED.	220'x160'x24'	220'x160'x24'	110'x120'x18'	220'x116'8"x24'
DESCRIPTION	2 Sections, 110' spans; bents 20' c. Flat roof, Pratt trusses. Pile foundation. A.P.M. siding, 16% steel sash, creosoted wood roof deck, asphalted asbestos roofing. Full door opening each end-sliding doors.	2 Sections, 110' spans; bents 28' c. Flat roof, Pratt trusses. concrete footings. A.P.M. siding, 16% steel sash; wood roof deck; asphalted asbestos roofing. Full door opening each end-sliding doors.	Single section; 6 bents 20' c. flat roof. Pratt trusses; concrete footing. A.P.M. siding; 31% steel sash; wood roof deck; asphalted asbestos roofing. Bascula door one and only.	2 Sections; 110' spans; bents 16'8" c. Flat roof; Pratt truss; corr. gals. steel roofing & siding 9% steel sash. Canvas curtains for full door openings each end. Pile foundations.
AREA SQ. FT.	37,200	37,200	13,200	25,600
VOLUME CU. FT.	1,375,000	1,375,000	383,000	924,000
TOTAL COST.	\$122,769	\$120,961 (bid)	\$35,100	\$46,030
COST PER. SQ. FT.	\$3.30	\$3.24	\$2.66	\$1.80
COST PER. CU. FT.	8.9¢	8.8¢	9.2¢	5.0¢
STR. STEEL TOTAL	760,000*	760,000*	234,000*	350,000*
STEEL-LBS. SQ. FT.	20.4	20.4	17.7	13.7 (No doors)
STEEL-LBS. CU. FT.	0.55	0.55	0.61	0.38 (No doors)
STEEL-COST.	\$56,000	\$58,900	\$13,200	\$19,870
STEEL-COST % OF TOTAL	45.5%	48.8%	37.7%	43.0%
FOUNDATIONS	\$13,700 (WOOD PILES USED)	\$8,000	\$2,000 57%	\$6,660 14.3%
FLOOR	\$8,920 (24' SQ FT)	\$10,500 (282' SQ FT)	\$2,675 (203' SQ FT)	\$1,720 (OLD FLOOR USED IN PART)
ROOFING (AMT. MEASURED IN PLACE)	400 sq' 20' 2800	400 sq' 20' 8,000	141 sq' 11' 1551	13.80 22 GA. GALV. STEEL 4,050
ROOF DECK	90M ft 20' 7200 (GALVANIZED)	90M ft 10' 9,900	38M ft 6.5' 2470	
SIDING (AMT. MEASURED IN PLACE EXCLUDING DOORS)	183 sq Corr. Asb. 24' 4,390	183 sq Corr. Asb. 25' 4,575	70.8 sq 24 ga. A.P.M. 31.30 2,200	101 sq 24 ga. Galv. Steel 11.50 1,160
SASH (GLAZED) EXCLUDING DOORS	3634' 80' 2,907	3634' 90' 3,270	3200' 60' 1,920	930' 81' 750
DOORS, TYPE, NO. & SIZE.	HAND OPER. SLIDING 24-18'-6" x 25'-0"	HAND OPER. SLIDING 24-18'-6" x 25'-0"	MOTOR OPER. BASE CURTAIN 1-108' x 18' (CLEAR OPENING)	CANVAS 8-55' x 24'
TOTAL AREA.	11,000"	11,000"	1945"	10,560"
COST COMPLETE.			\$6,900	\$2,606
COST SQ. FT.			\$3.54	\$0.25
SPECIAL EQUIP.				
	TOTAL SIDING 27,250* TOTAL SASH 5,150 *	TOTAL SIDING 27,250* TOTAL SASH 5,150 *		



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Portion of drawing from re-erection of Building No. 37 showing the location plan. Note the lettering at right "Material for building is stored in these areas." From Naval Facilities Engineering Command 1929, drwg. 132386.



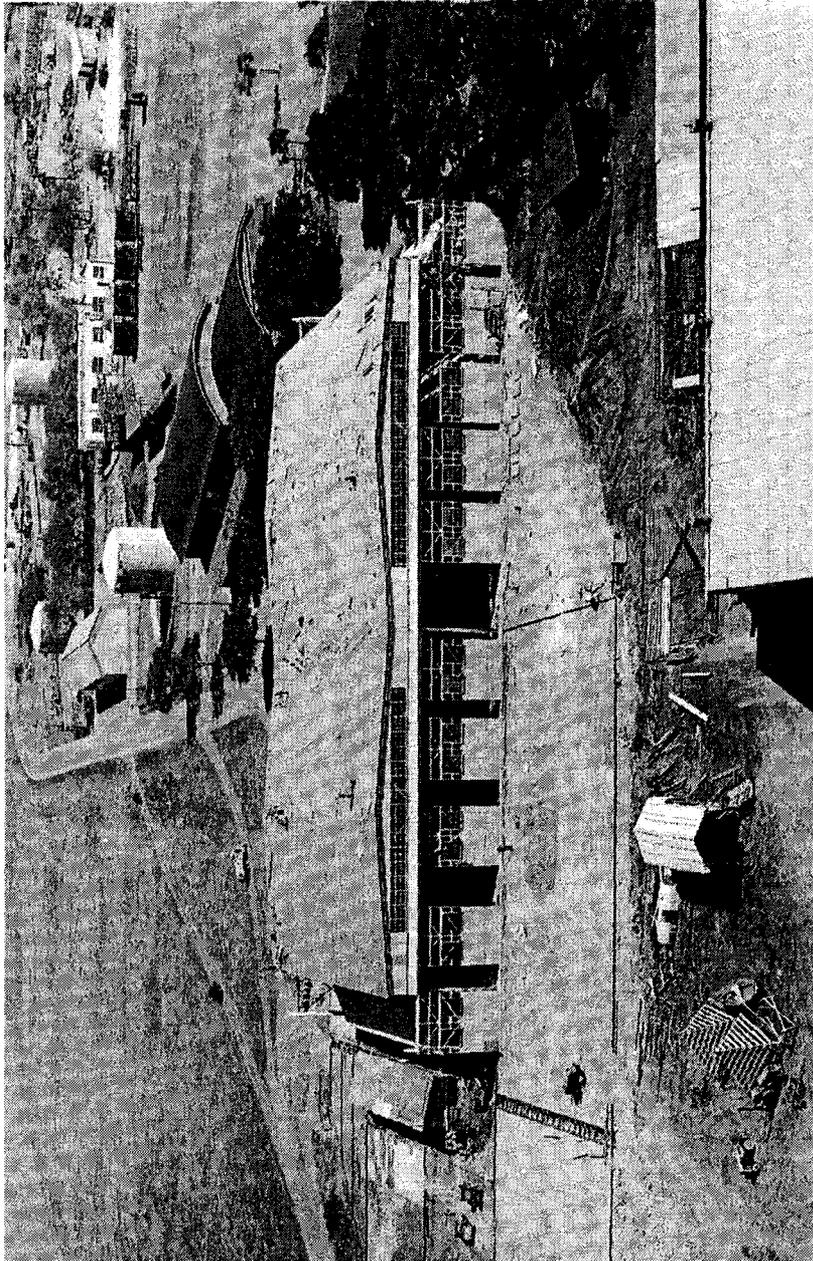
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**Photo showing disassembly of Building No. 37, October 7, 1938. From NARA College Park 1938, #071-CA-153-B-6.**



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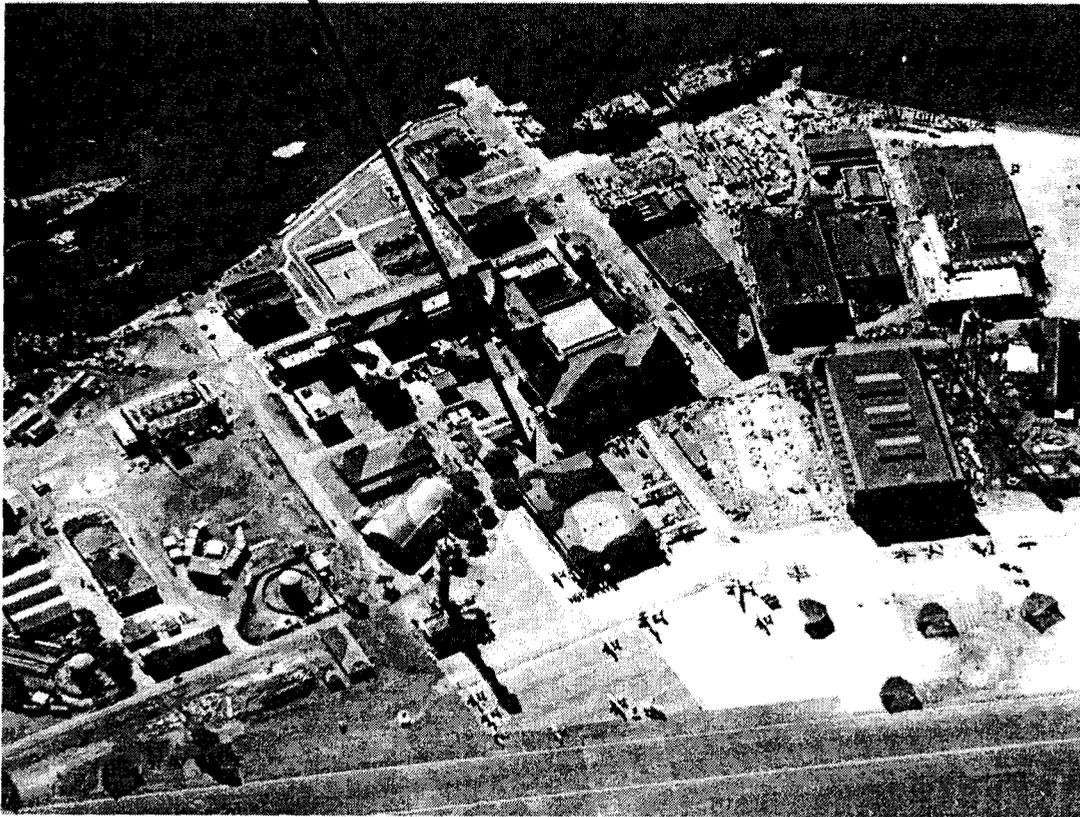
**Photo showing re-erection of Building No. 37, February 2, 1940. From NARA College Park 1940, #071-CA-153-B-7.**



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Portion of photo showing Building No. 37 with a camouflage paint scheme, October 30, 1942. From NAVFAC Archives 1942.

Building No. 37



U.S. NAVAL BASE, PEARL HARBOR, SEAPLANE HANGAR  
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Portion of drawing from 1983 repairs to Building No. 37, dated November 16, 1983. From Naval Facilities Engineering Command 1983, drwg. 7052165.

