

U.S. NAVAL BASE, PEARL HARBOR, DIESEL PURIFICATION  
PLANT  
(Fleet & Industrial Supply Center)  
(Facility No. 60)  
North Road near Pierce Street  
Pearl Harbor  
Honolulu County  
Hawaii

HABS HI-412  
HI-412

HABS  
HI-412

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
PACIFIC WEST REGIONAL OFFICE  
National Park Service  
U.S. Department of the Interior  
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## HISTORIC AMERICAN BUILDINGS SURVEY

### U.S. NAVAL BASE, PEARL HARBOR, DIESEL PURIFICATION PLANT (U.S. Naval Base, Pearl Harbor, Fleet & Industrial Supply Center) (Facility No. 60)

HABS No. HI-412

- Location:** In triangle bounded by North Road, Shane and Pierce Streets  
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 4.609900.2362150
- Significance:** Facility No. 60 is a diesel fuel purification plant that includes a pumphouse, eight fuel tanks (later assigned Facility Nos. 1216 to 1223), and the tunnels that connect them. This fuel complex was associated with the Submarine Base functions and the expansion of fueling facilities during World War II. There was a great need for clean diesel fuel for submarines during the war as fuel with moisture or particulates could hinder a submarine's efficiency and lead to substantial maintenance problems. This plant is a contributing resource to the Pearl Harbor National Historic Landmark.
- Description:** Facility No. 60 is located in the Submarine Base southeast of Magazine Loch. The entire plant structure, including pumphouse, tanks, and tunnels will be described below, because it is an integral system, despite the assignment later of separate facility numbers to the tanks. Although the plant has been abandoned it is described below as it appeared in the late 1990s. The concrete structure is mostly underground with some elements protruding above the earth covering. These elements include two block-like entrances with trapezoidal profiles located over stairs leading to the plant below, and eight rectangular service chamber blocks, one above each tank. The structure and the earth covering create a mound that rises about ten feet above the streets that border it. This mound is planted with grass, except for the paved parking and access drive.
- Within the triangle formed by North Road, Shane and Pierce Streets there are several facilities; some are related to the diesel purification plant and several are not. The adjacent foamite building (Facility No. 236), on the north end of the purification plant, is a simple rectangular structure which originally contained fire suppression equipment and chemicals. That building and Facility No. 696, a booster pumphouse located to the northwest across Pierce Street, had functional associations with the plant. The pool (Facility No. S1180) and the tennis courts (Facility No. S974)

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that were built after WWII on the south end of the mound do not have any such relationship. Recently a skate park (for boards and in-line skates) has been established within the tennis court. The Beeman Center (Facility No. 711, an all-hands club) is a recreational facility within the triangle, dating from World War II but with no historical connection to the diesel purification plant. An arched-type personnel shelter (Facility No. S946) abuts the west side of the plant's mound, and is further discussed in the historical context section.

The eight service chambers are each at the top of a shaft rising from a tank, at its intersection with a connecting tunnel. They are spaced at least 20' apart to as much as 70' apart, along either side of a line running southwest from the pumphouse. The aboveground portions of the chambers measure 7'-4" x 11'-4" and rise a few feet above the level of the adjacent pavement or earth. The roof slabs of these chambers are 1'-0" thick and the walls are 8" thick reinforced concrete. In the ceiling of each chamber, near the center of one long side, is a rectangular manhole cover, made of metal and measuring 3'-8" x 2'-11", which rises 6" above the top of the service chamber. There is a tall vent pipe with a conical cap rising above the service chamber for tank 2. The service chambers over tanks 1 and 3 have much lower and narrower pipe vents which are curved over at their end, rather than having caps. The service chamber over tank 8 at the end of the tunnel has a grate over a large opening on one side; and drawings show a ventilating fan was placed inside to draw the air out of the tunnel. Because tennis courts and a pool were built after WWII at the southern end of the mound over the plant, several of the service chambers are near those facilities' fences. The service chamber for tank 5 is located inside the fenced tennis court area and has a light fixture for night games mounted on it.

One of the entrances to the plant is near the intersection of the tank tunnel and the pumphouse. From the west-facing entrance door, steps lead down to a landing from which two stairs take opposite quarter turns to step down to either the tank tunnel or to a landing at the changing room door, with another quarter-turn stair leading down to the pumphouse. These stairways are 4'-0" wide. The other entrance is located at the east end of the pumphouse. The south-facing entrance door opens onto a straight flight of twenty steps, with a mid-point landing. At the bottom is a door into the pumphouse. This stair is only 3'-6" wide. Both entrance doors within the trapezoidal-profile concrete entrance blocks are metal-framed with expanded metal-mesh in the upper section.

The drawings for the plant show a five-sided change room and a water draw tank located at the southwest corner of the pumphouse. The change room included toilet, showers, and lockers for staff of the plant. The shape of the room was dictated by the pipe layout between the tank tunnel and the pumphouse. The space for the water draw tank measures 17'-1" x 6'-0".

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The pumphouse room measures 42'-0" x 62'-0" with a height of 12'-0" from concrete floor to ceiling. The walls and roof of the pumphouse are 1'-0" thick reinforced concrete. Two freestanding concrete columns, measuring 1'-6" square, are under the intersections of the beams supporting the roof. In the northeastern corner of this room an office, measuring 10'-8" x 7'-8", was built. In the southern part of the room there is a raised L-shaped platform of metal grating, through which the valves for the pipes leading to the various pumps protrude. Concrete curbs about 6" thick and 2' tall support the panels of metal grating. Six sets of metal steps with pipe railing lead to the platform from the pumphouse floor. Around the platform, separated by these steps, are numerous pumps and purifiers, with the following quantities and names on a 1988 drawing: two rotary lube oil pumps (labeled no. 1 and no. 2), one centrifugal transfer pump, one diesel oil issue pump, two auxiliary centrifugal pumps, one rotary residue pump, two rotary pumps, and two centrifugal purifiers. The original ceiling light fixtures remain. These consist of single bulbs with cylindrical glass and metal cage covers. A large fan has been installed over the door in the southwest corner.

Tunnel No. 1 extends from the western end of the pumphouse towards the booster pumphouse (Facility No. 696). In the pumphouse wall the rectangular opening is about 10' wide by 7' tall, but a drawing (no. Z-N24-120) shows this tunnel's interior measurements step down to 7'-6" x 4'-2" for most of its length. The walls and floor of this tunnel are 8" to 9" thick but a portion of the ceiling is almost 10" thick reinforced concrete. Various size and types of pipes were routed through this tunnel, including a large fresh water pipe

Unlike Tunnel No. 1, Tunnel No. 2 (also called the tank tunnel) is large enough to walk through, with a width of 13'-6" at the north end near the pumphouse and a 12'-0" width at the portion closest to the end tank. The length is about 320'. The height from floor to ceiling is 9'-9". The walls of the tunnel are 8" thick, the ceiling is 9" thick, and the floor is 10" thick reinforced concrete. There is a monorail mounted along the ceiling's center line. A walkway made of metal grating with a pipe handrail is located along the west side of the tunnel, raised a foot or so above the tunnel floor. Short tunnels, approximately 5' in length, run at right angles from the main tunnel to six of the tanks. There is a longer tunnel (about 32' in length) which runs to tank 7. Various pipes run along the east side of the main tunnel. At the end closest to the pumphouse there are twelve pipes, whose diameters and contents are listed on a drawing (no. Z-N24-108) as follows:

- 1) 4" SLOP OIL
- 2) 6" UNFILTERED DIESEL OIL
- 3) 3" WATER DRAW
- 4) 6" FILTERED DIESEL OIL
- 5) 2" CENTRIF. PURIFIED D. OIL

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- 6) 6" DEFUELING OIL
- 7) 8" DIESEL OIL ISSUE
- 8) 6" LUBE OIL #1
- 9) 6" LUBE OIL #2
- 10) 4" SLUDGE DISCHARGE
- 11) 6" OVERFLOW LINE
- 12) 6" TUNNEL PUMPOUT

The walk-through portion of the tank tunnel (about 320' long) runs from tank 8 down to tank 1, but the pipes continue in a low arch-roofed tunnel to the pumphouse, which makes a slightly angled turn so that the pipes penetrate the pumphouse wall at a right angle. In the south wall of the pumphouse there is a porthole-like opening with a metal cover to this part of the tunnel.

The fuel tanks are cylinders of reinforced concrete, in two sizes: 100,000-gallon capacity or 25,000-gallon capacity. Two of the larger ones were designated as tanks for defueling (tanks 4 and 6) and the three other large ones were tanks for diesel oil issue (tanks 5, 7, and 8). The larger tanks have a diameter of 42'-0" and an interior height of about 11'. A drawing (no. Z-N24-139) shows the walls of the tanks are constructed of 9"-thick reinforced concrete, then wrapped in sheets of wire mesh plus 27 bands of metal rods with turnbuckles, finished with an additional 3" of sprayed gunite, for a total thickness of 1'-0". The roof of each large tank is 8¼" thick, with at least 4' of earth fill above it. The 1'-3" thick concrete floor of each tank is slightly sloped toward the sludge discharge strainer. Each tank has twelve interior columns of reinforced concrete, 1'-2" in diameter, with conical capitals.

Two of the smaller tanks were designated for different types of lube oil (tanks 1 and 3). The third one (tank 2) was for slop oil. The three smaller tanks have a 24'-0" diameter and an interior height of 9'-1". The construction is similar to the larger ones described above, but most dimensions are smaller, except that the roof slabs are thicker, 10" instead of 8¼". A drawing (no. Z-N24-140) shows there are only four interior columns in the smaller tanks.

**Historical Context:** Part of the significance of all the fuel systems at Pearl Harbor, those built during or before World War II, is their collective contribution to the victory in the Pacific. Refer to HABS No. HI-389 for information on pre-1938 fuel facilities at Pearl Harbor. A summary of other WWII fuel facilities on Oahu is outlined briefly below, before the history of the diesel purification plant is discussed.

The other World War II fuel facilities at the Pearl Harbor Naval Base include the Red Hill fuel tanks and associated tunnels. The twenty huge tanks (100' diameter and 250' height) were built under a ridge between

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South Halawa and Moanalua valleys, at least 100 feet underground, for protection from bombing. The fuel pier (Facility H1-H4) is a more visible structure and the terminus of this Red Hill fuel system. Other parts of the system are located near the upper tank farm, including the underground receiving pumphouse (Facility No. 59) and adjacent surge tanks (Facility Nos. 1224 to 1227), plus the above-ground ballast tanks (Facility Nos. S 769 and S 770) and oil recovery pumphouse (Facility No. S 235). A pump-out pumphouse (Facility No. S 386) was built near Halawa Bridge, to allow drainage of the oil lines between the receiving pumphouse and the fuel pier. On Ford Island fuel tanks were installed underground; the 48 tanks (Facility No. S81) had a total capacity of 1.2 million gallons.

Other fuel facilities were built during WWII in outlying areas of Oahu. At Ewa Junction there was a joint Army-Navy tank farm, which had two 13,500-barrel concrete tanks (Facility Nos. S 26 and S 27), and two tank-truck loading racks (Facility Nos. S 30 and S 31), plus a gasoline-drum filling building (Facility No. 9, see HABS No. HI-410), and lots of room for storage of fuel drums. From Ewa Junction the fuel pipelines ran to the Ewa Marine Corps Air Station and Naval Air Station Barbers Point, as well as to Pearl Harbor and to Army installations. The Pearl City Fuel Annex was also developed as part of the joint Army-Navy War Reserve Gasoline Storage System, on Pearl City Peninsula (PCP) near the aviation fueling dock. The Navy built the tanks (now gone), pumphouse (Facility No. 85), and other buildings at PCP with the Army supplying the pumps and some other equipment (Richardson 1946: 232-233).

This diesel purification plant at Pearl Harbor mostly supplied submarines but also provided clean diesel fuel to other support activities on Oahu. The CPNAB report listed the parts of the plant as including:

- (a) Diesel oil purification equipment – complete
- (b) Three diesel oil issue tanks – 100,000 gals. each
- (c) Four diesel oil defueling tanks – 50,000 gals. each
- (d) One slop oil tank – 20,000 gals.
- (e) Two lubricating oil tanks – 20,000 gals. each  
(Contractors Pacific Naval Air Bases n.d.: A-631)

However, instead of four defueling tanks with 50,000-gallon capacity, two 100,000-gallon tanks for this function were built, as shown on the drawings for the facility. Apparently there was a change in plans on this and perhaps other items, since there is a note on the first sheet of the set that the drawings starting with number Z-N24-104 superseded the previous set that started with number N-N24-315. The drawings for the purification plant were prepared by the Fourteenth Naval District, with Clifford E. Paine signing the structural sheets as the Consulting Engineer. This is possibly the same engineer who is credited as the “Principal Assistant Engineer” for the Golden Gate Bridge (ASCE 2006). A drawing

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of the tanks (no. Z-N24-130) notes that their design is based on the Bureau of Yards and Docks standard drawing no. 207421.

Facility No. 60 was built in 1942-43 as part of the build up of the Submarine Base and fueling facilities at Pearl Harbor. When the diesel oil plant was designed North Road had not yet been straightened, and still followed the curve of the Oahu Railway & Land Co. (OR&L) tracks. A 1942 drawing (no. Z-N24-105) shows that the berm of tank 41, one of the large 1920s fuel oil storage tanks in the upper tank farm, had influenced the layout of the tanks that were part of the diesel oil purification plant. About the same time that this plant was built, the realignment of North Road required the removal of tank 41 and two other fuel oil tanks.

The rebuilding of North Road and the railroad track through the upper tank farm plus the construction of the diesel purification plant were part of the work awarded to the Contractors Pacific Naval Air Bases (CPNAB), a consortium of construction companies that greatly expanded the Navy's facilities throughout the Pacific during the early 1940s. Drawings show that the plant included the pumphouse room with the purification equipment, plus three diesel oil issue tanks, two diesel oil defueling tanks, two lubricating oil tanks, and one slop oil tank. The tanks and pumphouse were designed with connecting tunnels and pipelines.

The diesel purification plant had been designed before the December 7, 1941 attack and the onset of war gave impetus to the construction effort. The facility was designed to provide "about fifty percent more than the Submarine Base [then] estimated would ever be needed; however within a year it was found that the original construction should have been doubled" (Naval Supply Center 1945).

This purification plant had a complex system of pipes to receive contaminated diesel fuel, to move it around the plant and storage tanks, and to dispense the purified product to the combatant vessels. Pumps moved the fuel through the stages of processing and centrifugal purifiers removed water and other contaminants from the diesel oil. The plant included several types of storage tanks and three for issue to the submarines and other users. The structure was placed under four feet or more of earth cover for added protection, in the aftermath of the December 7, 1941 Japanese attack. The walls and roofs were not as thick as those with bombproof construction, which could withstand a direct bomb hit. This construction was of the splinterproof type, which was designed to protect against the "splinter" effect of large nearby bombs, including their shrapnel and other debris sent flying by the blast, as well as to provide protection from bullets or small projectiles during an attack. This plant was one of many other splinterproof facilities built about 1942-1944.

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Facility No. S946 is an arched-type splinterproof shelter which abuts the west side of the mound over the purification plant. The plot plan for the plant, dated September 29, 1941 (drawing no. Z-N24-104) notes that this site was to be the permanent location of a car and truck loading platform, but that it was "deferred pending removal of OR&L track." In the meantime a loading platform was to be built in a temporary location further north. This loading platform suggests that other users for the purified diesel fuel and lube oil were served by trucks and rail cars, and/or that supplies of unpurified diesel and lube oil were delivered by both of these means of transportation. The date of 10-21-42 inscribed over one entry of the shelter indicates that it was erected there soon after the ground had been leveled for the planned loading platform, and that the platform's "permanent location" was deferred permanently. This is an example of the competing needs for space at Pearl Harbor at the height of the construction activity there during WWII.

Although the supply activity at Pearl Harbor had jurisdiction over the diesel purification plant for most of its existence, when it was first built, the plant was listed on maps under "Industrial & Miscellaneous Buildings," along with Navy Yard facilities (Fourteenth Naval District 1943 and 1944). Starting in 1945 it was listed with Submarine Base facilities but under the cognizance of the Naval Supply Depot, Fuel Annex (Fourteenth Naval District 1945). The Naval Supply Depot became the Naval Supply Center (NSC) after WWII and sometime before 1963 the plant started being listed as a Supply Center facility (U.S. Navy, Bureau of Yards & Docks 1963: 3704). It was also in the period between 1951 and 1963 that the tanks of the plant received their own facility numbers. In the late 1990s the NSC was renamed Fleet & Industrial Supply Center. About the same time the diesel defueling pipes in the plant were apparently removed (drawing no. 7083566). The plant has since been abandoned and the tanks filled with sand.

**Sources:**

The drawings for this purification plant are on microfiche cards at the Plan Files of the Naval Facilities Engineering Command, Pacific. The original set of drawings by the Fourteenth Naval District for the diesel purification plant starts with number Z-N24-104 and goes through Z-N24-150, although a few of those drawing numbers in the middle are for related facilities, such as the foamite building (Facility No. 236). A few drawings for this facility were also prepared by Contractors Pacific Naval Air Bases, and are filed under number 7116 and 7118. Partial demolition of piping and electrical systems in the plant is shown on drawing nos. 7083566 and 7083608, respectively.

**ASCE**

2006 Website of American Society of Civil Engineers (ASCE), section on Joseph B. Strauss under "History and Heritage of

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Civil Engineering," at [www.asce.org/history/bio\\_strauss.swf](http://www.asce.org/history/bio_strauss.swf), accessed Feb. 9, 2006.

Contractors Pacific Naval Air Bases

n.d. *Technical Report and Project History, Contracts NOy-3550 and NOy-4173, Pacific Naval Air Bases*, Chapter XV, Red Hill. Microfiche of report in the library of the Naval Facilities Engineering Command, Pacific.

Fourteenth Naval District

1943 Navy Yard, Pearl Harbor, T.H., Showing Conditions on 30 June 1943. Drawing no. I-N1-167. Filed under RG 71 #1400-3-124, Cartographic Section, National Archives II, College Park, Maryland.

1944 Navy Yard, Pearl Harbor, T.H., Revision No. 1, August 1, 1944. Drawing no. I-N1-167A. In RG 71, at National Archives and Records Administration, San Bruno California.

1945 Navy Yard, Pearl Harbor, Oahu, T.H., Building List accompanying map Showing Conditions on 30 June 1945. Drawing no. I-N1-225. In RG 71, frame 64 on microfilm roll 1042, at National Archives II, College Park, Maryland.

1947 U.S. Naval Base, Pearl Harbor, T.H., Showing Condition on 30 June 1947. Map is Drawing no. I-N1-261 and Building List is Drawing No. I-N1-262. In RG 71, frames 77 and 78 on microfilm roll 1042, at National Archives II, College Park, Maryland.

Naval Supply Depot

1945 World War II Administrative History of the Naval Supply Depot, Vol. III / Pearl Harbor, T.H. Fuel Annex section of unpaginated typescript in Significant Supply Department Records, 1942-1945, Box 2; Records of the Supply Officer, Fourteenth Naval District, RG 181; National Archives and Records Administration, San Bruno, California.

Richardson, Robert C., Jr. (Lt. General)

1946 *History of Engineer Section, No. 10, Historical Review, Corps of Engineers, Vol. I, Covering Operations During World War II, Pacific Ocean Area*. Microfilm of report at University of Hawaii, Hamilton Library.

U.S. Navy, Bureau of Yards & Docks

1963 *Detailed Inventory of Naval Shore Facilities -- Real Property Data*. NAVDOCKS P-164, Volume IV, District 14. In archives

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of Naval Facilities Engineering Command at Port Hueneme,  
California.

Willbros Engineers, Inc.

1996 *Engineering Investigation to Clean and Abandon Diesel Purification Plant, FISC Pearl Harbor, HI.* Prepared for the Department of the Navy, Pacific Division, Naval Facilities Engineering Command, Contract No. N62742-89-C-0069. Report at Fleet & Industrial Center, Fuel Department.

**Project Information:** Commander Navy Region (COMNAVREG) Hawaii carried out the documentation of Facility No. 60 after the use of the diesel purification plant and related fuel tanks was discontinued and they were abandoned in place. The recording of historic information about this facility and its context significance will assist COMNAVREG Hawaii in the appropriate management of this facility. 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 2006 by Mason Architects.

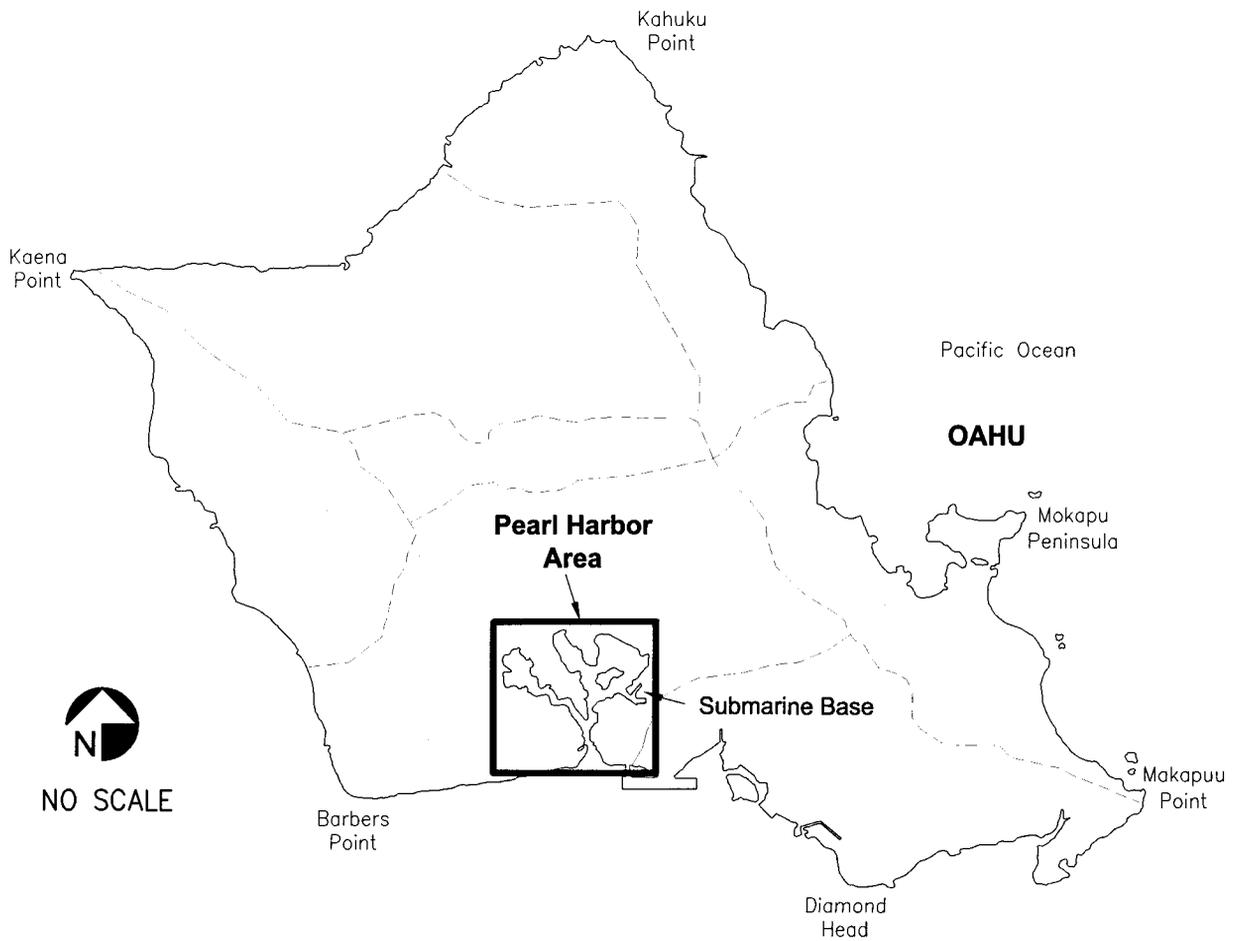
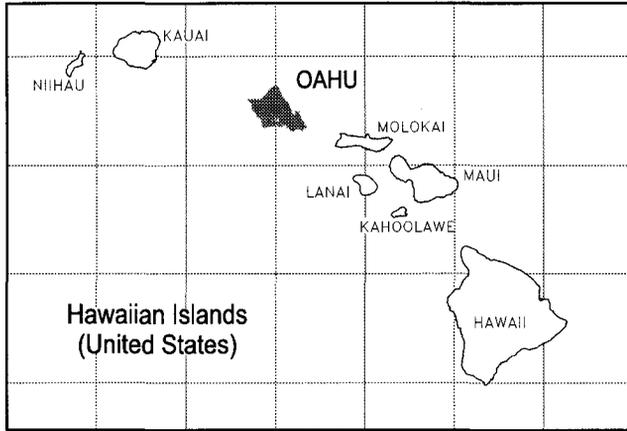
**Prepared by:**

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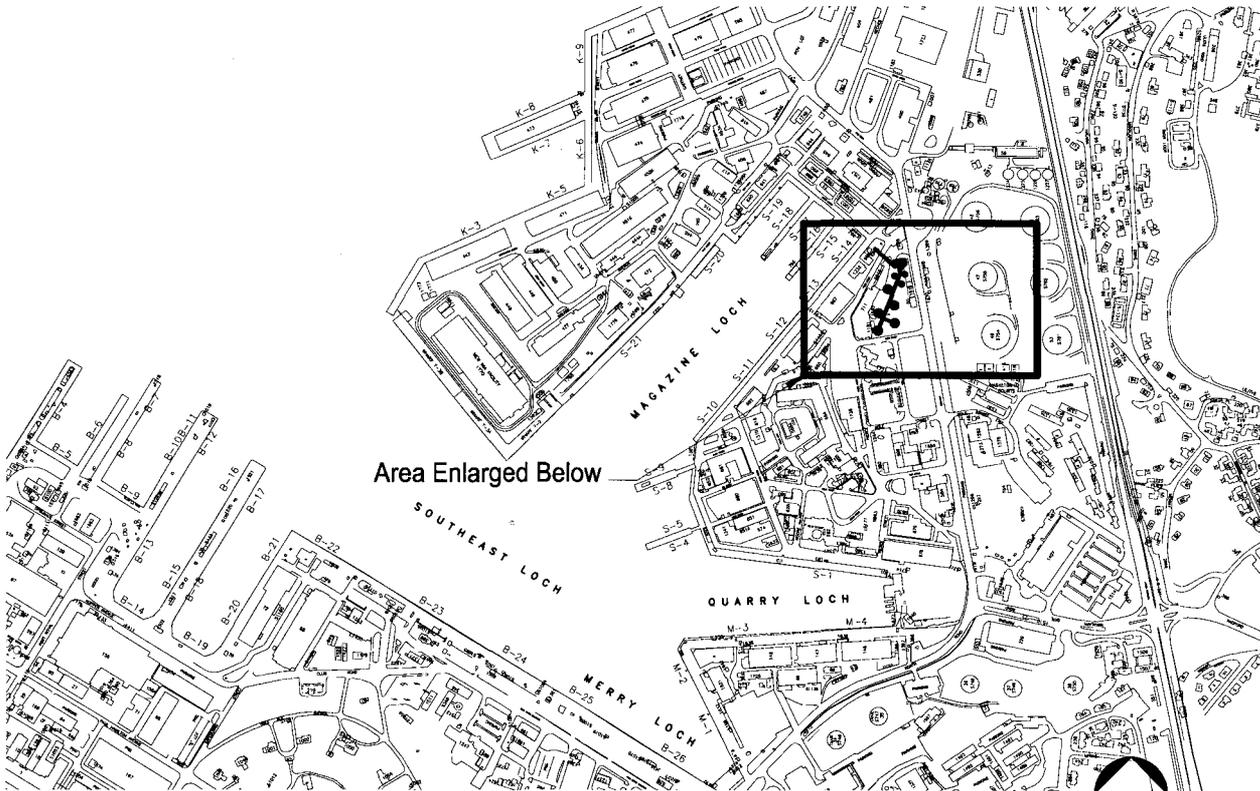
AMEC Earth & Environmental, Inc.  
3375 Koapaka Street, Suite F251  
Honolulu, HI 96819

Date of Final Report: February 2006

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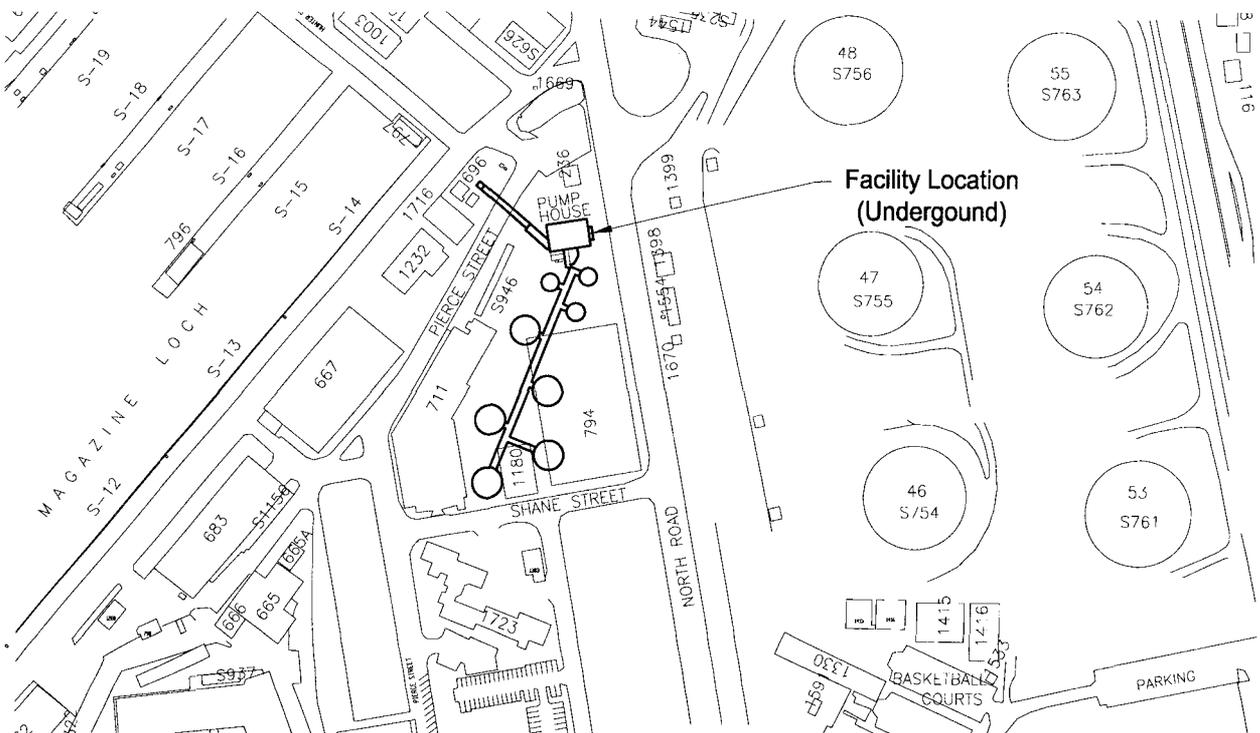


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**Vicinity Map**

**NO SCALE**

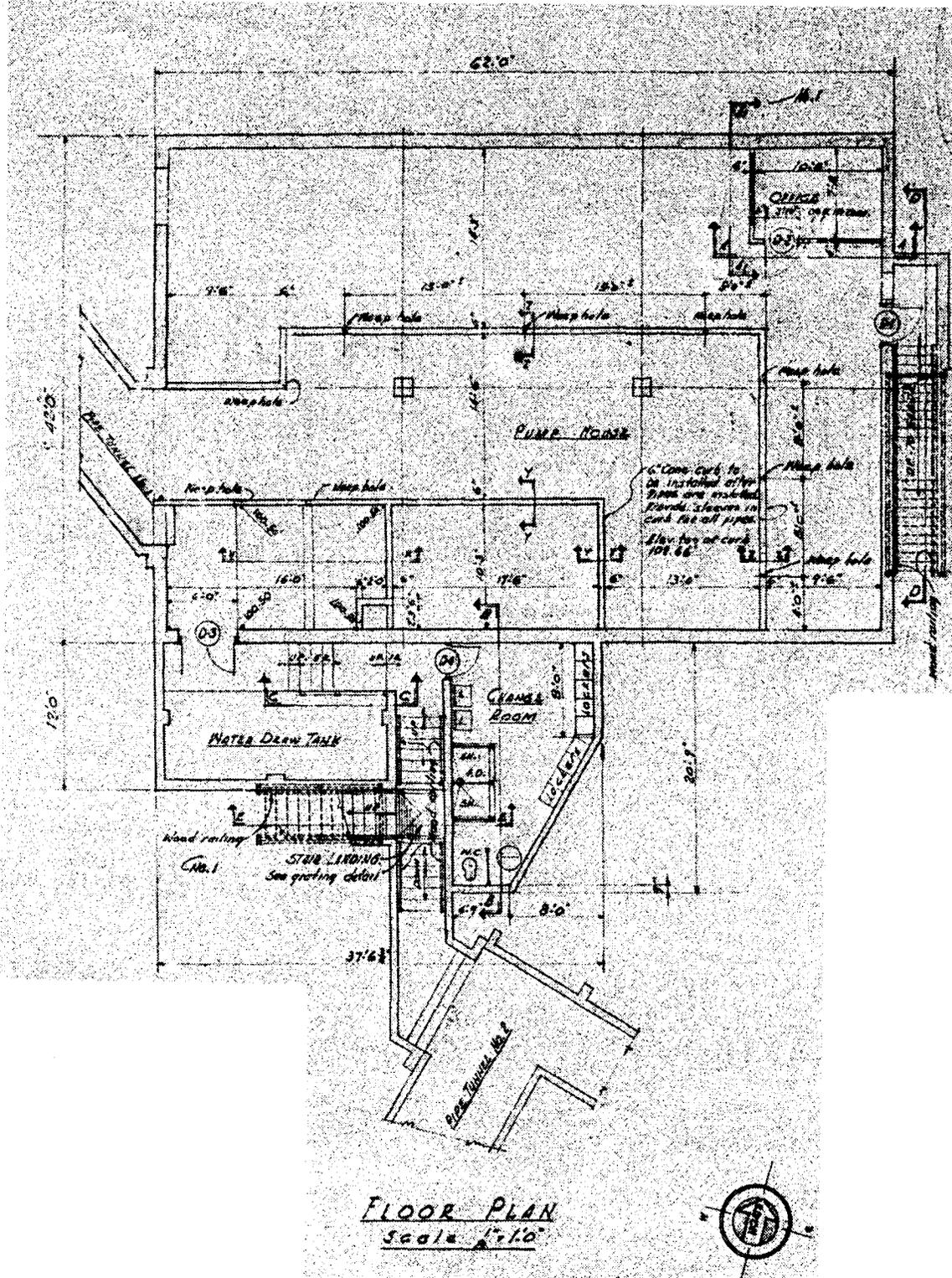


**Site Map**



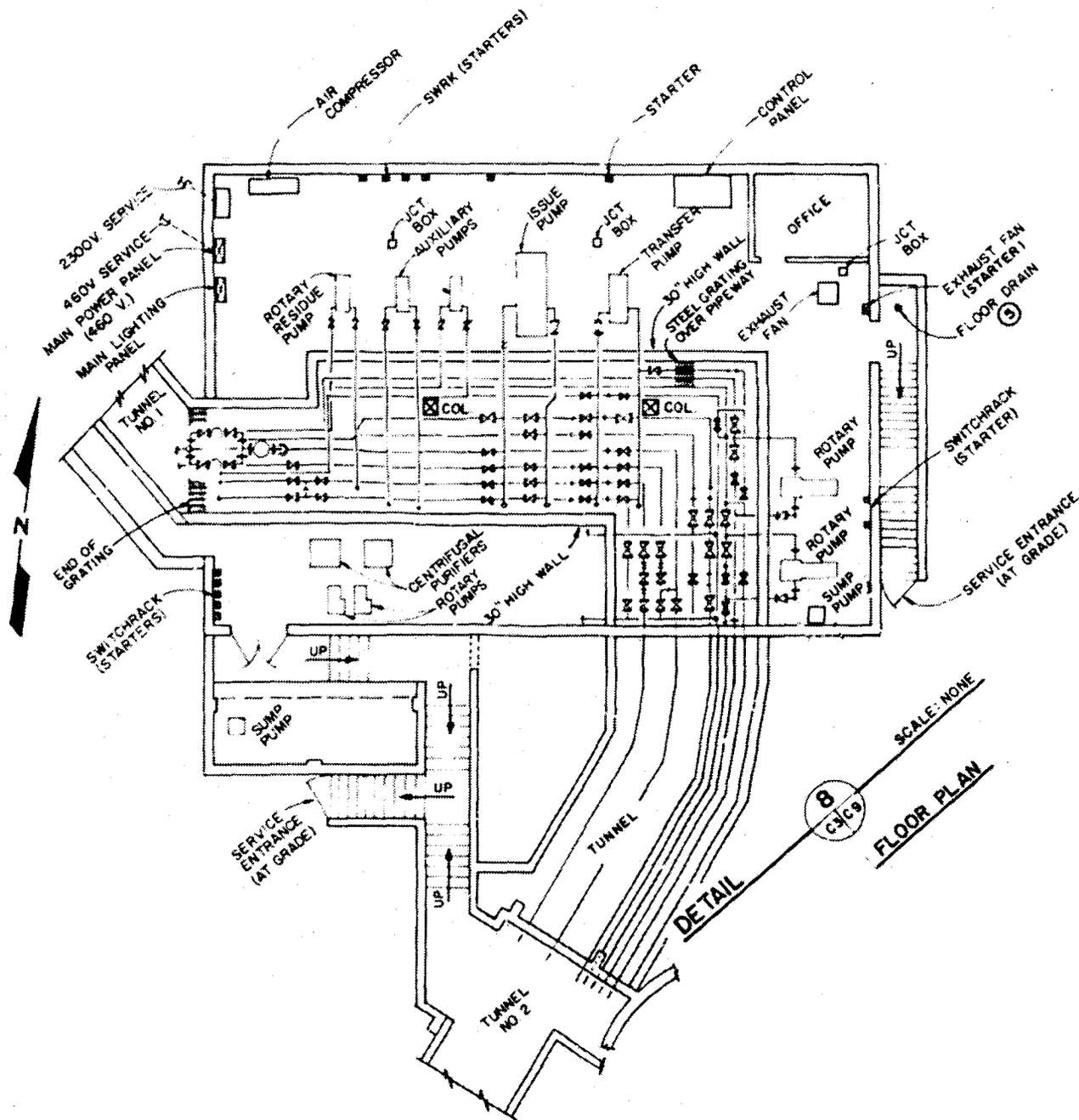
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Portion of Drawing No. Z-N24-129, dated March 22, 1943 (pumphouse floor plan)



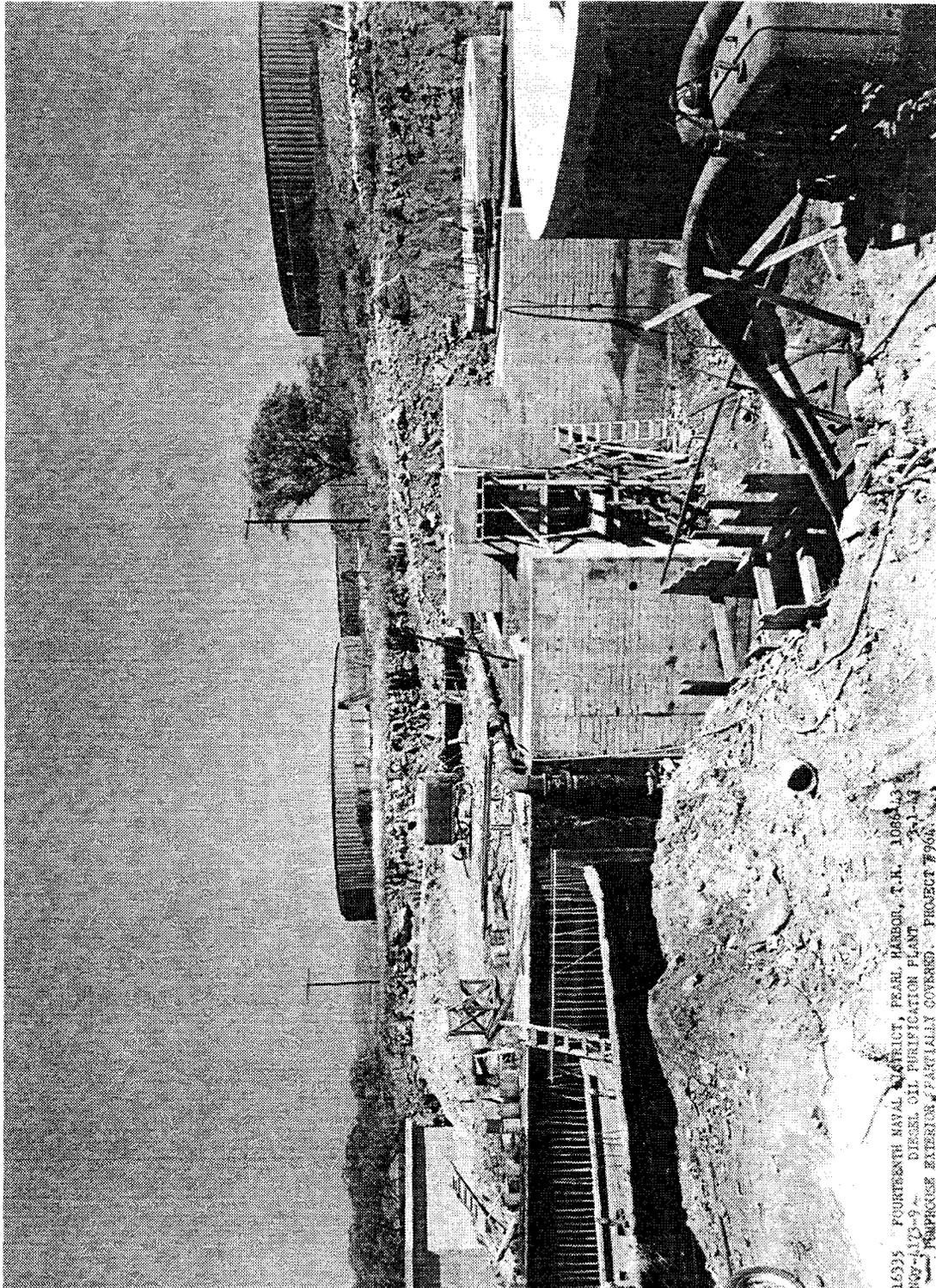
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Portion of Drawing No. 7083566, dated June 30, 1988 (floor plan with pumps and piping)



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**Pumphouse exterior during construction, dated March 1, 1943**  
(Source: National Archives II, in RG71CB, photo no. 16335)



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**Pumphouse interior during construction, dated March 1, 1943**  
(Source: National Archives II, in RG71CB, photo no. 16333)

