United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

424

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Drydock 4, Hunters Point Naval Shipyard

other names/site number

2. Location

street & number Southeast of intersection of Spear Avenue and Morrell Street ☐ not for publication

city or town San Francisco ☐ vicinity

state California code CA county San Francisco code 075 zip code 94124

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X **national** ___ **statewide** ___ **local**

Signature of certifying official — Date: May 14, 2012

DASN(E)
Title — State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets ___ does not meet the National Register criteria.

Signature of commenting official — Date: 14 OCT 2011

State Historic Preservation Officer — California State Office of Historic Preservation
Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper — Date of Action: 7/25/2012

Encl (2)

Drydock 4, Hunters Point Naval Shipyard
Name of Property

San Francisco, California
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [ ] public - Local
- [ ] public - State
- [X] public - Federal

Category of Property
(Check only **one** box)

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1		**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Industry
Defense: Naval Facility

Current Functions
(Enter categories from instructions)

Other: Non-operational

7. Description

Architectural Classification
(Enter categories from instructions)

Other: utilitarian

Materials
(Enter categories from instructions)

foundation: Stone: serpentine
walls: Reinforced concrete
roof: Reinforced concrete
other:

Narrative Description

Summary Paragraph

The former Hunters Point Naval Shipyard is located near the southeastern corner of the City and County of San Francisco, approximately two miles east of US101, and 4.5 miles southeast of the San Francisco-Oakland Bay Bridge, on the west shore of San Francisco Bay. Drydock 4 is located within Parcel C of the Hunter Point Shipyard, between North Pier and South Pier, and is bordered by Spear Avenue, and Morrell, E, and Blandy Streets. The landscape immediately adjacent to the drydock is dominated by wide expanses of concrete or asphalt with embedded crane tracks, steel bollards and capstans along the perimeter of the drydock. Drydock 4 is a reinforced-concrete graving dock measuring 1,096' long, 171' wide and 53' deep. Completed in June 1943, it includes a floating caisson and underground pump and control rooms.

Narrative Description

Drydock 4 is presently inundated, therefore only approximately 5' below the coping was visible (**Photographs 1, 2**). The following description is based on a combination of field inspection, original drawings, HAER No. CA-181-A, as well as other previous documentation of the drydock.

Drydock 4 is located on the Hunters Point peninsula, southwest of Drydocks 2 and 3. In early 1942 work began on leveling a 200-foot hill, known as Point Avisadero. The head end of Drydock 4 was located in the leveled area and the entrance to the drydock constructed in an area created using the earth and rock from Point Avisadero. Contractors also used fill material from the hill to expand the size of the shipyard south of Drydock 4. Construction of Drydock 4 at the site of the leveled hill took only ten months, from 1942-43. Contractors also used some of the fill to build two 1,000' piers and two-thousand feet of quay wall on the waterfront, near the entrance to the drydock. The axis of the drydock runs in a northwesterly direction from the entrance/caisson to the rounded head (**Photographs 3, 4**). Original drawings called for dimension of 1,092' long, 171' wide, and 53' deep, making it the largest drydock on the Pacific Coast at the time it was completed.

The visible portions of Drydock 4 include the coping, service galleries, top portions of stairway access, chain handrail, crane tracks, capstans, bollards, cleats, and entrance stairwell to pump room. Coping protrudes over the top portion of the drydock wall; service galleries with trapezoidal faces, and stairwells are built into the coping (**Photograph 5**). Cleats are placed at even intervals along the curb. Chain handrails run along the curb and down the concrete stairwells. Crane tracks surround the drydock (**Photographs 6, 7**). A series of mooring bollards border the perimeter and some of the original thirteen electrically powered capstans are also present around the perimeter, outside the crane tracks. Two entrances to the pump room are sited on the south side of the east end of the drydock, each with a descending staircase and sliding grates covering the opening.

The cross section profile of Drydock 4 reveals a relatively simple reinforced concrete design, appropriate for the time constraints posed by wartime construction. Rather than having multiple altars (steps in the wall of a drydock) like nearby Drydocks 2 and 3, it has one altar a few feet beneath the service galleries. Walls descend at an angle from the altar to the thin reinforced concrete slab drydock floor. Drainage tunnels beneath the floor extend along both sides of the drydock. A utility tunnel, beneath the coping and behind the service galleries, runs along the perimeter. Drydock 4 floods through two 8' valves installed in flooding culverts, located on either side of the drydock near the entrance. Once the valves were opened, it took one hour to flood the drydock through the culverts. Both valves were accessible through manholes and controlled from the pump room.[1]

[1] HAER No. CA-181-A, *Hunters Point Naval Shipyard, Drydock No. 4* (April 1994): 20.

The underground pump room for Drydock 4 is located south of the drydock, near the entrance (east) end. The pump and control rooms are constructed of reinforced concrete formed integrally with the bedrock and drydock wall. The design allowed cranes to lift equipment in and out of the rooms through a flush-to-grade concrete roof made of removable sections. Three S. Morgan Smith axial flow pumps powered by General Electric synchronous motors could dewater Drydock 4 in two-and-a-half hours, if all three pumps operated at full capacity. Byron Jackson, 150-horse power, deep well, turbine-type drain pumps, located in the lower level of the pump room, could be operated manually or automatically.[2]

Drydock 4 retains a high degree of integrity from its period of significance. Drydock 4 has received few major alterations over its 66-year history, the most notable include the filling of bilge block slots and drainage trenches in the drydock floor (date unknown); addition of three steel pipes in the south-side utility tunnel in 1957 when the crane track was extended on that side of the drydock; addition of six small service galleries and the lengthening of four original service galleries in 1972; and construction of additional salt water and electrical services to accommodate larger ships in the 1980s. Despite these alterations, the property still retains integrity of location, design, setting, materials, workmanship, feeling, and association.

[2] HAER No. CA-181-A, *Hunters Point Naval Shipyard, Drydock No. 4* (April 1994): 6-7; Department of the Navy, Naval Shipyard, San Francisco, "Drydock No. 4: General," Drawing No. 116,795, April 7, 1954.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- [ ] A owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

MILITARY
ENGINEERING: Maritime

Period of Significance
1942-1945

Significant Dates
1942-1943

Significant Person
(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Pacific Bridge Company
Lee, Charles H.
Dames & Moore
Piombo Brothers and Basalt Rock Company

Period of Significance (justification)

The period of significance for Drydock 4 dates from 1942, when the drydock was constructed, through 1945 when World War II ended.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph

Drydock 4 is significant under Criterion A at the national level because of the critical role it played in the defense program of the United States during World War II. Constructed over ten months in 1942-43, Drydock 4 was the largest facility of its kind on the west coast and is indicative of the immense national infrastructural expansion of the wartime period. The drydock was capable of servicing all vessels in the military fleet, and became a key support facility for the Pacific Theatre. Drydock 4 is also significant under Criterion C at the national level as an important example of wartime maritime engineering. Completed at an astonishing pace, the engineering and construction of the enormous facility required massive earthworks, with the leveling of Point Avisedero and the removal of 560,000 cubic yards of solid rock. This expansive engineering effort was a significant component of the military's West Coast facilities expansion and is illustrative of the complex engineering and construction programs precipitated by the war effort. Contributing elements of Drydock 4 include structural and mechanical components (pump room, capstans, bollards, cleats, tracks) historically associated with the World War II operation of Drydock 4.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

Drydock 4 is nationally significant under Criterion A for its association with events and patterns identified with the defense of the United States during World War II. Long before the bombing of Pearl Harbor in 1941, the Navy recognized a shortage of ship-repair facilities on the Pacific Coast. In the late 1930s the only federally owned drydock[3] facilities on the west coast were at Mare Island Naval Shipyard in Vallejo, California, and Puget Sound Naval Shipyard in Bremerton, Washington. Construction of a new 1,000' drydock at the Puget Sound shipyard began in 1938 and was not completed until 1942; another 1,000' drydock was completed in 1941. After the United States entered the war in December 1941, Congress expedited plans to build the largest west coast drydock facility at Hunters Point; 1,096' long Drydock 4. Because war was being waged in the Pacific, the Navy urgently needed to resolve the shortage of repair facilities in order for the United States to maintain a strong naval force. As completed in June 1943, Drydock 4 could service any vessel in the world because of its massive dimensions, making it an extremely valuable wartime asset. During the war years, Drydock 4 was utilized to repair and overhaul Navy vessels, many of which were damaged during battle, including the aircraft carrier USS *Intrepid*, one of the largest and most important ships in the Pacific Naval war, which was serviced in Drydock 4 three times during the war. Not only could the drydock accommodate the largest vessels, but it could also hold multiple smaller vessels drydocked simultaneously for servicing.

Within the thematic context of World War II military development, Dry Dock 4 is a significant representative of the rapid development of domestic wartime support infrastructure. As discussed in the "World War II in the Pacific, National Historic Landmark Theme Study," such sites are illustrative of the enormous effects that burgeoning military requirements had on the American home front. Both the construction and operation of Drydock 4 required significant manpower and engineering accomplishments. Additionally, the operations of the drydock made a significant contribution to the war effort, repairing hundreds of ships throughout the duration of the war and serving as a critical loading facility, most notably in 1945 when the facility received the USS *Indianapolis*; loading components of the atomic bombs bound for Hiroshima and Nagasaki.[4]

[3] During the span of the Hunters Point facility's history, common usage of the term "drydock" transitioned from "dry dock" or "dry-dock" to "drydock." Historic usage has been preserved in this nomination in relation to company names and direct quotations.

[4] National Park Service, "World War II in the Pacific, National Historic Landmark Theme Study," 1985, pg. 1-8; William S. Kowinski, "Hiroshima: The Birth of Nuclear Warfare," *San Francisco Chronicle*, July 31, 2005; Bamburg, *Historical Overview of Hunters Point*, 43; Thomas Parrish, ed., *The Simon and Schuster Encyclopedia of World War II* (New York: Simon and Schuster, c1978) 295.

Drydock 4 is one of several nationally significant West Coast facilities representative of this critical World War II infrastructural support theme. The Secretary of the Interior designated Puget Sound Naval Shipyard a National Historic Landmark in 1992 because, as the largest repair establishment for battle-damaged U.S. Navy vessels of the Pacific Fleet, it was a vital World War II defense facility. Similarly, as a significant ship-building facility, Mare Island Naval Shipyard in Vallejo was designated a National Historic Landmark in 1975, with a period of significance beginning in 1854 and spanning the twentieth century. Like these significant sites, Hunters Point Drydock 4 derives its national significance under Criterion A for its strong associations with the war effort. The largest facility of its time, the dry dock was a direct response to the heightened mandates of the Pacific Theatre, which required extensive facilities to rapidly service the burgeoning maritime fleet. While Puget Sound had the largest overall repair facility on the West Coast, Drydock 4 at Hunters Point was the largest, most modern drydock that the Navy developed to service the Pacific Fleet during World War II. In its gargantuan form and incredibly efficient construction, the drydock serves as an integral component of the nation's West Coast defense system.[5]

Drydock 4 is also significant under Criterion C as an important example of wartime maritime engineering. Built as the largest facility of its type, the design of the facility is indicative of the unprecedented engineering demands the war placed on both the military and private contractors. The construction of the facility required the leveling of a 200-foot hill, Point Avisadero, and the excavation of 560,000 cubic yards of solid rock to form the drydock chamber. Engineers, contractors, and construction workers accomplished this in a staggeringly short amount of time - approximately ten months. The main contractor for the excavation and construction job, Pacific Bridge Company, consulted extensively with well-known civil engineer and specialist in soil engineering, Charles H. Lee. Lee partnered with Dames & Moore, a foundation engineering firm, in preparing reports on soil stabilization, reports on tests on rock and sand used for fill, and reports on foundations for piers and quay walls. This effective partnership surmounted a number of physical, material, and labor-related challenges; including insufficient manpower; shortages of machinery and parts; and an exceedingly difficult project site. Upon completion, the capacity of Drydock 4 was the largest on the West Coast and proved critical in the support operations of the Pacific Theatre.

Historic Context

Drydock 4 was the first drydock the Navy built at Hunters Point. At the time of its construction in 1942-43, Hunters Point already had a long history of commercial drydocking. California Drydock Company built the first drydock (Drydock 1) at Hunters Point in 1868. San Francisco Drydock Company, that company's successor, built a second drydock (Drydock 2) in 1901-03. Bethlehem Steel purchased the site in 1908 and started negotiations with the Navy to subsidize construction of the largest drydock on the Pacific Coast. By this time Navy ships had outgrown the capacity of the drydocks at Mare Island in Vallejo, California. In 1918 Bethlehem Shipbuilding finished constructing Drydock 3 and had secured a contract with the Navy who committed to a minimum number of drydockings per year.[6]

In the late 1930s, the Navy again took interest in acquiring Hunters Point in response to war in Europe and Asia. Congress authorized a twenty percent increase in the Navy's fleet in 1938. At that time, the Navy had eight shipyards in the United States whose primary function was the construction and repair of naval

[5] National Park Service, Maritime Heritage Program, "Maritime Landmarks: Naval Facilities, Bases and Shipyards," accessed on July 20, 2011 via http://www.cr.nps.gov/maritime/nhl/navynhl.htm; National Historic Landmark Nomination form, "Mare Island Naval Shipyard," accessed on July 20, 2011 via http://www.cr.nps.gov/maritime/nhl/MareIslandNavalShipyard.pdf; National Park Service, National Historic Landmarks Program, "Puget Sound Naval Shipyard," accessed on July 20, 2011 via http://tps.cr.nps.gov/nhl/detail.cfm?ResourceId=2045&ResourceType=.

[6] "US Naval Drydocks, Hunters Point," *Pacific Marine Review* (October 1945): 568-575.

vessels. Of those eight, two were located on the west coast at Mare Island, in Vallejo, California, and Bremerton, Washington on Puget Sound. Only one of the drydocks at the Puget Sound shipyard was big enough to service the Navy's largest ships, and ships were being planned that exceeded that drydock's capacity. Increasing the Navy's fleet in quantity and size, combined with mobilization for war, required a concomitant expansion of the Navy's shipbuilding and repair shipyards. Between 1938 and 1945 the US spent $590,000,000 on construction and improvement of Navy shipyards. Construction of a larger drydock at Puget Sound began in the fall of 1938, and construction began on another one the following year. In 1940, construction began on a new drydock at the Mare Island shipyard.

The Navy acquired Hunters Point during this period of naval expansion. In 1939 Congress appropriated $6,000,000 for the purchase of the drydocks at Hunters Point from Bethlehem Shipbuilding who had owned the shipyard since 1908. The appropriation also included funds for initial improvements to the site. The legislation called for Hunters Point to be run as an annex of the Mare Island Naval Shipyard in Vallejo, requiring the commanding officer at Hunters Point to consult the commanding officer at Mare Island on decisions involving facilities, personnel policies, and budget. The Navy immediately leased the property back to Bethlehem with a provision that the Navy could cancel the lease in the event of an emergency. During the lease to Bethlehem, the Navy prepared plans to develop the site and began the first phases of new construction. The Navy cancelled Bethlehem's lease in October 1941 and took possession on December 18, 1941, less than two weeks after the attack on Pearl Harbor. From then on, mobilization for World War II occurred rapidly at Hunters Point, now US Naval Drydocks, Hunters Point. Between December 18 and 30, the Navy transferred 108 mechanics and helpers from Mare Island Naval Shipyard to Hunters Point. Having operated as a commercial drydock before the war, in 1941 Hunters Point was not prepared for military needs during wartime.[7]

When the Navy acquired the site, few structures existed at Hunters Point other than Drydocks 2 and 3, their associated pumping houses, a paint and tool shop, and a few scattered sheds (**Figure 1**). The Navy made a series of dramatic alterations to the site during World War II as well as undertaking rehabilitation of existing structures. By the end of World War II, land acquisitions had increased the Navy's holdings at Hunters Point from 48 to 583 acres. The first acquisition in 1942 was 240 acres, almost half of which was under water. In one of the most impressive modern wartime construction feats, the Navy had a 200' hill leveled and moved into the bay, increasing the site's dimensions. Contractors and crews constructed Drydock 4 from the leveled hill, and the filled area provided additional space for industrial buildings.[8]

The Navy awarded a contract for the extensive excavation and filling job to Pacific Bridge Company. Piombo Brothers and Basalt Rock Company, respectively, were hired as sub-contractors. Project superintendant for Pacific Bridge Company, Walter E. Joyce, consulted extensively with well-known civil engineer Charles H. Lee, who specialized in soil engineering. Contractors encountered a variety of wartime difficulties during excavation: insufficient manpower; shortages of machinery and parts; heavy winds; and changing and evolving project specifications during work. The excavation itself, however, presented the biggest challenge. The rocky peninsula, ideal for building drydocks impervious to water, was not ideal for an excavation job of this scale that needed to be accomplished quickly. The hill, a conglomeration of serpentine,

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[7] JRP Historical Consulting Services, *Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard, San Francisco*, September 1997, 15-16; Bonnie L. Bamburg, *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 Places*, Submitted to Western Division, Naval Facilities, Engineering Division, (1988): 38; "San Francisco Naval Shipyard in Permanent Status," *Pacific Marine Review* (June 1947): 63-65, 120; *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineering Corps, 1940-1946*, (United States: Government Printing Office, 1947), 169-171.

[8] Edwin G. Schmidt, *History of the Development and Operation of a Naval Repair Yard at Hunters Point during World War II* (San Francisco: San Francisco Naval Shipyard, n.d.), 30.

solid rock, and soil, did not give way easily. Since contractors did not have time to conduct test drillings, each blast contained an element of surprise and danger. Blasts sometimes unexpectedly opened large cracks, presenting fall hazards for both workers and equipment. The contractors on the job successfully overcame all of these challenges.[9]

Piombo Brothers, subcontractors on the job, performed two separate parts of the project, moving the 200' hill into the bay, and excavating Drydock 4. When they began topping the hill, it did not require blasting; they used scrapers and carryalls to move the earth into a 14' fill in the bay. Once the soft material had been removed, they began blasting, and using power shovels and trucks. They performed a relatively small amount of blasting for this portion of the job. Piombo also worked on excavation for Drydock 4, at the location of the leveled hill. Since this required excavating below water level, it was a more difficult task than excavating the hill. To perform the work, they drilled, blasted, and moved 560,000 cubic yards of solid rock. At the same time Piombo Brothers were working on their contract, Basalt Rock Company was also moving 2,500,000 cubic yards of material from the hill. Both subcontractors attempted to excavate to predetermined lines, but found that they could not get closer than within 5-6'of those lines using their established methods. To accommodate the situation, they started blasting with small charges and in some cases even had to resort to hand labor to obtain the desired precision.[10]

The main contractor on the job, Pacific Bridge Company, worked on dredging, excavating, and making preparations for construction of Drydock 4. The erection of a temporary cofferdam to enable work in the dry required Pacific Bridge Company to move 450,000 yards of material (**Figure 2**). Pacific Bridge completed the excavation work for the drydock chamber after Piombo and Basalt completed their contracts (**Figure 3**). They also created a hill from stock pile material for later use in backfilling the drydock and filling cribs used in constructing two piers and a quay wall outside the entrance of the drydock.[11]

Pacific Bridge Company dumped the larger boulders produced from excavation in the bay at the far end of the fill at a location where no heavy construction was planned. For zones slated for heavy construction, the fill could not exceed one foot of rock. The list of people involved with executing the excavation, fill, and construction job for Drydock 4 is long and includes numerous naval personnel, engineers and supervisors for all of the contractors, and outside consultants. For Pacific Bridge Company, George W. Noe was chief engineer, I. Thompson, chief designing engineer, and Walter E. Joyce, superintendant of construction. Through 1942 and 1943 they consulted extensively with civil engineer Charles H. Lee, who specialized in soil engineering. Lee partnered with the engineering firm, Dames and Moore, specialists in foundation engineering, in preparing reports for Pacific Bridge Company. The reports contained the results of field test on rocks and sand for the proposed filling of piers, laboratory test results on sand and rock fill, reports and studies on initial foundation plans for quay walls and piers.[12]

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[9] J.A. Ryan, "Moving a Mountain into San Francisco Bay," *The Explosives Engineer* (Sept. - Oct. 1944): 212-214; *Correspondence, Charles H. Lee, Pacific Bridge Company*, Charles H. Lee Papers, bulk 1912-155, Water Resources Center Archives, Berkeley, California, Box 39: Hunters Point (San Francisco), Folder 166n: Pacific Bridge Co. Files 166, 168, Correspondence, 1942-1943 with George W. Noe.

[10] Ryan, "Moving a Mountain," 212-214.

[11] Ryan, "Moving a Mountain," 212-214; *Correspondence, Charles H. Lee, Pacific Bridge Company*, WRCA, Box 37, Folder 166n; "U.S. Naval Drydocks, Hunters Point," *Pacific Marine Review* (October 1945): 570; "Cribs" were wooden cage-like structures, sunk into the bay and filled with gravel, that formed the foundation of quay walls and piers; a "quay wall" is a wharf or reinforced wall used for loading or unloading ships.

[12] Ryan, "Moving a Mountain," 212-214; Various reports, 1942-1943, Charles H. Lee Papers, bulk 1912-155, Water Resources Center Archives, Berkeley, California, Box 39: Hunters Point (San Francisco), Folders 166a-i.

The docking of the 26,000-ton former luxury liner, SS *Monterey* on June 19, 1943 marked completion of Drydock 4. Designed with dimensions that allowed it to accommodate any ship in the world, it was a valuable asset to the World War II effort (**Figure 4**). Drydock 4 crews serviced the aircraft carrier USS *Intrepid,* one of the largest vessels in the Pacific during World War II, three times during the war. When not engaged in docking large vessels, the drydock also accommodated simultaneous dockings of smaller vessels.[13]

The most significant docking at Hunters Point during World War II occurred in mid-July 1945 when the USS *Indianapolis*, which had been undergoing repairs at Mare Island, received orders to pick up cargo at Hunters Point. Arriving at Drydock 4 in the late afternoon of July 14, elements of atomic bombs were prepared for loading onto the vessel. At 5:30 a.m. on July 16, 1945, a crane loaded the atomic bomb units onto the vessel. Three hours later, the *Indianapolis* headed out of the bay for Tinian. Ten days later the bomb units were delivered to Tinian, assembled, and dropped on Hiroshima and Nagasaki on August 6, and August 9, 1945.[14]

Between December 18, 1941 and September 2, 1945, 661 ships drydocked at the three drydocks at Hunters Point. Of these, 27 were for the purpose of repairing battle damage. While Pearl Harbor and Mare Island served as the main centers of ship repair during the war – the Pearl Harbor Naval Base serviced 7,000 ships during the war and Mare Island 1,227 – Hunters Point made a significant contribution to the war effort.[15]

Developmental history/additional historic context information (if appropriate)

The Navy renamed Hunters Point facility the Naval Shipyard Hunters Point and placed it under its own commander by the end of 1945, making it an autonomous command within the San Francisco Naval Base. Immediately following the end of World War II, the shipyard, like most naval shipyards, took part in Operation Magic Carpet, aiding in return from overseas of US service personnel. In November 1945 the Navy re-designated the shipyard a separate component of the San Francisco Naval Base and a month later renamed it the San Francisco Naval Shipyard. The facility continued to serve as a docking area for Navy ships for repair, overhaul, maintenance and conversion in the years after war. Other functions were transferred to the facility, including Ship Salvage Base, 12th Naval District and the Radiological Defense Laboratory (predecessor of the US Naval Radiological Defense Laboratory), set up along the southern waterfront. Beginning in the early 1950s the shipyard began to focus on submarine repair. It was in this capacity that the shipyard provided support to the fleet during the Korean and Vietnam conflicts.[16]

In April 1965, San Francisco Naval Shipyard command merged with Mare Island Naval Shipyard. Renamed the San Francisco Bay Naval Shipyard, it became the largest shipyard complex in the world, employing over 20,200 civilian employees and over 9,400 military personnel. This configuration ended in 1970 when both shipyards returned to autonomous operations. In 1974, the Navy deactivated the shipyard and leased the facility to private industry; however, the Navy continued to station several of its ships at Hunters Point. In

[13] *Building the Navy's Bases in World War II*, 198-200.

[14] Kowinski, "Hiroshima: The Birth of Nuclear Warfare,"; Bamburg, *Historical Overview of Hunters Point*, 43; Thomas Parrish, ed., *The Simon and Schuster Encyclopedia of World War II* , 295. The Japanese submarine *I-58* sunk the *Indianapolis* on July 29, 1945.

[15] "U.S. Naval Drydocks, Hunters Point," *Pacific Marine Review* (October 1945): 568-575; HAER No. CA-181-A, *Hunters Point Naval Shipyard, Drydock No. 4* (April 1994); *Hunters Point War Record: Between December 18, 1941 and V-J Day September 2, 1945*, Photograph of memorial plaque, RG 181, Records of Naval District and Shore Establishments, 12th Naval District, SF Naval Shipyard – Hunters Point, Historical Shipyard Photographic Collection, 1904-74, 9NS-S 181-95-010, Box: 16, Folder: Shipyard Views Folder [Miscellaneous Photographs Depicting Shipyard Equipment and Facilities, Multiple Dates].

[16] Black, 11; Bamburg, 44-45.

1986, the facility was transferred to Naval Station Treasure Island before Mare Island Naval Shipyard assumed full command in 1987. In 1991, the Base Realignment and Closure (BRAC) Commission identified Hunters Point for closure. Over the next decade, the Navy and City and County of San Francisco negotiated terms for the lease and subsequent transfer of the facility. In 2005, the Navy transferred to the city portions of the former shipyard facility, not including Parcel C containing Drydock 4. [17]

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Published Sources

Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineering Corps, 1940-1946. United States: Government Printing Office, 1947.

The Simon and Schuster Encyclopedia of World War II. Ed. Thomas Parrish. New York: Simon and Schuster, c1978.

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Bamburg, Bonnie L. *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 Places.* Submitted to Western Division, Naval Facilities, Engineering Division. 1988

Historic American Engineering Record. HAER No. CA-181-A, *Hunters Point Naval Shipyard, Drydock No. 4,* April 1994.

JRP Historical Consulting Services. *Historic Context and Inventory and Evaluation of Buildings and Structures, Hunters Point Shipyard, San Francisco,* September 1997.

Schmidt, Edwin G. *History of the Development and Operation of a Naval Repair Yard at Hunters Point during World War II* (San Francisco: San Francisco Naval Shipyard, n.d).

Various reports, 1942-1943. Charles H. Lee Papers, bulk 1912-155, Water Resources Center Archives, Berkeley, California, Box 39: Hunters Point (San Francisco), Folders 166a-i.

Naval Sources

Primary sources from the following locations are cited in footnotes throughout the nomination:

Hunters Point Naval Shipyard, Building 383

Base Realignment and Closure Program Management Office West, Caretaker Site Office, Yerba Buena Island.

Newspapers and Journals

Kowinski, William, S. "Hiroshima: The Birth of Nuclear Warfare." *San Francisco Chronicle.* July 31, 2005.

Ryan, J.A. "Moving a Mountain into San Francisco Bay." *The Explosives Engineer* Sept. - Oct. 1944.

"San Francisco Naval Shipyard in Permanent Status." *Pacific Marine Review.* June 1947.

"US Naval Drydocks, Hunters Point," *Pacific Marine Review.* October 1945.

[17] JRP, 27-28; Black, 11-12; "San Francisco Naval Shipyard," *Pacific Marine Review*, 63-65, 120.

Correspondence

Correspondence. Charles H. Lee, Pacific Bridge Company. Charles H. Lee Papers, bulk 1912-155, Water Resources Center Archives, Berkeley, California, Box 39: Hunters Point (San Francisco), Folder 166n: Pacific Bridge Co. Files 166, 168, Correspondence, 1942-1943 with George W. Noe.

Previous documentation on file (NPS):
___ preliminary determination of individual listing (36 CFR 67 has been Requested)
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey #_____
X recorded by Historic American Engineering Record # CA-181-A

Primary location of additional data:
___ State Historic Preservation Office
___ Other State agency
X Federal agency
___ Local government
___ University
___ Other
Name of repository: Hunters Point Naval Shipyard, Building 383, San Francisco, California; BRAC PMO Caretaker Site Office, Building 1, Treasure Island, San Francsico, Calfiornia; National Archives and Records Administration, Pacific Region, San Bruno, California.

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 3.347 acres (approximate)

UTM References NAD 27

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	556312	4175182	3	10	556019	4175331
2	10	556278	4175141	4	10	556038	4175358

Verbal Boundary Description (describe the boundaries of the property)

The boundary includes the drydock and an area extending 65' from the edge of the drydock which encompasses the underground pump room (located near the southwest corner of the drydock), capstans, bollards, cleats and crane tracks.

Boundary Justification (explain why the boundaries were selected)

The boundaries were drawn according to historical associations. Drydock 4 includes the structural and mechanical components (pump room, capstans, bollards, cleats, tracks) historically associated with the World War II operation of Drydock 4.

11. Form Prepared By

name/title Heather Norby & Toni Webb

organization JRP Historical Consulting, LLC date October 2009; August 2011

street & number 2850 Spafford Street telephone 530.757.2521

city or town Davis state CA zip code 95618

e-mail

Additional Documentation

USGS map; see also Continuation Sheets for sketch map, index of figures, figures, and photograph log.

Photographs:

Property Owner:

name Base Realignment and Closure, Program Management Office West, ATTN: Mr. An Bui

street & number 1455 Frazee Road, Suite 900 telephone

city or town San Diego state CA zip code 92108-4310

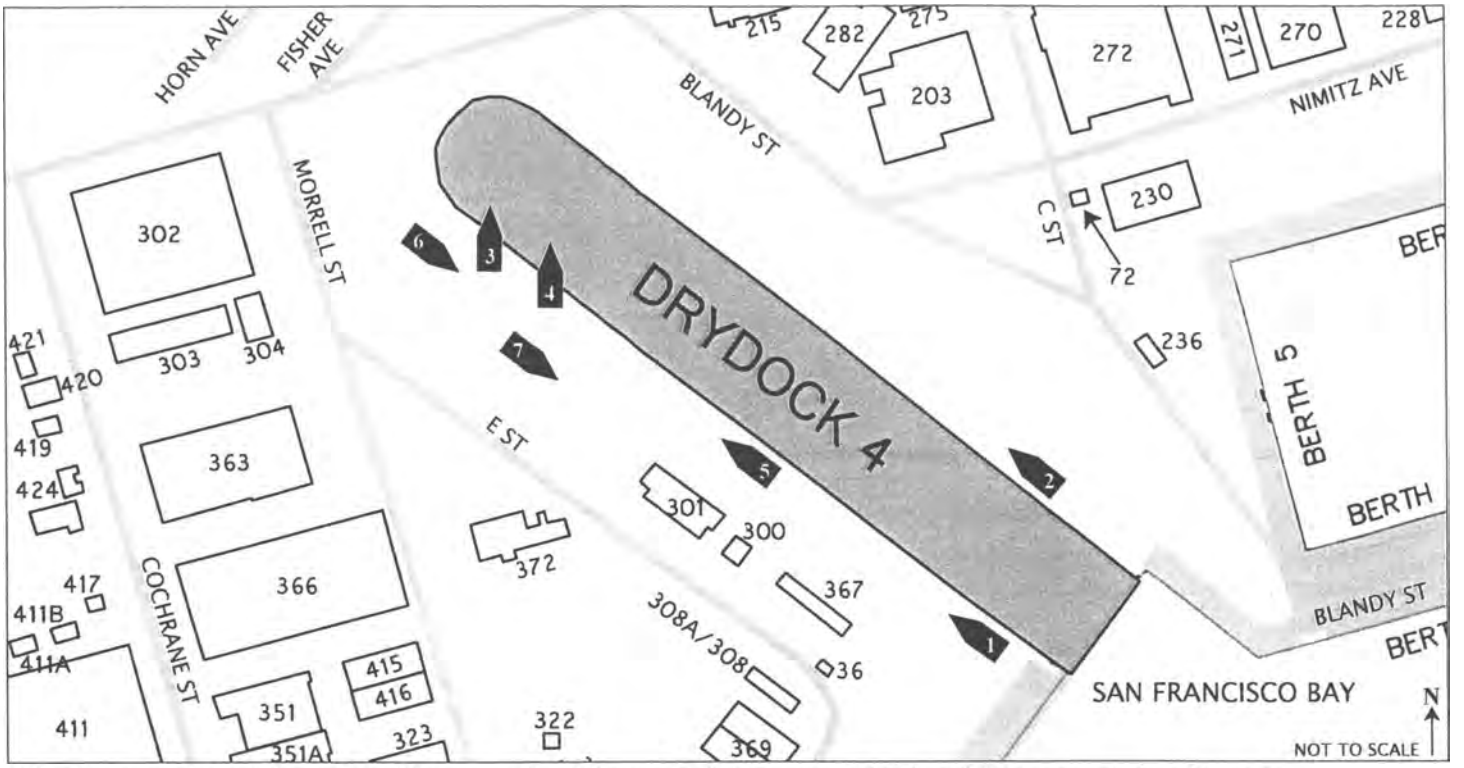
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Drydock 4, Hunters Point Naval Shipyard
Name of Property
San Francisco, California
County and State
Name of multiple listing (if applicable)

Section number Additional Documentation Page 1

Sketch Map



All photographs are keyed to this map. For Photograph Log see Additional Documentation Page 5.

Index of Figures

Name of Property: Drydock 4, Hunters Point Naval Shipyard
City or Vicinity: San Francisco
County: San Francisco
State: California

Figure #1: Hunters Point drydocks during the Bethlehem Shipbuilding era. This photograph closely resembles what Hunters Point looked like when the Navy acquired the site in 1939.
Name of Photographer: Unknown
Date of Photograph: Circa 1930
Location of Original Image: National Archives and Records Administration, Pacific Region

Figure #2: Excavations of Drydock 4 with cofferdam in background.
Name of Photographer: Unknown
Date of Photograph: September 5, 1942
Location of Original Image: Library of Congress, HAER CA-181-A

Figure #3: Excavation of Drydock 4 nearing completion.
Name of Photographer: Unknown
Date of Photograph: December 17, 1942
Location of Original Image: Library of Congress, HAER CA-181-A

Figure #4: USS *Iowa* docked in Drydock 4.
Name of Photographer: Unknown
Date of Photograph: 1945
Location of Original Image: Library of Congress, HAER CA-181-A

Figures

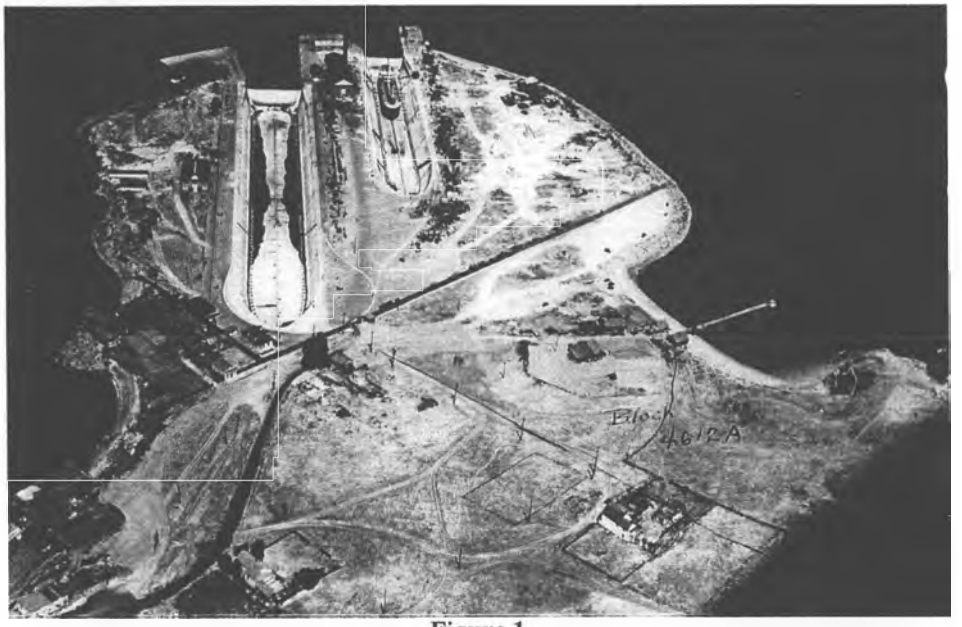


Figure 1

Figure 2

Figure 3

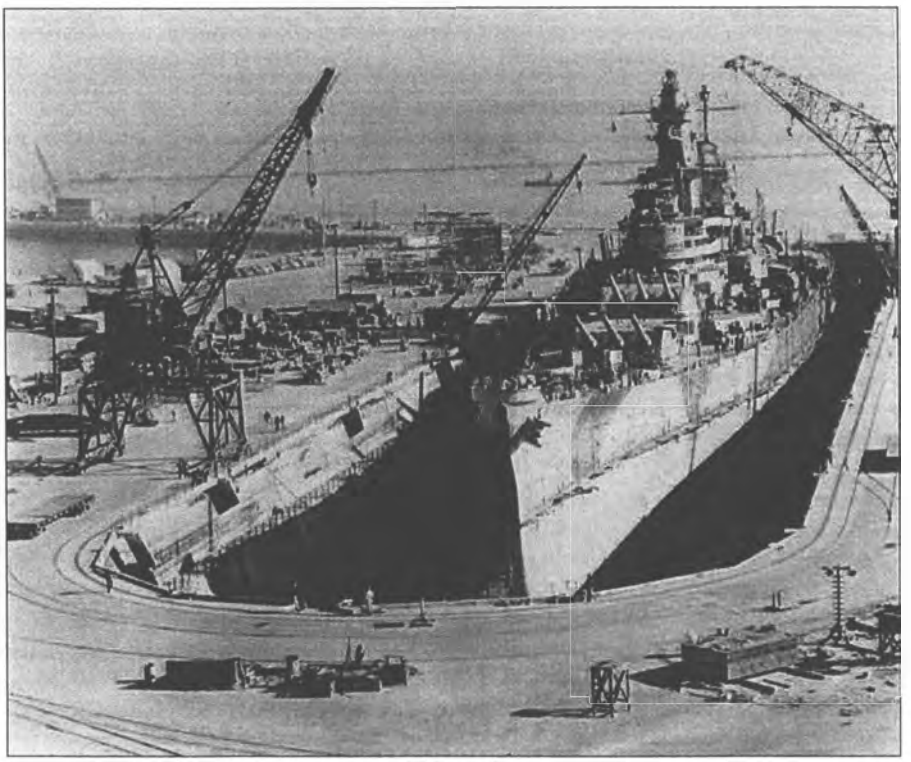


Figure 4

Photograph Log

Name of Property:	Drydock 4, Hunters Point Naval Shipyard
City or Vicinity:	San Francisco
County:	San Francisco
State:	California
Name of Photographer:	William B. Dewey
Date of Photographs:	April 2009
Location of Original Digital Files:	2850 Spafford Street, Davis, CA 95618
Location of Original Negatives:	N/A

Photograph #1 (CA_SanFranciscoCounty_Drydock4HPNS_0001)
Contextual view, camera facing north.

Photograph #2 (CA_SanFranciscoCounty_Drydock4HPNS_0002)
Contextual view, camera facing west.

Photograph #3 (CA_SanFranciscoCounty_Drydock4HPNS_0003)
Detail of head end, cleat, chain handrail, camera facing north.

Photograph #4 (CA_SanFranciscoCounty_Drydock4HPNS_0004)
Head end with caisson in view, camera facing north.

Photograph #5 (CA_SanFranciscoCounty_Drydock4HPNS_0005)
Detail of stairs, camera facing northwest.

Photograph #6 (CA_SanFranciscoCounty_Drydock4HPNS_0006)
Detail of crane tracks and chain handrail with Drydock 4 in view, camera facing southeast.

Photograph #7 (CA_SanFranciscoCounty_Drydock4HPNS_0007)
Detail of crane tracks and chain handrail on south side of Drydock 4, camera facing southeast.

NPS Form 10-900a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section _____ Page ___

==========

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 12000424 **Date Listed: 07/25/2012**

Drydock 4,Hunters Point Naval Shipyard	San Francisco	CA
Property Name	County	State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper	Date of Action
	9/10/2012

==========

Amended Items in Nomination:

Description/Significance:
The floating caisson is considered a significant structural component of historic Drydock 4.
[While noted briefly in the introductory narrative paragraph, the caisson was not described in the body of the nomination, nor was it called out as a specific contributing element in the significance introduction. The nomination narrative is now amended to include the following discussion of the caisson.]

At the time of field recordation, Drydock 4 was inundated, preventing survey of the lower portion of the caisson. The following description, therefore, is based on information provided in the Drydock 4 Historic American Engineering Record (HAER CA-181-A) completed in 1994, which was confirmed and observed during field survey in 2009. The caisson was constructed simultaneously with Drydock 4 and was designed as a reversible, rectangular, floating caisson. It is constructed primarily of steel plates joined with welded seams and connections. Structural framework is visible on the outer sides of the caisson. The structure is weighted with a concrete ballast. Simple metal post and chain fencing - like that found around the perimeter of the drydock - encircles the deck perimeter. Three hatch doors atop the deck allow access to the chambers and machinery below. The caisson has six compartments divided by a watertight deck and two watertight bulkheads. Four screened inlets with gate valves operated by reach rods provide for caisson flooding and discharge is through motorized gate valves.

Research did not reveal that the Drydock 4 caisson has been replaced or substantially modified since it was constructed. The only known visible alteration consists of two bulkheads added to cover the companionway hatches on the main deck. The caisson retains integrity of setting, location, design, workmanship, materials, feeling and association and therefore contributes to the significance of Drydock 4.
(Statement provided by Hillori L. Schenker, Architectural Historian,NAVFAC-HQ, 2012)

These clarifications were confirmed with the Navy FPO office.
DISTRIBUTION: National Register property file/Nominating Authority (without nomination)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Drydock 4 Hunters Point Naval Shipyard

MULTIPLE NAME:

STATE & COUNTY: CALIFORNIA, San Francisco

DATE RECEIVED: 6/08/12 DATE OF PENDING LIST: 7/09/12
DATE OF 16TH DAY: 7/24/12 DATE OF 45TH DAY: 7/25/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000424

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	Y	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	Y

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

Drydock 4, Hunters Point Naval Shipyard is nationally significant under National Register Criterion A and C in the areas of Military History and Engineering (Maritime). As constructed between 1942 and 1943, Dry Dock No. 4 is a fully relieved, reinforced concrete graving dock with integral flooding and dewatering systems. As the largest facility of its kind on the west coast when built, the drydock reflected the nation's immense infrastructure buildup during the early World War II era. Able to service all types and sizes of military vessels, the site became a key support facility for the Pacific Theater during war and is a nationally significant representation of the rapid development of domestic wartime support infrastructure. [As noted in the narrative, Puget Sound Naval Shipyard was designated a NHL in 1992, as the largest repair facility for battle-damaged U.S. Navy vessels of the Pacific fleet. Similarly, Mare Island Naval Shipyard was designed an NHL 1975 recognizing its long-standing operation as a major ship building facility. Dry Dock 4, the largest facility of its time was likewise an integral component of the nation's West Coast maritime defense system.]

RECOM./CRITERIA Accept Criteria A+C

REVIEWER Paul R. Lusignan DISCIPLINE Historian

TELEPHONE 202-354-2229 DATE 7/25/2012

DOCUMENTATION see attached comments Y/N see attached SLR (Y)/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

CA_SanFrancisco County_ Drydock 4 HPNS_0001

CA_ San Francisco County_ Drydock 4 HPNS_0002

CA_San Francisco County_Drydock 4 HPNS_0003

CA_SanFranciscoCounty_Drydock 4 HPNS_0004

CA_ San Francisco County_ Drydock 4 HRUS_ 0005

CA_ San Francisco County_ Drydock 4 HPNS_ 0006

CA_ San Francisco County_ Drydock 4 HPNS _0007

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

HUNTERS POINT QUADRANGLE
CALIFORNIA
7.5-MINUTE SERIES (TOPOGRAPHIC)

Drydock 4, Hunters Point Naval Shipyard San Francisco, San Francisco Co, CA
1. 10/556312/4175182
2. 10/556278/4175141
3. 10/556019/4175331
4. 10/556038/4175358

SAN FRANCISCO
ALAMEDA
Lash Lighter Basin
India Basin
Point Avisadero
Beacon
BM 9
USNR
RESERVATION
NAVAL POINT
Hunters
Beacon
Mud
BAY FARM ISLAND
Campground
Mud
ALAMEDA CO.
SAN FRANCISCO CITY AND CO
ALAMEDA CORPORATE BOUNDARY
CANDLESTICK POINT STATE RECREATION AREA
BRISBANE CORPORATE BOUNDARY
SAN FRANCISCO CITY AND CO
SAN MATEO CO
ALAMEDA CORPORATE BOUNDARY
OAKLAND CORPORATE BOUNDARY
S A N F R A N C I S C O
B A Y
OAKLAND CORPORATE BOUNDARY
ALAMEDA CO
SAN MATEO CO
OYSTER POINT CHANNEL
BRISBANE CORPORATE BOUNDARY
SOUTH SAN FRANCISCO CORPORATE BOUNDARY
CHANNEL
Communication Tower
SAN BRUNO CHANNEL
SAN MATEO CO
SAN FRANCISCO CITY AND CO
SOUTH SAN FRANCISCO CORPORATE BOUNDARY
CHANNEL
SAN FRANCISCO INTERNATIONAL AIRPORT

122°22′30″ 56 E 57 58 20′ 59 60 61 62 17′30″ 63 64 1 490 000 FEET R 4 W 122°15′
37°45′ 77 000 m N 74 42′30″ 73 72 71 70 69 40′ 68 67 66 420 000 FEET 65 37°37′30″
T 2 S
450 000 FEET
1 460 000 FEET

Produced by the United States Geological Survey

Compiled from imagery dated 1946. Revised from imagery dated 1993. PLSS and survey control current as of 1947. Contours and elevations current as of 1946. Map edited 1996

North American Datum of 1927 (NAD 27). Projection and 1000-meter grid: Universal Transverse Mercator, zone 10
10 000-foot ticks: California Coordinate System (zone 3)

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

MN GN 0°25′ 7 MILS 15½° 276 MILS
UTM GRID AND 1997 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000
1 .5 0 KILOMETERS 1 2
1000 0 METERS 1000 2000
1 .5 0 MILES 1
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

CONTOUR INTERVAL 25 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

CA
QUADRANGLE LOCATION

1	2	3	1 San Francisco North 2 Oakland West 3 Oakland East
4		5	4 San Francisco South 5 San Leandro
6	7	8	6 Montara Mountain 7 San Mateo 8 Redwood Point

ADJOINING 7.5′ QUADRANGLE NAMES

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 1997

ROAD CLASSIFICATION
Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route U.S. Route State Route

HUNTERS POINT, CA

1993

DMA 1559 III NE-SERIES V895

ISBN 0-607-85826-5
9 780607 858266

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

October 14, 2011

Mr. Donald R. Schregardus
Federal Preservation Officer
Deputy Assistant Secretary of the Navy (Environment)
1000 Navy Pentagon
Room BF986
Washington, DC 20350-1000

Subject: **Drydock 4, Hunters Point Naval Shipyard**
San Francisco County, California
Nomination to the National Register of Historic Places

Dear Mr. Schregardus:

Enclosed please find the **Drydock 4, Hunters Point Naval Shipyard** nomination to the National Register of Historic Places. Mr. An Bui, of Base Realignment and Closure (BRAC), Program Management Office West, requested we return the materials to his office for BRAC's submission to you.

I concur that **Drydock 4, Hunters Point Naval Shipyard** is eligible for listing at the national level of significance under Criterion A for the critical role it played in the defense program of the United States during World War II. The property is also eligible for listing under Criterion C at the national level as an important example of wartime maritime engineering.

I have signed the signature page of the nomination as commenting official and will retain a copy of the nomination and set of photographs for our records.

If you have any questions regarding this nomination, please contact Amy Crain of my staff at 916-445-7009.

Sincerely,

Congrats!

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosure

Encl (5)

DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE WEST
1455 FRAZEE ROAD, SUITE 900
SAN DIEGO, CA 92108-4310

11011
Ser BPMOW.lbw/0196
9 Apr 12

From: Director, Base Realignment and Closure Program Management Office, West
To: Deputy Navy Federal Preservation Officer
Via: Director, Base Realignment and Closure Program Management Office 4/9/12

Subj: SUBMISSION OF NATIONAL REGISTER OF HISTORIC PLACES (NRHP) NOMINATION FORMS FOR HISTORIC PROPERTIES LOCATED AT THE FORMER HUNTERS POINT NAVAL SHIPYARD (HPNS), SAN FRANCISCO, CALIFORNIA

Ref: (a) Title 36 Code of Federal Regulation (CFR)

Encl: (1) NRHP Registration Form for Hunters Point Commercial Drydock District
(2) NRHP Registration Form for Drydock 4 HPNS
(3) National Register Nomination for Historic Properties Issue Paper of 15 Mar 12
(4) SHPO ltr to FPO of 14 Oct 2011 (Drydock Historic District)
(5) SHPO ltr to FPO of 14 Oct 2011 (Drydock 4)

1. In accordance with Stipulation 1.b of the 2000 Section 106 Memorandum of Agreement for the Interim Leasing and Disposal of Historic Properties at HPNS, enclosures (1) and (2) are submitted to the Federal Preservation Officer (FPO) for completion of section 3 as the certifying official, and subsequent FPO submission to the Keeper of the National Register, as appropriate. Enclosure (3) provides additional information to assist the FPO with the subject request.

2. Per reference (a) Section 60.9(c), the subject nomination was submitted to the City and County of San Francisco, California, and the State Historic Preservation Officer (SHPO) for review. Enclosures (4) and (5) reflect SHPO concurrence. City and county officials did not provide comment within the specified 45 day period.

Subj: SUBMISSION OF NATIONAL REGISTER OF HISTORIC PLACES (NRHP) NOMINATION FORMS FOR HISTORIC PROPERTIES LOCATED AT THE FORMER HUNTERS POINT NAVAL SHIPYARD (HPNS), SAN FRANCISCO, CALIFORNIA

3. Should you have any questions regarding this matter, my point of contact is Mr. John Hill, Base Closure Manager, and he can be reached at (619) 532-0985 or DSN 522-0985.

Laura Duchnak

LAURA DUCHNAK

Manley, William R CIV NAVFAC HQ, ENV

From: Manley, William R CIV NAVFAC HQ, ENV
Sent: Friday, April 27, 2012 4:27 PM
To: Schregardus, Donald R SES OASN (EI&E), DASN (Environment); Egeland, Tom A CIV OASN (EI&E), ODASN (Environment); Pierson, John C CIV OASN (EI&E), ODASN (Environment); Schenker, Hillori CIV NAVFAC HQ, EV
Subject: Agenda for 01 MAY meeting with Mr. Schregardus on Cultural Resources Program issues
Signed By: william.manley@navy.mil

Suggested topics for discussion:

1. Navy FPO signature on National Register of Historic Places nomination form for Hunters Point, CA. This is a BRAC'd facility that Navy agreed to nominate years ago, as part of mitigation plans associated with the transfer out of Federal ownership. We have the completed NR form with SHPO wet signature.

2. Navy FPO signature on a memo to FPO for GSA on housing site at Nebraska Avenue, here in DC. GSA is consulting with DC SHPO on management of a larger historic district, SHPO wants the district listed. One Navy property contributes to the district. The building is part of PPV housing in long-term lease to a private partner. Navy retains land ownership and must approve for GSA to move forward. PPV partner has concurred with listing. We can provide a draft memo for review prior to the meeting.

3. DASN(E) signature on memo to Navy field endorsing the DON Cultural Resources Managers Workshop scheduled for 04-08 JUN 12. We can provide a draft memo for review prior to the meeting.

4. Navy DFPO designation. Would like to discuss with Mr. Schregardus the importance of the position and the need to get a formal designation done. Next step is for DASN(E) to request OPNAV N46 to designate their nominee.

5. Proposal for regular CR meeting with Mr. Schregardus. I'd like to get his thoughts on setting up a standing CR meeting 4-6 weeks apart, so we can discuss key program developments and requirements. Pete Dillon from N46 has indicated interest in attending.

VR/ Bill

202-685-9324

-----Original Appointment-----
From: Schaub, Jeremy LCDR OASN (EI&E), ODASN Environment On Behalf Of Schregardus, Donald R SES OASN (EI&E), DASN (Environment)
Sent: Friday, April 27, 2012 13:58
To: Schregardus, Donald R SES OASN (EI&E), DASN (Environment); Egeland, Tom A CIV OASN (EI&E), ODASN (Environment); Pierson, John C CIV OASN (EI&E), ODASN (Environment); Schenker, Hillori CIV NAVFAC HQ, EV
Cc: Manley, William R CIV NAVFAC HQ, ENV
Subject: National Register Nomination
When: Tuesday, May 01, 2012 2:30 PM-4:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: 4A674

Agenda: Discussion of how to best move forward with a National Register nomination for Navy property that belongs to the Nebraska Avenue Complex in Washington, DC.

DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(ENERGY, INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

June 1, 2012

Ms. Carol Shull, Interim Keeper
National Park Service
National Register of Historic Places
1201 Eye Street, NW (2280)
Washington, DC 20005

Dear Ms. Shull:

SUBJECT: TRANSMITTAL OF NRHP NOMINATION FOR NAVY PROPERTIES

This package contains nomination forms for the Hunters Point Commercial Dry Dock Historic District and the Hunters Point Dry Dock 4, San Francisco, California. These forms are forwarded for final review by your office for listing in the National Register.

As Federal Preservation Officer for the Department of the Navy, I have reviewed and signed these nominations. The California State Historic Preservation Officer has also signed the nominations.

My point of contact for the nominations is William Manley, Deputy Federal Preservation Officer (acting). Mr. Manley may be reached at 202-685-9324 or william.manley@navy.mil.

Sincerely,

DONALD R. SCHREGARDUS
Deputy Assistant Secretary of the Navy
(Environment)

"Schenker, Hillori CIV NAVFAC HQ, EV" <hillori.schenker@navy.mil>
08/14/2012 05:13 PM

To <paul_lusignan@nps.gov>
cc "Spinelli, Erica L CIV NAVFACHQ, BRAC PMO" <erica.spinelli@navy.mil>, "Manley, William R CIV NAVFAC HQ, ENV" <william.manley@navy.mil>, "Bethke, Alexander B
bcc
Subject FW: Hunters Point supplement info

History: This message has been replied to.

Paul,

Below is some information about the caisson at Drydock 4, Hunters Point. The caisson should be included in the nomination as contributing.

Thank you for the opportunity to amend the nomination easily. If there are any further questions, please do call.

Sincerely,
Hillori L. Schenker

Architectural Historian
NAVFAC-HQ

TEL: 202-685-9290
DSN: 685-9290

At the time of field recordation, Drydock 4 was inundated, preventing survey of the lower portion of the caisson. The following description, therefore, is based on information provided in the Drydock 4 Historic American Engineering Record (HAER CA-181-A) completed in 1994, which was confirmed and observed during field survey in 2009. The caisson was constructed simultaneously with Drydock 4 and was designed as a reversible, rectangular, floating caisson. It is constructed primarily of steel plates joined with welded seams and connections. Structural framework is visible on the outer sides of the caisson. The structure is weighted with a concrete ballast. Simple metal post and chain fencing - like that found around the perimeter of the drydock - encircles the deck perimeter. Three hatch doors atop the deck allow access to the chambers and machinery below. The caisson has six compartments divided by a watertight deck and two watertight bulkheads. Four screened inlets with gate valves operated by reach rods provide for caisson flooding and discharge is through motorized gate valves.

Research did not reveal that the Drydock 4 caisson has been replaced or substantially modified since it was constructed. The only known visible alteration consists of two bulkheads added to cover the companionway hatches on the main deck. The caisson retains integrity of setting, location, design, workmanship, materials, feeling and association and therefore contributes to the significance of Drydock 4.