

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: United States Maritime Service Officers School DRAFT

Other names/site number: United States Maritime Service Training Station/Alameda Federal Center

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 620 Central Ave./ 1251 McKay Ave./ 1252, 1231 + McKay Ave

City or town: Alameda State: CA County: Alameda

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

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

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

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>8</u>	<u>5</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u>1</u>	<u> </u>	objects
<u>9</u>	<u>5</u>	Total

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DEFENSE/Military Facility
COMMERCE/TRADE/Organizational
TRANSPORTATION/Water-related
EDUCATION/Schools

Current Functions

(Enter categories from instructions.)

VACANT/Not in Use
RECREATION AND CULTURE/Outdoor

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7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN/Moderne-Second Bay Tradition Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete, asbestos shingles, asphalt

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Contributions by the U.S. Merchant Marine and associated U.S. Maritime Service to the Allies' victory in World War II have historically been under-acknowledged. It wasn't until 1988 that those serving in this capacity were recognized as Veterans, despite suffering the highest casualty rate in WWII (1 in 26 were killed in action). A Congressional Gold Medal of Honor was attributed to the entire group of Mariners serving in WWII in March 2020 (H.R. 5671 in 116th Congress) and recently awarded on May 18, 2022. In addition to enumerating the myriad contributions made by this group and listing important quotes from leaders at the time, the text of the resolution also states: "The feats and accomplishments of the Merchant Marine are deserving of broader public recognition." It is in the spirit of this quote that we present to you a case for inclusion of the U.S. Maritime Service Officers School in Alameda, CA, on the National Registry of Historic Places.

The U.S. Maritime Service Officers School is located on the south-central shoreline of the island of Alameda on the San Francisco Bay. While the School originally occupied 32 acres, the remaining buildings sit on three adjacent parcels totaling an approximate 13.5 acres on G.S.A. and East Bay Regional Parks property, and across McKay Avenue on Crown Memorial State Beach land by the San Francisco Bay. Designed in 1942 and constructed in 1942-43, it was one of just two schools established during World War II specific to training deck and engineering officers for duty on American merchant vessels (the other was at Fort Trumbull, CT, which has no remaining physical evidence from this period). Over 6500 officers were trained in Alameda during 4-month intensive courses, after which graduates were immediately dispatched for duty. During the Korean conflict (1950-53) this was the only such officers' school which identifies this property as a very rare extant example of a military campus. After the Officers School was

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closed in 1957, the site served various purposes for federal agencies including the Office of Civil Defense Mobilization and Food and Drug Administration. Buildings 1, 2A-D, and 7 are currently unused. Buildings 14, 15 are owned by California State Parks and managed by East Bay Regional Parks. Of the original 25 structures, 13 remain--8 Buildings are identified in this application and 1 Object. These eight buildings include an Engineering Building, several barracks, a mess hall and galley, a custom Seamanship instruction building shaped like the prow of a ship, the Infirmary and a War Memorial monument. For the purpose of this application, please refer to the map where these remaining original buildings are identified:

Contributing:

Building 1: Engineering
Building 2A: Barracks
Building 2B: Barracks
Building 2C: Barracks
Building 2D: Mess Hall and Galley
Building 7: Barracks
Building 14: Seamanship/Navigation
Building 15: Infirmary
Object 1: War Memorial Monument

Non-Contributing

Building 8: Storage/Workshop
Building 9: Storage
Building 10: Storage
Building 12: Sewage Pumping Station
Building 13: Equipment

The facility was built with concrete foundations, wood-post framing, and asbestos shingles. The architectural design is in the International "moderne" Second Bay Tradition style. Significant features include a very early and rare example of military use buildings that included consecutive bands of uninterrupted horizontal, awning-style windows and covered walkways between structures that strongly influenced later post-war institutional architecture.

SEVEN ASPECTS OF INTEGRITY

Below is a commentary on the seven aspects of integrity and how they are applied to the U.S. Maritime Officer Training School in Alameda, CA. The seven aspects are: Location, Design, Setting, Materials, Workmanship, Feeling, Association.

Location

The location of the US Maritime Service Officers School in Alameda, California, was intentionally selected by the War Shipping Administration to support emergency WWII Merchant Marine Officer training on America's west coast. The training center operated successfully from early 1943 through the Allied force's declaration of victory in 1945 until its deactivation in 1953 after the Korean War. This is the site where the school operated from 1942-1953, and the buildings have not been moved.

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Textual records indicate that the level 32-acre building site, which included a peninsula jutting out into the San Francisco Bay, made it ideal for constructing a sizable maritime campus. There was enough acreage to erect twenty buildings, including several barracks and separate buildings dedicated to varied aspects of skilled instruction. Also, its bayside position added the ability to conduct necessary water-based training.

Within a larger context, the location also supported proximity to other WWII mobilization efforts around the San Francisco Bay Area, including the manufacture of Merchant Marine vessels at the Kaiser Shipyards in Richmond, and the US Maritime Service Cadet training schools at Coyote Point, San Mateo, and Government Island in the Oakland Estuary.

In addition, the new school was within a mile of the Alameda Naval Air Station and near the US Army Supply Center. At the campus' north end, there was an easy connection to Alameda City streets and a six-mile drive east to the Naval Transport Service and Army Air Force supply operations at the Oakland Airport. The War Shipping Administration and Department of Commerce closely collaborated with the US Army and US Navy in securing essential goods and equipment during the war.

The landscape of the defined district retains its original integrity. McKay Avenue, oriented north-south, was created and named during the USMS Officer School's construction and still exists in its original form. McKay was the central axis around which the entire campus was built and also served as a staging area for drills and formations. Today, as you proceed south on McKay looking west, you pass the Engineering building and then the Barracks, standing just as they did for the officer candidates as they got off the bus in 1943. As you proceed south on McKay past the Mess Hall, no non-contributing structures are visible in the district, and open space replaces where any demolished buildings once stood. Finally, you arrive at the end of McKay with the Red Cross building on your left and the once state-of-the-art Seamanship building on our right, forming a gateway to the location of the school's water-training facilities on the Bay. That site remains unencumbered by any development and only lacks the school's wharf and training equipment.

Despite losing some structures within the district's boundaries, more than 50% of the space occupied by school buildings remains usable by those original buildings today. And the existing building types are varied, including two unique once state-of-the-art training buildings—engineering and seamanship—four barracks, a mess hall, and an infirmary. The flat open location of this district stretches nearly the entire length of the original campus. It leads uninterrupted to the Bay and retains its original integrity established during a significant and historical period of rapid WWII war-mobilization, specific to Merchant Marine officer training.

Design

The design of the U.S. Maritime Officers Training School reflects a unique and rare surviving example of California military architecture, influenced by the local Second Bay Tradition and the emerging design principles of the International Modern movement. The campus was laid out

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with thoughtful intention, specific to maritime training, as evidenced by the combination and relevance of instructional buildings, living quarters and recreational areas with direct relation and orientation to the San Francisco Bay. The design retains integrity as a planned maritime campus laid out and organized with streets named after well-known captains, and sizable buildings named after famous Clipper ships, an inspirational nod to maritime legacy and visual resonance of the purpose of the 4-month training mission. The eight contributing buildings serve to visually anchor the size and scope of the original site starting from the northern point at McKay Ave, where the gate was once located, looking southward toward the uniquely designed instructional Navigational/Seamanship building, and widening the visual experience to include the recreational area that once included a softball field, graduation bell and picnic area for celebrations and later a war memorial monument added by the officer candidates adjacent to the San Francisco Bay. The late art deco style memorial, designed in 1945, also appropriately complements the time and period of the buildings.

The open spaces between the living quarters provide a respite landscape, retained today between buildings 2A, 2B and 2C (barracks). The canopied walkway adjacent to Building 7 (barracks) is a good example and visual marker of this unique design element that sheltered the officer candidates between buildings and once connected throughout the campus. The present buildings retain integrity of design with expansive horizontal modern lines, prominent roof overhangs, and repeating continuous ribbon awning windows, a stylized and unique pattern, that allowed both air and light to flow freely into the instructional and living spaces faithful to a maritime experience and overall campus. The recessed entries (Buildings 1, 2A, 2B, 2C, 2D) also convey a sense of historical design. The foundations were built with Portland cement, appropriate for an earthquake area. The exterior asbestos shingles are original, a faithful reminder of rapid and durable construction materials that were readily available during wartime. The original white wooden framed windows were replaced with aluminum in the 1960s, but the design elements and integrity and style were retained. The paint color, originally dark chestnut brown to represent natural redwood shingles, was subsequently painted beige. The integrity of the design as a campus spanning both sides of McKay Avenue, and including the street as part of campus, used during daily line-ups and parades, retains its special maritime historical feel and association and resonates an architectural value of this significant period and time in our nation's history.

Setting

Nominated buildings sit on an open campus astride the San Francisco Bay, which formed an integral part of the purpose of the buildings (training mariners to become ships' officers, thus requiring immediate proximity to water for many activities). The campus' north boundary begins next to a hill with a gradual slope to the south approaching the shoreline of the Bay, so that Maritime Service seamen, upon approaching the facility, could drive south on McKay Avenue and see the water below. Beaches to the south, and an open field to the east of the campus—still present today—provide a visual reference that a reserved space was utilized for training purposes. When standing in the middle of this adjacent field (used for recreation such as for softball when the school operated), one can see the east and south facades of Sovereign of the Seas Hall, the Mess Hall/Galley (Building 2D) to the northwest, and the Glory of the Seas, Seamanship/Navigation (Building 14), and War Memorial Monument in the former school

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ballfield southwest, thus endowing a sense of the expansive scale of the campus as it was in 1943. These spatial relationships retain integrity and are appropriately placed such that open spaces created by demolished buildings serve as a reminder of the scale—those spaces have not been built upon with the exception of building 3 and an auditorium, demolished in the 1960s to create a shopping center plaza and apartment complex at the far north end of the original campus. These buildings do not visually conflict with the current proposed historic district. While a reduction from 32 acres to approximately 13.5 acres seems diminished, in fact, what remains of the structures represents approximately 30% of the land area, and 50% (roughly 100,000 square feet remaining) of the overall square footage of the original campus buildings, supporting a strong indication of integrity of setting.

Materials

The materials used to build the maritime campus included post and beam construction and asbestos shingles, an economical, durable, and modern material at the time that was easily paintable to mimic organic redwood material. The use of modern prefabrication technology in construction materials during the four years of the nation's active involvement in WWII speaks to the innovative spirit of the historic time period. The deliberate choice of simple materials, free of ornamentation, blended seamlessly into the existing natural landscape. Buildings rest on substantial cement foundations, a decision made in foresight to anticipate the permanence of a west coast maritime training facility. The combination of these simple materials reflects the wartime period of construction where contractors worked under tight budgets and timelines to rapidly build the training school. Fred J. Early, Jr., San Francisco noted builder of the site, advertised in the publication, *Architect and Engineer*, that his projects were completed in "record time", conscious of a collective effort in construction to contribute to the war. Key exterior features of the campus such as the shingles, window dimensions and roof overhangs with wooden shiplap soffits are original and retain integrity throughout the contributing buildings.

Workmanship

The district maintains subtle yet significant elements of workmanship specific to rapid wartime construction methods, and retains integrity as illustrated by the aesthetic modern and streamlined principles of the historic time period. The flat horizontal overhanging eaves are constructed with repeated narrow v-notch wooden slat soffits, a detail that required precision and enhanced the overall architectural design. The Mess Hall/Galley includes hand-riveted welded steel beams crafted in an unusual and rare Y-shape, evocative of the structure of a branched tree, serving as both functional and aesthetically reminiscent of a modern translation of nature to an industrial material. The aesthetic principles of the Second Bay Tradition are strongly evidenced, including the painted dark brown asbestos shingles, as an inherent reminder of the fusion between the natural and the built environment. The workmanship is further displayed in the *Glory of the Seas* building, a curved building facing the San Francisco Bay, expertly crafted to serve an unusual and specific purpose. The modern application of technological practices coupled with the aesthetic principles central to the mission and purpose of the training school, acknowledges evidence of workmanship within the constraints specific to rapid war mobilization and the materials available.

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Feeling

Upon entering McKay Avenue, a small cement island divides the two entering and existing lanes. A “Welcome to Crab Cove” sign greets the visitor near where the Maritime School gate house was once located. An immediate impression and awareness of its maritime history is bestowed upon the visitor as the street slopes slightly downwards toward the bay waters. Immediately to the right one is greeted by the first of several historic buildings. Seemingly discreet, yet remarkably large, its presence begs curiosity—what is this place? Curiosity peaks one’s interest. Continuing down the tree-lined road, branches swaying, leaves rustling, a campus begins to unfold. Prominent two story rectangular barracks lined with continuous ribbon windows emerge. Behind a wrought iron gate, the Mess Hall/Galley hails as a focal point, a second story balcony facing south to the bay. An open space between where an academic building once stood and the back of a boathouse further provides a visual dimension of the site. To the east, the view widens to include the Infirmary building, now Visitor’s Center, appropriately a one story low-profile building so as not to impede the visual experience adjacent to the shore. The open space around the area has remained mostly unaltered for over 80 years.

The site meets the “Feeling” aspect of integrity in several ways. The proximity to the San Francisco Bay immediately places the visitor in a maritime landscape. The salty air and bay breeze are relatable elements, and the estuarine reserve with migratory birds are reminders of the sensitive marine environment, susceptible to change. The well-designed “timeless” buildings live in harmony with the landscape, allowing the contributing structures to resonate with the association and purpose of the maritime training. The Glory of the Seas (Building 14), is itself uniquely designed and constructed for a bespoke purpose- to resemble the prow of a ship for seamanship and navigational training purposes, and rests at the terminus of the tree lined street, overlooking the bay waters. It stands out with its porthole windows and curved façade. The upper balconies place the visitor at an elevated vantage point, an expansive view in all directions, offering an opportunity to feel as if one is on a ship.

The Engineering building, a long one and half story building, provides a sense of instructional purpose, with wide recessed entryways, double doors and a loading dock. The feeling of hands-on learning is present throughout the building.

Three of the remaining two storied barracks are laid out in a symmetrical rectangular pattern which resonates a feeling of institutional normalization and rigor. The spacing between the buildings are similarly designed with a grassy footprint intended for taking in the sun and sheltered by the wind. The low-slung Infirmary welcomes the injured - not requiring them to climb too many steps to seek assistance. The visual distance to the war memorial monument serves as a reminder of the expansive campus, allowing the visitor to imagine the officer candidates enjoying an afternoon game on the recreational field or a celebratory victory picnic. The main street, McKay Avenue, retains the original shape and sidewalks, directionally oriented to the bay, and feels intimate and private. One can get a sense the scale of the hundreds of officer candidates lined-up on a daily basis, assembled in orderly formation, filling the space with purpose and intention. Taken as a whole, the district’s buildings retain sufficient integrity to

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convey a sense of productivity and industry as seamen were energetically training for promotion to then rejoin the war effort.

Association

The historic identity of the campus relates directly to the purpose and mission of the WWII era officers training school. The full scope of activity and importance of the training that took place here retain significant integrity with two key instructional buildings extant—Engineering (Building 1), Seamanship/Navigation (Building 14)—specialized in training the two pathways for maritime officers, engineers and deck officers. These two buildings retain their original footprints and design, and provide a sense of the strong association with hands-on maritime training. The remaining four barracks, highly visible and strongly relatable, further the association with military mobilization. The proximity to the San Francisco Bay and campus dimension—from the center of the ballfield where the war memorial monument was later appropriately placed, to the top of the Engineering building—faithfully convey the scale of the facility.

Narrative Description (see Continuation Sheet)

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

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

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Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

MILITARY

EDUCATION

ARCHITECTURE

Period of Significance

1942-1953

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Early, Fred J., Jr. (builder)

Esherick, Joseph (architect)

Bruno, Harry (architect)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The United States Maritime Service Officers School is eligible for the National Register of Historic Places under Criterion A at the local level of significance for its association with efforts of the United States to train Merchant Marine officers during the Second World War and the early phases of the Cold War and the Korean War, in the areas of Maritime, Military, and Education. In addition, the property is eligible under Criterion C as a locally significant example of Moderne/Second Bay Tradition architecture as executed by Harry Bruno, who designed the initial 1942 phase of the complex. The property's period of significance is 1942-1953.

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

The Maritime Service Officers School, Alameda is eligible for the National Register of Historic Places (NRHP) due to its significance under National Register Criteria A and C. No other edifice serving a similar purpose remains extant today, and very few examples of this architectural style- particularly the "western" version of early WWII construction in the International "moderne" Second Bay Tradition style- are extant. The district possesses significance under both **Criteria A and C** for the period 1943 to 1953, encompassing World War II and the Korean War. After 1953, the property was utilized for Civil Defense training during the Cold War.

While the site in its entirety has been reduced in scope, the remaining structures - particularly Buildings 1, 2A, 2B, 2C, 2D, and 7 effectively convey the planned layout in which buildings do not predominate over others, thus sharing a common focality, as well as the perpendicular squared orientation of the primary living structures (mess hall and barracks). Building 1 functioned as the Engineering building and has historical significance in the specific training that took place here, preparing officer mariners for critical hands-on work related to war vessels. Building 14 on its own is very rare and unique in its purpose in navigational training and Building 15 conveys that the original site spanned both sides of the present-day McKay Avenue. Object 1, the war memorial monument, built while the school was still in operation, is located by a recreational field of the original campus, and further conveys a visual expansiveness of the district. Thus, while from a total structure and acreage count perspective, site integrity for the U.S. Maritime Officers School may appear to have been dramatically impacted, in fact the 8 structures and one object enumerated here, when taken as a whole, provide effective and meaningful visual reminders of the important function the site once served, its prior scope, as well as its influence on post-war institutional architecture.

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Regarding **Criterion A**, the U.S. Maritime Service Officers School in Alameda was one of only two officers training schools in the WWII era (1943-1946) especially designed to train active experienced seamen preparing for promotion to officer, and the only one during the Korean War (1950-1953). It played a critical role in training 6,513 seamen to become deck and engineering officers to command the merchant fleet. This fleet provided critical supplies to fighting ships and armies across all theaters of war in these conflicts. Long overlooked, the U.S. Merchant Marine has over time garnered more recognition - including formal recognition of Veterans' status in 1988 and receiving as a group the Congressional Medal of Honor in 2020. Mariners experienced the highest fatality rates of any branch of service during WWII. Extant buildings on the site today represent a mix of "working" buildings (the Engineering Building, and the Glory of the Seas Seamanship Building) as well as "living" buildings- the Infirmary and 5 barracks. Four of the barracks - 2A-D maintain the original campus design in terms of perpendicular buildings connected via covered walkways. Building 7 barracks maintain a portion of the adjacent walkway. While "living" buildings are sometimes considered less relevant to significance, we think in this case the preserved campus layout serves as a visual reminder of the broader scope of the facility. The challenge faced by these seamen and officers was distinctive amongst service branches, in that a much-reduced crew was expected to manage a ship which would otherwise be crewed with a much larger staff in other branches such as the U.S. Navy. For example, a Liberty Ship with a crew of 50 mariners, when converted for naval use would carry a crew of over 200 sailors. As a result, this group had a unique camaraderie in the history of naval warfare and logistics. This is an important distinction to make in that the relevant training correlated with closer relationships amongst the mariners. This tight-knit community is reflected in the compact campus of the officer training facility. Thus, the district has substantial historical significance in terms of Criterion A.

Regarding **Criterion C**, the U.S. Maritime Service Officers School is a significant example of WWII rapid design and construction, but also a rare example of the International "moderne" style of the Second Bay Tradition, particularly unique to our Bay Area and rooted in influential architects such as Bernard Maybeck. Architects such as Joseph Esherick (1946: blueprint of an addition to U.S. Maritime Officer Training School in Alameda, CA- razed), Gardner Dailey (1942: U.S. Maritime Cadet School, San Mateo, CA-razed), Carl Warnecke (1942: Atchison Village, Richmond, CA; 1942: Lockwood Gardens, Oakland, CA), Donald Olsen (1942: Kaiser Shipyards, Richmond, CA), Henry Hill (U.S. Army Corps of Engineers), all received contracts for war housing and mobilization. William Wurster was charged with overseeing war-housing commissions in 1942 for the Advisory Committee for the National Housing Agency and was likely influential in connecting local architects to these regional projects. Of note is an article referencing Gardner Dailey who designed the U.S. Maritime Cadet School in San Mateo, CA. This style of architecture was recognized in 1944 by the Modern Art Museum in New York and highlighted in their Built in USA:1932-1944 exhibition. The U.S. Maritime Officer School in Alameda has a strong visual resemblance to this site. Furthermore, 1956 blueprints from modifications signed by Harold A Onstad were found recently on the property. Onstad was employed by William Wurster and his associates Emmons and Bernadi.-Recent research and discovery of the original drawings in the Alameda Museum warehouse has uncovered that the architect was Harry A. Bruno, a contemporary and colleague of those cited above. Harry A. Bruno was a notable and prolific architect, graduated from U.C. Berkeley in 1932, and received

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the highest distinction of “Fellowship” by the American Institute of Architects. According to the A.I.A., Fellowship status is awarded when an architect “has a body of work and contributions to the profession and society that they are elevated to the college.” Harry A. Bruno was also designated President of the East Bay Chapter of the A.I.A., and his membership file includes references from the Governor of California (Ronald Reagan) as well as several other respected architects such as Vincent Raney, Vernon DeMars, Don Hardison, Henry Wright, Lee Stuart Darrow, and others, hence demonstrating strong support of his work. Two of his residential projects have been included within properties listed in the National Register: Patrick Rodgers Farm, 315 Cortsen Rd. Pleasant Hill, CA and the Stanley Dollar Residence in Walnut Creek, CA.

His work includes both institutional and residential projects, including prominent maritime developments such as Jack London Square, Oakland, CA, Watergate at Emeryville, CA and Marina at Ballena Bay, Alameda, CA. His institutional projects include two elementary schools in Oakland--Jefferson School and Santa Fe School. His residential projects include dozens of homes in prominent neighborhoods in Alameda, Piedmont, Oakland, Berkeley, El Cerrito. His work has been recognized in Sunset Magazines as exemplary design of modern homes (1938 and 1946), and his work has been cited in publications related to early mid-century modern Bay Area architecture.

The facility was intentionally designed as a modern campus which combines the international modernist movement with local features such as wood frames, and an egalitarian design which doesn't place auxiliary buildings in a subservient visual position when compared to a central focal point (e.g., an administrative building). Most larger-scaled rapid construction projects from this era (early WWII) have been demolished or reconfigured to such an extent as to no longer resemble the original look and feel of the structures. That this district's buildings served in numerous capacities beyond the Maritime School for decades after the U.S. Maritime Commission closed its school is a testament to the unusual durability of this site. Its significant concrete foundations suggest that unlike many of the “instant cities” built at this time, structures here were intended for more sustained use. In particular, the Glory of the Seas Seamanship building is notable in its unique design for a bespoke training purpose.

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9. Major Bibliographical References

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D. LIBRARIES, ARCHIVES, AND PEOPLE CONSULTED

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E. OTHER

Notable Projects by Harry Alexander Bruno, F.A.I.A. Include:

***Denotes project included in National Register property**

1939* Residence of author Alice Tisdale: 315 Cortsen Rd. Pleasant Hill, CA

1940 Smith Residence: 6642 Longwalk Drive, Oakland, CA

1941 Lafayette Oaks Home development, Lafayette, CA

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- 1942 U.S. Maritime Officers Training School, Alameda, CA
- 1945 Residence: 1240 Hawthorne St, Alameda, CA
- 1948 Residence: 1417-19 Walnut St, Alameda, CA
- 1948 Residence: 5551 Country Club Rd. Oakland, CA
- 1949 El Cerrito Library, El Cerrito, CA
- 1949 McLeod Residence: 55 Sierra Ave., Piedmont, CA
- 1949 Residence: 138 Wildwood Gardens, Piedmont, CA
- 1950 Residence: 1401 Atwell Rd. El Cerrito, CA
- 1950 Commercial Building: 1417-9 Webster St, Alameda, CA
- 1951 Residence: 77 Eucalyptus Rd. Berkeley, CA
- 1951 Residence: 1517 La Vereda, Berkeley, CA
- 1952 Medical (front addition): 2238 Santa Clara Ave., Alameda, CA
- 1952-1964 Sea Wolf Restaurant,(Jack London Square) Oakland, CA
(later became Scott's Restaurant)
Grotto Restaurant, (Jack London Square) Oakland, CA
(later became Kincaid's Restaurant)
Convention and Banquet Building, (Jack London Square) Oakland, CA
Oakland Port Administration Building (66 Jack London Square- F-107)
The Boatel (Jack London Square), Oakland, CA
(later Waterfront Plaza Hotel)
- 1953 Medical: 2219 Santa Clara Ave., Alameda, CA
- 1953 Ranch House, Mendocino County, CA
- 1953 Residence: 119 Dudley Ave. Piedmont, CA
- 1954 McDonnell Nursery, Walnut Creek, CA
- 1954* Stanley Dollar Residence: Walnut Creek, CA
- 1954 East Contra Costa College Student Building, with John C. Warnecke,
(Diablo Valley College)
- 1955 Alpha Chi Omega, Sorority, Berkeley, CA
- 1955 Medical: 2223 Santa Clara Ave., Alameda, CA
- 1955 Jefferson School, Oakland, CA
- 1956 Residence: 108 Dudley Drive. Piedmont, CA
- 1957 Alameda Municipal Golf Course Clubhouse, Alameda, CA

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1959 Residence: 4859 Geranium Place, Oakland, CA 94619

1960 Santa Fe School, Oakland, CA

1964 Oakland Title Insurance and Guarantee Co./ Title Insurance and Trust Co.,
1700 Webster St. Oakland, CA

1968 Trans International Airlines Building, Oakland, CA

1969 Marina at Ballena Bay, Alameda, CA

1972 Watergate, Emeryvilla, CA (in collaboration with William Wurster)

From A.I.A. Membership File:

Projects cover a wide range: schools, residences, restaurants, marinas, office buildings. His design is free from passing fads while at the same time it is as new as tomorrow. Nominee received from A.I.A. in 1969 "Citation for Excellence in Community Architecture: in the design of the individual buildings and the overall planning at Jack London Square.

President of East Bay Chapter A.I.A.
Vice-President of the East Bay Chapter A.I.A.
Member of local and State committees.
Chapter Delegate to California Council, A.I.A.

President, Oakland Chamber of Commerce
Commissioner, Bay Conservation and Development Commission (appointed by the governor)
Vice Chairman, Board of Examiners and Appeals, Oakland Building Department
Chairman, Construction Industries Committee
Member, Oakland Economic Development Council
Member, Board of Governors, Oakland Cultural Foundation
President, North Oakland Kiwanis Club

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____

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_____ recorded by Historic American Engineering Record # _____
_____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: General Services Administration

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 13.5 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 37.770890 | Longitude: -122.280033 |
| 2. Latitude: 37.768153 | Longitude: -122.280089 |
| 3. Latitude: 37.768117 | Longitude: -122.276578 |
| 4. Latitude: 37.770862 | Longitude: -122.276584 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone:

Easting:

Northing:

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- | | | |
|----------|-----------|-----------|
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

North South parallel to McKay Ave, west as far as the property boundary encompassing Buildings 1 and 7, and east to encompass Building 15 (Visitor's Center) and Object 1 (War Memorial Monument). North as far as Building 1 northern border, South as far as the southern border of Building 14.

Boundary Justification (Explain why the boundaries were selected.)

In order to encompass all surviving buildings on the west side of McKay Ave (1, 2A-2D, 7, 14) as well as those on the east side of McKay Ave (15), including the war memorial monument (object 1) located in extant recreational field.

11. Form Prepared By

name/title: Carmen Reid
organization: Alameda Architectural Preservation Society
street & number: 1811 Clinton Ave.
city or town: Alameda state: CA zip code: 94501
e-mail anthrospeak@yahoo.com
telephone: (510) 864-2991
date: May 26, 2022

Additional Documentation

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Submit the following items with the completed form:

Maps: A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: United States Maritime Service Officers School

City or Vicinity: Alameda

County: Alameda

State: CA

Photographer: Carmen Reid

Date Photographed: April 2021

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Description of Photograph(s) and number, include description of view indicating direction of camera:

- Photo 1. Building 1.
- Photo 2. Building 2A.
- Photo 3. Buildings 2B and 2C.
- Photo 4. Building 2C.
- Photo 5. Building 2D.
- Photo 6. Building 7.
- Photo 7. Building 14.
- Photo 8. Building 15.
- Photo 9. Monument (Object 1, Marker 16).
- Photo 10. Plaque (Marker 16).
- Photo 11. Monument and field looking east.
- Photo 12. Monument and field looking west.
- Photo 13. McKay Ave. looking north.
- Photo 14. McKay Ave. looking south.

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Figures Log

(See Continuation Sheets, Additional Documentation)

See attached.

- Figure 1. Map of contributing buildings.
- Figure 2. Map of area, satellite view.
- Figure 3. Map of Alameda and shore.
- Figure 4. Map of area.
- Figure 5. Map, parcel map.
- Figure 6. Map of Alameda and Oakland.
- Figure 7. Map of Alameda.
- Figure 8. Historic photo, building 14 to right.
- Figure 9. Historic photo, building 1 to right.
- Figure 10. Historic photo, building 18.
- Figure 11. Historic photo, main gate.
- Figure 12. Historic photo, building 1 - engineering.
- Figure 13. Historic photo, building 18.
- Figure 14. Historic photo, looking north along McKay Ave, building 2d in background.
- Figure 15. Historic photo, aerial view of school.
- Figure 16. Historic photo, building 1, Engineering
- Figure 17. Historic photo, buildings 2A, 2B: Young America Hall, Hurricane Hall (Barracks)
- Figure 18. Historic photo, building 2C, Golden Light (Barracks)
- Figure 19. Historic photo, building 2D, Sovereign of the Seas (Mess Hall/Galley)
- Figure 20. Historic photo, building 7, Lightning Hall (Barracks)
- Figure 21. Historic photo, building 14, Glory of the Seas (Seamanship)
- Figure 22. Historic photo, building 15, Red Cross Hall (Infirmary)
- Figure 23. Historic photo, building 8, Paint Locker (non-contributing)
- Figure 24. Historic photo, building 9, Storage (non-contributing)
- Figure 25. Historic photo, building 10, Storage (non-contributing)
- Figure 26. Historic photo, building 12, Sewer Pump (non-contributing)
- Figure 27. Historic photo, McKay Ave., building 2D, Orders of the Day
- Figure 28. Historic photo, McKay Ave., Orders of the Day
- Figure 29. Historic photo, building 2A (McKay Ave.), blues uniform lineup
- Figure 30. Historic photo, flag signals
- Figure 31. Historic photo, Officer candidates march along McKay Ave.
- Figure 32. Historic photo, McKay Ave., arrival by bus
- Figure 33. Historic photo, recruiting bus
- Figure 34. Historic photo, near Building 14
- Figure 35. Historic photo, license examinations
- Figure 36. Historic photo, building 2D, mess hall/galley
- Figure 37. Historic photo, building 1, engineering instruction
- Figure 38. Historic photo, building 1, engineering instruction
- Figure 39. Historic photo, issuing new uniforms
- Figure 40. Historic photo, building 1, Engineering, Steam Engine Theory

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- Figure 41. Historic photo, fire training
- Figure 42. Historic photo, Lifeboat training
- Figure 43. Historic photo, boat training, San Francisco Bay
- Figure 44. Historic photo, anti-aircraft training
- Figure 45. Historic photo, class in passive defense to chemical warfare
- Figure 46. Historic photo, Officer candidates participate in Pacific Coast Merchant Marine rowing regatta
- Figure 47. Historic photo, view from Building 14, Glory of the Seas, Seamanship building
- Figure 48. Historic photo, Officer candidates donate blood to Red Cross
- Figure 49. Historic photo, building 1, Engineering, welding for the pony break of the triple expansion Reciprocating Engine
- Figure 50. Historic photo, McKay Ave. looking south
- Figure 51. Historic photo, water safety skills
- Figure 52. Historic photo, building 14 (Glory of the Seas), Navigational Training
- Figure 53. Historic photo, memorial plaque
- Figure 54. Historic photo, recreational field, southeast view
- Figure 55. Historic photo, Victory Day picnic in recreational area
- Figure 56. Historic photo, assembly, looking southeast
- Figure 57. Historic photo, Memorial monument.
- Figure 58. Historic photo, building 1, Engineering, boiler room addition by Joseph Esherick
- Figure 59. Historic photo, detail of Building 1, Engineering, boiler room addition by Joseph Esherick
- Figure 60. Historic photo, cover page of architectural blueprints by Harry A. Bruno
- Figure 61. Historic photo, detail of cover page of architectural blueprints by Harry A. Bruno
- Figure 62. Historic photo, Harry A. Bruno, architect, resume
- Figure 63. Map view of parcels.
- Figure 64. Geographic Location of Nomination.

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Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

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- Tier 1 – 60-100 hours
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Narrative Description

INTRODUCTION

The proposed district, 13.5 acres, is comprised of eight contributing buildings of the former U.S. Maritime Service Officers School, and one object, a war memorial monument, currently located on three adjacent parcels, all government owned. Five buildings (1, 2A, 2B, 2C, and 2D) are part of the former Alameda Federal Center complex owned by the General Services Administration (3.67 acres). Building 7 is on East Bay Regional Park District land (3.89 acres at 1252 McKay Ave, purchased in 2015). Buildings 14, 15 and Object 1 span both sides of McKay Avenue and are managed by East Bay Regional Parks as a Visitor’s Center and offices but are located on State-owned Crown Memorial Beach land (5.93). The U.S. Maritime Service Officers School was one of only two schools specifically established by the United States Maritime Service during World War II to train deck and engineering officers for duty on American merchant vessels.

The Maritime Officers school was built in 1942 and designed in the style of Joseph Esherick, Gardner Dailey, Eldridge T. Spencer and John Carl Warnecke—prominent architects who were very active in west coast military construction at the time. Gardner Dailey designed a similar but smaller U.S. Maritime Cadet Training School in nearby San Mateo in 1942 (razed) with brown shingled exteriors that blended into the landscape complemented by canopied walkways. Textual records from the San Mateo school indicate collaborative correspondence between the War Shipping Administration, U.S. Maritime Commission, Coast Guard Engineering, local contractors and architect to bring the project into fruition. Likely a similar process, the Alameda campus for officer candidates would have required close collaboration amongst all parties.

Original blueprint drawings of U.S Maritime Officers Training School were recently discovered in 2021 uncatalogued in the warehouse of the Alameda Museum. The architect listed on the cover sheet is Harry A. Bruno, a contemporary of the aforementioned architects and graduate of U.C. Berkeley in 1932. His projects later included other maritime projects such as the development at waterfront Jack London Square and well-known restaurants, Watergate at Emeryville and Marina at Ballena Bay in Alameda. The school was built to function as a pre-war mobilization training site. Construction on the 32-acre site began on October 29 1942 and was completed three months later on January 29 1943 by San Francisco construction firm Fred J. Early, Jr. A blueprint drawing from the U.C. Berkeley archives states Joseph Esherick as the architect of an addition that was made to the facility in 1946 (razed). Esherick notes in his oral history that he also worked on the U.S. Maritime Cadet School alongside Gardner Dailey. The strong collaboration of notable Bay Area architects during WWII, particularly those connected with U.C. Berkeley, left a permanence of modern design that forever changed the architectural landscape in the Bay Area. This pivotal point in our nation’s history, rapid mobilization for both military training and housing, cemented California’s contribution to those efforts and left a legacy of industrious and hard-working individuals who had arrived from across the United States and transformed the fabric of modern society in the Bay Area.

When the officers school became decommissioned, the G.S.A. sought to make alterations in the 1950s to accommodate further training during the Korean War. In 1947 the site was renamed the U.S. Maritime Service Training School as its purpose was no longer focused mostly on officers but encompassed a wider curriculum for seamen and officers seeking to advance their knowledge in additional courses to support advanced training. The school officially closed in 1953 and was deactivated in 1954. A portion of the property was then declared surplus, and in 1961 the G.S.A. sold over 20 acres to private developers and one portion to the State to incorporate into the existing Crown Memorial State Beach. At this time, several buildings were demolished, and the G.S.A. retained a 7.6-acre parcel.

Of the original twenty-five structures, twelve have been removed. Today, the district is comprised of a total of thirteen original one- and two-story buildings. The wood-framed buildings were designed with flat roofs and concrete foundations, typical in style of the International “moderne” Second Bay Region style, unique to this geographical area. This design is rooted in the First Bay Region style influenced by Bernard Maybeck. The architects mentioned above had close affiliations and/or apprenticed with Maybeck. This style harks back to a uniquely northern California natural landscape with dark redwood shingled siding, contrasted with painted white trim awning windows. The campus was designed in this style, but with modern asbestos shingles painted to resemble natural redwood, and similarly contrasted with painted white trimmed awning windows. This influence is clearly visible and retains visual integrity despite the change in paint color and alterations to the window casing.

It should be noted that this environmentally focused adaptation of European moderne - in which a northern California “woody” context is incorporated into the design aesthetic, would subsequently become standard in all Bay Area architecture.

The mobilization efforts during WWII spawned perhaps the most intensive rapid construction boom of wartime infrastructure in United States history.

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SETTING

The district lies along McKay Avenue, a tree-lined road that ends at the San Francisco Bay, adjacent to an estuarine reserve. The remaining 13.5 acres as a district (of the original 32 acres) includes now three parcels--a northern parcel, southern parcel and a southeastern parcel that spans both sides of the street. The northern parcel includes Buildings 1, 2A, 2B, 2C, 2D, 8, 9, 10, 12, (sewage pumping station-across the street on McKay Avenue) and Building 13. Within the complex of the northern parcel, the area includes three streets: Richardson Avenue running north to south, and S. Cressey Drive and North Cressey Drive, short parallel streets running east to west at the northernmost border of the parcel. The northern parcel is enclosed by a continuous black wrought iron fence with openings at both North Cressey Drive and South Cressey Drive as well as a wide double entry driveway into an extensive parking lot adjacent to Building 2D.

The southern parcel, adjacent to the shoreline, includes one original building--Building 7 (Lighting Hall). This area managed by East Bay Regional Parks includes open space and black wrought iron fencing along McKay Avenue. Within the southern parcel is Gardener Drive, running east to west with an exit at McKay Avenue. Parallel to McKay Avenue is Richardson Avenue that extends north to south to the northern parcel. The southeastern parcel includes Building 14 (Glory of the Seas), Building 15 (Infirmary), and Object 1 (War Memorial Monument), adjacent to the bay and State Parks land.

The buildings within the district are stand-alone structures, with the exception of connected covered walkways between Buildings 2A, 2B, 2C and 2D, and another canopied walkway by Building 7. The landscaping includes a variety of mature trees on the easternmost side of both the northern and southern parcel, as well as mature oak and plane trees that line McKay Avenue. A pair of palm trees stand at the end of the McKay Avenue adjacent to the shoreline and the Glory of the Seas. The southeastern parcel includes an open recreational space surrounding the war memorial monument in the vicinity of where the school's softball field was once located, as well as a tree-lined path. The landscaping is well cared for on all parcels.

OVERALL BUILDING DESCRIPTION

Note: Building numbers used herein refer to current building numbers referenced in the Figure 1 map.

The district buildings were designed with not only a utilitarian function to train officers in navigation and seamanship skills to prepare for wartime activity, but intentionally conceived by a modern movement of architecture. This movement moved away from traditional forms and construction techniques and emphasized clean horizontal lines throughout the design, incorporating rapid construction methods representing a streamlined International style. The functional design lends itself to an aesthetic toward minimal intersecting planes. This style was influenced by European architects such as Mies Van de Rohe and Le Corbusier, considered today as the fathers of minimalist architecture and studied extensively by architecture students for the past decades. One of the characteristics of this design is to maximize space while maintaining a feeling of openness. This goal was clearly achieved at this site as the buildings are stand-alone yet interconnected through a series of walkways. The windows are an important element of this design as well.

The International style with its starkly unornamented appearance of rectangular shapes, punctuated with bands of windows, announced a new "modern" view of the style and purpose of architecture. Inspired by the Cubism of modern art in Europe, the boxy shapes of International style buildings embodied a new social theory of architecture as well. With brave new shapes and forms utilizing new construction technologies of the time, the International style was portrayed as a new kind of architecture designed solely to meet the needs of the common people in the Machine Age.
<http://www.phmc.state.pa.us/portal/communities/architecture/styles/modern-movements.html>

The architectural style of the district is a fine and rare example of this period in California military architecture, even as a reduced number of the original buildings remain. The overall square footage of extant buildings represents approximately 50% of the original. Not only have the buildings stood the test of time both in function and in style, but they are a rare existing example of a military training facility that incorporated these unique and modern design elements during the 1940s pre-war mobilization efforts. The buildings are all of one and two-story wood frame construction and concrete foundation, with cantilevered roof overhangs and open walkways between the original living quarters (barracks). It is important to note that the concrete foundations are exposed, approximately 3 feet high, and appear structurally sound. The simple horizontal lines are accentuated by double, triple and quadruple rows of rectangular windows that pushed outward. These have been replaced with aluminum windows, the top and bottom which pivot outward; however, they could be restored to its original wood framed design. With the exception of the attic and north side of the Engineering building (Building 1), all of the windows have been replaced with aluminum windows. The windows in particular are a dominant feature of the International modern style and

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unique in that this style remains both "timeless" and "period" today, even with its slight altering in materials. The exteriors are painted cement-asbestos shingles. Flat trim boards are simple finishing details throughout the structures. The original buildings were painted dark brown with white trim framing around the windows. This contrast further emphasized the stark, clean horizontal lines free of ornamentation. Currently the buildings are painted a beige color, with the exception of the Glory of the Seas which is two-toned in taupe and espresso brown.

During the 1980s exterior staircases were added throughout the buildings at the east and west exits. These are built of lightweight steel and open concrete steps with reinforced steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. The original wood panel doors have been replaced with aluminum doors that include small glass peer-through windows.

Of note are the windows in the Glory of the Seas (Buildings 14) and Red Cross Hall/Visitor's Center (Building 15) which have not been altered. The Glory of the Seas in particular stands out as a distinctive architectural gem within the district. Its design replicates the prow of a Liberty Ship and its function as a navigational training center gave one the feeling and association of being on a ship. The original seamanship boathouse includes a unique two-story rounded bow design lined with double bands of rectangular windows and three porthole windows below. Red Cross Hall (Infirmary), now the park Visitor's Center, is a one-story rectangular building, similarly constructed with cement foundation, and a combination of asbestos-shingles, horizontal and vertical wood paneling.

INDIVIDUAL BUILDING DESCRIPTIONS

Building 1 (Engineering) is located on the northern parcel. It is a long one-and-a-half story stand-alone rectangular building running east to west. The front entrance with double doors is on McKay Avenue, an unusual and rare design for such a long building. This style was purposefully designed to accommodate the modern engineering open space within the structure, allowing for greater flexibility in maneuvering heavy machinery. Further supporting this evidence is the wide driveway and loading dock in the rear of the building. A boiler room addition was added in 1946 to accommodate hands-on training for massive C-2 engines (Esherick, architect); this appendage was later removed by the 1980s, restoring the original footprint and integrity of the building. Additional changes to the building included interior modifications with subdivided laboratory space. Original wood columns and a truss system is evident within the attic space. The lighting throughout is fluorescent. At the western end there is a two-story attached accessory building that once housed the main boiler, part of the original design.

It is important to note that the function of the engineering building was an essential and key element to the training facility. Its modern design opened the way not only for a physical and tactile experience that replicated likely navigational challenges at sea, but also prepared the mariner for a new mindset as officers trained during an intensive four months at the facility. It is here where officers honed their skills that prepared them to tackle the challenges of wartime navigation. Furthermore, the significance of their intensive hands-on training, the intellectual transformation that took place within the walls of the building itself, is a testament to the commitment and drive that led the efforts to proceed with the determination necessary to support the U.S. and Allied troops during wartime.

Buildings 2A-C, and 7 are similarly designed two-story rectangular barracks buildings interconnected through a series of walkways. Building 7 stands alone as it is on the southern parcel. Its attached wooden gabled walkway is a faithful reminder of the interconnection between the once adjacent living quarters. The dominant rows of banded windows throughout these structures are characteristic of the International movement style of architecture. The flat roofs and overhangs provide a dramatic design element. The second stories of Buildings 2A, 2B, 2C, include several covered porches and passageways. At the end of the barracks are a later modified addition of wooden staircases as well as open-cement steps with steel railings. What is particularly unique and interesting about the barracks is that they are the last remaining barracks in the country specific to training WWII U.S. Merchant Marine officers.

Building 2D holds a prominent position on the northern parcel of the district. It was originally the mess hall and galley where the officers congregated and socialized. The First Floor was the mess hall, and the Second Floor was the assembly hall. It was a central location of the original complex with adjacent barracks and other training buildings nearby. The prominent location still holds true today, as the horizontal landscape of the windows features the International modern movement with visual elegance. The second story balcony is also an interesting feature as a social gathering covered outdoor space. Perhaps the officers would gather outside to socialize? Or share a few laughs while exchanging seafaring tales? While the windows were modified with aluminum casings, they could be restored to its original wooden framing. Nevertheless, the consecutive double, triple and quadruple lined windows serve as a reminder to both unify the complex as a centralized facility and express a modern approach to its focalized purpose as a pre-war training facility. The second floor of the building is an expansive open

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room that functioned as an assembly hall. An adjacent smaller connecting area was used to serve food for the mess hall. The exterior of the building includes cross bracing and built-up wood girders. The historical integrity of the building is evident in its relevant placement and relationship to McKay Avenue. Its visual appeal resonates today despite modifications to the interior and minor alterations over the years to the exterior. This is also expected as the building is almost 80 years old and has served multiple functions over several decades. In fact, building 2D in particular, has a formidable presence due to its proximity to the street and the unobstructed vista along its southern flank.

Building 14, commonly known as Glory of the Seas, is named after one of famed ship architect, Donald McKay's 1869 last masterpieces- a medium clipper ship that sailed numerous voyages that included a 35-day record of passage between San Francisco and Sydney. It is a two-story wooden concrete foundation asbestos-shingle building that was utilized to teach deck officers to use flag signals on the upper roof and navigate on the curved "flying bridge" on the second floor (EB Parks- https://www.ebparks.org/parks/vc/crab_cove/no5.htm). This unique one-of-a-kind building was designed to replicate the prow of a Liberty Ship. The rear of the building has a covered gabled carport/boathouse space. A successive row of double push-out casement windows lines the upper portion of the curved south facing side of the building, with three portholes spaced below. The western and eastern sides of the building are lined with successive rectangular windows. It is currently used as the headquarters for park operations.

Building 15 was originally called Red Cross Hall or the Infirmary and served the dental and medical needs of the maritime officers. It is also where officer candidates would go to donate blood for the war efforts. It is a single story long rectangular concrete foundation building with a combination of asbestos-shingles, horizontal and vertical wood paneled siding and post columns. The structure includes pivot windows, and a double aluminum door entrance that replaced original wooden doors. The building currently serves as the Visitor's Center managed by East Bay Regional Parks on Crown Memorial State Beach land and includes living quarters for a park employee.

Object 1 is a war memorial monument approximately 16' tall, designed in 1945 by station artist Vale Wright and paid for through collective fundraising efforts by the officer candidates who attended the training school. (Vale Wright was later known as an architectural designer for his innovative fiberglass designs of sportscars.) It was dedicated to the 51 merchant mariners who trained in Alameda and lost their lives in WWII. An engraving on the statue reads, "In memory of the graduates of this station who gave their lives in the service of their country—1941-1945." The design is a stylized late art deco three-dimensional obelisk shape with a carved figurative American eagle and emblem of the Merchant Marine. The monument is located about 100 feet from Building 15, and placed near an open recreational field (former softball field), facing the San Francisco Bay. It was constructed in 1946 and originally located adjacent to the school's outdoor graduation bell on the east side of McKay Ave. When the school closed in 1959, it was subsequently relocated to its current site in the nearby vicinity.

Current Inventory of Buildings, including those managed by East Bay Parks- numbers correspond to map labels in APPENDIX.

No.	GSA Bldg No.	Current Use or Name	Historic Use	Name
1	CA0761 KK	Unused	Engineering Building	Savannah Hall
2a	CA0762KK	Unused	Barracks Building	Young America Hall
2b	CA0763KK	Unused	Barracks Building	Hurricane Hall
2c	CA0765KK	Unused	Barracks Building	Golden Light Hall
2d	CA0773KK	Unused	Mess and Galley	Sovereign of the Seas Hall
2e		[Demolished]	Barracks Building	Great Republic Hall
2f		[Demolished]	Barracks Building	Comet Hall
2g		[Demolished]	Barracks Building	Sterling Hall

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3		[Demolished]	Academic Building	Daniel Webster Hall
4		[Demolished]	Equipment Building	Palmyra Hall
5		[Demolished]	Barracks Building	Dreadnought Hall
6		[Demolished]	Barracks Building	Staghound Hall
7	CA0772KK	Unused	Barracks Building	Lightning Hall
8	CA0774KK	Unused	Storage/Paint Locker	
9	CA0776KK	Unused	Storage	
10	CA0775KK	Unused	Storage	
11		Unused		
12	CA0777KK	Unused	Sewage Treatment	
13		Equipment		
14		CA State Parks prop—East Bay Parks, Administration/Offices	Seamanship Building	Glory of the Seas Hall
15		CA State Parks prop—East Bay Parks, Visitor Center	Infirmary	Red Cross Hall
16		CA State Parks	War Memorial	
17		[Demolished]	Gatehouse	
18		[Demolished]	Administration Building	Flying Cloud Hall
19		[Demolished]	Auditorium/Gymnasium	Shenandoah Hall
20		[Demolished]	Training Basin	Westward Ho! Hall
21		[Demolished]	Pumphouse	
22		[Demolished]	Firehouse	Yosemite Hall
23		[Demolished]	Ship's Service Store	Red Jacket Hall
24		[Demolished]	Night-Vision Classroom	Challenge Hall
25		[Demolished]	Anti-Aircraft Training	Celestial Hall
26		[Demolished]	Mast Assembly	
27		[Demolished]	Pier	

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SUPPORTING PARAGRAPHS-HISTORY OF PROPERTY¹

Below are excerpted paragraphs outlining background history relevant to the district.

Establishment of The U.S. Maritime Services Officers School, Alameda

The U.S. Maritime Service Officers School at Alameda had its beginnings in December 1938, when the Maritime Commission established its first training station in the San Francisco Bay region. Originally a refresher school for licensed and unlicensed seamen, and later known as the U.S. Maritime Service Prospective Licensed Officers School, it was located on Government Island (now known as Coast Guard Island), a small, dredged island in the Oakland-Alameda estuary within Alameda city limits. The school shared buildings and other facilities with the Coast Guard and various federal agencies. Although one barracks building was eventually built for the school (in 1941), most students resided off the island, some in a riverboat moored on the Estuary, others in a hotel in downtown Oakland. Initially, three-month courses were offered for officer candidates as well as for unlicensed seamen. By 1941, the school's mission had changed to training officer candidates exclusively in intensive four-month courses.

With the growing wartime demand for trained maritime officers, the constricted Government Island facility was deemed inadequate. In August 1942, the War Shipping Administration authorized Commander Alfred G. Ford, USNR, superintendent of the Government Island school, to conduct a survey of other potential school sites in the region. After surveying a number of locations in northern California, Ford recommended purchase of a site on San Francisco Bay about one mile from Government Island, on the south shore of the island city of Alameda.

The site chosen for the school had been occupied since the 1870s by a succession of bathing resorts, the best known and most recent of which was Neptune Beach. In business from 1917 to 1939, this large resort covered, at its height in the late 1920s and 1930s, about 40 acres of mostly reclaimed land. Neptune Beach featured two large outdoor swimming pools, roller coasters, numerous other rides and concessions, picnic grounds, a dance hall, a movie theater, and year-round apartments and rental cottages. Extensive dredging operations in the mid-1920s had extended the resort to the south and west, into the bay. Neptune Beach went bankrupt in 1939, and most of the buildings were demolished in 1940 (the movie theater, an apartment building, and some bungalows were left standing).

The property passed through several owners before being purchased by the federal government on September 14, 1942, at a cost of \$97,500. Excluded from the transfer was a strip of former resort land fronting on Central Avenue (including the Neptune Palace movie theater and Neptune Court apartment building) and a rectangular parcel at the parcel's east end (containing the Neptune by the Sea bungalows), totaling about 8 acres. All in all, title to approximately 32 acres of upland and 75 acres of tideland passed to the federal government. In essence, the site consisted of a wide peninsula of level, reclaimed land connected to the mainland on the north and encompassed on three sides by shallow bay water.

Construction began on October 29, 1942, and was 90 percent finished when the school first opened on January 29, 1943. The remaining construction was virtually completed in time for the formal dedication the following summer. Cost of construction when the facility was dedicated was approximately \$2 million. The architect was Harry A. Bruno and the Fred J. Early, Jr. Co. of San Francisco served as general contractor.

The campus contained three distinct sections demarcated by the north-south axis of McKay Avenue and the east-west axis of the parade grounds. McKay Avenue, the school's access road, ran south from Central Avenue to a terminus on the site's southern shore. West of this road were the school's barracks, mess halls, and academic facilities. The asphalt-paved parade grounds, occupying the site of the larger of Neptune Beach's swimming pools, extended east from McKay Avenue near its juncture with Central Avenue. North of the parade grounds was a row of three large buildings: the administration building, fronting on McKay, a combination auditorium and gymnasium, and an indoor swimming pool or training basin (adjoined by a small pump house). South of the parade grounds and east of McKay Avenue was an extensive landscaped area bordered by a curving beach on the south, the former Neptune Beach picnic grounds. This area, with its trees, was retained for open space and athletic fields. Fronting on the east side of McKay Avenue south of the parade grounds were three buildings: a firehouse, a ship's service store (snack bar, retail goods, barber, and tailor), and an infirmary.

¹ Page and Turnbull Associates, "Determination of Eligibility, National Register of Historic Places, Alameda Federal Center, Alameda, CA." San Francisco: 1996. (note: this report was limited to a 7.6 acre parcel and did not include all remaining extant buildings of the historical U.S. Maritime Officers Training School.)

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The school's larger buildings were named for famous 19th-century clipper ships: Flying Could Hall (administration buildings), Shenandoah Hall (gymnasium/auditorium), Westward Ho! Hall (indoor pool), Red Jacket Hall (ship's service store), Savannah Hall (engineering building [No. 1], Daniel Webster Hall (academic building), Challenge Hall (night-vision room), Celestial Hall (anti-aircraft training building), Glory of the Seas Hall (seamanship building/boathouse) [No 14], Palmyra Hall (equipment building/garage), Sovereign of the Seas Hall (mess and galley) [No 2D], Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, Lightning halls (barracks) [Nos. 2A-2C and 7], and Yosemite Hall (firehouse). Red Cross Hall (infirmary) [No. 15] was the only building not named for a ship.

The school's principal street derived its name from Donald McKay, a famous 19th-century Boston shipbuilder (who built many of the clipper ships listed above), while the other streets on the campus--Anderson, Cressy, Gardner, Samuels, Richardson--were named for well-known clipper captains.

The formal dedication of the U.S. Maritime Service Officers School, Alameda, was held on Saturday, July 10, 1943. In attendance were Captain Edward Macauley, USN (ret.), deputy administrator of the War Shipping Administration, and Telfair Knight, assistant deputy administrator. The ceremony was broadcast live on national radio and by short-wave radio to American troops overseas. The school's first superintendent, Commander Alfred G. Ford, USNR, who had charge of all Maritime Service schools between San Francisco and Seattle, left in January 1944 to take command of the U.S. Maritime Service Officers School at Fort Trumbull, Connecticut. His replacement, Commander Malcolm E. Crossman, USNR, transferred from the superintendency of the maritime school on Hoffman Island, New York, would retain command of the Alameda facility until its closure in 1953.

Curriculum of The U.S. Maritime Service Officers School, Alameda

Students from the Government Island school moved into the new facility over the weekend of February 6-7, 1943 (administrative staff began arriving a week earlier). The old school was closed, and its facilities were turned over to the Coast Guard. The new school's nine barracks could house up to 1,100 men (students and staff). At least 750 students attended the school at any one time, sewed by an administrative and instructional staff of between 100 and 200 persons. The first class at Alameda graduated in April 1943. From then until April 1946, when the last class was graduated prior to a change in mission, the school turned out approximately 200 licensed officers per month. During this three-year period, more than 6,000 maritime officers were commissioned.

Enrollment in the U.S. Maritime Service Officers School, Alameda, was open to American citizens with a minimum of 14 months experience in the deck or engine departments of ocean-going, coastwise, or Great Lakes merchant vessels of American registry. Once enrolled, a student was known as an "officer candidate" and was provided with food, lodging, textbooks, uniforms, and \$126 monthly salary for the duration of his studies. Intensive, four-month courses were offered in two separate departments (deck and engine room). At the end of the training program, officer candidates sat for their licenses by taking examinations conducted by Coast Guard inspectors. Graduates of the deck officer's course received a Third Mate rating, engine-room graduates were rated Third Assistant Engineer. (Officer candidates with extensive sea-time could receive higher ratings upon graduation, i.e., as Second or First Mate, or as Second or First Assistant Engineer.)

Engine-room instruction, which dealt with the construction, operation, and maintenance of various marine propulsion systems, was concentrated in the engineering building (Savannah Hall) [No. 1] at the north end of the campus. In this building were laboratories with working and cut-away models of diesel engines, reciprocating steam engines, turbines, pumps, refrigeration units, and boilers. Students learned to fabricate and repair engine parts in a machine shop equipped with lathes, power saws, mills, and welders. The school's heating plant, located at the west end of the building, sewed a pedagogic role as a functioning display boiler. Engineering students were also required to take classes in mathematics, physics, chemistry, thermodynamics, metallurgy, and mechanical drawing.

The deck officer's course emphasized all aspects of seamanship not specifically related to the engine room. Among the subjects taught were navigation, ship handling, cargo handling, signaling, convoy procedure, elements of ship construction, and maritime law and regulations. The training of deck officer candidates took place in a cluster of buildings and outdoor facilities at the south end of the campus. Classroom instruction and lectures were given in the academic building (Daniel Webster Hall). The distinctive, bow-fronted seamanship building (Glory of the Seas Hall) [No. 14] was the deck student's version of the engineering laboratories. On the upper floor overlooking the bay was a mock-up of a ship's bridge equipped with a steering wheel, magnetic compass, gyro-repeater, chronometers, radio direction finder, chart tables, intercom telephone, engine-room telegraph, and a fire detection system. Atop the building was a flying bridge with binnacle, pelorus, and signal-flag mast. The school's 12 lifeboats, two rafts, and launch were stored on the ground floor of the building.

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Grouped around the seamanship building were other specialized training structures. To the north was a small building (Challenge Hall) opened late in 1943, containing the night-vision room (nicknamed the "black market" for its jet-black walls). Here students were placed on a revolving platform and taught to identify ship silhouettes in convoy conditions as bursts of light simulated the effects of gunfire, lightning, star shells, flares, and reflected fire from a burning ship. Next to this building was the anti-aircraft training building (Celestial Hall), a fall structure with a steeply sloping shed roof (which also was not completed until late in 1943). Inside was a Polaroid Sighting Trainer, consisting of a large concave screen onto which were projected moving images of aircraft, "bullets" from the training gun were seen as tracers, with the number of shells fired and hits made recorded electronically. West of the seamanship building, on the shore, was a full-scale ship's mast, with booms, set into a concrete base equipped with hatches. Steam-powered winches gave students realistic practice in the handling and stowage of cargo. During the war years, a barrage balloon of the type used in convoys flew from the mast. A small, L-shaped pier off the end of McKay Avenue was used to practice small-boat handling. The pier was equipped with a variety of davits for hoisting lifeboats, and exercises were held on the bay simulating conditions at sea, such as going alongside and abandoning ship.

All students at the school were required to take swimming and survival classes in the "training basin," a 40'x100' swimming pool situated north of the parade grounds. Originally open-air, the pool was enclosed by a building late in 1943 or 1944 and named Westward Ho! Hall. Lifeboat drills and abandon-ship techniques, which involved diving from a high, canted platform resembling the deck of a sinking ship, were practiced in the pool. Students were also taught to swim through fire by setting kerosene ablaze on the water. Instruction at the school was supplemented by classes at the University of California and by field trips to various sites around the bay such as shipyards and refrigeration plants. Celestial navigation students made weekly visits to the Chabot Observatory.

Facilities for rest and relaxation included the auditorium, the swimming pool, various outdoor facilities, a snack bar in the ship's service store, and a library stocked with novels, magazines, and newspapers. The 800-seat auditorium was used for weekly screenings of first-run movies, monthly dances at graduation time, and nationally broadcast performances by famous entertainers like Tommy Dorsey, Kay Kyser, and Jack Benny. The auditorium doubled as a gymnasium for indoor sports and exhibitions by wrestlers and boxers, with locker rooms and bowling alleys on the lower level. Outdoor facilities included tennis courts (installed in 1944 at the east end of the parade grounds) and athletic fields in the landscaped area for baseball and other sports. The lifeboats could be rigged for sailing, and the school sponsored rowing crews which competed on a regular basis with crews from other Maritime Service schools.

Of the more than 6,000 officers graduated from the U.S. Maritime Officers School at Alameda during World War II at least 51 were lost at sea in hostile action. A memorial in the form of a concrete stylized obelisk, designed by officer school artist, Vale Wright in 1945, was erected on the school grounds shortly after the war. Funds for the war memorial monument were raised by officer candidates at the Maritime Station. It reads: "In Memory of the Graduates of the Station Who Gave Their Lives In the Service of Their Country, 1941-1945."

After the War: U.S. Maritime Service Training Station, Alameda

The surplus of trained men and ships after the war resulted in a changed curriculum for the U.S. Maritime Service Officers School, Alameda. The last class of officer candidates was graduated in April 1946. On January 1, 1947, the school was redesignated the U.S. Maritime Service Training Station, Alameda. So named, the facility would remain in operation for another seven years, until 1953, as a refresher and upgrading school for officers and seamen. The Alameda school was the only remaining Maritime Service training facility on the west coast after the war.

Although attendance was lower than during the war, the curriculum was expanded to three departments by adding a program for cooks, bakers and stewards. Upgrade and refresher courses varied in duration from one week to two months. The traditional deck and engine room departments adapted to changes in technology. Courses in radar and Loran (Long Range Navigation) were offered for deck students, and new propulsion systems were studied in engineering. New facilities added during these years included a T-2 high-pressure diesel engine of the type used in modern tankers, installed in the engineering building in 1946, and a domed planetarium for celestial navigation instruction, constructed inside the anti-aircraft training building (unused since the war) in 1950-51. The number of students and staff at the school steadily decreased during these years. By 1952, the training station was operating on a curtailed basis, with a staff of about 60 and about 150 students attending the school at any one time. A number of buildings were no longer in use. In October 1953, the Maritime Administration announced the school's closure and was placed on reserve status for reasons of economy and federal policy. The school closed on November 30, 1953. Remaining staff members were discharged on January 31, 1954, the date on which the U.S. Maritime Service Training Station, Alameda, was officially deactivated.

Recent History of the Site

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On November 30, 1957, the deactivated Alameda facility was formally declared surplus property by the Maritime Administration. The reasons cited for this action were the cost of maintaining the site and the failure to find a tenant. The General Services Administration (G.S.A.) assumed responsibility for the facility and began the dual process of securing tenants and disposing of property for which no tenants could be found. By 1959, G.S.A. had inventoried and appraised the site in three separate parcels: a 7.6-acre parcel west of McKay Avenue (including a small parcel east of McKay), containing most of the school buildings, a 7.4-acre parcel east of McKay Avenue and north of the greensward, containing several large school buildings, and an approximately 92-acre parcel with relatively few large buildings, comprising the remainder of the upland (about 17 acres) and all of the tideland (about 75 acres). The 7.4-acre and 92-acre parcels were sold in 1961, a 7.6-acre parcel remained under federal ownership and was known as the Alameda Federal Center. In 2015, the G.S.A. sold the southern parcel to East Bay Regional Parks (3.9 acres) and retained the northern parcel (3.7 acres).

The first property to be sold was the 7.4-acre parcel east of McKay Avenue, comprising the northeast corner of the former campus. The City of Alameda had hoped to acquire this property for use as a civic and recreation center but was unable to fund the purchase. The eventual high-bid purchaser, Morrison Bros., Inc., an Oakland development firm, assumed ownership in January 1961. The rectangular parcel contained the administration building (Flying Cloud Hall), the auditorium/gymnasium (Shenandoah Hall), the indoor swimming pool (Westward Ho! Hall), a small pump house adjacent to the pool, and, bordering the buildings on the south, the parade grounds. As a means of reducing the property's tax liability, the new owners demolished all four buildings in February 1961. Five years later, on the northwest corner of the cleared parcel, Morrison Bros. built a supermarket for lease to Lucky Stores. The remainder of the parcel was subsequently sold and developed in 1969 as a 242-unit apartment complex known as the Park Webster.

Title to the 92-acre parcel that included tidelands was transferred in August 1961 to the State of California Division of Beaches and Parks. The State combined this acquisition with additional upland and tideland purchased (and leased) from the City of Alameda to create the Alameda Memorial State Beach. In 1967, the East Bay Regional Park District (EBRPD) entered into an agreement with the State to manage the beach park. Site development began that year, with a grand opening held on June 10, 1967. The name was changed to Robert W. Crown Memorial State Beach in 1973 in honor of a state legislator who had been instrumental in its creation. Since the late 1970s, that portion of the state beach lying within the boundaries of the former maritime school has been known as Crab Cove. Bay fill projects from the 1950s and 1960s have enclosed the site on the east (parkland) and west (housing), only the site's southern shoreline remains intact.

Robert W. Crown Memorial State Beach includes most of the former school site east of McKay Avenue together with a triangular parcel west of the street, lying south adjacent to EB Parks land. On the property when the State acquired it were 19 buildings, mostly sheds, associated with the former school. Six of the buildings, however, had been integral to the school. West of McKay Avenue stood the seamanship building/boathouse (Glory of the Seas Hall) [No 14], the night-vision classroom (Challenge Hall), and the anti-aircraft/planetarium building (Celestial Hall). The principal buildings east of McKay, fronting on the street from north to south, were the firehouse (Yosemite Hall), the ship's service store (Red Jacket Hall), and the infirmary (Red Cross Hall) [No 15]. Four of these six buildings--the night-vision classroom, the anti-aircraft/planetarium building, the firehouse, and the ship's service store--were demolished in the mid-1960s by the State of California. Two buildings are still standing: the largely intact seamanship building, which serves as park offices and storage for the adjoining service yard, and the infirmary, which was remodeled by EBRPD in the 1970s as the Crab Cove Visitor Center (the building also houses a ranger's residence and the EBRPD's system wide exhibit laboratory).

The State of California holdings also included the old school pier, at the south end of McKay Avenue, the mast assembly, at the southwest corner of the former campus, and the war memorial monument, presently located in the lawn area east of McKay Avenue. The pier and the mast assembly were demolished by the State of California in the mid-1960s.

The current 3.67 acres of the northern parcel (previously 7.6 acres) retained by the federal government, known since the mid-1960s as the Alameda Federal Center, has been administered by the General Services Administration since 1959. (The formal transfer of title and jurisdiction, from the Department of Commerce, Maritime Administration, to the General Services Administration, Public Buildings Service, occurred on June 29, 1962.) The Alameda Federal Center includes within its boundaries most of the larger buildings that comprised the U.S. Maritime Service Officers School Training Station. These consist of the engineering building, or Savannah Hall [No. 1], the Mess and Galley, or Sovereign of the Seas Hall [No. 2D], three barracks—Young America, Hurricane, Golden Light, [Nos. 2A-2C], and the garage/equipment buildings, [Nos. 8, 9, 10, 12, 13]. Extensive interior alterations were first undertaken in 1968-69. Most windows were replaced with aluminum sash in 1986. Five barracks, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Palmyra Hall were demolished by the G.S.A. in 2007. The southern parcel owned by East Bay Regional Parks, 3.9 acres, includes one of the remaining barracks, Lightning Hall [No. 7]. EB Parks demolished Daniel Webster Hall in 2017-2018.

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Under G.S.A. management, the facility has been leased to a succession of federal tenants over the past 63 years. The first tenant was the Office of Civil Defense and Mobilization (OCDM), which occupied the entire facility from November 1959 to November 1965. During this Cold War period, OCDM's Western instructor Training Center at Alameda, one of three such facilities in the nation, offered one-week courses in radiological defense and nonmilitary disaster response for civil-defense instructors residing in the western United States. Approximately 5,000 persons were trained at the center during its six years of operation. Following the training center's closure in 1965, GSA renamed the facility the Alameda Federal Center and began leasing space to a number of tenants concurrently. As stated in a 1979 G.S.A. survey report, the official mission of the Alameda Federal Center is "to provide general purpose space as required by Federal agencies in the geographical areas in which [they are] located."

Tenants since the late 1960s have included a wide variety of agencies, bureaus, and offices of the Departments of Agriculture, Commerce, Defense, Interior, and Treasury. All branches of the military--Army, Air Force, Navy, Marine Corps, and Coast Guard--have maintained recruiting stations or other functions at the Alameda Federal Center. While most buildings were occupied by offices, Building No.1 has had a specialized use as a laboratory since the late 1960s. The Environmental Protection Agency operated a laboratory there until 1979 to monitor air and water pollution in Federal Region IX (the western United States and Pacific islands). In the 1980s, Building No. 1 was occupied by the Department of Agriculture's Western Laboratory.

The most dramatic events in the history of the Alameda Federal Center have been associated with the Bureau of Indian Affairs (BIA), a tenant in Building No. 2A from about 1968 to about 1980. On separate occasions, BIA's Alameda office was picketed, occupied, and bombed. In June 1968, 20 Indians from 12 tribes marched in front of the bureau's offices and distributed leaflets denouncing BIA policies. In March 1970, the BIA offices were occupied for seven hours by a group of Indians led by Richard Oakes, one of the leaders of the Indian occupation of Alcatraz. Finally, in the early morning of June 27, 1975, a bomb blast caused considerable damage to the BIA offices. A group calling itself the New World Liberation Front claimed credit for the bombing.

The site's recent physical history can be summarized as follows. The U.S. Maritime Service Training Station, Alameda, postwar successor to the U.S. Maritime Service Officers School, was deactivated in 1954 and declared surplus in 1957. The campus remained intact until 1961 when G.S.A. disposed of most of the property to two outside owners, keeping 7.6 acres of the original 32-acre upland campus under federal ownership. Most major school buildings and structures beyond the boundaries of the Alameda Federal Center and East Bay Regional Parks properties were demolished between 1961 and c.1985. The exception are the Seamanship building/boathouse (Glory of the Seas) [No. 14], the Infirmary (Red Cross Hall) [No. 15], and the War Memorial Monument [No. 16], which have been retained within Robert W. Crown Memorial State Beach and managed by East Bay Regional Parks. The landscaped area east of McKay Avenue and the original southern shoreline also survive as parkland.

SUPPORTING PARAGRAPHS-HISTORICAL CONTEXTS

The U.S. Government and The Merchant Marines- Background

The officers and crew of non-military, commercial vessels of the United States, known as the merchant marine, were trained primarily by apprenticeship in the 19th and early 20th centuries. At the same time, a substantial number of officers were trained at state maritime academies. Prior to World War II, these were the New York Nautical School (later the New York State Maritime College) established in 1874 at Fort Schuyler, New York, the Massachusetts Nautical School (later the Massachusetts Maritime Academy) established in 1891 at Buzzards Bay, Massachusetts, the Pennsylvania Maritime Academy established in 1920 at Philadelphia, the California Nautical School (later the California Maritime Academy) established in 1929 at Tiburon, California and re-established at Vallejo, California in 1942, and the Maine Maritime Academy established in 1941 at Castine, Maine.

Federal involvement with merchant marine personnel began slowly. In 1891, Congress established standards for officers on merchant ships carrying U.S. mail. By 1907, federal shipping commissioners were appointed in port cities to operate recruiting offices for merchant seamen. On March 4, 1911, federal aid was first provided for training of the merchant marine by congressional support of the state maritime schools. In 1920, the U.S. Shipping Board (established in 1916) attempted to establish training stations for inexperienced seamen on the east coast and the west coast, but the program died. Despite these efforts, the performance of the American merchant marine during World War I was unfavorably compared to those of almost every other country involved. This was followed by a scandal involving ocean mail contracts investigated by the Black

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Committee in 1928, and by the disasters of the ships Morro Castle and Mohawk in 1934, in which many people died. The merchant marine was implicated in each of these difficulties.

The United States Maritime Service

At a time when the merchant marine was widely viewed as professionally deficient, and at the height of the depression when jobs were scarce, Congress passed the Merchant Marine Act of 1936 (enacted into law June 26, 1936). The Merchant Marine Act established government policy toward the merchant marine and created the U.S. Maritime Commission within the Department of Commerce to carry out that policy. Section 101 of the Merchant Marine Act stated that a merchant marine was "necessary for the national defense and development of ... foreign and domestic commerce", that the merchant marine should be sufficient to carry all commerce on all routes at all times, that it be "capable of sewing as a naval and military auxiliary in time of war or national emergency", that the merchant marine be operated under the U.S. flag, that it consist of well-equipped, American-built ships and that it be "manned with a trained and efficient citizen personnel." Thus, the Merchant Marine Act covered a wide range of maritime issues including the training of maritime personnel.

Under an amendment to the Merchant Marine Act enacted June 23, 1938, the Maritime Commission established the U.S. Merchant Marine Cadet Corps and the U.S. Maritime Service to train young men with experience at sea for positions in the merchant marine. The first two training stations established by the Maritime Commission, at Hoffman Island, near New York City and Government Island, next to Alameda, California, were in operation by the end of the year. A third training station opened at Fort Trumbull in New London, Connecticut in January 1939, at a former Coast Guard base.

In August 1939, the Merchant Marine Act was amended again to embrace inexperienced seamen in the training programs of the Maritime Service. The first station for inexperienced seamen opened in September 1939 in St. Petersburg, Florida. In November 1939, American merchant ships were withdrawn from the European war zone and newly unemployed seamen sought places in the new maritime schools. Another training station opened at Gallups island in Boston Harbor by the end of the year and in July 1940, a sixth station opened at Port Hueneme, California.

Parallel to and separate from the training program and institutions of the Maritime Service was the Merchant Marine Cadet Corps, also under the Maritime Commission. Under this program, the U.S. Merchant Marine Academy was established, with its students comprising the cadet corps (the use of Cadet Corps to refer to Merchant Marine Academy students altered the meaning of the term "cadet" within the merchant marine. The term previously referred to an apprentice to an officer on a ship. It continued to refer to students in the state academies). The Merchant Marine Academy was first located at New London, Connecticut in 1940 and afterwards was at Fort Schuyler, New York before moving permanently to King's Point, New York in March 1942. As part of the Cadet Corps program, students at the Merchant Marine Academy spent a period of basic training at schools in Biloxi (opened 1940), followed by Pass Christian, Mississippi and Coyote Point in San Mateo, California.

World War II

With the outbreak of the war, and the awareness that the needs for ships and personnel would increase dramatically, the Maritime Service training programs were administratively relocated twice in a short period. On February 28, 1942, under Executive Order 9083, the programs were placed under the Coast Guard. Then on July 11, 1942, under Executive Order 9198, they were placed under the War Shipping Administration. The War Shipping Administration was concerned with the operation of merchant vessels, including both the building of ships and the training of personnel. In the context of the war, the training programs of the Maritime Service rapidly expanded in size and scope. Merchant Marine officers and crew were needed to man the rapidly expanding fleet of merchant vessels which were in turn needed to supply the troops abroad. A program was developed to establish schools for officers, unlicensed seamen, radio operators, upgrading, and various specialties.

Officers' schools would be at the existing training stations at Fort Trumbull, Connecticut and at a relocated station in Alameda, California. Fort Trumbull was already located in a long-established facility, but Alameda would move from Government Island to a new campus, opening in 1943. Unlicensed seamen's schools would be at existing stations at St. Petersburg, Florida and Hoffman Island, New York, at a large new station at Sheepshead Bay, New York, and at Avalon, California on Santa Catalina Island which was a relocation of the earlier station at Port Hueneme. The unlicensed schools all opened by the end of 1942. Radio schools were established at the existing stations at Gallups Island, Maine and Hoffman Island, New York. Upgrading schools for advancing in rank were established in San Francisco (at 1000 Geary Street and at San Francisco Junior College), New York, Seattle, New Orleans, Baltimore, Boston, Wilmington, California, and Portland, Oregon. Specialist schools were established in the following areas: for turbo-electric and high pressure turbine propulsion in Syracuse, New York, Chester, Pennsylvania, and at the Marin Shipyard in Sausalito, California, for signaling in San Francisco (1000 Geary), New York, and New Orleans; for barrage balloons in New York and San Francisco (1000 Geary), for river pilot training in Saint Louis, for

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diesel engines in Milwaukee, for high pressure geared turbines in Baltimore and Richmond, California (at the Kaiser shipyards). Maritime Service Centers in New York and San Francisco (1000 Geary) were the sites of many specialty schools and other activities. The U.S. Maritime Institute, established in New York City in January 1944, provided correspondence courses for seamen.

The curriculum within the various types of schools of the Maritime Service varied according to their purposes. For example, the officer training schools of the Maritime Service at Fort Trumbull and Alameda, like the Merchant Marine Academy, prepared students to become officers on ships. At the end of the program, the graduate was prepared to serve as a Third Mate. on deck, or Third Assistant Engineer in the engine room. For admission, 14 months at sea was required in addition to Apprentice Seamen Training at Avalon, Sheepshead Bay, St. Petersburg, or Hoffman Island. Then, an officer candidate for the deck branch studied mathematics, trigonometric functions, instruments, operation and maintenance, gyro compass, navigation, piloting, communications and convoy procedure, international code, flag signals, seamanship, steering and sailing rules, inspection, cargo handling, first aid, drills, and watch standing. An officer candidate for the engine department studied mathematics, trigonometric functions, turbines, boilers, inspection and maintenance, reciprocating engines, auxiliary machinery, principles of heat, electricity, mechanical drawing, machine shop, diesel engines, and drills in one course, in a second course for the engine branch, the officer candidate studied diesel theory and auxiliaries, electricity, laboratory, and shipboard. Throughout the Maritime Service, training was compressed during the war. For officer candidates at Alameda and Fort Trumbull, training was reduced to 4 months, and was designed for mariners with at least 14 months of seafaring experience. This curriculum was distinct from the other primary officer training school at the Merchant Marine Academy in Kings Point, NY, whose curriculum was designed for midshipmen (career mariners-in-training who begin with little to no seafaring experience). At Kings Point, juniors and seniors saw their final year of training reduced to 9 months in order to be commissioned as officers. Training for freshman and sophomores was reduced and they were sent to sea as non-officers. Thus the program undertaken at Fort Trumbull and Alameda was unique in the Maritime Service.

From the establishment of training programs under the Merchant Marine Act as amended in 1938, until December 1, 1945, the U.S. Maritime Service graduated 21,988 officers (Ft. Trumbull: 15,475, Alameda: 6,513). With the Merchant Marine Academy (7,291 officers) and the state maritime academies (2,707 officers), the training programs of the War Shipping Administration played a substantial role in America's achievements in World War II. The critical challenge of producing ships to deliver supplies and manning those ships with competent officers and crews was met. By the end of the war, the United States had the largest merchant fleet and largest merchant marine in the world. The achievements of the shipbuilders were more spectacular and newsworthy than the equally necessary operation of the ships to support war efforts. At the same time, the activities of the merchant fleet put its operators in danger - 5,638 merchant seamen and officers died and 581 were taken prisoners of war. The report of the War Shipping Administration to President Truman of January 15, 1946, stated that industrial production, the merchant marine, and the military formed a single fighting unit, and "in this capacity, the United States Merchant Marine, possessing finally the largest number of merchant ships in the United Nations' pool of shipping, can probably be credited as the greatest single strategic factor in the defeat of the axis powers."

After the War

Almost as soon as the war ended in August 1945, many of the training programs of the Maritime Service were shut down. The major facilities at Hoffman Island and Gallups Island and the numerous small special schools around the country closed by December 1945. The officer training school at Fort Trumbull closed in May 1946 and its programs were moved to Sheepshead Bay. At the same time, the Maritime Service developed ambitious plans to provide up-to-date training for all seamen every year. New Radar-Loran schools were opened in New York and Alameda in March 1946, and a third in New Orleans in August 1948.

While the Maritime Service itself planned optimistically for its future, in the larger context of the national economy there was substantial uncertainty and disagreement about the entire issue. The Maritime Service returned to its peacetime role when the War Shipping Administration ceased to exist on September 24, 1946 and its ongoing programs, including its training programs, were returned to the jurisdiction of the U.S. Maritime Commission. In the second half of 1946, budget cuts forced another reduction in programs. Beginning January 1, 1947, the existing training programs were reorganized and reduced to six locations: Alameda and St. Petersburg, redesignated U.S. Maritime Service Training Stations for unlicensed seamen, Maritime Service Centers in New York and San Francisco for specialized short courses, the U.S. Maritime Institute in New York for correspondence courses, and officer and seamen training at Sheepshead Bay.

To address the uncertainties about the Maritime Service, President Truman appointed an Advisory Committee on the Merchant Marine which recommended in its report of November 1, 1947, continuing the training program as a long-term effort.

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By 1950, unemployment among merchant marine personnel had reached its peak. On May 24, 1950, under Reorganization Plan 21 of 1950, the U.S. Maritime Commission was abolished. Some of its programs were transferred to the Federal Maritime Commission, and others, including the Maritime Service and its training programs, were transferred to the Maritime Administration. Shortly after this reorganization, on June 30, 1950, St. Petersburg and Pass Christian (associated with the Merchant Marine Academy) were closed, and the Maritime Institute was moved from New York to Sheepshead Bay. On this same day, American troops landed in Korea, and there followed a temporary resurgence for the Merchant Marine and its training programs. With the end of the Korean War in sight (the treaty was signed July 27, 1953), the Committee on Appropriations of the House of Representatives commissioned an appraisal of what was then called the Maritime Training Program. Despite the recommendation of this report, on March 11, 1953, to maintain the program with few changes, Alameda was closed on November 30, 1953, and Sheepshead Bay was closed the following year. Only the Merchant Marine Academy was left in operation, of the many training facilities established under the Merchant Marine Act of 1936. Maritime training died out of a combination of budget problems, labor objections, and the indifference of the shipping industry.

Architecture, Planning and Construction

World War II was one of the major turning points in the development of the architecture of the United States, including that of the Bay Area. The architecture of the U.S. Maritime Service exemplified the enormous developments that were created or boosted by wartime conditions. The campus of the Maritime Service Officers School, Alameda, as it was built, exemplified those developments in the Bay Area.

The war itself produced an unprecedented demand for buildings of all sorts in a short period of time. This put a strain on the supply of building materials, especially steel, which peaked in mid 1942. The needs of the military depleted the labor supply and in particular, the supply of skilled labor. The sheer size of the government effort in all areas produced a critical need for economy of costs. Of necessity, wartime building had to be uncomplicated in design and standardized in parts as much as possible. Construction firms were under pressure to achieve new levels of efficiency through management, prefabrication, and replication of tasks producing repeatable parts. Designers looked to new materials when traditional ones were hard or impossible to get. At the time when the Alameda school was planned, materials were in especially short supply. The asbestos-cement siding (called by various brand names including cemesto and transite) used on the buildings was a common solution at the time. The 700 and 800 series standard plans developed by the Army in 1940 and 1941 provided an example of economical, rapidly buildable buildings.

Many architects who had been to architecture school in the 1930s were predisposed to the kinds of solutions demanded by the war. Many schools had introduced new ideas into the curriculum, represented by European modernists like Walter Gropius, Mies van der Rohe, and Le Corbusier. The old Beaux-Arts traditions were fading, or in a few cases were rejected completely. During the depression of the 1930s when architectural work was scarce, there were a number of large government housing projects under the Farm Security Administration which provided relevant experience for wartime conditions. California was one of the principal centers of this work. A number of Bay Area architects, including Vernon De Mars, Henry Hill, and William W. Wurster, designed public housing before the war. Fred J. Early, Jr, contractor, also worked with Vernon De Mars on a housing project in Vallejo, and with Eldridge T. Spencer on a project for the Chermugie Corporation during the war period of rapid construction.

Architects of wartime projects looked to the new images of modernism because old traditional images (of Gothic or classical design) were expensive and unnecessary, but mostly because the new images represented the new work that was being done. The new images reflected the rational design process, the use of new techniques and materials, the efficient construction process and the functions of large complexes with repeatable units of space and structure.

For the schools of the Maritime Service, architects looked both to traditions of campus planning and to military traditions. In the years just before the war, several of the most prominent examples of modern architectural design were university projects. Among these were Goucher College in Towson Maryland (1938) by Moore and Hutchins, Florida Southern College (1938) in Lakeland by Frank Lloyd Wright, Black Mountain College (1939) in North Carolina by Walter Gropius and Marcel Breuer, and Illinois Institute of Technology (1940) by Mies van der Rohe.

In the Bay Area, there was already a developing regional version of modernism, exemplified in the work of William W. Wurster and others. This work softened the imagery of machinery and technology of the Europeans with colors and materials that harmonized with the California landscape. Harry A. Bruno graduated from U.C. Berkeley in 1932, and was likewise influenced by his mentors and peers. Vernon De Mars served as a reference when he obtained membership in A.I.A. in 1945. Harry A. Bruno's designs are characteristic of the Bay Region architectural movement, incorporating low profile designs that blend

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seamlessly into the landscape. The U.S. Maritime Officers Training School was one of his earliest projects, and its intentional design that mimicked redwood asbestos-shingles painted brown is an early indication of this inspiration. The use of continuous ribbon windows framed in a stark-contrast white that pushed outwards further exemplifies the modern airiness of the space, inviting the natural Bay breeze to inspire the mariners who trained there. His residential projects throughout the East Bay in prominent neighborhoods such as Piedmont, Oakland and Berkeley hills demonstrate a continued strong connection to natural materials and respect of the landscape. For the breadth and depth of his significant contributions to both institutional maritime and residential architecture, he was later elevated to the Fellowship distinction in 1972.

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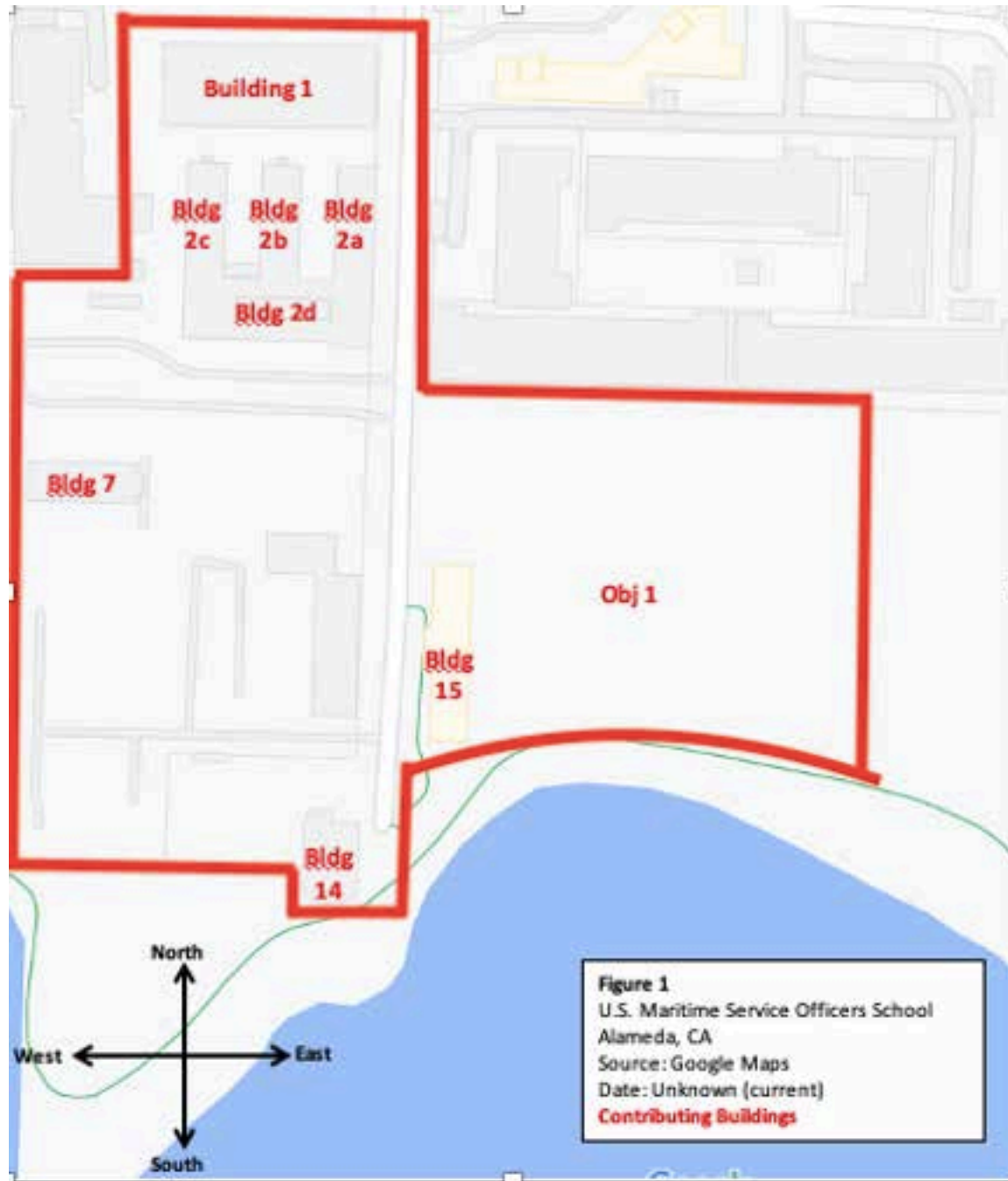
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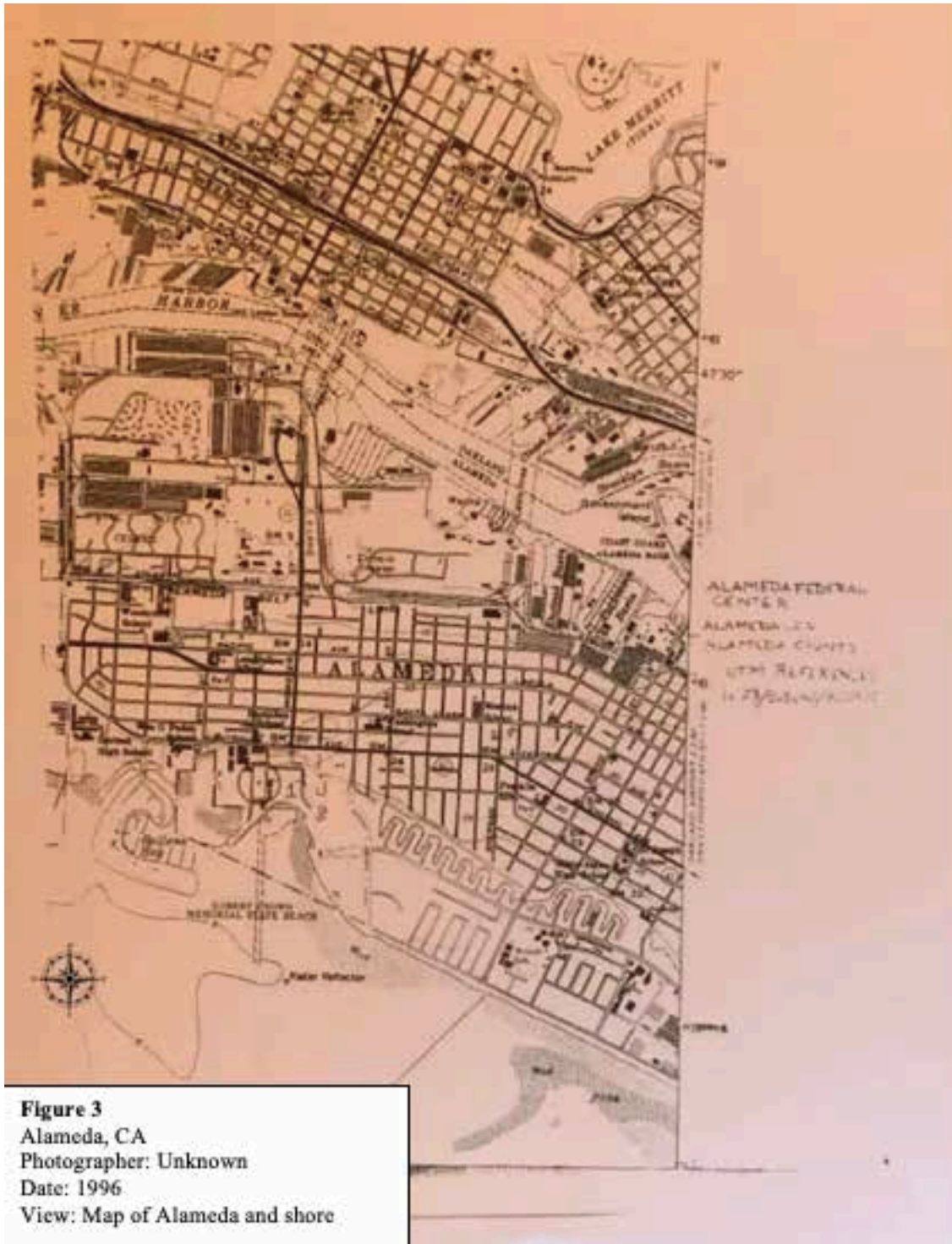


Figure 3
Alameda, CA
Photographer: Unknown
Date: 1996
View: Map of Alameda and shore

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United States Maritime Service Officers School

Name of Property

Alameda, CA

County and State

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Section number Figures Page 4

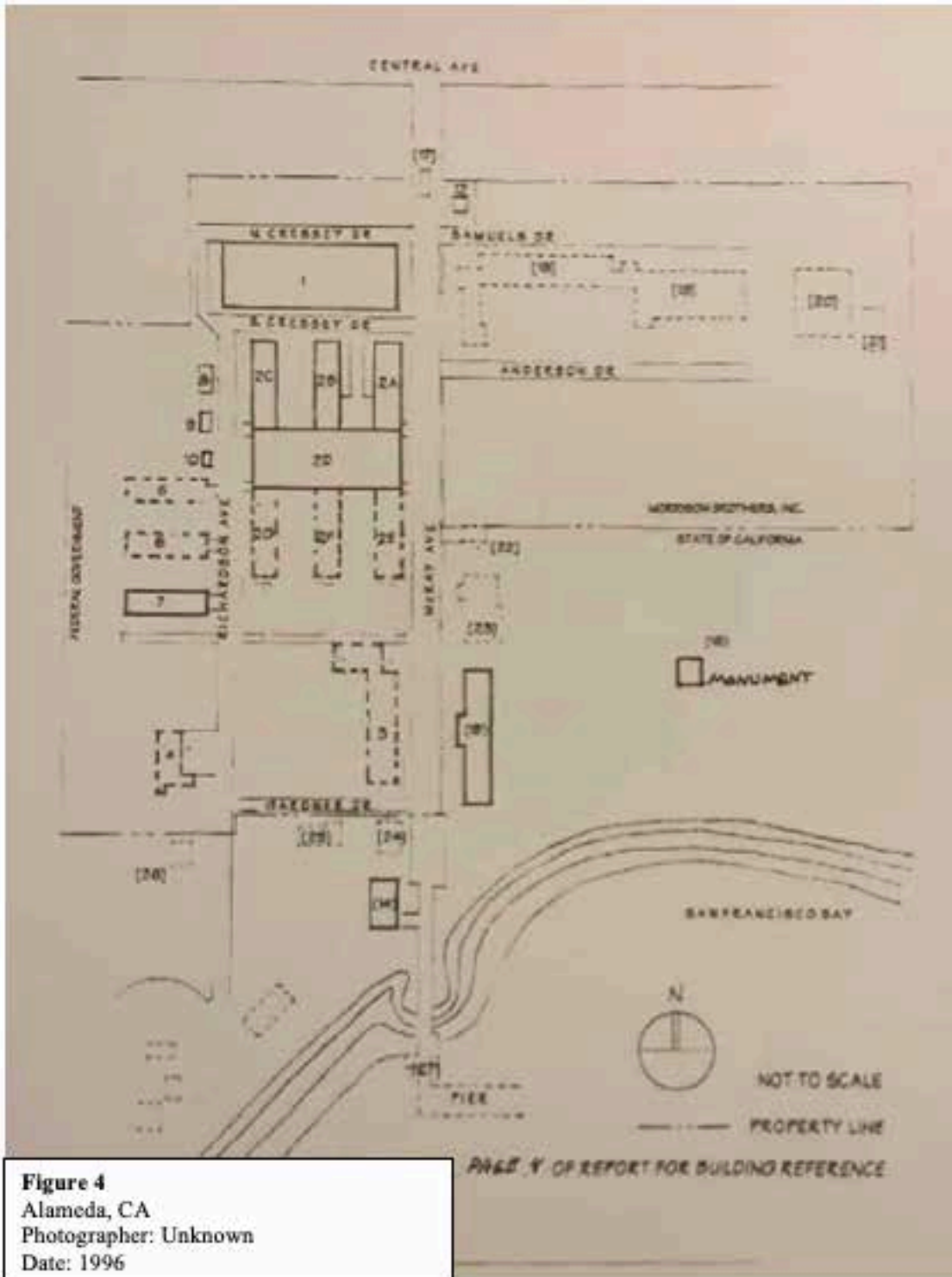


Figure 4
Alameda, CA
Photographer: Unknown
Date: 1996

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EXHIBIT "B"

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MAP OF THE RETAINED PARCEL

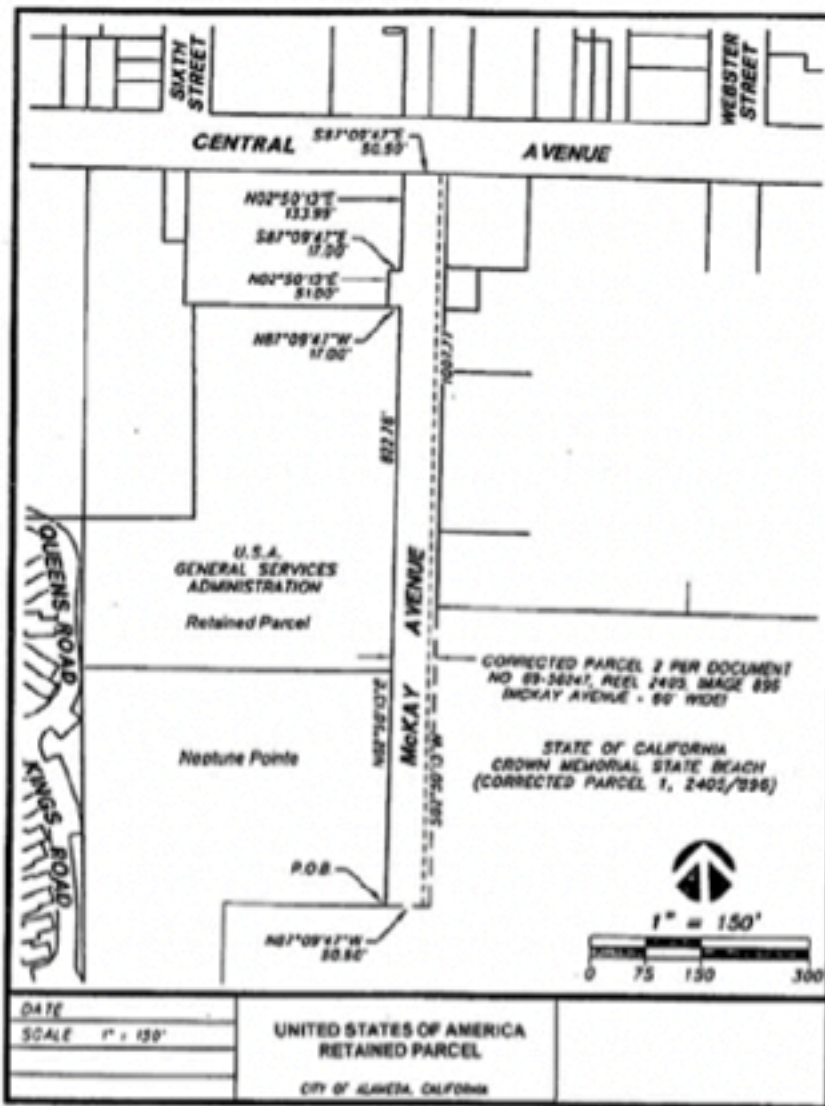


Figure 5
U.S. Maritime Service Officers School
Alameda, CA
Photographer: April 2014
Date: c. 1954
View: Parcel map

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Figure 6
Alameda, CA
Photographer: Alameda County Assessor's
Office Parcel Viewer
Date: Current
View: Map of Alameda and Oakland



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Figure 7
Alameda, CA
Photographer: Alameda County Assessor's
Office Parcel Viewer
Date: Current
View: Map of Alameda



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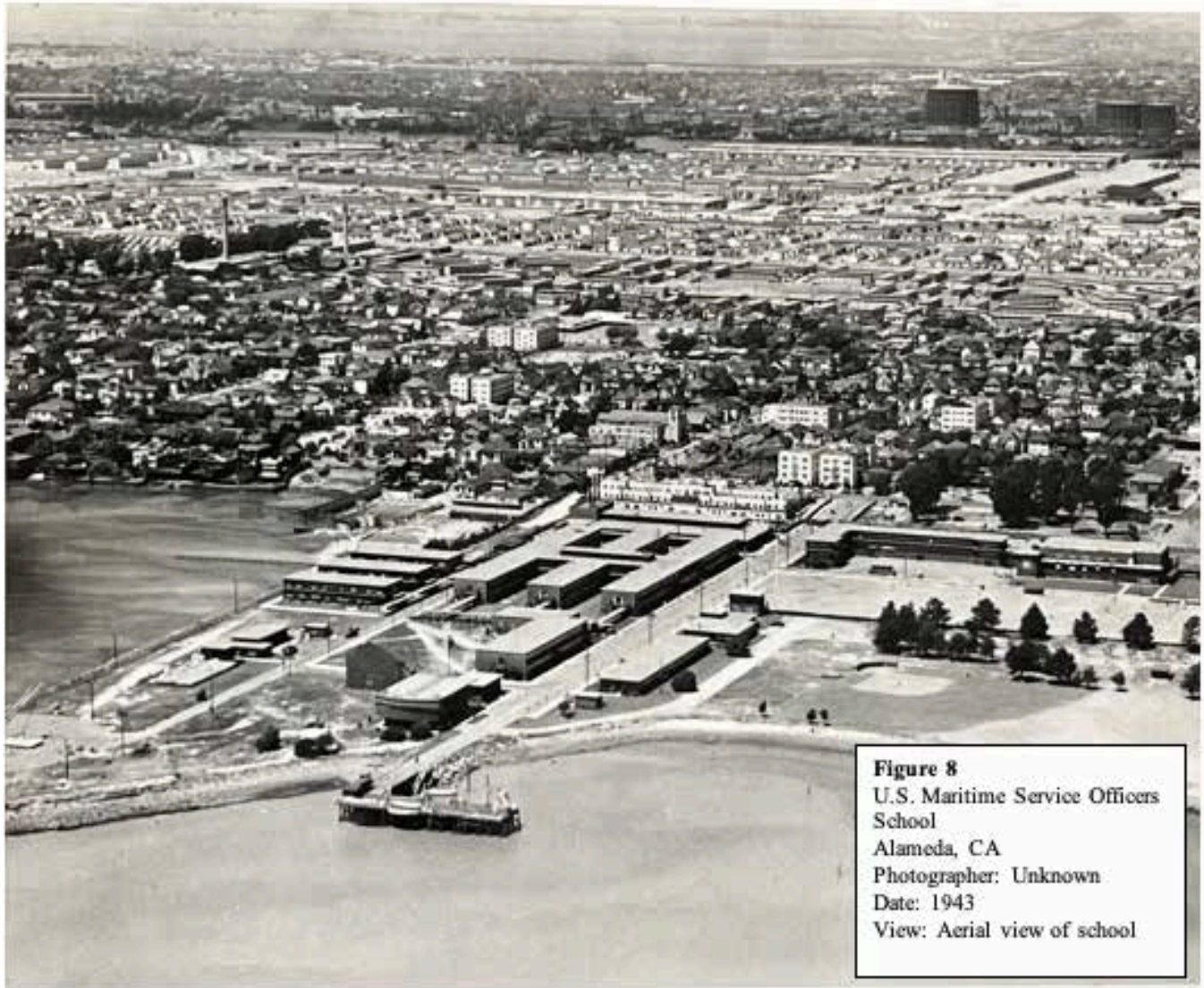


Figure 8
U.S. Maritime Service Officers
School
Alameda, CA
Photographer: Unknown
Date: 1943
View: Aerial view of school

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Figure 9
U.S. Maritime Service Officers
School
Alameda, CA
Photographer: Unknown
Date: c. 1954

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United States Maritime Service Officers School

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Figure 10
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1943
View: Buildings 2A, 2B: Young America Hall,
Hurricane Hall (Barracks)

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United States Maritime Service Officers School

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Figure 11
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: c. 1954
View: Building 2C, Golden Light (Barracks)

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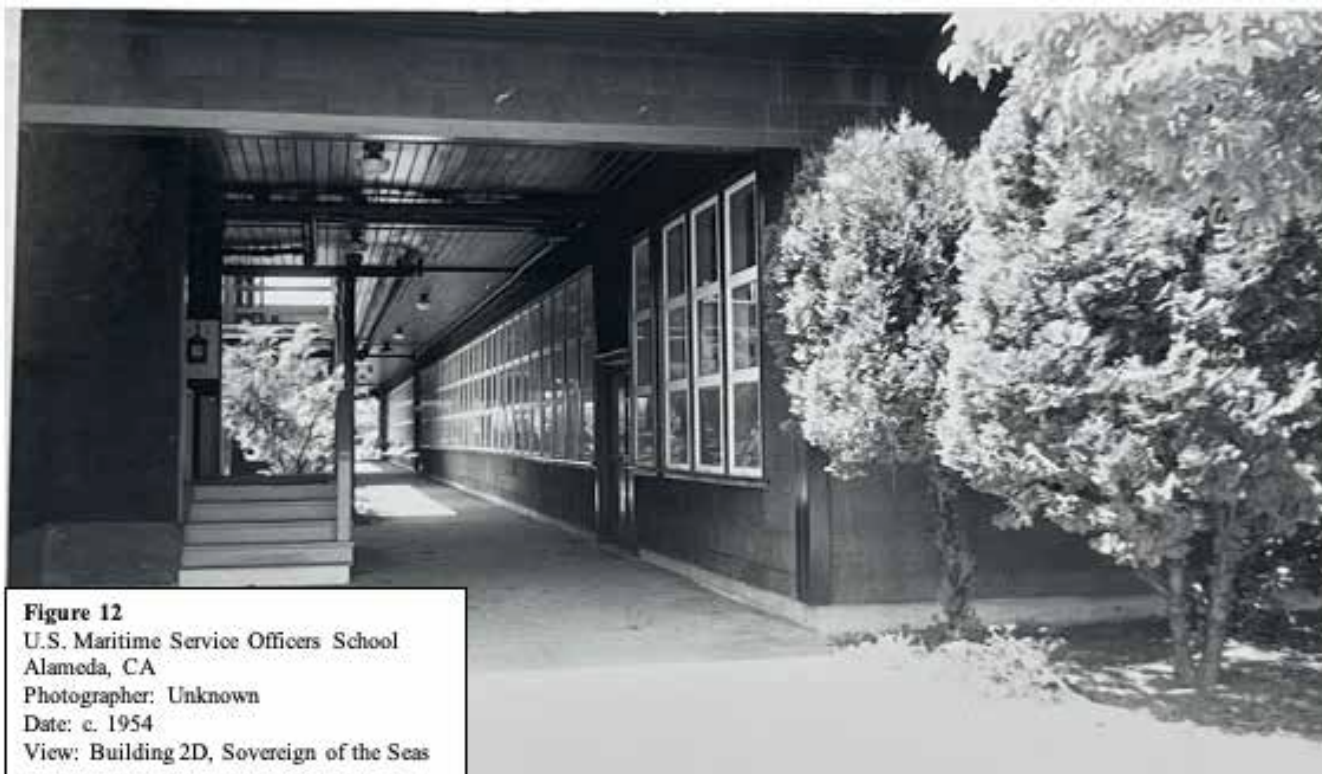


Figure 12
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: c. 1954
View: Building 2D, Sovereign of the Seas

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Figure 13

U.S. Maritime Service Officers School
Alameda, CA

Photographer: Unknown

Date: c. 1954

View: Building 7, Lightning Hall (Barracks)



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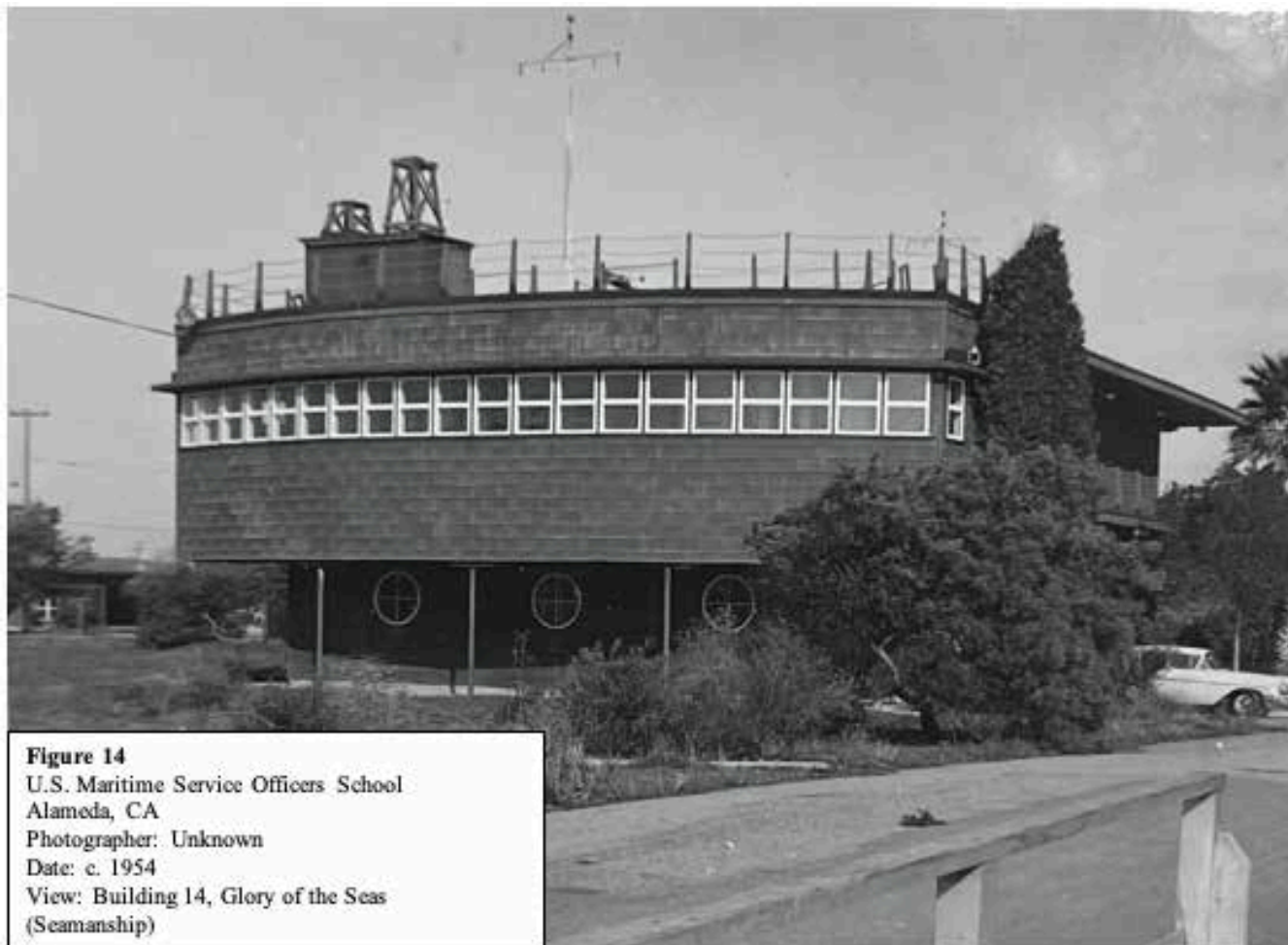


Figure 14
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: c. 1954
View: Building 14, Glory of the Seas
(Seamanship)

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Figure 15
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Building 2A (McKay Ave.), blues uniform lineup

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Figure 16
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Officer candidates march along
McKay Ave.

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Figure 17
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1943
View: McKay Ave., arrival by bus

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Figure 18

U.S. Maritime Service Officers School

Alameda, CA

Photographer: Unknown

Date: 1945

View: License examinations



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Figure 19
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Building 2D, mess hall/galley

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Figure 20
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Building 1, engineering instruction

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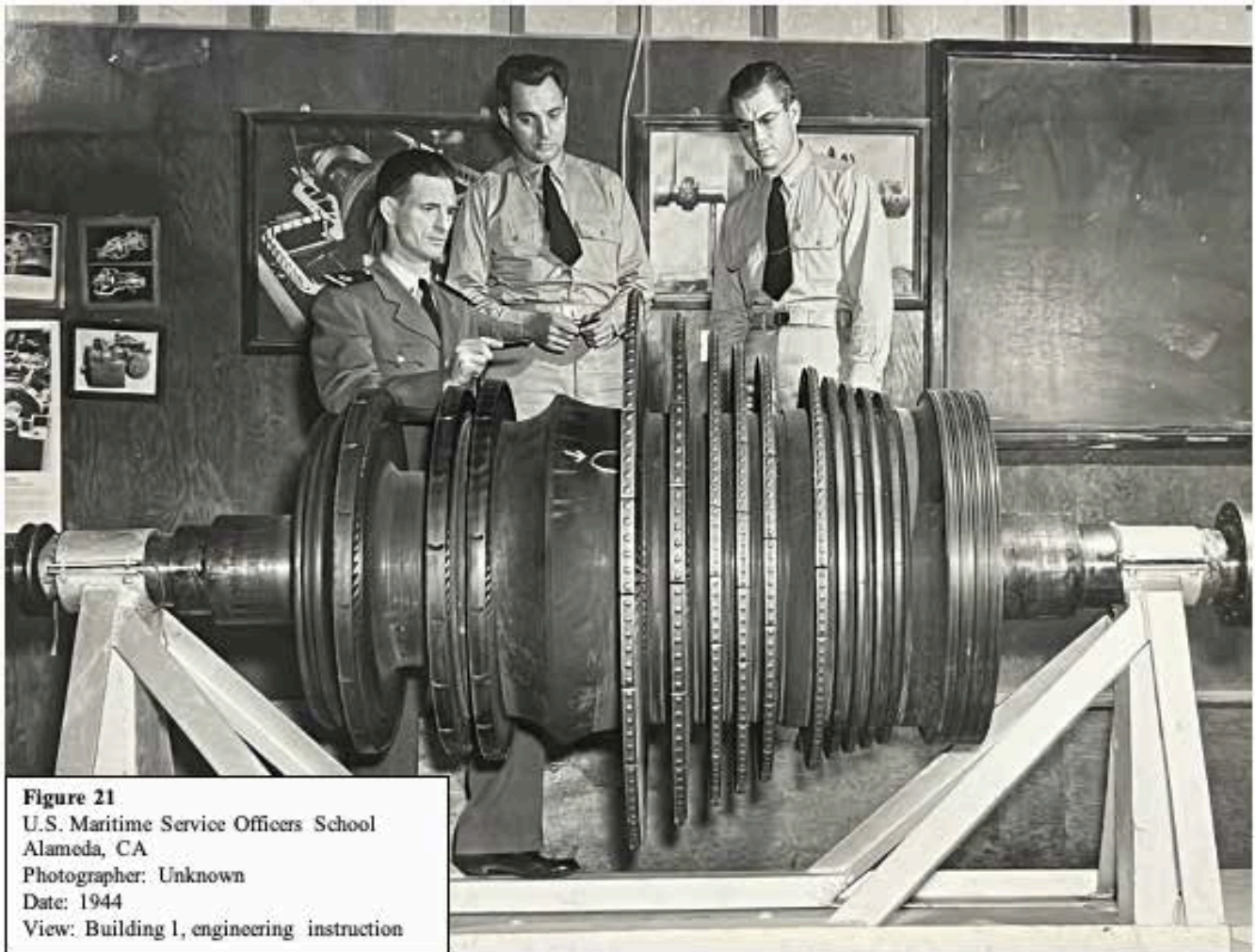
Name of Property

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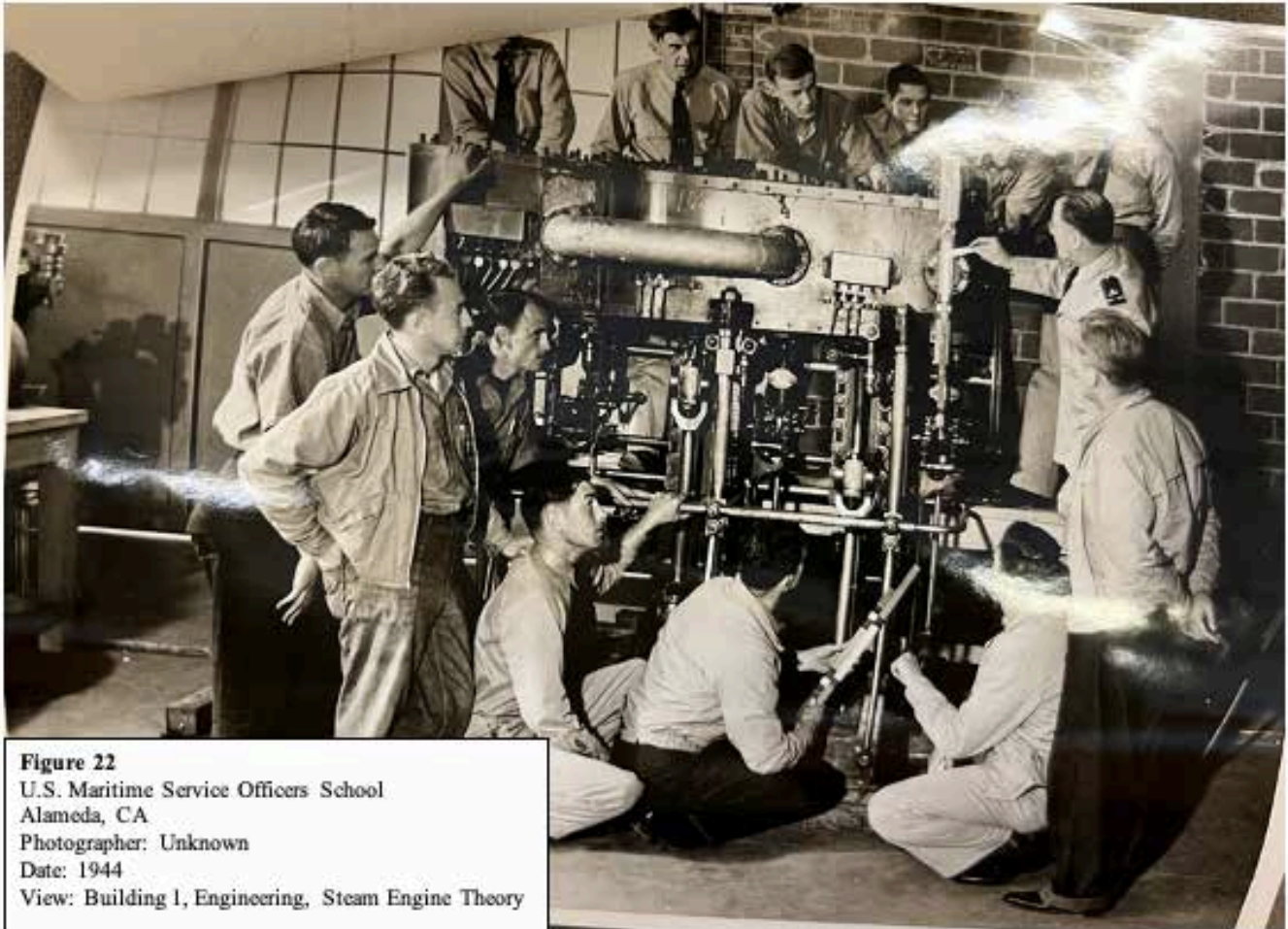
Name of Property

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Figure 23
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Lifeboat training

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Figure 24
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1945
View: Boat training

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Figure 25
U.S. Maritime Service
Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Anti-aircraft training in
open field

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Figure 26
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Class in Passive Defense to
Chemical Warfare

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Figure 27
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: View from Building 14, Glory of the
Seas, Seamanship building

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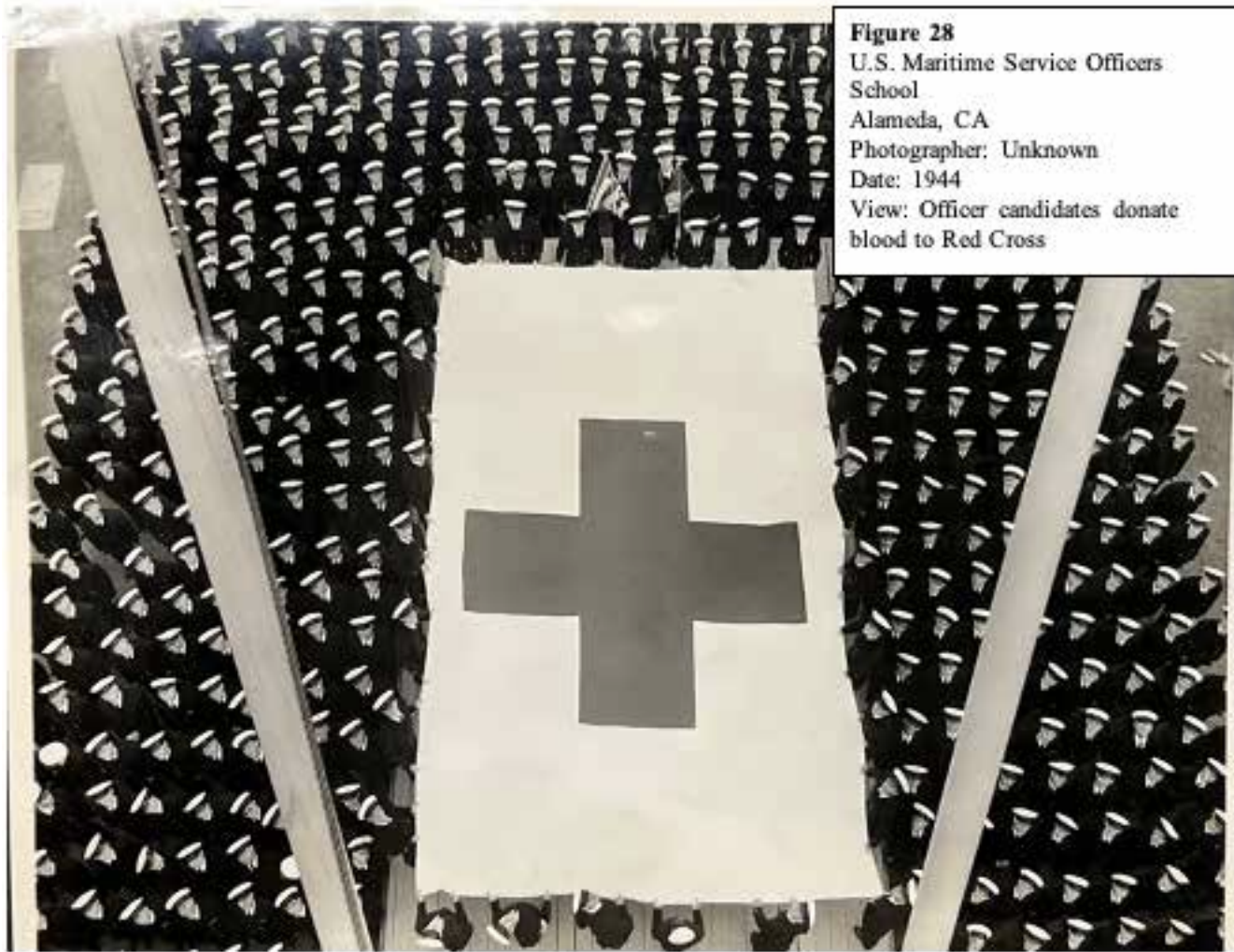


Figure 28
U.S. Maritime Service Officers
School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Officer candidates donate
blood to Red Cross

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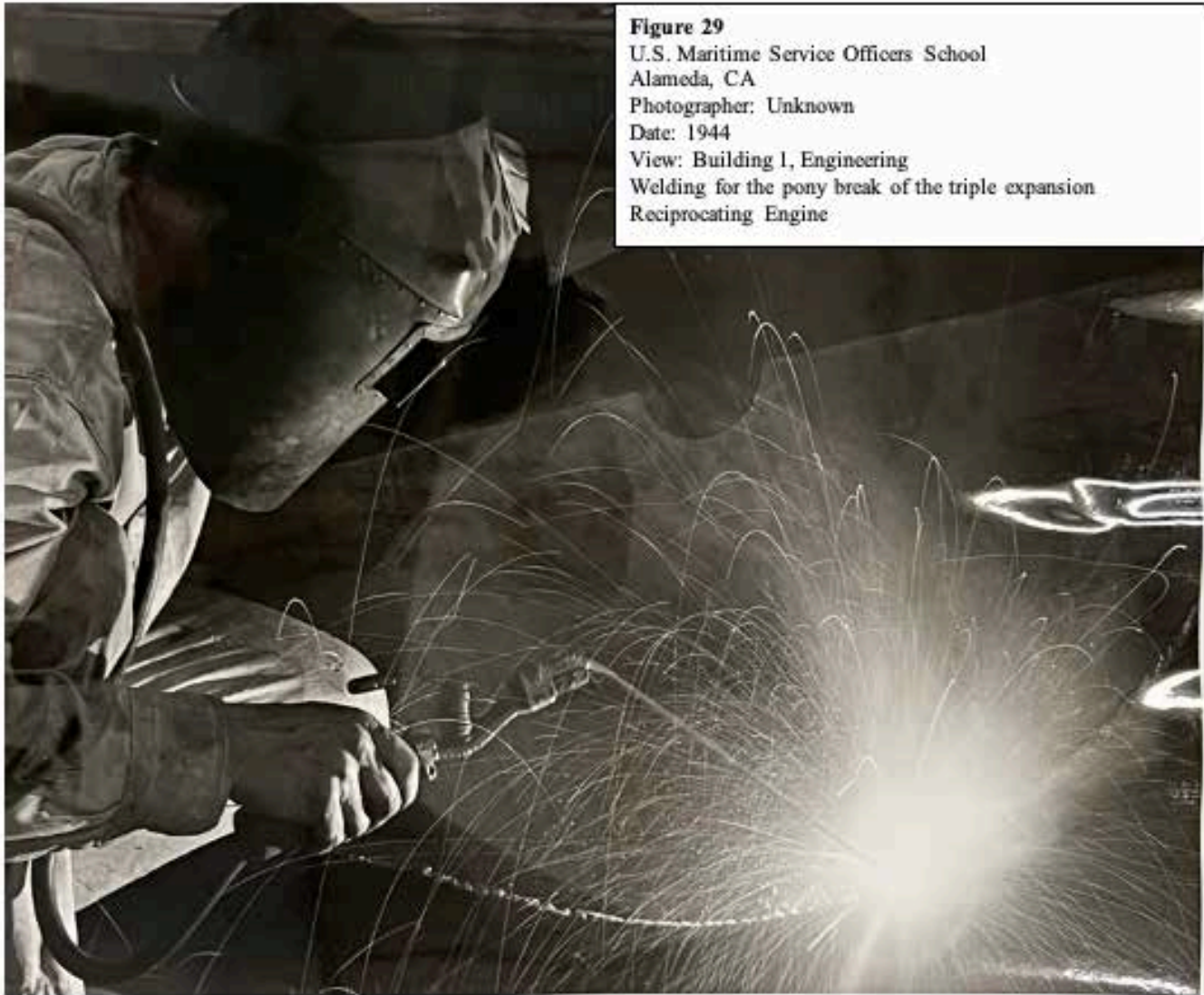


Figure 29
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Building I, Engineering
Welding for the pony break of the triple expansion
Reciprocating Engine

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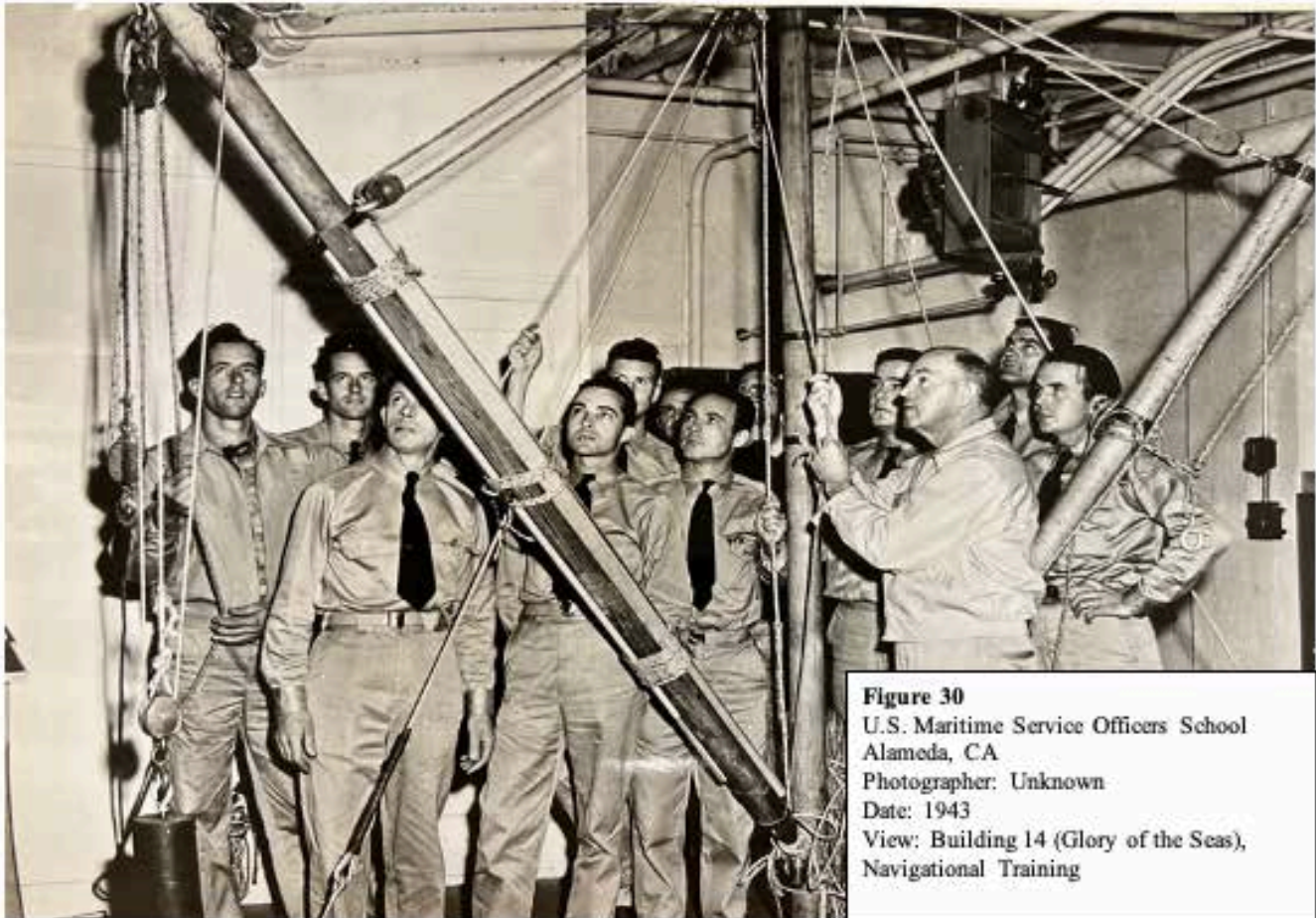


Figure 30
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1943
View: Building 14 (Glory of the Seas),
Navigational Training

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Figure 31
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Recreational field, southeast view

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Figure 32
U.S. Maritime Service
Officers School
Alameda, CA
Photographer: Unknown
Date: 1945
View: Victory picnic in
recreational area

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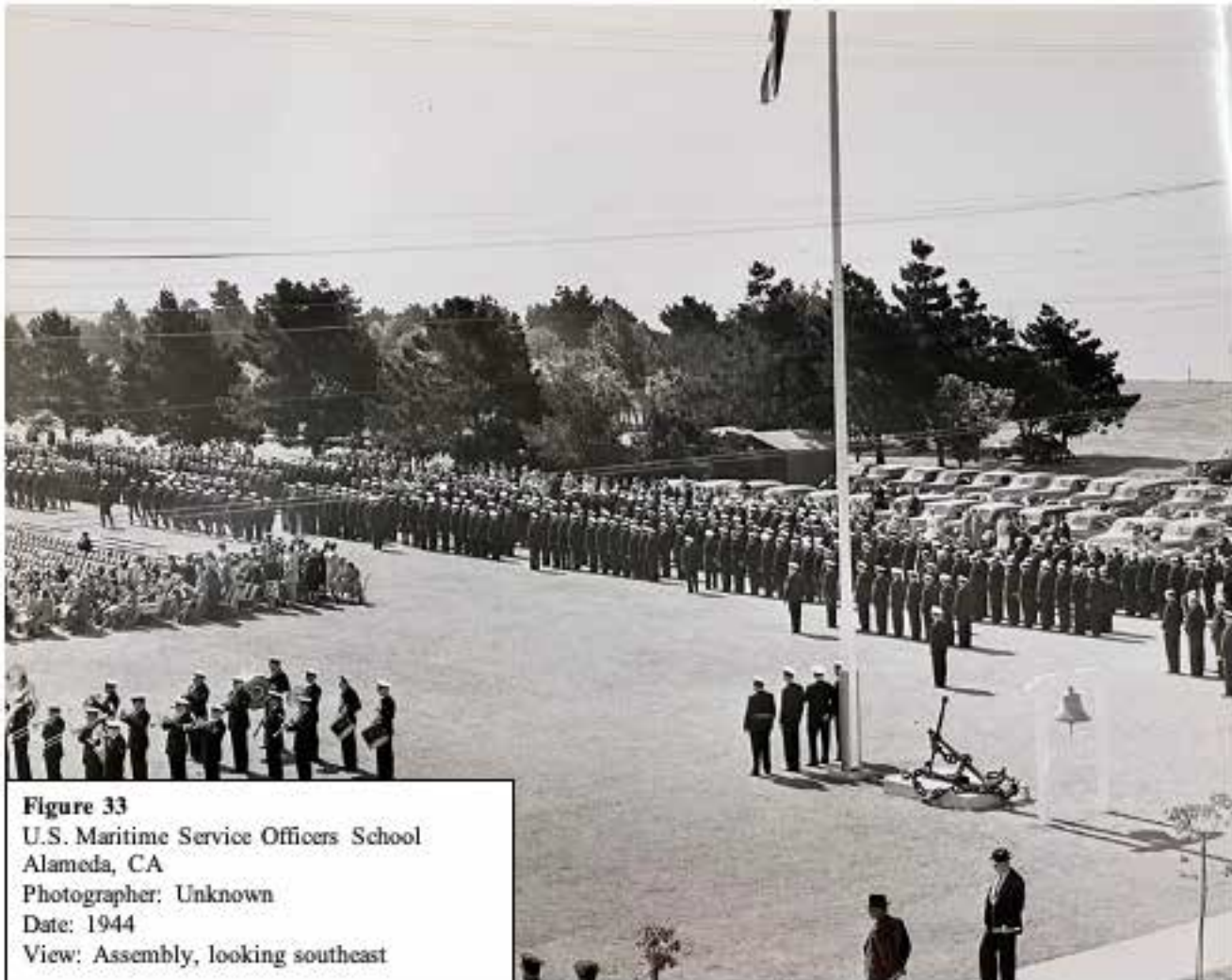


Figure 33
U.S. Maritime Service Officers School
Alameda, CA
Photographer: Unknown
Date: 1944
View: Assembly, looking southeast

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ONE LAST LOOK — Norman Woodson, ship's baker who lives at 1176 South Van Ness Ave., San Francisco, takes one last look at the monument erected to graduates of the Alameda Maritime Training Station who lost their lives in World War II. Woodson is one of 108 students forced to forego training because of the school's closing.
(Times-Star photo)

Figure 34
U.S. Maritime Service
Officers School
Alameda, CA
Photographer: Unknown
Date: 1953

Final Day of Sea School

(Continued from Page 1)

a tenant for the station from among other U. S. agencies

IMMIGRATION INTERESTED

Fleming said there was no indication of any other government agency expressing any interest in the facility. Fleming said the stat

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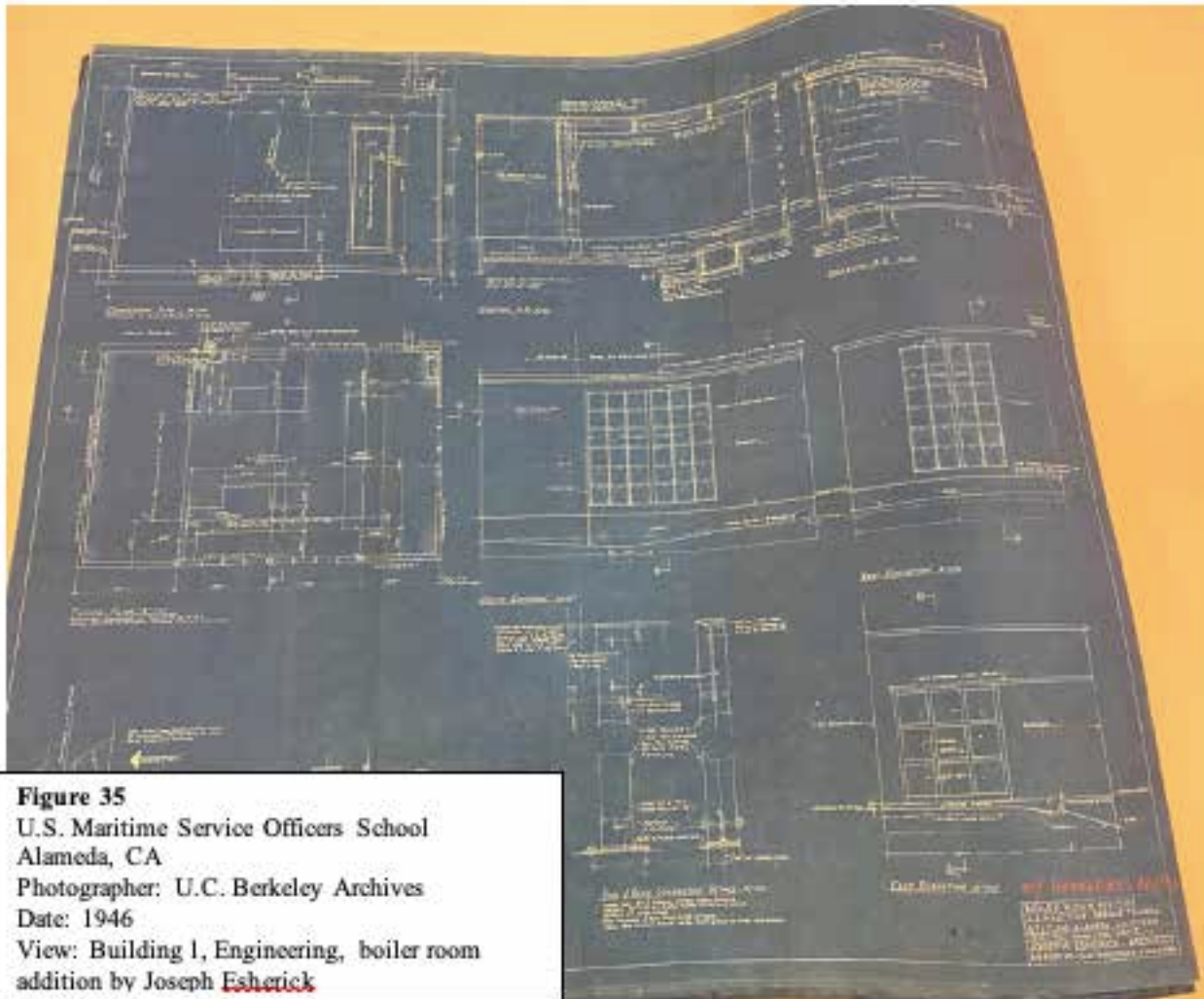


Figure 35
U.S. Maritime Service Officers School
Alameda, CA
Photographer: U.C. Berkeley Archives
Date: 1946
View: Building 1, Engineering, boiler room
addition by Joseph Esherick

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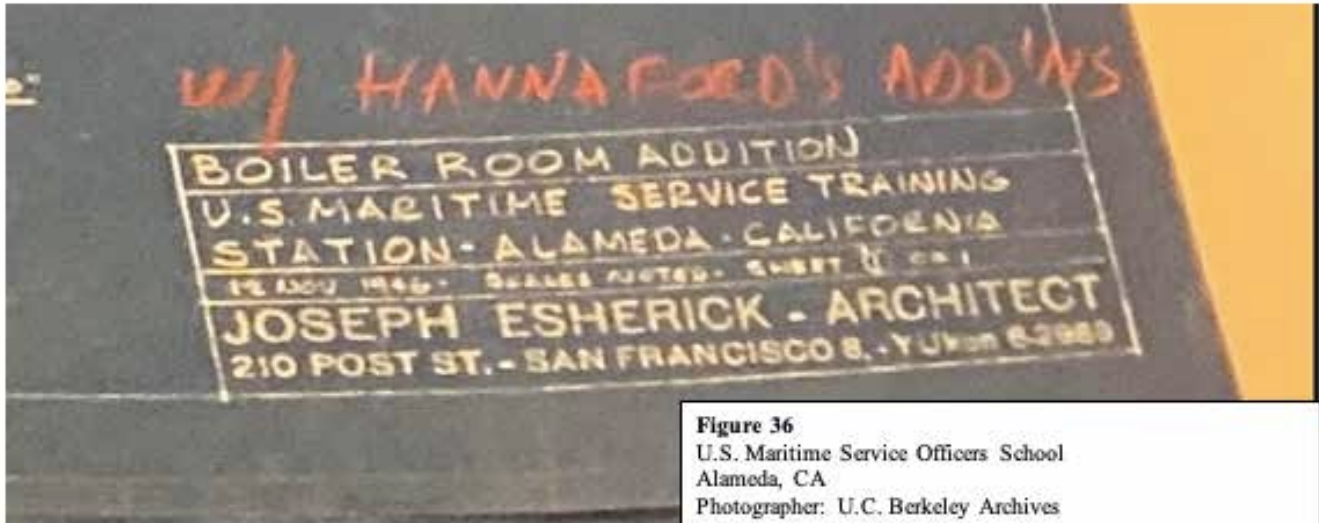


Figure 36
 U.S. Maritime Service Officers School
 Alameda, CA
 Photographer: U.C. Berkeley Archives
 Date: 1946
 View: Detail of Building 1, Engineering, boiler room addition
 by Joseph ~~Eshrick~~ Eshrick

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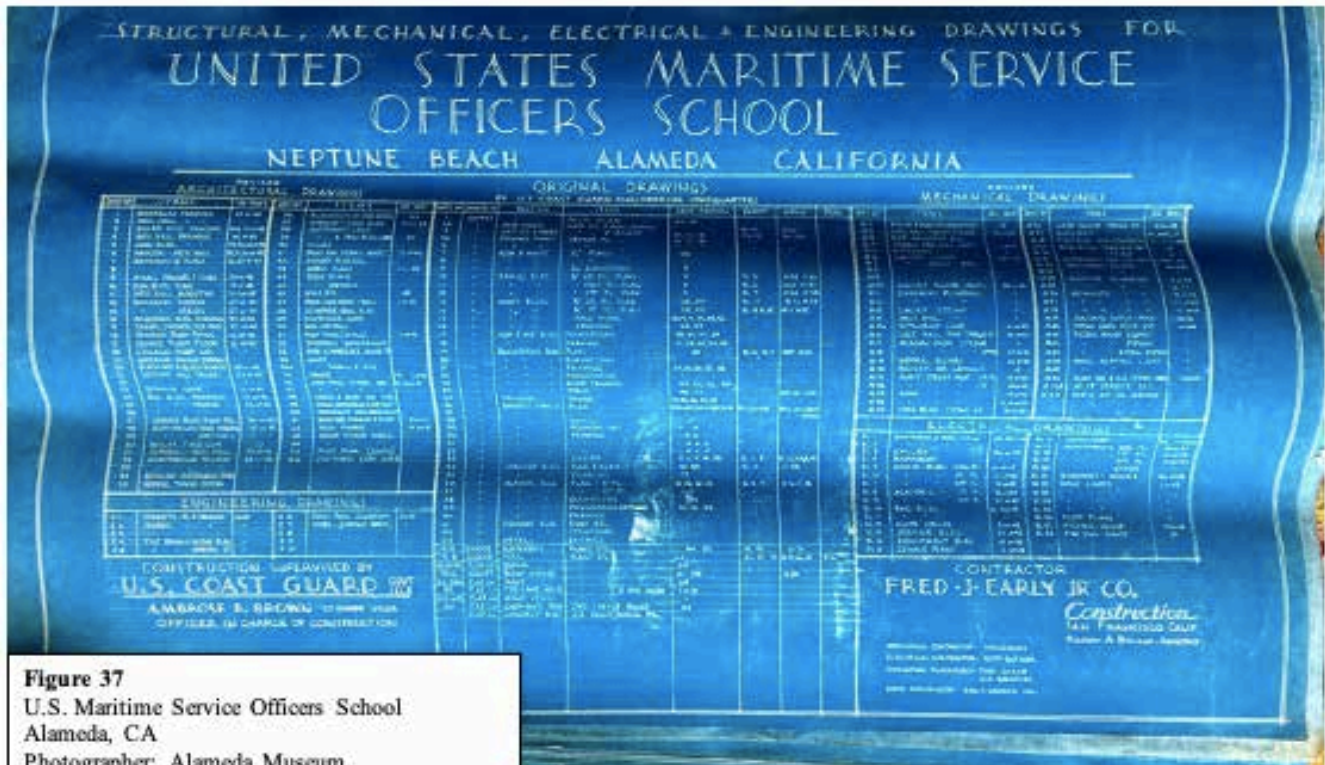


Figure 37
 U.S. Maritime Service Officers School
 Alameda, CA
 Photographer: Alameda Museum
 Date: 1942
 View: Cover page of architectural blueprints by
 Harry A. Bruno

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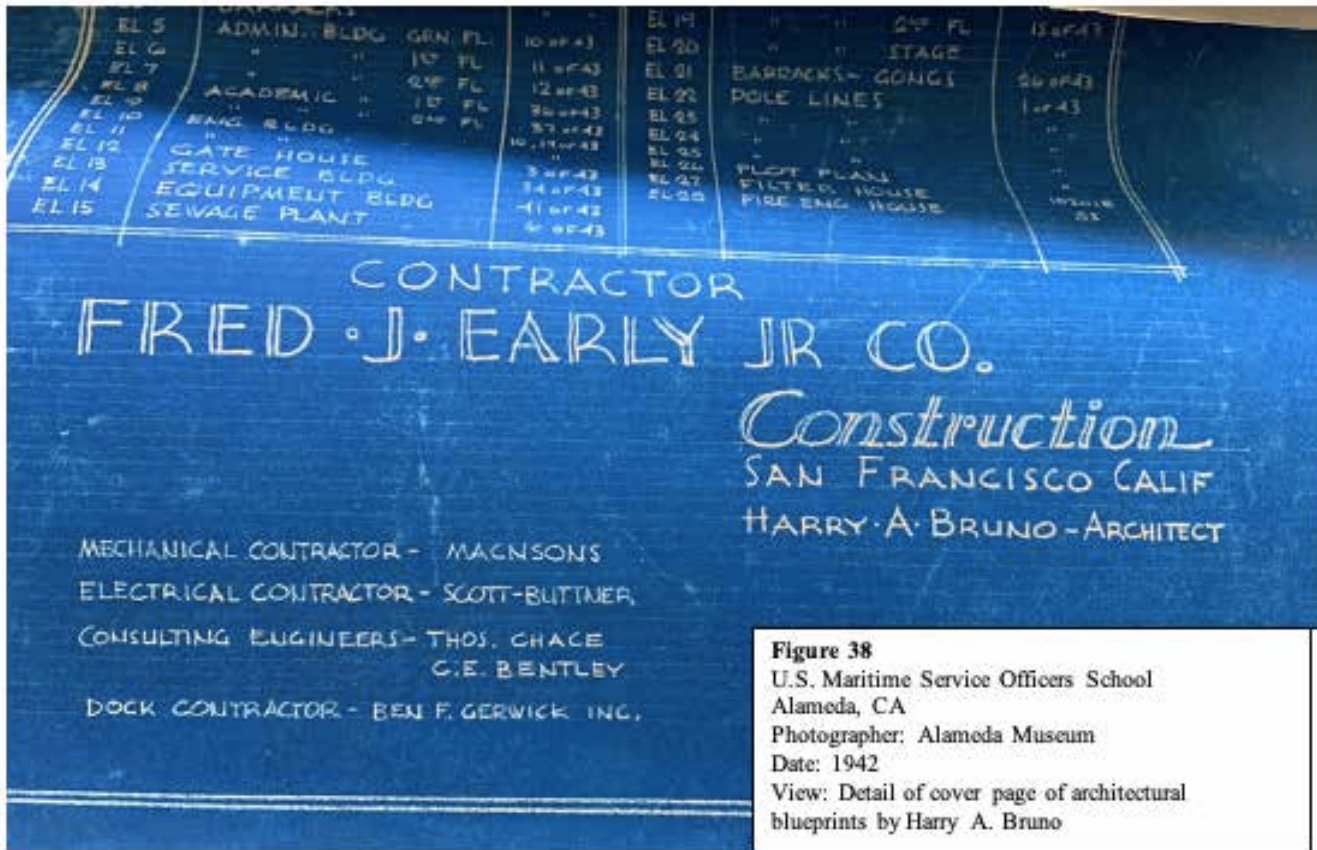


Figure 38
 U.S. Maritime Service Officers School
 Alameda, CA
 Photographer: Alameda Museum
 Date: 1942
 View: Detail of cover page of architectural blueprints by Harry A. Bruno

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HARRY A
BRUNO
A I A

77 JACK LONDON SQUARE OAKLAND, CALIFORNIA 94607 444-8700
ARCHITECT

HARRY A. BRUNO, F.A.I.A.

A.B. in Architecture, University of California, Berkeley

Licensed Architect, State of California - #C 296

Member, College of Fellows, American Institute of Architects.

Architectural Practice:

- 1937-1942 Private practice - Oakland
- 1942-1943 On-site Architect, Merchant Marine Training Station, Alameda, California
- 1943-1945 Refinery design, Bechtel Corporation and Union Oil Co.
- 1945 to date Private practice - Oakland

Projects:

- Sea Wolf Restaurant - Jack London Square, Oakland
- Goodman Hall - Jack London Square, Oakland
- The Boatel - Jack London Square, Oakland
- Port of Oakland Building - Jack London Square, Oakland
- Grotto Restaurant - Jack London Square, Oakland
- "77" Office Building - Jack London Square, Oakland
- Metropolitan Yacht Club - Jack London Square, Oakland
- The Mast Restaurant - Jack London Square, Oakland
- El Cerrito City Library - El Cerrito
- El Cerrito Fire House - El Cerrito
- District Sales Office Buildings - Union Oil Company
- Ticket Offices - United Air Lines
- Pacific Employers Insurance Building - Oakland
- Atlas-Pacific Manufacturing Co. Plant - Emeryville
- Santa Fe School - Oakland
- Jefferson School - Oakland
- Student Union Building - Diablo Valley College
- Student Union Building - Contra Costa College
- Golf Club House - Alameda
- Title Insurance & Trust Building - Oakland
- Firehouse #19 - Shafter Avenue, Oakland
- Trans International Airlines Building - Oakland

Figure 39
U.S. Maritime Service
Officers School
Alameda, CA
Photographer: Unknown
Date: 1945
View: Harry A. Bruno
resume

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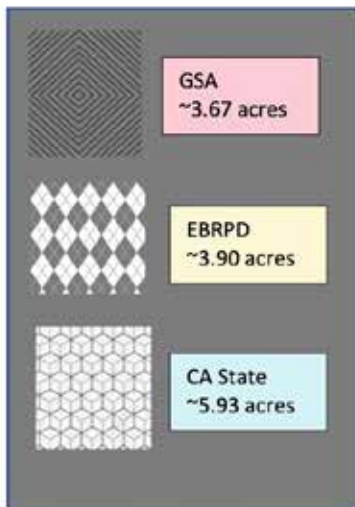
Name of multiple listing (if applicable)




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NRHP Acreage Map- 13.5 acres

Parcel Splits

-  GSA ~3.67 acres
-  EBRPD ~3.90 acres
-  CA State ~5.93 acres



	GSA ~3.67 acres
	EBRPD ~3.90 acres
	CA State ~5.93 acres



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Figure 41
 U.S Maritime Service Officers School
 Alameda, CA
 Date: 2022
 View: Nomination Geographic Location