

U.S. NAVAL BASE, PEARL HARBOR, NAVAL NET DEPOT  
STOREHOUSE & SHOP  
(Mobile Dive Salvage Unit One Operations Headquarters)  
(U.S. Naval Base, Pearl Harbor, Naval Station, Facility No. 17)  
Bishop Point  
Pearl Harbor  
Honolulu County  
Hawaii

HABS HI-411

HI-411

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
PACIFIC GREAT BASIN SUPPORT OFFICE

National Park Service  
U.S. Department of the Interior  
1111 Jackson Street  
Oakland, CA 94607

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## HISTORIC AMERICAN BUILDINGS SURVEY

**U.S. NAVAL BASE, PEARL HARBOR, NAVAL NET DEPOT STOREHOUSE AND SHOP  
(U.S. Naval Base, Pearl Harbor, Naval Station)  
(U.S. Naval Base, Pearl Harbor, Mobile Dive Salvage Unit One Operations Headquarters)  
(Facility No. 17)**

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(page 1)

**Location:** Bishop Point  
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 4.607170.2359090

**Significance:** Facility No. 17 is associated with the development and function of Bishop Point as a Section Base and Net Depot during World War II. Bishop Point was used for these functions during the war due to its location along the Pearl Harbor channel near its mouth. This area served as the supply base and training establishment for the net and boom craft stationed there to protect the harbor. Facility No. 17 was the storage building for the anti-submarine and anti-torpedo nets protecting the harbor entrance and individual ships. This building not only had a unique function during WWII, it also displays distinctive design characteristics of the period.

**Description:** Facility No. 17 is located near the center of the 12-acre Bishop Point parcel, which is Navy property on the entrance channel that is now connected to the rest of the Pearl Harbor Naval Complex only by water. The parcel is otherwise bordered by Hickam Air Force Base. The building is surrounded by asphalt paving, and chain link fences with barbed wire enclose the areas on its east and west sides. The channel waters and the Bishop Point piers lie to the south of the building. At the southeast corner of the building there is a memorial marker about the December 7, 1941 attack. Details of this marker are discussed in the history section.

Facility No. 17 is a metal-framed structure with a steel truss roof system. It is set on a concrete slab foundation with piers on footings. The exterior siding of galvanized corrugated metal panels is a modern replacement of the original material. Although the original design showed a rectangular plan for the building, two bays of its length were never built; so it has a footprint approximately 120' square. The structural grid consists of six 20' bays in "length" (north-south axis) and three 40' bays across the "width." The building height is approximately 42' at its highest point. The central bay rises about 10' higher than the two outer bays and contains an overhead bridge crane. This clerestory design, with its elevated central section, also allowed for ventilation and provided natural light in the center of the building. The storehouse's mostly symmetrical design is emphasized by the building's shape as well as by the placement of its

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doors and windows. Several buildings with a similar shape (raised center section and low-slope roofs) and construction materials were built during World War II, including Facility Nos. 181 and 472, maintenance shops in the Shipyard and on Kuahua peninsula, respectively. Facility No. 17 may be the last remaining example of this type at Pearl Harbor.

The building has large double sliding doors of corrugated metal positioned on the center line of the north and south ends. The pairs measure approximately 16' in width and 18' in height, and are mounted on overhead tracks on the inside the building. On the south end there are also two smaller door openings, measuring about 3' x 7', but the original doors have been replaced.

The windows contribute to the unusual profile of the building, because most are in bands fixed in a top-hinged position angled 30 degrees from the wall planes. The triangular ends of the window bands are closed with galvanized sheet metal and there is screening of expanded metal mesh across the bottom opening. There are at least three bands of windows on each side of the building which are almost continuous, but do not wrap around the corners. The clerestory section has two contiguous bands. In the clerestory there are 20 lights in each band on its ends and 60 lights on each of its side bands. According to the window schedule, in these two clerestory bands all the glass panes measure 1' 11 $\frac{3}{8}$ " x 2' 9 $\frac{3}{4}$ ". The two window bands in the upper walls of the east side are separated by about 3' of corrugated siding. There is only one window band on the upper wall of the west side, because one was replaced by siding in the 1983 repair work. The lights in the upper window bands are the same width as those in the clerestory bands, but each glass pane is a foot taller, so 3' 9 $\frac{3}{4}$ ". All the lights are wire glass. On the north and south ends there are 25 lights in the upper bands on either side of the large doors. Originally there were two upper bands on each side of the doors, but after the 1983 repair work, only one band of windows remains on the west side of the north end. Only the south end and the southern portion of the east side have windows on the lower part of the wall. The original drawings indicate that the west side originally had windows similar to the east, but because of additions abutting this side, there are no longer windows here. The windows on the eastern half of the south end have also been removed. Some of these lower windows are fixed, like the ones in the upper bands. Others have unique, gear-like hardware that allows a long section of the band (i.e., ten ganged lights near the southwest corner) to be opened at adjustable degrees. The lights in these lower windows measure 1' 11 $\frac{1}{2}$ " x 4' 9 $\frac{1}{4}$ ".

Additions have been made to the west side and north end of the building. Along the entire west side of the storehouse there is an addition constructed with corrugated metal siding and 4" pipe column structural supports. This addition is about 20' wide and about 12' high at the lowest point of its shed roof. Another addition was built abutting the central part of the longer addition, measuring about 20' x 56'. Since its roof starts

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under the eaves of the other addition, its lowest point is approximately 10' from grade. On the north end there is an addition on the west side of the central door, also with corrugated metal siding and a shed roof. It measures about 20' x 40' in plan and approximately 13' in height. On the east side of the central door on the north end there is an unroofed concrete structure abutting the storehouse. This is an electrical substation, Facility No. S26. The 10'-high concrete walls enclose equipment within their footprint of approximately 30' x 20', plus additional electrical equipment is within the fenced area between the concrete structure and the large doors. Steel ladders lead to the various roof levels, with the tallest ladder on the east elevation including a safety cage.

The roof in the raised central section of the building is slightly gabled, while the side sections have shed roofs, all of which have a slope of  $\frac{1}{2}$ " in 12". All these sections and the north side addition have built-up roofing on wood underlayment. The addition closest to the west wall has roll roofing while the smaller addition further west has a roof of corrugated sheet metal. Two or three large rectangular exterior flood lights are mounted on each facade of the building at about the height of the side sections' roof eaves.

In the original design, the interior of Facility No. 17 was entirely open, except for four enclosed bays, two each in the south ends of the side sections, which contained offices, two large storerooms, and a shop and toilet rooms. The 1941 drawings show that most of those original partition walls were expanded metal mesh. The rest of the building was originally used for net storage. The clear height to the underside of the trusses was shown in a 1941 drawing as 23'-6" in the side sections and 37'-0" in the central section. After WWII the building was remodeled several times, as outlined in the following history section. The spaces in the side sections have been divided into numerous rooms on two levels. Large industrial light fixtures are evenly spaced under the roof trusses in the central bay. This central space remains much as it was originally built, with floor drains along its center line and a bridge crane with eight-ton capacity running on girders along the entire length.

**Historical Context:** Refer to HABS No. HI-409 (Facility No. 2, Iroquois Point) for more information about the harbor entrance defense nets and the structures designed to support them. Remnants of such nets were documented at Midway Islands, in HABS No. UM-1-BB. Refer to HABS No. HI-377 (Facility No. 19) and HABS No. HI-367 (Facility No. 4) for background about the Bishop Point parcel and its involvement in the December 7, 1941 attack.

The original land purchased in 1906 for the Navy at Bishop Point had been used for Army gun batteries (named Barri and Chandler), starting in 1914, but these were abandoned and the guns removed by 1925

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(Dorrance 1995: 156-158). Several acres had been added to this parcel by building the seawall *makai* of the original shoreline and filling. Several land transfers and use licenses between the Navy, Army and Air Force have resulted in varying boundaries for the Bishop Point parcel over the years, as outlined on a Navy real estate map (U.S. Navy, Bureau of Yards and Docks 1964). In 1936 there had been a series of communications about transferring the Bishop Point land to the Army, including suggestions for exchange of Hickam land adjacent to the Navy Yard. At that date the Commandant of the Fourteenth was agreeable to the exchange, since the only immediate Navy need in this area was for three sets of quarters for the harbormaster and pilots and for a boat landing. However, in a memo to the Chief of Naval Operations (CNO) the Navy's need for the entire area "to use during an emergency" was noted (Yarnell 1936:2). A few years later the Commandant of the Fourteenth Naval District considered "Bishop Point reservation essential to our war plans," and expressed the desire for additional land, in a 1939 letter to the CNO (Murfin 1939).

The Naval reservation at Bishop Point is the only area on the shoreline from the Navy Yard around to Ahua Point that is not in Army possession and they apparently do not like this small Naval reservation planted in their midst. I think the Navy made a great mistake in years gone by in not acquiring possession of all the property along the shore line on the Navy Yard side of the entrance channel for purpose of Navy Yard expansion and war time harbor control (Murfin 1939: 2).

Originally this outlying parcel of Navy land was not (and currently it is not) connected to other parts of the Pearl Harbor Naval Complex except by water. Historic photos and maps show that from at least May 1944 to 1957 the Navy controlled a narrow strip of land alongside the channel, between Bishop Point and the main base at Pearl Harbor; this strip had been created by landfill or borrowed from Hickam Field property. Along the edge of the channel the Navy erected temporary wharfs used for destroyer escorts and other ships. The development of this narrow area indicates that every possible bit of land and water in the Pearl Harbor vicinity was used for facilities during the WWII war years. Despite this connecting strip of land, road travel to Bishop Point was still through Hickam property, because the marine railway along the western boundary of the Bishop Point parcel required that the road along the channel wharfs end in a cul-de-sac (Fourteenth Naval District 1951).

Bishop Point was planned as a "supply base and training establishment for the net and boom craft stationed there" (Contractors Pacific Naval Air Bases n.d.: A-316). Its functions were expanded when the net depot at this location was authorized in February 1941 (U.S. Navy, Bureau of Yards and Docks 1947: Vol. II, 149). The responsibilities of the net depot were: "(a) assembly and transporting of nets, (b) installation of nets,

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(c) maintenance and repair of nets" (Historical Section, Fourteenth Naval District [1945]: 798). A target base was also established at Bishop Point by early 1941. A February 1941 photo shows the Target Repair Shop under construction, noting it was a re-erected Luke Field building. This building was north of Facility No. 17, but was removed sometime between 1966 and 1981. The Target Repair Shop and adjacent target storage area, along with a marine railway to pull the target out of the water, took up about a third of the land area at Bishop Point. The target base function was "a fleet activity administered by Commander Base Force," but the Commanding Officer of the Section Base had general control of security measures at Bishop Point (District Intelligence Officer 1941: 2). Most of the buildings at Bishop Point were completed before December 7, 1941 (Contractors Pacific Naval Air Bases n.d.: A-309). The report of the Commanding Officer of the Net Depot on the attack stated: "No appreciable damage was done to the Net Depot building and material. A few windows were pierced by machine gun fire and several bullet holes have been found within the building" (Howard 1941).

One part of that day's history is commemorated in a historical marker at the southeast corner of Facility 17. The marker is one of over a dozen that were erected around the Pearl Harbor complex circa 1948. This Bishop Point location for the marker was apparently chosen because it was the closest Navy-controlled land to the event's actual place of occurrence, which was offshore of the harbor mouth. The marker consists of a vertical concrete slab containing a rectangular metal plaque (measuring 16" x 24") with raised letters all in capitals. The text on the marker reads: "At 0712, 7 December 1941 at the channel entrance, the Destroyer USS *Ward* was attacked by an enemy submarine. The *Ward* counter-attacked with depth charges and sank the sub, in this, the first action of 7 December 1941." The concrete slab of the marker is about 12" thick, with sloping sides and a stepped top. Its height and width are approximately 2'-6" x 4'. It is set on a trapezoidal concrete base, with an anchor behind and two 14-inch shell casings adjacent to the marker. These additional elements were probably not part of the original marker installation, since none of the others around Pearl Harbor have them.

The 1941 account by Lieutenant W.W. Outerbridge, the Commanding Officer of the USS *Ward*, regarding the sinking of the Japanese submarine differs somewhat from the text on the ca. 1948 plaque. His report noted simply that a conning tower with periscope was observed trailing a US ship about to enter Pearl Harbor. The submarine did not apparently notice (and so did not attack) the USS *Ward* before the destroyer opened fire and dropped depth charges. Although the plaque's text gives the time of initial attack as 0712, the reported time of the USS *Ward's* gun and depth charge attack was 0645 (Outerbridge 1941). The destroyer's voice transmission to the Commandant of the Fourteenth Naval District of this encounter with the submarine was apparently mishandled. The Commandant's December 24, 1941 report to the Chief of Naval Operations noted that the information about the attack from the

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USS *Ward* was not received until “about 0712” and that many similar false alarms had been received, “so that it was difficult to immediately evaluate this report” (Bloch 1941: 3-4). While the USS *Ward*’s contact report was in the process of being verified, the Japanese aerial attack started and the verification issue became less important. Although doubts about the accuracy of the reports from the USS *Ward* were raised at the Pearl Harbor investigations in the early years of the war, the discovery in 2002 of the resting place of the sunken midget Japanese submarine suggest the trustworthiness of the information from this ship (Wiltshire 2002: 2). The general depth and location of the submarine were as reported, and the observed shell damage in the conning tower corresponds to hit details from Outerbridge’s memo.

Final completion for Facility No. 17 was noted as August 1942 in the contractors’ report (Contractors Pacific Naval Air Bases n.d.: A-309), although a historic photo shows the structural framework was well along by September 1941. A memo to the Director of Naval Intelligence dated 23 October 1941 describes the building as “recently completed” (District Intelligence Officer 1941: 3). This Net Depot’s storehouse was adjacent to a large paved area designated as a net weaving slab. There were several types of anti-submarine and anti-torpedo nets. The former were generally like thick curtains made of wire coils, while anti-torpedo nets were lighter constructions of interlocking rings that were more easily handled. At Pearl Harbor’s entrance the net was hung from large wooden floats or baulks (U.S. Congress, Joint Committee 1972: Part 32, 310). The 1941 net placed at the harbor entrance was intended to both provide protection against torpedo attack and to indicate entry by enemy submarines. After the December 7, 1941 attack, anti-torpedo nets were also placed around valuable individual ships or floating dry docks as further protection, especially from torpedo-carrying aircraft. This Net Storehouse was an important element in the defense of the entire 14<sup>th</sup> Naval District. By February 1944, over 56,000 feet of anti-torpedo net had been installed at the following harbors in the Hawaiian island chain: Pearl Harbor, Honolulu, Hilo, Port Allen (Kauai), Kahului (Maui), and Midway atoll (Historical Section, Fourteenth Naval District [1945]: 799). Pearl Harbor remained the main focus, and in the 1940s the Section Base and Net Depot at Bishop Point was a multi-function area, with a basic responsibility for harbor protection. The multiple aspects of the Navy’s harbor defense work were described in an Army history:

It was the Navy’s responsibility to control all ship movements within defended harbor areas, and the Navy supplemented the Army’s defenses by installing harbor nets and booms, by planting contact mines and detection devices in outer harbor approaches, and by conducting offshore patrols. Mine sweeping was also the Navy’s business (Conn 1964: 51).

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The exact history of building alterations to Facility No. 17, especially during the 1940s, is not well documented. An aerial photo shows that by March 1944 an addition on the south half of the west side had been built. A 1943 memo suggests that this may have been "a shelter for large mobile equipment undergoing repair" (Robertson 1943: 6). A 1947 drawing shows the pre-1944 addition had been enlarged and abutted the whole west side of the original building; in 1947 it was divided into storeroom, machine shop, and carpenter shop spaces. These were in use by that year as part of the Naval Reserve School. Another lean-to addition to the west side addition was apparently constructed in 1948, and the addition on the north side was built in 1949. The interior of the building has been altered by construction of many additional interior partitions. The 1943 memo indicated that a second deck over approximately four bays on one side was "added to relieve a shortage of stowage space in the Net Depot" (Robertson 1943: 6). A 1953 drawing shows that there was a full mezzanine built over all six bays of the other side section before that date. The 1953 drawings and a 1956 inventory card show the building was still used as Naval Reserve Training Center in that decade. The mix of uses was noted on the card as "Classroom 61%, Storeroom 11%, Armory 2%, Office 11%, Quarters 5%, Medical 10%" (U.S. Navy 1956). In a 1966 Navy building inventory, this building is listed as "Maintenance Fire Equipment" (U.S. Navy 1966: 4928).

The 1983 repair plans do not indicate the use of Facility No. 17 at that date. This 1983 work included replacement of all siding and new windows that matched the originals. However, some windows (lowest rows on west side, on the east side of south end, and on the west side of north end) were removed and replaced by metal siding.

Mobile Diving & Salvage Unit One (MDSU-1), previously called Harbor Clearance Unit One (HCU-1) and honored for its operations in Vietnam, relocated to Pearl Harbor in 1979 (Mobile Diving & Salvage Unit One [2001]). Facility No. 17 apparently became their Operations Headquarters soon after their arrival, possibly after the 1983 repair work. In 1999 the infill offices on one side of the facility were condemned because of termite damage (Dodge 2002). The MDSU-1 has recently accomplished recovery of the sunken Japanese fishing vessel *Ehime Maru* (Primavera 2002).

**Sources:**

The drawings for this building are on microfiche cards at the Plan Files of the Naval Facilities Engineering Command, Pacific under various numbers. The original 1941 drawings are numbers 4391, 4392, plus 153959 through 153963. Alterations to the building are shown on drawings OA-N05-564 (1947), OA-N04-4868 through -4871 plus OA-N04-4930 and -4931 (1949), 516342 (1951), 584466 and 584467 (1953), and 7037145 through 7037152 (1983).

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One historic photo of the building under construction and a few other WWII photos of Bishop Point buildings were found in the Still Photo section at the National Archives II, College Park, Maryland, in RG-71-CA, box-folder 151-F. Two historic aerial photos of the Bishop Point that showed this building were also located there, one dated July 1942 (80-G-451149) and another dated March 1944 (80-G-276871). A 1945 view of Bishop Point from the channel was found at the Naval Facilities Engineering Command archives at Port Hueneme, California. That photo from the Kidder-Smith Photo Collection (N-206-10) shows other buildings and the piers more clearly than the Net Storehouse. Two July 1942 aerial photos of the harbor entrance net at the mouth of the Pearl Harbor channel were located at the National Archives II (80-G-451147 and 80-G-451148); a copy of the view with the former number was also located at the U.S. Army Museum Hawaii in Waikiki (filed as number 2631).

Bloch, C.C. [Rear Admiral]

- 1941 Memorandum dated 24 December 1941 from Commandant of the Fourteenth Naval District to the Chief of Naval Operations, with attachments of individual reports on December 7, 1941 attack. Set provided by Jeffrey Dodge, Naval Facilities Engineering Command, Hawaii.

Conn, Stetson et al.

- 1964 *Guarding the United States and Its Outposts*. Office of the Chief of Military History: Washington, D.C.

Contractors Pacific Naval Air Bases

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

Dodge, Jeffrey

- 2002 Comments written on draft of report by Jeffrey Dodge, Naval Facilities Engineering Command, Hawaii.

District Intelligence Officer

- 1941 Memo dated 23 October 1941 from District Intelligence Officer (through Commandant, Fourteenth Naval District) to Director of Naval Intelligence (through Chief of Naval Operations), Subject: Plant Survey of Section Base, Bishop Point, Oahu, T.H. In Record Group 181, General Correspondence [formerly classified] 1936-1944, 14<sup>th</sup> ND, District Headquarters, Box 1, folder "A1-1/Bishop Point, Beginning August 4, 1936 to the end of June 3, 1943", at National Archives and Records Administration, San Bruno, California.

Dorrance, William H.

- 1995 "Land Defenses of O`ahu's Forts, 1908-1920," *The Hawaiian Journal of History*, vol. 29: 147-158.

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Fourteenth Naval District

1951 Map of Pearl Harbor, Oahu, T.H. Drawing No. I-N1-321.  
Provided by Chester Muraoka, Degaussing Station.

Historical Section, Fourteenth Naval District

[1945] *U.S. Naval Administration in World War II, Administrative History of the Fourteenth Naval District and the Hawaiian Sea Frontier*. Typescript report in Naval History Center library, with microfiche version donated to library of Naval Facilities Engineering Command, Pacific.

Howard, Frank L.

1941 Memo dated 15 December 1941 from Commanding Officer of the U.S. Naval Net Depot, Bishop Point, to the Commandant of the Fourteenth Naval District, Subject: Air Raid Attack by Japanese. In set of individual reports on December 7, 1941 attack, provided by Jeffrey Dodge, Naval Facilities Engineering Command, Hawaii.

Mobile Diving & Salvage Unit One

[2001] Web page about Mobile Diving & Salvage Unit One, at [www.navydiver.org/MDSU1](http://www.navydiver.org/MDSU1), accessed April 27, 2005.

Murfin, [Oren G., RADM]

1939 Letter dated December 14, 1939 from Commandant, Fourteenth Naval District to Admiral H.R. Stark, Chief of Naval Operations. In "Bishop Point" folder in archives of Naval Facilities Engineering Command at Port Hueneme, California.

Outerbridge, W.W. [Lieutenant]

1941 Memo dated December 13, 1941 from Commanding Officer of the U.S.S. WARD to the Commandant of the Fourteenth Naval District, Subject: Sinking of a Japanese Submarine by the U.S.S. WARD. In set of individual reports on December 7, 1941 attack, provided by Jeffrey Dodge, Naval Facilities Engineering Command, Hawaii.

Primavera, George [CWO]

2002 "Recovering the Ehime Maru: Mobile Diving & Salvage Unit One," *Underwater Magazine*, July/August 2002, article on [www.diveweb.com/commdiver/features/024.04.htm](http://www.diveweb.com/commdiver/features/024.04.htm), accessed June 30, 2005.

Robertson, M.C.

1943 Memo dated 13 August 1943 from Commandant, Fourteenth Naval District to Vice Chief of Naval Operations, Subject: Quarterly report on status of Net & Boom Defenses. In Record Group 181, 14<sup>th</sup> ND, District Staff Headquarters, Navy Local Defense Forces Records, 1940-1945, Box 1, folder "N20-12/

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NLDF/ Nets & Booms”, at National Archives and Records Administration, San Bruno, California.

U.S. Congress, Joint Committee

- 1972 *Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack* (reprint of 1946 edition, including Part 40, Report of the Joint Committee). Da Capo Press: New York.

U.S. Navy

- 1956 Inventory card for Building No. 17, U.S. Naval Reserve Training Center, Bishop's Point, PH, T.H. on NAVCOMPT Form 277. In files of Naval Facilities Engineering Command archives at Port Huemene, California.
- 1966 Detailed Inventory of Naval Shore Facilities – Real Property, Station CNO, Pearl Harbor Hawaii. In library of Naval Facilities Engineering Command, Pacific.

U.S. Navy, Bureau of Yards and Docks

- 1947 *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946*. United States Printing Office: Washington, D.C.
- 1964 U.S. Naval Station, Bishop Point, Oahu, Hawaii, Real Estate Summary Map. Microfilmed Y&D Drawing No. 1038776, at Plan Files of Naval Facilities Engineering Command, Pacific.

Wiltshire, John C. [Ph.D.]

- 2002 “Search for the World War II Japanese Midget Submarine Sunk off Pearl Harbor, Dec. 7, 1941.” Article on website ([www.soest.hawaii.edu/HURL/midget.html](http://www.soest.hawaii.edu/HURL/midget.html)) of the Hawai'i Undersea Research Laboratory (HURL) of the University of Hawai'i, Honolulu. Accessed June 25, 2005.

Yarnell, H.E. [Admiral]

- 1936 Memo dated Sept. 11, 1936 from Commandant, Fourteenth Naval District to Chief of Naval Operations, Subject: Transfer of Bishop Point Naval Reservation from the Navy Department to the War Department. In Record Group 181, General Correspondence [formerly classified] 1936-1944, 14<sup>th</sup> ND, District Headquarters, Box 1, folder “A1-1/Bishop Point, Beginning August 4, 1936 to the end of June 3, 1943”, at National Archives and Records Administration, San Bruno, California.

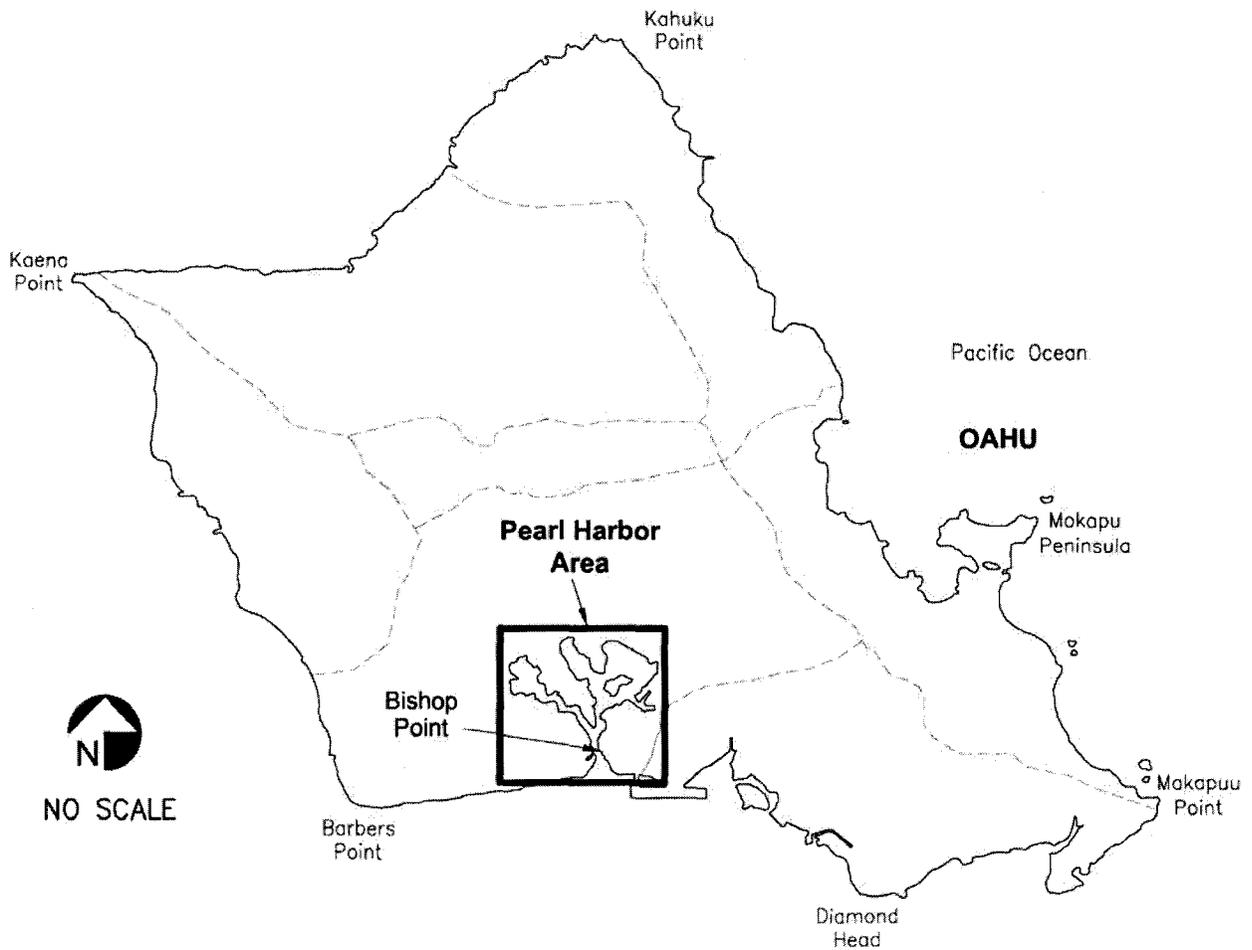
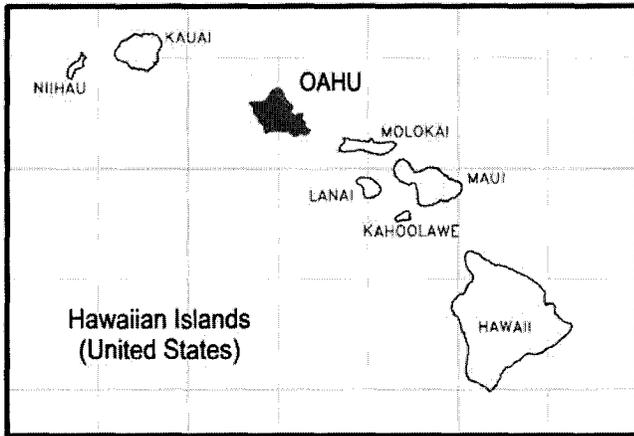
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**Project Information:** Commander Navy Region (COMNAVREG) Hawaii has embarked on a program of documentation of historic properties within its area of responsibility, with the goal of recording historic information about each property and establishing 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. New plans propose that most of the infill offices be removed, thus returning the interior closer to its original character. 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. Maps were prepared by Nestor Beltran of NAB Graphics. Between 1999 and 2001, the field work was done and the draft of this report was prepared by Dot Dye of AMEC. It was rewritten in 2005 by Mason Architects.

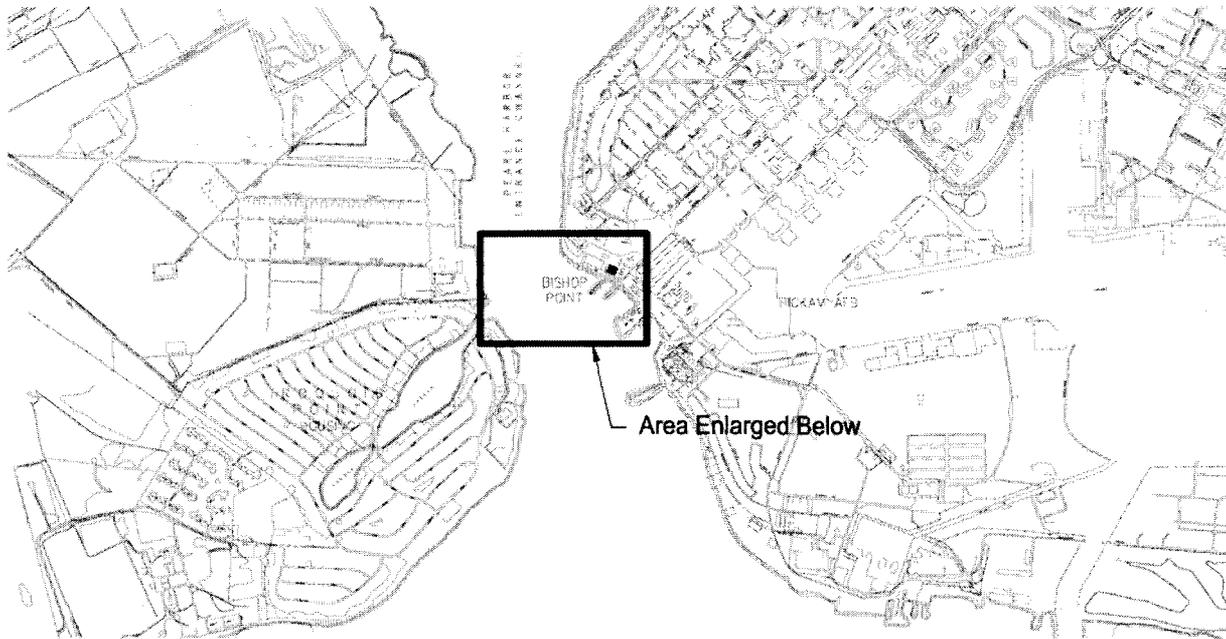
**Prepared by:** Mason Architects, Inc. AMEC Earth & Environmental, Inc.  
119 Merchant St., Suite 501 3375 Koapaka Street, Suite F251  
Honolulu, HI 96813 Honolulu, HI 96819

Date of Final Report: June 2005

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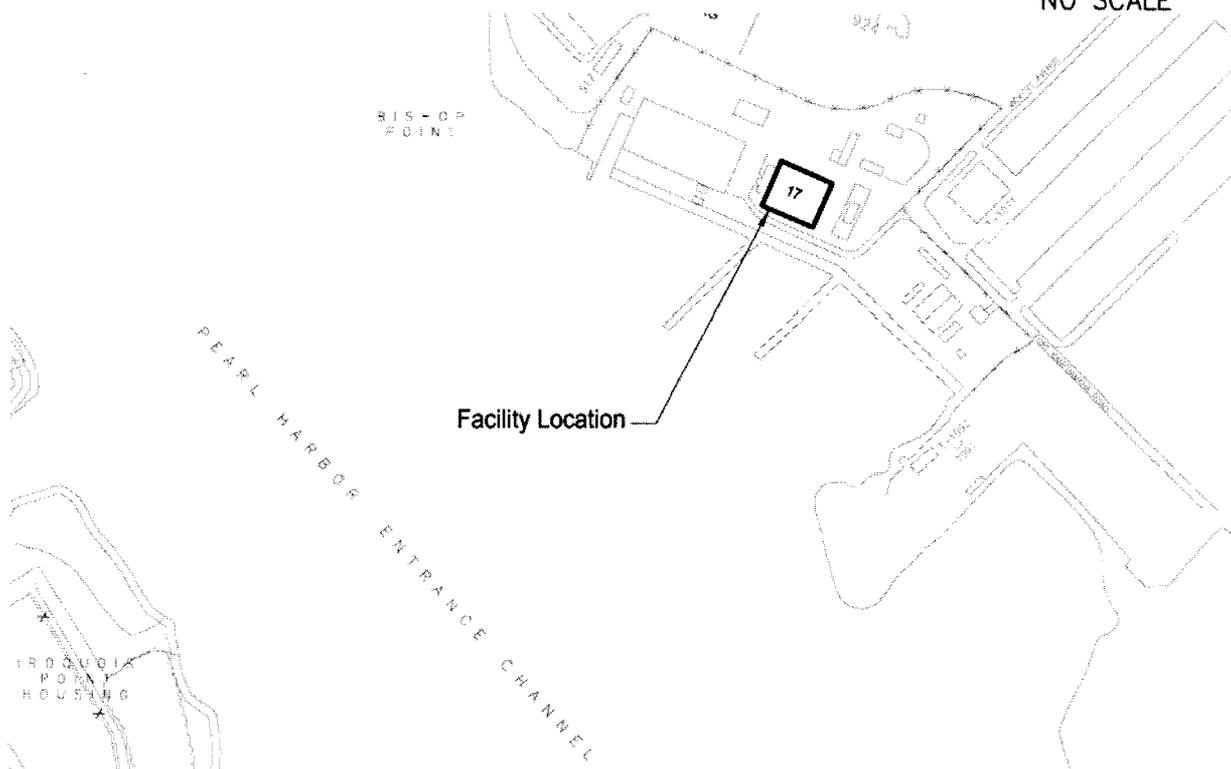
**U.S. NAVAL BASE, PEARL HARBOR, NAVAL NET DEPOT STOREHOUSE AND SHOP  
(U.S. Naval Base, Pearl Harbor, Naval Station)  
(Facility No. 17)  
HABS No. HI-411 (Page 13)**



**Vicinity Map**



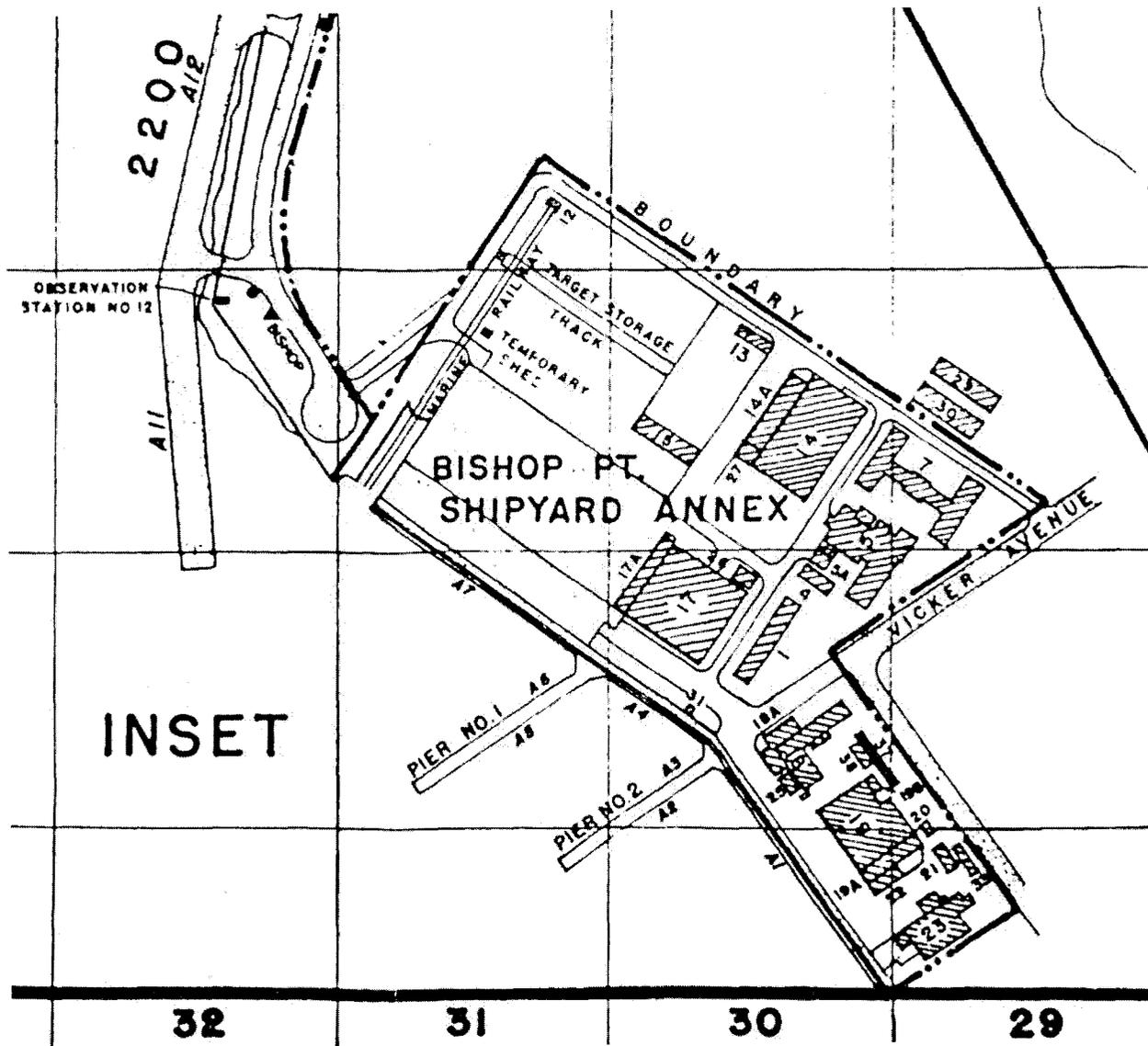
**NO SCALE**



**Site Map**

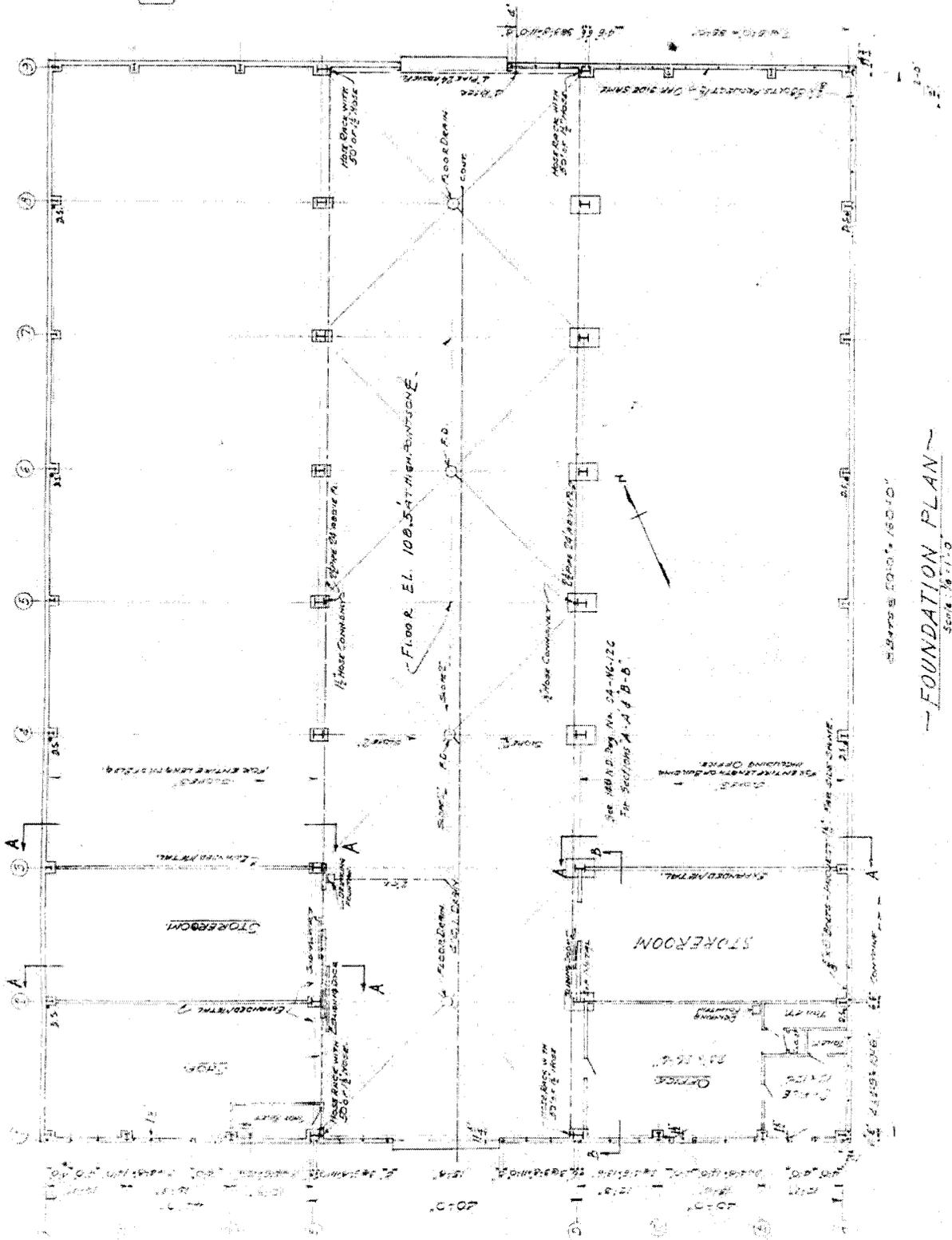
U.S. NAVAL BASE, PEARL HARBOR, NAVAL NET DEPOT STOREHOUSE AND SHOP  
(U.S. Naval Base, Pearl Harbor, Naval Station)  
(Facility No. 17)  
HABS No. HI-411 (Page 14)

Portion of Map No. I-N1-296, dated June 30, 1949 (historic location map)



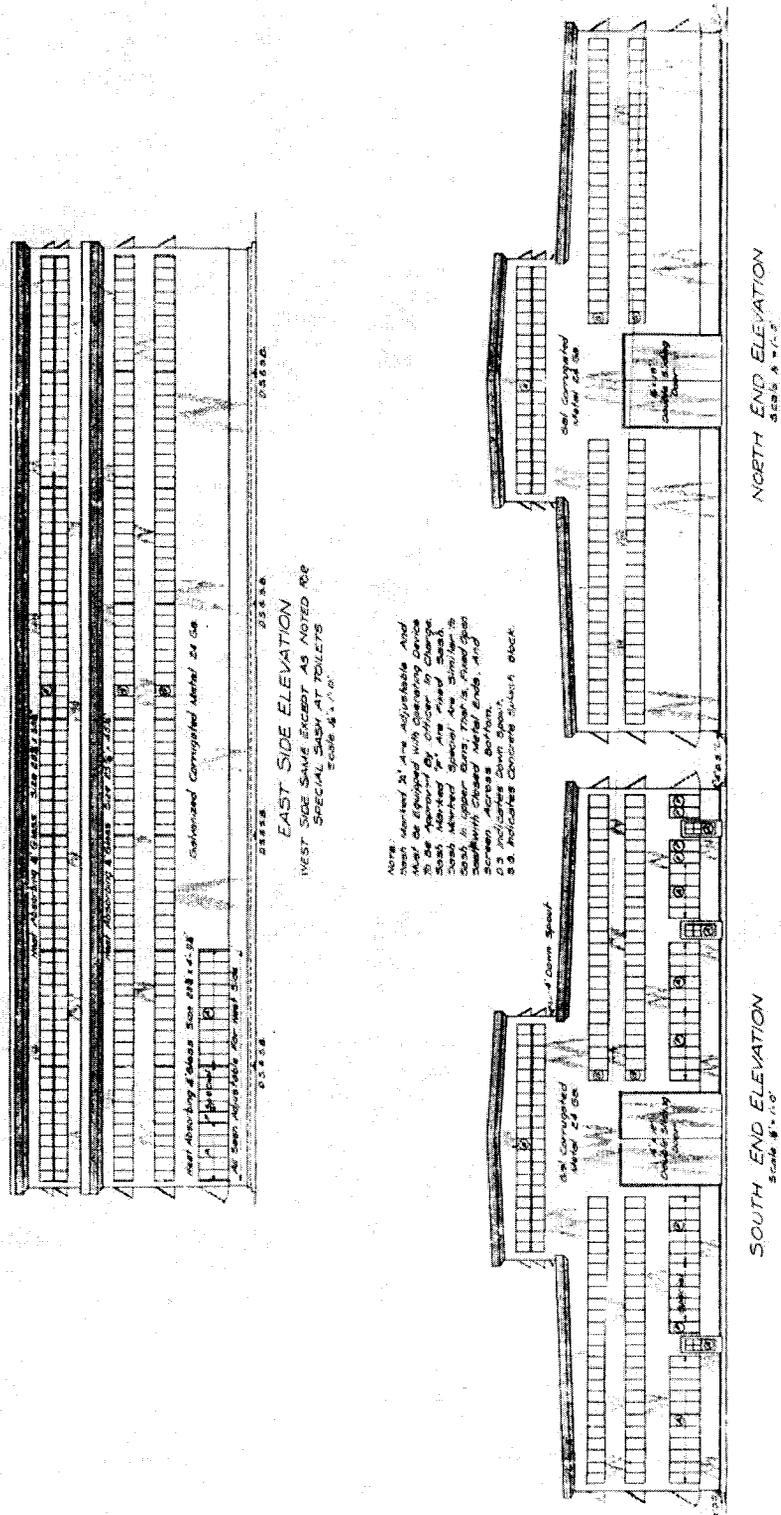
**U.S. NAVAL BASE, PEARL HARBOR, NAVAL NET DEPOT STOREHOUSE AND SHOP**  
 (U.S. Naval Base, Pearl Harbor, Naval Station)  
 (Facility No. 17)  
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Portion of Drawing No. 153950, dated April 24, 1941 (floor plan)



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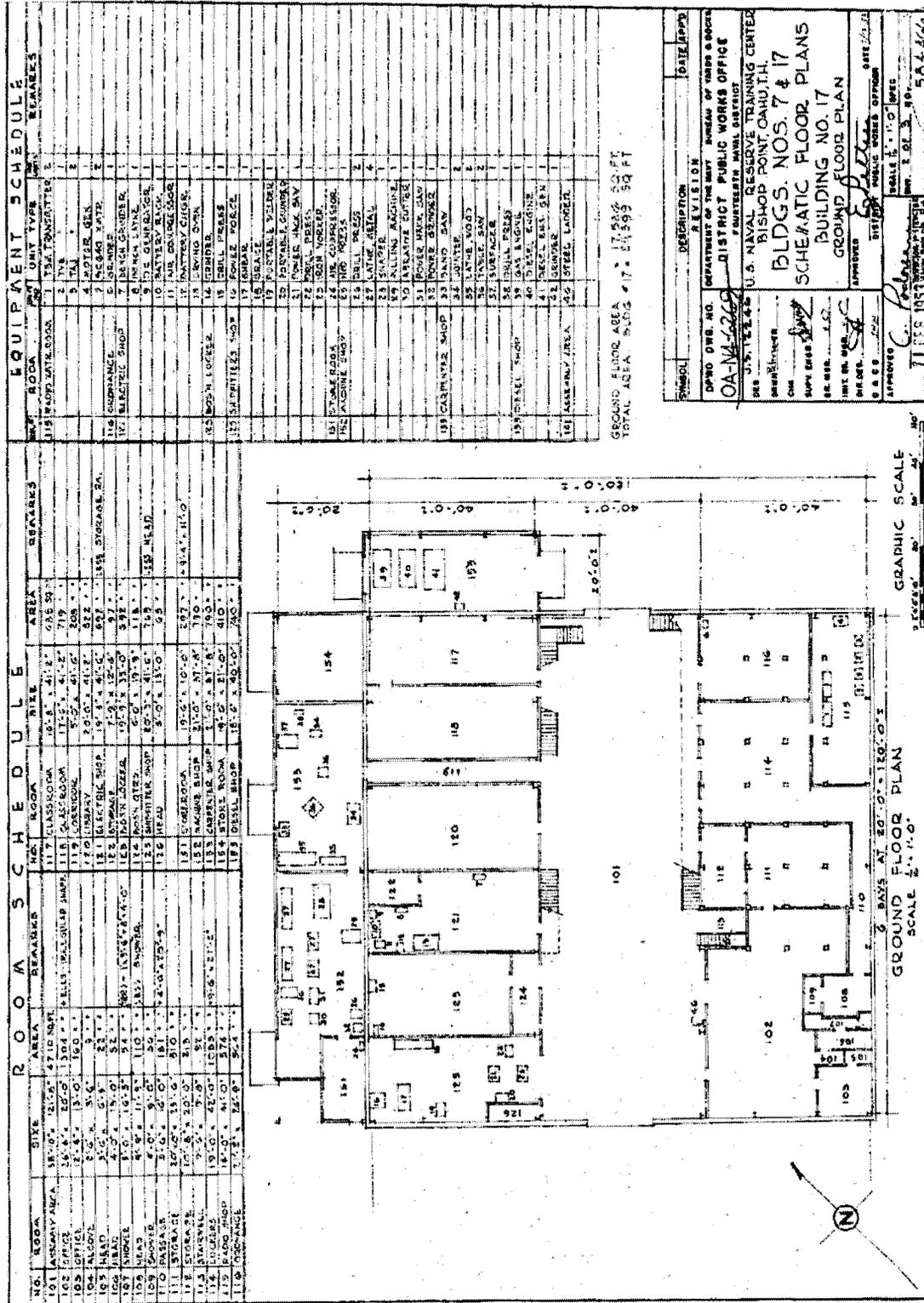
Portion of Drawing No. 153959, dated April 24, 1941 (end elevations and east side)  
 (Note that two bays shown on side elevation drawing were not built)





**U.S. NAVAL BASE, PEARL HARBOR, NAVAL NET DEPOT STOREHOUSE AND SHOP**  
 (U.S. Naval Base, Pearl Harbor, Naval Station)  
 (Facility No. 17)  
 HABS No. HI-411 (Page 18)

Drawing No. 584466, dated February 11, 1953 (modern ground floor plan)



GROUND FLOOR AREA 5,844.66 SQ. FT.  
 TOTAL AREA 5,844.66 SQ. FT.

DESCRIPTION: DEPARTMENT OF THE NAVY BUREAU OF YARDS & DOCK DISTRICT PUBLIC WORKS OFFICE FOURTEENTH NAVAL DISTRICT

DESIGN: U.S. NAVAL RESERVE TRAINING CENTER BISHOP POINT, CAHO, I.H.

BLDG. NOS. 7 & 17

SCHEMATIC FLOOR PLANS

BUILDING NO. 17

GROUND FLOOR PLAN

DATE: 11 FEB 1953

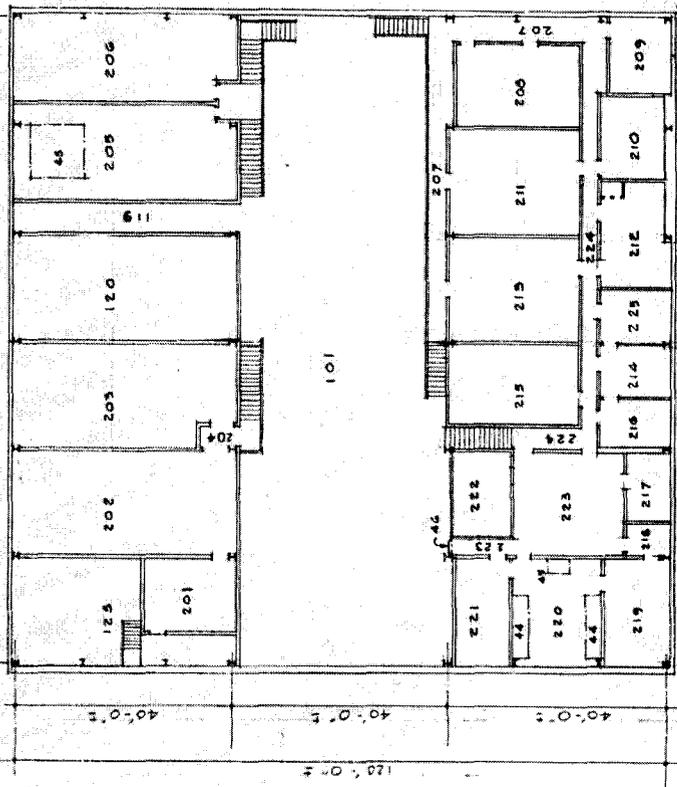
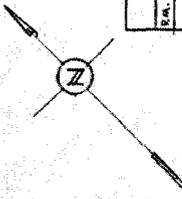
**U.S. NAVAL BASE, PEARL HARBOR, NAVAL NET DEPOT STOREHOUSE AND SHOP**  
 (U.S. Naval Base, Pearl Harbor, Naval Station)  
 (Facility No. 17)  
 HABS No. HI-411 (Page 19)

Portion of Drawing No. 584467, dated February 11, 1953 (modern mezzanine floor plan)

R O O M S C H E D U L E			
NO.	ROOM	REMARKS	REMARKS
214	DRESSING ROOM	9'-7" x 12'-0" 110 SQ FT	
215	PERSONNEL OFF.	8'-0" x 14'-0" 112 SQ FT	
216	OFFICERS HEAD	8'-0" x 12'-0" 96 SQ FT	
217	LADIES HEAD	5'-0" x 13'-0" 65 SQ FT	
218	STOKE ROOM	2'-0" x 8'-0" 16 SQ FT	
219	RADIO REPAIR	3'-0" x 12'-0" 36 SQ FT	
220	RADIO OPER. RA.	16'-0" x 20'-0" 320 SQ FT	
221	COOK PRACTICE	10'-0" x 20'-0" 200 SQ FT	
222	PERSONNEL OFFICE	11'-0" x 13'-0" 143 SQ FT	
223	LOWBY	5'-0" x 12'-0" 60 SQ FT	
224	PASSAGE	5'-0" x 7'-0" 35 SQ FT	
225	WAVES BARR. RA.	9'-7" x 12'-0" 116 SQ FT	

MEZZANINE FLOOR AREA: 7663 SQ FT  
 TOTAL AREA BLDG. #17: 25599 SQ FT

6 BAYS AT 20'-0" x 120'-0"



GRAPHIC SCALE  
 0" = 10' 0"  
 20' 30' 40'

MEZZANINE FLOOR PLAN  
 SCALE 1/8" = 1'-0"

EQUIPMENT SCHEDULE			
EA. #	ROOM	UNIT TYPE	REMARKS
205	CLASS ROOM	43 GUNNERY TRAINING	1 AK-3
220	RADIO OPER. RA.	44 RADIO RECEIVER	9
		45 TELETYPE	1
101	ASSEMBLY AREA	46 STEEL LADDER	1

SYMBOL	DESCRIPTION	DATE APP'D
OPWO DWG. NO. 04-N-2670	REVISION	
DEPARTMENT OF THE NAVY	BUREAU OF YARDS & DOCKS	
DISTRICT PUBLIC WORKS OFFICE	FOURTEENTH NAVAL DISTRICT	
DES. J.S. 12226	U.S. NAVAL RESERVE TRAINING CENTER	
CHK. [Signature]	BISHOP POINT, OAHU, T.H.	
DRWG. CENTER	BLDG. NOS. 7417	
SUPV. ENGR.	SCHEMATIC FLOOR PLANS	
ENGR. [Signature]	BUILDING NO. 17	
INT. DE. NO. [Signature]	MEZZANINE FLOOR PLAN	
DR. NO. [Signature]	APPROVED	DATE 5/11/53
SCALE 1/8" = 1'-0"	SCALE 1/8" = 1'-0"	
DATE 11 FEB 1953	DATE 5/11/53	
		584467