

1977

HISTORICAL OVERVIEW OF  
HUNTERS POINT ANNEX  
TREASURE ISLAND  
NAVAL BASE  
  
AND  
  
DESCRIPTIONS OF PROPERTIES  
THAT APPEAR ELIGIBLE FOR  
LISTING IN THE NATIONAL REGISTER  
OF HISTORIC HISTORIC PLACES

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Source: Navy Library  
WASHINGTON NAVY YARD  
WASHINGTON DC



LOCATION MAP

PLATE I

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# I. INTRODUCTION

On 25 August 1988 Urban Programmers entered into a contract with the Commander, Western Division Naval Facilities Engineering Command to;

"provide an inventory of architecturally and historically significant structures as a data base for effective planning in compliance with Section 110 (a)(2) of the National Historic Preservation Act, as amended (16 U.S.C. 470 h-2), in accordance with the Scope of Work provided."

The referenced sections require federal agencies to inventory their holdings for properties that may be eligible for listing in the National Register of Historic Places.

## Methodology

The methodology used to determine which improvements and features within the study area appear eligible for listing in the National Register of Historic Places is presented below. Most of the steps in this process were accomplished simultaneously in order to meet scheduled deadlines.

1. Records Survey: In this task the facility records of Hunters Point were researched to provide basic identification information about the improvements. All improvements were logged with a construction date and plotted on a map. Contracts for alterations and utilization were noted. Improvements were separated into classifications based upon their date of construction. Class A were constructed prior to 1940, Class B 1940-1945, and Class C post 1945. These classifications were based upon historical ownership patterns, private ownership 1867-1940, and circumstances dictated by World War II, 1941-1945.
2. Site Survey: To verify the information from the records search and to identify any architecturally significant improvements. All the improvements were investigated by an architectural historian. Urban Programmers prepared descriptions and commentary for all improvements

constructed before 1940 and for some constructed between 1940 and 1945. Only buildings or structures of extreme importance were recorded if they were constructed after 1945.

- 3 Historical Overview - Research: The process of identifying and organizing information regarding the history of the study area was a complex task because information existed in a number of locations, and much of that which pertained to the period 1940-45 was classified or restricted. The collection of historical information is critical in order to develop the historical overview and define the context in which to judge the significance of any improvements. This task caused a delay in the project but was successful in identifying sufficient information to understand the historical contexts that encompass the improvements within the study area.
  
4. Evaluation: The critical examination of historical associations, architectural integrity and compliance with the criteria of the National Register of Historic Places are all factors in evaluating "significance". The evaluation cannot be completed until all the research, site surveys, and the historical overview are complete. The criteria of the National Register of Historical Places for determining significant improvements or features is as follows.

The quality and significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and;

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

- B. that are associated with the lives of persons significant to our past: or

- C. that embody the distinctive characteristics of type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinctive entity whose components may lack individual distinctions; or

D. that have yielded or may be likely to yeiled, information important in prehistory or history.

Generally excluded from consideration are properties that have achieved significance within the past 50 years or those that have been moved. The criteria contains provisions to list such properties when they are "of exceptional importance". This aspect of the criteria is particularly important since most of the improvements within the study area were constructed after 1938 and several have been moved.

5. The final step was to prepare a final draft of the report and present the results on State Historical Resources Inventory Forms (CA-DPR-523).

Two areas of potential importance were not included within the scope of work. Archeology was determined to be a separate consideration since the topography had been greatly disturbed by the extensive excavation and filling of the bayshore during the past 46 years. Records indicate there is a likelihood that historic marine archeological sites exist under some of the buildings and structures. The second exclusion, is the study of the impact of Hunters Point on the settlement patterns in the adjoining community. This complex subject is beyond the scope of this contract.

It should also be noted that the National Park Service is preparing "World War II", a thematic nomination to the National Register of Historic Places. Based on available information, it is not expected that the Park Service study will result in any additional nominations from Hunters Point.

## II. HISTORICAL OVERVIEW

### FIRST HISTORICAL CONTEXT 1775-1907

South of the Golden Gate in San Francisco Bay a long promontory reaches into the deep waters of the west bay. The point has been a part of recorded maritime history since 1775.

First sighted by the Gaspar de Portola expedition in 1768, it was eight years later before the San Francisco Bay was entered by a sailing ship. The small Spanish schooner, San Carlos, with its captain, Juan Manuela de Ayala, and crew found the entrance to the bay and explored much of the bay line, recording their findings for the Viceroy of Spain.

Juan Bautista Acuirre, second mate of the San Carlos, explored the southern shores from a Cayuca (hollowed log), naming the promontory "La Punta de Concha," or "Sea Shell Point." This descriptive name was replaced by one that was more functional, "Point Avisidero." Although not a literal translation, it appears to have meant "Beacon Point", in reference to the 290-foot-high ridge that provided navigational aid to early sailors.

When Mission San Francisco de Asis was founded in 1776, Point Avisidero and the area extending inland from the bay known as Potrero Veijo become mission lands and were used for cattle grazing.

In 1834, Jose Cornelio Bernal requested title to the land from Governor Figueroa. Persistent in his claim for the 4446 acres it was eventually approved in 1840. (Hittler p.73) Solicited by Dr. John Townsend and Cornella de Boom, Bernal became their partner, agreeing to subdivide the land and form a new city of South San Francisco.

Robert and Phillip Hunter, experienced New York real estate agents, were hired to sell the development. During the last quarter of 1849 the land was advertised but did not sell. This was in part because the area was

considered too remote from the city of San Francisco, a perception that affected development for 90 years. The Hunters continued to live on the point and were joined by a third brother, John, and his family. Although feuding and legal battles clouded the Hunters' claim to the area, by 1858 the land bore the name Hunter's Point. Both the apostrophe and the "s" have been dropped at various times. Today common usage retains the "s" but drops the apostrophe.

At the time the Hunters were trying to sell land on the point, most of those (men) coming to California were headed for the gold fields. The year 1849 was explosive in California. The shipping industry felt great strain from California's rapid expansion since it provided the major source of coastal communication between the cities and well as the transport of goods and people. Naval architects were on the verge of major changes in the size and capacity of the new vessels they were designing. The new larger and faster ships began in the east coast shipyards but were vital to the growth of California and the port of San Francisco. Replacement of the aging commercial fleet was assisted by hopeful easterners who purchased these ships for the trip to San Francisco only to abandon them along the bayshore, thus creating the ghost fleet of several hundred hulks. These events of Naval history, demand for shipping, the new California Clippers, and the removal of obsolete ships and the building of new ships resulted in the golden age of the American Merchant Marine in the 1850's.

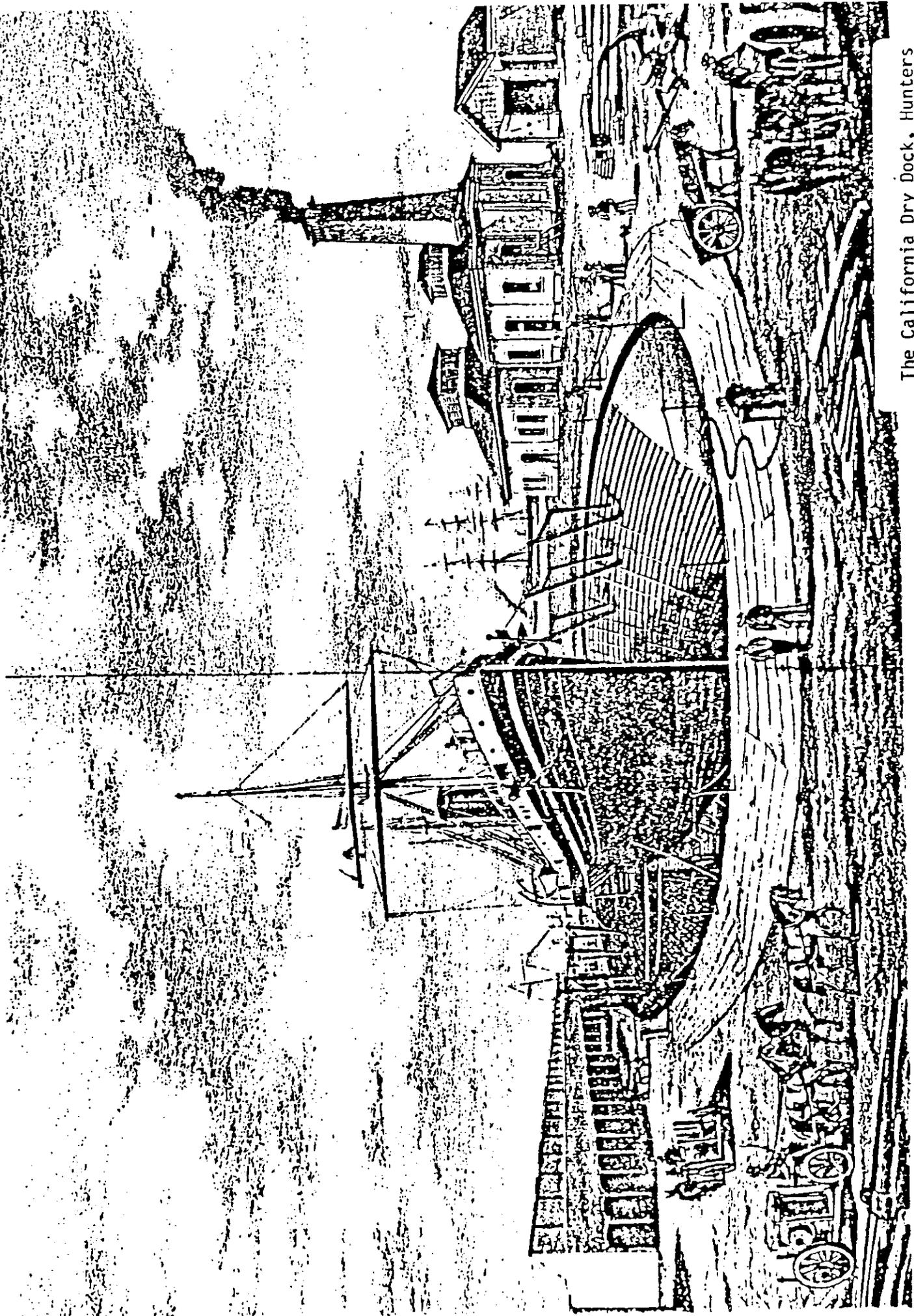
In 1851, the first dry dock, a marine railway, was completed at the foot of Second Street in San Francisco (Kemble pg. 59). These wooden structures reaching into the bay waters were soon numerous, but were not satisfactory for the larger steamers and steel-bottomed ships that were sailing around the horn to the west coast. The larger vessels were destined to become a major factor in the commercial growth of the western states, and their maintenance was essential. Shipping, the primary method for moving goods and materials, was critical to the development of California, and its importance cannot be overstated. In the same vein, the industries that supported the commercial fleet played a critical role in the growth of California.

Hunters Point already had a timber pier and docking facilities when the California Dry Dock Company purchased the tip of Point Avisadero for a graving dry dock in 1867. The California Dry Dock Company was financed by a consortium of entrepreneurs whose other businesses would benefit from such a repair facility. The partnership included Lloyd Tevis of Wells Fargo Express, Oliver Eldridge of Pacific Mail Steamship Company, William Ralston of the Bank of California and Issac Friedlander, who controlled grain exports. These gentlemen were accustomed to controlling and monopolizing businesses within their fields, and a ship repair facility was valuable to their businesses and their control of commercial shipping. The purchase of this property appears based on sound geological and engineering information.

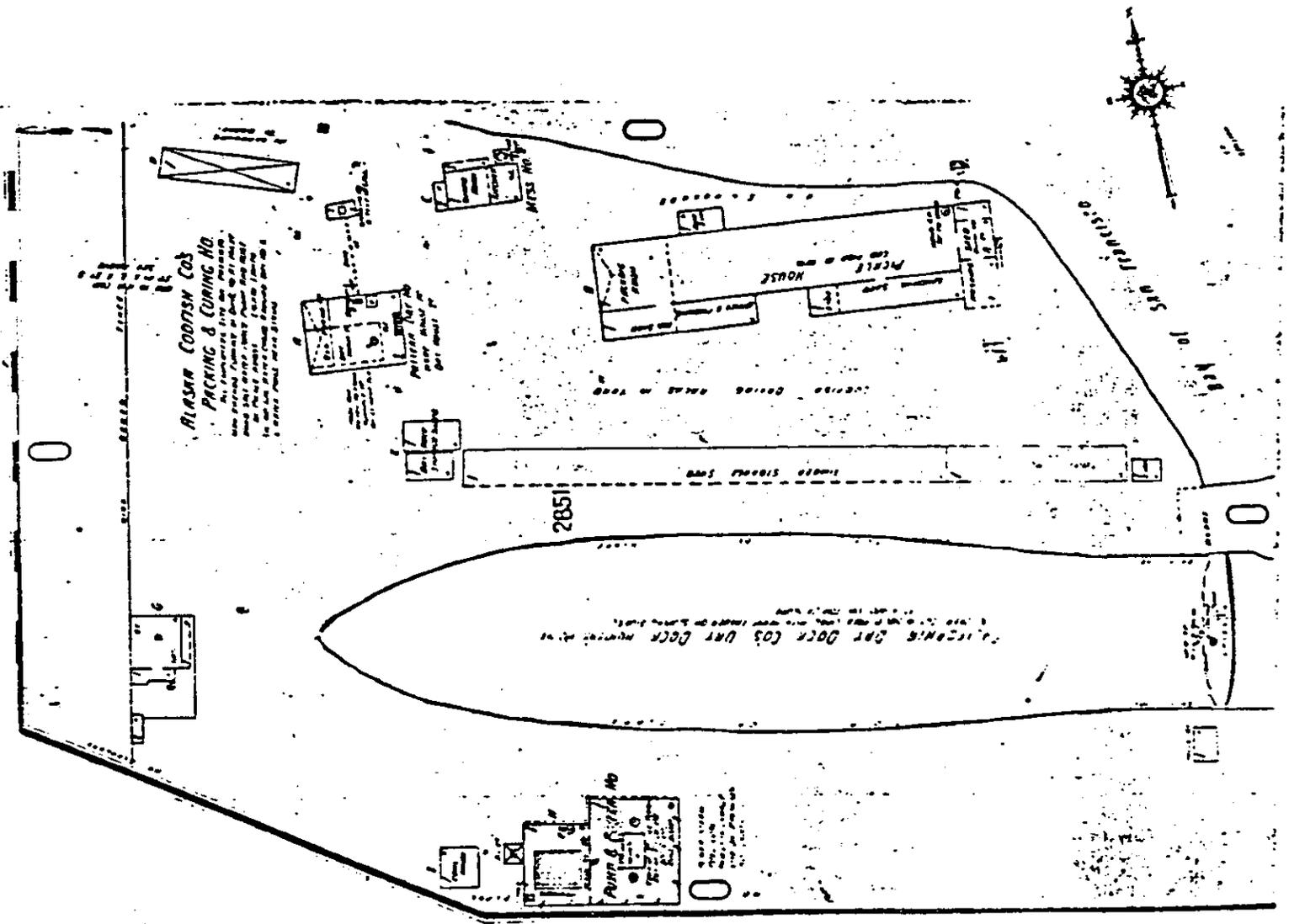
The point, originally approximately 6000 feet long, 2000 feet wide and 290 feet high, is composed of principal rocks defined as serpentine, a rock that is relatively soft and impervious to water. The rock is dense enough for a foundation, yet can be easily cut. Just beyond the shallowly submerged rock shelf the water drops to 40 feet. This depth of water allows a fine approach by even the largest ships. The final important attribute of Hunters Point was its location within the bay, a protected site with good anchorage.

Alexis Von Schmidt, a trained and experienced engineer, was hired by the California Dry Dock Company to design and oversee the construction of a 490-foot-long graving dry dock. Completed in 1868, the dock had a keelson length of 462 feet, was 97 feet wide at the gate top, and 56 feet wide at the sill (base of the entrance). Sculpting the opening into the serpentine rock, only the forward 75 feet and 50 feet were constructed of concrete which incorporated flights of stairs to the bottom. A pump house was located 50 feet from the forward end of the dry dock on the south side. The pump was a one rope drive, capable of pumping 4,520 cubic feet of water per minute, thus permitting the dock to be emptied in two hours. This was far superior to the floating docks that required over a day to empty and constant maintenance to keep them water tight. Plate II shows an etching of the dry dock (c. 1876). Plate III shows the dry dock in a map (c. 1900).

The Ajax, a sidewheeler, was the first to use the new \$1,200,000 facility, docking on October 22, 1868. Before the turn of the century the dock had accommodated commercial vessels from every country represented in Pacific trade and many Naval ships, including those of the United States Navy. The battleships Oregon and Wisconsin and cruisers San Francisco and Olympia unable to reach the docks at Mare Island Naval Yard due to low water in the estuary were serviced at the privately owned Hunters Point Dry Dock. (Smith pg. 52)



The California Dry Dock, Hunters Point as published in The Wasp, San Francisco, Sept. 30, 1876



Sanborn Fire Insurance Map 1900  
California Dry Dock Co.

Plate III

Mare Island Naval Yard was established in 1851 to provide docking, repair, and shipbuilding facilities for U.S. Naval vessels. The yard was located on a protected estuary that began silting in the 1850's as the hydraulic mining in the gold fields sent acres of dirt into the rivers to be deposited along the eastern bayshore. Since the mid 1850's, it has been necessary to dredge the channel to the yard.

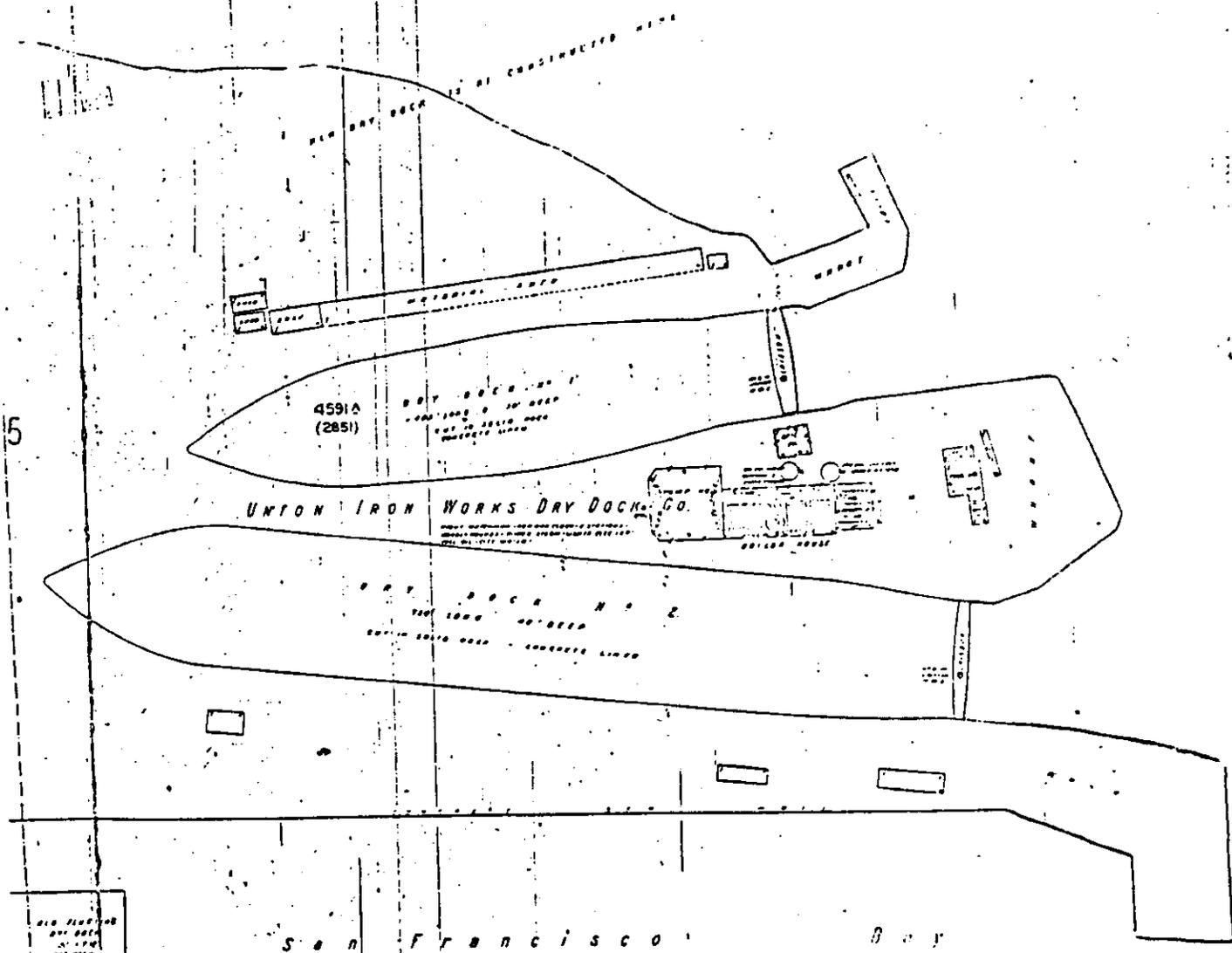
Until 1891, when Puget Sound Naval Shipyard was established in Washington state, Mare Island Naval Yard was the only such facility on the Pacific coast. This situation appears tolerable only because U.S. Navy ships could be dry docked at Hunters Point, a relationship that continued until the dry docks were acquired by the United States Government.

In the last quarter of the nineteenth century, advancements in Naval architecture and technology allowed ships of both the commercial and Navy fleets to increase in size and accommodate a greater load capacity. As the century closed, it was critical to commercial shipping that a longer dry dock be constructed to service these larger ships. For all the same reasons that the original dry dock was constructed at Hunters Point, plans were made for a second and larger graved dry dock immediately to the south of the first Dry Dock.

The San Francisco Dry Dock Company was the owner of the Hunters Point dry dock in 1900. Like previous owners, this company was owned by those who had extensive business interests in shipping. The president of San Francisco Dry Dock Company was William Babcock of Parrott and Company merchants, insurers and ship owners. The new dry dock, designed by San Francisco engineer Howard C. Holms, was started January 9, 1901 and was completed in 1903. It had an overall length of 750 feet, 712 foot long keelson and a width of 122 feet at the top and 74 feet at the keelson. Constructed of concrete, it has a draft of over 30 feet at the sill. Located to the south of the original dry dock, Dry Dock No. 2 was slanted to provide only 60 feet of clearance at the forward end. The dock was filled by 13 30-inch culverts in the steel caisson. The new dry dock at Hunters Point exceeded by 11 feet the size of the Puget Sound Naval Shipyard dry dock, previously the largest on the West Coast.

A new pump house was completed in 1907 to serve both dry docks. The new facilities included a 1275 horse power water tube boiler which supplied steam to three 350 horse power high pressure steam engines and turned 38-inch centrifugal pumps through an endless rope drive. Either dry dock could be pumped out with a 55,000 gallon per minute pump by using either of the two 8 foot hydraulic valves. The water was discharged through tunnel to the north of Dry Dock No.1.

The new Dry Dock No. 2 was capable of servicing all the classes of ships plying the Pacific Ocean. It exceeded the capabilities of Mare Island Navy Yard and all other commercial yards which used floating dry docks or marine railways. The completion of Dry Dock No.2 was celebrated on February 3, 1903 when the first ship to use the new dry dock was the battleship USS Ohio. And so continued the relationship between the West Coast's finest dry dock and the U.S. Navy. In large measure the relationship was fostered, not only by the dry dock facility but by the skill of the boatwrights employed at Hunters Point. The quantity of shipyards in the bay was more than sufficient; however, in other shipyards the efficiency of the facility and the skill of the shipwrights was often unsatisfactory. Since the time a ship spends in dry dock is unproductive and costly for the ship owners, the new Hunters Point dry docks were in high demand. Plate IV shows the two dry docks as they were recorded by the Sanborn Insurance Map Company on a map, 1914.



Union Iron Works Dry Docks  
Sanborn Fire Insurance Map 1914

## SECOND HISTORICAL CONTEXT 1907-1939

The Hunters Point dry docks contributed to both commercial and Naval history. Their operation was greatly affected by world events, the philosophies of the federal government, and strategies of the U.S. Naval War College.

In the Spanish American War of 1898, the battleship proved its importance in Naval warfare. This experience together with that gained from the Sino-Japanese war of 1894-95 and the Russo-Japanese war provided Naval strategists, particularly Alfred Thayer Mahan, author of The Influence of Sea Power Upon History, the basis for advocating a Naval force developed around the battleship. At the turn of the century, the United States adopted a policy of a strong Naval force as a deterrent to conflicts. This led to an increase in capital ships that was not followed by a similar expansion of repair facilities. (Pater pg.8) In San Francisco Bay only the Hunters Point docks could guarantee access to a battleship. The importance of adequate repair yards became evident in the first decade of the new century. In 1906 a political crisis with Japan resulting in the American acquisition of Hawaii and the ability of West Coast cities to limit Japanese immigration and to segregate schools. A 1907 General Board subcommittee recommended strengthening protection for the West Coast and Hawaii by sending a force of battleships to the Pacific Ocean. The full General Board diluted the subcommittee recommendation by adding "if needed". These recommendations were transformed by President Theodore Roosevelt, a former Under Secretary of the Navy and proponent of a strong Navy, into the "Great White Fleet" world cruise of 1907-09. In addition to the importance of the Naval strategy, the increased emphasis placed on Naval vessels was an important growth opportunity seized by private ship building interests.

One of the companies which saw great opportunities in the Naval expansion was Bethlehem Steel Company of Bethlehem, Pennsylvania. Already diversified in ore and coal mines, a steamship line, refining, milling, and ship finishing, it began acquiring West Coast ship-building companies. One of these was the Union Iron Works one of the larger ship building concerns in San Francisco. This strategic acquisition was greatly enhanced by Union Iron Works' 1908 purchase of the Hunters Point dry docks. Bethlehem Steel

and its President Charles M. Schwab were well known and respected by the eastern Naval establishment. With its many acquisitions of successful companies Bethlehem Steel, later the Bethlehem Ship Building Company, Ltd., offered the largest and most modern facilities for ship building and repairing in the world. The purchase of the Hunters Point facilities was particularly significant for the Navy since Congress, between 1900-1914, wavered with uncertain foreign policy and funding for new Naval facilities. Given this situation, the Navy needed a dependable relationship with the owners of the Hunters Point Dry docks.

The strategic value of the Hunters Point dry dock became evident when the "Great White Fleet", led by 16 modern battleships, stopped at San Francisco for repairs. The Mare Island Navy Yard was inaccessible to the battleships because of shallow waters, and fortunately the fleet found good anchorage in the south bay where twenty three of the fleet ships were serviced at the Union Iron Works Dry Docks at Hunters Point in the record time of 27 days. (Schmidt pg. 12, Smith pg. 153)

Although publicized as "friendly", the "Great White Fleet's" cruise was primarily strategic a mission. The fleet was dispatched to show the nations of the world that the United States had a powerful Navy and the capability to support the fleet in peace or war. In reality, support on the West Coast was seriously inadequate, and had Hunters Point not provided the service that it did, this weakness would have become obvious.

In 1909, the Navy began investigations to acquire Hunters Point; however, as was mentioned above, Congress was not inclined to new purchases and the acquisition of Hunters Point was not pursued. Instead, a new 867 foot long dry dock was authorized for Puget Sound Naval Shipyard. Completed in 1913, this gave Puget Sound Naval shipyard the largest graving dry dock on the west coast and the capacity to repair a greater number of ships.

The uncertain situations in both the Atlantic and Pacific oceans during the years 1914 to 1916 forced the isolationist philosophy of President Wilson to be revised. With the "Big Navy Act of 1916" Congress reversed previous thinking and authorized the building of a capital fleet of 60 ships by 1925. Ten battleships, six battle cruisers, and 146 auxiliary ships were to be ready by 1919.

The deficiencies of the West Coast repair facilities remained. There were only two Naval yards, Mare Island Naval Shipyard at Vallejo and Puget Sound Naval Shipyard, Bremerton, Washington. Of the two, Puget Sound had deep water docking and the potential for expansion. While neither of these was true for Mare Island, considering a replacement for the yard proved politically impossible. The location for Mare Island was a logical choice in the 1850's. The estuary of the Napa River at the west end of the Carquinez Strait offered a sheltered docking area with adequate depth in the Channel. By the turn of the century changes in the silting patterns of the San Francisco Bay left Mare Island on a channel that silted and required regular dredging. The industry and economy of Vallejo which had grown dependent upon the Naval Yard created a strong political force to prevent relocation of the yard.

A General Board report in 1910 recommended that the Navy identify a new location for the San Francisco Bay facilities, somewhere in the lower part of the bay where the substantial docking, repair and supply functions of Mare Island could be transferred. The report was not enacted, and yet it appears to be the basis for extensive lobbying aimed at retaining the Mare Island location and all functions. To protect local economic interests, Vallejo interests' exercised political pressure to prevent another Navy yard in the San Francisco Bay. The self interests of Vallejo not only prevented serious consideration of purchasing Hunters Point, but limited the extent of repair that the Navy could guarantee its ships on the West Coast.

Sparked by the hostilities in the Atlantic and Pacific regions and the fears of assault from South America, the issue arose again in 1916. The Congressionally appointed Commission on Navy Yards and Navy Stations was led by Rear Admiral J.M. Helm. The Commission's purpose was to investigate the need and desirability of establishing an additional Navy yard on the Pacific Coast, and to recommend the most suitable site.

The Helm Commission stated in their report that "for strategic reasons, it is necessary and desirable that there should be at least two Navy yards of the first class on the Pacific Coast". The report declared the importance of the San Francisco Bay region and recommended it for the location for the second yard. While Puget Sound Naval yard was considered first class, it

was deemed suitable for further expansion. The report also identified the physical limitations of Mare Island and excluded it from consideration. The report did however reflect the lobbying of the Vallejo interests, by the emphatic statement that the new yard should not duplicate any activities that could be continued at Mare Island. This appears to be the basis for the operating agreements that eventually controlled Hunters Point and its destiny as a Naval facility.

In response to the Helm report, cities around San Francisco Bay submitted proposals to the Navy. Hunters Point was the formal submission offered by the City and County of San Francisco. The advantages of the site were (1) that it adjoins permanent deep water, (2) it adjoins the largest and best anchorage ground in the bay, (3) it is conveniently located to San Francisco for labor, materials and as a residence for employees, (4) it is adjacent to two excellent graved docks, and (5) the cost of constructing new graved docks would be \$1,000,000 less than other sites because of the serpentine rock. In addition, the proposed 1,445 acres could be acquired inexpensively since 576 acres were owned by the City and County of San Francisco who would donate them to the Navy. The remaining 869 acres were valued at between \$1,000 and \$1,200 per acre. The existing dry docks owned by Bethlehem Shipbuilding Company were not included in the proposal.

The committee report listed the disadvantages of Hunters Point: (1) the promontory was too high and altering the terrain to provide a good industrial site was not economically desirable, (2) the soft submerged material would require an extensive pile foundation under the piers, quay walls, industrial buildings, and other improvements. Other disadvantages addressed more specific costs and design inefficiencies resulting from these geological conditions. San Francisco was also considered too far for most employees' housing, but the report conceded new streets and rail connections could alleviate this issue.

Subsequent Boards and reports generally held to the same concerns about Hunters Point. The Parks McKean Special Board of 1919, the General Board of 1920, the Joint Committee of Congress on Pacific Naval Bases, 1920, and the Special Board on Shore Establishments 1923 all recommended Alameda over Hunters Point as the location for a Navy yard and later studies a Navy base

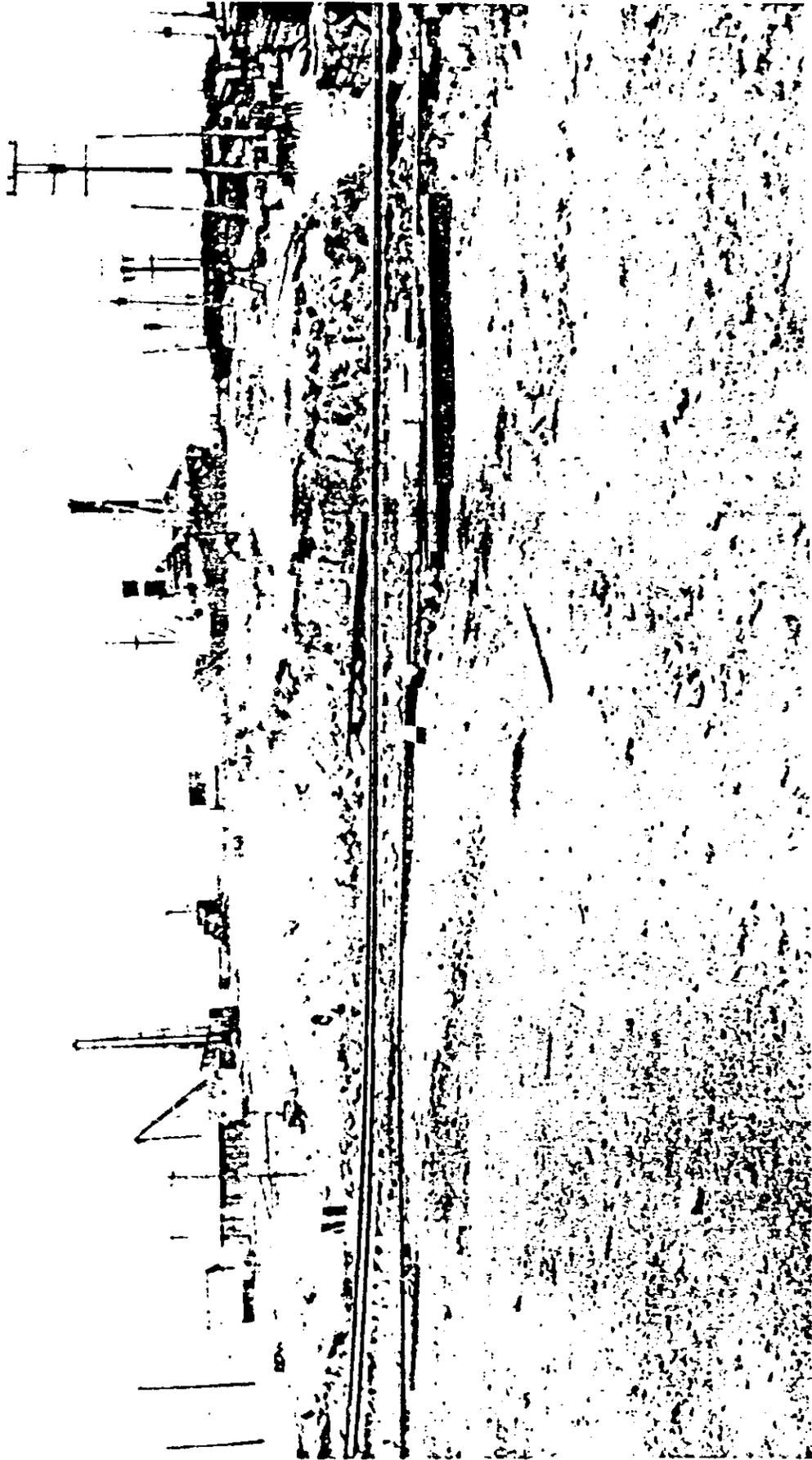
including fuel and anchorage. Although several attempts were made to proceed with the recommendations, all failed until the late 1930's when the Alameda site became a Naval air station (1936) and Oakland a Naval Supply Base (1939). Throughout the years, the Hunters Point dry docks remained available to the Navy for docking and repair, thus supplying the essential functions that could not always be provided at the Navy facilities.

In April of 1917 when the United States entered World War I by declaring war on Germany, the underlying objective was to protect shipping lanes from the attacks of German U-Boats (submarines). The "Big Navy Act of 1916" had not produced any new ships although a large and forceful Navy was again desirable. Yet it was reported that 66 percent of the Navy's ships needed repairs or modifications. (Alden and Westcott p.339) The time scheduled for building ships and refitting those afloat was accelerated.

Union Iron Works attempted to enlarge The Hunters Point dry docks in 1912-14, but could not justify the expense in the commercial market. Under terms of a 1916 subsidy contract with the Navy Department, the Union Iron Works Dry Dock Company had begun construction of a 1004-foot-long dry dock at Hunters Point. This agreement stipulated that the Navy would have priority rights to the facility in consideration for an annual guaranteed rental of \$50,000 per year for six years. Although docking of battleships in the new dry dock occurred as early as 1919, when the USS Mississippi was docked, deficiencies in the equipment placed the official completion date at August 20, 1921. In 1917, the Union Iron Works name was replaced by Bethlehem Shipbuilding Company, Ltd., reflecting the consolidation of several shipbuilding companies. The contract between the U.S. Navy and Bethlehem Shipbuilding Company, Ltd. continued until 1927. After that it was extended by an annual agreement until 1939. Between 1919 and 1939, 107 Navy vessels were serviced in the Bethlehem docks at a cost of just under \$890,000. (Schmidt p. 10)

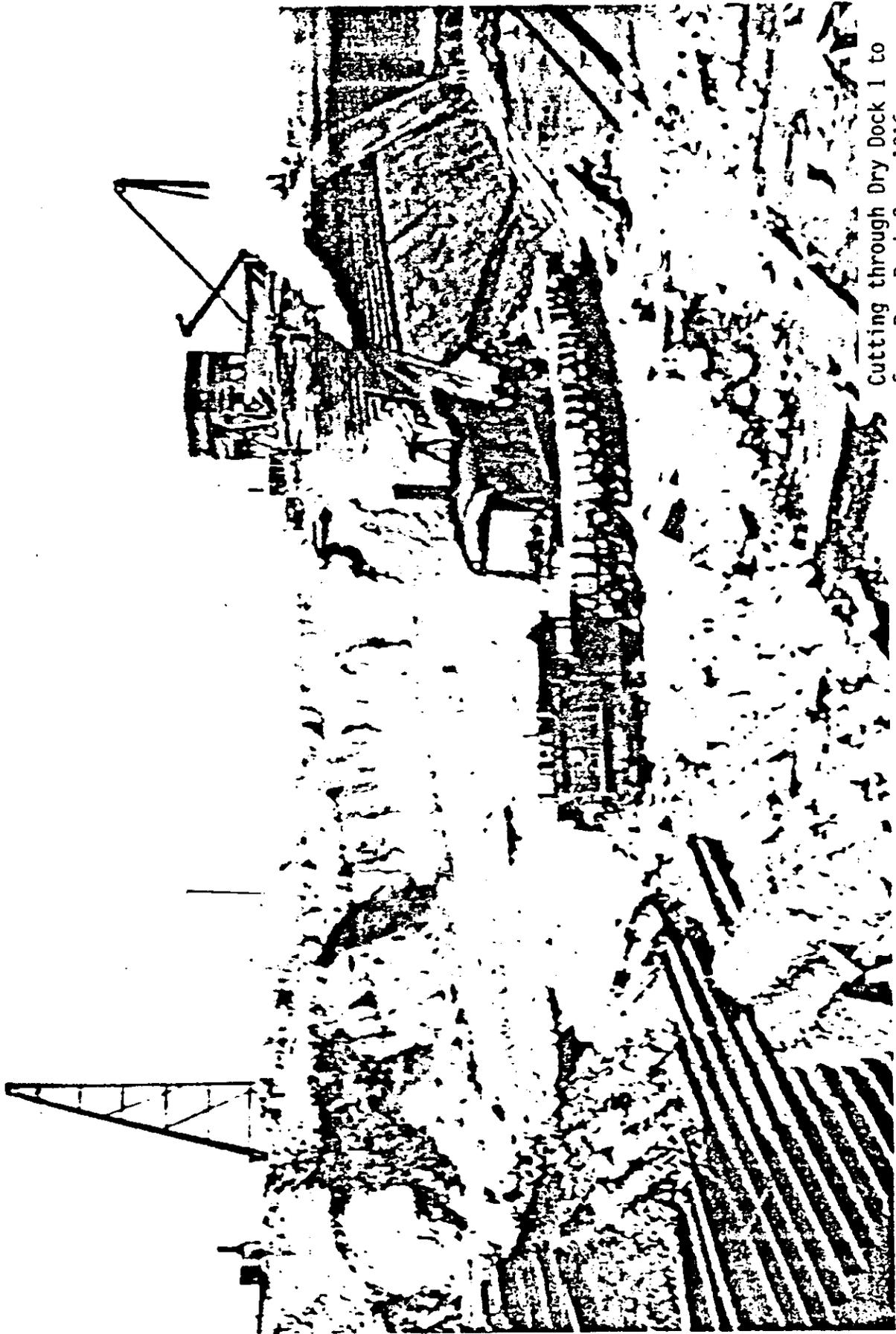
After 1918 Dry Dock No. 1 no longer existed. The Hunters Point facility consisted of Dry Dock No. 2 and the new Dry Dock No. 3 which included part of the original dry dock, and was the second largest in the world. The construction of dry dock No. 3 had been an engineering milestone. With the Nation engaged in World War I, the Navy needed all available dry docks. The new dry dock was cut from the head lands allowing Dry Dock No. 1 to remain

in service until just weeks before the completion of Dry Dock No. 3. Photograph I shows a ship in Dry Dock 1 as the excavation for Dry Dock 3 is under way. At that time the wall of dry dock No. 1 was excavated and the final connections formed in concrete. Photograph No. II shows this work in progress.



Ship in Dry Dock 2 as work begins  
on Dry Dock 3 c. 1916

Photograph I: courtesy of US  
Maritime Museum



Cutting through Dry Dock 1 to  
form Dry Dock 3 c. 1916.

Photograph II: courtesy of San  
Francisco Maritime National  
Historical Park.

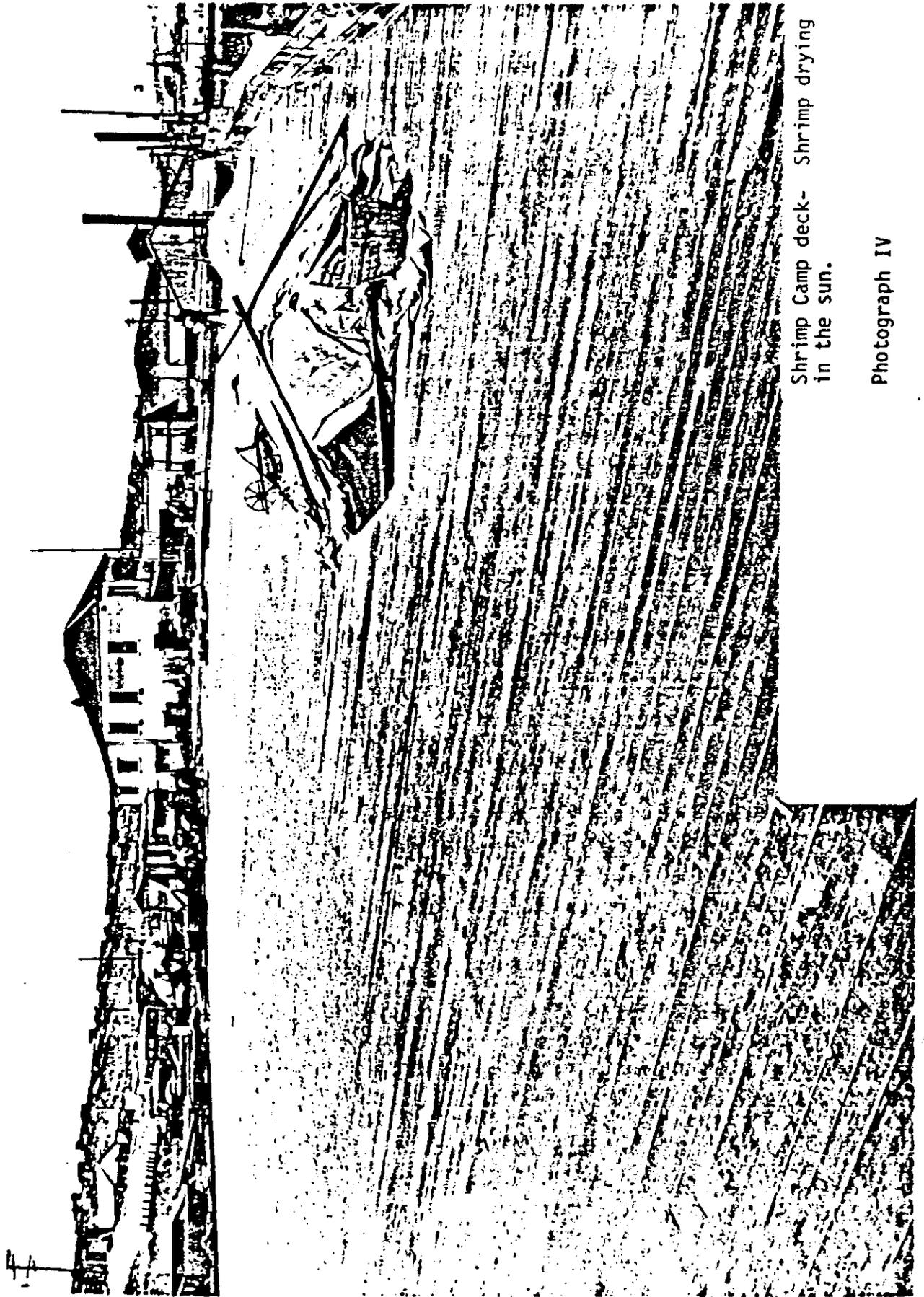
### THIRD HISTORICAL CONTEXT 1850-1940

The graved dry docks and ship repair were not the only commercial activity which occurred on the point. Several companies repaired and constructed ships using marine railways and floating dry docks. Schooners were constructed and repaired in the 1850's. (Kemble pg.62) Photographs in the collection of the National Maritime museum collection documentation the construction of various sailing vessels. H.P. "pop" Anderson began a successful ship building yard on the point in 1893. The business, Anderson and Christofanie, still operates from Hunters Point area. A by-product of the ship building and repair industry was the abandoned ships left in the bay mud, along the shoreline, and in the coves of Hunters Point. Parts were sometimes salvaged or wood reclaimed; however most were left to deteriorate. The hulls, buried in land fill or mud, may still be discovered when construction disturbs their resting place.

Fishing enterprises could be found adjacent to both sides of the dry docks. At the turn of the century, the Alaska Codfish Company's packing and curing houses were to the north. Chinese shrimp camps were also located close to the docks. The Chinese established a shrimp industry in San Francisco Bay as early as 1871. By 1910, five camps existed on Hunters Point, and that number increased to 12 settlements by 1930. (Oliastead p. 123) A shrimp camp consisted of a number of buildings, usually unpainted, that served as homes, offices, and warehouses. Equipment consisted of nets, boats, junks (or sampans), large kettles for boiling the shrimp, and baskets to haul shrimp. The shrimp which were not sold fresh to San Francisco restaurants were spread on large wooden decks to dry in the sun. When dried the shrimp were beaten to remove the shells and the dried meat shipped to Hawaii and the Orient. Other notable features of the Chinese shrimp camp included the long sloping piers constructed of salvaged wood with single masted boats tied along side. Photographs No. III, IV, and V show this industry C. 1942. Of the 12 camps at Hunters Point in the 1930's, several had grown into companies with both retail stores and restaurants. George's Shrimp Palace, adjacent to the dry dock was one of the largest operations. The demise of the shrimp industry in San Francisco Bay occurred during the 1940's as the Bay waters became increasingly polluted and the bayshore was developed for other uses. The only evidence of this industry that remains at Hunters

Official Photograph  
US Navy Yard Mare Island, Ca.

August 3, 1942

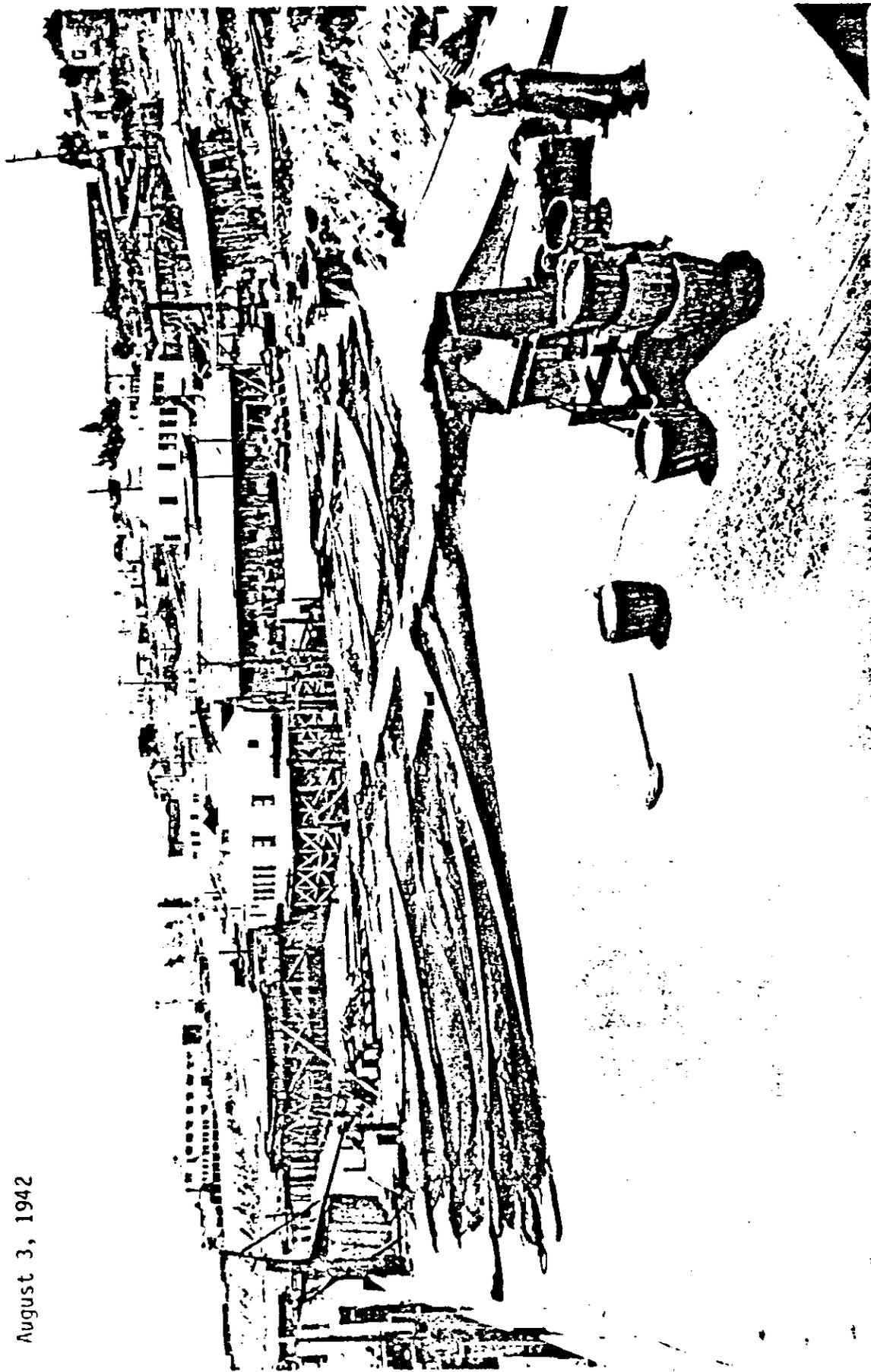


Shrimp Camp deck- Shrimp drying  
in the sun.

Photograph IV

Official Photograph  
US Navy Yard Mare Island, Ca.

August 3, 1942



Shrimp Camp deck and buildings.  
Dried shrimp in baskets and are  
spread to dry.

Photograph V

#### FOURTH HISTORICAL CONTEXT 1939-1946

The 76th Congress (1938-1940), pressured by a growing concern that the United States would become involved in a war, requested The Secretary of The Navy to appoint a board of officers to report on the advisability of acquiring the Hunters Point dry docks. Headed by Rear Admiral J. R. Defrees the board was appointed on 25 March 1939 and issued its report on 11 April 1939. The report enumerated the attributes of the site, improvements that would be necessary for the Navy to operate a full scale repair facility, the past agreements since 1919 to use the dry docks, and a fair market value to acquire the property of \$2,901,757. Two findings of importance that were not in previous reports were the conclusions that the deficiency of capital ship dry docks could not be met at either Mare Island or Alameda and that national security was compromised by relying upon an agreement with a private company for repair of the Navy's capital ships. The report contained the following recommendation:

"That for the purposes of the national defense, there is need for the Navy should acquire the Hunters Point dry docks property as soon as possible and thereafter prosecute a program of improvements and additions thereto... which will render these dry docks capable of being utilized to their full capacity as an Annex to the United States Navy Yard, Mare Island, California." (Hearings on Bill HR. 5766, House Committee on Naval Affairs, #1820, in Schmidt, pg. 21)

The report, with some modification was incorporated into Bill HR 878 which was passed by Congress on 2 June 1939. In its final form the Bill authorized the purchase of Hunters Point for \$4,000,000 or less, within 90 days (from June 2, 1939). If this did not occur the government should purchase any suitable site in San Francisco Bay and construct dry docks at a cost not to exceed \$6,000,000.

Of the many issues discussed in the hearing on HR 5766 two are of particular interest since they portended future constraints on the development of Hunters Point. The first was a query from congressmen asking why Hunters Point should be designated an annex of Mare Island thereby restricting its development. To this Vice Admiral Ben Moreell testified that it would be an efficient use of the dry docks and any duplication of facilities already at

Mare Island "will arouse the antagonism of the Mare Island people because it will jeopardize the security of their livelihood." (Schmidt pg. 22) The second issue was the \$4,000,000 price which was one third what Bethlehem believed the replacement cost to be, and less than 60% of what they considered fair for the facility. This difference in perception of value resulted in unusual lease terms under which Bethlehem retained use of the property.

Purchase contract Nod-1327, negotiated between Bethlehem Steel Company and the Government was signed on 29 December 1939. It provided \$3,993,572 for acquisition of the dry docks and 48 acres of land. The contract also stipulated that since there were no residential facilities for security or other personnel, and many other improvements were needed, the dry docks would be leased back to Bethlehem Steel Company for a period of three years. The lease agreement allowed the docks to continue in operation while improvements to the facility were constructed. During this time, Navy vessels would continue to be docked according to the previous annual agreements. The government reserved the right to cancel the lease in the event of a "grave emergency".

The Congressional appropriation to exercise the purchase contract was authorized 11 June 1940 and six months and one day later the Government received title to the land. The Government received two graved dry docks and buildings consisting of a dock master's quarters, 2 pump houses, a boiler house, gatehouse, ship fitters tool room, a small machine shop, paint storage building, sheds and latrines. The facility lacked large weight handling cranes, varied shops and adequate quay wall berthing space. These comprised the minimum improvements required for the Navy to service its vessels at the dry docks.

Of the improvements the Navy acquired in 1940, the dry docks #2 and #3, two Pump houses #140, boiler house #205, gate house #204, and paint storage building #207 are extant and form a historic distinct.

The Navy's improvements to Hunters Point were authorized through a protracted series of communiques and memoranda between ComNav 12, the Commandant of Mare Island, the Chief of the Bureau of Yards and Docks,

Commander in Chief, U.S. Fleet, and the Secretary of the Navy. Each described the duties to be performed at Hunters Point (not to duplicate those at Mare Island), and the improvements necessary. The docks would be used by ships of the fleet for interim dockings; emergency dockings to effect repairs such as those to stern tubes, shafting, and propellers; repairs to underwater damage which would prevent ships getting to Mare Island; and for mobilization dockings. These functions were intended to augment Mare Island where the heavy and specialized repair work was to be accomplished. Only in the case of battleships and carriers did the plan provide for repair of underwater damage at Hunters Point since these large ships could not reach the Mare Island docks.

The initial improvements to be made at Hunters Point are of interest, not so much for what they were, but because Bethlehem Steel Company, as the lessee did not have them completed in an efficient manner. For a \$2,000,000 allocation, Hunters Point was to have the pier between Dry Docks 2 and 3 replaced, an assembly building constructed to the south of Dry Dock 2, a latrine and wash house on the dock created (remodel of the paint storage building), a 50-ton dry dock crane and crane tracks around the docks improved, 800 feet of quay wall built, a service building and extensive infrastructure consisting of roads, power service, grading, and filling developed.

Contracts were let for the 50-ton crane, December 1, 1940; for the assembly building, February 1941; and 800 feet of quay wall, July 1941. When President Roosevelt declared an unlimited National Emergency in May of 1941, the work schedule was escalated.

When the United States entered the Pacific war, expanding the facilities at Hunters Point was critical. To fill the needs of the Navy, one of the larger development projects of World War II was undertaken at Hunters Point.

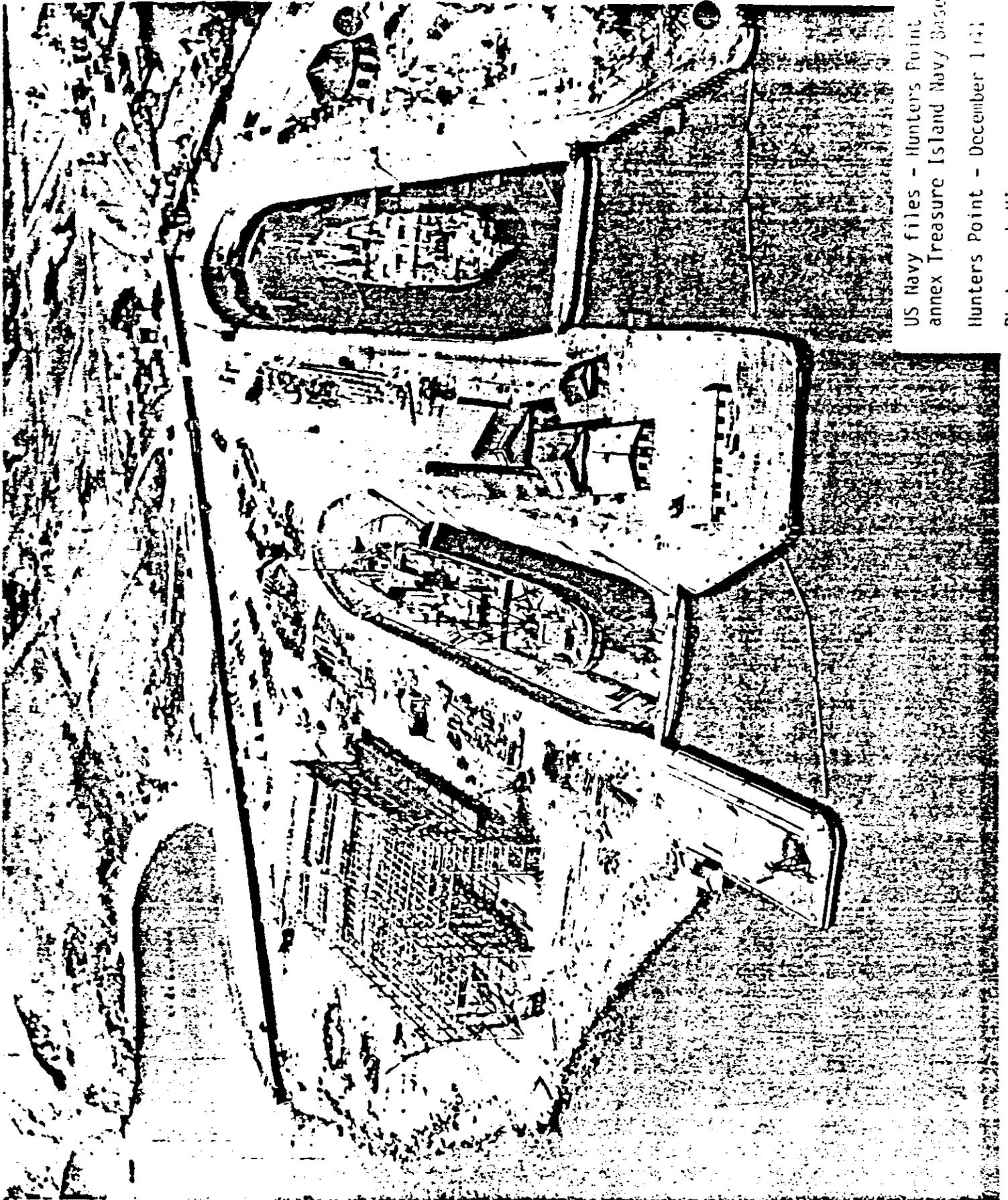
Eleven days after the attack on Pearl Harbor, the Navy, which had canceled the lease with Bethlehem in October 1941 in preparation for a phased take-over, took possession of Hunters Point with one building under construction, a 50 ton crane without track, and only the beginning work for the quay wall. Photograph VI shows the site in December 1941.

The lack of a quay wall (berthing space) during the first year of the war and the lack of track for the crane significantly limited the work that could be accomplished at Hunters Point. Thus, as the United States entered the war in the Pacific, only two West Coast Naval yards were fully operational, Mare Island Navy Yard, that could not receive capital ships without dredging the channel, and Puget Sound Navy Yard. Of the eight battleships that were attacked at Pearl Harbor, two sunk, five went to Puget Sound for repairs, and the USS Pennsylvania arrived at Mare Island on Dec. 30 1941. (MINY. Records) During the entire course of the war, only six battleships were docked at Hunters Point; the Idaho, Colorado, and Tennessee for minor work, late in 1943, the USS Iowa and USS Pennsylvania (1945) for routine overhaul; and the Missouri which received radar installation in November 1944. (Schmidt pg. 78)

By January 30, 1942, the Bureau of Ships concluded another large dry dock at Hunters Point would supplement rather than duplicate the industrial capacity of Mare Island. Pacific Bridge Company was awarded the contract to construct a 1100-foot dry dock (Dry Dock No. 4), 1000 feet of quay wall, and two 1000-foot piers.

To the north, south, and west of the original 48 acres additional land totaling 276 acres, of which half was under water, was acquired. The transformation of Point Avisidero was under way as the rock and earth of the 290-foot promontory was excavated to fill the adjacent bay lands. Removal of the hill and excavation for the new dry dock involved relocating five million cubic yards of earth. The fill was deposited to the north and south of docks #2 and #3, and was used to construct a cofferdam. Behind the cofferdam, construction of the new dry dock, the largest on the West Coast, was completed in less than nine months. Dry Dock No. 4 was graved into the serpentine rock with an overall length of 1092'-1/4". It was formally christened on June 19, 1943 while the former luxury liner Monterey was docked. By June 1943, the quay wall was completed providing for berths #3, #4, and #5. The north and south piers were completed in October of 1943. Plate V shows the change in the shoreline. Photograph VII shows the marshy land to the southwest of Dry Dock 2 prior to the fill. Photographs VII, VIII and IX show the excavation of Point Avisidero, and Plate V shows the shoreline changes.

While this work was under way, the Commandant of Mare Island Navy Yard requested additional facilities be constructed on the filled lands created at Hunters Point Annex. In a memo to the Bureau of Ships, dated May 12, 1942, Admiral Friedell concluded that "a balanced repair plant should be established at Hunters Point." The reason for such a change in basic operation can be seen in the fact that Mare Island repair facilities were at capacity and the new dry dock and berthing slots at Hunters Point allowed more ships to be docked than there were facilities or manpower to repair. The increase in facilities and manpower were essential to "do major work on combatant ships that could not be sent to Mare Island." If the work was to be done at Hunters Point without the increases it was estimated 1,500 men plus the repair items fabricated at Mare Island would need to be transported between Mare Island and Hunters Point on a daily basis, a very inefficient solution. (Schmidt p.36) A development spiral; berthing, new land for operations buildings, and new duties requiring more personnel had begun.



US Navy files - Hunters Point  
annex Treasure Island Navy Base

Hunters Point - December 1941

Photograph VI

480-42 10-20-



Excavating for Dry dock 4  
October 20, 1942

Photograph VIII- from the files  
of Hunters Point Annex

511 12 1942

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Excavation and forming of Dry dock 4. November 30, 1942  
Photograph IX- from the files of Hunters Point Annex  
Treasure Island Navy Base

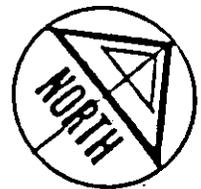
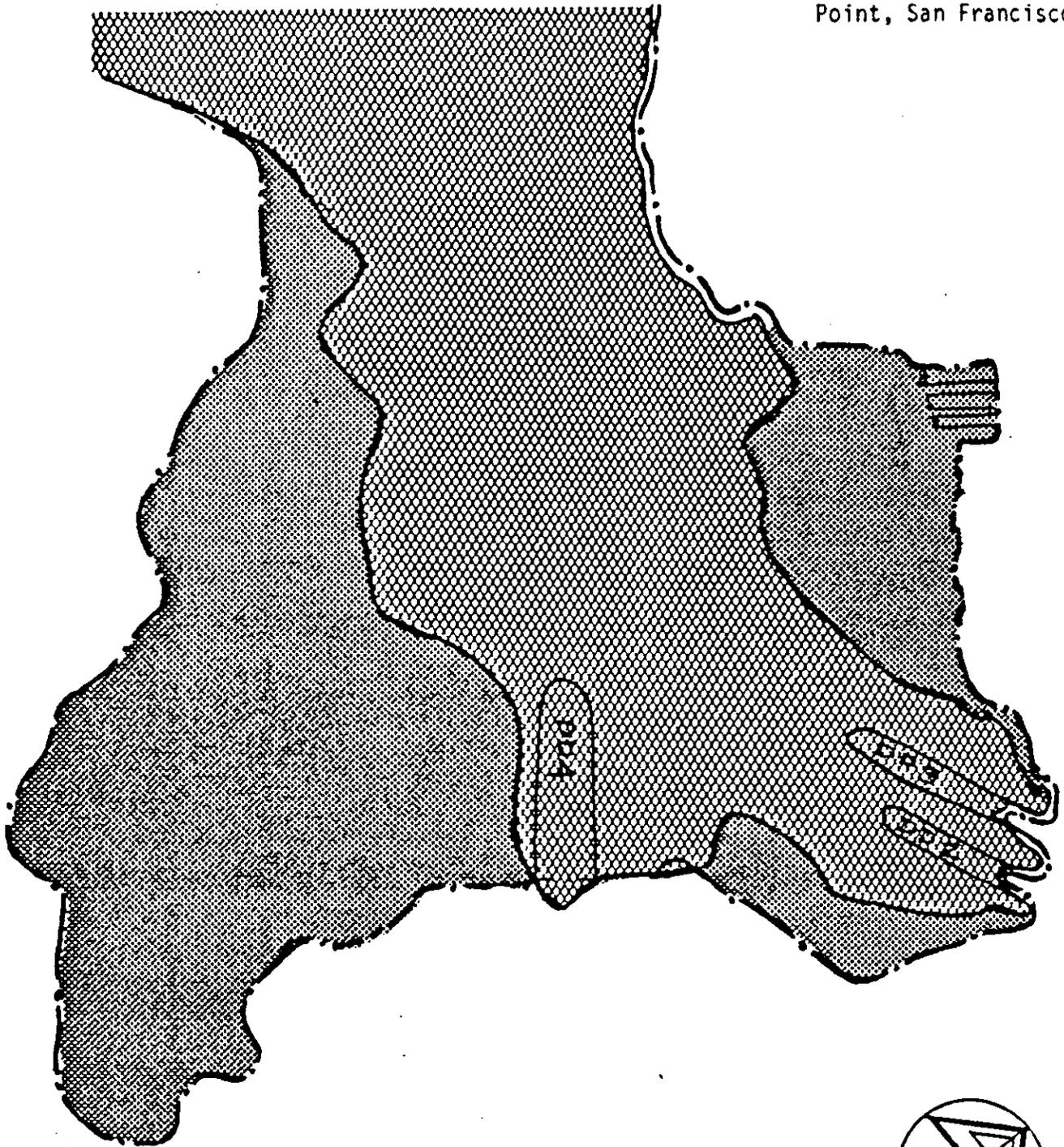
Official Photograph  
Mare Island Navy Yard

Photograph VII



PLATE V

COMPARISON OF SHORELINES  
BETWEEN 1940 AND 1945  
Point Avisadero, Hunters  
Point, San Francisco



-  1940 SHORELINE
-  1945 SHORELINE

Approval was given and construction began almost immediately. The priority was for shop buildings followed by store houses and barracks. Eleven industrial buildings were completed by the end of 1942, and by October 1943, there were an additional 14 buildings. Included in the new group were buildings to house administration #101, bachelor officers' quarters #500, barracks #501-2, and #507-8, dispensary #506, recreation #504, and the barracks brig #504. The remainder were industrial shops, storehouses, and support buildings. The expansion of repair and support facilities allowed further expansion of docking and berthing. In December of 1942 The Bureau of Yards and Docks authorized additional facilities to handle unique flap. Eventually this meant three 420-foot long graved docks with a, unique flap style gates, three 400-foot finger piers and several buildings; much of it constructed on land that was part of a second acquisition totaling 171 acres.

A number of unusual design and construction techniques were used during the 15 months required to complete the three submarine dry docks which were authorized: #5, #6 and #7. The area selected for these docks, to the north of Dry Dock No. 3, was a mud filled area that required some 6,000 piles to be driven to depths of 35 to 140 feet. An underwater circular saw, suspended from a gantry crane was used to cut the pile to the prescribed one foot above the sand base. The contractor, Ben Gerwick, devised a pre-cast system for forming the tremie concrete which accelerated the time schedule. The concrete graving docks were equipped with a flap gate, hinged at the bottom, which folds down to allow the submarine to enter. Stern-first entry was necessitated by the interior blocking rig of the docks. The only difference between the docks is in their width. Docks #5 and #7 are 60 feet wide, dock #6 is 75 feet wide. In addition to the submarine dry docks, eight support buildings were constructed in 1943 by Barrett and Hilp. These included three shops; buildings #123, #130, and #113; and Bachelor Officers' Quarters and barracks #118, #103, and #114; dispensary #119; recreation #120, and the subsistence building #116. At that time, there were six dry docks at Hunters Point and five at Mare Island.

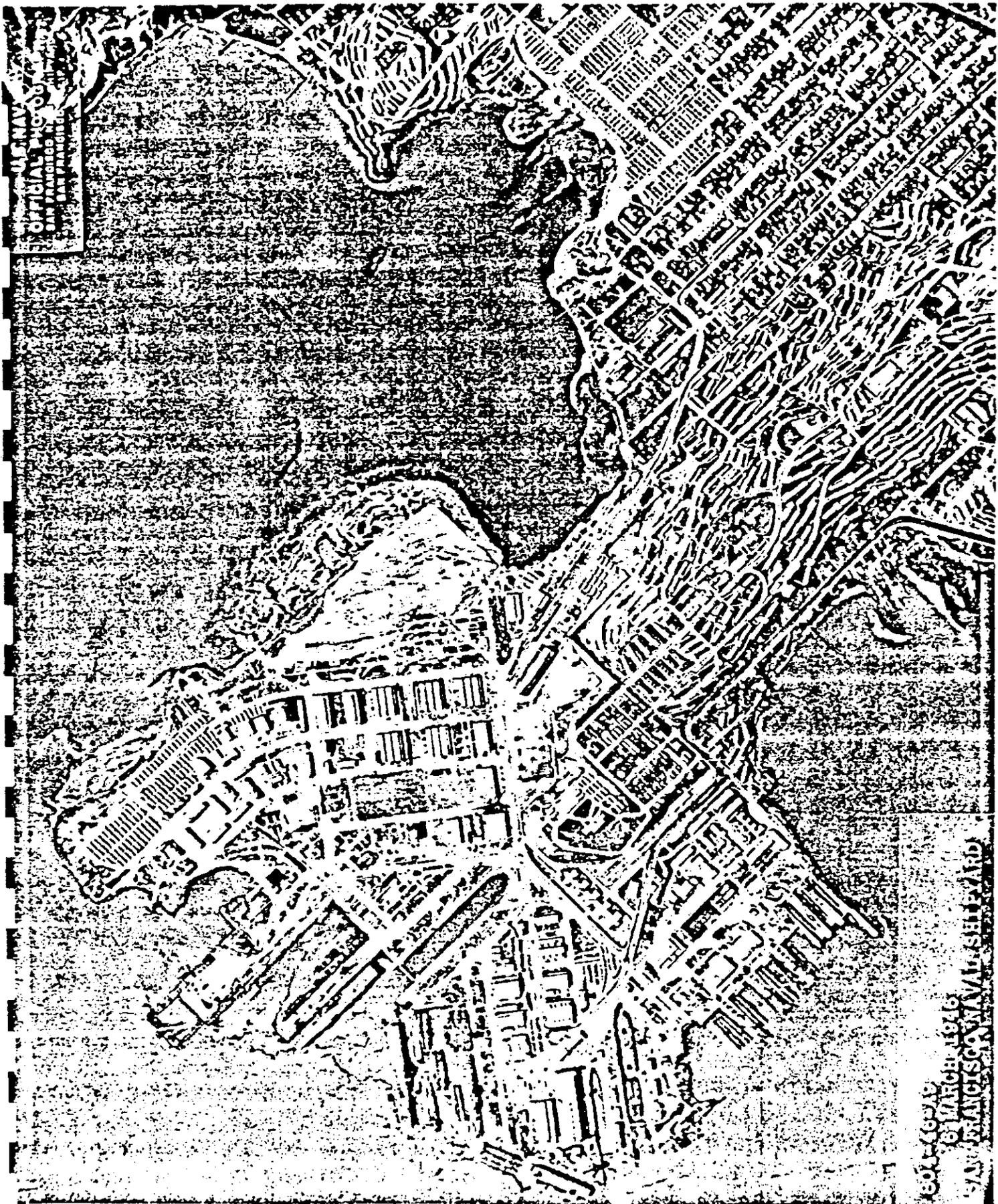
Construction at Hunters Point was a frenzy in the last quarter of 1943. In September of 1943, several buildings were under construction for which no funds had been authorized. (Schmidt p. 39) These support facilities

included an industrial storehouse, a bank, a cafeteria, a personnel training school, a ships personnel training school, barracks, a commissary store, recreational facilities, and a bus terminal building. The next 15 months saw the completion of the bank #915, commissary #803, bus terminal #252, industrial storehouse #808, and barracks group #512-16. Authorized in June of 1944 and completed within a year were the Wave barracks #519, submarine training school #115, submarine cafeteria #125, outside machine shop #134, cable storage building #143, a mold loft building #414, a theater #518, ships training school #511, an apprentice machine shop #702, and Optical and Ordinance Building #351, and a submarine dry dock breakwater. An outside machine shop was 91% complete on August 15, 1945. Building #351 was deemed inadequate even before completion, and before the end of the war a new building - #253 was authorized, as was a regunning pier to bear a 450 ton crane that would be capable of lifting gun mounts from battleships.

In addition to the construction of new buildings that occurred in the 21 months preceding the end of the war, many of those constructed in the 1940-1942 years were remodeled and expanded. Several small support buildings, substations, pier offices, and utility buildings were also constructed during this period. All of the construction took place around and over the development of basic services: electric, steam and gas lines, and the system of roads and tracks. Tracks were laid for cranes and freight and passenger rail systems.

The development of Hunters Point from 1939, the Navy's initial acquisition from Bethlehem Steel Company, until January of 1946 cost the government \$87,181,905.17. This included the purchase of 585 acres of land in four acquisitions and all construction. For less than the cost of one new battleship the Navy had developed one of the finest Naval ship repair facilities in the world. The lack of facilities at the time of acquisition restricted the activities at Hunters Point from the inception of the Pacific war until mid-1943. Prior to June of 1943 a total of only 14 ships had been docked at Hunters Point, 6 destroyers (DD) and 8 smaller vessels. Between June 1, 1943 and September of 1945, 60 buildings were added and 199 ships had been repaired. The labor force grew from 8024 in 1943 to 18,235 in August of 1945. The growth and change that occurred during the years 1941-1946 was phenomenal. It is even more remarkable to consider the

construction and earthwork which occurred in a time of managed resources and shortages in materials and man power, and as ships were repaired and yard workers recruited and trained. Photograph X shows the Hunters Point Naval Dry Docks in 1946.



U.S. NAVY  
Official Map of  
SAN FRANCISCO  
CALIFORNIA

605-CO-10  
OF MARCH 1976  
SAN FRANCISCO, CALIFORNIA

Although Hunters Point was not physically developed or equipped to provide full services to the fleet until 1945, in October of 1943 the Mare Island Commandant reported that the facilities exceeded the labor to utilize them. The labor shortage affected most of the shipyards with Hunters Point perhaps the most understaffed. The 14 major private shipyards and 30 or so smaller ones competed with Mare Island and Hunters Point for the civilian work forces. Obtaining and training more employees became critical if growth was to continue. It was the effort to attract new workers, supported by a federally funded relocation program, that changed the ethnography of San Francisco by relocating literally thousands of black families to jobs at the shipyards and the Hunters Point area. Within three years the number of black families in San Francisco grew from 2,000 to 12,000. (Lomax).

The need for trained ship yard workers resulted in two related programs that contributed to the growth and history of Hunters Point. The shortage of housing was the first problem. Providing housing for relocated families was a problem the Navy shared with the National Housing Agency and its local representative, the Housing Authority of the City and County of San Francisco. In 1943 Hunters Point had been authorized 4,000 family apartments and 7,500 dormitory units of temporary war housing by the National Housing Authority. The construction of these units was by private contractors who faced great difficulty in getting materials, hiring construction workers, working in rainy weather, and furnishings the buildings once constructed. The availability of housing controlled the recruiting of workers since there was no provision for other quarters or lodging. The hillsides above Hunters Point were carved to accommodate the temporary apartment buildings, and roads were constructed to connect the housing areas to the yard. The building of a small city adjacent to, and interrelated with the activities at, Hunters Point is further testimony to the adroit scheduling and perseverance in the physical development of the yard by Navy personnel and civilian staff.

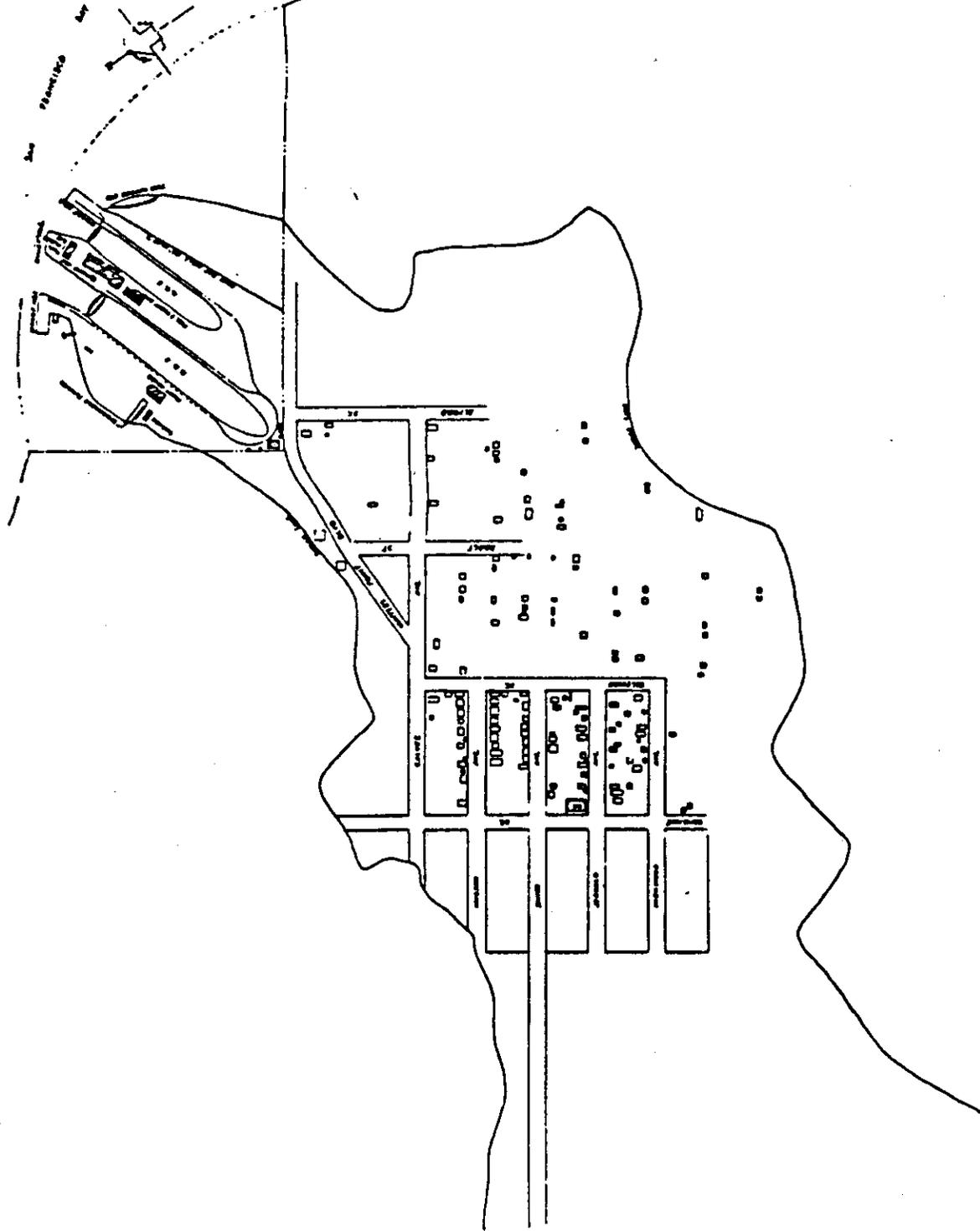
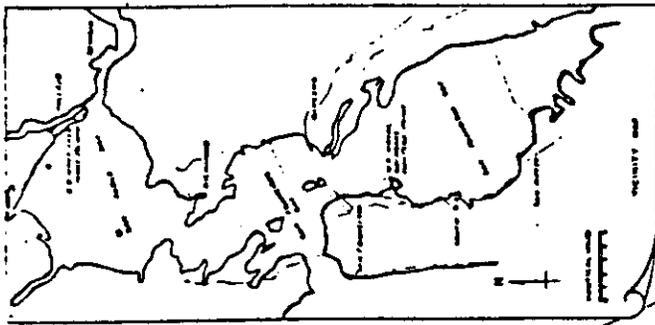
The second area that directly affected the repair mission of Hunters Point was training. The shortage of skilled or trained ship repair workers forced the Navy to institute training and apprentice programs. As might be expected much of the initial training was "on the job." The desire for well trained workers intensified as the work of the yard became more

complex. An apprentice school capable of conducting four year courses in twelve trades, and an industrial laboratory, were developed between 1943-44 and 1945-46. Apprentice programs for twelve trades existed in 1945: blacksmith, joiner, painter, coppersmith, electrician, machinist, pipe fitter, shipfitter, boilermaker, welder, and sheetmetal worker. (Schmidt pg 49)

Operating with the facilities as they came on line, Hunters Point serviced only 213 dockings. One hundred-six of these were for routine overhaul, 28 for battle damage, and 79 for miscellaneous voyage repairs and minor work. Six battleships (BB) and 11 battle cruisers or carriers classes (CB, CL, CV) were serviced along with 41 destroyers (DD), 35 submarines (SS), 36 LST's, and 22 LCI(L)'s. Included in the repairs were 5000 work requests sent to Mare Island. These were principally for heavy blacksmithing, pattern work, heavy machinery, foundry work, and testing that required specialized equipment none of which was available at Hunters Point.

The Hunters Point work load compares to 394 ships repaired or constructed at the Puget Sound Navy Yard (Grulich, p. B-29), the 391 new ships constructed, 1,227 vessels repaired at Mare Island (Mare Island Records), and the 7,000 repair visits serviced by the Pearl Harbor Navy Base between December of 1941 and 1945. Hunters Point was not authorized to actively construct ships, unless the repair needs of the fleet were less than the manpower available at Hunters Point. Records indicate that of the warships constructed during the war years, only three non-combat vessels were constructed entirely at Hunter's Point: the YSR 11 and YSR 24, barges without self-propulsion; and YFB 49, a self propelled launch.

In comparison to the other Naval repair facilities on the West Coast, between 7 December 1941 and the surrender of Emperor Hirohito on 2 September 1945, Hunters Point was a minor contributor to the war effort. However, the attributes of the site encouraged the physical construction and personnel development which created one of the finest Naval dry dock and repair yards in the world. The phenomenal public works and personnel programs were completed just as the war ended, and subsequently the need for the specialties of the yard were greatly diminished. Plates VI, VII, VIII, and IX show the development of Hunters Point during the years 1940-1945.



**PLATE VII**

Hunters Point - June, 1940  
 Area acquired by the U.S.  
 Government is shown by the  
 --- line.  
 Natural Shoreline ---  
 Source: Schmidt



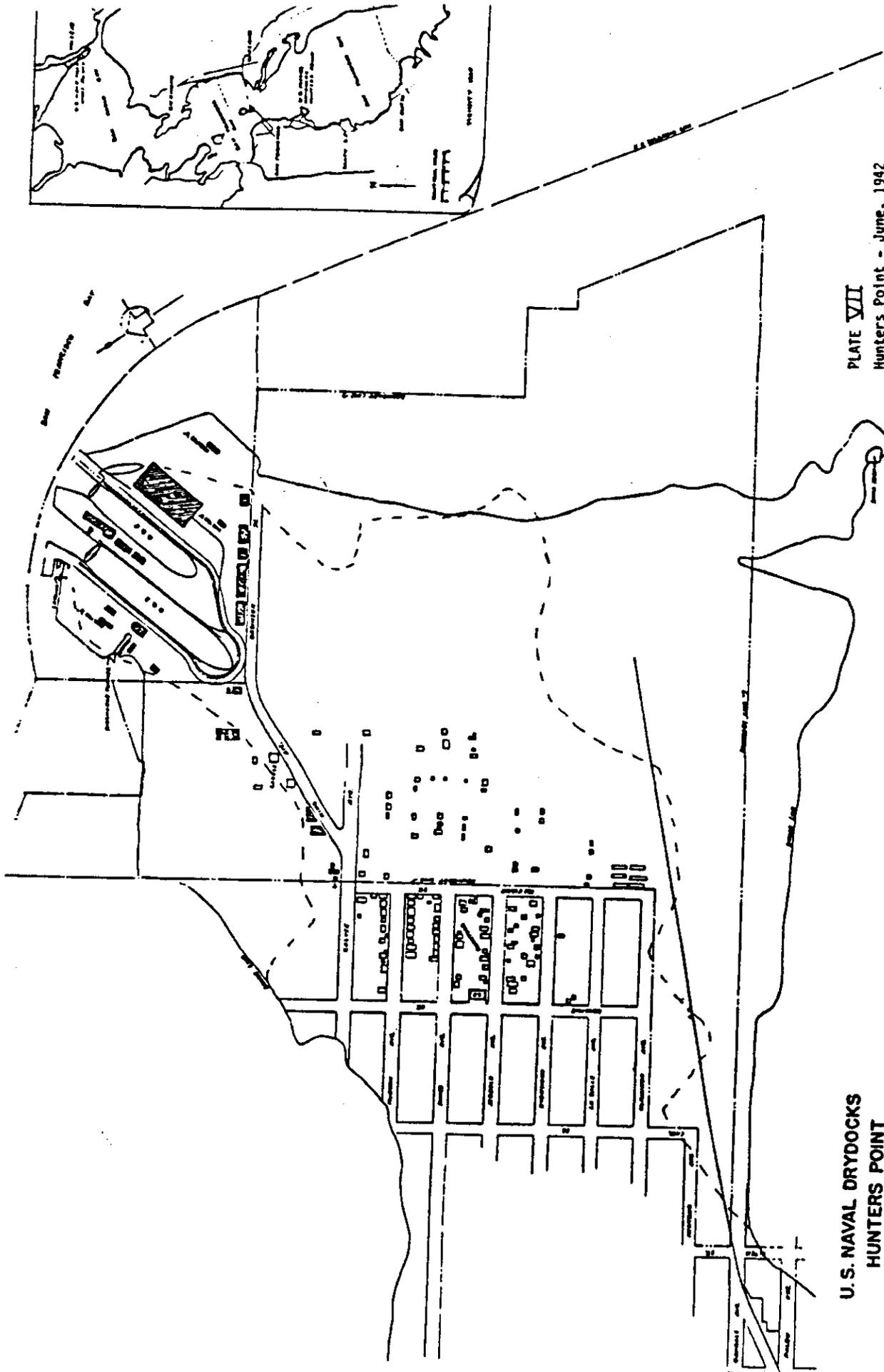
**U.S. NAVAL DRYDOCKS  
 HUNTERS POINT**

LAYOUT OF YARD - JUNE 30, 1940

REVISION PLATE II

REFLECTED TO OPPOSITE SIDE





**U.S. NAVAL DRYDOCKS  
HUNTERS POINT**

LAYOUT OF YARD - JUNE 30, 1942

HISTORY PLATE III

RESTRICTED TO OFFICIAL USE



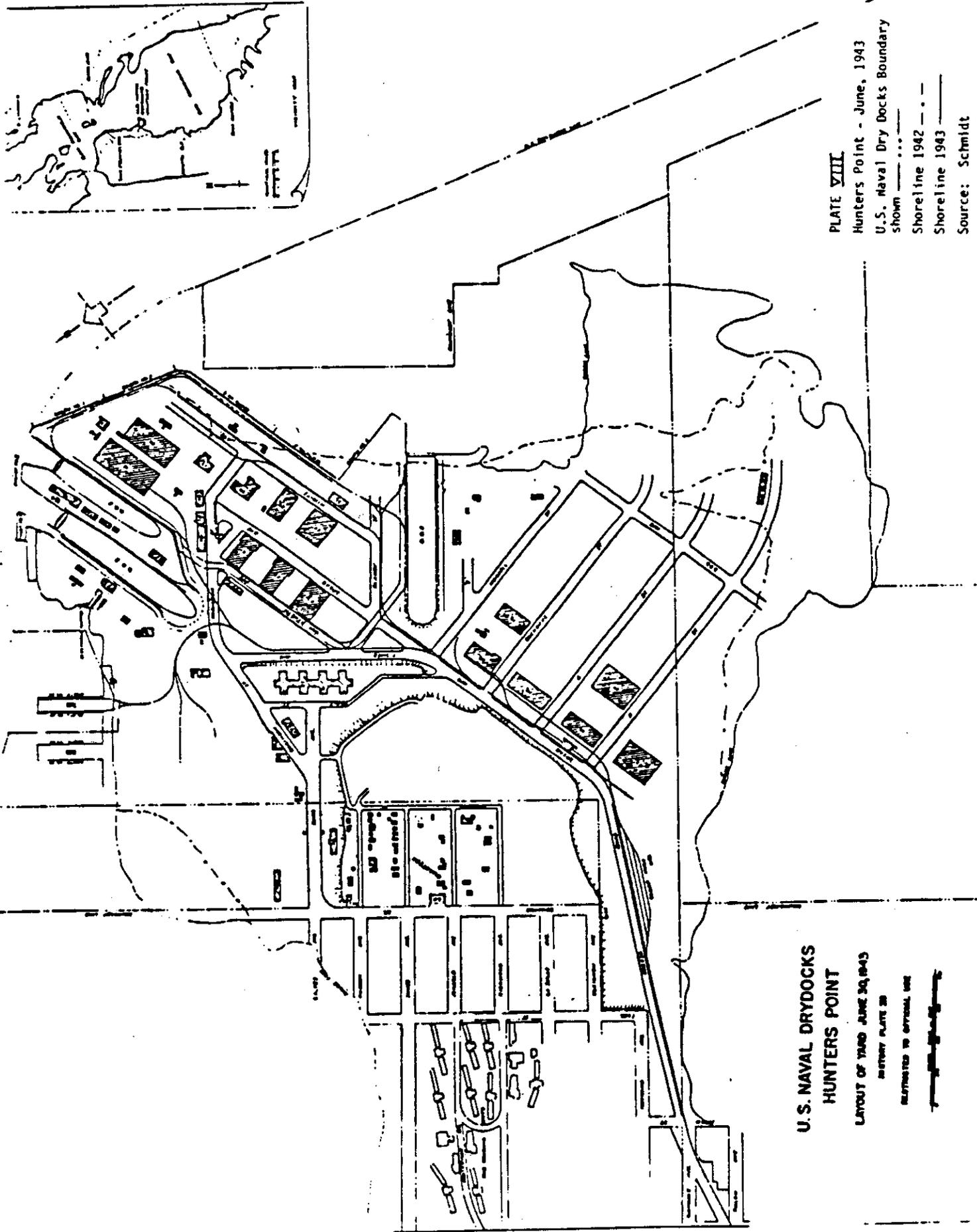
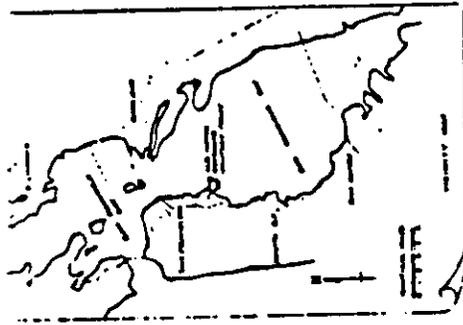
**PLATE VII**

Hunters Point - June, 1942  
Additional Land purchased by  
the U.S. Government is shown

Original shoreline - - - - -

Shoreline 1942 - - - - -

Source: Schmidt



**PLATE VIII**  
 Hunters Point - June, 1943  
 U.S. Naval Dry Docks Boundary  
 shown — · · · —  
 Shoreline 1942 — — — —  
 Shoreline 1943 —————  
 Source: Schmidt

**U.S. NAVAL DRYDOCKS  
 HUNTERS POINT**  
 LAYOUT OF YARD - JUNE 30, 1943  
BASED UPON PLATE 28  
 RESTRICTED TO OFFICIAL USE

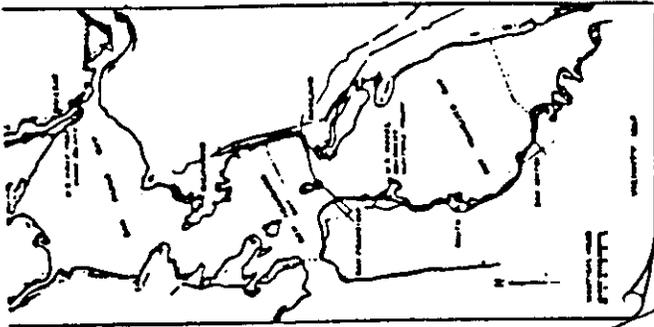
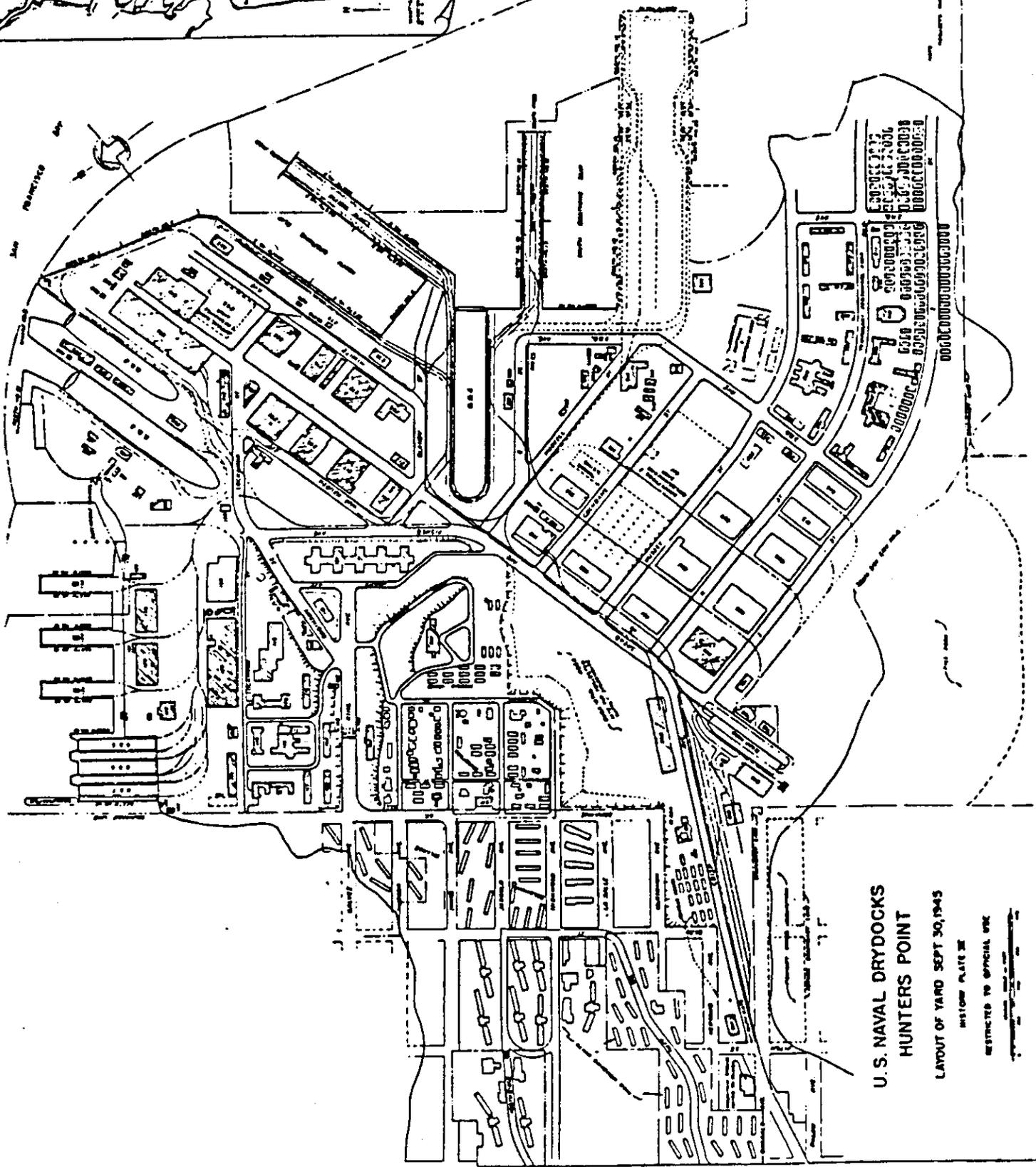


PLATE IX  
 U.S. Naval Dry Docks  
 Hunters Point Yard Layout  
 9/30/45  
 Source: Schmidt



U.S. NAVAL DRYDOCKS  
 HUNTERS POINT  
 LAYOUT OF YARD SEPT 30, 1945  
 HISTORY PLATE IX  
 RESTRICTED TO OFFICIAL USE

Perhaps the single event with the greatest international and historical implications occurred on July 14, 1945. On this day, two atomic bullets arrived at Hunters Point, carried by truck caravan from Hamilton Air Force Base, to be placed aboard the USS Indianapolis.

Utmost secrecy surrounded these untested warheads in their trip from Los Alamos to Tanager and eventually to their targets, Hiroshima and Nagasaki. The selection of Hunters Point as the port of embarkation appears to have been a strategic selection since ships tended to enter port and return to duty with efficiency and speed. The Indianapolis arrived from Mare Island on the 13th of July with the Flag Lieutenant's cabin modified with welded eye bolts to secure the lead filled canister containing the two bullets. This modification was in addition to other repair and refitting that had taken place during its docking at Mare Island between 2 May and 13 July. Arriving late in the afternoon on 14 July, the lead canister was quietly placed in the Commandant's office with a 24 hour security guard. A 15 foot crate containing the gun assembly was taken to the dock and also placed under a full security guard. At 05:30 on 16 July, 1945, the crate and canister containing the two bullets, code name "Little Boy", were loaded onto the USS Indianapolis, which sailed under the Golden Gate less than three hours later.

The atomic bombs dropped on Hiroshima, 6 August 1945 and Nagasaki, 9 August 1945 forced the Emperor of Japan, Hirohito, to override his military advisors and accept allied surrender terms. The official ceremony of 2 September 1945 took place on the USS Missouri which had been docked at Hunters Point nine months earlier for radar installation.

The Hunters Point Naval Dry Docks was at a state of maximum readiness as the war ended. It was logical that the facilities would be utilized for Operation "Magic Carpet", the return of U.S. troops. Ships, commercial liners, and aircraft carriers were outfitted with thousands of bunks, sanitary facilities, messing and cooking facilities, and evaporating plants to provide fresh water for the troops during their return.

The return of troops was immediately followed by the deactivation of submarines, and by February 1946 attention was turned to destroyers, destroyer escorts, carriers and on throughout the classes. Each was prepared to be stored with the 19th fleet at Mare Island.

As the intensity of development and ship repair slacked in 1946 additional activities were directed to Hunters Point Naval Shipyard. Ship Salvage Base 12th Naval District was moved to the point from Pier 25 San Francisco, as were various service sections previously located in the Ferry Building. The Superintendent of Ships and Radiation Laboratory were also located at Hunters Point.

The administration of the Hunters Point facility had been modified since the original authorization as an annex of Mare Island Navy Yard in 1939. On 30 November 1945 the facility was re-designated the U.S. Naval Shipyard Hunters Point a separate component of the San Francisco Naval Base. On 6 December 1945 Hunters Point became the San Francisco Naval Shipyard. Almost 10 years later in April 1965 the command merged with Mare Island Naval Yard to become the San Francisco Bay Naval Shipyard.

The U.S. Radiological Defense Laboratory originated at Hunters Point as the Radiological Safety Section, a part of the San Francisco Naval Shipyard Industrial Laboratory. "On 5 September 1946 the first group of non-target vessels present at Bikini Atoll during 'Operation Crossroads', the testing of a hydrogen bomb which were used for transport and monitoring after the Baker Day bomb drop on July 25, 1946, arrived at this Naval Shipyard." (SFNS-History 1 Sept. 1945-30 Sept. 1947 pg. 5) Under the direction of the Bureau of Medicine, the officer in charge of Radiological Survey and scientists from The University of California, the "laboratory" was established in the former dispensary building #506 (demolished). Issued one coffee pot and two working Geiger counters the assigned Junior Officers began decontamination of the ships. (USNRDL-Command History, 1959-1968)

The U.S. Naval Radiological Defense (USNRD) Laboratory evolved as a separate command under the auspices of the shipyard in September 1950. The mission was "to conduct investigations and develop information concerning effects and consequences of dispersed fusionable materials, fission products and

other radio-active substances." The first laboratory building, which was soon outgrown, was enlarged by the use of barracks #507 and #510 in 1948. By 1951, a new four story building was authorized to replace the 20 buildings taken over by the USNRD. The new building, designed by Leland S. Rosener, was dedicated October 14, 1955. All the buildings used by the U.S. Naval Radiological Defense have been demolished or are no longer owned by the government.

After 1951 the work load at Hunters Point shifted from the general repair of ships to a specialization in submarines that included inventing, mock-up, and installation of new electronic spaces. Managing both the planning and conversion, Hunters Point became a major yard for this type of work. In this capacity, Hunters Point contributed to the fleet during the Korean and Vietnam conflicts.

Hunters Point Naval Shipyard is currently an annex of Treasure Island Naval Base. For several years the majority of the improvements were leased to a private contractor, Triple A Machine Shop. A large number of buildings and structures had been demolished and other demolitions were authorized. Of approximately 190 buildings constructed between 1942 and 1945, 43 remain. Of those that existed during World War II, most have been altered or remodeled. Buildings that existed prior to 1940 at the Bethlehem Dry Docks are reasonably in tack. The Hunters Point Annex of Treasure Island Naval Base can be considered to be in deteriorated physical condition with an uncertain future.

### III. HISTORICAL SUMMARY

The history of the property currently identified as the Treasure Island Naval Base Annex at Hunters Point contains three prime themes or contexts. The Hunters Point graved dry docks 1868-1939 made a significant contribution to the development of San Francisco as a maritime colony and to the growth of commerce, industry, and trade throughout the state. A second context is the shrimp industry which was dominated by the Chinese and contributed to the commercial fishing industry, one of San Francisco's most important export industries. The third prime context involves the World War II effort to develop a support base for the Pacific Naval fleet.

Within the three prime contexts are found sub-themes of engineering, architecture, economics, ethnography, and military usage.

#### Historical Context As It Relates To Determining Properties Eligible For Nomination To The National Register of Historic Places

This study is concerned with buildings and structures which retain architectural integrity, represent a strong identification with historical context, and otherwise meet the criteria of the National Register of Historic Places, as stated below.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or

- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

The study did not assess the potential for archaeological or historic archaeological material beyond the evidence on file in Environmental Planning studies. The studies conclude a high likelihood that marine archeology and buried evidence of the shrimp camps exist in areas of filled land to the north and south of Dry docks #2 and #3.

Buildings and structures that appear to meet the criteria of the National Register of Historic Places are listed below and documented on State of California Historic Resources Inventory Forms (DPR523).

Hunters Point Commercial Dry docks -  
Historic District

Ordinance and Optics Building #253  
Represents the work of a Master,  
Exhibits high artistic merit

Dry dock #4 - Largest on The West Coast  
Associated with a significant historical event - WWII

450 Ton Crane, Bridge and Pier  
(evaluation of condition  
may remove this entry)

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#### MAPS

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#### IV. LOCATION OF HISTORICAL RECORDS

Identifying the sources and locations of relevant records was one of the more challenging aspects of this contract. Records exist in several public repositories, however much of the material was classified and therefore, difficult to access and impossible to include as source of reference. No scholarly reports were found, with the exception of the Command History that specifically focuses upon Hunters Point.

The majority of records pertaining to the Hunters Point commercial dry dock is found in San Francisco.

- A. The National Maritime Museum at Fort Mason maintains an extensive archive of photographs, published works and unpublished logs, and journals pertaining to the maritime activities in and around San Francisco Bay. There was not one specific report on Hunters Point.
- B. The California Historical Society in San Francisco maintains an extensive collection of printed material, maps, and photographs that describe the commercial endeavors and activities that make up the history of California and San Francisco Bay. Material may be retrieved under the categories of "Shipping" and "Hunters Point" in addition to other more general topics.
- C. City and County of San Francisco Building Department  
Permit Files were a source of information regarding the changes to buildings that pre-date the government purchase of land at Hunters Point.
- D. Bancroft Library, University of California Berkeley  
The information gained from maps and photographs affirmed the information gathered from other sources.
- E. Hunters Point Annex, Treasure Island Navy Base, San Francisco  
Two repositories of information and documents are located at Hunters Point.

1. The Supervisor of Shipbuilding, Conversion and Repair, USN, 12ND-Library, Building 813. This collection of material includes information regarding the initial decisions by the Navy to locate at Hunters Point. Documents cover the development and utilization of Hunters Point. Command histories for: Hunters Point/San Francisco Naval Shipyard 1941-1959; San Francisco Naval Shipyard 1959-1964; Original acquisition documents; McKean Report on Naval Bases; Principal Commercial Ship Repair Facilities in the United States 1945; and a Survey of Commercial Shipyard Facilities in the 12ND. The library also maintains original photographs of the Point and the special events, organization charts, and some plant drawings (micro film).
  
  2. Public Works records have been assembled in one building at the annex. Material includes contract files, drawings, photographs, and operation handbooks. There is a wealth of information in these files regarding the construction of the buildings, infrastructure, and machinery. It is not cataloged and much of it is classified. Photographs from the files have been removed and are kept in the vault of Building 915.
- F. Treasure Island Navy Base - Museum and Library  
The library contains many published works on Naval History and strategy. Original or copies of documents authorizing the acquisition of Hunters Point and the contracts for development are here.
- G. Mare Island Navy Yard, Vallejo  
The base historian, Sue Lemon, provided excerpts of annual reports and records for shipbuilding and repair during World War II.
- H. Puget Sound Naval Shipyard, Bremerton, Washington  
Historic Survey - PSNS - Bremerton, Washington contained interesting data regarding the development of that yard as part of the West Coast naval facilities.

**V. BUILDINGS AND STRUCTURES THAT APPEAR  
ELIGIBLE FOR NOMINATION TO  
THE NATIONAL REGISTER  
OF  
HISTORIC PLACES**

HABS _____ HAER _____		Loc _____	Ser. No. _____	5135
UTM: A _____		SHL No. _____		NR Status _____
B _____		C _____		D _____

**HISTORIC RESOURCES INVENTORY**

**IDENTIFICATION**

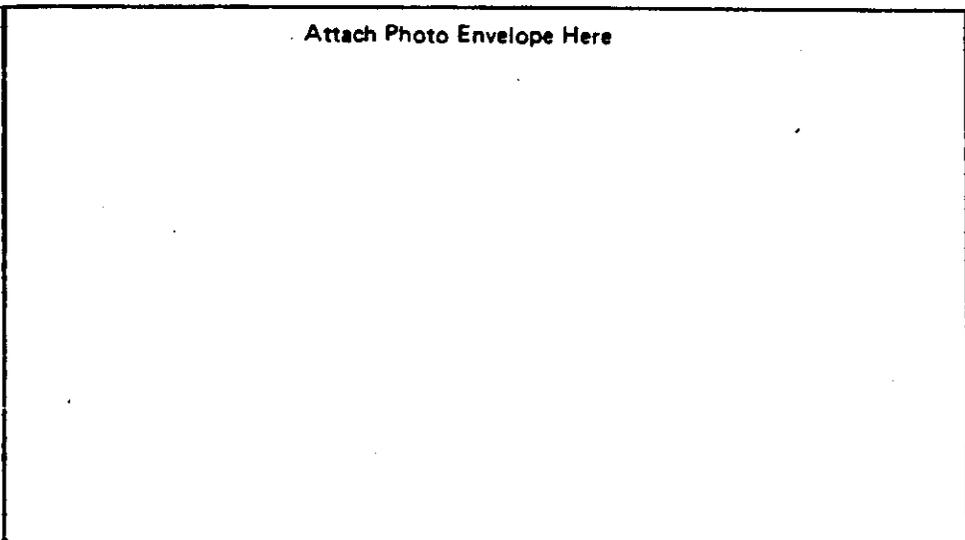
**HISTORIC DRY DOCKS AT HUNTERS POINT NAVAL SHIPYARD**

1. Common name: \_\_\_\_\_
2. Historic name: HUNTERS POINT DRY DOCKS
3. Street or rural address: East of Lockwood Street between Fisher and Spear Avenues  
 City San Francisco Zip 94135 County San Francisco
4. Parcel number: District
5. Present Owner: United States Government Address: \_\_\_\_\_  
 City \_\_\_\_\_ Zip \_\_\_\_\_ Ownership is: Public \_\_\_\_\_ Private \_\_\_\_\_
6. Present Use: Dry Docks (not in use) Original use: Dry Docks

**DESCRIPTION**

- 7a. Architectural style: Marine Industrial/Colonial Revival
- 7b. Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:  
 The Hunters Point Commercial Dry Docks No. 1-3 district consists of the dry docks and the buildings, wharves, and land associated with them. Contributing resources are Dry Dock No. 2, Dry Dock No. 3, part of the site of Dry Dock No. 1, a brick Pumphouse for each surviving dry dock, a brick Gatehouse, Tool and Paint building, and the seawall and wharves connected with the dry docks. The four non-contributing resources were constructed after the district's period of significance. On the northern shore of Hunters Point, the two dry docks are parallel and extend inland in a westerly direction from the Bay of San Francisco. Pumphouse No. 2 and a shop building are located parallel to the north of Dry Dock No. 3, the larger of the two. The other buildings are located between the two dry docks, and the crane is (or was) movable on tracks high surround the dry docks. The site of the western tip of Dry Dock No. 1 lies between the two surviving dry docks. The main features of the district, the two dry docks, are gigantic concrete-lined trenches, with associated floatable caissons to seal the entries, huge underground dewatering tunnels, and various valves, pumps and other machinery.

Continued on Second Sheet -----



8. Construction date: 1866  
 Estimated \_\_\_\_\_ Factual 1903  
1918
9. Architect \_\_\_\_\_
10. Builder \_\_\_\_\_
11. Approx. property size (in feet)  
 Frontage \_\_\_\_\_ Depth \_\_\_\_\_  
 or approx. acreage 20
12. Date(s) of enclosed photograph(s)  
September, 1988

7B. DESCRIPTION (Continued) page 1

The Gatehouse (Navy Building #204) is a one-story brick-bearing-wall structure 27 x 25 feet and 18 feet high. It is located between Dry Dock No. 2 and the open water just east of the caisson of Dry Dock No. 3. It was built during the construction of Dry Dock No. 2 to house machinery relating to the operation of Dry Dock No. 1. It has a gable roof and two openings per side; the paneled double door faces west. The style of ornament is Colonial Revival with brick corner pilasters and corbelled moldings, segmental arch openings, 6 over 6 wood sash windows, an overhanging box cornice with nine modillions per side, matching eaves with modillions, and slate facing the pediment enclosed between cornice and eaves.

Pumphouse No 2 (Navy Building # 205) is a one-story brick-bearing-wall structure of L-plan. It is 211 x 61 x 37 feet, plus two World War II-era rear additions on the bay (eastern) side. It has always housed the pumping machinery for Dry Dock No. 2, and through the windows its immense machinery can be seen. It is located between the two dry docks, west of Dry Dock No. 2's caisson, about 20 feet north of the dock at the front (west) and about 40 feet from it at the original rear. It has a gable roof and board canted corners at the front. The style of ornament is Colonial Revival, with brick pilasters and moldings, round-headed openings, Palladian windows in the gable-ends, and a symmetrical arrangement of the openings on each elevation. Windows fill most of the walls; in each arched opening they consist of a pair of 16 over 16 wood-sash with one 12-light transom. The original tall brick smokestack was removed and part of the roof rebuilt about 1942 when the plant was converted from steam to electric power.

Pumphouse No. 3 (Navy Building #140) is a one-story brick-bearing-wall structure, shaped like a rectangle with the eastern end rounded like an apse. About 45 x 20 x 20 feet at its largest dimensions, the Pumphouse lies parallel to and about 20 feet north of Dry Dock No. 3, midway along the length of the dock. The sloping roof wraps smoothly around the apse end and produces a gable at the western end. Fifteen large round-headed openings are spaced evenly around the perimeter, each filled with a pair of 12 over 12 windows and a multi-paned transom. The style of ornament is Colonial Revival, with dark red brick, brick pilasters and moldings, modillioned cornice and eaves, and a Palladian window in the pediment/gable. The gigantic pumping machinery, originally and still powered by electricity, is visible through the windows.

The Tool and Paint Building (Navy Toilet-Building #207) is a plain one-story brick structure, rectangular in plan. About 106 x 40 x 15 feet, it lies between and parallel to the two dry docks, about midway along the length of Dry Dock No. 2 and a dozen feet west of Pumphouse No. 2. It has a low-pitched gable roof of corrugated iron. Openings are punched out; windows are 16-light industrial sash; doors and sash are metal. The designer made no attempt to harmonize this building with the three other brick buildings in the Commercial Dry Docks district; this brick is lighter in color and different in texture from the others; the scale is different; openings are rectangular rather than arched; and there is no ornament whatsoever. It is a simple industrial building without stylistic elements.

7B. DESCRIPTION (Continued) page 2

The seawall and wharves form the meeting of the dry docks with the Bay of San Francisco. The seawall is faced with large blocks of cut and fitted granite; the wharves extending beyond it consist of wooden decking over wood piles; the surface level is continuous from the landfill and over seawall to wharf. The tongue of land, seawall and wharf that lies between the two dry docks has had the same shape, an irregular 5 sided figure, ever since Dry Dock No. 2 was opened in 1903. The south side of the entrance to Dry Dock No. 2 likewise retains its shape from 1903. The seawall and wharf north of Dry Dock No. 3 have held their shape, the tip an angle less than 60 degrees, since the dock's construction in 1917; furthermore, the angle of the northern wharf is the same as that of the previous northern wharf for Dry Dock No. 1, presumably a response to the bay's tidal currents. All the wharf surfaces, and at least some of the pilings, were rebuilt in 1942. All that remains of the northern wharf is the pilings.

The non-contributing Shop Service Building (adjunct to Navy Building #208) is a small one-story-and-mezzanine frame structure clad in V-rustic wood siding. It is located between the two dry docks, on a line with and west of the Tool Room Building. There are small lean-to additions at each end, the eastern one filling the entire small space between the Shop Service and Tool Room Buildings, which may be continuous space inside. The roof is gently pitched, and a large opening in the west gable lights the mezzanine. Windows are four over four wood sash. On the north side is an equipment-entry door that slides on tracks similar to those typically found on barns.

The non-contributing Tool Room Building (Navy Building #208) is a long and narrow, rectangular one-story structure about 140 x 34 feet, clad in corrugated galvanized iron. It is located between the two dry docks on a line with and few feet west of the Toilets Building. Its gently pitched roof has half a dozen individually roofed ventilator housings atop the ridgepole. Fenestration is 6 light wood sash. Foundation is concrete.

The non-contributing two-story Shop Building (Navy Building #141) is a very long narrow rectangle clad in corrugated galvanized iron. About 140 x 30 feet, it is located north of and parallel to Dry Dock No. 3, and a little north and about 75 feet east of Pumhouse No. 3. The roof is gently pitched. There are 11 second-floor windows along the southern side, and about half as many openings on the first floor. A smaller addition links this building with the pumhouse.

The non-contributing crane is a four-story, open-sided steel beam structure which travels on four wheeled legs on tracks around the dry docks. On top is a cab for operating the crane, which can reach over any part of a ship being serviced at either dock.

7B. DESCRIPTION (Continued) page 3

Dry Dock No. 2 lies south of and parallel to Dry Dock No. 3. It is a sunken trench 750 x 103 feet at ground level, 714 x 86 feet at the bottom, and about 40 feet deep. The eastern or bay end is closed by a movable ship-like caisson, and the western end tapers to a point echoing the shape of a ship's hull. It is lined with concrete. The sloping sides are shaped like large steps, and at intervals just below the top there are work platforms, called altars, which project from the sides. The bottom contains blocks to support a ship being serviced. The foundation is a ledge of living serpentine rock which lies a few feet below the natural waterline. The dry dock operates similarly to a canal lock: when the water is level with the bay outside, the caisson is moved out of the way and a ship to be repaired is floated in and tied up. Then the caisson is closed and the water is pumped out until the ship sits dry and ready to be worked on.

Dry Dock No. 3 lies north of and parallel to Dry Dock No. 2. It is a sunken trench 1076 x 153 feet at ground level, 1020 x 110 feet at the bottom, and about 40 feet deep. The eastern or bay end is closed by a movable ship-like caisson, and the western end tapers to a point echoing the shape of a ship's hull. It is lined with concrete. The sloping sides are shaped like large steps, and at intervals just below the top there are work platforms, called altars, which project from the sides. The bottom contains blocks to support a ship being serviced. The foundation is a ledge of living serpentine rock which lies a few feet below the natural waterline. The dry dock operates similarly to a canal lock: when the water is level with the bay outside, the caisson is moved out of the way and a ship to be repaired is floated in and tied up. Then the caisson is closed and the water is pumped out until the ship sits dry and ready to be worked on. The addition and subtraction of water is handled through 8 foot diameter brick-lined "unwatering tunnels", operated by valves and pumps. The tunnels are to the north of Dry Dock No. 3, in line with the pumphouse.

The remaining site of Dry Dock No. 1 lies between Dry Docks No. 2 and 3. Originally its eastern end began about 9 feet north of the gatehouse in what is now open water, and its axis ran parallel to the gatehouse. It was 485 x 120 feet at ground level, 425 x 68 or 85 feet at the bottom, and about 30 feet deep. The distance between Dry Dock No. 1 and Dry Dock No. 2 at the Gatehouse was about 138 feet; at the western tip of Dry Dock No. 1 it was about 75 feet; and at their closest point, the distance was only about 40 feet. The site was filled and covered during the construction of Dry Dock No. 3. An archaeological investigation could be expected to discover the character of the 1916-1918 fill, details of the 1860's excavation in rock, the lining of the cavity, and perhaps some of the fittings for supporting vessels in dry dock.

Significant dates are 18 September 1866 to 23 October 1868, when Dry Dock No.1 was built; 19 November 1900 to 29 January 1903, when Dry Dock No. 2 was built,; 1916-1918 when Dry Dock No. 3 was built, and 7 May to 7 July 1908, when several battleships of the Great White Fleet were repaired in these facilities. The District retains a high level of integrity; the only losses appear to be the smokestack from Pumphouse #2, three later frame buildings within the district, and for the loss of Dry Dock No. 1, which exists only in part as a buried site. In the context of maritime history in the significant Port of San Francisco, the District presents three different generations of graving docks, each in its time the largest such facility in the entire basin of the Pacific Ocean. Their outer lengths, 485 feet in 1869, 750 feet in 1903, and 1096 feet in 1918, were appropriate to service the largest ships then afloat. A graving dock is cut (engraved) out of natural rock, as opposed to a floating dock, which is built of wood or other transportable materials, rests on no foundation except water, and requires a great deal of maintenance; graving docks appear to be more appropriate for servicing large vessels. The Hunters Point site was originally chosen and remains appropriate for such works because here a solid rock foundation exists immediately adjacent to deep water, yet sheltered from heavy seas. As the largest or (in later years) one of the large dry docks in the Pacific basin, the Hunters Point Commercial Dry Docks serviced a number of outstanding vessels such as: Pacific Mail's transoceanic sidewheel steamers Montana, Japan, China, and Colorado in Dry Dock No. 1; the battleship Ohio and steamers Col. E.L. Drake and President McKinley in Dry Dock No. 2; several battleships of the Great White Fleet in both docks during 1903; and the steamers California (third) and President Coolidge, plus 107 U.S. Navy vessels in Dry Dock No. 3; all by 1939. The Dry Docks are significant examples of engineering representing solutions to the challenges presented by rock excavation, earth moving and construction on scales very large for their respective generations, and also because of the marine logistics of constructing and manipulating caissons sufficient to seal off the entries, and pumping sufficient to empty an immense quantity of water from a sealed dry dock in a period of two hours. The engineers who met these challenges were Alexis W. Von Schmidt in 1866-1868, Howard C. Holmes in 1900-1903, and Hugo Frear in 1916-1918. The financial capability for such major construction was provided in each generation by owners to whom the new dry dock was merely an adjunct of other, more lucrative business. The 1866 consortium included Lloyd Tevis of Wells Fargo Express, Oliver Eldridge of Pacific Mail Steamship Company, California booster William C. Ralston of the Bank of California, and Isaac Friedlander who soon cornered all of California's grain shipping to the world. All of them relied upon large ships in the conduct of their businesses. In 1900, the owners of Dry Dock No. 1 (president William Babcock, of Parrott & Company, merchants, insurers and shipowners) perceived that the newer larger ships just barely fit into the existing dry dock, and that the increasing size of vessels would require a larger facility. In 1916 the owner was Union Ironworks, known principally for its huge shipbuilding works a little north of Hunters Point; at the time Union was one plant of the Bethlehem Shipbuilding Company, a division of the mammoth Bethlehem Steel Corporation. Thus the Hunters Point Commercial Dry Docks both came into existence to serve the major shipping and shipbuilding activities of the port of San Francisco, and also they contributed significantly to the commercial viability of this port. Today, there are

19. SIGNIFICANCE (Continued) page 2

other equally large or larger dry dock facilities at Hunters Point itself, at Mare Island on San Francisco Bay, and elsewhere in California and on the west coast of America, but the commercial graving docks at Hunters Point are the oldest large docks of their kind on the West Coast.

#### LIST OF RESOURCES WHICH CONTRIBUTE TO THE DISTRICT

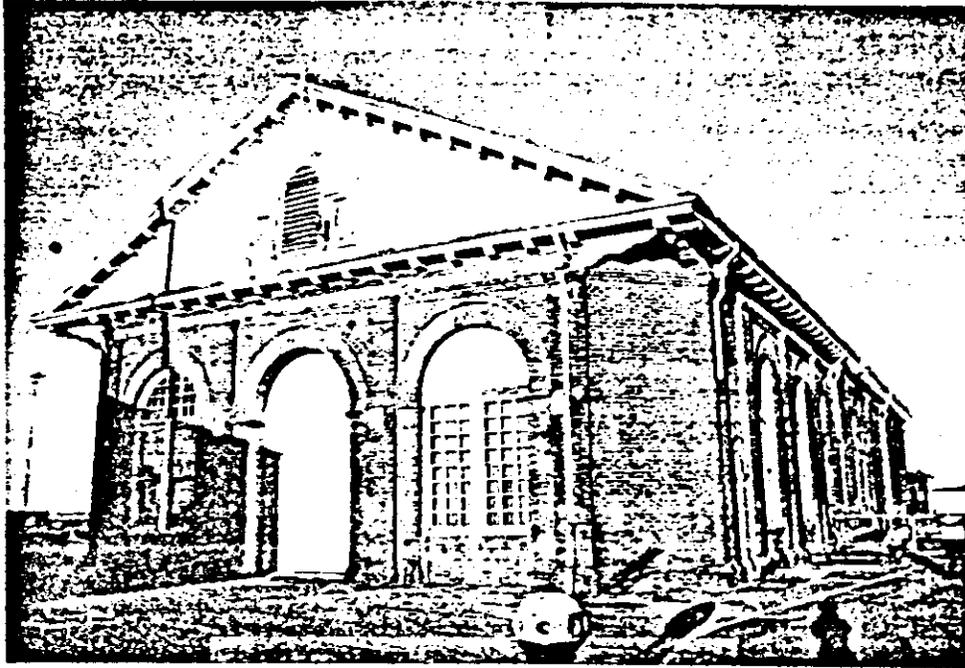
1. Dry Dock No. 2 (1900-1903, Holmes)
2. Dry Dock No. 3 (1916-1918, unknown)
3. Pumphouse No. 2 (c. 1902, Holmes)
4. Pumphouse No. 3 (c. 1917, Unknown) (Navy Building #140)
5. Gatehouse (c. 1900, Holmes) (Navy Building #204)
6. Seawall (c.1902 and c. 1918, Holmes and unknown)
7. Wharves
8. Pumping machinery in Pumphouse No. 2
9. Pumping machinery in Pumphouse No. 3
10. Site of western tip of Dry Dock No. 1 (1866-1868, Von Schmidt)
11. Paint and Tool Building (c. 1935, unknown)

#### LIST OF RESOURCES WHICH DO NOT CONTRIBUTE TO THE DISTRICT

12. Tool Room, corrugated iron (c. 1942) (Navy Building #208)
13. Shop Service, rustic (c.1943) (Navy Building # 208)
14. Shop Building West of Pump House No. 3, corrugated iron (c. 1942) (Navy Building #141)

# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

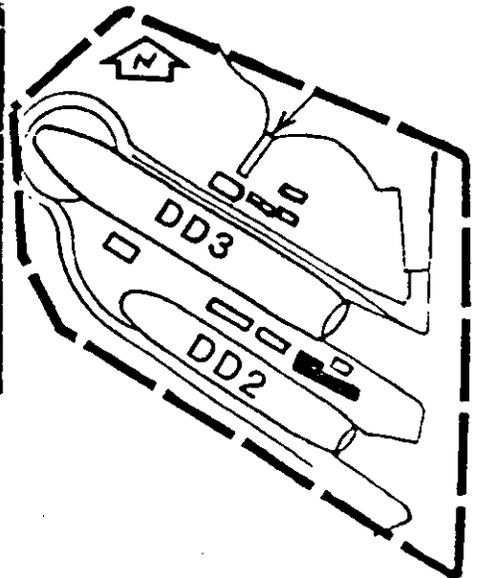
## PUMP HOUSE



West and South facades  
Camera facing North-east.

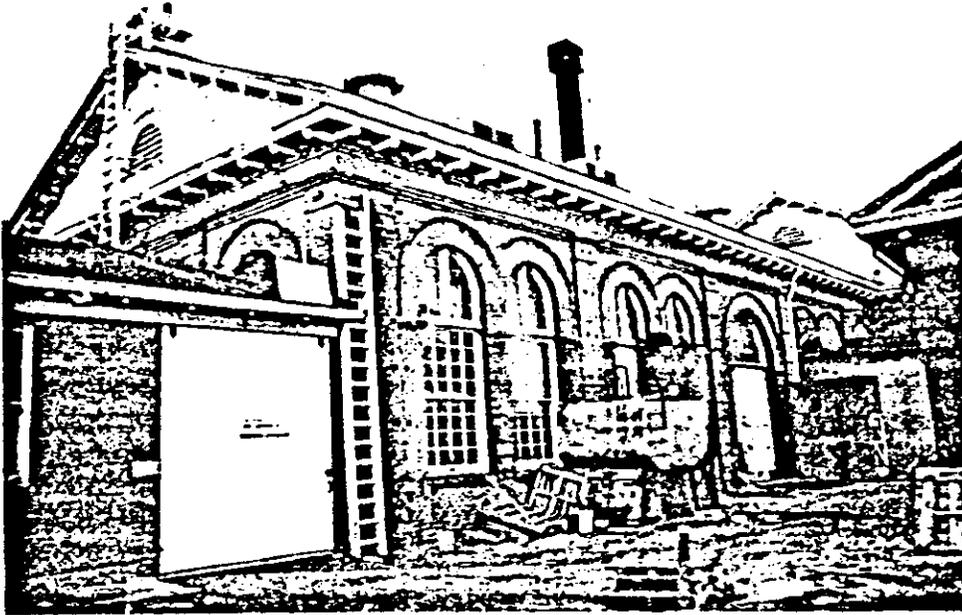


East and North facades  
Compressor Building added to  
East of 1908 Pumphouse.  
Camera facing west.



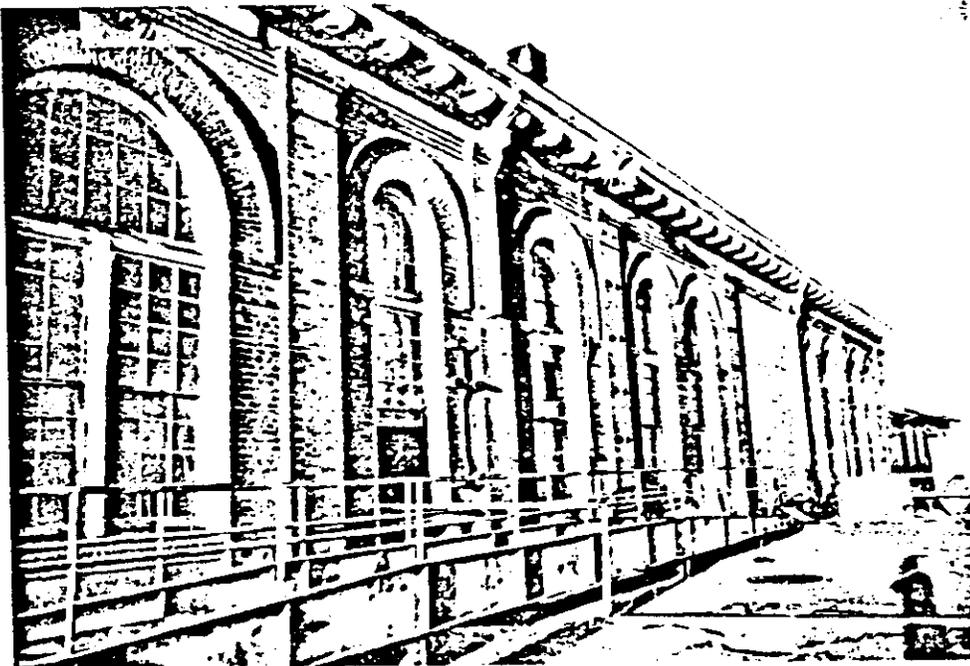
# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

## PUMP HOUSE DD2



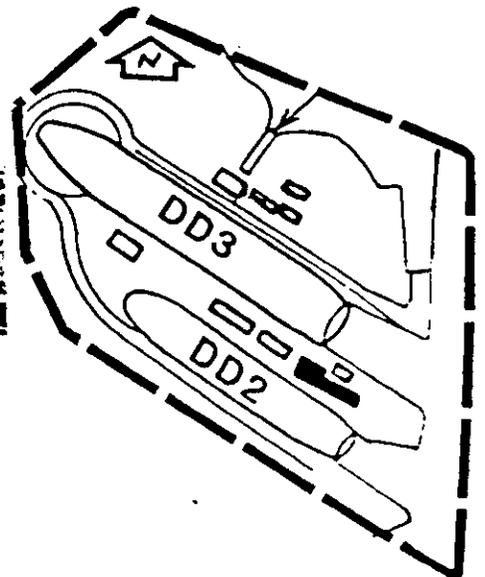
Boiler House  
North facade

Camera facing West.



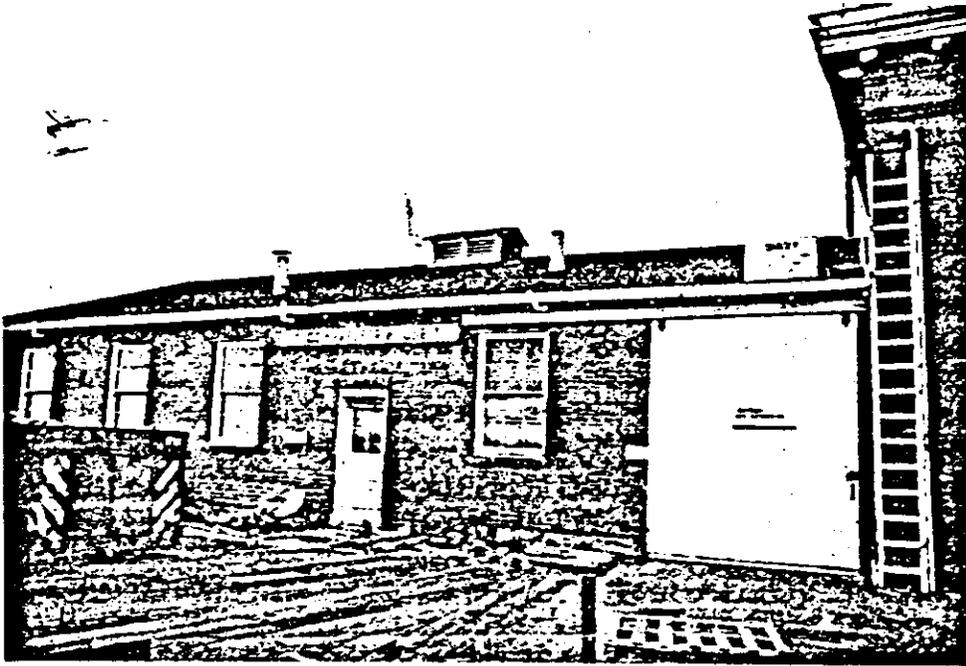
Boiler House  
South facade

Camera facing North-east



# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

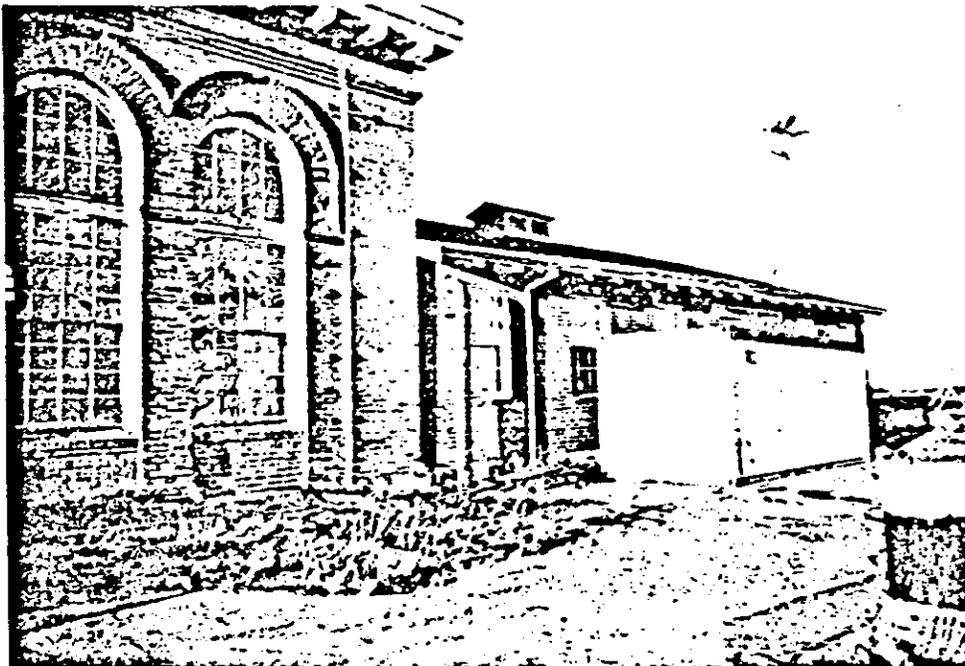
## PUMP HOUSE DD2



Compressor House  
North facade

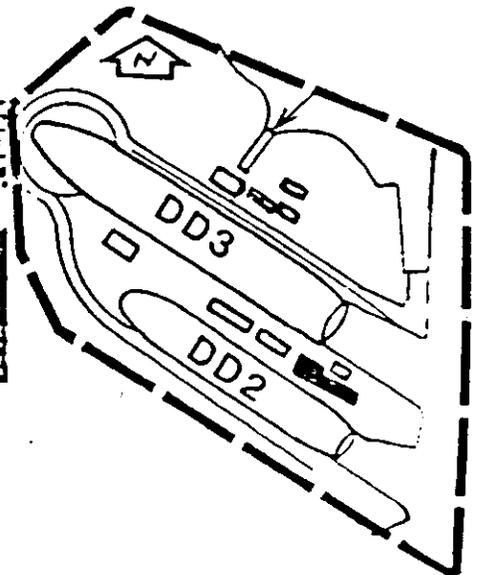
Addition to Pump House.

Camera facing South.



Compressor Building  
South facade

Addition to Boiler House.

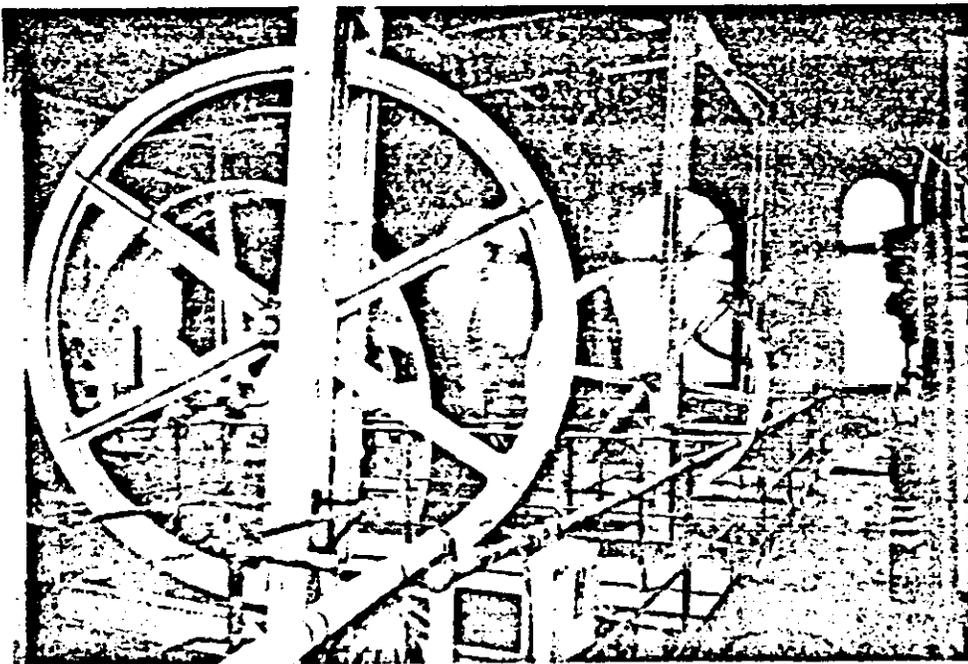


# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

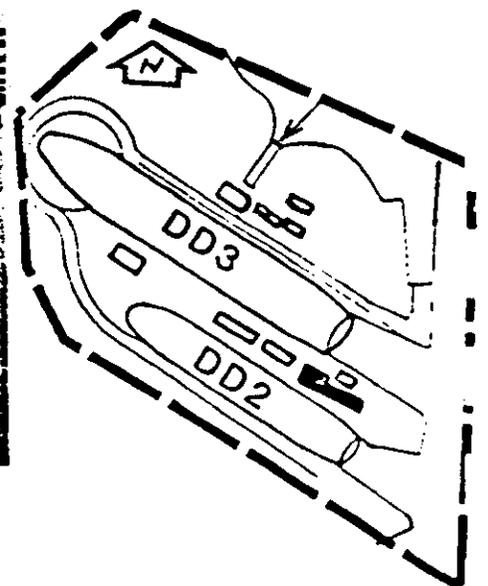
## PUMP HOUSE DD2



Architectural Detail  
South facade - first bay.

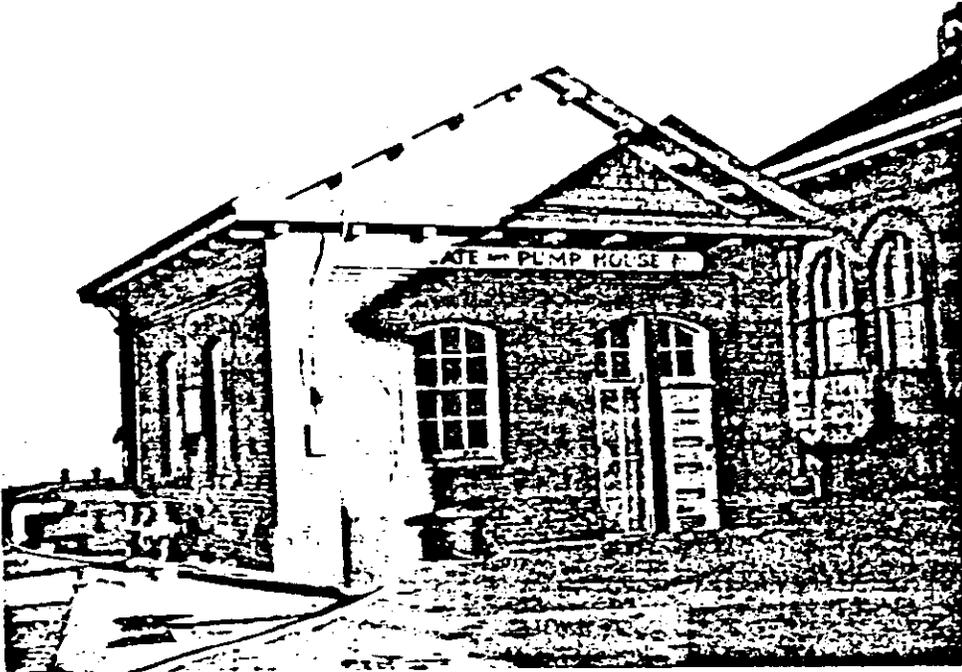


Interior of Pumphouse Wheel  
and Cables. Electric Panel  
on far right.

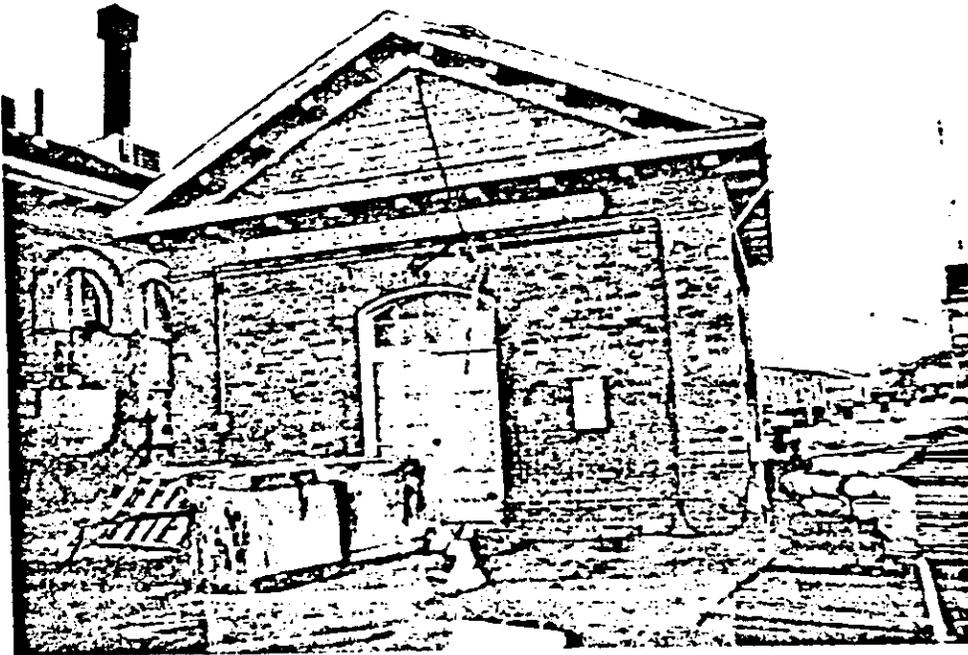


# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

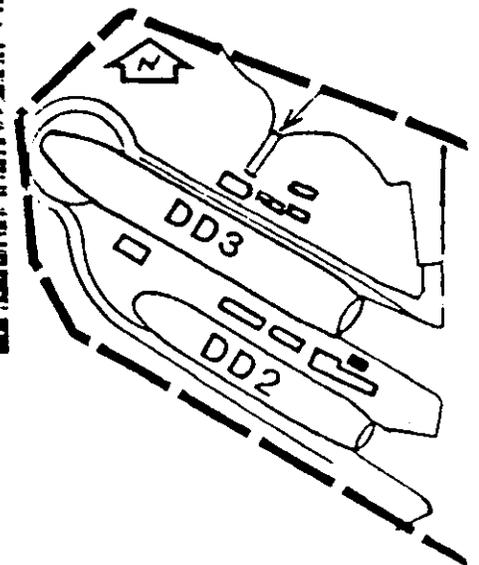
## GATE HOUSE



West and North facade

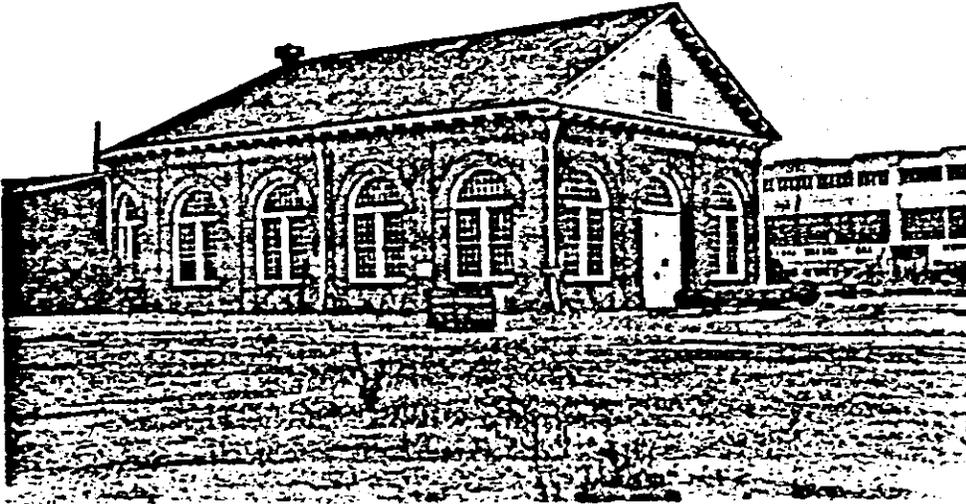


East facade



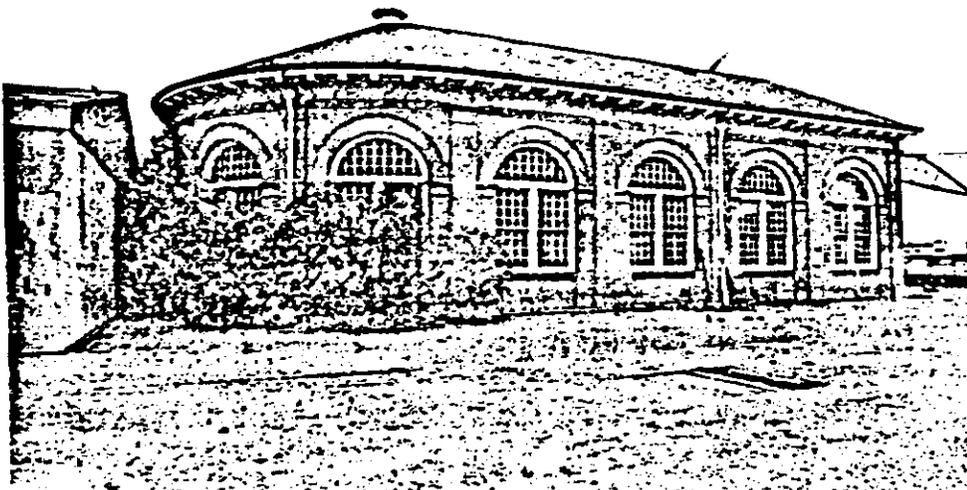
# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

## PUMP HOUSE DD3



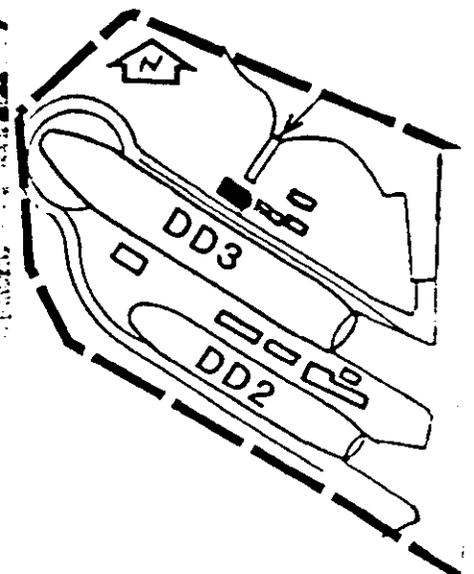
North and West facades

Camera facing South.



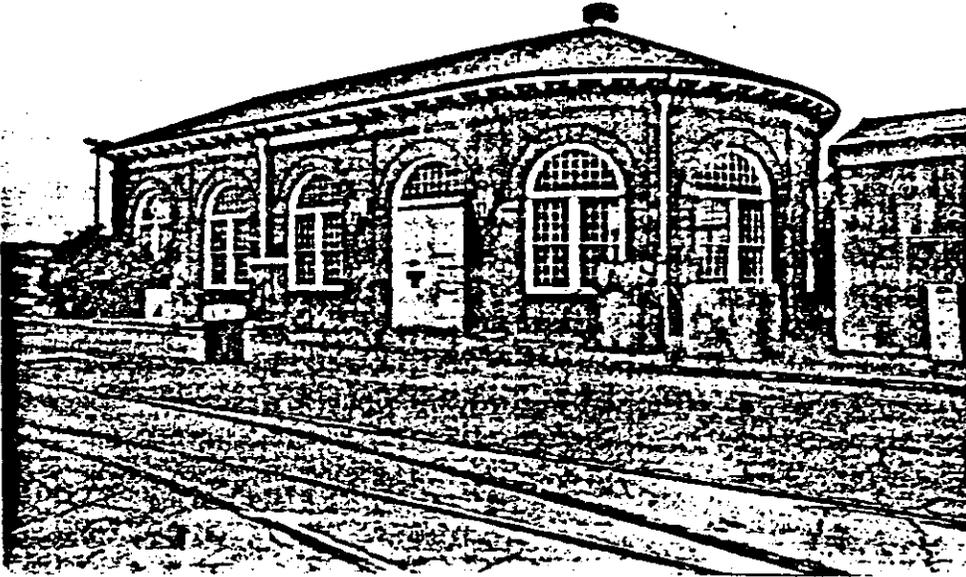
East-rounded end and  
North facade

Camera facing West.

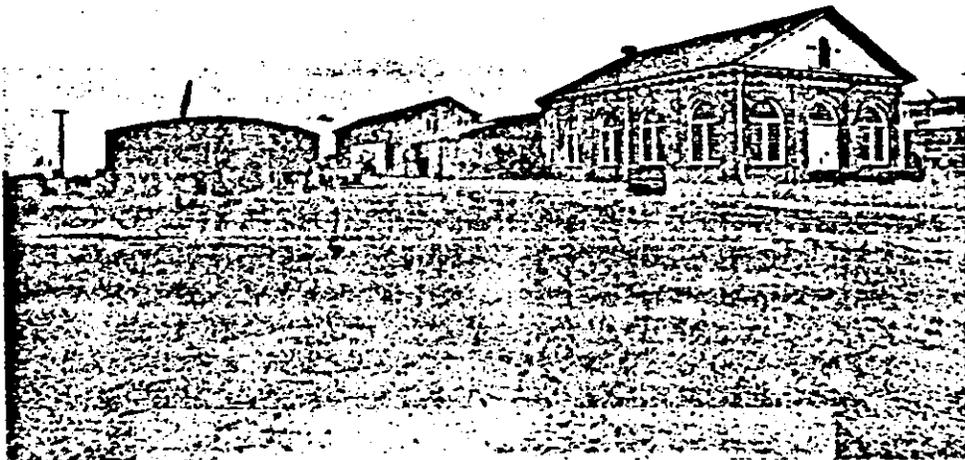


# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

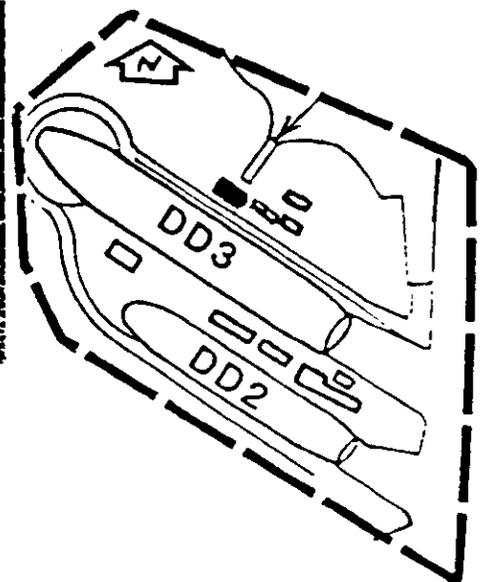
## PUMP HOUSE DD3



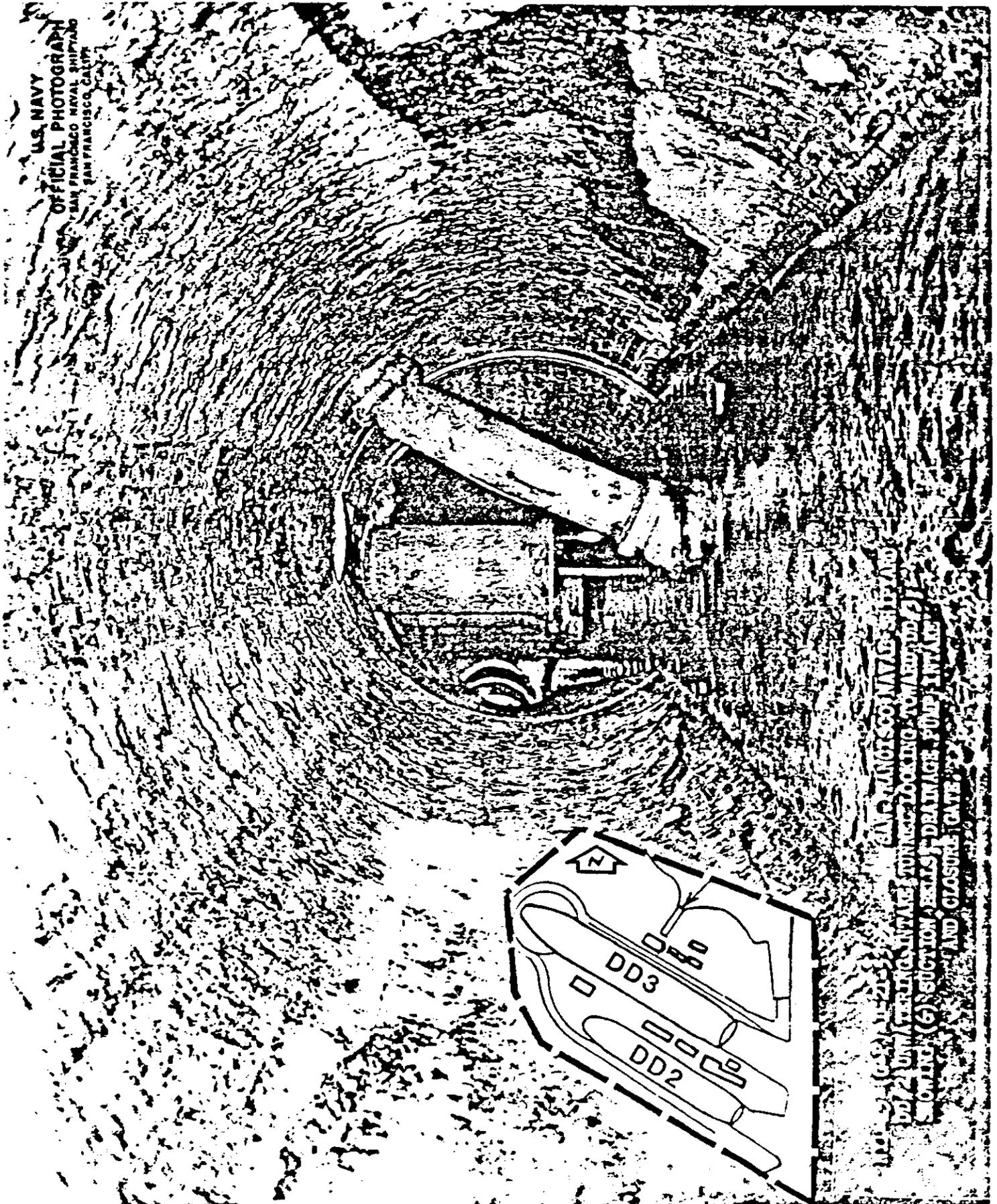
East-rounded end - South facade



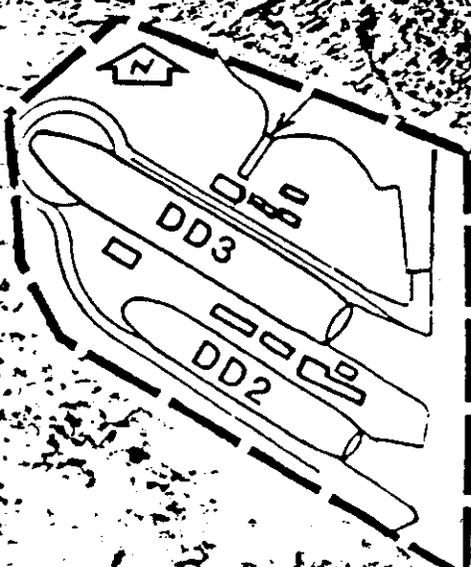
North and West facades of the Pump House for DD#3 and non-contributing buildings to the east.



# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

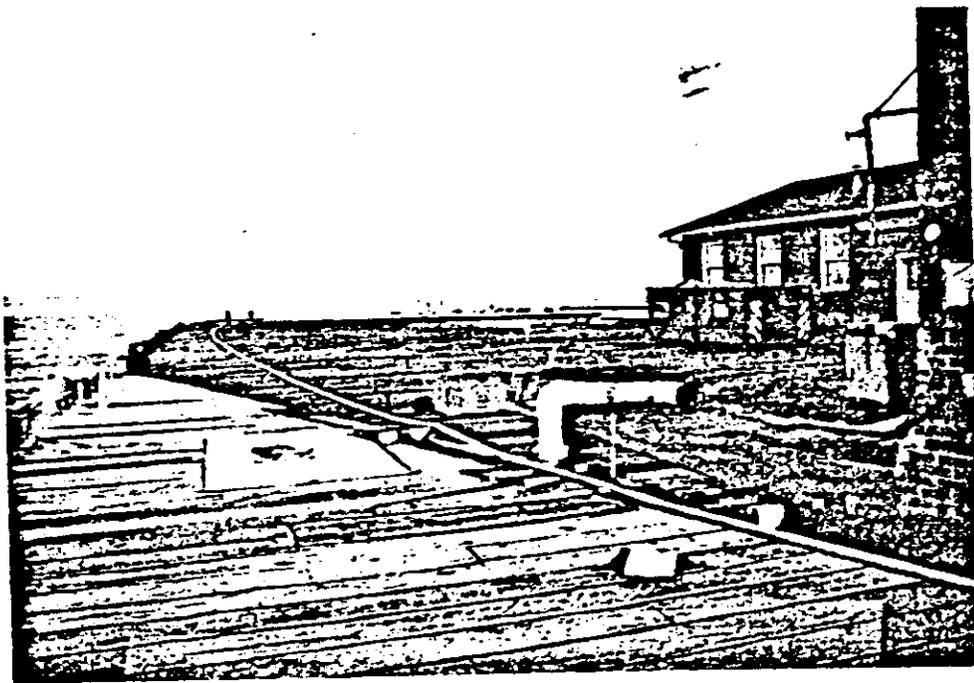


U.S. NAVY  
OFFICIAL PHOTOGRAPH  
SAN FRANCISCO NAVAL SHIPYARD  
SAN FRANCISCO, CALIF.



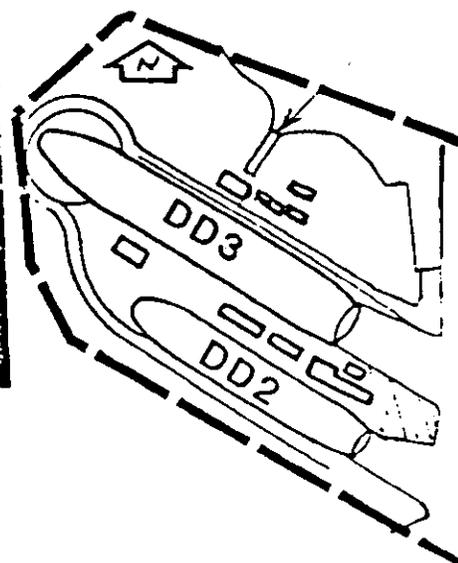
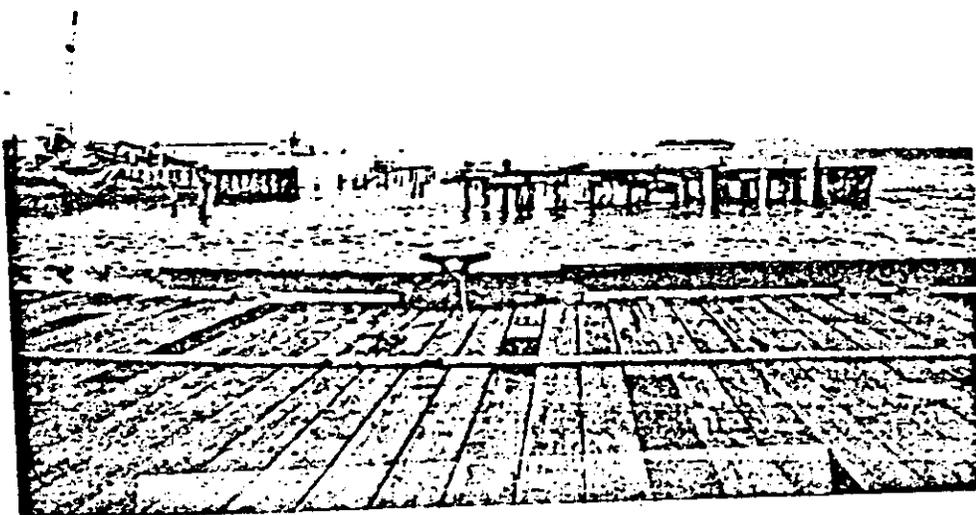
SAN FRANCISCO NAVAL SHIPYARD  
DRY DOCK DIVISION, TUNNEL LOOKING TOWARD  
SMALL (S) SUCTION BELLS, DRAINAGE PUMP INTAKE,  
AND CLOSURE GATE.

# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

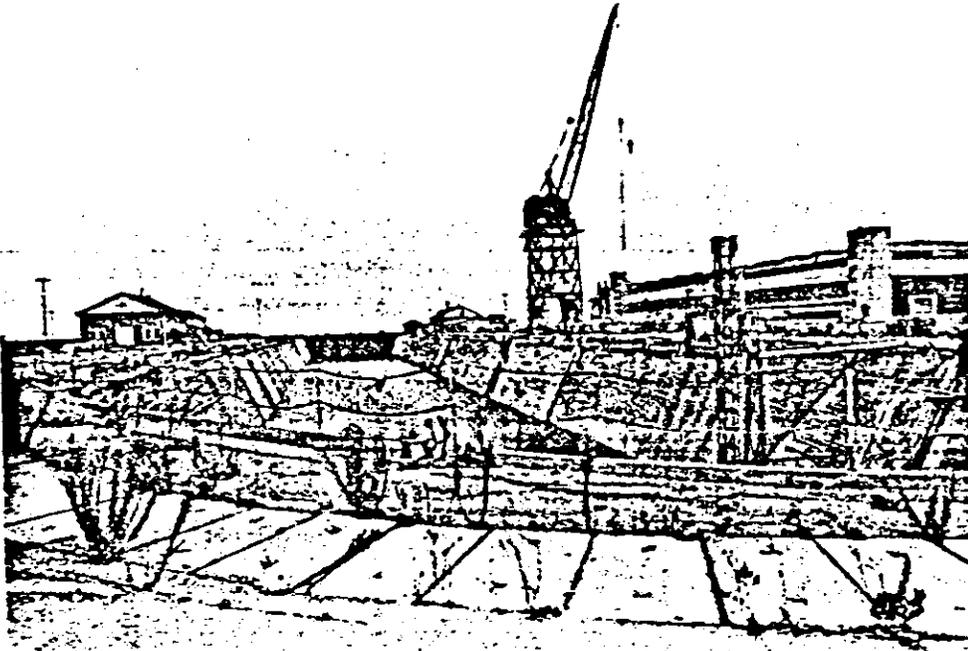


Pier between DD#2 and #3  
North side.

Deteriorated Pier - North  
end of DD-3.

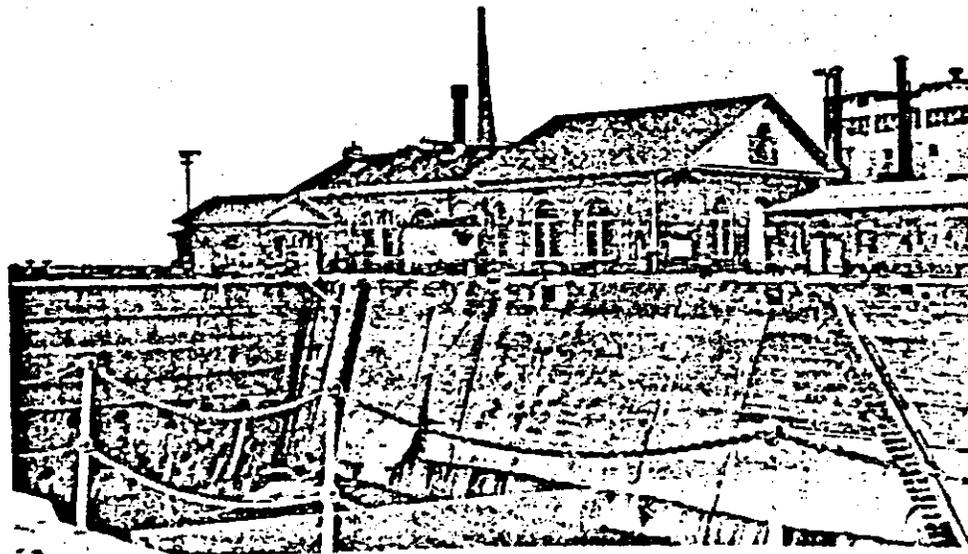


# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

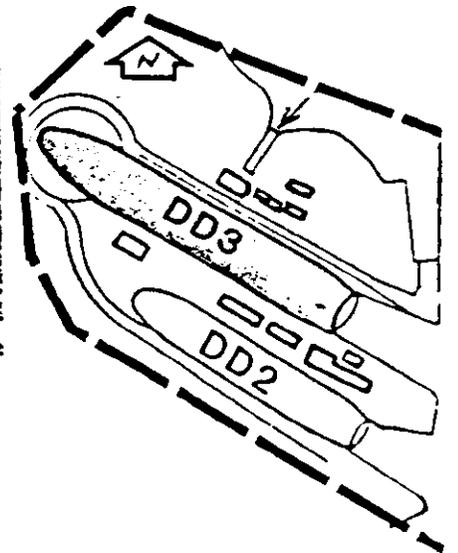


Dry Dock #3

Camera facing Northeast.



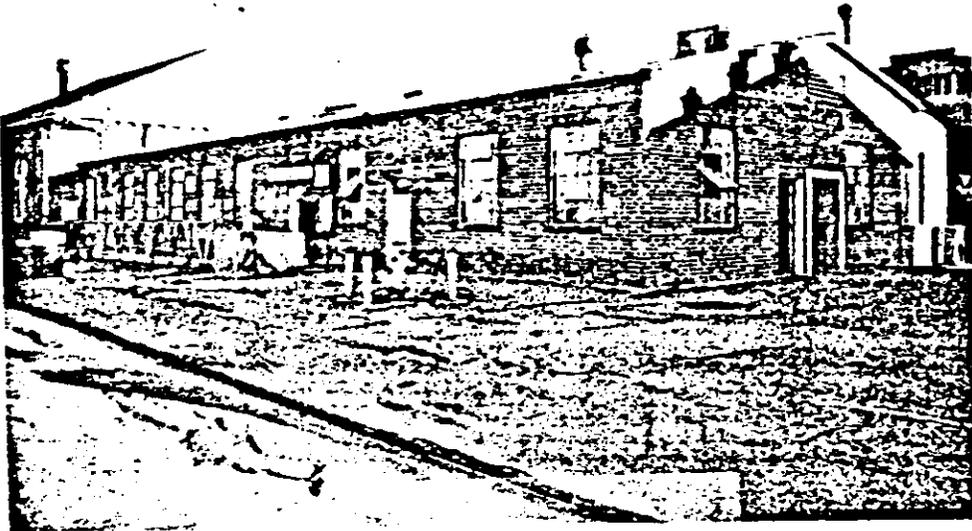
Caisson, Wall and Pumhouse  
Dry Dock #3.



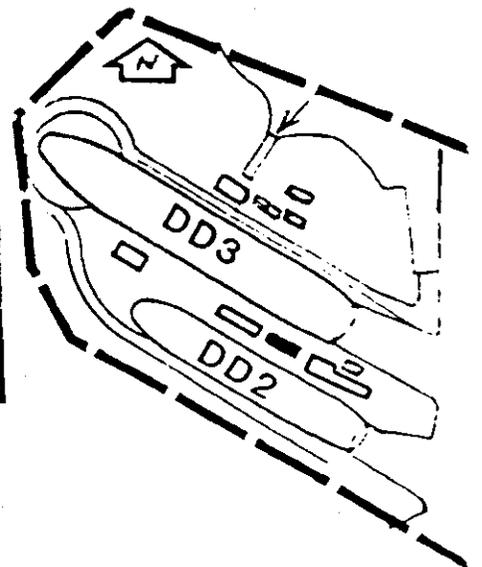
# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

## TOOL AND PAINT HOUSE (TOILET)

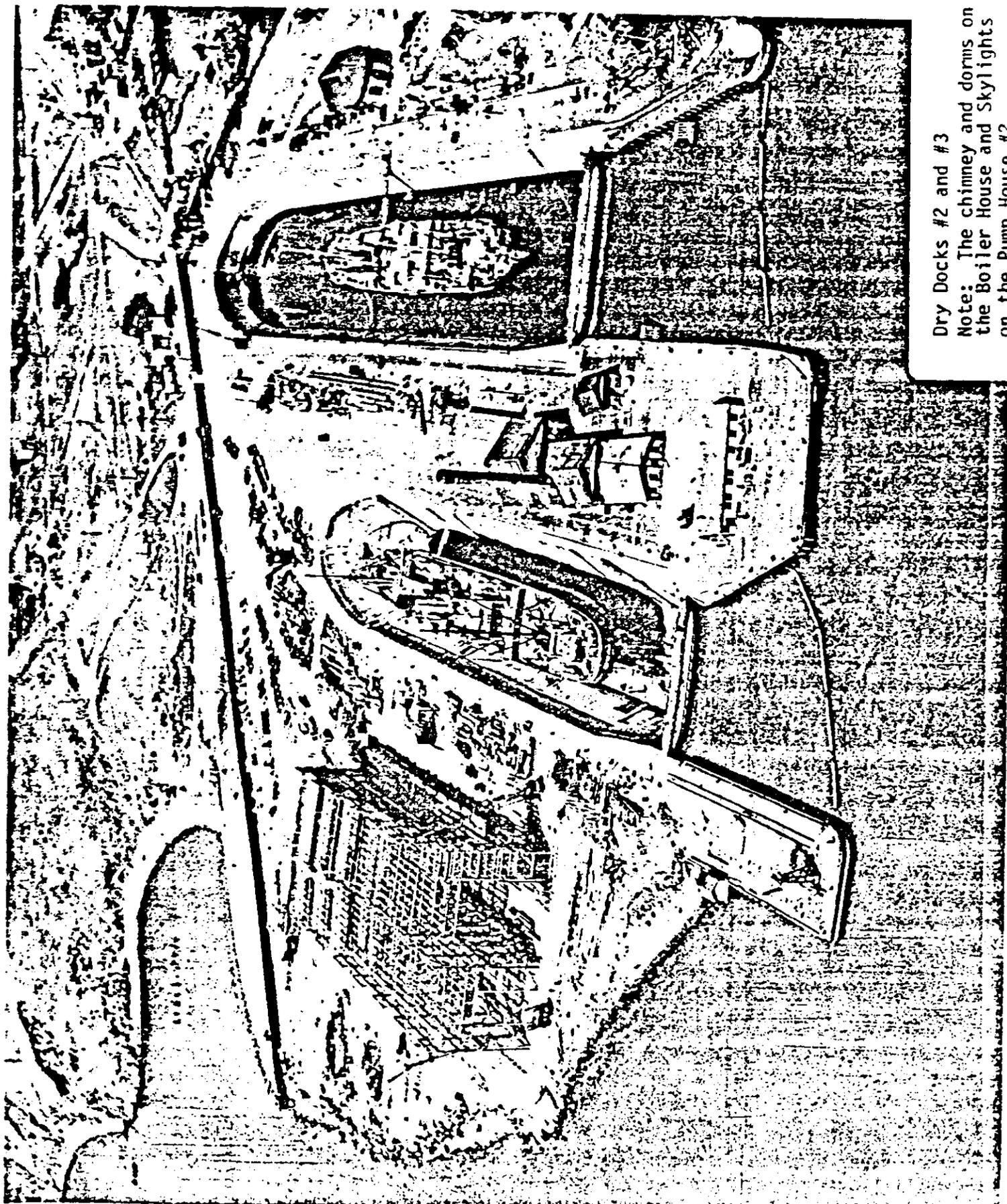
North and East facades



South and East facades



# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT



Dry Docks #2 and #3

Note: The chimney and dorms on  
the Boiler House and Skylights  
on the Pump House #2.

# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

## SHOP SERVICE / TOOL ROOM



Non-Contributing Building

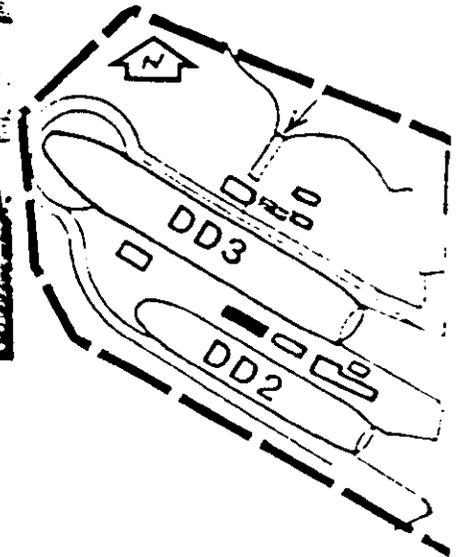
North facade

Pumphouse and Gate House to the left.

Camera facing Southeast.

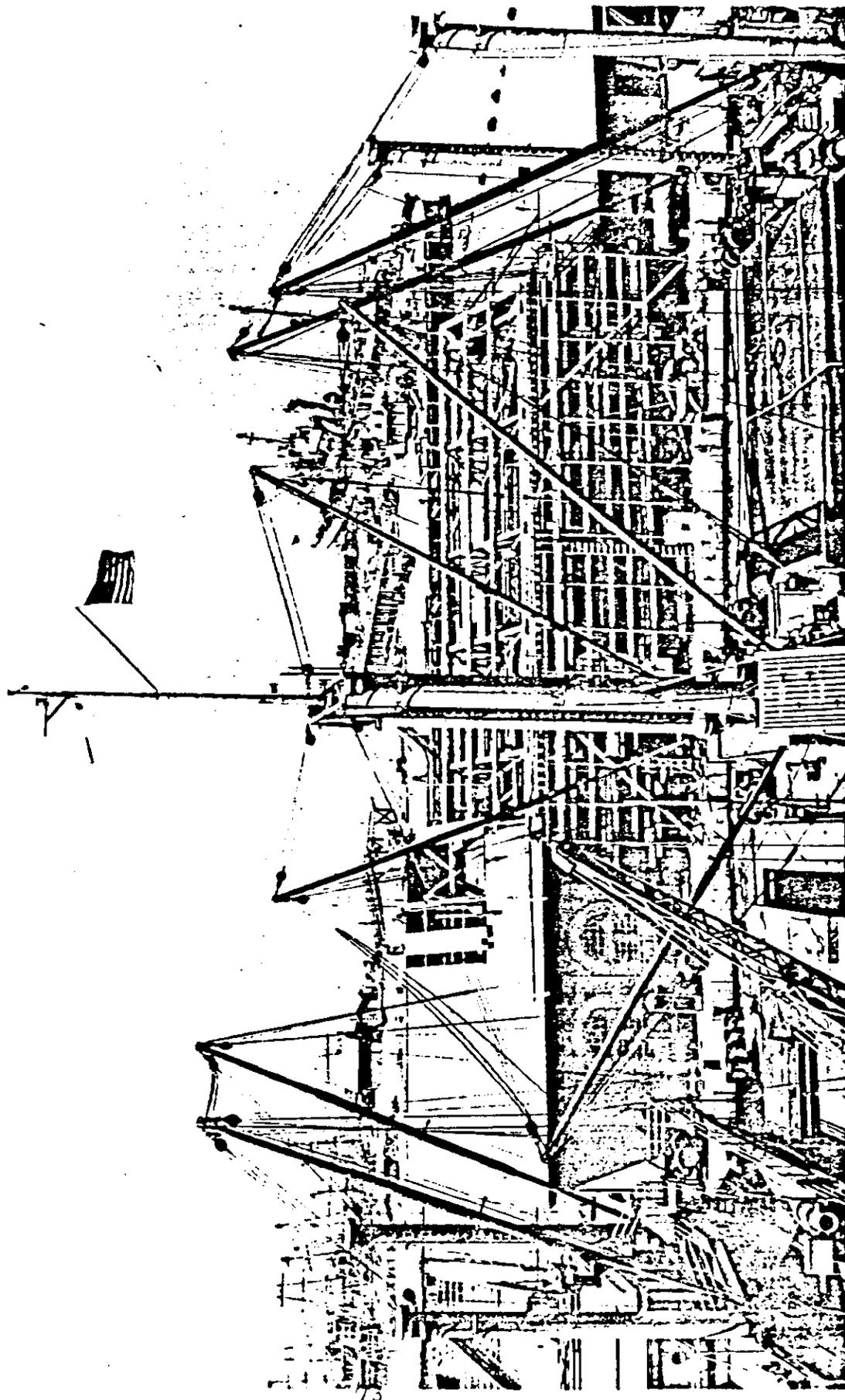


South facade



# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

U.S. Navy Official Photograph-  
Navy Yard Mare Island, CA



8824-----PUBLIC WORKS OFFICE, NAVY YARD, MARE ISLAND, CALIFORNIA-----9  
Naval Drydocks, Hunters Point. Reconstruction work of Boiler House (Bldg.  
10). View looking north from roof of Assembly Shop showing reconstruction  
work on Boiler House. Foreground shows ship in dock.

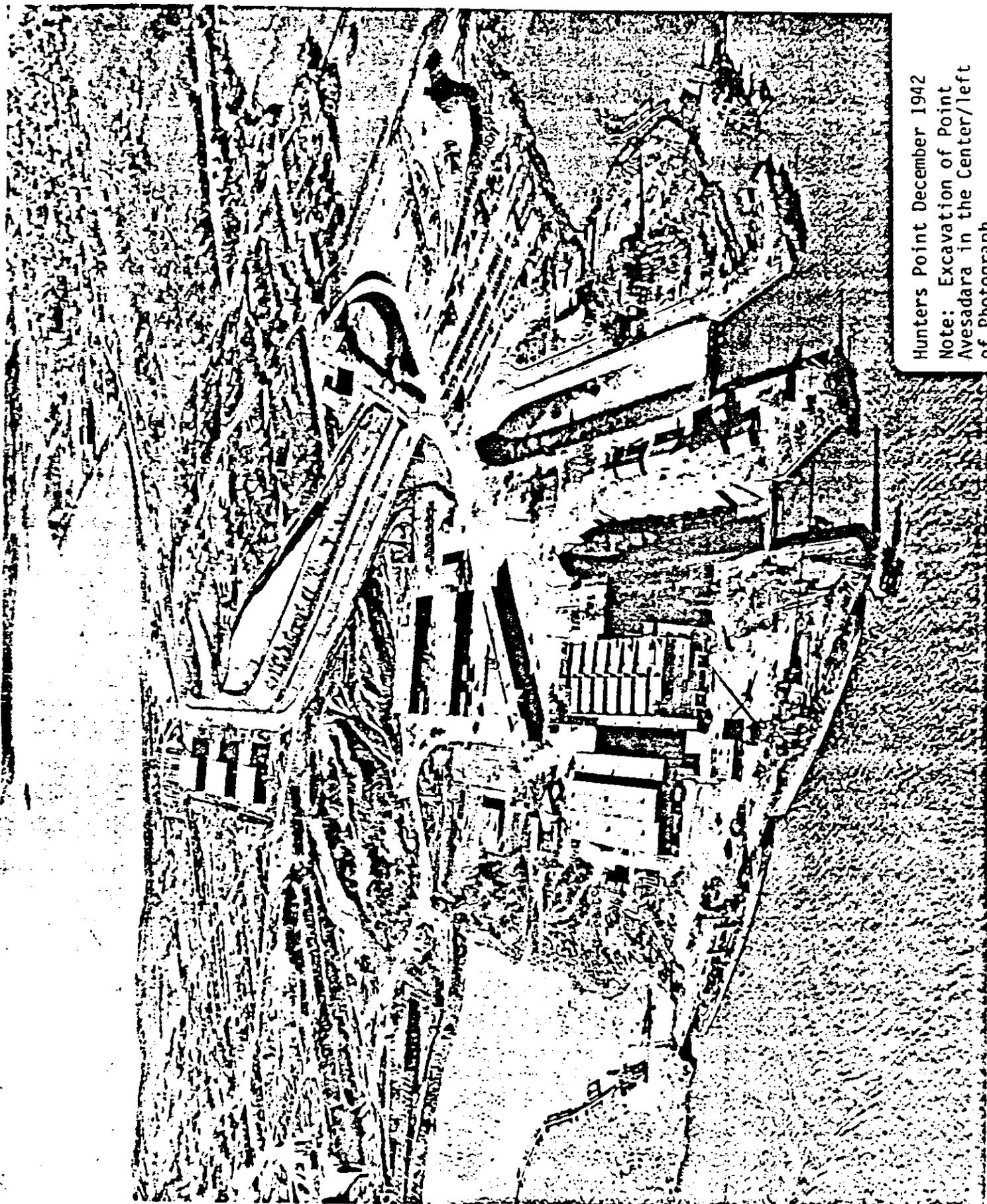
Serial  
1.

# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT

U.S. Navy Official Photograph-  
San Francisco Naval Shipyard, CA



# HUNTERS POINT COMMERCIAL DRY DOCKS HISTORIC DISTRICT



Hunters Point December 1942  
Note: Excavation of Point  
Avesadara in the Center/left  
of Photograph.

HISTORIC RESOURCES INVENTORY

Ser. No. \_\_\_\_\_  
HABS \_\_\_\_\_ HAER \_\_\_\_\_ Loc \_\_\_\_\_ SHL No. \_\_\_\_\_ NR Status \_\_\_\_\_  
UTM: A \_\_\_\_\_ C \_\_\_\_\_  
B \_\_\_\_\_ D \_\_\_\_\_

IDENTIFICATION

1. Common name: Drydock Number 4, Hunters Point Naval Shipyard
2. Historic name: \_\_\_\_\_
3. Street or rural address: Between Blandy and "E" Streets, south of Spear Ave. Hunters Point Naval Shipyard  
City San Francisco Zip 94135 County San Francisco
4. Parcel number: \_\_\_\_\_
5. Present Owner: Federal Government Address: \_\_\_\_\_  
City \_\_\_\_\_ Zip \_\_\_\_\_ Ownership is: Public  Private \_\_\_\_\_
6. Present Use: Drydock Original use: Drydock

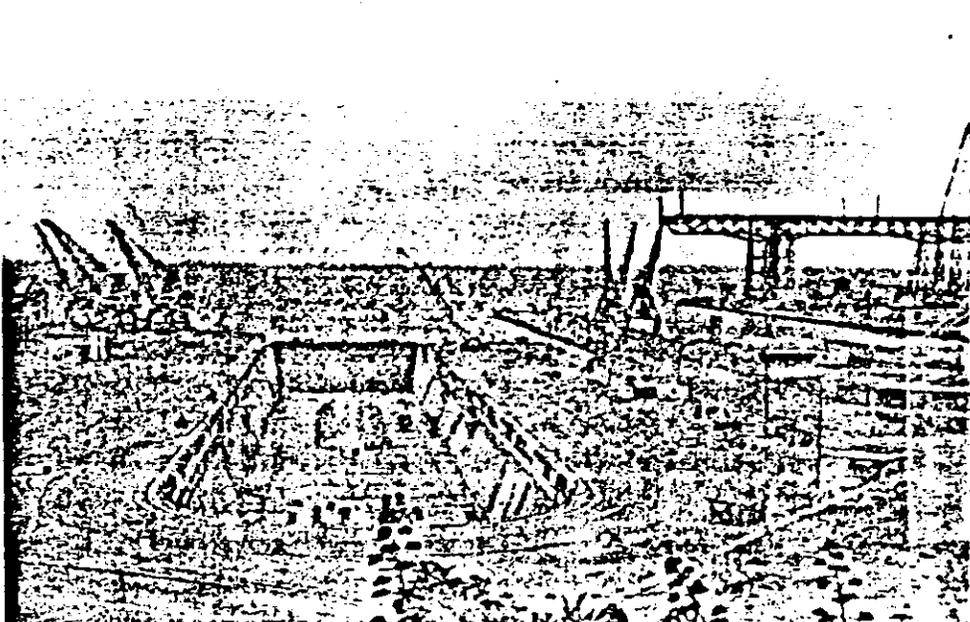
DESCRIPTION

- 7a. Architectural style:
- 7b. Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:

Drydock #4 is a 1092 foot NW to SE, 143 foot east-west and 53 foot deep concrete drydock with a rounded north-west end. Access steps are recessed into the wall and the floor is flat, while the walls are slightly sloping. The drydock is outlined by a crane track that permits access to the ships in the dock from all angles. Railroad track also outlines the drydock from a distance outside the crane track. Through this system of tracks all the repair shops and refitting supplies can be accessible to the drydock.

The drydock was constructed by leveling the 290' foot promontory known as point Aswardo and using the fill to create additional dry land for expansion of shipyard. In this construction over 5,000,000 cubic yards of earth was moved. As the point was reduced some of the fill was used to construct a coffee dam, behind which the drydock 4 was completely constructed in less than 10 months.

The drydock is relatively unchanged from its construction in 1943.



8. Construction date:  
Estimated \_\_\_\_\_ Factual 1943
9. Architect \_\_\_\_\_
10. Builder Pacific Bridge Company
11. Approx. property size (in feet)  
Frontage 143' (W) Depth 1092'  
or approx. acreage \_\_\_\_\_
12. Date(s) of enclosed photographs:  
10/15/83

HISTORIC RESOURCES INVENTORY

HABS _____ HAER _____		Ser. No. _____	
Loc _____		SHL No. _____ NR Status _____	
UTM: A _____	B _____		C _____
D _____			

IDENTIFICATION

- Common name: Building #253, Ordinance and Optical Building
- Historic name: \_\_\_\_\_
- Street or rural address: East Side of Lockwood St. Between Spear and Nimitz Avenues  
Hunters Point Naval Shipyard, Annex of Treasure Island Naval Sta  
City San Francisco Zip \_\_\_\_\_ County San Francisco
- Parcel number: \_\_\_\_\_
- Present Owner: Federal Government Address: \_\_\_\_\_  
City \_\_\_\_\_ Zip \_\_\_\_\_ Ownership is: Public  Private \_\_\_\_\_
- Present Use: Industrial- Private Lease Original use: Naval Shipyard Ordinance Shop

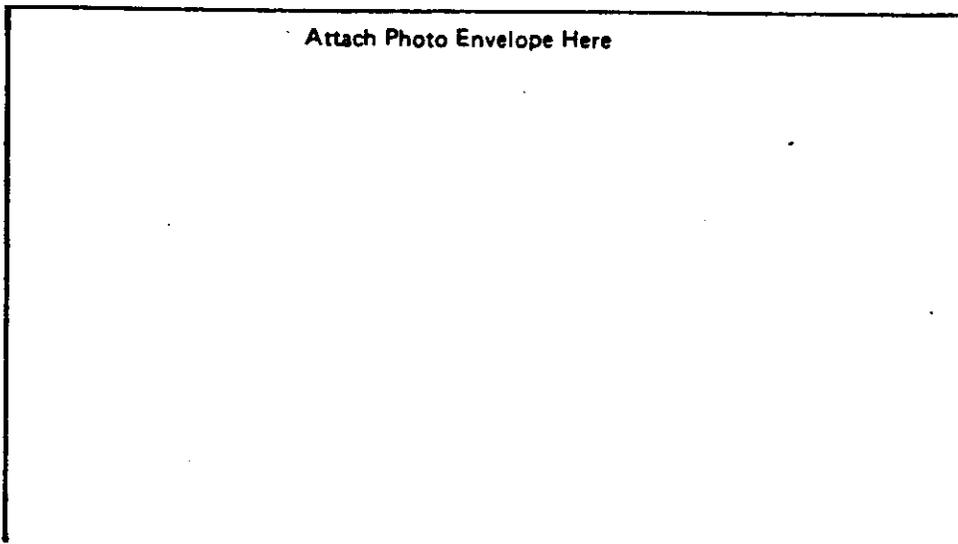
DESCRIPTION

- Architectural style: International
- Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:

The site consists of a very large, somewhat rambling multi-story industrial building that is basically a rectangular floor plan modified into a slightly irregular plan. The structure is designed in an almost textbook example of international style architecture.

The building exhibits a roofing which is characteristically geometric in appearance. The taller tower block contains a somewhat broken up series of flat roofs with massive concrete elevator shaft/stairwells on both the eastern-facing facade and the northwest corner of the building. A taller glass, 3-story, "Control Tower" rises above the structure on the northwestern facade. A distinctive steel girder hoist projects from the south-facing elevation above a very large metal industrial door. Other unique features of the massive block is the metal rail system which forms 2 projecting bands completely encasing the building just under both roofs.

Continued on Second Sheet



- Construction date:  
Estimated \_\_\_\_\_ Factual 1945-47
- Architect Ernest J. Kump & Co
- Builder G.F. Atkinson-Foundatic.  
Peter Kewit & Sons-Building  
Building
- Approx. ~~property~~ size (in feet)  
Frontage 243' Depth 258'  
or approx. acreage \_\_\_\_\_
- Date(s) of enclosed photograph(s)  
11/6/88

HISTORIC RESOURCES INVENTORY  
(Continuation Sheet)  
Building #253, Ordinance and Optical Building

7b. Description, Continued

The block tower is sheathed in glass and metal curtain walls over a concrete wall base and adjacent to the above mentioned concrete shafts. The specific repeated window form which comprise the horizontal bands are tall, narrow rectangular-shaped and vertically oriented apertures that have been divided into smaller glass panes by aluminum banding. The elegant proportions of this window curtain is the feature which most conspicuously defines the building as a major architectural statement in Northern California Urban Heritage. The artfully placed window bands and window screens. (The result is an exceptionally high styled break up of space that gives the building an external appearance that is at once functional and aesthetic) Forms the very essence of the International Style Architectural Idiom. The pattern's made by the utilitarian bands of windows, projecting gantries; and overscaled doors and windows all add up to the intriguing geometric form that defines the building.

The lower adjacent building to the north exhibits its own handsome characteristics. This structure is defined by its own intricate pattern of glass curtain wall and concrete base. This building is constructed on a rigid rectangular floor plan with a uniquely styled row of 9 low metal gables on the north elevation and flat unadorned rooflines on both the eastern and western facades. The building's exterior window curtain exhibits more obviously stacked rows of vertically-oriented rectangular shaped apertures without the extra horizontal bands that characterize the taller tower to the south. Two large industrial garages highlight the western-facing facade. The most conspicuously high-styled exterior feature of this section of Building #253 is the beautifully proportioned row of low pitched gables. In actuality this architectural quality of the building far above its use. Without question the north-facing elevation is one of the most memorable International Style facades to be found in the entire bay area.

Building #253 perfectly reflects the basic precepts of its architectural idiom. Its form is derived from the geometric juxtaposition of surface textures and utilitarian functions. All additional ornament is achieved by the artful placement of necessary features such as chimneys and air vents.

The structures exhibits the wear associated with years of non-use. It is; however, in surprisingly good condition considering the neglect.

A non-descript low concrete addition projects from the northeastern corner of the building. It totally lacks the stylistically qualities of the rest of the building.

Landscaping in non-existent. The site is defined by the utilitarian asphalt driveways/work areas in all directions surrounding the structure.

HISTORIC RESOURCES INVENTORY  
(Continuation Sheet)  
Building #253, Ordnance and Optical Building

19. Significance, Continued

In addition the structure was designed by Ernest J. Kump, a master architect of the 1950's and 60's, whose nationally recognized buildings include such AIA awarded sites as San Jose High School, Foothill College and De Anza College. Kump's design illustrates an obvious flair for the form which rivals such other notable international style buildings in the region as Skidmore, Owings & Merrill's Zellerbach Tower (1959) in San Francisco and Wurster's Swuckle Bldg. (1942) in Sunnyvale. Ernest J. Kump is recognized as a master architect with an international reputation. In the bay area, building #253 represents a fairly early commission and possibly the only industrial building designed by Ernest J. Kump and Company. Commissions for which the firm is noted include over 500 schools and public buildings beginning with High School, Walnut Creek 1939; a number of peninsula elementary schools during the late 1940's preceding to San Jose High School (1952) for which the firm was given the American Institute of Architects National Award and the building was recognized by New York Museum of Modern Art as one of eight nationally important school designs.

Later commissions, which received wide recognition and awards, are represented by Foothill Junior College, Los Altos (1962), De Anza College, Cupertino (1968), Santa Clara Superior Court Building, San Jose (1964), and Crown College, University of California Santa Cruz (1967).

Thus the site consists of a rare architectural form beautifully executed by a reknown architect which adds immeasurably to the Urban Heritage of the San Francisco Bay Region.

Additionally, the building has historical importance. It is identified with a significant historical event, WWII, and the importance of U.S. Naval ordnance in that period. In the post war years the building housed scientific ordnance development and control as well as an optical division.

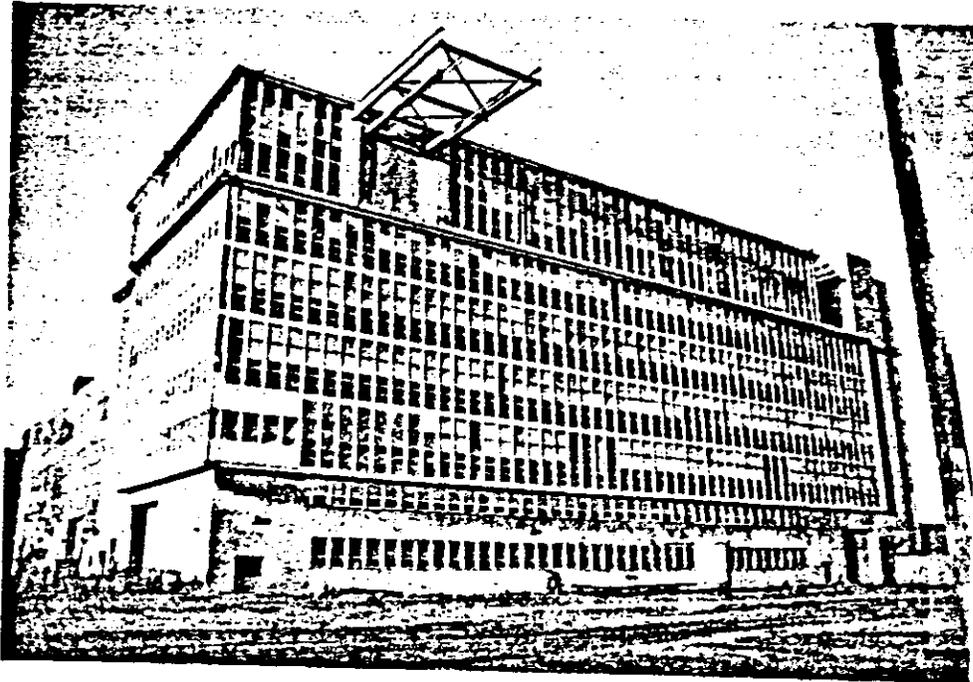
Authorized in 1943 the building was completed in late 1947, one of the few construction contracts not canceled or turned over for completion by public works staff at the conclusion of the war effort funding.

Building #253 was authorized to accommodate the ordnance and optical (scopes, periscopes etc.) divisions of the repair facility at Hunters Point Naval Shipyard. The importance of this division can be seen in the continuance of the building project when most others were canceled. Unfortunately the work was in large part classified and remains so.

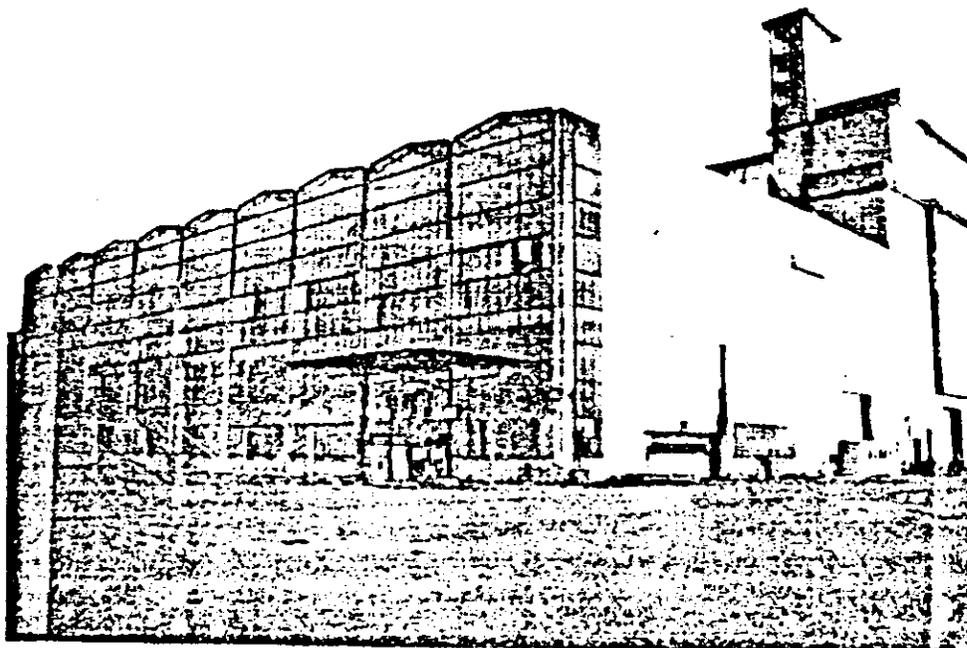
As the work of a master architect that exhibits high artistic and for the association with the post war ordnance activities of the U.S. Navy, Building #253 at the Hunters Point appears eligible for inclusion in The National Register of Historic Places under criteria A and C at the local level of significance.

HISTORIC RESOURCES INVENTORY  
(Continuation Sheet)  
Building #253, Ordinance and Optical Building

PHOTOGRAPHS



WEST AND SOUTH  
FACADES



NORTH AND WEST  
FACADES

HISTORIC RESOURCES INVENTORY

Ser. No. \_\_\_\_\_  
HABS \_\_\_\_\_ HAER \_\_\_\_\_ Loc \_\_\_\_\_ SHL No. \_\_\_\_\_ NR Status \_\_\_\_\_  
UTM: A \_\_\_\_\_ C \_\_\_\_\_  
B \_\_\_\_\_ D \_\_\_\_\_

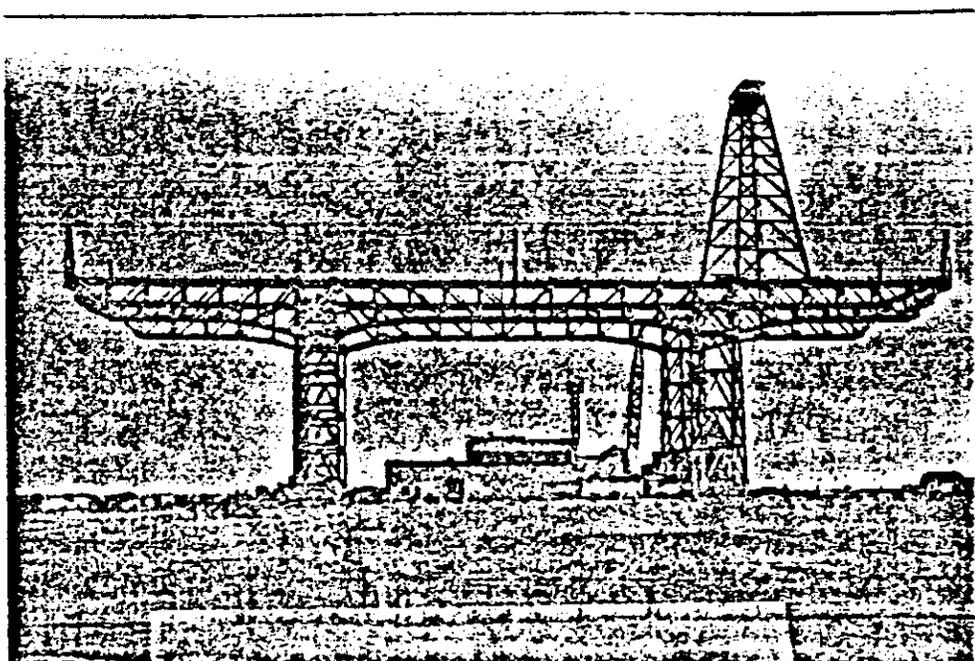
IDENTIFICATION

- 1. Common name: 450 Ton Crane
- 2. Historic name: \_\_\_\_\_
- 3. Street or rural address: Regunning Pier, Hunters Point Annex, Treasurer Island Naval B.  
City San Francisco Zip 94135 County San Francisco
- 4. Parcel number: \_\_\_\_\_
- 5. Present Owner: United States Government Address: \_\_\_\_\_  
City \_\_\_\_\_ Zip \_\_\_\_\_ Ownership is: Public  Private \_\_\_\_\_
- 6. Present Use: Shock testing frame Original use: heavy weight crane

DESCRIPTION

- 7a. Architectural style: Industrial Structure - Fixed Crane
- 7b. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

The two trolley cranes are no longer atop the support structure. The structure is a fixed bridge supported by four towers straddling a 405 foot wide pier. The bridge is 730' long and 182 feet above the mean high tide. The fixed cantilever arms at each end of the run ways project 162.5 feet over the water at each side of the pier. The support towers are 35' by 50 at the base and 320 feet apart across the pier and the runways are 142' apart. Atop the western cantilever is a tower that extends approximately 150' into the air. The tower of fixed cross bracing is capped with a platform used to retrieve underwater launches. The bridge is constructed of metal riveted and welded together. The base of the support towers is concrete.



- 8. Construction date: Estimated \_\_\_\_\_ Factual 1948
- 9. Architect \_\_\_\_\_
- 10. Built by Gerwick, Morrison, Twait and Alliance Machine Co.
- 11. Approx. property size (in feet)  
Frontage \_\_\_\_\_ Depth \_\_\_\_\_  
or approx. acreage: \_\_\_\_\_
- 12. Date(s) of enclosed photographs: Oct. 1983

450 TON CRANE, FIXED BRIDGE  
AND REGUNNING PIER

Photograph C. 1950

