

U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION BUILDING
(U.S. Naval Base, Pearl Harbor, Naval Station)
(Facility No. 1)
Russell Avenue at Port Royal Street
Pearl Harbor
Honolulu County
Hawaii

HABS HI-407

HI-407

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HI-407

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
PACIFIC GREAT BASIN SUPPORT OFFICE
National Park Service
U.S. Department of the Interior
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Oakland, CA 94607

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION BUILDING (U.S. Naval Base, Pearl Harbor, Naval Station) (Facility No. 1)

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Location:

Russell Avenue at Port Royal Street
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 4.608330.2361280

Significance:

Facility No. 1 is significant as the first administration building at Pearl Harbor and one which had been the main administrative center since the early years of the base and for most of the twentieth century. During World War II it was the site of important administrative offices, including the Navy's command center for harbor defense and the radio intelligence unit. Both of these were located in the basement of this facility in the early years of the war. This was where intelligence officers broke Japanese naval codes, providing a crucial advantage which guided American strategy in the Pacific. The facility's climate-sensitive design also is significant and its architectural form is unique at Pearl Harbor. Its architectural character was established by the 1913 two-story, 10-bay building. Although the present three-story building is about five times the original's size and reflects elements of its many phases of expansion, a simple classical style has been maintained in all sections of the building. This building is an important contributing resource to the Pearl Harbor National Historic Landmark.

Description:

Facility No. 1 is located in the Shipyard area of the Pearl Harbor Naval Complex, part of the core of the original base. Although many of the earliest buildings at Pearl Harbor, dating from the 1910s, are located nearby along Port Royal Street, there is a modern building (Facility No. 2) across Russell Avenue. The building's main façade runs on a northwest to southeast axis parallel to that avenue. However, to simplify the compass references for this description section, the front and rear of the building will be called its south and north sides, respectively, while the wings will be referred to as the building's west and east ends.

The landscaped setting of this building is unusual in the Shipyard. The lawn, hedges, and trees along the front and along the east wing of the building constitute an L-shaped area of greenery, the largest in this industrial area. The row of Royal Palm trees, along the western part of the building's frontage, indicates the original portion of the building, while the lines of monkeypod and other trees were planted along the eastern part of the frontage and along the east wing when those additions were made. Two flagpoles are located in this landscaped area; Facility No.

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1468 is located near the center of the front façade, while Facility No. 1467 is sited close to the northeastern corner of the landscaped strip. A torpedo from a German boat seized during World War I is displayed near the southwestern corner of the lawn in front of Facility No. 1. A Japanese Model 96 torpedo, dating from about 1942, is displayed in the southeastern corner of the lawn in front of the building.

Facility No. 1 now is a three-story building with a partial basement. It has an asymmetrical U-shaped plan. The central spine of the "U" is about 440' long (along the front) and approximately 50' wide. The west wing is 57'-6" wide and extends approximately 106' from the rear wall of the central spine, at its west end. The east wing is about 55' wide and extends approximately 165' from rear wall of the other end of the central spine. The original building was a two-story building with a much smaller rectangular plan (see history section).

The building's foundations are either concrete piers and footings or concrete foundation walls below grade. The basement area of the building is only under the east end of the central spine and under the east wing. The first-floor slab was built about 4'-6" above grade. Along the front (south side) the lanai is accessed by four sets of concrete stairs with concrete cheekwalls. The east wing of the building has three similar concrete stairs to the lanai. There are two longer concrete stairs from the ground to the west-wing lanai; these have pipe railings rather than cheekwalls. Handicap access ramps have been installed at the north ends of the east-wing and west-wing lanai.

The building's first and second stories are constructed with a reinforced concrete frame and concrete slab floors. The original roof trusses and the third story are wood-frame construction. The small wall areas between the third-floor windows are covered with stucco. Various sections of the third level were built in different years (see history section). The ceilings of the second level were built of concrete, so the third story has a concrete structural floor.

The first and second stories have lanai which wrap around the exterior faces of the U-shaped building, and originally functioned as the main circulation corridor. However, most of the bays in the west wing's lanai have been enclosed to create more office space. The south-side lanai along the central spine is approximately 10' wide, but the lanai along the east and west wings are slightly wider, about 11'. The floors of the lanai have a grid pattern scored into the concrete. The rectangular-plan concrete columns of the lanai delineate the bays of the building and rise the full two stories. They have simple stepped capitals and bases. The columns are typically 2'-0" wide by 1'-0" thick, but are wider at the west corner and where other corners were until additions were made. Pipe railings run between the columns except at the first-floor bays with entry stairs from ground level. The bays of the building on the sides without lanai are marked by pilasters in the same style as the columns.

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The main spine of Facility No. 1 is 30 bays in length, counting the end bays that are the lanai for each wing. Except for those end bays and the one that was formerly an end bay (until the building was expanded to the east), all of the bays along the south side are 15'-0" in length. The narrower bays (end bays and 23rd bay from the west end) are approximately 11' wide. The east wing is 15 bays long, while the west wing is 11 bays in length (counting from the south façade). The widths of the bays on these wings vary from about 10' to 15'-0".

There is a large opening onto the south-side lanai in almost every bay of both the first and second floors. These are 9'-6" tall and generally 10'-0" wide, filled by doors with flanking sidelights and transoms. Most of these retain their original materials or have replacements that match the original design. These openings typically have double doors with six lights over a single panel, flanked by six-light side lights. The transom consists of a row of lights, in a 2/6/2 pattern, over the doors and side lights. The 1926 extension of the building replicated this door design from the original 1913 portion. Exceptions to the early decades' typical design include several bays without side lights and, thus, with only 6-light transoms. Other exceptions are the bays which now are passageways through the building, and, thus, have no doors. In some bays the six panes in the doors and side lights have been replaced with large sheets of glass. Air-conditioning units have been installed in some of the transoms. Other changes have been made, including installation of modern flush doors and jalousie windows in some openings.

In the eastern end of the building, the bays which open onto the south-side lanai have different doors and windows. Most of the south-side bays on the first and second floors in this section of the building have paired twelve-light doors. These French doors are not as tall as the double doors in the earlier portions of the building, so the transoms are taller, since the openings are the same height. There are two three-light transoms over the double doors. The double-hung windows which flank the doors and transoms typically have six lights over a single pane, but some have had air-conditioning units installed in the upper sash, and the sash under these usually has six lights, apparently switching the upper and lower sash. One bay in this section of the building on the second floor has a wall without doors or windows. On the first floor one bay has no doors and another has only a single door, and those bays, respectively, contain four and three windows with six lights-over-one light.

The window and door openings onto the east-wing and west-wing lanai are more altered than other parts of the building. Glass block has been placed in most of the east wing's first-floor openings. Modern flush metal doors have been installed in some bays of the east wing. At the west wing most of the original doors and windows along the lanai have been removed, and the openings blocked up except for a few modern flush metal doors.

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The first- and second-floor windows on the rear of the building's older portions (bays 5 through 22, counting from the west side) originally all had large multi-light windows with a paneled section below each sash. The sashes of the original first-floor sliding windows that remain have ten lights, while the second-floor sashes have only eight lights. They are usually in groupings of four, but a few openings have only two or three sashes. Many alterations have been made to the rear of the building, and many of the original first-floor windows have been covered by lean-to additions, especially on the eastern half of this north side. At one bay (eighth from the western side) doors have replaced original windows and a small roofed entry porch has been added on this north side of the building. This door originally opened onto a roofed walkway providing access to an annex building in the rear of Facility No. 1. The porch and adjacent handicap access ramp were installed after the WWII wooden building was recently removed. The original balcony remains on the second-floor window that was the eastern end of the 1913 building (the balcony on the western end was removed during construction of the west wing).

The first- and second-floor windows on the rear and end walls of the 1930s and 1940s sections of the building (the west and east wings and the easternmost bays of the central spine) are different from those in the older portions. When originally built these later windows were mostly six-over-one-light double-hung sash, typically in groupings of three or four. Some of these have been replaced by jalousies, glass blocks, or other window types. Some of the windows on the rear and end walls of the east wing are covered by wood-slat awnings. On the end of the west wing some of the original small hinged windows, set high in the wall, remain.

The third story has many of its original six-over-one-light double-hung windows, which are typically in groups of four, but are in pairs or triplets near the corners and on the ends of the wings. Most of the third-floor windows on the east wing and many on the north side have been replaced by jalousies. A pair of six-over-six-light double-hung windows has been installed on the third level, in the projecting section over the main entry stair (bay 11, counting from the west side). There is also an opening without windows (bay 13) in this projection and another such opening in the projection on the east wing; both openings are where the stairs to the top floor are located. A few windows on the third level have been blocked up. There are bands of wood-slat awnings over many of the third-floor windows, mostly along the front side of the central spine and around the east wing.

The added third story of Facility No. 1 has a low-slope gable roof, with the gable shape evident only at the ends of the side wings. It is covered with asphalt-sheet roofing, portions of which have been patched with a top layer of tar and gravel. The east wing has large ventilation ducts installed along the ridge. The ventilation systems on the other portions of the third

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floor roof are much less visible. Near the southeast corner a flat-roofed elevator-equipment room projects above the third floor's roof. The corrugated metal roof on the original two-story building sections now appears like a pent roof between the second and third floors. This pent roof overhangs the second-floor walls by 3'-0". When the three-story additions were built they continued this pent roof form and material. Even the elaborately shaped rafters of the original roof were copied in each subsequent addition. The eaves of the roof over the third floor have decorative wood rafter tails, similar to those on the roof over the second-floor windows, but these eaves only overhang the third-floor walls by about 1'. The structural pattern of both roofs is four single rafters between rafter pairs marking the bays. There is wire mesh for ventilation between the third-floor rafters. There are also screened openings in the concrete walls, just under the second-floor eaves, which ventilated former attic space.

Drain pipes generally run down the exterior of the columns or pilasters, in every other bay; however, additions have disrupted this pattern somewhat, especially in the rear of the building. The style of the original copper conduit heads, located near the top of the columns or pilasters, has been maintained in most locations. The painted metal gutters on the third level sit in notches on top of the rafters, rather than being attached to their ends.

At the southeast corner of Facility No. 1 is a covered wooden walkway at the third-floor level. This walkway passes over a driveway and formerly connected to Facility Nos. 1G and 1C, which are now demolished. Underneath there is an interrupted walkway at the second story. This level also connected to those World War II annexes until at least 1977. The walkway structure is wood-framed with a flat roof. The ceiling sheathing and wood decks are tongue and groove boards. The third-floor deck of the walkway is about 25' above grade. The section of the second-floor walkway over the drive between the buildings was removed, sometime between 1977 and 1997, to allow taller vehicles along that roadway.

There are two exterior stairways between the first and second stories on the lanai of each wing of the building. Three of these continue up to the interior of the third story. One stair on the east wing does not continue up to the third level. Between the second and third floors there is also an exterior stair near the middle of the south-side lanai.

The main interior stair to second-floor is in bay 12 (counting from the west side in the bay references in this paragraph). This stairway has elaborate metal newel-posts with spherical newel caps and metal balusters with a decorative double-scroll pattern supporting a wood railing. The stair has two quarter landings that turn around an open well. This is the 1913 stair, which was moved to its present location in 1926. The stair structure consists of steel stringers, with iron treads and risers; the riser and tread

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material is labeled cast iron on one 1913 drawing (no. 59912), while the risers are called "wro't iron" on another 1913 drawing (no. 568). Another interior stair which connects all the floors in the building, including the basement, wraps around the elevator which also serves all levels. These vertical circulation elements are in bay 26, which is in the section of the building added during the early 1940s. There are four other stairways that provide access from the basement to ground level or to the east wing lanai. Another stair in a corridor (bay 23) runs between only the first and second floors; this corridor was formerly an exterior lanai, until the 1940s addition was constructed to its east.

The basement is only under the 1940s portion of the building (the seven eastern bays of the central spine and the eastern wing). Many partition walls and modern doors to new rooms have been added to the basement since its original construction in the early 1940s. Comparing the original basement floor plan to a recent one shows that the southeast corner room was expanded to the south, and numerous interior partitions added.

The interiors of the first and second stories have also been significantly altered over the decades. The locations of partition walls have been changed and original finishes have been removed or covered over. For instance, the drawings for the earliest portion of the building note that interior wood floors on sleepers were installed over the structural concrete floors on the first and second stories. The wood floors may still be there, but now the floor covering is typically resilient tiles. Modern fluorescent lighting fixtures have replaced original ones. The interior rows of structural concrete columns down the middle of each floor were not affected by building alterations, and were extended as necessary for each successive addition. These plain columns are approximately 15' square and have no decorative capitals or bases. Wood brackets have been added to many of the columns to hold electric fans.

The third floor of Facility No. 1 has a row of wood columns down the center of the main spine and down the center of each wing. These 6"-square columns have simple capitals and bases. Other structural elements are the diagonal wood braces between window groupings. These are typically covered by some type of wall board. Most of this third level has few interior walls. However, there are several small enclosed areas, including a few offices, toilet rooms, stair enclosures, and one vault. Some of the older interior walls are built of shiplap siding, but recent ones are gypsum panels. The west wing has been left largely open, but much of the third floor has been partitioned into individual cubicles by panels that are about 5' high. The panels have vertical metal elements holding solid wood-composition sections about 3' high which are topped by translucent sheets approximately 2' high. Most of these translucent sheets have horizontal corrugations, but there are several different types. The ceiling of the third floor mostly consists of suspended acoustic panels in a metal frame but some areas retain their original rectangular canec tiles (made from sugar cane fibers). Fire sprinkler

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pipng and modern fluorescent lights are suspended below the ceiling. Diagonal wall-to-roof bracing is found between the groups of windows (typically in gangs of four). The floor covering is resilient tile. A vault constructed of concrete masonry units (CMU) is located along the south wall of the third floor. It has a steel door with a combination lock; above the door are ventilation openings formed by CMU laid on their side. A solid wood Dutch door also opens into the vault. The interior doors are wood with a varying number of panels. The stairwell and exit doors have a light or lights in their upper portions. In some locations there are historic window elements which consist of glass panes fixed at an angle (like an awning or hopper, respectively) over the top or bottom portion of the upper sashes. A 1937 historic photo labels them "ventilating shields," which apparently allowed the windows to be open while protecting from wind-driven rain. The paint on the upper glass panes indicates some shading function was also provided. Another unusual design feature is the row of cubby holes along the north and south walls of the main spine and along both walls of the east wing. These have double wood doors and are located under the windows, projecting into the space under the original roof.

Historical Context: See HABS No. HI-60 for an overall history of Pearl Harbor. Brief HABS reports have also been prepared for the flagpole on the east side of the building (Facility No. 1467, HABS No. HI-475), and for the former World War II annexes to this main administration building (Facility Nos. 1B, 1C, 1D, 1E, and 1H, respectively, in HABS Nos. HI-341, -342, -343, -65, and -344. A more extensive report was prepared for Facility No. 1G (HABS No. HI-476) and more information was provided on Facility No. 1C in an addendum to HABS No. HI-342.

In 1913, when the first part of this Administration Building was constructed, the road along its west side was called Second Street, and the road along its front was Avenue E. The latter street name continued in use until 1998, but Second Street became Seventh Street about 1942. Comparison of 1941 and 1942 maps show all the numbered streets were renumbered near the beginning of World War II (Navy Yard 1941 and 1942). All the street names consisting of numbers or single letters on the base were renamed about 1998, to allow more accurate mail sorting with a new automated system at the Pearl Harbor Mail Center (Center Relay 1998).

Facility No. 1 is the result of many phases of construction, which continuously expanded the building in length and height from 1918 through the early 1940s. In later years of World War II several additional annex buildings were also constructed to house the expanding administrative office space needs of the base. The history below outlines the main phases of expansion but cannot detail the myriad alterations to the building over its 90-plus years of existence.

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Even before it was built, there was an expansion from the earliest design. The Navy's Bureau of Yards & Docks (BY&D) prepared drawings dated February 1912 (nos. 59038 and 59040) for a seven-bay, two-story administration building, with a footprint measuring approximately 107' x 50'. Soon thereafter the Navy apparently decided to expand the building to ten bays (about 150' in length). By July 1912 some drawings (nos. 576 and 577) for a ten-bay building were compiled by the contractor, and the BY&D prepared other drawings (nos. 59912 and 60843) for the 150' building in 1913. The building designs were essentially identical, except in length.

1913 Two-Story, Ten-Bay Building

The building's original construction contract (no. 1848), dated May 9, 1912, was awarded to W.N. Concanon Company of San Francisco. This structure was one of earliest buildings at the new base; it was rapidly built, with a completion date of July 31, 1913. The building footprint measured approximately 50' x 150', and the height was about 40'. The contract summary report mentions four changes to the contract; changes A to D, respectively, added installation of electric lighting, modified the stair well and main stairway, covered the construction of additional partitions, and "provided for the installation of shrinkage bars in concrete and porch lights and switches" (U.S. Navy, Bureau of Yards & Docks [1913]: 2). Another part of that contract report supplies details about the construction materials:

Footings, steps and vault walls are of mass concrete. Foundation piers, floor slabs, beams, girders, columns, and building walls are of reinforced concrete. Exterior walls are dampproofed by means of the "integral method." The roof construction is of wood rafters and purlins, without sheathing and is covered with galvanized corrugated sheet metal. Gutters and leaders are of copper. The roof space is ventilated by means of galvanized steel ventilators and vent openings under the eaves. All interior floors except in toilets are Douglas fir. Toilet floors are of terrazzo with terrazzo coved base 8 inches high. Plinth blocks and saddles are used in conjunction with terrazzo and are of marble. Porch floors have a cement finish. Interior partitions are of metal stud and metal lath construction and cement plaster. All wood work including framing is Douglas fir. Balustrade of main stair case is built of cast and wrought iron with wood hand rails. Porch balustrades are galvanized pipe. Vaults are provided with steel frames and double doors having combination bank locks. All interior walls and ceilings are painted with a durable flat oil paint; wood floors are waxed and rubbed; interior wood doors and trim are varnished

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and rubbed to an egg-shell finish; exterior trim and doors are painted; rafter ends are stained; metal doors and door frames of vaults are painted; galvanized steelwork, porch rails and metal stairs are painted with galvanum.

Hardware in general is solid cast, polished bronze natural finish. Plumbing is complete with ample lavatory and toilet space. Enclosures for fixtures are of marble. Lighting is done by electricity. No heating system is installed on account of the warm climate (U.S. Navy, Bureau of Yards & Docks [1913]: 1).

The original portion of the building retains much of its 1913 exterior appearance, although extensions were later built at both ends and a story added on top. The third-floor addition obviously changed the original roof; the 1913 building had a gabled dormer located near the middle of the rear slope of the roof. The original two-story section consists of bays 2 through 11 along the main spine, counting from the west end. Because the design elements of the original building were used in the two-story extensions, there is no clear demarcation of the original ten bays to the casual observer. The third story is clearly an addition to the lower two floors; however, its complex construction history can only be determined by study of historic photos and drawings. Similarly, some of the original building's unique design elements are not obvious without such historic study. For instance, the panels under the sliding windows in the 1913 part of the building also were designed to be movable, as indicated in historic photos and drawings. The original exterior design was basically maintained in the newer sections, and only a few original elements are missing, such as the two wrought-iron balconies on the second-floor rear windows at the original west- and east-end bays. Some original windows were covered up or converted to doors when the building was extended, including the smaller casement windows located in the building ends in the bay closest to the rear. Most of the other original exterior features have been retained.

The original building appears to have been designed with sensitivity to Hawaii's climate; the windows are large, and even the panels under the windows on the north side and end walls were able to open up for light and breezes. The south-side six-light doors with sidelights and transoms also allowed for natural lighting and cross ventilation. Placing the lanai on the south side allowed some shading from the strong tropical sun. However, fabric roll-up shades were installed in certain bays of the lanai, and fabric awnings over most west-end windows; historic photos indicate these were in use from about 1918 until 1926 (National Archives II and Wise Collection). There is little roof overhang over the third-floor windows, so, some time after World War II, metal awnings were installed over most of these. More recently, climate control on all floors typically has been achieved by installation of window air-conditioning units.

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The interior of the 1913 building was originally divided into offices and work spaces by either 7'-10" high partitions or floor-to-ceiling walls. The interior woodwork, including floors, base boards, chair rails, and picture moldings had a natural finish, but the exterior doors and window trim were originally painted black (Dodge 2003). Each floor had a corridor six bays in length, on the south side of the central row of columns. This internal corridor provided passage to most of the rooms, but the offices on the south side also have direct access to the lanai. The 1913 plans show that each floor had a toilet room and a concrete vault in the bay just east of the stair hall. The second floor was divided into twelve offices, with the largest spaces assigned to the Public Works & Inspection Department (on the east end), and to the General Drafting Room (center north bays). Four rooms in the west end were designated for the offices of the Captain of the Yard, Commandant's Aide, Commandant's Clerks, and Commandant. There were also four unassigned offices opening onto the lanai. The first-floor layout was similar, but with fewer rooms. The Pay & Hull Department occupied the east end; the General Clerical Force was in the center north bays; the Machinery and Accounting Department was in the west end. Like the upper floor, the first floor also had four unassigned offices opening onto the lanai. However, a 1925 drawing (no. 101909) shows that the room just to the west of the stair bay had served as the post office, and the bay just to the east of the vault was the disbursing office, until they were moved in the 1926 expansion of the building.

1918 Vault Addition and Early Annex Building

About 1918 a rear two-story addition, about 26' tall with a footprint measuring approximately 10' by 12', added two concrete vaults to the exterior of Facility No. 1, one on each floor. The vaults were built between the rear windows of the first two bays at the west end. This vault addition is shown as nearly completed in a historic photo dated September 4, 1918 (National Archives II). It is labeled on a 1925 drawing (no. 101909) as "vault in place."

A single-story annex with a hip roof was built behind the three easternmost bays of the original building in 1921 (Navy Department, Bureau of Yards and Docks 1938: 371). The construction of this annex, labeled Building 1A, indicated a need for additional administrative office space. It may have been intended as a temporary annex until the expansion of Facility No. 1 was completed in 1926, but the one-story annex remained until it was replaced in 1943 by a wood-frame, three-story wing of the administration building, which was later designated Facility No. 1D.

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1926 Two-Story Expansion

In 1926 the administration building was more than doubled in size, by building two two-story extensions which added a lanai bay to the west end and 12 bays (including one lanai bay) to the east end. While the drawings are dated 1925, the construction was completed in 1926, so the portions of the building from this era will be referred to as the 1926 sections. These extensions increased the building's length by almost 190'. The building height and width remained the same. The iron stairs at the ends of the original lanai on the first floor were moved to new positions, at the southwest and southeast corners, respectively, of the west and east lanai; and a new stair was installed at the north end of each lanai. The original decorative interior stair was moved from its original location to bay 12, the central bay of the extended building. The 1926 extensions even increased the symmetry of the building. Two new concrete stairs to the lanai were added, spaced so that each of the three stairs to the lanai was placed five bays apart or five bays from each end. Additional stairs were also needed between the two main floors, and one was added in each end lanai.

Most exterior design features of the original building were continued in the 1926 extension. The hip roof was extended and an additional gable-roof dormer was built in the rear. The three ridge ventilators on the original ten-bay building were removed and a new continuous ridge ventilator was installed. The new dormer was not identical to the original, since the earlier dormer had been altered by 1926 to include a projecting platform, with a hoist or some other machinery on it. The multi-light designs of the double doors and the sliding windows were maintained. In fact, it appears that the Navy reused their original drawings for the exterior window details. However, they put a 1925 date on the drawing (no. 101915) and added a note stating that the "new windows are to be of the same construction with exception of sliding panels under windows which are to be made stationery [sic] but of the same exterior appearance." The columned lanai details and the metal pipe railings were simply extended and wrapped around the building ends. Two stacked vaults, like the 1918 addition, were built on the rear of the new extension, each about 10' square and two stories high. These were located between bays 16 and 17, and between bays 21 and 22 (counting from the west end).

The interior partitions and walls in the original part of the building were almost all changed in the 1926 extension and remodeling (compare 1913 and 1925 floor plans in this report). The vaults remained, as did the toilet rooms, but the latter were enlarged. The interior corridors were removed and that space incorporated into larger rooms. Then small offices were created in the new section of the building. The upper and lower lanai became the main circulation passageways between rooms. The interior finishes and fixtures of the 1926 portion of the building were specified to match those in the original section.

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Some functions, such as the drafting room, stayed in the same general area of the building, but expanded their space. This required other functions, such as the offices for the Commandant of the Navy Yard, his aide, and the Captain of Navy Yard to move into the newer part of the building. The accounting department was relocated to the second floor, utilizing some space in both the 1913 and 1926 parts of the building. The much larger disbursing office and the slightly enlarged post office occupied the easternmost bays of the 1926 building. The floor plan notes that the pay office and post office openings were to be reset in their new locations, opening up to the east-end lanai. Other functions were apparently broken up and/or renamed; for instance there was a Pay & Hull Department plus a Machinery & Accounting Department on the 1913 floor plan, while the 1925 floor plans show rooms for Production Force and Technical Force, perhaps the new names of the Hull and Machinery sections of those departments. Over the years some new functions had come to be housed in the administration building; in the 1925 floor plans there are rooms not seen in the 1913 plan, including a court, witness waiting room, technical library, personnel & morale office, communication office, and intelligence office. During World War 1 an "Aide for Information" was placed in each naval district, to act "as the direct representative of the commandant in matters involving intelligence" (Historic Section, Fourteenth Naval District [1945]: 355). In 1919 this aide became the District Intelligence Officer, and one of the tasks assigned was keeping the Navy "fully informed of the activities of the very large Japanese population in the Hawaiian Island" (Historic Section, Fourteenth Naval District [1945]: 355).

Numerous rooms on the 1925 floor plans include the word "District" in their labels. This indicates that at least one reason for the great expansion of the building was the need for staff offices of both the Commandant for the Navy Yard and the 14th Naval District Commandant. By the late 1920s "the navy yard and the district evolved as two separate organizations. Collateral duties of the [District] Commandant, Public Works Officer and Supply Officer tied the two units together" (Historic Section, Fourteenth Naval District [1945]: 49). For instance, the District Public Works Officer was also the Public Works Officer of the Navy Yard. "In this role he was assistant to the Industrial Manager and the head of a division of the Yard organization" (Historic Section, Fourteenth Naval District [1945]: 486). The District Headquarters had evolved from the Navy Yard, which was originally the main function of the base at Pearl Harbor. By the late 1920s, however, the Naval Operating Base, Pearl Harbor, as it was then called, included the Supply Department, Submarine Base, Air Station, Ammunition Depot, Naval Hospital, Marine Barracks, Radio Station, and Receiving Barracks.

In addition to the major room additions and rearrangements, there were minor interior remodelings. An interior wood stair (apparently added after 1913) which led to the attic from the second-floor drafting room was removed. Two new interior steel stairs to the attic were constructed. One

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stair was located in the original section of the building, but two bays to the east of its former siting, and the other was in bay 12, where the main decorative stair had been relocated. Two new toilet rooms were constructed in the eastern extension, and all the assignments of these rooms was changed. The toilet rooms in the original part of the building had been for clerks on the first floor and officers on the second. In the 1925 floor plan these were called Civilian Lavatory and Lavatory, respectively. The new sanitary facilities were called Officers' Lavatory on the first floor and on the upper floor Ladies Rest Room and Toilet Room. The 1926 lavatories occupied the entire bay width, unlike the 1913 lavatories which had vaults sharing their bays.

First Third-Floor Addition

Sometime after the 1926 expansion of the building, there was need for additional office space. So a third-floor addition was constructed above ten central bays of the then 23-bay building (bays 7 through 16, counting from the west end). This third-floor addition displaced the dormer which had been built over parts of bays 15 and 16. This dormer was moved, or another one built, next to the west side of the original roof dormer. No drawings or photos were found to date this addition precisely, but photos clearly show it in place before 1936. This new wood-frame addition rose through the former roof and had a low-sloped gabled roof. The sections of remaining original roof on the front and rear sides of the addition were left as pent roofs over the second-floor. The walls of the new third-floor addition were set back from the exterior planes of the two-story part of the building. This addition was designed with an almost continuous fenestration band on front and back sides, with sets of four six-over-one-light double-hung windows in each bay. There are narrow sections of wall between the sets of quadruple windows, which align with the columns and pilasters of the lower two floors.

1937 Three-Story West Wing

In 1936 another major addition was started at Facility No. 1, and this three-story west wing was completed on August 7, 1937. It extended rearward from the north side of the existing building. This wing was about 106' long and 56' wide. It abutted the first four bays of the existing building, continuing the west-side lanai at both the first and second floors. These lower two stories were concrete construction, and along the west side the design echoed that of the earlier structure, with the columned lanai and similar windows and doors. This continuity was not maintained on the east side of the new wing. Here the quadruple multi-light sliding windows over wood panels used in the 1913 and 1926 parts of the building were not repeated. Instead, triplet sets of six-over-one-light double-hung windows were installed over concrete wall sections. The single light in the first-floor windows was a vertical rectangle rather than

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the almost-square light used in the ones on the upper floors, due to the taller height of these window openings, reflecting the general proportions of the first-floor windows in the earlier parts of the building. The third-floor windows were like the second-floor ones, but generally in groups of four, as in the earlier third-floor addition. The windows in the northernmost bay of the third-story, however, were in sets of three. Other exterior elements, such as the copper drain conduits and heads, were specified to match the existing ones on the building.

The structural framing of the 1937 third story was wood, but constructed over a poured concrete floor slab. It appears to be built to the same design as the earlier third-story addition above bays 7 through 16. There are drawings and photos that show the original interior of this part of the third floor. Some of these features and finishes remain, such as the diagonal bracing between the walls and roof, ventilating shields at the tops of some windows, and resilient floor tiles (labeled asphalt tiles on historic photos from National Archives II). However, other elements seen in historic photos, such as pendant light fixtures and most of the canec ceilings, have been removed or replaced.

Later Third-Floor Sections

During the late 1930s Facility No. 1 had an L-shaped footprint with alternating two- and three-story sections. The building had three stories at the new west wing, it dipped to two stories at bays 1 through 6 of the main spine, then back up to three floors at bays 7 through 16, and returned to two stories at the east-end (bays 17 to 23). A caption on a January 1937 photo of the west wing's third story, noting the "temporary end," indicates that plans were underway to bring the entire facility to three stories. Examination of the current conditions shows that the later third-floor sections were generally built to match the earlier ones.

Due to the paucity of drawings and historic photos from the late 1930s, 1940, and early 1941, and due to confusing date information on some of them, it is difficult to pinpoint the construction of the later third-floor sections, but they were finished before July 1941. An aerial photo dated January 7, 1941 indicates that those missing third-floor sections, as well as the three-story east wing of Facility No. 1, had been built by that date. However, another photo dated March 5, 1941 shows construction just starting on the east wing addition. That March photo, even if incorrectly dated, confirms that the third floor over bays 17-23 was in place and completed before the east wing addition.

1940-41 East End and Wing Addition

This was the last major addition to Facility No. 1, consisting of three stories and a basement. (Several minor lean-to additions were also

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constructed in the rear of this building during World War II.) All levels of this addition, except the top story, were built of concrete. The date of construction for this addition is not precisely known, again due to confusion about dates of photos (see paragraph above). There is also a wide range of dates on the drawings for this section of the building -- most dating from the fall of 1940, but one cross-section and detail drawing (no. 180055) dated December 13, 1941. The last drawing date seems an anomaly because the building definitely was completed by then. If the building was in place by January 1941, as one photo indicates, then the numerous November 1940 drawings indicate a very rushed construction schedule. In any case, the wing was clearly completed before July 1941, since there are numerous aerial photos that show the building from different angles at that date.

This L-shaped addition added seven more bays to the main spine of Facility No. 1 and another wing at the east end, creating an asymmetrical U-shaped building footprint. It extended the south side façade from 23 bays to 30 bays, as well as adding a new wing built at right angles to the main spine. This wing part of the addition expanded the building by another 11 bays from the rear of the four easternmost of the new bays. The wing extended about 165' from the rear of the main spine, or approximately 214' from the front plane of the building. The basement section did not extend under the lanai, except under the two bays closest to the 1926 portion of the building. A section of the basement also projected about 16' beyond the rear wall of the building, under the southeast corner of the courtyard space created by the new wing. The basement rooms on a 1941 drawing (no. 149390) were labeled: telephone equipment room, operator exchange, bomb shelter, intelligence vault, and intelligence room, in addition to some toilet rooms and four stairs providing access.

The 1926 east-end lanai (bay 23) became a passageway through the building when this addition was built, and the stair between the first and second floors was retained. Because it was originally a lanai, this bay is approximately 11' wide, unlike the typical 15' bay. The design details of the original two-story columned lanai were continued across the front of the seven new bays and then wrapped around the corner of the new construction.

Unlike the 1926 and 1937 additions, neither the windows nor doors were specified to match the original portion of the building. Pressure to quickly build this addition and availability of materials probably influenced this decision. The pattern of double doors under transoms was generally maintained but the designs were different in this part of the building, as discussed in the description section. On the bays opening onto the lanai, double 12-light French doors were typically installed with flanking windows; however, in some bays three or four windows were installed, with one or no doors. Unlike the sidelights in the earlier parts of the building which extended to the floor, these windows were set over low

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concrete walls. The windows on the lanai, as well as those on the end and rear walls, were six-over-one-light double-hung type, like those used on the end and rear walls of the 1937 west wing.

An elevator and a stairway circling it was installed in bay 26 of the main spine, to provide access to all levels. One set of stairs on the east lanai was also designed to link all floors. Another pair of stair flights, one above the other, was built on this lanai; the first connects the basement and first floor, and the second flight runs between the first and second floors. Access to the basement level was also provided by two additional stairs that exited on the west side of the addition.

Some of the District communications intelligence staff, which had been on the second floor, moved to the basement of this wing in the summer of 1941 (Layton 1985: 52, 93). This unit played a critical role in World War II, by deciphering Japanese radio codes. It had a code name of "Station Hypo after the 'H' of Heeia on the east side of Oahu where its radio intercept towers were located" (Layton 1985: 56). To increase security, by having a more general function name, the leader of the unit, Lieutenant Commander Joseph J. Rochefort, insisted that its official designation be Combat Intelligence Unit, not Communications Intelligence Unit. His staff toiled in this windowless underground "dungeon" of the headquarters building, with a temperamental air-conditioning system and an armed guard at its entry (Layton 1985: 93).

Despite the difficulties of their office space and other technical problems, including no direct teleprinter line to the Heeia receiving station, which was 30 miles away, the efforts of the Combat Intelligence Unit (CIU) were successful. Their work was a "vitaly important aspect" of the American naval war against Japan (Layton 1985: 93, 500). A plaque, located on a column near the north end of the first-floor east lanai, commemorates their contributions to the war effort:

In 1941-42, in the basement at the foot of these stairs, dedicated officers and men of the Combat Intelligence Unit, 14th Naval District, under the inspired leadership of Lieutenant Commander Joseph J. Rochefort, USN, analyzed Japanese Naval radio traffic and played a major role in breaking the enemy's principle naval codes. They thus exposed enemy plans and operations, thereby enabling U.S. Naval Forces to attain victories in such key battles as Coral Sea and Midway, turning points in the war in the Pacific.

Several military historians have explained why Navy commanders during WWII were so dependent on what became known as Combat Intelligence Center (CIC), and then Fleet Radio Unit, Pacific Fleet (FRUPAC). "In the defensive stages of the war, radio intelligence was not only the most important source of intelligence in the Central Pacific, it was practically

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the only source" (Spector 1988: 157). "Intelligence obtained from enemy radio traffic provided Admiral Nimitz with the tactical and strategic key to his Pacific campaign" (Layton 1985: 471). In 1943 the CIC moved to Facility No. 251 in Makalapa, where it was later redesignated FRUPAC.

Other functions also occupied the basement of Facility No. 1 during World War II, and numerous remodelings of this space (as well as other areas of the building) occurred in this period. Some projects were minor, such as the addition of a "bomb proof roof slab" to the section of the telephone exchange room that projected beyond the planes of the building under the rear courtyard. The January 9, 1942 drawing (no. 578) shows that 2'-0" slab of additional reinforced concrete, on top of ½"-thick steel plates was added as protection. In the aftermath of the December 7, 1941 attack, bombproof structures for communication facilities, electrical plants and substations, and command centers were a priority. Late that month a drawing (no. I-N3-398) showed the creation of a vault within the bomb shelter of the east wing basement. This L-shaped vault for the District Issuing Office occupied about a quarter of the bomb shelter. Since the drawing shows that two offices and two equipment rooms had already taken up more than a quarter of the bomb shelter space, it was clear there was still a growing demand for administrative office space, even without windows. A drawing (no. I-N3-478) prepared in March 1943 shows the issuing office took over most of basement under the east wing. This was after the harbor defense command center moved out, as discussed in the following paragraph.

An example of the expansion of one office in the building gives an overall idea of the suddenly high demand for additional space, especially after the December 7, 1941 attack [Stickney [1945]]. One of the principal roles of the Captain of the Yard's office was always to control shipping. This office had occupied one room in the 1913 building. The responsibilities of this office greatly expanded after the Japanese attack. Under the Captain of the Yard, the Office of Harbor Defense and Security was established, which covered many aspects of a coordinated defense. The command center for this defense function was originally in the bombproof section of the Administration building's basement, until it moved to Facility No. 167 in 1943. Part of the defense plan included establishment of an organized Harbor Patrol. This was quickly done by utilizing the boats and personnel from the sunk or disabled ships. Other functions under this office were Mine and Observation Stations, Harbor Entrance Control Post (in collaboration with the Army), Net and Boom Defenses, and minesweeping. This involved several hundred personnel, and was just one part of the Captain of the Yard's responsibility. Direction of the shipping traffic in the harbor at the peak of the war required eighty signalmen, compared to eighteen in 1941. The Captain of the Yard's office was also put in charge of coordinating transportation for the 26,000 civilian employees, a similar number of Navy personnel, plus the varying thousands of fleet personnel routinely transiting in and out of the Yard.

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Another example of an office that greatly expanded during World War II was the Disbursing Office, in charge of paying military and civilian employees. Its workload increased directly with the growth in personnel numbers. At the start of the war there were 37 employees under the Disbursing Officer. By 1943 the office space assigned to it in Facility No. 1 was inadequate.

Spaces used as aiseways were so narrow that the trip from one side of the office to the other was fraught with the danger of tripping over chairs and incurring bruises from desk corners. It became impossible to cope with the work load by hiring any additional help since there was literally no space in which they could work (U.S. Navy [1945]: 6).

By the end of WWII the personnel in this office totaled 116. Most of the activities in the Administration building had similar needs for expanded space and, like the Disbursing Office, the solution for most involved moving into one of the annex buildings.

Facility No. 1 was also the site for special public events as well as for routine functions. A historic photograph from 1943 shows Eleanor Roosevelt making a speech in front of Facility No. 1 during her visit to Pearl Harbor to boost morale during the war (Pacific Division, Naval Facilities Engineering Command 1978: II-45).

World War II Annexes

Due to growing demand for office space, two temporary wood-frame annex buildings were built during World War II behind Facility No. 1. Facility No. 1B was built in 1941-1942 first as a two-story building and then a third floor was added. It was sited behind bays 17-19 of Facility No. 1. Facility No. 1D was a three-story structure constructed in 1943 behind the 1913 section of the building, replacing the earlier one-story annex. In 1944, a three-story addition was built at the rear of Facility No. 1B.

Also during World War II, Facility Nos. 1C, 1E (and 1F, which was later considered part of Facility No. 1E), 1G, and 1H were built across the drive to the east of Facility No. 1. Facility Nos. 1C and 1E were three- and four-story wood buildings, respectively, that housed administrative offices. Facility No. 1G was a three-story concrete structure which abutted Facility 1C and contained vaults and storage rooms. Facility No. 1H, a one-story masonry building which wrapped around the vault stack of Facility No. 1E, was built to house a janitor's room and a space for mimeograph repair. All of these annexes to Facility No. 1 have been demolished in the last decade.

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History of Facility No. 1 after World War II

Two plaques have been installed on the building's east wing lanai to acknowledge the contributions of the radio intelligence unit to the victory in WWII. The text included on an undated plaque was quoted above in the history section on the east wing addition. Another plaque is located on the first-floor wall, near the southern entrance to the basement along the east wing. This was dedicated by the International Midway Memorial Foundation on 30 June 1999.

There have been numerous minor remodelings of various portions of Facility No. 1 since World War II, many undocumented by drawings. Several layers and colors of paint have been applied; and mahogany wainscots were added at some date to primary offices. The color scheme of beige interior walls and a similar beige for the woodwork was applied after WWII over light-color walls with dark green trim (Dodge 2003).

A set of as-built drawings (nos. 819797-819799) of the three floor plans were prepared for the main administration building and its immediate annexes in 1958. No basement drawing was done at that date. These sheets show the uses then in Facility No. 1, as well as in Facilities No. 1B and 1D. No similar overall building drawings have been prepared since then. In the Naval Shipyard files small sketches were found of four floor plans (including the basement of Facility No. 1) for these buildings.

After World War II Facility No. 1 continued as the shared administration building for the Shipyard and the Fourteenth Naval District. Recently the Shipyard moved most of its offices to Facility No. 167. The Naval Base Admiral and district offices have also moved out, and new functions such as the Human Resource Office and Family Services utilize the building (Dodge 2003).

Sometime between 1999 and 2002 an additional pipe railing and wire mesh fencing were added above and along the inner plane of most of the original lanai railing, apparently for safety reasons.

Sources:

The drawings for this building are on microfiche cards at the Plan Files of the Naval Facilities Engineering Command, Pacific. Some drawings from various periods of the building's construction do not appear in this microfiche collection. The inclusion of drawings for Facility No. O-1 (the coaling wharf) and a few other wharfs, adds to the confusion of the long database list of drawings for this building. The following paragraph summarizes the most useful drawings which illustrate the main construction eras of the building.

The unbuilt 1912 drawings for the seven-bay building design are numbers 59038 and 59040 – 59042. The drawings for the original ten-bay building are numbers 567 – 577, plus 59912 and 60843. The drawings for the 1918 vault addition are numbers I-185 and I-186. The 1925-26 expansion

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drawings are numbers 101907 – 101917 plus 563 & 564. The 1936-37 west wing drawings are numbers I-N03-121 through I-N03-153. For the 1940s east wing addition the drawing numbers are 149389 – 149407 (but number 1439394 – 149396 were missing from the drawers), 578 to 603 with some skipped numbers, plus scattered drawing numbers with the prefix I-N03. Three 1958 as-built drawings are numbers 819797 – 819799. Most of the post WWII drawings mainly show alterations in small portions of the building. A set of drawings for an electrical system upgrade project are filed under numbers 7058948 – 7059022.

Center Relay

1998 "Pearl Harbor Renames Streets," *Center Relay*. June 26, 1998, page 5.

Dodge, Jeffrey

2003 Information provided in review comments on draft report by Historical Architect, Naval Facilities Engineering Command, Hawaii.

Fourteenth Naval District

1941 Navy Yard, Pearl Harbor, T.H., Showing Conditions on 30 June 1941. Map No. I-N1-144 but original hard copy in map collection filed under #1400-3-106 in RG 71 at National Archives II, College Park, Maryland.

1942 Navy Yard, Pearl Harbor, T.H., Showing Conditions on 30 June 1942. No map number but original hard copy in RG 181, 14th N.D., District Staff Hdqtrs., Selected Publications, Inspection Trip, Box 1 at National Archives, San Bruno, California.

Historic Section, Fourteenth Naval District

[1945] *Administrative History of the Fourteenth Naval District and the Hawaiian Sea Frontier*. Typescript report in Naval History Center Library, Washington, D.C.

Layton, Edwin T. [Rear Admiral, Ret.]

1985 "And I was There." *Pearl Harbor and Midway – Breaking the Secrets*. William Morrow and Co. Inc.: New York. 1985.

National Archives II

var. Historic photos of Administration Building, in Still Photo Section, mostly in RG 71CA -171D, College Park, Maryland.

Navy Department, Bureau of Yards and Docks

1938 *Public Works of the Navy, Data Book*. Part II – Buildings, Fourteenth Naval District, Pearl Harbor (Oahu), Hawaii. U.S. Government Printing Office. Copy at Naval Facilities Engineering Command Archives, Port Hueneme, California.

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Pacific Division, Naval Facilities Engineering Command

1978 *Historic Preservation Plan, U.S. Naval Base, Pearl Harbor, National Historic Landmark.* Department of the Navy, Facilities Planning Department: Pearl Harbor.

Spector, Ronald H.

1988 *Listening to the Enemy*, "Narrative, Combat Intelligence Center, Joint Intelligence Center, Pacific Ocean Area," report noted as "probably drafted by Captain W.J. Holmes." Scholarly Resources, Inc.: Wilmington, Delaware.

Stickney, H.L. [Lt. Commander]

[1945] "Captain of the Yard's Office," typed, 28-page unpaginated report in Hawaii War Records Repository, Hawaii & Pacific Room, Hamilton Library, University of Hawaii, Honolulu.

U.S. Navy, Bureau of Yards and Docks

[1913] Illustrated Reports of Construction Contracts, in RG 71 CR, Box 2 (Vol. 3), National Archives II, Still Photo Section, College Park, Maryland.

Wise Collection

n.d. Early historic photos of Administration Building, in binder of Shipyard photos at Subase Education Center, Pearl Harbor.

U.S. Navy

[1945] "Wartime Disbursing Activities at Pearl Harbor Navy Yard," typed, 7-page unpaginated report in Robert F. Walden Collection, Hawaii & Pacific Room, Hamilton Library, University of Hawaii, Honolulu.

Project Information: Commander Navy Region (COMNAVREG) Hawaii has embarked on a program of documentation of historic properties within its area of responsibility, with the goal of recording historic information about each property and establishing its context of significance. This information will assist COMNAVREG Hawaii in the appropriate management of these properties, be it routine repair and maintenance for continuing use, rehabilitation for continuing use / adaptive reuse, or demolition. At this time, specific action that may affect this facility has not been determined. This report was prepared under a Historic Preservation Services contract (N62742-97-D-3502) awarded to AMEC Earth and Environmental, the prime contractor, by the U.S. Navy, Naval Facilities Engineering Command. The contract was funded through the Cultural Resources Program of COMNAVREG Hawaii. The photographic documentation was undertaken by David Franzen, of Franzen Photography. Location maps were made by Nestor Beltran of NAB Graphics. Between 1999 and 2001, the field work was done and the draft of this report was written by Dot

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Dye, AMEC Earth & Environmental, Inc. The report was rewritten in 2006
by Mason Architects, Inc.

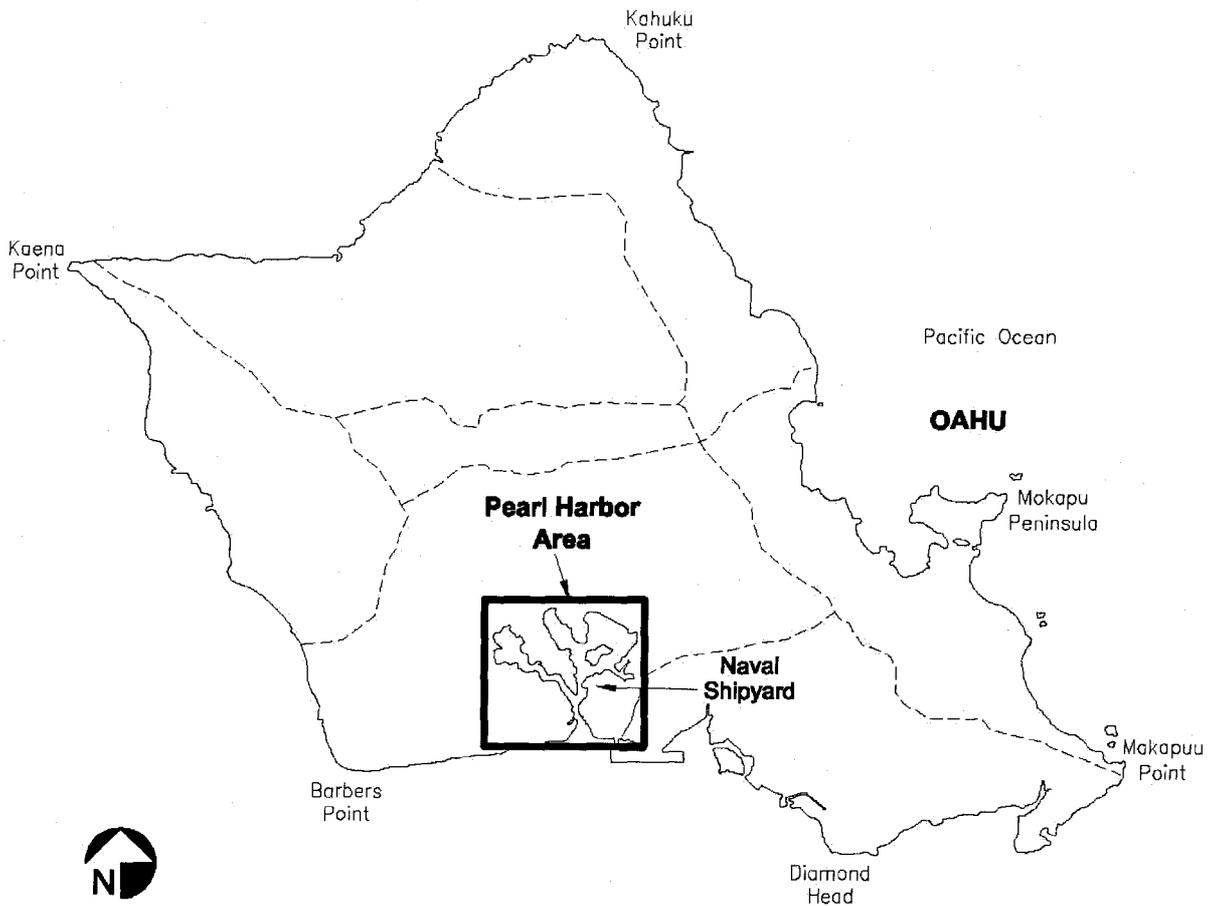
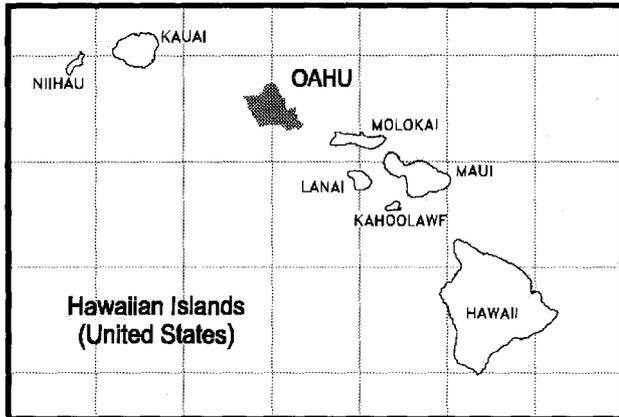
Prepared by:

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119 Merchant St., Suite 501
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AMEC Earth & Environmental, Inc.
3375 Koapaka Street, Suite F251
Honolulu, HI 96819

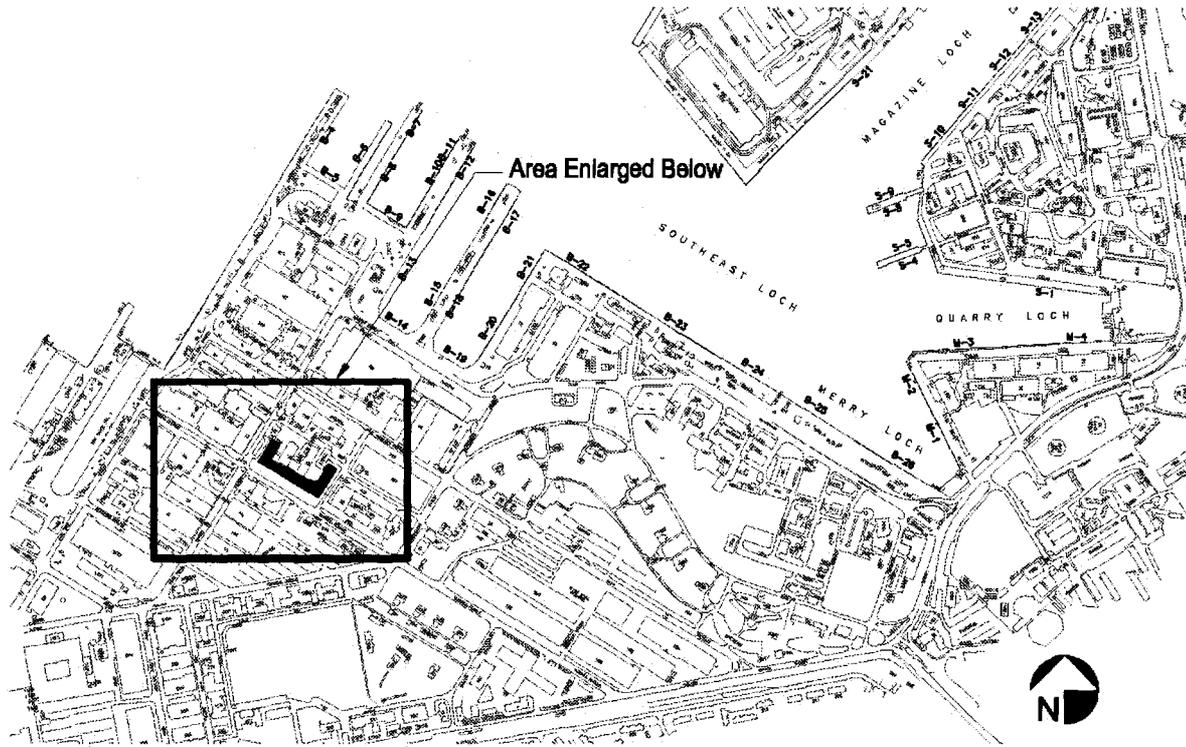
Date of Final Report: January 2006

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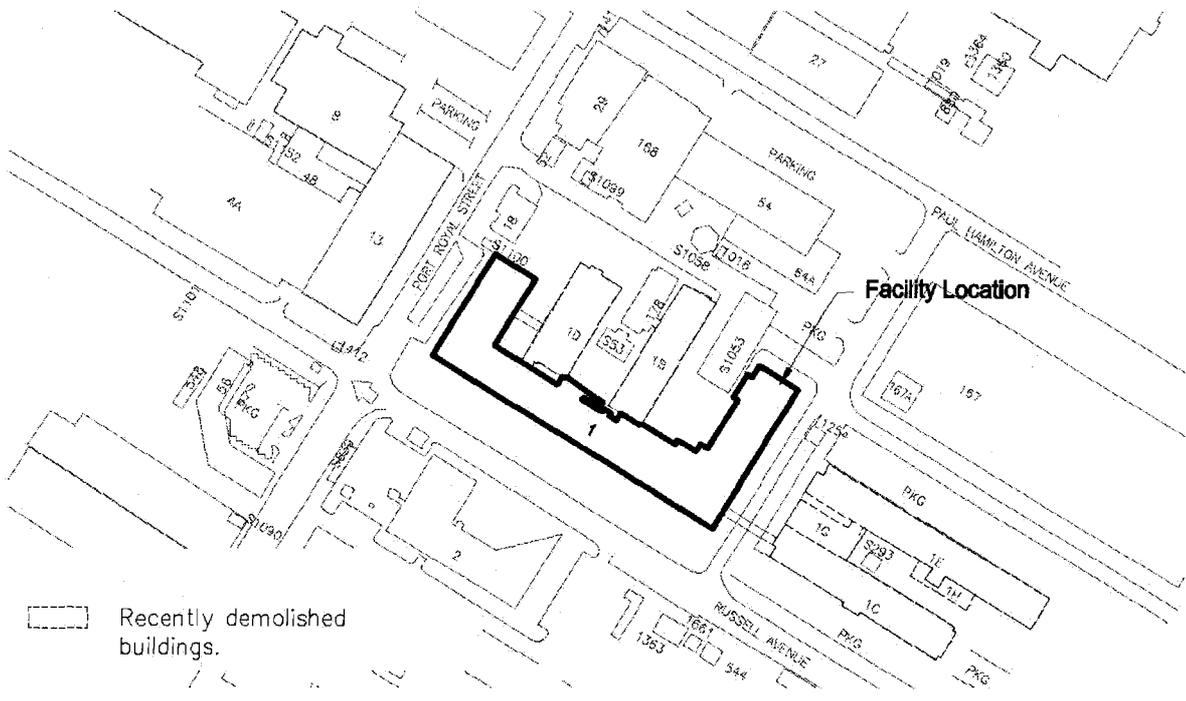
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Vicinity Map

NO SCALE



Site Map

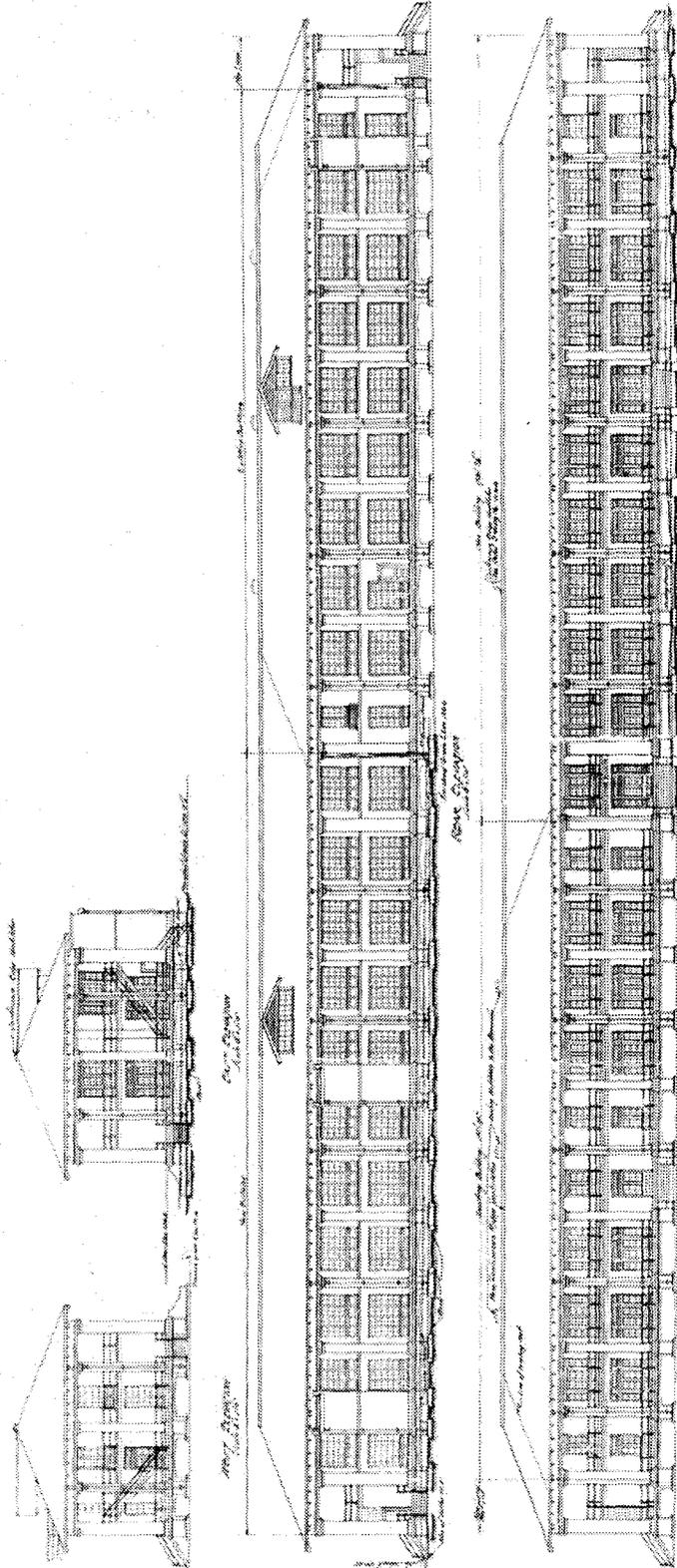
--- Recently demolished buildings.

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Drawing No. 101908, dated November 10, 1925 (Elevations showing 1926 extensions)

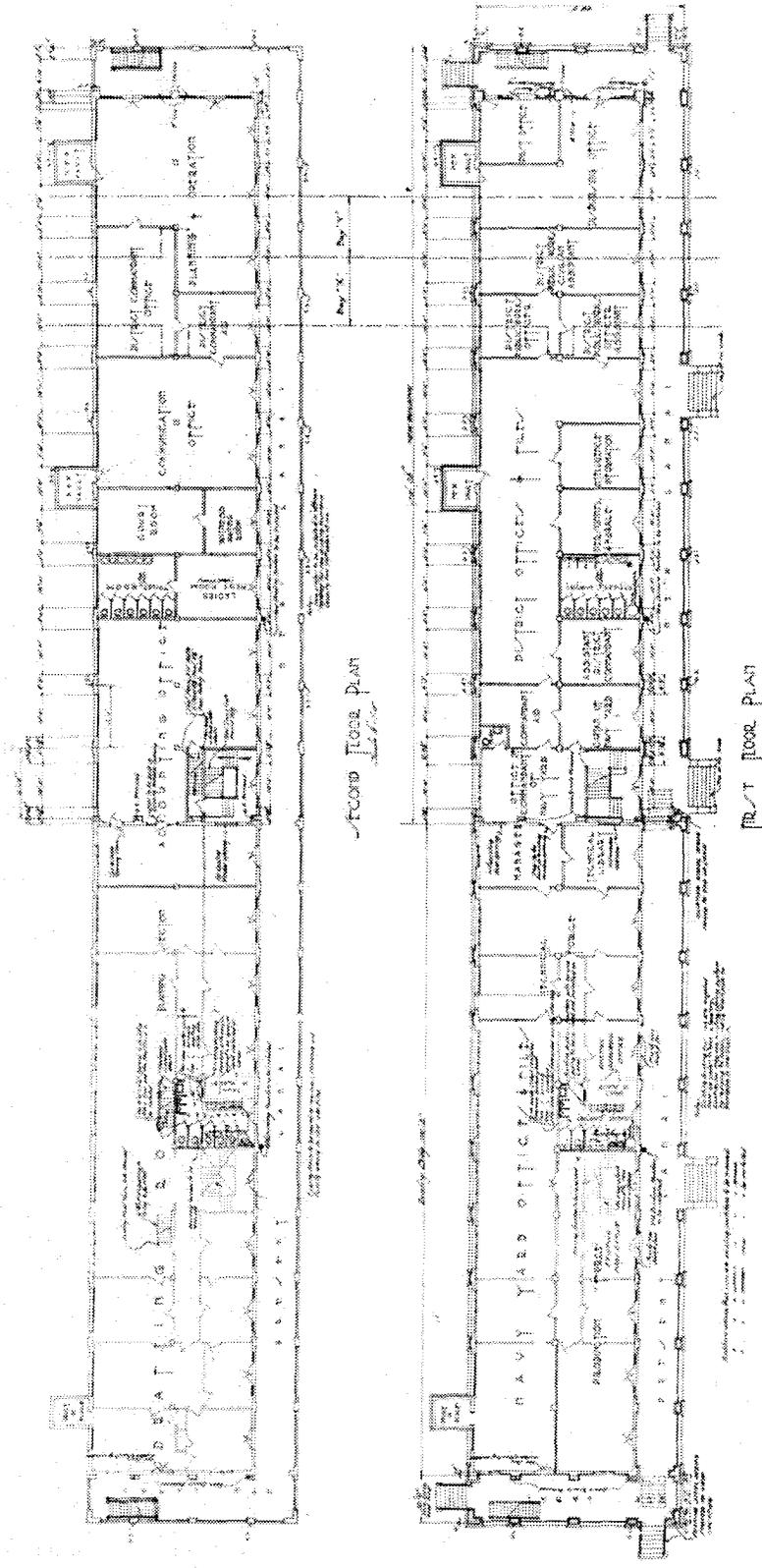
ADMINISTRATION BUILDING

TYPE OF LETTER FOR BUILDING NAME



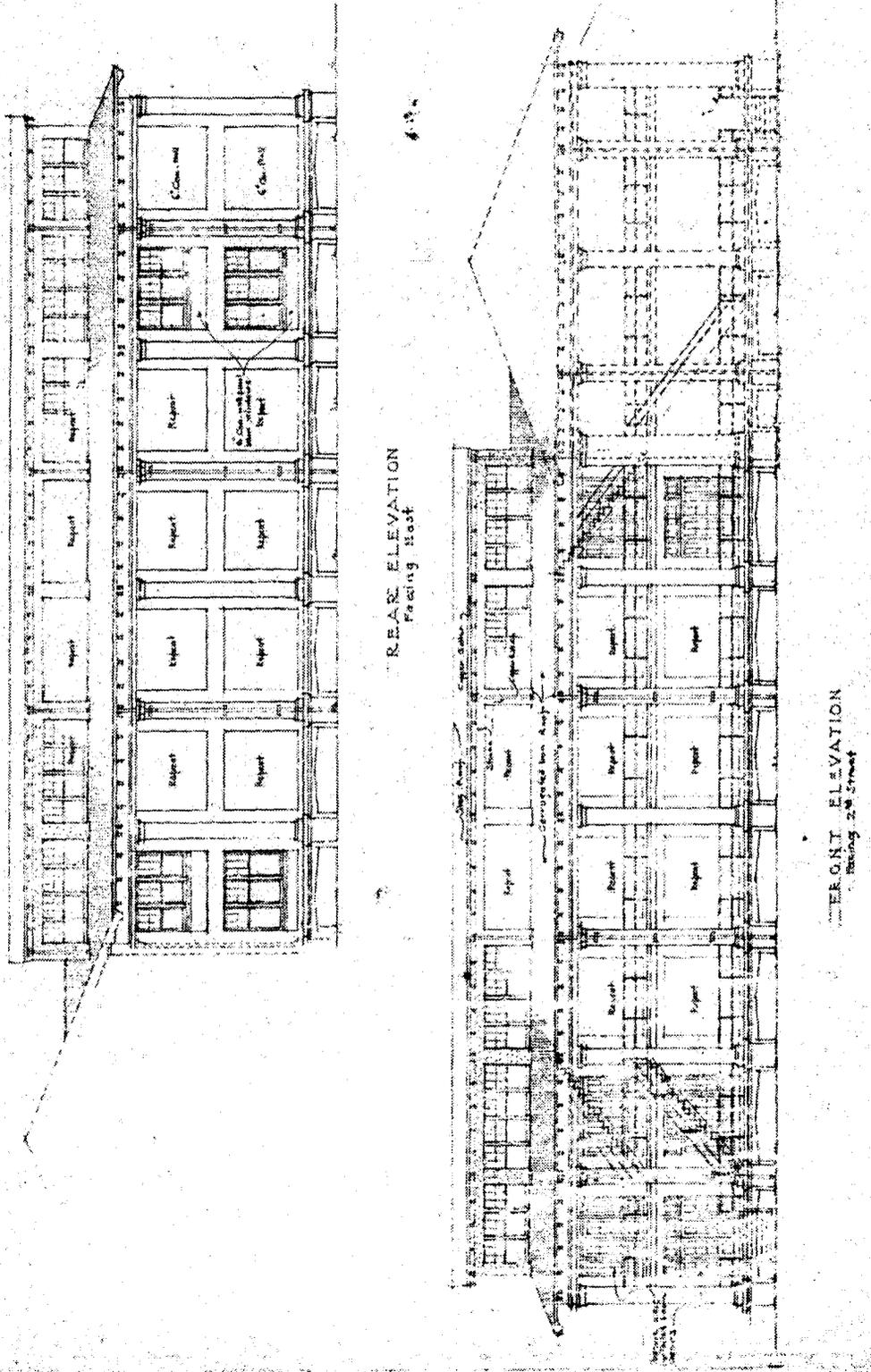
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Drawing No. 101909, dated November 10, 1925 (Floor plans showing 1926 extensions)



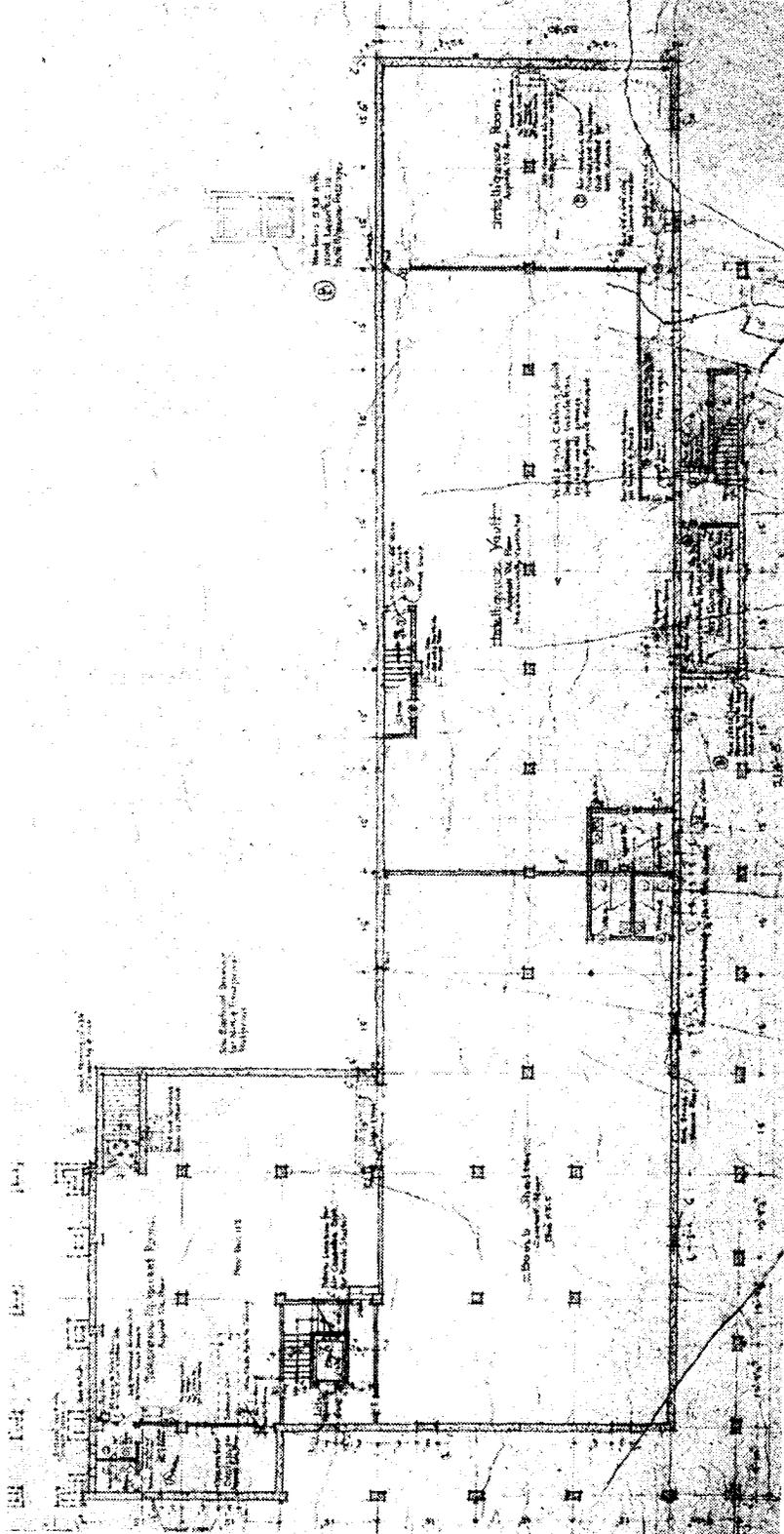
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Portion of drawing No. I-N3-134, dated December 16, 1936 (Elevations of 1937 west wing)



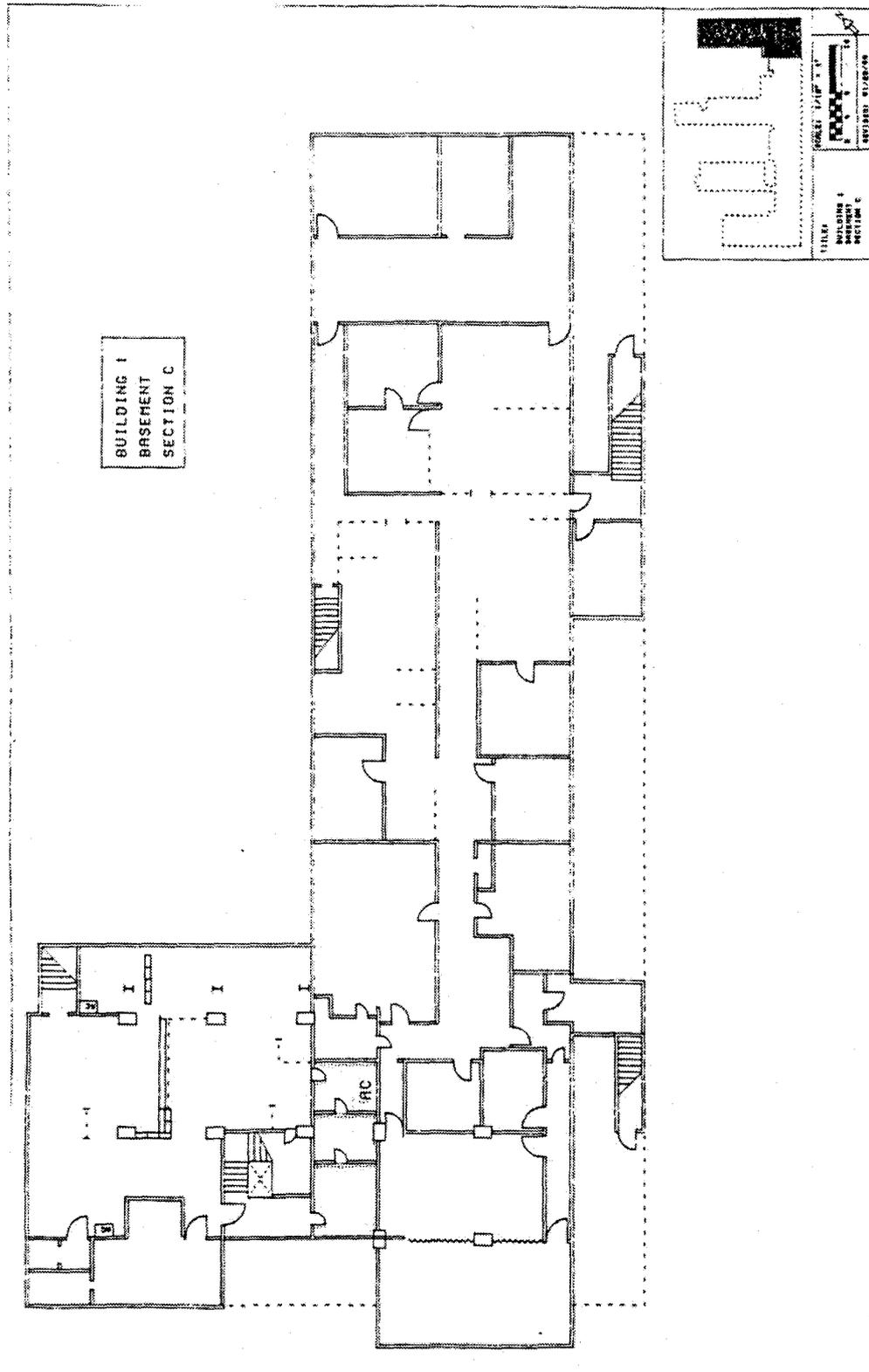
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Portion of drawing No. 149390, dated May 17, 1941 (basement under east extension & wing)



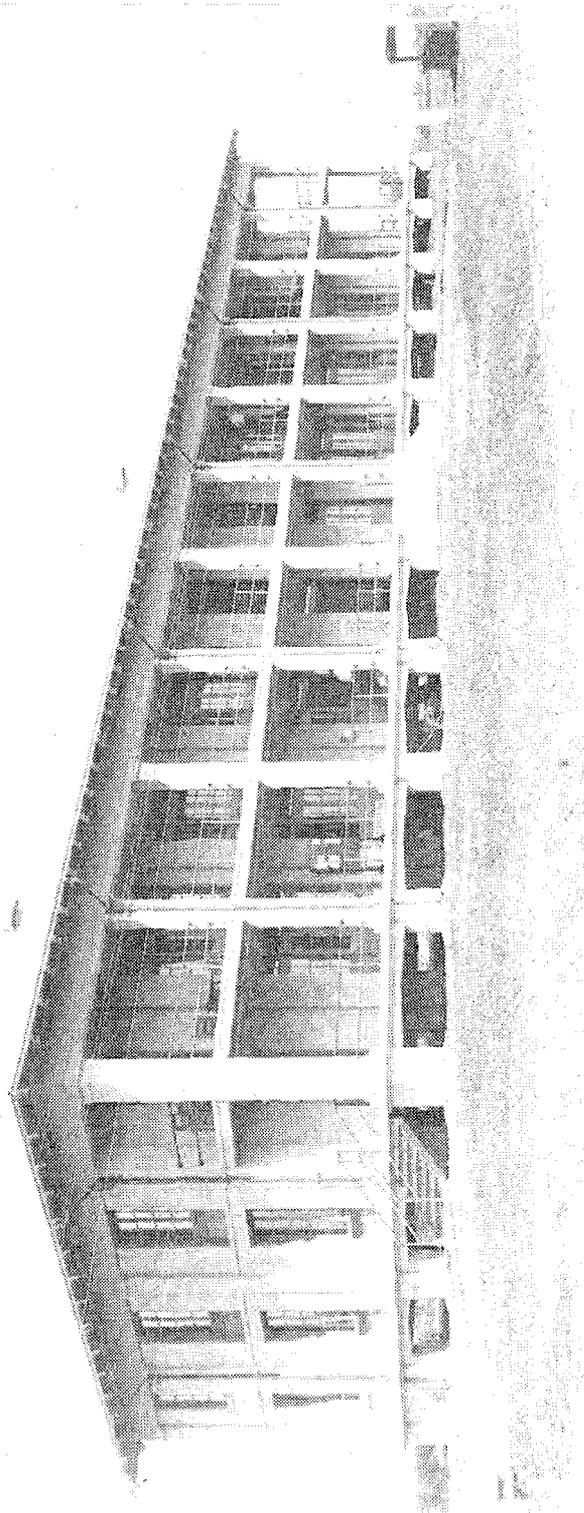
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Basement Floor Plan, dated January 28, 1988 (from Naval Shipyard Files for Facility No. 1)



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**Historic photo of front façade and west end, dated Oct. 5, 1913
(National Archives II, in RG 71 CA – 165C)**



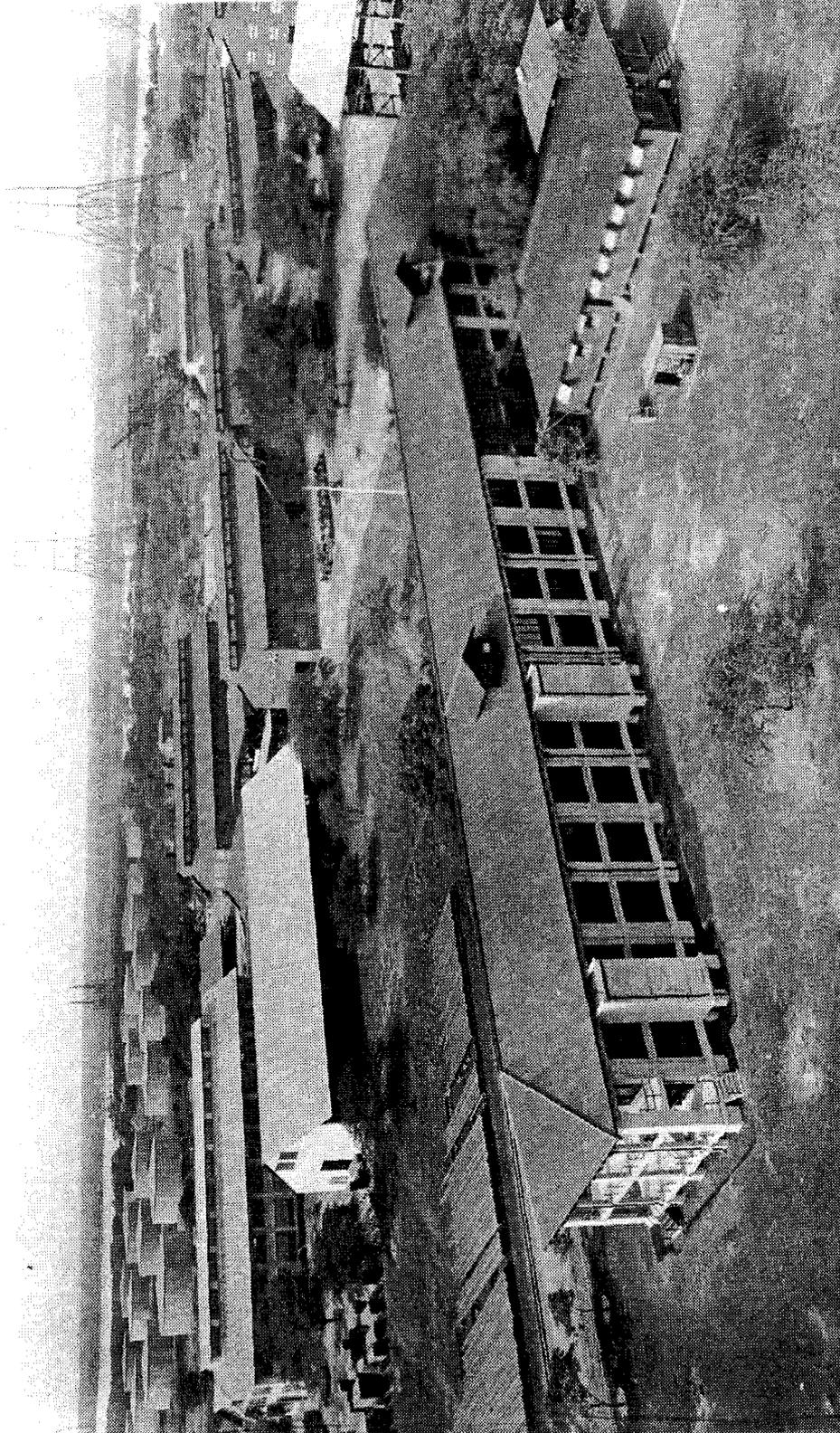
**U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION BUILDING
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**Historic photo of front façade and west end, dated Dec. 1, 1926
(National Archives II, in RG 71 CA – 171D)**



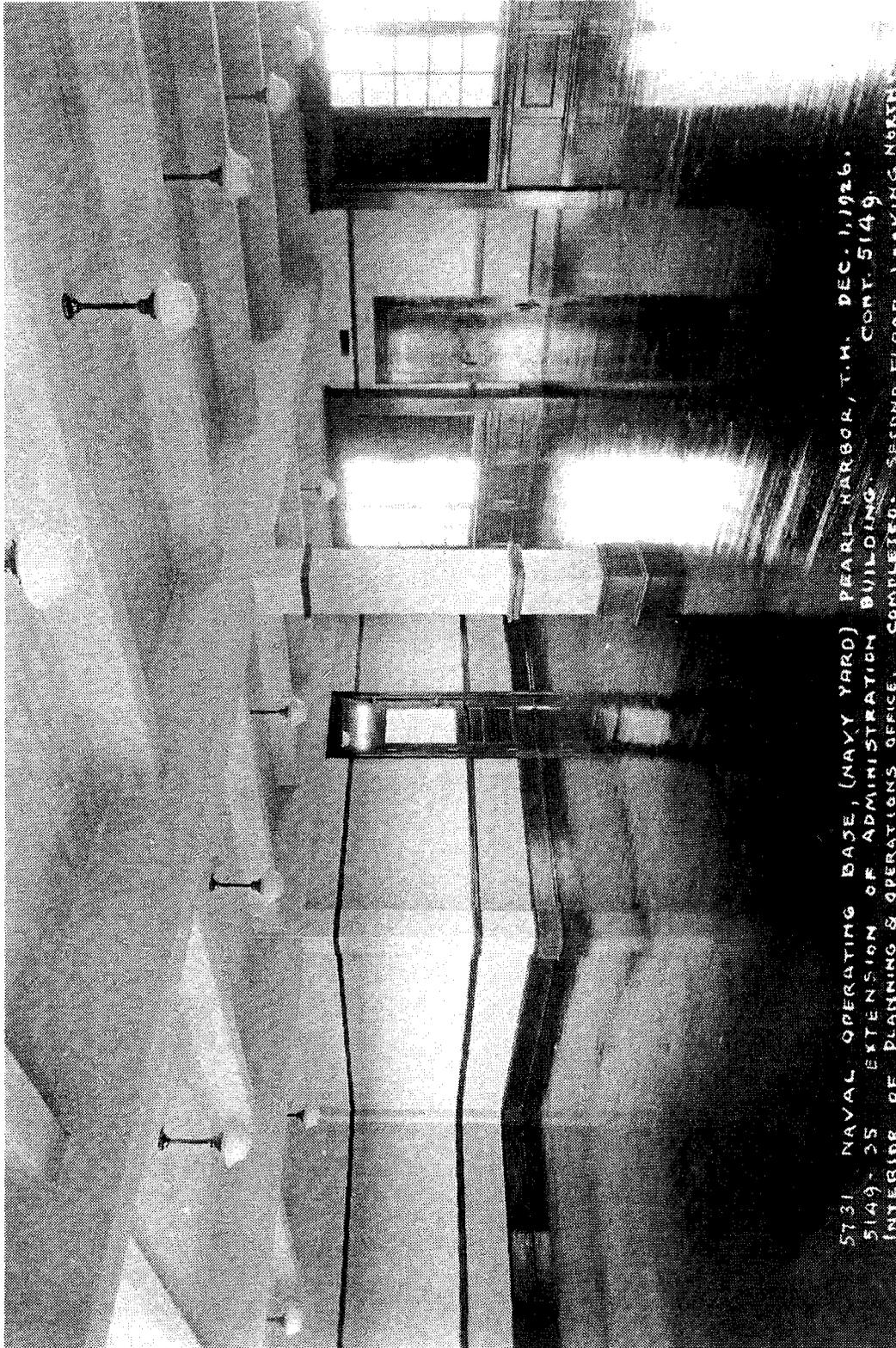
**U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION BUILDING
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Historic photo of rear façade, dated Dec. 1, 1926 (National Archives II, in RG 71 CA – 171D)



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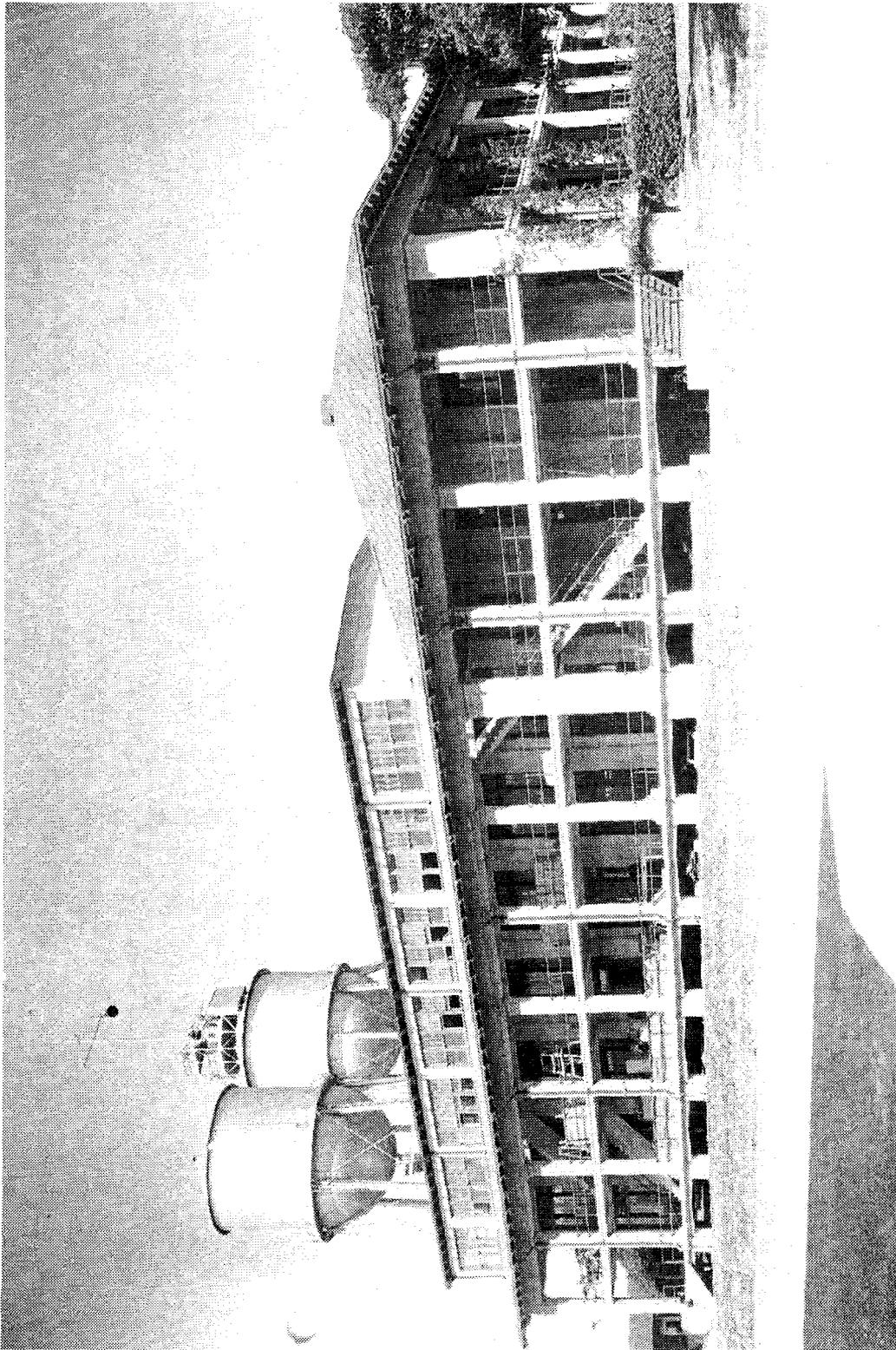
Historic photo of interior, dated Dec. 1, 1926 (National Archives II, in RG 71 CA - 171D)



5731 NAVAL OPERATING BASE, (NAVY YARD) PEARL HARBOR, T.H. DEC. 1, 1926.
5149-35 EXTENSION OF ADMINISTRATION BUILDING CONT. 5149.
INTERIOR OF PLANNING & OPERATIONS OFFICE. COMPLETED. SECOND FLOOR. LOOKING NORTH.

**U.S. NAVAL BASE, PEARL HARBOR, ADMINISTRATION BUILDING
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**Historic photo of west wing addition, dated May 5, 1937
(National Archives II, in RG 71 CA – 171D)**



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Historic Photo of east wing, dated March 8, 1942 (National Archives II, in RG 71 CA – 171D)

