

**U.S. NAVAL BASE, PEARL HARBOR, WAIPIO PENINSULA
Waipio Peninsula
Pearl Harbor
Honolulu County
Hawaii**

HABS No. HI-386

HABS
HI-386

PHOTOGRAPHS

WRITTEN HISTORICAL DATA

**HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
U.S. Department of the Interior
Oakland, California**

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL BASE, PEARL HARBOR, WAIPIO PENINSULA

HABS No. HI-386

Location:

Waipio Peninsula
Pearl Harbor Naval Base
City and County of Honolulu, Hawaii

A polygon enclosing the Navy-owned portion of the peninsula has the following UTM coordinates:

USGS Waipahu & Pearl Harbor Quadrangles, Hawaii 1983
7.5 Minute Series (Topographic) (scale - 1:24,000)

Universal Transverse Mercator Coordinates:

1	04.604240.2365320	7	04.603360.2362350
2	04.604180.2365260	8	04.605780.2361180
3	04.604300.2364430	9	04.606150.2360680
4	04.603940.2364260	10	04.606350.2360660
5	04.603610.2364420	11	04.606400.2361880
6	04.602520.2364100	12	04.605980.2363300
		13	04.604320.2364610

Present Owner:

U.S. Navy

Present Use:

Outdoor storage and vacant land

Significance:

Waipio Peninsula was an active part of the Pearl Harbor Naval Base during World War II. The activities that took place here were important to the success of the war efforts in the Pacific. All the Navy functions on Waipio Peninsula contributed to victory, but the Amphibious Operating Base was the most directly involved in the Pacific island-hopping campaigns that helped win the war. Almost all of the structures built on Waipio Peninsula during the early 1940s were temporary structures, such as tents, Quonset huts, and wooden warehouses. Most were demolished long ago. The few facilities that remain are the only physical evidence of Waipio Peninsula's role during World War II.

For locations and descriptions of individual Navy facilities constructed on Waipio Peninsula during World War II see the following reports:

Report Number	Fac. No.	Date	Report Name (all preceded by: U.S. Naval Base, Pearl Harbor)
HABS No. HI-314	26	1942	Barracks
HABS No. HI-327	4	1942	Deperming Storehouse
HABS No. HI-408	1	1942	Range House

HISTORICAL INFORMATION - HISTORY OF WAIPIO PENINSULA

Civilian Period on Waipio Peninsula, 1800s-1941

Waipio Peninsula is a very irregularly shaped land mass in Pearl Harbor, separating West Loch from the rest of the harbor waters. The northern half of the eastern border of the peninsula lies on Middle Loch, but the southern half of the eastern border lies on the Ford Island channel and the main Pearl Harbor channel. This peninsula had abundant points of access to the harbor waters along its long shoreline, numerous fishponds (loko), fertile soil, and, at its northern end, ample fresh-water streams and springs. An 1889 map of just the northwestern section of the peninsula shows the Land Court Award (LCA) parcels along Kapakahi Stream, many of which are labeled loko. The two largest fishponds were Loko Eo and Loko Hanaloha, which apparently had been created by building rock walls across the mouths of former bays. Loko Eo was originally separated from Middle Loch by a stone causeway on its eastern side. Loko Hanaloha, separated from the West Loch waters, was evidently the walled-off northern end of Walker Bay. That fishpond and bay almost totally divided the lower part of the peninsula from the upper section. A 1907 map also shows several unnamed fish ponds or natural ponds on the peninsula, as well as one near the southern tip, labeled "Old fish pond." During most of the 1800s subsistence fishing, aquaculture, and farming continued, as in the pre-contact period. Provisioning of visiting ships (providing water, produce, and meat) also became an economic activity after western contact. Maps from 1873 and 1897 show the part of Waipio below Loko Hanaloha as grazing land. A rock wall formerly enclosed the Waipio Point part of the peninsula. This wall may have been built to keep grazing animals out or in. It was apparently built sometime between 1873 (not on a map for that year) and 1897 (shown on that map as "old wall"). Remnants of both irrigated taro fields and non-irrigated fields have been found on the peninsula. The rights to use lands and fishponds on the peninsula had been given in the early 1800s by King Kamehameha to Don Francisco de Paula y Marin and Papa I'i. During the Great Mahele in the mid 1800s, John Papa I'i (the nephew of Papa I'i and, like his uncle, a member of the royal court) was awarded the majority of the peninsula (Landrum et al. 1997: 57).

The John I'i Estate, Limited gained title to the entire peninsula by the late 1800s; for almost 100 years, the Oahu Sugar Company leased most of the land, and filled in some of the fishponds with bagasse (fibrous residue from sugar cane processing). The Oahu Sugar Company (OSC) was associated with Benjamin Franklin Dillingham, who also started the Oahu Land and Railway (OR&L) Company. The OR&L main railroad line ran along the top of Waipio Peninsula and the OSC ran spur lines for transporting sugar up from the peninsula. OSC also grew sugarcane on Ford Island for a few years, and brought it to Waipio Peninsula by ferry and then by rail lines to the mill in Waipahu. A 1927-30 map shows an extensive system of fresh water reservoirs, ditches, and pipelines built on the peninsula by Oahu Sugar Company. The Navy's Historic Preservation Specialist has observed remnants of the large old wood-stave pipelines (36" and 18"), as well as concrete swales, ditches, and pump houses (Dodge 2002). An archaeology report described the two pumping stations, which had plaques noting their dates as 1919 and 1927 (Goodman and Cleghorn 1998: 20-23).

A 1907 map, at the Hawaii State Archives, shows only one small settlement on the peninsula at that time, below the OR&L rail line. Scattered dwellings on Waipio may have existed, but were probably limited to the northern part, near Kapakahi Stream or the rail line. After sugar cane was planted on the peninsula, OSC established worker housing there. An early 1940s map shows about two dozen buildings on a four-acre parcel labeled "Filipino Camp" (Fourteenth

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Naval District 1943). The peninsula had recreational appeal to affluent Oahu residents who boated and had picnics on Waipio Peninsula (Landauer and Landauer 1999: 79).

Waipio was owned by only one family, unlike the subdivided Pearl City Peninsula (see HABS No. HI-393) which had many shoreline estates. The I'i family had a country home on the upper part of Waipio peninsula, near the train station. A grave plot of the I'i family was disinterred by the Navy during the 1940s and relocated to Oahu Cemetery (Dodge 2002).

Military Functions on Waipio Peninsula before and during World War II

The southern tip of Waipio Peninsula was among the earliest military land acquisitions in Pearl Harbor. Authority "to appropriate 50 acres at Waipio Peninsula" was issued by the Joint Army-Navy Board about 1905 (Historical Section, Fourteenth Naval District [1945]: 37). The process was not easy, however. The condemnation proceedings were completed in 1906, and a price of \$10,000 established. However, "the court did not enter its final decree until August 1909" because of the issue of fishing rights, which the Navy did not acquire (Marine Barracks, n.d.: A-12).

It was proposed that a battery of 13-inch guns be placed at the point of Waipio Peninsula (*Pacific Commercial Advertiser* 1904), but this was never built. A Special Board of Navy fleet officers recommended in 1908 that the tip of Waipio Peninsula be cut off, as part of the channel improvements (Coletta 1985: 438). A 1909 newspaper article about the dredging work noted that "a large part of [Waipio Peninsula] is to be sliced off" (*Pacific Commercial Advertiser* 1909). This is probably when the "Old Fish Pond" near Waipio Point was destroyed, since it is not shown on maps after this date.

A 1910 drawing shows that a coaling plant was designed for the southern tip of Waipio Peninsula. Historic photographs (at the National Archives II) show this was built by June 1913, labeled as a "temporary coaling wharf." The permanent coaling wharf (Facility O-1) was built near Hospital Point, on the main part of the Naval Base, in 1915. The 1910 drawing also shows "Reclaiming Bridges" that were apparently intended to fill in the shallow waters near the irregular shoreline, with the material to be dredged from the Pearl Harbor channel.

Proceedings started in 1932 to acquire the rights to the fisheries surrounding the peninsula, including Hanapouli, Waipio, Homaikaia and Miki Fisheries, with a total of 1,194 acres. These proceedings lasted until October 1950. In the 1940s land acquisitions by the Navy fish ponds, or "loko", were included. In addition to the large fish ponds of Loko Eo and Loko Hanaloa, smaller fish ponds, on either side of Kapakahi Stream, were acquired, some of which by that date were then being used for rice cultivation (Dodge 2002).

During most of the twentieth century the northern areas of Waipio Peninsula remained in non-military uses, mostly sugar cane cultivation. The Navy occupied a large part of the peninsula during WWII, but even when Navy activities here were at their greatest extent, sugar was grown on the remaining Waipio Peninsula lands.

Because it was mostly undeveloped, Waipio Peninsula was not a target of the December 7, 1941 attack by the Japanese. However, a few areas of the peninsula are associated with the events of that day. A report confirms that a Japanese Aichi D3A1 "Val", Type 99, Dive Bomber crashed at the shoreline of Beckoning Point (Dodge 2002). The U.S.S. *Nevada* was pushed from Hospital Point to ground on the peninsula opposite, to prevent the ship from sinking and

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blocking the channel. The U.S.S. *Monaghan*, after picking up speed to ram and depth charge a Japanese midget submarine, became temporarily grounded on a mud bank and grazed a crane barge (Gill 1941).

Also associated with the attack was the establishment, at the southern tip and western side the peninsula, of the Fleet Salvage Recovery Area, which consisted of a storage shed, a wharf with walkways out to mooring dolphins, and a large paved open storage area (Contractors Pacific Naval Air Bases n.d.: A-1169). This activity "reclaimed usable parts and metal from ships which were damaged beyond repair" (U.S. Navy, Bureau of Yards and Docks 1947: Vol. II, 133). This site was selected because the fill from dredging had not only added to the acreage but had also moved the shoreline closer to the 20-foot water depth of the West Loch channel, thus making it accessible to deep-draft vessels (Contractors Pacific Naval Air Bases n.d.: A-1176). There were ten buildings, six of which were Quonset huts, in this part of Waipio Peninsula in 1947, then named Fleet Salvage Base (U.S. Navy, Bureau of Yards and Docks 1947a: 1053).

In response to the December 7, 1941 attack, some defensive structures were built on Waipio, as they were throughout the Pearl Harbor area. At least two anti-aircraft gun batteries were built on Waipio Peninsula. Remnants of the concrete portions of an extant battery are in line with the end of the Ford Island runway. The remains (consisting of gun emplacement, ammunition storage, and shelter structures) are similar to others found on roof tops of concrete buildings (see HABS No. HI-395) or on the ground near other Oahu airfields (see HABS No. HI-279-V). The Waipio Peninsula gun battery remnants have been given archaeological site numbers, and are described in a survey report (Jensen and Head 1997: B-3 to B-5). A different type of gun position, octagonal in shape with four ready ammunition magazines, was shown on a 1944 drawing (OA-N15-438). It was located near the beaching ramp on the West Loch side of Waipio Peninsula, but is not extant. Another defensive structure was also found on the peninsula, near the Pearl Harbor entry channel. This structure is similar to the one on the top of Facility 475 (HABS No. HI-433) at Kuahua peninsula on the main base, which was labeled a mine and bomb observation tower. Because the Waipio structure is not on a building, but near the water, it may have served only as a mine observation tower. It originally had a telescope to track target ships, mounted in an azimuth ring set below the viewing openings in the hexagonal tower. This telescope and ring provided the target's bearings, and the enemy ship's course could be plotted on a mine location map. When the ship was located directly above a mine, the Mine Commander sent an electrical signal to detonate it (Berhow 1999: 113). An empty concrete transformer station is located adjacent to the tower structure.

The Navy established a Degaussing Station, also called the Magnetic Proving Grounds, on Waipio Peninsula in 1942. Degaussing and deperming are processes that measure the magnetic fields of, then demagnetize, ships so that the steel is less likely to attract magnetic mines or to set off magnetic detectors. The Navy already owned the southernmost tip of the peninsula, and built the Range Facility portion of the Degaussing Station here. This area occupied less than a half-acre of land, with only the Range House, generator building and gasoline tank, plus the underwater magnetic range for measuring the magnetic fields. Use of another parcel, occupying over ten acres further north on the east side of the peninsula, was obtained in 1942. This area was called Beckoning Point and was selected because it was near the fleet moorings, yet "virtually isolated from the congested waterways of the harbor" (Contractors Pacific Naval Air Bases n.d.: A-1174). The deperming facilities (where the demagnetizing was done) were built here, plus an underwater dock, built "of concrete reinforced entirely with copper instead of the usual steel" (Woodbury 1946: 340). The electrical currents sent through the copper coils demagnetized the ship in the dock.

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The Shipyard Annex Storage Area was established in 1944 on Waipio Peninsula because the available space on the main base was fully used. This area, just across the Pearl Harbor channel from the Shipyard, was fairly convenient. A bridge-type gantry crane ran on rails and spanned an open storage area that measured 340'-0" x 2,200'-0" A 1945 photo of this crane, at the Port Hueneme Archives of the Naval Facilities Engineering Command, noted that the crane was being installed by the Seabees and was the same one "formerly erected over dry docks 2 & 3, then 4." Various "Groups" and "Sections" of the Navy Yard Supply Department used this storage area. A fairly large section of the outdoor storage area at Waipio Point was dedicated to the Ordnance Group (Navy Yard Supply Department n.d. 67).

The Net and Boom Depot moved from Bishop Point to Waipio Peninsula in 1944 (Ghormley 1944). This depot was part of the security arrangements that provided anti-submarine nets around moored ships and at the channel mouth. It is not clear where on the peninsula this depot was, but a 1948 map of the peninsula lists 14 buildings in the southern part of the peninsula as "Net Storage." These have the dimensions of Quonset huts (40' x 100') and were then part of the Shipyard Annex Storage Area. One of the deteriorated Quonset huts remaining on Waipio Peninsula is filled with sections of the wooden buoys from which the anti-submarine nets hung (Dodge 2002). During WWII, or immediately after, storage areas for spherical buoys were built near the beaching ramp on the peninsula.

In late 1943 an Amphibious Operating Base was established on the west side of the peninsula, just north of the Ship Salvage Base, but it was not completed until early 1944. The thousands of men based here were mostly housed in tents, despite a 1944 memo calling for the substitution of wood-frame structures or Quonset huts instead, due to a shortage of canvas (Towers 1944). Many Quonset huts were erected on Waipio; drawings show that several of the large (40'-0" x 100'-0") huts were used as classrooms, and one had the dual function of chapel and theater. Historic photos at the Bishop Museum show there was also an outdoor theater on the peninsula during WWII (U.S. Navy [1944]). The overall mission was to train the men at this base, including rehearsal maneuvers held on Maui and Kahoolawe, for the amphibious landings that were required as the U.S. island-hopped across the Pacific during World War II (Morison 1964: 91). The training programs at the Waipio Base were "at the Communication School, in the LCC [Landing Craft, Control] Flotilla, in a Smoke Generator Repair and Operation School, and in a training course for the handling of Mark VI, anti-tank mines" (Historical Section, Amphibious Forces 1945: 544).

A major function at the Waipio Amphibious Operating Base was to provide maintenance and repair services for the various amphibious landing boats. An administrative history (Historical Section, Amphibious Forces 1945: 535-7) mentions the following types: Landing Ship, Tank (LST); Landing Craft, Tank (LCT); Landing Craft, Infantry, Large (LCI - L); Landing Craft, Support, Large (LCS - L); and Landing Ship, Medium (LSM).

Within the Fifth Fleet the V Amphibious Force was set up on 15 August 1943 to plan, train and conduct the landings in Micronesia. The "V 'Phib'," as it came to be called, organized a continuous training program for troops and ships and established close liaison with the aircraft belonging to assigned escort carriers.

Rear Admiral Richmond K. Turner assumed command of the V Amphibious Force on the day it was created. . . . All ground troops under the Force constituted the V Amphibious Corps, commanded by one of the fathers of modern amphibious warfare, Major General Holland M. Smith, USMC (Morison 1964: 86-87).

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The V Amphibious Force also captured Iwo Jima, one of the most difficult and critical amphibious assaults in the Pacific war.

Several other Navy activities were located on Waipio Peninsula as of April 1944 (Historical Section, Fourteenth Naval District [1945]: Appendix A, 9). There was a Construction Battalion Encampment and a Construction Battalion Pontoon Assembly Camp. Construction Battalions (CBs or Seabees) were construction forces constituted by the Navy to both fight and build at the forward bases. pontoons were used in amphibious landings to form causeways that could bridge the water between the approximately six-foot depth where the Landing Ship, Tanks (LSTs) ran aground and the 30-inch depth where the Landing Vehicles, Tracked (LVTs, also called Amphtracs or Amtracs) that they carried could operate.

A 1945 map (OA-N31-101) of the southern end of the peninsula shows part of the land was set aside for "P.W. Wharf Builders" and "P.W. Crane Parts Storage," as well as for the other activities mentioned above. The map also shows the Amphibious Base had a brig, as well as a garbage pier with hopper and chute. On this map, there is also a "dredged area" cut into the east side of the peninsula, which is labeled "barge slip" on a 1946 drawing (411648). This slip was necessary to bring the supply barges within reach of the gantry crane.

Some alterations to the shoreline at the tip of Waipio Peninsula were made around the beginning of the century. However, through the 1920s and into the 1930s the channel was still difficult to navigate and at least eleven large ships went aground because of the difficult turn near Waipio Point (Historical Section, Fourteenth Naval District [1945]: 47). In the late 1930s some more extensive dredging work was done here. A 1941 photograph shows the eastern shoreline at the tip of the peninsula as quite straight, compared with the shoreline shown on early twentieth-century maps. A 1943 map (Contractors Pacific Naval Air Bases n.d.: A-1169p) shows that the southern and western shorelines at Waipio Point were also to be altered by dredging. A December 1943 photo included in this report shows the entire southern tip of the peninsula altered by dredging, filling, and shoreline changes. Another December 1943 photograph shows the northern part of Waipio Peninsula was relatively unaltered; most of the fishponds then appeared intact, as dark, smooth water surfaces. In a 1944 photo included in this report, it is evident that filling, perhaps from disposal of dredged materials, had left only a small water area visible on the two largest fishponds, Loko Eo and Loko Hanaloa.

Most of the Navy's activities were on the southern part of the peninsula, below Walker Bay. There were some facilities, including storehouses and at least one shop, on the shore above Walker Bay, just across from the West Loch Ammunition Depot. The second greatest loss of lives at Pearl Harbor (after the December 7, 1941 attack) took place here on May 21, 1944, when an explosion in a group of tightly moored LSTs resulted in 163 dead or missing and 396 injured (Shuman 1988: 33). The Army, Navy, and Marine personnel who were preparing for the invasion of Saipan were mostly ashore, after training on Maui. But the ships were laden with munitions and fuel, so the first explosion, whose initial cause is still debated, set off a chain reaction in the adjacent LSTs. Fires continued burning for days and at least six LSTs were lost. "Heroic firefighting and sheer good luck prevented a disaster many times greater. . . . The armada of 535 ships and landing craft [heading to Saipan] left Pearl Harbor only a day late. The invasion took place on schedule" (Shuman 1988: 36). The hulk of one LST remains as a reminder of the many lives that were lost, now also commemorated by a plaque near the West Loch main wharf.

Unfortunately, the explosion at Waipio Peninsula was followed by a second, and larger, accident on July 17, 1944, which killed 320 men at Port Chicago, California. In both cases a

large number of men lost were African-Americans. Major changes in munitions handling were made after these accidents. Also, the accidents brought attention to the problems of segregation. By 1945 the Navy started desegregation by establishing mixed race units. In 1948 President Harry Truman called for the federal government and armed forces to be desegregated (Dodge 2002).

Military Acquisition of and Construction on the Peninsula after World War II

The Navy condemned all the land around the perimeter of Pearl Harbor, including the entire Waipio Peninsula, starting proceedings during World War II, but did not complete acquisition until the late 1940s. The condemnation actions for the majority of the Waipio Peninsula lands are covered in Civil Actions Nos. 465, 489, 516, 520, 526, and 575. Some of the Waipio Peninsula acreage acquired was released by the Navy to the Territory of Hawaii starting as early as 1943. By the 1960s most of the northern portion of the peninsula was no longer Navy-owned (Dodge 2002). Several State or City and County facilities were later established on the former Navy land in the northern part of the peninsula, including Waipahu High School, Ted Makalena Public Golf Course, City and County of Honolulu Waste Incinerator, Police Training Academy, and most recently the Waipio Sports Complex.

Some areas on Waipio were kept for Navy use, including a narrow strip along the eastern shoreline of the northern part of the peninsula. After WWII, it was decided to use Middle Loch for mooring inactive vessels. The idea was to mothball capital ships, to be recycled in case of a future war. Some WWII ships were recycled as late as fifty years after their construction (Dodge 2002). A small number of shoreline support facilities were developed on the retained narrow strip along the Middle Loch shoreline of the peninsula. The main point of "mothballing" the fleet was to make sure ships would be ready for duty at short notice. This process "requires the installation of electrical machinery to dry the air inside the vessels by circulating it over drying chemicals" (*Honolulu Star Bulletin* 1949). In 1946 and 1947 several of the floating drydocks that had been used in various Pacific locations were brought to Middle Loch, and the area was called the Inactive Floating Drydock Group Facility (Anonymous n.d.). Apparently they were moved within a few years, since a 1949 newspaper article (*Honolulu Star Bulletin* 1949) states the drydock sections were then at West Loch, along with 150 or so auxiliary vessels, with plans to move them all back to Middle Loch. In 1955 the Naval Inactive Service Craft Facility was established and included the inactive floating drydocks. In 1967 Navy ships, as well as service craft, were included in the mix of vessels moored in Middle Loch. By 1984 the name of this activity was Naval Inactive Ships Maintenance Facility (NISMF). Delegation of military, management, and technical control has varied over the years; a contractor has operated NISMF since 1982.

A drawing dated 1946 shows that an area further south on the eastern shore of the peninsula, almost to the tip, was further developed as a "gun park", or area for storage of heavy guns. This was the area used during WWII by the Ordnance Group of the Navy Yard Supply Department, which had stored 8-inch to 16-inch guns there. [The inch measurement refers to the diameter of the gun barrel's bore.] The 1946 work involved installation of a steel sheet pile seawall, grading, and the construction of five parallel pairs of concrete foundations, which would hold various sizes of gun barrels off the ground.

A 1951 map of Waipio Peninsula shows that after the war most of the buildings and land in the southern part of the peninsula were used for Shipyard Annex storage. Another small complex of buildings served as the Ship Salvage Base, and one building was Range Instruments House

and Quarters for the Naval Degaussing Station (Facility 1, see HABS No. HI-408). In the early 1960s portions of the U.S.S. *Arizona*'s superstructure were salvaged and relocated to this end of the peninsula, to allow construction of the memorial over the ship (Dodge 2002). By 1966 the Shipyard no longer used the facilities on Waipio Peninsula. Some of the Shipyard Annex's Quonset huts survived into the 1990s, but most buildings were demolished long before that. The remnants of the U.S.S. *Arizona* remain.

Waipio Peninsula, unlike Pearl City Peninsula, was included within the Pearl Harbor National Historic Landmark when the boundaries were defined in 1974. The Deperming Station facilities at Beckoning Point on Waipio Peninsula were transferred to Naval Station control before 1978. The Deperming Station contains the only remaining Navy facilities in use on the peninsula and were the only ones included in the 1978 Pearl Harbor *Historic Preservation Plan*. There are still some abandoned structures, a few related to a gun battery, a mine observation tower, a transformer station, and others of unknown use, on the peninsula. The majority of Waipio Peninsula land is still owned by the Navy because it falls within the explosive safety quantity distance (ESQD) arcs of the West Loch branch of the Naval Ammunition Depot. The land within the ESQDs cannot be used for most purposes, but the Navy did lease much of the Waipio Peninsula to Oahu Sugar Company (OSC), for uses related to sugar cane production. OSC mostly used the land area for seed cane, because the site was isolated, and divided up Loko Hanaloa for use as settlement ponds for the mill's silt-filled processing water (Dodge 2002). However, 1943 photos indicate that filling of this fish pond had started in WWII. OSC ceased operations in May 1995. In the late 1990s all the Navy property on Waipio was placed under the Ammunition Depot's administration. The Navy still has 200 to 250 acres available for agricultural leases. The southern end of the peninsula will be used for settling ponds for harbor maintenance dredging (Dodge 2002).

SOURCES

A. Maps and Architectural Drawings

Two late 19th century maps (1873 and 1897) of Pearl Harbor, showing Waipio Peninsula, were provided by Jeffrey Dodge, Historic Preservation Specialist with Naval Facilities Engineering Command, Pacific. Another map, dated 1889, of just the northwest portion of the peninsula is in the State Survey Office and reproduced in Jensen and Head (1997: rear pocket). One useful map of Pearl Harbor, including Waipio Peninsula, was found at the Hawaii State Archives, dated 1907 (G4382.02.2P4/1907/U54/N3). Three 1940s maps of Waipio Peninsula were located at the Naval Facilities Engineering Command Archives at Port Hueneme, California. The two WWII maps from that archives are of the small areas at Beckoning Point and Waipio Point. There was also a 1948 map (OA-N1-1665) of the southwestern part of the peninsula (below Walker Bay). That map showed less detail than a 1951 map of the same area which is reproduced in this report. There are also other maps of Waipio Peninsula, as well as drawings for specific facilities, on microfiche cards at the Plan Files of Naval Facilities Engineering Command, Pacific. The most useful ones are in the following list.

Drawing Number	Title	Date
11763	Proposed Coaling Plant	1/10/1910
OA-N4-2483 & -2484	Ship Service Buildings	2/29/1944
OA-N4-2717 to -2720	Landing Craft Facilities, Chapel, and Theater	5/22/1944

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OA-N26-2213	Amphibious Operating Base, Fresh Water Facilities	11/22/1944
OA-N31-101	Public Works Area, Installation of Gantry Crane	4/18/1945
OA-N1-616	Waipio Peninsula, Ewa, Oahu, Loko Eo	5/3/1945
411648	Gun Park, Storage for Heavy Guns	4/23/1946
OA-N1-1302	Index Map, Navy's Pearl Harbor Perimeter Acquisition	9/26/1947
1031108 -- 1031110	Real Estate Summary Maps, Waipio Peninsula	1/23/1964

B. Early Views

There are numerous aerial and facility-specific photographs of Pearl Harbor in the Still Photo section of National Archives II, College Park, Maryland, but few Waipio Peninsula shots were seen, besides the 1913 coaling station photos (folder 71 CA 170 E). The most useful set of historic photos of Waipio Peninsula was found at the Hawaii State Archives, Admiral Furlong collection. The Naval Facilities Engineering Command Archives at Port Hueneme, California also had several photos of Waipio Peninsula, most dated 1948. Some other historic photos of the peninsula were located at the Bishop Museum Archives in Honolulu. All of these historic photos were taken by the U.S. Navy, but some have ended up in other photo archives. Several of these historic photos are included with this report.

C. Bibliography

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Department of the Navy

- 1899 Pearl River and Lochs, from a survey in 1897 by the officers of the U.S.S. *Bennington*. Map provided by Jeffrey Dodge, Historic Preservation Specialist with Naval Facilities Engineering Command, Pacific.

Dodge, Jeffrey

- 2002 Information provided during review of draft report by Historic Preservation Specialist with Naval Facilities Engineering Command, Pacific.

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Historical Section, Amphibious Forces

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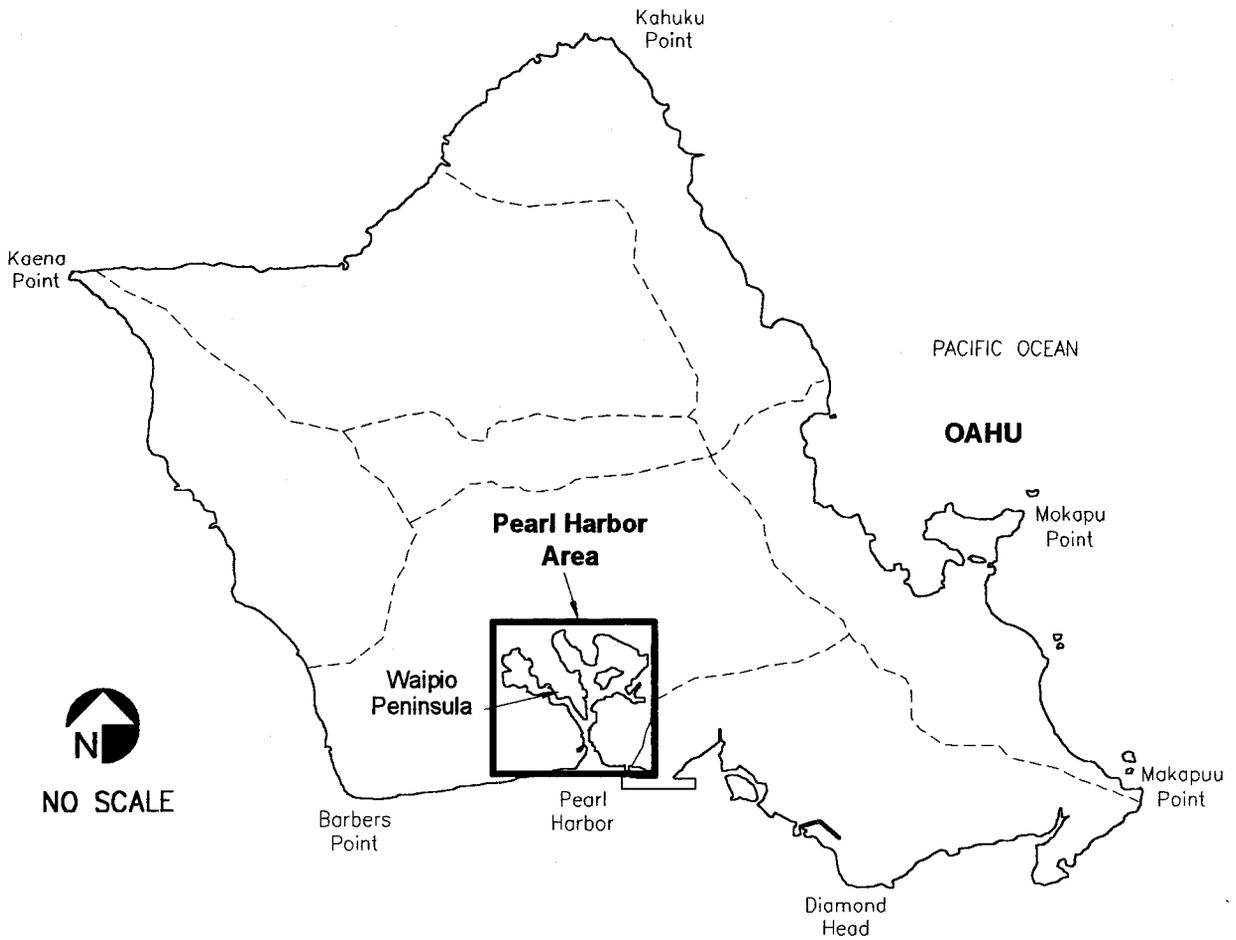
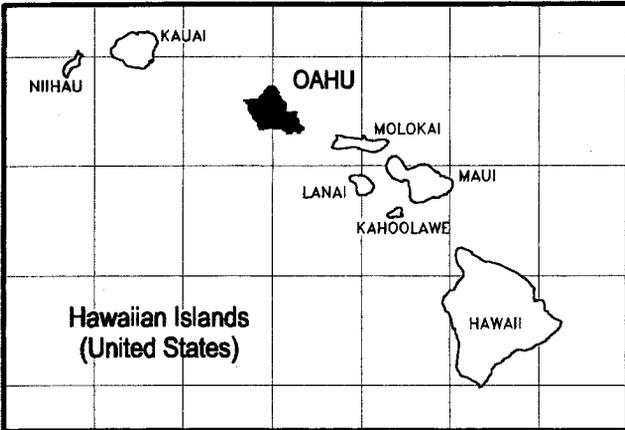
PROJECT INFORMATION

Commander Navy Region (COMNAVREG) Hawaii has embarked on a program of documentation of historic properties within its area of responsibility, with the goal of recording historic information about each property type or set of facilities. In order to establish the context of significance for the facilities in this geographic area, this overview report was prepared. 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. 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, Pacific. The contract was funded through the Cultural Resources Program of COMNAVREG Hawaii. The non-historic photographs were taken by David Franzen, of Franzen Photography. Location maps were made by Nestor Beltran of NAB Graphics. This report was researched and written by Ann Yoklavich, Architectural Historian at Mason Architects, Inc.

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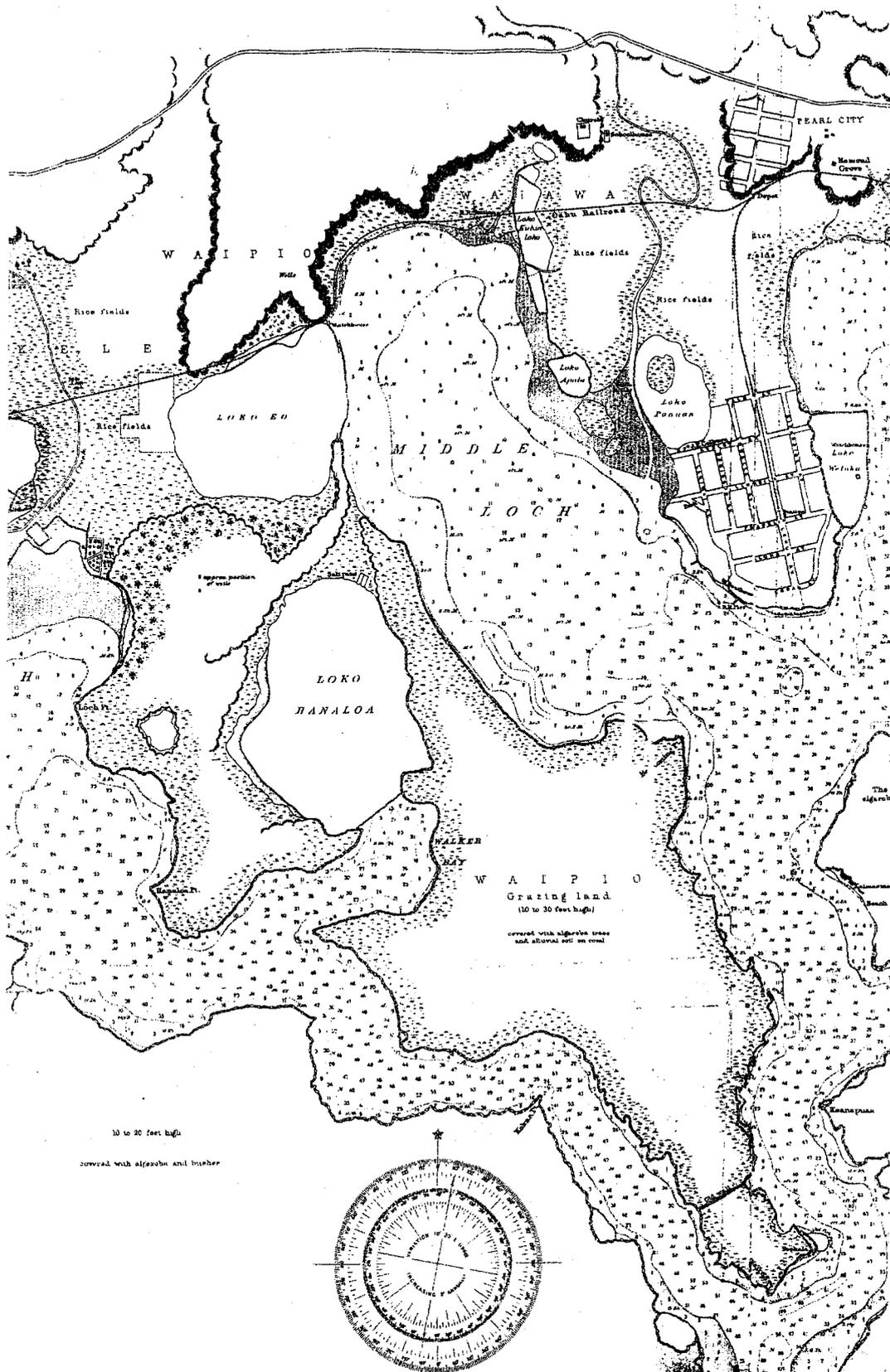
Date of Final Report: September 2004

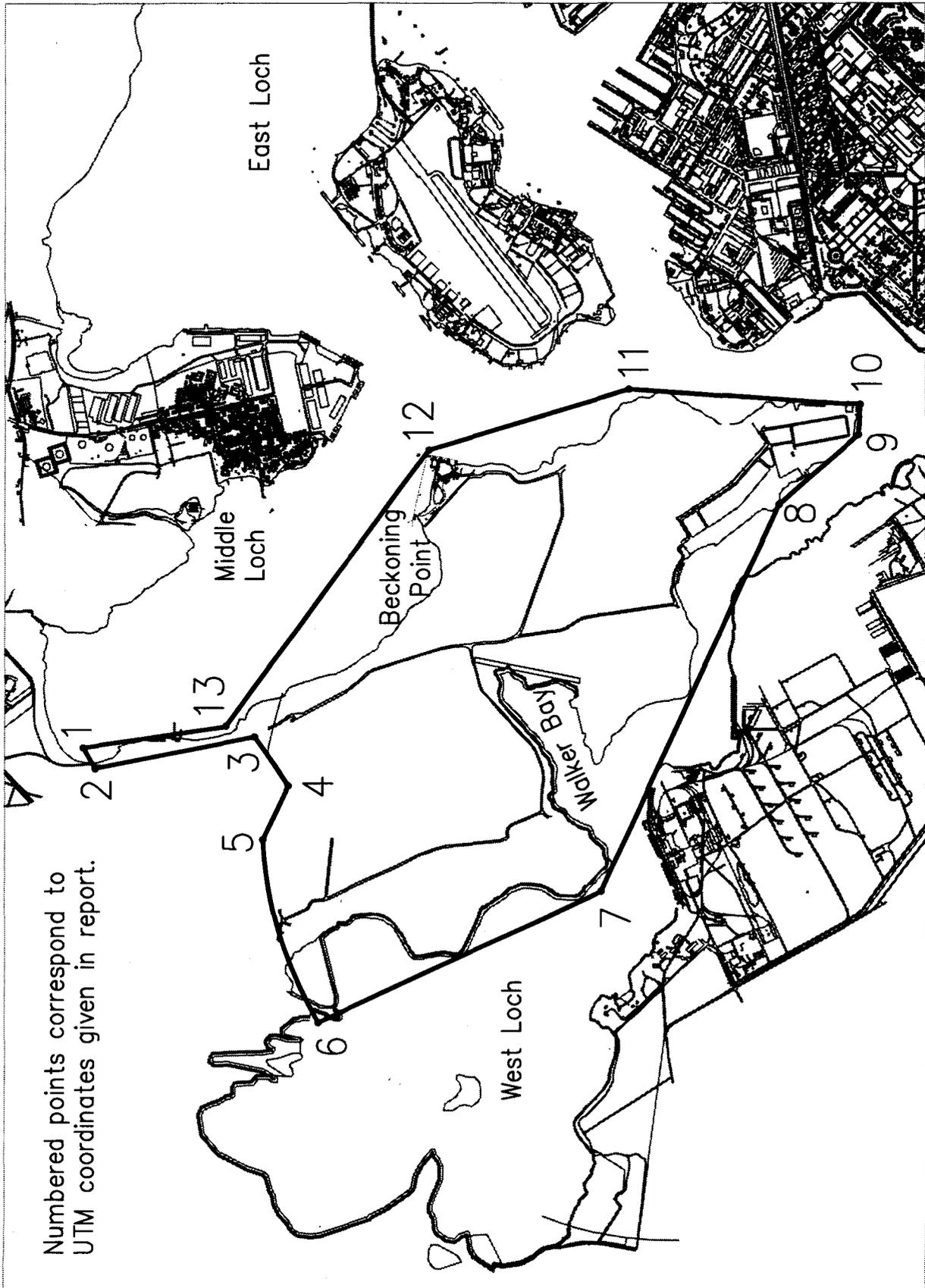
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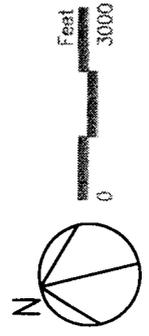
Map of Waipio Peninsula in 1897 (Department of the Navy 1899)



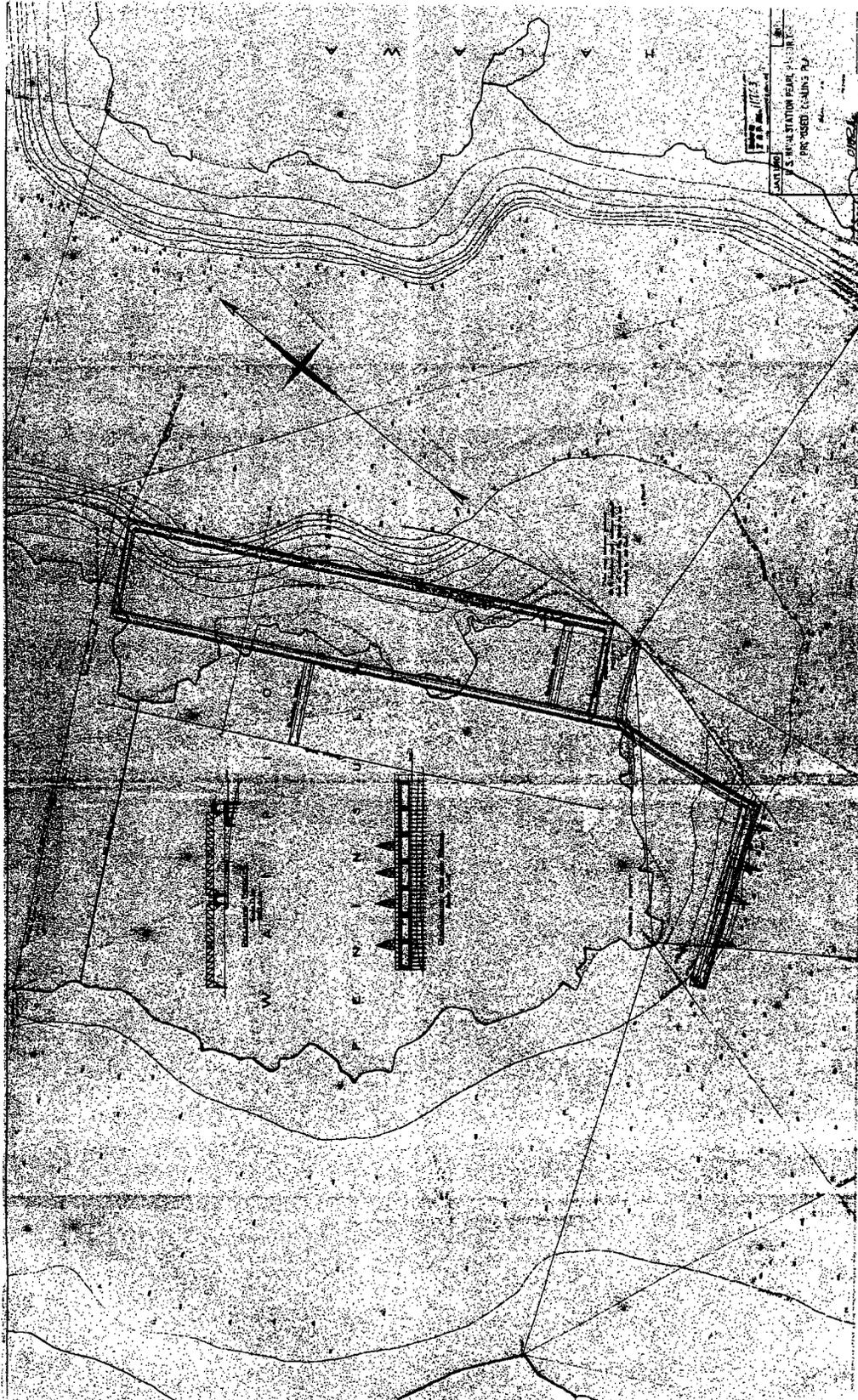


Numbered points correspond to UTM coordinates given in report.

Waipio Peninsula



1910 Map of Southern Tip of Waipio Peninsula – Y&D. Drawing no. 11763



1951 Map of Beckoning Point and Waipio Point – 14th N.D. Drawing no. OA-N1-2191

