

**U.S. NAVAL BASE, PEARL HARBOR, COMMANDER-IN-CHIEF
PACIFIC FLEET GARAGE
(U.S. Naval Base, Pearl Harbor, Naval Station)
(Facility No. 259)
Luapele and Ulithi Roads in the Makalapa Administration Area
Pearl Harbor
Honolulu County
Hawaii**

HABS No. HI-428

HABS

HI-428

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL BASE, PEARL HARBOR, COMMANDER-IN-CHIEF PACIFIC FLEET GARAGE (U.S. Naval Base, Pearl Harbor, Naval Station) (Facility No. 259)

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Location: Luapele Road and Ulithi Road intersection
Makalapa Administration Area
Pearl Harbor Naval Base
City and County of Honolulu, Hawaii

U.S.G.S. Pearl Harbor Quadrangle, Hawaii 1983
7.5 Minute Series (Topographic) (Scale – 1:24,000)
Universal Transverse Mercator Coordinates: 4.610180.2362950

Significance: This building served Admiral Chester Nimitz (Commander-in-Chief, Pacific Fleet, or CINCPAC) and the other commanding officers, during World War II and after, by providing transportation services to the personnel in the nearby buildings in the Makalapa area.

Description: This building was originally designed as a one-story garage structure. The one sheet originally drawn for this building showed it was to be approximately 10' in height, with a footprint of 300'-0" x 52'-0" (including the 6'-0" eave overhangs on each side). However, before construction began, the second-floor portion was designed. The building was constructed as 15 bays long by two bays wide, each bay measuring 20'-0" square. The two-story portion originally included only the eight bays (four bays long and two bays wide) at the north end. The structure is simple, with 6" x 6" braced posts supporting the 6" x 14" beams under the 2" x 10" x 26'-0" rafters. Braces of 1x6 boards, metal angles, and plywood gussets were used individually or in combinations to strengthen post and beam connections. There were concrete footings built under each post. All the bays in the one-story section were originally designated for covered parking. The first-floor material noted on the original drawing was 2" asphaltic concrete on coral fill for the entire building. However, the first level of the office portion appears to have been built with concrete floors, according to later drawings, and even the vehicle bays now have concrete floors.

To support the second-floor addition required more 6" x 6" posts in the first floor of the eight north-end bays, so they were spaced every 10'-0" along the east-west lines of these bays. The basic 20'-square bay and other structural elements were used on the second floor, as on the first. The second floor was designed with horizontal drop siding, unlike the first floor, which originally had board-and-batten (B&B) siding. There

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are 2-1/2" x 1" boards nailed over the north end corners, masking the non-alignment of the drop siding. It is not clear if these corner boards were original or not. There are two openings in the roof overhang with ladders to provide access to the roof. The one at the north end is original. The opening in the west-side roof overhang was created sometime after the early 1980s. Both openings have metal ladders rather than the original wood ladders. The low-slope gable roof is noted as being built with 1" sheathing covered with 3-ply roofing material. The soffits of the eaves in the two-story portion are mostly tongue-and-groove (T&G) boards, except in the additional bay, which has plywood soffits.

The building currently is quite different from its original appearance. Besides some of the items mentioned above, there are two main differences. First, the approximately 200'-long, one-story, wood-framed section of the building has been replaced. Instead of open garage bays there is now a shorter (approximately 120'-long) one-story office section built with walls of concrete masonry units (CMU) and a wood-framed roof structure. [No drawings of this ca. 1997 alteration were found but the overall dimensions of the building are now listed in the Navy database as 220' x 41' (not including the roof overhangs).] Second, the two-story section has been expanded from four bays to five bays in length. There are also other changes from the original building. An exterior stair was added on the north end of the building. A CMU firewall was built between the one- and two-story sections of the building. Because of the exterior stair, there is no projecting overhang at the first-floor north end, but at the sides of the building there are 6'-0" overhangs above the first-floor doors and windows. The firewall and one-story portion abut the south end of the two-story section of the building. The siding on the first floor has been changed to horizontal drop siding, like the second floor. The first-floor east-west walls in the fifth bay from the north end were built with CMU and steel beams. All of the windows and doors have been replaced. The windows are mostly dark-colored, aluminum-frame, awning type. The ones on the second floor are all three-tier awning windows. There is quite a variety of door types, including flush wood doors, an aluminum-framed glass door, and roll-up garage doors. Some of the first-floor openings have chain-link gates. Air-conditioning units, electrical boxes, and wiring conduits have been added to the exterior of the building in a haphazard pattern. The interior finishes are all modern materials, including new suspended ceilings.

The garage building is sited on the Makalapa crater floor, surrounded by asphalt parking lots. The Makalapa administration buildings and houses are on the crater rim to the north and west, respectively. A planter, which contains a low hedge, and a wall have been constructed near the north end of the building. Both planter and wall are built of CMU faced with lava rock. All the nearby buildings, shown on a 1944

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site plan (included in report), have been demolished. The row of five buildings at the base of the hill below the Makalapa housing consisted of two-story Quonset huts. Only a few buildings were constructed on the crater floor during World War II, since most of the flat area was fill from dredging Pearl Harbor. These poor soils have also limited construction since World War II, although some new buildings have been erected on the crater floor.

Historical Context: See HABS No. HI-392 for the history of the Makalapa administration facilities. For reports on each of the following Makalapa administration buildings, Facilities 250, 251, 258, and 17, see addendum to HABS No. HI-32, HABS No. HI-426, HABS No. HI-427, and HABS No. HI-369, respectively. See HABS No. HI-355 for the history and description of the Makalapa housing area, and HABS No. HI-355-H for a report on the Transportation Department Office (Facility 261, now Officers' Quarters). This garage was built as a support building for the top officers during WWII.

The drawing of the original one-story building was dated 3/7/44 and a revised sheet is dated 4/22/44. Within those six weeks, the decision had been made to add a second floor to the building. Both 1944 drawings are stamped with a common WWII statement that they were "approved and certified to comply with all material and design requirements of District Order 51-44, dated January 1, 1944 for war-time construction." Restrictions on the use of critical materials had been imposed as early as 1942. Facilities not essential to the war effort were deferred. Policies also were directed to saving costs by substituting less costly materials. Wood was a common substitute material for concrete or metal. This building was probably built by a Navy Construction Battalion (CB or Seabee) group, since the CBs were responsible for most of the construction at Pearl Harbor in the last two years of World War II.

The original drawing shows that the eight bays on the first floor held an office and a storeroom in the two northernmost bays, then a workshop and grease rack in the next two bays, adjacent to which was a drivers' room and an enclosed bay for CINCPAC cars, then a washrack in the two bays at the south end of the two-story portion of the building. These first-floor rooms were enclosed (or partially enclosed) with vertical board-and-batten (B&B) siding, backed by diagonal bracing. The office had three double-hung windows on the north end, plus a large opening, closed with a panel, on the west side. In the original design, the only other ventilation openings in the enclosed bays were screened bands at the top of the walls. The office and drivers' rooms had wood doors with screen doors, and the bay for the CINCPAC cars had two pairs of double, hinged doors built of tongue and groove boards held together by Z-bracing. The stair to the second floor was in

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the drivers' room. The second floor originally had a recreation room, occupying two bays, and a 60-man dormitory, group bathroom, and stair occupying the rest. The horizontal drop siding on the second floor contrasted with the vertical B&B on the first floor. There were no windows on the second floor, only screened openings with removable plywood panels. All the interior doors were originally the standard five-panel wood type. The first-floor siding, the layouts of the rooms on both floors, and all the windows and doors have been changed over the years.

No drawings of major alterations of the building were found except for the early 1980s renovation. There are some 1946 drawings which show new electrical layouts for the building and a small addition on the north end. Although there are no drawings listed between 1946 and 1982, it is evident by comparing the original drawings to the 1982-1984 drawings that some changes had been made to the building before the early 1980s. The date of approval on those later drawings is January 1982, with the "record drawing" stamp on them dated April 1984. That 1980s work provided entirely new interior layouts and finishes, as well as new windows and doors, in the two-story portion of the building.

After 1984 additional work has been done on the building, but it also has not been recorded in drawings at the Plan Files of Naval Facilities Engineering Command, Pacific. One major unrecorded change was the extension of the second story from four to five bays sometime after 1984. The second-story portion of the CMU firewall was probably constructed at the same time. In addition, the variety of wood sidings on the first floor, shown on the 1982-84 drawings, was replaced with drop siding, to match the second floor, at some unknown date between 1984 and 1997. Major alterations to the windows and some of the doors also occurred in this period. Most of the windows were replaced with the aluminum-frame currently seen in the building, but some window openings were boarded over, especially on the west side of the second floor. Several door locations were changed. The wooden stair on the north end, shown on the 1982-84 drawings, has been replaced with a metal one. Recently (before 1997), the original, wooden, one-story part of the building was demolished and a shorter replacement wing, constructed of CMU, was built (about 1999).

Sources:

The drawings for this building are on microfiche cards at the Plan Files of Naval Facilities Engineering Command, Pacific. These include the original 1944 sheet (Drawing no. OA-N13-188) and a slightly later 1944 plan which added the second story (Drawing no. OA-N13-198). Revised electrical drawings were prepared in 1946 (Drawing nos. OA-N13-331 and 332). The 1982-84 set of drawings for one of the major renovations of the building are filed under Drawing nos. 7037091 through 7037100.

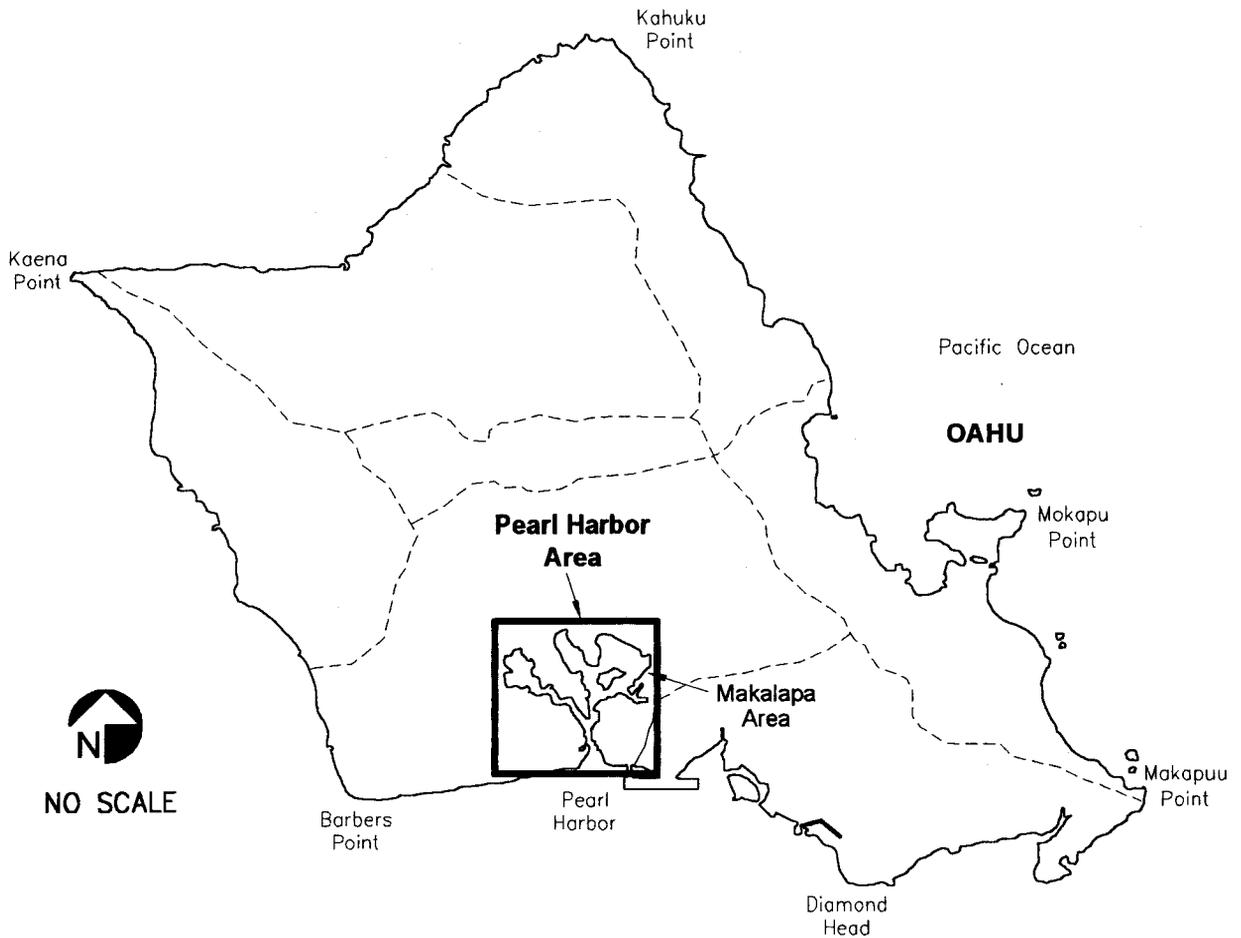
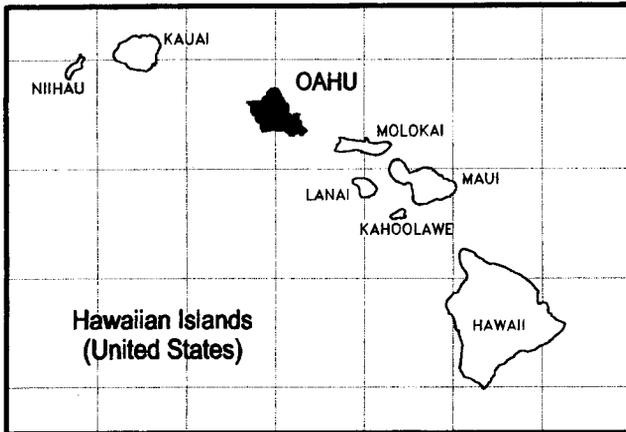
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Project Information: Commander Navy Region (COMNAVREG) Hawaii has embarked on a program of documentation of historic properties within its area of responsibility, with the goal of recording historic information about each property and establishing 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 this facility 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, Pacific. 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 made by Nestor Beltran of NAB Graphics. Ann Yoklavich of Mason Architects did the field work, research, and writing for this report.

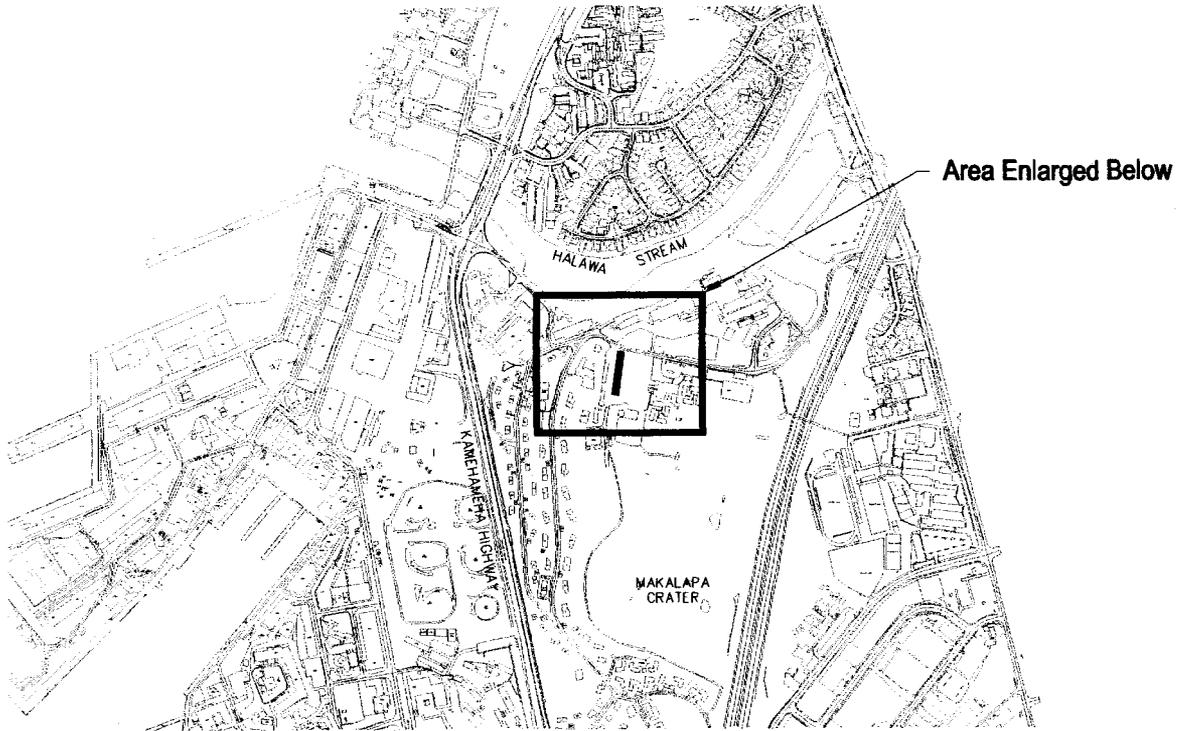
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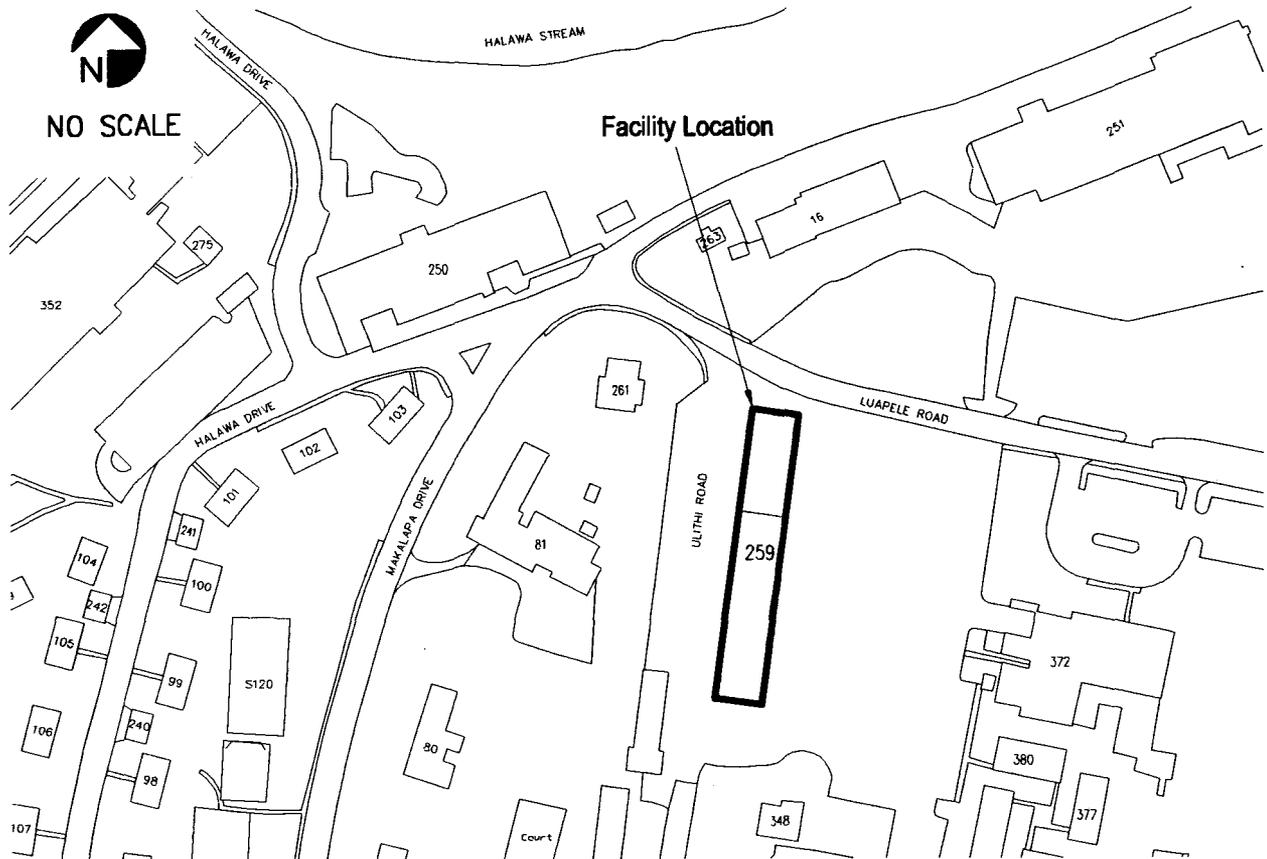
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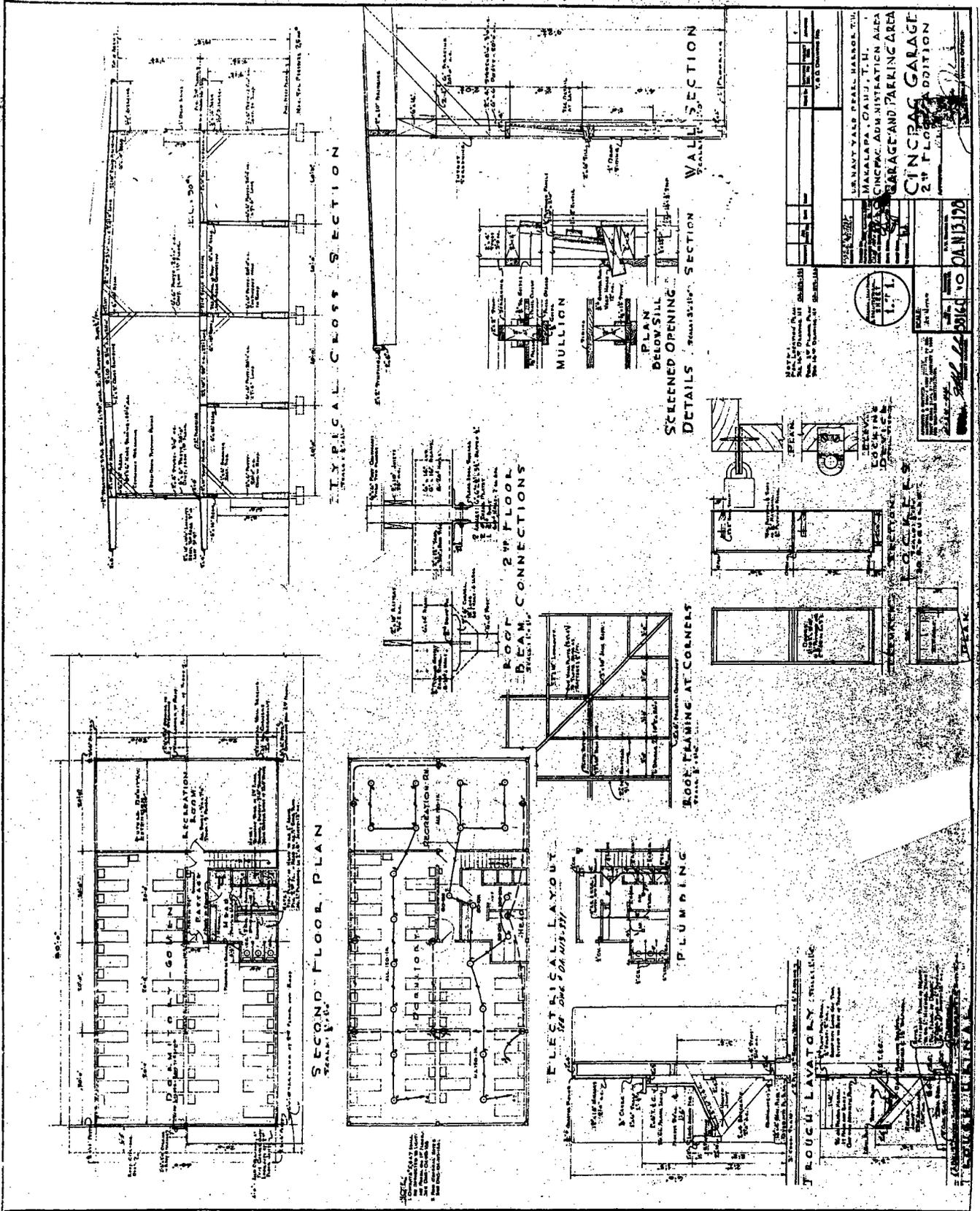
Vicinity Map



Site Map

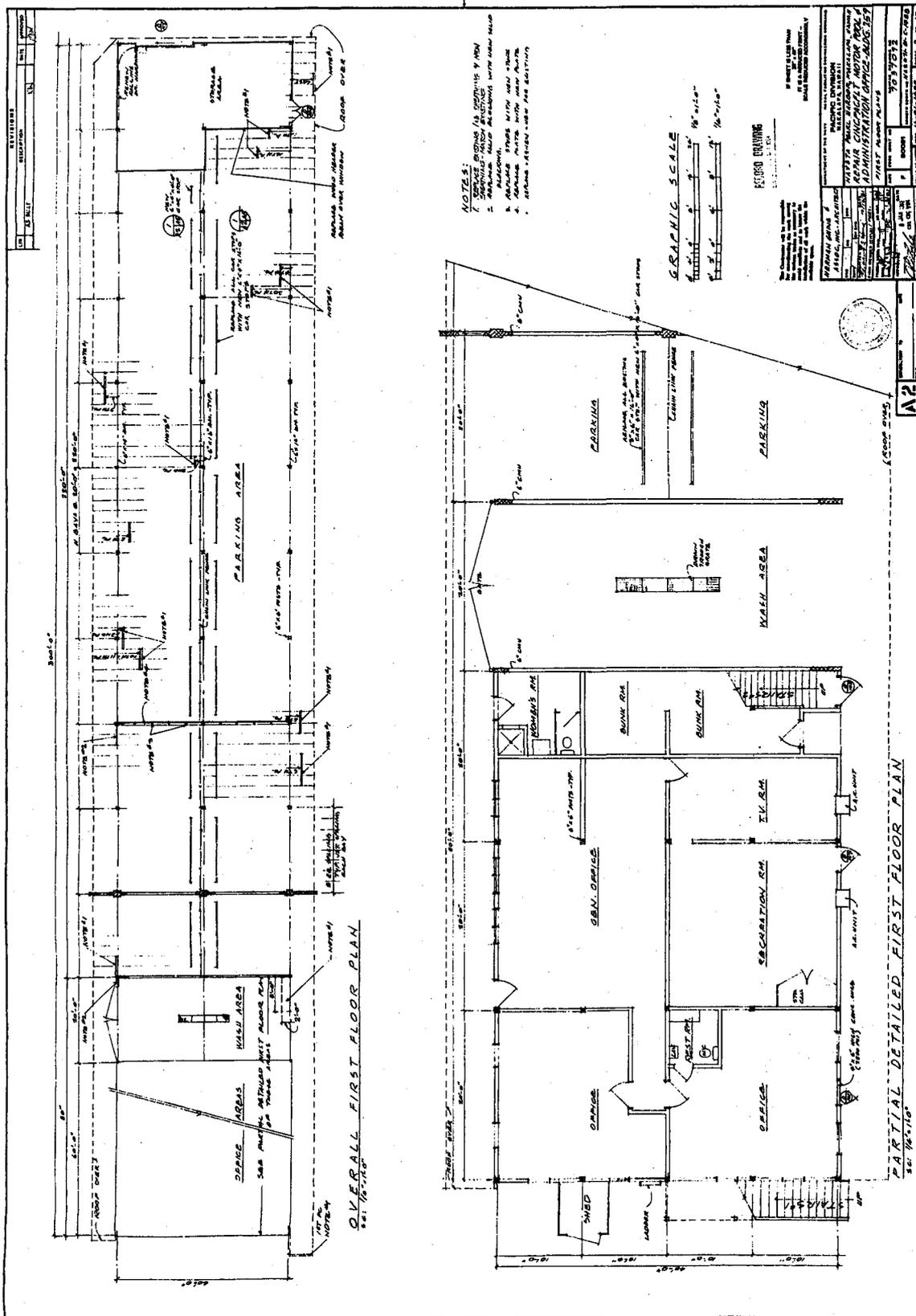
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1944 Second-Floor Addition Drawing (P.W. no. 0A-N13-198)



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1984 Renovation Drawing, First-Floor Plan (NAVFAC no. 7037092)



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1984 Renovation Drawing, Exterior Elevations (NAVFAC no. 7037094)

