

U.S. NAVAL BASE, PEARL HARBOR, TEMPORARY DRY
PROVISIONS STOREHOUSES
(U.S. Naval Base, Pearl Harbor, Naval Station)
(Operational Storage Buildings)
(Facility Nos. 146, 147 & 148)
Merry Point Wharf near North Street
Pearl Harbor
Honolulu County
Hawaii

HABS HI-414

HI-414

HABS

HI-414

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
PACIFIC WEST REGIONAL OFFICE
National Park Service
U.S. Department of the Interior
1111 Jackson Street, Suite 700
Oakland, CA 94607

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HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL BASE, PEARL HARBOR, TEMPORARY DRY PROVISIONS STOREHOUSES (U.S. Naval Base, Pearl Harbor, Naval Station) (U.S. Naval Base, Pearl Harbor, Operational Storage Buildings) (Facility Nos. 146, 147, and 148)

HABS No. HI-414

Location: Merry Point Wharf near North Road
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
Facility No. 146 4.609710.2361490
Facility No. 147 4.609790.2361500
Facility No. 148 4.609870.2361510

Significance: Facility Nos. 146, 147, and 148 are associated with the history of base development at Merry Point, and the expansion of storage facilities during the build-up to World War II. Merry Point, a triangular peninsula created in 1924, had been mostly open space until four storehouses were constructed there in 1940. These three remaining wood-framed warehouses are a distinctive type, with roof monitors that are more commonly seen in steel-framed shop buildings at this naval base. This grouping constitutes a distinguishable type of storehouse that differs from the other WWII storage facilities at Pearl Harbor. All three buildings are contributing elements to the Pearl Harbor National Historic Landmark.

Description: Facility Nos. 146, 147, and 148 are aligned along the north side of Merry Point, close to the berths M3 and M4 which are the south boundary of Quarry Loch. The storehouses are mostly surrounded by paving. There is a narrow space, about 5'-wide, between their south walls and either a concrete retaining wall or the steep bank excavated from the natural rock outcropping on Merry Point. At about the middle of Facility Nos. 146 and 147 concrete steps lead up to the level of Facility No. 88, which is located on the slight rise to the south of these storehouses. Facility No. 89 is on slightly higher ground to the east of Facility No. 88 and south of Facility Nos. 147 and 148. Vegetation growth is not always kept under control in the narrow strip between these two rows of buildings, and sometimes vines spread under the eaves of Facility Nos. 146 and 147. As is typical around wharfs, the area is secured by fencing, usually a chain link fence with barbed wire at the top; however, portions of the fence along North Road and along the north side of Facility No. 148 are composed of vertical wood boards with lava-rock base and piers. There are two electrical substations (Facility Nos. 1638 and 1639), built in 1982, located near the northwest corners of Facility Nos. 146 and 148. A 1943

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transformer station (Facility No. S1140) is at the west end of Facility No. 146.

In architectural form, the overall shape, especially the tri-partite roof, of these storehouses more closely resembles the early shop buildings erected at Pearl Harbor. The distinctive roof shape, with central gabled monitor above the flanking shed-roof sections, is not used in other warehouses at this installation. Otherwise, the buildings are fairly standard. Facility Nos. 146, 147, and 148 are one-story rectangular-plan structures. All three are approximately 35' tall and 100'-0" wide, two bays in width, but their lengths vary. All were built using a standard 16'-0" x 50'-0" bay. Facility No. 146 is 256'-0" and 16 bays in length. Facility No. 147 is 224'-0" and 14 bays long. Facility No. 148 is the longest with a length of 288'-0" and 18 bays.

All three storehouses have 4"-thick concrete slab floors with concrete footings 2'-0" square and at least 1'-4" deep under the center columns. The buildings have perimeter concrete curb walls supported by footings that are 1'-4" wide and at least 1'-0" deep. These storehouses have a wood-frame structural system with exposed wood trusses supported by wood columns spaced every 16'-0" down the side walls and center lines of the structures. The storehouses have approximately 12' of clearance up to the bottom chords of the trusses. All three storehouses have distinctive large monitors running along their gable roof ridgeline. The monitors are about 16' wide and rise about 8' above the main roofs' highest level. The siding and the roofing of the structures are metal panels. Originally, these were all corrugated, but Facility No. 148 has been reroofed with ribbed metal panels.

When first built, the exteriors of the storehouses were very similar in design, despite some differences due to varying lengths. Each building originally had three pairs of bi-parting wood doors on its north side wall, plus one such door pair in its east and west end walls. The door openings were 10'-0" wide and 11'-3" tall. The wood doors have all been replaced by modern metal doors (of varying sizes and types) or blocked up. The monitor roofs run the entire length of each building and were designed with triplet six-light fixed windows in every bay, along both sides. Most of these original wood-frame windows remain. In the lower portion of each building there were originally paired nine-light, wood-sash, sliding windows located in every bay across the south side, near the corners in each east and west end wall, and in every north-side bay except where doors were located. Many of these have been replaced or altered, often to accommodate air-conditioning units. All remaining windows have metal mesh security screening installed over them. Window changes over the years have also included cutting new window openings, as well as blocking up original ones. The openings under the eaves are another part of the ventilation design; these are covered by deteriorating wire screening.

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In 1944, the wall and windows on the north side of Facility No. 146 were removed, as well as every other column. Thus, new trusses had to be installed along this wall to carry the load across a 32' span, rather than the original 16' bay width. The triangular trusses project through the roof and are constructed of 8" x 8" timbers, 1"-diameter rods with threaded ends, and metal cap plates. In the mid 1970s a new wall and modern windows were reinstalled along the north side of this building.

A bulk storage addition to Facility No. 147, constructed of concrete masonry units (CMU), has been built abutting the east end of that storehouse, and also the west end of Facility No. 148, although there are no interior doors to the latter building. Other exterior alterations include the installation of solar panels on the northern part of each building's roof, a large open-sided addition on the south side of Facility No. 148 near its southeast corner, and smaller enclosed additions on some of the buildings' end walls.

The original interiors were generally open space, interrupted only by the line of columns down the center. Each building originally had one small toilet room, and Facility No. 147 had an office as well. The exposed trusses include a fairly simple truss shape in the monitor roof with more complex forms supporting the main roof sections on either side. The interiors have been greatly altered, and are further discussed in the following section.

Historical Context: See the report on warehouses (HABS No. HI-388) for an overview history of storehouses in Pearl Harbor. That report also lists the HABS numbers for other reports on Pearl Harbor storage buildings.

Merry Point was apparently chosen for the site of these storehouses because of its central location and available land. The Merry Point triangle had been created by landfill and construction of wharfs (Facility Nos. M1 to M4) in 1922, as part of the fuel facilities built by the Pan-American Petroleum and Transport Company (see HABS No. HI-389). Six structures were constructed on Merry Point in the mid 1920s, and two of them remain (Facility Nos. 88 and 89, see HABS Nos. HI-401 and 413, respectively). Since the other four facilities from the 1920s were mostly small, and since nothing additional was built in the following decade, most of the land area on Merry Point was open space in the 1920s and 1930s. Four temporary dry provisions storehouses were built on Merry Point in 1940. Several other structures were built on the peninsula during World War II, in addition to the four 1940 dry provision storehouses. These included a large Cold Storage Building and a large Transit Shed, as well as two splinterproof shelters and several small transformer stations. Only three storehouses remain of all these WWII Merry Point buildings. A map showing the Merry Point area in June 1945 is included with this report.

These storehouses for dry provisions were designed in late 1939, as part of the military build up prior to the U.S. entry into World War II. By this

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date World War II had started in Europe, and the U.S. Navy started expansion of its facilities in the Pacific. A November 1939 newspaper article noted that bids were soon to be opened for four temporary dry provision warehouses in the Merry Point area (*Honolulu Advertiser* 1939).

Because of the variations in the nomenclature used for this group of buildings, the buildings' historic name was carefully considered. The title blocks of the original drawings call the grouping the "Temporary Provisions Storehouses," while on the original site plan in that drawing set each warehouse is labeled "Dry Provision Storage Building." The newspaper article mentioned above terms them "dry provision warehouses" and describes them as temporary. It was decided to use the plural form in the historic name for the storehouses, since the definition of "provisions" means stocks or supplies of food. The term "dry" was included in the historic name because it describes the type of food stored in these buildings, especially in contrast to fresh food kept in cold storage buildings. "Dry provisions" were noted to include "rations" in a 1940s Navy history (Fourteenth Naval District [1945]: 39). Dehydrated and canned rations were the norm on Navy ships, except when a refrigerated ship was able to deliver fresh food items (Mitchell 2002). "Temporary" was used in this report's historic name to distinguish these wood storehouses from the permanent dry provisions warehouse (Facility No. 479, see HABS No. HI-434) built in 1942 of concrete on Kuahua peninsula. Before they were assigned facility numbers the four storehouses were assigned the letters A through D, for what became Facility Nos. 145 through 148.

Facility Nos. 146, 147, and 148 were built in early 1940 as part of the base development at Pearl Harbor prior to American entry in the war. These Merry Point storehouses were first under the control of the Shipyard's supply department. In December 1941 "all the food stocks were concentrated in the Merry Point area" (Naval Supply Depot 1945: 1). The supplies in these warehouses and others had to be carefully rationed after the December 7, 1941 attack, to prevent hoarding that could cause shortages. In addition to the staples, such as flour and milk, there was a great demand for coffee following the attack, since continuous alertness was necessary. It was not known how long replenishments of provisions and other items would take. "On Saturday, December 13, Navy Yard Puget Sound was requested by dispatch to furnish large quantities of dry provisions by first available transportation" to restock these storehouses (Navy Yard Supply Department [1945]: 2). Administrative control of these buildings was transferred to the Naval Supply Depot (NSD) by June 1943 (Navy Yard Supply Department [1945]: 18). Under the NSD these storehouses were among those used to provision the ships and the land-based Navy units fighting in the Pacific, as well as the shore activities in the Fourteenth Naval District. During WWII "the center of activity moved from Merry Point" to Kuahua (Naval Supply Depot 1945: 4).

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Throughout the entire war the matter of provisions was complicated by mainland shortages, shipping space, storage facilities, and an unprecedented demand for food. An extensive study of new foods or differently processed foods was made. Dehydrates were prized for their compactness and keeping qualities and the tendency was to overstock on these items in order to be prepared for emergencies. This policy was justified on at least one occasion when fresh potatoes were not available (Naval Supply Depot 1945: 1).

Facility No. 145 was one of the temporary dry provisions storehouses built in 1940. It was located south of Facility No. 146, not in line with the other three storehouses. It also differed from the other storehouses in having a "heat room," measuring 40'-0" x 20'-0", built in one corner. Apparently some of the provisions had to be kept warm. This storehouse was demolished before 1963 (Bureau of Yards and Docks 1963).

Many changes and additions were made to the other three storehouses in the years following construction. Each one has a different alteration history, and some changes are not documented. For instance, the dates that the sliding wood doors were replaced by roll-up metal doors and that the lean-to addition was built on the south side of Facility No. 148 are unknown. Similarly, it is not known when gutters were added to the south side of the buildings' roofs.

In 1944 drawings were prepared to convert Facility No. 146 to a transit shed. This involved adding exterior trusses to the north side so that alternating structural perimeter columns could be removed. The siding, framing, doors, and windows between the remaining columns were also removed, leaving the north side of the building mostly open. The wall on the toilet room remained. The term "transit shed" suggests this building was used for shorter-term storage, that is, to shelter materials just unloaded from or about to be loaded on ships at the adjacent wharf. Although the drawings indicate this use of Facility No. 146 started in 1944, the name change to "transit shed," on various Navy building lists, did not appear before 1951. On the 1951 building list both Facility Nos. 146 and 147 were called "transit sheds", although the latter building had not been modified like the former one (Fourteenth Naval District 1951). Facility No. 148 was listed as "Furniture Storehouse" at that date. All three were listed as transit sheds by 1963 (Bureau of Yards and Docks 1963: 3705).

In Facility No. 146 there was damage to the lower part of the wood columns, due to forklift collisions, dry rot, termites, or a combination of factors. Sometime before 1974, the lower sections of the north side and center columns in Facility No. 146 had been removed and replaced with wider concrete piers. Sometime between 1944 and 1974, wire mesh wall sections, wire mesh gates, and folding doors were installed to secure the north side of this building.

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In the mid 1970s the material on the north side of Facility No. 146 was replaced with new corrugated metal siding and modern windows, supported by new stud framing. A larger men's toilet room was also installed at this time, adjacent to the existing small one, which became the women's toilet. The mid 1970s drawings indicate that these changes were made to convert Facility Nos. 146 and 147 to shops, but they do not show other details of the conversion, such as the installation of equipment.

Facility No. 147 was also noted on the mid 1970s drawings as part of the shop conversion project, but Facility No. 148 was not. Sometime before 1982, however, the latter building was also converted to shop use. The alterations made to the buildings between the mid 1970s and 1982 were apparently made without drawings. Changes made include installing equipment, erecting interior partitions, and altering windows and doors. For instance the 1970s drawing of Facility No. 147 shows most original windows remaining on its south side, but a 1980 photo in the files of the State Historic Preservation Division shows that most of the windows on that side had been removed before that date. There were also some small additions to the buildings. A small concrete X-ray vault was built projecting out of the Facility No. 148's north side, but this was removed sometime after 1984.

There were numerous interior changes in Facility No. 146. Locker rooms were built on the west side of the toilet rooms. Other partitions were installed to create spaces for offices, selected shop functions, and tool storage, mostly along the south and west walls. There was a spray booth with a trapezoidal plan created on the east side of the building. Various machines, such as lathes and grinding equipment, were installed in the remaining open space.

The alterations that followed the conversion from storehouses to shops changed the interior character from flexible, undivided storage space to buildings filled with fixed equipment and numerous small enclosures. The sense of clutter is heightened because the enclosures were built with a wide variety of partition materials. Reflecting the use conversion, these buildings came under the control of Naval Station by 1978, rather than under the Naval Supply Center (Pacific Division, Naval Facilities Engineering Command 1978: A-12).

In 1982 another remodeling was done to all three storehouses when they became part of the Shore Intermediate Maintenance Activity. This project also involved the construction of a new building and a very complicated phasing schedule. The buildings' interior divisions were altered to accommodate new work areas, offices, classrooms and lockers. Several emergency eyewash and shower stalls were added, new machinery was installed, and some existing equipment was rearranged. As part of this alteration work, a small bulk storage shed was built on the east end of Facility No. 147, abutting Facility No. 148. Solar water heating panels were added to the roofs of all three facilities. Several new doors were

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installed, especially on the south sides of Facility Nos. 147 and 148. Exterior changes also included the installation of exhaust ducts between the windows in the roof monitors.

In 1997 repairs were proposed for Facility No. 147, which included replacing termite-damaged wood, installing weatherproof materials on the interior of the south wall, and constructing a 24"-high retaining wall of CMU along the southeast half of the building (Yuen 1997). This project was apparently never undertaken, since the drawings for this project are not on file at the Plan Files of the Naval Facilities Engineering Command, Pacific.

Sources:

The drawings for these buildings are on microfiche cards at the Plan Files of the Naval Facilities Engineering Command, Pacific. The original drawings are filed under numbers 137021 through 137027. During World War II some changes were made to Facility No. 146, as shown on drawing numbers N-N6-159 and N-N6-160. The 1970s renovation and alteration drawings set covers numbers 7008672 through 7008683. The drawings from the 1980s are 7040381 through 7040582, 7057910 through 7057939, and 7063913.

Bureau of Yards and Docks

1963 *Detailed Inventory of Naval Shore Facilities, Real Property Data.* NAVDOCKS P164. Copy available at Port Hueneme, NAVFAC Archives.

Fourteenth Naval District

[1945] World War II Administrative History of the Supply Activities of the Fourteenth Naval District. Typescript at the National Archives and Records Administration, San Bruno, RG 181/14ND/ Staff Hdqts/ District Supply Officer/ Box 2/ Folder "Vol. 1 – Supply in the 14th Naval District."

1951 Pearl Harbor, Oahu, T.H., (Building and Structure List), Showing Conditions on 30 June 1951. Drawing no. I-N1-322. Provided by Chester Muraoka of Waipio Point Degaussing Station.

Honolulu Advertiser

1939 "Navy Plans to Spend \$700,000 on Construction Projects Here," *Honolulu Advertiser* Nov. 29, 1939, p. 1, c. 5.

Mitchell, Patricia B.

2002 "WWII Navy Food Remembered," interview of P.L. Anderson, Jr, on website www.foodhistory.com/foodnotes/leftovers/ww2/usn/pla/, accessed February 24, 2006.

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Naval Supply Depot

1945 World War II Administrative History of the Naval Supply Depot, Vol. III / Pearl Harbor, T.H. Provisions Division 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.

Navy Yard Supply Department

[1945] History / World War II / Supply Department / Navy Yard, Pearl Harbor, T.H. Typescript at the National Archives and Records Administration, San Bruno, RG 181/ 14ND/ Staff Hdqts/ District Supply Officer/ Box 2/ Folder "Vol. IV – The Supply Dept. of the Navy Yard."

Pacific Division, Naval Facilities Engineering Command

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

Yuen, Stanford

1997 Letter dated 21 Jan 1997 to Mr. Michael Wilson, State Historic Preservation Officer, from office of the Commander, Naval Base Pearl Harbor, regarding proposed structural repairs to Facility No. 147. In files of State Historic Preservation Division, Department of Land and Natural Resources, State of Hawaii.

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

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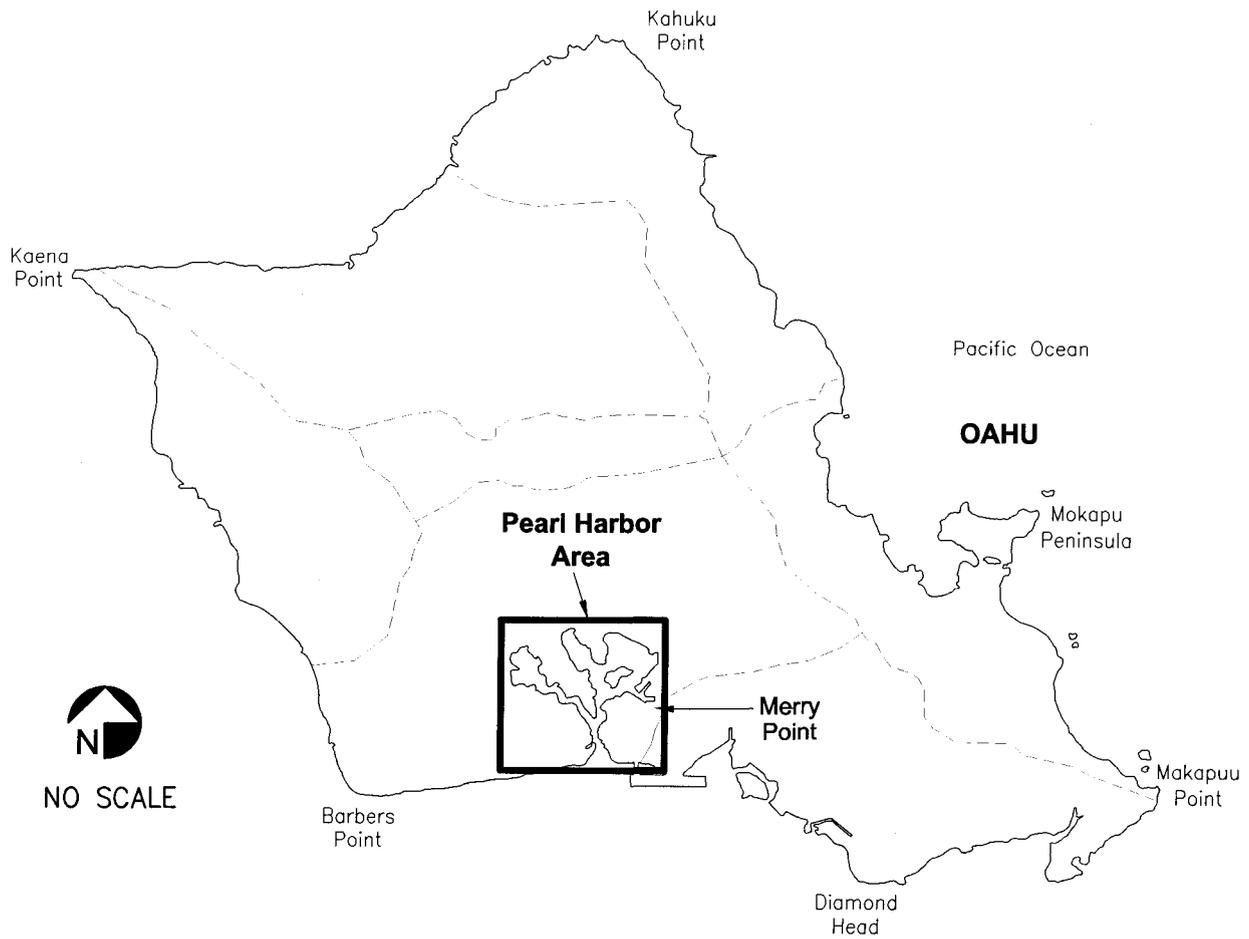
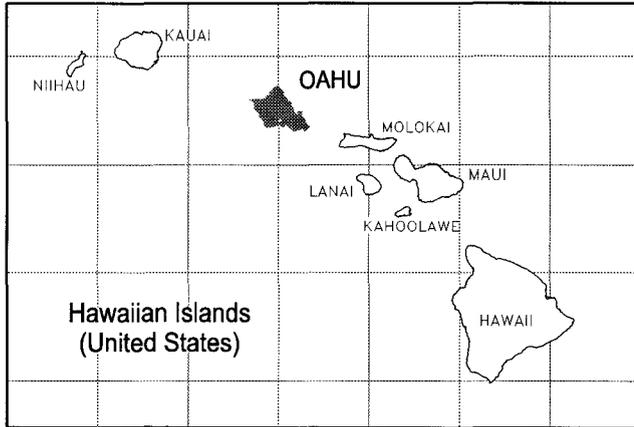
Prepared by:

Mason Architects, Inc.
119 Merchant St., Suite 501
Honolulu, HI 96813

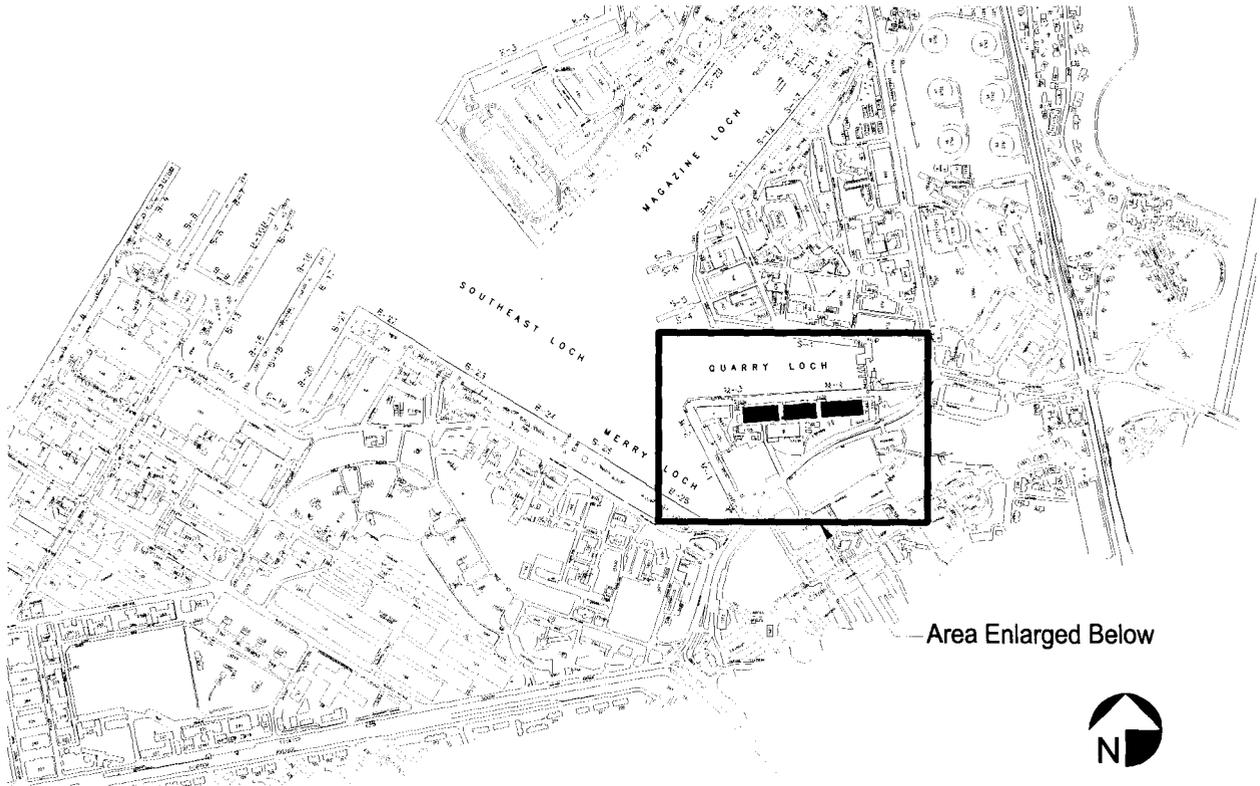
AMEC Earth & Environmental, Inc.
3375 Koapaka Street, Suite F251
Honolulu, HI 96819

Date of Final Report: February 2006

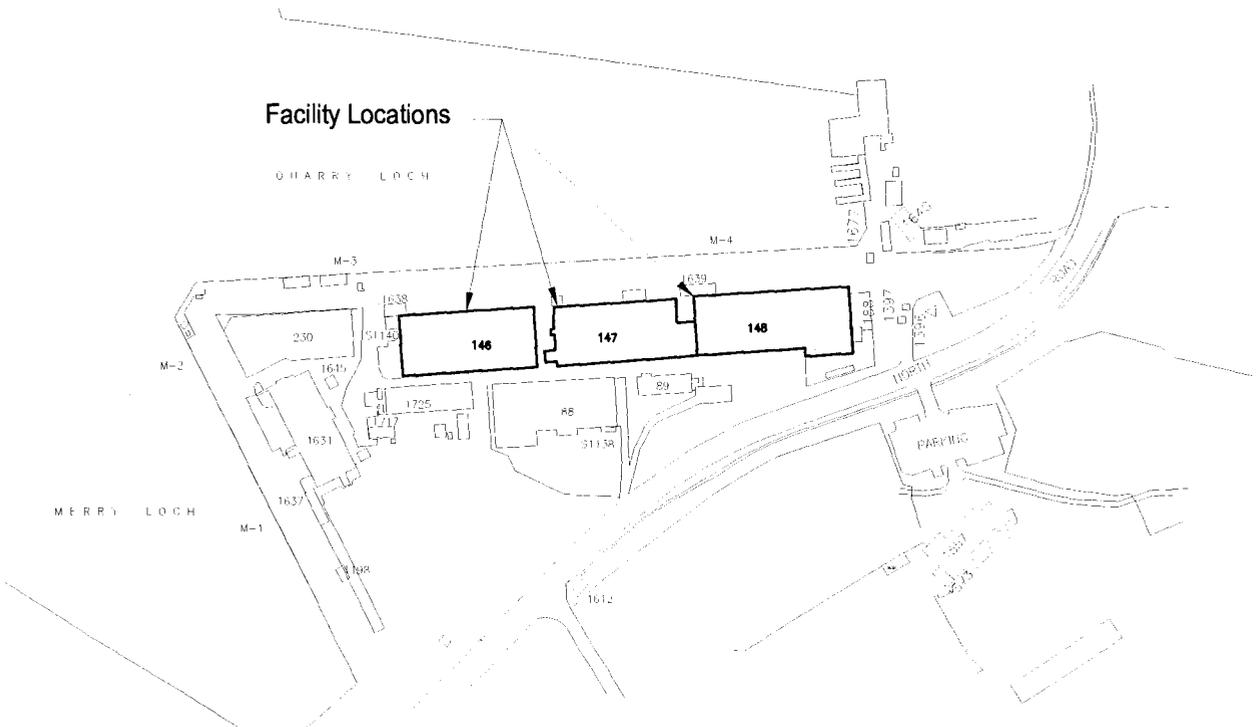
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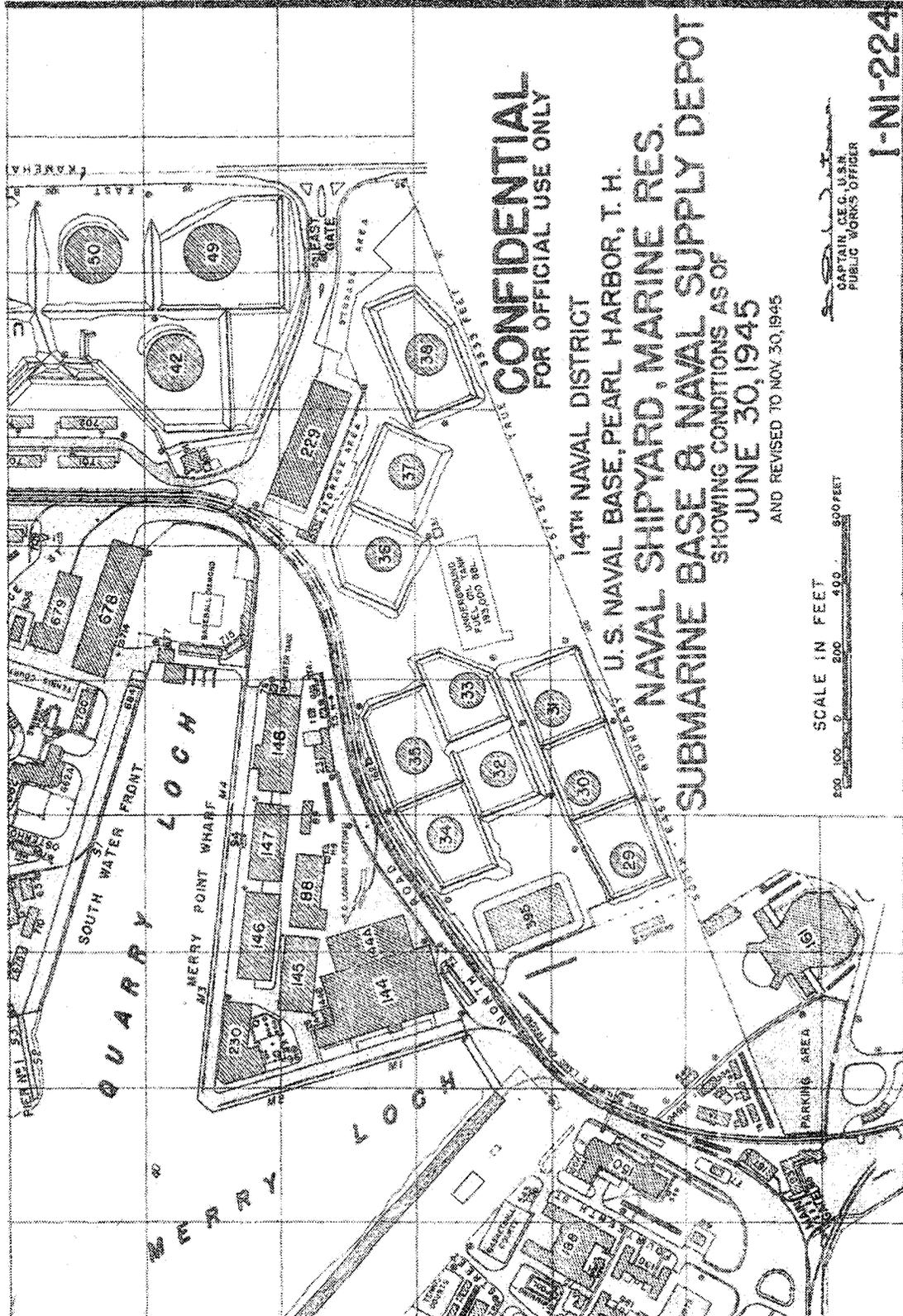
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Site Map

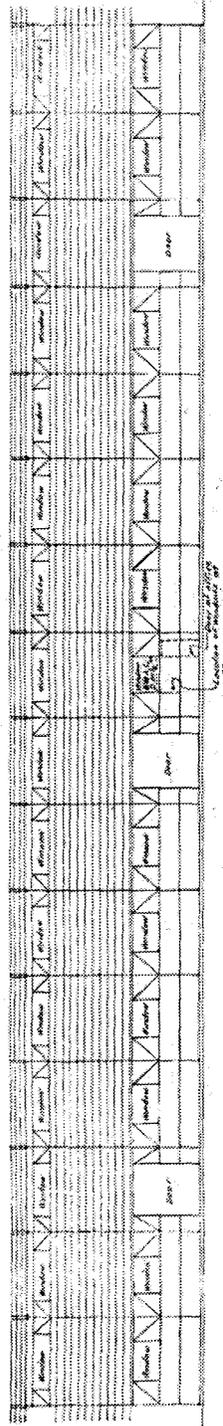
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Portion of Drawing No. I-N1-224 (June 30, 1945 Map)

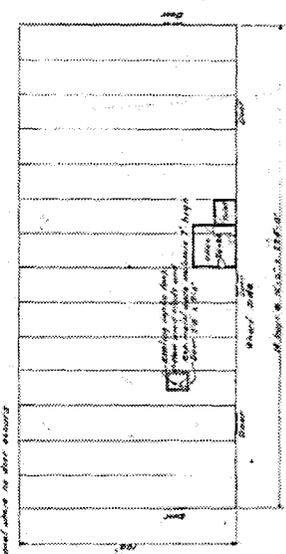


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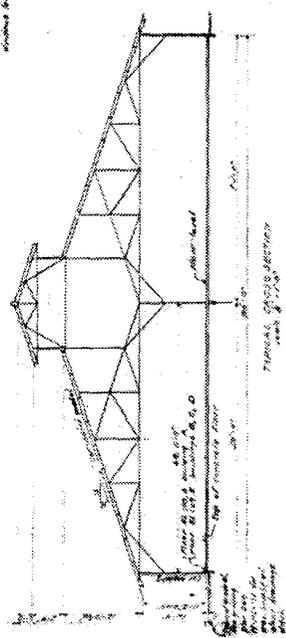
Drawing No. 137022, dated Nov. 30, 1939 (Typical Elevation, Cross Section and Plan)



TYPICAL SIDE ELEVATION FACING NORTH
 All building materials except the roof are of steel and wooden
 members located in every panel shown in this elevation



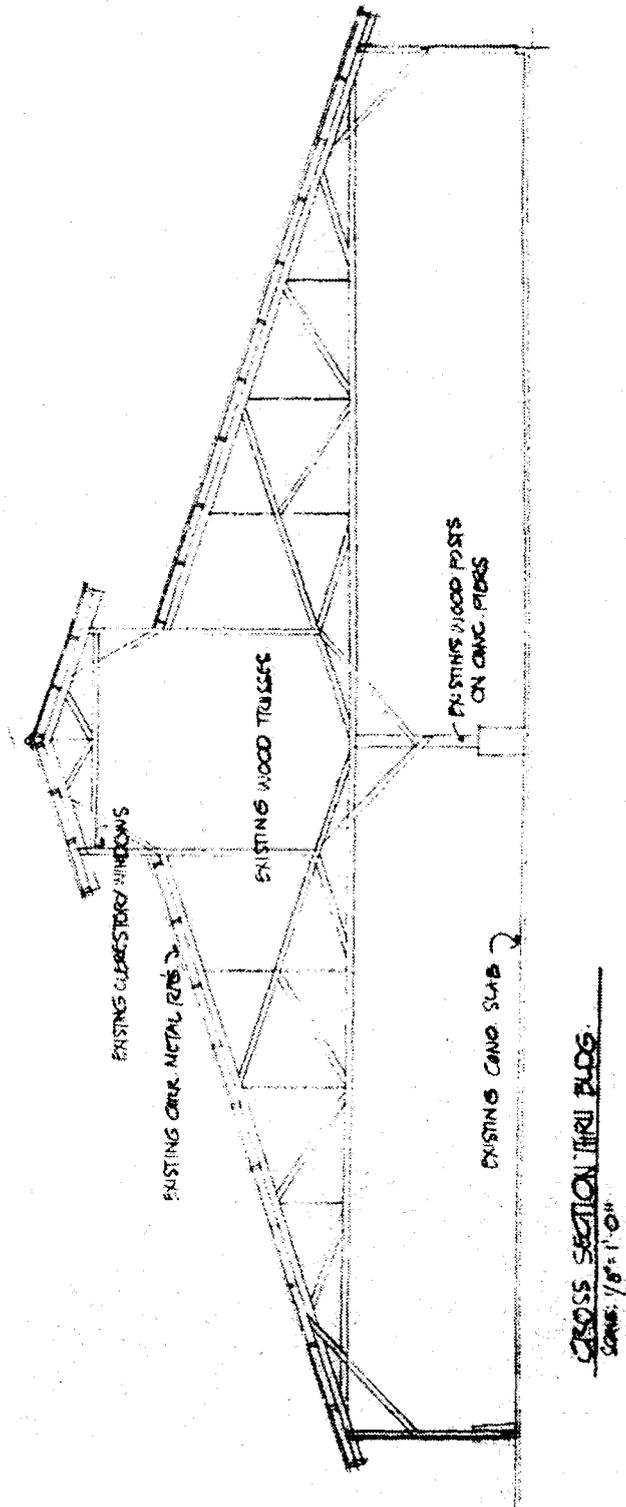
PLAN OF SECTION C
 Scale 1" = 20'-0"



TYPICAL CROSS SECTION
 Scale 1" = 20'-0"

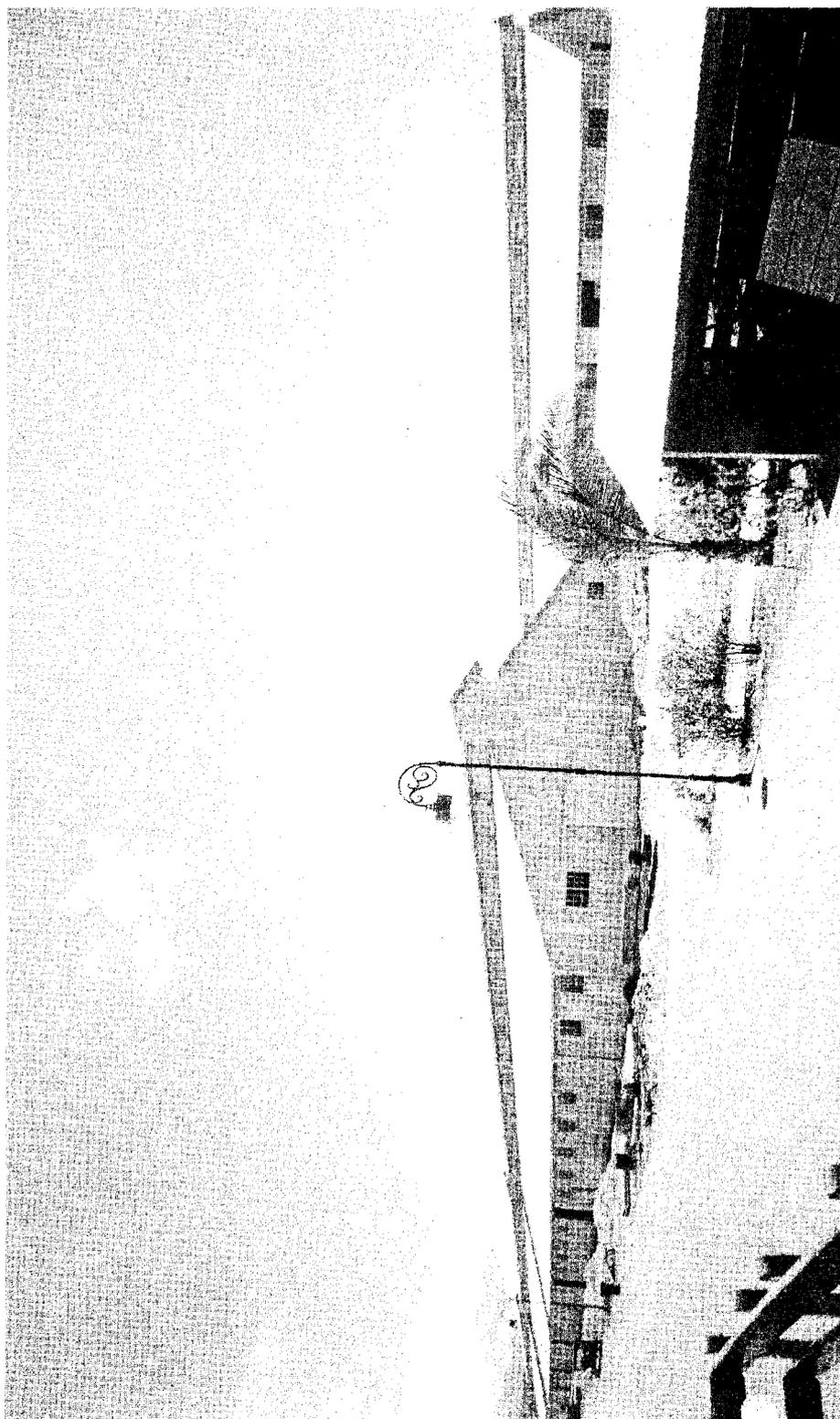
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Portion of Drawing No. 7008673, dated September 29, 1974 (Fac. 146, Cross-Section)



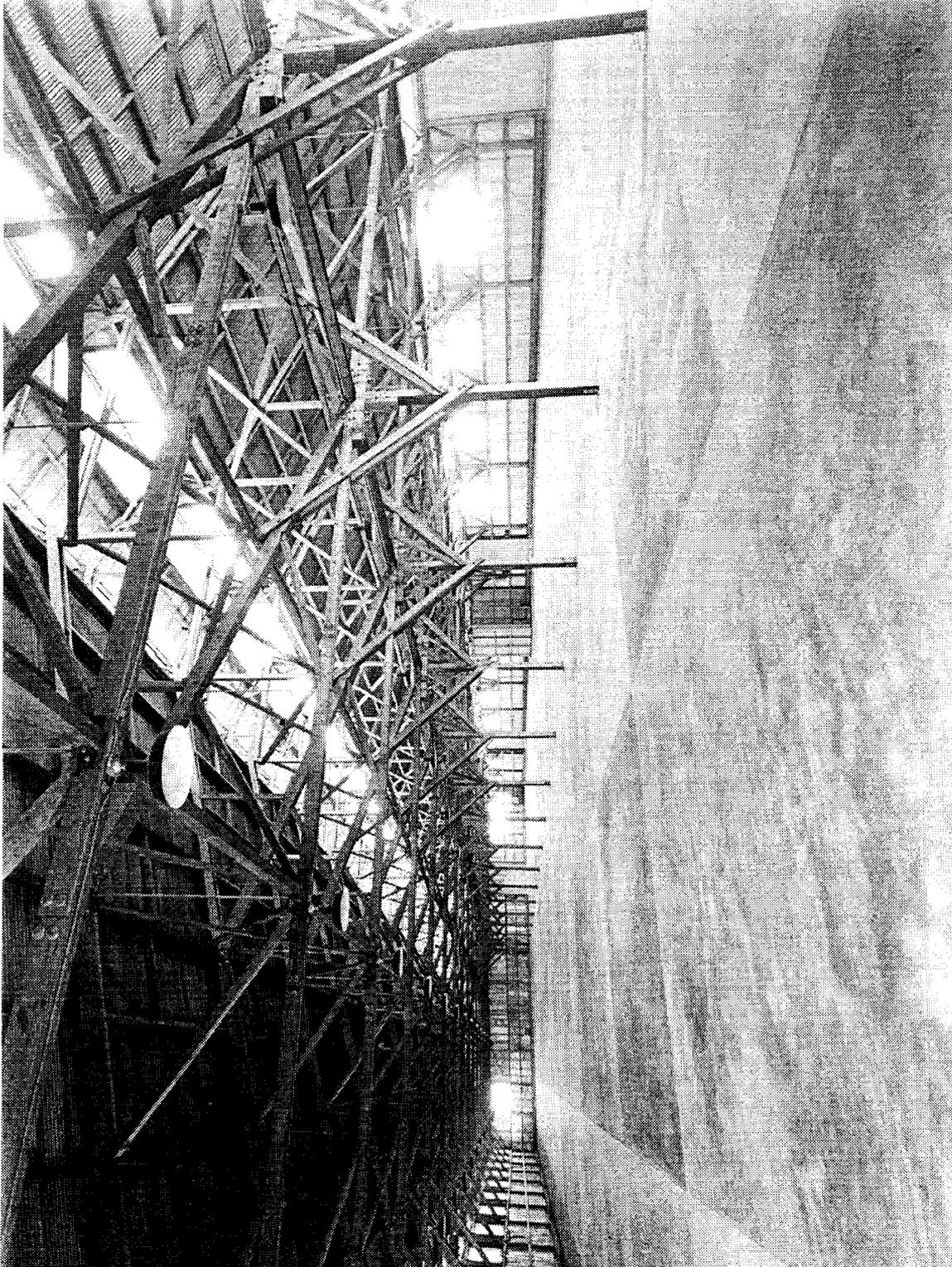
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View of storehouses at completion, dated 10 July 1941
(Source: National Archives II, in RG71CA, photo no. 13813)



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Facility No. 146 interior at completion, dated 19 April 1940
(Source: National Archives II, in RG71CA, photo no. 13621)



ADDENDUM TO
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PHOTOGRAPHS

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Historic American Buildings Survey
National Park Service
Department of the Interior
Oakland, California

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This report is an addendum to a nineteen page report previously transmitted to the Library of Congress in 2006.

Location: Merry Point Wharf near North Road
Pearl Harbor Naval Base
City and County of Honolulu, Hawai'i
U.S.G.S. Pearl Harbor, HI Quadrangle 1999 (7.5 minute series).
Universal Transverse Mercator Coordinates:

Facility No. 146	4.609710.2361490
Facility No. 147	4.609790.2361500
Facility No. 148	4.609870.2361510

Present Owner: United States Navy

Present Occupant: United States Navy

Present Use: Storage, shops, office space.

Significance: Facility Nos. 146, 147, and 148 are located within the Pearl Harbor National Historic Landmark and are contributing elements. Originally built as temporary dry provisions storehouses, they are significant for their association with the history of base development at Merry Point and the expansion of storage facilities during the buildup of Pearl Harbor in the months leading up to World War II. These three remaining wood-framed storehouses are a distinctive type, with roof monitors that are more commonly seen in steel-framed shop buildings at this naval base. This grouping constitutes a distinguishable type of storehouse that differs from other WWII storage facilities at Pearl Harbor.

Report Written By Don Hibbard Architectural Historian
Mason Architects, Inc.
119 Merchant Street, Suite 501
Honolulu, HI 96813

Date of Report: October 2009

U.S. NAVAL BASE, PEARL HARBOR, TEMPORARY DRY PROVISIONS STOREHOUSES
(U.S. Naval Base, Pearl Harbor, Naval Station)
(Facility Nos. 146, 147 and 148)
HABS No. HI-414 (Page 21)

PART I. DESCRIPTION

Facility Nos. 146, 147, and 148 initially were constructed following similar designs, with their length being their distinguishing variation. In 2009 the facilities remain on the exterior remarkably similar in character, readily recognizable as a single building episode, even though they have experienced individualized alterations to their fenestration and doorways. The interiors have undergone extensive remodeling and differ considerably one to the other.

Of the three buildings, Facility No. 146 deviates the most from the other two in its exterior appearance, a result of the reworking of the north wall in 1944 and in 1975, as discussed in the original report. However, of the three facilities, No. 146 appears to have undergone the least interior modifications as it continues to function as a warehouse. It retains its large open space, although this has been divided into two sections with an expanded steel mesh screen partition running the width of the building between the sixth and seventh bays from the east end. This mesh screen wall secures and demarcates the two separate warehouse functions at the east and west ends of the structure. The east end warehouse is six bays long, and its open space contains two diminutive partition-walled structures. An office constructed of concrete block extends approximately 22'-9" into the space from the east wall. Originally a spray booth, this trapezoidal shaped structure has 10' high walls and a flat roof. The initial 3'-10" of its south wall commences at a right angle with the building's east wall before skewing inward at approximately a forty five degree angle, causing the office to have a mere 7' wide presence at its furthest penetration into the warehouse space. A single, standard hinged door in the angled south wall provides access to the office. The second structure in the warehouse space is an expanded steel mesh cage which is located at the northwest corner of the space, encompassing the fifth and sixth bays of the north wall and extending out into the warehouse approximately 34'. One pair of original wood framed sliding windows, each sash of nine panes, remains in the north end of the east wall of Facility No. 146. In addition, three sets of double stacked awning windows, each with a single pane, are located in the first three bays of the north wall. These awning windows are not original fabric, and neither is the 10'-0" wide x 11'-4" high metal roll up door located to the right of center in the east wall. The windows in the south wall of the entire building have been encased, although they are visible on the exterior.

The warehouse at the west end of Facility No. 146 is ten bays long. The fenestration at this end of the building, has been almost completely altered, with only one original pair of sliding windows, with nine pane sashes, remaining at the south end of the west end wall. A 10'-0" wide x 11'-4" high roll-up door located to the left of center in the west end wall allows access to the interior. In addition to the original sliding window, two double stacked awning windows also penetrate this end wall. Upon entering this storage space, there is an office immediately to the left. It is of double wall, stud construction, clad in masonite, and extends out from the north wall. It is about 12' high, rising to the bottom chord of the trusses and has a flat roof. Two hinged doors penetrate its south-side wall and access the two office spaces housed in this 32'-0" x 23'-6" structure. The warehouse space is also interrupted by a cage with a 2" x 4" frame supporting expanded steel mesh and masonite walls. The cage extends outward from the north wall about 29' and runs the length of the eighth and ninth bays from the west end. The south wall of Facility No. 146 is penetrated by a hinged door in the sixth bay from the west end.

Facility No. 147 is the shortest of the three storehouses and has been the most heavily modified on the interior. It was remodeled for office use with partition walls and dropped ceilings defining offices and corridors. Only painted areas on the reinforced concrete floor remain to remind visitors of the building's former shop function. On the exterior, the original doors no longer exist. Roll-up doors, similar to those in Facility No. 146, are located in the north side of the west-end wall of Facility No. 147, and also in the north wall's eighth bay from the west. Original sliding

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windows, similar to those in Facility No. 146, still remain in the north wall in bays nine, ten, eleven, thirteen and fourteen, counting from the west end.

Facility No. 148, the longest of the facilities, has also been partially modified on the interior by the construction of office spaces; however, it retains a substantially open warehouse area at its east end. It is the only building to retain a set of redwood sliding doors, which date from 1974 and are situated in the east end wall. Constructed of six-inch vertical tongue-and-groove boards, the double doorway is situated to the left of center, and an original pair of sliding windows, similar in design to those in Facility Nos. 146 and 147, is to the left of this doorway. Other original sliding windows are found in the north wall in the first, second, fifth, sixth, seventh, eleventh, twelfth, fifteenth and sixteenth bays from the east end of the building, and along the south wall for the first twelve bays from the east end. There is also one original window in the west wall, at the north end. On the interior, the south wall's initial twelve bays remain in original condition, having not been enclosed. The building's wall framing is evident here. The frame sits on a 2" x 4" on a five and one half inch high concrete sill. 4" x 4" posts carry the load of the building with 2" x 4" girts running the length of the wall at heights of 4'-0" and 7'-9" from the floor. The window frames, made of 2' x 6" boards rest on the upper girt. Diagonal braces, 2" x 4" in size, run from the tops of the window frames to the posts on either side. The window frames measure 7'-0" x 4'-3".

On the interior the twelve eastern most bays remain substantially as uninterrupted warehouse space, although two sets of offices extend into the space from the north wall. The one set of offices occupies the initial three bays from the east wall, and the other runs from the ninth through the twelfth bays. At the end of the twelfth bay, solid partition walls separate the western six bays from the larger open warehouse space. A doorway in the wall opens on a wide corridor which accesses three large rooms, which most recently were used as an outboard engine shop, a sail loft, and automated boiler control room.

In addition to the original sliding doors at the east end, the interior of Facility No. 148 is also accessed by four sets of metal roll-up doors found in the north wall at the fourth, eighth, and thirteenth bays from the east end, and in the south wall's fourth bay. Hinged, single wood doors are located in both the north and south walls' fourteenth bay.

The Pratt trusses with their subdiagonals, which support the gabled roof and monitor, remain intact in all three facilities.

PART II. HISTORICAL CONTEXT

For further information on the history of storage facilities at Pearl Harbor see HABS No. HI-388, U.S. Naval Base, Pearl Harbor, Warehouses.

Facility 146, 147 & 148 Origin of Contract

The planning of these buildings pre-dates much of the Pearl Harbor construction activity that occurred as a build-up to World War II. A large portion of the pre-war building activity resulted from the Navy's May 1940 decision to have the Pacific Fleet take up an advanced position at Pearl Harbor in response to Japan's expansion of its territories. The Fleet had previously been based on the west coast and this long term basing change caught the Pearl Harbor infrastructure coming up short of being able to furnish its needs. Original drawings for Facility 145, 146, 147 & 148 show that they were designed by the end of November 1939.¹ These

¹ Naval Facilities Engineering Command (NAVFAC) Pacific Division, Plan files drawings numbered 137021 to 137028, November 30, 1939.

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buildings were constructed in 1940. In August 1940 a contract (Number NOy 4173) was let to Contractors Pacific Naval Air Bases (CPNAB) for construction at Pearl Harbor Navy Yard (this included the area of Merry Point). CPNAB, a consortium of construction firms doing work for the Navy in the Pacific, did much of the pre-war and wartime construction at Pearl Harbor under this contract, which did not include Facility 145, 146, 147 & 148. They were planned and built (see page 3 of HABS HI-414) before this contract was let.

These dry provisions storehouses were designed by the Fourteenth Naval District. The title blocks of the original plans show the initials A.E. as the draftsman and that they were checked by H.P.C. The initials for the person in charge of the production of the drawings are not legible.²

Facility 146, 147 & 148 and the Merry Point Area Before and During WW II

When storehouses were initially planned at Pearl Harbor, they were intended to supply not just the base and the ships based there, but also the visiting U.S. fleet that held exercises in the North Pacific. Even before the December 7, 1941 attack, Pearl Harbor was being transformed into a major operating base that supported the whole Pacific fleet. These storehouses were constructed in 1940, during the pre-World War II build-up period, and built in clusters as part of a strategy to meet the growing demand for supplies related to providing better equipment and protection for the ships. To meet increased demand during World War II, warehouse space expanded more than five-fold between July 1941 and August 1945. At the end of World War II, there was more than five million square feet of covered storage space. Although largely utilitarian designs, the wood-frame construction was a wartime means of conserving critical materials.

Facility Nos. 146, 147, and 148 are located at Merry Point, on the waterfront fronting on berths M3 and M4. Merry Point is a triangular peninsula, which was made in 1922 from material dredged from Pearl Harbor. This era of Merry Point's development is closely associated with the "Teapot Dome" scandal, a notorious breach of civic trust which came to characterize the corruption associated with the presidency of Warren G. Harding (see HABS No. HI-389). The Merry Point peninsula and its wharves were constructed in 1922 as part of a larger Pearl Harbor fuel oil storage development project undertaken by the Pan-American Petroleum and Transport Company (PAPTC), owned by Edward L. Doheny. The work was performed to fulfill a condition of a non-bid lease (legal at that time) which was awarded by the Department of Interior to PAPTC for the oil fields at Elk Hills in California. Prior to the lease these oil fields had been set aside for the Navy as a fuel oil reserve, for emergency use in the event of war or some other crisis. In addition to improving Pearl Harbor's fuel oil facilities, Doheny also provided gifts and interest-free "loans" to the Secretary of the Interior, Albert B. Fall, which eventually led to the cabinet member's incarceration.

In addition to Merry Point's four fuel wharves (Facilities M1 through M4) PAPTC built free-of-charge sixty-two other Pearl Harbor facilities, primarily fuel storage tanks. At Merry Point the oil firm constructed two facilities, a lubricating oil storehouse (Facility 88, see HABS No. HI-401) and a barracks (Facility 89, see HABS No. HI-413), which are still extant. The Merry Point facilities represent six of the eleven facilities remaining at Pearl Harbor which are associated with this infamous episode in American history. In addition to the fuel facilities associated with the Naval Oil Reserve scandal, Facility No. 23, a diesel purification plant and foam pump house (no longer extant), was built in 1927 on Merry Point. Thus during the 1930s this relatively undeveloped area was dedicated to the handling of fuel.

² Ibid.

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With the commencement of World War II in 1939, the Navy began to build up its facilities in preparation for America's eventual entry into the conflict. Space for storage of all types of materials was at a premium and would remain so throughout the war. Merry Point, with its already developed wharves and significant open space, proved to be a practical and expedient location to meet the expanded need for storage facilities. Consequently, the Navy constructed four temporary dry provisions storehouses in 1940, Facility Numbers 145 (no longer extant), 146, 147, and 148, as well as a single-story, wood-framed cold storage building, Facility 144 (no longer extant).

On the morning of December 7, 1941, during the Japanese attack on Pearl Harbor, the USS *Castor* (AKS-1), a General Stores Issue Ship, was berthed at Merry Point wharf M4 next to Facility 147 & 148. The *Castor* had been ferrying cargo from the west coast to Pearl Harbor since May 1941, and in October had carried Marines to Johnston and Wake Islands. The *Castor* arrived at Pearl Harbor three days before the attack. Very shortly after the start of the Japanese attack, the *Castor* had her 3"/23 anti-aircraft guns and .30 machine guns in action against the enemy aircraft. The *Castor* was strafed by the attacking planes and maintained anti-aircraft fire against them until about 10:30 am when she transferred 284 rounds of 3"/23 ammunition to the USS *Neosho*, which had sortied from her original position at Ford Island and berthed astern of the *Castor* at wharf M3. The *Castor* sustained slight damage and no casualties during the attack. During the attack a lighter carrying a load of depth charges was moored alongside the *Castor*. As the attack began, personnel from the *Castor* removed the lighter's powder flag, which signaled that it was carrying explosives (possibly to prevent it from being targeted), and moved the lighter to wharf S1 across Quarry Loch from the *Castor*.³

The construction of these dry provisions storehouses and cold storage facility built out most of Merry Point's open space. As a result very little additional construction was done during World War II. In the course of the war, the only sizeable new structures to appear at Merry Point were Facility No. 230, a single-story, wood-frame transit shed, completed in 1942 (demolished 1985), and Facility No. 144A, an addition to the cold storage building, which was completed prior to the conclusion of the war in 1945.

These four dry provisions storehouses served their original function for most of World War II. However, the transformation of Kuahua Island, formerly the site of ammunition storage facilities, into a peninsula intended to house the Naval Supply Depot, resulted in the presence of a number of new storehouses there located in close proximity to the shore. Six pre-1930 ammunition magazines on the new peninsula (Kuahua) were converted to warehouses, and new construction included four large concrete buildings, about a dozen warehouses, four transit sheds, and a large cafeteria. One of the new concrete buildings was a four-story dry-provisions warehouse, Facility No. 479. The completion of this new building allowed Facility No. 145 to be converted to a cold storage facility in 1944. In that same year Facility No. 146 had its ocean-facing façade opened up, and it was made into a transit shed. Following the war, buildings 147 and 148 were also employed for transit purposes, although the ocean-front walls of these two buildings were not modified.

Facility 146, 147 & 148 and the Merry Point Area During the Cold War

At the conclusion of World War II and the outset of the Cold War, Merry Point was a well-established area at Pearl Harbor. At this time, the Naval Supply Depot was re-designated the Naval Supply Center (NSC), reflecting the diminished supply demands in the post-war period.

³ H.L. Wright [Commanding Officer, USS *Castor*], "USS *Castor*, Report of Pearl Harbor Attack," available from www.history.navy.mil/docs/wwii/pearl/ph31.htm internet, accessed August 24, 2009.

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Although Merry Point remained under the administration of the NSC, long range plans identified it for expansion of shipyard activities.

By 1951 both Facility Nos. 146 and 147 were called "transit sheds."⁴ Facility No. 148 was listed as "Furniture Storehouse" at that date,⁵ and all three were listed as transit sheds by 1963.⁶ During the late 1940s into the mid-1950s, supply activities plummeted to a post-World-War-II low, followed by an increase that reflected Pearl Harbor's role in the Korean War of 1950-1953. Supply operations at Pearl Harbor "contracted somewhat [after WWII] and then had to expand again for Korea, because it was the major Navy source of supplies for the forward area in Korea."⁷

During the early part of the Korean War Navy ships visiting Pearl Harbor were impressed by the level of service they received from the General Supply Depot in filling their needs of general stores, fresh and dry provisions, clothing and other items. These items were received at the Supply Depot for replenishing the fleet and various outlying bases. Dry provisions handled by the Supply Depot that would have been kept in Facility 146, 147 & 148 included; K-rations, canned goods, flour, coffee, powdered and evaporated milk. These types of staple foods, along with refrigerated and frozen items, required "about four large warehouses" at Pearl Harbor to maintain a stock sufficient for the needs of the fleet and bases.⁸

After the late 1960s, facility improvements at Merry Point focused on a growing maintenance and repair mission that overlapped with responsibilities at the Pearl Harbor Naval Shipyard. Building 146 was re-enclosed, as the former transit shed was converted into a shop building in 1975. Facility Nos. 147 and 148 were likewise given this new role. Reflecting this use conversion, these buildings came under the control of Naval Station by 1978, rather than under the Naval Supply Center.

In 1985, after three years of planning, Facility Nos. 146, 147 and 148 were upgraded and remodeled to support the Shore Intermediate Maintenance Activity (SIMA) project. This project substantially altered the functions of the interior spaces into new work areas, offices, classrooms, and lockers. It included lesser alterations as well. The Navy assigned depot-level maintenance to its shipyards, where overhaul and major refittings and repair occurred.⁹

The actual maintenance procedures undertaken at each of the buildings are difficult to determine, however the differences in equipment that each building contained, ca. mid 1980s, allows some informed speculation. Facility 146 contained a large amount of machine tools of the type typically found in a machine shop; lathes (18), milling machines (6), grinders (7), drill presses (6), as well as bandsaws, sandblast cabinets, hydraulic and arbor presses, metal shaper, engraving machine, heat treating furnace, bearing heating oven, and optical comparator. This indicates that Facility 146 was involved in general maintenance projects involving larger equipment. Facility 147, in contrast, contained a smaller compliment of typical machine tools as well as some more specialized equipment that indicates this facility was used

⁴ NAVFAC plan files drawing numbered I-N1-322, June 30, 1951.

⁵ Ibid.

⁶ Department of the Navy, Bureau of Yards and Docks, *Detailed Inventory of Naval Shore Facilities, Real Property Data, NAVDOCKS P-164*, (Washington D.C.: Department of the Navy, 1963), 3705.

⁷ Dr. John T. Mason, Jr., *The Reminiscences of Rear Admiral George W. Bauernschmidt, U.S. Navy (Retired)*, (Annapolis: U.S. Naval Institute, 1970), 325.

⁸ "Food for the Fleet," *Honolulu Advertiser*, October 7, 1951, The Hawaiian Weekly Magazine Section, 7.

⁹ Mark T. Sakaguchi, Lt. Cmdr. USN, "The Navy's Evolving Approach to Intermediate Level Maintenance in the Wake of the Decommissioning of the Fleet Tenders," available from www.globalsecurity.org/military/library/report/1997/Sakaguchi 1997, accessed on May 12, 2009.

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for optical and electronics projects, possibly rewinding electric transformers. It contained; a jewelers lathe, electronics workbench (6), ultrasonic cleaners (7), balancing machines (2), curing bake oven (3), paint spray booth(2), dynamometer, hydraulic bearing puller, varnish dip tank, transformer winder, as well as telescope and binocular collimators, and a lens cementing instrument. Facility 148 also had few typical machine tools and a number of more specialized equipment. It contained sheet metal shop with; a power shear, sheet metal fabricator, nibbling machine, and brake presses (4) which indicate that it was where sheet metal repair was carried out. Facility 148 also contained a sail loft and canvas shop with; sewing machines (3), and a seam sealer, which indicate fabric repair. This facility also had a pipe shop with pipe bending machines (3), and a welding shop with welders (4). In addition this building housed metal polishers (2), 600 and 1200 psi test tanks, acid storage and acid tank, and battery chargers (2). Facility 148 also seems to have been the site of an x-ray inspection function for non-destructive testing; it contained an x-ray machine, film processing tank, film dryer, and silver recovery unit.¹⁰

The Navy began merging selected shipyards with intermediate maintenance facilities in the late 1990s, establishing its pilot program for this post Cold War efficiency at Pearl Harbor.¹¹ The restructuring of the maintenance organization within the Navy accommodated a reduction in fleet size. At Pearl Harbor, the Navy consolidated the Pearl Harbor Naval Shipyard and the Naval Intermediate Maintenance Facility at SUBASE in 1998, taking the same action with the Puget Sound Naval Shipyard and the Naval Intermediate Maintenance Facility Pacific Northwest in May 2003.¹² As of early 2005, the Navy had realigned its fleet maintenance shore activities, including the merger of three shipyards, as seven Regional Maintenance Centers (RMCs). The RMCs were located in Norfolk, Virginia; Mayport, Florida; Ingleside, Texas; Bremerton, Washington; San Diego, California; Pearl Harbor; and Yokosuka, Japan.¹³

PART III. SOURCES OF INFORMATION

A. Architectural Drawings:

Historic drawings are available as electronic scans only, and can be viewed on the NAVFAC Pacific Plan File data base at Building 258, Makalapa, Pearl Harbor. Scans can be viewed and printed on 11" x 17" paper only.

B. Early Views:

Aerial photos are available at the National Archives and Records Administration, and the Admiral Furlong Collection at the Hawaii State Archives (HSA).

Additional photos are found in the U.S. Navy Seabee Museum Archives at Port Hueneme, CA.

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¹⁰ NAVFAC plan files drawings numbered 7040428, 7040434, & 7040440, September 29, 1982.

¹¹ Gregg K. Kakesako, "Navy mulls Pearl Harbor ship repair merger," *Honolulu Star Bulletin*, October 9, 1997.

¹² David Nagle, "Maintenance Pilot Program Merges Puget Sound Naval Shipyard, PACNORWEST IMF," available from www.navy.mil/search/display.asp?story_id=7504 May 19, 2003, accessed on May 12, 2009.

¹³ Vanessa Wood, "Navy's Regional Maintenance Centers Open," available from www.navy.mil/search/display.asp?story_id=17108 February 15, 2005, accessed on May 12, 2009.

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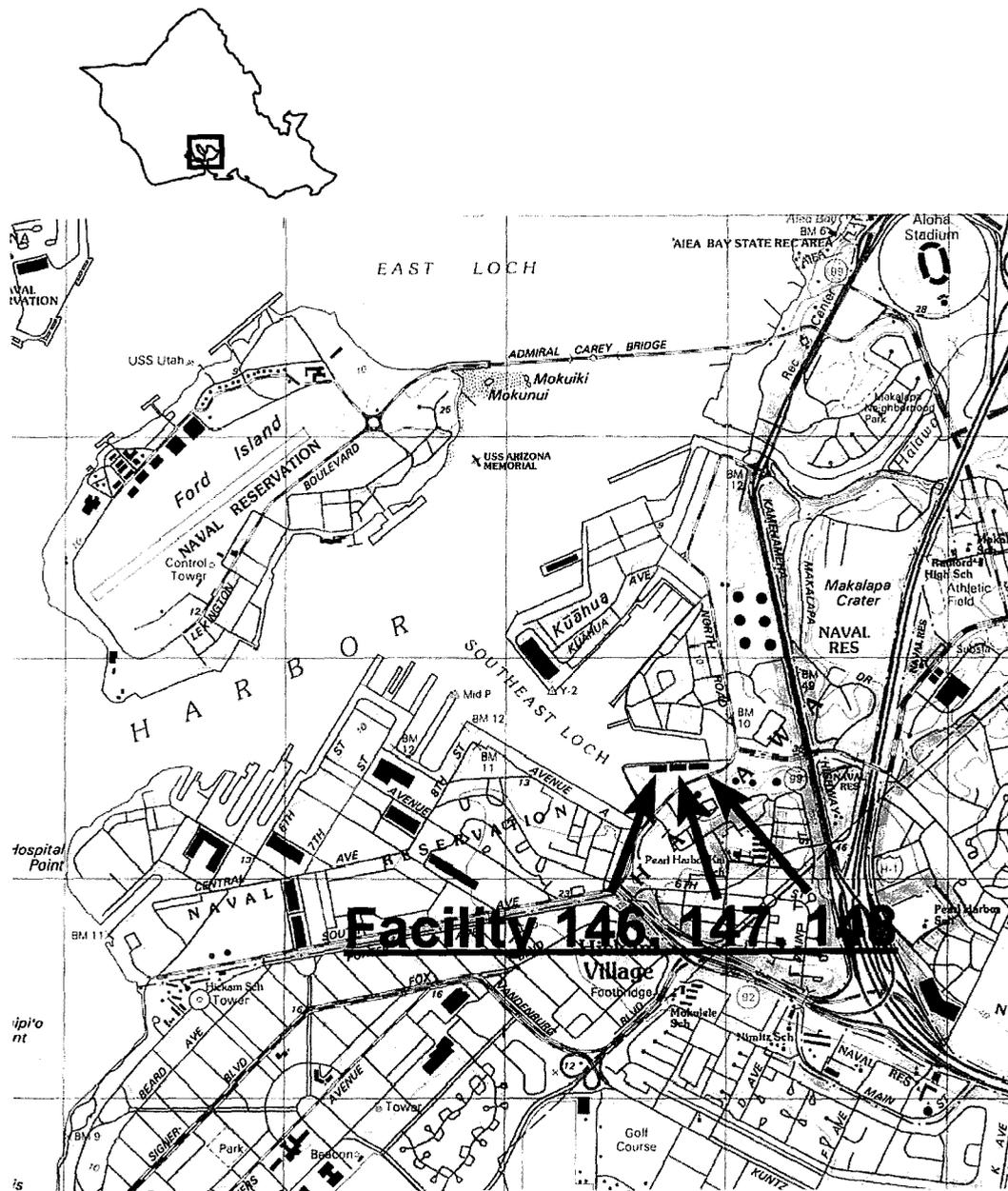
PART IV. PROJECT INFORMATION

The demolition of Facility Nos. 146 and 147 has been proposed by the Navy as part of the CNIC Demolition Footprint Reduction Program. Building 148 will not be demolished; however HABS documentation is required to record its condition prior to proposed alterations to the structure. This report was produced by Commander, Navy Region Hawaii (CNRH) to satisfy requirements under Section 110 of the National Historic Preservation Act of 1966 (NHPA), as amended, to make appropriate records of historic properties that would be substantially altered or demolished as a result of Navy action. Mitigation for demolition or extensive alteration under Section 106 sometimes requires HABS reports according to National Park Service (NPS) guidance. Section 101(a) of the NHPA requires that these records be deposited in the Library of Congress for future use and reference.

This report was prepared under a Historic Preservation Services contract (N62742-06-D-1869) awarded to Wil Chee Planning, Inc., the prime contractor, by the U.S. Navy, Pacific Division, Naval Facilities Engineering Command. This project is being supervised by Jeffrey Dodge, Historical Architect, NAVFAC Hawaii. The photographic documentation was undertaken by David Franzen, photographer. The field work and research was conducted for this report by Don Hibbard in December 2008.

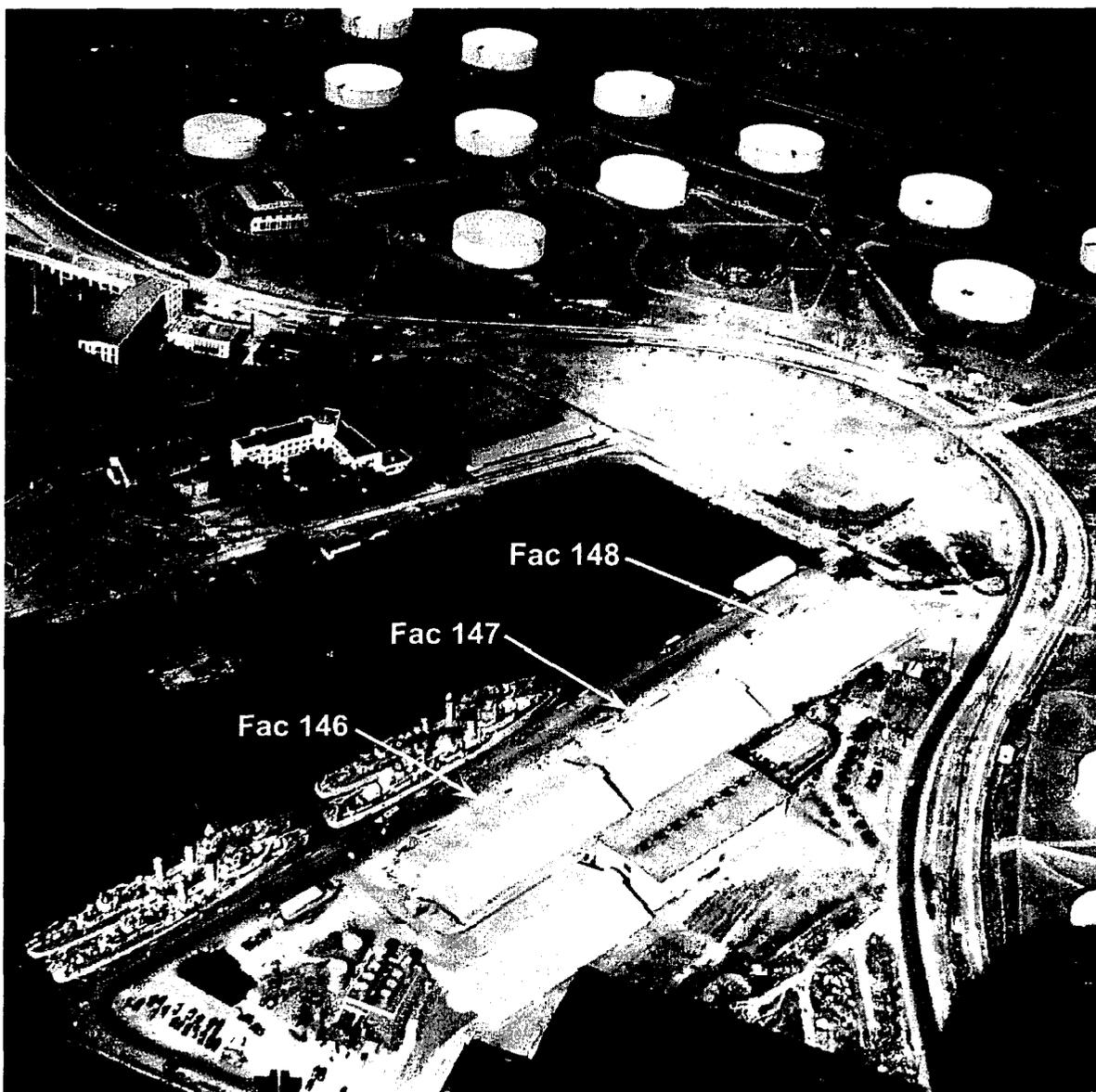
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Location Map, north at top.



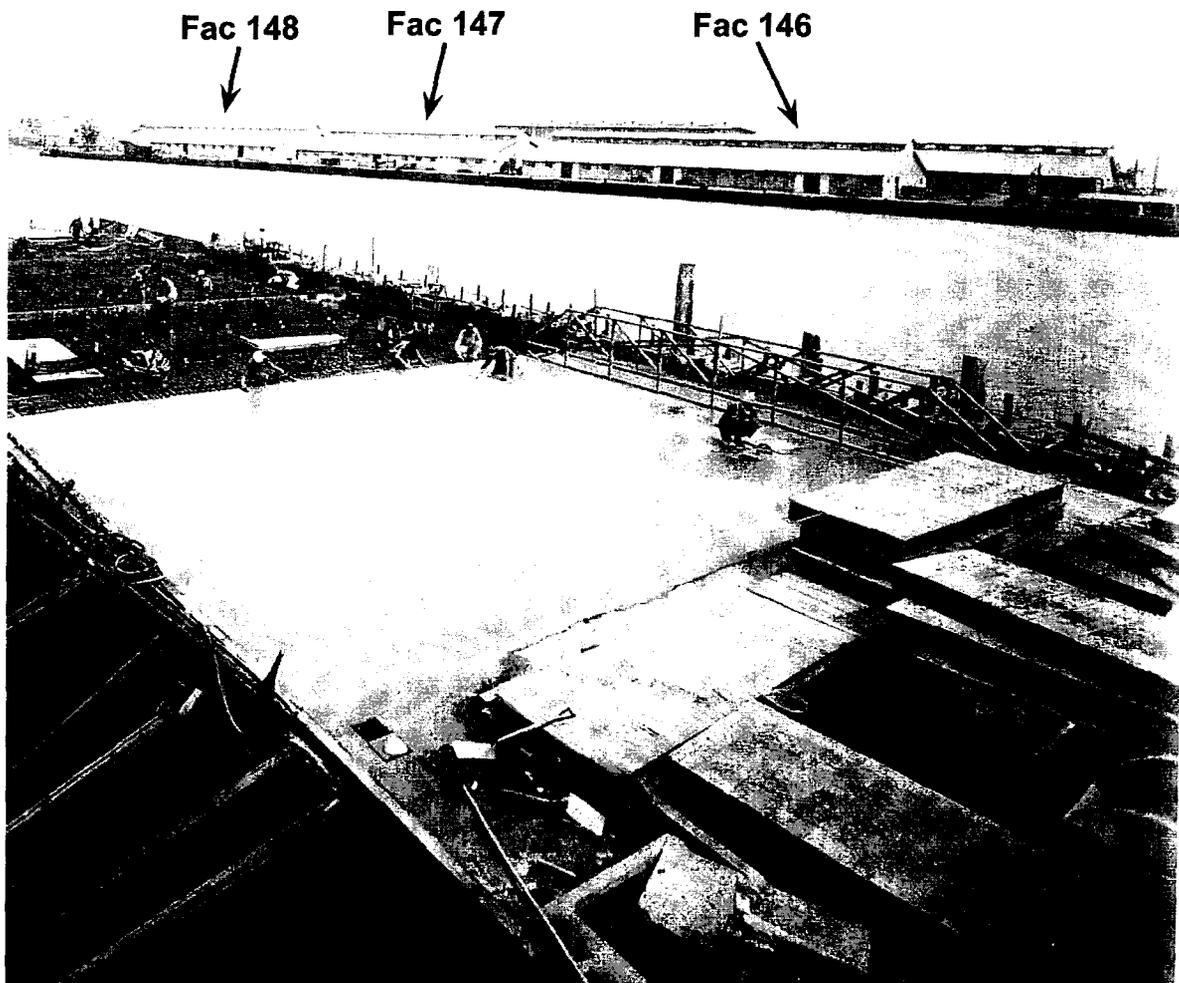
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Portion of historic photo showing Fac. 146, 147 and 148, Merry Point Naval Station, dated Feb 14, 1941 (NARA #71 CA 171-B-7, lettering added)



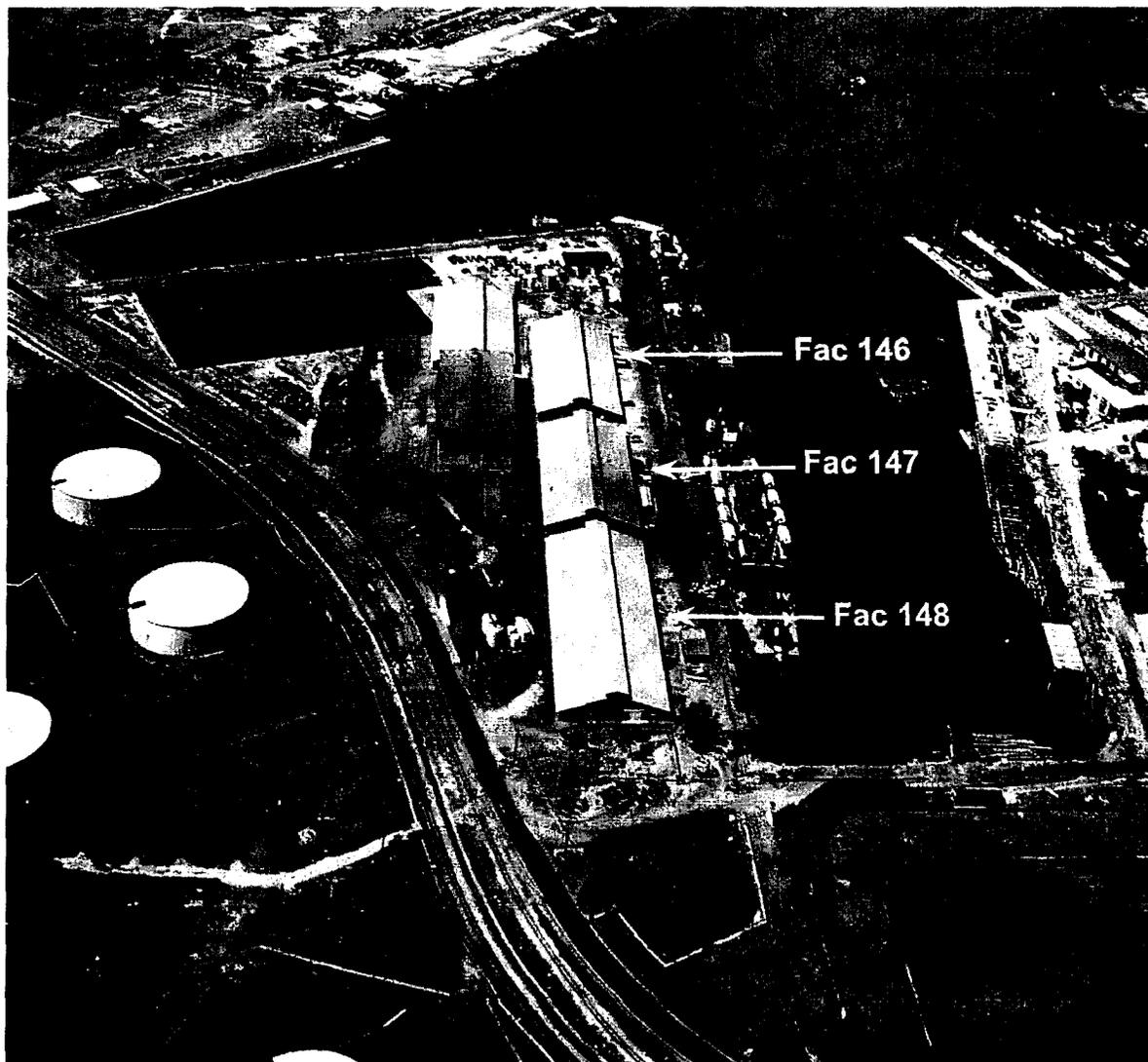
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Historic photo showing Fac. 146, 147 and 148, Merry Point Naval Station, dated Aug 6, 1941
(NARA #71 CA 177C 14472, lettering added)



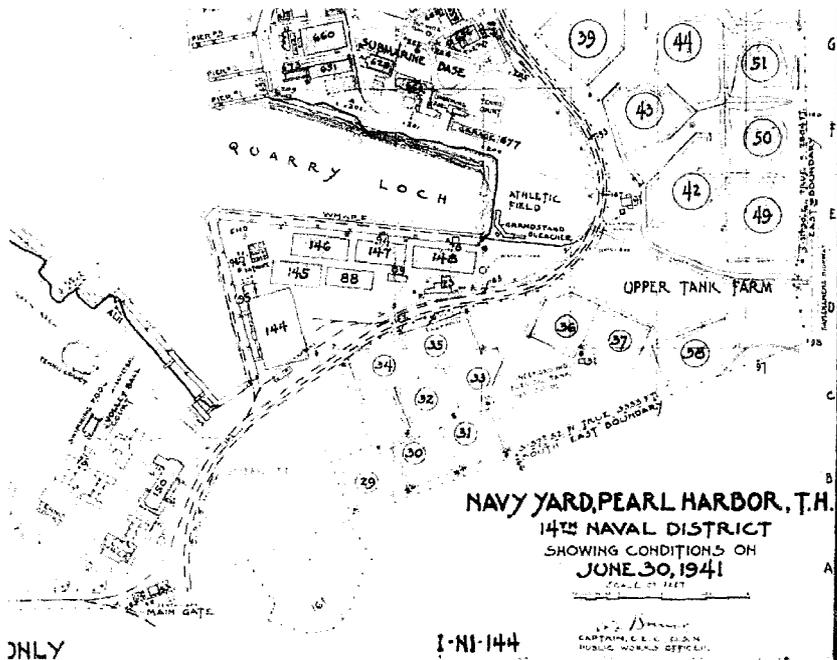
U.S. NAVAL BASE, PEARL HARBOR, TEMPORARY DRY PROVISIONS STOREHOUSES
(U.S. Naval Base, Pearl Harbor, Naval Station)
(Facility Nos. 146, 147 and 148)
HABS No. HI-414 (Page 32)

Portion of historic photo showing Fac. 146, 147 and 148, Merry Point Naval Station, dated Oct 13, 1941 (NARA CA 178A # 80 CF 79343-3, lettering added)



U.S. NAVAL BASE, PEARL HARBOR, TEMPORARY DRY PROVISIONS STOREHOUSES
 (U.S. Naval Base, Pearl Harbor, Naval Station)
 (Facility Nos. 146, 147 and 148)
 HABS No. HI-414 (Page 33)

Portions of maps dated June 30, 1941 (top) and November 30, 1945 (bottom) showing the build out at Merry Point during WW II. Note that only two major buildings were built there during the war, they are highlighted on bottom map. (NAVFAC drwg I-N1-144 June 30, 1941 & I-N1-244 November 30, 1945).



ONLY

