

Historic Preservation Continues at Pearl Harbor

Recent Efforts Include Restoration & Reuse of Historic Warehouse

PERSONNEL FROM THE Naval Facilities Engineering Command (NAVFAC) Hawaii completed the demolition of two derelict warehouses on 25 February 2011 as part of an extensive, multi-year historic preservation initiative that included the restoration and reuse of a third historic building.

Many areas of Pearl Harbor are designated part of the U.S. National Historic Landmark program, and the removal of any facility 50 years or older that may have played a role in the December 7th attack at Pearl Harbor is considered significant and requires serious discussions with national and historic preservation experts.

“The broad scope of this project involved many steps before becoming the final product you see today,” said Cmdr. Lore Aguayo, NAVFAC Hawaii assistant regional engineer. Identifying unnecessary buildings six years ago, to remodeling another in 2010, and the subsequent demolition of other buildings in February 2011, this initiative benefits the Navy by consolidating facility requirements and eliminating excess infrastructure to best leverage limited maintenance funds.



NAVFAC Hawaii utilities personnel relocated important electrical and compressed air lines out of warehouse Buildings 146 and 147 in September 2010, prior the buildings' demolition. Special trenches were dug to redirect power lines away from the two warehouses so that surrounding buildings would retain power after their demolition.



Renovations to Building 148, completed on 22 April 2010, retain historic aspects like wood windows, sliding doors, and light fixtures that were salvaged from Buildings 146 and 147 as well as new corrugated roofing and siding that were installed and painted to mimic the original look of the warehouse. The building is now being used as storage and office space by commands at Pearl Harbor.

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—Cmdr. Lore Aguayo

In 2005, the Navy identified three warehouses—Buildings 146, 147 and 148—as suitable for demolition under the Department of Defense Programmatic Memorandum of Agreement, which under strict parameters, authorizes the demolition of World War II (1939-1946) temporary structures that are eligible for the National Register of Historic Places.

NAVFAC Hawaii’s Environmental team consulted with members of the Hawaii State Historic Preservation Division

about the project and reached an agreement to demolish Buildings 146 and 147 along Pearl Harbor’s Mike Piers, only after Building 148 was restored to its original character, in accordance with the Secretary of the Interior’s “Standards for Rehabilitation.”

NAVFAC Hawaii awarded a design-build contract to Niking Corporation in September 2008 to restore Building 148 using new and salvaged materials from Buildings 146 and 147 such as wood windows, lighting fixtures, struc-

tural support members, and industrial sliding doors. Renovations and upgrades brought the total cost of the contract work to \$3.3 million.

“The design process initially began with an on-site pre-design meeting between the contractor and Navy architects,” said Jeff Dodge, NAVFAC Hawaii architect. “Discussion covered the scope of the project and selected different historical cues, such as divided light windows and corrugated sidings, that were important to retain.”



Building 147 prior to demolition while utility relocation work is underway.



Building 146 prior to demolition while utility relocation work is underway.



In January 2011, Building 147 is taken down by NAVFAC Hawaii transportation operations personnel in less than one day. However, the separation of recyclable materials and cleanup of the demolition site took weeks to complete.



Building 146 is quickly crushed by a NAVFAC Hawaii equipment operator in February 2011. Comprised of mostly metals and wood, segregation of recyclable materials was executed to reduce construction debris transported to a local landfill.

After identifying unsalvageable portions of Building 148, Niking installed new corrugated metal roofing and siding and painted the panels in a style that mimics the original look of the building (circa 1941).

The interior also received an overhaul, starting with its electrical and lighting system that was brought up to code, ultimately earning the building a Leadership in Energy and Environmental Design Silver certification when renovations were complete in April 2010.

This allowed NAVFAC Hawaii to begin remediation, abatement and finally demolition of the remaining buildings, reducing the Navy's inventory of underutilized buildings and their costs, while Building 148 began serving as secured storage and office space for the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility.

Remediation crews suited up in late April 2010 to begin abatement on floor tiles laden with asbestos in Buildings 146 and 147. After a short delay in June due to the 2010 Rim of the Pacific exercises, work continued until August. Approximately 90 cubic yards of material was removed from the two buildings.

In September 2010, an extensive process of detaching and rerouting utility and air compressor lines to nearby buildings got underway. Later in the fall, transportation equipment operators and truck drivers began planning how they would execute the building's demolition work.

Each of the two warehouse structures took one day to demolish, Building 147 in January 2011 and Building 146 in February 2011. Once the warehouses were down, the crew spent two weeks segregating and hauling construction debris off-site to clear the footprint area for each building. Approximately 60 loads of recyclable metals were transported to Schnitzer Steel Hawaii and Lennox Metals at Campbell Industrial Park. One hundred twenty-five loads of other construction debris were taken to PVT Land Company in Nanakuli. [↴](#)

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