

U.S. NAVAL BASE, PEARL HARBOR, TEMPORARY
STOREHOUSES - 1941 TYPE
(Storehouses YA, YB, YC, YA Annex, & YB Annex)
(General Supply Warehouses)
(U.S. Naval Base, Pearl Harbor Naval Station, Facility No. 158, 159,
164, 165 & 166)
Between Russell, South and Paul Hamilton Avenues
Pearl Harbor
Honolulu County
Hawaii

HABS HI-415

HI-415

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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

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL BASE, PEARL HARBOR, TEMPORARY STOREHOUSES – 1941 TYPE
(U.S. Naval Base, Pearl Harbor, Naval Station)
(U.S. Naval Base, Pearl Harbor, General Warehouses)
(Facility Nos. 158, 159, 164, 165, and 166)

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Location: Between Russell, South and Paul Hamilton Avenues
Naval Station
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. 158 4.608780.2361080
Facility No. 159 4.608760.2361020
Facility No. 164 4.609100.2360950
Facility No. 165 4.609020.2360940
Facility No. 166 4.608940.2360920

Significance: Facility Nos. 158, 159, 164, 165, and 166 are associated with the build up of the Pearl Harbor base in the early 1940s. They were a group of additional warehouses built to meet the expanding storage requirements for supplying the advance lines in the Pacific battles of World War II. These structures retain integrity and represent a type of architecture erected in response to the needs of this period, which required speed of erection and use of easily obtained building materials. Their distinctive characteristics include their notable length; three in this group are over 600' in length and are the three longest storehouses at Pearl Harbor. This grouping constitutes a distinguishable type of storehouse that differs from the other WWII storehouse types at Pearl Harbor. Facility Nos. 158, 159, 164, 165, and 166 are contributing elements to the Pearl Harbor National Historic Landmark.

Description: Facility Nos. 158, 159, 164, 165, and 166 are in a grouping bordered on three sides by major, tree-lined streets -- Russell, South and Paul Hamilton Avenues. A minor road in the middle of the five buildings, Cimarron Street, runs between Russell and Paul Hamilton Avenues, as does an unnamed drive which curves around the northwest end of the grouping. Except for the trees and some hedges along portions of the major streets, the storehouses are mostly surrounded by asphalt. There is a large un-landscaped parking area to the northeast of Facility No. 158, across Paul Hamilton Avenue. Tall hedges along the southwest side of Russell Avenue screen these storehouses from the houses in the Marine Reservation across the street.

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Facility Nos. 158, 159, 164, 165, and 166 are all one-story rectangular storehouses. The width of all five buildings is 100'-0", not including some lean-to additions. Facility Nos. 158 and 165 measure 608'-0" in length. Facility No. 159 is the longest of the group, with a length of 800'-0", while Facility No. 164 is 512'-0" long, and Facility No. 166 is the shortest, at 432'-0" in length. The site constraints that determined the varying lengths of the buildings included the angled street grids and the former rail lines in this area.

All five facilities were built with a concrete slab floor, indicate as 6" thick on drawings. In each building there is a perimeter concrete curb that rises a few inches above the floor. Original drawings also show concrete footings below the columns and at the perimeter of the buildings. The structures have exposed wood truss roof systems, supported by 6" x 8" timber columns on a grid plan. The columns are spaced every 16'-0" on center along the lengths of the buildings. All the storehouses are three bays wide, containing a 50'-0" wide central bay and outer bays 25'-0" in width. Facility Nos. 158 and 165 are 38 bays long. The longest building, Facility No. 159, is 50 bays in length, while Facility No. 164 is 32 bays long, and Facility No. 166 is only 27 bays in length. All of the storehouses have an approximate height of 32' to the ridge.

The exteriors of the structures, walls and roofs, are covered with corrugated metal panels. One exception is Facility No. 166 which has a roof of modern ribbed metal panels plus skylights. There are also translucent corrugated panels for skylights in the roofs of two other storehouses, Facility Nos. 159 and 164.

Most of the original doors remain. These consist of 12'-0" x 12'-0" or 12'-0" x 14'-0" sliding doors which hang from tracks mounted on the exterior of the storehouses. The 14'-0" tall doors are indicated on the drawings for Facility Nos. 165 and 166, which were built slightly later. The original wood-framed doors that remain on these two storehouses are simpler than those on the other three buildings in the group. The drawings for the three earlier storehouses (Facility Nos. 158, 159, and 164) indicate that each door was originally designed as a pair of 6'-0" x 12'-0" panels, but on the long sides of the buildings the paired panels only slide to one side of an opening and have typically been joined. These original wood-framed doors have wood louvers on the bottom two-thirds and the top third has tongue and groove boards placed diagonally in the wood frame. The diagonals in the two panels join to create a chevron pattern. There are metal guides and door stops at each door. Facility Nos. 158, 159, and 165 have six sliding doors on each side, while Facility No. 164 has five on each side, and Facility No. 166 has four per side. All five structures have one opening on each end with a sliding door. Some of the ends now have larger doors installed. These end doors are usually connected paired panels, and where there are two separate panels they slide to opposite sides of the opening. Some of the larger doors are

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corrugated metal over wood frame. The end doors on Facility No. 164 are plywood panels over the wood frames. Small, modern flush doors have been installed in some of the storehouses, replacing the original office doors.

The windows on the structures are typically wood-sash, six-over-six-light, double-hung windows in triplet groupings. In Facility Nos. 158 and 164, these triplets occur in all bays except those with the doors and the door tracks. The other three storehouses (Facility Nos. 159, 165 and 166) typically have only one grouping of windows corresponding to an interior office space. As mentioned in the historical context section, security concerns or light protection for the materials stored in those buildings may explain their lack of windows. Most windows are covered with expanded-metal security screens. For ventilation there are wire mesh bands at the tops of the walls below the wide roof overhangs. At the sides of the buildings the overhangs are approximately 5', with smaller overhangs at the gable ends.

All of the facilities have gable roofs with a medium slope of 4:12 (rise to run). The roofs have bird-proof cylindrical ventilators along the ridge, and clipped rafter ends. New exterior light fixtures have been added to all of the storehouses, but a few older light fixtures remain.

The interiors of the structures are large spaces which are mostly uninterrupted, except for the timber columns and fire walls built of concrete masonry units. Facility Nos. 159 and 165 have two fire walls separating these storehouses into three parts. The remaining storehouses have one firewall each. Offices and bathroom facilities are small enclosures within the large storage spaces.

Historical Context: See the report on warehouses (HABS No. HI-388) for an overview history of material storage in Pearl Harbor. As discussed in that report, the history of the supply activities at Pearl Harbor during World War II is complicated. One of the most significant new supply organizations for the Navy in Hawaii evolved from the Supply Department of the Navy Yard and became the Naval Supply Depot in mid 1942.

These five storehouses remained under the control of the Navy Yard until recently, but during their first years some provided storage functions for district-wide functions, and not just for the Navy Yard. Designs for Facility Nos. 158, 159, 164, 165 and 166 were drawn up in 1940 and 1941, and these storehouses were built between 1941 and 1942. In February 1941 Facility Nos. 158 and 159 were ready for use, and at that date were designated Storehouse YA and YB, respectively. Facility No. 164 was in use by July 1941, and was first designated Storehouse YC. The group of construction companies that was involved in most early 1940s buildings at Pearl Harbor clearly built at least these first three storehouses of the

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group, since they are listed in the completion report of the Contractors Pacific Naval Air Bases (n.d.: A-709). Facility Nos. 165 and 166 (referred to in some reports as YA Annex and YB Annex, respectively) were finished sometime in 1942. Contractors Pacific Naval Air Bases were probably also responsible for these two storehouses, since one of their contract numbers is shown on the drawings for these buildings.

By mid 1941 the Supply Department of the Navy Yard "was not only getting itself ready for war, but had taken on an additional job of helping to get the Fleet ready" (U.S. Navy [1945]: 2). However, at that date the Supply Department had less than a million square feet of covered storage space. By the end of the war, "the covered storage space utilized by the Yard Supply Department and the Naval Supply Depot totaled 5,444,793 square feet" (U.S. Navy [1945]: 3).

These five storehouses were part of the physical plant that handled the large quantities of supplies that were stockpiled and issued for Pearl Harbor and for Fleet needs during World War II. This grouping of new temporary WWII storehouses was closest to the Navy Yard shop buildings; many similar temporary storehouses were built where space could be found in existing and newly acquired areas of Pearl Harbor.

No detailed records have been found of what materials were stored in these specific buildings, but passing references in reports and on drawings give an indication of numerous and changing uses of these storehouses during World War II. Some of the materials that came into Pearl Harbor were dispersed to individual activities. Some Navy bureaus, such as the Bureau of Ships and the Bureau of Ordnance established central storage locations for certain critical materials. "Thousands of tons of materials to repair battle damage, radar, radio, underwater sound material, and thousands of tons of ordnance began coming in [to Pearl Harbor]" (U.S. Navy [1945]: 33).

Much of this critical new technology and war material was stored in these five storehouses. No specific references were found for what was stored in Facility No. 158. It was apparently used for general stores. The Supply Department was "divided into three main categories, viz: (1) General Stores, (2) Electronics, (3) Ordnance" (Navy Yard Supply Department n.d.: 15).

Facility No. 159 was used for storage of radio equipment, electronics, vacuum tubes, and radar material (Navy Yard Supply Department n.d.: 72, 73, 74, and 86). There was much concern and care taken about these materials.

The advent of war and the latest scientific developments in radar and radio made this type of material vital to the operations of the Fleet and one of our 'secret weapons.' The Commander-in-Chief became actively interested, and ordered

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that all radio, radar, and underwater sound equipment be separated from general stock, placed in a 'Pool,' and issued only upon authority of the Commander, Service Force, Pacific. . . . Much of the material was highly classified and all personnel handling this type of equipment were examined by the ONI [Office of Naval Intelligence] as to their moral character, dependability, and loyalty. Armed guards were stationed in storehouses and around open storage areas (Navy Yard Supply Department n.d.: 71).

The electronics material pool included many other buildings, besides Facility No. 159, and its growth was rapid. The amount of covered storage space for these critical materials grew from 2,800 to 300,000 square feet between the beginning and end of the war (Navy Yard Supply Department n.d.: 73).

Facility No. 164 had an important function during WWII as the packing section of Household Packing and Shipping. Immediately after the December 7, 1941 attack this part of the Navy Yard Supply Department became the center of evacuation activity when all Navy dependents were ordered to leave the Hawaiian Islands. The space required for the packing function rapidly increased, and more covered and outside storage was acquired (Navy Yard Supply Department n.d.: 56-57). At the end of the war there was a similar sudden increase in this section's workload:

With the advent of peace, the problems of the Shipping Division, contrary to those of other activities, have increased instead of decreased. The demobilization program, the shift of regular navy personnel, and the transfer to occupation forces, have increased tremendously the amount of personal gear and household effects being processed. At present, there is a backlog of 4000 lots of effects awaiting packing at Bldg. YC [Fac. 164], additional thousands in other buildings elsewhere on the Island of Oahu (Navy Yard Supply Department n.d.: 57).

A mezzanine deck was constructed in Facility No. 165 in August 1943 for storage of radio tubes. Catapult and arresting gear for aircraft carriers were stored in this building, starting in February 1944, by directive of the Bureau of Aeronautics. This storehouse was also used by the Ordnance section of the Supply Department for about six months in 1944 (Navy Yard Supply Department n.d.: 43, 67).

Half of Facility No. 166 was used for the Electronics Pool (Navy Yard Supply Department n.d.: 73), and the other half was used for tire storage. Both of these types of materials were suitable for storage in a building without windows, due to the security concerns about the former and the need to protect rubber from sunlight. In 1944 Facility No. 166 became the

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District Tire Warehouse (DTW). The Secretary of the Navy had ordered a centralized system for procurement, issue, and repair of all tires and tubes for Navy activities in each district because there were critical shortages. Before this date each activity had been responsible for its own needs, but this had unintended results.

Several activities possessed stocks far in excess of their needs, as a result of the uncertainty of the future needs of the war. Many activities were over-stocked in some tire sizes and under-stocked in others. New activities were unable to procure their requirements (Navy Yard Supply Department n.d.: 103).

Rubber conservation was a necessary program because at this time there were no substitutes for the natural material and the Japanese controlled most of the areas that had produced rubber before WWII. The DTW required that for each tire or tube that an activity requested, they had to turn in a used tire or tube. These were inspected and the ones which could be recapped or repaired were turned over to contractors. "The purpose was to secure the maximum amount of service from each tire and tube unit available and to save as much shipping space as possible" (Navy Yard Supply Department n.d.: 105).

The physical history of these storehouses is almost as difficult to trace as their use history. Alterations appear to have been made without any corresponding drawings, or at least without any surviving drawings. Conversely, there appear to have been drawings for alterations that were never made, or else were removed.

In late 1941 or early 1942 the southeast end of Facility No. 164 was extended by 208'-0" and the building's footprint became 100'-0" x 512'-0". The drawings for this extension also show a rigging room and office were to be built in the east corner, with a locker room and toilet room in the south corner. A drawing shows the windows in the south corner were to be changed to two bands of narrow lights placed to allow addition of a mezzanine above the locker room. It is not clear if these rooms and the mezzanine were ever built, since the windows were not changed and there are currently no such interior partitions of the warehouse space.

Between 1942 and 1945, Facility No. 166 had a wooden mezzanine installed in one-third of the building at the northwest end, leaving an aisle about 12' in the central bay open to the wood trusses. The mezzanine was approximately 13' above floor level. A 1945 drawing shows a plan to expand the mezzanine over the formerly open central aisle except for one open hatch to load and unload products stored above. At some date all this wooden mezzanine was removed. The design and dimensions of the current mezzanine in the building are quite different, with various enclosed and open sections, built of concrete masonry units and other

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materials. No drawings or other sources of information have been found to date this construction.

Around 1944, lean-tos and extensions were built abutting Facility Nos. 158, 159, and 164. The northwest end of Facility No. 158 retains its open sided hip-roofed extension, although it has been re-roofed. The partly enclosed 14-bay lean-to on the northeast side of Facility No. 158 was demolished in 1980. There are similar extensions built near the center of the southwest side of Facility No. 164. There are two roofed, open-sided bays to the northwest of a sliding door and five similar bays on the other side of this door, but there is no extension at the door's bay.

The northwest end of Facility No. 159 has an extension similar to the one on the northwest end of Facility No. 158. The extension on Facility No. 159 is enclosed with chain link fencing and plywood panels. There is an electrical transformer station abutting the southeast end of Facility No. 159. The electrical transformer equipment was installed when the storehouses were built, before the attack on Pearl Harbor. Then, in 1942 or 1943, that equipment was enclosed in splinterproof 12"-thick reinforced concrete, as part of the base-wide work to provide protection of critical power and communications systems in the event of another attack. Sometime after 1943 this concrete structure was designated as a separate building, Facility No. S1074.

Even after WWII, additions were added to some storehouses or their hastily built additions were replaced. In August 1947, a pipe-frame extension along the entire southwest side of Facility No. 159 was added (Naval Shipyard Files). This addition, measuring about 20' x 800', has an open-sided section which currently provides covered parking spaces, and an enclosed section. A "new lean-to" was also built about 1947 along the southwest side of Facility 166. Portions of this originally open-sided pipe-frame addition are now enclosed, or secured with chain link fencing and gates.

Between 1981 and 1984 the roofs of all of the storehouses were replaced with new metal panels, and most also included some corrugated translucent panels for skylights. During this time various repairs were also made to the metal siding and some of the wood columns were replaced. Broken lights in the windows were also replaced.

Sources:

The 1940s drawings for these buildings are on microfiche cards at the Plan Files of the Naval Facilities Engineering Command, Pacific, under numbers I-N06-204, (and the following all with the same I-N06 prefix) -245, -263, -314, -337, -367, -368, -481, -498, and -533 through -536. In addition there are 1940s Y&D drawings 179992-180004, 142937, and 142942-142943. The 1980s re-roofing drawings are numbers 7037198-7037201, 7046776-7046780, 7047221-7047229, and 7055262-7055267.

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Contractors Pacific Naval Air Bases

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

National Archives II

var. Historic photos of these storehouses in RG 71 CA, Still Photo section at College Park, Md.

Naval Shipyard

var. Property Record Cards, from files of Naval Shipyard Engineering Department in Facility 167.

Navy Yard Supply Department

n.d. Navy Yard Supply Department report. Untitled and anonymous typescript in Robert F. Walden Collection donated to the University of Hawaii, Hamilton Library.

U.S. Navy

[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."*

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 actions that may affect these facilities have 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. 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.

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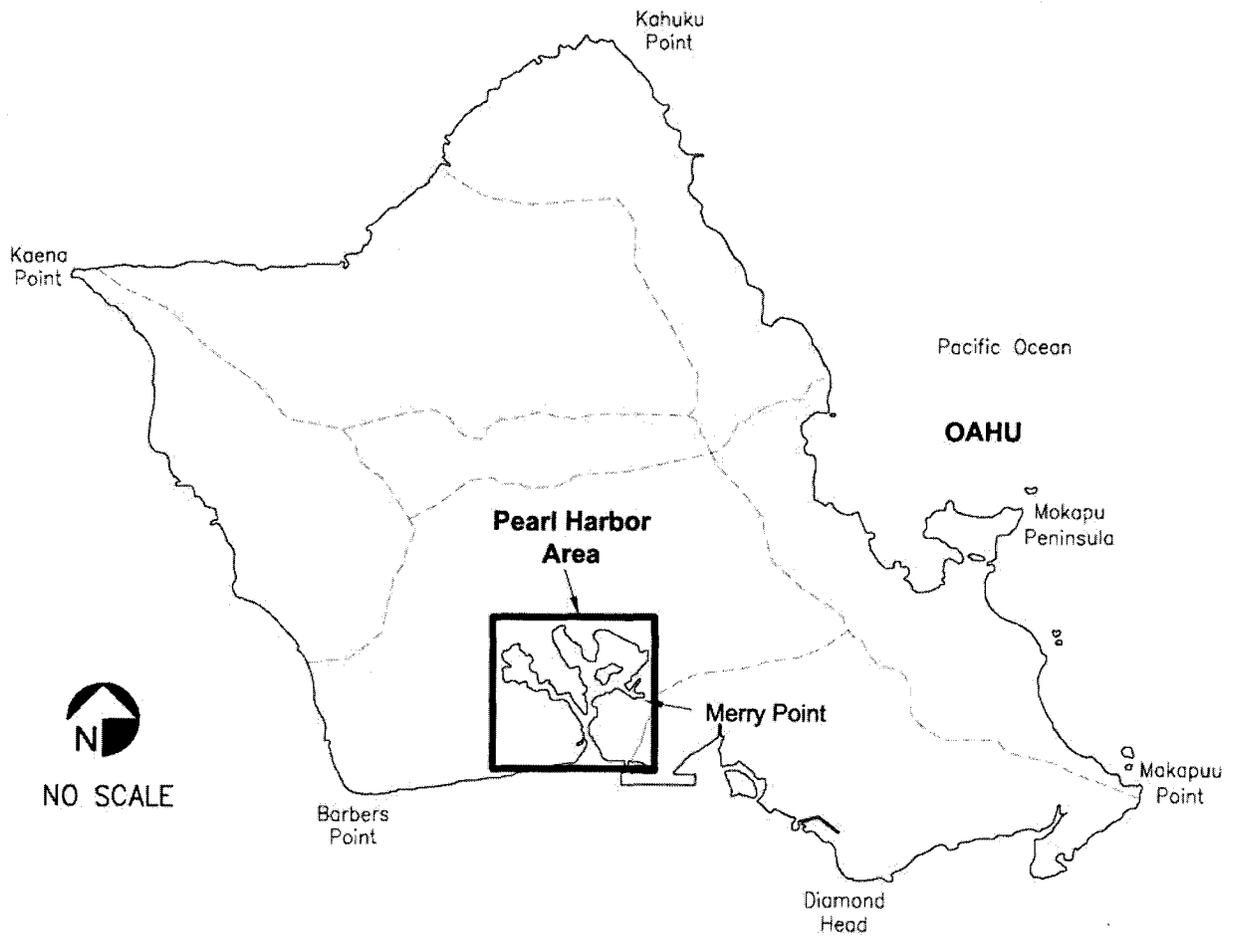
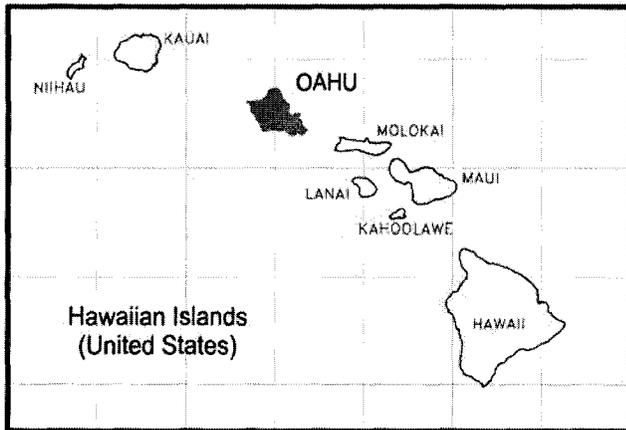
Prepared by:

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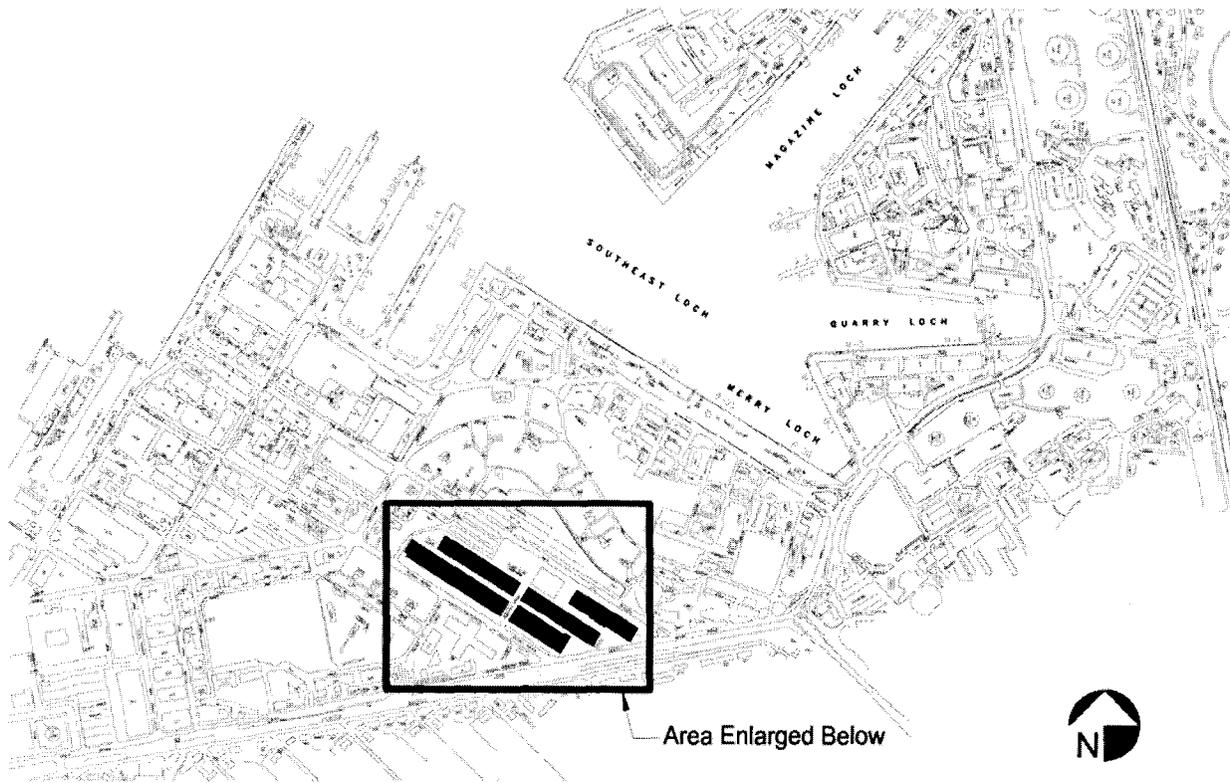
AMEC Earth & Environmental, Inc.
3375 Koapaka Street, Suite F251
Honolulu, HI 96819

Date of Final Report: February 2005

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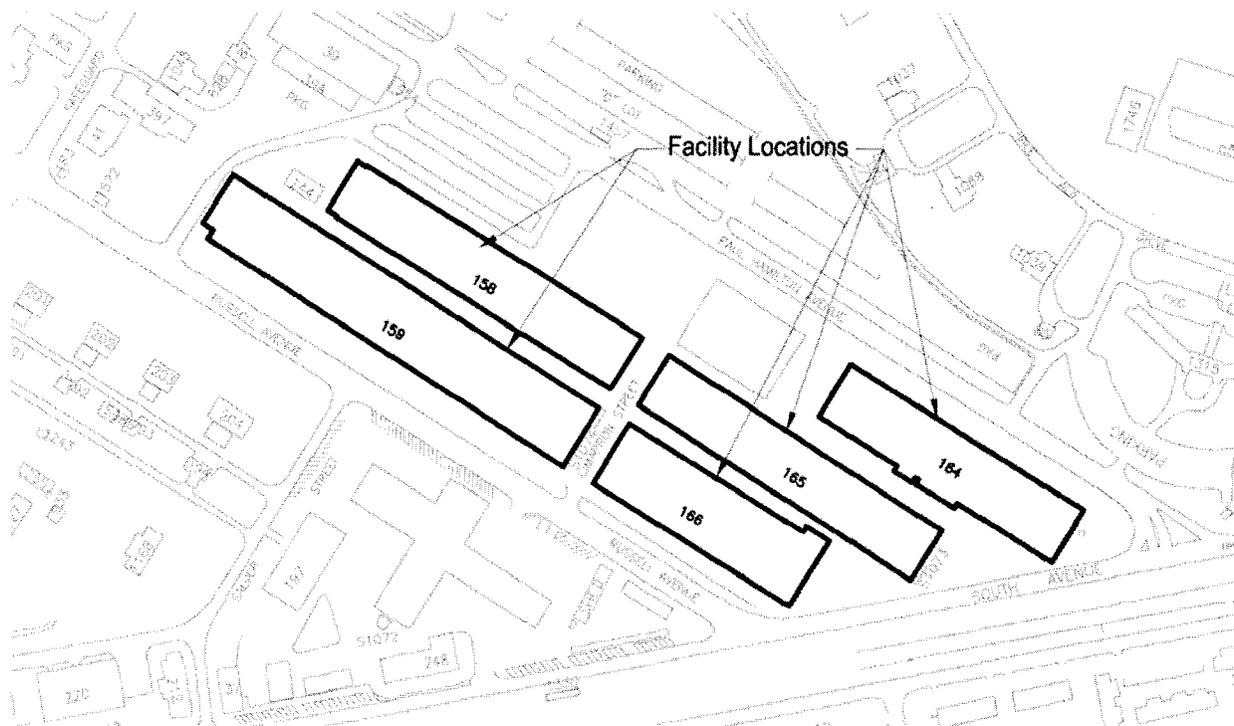


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Vicinity Map

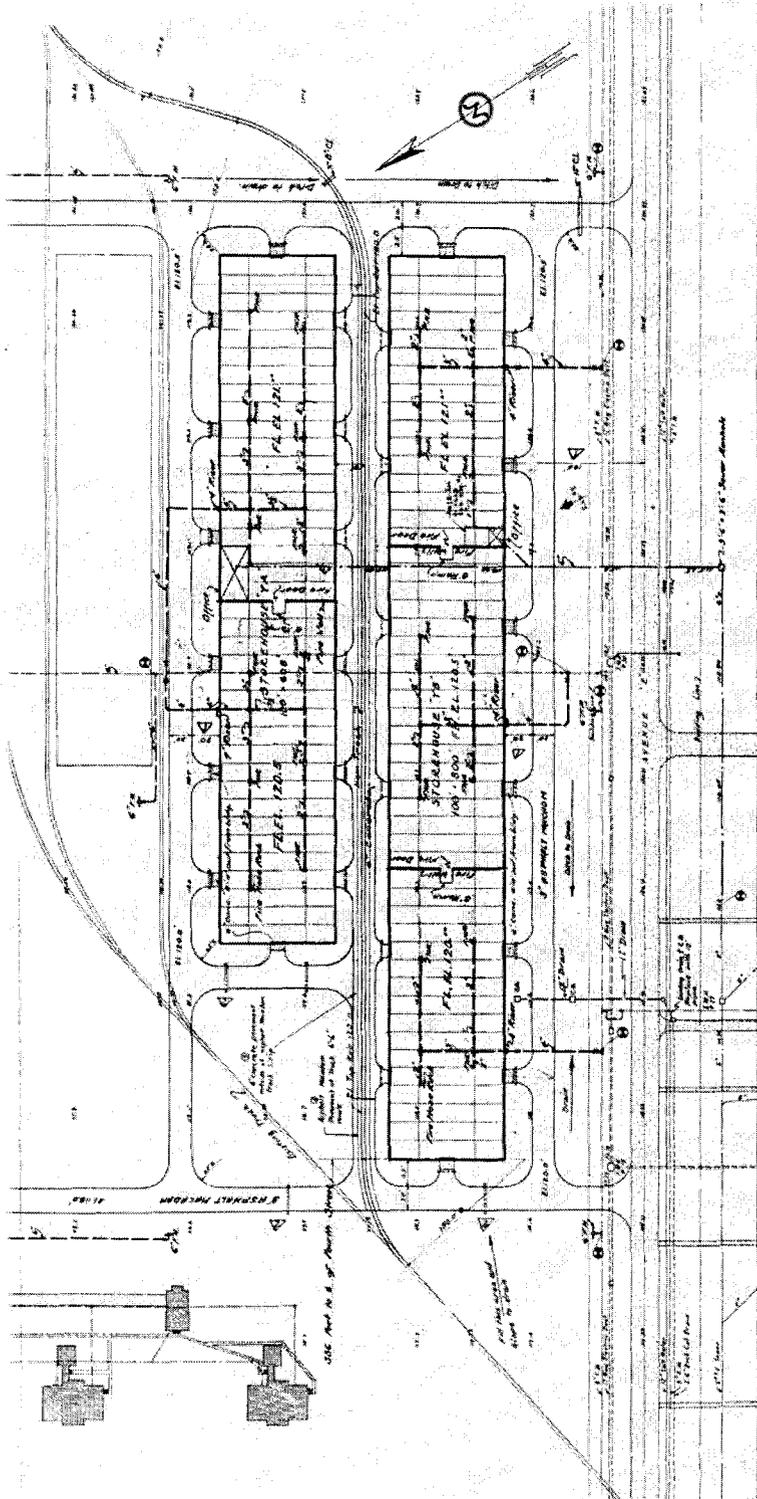
NO SCALE



Site Map

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Drawing No. 142937, dated 1940, updated April 18, 1945
 (Location Plan – Facility Nos. 158 [YA] & 159 [YB])



DESIGNED BY	W. J. B. [Signature]
CHECKED BY	[Signature]
DATE	7/15
SCALE	1" = 66'

NAVY YARD-PEARL HARBOR, HI
TEMPORARY STOREHOUSE
LOCATION PLAN
STOREHOUSES YA & YB
TRACKS & SERVICES

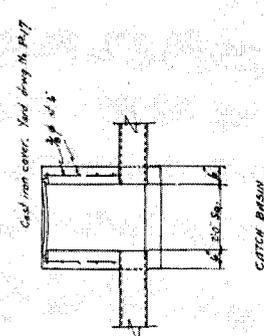
142937

NOTES

- Heavy lines indicate new work.
- Light lines indicate existing work.
- Dimensions given in parentheses are for reference only.
- All materials to be used are approved.
- Clear spaces must comply with specifications.
- Materials must be of the best quality.
- Materials must be of the best quality.

RE: [Signature]

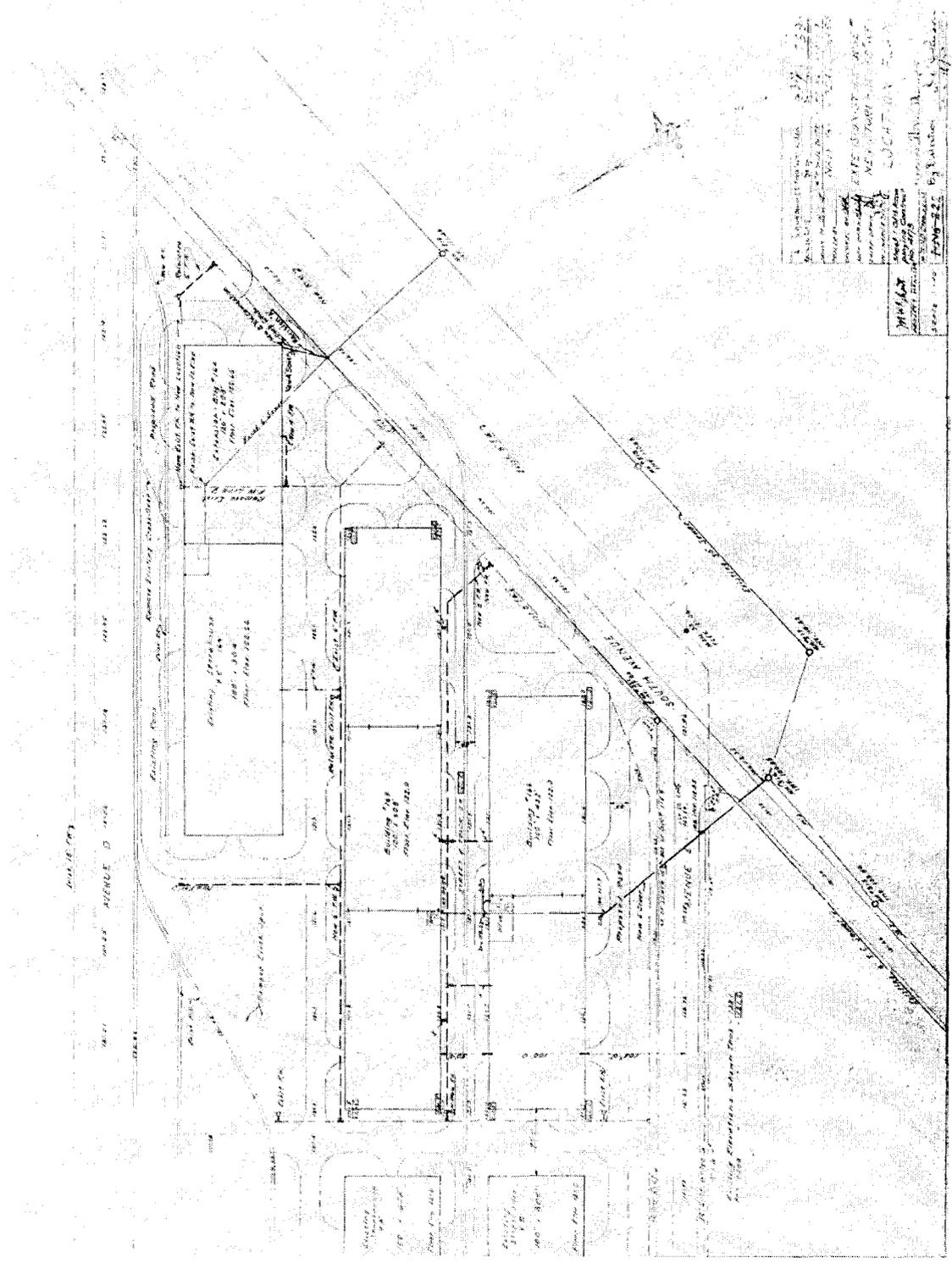
1. Run to [Location] [Signature]



Grid iron center. Yard along the [Location]

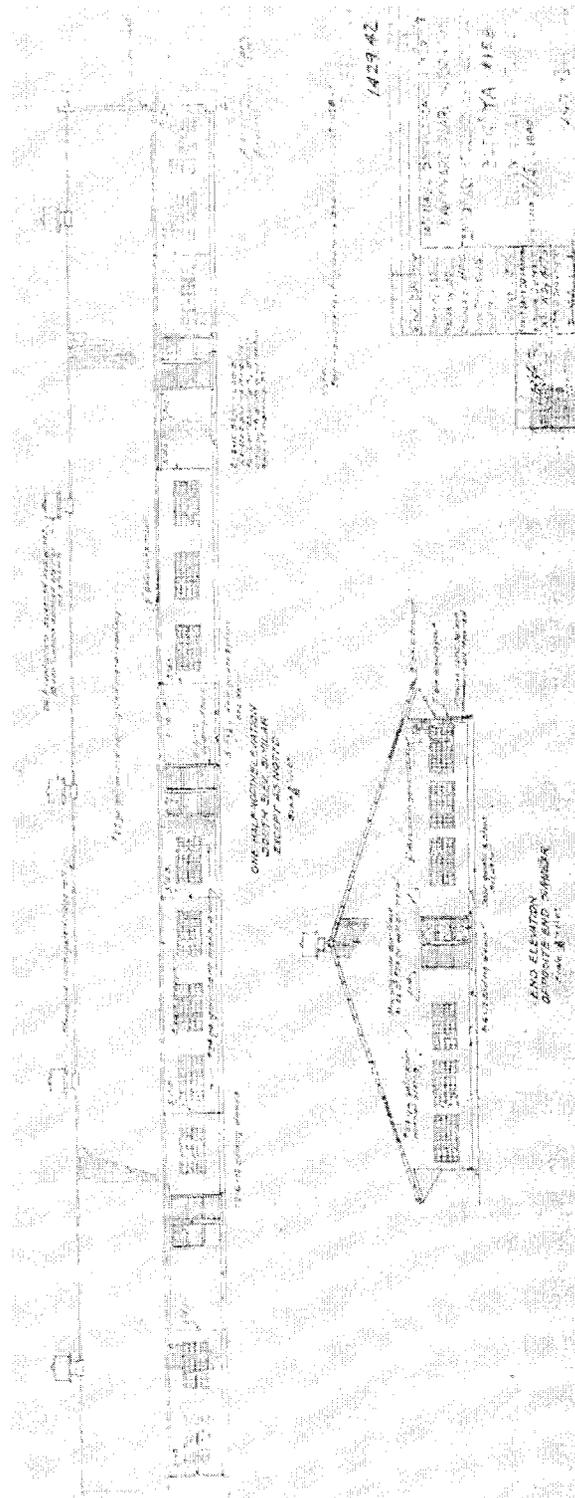
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Drawing No. 179992, dated November 13, 1941 (Location Plan – Facility Nos. 164 to 166)



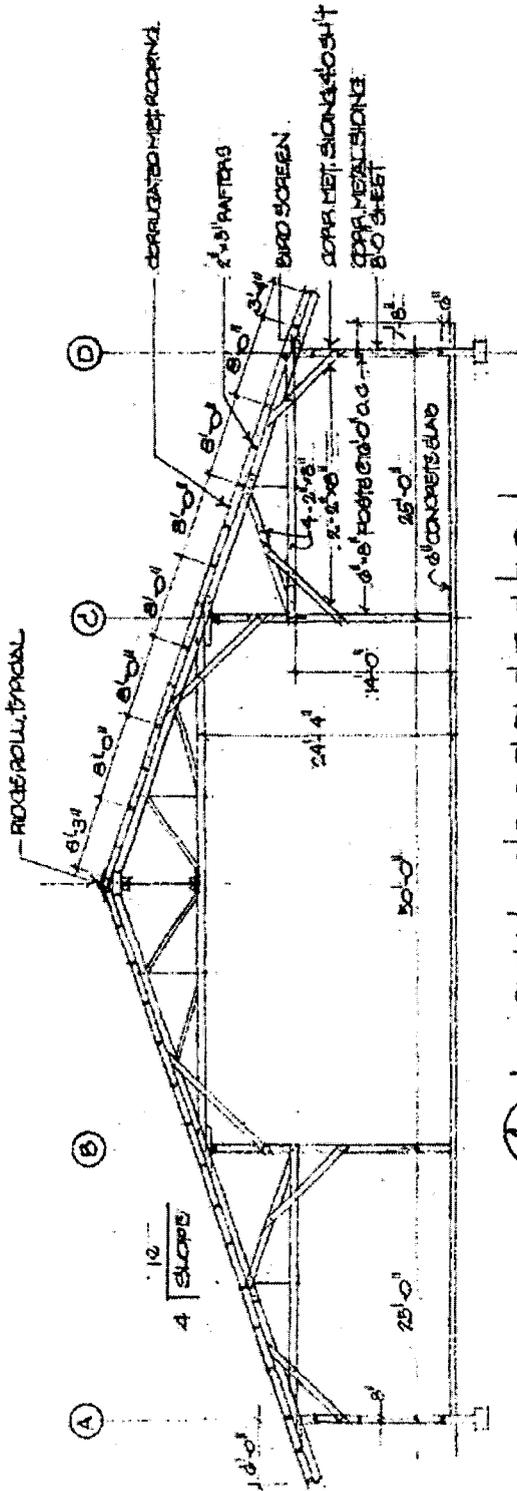
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Portion of Drawing No. 142942, dated July 3, 1940 (Floor Plan – Facility No. 158)



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Portion of Drawing No. 7047225, dated May 3, 1983 (Cross Section – Facility No. 158)



1 TYPICAL CROSS SECTION
 SHOWING EXISTING CONDITIONS. SCALE: 1/8"=1'-0"

DRAWING NO. 7047225		DATE: MAY 3, 1983	
PROJECT: U.S. NAVAL BASE, PEARL HARBOR		DRAWING NO. HI-415	
DIVISION: PACIFIC DIVISION		DRAWING NO. HI-415	
SUBJECT: PAINTING BUILDING EXTERIOR		DRAWING NO. HI-415	
DRAWN BY: [Name]		CHECKED BY: [Name]	
DATE: [Date]		DATE: [Date]	
SCALE: 1/8"=1'-0"		SCALE: 1/8"=1'-0"	
SHEET NO. 3		SHEET NO. 3	
TOTAL SHEETS: 3		TOTAL SHEETS: 3	