HISTORIC RESOURCE EVALUATION

Alameda Marina
1815 Clement Avenue
Alameda, California

March 30, 2017

Prepared by

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HISTORIC PRESERVATION CONSULTING

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Executive Summary

This Alameda Marina Historic Resource Evaluation is the first serious evaluation of the Alameda Marina Property completed in almost 30 years. First surveyed in 1988 by architectural historian Michael Corbett as part of the City of Alameda's Northern Waterfront Survey, Corbett concluded that, although complicated by its largely intact building plant and completely altered waterfront, the former General Engineering & Dry Dock Co. facility could become eligible as a National Register historic district once it had reached 50 years of age. When Corbett surveyed the property, the owner, Pacific Shops, Inc., had already demolished all of the World War II-era shipbuilding infrastructure built by General Engineering & Dry Dock, including all of the piers, wharves, slipways, dry dock, etc., and leveled out the formerly sloping site as part of the property's conversion into a marina and industrial park/self-storage facility. In the early 1980s, Pacific Shops, Inc. started recladding the remaining World War II-era shops in plywood and replacing their original doors and windows with aluminum counterparts, changes that greatly eroded their industrial character. In his analysis, Corbett acknowledged extensive alterations to five buildings but he concluded that all remaining World War II-era buildings built by General Engineering & Dry Dock Co. would likely become eligible for listing in the National Register once they had reached 50 years. Since Corbett looked at the property nearly three decades ago, Pacific Shops, Inc. has continued remodeling the remaining World War II-era buildings, to the extent that the historic district identified by Corbett no longer retains sufficient integrity for listing in either the National Register or the California Register. Nonetheless, most of the warehouses and office buildings along Clement Avenue do continue to look as they did during World War II, and this report proposes alternative historic district boundaries that incorporate the best remaining World War II buildings constructed by General Engineering & Dry Dock Co. See **Appendix Items A and B** for the boundaries of the potential historic districts proposed by Michael Corbett in 1988 and Christopher VerPlanck in 2017.

I. Introduction

VerPlanck Historic Preservation Consulting prepared this Historic Resource Evaluation (HRE) for the City of Alameda to evaluate the Alameda Marina, a mixed-use property located on the city's northern waterfront. The property consists of 44 acres of terra firma and submerged tidelands on the Oakland Estuary **(Figure 1)**. A portion of the property was developed in 1917 as the Barnes & Tibbitts shipyard. In 1922, General Engineering & Dry Dock Co. of San Francisco bought and subsequently expanded the yard, adding several new piers, shops, and slipways. In 1940, with financial assistance from the U.S. Maritime Commission, General Engineering entirely rebuilt the yard, adding a dry dock and approximately 30 new shops, warehouses, and offices buildings, many of which still exist. General Engineering & Dry Dock kept the yard open until 1948, after which point it was managed by several smaller operators until the late 1950s. Pacific Shops, Inc. acquired the property in 1962, filled the sloping parts of the site, and removed most of the shore-side shipbuilding infrastructure to construct the Alameda Marina and facilities for several non-maritime businesses. Some maritime industrial uses remain, chief among them Svendsen's Boat Works, which moved to the site in 1966. Svendsen's has recently been acquired by Bay Ship & Yacht Repair and it will likely be consolidated with Bay Ship's other Alameda facility by 2018. Pacific Shops, Inc., and its partner Bay West Development, intend to redevelop the Alameda Marina with new uses, although maritime industrial, commercial, and recreational uses are proposed to remain. This HRE identifies a California Register-eligible historic district on the property, as well as three individually eligible resources.

Figure 1. Map showing location and boundaries of the Alameda Marina.
Source: Alameda County Assessor's Department; annotated by Christopher VerPlanck

II. Methods

Christopher VerPlanck, the author of this report, has 18 years of experience evaluating historical resources in the San Francisco Bay Area. In compliance with the City of Alameda Community Development Department's requirements, this HRE provides a description of the property, its development history, a summary of its existing historical status, and an evaluation of its potential eligibility for listing in the California Register of Historical Resources (California Register).

A. Fieldwork

VerPlanck visited the property three times: on July 1 and September 1, 2016 and again on February 2, 2017, to photograph and survey the site, all the buildings on the property, and several neighboring properties. VerPlanck did not survey the interiors of every building on the property, principally because interiors of privately owned and publically inaccessible buildings are not within the purview of local environmental review.[1] However, we did inspect the interiors of several buildings that obviously retained a high level of integrity from the period of significance and this HRE contains interior photographs of Buildings 16, 19, and 27. We also noted in the description chapter any other buildings that appear to have intact interiors.

B. Research

VerPlanck conducted primary research at the following government offices, libraries, and research repositories: the City of Alameda Building Division, the Alameda County Assessor's Office, and the Alameda Free Library. Mr. VerPlanck also used various several online resources, including *Chronicling America*, the Library of Congress historic newspaper archive; the *San Francisco Chronicle* archive at the San Francisco Public Library; and the *Oakland Tribune* collection at Newspapers.com. In addition, VerPlanck consulted United States Geological Survey (USGS) maps, historic aerial photographs, and Alameda County Directories. This report heavily relies on primary research completed by architectural historians Michael Corbett and Woody Minor. Mr. Corbett's state inventory forms that he completed in 1988 for the Northern Waterfront Survey provide a good history of the Alameda Marina property. Woody Minor assisted me by suggesting several good sources of information on shipbuilding in Alameda. In addition, his written articles on shipyards and other maritime industries in Alameda proved most helpful. Most original construction dates of buildings on the Alameda Marina property are recorded in Alameda Building Division records. However, many later alterations are not documented in City records, forcing us to rely on our own professional observations, corroborated with maintenance records provided by Pacific Shops, Inc.

[1] "Martin III v. City and County of San Francisco," Court of Appeal, First District, Division 4, California, Decided December 29, 2005.

C. Evaluation

Integrity is a central item pertaining to any assessment of the Alameda Marina property. As such, we have devoted a significant amount of discussion to this topic in this HRE. Throughout this document, including in the evaluation section, we have closely followed the methodology laid out in the Office of Historic Preservation's *Technical Assistance Series #6: California Register and National Register: A Comparison;* and the National Park Service's *National Register Bulletin #15: "How to Apply the National Register Criteria for Evaluation*. In so doing, we have complied with typical professional protocols acquired during the author's training and almost two decades' worth of experience applying both California Register and National Register integrity standards.

Developed in the 1990s, the California Register of Historical Resources is closely based on the older National Register of Historic Places, and it is accepted practice to consult National Register bulletins to assist in determining integrity thresholds for California Register-eligible properties when such guidance is absent from the California Register's enabling statute or technical bulletins. Both registers use the same four eligibility criteria and the same seven aspects of integrity, including location, design, setting, materials, workmanship, feeling, and association. According to *National Register Bulletin #15*, "historic properties either retain integrity or they do not."[2] Though the evaluation of integrity is certainly a subjective exercise, *National Register Bulletin #15* provides some clarification: "it must always be grounded in an understanding of a property's physical features and how they relate to its significance." A property need not retain all seven aspects to qualify for listing, but it should retain the majority of them, and the aspects that it retains depend on knowing "why, where, and when the property is significant."[3]

There are several important differences between the California Register and the National Register regarding integrity. First, the California Register is more forgiving regarding a property that has been moved, especially if it was done to save it. Second, some properties that may not qualify for listing in the National Register due to loss of integrity may still qualify for the California Register "if it maintains the potential to yield significant scientific or historical information or specific data."[4]

As described in more depth later in this report, over half of the World War II-era buildings on the Alameda Marina property have been entirely re-clad in incompatible materials. Most of these buildings were originally shops and small warehouses with corrugated metal walls and roofs and wood or metal doors and windows. Since ca. 1962, 25 out of the 37 numbered buildings on the site have been re-clad in incompatible materials *and* undergone replacement of the vast majority of their original doors and windows.[5] Although, in most cases, their massing survives, under no accepted reading of the integrity standards could it possibly be stated that any of these buildings retain the aspects of design, materials, workmanship, feeling, or association. Six buildings retain their original siding and some original fenestration, including Buildings 1, 4, 6, 12, 28, and 29. These buildings retain enough integrity to be contributors to a historic district. Only three buildings, including Buildings 16, 19, and 27, are basically unchanged, retaining enough

[2] U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (Washington, D.C., rev. 1998), 44.
[3] Ibid.
[4] California Department of Parks and Recreation, Office of Historic Preservation, *Technical Assistance Series #6: "California Register and National Register: A Comparison"* (Sacramento: n.d.).
[5] Buildings 2, 3, 5, 7, 8, 9, 10, 11, 13, 14, 15, 17, 18, 20, 21, 22, 23, 24, 25, 26, 31, 32, 33, 34, and 37.

integrity to qualify for both individual and district listing in the California Register and likely the National Register.[6]

III. Regulatory Environment

No part of the Alameda Marina property is included in the City of Alameda's list of Historic Monuments. However, several of the buildings are listed in the Office of Historic Preservation's Historic Property Data File for Alameda County on the basis of prior survey evaluation. In 1988, the City of Alameda hired architectural historian Michael Corbett to complete the Northern Waterfront Survey. Corbett, with assistance from his wife Mary Hardy, identified a potential National Register-eligible historic district comprising 26 buildings built between 1923 and 1945 by General Engineering & Dry Dock Co. Corbett's list of contributors did not include any buildings built after 1945 or any buildings or structures in the East Yard, including the graving dock, which were developed by a different company, Pacific Bridge Co., and not added to the site until 1945.[7] The buildings identified by Corbett as district contributors are listed by their official number in **Table 1** below.[8] A map of this potential historic district is attached as **Appendix Item A** of this report.

Table 1

Building Number	Address	Year Built	Status Code
Building 1	2007 Clement Avenue	1940	3D
Building 2	2025 Clement Avenue	1940	3D
Buildings 3, 4	2023 Clement Avenue	1940	3D
Building 5	2021 Clement Avenue	1940	3D
Building 6	2019 Clement Avenue	1940	3D
Building 7	2017 Clement Avenue	1940	3D
Building 8	2013 Clement Avenue	1940	3D
Building 9	2005 Clement Avenue	1940	3D
Building 10	1917 Clement Avenue	1940	3D
Building 12	1851 Clement Avenue	1940	3D
Building 14	1853 Clement Avenue	1940	3D
Buildings 15, 17, 18	1825 Clement Avenue	1941	3D
Building 16	1829 Clement Avenue	1940	3D
Buildings 19, 20	1827 Clement Avenue	1941	3D
Buildings 22, 23, 24	1813 Clement Avenue	1923	3D
Buildings 25, 26	1815 Clement Avenue	1940	3D
Building 27	1801 Clement Avenue	1942	3D
Building 28	1805 Clement Avenue	1940	3D
Building 29	1731 Clement Avenue	1941	3D

[6] We only evaluated the property for California Register eligibility because that is the lowest threshold for historical resource status under the California Environmental Quality Act (CEQA).

[7] Michael Corbett and Mary Hardy, Historic Resources Inventory: "General Engineering and Dry Dock Co." (Unpublished report pre-pared for the Alameda Planning Department, June 10, 1988), Continuation Sheet 4.

[8] In the interest of consistency, we have used the property owner's system of identifying the buildings by building number, although several of the numbered buildings are in reality components of larger buildings. These larger buildings composed of numbered "sub-buildings" are grouped together in **Table 1**.

IV. Property Description

A. Context

The 44-acre Alameda Marina property is bounded by Alameda Marina Drive and Grand Street to the west, Clement Avenue to the south, the Navy Operational Support Center (NOSC) to the east, and the Oakland Estuary to the north.[9] It is part of Alameda's Northern Waterfront planning area, a linear district bounded by Sherman Street on the west; Buena Vista, Clement, and Eagle Avenues to the south; and Tilden Way to the east. Its boundaries, shown in **Figure 2**, encompass residential, industrial, recreational, and military uses. Former industrial facilities include Encinal Terminals, the Del Monte Cannery, the Alameda Municipal Power Plant, and part of the Alameda Marina **(Figure 3)**. Recreational properties include the Alameda Yacht Club and the Alameda Marina. Military facilities include the Navy Operational Support Center. There are also approximately 100 dwellings within the area, most of which are Victorian and Edwardian single-family dwellings and flats facing the perpendicular streets intersecting Clement and Eagle Avenues **(Figure 4)**.

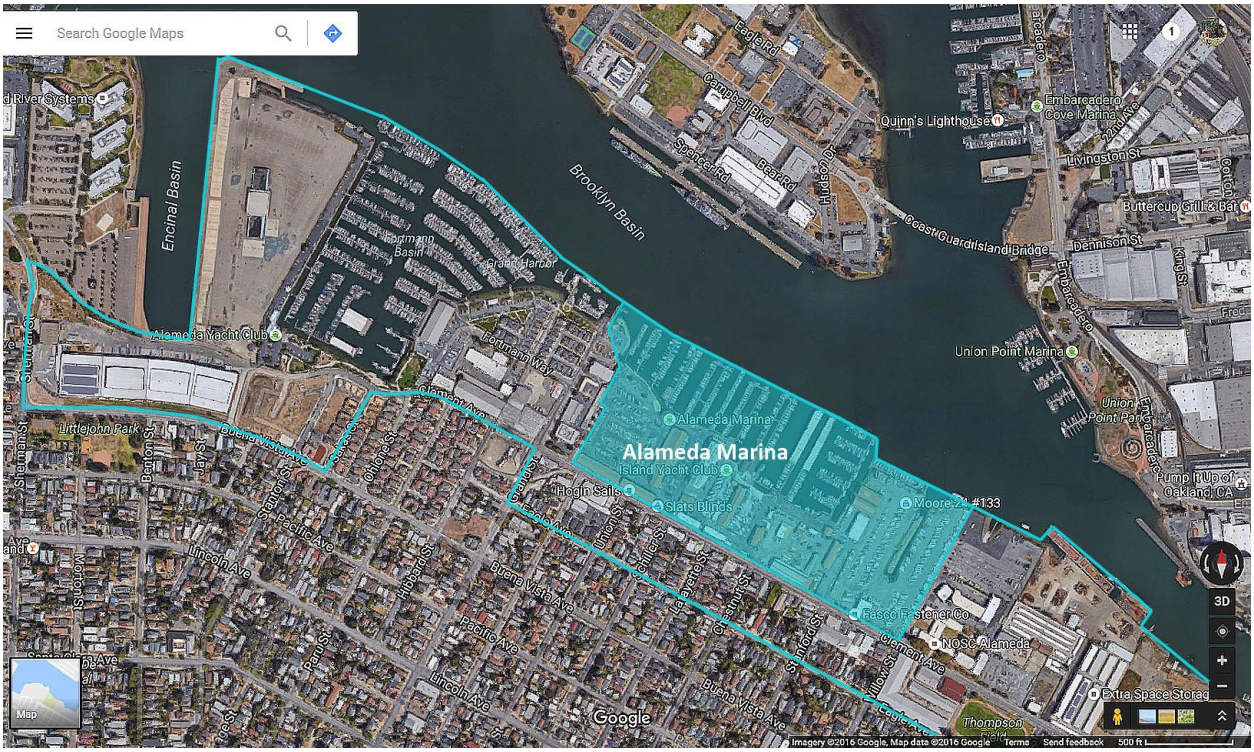

Figure 2. Aerial photograph showing approximate boundaries of the Northern Waterfront Priority Development Area. Source: Google Maps; annotated by Christopher VerPlanck

[9] Though the subject property and the surrounding streets do not align exactly with the cardinal points of the compass, for simplicity's sake we assume that Clement Avenue runs east west and Alameda Marina Drive runs north south and that all other property boundaries align with these two streets.

Figure 3. Alameda Power Company, 2000 Grand Street, 2016.

Figure 4. Victorian dwellings on 1900 block of Chestnut Street, 2016.

Clement Avenue, which forms the southern boundary of the Alameda Marina property, is built up with several dozen light industrial and commercial buildings, including several bowstring-truss roof warehouses dating to the 1940s and 1950s **(Figures 5-6)**. Bordering the Alameda Marina to the north is the Oakland Estuary, a strait linking Oakland's Outer Harbor to San Leandro Bay. It was cut in 1903, transforming Alameda from a peninsula into an island. The dredged materials were then used to create Coast Guard Island, a 67-acre island in the center of the Oakland Estuary that is directly opposite and within view of the Alameda Marina **(Figure 7)**.

Figure 5. Pennzoil Building, 2015 Grand Street, 2016.

Figure 6. Clement Avenue, looking east from Grand Street, 2016.

Figure 7. Coast Guard Island; view from the Alameda Marina, 2016.

B. Site

The Alameda Marina property comprises four parcels, including APNs 71-257-3-1, 71-257-4, 71-288-1-2, and 71-288-3 **(Figure 8)**. Pacific Shops, Inc. owns parcels 71-288-1-2 and 71-257-3-1. These two parcels, which are mainly terra firma, comprise about 23 acres. Parcels 71-288-3 and 71-257-4 are public tidelands properties belonging to the City of Alameda but they are leased to Pacific Shops, Inc. Most of the terrestrial parts of the site are former tidelands that were filled in the early twentieth century to construct the Barnes & Tibbitts shipyard. Pacific Shops, Inc. added additional fill in the 1960s when it leveled out the site and built the Alameda Marina. Consequently, most of the site is covered in between two and eight feet of fill. The areas closest to the Oakland Estuary are characterized by bay mud deposits

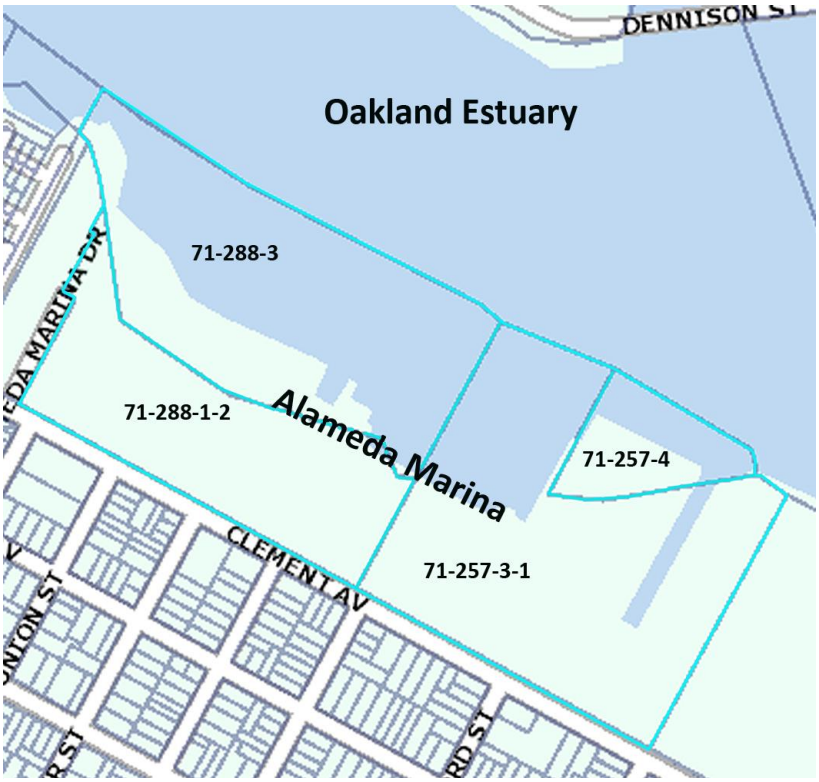

Figure 8. Parcel map of Alameda Marina property. Source: Alameda County Assessor's Department; Annotated by Christopher VerPlanck

covered in varying amounts of fill of unknown composition. The shoreline is lined with a combination of stone riprap, wooden piles, concrete bulkhead wharves, and miscellaneous fill material that slumps down into the water in several locations **(Figures 9–12)**. Wooden piers supported by eucalyptus piles extend into the Oakland Estuary; all were built from 1962 onward after Pacific Shops, Inc. acquired the property. Before the Alameda Marina was built in the 1960s, most of the central and western parts of the property sloped down toward the water. Pacific Shops, Inc. filled these areas to the same grade as Clement Avenue and paved them in asphalt, significantly changing the topography of the property as it converted much of the former shipyard into a large surface parking lot and storage area.

Figure 9. Typical bulkhead wharf at Alameda Marina, 2016.

Figure 10. Typical pier at Alameda Marina, 2016.

Figure 11. Typical water/fill condition, 2016.

Figure 12. Typical pier, float, and wharf condition, 2016.

The Alameda Marina property is delineated to the south, west, and east by utilitarian chain-link fencing capped in places by rolls of barbed wire **(Figure 13)**. There are seven gates accessing the site from Clement Avenue, including Gate 1 at 2061 Clement Avenue, Gate 2 at 2051 Clement Avenue, Gate 3 at 2041 Clement Avenue, Gate 4 at 2035-39 Clement Avenue, Gate 5 at 2033 Clement Avenue, Gate 6 at 1851 Clement Avenue, and Gate 7 at 1815 Clement Avenue. The gates are all of recent origin and constructed of painted metal balusters capped by pointed finials **(Figures 14–15)**.

Figure 13. Fence along Clement Avenue; view toward northwest, 2016.

Figure 14. Gates 4 and 5, 2016.

Figure 15. Gate 7, 2016.

Nearly the entire Alameda Marina property is paved in asphalt and much of it is painted with stripes to demarcate parking spots for vehicles, boats, RVs, and trailers. Tracks, presumably spurs from the disused Alameda Belt Line Railroad, cross several portions of the site and some lead into buildings, including Building 1 **(Figure 16)**. The northern edge of the site closest to the Oakland Estuary is covered in heavy wood planking, forming substantial wharves **(Figure 17)**. Aside from several mature pepper trees near Buildings 5 and 6 and some planters near Gate 7, there is no landscaping on the property.

Figure 16. View of central portion of Alameda Marina property showing tracks and asphalt; view toward east, 2017.

Figure 17. View of central portion of Alameda Marina property showing wharf; view toward east, 2017.

Most of the buildings on the Alameda Marina property are aligned parallel to Alameda's street grid. Indeed, Clement Avenue features a largely unbroken wall of warehouses and office buildings between Minturn and Stanford Streets **(Figures 18–19)**. They were built in this way to provide security to the site, as well as to reduce congestion by keeping non-manufacturing personnel away from the active shipbuilding and repair operations on the Estuary.

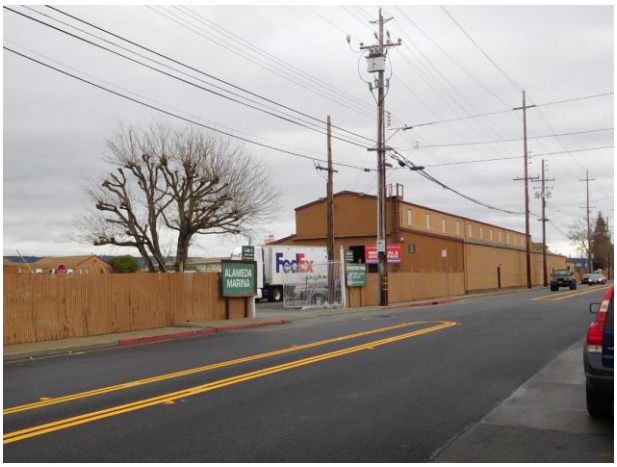

Figure 18. View eastward along Clement Avenue showing Building 1 at right, 2017.

Figure 19. View westward along Clement Avenue showing Buildings 27, 28, and 29, 2017.

Most of the World War II-era buildings located on the Estuary side of the property are former shops, and all are oriented parallel to Grand and Chestnut Streets. Historically, the slipways were located on the western portion of the site, and the largest remaining shops buildings are also located in this area, including Buildings 12, 19-20, and 22-23-24 **(Figures 20–21)**. The slipways themselves were demolished in the early 1960s and the area where they were located is now a vast surface parking lot used for storing boats, trailers, and RVs.

Figure 20. Large shops area showing Buildings 19, 15-17-18, and 12; view toward east, 2017.

Figure 21. Large parking lot where slipways were located; view toward northwest, 2017.

In contrast, the central part of the site, where the dry dock and marine rail facilities were once located, contains several smaller shops and storage buildings, including Buildings 2, 3-4, 5, 6, 7, 8, 9, 10, and 11 **(Figures 22–23)**. These buildings are loosely arranged around a rectangular, asphalt-paved parking lot/staging area.

Figure 22. Small shops area showing Buildings 3-4, 5, 6, 7, and 8; view toward northeast, 2017.

Figure 23. Small shops area showing Building 3-4 and parking lot; view toward southeast, 2016.

The eastern part of the site, which was historically the Pacific Bridge Co. shipyard until it was absorbed by General Engineering & Dry Dock in 1945, contains three medium-sized shops (Buildings 32 and 33-34), a former barracks (Building 31), a small dwelling used as an office (Building 37), and the graving dock **(Figures 24–25)**. The buildings on this section of the property are all clustered in one area, with the rest comprising a surface parking lot surrounding the collapsing graving dock.

Figure 24. Medium sized shops area showing marina; view toward northeast, 2016.

Figure 25. Medium sized shops area showing parking lot near graving dock; view toward northeast, 2016.

C. Building Descriptions

Not including the piers, wharves, and other shore-side infrastructure, there are 37 buildings and one structure (graving dock) on the Alameda Marina property. Construction dates range from ca. 1907 (Building No. 37) to 1985 (Building 36), though the vast majority were constructed between 1940 and 1942 when General Engineering & Dry Dock Co. expanded and modernized the yard to take advantage of a growing number of wartime shipbuilding and repair contracts. The vast majority of the buildings are industrial (or formerly industrial), designed in a utilitarian mode, and made of mass-produced materials. In contrast, Buildings 6, 16, 21, and 27 are office buildings that are stuccoed and embellished with a minimal amount of Streamline Moderne detailing characteristic of their use and their 1940s-era construction.

As mentioned previously, the majority of the World War II-era industrial buildings were remodeled in the 1980s and 1990s. This work removed their original corrugated metal cladding and roofing and replaced it with plywood T1-11 siding and plywood roofing covered in asphalt shingles. Nonetheless, a handful of the older shops and warehouses retain their corrugated metal cladding, including Buildings 1, 4, 12, 19, 28, and 29. Built with wood framing (except for Building 19, which is steel-framed), gable roofs, and regularly punched window openings, these structures are representative of Bay Area shipyard construction during the World War II era.

The following section contains brief building descriptions, histories, and integrity summaries for each of the 37 numbered buildings and the graving dock. Several of the numbered buildings are components of larger complexes and if the constituent buildings are indistinguishable, we have described the complex as one building. As mentioned previously, most alterations to the individual buildings are not recorded in City records. However, many of the alterations can be identified and dated using a combination of historic photographs, knowledge of the timeframe in which the replacement materials were popular, and sparse Pacific Shops, Inc. maintenance records. An important source for identifying alterations was Mr. Kelly Serracino, Facility Manager for Pacific Shops, Inc. Mr. Serracino has worked at the Alameda Marina for almost 40 years and he oversaw many of the alterations identified below.

Building 1, 2007 Clement Avenue, 1942

Building 1 retains a moderate degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and a contributor to the district documented in this report. Built in 1942 as a general-purpose warehouse, Building 1 is a one-story, timber-frame, corrugated iron-clad warehouse with a concrete slab foundation and a peaked monitor roof **(Figures 26–27)**. It was designed by General Engineering staff engineers and built by Younger Construction Co. It has a combination of original multi-lite wood windows, metal "man" doors, and corrugated metal roll-up freight doors. The majority of the windows in the monitor have been infilled with corrugated iron at a later date. The roof is clad in corrugated iron and punctuated at regular intervals by original "mushroom" ventilators. Building 1, which appears to be in good condition, houses an auto repair shop. Its roof and freight doors were replaced in the 1980s and the interior was remodeled in the 2000s, although much of its original industrial interior survives.

Figure 26. Building 1; north and west façades, view toward southeast, 2016.

Figure 27. Building 1; south façade, view toward northwest, 2016.

Building 2, 2025 Clement Avenue, 1942

Building 2 has a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988, but it is not a contributor to the historic district documented in this report. Built in 1942 as an addition to Building 1, Building 2 is a one-story, wood-frame, plywood-clad building with a concrete slab foundation and a shallow-pitch gable roof **(Figures 28–29)**. It was designed by Alben Froberg and built by Christensen & Lyons. Building 2 has vinyl fixed and sliding windows and contains a wood panel door with aluminum sidelights. The roof is clad in asphalt shingles. Building 2, which appears to be in good condition, houses a martial arts studio. In regard to alterations, its original corrugated iron siding was replaced with plywood ca. 1980; its corrugated iron roof replaced with plywood and asphalt shingles ca. 1980; and all fenestration was replaced ca. 2000.

Figure 28. Building 2; south façade, view toward north from Clement Avenue. 2016.

Figure 29. Building 2; north façade, view toward southeast, 2016.

Building 3, 2023 Clement Avenue, 1942

Figure 30. Building 3; west façade, view toward southeast, 2016.

Building 3 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988, but it is not a contributor to the historic district documented in this report. Built in 1942 as a plumbing storage warehouse, Building 3 is a one-story, wood-frame, plywood-clad shop building with a concrete slab foundation and a gable roof **(Figures 30–31)**. It is attached to Building 4 on its north end. Building 3 has vinyl sliding windows and has a hollow-core, wood panel door. The roof is clad in plywood and asphalt shingles. Building 3, which appears to be in good condition, is used by a painting contractor for office space. In regard to alterations, its original corrugated iron siding was replaced with plywood ca. 1990; its corrugated iron roof replaced with plywood and asphalt shingles ca. 1990; and all of its fenestration was replaced ca. 2000.

Figure 31. Building 3; east façade, view toward west, 2016.

Building 4, 2023 Clement Avenue, 1942

Figure 32. Building 4; north and east façades, view toward southwest, 2016.

Building 4 retains a moderate degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is a contributor to the historic district documented in this report. Built in 1942 as a paint storage facility, Building 4 is a one-story, wood-frame, corrugated iron-clad storage building with a concrete slab foundation and a shallow-pitch gable roof **(Figures 32–33)**. It is attached to Building 3 on its south end. Building 4 is fenestrated with a combination of original double-hung wood windows and several later vinyl windows. It has what appears to be an original wood-paneled man door and a freight door containing a pair of metal doors. The plywood roof is clad in asphalt shingles. Building 4, which appears to be in good condition, is used by a painting contractor for storage, and it appears to retain its original interior. In regard to alterations, it got a new plywood roof in the 1980s, a new entry stair in 2000, and several new windows ca. 2000.

Figure 33. Building 4; west façade, view toward southeast, 2016.

Building 5, 2021 Clement Avenue, 1940

Figure 34. Building 5; north façade, view toward southwest, 2016.

Building 5 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Built in 1940 as a rigging and machining storage facility, Building 5 is a two-story, wood-frame, plywood-clad office building with a concrete slab foundation and a gable roof **(Figures 34–35)**. Building 5 has aluminum sliders and vinyl double-hung windows. It has several hollow-core, paneled doors. The plywood roof is clad in asphalt shingles. Building 5, which appears to be in fair condition, is used as an artist's studio and architect's office. In regard to alterations, its original corrugated iron siding and roof were replaced with plywood and asphalt shingles in the 1980s. All doors and windows were replaced around the same time, and the interior was remodeled as part of its conversion from industrial to office space.

Figure 35. Building 5; west façade, view toward southeast, 2017.

Building 6, 2019 Clement Avenue, 1942

Figure 36. Building 6; north façade, view toward southeast, 2016.

Building 6 retains a moderate degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and a contributor to the historic district documented in this report. Designed by Alben Froberg and built in 1942 as a washroom (first floor) and office (second floor), Building 6 is a two-story, wood-frame, stucco-clad office building with a concrete slab foundation and a flat roof **(Figures 36–37)**. Building 6 has fixed wood and vinyl double-hung and slider windows. It has several different types of doors, including a two-panel wood door, a single-panel glazed door, and a solid-core metal door. The roof is clad in tar and gravel and concealed behind a raised parapet. The building is embellished with a small amount of Streamline Moderne ornament, including the horizontal moldings bracketing the windows. Attached to the north side of the building is a non-historic metal-frame stair and catwalk. In regard to alterations, its windows were replaced in the 1960s (second floor) and the 2000s (first floor). The interior was remodeled in the 1960s, and the metal stair and catwalk were added at the same time.

Figure 37. Building 6; south and east façades, view toward northwest, 2016.

Building 7, 2017 Clement Avenue, 1945

Figure 38. Building 7; north and west façades, view toward southeast, 2016.

Building 7 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Built in 1945 as the dry dock control facility, Building 7 is a two-story, wood-frame, stucco-clad office building with a concrete slab foundation and a flat roof **(Figures 38–39)**. It is linked to Building 6 by a metal catwalk. Building 7 has anodized aluminum and vinyl slider windows. It has hollow-core and paneled wood doors. The roof of the original building is clad in tar and gravel and concealed behind a raised parapet. The addition, which is clad in plywood, has a gable roof clad in asphalt shingles. Building 7, which appears to be in good condition, houses professional offices. In regard to alterations, the west addition was constructed in the 1960s. The addition replaced the electric transformers used to power the dry dock. Its windows were replaced in the 1980s (addition) and 2000s (original building). The interior was remodeled in the 1960s, and the metal stair and catwalk were added at the same time.

Figure 39. Building 7; west façade, view toward east, 2017.

Building 8, 2013 Clement Avenue, 1940

Figure 40. Building 8; east façade, view toward west, 2016.

Building 8 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Built in 1940 as a boiler and compressor room, Building 8 is composed of two small, wood-frame, plywood and stucco-clad office structures with concrete slab foundations and gable roofs **(Figures 40–41)**. Building 8 is fenestrated with a mixture of aluminum double-hung and slider windows. It has several hollow-core man doors made of wood and a corrugated metal freight door. The plywood roof is clad in asphalt shingles. Building 8, which appears to be in good condition, houses offices on both floor levels. In regard to alterations, it was entirely remodeled in the 1980s, including the replacement of its original corrugated iron cladding with plywood and its original corrugated iron roof with plywood and asphalt shingles. An exterior catwalk was removed and the industrial interior remodeled into offices at the same time. Additional changes, including a new roof-top deck, occurred in the 1990s.

Figure 41. Building 8; south and west façades, view toward north, 2017.

Building 9, 2005 Clement Avenue, 1940

Building 9 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Built in 1940 as a paint shop, Building 9 is a two-story, wood-frame, plywood-clad office building with a concrete slab foundation and a shallow-pitch gable roof **(Figures 42–43)**. The building has a series of projecting shed-roofed volumes that look like additions but that date to the original construction. Building 9 is fenestrated with anodized aluminum slider windows and it has several hollow-core man doors and a large freight door. The plywood roof is clad in asphalt shingles. Building 9, which appears to be in good condition, houses an auto shop and offices. In regard to alterations, it was entirely remodeled in the 1980s and 1990s, including the replacement of its original corrugated iron siding with plywood, the replacement of its corrugated iron roof with plywood and asphalt shingles, the replacement of all its windows and doors with aluminum and metal counterparts, and a complete interior remodel. Several exterior balconies were added in the 1960s.

Figure 42. Building 9; south façade, view toward northwest.

Figure 43. Building 9; south and west façades, view toward northeast, 2016.

Building 10, 1917 Clement Avenue, 1938

Figure 44. Building 10; south and west façades, view toward north, 2016.

Building 10 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Built in 1938 as a planing mill, Building 10 is a two-story, timber-frame, plywood-clad office building with a concrete slab foundation and a gable roof **(Figures 44–45)**. Building 10 is fenestrated with double-hung aluminum and vinyl windows. It has several hollow-core man doors made of wood and a corrugated metal freight door. The plywood roof is clad in asphalt shingles. Building 10, which appears to be in good condition, houses professional offices on both floor levels. In regard to alterations, it was entirely remodeled in the early 1990s, including the replacement of its original corrugated iron cladding with plywood and its original corrugated iron roof with plywood and asphalt shingles. A porch and two balconies were added to the exterior and the industrial interior remodeled into offices around the same time.

Figure 45. Building 10; north and west façades, view toward south, 2016.

Building 11, 1919 Clement Avenue, 1940

Figure 46. Building 11; south and east façades, view toward northwest, 2016.

Building 11 retains a low degree of integrity from the World War II period. It is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. Built in 1940 as a lumber storage shed, Building 11 is a one-story, wood-frame, plywood-clad office building with a concrete slab foundation and a gable roof **(Figures 46–47)**. Building 11 is fenestrated with aluminum slider windows. It has several hollow-core man doors made of wood and a porch along its west side. The roof is clad in corrugated iron. Building 11, which appears to be in good condition, houses professional offices. In regard to alterations, it was entirely remodeled in the 1980s, including the enclosure of its formerly open west side, the replacement of its original corrugated iron cladding with plywood, and the insertion of aluminum slider windows into the formerly blank walls. The industrial interior was remodeled as offices around the same time.

Figure 47. Building 11; west façade; view toward southeast, 2016.

Building 12, 1851 Clement Avenue, 1938

Figure 48. Building 12; south façade, view toward north, 2016.

Building 12 retains a moderate degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is a contributor to the historic district documented in this report. Built in 1938 as a pipe and sheet metal shop, Building 12 is a large, two-story, timber-frame, corrugated iron-clad shop with a concrete slab foundation and a gable roof **(Figures 48–50)**. Building 12, which incorporates what appears to be an older shed-roofed addition on its southwest corner, is fenestrated with a mixture of window types, including several original wood awning-sash windows, aluminum sliders, and a 1960s-era fixed-window storefront on its primary (south) facade. Several windows have been enclosed along the south façade. The building has hollow-core metal man doors and five freight doors in various locations, including three metal-clad sliding "barn" doors and two 1960s-era roll-up doors at the second floor (loft) level. The roof, which was originally clad in corrugated iron, is now clad in plywood and asphalt shingles. Building 12, which appears to be in fair condition, houses Svendsen's Marine, a boat repair business that has operated in this location since 1966. Building 12 underwent several changes in the 1960s when Svendsen's moved in, including the reconstruction of the south façade (including the installation of a new storefront at street level), replacement of several windows and doors, as well as the installation of two new roll-up doors at the second-floor level on the west façade. Later changes include the replacement of the corrugated metal roofing with plywood and asphalt shingles, the installation of a new roll-up door on the west façade, as well as dozens of ad-hoc changes. Most of this work occurred in the 1990s. Nevertheless, the building retains much of its original "industrial" interior.

Figure 49. Building 12; east façade, view toward west, 2016.

Figure 50. Building 12; west façade, view toward southeast, 2016. Note modular office building at left.

There is a one-story modular office building located near the northwest corner of Building 12 (See Figure 50). Brought to the site ca. 1980, it serves as a business office and break room for employees of Svendsen's Marine. It is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report.

Building 13, 1921 Clement Avenue, Ca. 1966

Built in the 1960s, Building 13 is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett or the historic district documented in this report. Built ca. 1966 as part of the Alameda Marina, Building 13 is a small one-story, wood-frame, plywood-clad office building with a prow-like gable roof **(Figure 51)**. It sits atop a 1960s-era bulkhead wharf above the Oakland Estuary. Building 13 is fenestrated with aluminum slider windows and it has three hollow-core man doors made of wood. The roof, which flares out prow-like on the west side, is clad in asphalt shingles. Building 13, which appears to be in good condition, houses professional offices.

Figure 51. Building 13; south façade, view toward northeast, 2016.

Building 14, 1853 Clement Avenue, 1940

Figure 52. Building 14; east façade, view toward northwest, 2016.

Building 14 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Built in 1940 to contain locker rooms and toilet rooms, Building 14 is a two-story, wood-frame, plywood-clad recreational building with a gable roof **(Figures 52–53)**. It sits atop a 1960s-era wharf above the Oakland Estuary. Building 14 is fenestrated with anodized aluminum slider windows. It has several hollow-core wood man doors. Two metal stairs provide access to steel catwalks along its north and south façades. The roof, which was originally clad in corrugated iron, is now clad in plywood and asphalt shingles. Building 14, which appears to be in good condition, is now home to the Island Yacht Club. Building 14 has been extensively remodeled, including the addition of the exterior stairs and catwalks in the 1960s, the replacement of the original windows with aluminum counterparts in the 1980s, and the replacement of the original corrugated metal siding with plywood in the early 1990s. The interior was remodeled in the 1960s, with later changes occurring in the 1990s.

Figure 53. Building 14; south and west façades, view toward northeast, 2016.

Buildings 15, 17, and 18; 1825-27 Clement Avenue, 1940–41

Buildings 15, 17, and 18 retain a low degree of integrity from the World War II period. They are contributors to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but they are not contributors to the historic district documented in this report. Built in 1940–41, Buildings 15, 17, and 18 compose a single structure historically used as a powerhouse, compressor house, and transformer, respectively **(Figures 54–56)**. Together, they comprise a one-story, wood-frame, plywood-clad commercial building with a concrete slab foundation and a combination shed and gable roof. The largest section, Building 17, is capped by a monitor roof. Buildings 15 and 18 are small shed-roofed additions built on the rear (north) side of Building 17. The three sections are fenestrated with metal awning sash windows and aluminum sliders; the awning sash windows are likely original. It has several hollow-core man doors made of metal and a metal roll-up freight door on the south façade (Building 17). The plywood roof is clad in asphalt shingles. Buildings 15, 17, and 18, which appear to be in good condition, house a print shop. In regard to alterations, Buildings 15, 17, and 18 were remodeled in the 1990s, including the enclosure of the formerly open Building 18, the replacement of the original corrugated iron cladding with plywood, and the insertion of aluminum slider windows into the formerly blank walls of Building 18. Around the same time, the corrugated metal roof was replaced with plywood and asphalt shingles. The industrial interior was remodeled in the 1990s as well.

Figure 54. Building 17; south and west façades, view toward northeast, 2016.

Figure 55. Buildings 15 and 17; west façade, view toward southeast, 2016.

Figure 56. Building 18; north façade, view toward southwest, 2016

Building 16, 1829 Clement Avenue, 1940

Building 16 retains a high degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock historic district identified by Michael Corbett in 1988 and a contributor to the historic district documented in this report. It also appears individually eligible for listing in the California Register under Criteria 1 and 3. Likely designed by Alben Froberg and built in 1940 as General Engineering & Dry Dock's administration building and drafting house, Building 16 is a two-story, wood-frame, stucco-clad office building with a concrete slab foundation and a flat roof **(Figures 57–60)**. Building 16 has double-hung vinyl replacement windows. Its original main entrance contains a pair of single-panel, glazed wood doors with brass hardware and sidelights. The exterior of the building is the most elaborate and intact of any building on the property. Designed in the Streamline Moderne style, the exterior is divided into horizontal bands by stucco relief moldings. A canopy embellished with speed lines shelters the main entrance, with a "reeded" spandrel and parapet above. The interior retains its original floorplan and many finish materials. Building 16, which appears to be in good condition, has always been an office building. Aside from the windows, which were replaced in 2009-10, and bathroom upgrades and ADA ramps installed at the same time, Building 16 has undergone few alterations.

57. Building 19; entrance pavilion, 2016.

Figure 58. Building 16; south and east façades, view toward northwest, 2016.

Figure 59. Building 16; north façade, view toward southeast, 2016.

Building 19, 1827 Clement Avenue, 1941–42

Building 19 retains a high degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock historic district identified by Michael Corbett in 1988 and it is a contributor to the historic district documented in this report. It also appears individually eligible for listing in the California Register under criteria 1 and 3. Likely designed by Alben Froberg and built in 1941–42 as a machine shop and riggers' loft, Building 19 is a three-story, steel-frame, corrugated iron-clad shop with a concrete slab foundation and a gable roof **(Figures 61–63)**. It has a shed-roofed wing (originally the riggers' loft) to the east that looks like an addition, but which was part of the original design. It has an addition on the north façade (Building 20), which was constructed in 1941 as a machine shop. Building 19 has multi-lite steel industrial windows arranged in nearly continuous bands. The building has several steel, hollow-core man doors and several metal roll-up freight doors along its first floor level. Building 19 is the largest and most visually striking of any of the industrial buildings surviving from the World War II period on the Alameda Marina property. Designed in a utilitarian, industrial vocabulary that embodies influences of the International Style, the exterior of Building 19 features ribbon windows and a precise geometrical

Figure 60. Building 16; stairwell, 2016.

massing. The interior retains its original floorplan, exposed industrial interior, and a large gantry crane. Building 19, which appears to be in good condition, is leased to a company that makes submersible vessels. Aside from the roof, which was replaced in the 1990s, and several new interior partitions, Building 19 has undergone few alterations.

Figure 61. Building 19; view toward northwest, 2016.

Figure 62. Building 19; view toward west, 2016

Figure 63. Building 19; view of interior trusses and gantry crane, 2016.

Building 20, 1827 Clement Avenue, 1941

Building 20 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Built in 1941 as the marine machinists' machine shop, Building 20 is an addition on the north side of Building 19 **(Figure 64)**. It is a two-story, wood-frame structure with a concrete slab foundation and a shed roof. The addition, which bears no visual relationship to Building 19, was heavily remodeled in the 1990s, with plywood siding replacing the original corrugated metal siding and a large deck/catwalk addition constructed along the north wall of the building.

Figure 64. Building 20; view toward southwest, 2016.

Building 21, 1823 Clement Avenue, 1940

Building 21 retains a low degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but it is not a contributor to the historic district documented in this report. Likely designed by Alben Froberg and built in 1940 as the main gatehouse to the General Engineering & Dry Dock Co. shipyard, Building 21 is an addition to Building 16 **(Figures 65–66)**. It is a one-story, wood-frame, structure with a concrete slab foundation and a flat roof. Building 21, which superficially resembles Building 16, was originally a covered open-air portal containing three turnstiles and a small office. The turnstiles were removed and the north and south walls enclosed in the 1960s when it was converted into an apartment for an on-site security guard. The windows were replaced in 2009–10 and the north façade is now concealed behind fencing. The heavily altered building is now used as an architect's office.

Figure 65. Building 21; north and west façades, view toward southeast, 2016.

Figure 66. Building 21; south and west façades, view toward southeast, 2017.

Buildings 22, 23, and 24; 1813 Clement Avenue, 1923

Buildings 22, 23, and 24 retain a low degree of integrity from the World War II period. They are contributors to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but they are not contributors to the historic district documented in this report. Designed by General Engineering & Dry Dock Co. staff and built in 1923, Buildings 22, 23, and 24 comprise a complex of three structures that originally housed a plate shop, flange shop, and welding shop, respectively **(Figures 67–69)**. Together, they constitute a large, one-story, timber-frame, metal-clad warehouse complex with a concrete slab foundation and a compound gable roof. Building 22 is the largest of the three, with Buildings 23 and 24 forming additions on its west side. Heavily remodeled, the complex is presently largely windowless, with a few aluminum storefronts on Building 24. Buildings 22 and 23 have multiple freight bays, including some that contain older metal-clad "barn" doors and others with contemporary corrugated metal roll-up doors. Buildings 22 and 23 have several hollow-core metal pedestrian doors and Building 24 has glazed aluminum doors. The roof is plywood clad in asphalt shingles. The complex appears to be in fair condition. In the 1960s, large parts of the exterior, which were originally open-air, were enclosed within metal paneling to secure the building for its new use as storage. At the same time, several new sliding "barn" doors were installed on the exterior to access the storage units. New aluminum windows and storefronts were also installed around the same time on Building 24. In the 1990s, several internal partitions were built to separate Building 24 from Buildings 22 and 23 and a new commercial interior was built inside Building 24. Subsequently, the original corrugated metal roof was replaced with plywood and asphalt shingles.

Figure 67. Building 24; west facade; view toward south, 2016.

Figure 68. Building 22; east and north façades, view toward southwest, 2016.

Figure 69. Building 22; south and east façades, view toward north, 2017.

Buildings 25 and 26, 1815 Clement Avenue, 1940

Buildings 25 and 26 retain a low degree of integrity from the World War II period. They are contributors to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 but they are not contributors to the historic district documented in this report. Designed by Alben Froberg and built in 1940 by Christensen & Lyons, Buildings 25 and 26 were originally a combination template shop (Building 25) and washroom (Building 26). Both are wood-frame, plywood-clad buildings with gable roofs **(Figures 70–71)**. They are sited atop a wharf above the Oakland Estuary. Buildings 25 and 26 are fenestrated with aluminum slider windows. They have several hollow-core metal and paneled wood doors. A metal stair provides access from the parking lot to the Harbormaster's office on the second floor level of Building 25. Porches supported by timber posts wrap around portions of both buildings. Building 26 contains bathrooms and showers for people who rent slips in the Alameda Marina. The roofs of the buildings, which were originally clad in corrugated iron, are now clad in plywood and asphalt shingles. Buildings 25 and 26 appear to be in good condition. Both have been heavily remodeled, including the addition of the exterior stairs and catwalks in the 1960s, the replacement of the original windows with aluminum counterparts in the 1980s, and the replacement of the original corrugated metal siding with plywood in the 1990s. The interior of Building 25 was first remodeled in the 1960s, with later changes occurring in the 1990s.

Figure 70. Buildings 25 (left) and 26 (right); view toward north, 2016.

Figure 71. Buildings 25 (background) and 26 (foreground); view toward west, 2016.

Building 27, 1801 Clement Avenue, 1940

Building 27 retains a high degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock historic district identified by Michael Corbett in 1988 and it is a contributor to the historic district documented in this report. It also appears individually eligible for listing in the California Register under criteria 1 and 3. Likely designed by Alben Froberg and built in 1940 by Christensen & Lyons as the shipyard's hospital and clinic, Building 27 is a two-story, wood-frame, stucco-clad office building with a concrete slab foundation and a flat roof **(Figures 72–75)**. Building 27, which has a wedge-shaped plan and is fenestrated with a mixture of double-hung vinyl replacement windows and some original wood windows. It retains its original entrance, which contains a single-panel, glazed wood door with brass hardware and rectangular sidelights. Building 27 closely resembles its neighbor, the former administration building (Building 16). Designed in the Streamline Moderne style, the exterior of Building 27 is divided into horizontal bands by stucco relief moldings. The interior retains its original floorplan and many of its original finish materials. Building 27, which appears to be in good condition, is an office building leased to various tenants. Aside from some of the windows, which were replaced in 2009-10, and bathroom upgrades and ADA ramps completed at the same time, Building 27 has undergone few alterations.

Figure 72. Building 27; main entrance, 2016.

Figure 73. Building 27; north façade, view toward south, 2016.

Figure 74. Building 27; south façade, view toward northwest, 2016.

Building 28, 1805 Clement Avenue, 1940

Building 28 retains a moderate degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock historic district identified by Michael Corbett in 1988 and it is a contributor to the historic district documented in this report. Designed by Alben Froberg and built in 1940 by Christensen & Lyons as a combination warehouse and mold loft, Building 28 is a two-story-and-mezzanine, timber-frame, corrugated iron-clad warehouse/shop with a concrete slab foundation and a gable roof **(Figures 76–77)**. Building 28 features a grid-like fenestration pattern consisting of vinyl slider windows on both the north and south façades, with some historic double-hung windows and contemporary aluminum windows on the north façade. Most of the pedestrian entrances contain modern hollow-core metal doors. There are also several freight bays containing non-historic overhead doors. The roof, which was originally clad in corrugated iron, is now clad in plywood and asphalt shingles. Building 28, which appears to be in fair condition, houses several light industrial businesses, including a sailmaker. Building 28 underwent several changes in the 1980s, including the replacement of the corrugated metal roof with plywood and asphalt shingles, the replacement of most of the windows with aluminum counterparts, new doors and landings, and various interior alterations. More recent changes include the replacement of many of the remaining original windows with vinyl counterparts and the construction of a large wooden deck on the east façade in the 1990s.

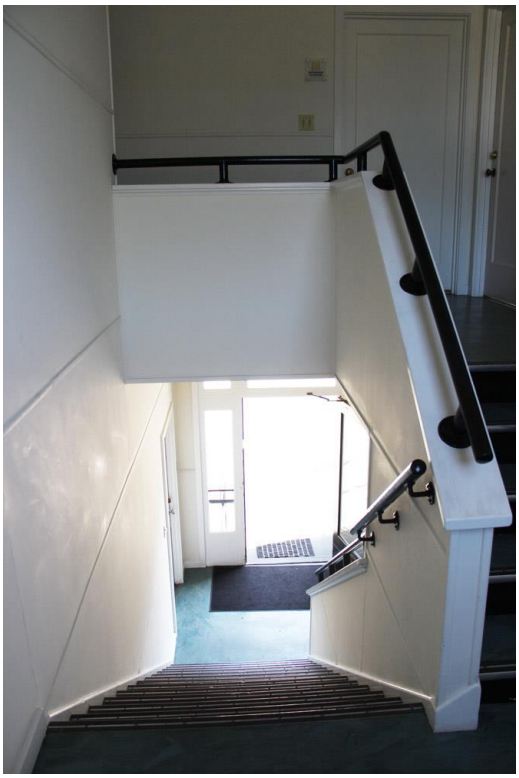

Figure 75. Building 27; stairwell, 2016.

Figure 76. Building 28; south façade, view toward northwest, 2016.

Figure77. Building 28; north and east façades, view toward west, 2016.

Building 29, 1731 Clement Avenue, 1941

Building 29 retains a moderate degree of integrity from the World War II period. It is a contributor to the potential General Engineering & Dry Dock historic district identified by Michael Corbett in 1988 and it is a contributor to the historic district documented in this report. Designed by Alben Froberg and built in 1941 by Christensen & Lyons as a general-purpose warehouse, Building 29 is a one-story, timber-frame, corrugated iron-clad warehouse with a concrete slab foundation and a gable roof **(Figures 78–79)**. Building 29 features a fenestration pattern consisting of narrow, wood hopper-sash windows that wrap around the north, west, and south façades. Many of the windows appear to be original. There are also some 1970s-era aluminum sliders. Most of the pedestrian entrances contain contemporary hollow-core metal doors. There are also several freight bays containing wood and metal-clad, sliding "barn" doors on the north façade and a roll-up metal door on the south facade. The roof, which was originally clad in corrugated iron, is now clad in plywood and asphalt shingles, though, unlike many World War II-era buildings on the Alameda Marina property, it retains its roof-mounted "mushroom" ventilators. Building 29, which appears to be in fair condition, houses a sporting goods store. Building 29 underwent several changes in the 1970s and 1980s, including the replacement of the corrugated metal roof with asphalt shingles, the replacement of several windows with aluminum counterparts, new doors and landings, and various interior alterations.

Figure 78. Building 29; south façade, view toward west, 2016.

Figure 79. Building 29; north façade, view toward east, 2016.

Building 30, 2041 Clement Avenue, 1980

Built in 1980, Building 30 it is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. Building 30 is a small octagonal, wood-frame guard shack located just inside the main entrance near Gate 7 **(Figure 80)**. According to Pacific Shops, Inc. staff, it was relocated to its present site ca. 1980 from somewhere outside the Alameda Marina property. It is clad in rustic siding with wood and aluminum slider windows. Adjoining it to the west is a concrete planter containing several trees.

Figure 80. Building 30; view toward southeast, 2016.

Building 31, 2033 Clement Avenue, 1942

Building 31 retains a low degree of integrity from the World War II period. Located in the East Yard, it is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. Built or moved to the site in 1942 by the Pacific Bridge Co. as a dormitory for shipyard workers, Building 31 is a two-story, wood-frame, aluminum siding-clad office building with a concrete slab foundation and a shallow-pitch hipped roof **(Figures 81–82)**. Building 31 features a grid-like fenestration pattern consisting of 1960s-era aluminum slider windows. It has several 1960s-era hollow-core wood doors on all four sides of the building, with possibly one original panel door on the second floor level of the south façade. An open-riser metal stair provides access to the second floor level on the north façade. There is also a pair of contemporary two-level wood porches on the south and east façades. The roof is plywood or board sheathing clad in asphalt shingles. Building 31, which appears to be in good condition, is now an office building leased to several tenants. It appears to have been remodeled in the 1960s, which is probably when the aluminum siding was applied over the original wood siding and the aluminum windows installed. The interior was remodeled as offices after 1966 and the wood porches were added in the 1990s or 2000s.

Figure 81. Building 31; north and west façades, view toward south, 2016.

Figure 82. Building 31; south and east façades, view toward north, 2016.

Building 32, 2035 Clement Avenue, 1942

Building 32 retains a low degree of integrity from the World War II period. Located in the East Yard, it is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. Built in 1942 as a warehouse by the Pacific Bridge Co., Building 32 is a one-story-and-mezzanine, wood-frame, plywood-clad shop/office building with a concrete slab foundation and a flat roof **(Figures 83–84)**. Building 32 is fenestrated with a semi-regular pattern of vinyl and aluminum slider windows. It has several hollow-core man doors and multiple freight bays containing metal roll-up doors. It has a small, one-story addition on the south wall. Building 32, which appears to be in good condition, is leased to an auto repair business. Building 32 was heavily remodeled during the 1990s, including the replacement of the original corrugated metal siding with plywood and the replacement of the original windows with aluminum and vinyl counterparts. The interior was also remodeled in the 1990s, although it appears to retain some original interior elements and materials.

Figure 83. Building 32; south and east façades, view toward northwest, 2016.

Figure 84. Building 32; south and west façades, view toward northeast, 2016.

Buildings 33 and 34, 2037 and 2039 Clement Avenue, 1940

Buildings 33 and 34 retain a low degree of integrity from the World War II period. Located in the East Yard, they are not contributors to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and they are not contributors to the historic district documented in this report. Built in 1940 by the Pacific Bridge Co. as a pair of identical shops, Buildings 33 and 34 are both one-story-and-mezzanine, wood-frame, plywood-clad warehouse/shop structures with concrete slab foundations and bowstring truss roofs **(Figures 85–86)**. The buildings are fenestrated with a combination of original multi-lite steel industrial windows and later anodized aluminum sliders. Both buildings have hollow-core man doors and multiple freight bays containing metal roll-up doors. Buildings 33 and 34, which appear to be in good condition, are leased to an auto repair shop and Svendsen's Metal Works. Both buildings were remodeled during the 1990s, including the replacement of the original corrugated metal siding with plywood and the addition and/or replacement of many of the original steel industrial windows with aluminum sliders. In contrast, the industrial interiors of both buildings are still largely intact.

Figure 85. Buildings 33 (left) and 34 (right); view toward southwest, 2016.

Figure 86. Buildings 33 (right) and 34 (left); view toward northeast, 2017.

Building 35, 2041 Clement Avenue, 1980

Figure 87. Building 35; view toward southeast, 2016.

Built in 1980, Building 35 is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. Located in the East Yard, Building 35 is a one-story, metal-frame, metal-clad, prefabricated shop constructed in 1980 **(Figure 87)**. It has a concrete slab foundation and a shallow-pitch gable roof. The utilitarian structure has several aluminum slider windows and metal roll-up doors. Building 35, which is used as a manufacturing facility, appears to be in good condition.

Building 36, 1849 Clement Avenue, 1985

Built in 1985, Building 36 is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. Building 36 is a one-story, metal-clad, metal-frame commercial building that is in use as a retail store **(Figure 88)**. It has a concrete slab foundation and a shallow-pitch gable roof. The utilitarian structure has aluminum awning-sash windows and glazed metal doors. Building 36, which serves as a chandlery, or maritime supply store, for Svendsen's Boat Works, appears to be in good condition.

Figure 88. Building 36; view toward southwest, 2016.

Building 37, 2027 Clement Avenue, ca. 1907

Building 37 has a low degree of integrity from the World War II period. Located in the East Yard, it is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. Built in 1907 and moved to its present location by the Pacific Bridge Co. ca. 1945, Building 37 is a one-story-over-basement, wood-frame, plywood-clad office **(Figures 89–90)**. The heavily remodeled Period Revival bungalow has a concrete perimeter foundation and a hipped roof with a hipped-roof dormer at the front. The building retains none of its original cladding materials or detailing. The original wood siding was replaced with plywood siding ca. 1980 and the majority of the double-hung wood windows were replaced with vinyl counterparts ca. 2000. All of the dwelling's original ornament has been removed as well.

Figure 89. Building 37; south and east façades, view toward north, 2016.

Figure 90. Building 37; north and east façades, view toward southwest, 2016.

Graving Dock, ca. 1940

The graving dock retains a low degree of integrity from the World War II period. Located in the East Yard, it is not a contributor to the potential General Engineering & Dry Dock Co. historic district identified by Michael Corbett in 1988 and it is not a contributor to the historic district documented in this report. The graving dock was built ca. 1942 by the Pacific Bridge Co. In the early 1960s, the graving dock was used to construct the Webster Street Tube.[10] It is a simple structure composed of concrete bulkheads with a concrete walkway along the west end **(Figures 91–92)**. The graving dock, which is now used for storing floats, appears to be in very poor condition. It is missing its original control facilities and several other outbuildings that appear on the 1948 Sanborn Map.

Figure 91. Graving dock; view toward southwest, 2016.

Figure 92. Graving dock; view toward northeast, 2016.

[10] "New Tube Taking Shape," *Oakland Tribune* (August 10, 1960), E19.

V. Property History

A. Brief History of Shipbuilding in Alameda

Alameda has played an important part in the Bay Area shipbuilding industry since the late nineteenth century. The completion of the Transcontinental Railroad to Alameda in 1869, and two months later to Oakland, led to the Oakland Estuary becoming the second-most important port in California after San Francisco. The Estuary was shallow, and the presence of sand bars prevented most deep-sea vessels from making their way very far in except at high tide. Dredging began in 1874, and by 1887, large-draft vessels could anchor on both sides of the Estuary as far as east as Webster Street.[11] The completion of these improvements made the Estuary suitable for several shipping and fishing fleets, chief among them Alaska Packers, which opened a salmon cannery and built wharves for its Alaska fishing fleet on the Alameda side of the Estuary in 1893.[12]

Small-scale boatbuilding had begun in Alameda as early as the 1880s, but it took large-scale dredging activity in the late 1880s to make the construction of large wooden vessels possible. The first builder of ocean-going vessels was William Campbell, who began building boats on San Leandro Bay in the late 1880s. In 1890, Charles G. White established Alameda's first shipyard at Alameda Point.[13] By relocating from San Francisco, White started a trend that would characterize local shipbuilding activity for the next half century. White put Alameda's nascent shipbuilding industry on the map when he launched the massive four-mast barkentine, the *Charles F. Crocker*. The next San Francisco shipbuilder to relocate to Alameda was Alexander Hay of Hay & Wright, who moved to the Alameda side of the Estuary in 1898. Hay & Wright, which specialized in four-masted lumber schooners, remained Alameda's largest shipyard into the first decade of the twentieth century.[14] In 1902, the Dickie Brothers opened a shipyard in Alameda to construct ferries for the Key System, a privately owned provider of light rail and ferry service in Alameda and Contra Costa Counties.[15]

The completion of the Tidal Canal in 1903, which extended the Estuary from Oakland Outer Harbor to San Leandro Bay, and incidentally made Alameda an island, created additional deep water sites suitable for shipbuilding and repair along Alameda's northern waterfront. Between 1903 and the entry of the United States into World War I, several new yards opened along the Estuary, chief among them the new Barnes & Tibbitts yard, which opened at Alameda Point in 1914, and then relocated to the Estuary in 1917.

World War I was a watershed period for shipbuilding in Alameda, as the sudden demand for modern steel ships put the output of local shipyards in demand. In 1916, Bethlehem Steel took over the young United Engineering Works shipyard in Alameda. Bethlehem, which renamed the facility the Alameda Plant of the Union Iron Works, greatly expanded the shipyard, which was located on the Estuary east of Webster Street.[16] Bethlehem's Alameda yard specialized in oil tankers, building 16 in 1918 alone.[17] World War I also witnessed the relocation of Barnes & Tibbitts from Alameda Point to the Estuary and its expansion to meet a growing number of U.S. government contracts.

[11] Imelda Merlin, *Alameda: A Geographical History* (Alameda, CA: The Alameda Free Library, 1977), 84.
[12] Ibid.
[13] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, Charles G. White," *The Alameda Journal* (January 12, 1989), 14.
[14] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, Hay & Wright," *The Alameda Journal* (January 19, 1989).
[15] Imelda Merlin, *Alameda: A Geographical History* (Alameda, CA: The Alameda Free Library, 1977), 85.
[16] Woody Minor, "A Maritime History of Alameda: The Shipbuilders: World War I," *The Alameda Journal* (February 2, 1989), 13.
[17] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, The 1920s: James Roberson, General Engineering & Dry Dock, and A. W. de Young," *The Alameda Journal* (February 17, 1989), 13.

The wartime surge in shipbuilding in Alameda subsided during the 1920s, and especially the 1930s, when the Depression crippled the American shipbuilding industry. During these two decades, Alameda's shipyards scaled back their operations, concentrating on overhaul and repair work. Indeed, business became so slow that Bethlehem's Alameda yard essentially closed down in 1923, opening only occasionally to take on individual repair jobs. Ferries, a mainstay of peacetime shipbuilding in the Bay Area, kept Barnes & Tibbitts busy, a category of business that continued to keep the yard busy after San Francisco's General Engineering & Dry Dock Co. purchased Barnes & Tibbitts in 1922. Several smaller yards opened on the Estuary in the 1920s, including James Robertson's yard at the foot of Grand Street. Robertson built five auto ferries there between 1920 and 1924.[18]

Activity at Alameda's shipyards picked up again in the late 1930s with American involvement in World War II appearing more likely with each passing day. Bethlehem's Alameda yard and General Engineering & Dry Dock Co. embarked upon major expansion campaigns between 1938 and 1942. In addition, several new yards opened or relocated to Alameda, including United Engineering Co., Pacific Bridge Co., and W. F. Stone & Co. During its peak year of production in 1944-45, Bethlehem's Alameda yard employed some 6,200 workers. During the war, Bethlehem's Alameda yard repaired over 1,000 vessels, as well as building 10 P-2 troop transports, massive ships that were designed to be converted into passenger liners after the war **(Figure 93)**. Meanwhile, Pacific Engineering Co., Pacific Bridge Co., General Engineering & Dry Dock Co., and W.F. Stone & Co. concentrated on smaller military craft, including cutters, minesweepers, net tenders, patrol boats, and barges.[19] Alameda's population tripled as tens of thousands of defense workers moved to the island city to take jobs at one of the shipyards or at the newly completed Naval Air Station– Alameda.

Figure 93. P-2 troop transports being outfitted at Bethlehem, Alameda, ca. 1945.
Source: Wayne Bonnett, *Build Ships!*

[18] Ibid.
[19] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, World War II: Bethlehem and General Engineering & Dry Dock," *The Alameda Journal* (February 24, 1989), 10-A.

World War II ended in August 1945, and the Bay Area shipbuilding industry, which had employed tens of thousands of workers in a crescent-shaped complex stretching from South San Francisco to Vallejo, again became a peacetime casualty. In addition to the six "Emergency" yards sponsored by the U.S. Maritime Commission, including Henry J. Kaiser's Richmond Yards 1-4, Bechtel Corporation's Marinship, and the Belair Shipyard in South San Francisco, which all closed within a year, many of the older legacy yards found themselves without enough new work to keep going.[20] In addition to federal contracts drying up, there was a tremendous surplus of ships of all types, meaning that most yards, if they were going to survive, had to focus on conversions and repair. Nevertheless, even this work was finite, and the weaker private yards quickly folded or entered long periods of dormancy.

In Alameda, Bethlehem's Alameda yard and General Engineering & Dry Dock Co. were the first to close–both in 1948. These two dormant yards were subsequently purchased by the U.S. government, which folded them into what it called the "Alameda Naval Industrial Reserve Shipyard."[21] Two other yards continued into the postwar era, including Pacific Engineering Co., which eventually diversified into a range of steel products at its plant at Oak Street and Clement Avenue, and Todd Shipyard Corporation's Alameda yard adjoining NAS Alameda. In 1981, Pacific Engineering Co. moved to Mississippi and Todd Co. moved to Seattle. Today, Bay Ship & Yacht Co. continues to do business at the former Todd yard at 2900 Main Street. Since the old W.F. Stone & Co. yard at 2517 Blanding Avenue closed in 2004, Bay Ship & Yacht and Svendsen's Marine are the last active boat repair businesses in Alameda. In recent months, Bay Ship & Yacht acquired Svendsen's Marine and it plans to consolidate its operations at 2900 Main Street.

B. History of Alameda Marina Property

According to the 1897 Sanborn Maps, what is now the Alameda Marina consisted of several dozen undeveloped house lots. The 1910 Sanborn Maps show similar conditions. In 1917, Walter G. Tibbitts, owner of W. G. Tibbitts & Co. shipyard at Alameda Point, entered into a partnership with Daniel and James Barnes of San Francisco. The new firm, Barnes & Tibbitts, purchased 18 acres of undeveloped tidal marshlands along Clement Avenue, between Grand and Chestnut Streets, and built a new shipyard **(Figure 94)**.[22] By the end of World War I, the $1.5 million facility consisted of three marine railways; an administration building; shops for machining, blacksmithing, and carpentry; and several outfitting docks. The yard was financed by the U.S. Shipping Board, a government agency established to increase domestic shipping production during World War I. The largely open-air yard employed approximately 400 workers at the height of its production in early 1918.[23] During World War I, Barnes & Tibbitts overhauled several hundred barges, tugs, steamers, and wooden sailing vessels.[24] Nothing from the Barnes & Tibbitts period survives today on the Alameda Marina property.

[20] Christopher VerPlanck, *Marinship Historic Context Statement* (Unpublished report prepared for the Sausalito Planning Department, June 2011), 12-13.
[21] Ibid.
[22] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, World War I: Barnes & Tibbitts and Others," *The Alameda Journal* (February 16, 1989).
[23] Michael Corbett and Mary Hardy, Historic Resources Inventory: "General Engineering and Dry Dock Co." (Unpublished report prepared for the Alameda Planning Department, June 10, 1988), Continuation Sheet 2.
[24] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, World War I: Barnes & Tibbitts and Others," *The Alameda Journal* (February 16, 1989).

Figure 94. Barnes & Tibbitts shipyard under construction, 1917. Source: Oakland Public Library.

In 1922, General Engineering & Dry Dock Co., a San Francisco-based ship repair company, bought the Barnes & Tibbitts yard in Alameda. General Engineering was founded two years earlier by George A. Armes, an experienced shipbuilder who had managed the expansion of Moore Shipbuilding Co. in Oakland during World War I.[25] The new owner expanded the yard to 26 acres and built a plate shop, four outfitting piers, a floating dry dock, and two marine railways.[26] Three of the oldest buildings on the site today –Buildings 22, 23, and 24–date from this period.[27] General Engineering & Dry Dock Co.'s Alameda yard specialized in building and overhauling ferries and other small and medium-sized vessels. One of its biggest contracts during the 1920s was the construction of five diesel-electric automobile ferries for the Golden Gate Ferry Co., which operated the lucrative San Francisco-Sausalito run. It also built at least one steel-hulled ferry for the Northwestern Pacific Railroad.[28] During the latter half of the 1920s, General Engineering continued to improve its Alameda shipyard, adding a blacksmith shop, a pipe shop, a boiler shop, and a carpenter shop. Not one of these buildings survives today.[29] During the early 1930s, General Engineering began building cutters for the U.S. Coast Guard, completing eight by the end of the decade.[30]

What is now the East Yard section of the Alameda Marina was first developed as a shipyard in the 1920s, when Andrew W. de Young leased land at the foot of Chestnut Street, right next to General Engineering & Dry Dock Co., and began building patrol boats for the U.S. government to pursue Prohibition-flouting bootleggers. De Young built 10 75-foot-long cutters in 1924-25 alone.[31]

[25] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, The 1920s: James Robertson, General Engineering & Dry Dock, and A. W. de Young," *The Alameda Journal* (February 23, 1989).
[26] Ibid.
[27] Michael Corbett and Mary Hardy, Historic Resources Inventory: "General Engineering and Dry Dock Co." (Unpublished report prepared for the Alameda Planning Department, June 10, 1988), Continuation Sheet 2.
[28] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, World War I: Barnes & Tibbitts and Others," *The Alameda Journal* (February 16, 1989).
[29] Building 37, which was built around 1907, is likely the oldest building on the property. It, however, was part of the former Pacific Bridge Co. shipyard next-door and moved to its existing site ca. 1950.
[30] Wayne Bonnett, *Build Ships: San Francisco Bay Wartime Shipbuilding Photographs: 1940-1945.* (Sausalito: Windgate Press, 1999), 20-21.
[31] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, World War I: Barnes & Tibbitts and Others," *The Alameda Journal* (February 16, 1989).

In 1940, with war clouds looming on the horizon, General Engineering & Dry Dock, with financial assistance from the U.S. Maritime Commission, embarked on its next major expansion. The initial $400,000 project included enlarging the existing plate and machine shops (Buildings 22, 23, and 24), resurfacing the yard in asphalt, adding marine railways, rebuilding several bulkheads and wharves, and renovating an existing warehouse. Between 1940 and 1942, General Engineering also constructed approximately 23 new buildings, including two new warehouses (Buildings 1 and 29); a riggers' loft/machine shop (Building 19); a dockman's building (Building 25), a new administration building containing offices for executives and sales, quarters for U.S. government inspectors, and workspace for drafters (Building 16); a hospital (Building 27); a mold loft and warehouse (Building 28); as well as about a dozen other smaller shops and storage buildings. Alben Froberg, a prominent Oakland architect, designed most of these buildings.[32] In 1943, the Navy built a 550'-long dry dock between the existing slipways and marine rails. [33]

General Engineering & Dry Dock Co. built and repaired some 4,000 vessels at its Alameda yard between Pearl Harbor and D Day.[34] It built 25 minesweepers and submarine net tenders for the Navy and several cutters for the Coast Guard.[35] Functionally speaking, the shipyard was divided into three sections, with most new shipbuilding taking place on the western half of the site, on slipways 1-4. Meanwhile, ship repair occurred on the central and eastern parts of the site, where the massive dry dock and marine rails were located. Using these facilities, vessels were floated or hauled out of the Estuary so that they could be overhauled and/or repaired from adjoining scaffolding. "Whirley" cranes ran on tracks running parallel to the slipways and the dry docks. All non-industrial functions, including administration, drafting, hiring, warehousing, and medical care, were accommodated in several buildings lining Clement Avenue. The continuous line of buildings acted as a fence, preventing unauthorized members of the public from trespassing or observing classified operations. Siting non-industrial buildings along Clement Avenue also kept non-production staff from getting in the way of the shipwrights and laborers, as well as reducing vehicle congestion in the most critical parts of the yard. All employees were funneled into the site through a gatehouse (Building 16) containing turnstiles and punch clocks **(Figure 95)**.

In February 1945, with support of the U.S. Maritime Commission, General Engineering & Dry Dock acquired the adjoining 11-acre Pacific Bridge Co.'s Yard No. 1 on Clement Avenue. The "East Yard," as it became known, consisted of a graving dock, a machine shop, a plate shop with a mold loft upstairs, three warehouses, a dormitory for shipyard workers, and an office building. Because there was not enough room on the small property for conventional slipways, Pacific Bridge. Co. built its vessels in a graving dock, which would be flooded when the vessel was ready to be launched.[36] Though greatly altered, several buildings in the East Yard survive from the World War II period, including Buildings 31, 32, 33, 34, and 37. The 1948 Sanborn Maps illustrate the entire General Engineering & Dry Dock Co. yard as it appeared not long after World War II **(Figures 96–97)**.

[32] Susan Dinkelspiel Cerny, *An Architectural Guidebook to San Francisco and the Bay Area* (Layton, UT: Gibbs-Smith, 2007), 297.
[33] Corbett, Continuation Sheet 2.
[34] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, The 1920s: James Robertson, General Engineering & Dry Dock and A.W. de Young," *The Alameda Journal* (February 17, 1989), 14.
[35] "Business Men want More," *San Francisco Chronicle* (August 5, 1940), 3.
[36] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, World War II: Bethlehem and General Engineering & Dry Dock," *The Alameda Journal* (February 24, 1989), 10-A.

Figure 95. Undated photograph of the main gate at General Engineering & Dry Dock Co., ca. 1945. Source: Pacific Shops, Inc.

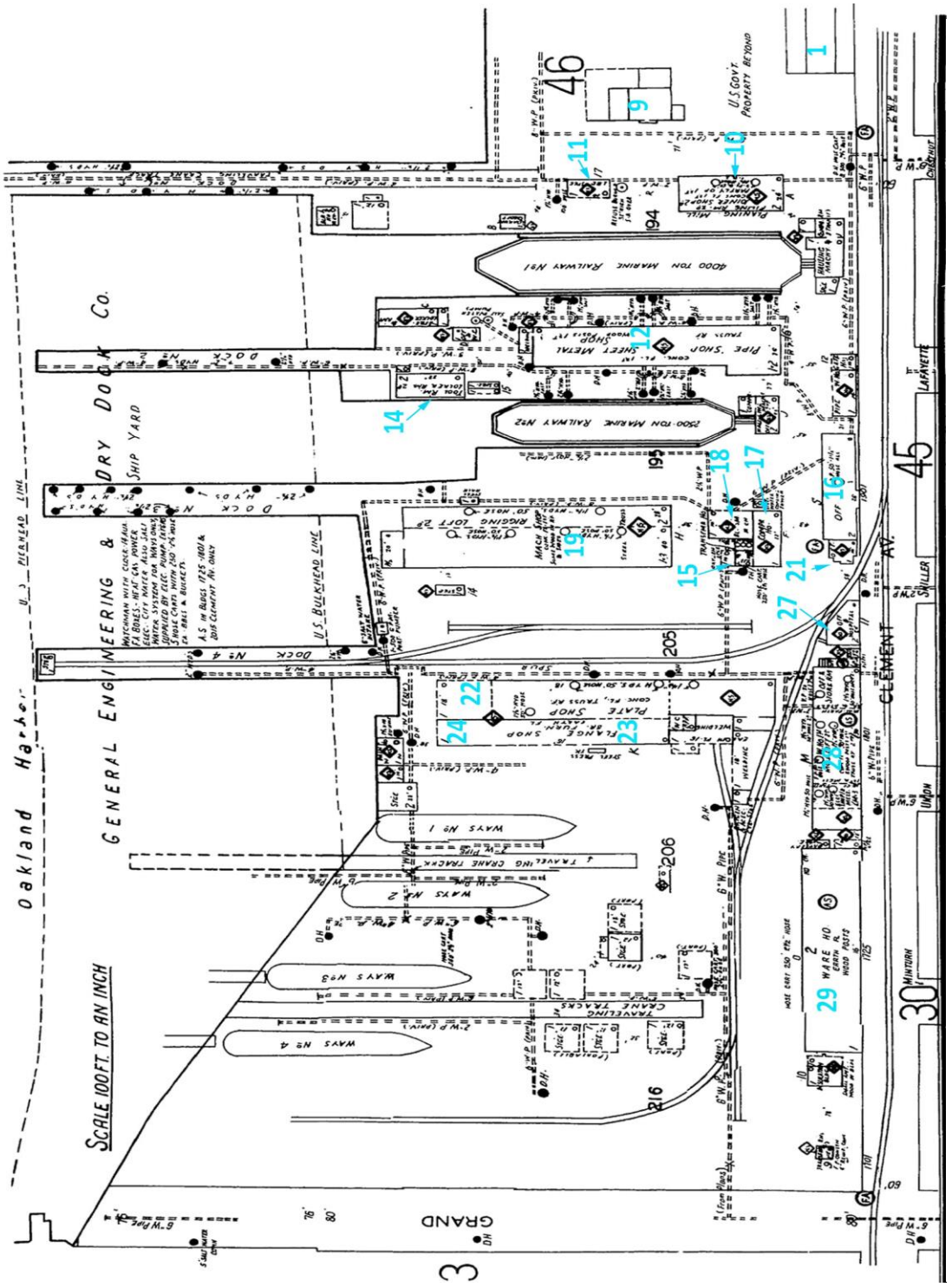

Figure 96. 1948 Sanborn Map, showing the General Engineering & Dry Dock Co. yard. Surviving buildings are identified by their modern numbers

In 1946, after a bitter strike, George Armes and James Young sold General Engineering & Dry Dock Co.'s Alameda yard to the Loyola University Foundation for $7,500,000. Business remained steady for the first two years after the sale, with the shipyard employing 1,140 workers.[37] After a sudden drop-off in contracts for new vessels, management abruptly closed the yard in 1948.[38] The U.S. Government subsequently bought the property, as well as the nearby Bethlehem Alameda yard, and folded them into the "Alameda Naval Industrial Reserve Shipyard," with the idea that they could be reopened quickly if there was a national emergency.[39] The facility remained unused for four years, until 1952, when George and Thomas Plant leased the former General Engineering & Dry Dock yard from the U.S. government. The Plant brothers operated a small ship repair business called Independent Engineering & Dry Dock Co. The business, which occupied only a small portion of the yard, employed between 75 and 100 workers. It closed in 1953, and in 1954, Moore Dry Dock leased the entire yard to supplement its cramped facility on the opposite side of the Oakland Estuary, at the foot of Adeline Street in Oakland. Moore Dry Dock constructed at least one ferry for the San Diego-Coronado Ferry Co. at the Alameda yard and repaired several others.[40] A series of aerial photographs taken of the yard in the mid-1950s show what the property looked like around the time that Moore Dry Dock operated it **(Figures 98–99)**.

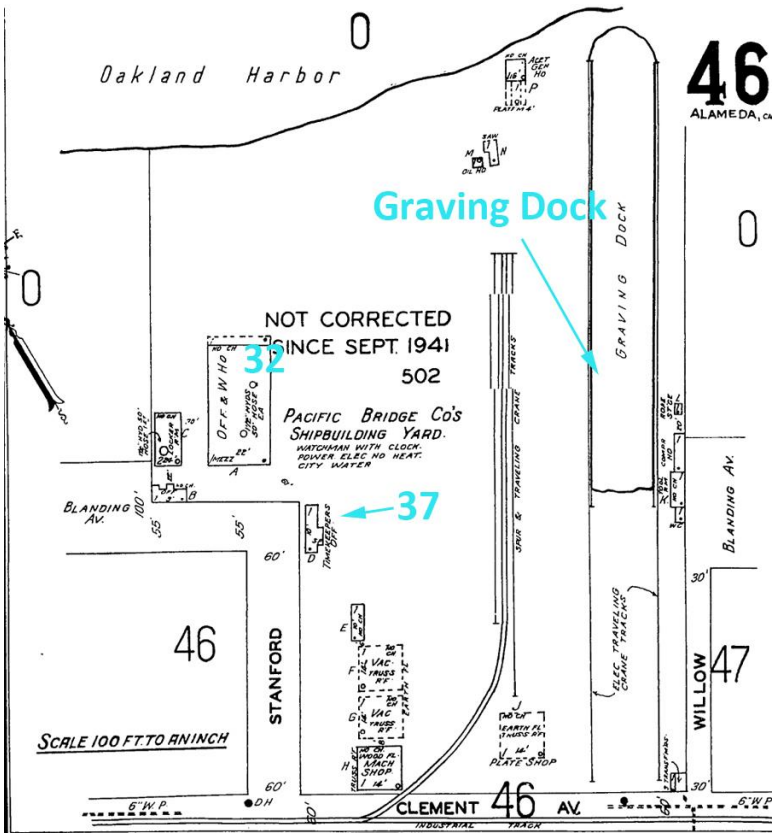

Figure 97. 1948 Sanborn Map showing the former Pacific Bridge Co. yard (East Yard).

[37] Michael Corbett and Mary Hardy, Historic Resources Inventory: "General Engineering and Dry Dock Co." (Unpublished report prepared for the Alameda Planning Department, June 10, 1988), Continuation Sheet 4.
[38] Woody Minor, "A Maritime History of Alameda: The Shipbuilders, World War II: Bethlehem and General Engineering & Dry Dock," *The Alameda Journal* (February 24, 1989), 10-A.
[39] Michael Corbett and Mary Hardy, Historic Resources Inventory: "General Engineering and Dry Dock Co." (Unpublished report prepared for the Alameda Planning Department, June 10, 1988), Continuation Sheet 4.
[40] Ibid.

In 1957, Moore Dry Dock shut down its operations at the Alameda yard due to lack of business. Four years later, Moore Dry Dock closed its Oakland plant and went out of business altogether. The final closure of shipyard particularly affected the City of Alameda, a largely residential city without a major commercial or industrial tax base. As a government-owned parcel, the shipyard was exempt from property taxes, and without any employees or sales revenues, the property had become an economic drain on the city. It was also fast becoming a physical blight, with deteriorating buildings and facilities. During the late 1950s, the U.S. government demolished several piers on the site, citing their obsolescence and hazardous impacts to nearby maritime operations in the Estuary.[41] It also began auctioning off machinery and equipment and cleaning up long-accumulated debris.

Figure 98. Ca. 1955 aerial photograph showing the former General Engineering & Dry Dock Co. Shipyard; view toward northwest. Source: Pacific Shops, Inc.

[41] "Navy to Raze Shipyard Here," *Alameda Times-Star* (July 12, 1957).

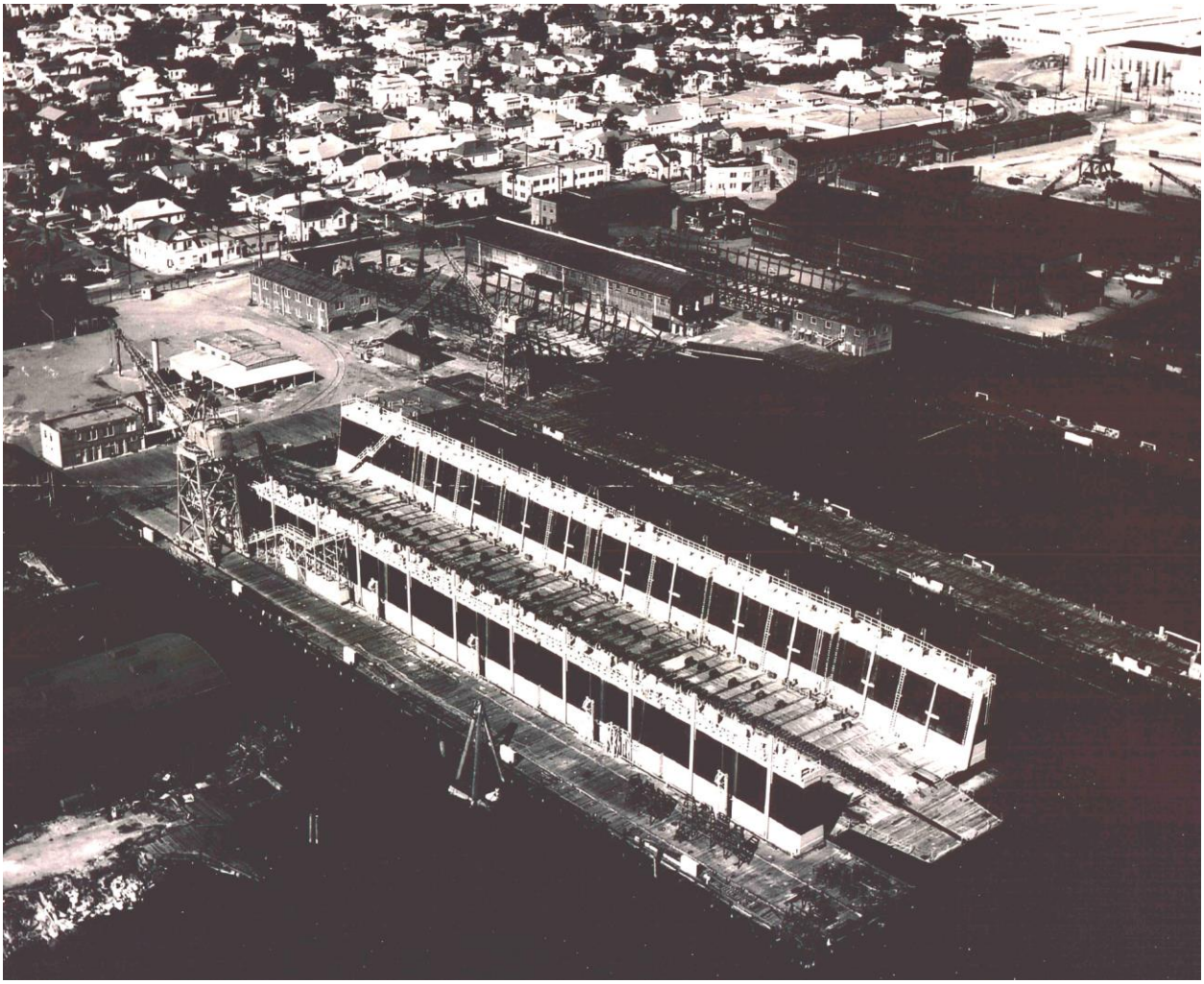

Figure 99. Ca. 1955 aerial photograph showing the former General Engineering & Dry Dock Co.; view toward south. Source: Pacific Shops, Inc.

In 1959, the U.S. government declared the Alameda Naval Industrial Reserve Shipyard surplus property and put it up for sale. In 1962, Pacific Shops, Inc. bought the former General Engineering & Dry Dock yard for $517,000 and leased it to its own subsidiary, Pacific Ship Repair of San Francisco.[42] Pacific Shops, Inc. restored a minimal amount of ship repair business to the property for several years, employing several dozen men–mostly carpenters and caulkers.[43] One month later, the federal government sold off the portable dry dock, which Pacific Ship Repair did not need. In 1966, the City of Alameda purchased the westernmost portion of the property facing Grand Street to build a municipal power station. During the mid-1960s, as ship repair continued to decline in importance in the Bay Area, several non-maritime businesses leased space on the property. In 1966, Pacific Shops, Inc. opened a small marina on the western part of the property. To build the marina, it removed the four remaining slipways, filled the sloping ground to street grade, and demolished the remaining finger piers.[44] Aerial photographs from 1966 and 1967 show these changes as they were underway **(Figures 100–101)**.

[42] Don Felix Elizalde, "Pac. Ship Repair Linked to Deal," *Alameda Times-Star* (April 4, 1962).
[43] "Ship Repair Work Here Slated Soon," *Alameda Times-Star* (April 26, 1962).
[44] "Boating Center Opens First Unit," *Hayward Daily Review* (May 9, 1959).

Figure 100. Ca. 1966 aerial photograph showing the first phase of construction of the Alameda Marina before filling; view toward southeast.
Source: Pacific Shops, Inc.

Figure 101. 1967 aerial photograph showing the Alameda Marina after filling; view toward southwest.
Source: Pacific Shops, Inc.

Unlike most World War II-era shipyards in the Bay Area, several of which were demolished in the postwar era, Pacific Shops, Inc. kept the majority of the former General Engineering & Dry Dock Co. buildings even after it demolished the slipways, marine rails, and finger piers. Indeed, it kept most of the former administration buildings and warehouses along Clement Avenue and the shops and sheds along the Estuary and rented them to a variety of businesses that needed flexible and inexpensive industrial and/or office space. Much like the former Marinship shipyard in Sausalito, Alameda's General Engineering & Dry Dock shipyard became an ad hoc industrial park, with a mixture of non-maritime industrial; maritime industrial, including ship repair, sail making, and outboard engine repair; recreational; and office uses.

Today, maritime industrial uses continue on portions of the Alameda Marina property. The centerpiece is Svendsen's Boat Works. Established by a Danish immigrant named Svend Svendsen, Svendsen's Boat Works relocated to the former General Engineering & Dry Dock shipyard site in 1966. This business, which has remained at this location for 50 years, performs small boat repair, haul-outs and painting, and operates a chandlery, or marine supply business. It continues to occupy Buildings 12, 34, and 36. Svendsen's Marine was recently acquired by Bay Ship & Yacht, which plans to consolidate its operations on its property at 2900 Main Street in 2018.Several other maritime businesses lease portions of the site today, including Hogin Sails, Doyle Sail Makers, DOER Marine Operations, Stem to Stern Yacht Maintenance, and the Alameda Marina itself. Many other non-maritime businesses lease portions of the site, including Bowles-Langley Technology, Reddit Gifts, Electric Motorsports, the Hot Rod Shop, Pacific Northwest Painters & Construction, Aaron Equipment, and Fasco Fasteners.

C. Alben R. Froberg (1890-1968)

Alben Randolph Froberg was born in Eureka, California on May 9, 1890 to Swedish-speaking Finnish immigrant parents, John and Hannah Froberg.[45] After graduating high school in Eureka, Froberg attended UC Berkeley, where he studied architecture under John Galen Howard.[46] He received his architect's license in 1915, and in 1920, he was employed as a draftsman by the San Francisco architect Frederick Whitton. Froberg established his independent firm in 1925 and in that year, he designed his first building as a solo practitioner, the Laher Auto Spring Company factory at 2619 Magnolia Street in Oakland.[47] In July 1926, Froberg moved his office from Pine Street in San Francisco to 17th Street in Oakland, where he remained for the rest of his career.[48]

Froberg's practice specialized in industrial building design, and he designed many for various Bay Area clients, including Marshall Steel, Pacific Steel Casting, Philadelphia Quartz, and Safeway Stores.[49] He also executed a number of remodels and new commercial buildings in the Streamline Moderne style, including the W. P. Fuller & Co. Warehouse Annex and the West Office Exhibition Center in Oakland, which is in the National Register as a contributor to the Oakland Waterfront Warehouse District.[50] Other notable designs by Froberg include a Streamline Moderne factory at 708 Addison Street in Berkeley, built in 1946 for Chal-

[45] "Alben R. Froberg" Oakland Wiki, http://oaklandwiki.org/Alben_R._Froberg, accessed October 12, 2015.
[46] "Architect's Roster Questionnaire: Alben Froberg", AIA Historical Directory of American Architects, AIA website, accessed at http://public.aia.org/sites/hdoaa/wiki/AIA%20scans/Rosters/FrobeAlben_roster.pdf on June 22, 2014.
[47] "Spring Maker Opens Plant Here" *Oakland Tribune*, January 3, 1926.
[48] "Architects Move", *The Architect and Engineer*, June 1926, 118.
[49] Daniella Thompson and BAHA Staff, "Kawneer Manufacturing Co.", Berkeley Architectural Heritage Association website, http://berkeleyheritage.com/berkeley_landmarks/kawneer.html, accessed October 14, 2015.
[50] Wilda L. White, "National Park Service, National Register of Historic Places Registration Form, Oakland Waterfront Warehouse District" entered into the National Register, April 24, 2000, accessed online at http://pdfhost.focus.nps.gov/docs/NRHP/Text/00000361.pdf, June 6, 2014.

lenge Creamery (now Takara Sake), and the two-story flatiron commercial building at 1601 San Pablo Avenue in Oakland, built in 1950 and initially occupied by a coffee shop (now I. B.'s Hoagies and Cheesesteaks).[51]

In 1946, Froberg became as the president of the East Bay Association of Architects, and by 1950, he had reached the pinnacle of his professional career. In the first two years of the 1950s, Froberg's office designed an aircraft plant in Los Angeles, a research building in Whittier, an ordnance plant in Richmond, and several large projects in Oakland, including a waxed paper plant, a filter manufacturing plant, and a storefront factory, as well as several other smaller projects.[52] Over a career that spanned more than 30 years, Froberg is known to have designed about 30 buildings within Oakland, and countless buildings throughout the Bay Area.[53] Froberg died in Oakland in 1968 at the age of 78.

VI. Property Evaluation

VerPlanck Historic Preservation Consulting evaluated the potential eligibility of the Alameda Marina property for listing in the California Register of Historical Resources (California Register).

A. California Register of Historical Resources

The California Register is an authoritative guide to significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties (both listed and formal determinations of eligibility) are automatically listed. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. These include properties identified in historical resource surveys with Status Codes of 1 to 5 and resources designated as local landmarks or listed by city or county ordinance. The eligibility criteria used by the California Register are closely based on those developed by the National Park Service for the National Register of Historic Places (National Register). In order to be eligible for listing in the California Register a property must be demonstrated to be significant under one or more of the following criteria:

> **Criterion 1 (Event):** Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
>
> **Criterion 2 (Person):** Resources that are associated with the lives of persons important to local, California, or national history.
>
> **Criterion 3 (Design/Construction):** Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
>
> **Criterion 4 (Information Potential):** Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

[51] "$370,000 to be Spent on Dairy Plant" The Berkeley Daily Gazette, September 14, 1946.
[52] "Architect's Roster Questionnaire: Alben Froberg".
[53] Wilda L. White, "National Park Service, National Register of Historic Places Registration Form, Oakland Waterfront Warehouse District"

Criterion 1

A portion of the Alameda Marina property appears eligible for listing in the California Register under Criterion 1 (Events) as a historic district encompassing a substantial remnant of the former General Engineering & Dry Dock Co. shipyard, which is associated with World War II and the mobilization of the American home front shipbuilding industry. According to the National Park Service (NPS) Theme Study, *World War II and the American Home Front* (October 2007), properties that "best represent the wartime mobilization that occurred in the United States and its territories and possessions between 1939 and 1945…should be considered for potential inclusion in the National Park System."[54] The remnants of the General Engineering & Dry Dock Co. shipyard appear to be closely associated with at least two of the four broad themes identified in the study: "Mobilization and Its Impact" and "Labor and the Working Class in World War II."[55]

According to Wayne Bonnett, author of *Build Ships! Bay Area Shipyards during World War II*, General Engineering & Dry Dock Co. was one of the 10 most important Bay Area shipyards in operation during World War II.[56] Between 1940 and 1945, the Bay Area surged forward to become the largest shipbuilding complex that the world had ever known. A centerpiece of the United States' "arsenal of democracy," this immense, discontinuous shipbuilding complex extended in an arc from South San Francisco through San Francisco, Sausalito, Richmond, Vallejo, Oakland, and Alameda, with outposts in Napa and Stockton. The complex was anchored by several privately owned "legacy" shipyards, including Bethlehem Steel's South San Francisco, San Francisco, and Alameda yards; Moore Dry Dock in Oakland; and General Engineering & Dry Dock in Alameda. Also playing a critical role were the Mare Island Naval Shipyard in Vallejo, which specialized in building submarines and destroyers; and the mighty Hunters Point Naval Shipyard in San Francisco, which repaired battleships, cruisers, and aircraft carriers. Combining government and private enterprise, in 1941-42, the U.S. Maritime Commission sponsored and financed six privately operated "Emergency" shipyards in the Bay Area, including Henry J. Kaiser's Richmond Yards 1-4, which built destroyers and Liberty ships; Bechtel Corporation's Marinship in Sausalito, which built Liberty ships and T-2 tankers; and the Belair Shipyard in South San Francisco, which constructed concrete-hulled freighters.[57]

Very little of this important legacy survives in the Bay Area. Of the 10 shipyards cited by Bonnett, Mare Island Naval Shipyard is by far the most intact, mainly because it remained in operation until 1996. Until recently, its sister yard, the Hunters Point Naval Shipyard, was a close second, but most of it is presently being demolished by the Lennar Corporation for a new mixed-use community. Bethlehem Shipbuilding Co.'s San Francisco yard at Pier 70 (also known as Union Iron Works) is now the second-best preserved shipyard in the Bay Area, and a substantial portion of it is now being rehabilitated for commercial and light industrial uses. Approximately 30 World War II-era buildings survive at the former Marinship shipyard in Sausalito. However, like the former General Engineering & Dry Dock yard, nearly all of them have been extensively remodeled, with only their bowstring truss roofs indicating that they were originally industrial buildings. Scattered fragments of Bethlehem Shipbuilding Co.'s Alameda yard and Henry J. Kaiser's Richmond yards also remain, but that is all.

[54] Marilyn M. Harper et al, *World War II and The American Home Front: A National Historic Landmarks Theme Study* (Washington, D.C.: National Park Service, October 2007), 1.
[55] Ibid.
[56] The 10 yards include: Mare Island Naval Shipyard in Vallejo, the four Kaiser yards in Richmond, Marinship in Sausalito, Bethlehem San Francisco, Bethlehem Alameda, Moore Dry Dock in Oakland, Hunters Point Naval Shipyard in San Francisco, Western Pipe & Steel and Belair Shipyard (both in South San Francisco), and United Engineering & Dry Dock Co. in Alameda.
[57] Christopher VerPlanck, *Marinship Historic Context Statement* (Unpublished report prepared for the Sausalito Planning Department, June 2011), 12-13.

General Engineering & Dry Dock Co. is one of the least well-documented World War II-era shipyards in the Bay Area. Located on a relatively secluded site on the Oakland Estuary, the yard was not capable of building the massive Liberty ships and tankers that were launched with great fanfare at Kaiser's Richmond yards or at Bechtel's Marinship. As a result, General Engineering & Dry Dock was not as heavily covered by the press during World War II. Given its small size and the relatively shallow Estuary location, the yard was better-suited to building smaller military vessels, including minesweepers, net tenders, PT boats, and cutters. It is, however, the most intact World War II-era shipyard remaining in Alameda, which during World War II hosted five shipyards. Of these yards: Bethlehem's Alameda yard, General Engineering & Dry Dock Co., Pacific Bridge Co., W.F. Stone & Co., and United Engineering Co., General Engineering & Dry Dock is the largest single remnant. At the nearby former Bethlehem Alameda yard, the powerhouse and the four slipways remain, but they are subsumed within the 1980s-era Marina Village shopping center and have therefore lost their original historical context. Several buildings from the Pacific Bridge Co. remain on the eastern part of the Alameda Marina property, but these buildings are all heavily altered. The tiny W.F. Stone & Co. boatyard still survives essentially intact on Blanding Avenue, but it is a traditional wood boat yard and not entirely comparable to General Engineering & Dry Dock Co. The former United Engineering Co. yard, which is now in business as Bay Ship & Yacht, retains several World War II-era buildings, making it the most directly comparable property to the Alameda Marina, but much of its World War II-era fabric has also been demolished or heavily remodeled.

Based on aerial photographs, the former General Engineering & Dry Dock Co. shipyard remained essentially intact for about 20 years after World War II. The end of shipbuilding activity on the site in the early 1960s and the construction of the Alameda Marina resulted in the gradual erosion of all its historic shipbuilding infrastructure, including all four slipways on the western part of the site, the dry dock and two marine railways in the central part of the site, and all of the outfitting piers and wharves. After 1966, Pacific Shops, Inc. filled and leveled the formerly sloping area between Clement Avenue and the Estuary to build the Alameda Marina. The loss of the shipbuilding infrastructure has stymied historians who have evaluated the site in the past. In 1988, architectural historian Michael Corbett wrote of the former General Engineering & Dry Dock Co. site: "Assessing the eligibility of the General Engineering and Dry Dock Company Shipyard for the National Register is complicated by its largely intact building plant and its completely altered waterfront."[58]

The fact that so many of the former General Engineering & Dry Dock Co. buildings remain suggests that the Alameda Marina property has a greater degree of historical significance than it may seem to warrant given the site's overall lack of integrity. As discussed previously, there are substantial integrity issues with many of the World War II buildings. In general, the warehouses and administration buildings along Clement Avenue have a higher degree of integrity than the former shops that face the Estuary, making it possible to identify a compact historic district consisting of the majority of the remaining World War II-era buildings along Clement Avenue, as well as Buildings 6, 12, and 19 at the center of the site. This potential historic district is smaller than the one proposed by Michael Corbett in 1988, but it contains the best and most intact buildings and omits the buildings and portions of the site that have undergone the greatest changes. The potential historic district, whose boundaries are depicted in **Appendix Item B**, appears eligible for listing under California Register Criterion 1, with a period of significance of 1940-1945.

[58] Michael Corbett and Mary Hardy, Historic Resources Inventory: "General Engineering and Dry Dock Co." (Unpublished report prepared for the Alameda Planning Department, June 10, 1988), Continuation Sheet 4.

Criterion 2
The former General Engineering & Dry Dock facility does not appear eligible under Criterion 2 (Persons) because it is not associated with any individuals who have made any substantial contributions to local, state, or national history.

Criterion 3
Designed and built for a national emergency, most of the buildings of the former General Engineering & Dry Dock Co. shipyard employ a utilitarian architectural vocabulary. Originally built of timber or steel framing, with corrugated metal cladding, wood or metal industrial windows, and wood or metal panel doors, most of the buildings were simply corrugated metal sheds. This building type was a common feature of American industrial plant design from World War I until the early 1960s. Although corrugated iron was invented in England the early nineteenth century, its widespread use as a cladding material in the United States only began during World War I, when rapid mobilization called for expediency. Prior to this, many industrial buildings in the United States had been built of masonry for fire resistance and strength. Corrugated metal, which is typically applied to lightweight wood or steel framing, is much less substantial than masonry construction and it is not fireproof. However, it was relatively inexpensive and flexible, and especially suitable for undergoing simple modifications, relocations, or simply being demolished when it was no longer needed. Corrugated metal sheds are also good for industrial processes that do not need climate control, such as warehouses for non-perishable goods, or for processes that generate their own heat, such as blacksmiths' shops, blast furnaces, etcetera. In California, corrugated metal sheds remained popular for industrial plant design due in part to the state's mild climate and the poor performance of masonry in earthquakes.

As mentioned above, most of the corrugated metal sheds built by the General Engineering & Dry Dock Co. have been stripped and re-clad in incompatible T1-11 plywood siding, including Buildings 2, 3, 5, 7, 8, 9, 10, 11, 13, 14, 15, 17, 18, 20, 21, 25, 26, 31, 32, 33, 34, and 37. In addition, Buildings 22, 23, and 24, which were originally open-air sheds, were re-clad in a different type of metal siding that does not match the original historic corrugated metal siding. There are, however, six corrugated metal buildings that do retain the majority of their original siding, including Buildings 1, 4, 12, 19, 28, and 29. These buildings appear eligible as contributors to the potential General Engineering & Dry Dock Co. historic district as examples of a type, period, and method of construction. In addition to the corrugated metal buildings, there are three California Register-eligible office/administration buildings on the property that are finished in stucco and designed in the Streamline Moderne style, including Buildings 6, 16, and 27. These also appear eligible as contributors to the historic district as examples of a type, period, and method of construction.

Three of the district contributors appear individually eligible for the California Register under Criterion 3, including Buildings 19, 16, and 27. Building 19 is an excellent and very well-preserved example of a corrugated metal-clad maritime machine shop dating to the World War II era. Devoid of any applied ornament, the building displays its function with its exposed steel-frame structural system, corrugated metal cladding, industrial ribbon windows, clerestory roof, and open interior volume containing a gantry crane. Two other buildings, including Buildings 16 and 27 share a simple Streamline Moderne aesthetic appropriate to their non-industrial use.

Criterion 4
Analysis of the Alameda Marina under Criterion 4 (Information Potential) is beyond the scope of this report.

Integrity

In addition to qualifying for listing under at least one of the California Register criteria, a property must also retain sufficient historic integrity. The concept of integrity is essential to identifying the important physical characteristics of historical resources and hence, in evaluating adverse changes to them. According to California Office of Historic Preservation, integrity is "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance."[59] The process of assessing integrity is similar for both the California Register and the National Register. The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling and association—are used to evaluate a resource's eligibility for the California Register and the National Register. According to *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation,* these seven characteristics are defined as follows:

- *Location* is the place where the historic property was constructed.
- *Design* is the combination of elements that create the form, plans, space, structure and style of the property.
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
- *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.

The integrity of the former General Engineering & Dry Dock Co. property has been compromised by the destruction of nearly its entire World War II-era shipbuilding infrastructure and the remodeling of most of its remaining World War II-era shop buildings. Constructed quickly and inexpensively to ramp up production prior to the U.S. entry to World War II, the wood-frame, corrugated metal sheds were preserved by the Bay Area's mild climate for several decades. Nevertheless, without regular maintenance these buildings had likely reached the end of their serviceable lifespan by the early 1980s. During this decade, the property owner re-clad most of the shop buildings in an inexpensive plywood siding material known by its trade name "T1-11." The corrugated metal roofs were also replaced with plywood and asphalt shingles. Furthermore, most of the original metal and wooden windows were replaced with aluminum and vinyl sliders. In addition, most of the original wood panel doors were replaced with hollow-core metal counterparts. These alterations, in addition to making the buildings look newer was probably necessary to make them more usable and attractive to the growing number of office tenants on the property.

The nine historic district contributors listed above: Buildings 1, 4, 6, 12, 16, 19, 27, 28, and 29, look much as they did when the shipyard was in operation. But the rest of the buildings on the site bear little resemblance to their original design aside for their massing, including Buildings 2, 3, 5, 7, 8, 9, 10, 11, 13, 14, 15, 17, 18, 20, 21, 22, 23, 24, 25, 26, 31, 32, 33, 34, and 37. These buildings do not retain the aspects of design, setting, materials, workmanship, feeling, or association. They do retain the aspect of location because they have not moved.

[59] California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001), 11.

The potential General Engineering & Dry Dock Co. historic district identified in this report retains sufficient integrity to be listed in the California Register, retaining the aspects of location, design, materials, workmanship, feeling, and association. It does not retain the aspect of setting, which has been lost due to the destruction of the slipways, dry dock, marine rails, piers, and other shipbuilding infrastructure.

As mentioned previously, the potential General Engineering & Dry Dock Co. historic district identified in this report does not match the one identified in Michael Corbett's 1988 evaluation. Since 1980, 7 of the contributors he identified were re-clad in plywood, including Buildings 3, 7, 9, 10, 15, 17, and 18. In addition, Corbett evaluated several buildings as contributors that had already been re-clad in plywood, including Buildings 2, 5, 8, 11, 14, 25, and 26.[60] We do not concur with these findings given that virtually nothing remained of their original exterior materials or fenestration in 1988. In addition, Mr. Corbett did not evaluate any of the buildings on the former Pacific Bridge Co. facility, the "East Yard," including Buildings 31, 32, 33, 34, or 37 because they were not part of the General Engineering & Dry Dock property during most of World War II. We concur with Mr. Corbett's findings in this regard. Furthermore, the East Yard buildings have all been re-clad in plywood, resulting in their low integrity thresholds.

B. Status of Existing Property as a Historical Resource

According to Section 15064.5 (a) of the California Environmental Quality Act (CEQA), a "historical resource" is defined as property or object belonging to at least one of the following three categories:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.);
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

According to the analysis in this report, there is a compact historic district comprising nine buildings that appears eligible for the California Register under Criteria 1 and 3, including Buildings 1, 4, 6, 12, 16, 19, 27, 28, and 29, as well as three buildings that appear individually eligible for the California Register, including Buildings 16, 19, and 27. As such, this potential historic district and these three buildings appear to be the sole "historical resources" on the Alameda Marina property under Section 15064.5 (a) of CEQA.

[60] Michael Corbett said that five buildings from the period of significance "have been clad with new siding and look like new buildings." We identified 7. This discrepancy can be accounted for in that Mr. Corbett counted Buildings 25 and 26 as one building and he excluded Building 11 from his tally because he thought at the time that it was built after World War II.

VII. Conclusion

The former General Engineering & Dry Dock Co. shipyard operated on what is now the Alameda Marina property from 1922 until 1948. Located on Alameda's northern waterfront, the property has served as a de facto industrial park and marina since the early 1960s, when Pacific Shops, Inc. purchased the property from the U.S. government. The property includes 37 buildings, including 33 buildings from the World War II period and earlier. During World War II, General Engineering & Dry Dock Co. constructed dozens of cutters, minesweepers, and net tenders for the Coast Guard and Navy, as well as repairing thousands of battle-damaged vessels. The construction of the Alameda Marina in 1966-67 destroyed nearly all of the World War II-era shipbuilding infrastructure, including the slipways, marine rails, and finger piers. In contrast, nearly all of the World War II-era buildings were retained and eventually repurposed as office buildings or light industrial facilities. In the 1980s, when the lightly built corrugated metal shop buildings had begun to deteriorate and the demand for office space increased, Pacific Shops, Inc. began remodeling them–replacing their corrugated metal siding with plywood, their corrugated metal roofs with plywood sheathing and asphalt shingles, and the metal and wood windows with aluminum and vinyl counterparts. The result is that the majority of the World War II-era buildings have lost integrity because they no longer look like they did during the period of significance (1940–1945). Nevertheless, there is a compact California Register-eligible historic district encompassing nine contributing buildings, including Buildings 1, 4, 6, 12, 16, 19, 27, 28, and 29. In addition, three of these buildings appear individually eligible for the California Register, including Buildings 16, 19, and 27.

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B. Public Records

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Oakland Tribune

San Francisco Call

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San Francisco Examiner

IX. Appendix

Appendix Item A: Potential General Engineering & Dry Dock Co. Historic District identified by Michael Corbett in 1988

Appendix Item B: Potential General Engineering & Dry Dock Co. Historic District identified by VerPlanck Historic Preservation Consulting in 2017

PIER 10 PIER 9 PIER 8 PIER 7 PIER 6 PIER 5 PIER 4 PIER 3 PIER 2 PIER 1

Harbor Master

Alameda Marina Dr

Clement Ave

CLEMENT AVE

Lafa

LEGEND

- District Contributor building
- District Non-contributor building

LEGEND

- District Contributor building
- District Non-contributor building
- District Contributor building, individually eligibile for listhing
- Proposed District boundary