

U.S. NAVAL BASE, PEARL HARBOR, HABS No. HI-552  
NAVAL SUPPLY DEPOT CAFETERIA & BOILER HOUSE  
(U.S. Naval Complex, Pearl Harbor, Naval Supply Center)  
(Facility 487 & 488)  
North Road and Vincennes Street  
Pearl Harbor  
Honolulu County  
Hawaii

PHOTOGRAPHS  
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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

## HISTORIC AMERICAN BUILDINGS SURVEY

### U.S. NAVAL BASE, PEARL HARBOR, NAVAL SUPPLY DEPOT CAFETERIA & BOILER HOUSE (U.S. Naval Base, Pearl Harbor, Naval Supply Center) (Facility 487 & 488)

HABS No. HI-552

- Location:** North Road and Vincennes Street  
Pearl Harbor Naval Base  
City and County of Honolulu, Hawai'i
- U.S.G.S. Pearl Harbor, HI Quadrangle 1999 (7.5 minute series)  
NAD83.
- Universal Transverse Mercator Coordinates: 4.713364.2363524
- Present Owner:** United States Navy
- Present Occupants:** United States Navy
- Present Use:** Credit Union and Storage
- Significance:** The Cafeteria and Terminal Building (Facility No. 487) and its associated Boiler Transformer and Garbage Building (Facility No. 488) are historically significant for their associations with the development of Pearl Harbor, and more specifically the Naval Supply Center at Kuaehua peninsula. Constructed in 1943-44, they were part of the rapid expansion of the Supply Center and the Naval Base, which was required to support the Navy's mission in the Pacific during World War II.
- Description:** The Cafeteria and Terminal Building (Facility No. 487) and its adjoining Boiler Transformer and Garbage Building (Facility No. 488) are situated at the base of a small hillock in a flat area. A 5' high rock ledge, the terminus of the hillock, is situated immediately to the west of the two buildings. Parking areas surround the buildings on the other three sides.
- The Cafeteria and Terminal Building is a large, one-and-a-half story, wood structure characterized by an outset covered lanai/waiting platform which wraps around three sides of the building. The rectangular shaped building sits on a concrete slab foundation and measures approximately 120' x 240', with the long sides facing north and south. Its shallow pitched, near flat, asphalt

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and gravel, hipped roof terminates flush with the wall line. The building extends approximately 5' above the near-flat roof of the wrap-around lanai, and originally this clerestory space was for ventilation with continuous 1" x 8" wood slat, horizontal louvers running its length; however, in 1984 this area was encased with vertical, ribbed metal siding.

The lanai/waiting platform has a near-flat, pent roof and projects approximately 20' from the building's walls. Columns, 8' high and set 16' on center, support a 6" x 12" beam which carries the outer extremities of the lanai's roof, with the roof cantilevering approximately 4'-3" beyond the support beam. The roof's 2" x 6" rafters are exposed as are its 6" x 10" angled hip rafters at the four corners of the building. The roof's 1" x 6" tongue and groove decking is visible on its underside and was laid in a diagonal pattern, except in the cantilevered section which was laid following the lines of the building. A fascia covers the rafter ends and in front of the fascia galvanized sheet metal gutters, which were installed in 1984, run around the building with down spouts at the corners, as well as along the sides. The eave's edge is approximately 9' from the ground. The lanai's columns consist of three parallel 2" x 6" boards set approximately 6" apart, with four 2" x 6" cross members joining them to form a rectangular grid-like, trellis pattern. At the corners two columns are joined to form an L-shape, with a 6" x 6" post utilized at the intersection. The columns all stand on a 4" high concrete base.

The building initially served the dual roles of a cafeteria and a transit center. The lanai running down the long sides of the building served as waiting platforms, with the south side for buses and the north side for trains. The train tracks are no longer extant. The east side of the building was a focal point, with a concession stand originally situated in the center of its wall and restrooms at its south corner. The west side of the building is the rear, more utilitarian, elevation with the kitchen, as well as the officers and office workers cafeteria originally located at this end. The lanai/waiting platform does not extend around this side, although the lanai's flat roof continues around in a more shallow, 4'-9-1/2" wide, cantilevered iteration to protect a sidewalk which runs adjacent to the rear wall. To the west of this side stands the boiler transformer garbage building (Facility No. 488), further reinforcing the utilitarian function of this end.

The building originally had walls which rose from a 4'-3" concrete tile base. Above the base the exterior walls were built of 1" x 8" V

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joint tongue and groove boards carried by 2" x 4" studs. The interior walls were of the same material, but laid horizontally. Rather than windows, the building's openings were screens framed by 2" x 6" studs set 4' on center. The screened openings had 3" pre-cast concrete sills. Other parts of the wall enclosing such areas as the restrooms and kitchen featured continuous louvered walls similar to the clerestory. The original walls have been extensively modified over time, with large sections now clad with T-111.

The present east façade retains much of its original fabric. It is distinguished by an approximately 24' long, left-of-center bay which is outset 2'. This originally served as the canteen or concession stand's counter. It retains its original horizontal 1" x 8" V joint tongue and groove siding as its base. Originally the counter was open on top, but it has been encased by plywood siding and contains two large plate glass windows. Doorways, measuring 3'-6" x 7' flank the concession stand counter. The original doors have been replaced by more modern doors. The original tongue and groove walls on either side of the doorways extend to the floor of the lanai. The two ends of the east wall have been modified; however, they do retain their concrete tile base. However, T 111 siding has replaced the original continuous louvers at both ends, and the door to the original women's bathroom at the building's southeast has been in-filled. Likewise, a doorway that originally led into the dispatcher's office at the north end of the façade has also been in-filled with T-111. The original door for the original men's restroom remains intact.

The wall on the south side of the building has undergone considerable alterations. In recent times a branch of the Pearl Harbor Federal Credit Union was housed in a portion of the original enlisted men's and laborers cafeteria, altering an expanse of this elevation by applying a floor to ceiling dark brown stained tongue, and groove face with three teller windows and a door to a right-of-center part of the building. To the east of the credit union, the concrete tile base remains in place, but the wall surface above is T111. To the west of the credit union a portion of the original façade is in place and includes a doorway with a modern door. To the right of the doorway a bank of six windows with wood panels above appropriate the space originally housing a screened opening, and to the left of the doorway are two windows with wood panels above, where previously there was a screened opening. The west end of this elevation was devoted to providing support to the kitchen. The kitchen and storage area originally had screened and continuous louver sheathed walls which have been supplanted

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by T111 and jalousie windows, except at the south west corner where the original louvers remain intact. The kitchen's 12'-7" x 48' concrete unloading dock remains in place. It is inset into the façade 8'-4" with 4'-3" advancing beyond the building wall. The inset part of the unloading dock's east side has been enclosed by a T111 clad wall, as has the western-most portion of the other side. The centered, original double doorway leading into the building from the unloading dock remains intact, although modern doors have replaced the original. A non-original, 42" high, 2" pipe railing now safeguards the edge of the unloading dock, and a straight run of four original concrete steps leads up to the unloading dock from either end.

The north elevation of the building has also been extensively modified with T-111 siding dominating. Originally this elevation was dominated by screened openings, as both the officers and enlisted men's cafeterias opened on this side and the dispatcher's office was in the northeast corner and a scullery in the northwest corner. Presently a new, floor to ceiling, T-111 wall, devoid of windows runs down much of the side and has expanded the building's interior floor space by encroaching on approximately 10' of the width of the lanai. Two inset entryways interrupt the flow of this wall and provide access to the building for the current tenants, the Defense Information Technology Contracting Organization (DITCO) and the Joint Personal Property Shipping Office. The eastern most, DITCO entry has a centered aluminum double door flanked on either side by three sets of jalousie windows. The second entry for the Personal Property Shipping Office has two single doorways, one of which enters into the space encapsulated by the extended wall. The four western most bays on the north elevation retain their original concrete tile and tongue and groove walls, although their screened openings have been supplanted by windows.

The rear, west, elevation has also undergone alterations over the course of the past sixty five years. The long expanse of wall along its north end still retains its concrete tile base; however, the screened openings above the base no longer remain and instead 1" x 8" V-joint tongue and groove boards have taken their place. The inset, ground level concrete platform, which once functioned as a service area and now contains air conditioning equipment, still remains as does the 6' x 20' flat roofed covered walk which connects Facility No. 487 with Facility No. 488. At the south end of the west side is a shallow wing, measuring approximately 21'-4" x 33'-5", which originally contained a men's lavatory and locker room.

This still retains its continuous wood louvers on all sides and maintains a lavatory function.

The interior of the Cafeteria and Terminal building is completely modern, having been remodeled to accommodate various, non-culinary activities. The building is now vacant, with the exception of DITCO, in anticipation of its impending demolition.

Facility No. 488, the Boiler Transformer and Garbage Building sits to the west of the Cafeteria and Terminal, connected to the building by a covered breezeway. The single story, utilitarian building stands on a rectangular concrete slab foundation and measures 29'-2" x 57'-2". Constructed of hollow concrete tile, which has been painted, the structure's overhanging flat roof has open eaves with exposed rafter tails. The 2" x 8" rafters are placed 24" on center and protected at their termini by a 1" x 12" fascia. The eave line is approximately 10'-9" from the ground, and extends 4'-3" from the sides of the building.

The building is characterized by its masonry construction and screened clerestory. Hollow concrete tile walls, which stand approximately 7'-4" high, rise from an approximately 10" high concrete curb. A screened clerestory, approximately 2'-5" in height and framed by 2" x 6" lumber, originally ventilated all four sides of the building, although certain areas have been in-filled in recent times. The four corners are clad with 1" x 8" V joint tongue and groove boards at the clerestory level.

The building has three distinct rooms on its interior, which are not accessible to each other. The Transformer Room is at the north end of the building. Although no longer in use, the transformers still remain in the room. The room measures 12'-3" x 27'-10" and was accessed via a set of double doors in the building's north wall. The plywood doors are 8' tall and have louvered vents in their upper section. A concrete beam carries the clerestory and roof above the doorway. Two of the three screens over the doorway have been covered with plywood.

The Boiler Room, measuring 27'-10" x 31'-4" is the largest of the three rooms, and is in the middle of the building. It is presently used for storage, and was accessed by a pair of double doors on its west side. A concrete beam spanned over both doorways to carry the roof and clerestory. The northern most doorway remains intact, although modern plywood doors are now employed. The second doorway has been in-filled with hollow concrete block, as has the clerestory for this room. A metal louvered ventilator has been

placed at the bottom left corner of the in-filled doorway, and a similar ventilator has been placed to the left of the still active doorway. In addition, a new single, hinged, doorway has been made on the east wall of this room, which most recently was used for storage. The screened clerestory has also been in-filled with hollow concrete tile blocks on this elevation.

The Garbage Room was at the south end of the building. Measuring 12'-3" x 27'-10", it was partitioned into two spaces by a non-load-bearing, 6'-8-1/2" high wall made of horizontal 1" x 6" tongue and groove boards. The smaller, 7'-11" x 12'-3", space, on the west side of the room, was used to house wet garbage, while the larger area was devoted to dry garbage. The floor of the Garbage Room was two feet higher than the floors in the other parts of the building. A pair of double doors on the south wall of the wet garbage section facilitated garbage removal. These have been sealed with plywood. A concrete and hollow concrete tile landing, which was not included in the original plans, adjoins these doors. It is approximately 3' high, 12' long, and 4' wide. It has a metal lip and there are no steps leading up to it. The room's original screened clerestory has been enclosed with plywood on the south side, and with hollow concrete tile on the east and west elevations. A single door on the east side of the building accessed the Garbage Room with an interior concrete ramp allowing the garbage to be transported from ground level to the elevated floor level. In addition to this door, a more recent single door has been added to the west side of the room, which is reached by four metal steps that are parallel to the side of the building. The Garbage Room, like the Boiler Room, served as a storage space in recent times.

**Historical Context:** The Cafeteria and Terminal Building (Facility No. 487) and its accompanying Boiler Transformer and Garbage Building (Facility No. 488) were constructed in 1944, following plans made by Jozef Bernandus Alovaius Van Oort, the Navy's chief architect in Hawaii. Van Oort was born in Zwolle, Holland in 1893. He arrived in Hawaii during the mid-1930s to work at Pearl Harbor. He was in charge of the Navy's architectural operations at this base throughout World War II and also during the Korean War, not retiring until 1958. In addition to over two decades of working for the Navy Van Oort also maintained a private practice, designing a number of private residences in Honolulu as well as over forty buildings for the Catholic Church, including St. Joseph's Church in Waipahu. He died on August 16, 1990.

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The Cafeteria and Terminal Building was rendered in a modern style, which typified much of Van Oort's designs. The sleek horizontal lines, accentuated by the bands formed by the continuous louvers and screened openings typified the form and the use of various materials and textures provided further visual engagement. The two cafeterias and canteen, housed within the building, were open twenty four hours a day, seven days a week, during the war years, making it a hub of activity in the Naval Supply Center. Providing transportation and food services to both military and civilian personnel working in the area, the building's one kitchen served two cafeterias, one for officers and office workers, many of whom were women, and the other for enlisted men and laborers. The former had a capacity of 236 and the latter could hold 656. In addition to feeding the personnel assigned to the supply center, many people working at the near-by Sub Base also came to these cafeterias to eat. In addition to the two cafeterias there was also a canteen or concession stand, whose counter opened on the lanai/waiting platform on the east side of the building. The canteen or concession stand, which was under the supervision of Chief Yeoman Bill Bruffrey, sold an average of 4,000 sandwiches a day, and also offered cigarettes, gum, and candies. In addition the building served as a transportation hub for the civilian workers commuting to the base to work, and for military personnel traveling to downtown Honolulu. The lanai which wrapped around three sides of the building served as a waiting platform, with bus passengers handled on the south side and train passengers on the north.

All the tables and seats in the cafeterias were constructed by the Supply Depot's Maintenance Division. The Officers' Cafeteria featured green booths which sat four and six people, while the enlisted men's side had tables with attached benches. The officers' cafeteria featured a 7' x 40' mural drawn by Hon Chew Hee, who worked at the Naval Supply Depot's Paint Shop. This talented, Maui-born artist achieved an international reputation following the war. He taught painting to Jackie Kennedy and his murals adorn the check-in lobby of Honolulu International Airport. The present location of his Navy Supply Depot Cafeteria mural is unknown.

Following the conclusion of World War II, Facilities 487 and 488 remained under the administration of the Naval Supply Depot, Kuahua and continued to serve as the Cafeteria and Terminal Building and Boiler, Transformer and Garbage Building, as indicated in the 14<sup>th</sup> Naval District document, *Naval Shipyard, Marine Res. Submarine Base & Naval Supply Depot Building List*,

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dated June 30, 1946. Throughout the Korean War and the initial stages of the Cold War, the Pearl Harbor Naval Supply Center continued to function as it had during World War II in providing supplies to naval fleet units, and was one of the six major activities operating under the 14<sup>th</sup> Naval District, Pearl Harbor.

In 1953, Facility No. 487 was remodeled with a snack bar placed inside the northeast corner of the building, and then in 1956 the concession stand was transformed into a check cashing booth, and the women's room at the southeast corner of the building was converted into a barber shop. During this period, the supply center itself was evolving with the removal of existing structures and the addition of others. The *Master Shore Station Development Plan* for the Submarine Base Complex, which was prepared on January 21, 1957, indicates that a number of World War II structures directly southwest of Facility No. 487 had been removed and proposed new structures included transit sheds, shop buildings, repair facilities, and new administration and civilian cafeteria buildings. In addition, Facility No. 475 was scheduled to be converted from the current administration building back into a storage facility. Buildings 487 and 488 are identified on the Submarine Base Complex diagram as shops, and are located within a defined complex, bordered by paved streets, of existing and proposed shop buildings. A proposed land use plan diagram from the same period (District Public Works Office, 14<sup>th</sup> Naval District U.S. Naval Base, Pearl Harbor, T.H. *Proposed Land Use Plan*, Pearl Harbor Region – Master Shore Station Development Plan, Prepared 1-21-1957.) indicates the Naval Supply Center, Kuahua consisted of industries that included shops, garages, and piers as well as open and covered storage for munitions, fuel and water. Although situated in an area dedicated to storage and proposed for this use, Building 487 continued to serve as a cafeteria and plans were approved for the replacement of insulation for the refrigeration rooms in 1959.

The Naval Supply Center continued to supply specific fleet units during the Vietnam War, contributing to the maritime transportation of 95% of all ammunition, fuel, vehicles, supplies, and other war materials sent to support U.S. military forces in Vietnam, as well as keeping the U.S. Pacific Fleet supplied for the remainder of the Cold War that included a number of security missions around the world (*The U.S. Navy in the Cold War Era, 1945-1991*). Additional support facilities in the Naval Supply Center were constructed as needed, while other facilities were converted to other purposes. By 1979, Facility No. 487 was identified on various Naval Facilities Engineering Command - Pacific Division renovation and alteration

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plans as the *Navy Passenger Transportation Office*, and the interior of Facility No. 487 was renovated into office space. Part of the renovation process included the installation of climate controlled air conditioning that required the enclosure of screened openings with window glass. Interior and exterior renovations and alterations continued into the mid and late 1980s that included new exterior metal siding and doors and windows and the lanai being partially enclosed.

In March of 1993, following the conversion of Building 487 into office space and the end of the Cold War, all Naval Supply Centers and Naval Supply Depots were renamed Fleet and Industrial Supply Centers, and local supply resources at Pearl Harbor were combined into a regional supply department (Global Security.org. *Military – Pearl Harbor*). The last tenants of Facility No. 487 included the Pearl Harbor Federal Credit Union, the Joint Personal Property Shipping Office, and DITCO. (Defense Information Technology Contracting Organization)

**Sources:** The Pacific Division Naval Facilities Engineering Command at Pearl Harbor contains a number of original drawings relating to the boiler house and several of the building episodes associated with its development. The following provided information used in the preparation of this report.

<b>Date</b>	<b>Title</b>	<b>Architect</b>	<b>Drawing Number</b>
October 7, 1943	Cafeteria and Terminal, Floor Plan	Van Oort	MN 4114, Sheet 4 of 23
October 7, 1943	Cafeteria and Terminal, Elevations	Van Oort	MN 4115, Sheet 5 of 23
October 7, 1943	Cafeteria and Terminal, Sections and Roof Plan	Van Oort	MN 4116, Sheet 6 of 23
October 7, 1943	Boiler, Transformer and Garbage Building	Van Oort	MN 4123, Sheet 14 of 23
August 5, 1944	“As Built”: Location Paving and Services	Surveyor: Ball	01394, Sheet 1, Topo

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<b>Date</b>	<b>Title</b>	<b>Architect</b>	<b>Drawing Number</b>
June 24, 1953	New Snack Bar, Ceiling Details, Door Framing Details	A. G. Miller	09875, Sheet 2 of 2
November 27, 1956	Improvements and Alterations, Cafeteria Building	Van Oort	764809, Sheet 1 of 1
March 24, 1979	Air Condition Navy Passenger Transportation Office	W. C. Johnson, P.E.	7025163, Sheet 1 of 2, Mechanical
June 1, 1984	Reroof Lanai Roof on Building 487, Roof Plan, Building Sections	Ronald Kunemitsu	Sheet 2 of 4

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District Public Works Office, 14<sup>th</sup> Naval District U.S. Naval Base, Pearl Harbor, T.H. *Proposed Land Use Plan, Pearl Harbor Region – Master Shore Station Development Plan*, Prepared 1-21-1957.

District Public Works Office, 14<sup>th</sup> Naval District U.S. Naval Base, Pearl Harbor, T.H., *Submarine Base Complex, Pearl Harbor Region - Master Shore Station Development Plan*, Prepared 1-21-1957.

Global Security.org. *Military – Pearl Harbor*. Retrieved January 11, 2010 from: [http://www.globalsecurity.org/military/facility/pearl\\_harbor.htm](http://www.globalsecurity.org/military/facility/pearl_harbor.htm)

*The Messenger*

“NSD Breaks More Ground for Storage and Chow,” v. 3, no. 3, March 1944, page 4.

“Cafeteria, Large, Airy, Modern,” v. 3, no. 9, September 1944, page 5.

“Hawaiiana’ Mural Adorns NSD Cafeteria,” v. 3, no. 11, November 1944, page 1.

“Obituaries, Jozef Bernardus Alovaius Van Oort,” *Honolulu Star Bulletin*, August 19, 1990, page A-32.

*Naval Shipyard, Marine Res. Submarine Base & Naval Supply Depot Building List*, Accompanying 14 N.D. Drawing No. 1-N1-239, June 30, 1946.

Pearl Harbor Naval Shipyard Association. *Fit to Fight: Pearl Harbor Shipyard 1908-2008*. Honolulu: Pearl Harbor Naval Shipyard Association, 2008.

U. S. Navy, Bureau of Yards and Docks, *Building the Navy's Bases in World War II, History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946, vol. I and II*, Washington D. C.: U.S. Government Printing Office, 1947.

**Project Information:** The Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF) propose to demolish Facility Nos. 487 and 488. In accordance with 36 CFR Part 800, implementing regulations of Section 106, National Historic Preservation Act, Commander Navy Region (COMNAVREG) Hawaii has consulted with the Hawaii State Historic Preservation Officer (SHPO) and other parties, and has agreed to document the building in accordance with HABS standards prior to undertaking the proposed demolition. This photo documentation and recordation fulfills that agreement.

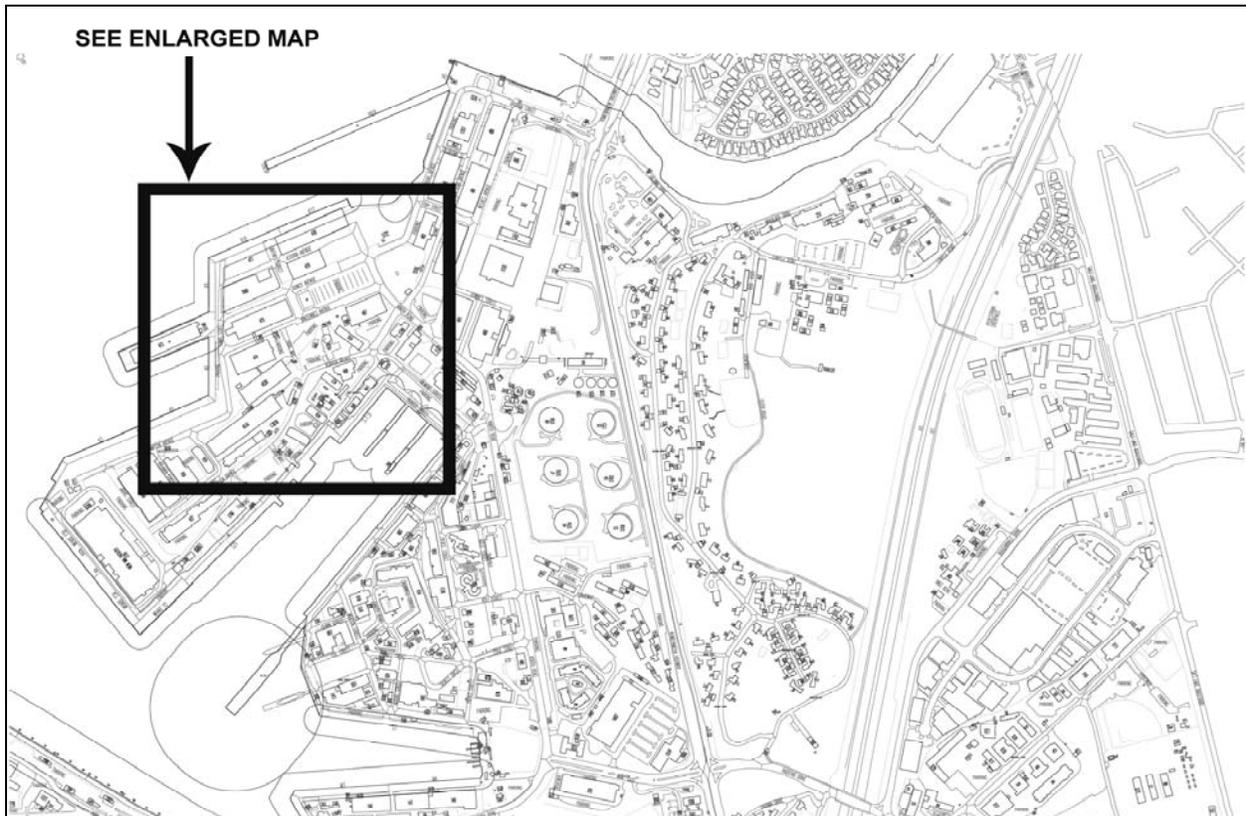
This report was prepared under a Historic Preservation Services contract (N62742-06-D-1869) awarded to Wil Chee- Planning, Inc., the prime contractor, and Fung Associates, Inc., the sub contractor, by the U.S. Navy, Pacific Division, Naval Facilities Engineering Command. This project is being supervised by Jeffrey Dodge, Historical Architect, NAVFAC Hawaii. The photographic documentation was undertaken by David Franzen, photographer. Don Hibbard, Geoffrey Mower, and Mayu Ohama, Architectural Historians at Fung Associates, Inc., prepared the written documentation.

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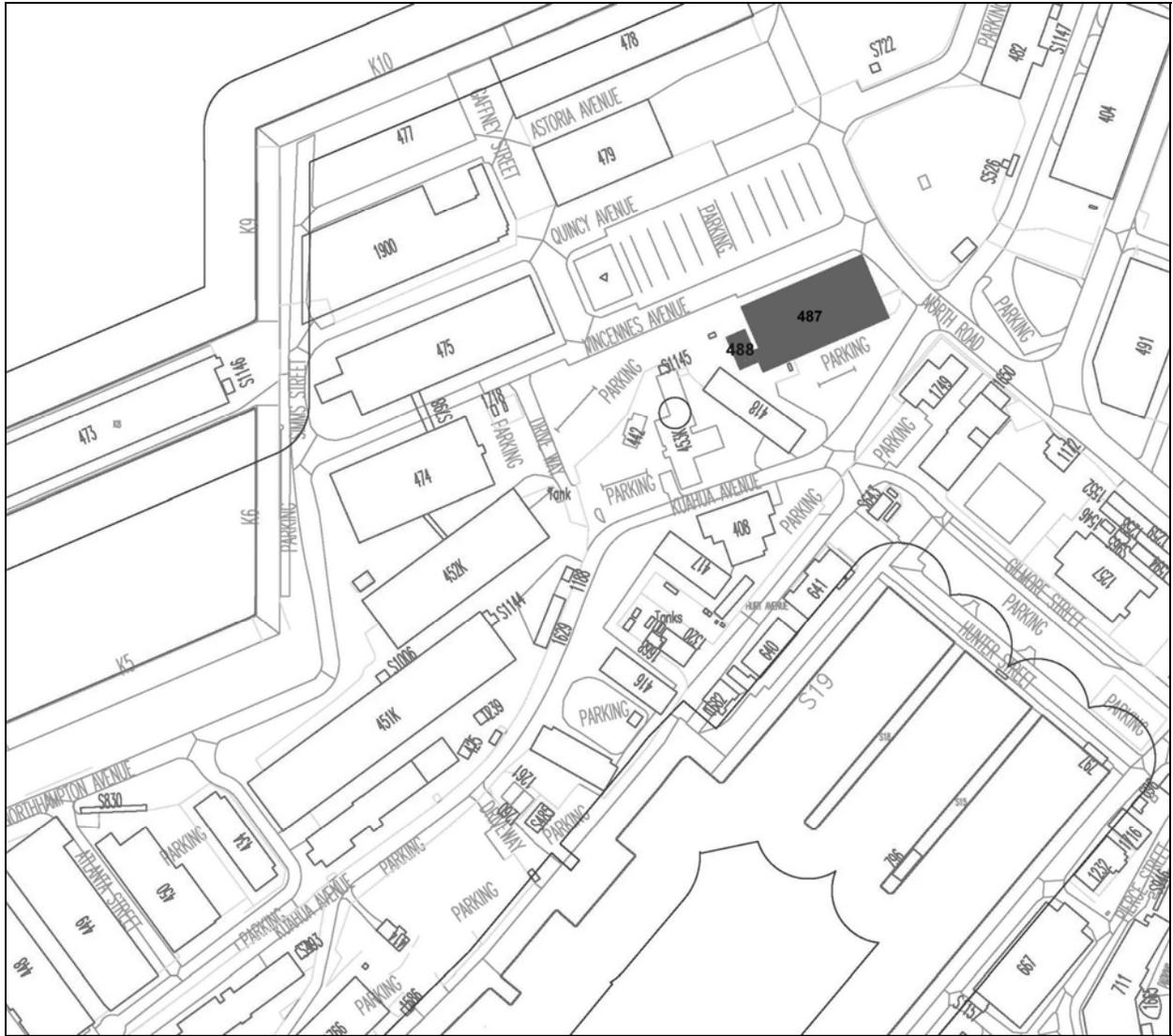
Date of Report: February 2010

Fig.1 Current Naval Supply Area Map  
(GDM Location Map, Department of the Navy NAVFAC Hawaii, July 1998)



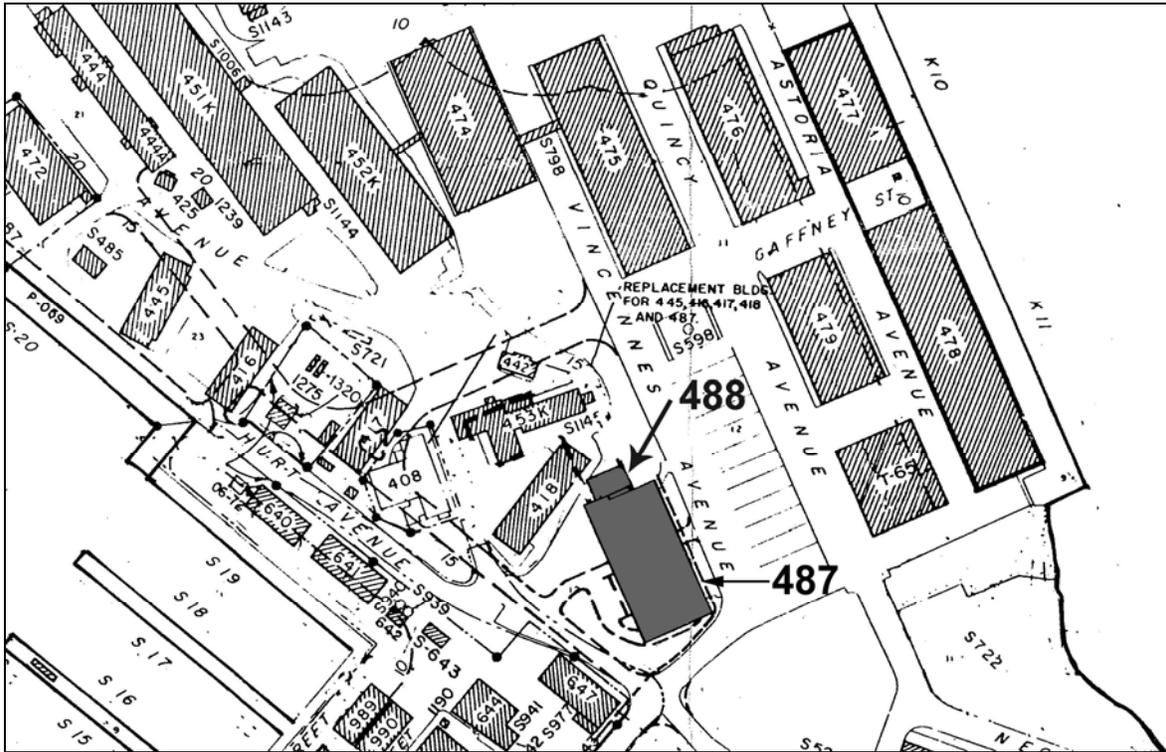
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Fig.2 Enlarged Area Map



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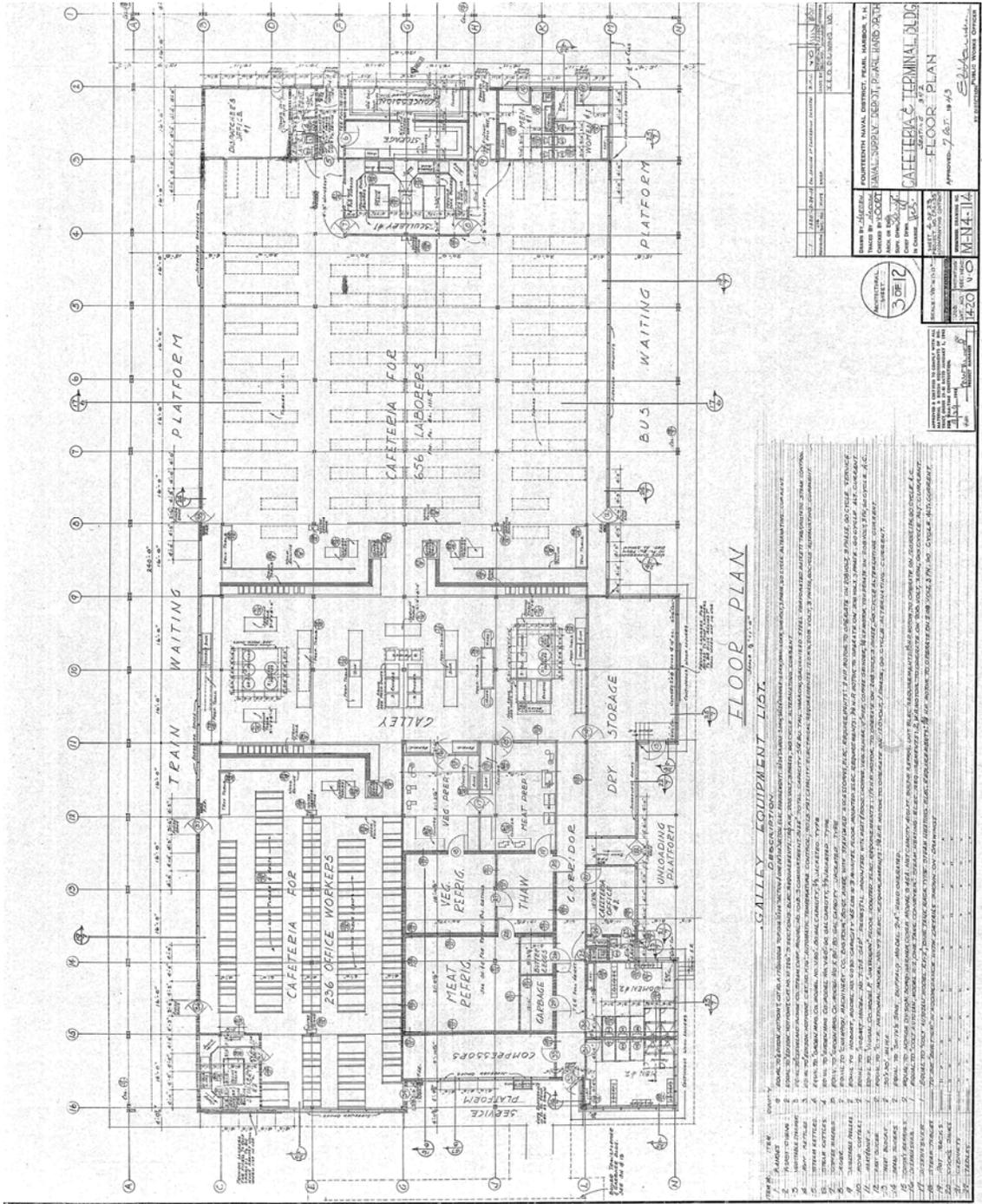
Fig.3 1977 Naval Supply Area Map  
(Historic Preservation Plan, U.S. Naval Base, Pearl Harbor National Historic Landmark,  
February 1978)





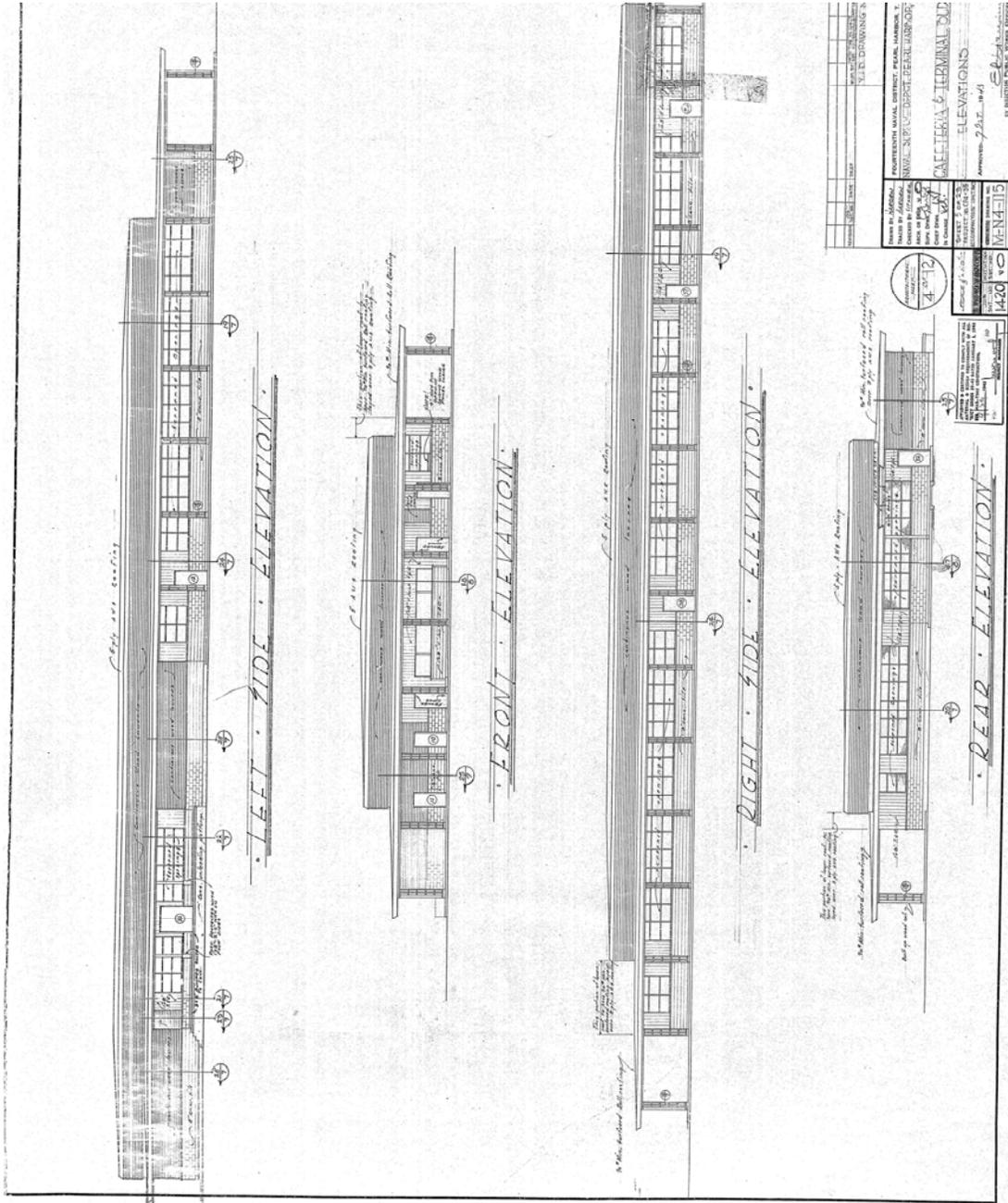
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**Fig.5 Building 487 Floor Plan (Not to scale)**  
 (14<sup>th</sup> Naval District Pearl Harbor T.H., Naval Supply Depot, Pearl Harbor T.H., Cafeteria and Terminal BLDG Seating 392 Floor Plan, Drawing No. M-N4-114, Approved October 7, 1943)



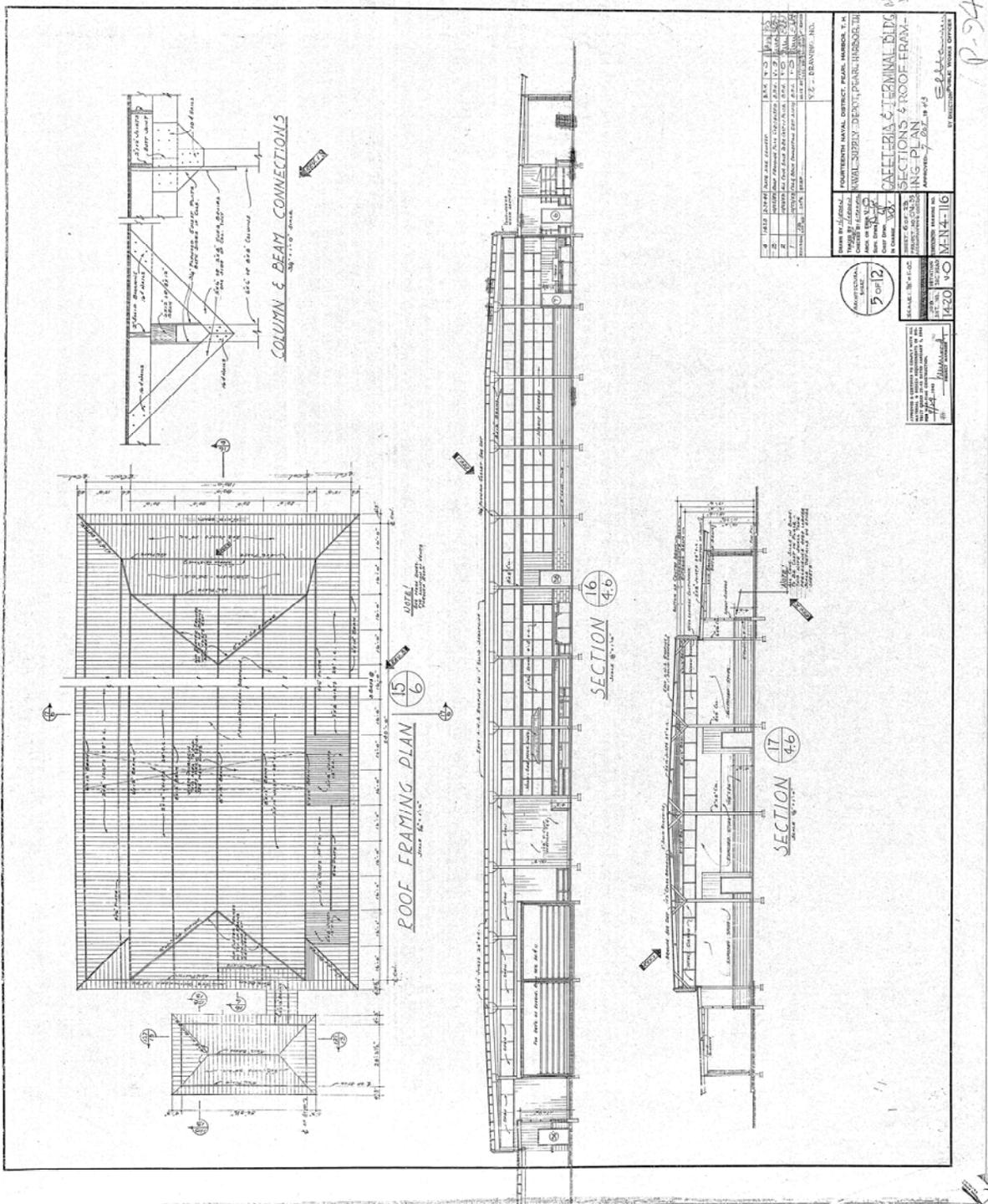
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Fig.6 Building 487 Exterior Elevation (Not to scale)  
 (14<sup>th</sup> Naval District Pearl Harbor T.H., Naval Supply Depot, Pearl Harbor T.H., Cafeteria and Terminal BLDG  
 Elevations, Drawing No. M-N4-115, Approved October 7, 1943)



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Fig.7 Building 487 Sections and Roof Plan (Not to scale)  
 (14<sup>th</sup> Naval District Pearl Harbor T.H., Naval Supply Depot, Pearl Harbor T.H., Cafeteria and Terminal BLDG Sections and Roof Framing Plan, Drawing No. M-N4-116, Approved October 7, 1943)





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Fig.9 Building 488 Floor Plan and Exterior Elevation (Not to scale)  
(14<sup>th</sup> Naval District Pearl Harbor T.H., Naval Supply Depot, Pearl Harbor T.H., Cafeteria and Terminal BLDG Boiler and Transformer and Garbage BLDG, Drawing No. M-N4-123, Approved October 7, 1943)

