

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./ 1251-1253 McKay Ave./ 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 Not For Publication:  Vicinity: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

|  |  |
|--|--|
| <p>_____<br/> <b>Signature of certifying official/Title:</b></p>                               | <p>_____<br/> <b>Date</b></p>  |
| <p>_____<br/> <b>State or Federal agency/bureau or Tribal Government</b></p>                   |  |
| <p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> |  |
| <p>_____<br/> <b>Signature of commenting official:</b></p>                                     | <p>_____<br/> <b>Date</b></p>  |
| <p>_____<br/> <b>Title :</b></p>   | <p>_____<br/> <b>State or Federal agency/bureau or Tribal Government</b></p> |

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

---

#### 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

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

**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>          </u> | <u>          </u> | objects    |
| <u>8</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

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

---

## 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

##### 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). 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 Register 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 two adjacent parcels totaling 7.6 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 to train 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. After the Officers School was closed in 1957, the site served various purposes for federal agencies including the Food and Drug Administration. Buildings 1, 2A-D, and 7 and now unused. Buildings 14, 15 are used by East Bay Regional Parks. Of the original 25 structures, 13 remain, and 8 are

United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

identified in this application. 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, and the Infirmary. The district map shows 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

**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 buildings that strongly influenced later post-war institutional architecture.

---

**Narrative Description**

(Continued on Continuation Sheets, Section 7)

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

## 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

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

**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)

**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, and Joseph Esherick, who designed the 1946 buildings. The property's period of significance is 1942-1953.

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

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

Following National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, the Maritime Service Officers School, Alameda appears eligible for the National Register of Historic Places (NRHP) due to its rarity in historical purpose and concomitant historical importance. 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 1945 (World War II) and 1950 to 1953 (the Korean War). It also appears to have significance as a training center 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. 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 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.

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), 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



United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

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 serves as a good 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), Gardner Daily (1942: U.S. Maritime Cadet School, San Mateo, CA—now razed), Carl Warnecke (1942: Atchison Village, Richmond, CA; 1942: Lockwood Gardens, Oakland, CA), Donald Olsen (1942: Kaiser Shipyards, Richmond, CA), 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 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 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

United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

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 from this era (early WWII) has 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 Merchant Marine 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.

**(Continued on Continuation Sheets, Section 8)**

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

---

## 9. Major Bibliographical References

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

### A. GENERAL SOURCES

Architect and Engineer. "Honor Awards-Southern California Architects Favor American Colonial English Georgian Styles," (Oct. 1938) p. 22.

Architect and Engineer. "Architects Get Federal Work," (Oct. 1938) p. 55.

Architect and Engineer. "Shore Base for State Merchant Marine Training School at Vallejo," vol. 151151 (Oct 1942) p. 28.

Architect and Engineer. "What the Architects are Doing," vol 151 (Nov. 1942), p. 47.

Architect and Engineer. "Granted Architects' Certificates", vol 164 (January 1946) p. 31.

Architect and Engineer. "American Institute of Architect; East Bay Chapter," vol 198 no 2 (February 1954) p. 28.

Architectural Forum. "Florida Training Station for Maritime Commission," vol. 75 (Dec, 1941), pp. 418-420.

Architectural Forum. "Maritime School; West Coast," vol 79 (Sept. 1943), pp. 55-59.

Blue, Kenneth D. Civilian at Risk: A Merchant Seaman's Memories of World War II. K.D. Blue. 1994.

City of Alameda. "Agreement Between the State of California, The East Bay Regional Park District, and The United States of America." Case3:14-cv-01781-LB Documents Filed 04/18/14. Exhibit B; p. 12.  
<https://www.alamedaca.gov/files/assets/public/departments/alameda/city-manager/sa.pdf>

Crossman, Captain Malcolm E. "The Life and Studies of an Officer Candidate at the U.S. Maritime Officers School, Alameda, CA." 1942. <https://youtu.be/dmDmPVuT2Qk>

Division of Public Information: United States Maritime Commission. Merchant Marine for Trade and Defense; Washington, 1946. Maritime.dot.gov.

United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

Department of the Army- Office of Civil Defense. Catalogue of Courses, Western Training Center, Alameda, CA, 1965-1966.

Drexel, Karl O. Ed. and Others. *Thirty-Seven Years of the Contra Costa Community College District Governing Board's Minutes in Historical Context. An Abstract.* Contra Costa Community College District, Martinez, CA. May 1987. p. 50 and p. 53.

East Bay Regional Parks, [https://www.ebparks.org/parks/vc/crab\\_cove/no5.htm](https://www.ebparks.org/parks/vc/crab_cove/no5.htm)

Edyvean, Captain Chis. Past National President, American Merchant Marine Veterans Assoc., assistance.

Gutheim, Frederick Albert. *Planning Washington, 1924-1976: An Era of Planning for the National Capital and Environs.* National Capital Planning Commission; Planning Washington, 1924-1976. 1976.

"Historic Resource Analysis, 1700 Webster Street, Oakland, CA, Completed for: Lamphier Gregory." *Architecture + History*, OaklandNet, 26 May, 2015, <http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak054423.pdf>

Jaffee, Walter W. *The Last Mission Tanker.* The Glencannon Press. 1995.

Kemble, John Haskell. *San Francisco Bay: A Pictorial Maritime History.* New York: Bonanza Books, 1957.

King, Elizabeth W. "Heroes of Wartime Science and Mercy." *National Geographic Magazine*, Dec. 1943, pp. 715-740.

Leavitt, Ralph A. "Maritime Training Schools." In *American Merchant Marine Conference Proceedings* (New York: Propeller Club of the United States, 1942-1956), 1956. DP. 55-59.

The Log. "Alameda Planetarium Teaches Navigation," vol. 46 (Feb. 1951), pp. 60-64.

The Log. "Engineer Schools Serve Pacific Operators," vol. 40 (Feb. 1945), p. 61.

The Log. "Final Graduating Class At Alameda," vol. 41 (June 1946), p. 72.

The Log. "Maritime Officers School Dedicated at Alameda," vol. 38 (Aug 1943), p. 50.

MAST Magazine. "Briefs: Trumbull Reconverted," vol. 3:9 (Sept. 1946), p. 27.

MAST Magazine. "Taps at Trumbull," vol. 3:6 (June 1946), pp. 3-5, 37.

MAST Magazine. "Water Carnival at Alameda," vol. 3:11 (Nov. 1946), pp. 24-25.

Land, E.S., Administrator. *The United States Merchant Marine at War. Report of the War Shipping Administration to the President.* Washington D.C.: Jan 15, 1946. Maritime.dot.gov

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

Land, E.S., Administrator. "America Builds Ships: the Program of the United States Maritime Commission", Washington 1940.

<https://www.maritime.dot.gov/sites/marad.dot.gov/files/docs/about-us/history/historical-documents-and-resources/896/americanbuildsshipsusmc1940.pdf>

Lay, Kenneth Edward Jr. A Master's Report: Contemporary Design Philosophy in American Architecture. College of Architecture and Design. Kansas State University. 1966.

Lowry Foundation, assistance from George Blood USAF Retired.

Monteagle, F.J. The Coney Island of the West. East Bay Regional Park District/ Robert W. Crown Memorial State Beach, [1977].

Museum of Modern Art, New York. "Built in USA: 1932-.1944." 1944.

National Park Service. National Register Bulletin 16A~ How to Complete the National Register Form. 2021.

National Park Service. Application to National Register. National Historic Register, Patrick Rodgers Farm, 1991. 315 Cortsen Rd. Pleasant Hill, CA. 1991.

Naval Undersea Warfare Center. Fort Trumbull: Ramparts, Subs and Sonar. 2021.

Neptune. Vol 2, No. 3, July 10, 1943. Official magazine of the USMS Officers' School.  
Neptune. Vol. 2, No. 7, Sept. 10 1943. Official magazine of the USMS Officers' School.  
Neptune. Vol. 4, No. 6. Nov. 1945. Official magazine of the USMS Officers' School.  
Alameda Museum Archive.

Nilsen, Adam. *Images of America: Pleasant Hill*. Arcadia Publishing. 2007. p. 48.

Oakland-Alameda County Outlook. "Harry Bruno Elected Chamber of Commerce President," Vol. XXIII, No. 3, Summer 1970.

"Oakland Unified School District, Jefferson School #2, Jefferson, Oakland." *Pacific Coast Architecture Database*, PCAD. 2021,  
<http://pcad.lib.washington.edu/building/22778/>.

Pacific Coast Architecture Database, "Harold Axel Onstad (Architect)",  
<http://pcad.lib.washington.edu/person/6409/>

United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

Pacific Marine Review. "Graduation Day At U.S.M.S. Officers' School of Alameda," vol. 42:7 (July 1945), pp. 432-433.

Pacific Marine Review. "Officers' School at Alameda," vol. 41 :3 (Mar. 1944), pp. 76-79.

Pacific Marine Review. "Officers' School at Alameda," vol. 42:1 (Jan. 1945), pp. 2~4.

Page and Turnbull Associates, "Determination of Eligibility, National Register of Historic Places, Alameda Federal Center, Alameda, CA." San Francisco: 1996.

Pennsylvania Historical and Museum Commission, "Modern Movement 1925-1950", August 16, 2015.

<http://www.phmc.state.pa.us/portal/communities/architecture/styles/modern-movements.html>

"Photograph 1952." *OMCA Collections*. Oakland Museum of California, 2021, <http://collections.museumca.org/?q=collection-item/h7577230>. (**Note:** name is misspelled "Larry" instead of Harry)

Rosenbaum, Art. "Maritime School--Alameda Training Base Prepares Officers For Huge Merchant Fleet." *Oakland Tribune Yearbook*, 1944.

Sanborn-Perris Map Co. Fire insurance maps of Alameda, California, 1897, 1910, 1932, 1948, 1950, 1955, 1987.

San Francisco Planning Department. Modern Design Historic Context Statement Case Report; San Francisco Modern Architecture and Landscape Design 1935-1970 Historic Context Statement. Feb. 2, 2011.

San Francisco Bay Conservation and Development Commission, Annual Report, 1972.

"Santa Fe Elementary." *OaklandWiki*, LocalWiki, [https://localwiki.org/oakland/Santa\\_Fe\\_Elementary](https://localwiki.org/oakland/Santa_Fe_Elementary).

Schwarzer, Mitchell. "A Tale of Two Waterfronts: Oakland's Jack London Square Competes with San Francisco's Waterfront.". 2014.

Sova, Sheila. "Female 'Sparky' in the U.S. Merchant Marine in WWII." March 29 2021. <https://womenoffshore.org/female-sparky-in-the-us-merchant-marine-in-wwii/>

United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

Stapleton, Captain Tom, assistance. Master Mariner US Merchant Marine (ret) and Captain U.S. Naval Reserve (ret), and Colonel, U.S. Army Reserve (ret).

Sunset Magazine. "East Meets West". 1939. p. 24.

Sunset Magazine. "Homes for Western Living". p. 194.

"The History of the Library". Friends of the El Cerrito Library, El Cerrito Library Foundation, 2017, <https://eclibraryfoundation.org/case-for-a-new-library/history/>.

The Program of the United States Maritime Commission. American Builds Ships. Washington, 1940. Maritime.dot.gov

Treib, Marc ed. "An Everyday Modernism: The Houses of William Wurster", University of California Press.

Turner, Paul Venable. Campus: An American Planning Tradition. New York and Cambridge: The Architectural History Foundation and MIT Press, 1984.

Turner, Paul Venable. *Frank Lloyd Wright and San Francisco*. Yale University Press. 2016. p. 199.

Uribe & Associates. Draft Historic and Archeological Resource Protection Plan (HARP) for Naval Post Graduate School, Monterey, Monterey County, California. Prepared by Michael Corbett and Denise Bradley for Western Naval Facilities Engineering Command, July 13, 1994.

U.S. Air Force. Interim Guide: Treatment of Cold War Historical Properties for U.S. Air Force Installations. June 1993.

United States Congress, Congressional Record, Vol. 166 (2020), House Resolution 5671, Public Law 116-125. <https://www.congress.gov/bill/116th-congress/house-bill/5671/text>

U.S. Maritime Service. Information Booklet. War Shipping Administration Training Organization, 1944. On file at the Alameda Museum.

U.S. Maritime Service. Officer's Handbook. War Shipping Administration Training Organization, [1944]. On file at the Alameda Museum.

U.S. Maritime Service. Personnel Procedures Unit. General information Manual. June 1945. On file at the Alameda Museum.

United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

Weinstein, Dave. "Against the Grain/ Architect bucked Bay Area's take on modernism by staying true to the Bauhaus". San Francisco Chronicle. Jan. 26, 2012.

University of California, Berkeley. 1931-1932 Register, Vol II Parts XIV-XVIII. University of California Press. Berkeley, CA. (Received B.A. Architecture, 1932). p. 24.

American Merchant Marine at War

---[www.usmm.org](http://www.usmm.org)

---<http://www.usmm.org/alameda.html>

---<http://www.usmm.org/postermisc2b.html#pm1> William Morris Thomas, Jr. US Merchant Marine from Alameda, cover of the Heed their Call/ War Bonds Ad.

## **B. NEWSPAPERS**

### **Appeal-Democrat. Marysville, CA.**

"Miss Edna Fisher and Harry Bruno Will Wed Feb. 21," Feb. 13, 1943. p. 4.

### **Bakersfield Californian, Bakersfield, CA.**

"Architects to Display New Designs," May 5, 1955.

### **Daily Independent Journal (San Rafael, CA)**

"Paradise Cove Man Named to Reed Board", May 23, 1951.

### **Oakland Tribune**

"Candidates Sign Up for California Varsity Eleven," Sept. 3, 1930, p. 32.

"Oakland Gets Marine School," Sept. 1, 1938.

"Proposed Development of Government Island," March 12, 1939.

"Coast Guard To Expand Alameda Base," April 2, 1941.

"Many Visitors View Lafayette Oaks Home," Sept. 21, 1941, p. 27.

"New Maritime Office To Be Opened Here By May 1," April 17, 1942.

"Ship Training School To Be Dedicated," July 7, 1943.

"Maritime School Is Dedicated," July 11, 1943.

"Alameda's...Maritime School To Be Continued After War," Aug. 19, 1943.

"Maritime School At Alameda Wins Praise...," Dec. 15, 1943.

"Maritime School Head Moved," Jan. 11, 1944.

"New Maritime Head Inspects Alameda Base," Jan. 20, 1944.

"Alameda Maritime School's Fate Rests With Congress," March 24, 1947.

"Maritime School Closing Urged," July 13, 1947.

"Home Design Lecture," May 27, 1949, P. 83.

"New Planetarium To Aid Training At Maritime Station," Dec. 12, 1950.



United States Maritime Service Officers School

Name of Property

Alameda, CA

County and State

"Architects to Hold Forum Panel Monday," April 1, 1953, p. 12.  
"Congressman Miller Protests Closing of Maritime School," Oct. 21, 1953.  
"Alameda Fights For U.S. Maritime School," Oct. 28, 1953.  
"Fate Of Maritime Schools To Be Aired At Washington," Nov. 19, 1953.  
"U.S. Maritime School In Alameda Closes Tonight," Jan. 31, 1954.  
"A Chi O's Move to New Home," April 24, 1955, p. 97.  
"Ruling Asked On Training School," July 31, 1955.  
"Clubhouse Plan Faces Defeat," May 18, 1956, p. 32.  
"Banquet Hall Plans Approved," June 19, 1956, p. 33.  
"Alameda Seeks Idle U.S. Academy," Oct. 15, 1957.  
"Alameda Maritime School Held Surplus, Ordered Sold," Dec. 1, 1957.  
"Maritime School Park Proposed," March 9, 1958.  
"Walk of the Town," Jan. 16, 1958. p. 25.  
"Former Marine Center Valued at \$1,745,000," Aug. 14, 1959.  
"Alameda Will Pass UP Station--Now," Feb. 3, 1960.  
"Maritime Station Bids Submitted," June 30, 1960.  
"GSA Receives Six Bids For Defunct...Station," October 20, 1960.  
"Apartments To Cover Fabled Playground," Feb. 5, 1961.  
"New Neptune Beach Takes Shape." Feb. 5, 1961.  
"Board Backs Boatel Plan for Estuary," Feb. 7, 1961. p. 23.  
"Sea Food Grotto Plan Approved," Nov. 17, 1964. p. 9.  
"Half Way House For Alameda," Jan. 31, 1967.  
"Alameda's Seaside Celebration," June 9, 1967.  
"12 Indians Arrested In Alameda Protest," March 24, 1970.  
"Harry Bruno Named President of Oakland Chamber of Commerce," June 16, 1970. p. 13.  
"Bruno Elected Fellow By A.I.A." April 23, 1972. p. 65.  
"Blast Rips Bay Indian Bureau," June 27, 1975.

### **San Francisco Chronicle**

"School For Seamen," Jan. [-] 1948.  
"Maritime School Shuts November 30," Oct. 20, 1953.

"Something's Afoot in Oakland," July 10, 1977.

### **San Francisco Examiner**

"Training School For U.S. Seamen" (Shipping News), Sept. 2, 1938.  
"Alameda Site For New U.S. Navy School," Sept. 15, 1942.

"Storage Walls for Space," April 19, 1953. p. 51.

"Gets Full Sun," May 3, 1953.

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

“Build In Your Television Set,” Oct. 25, 1953. p. 59.

“California Spring Garden Show--'Vacation in the Redwoods',”  
April 25, 1954. p. 53.

“Elegant Piedmont Living,” October 15, 1995. p. 126.

“Real Estate Listing” 6642 Longwalk Drive by Harry Bruno, Oct. 15, 1995. p. 124.

State of California. Division of Beaches and Parks. "Alameda Memorial State Beach-  
Topography." Site plan, one sheet, surveyed April 1961, drawn Nov. 1962. State of  
California. Division of Beaches and Parks. "Alameda Memorial State Beach--Acquisition  
Map." Showing property lines, one sheet, drawn May 10, 1961, rev. May 4, 1964.

### **C. ORAL HISTORIES**

Library of Congress. American Folklife Center. Veterans History Project.

---Bernard W. Clayton. Tyler, Texas. Oct. 1 2003.

[https://stream-  
media.loc.gov/vhp/video/afc2001001\\_015760\\_mv0001001\\_640x480\\_800.mp4](https://stream-media.loc.gov/vhp/video/afc2001001_015760_mv0001001_640x480_800.mp4)

---Louis Tullio Schiavon. California. June 6 2007.

<http://memory.loc.gov/diglib/vhp/story/loc.natlib.afc2001001.65386/#vhp:official>

---Arnold DeHeus. Olympia, WA. December 30, 2003.

<http://memory.loc.gov/diglib/vhp/story/loc.natlib.afc2001001.32499/>

--Kenneth D. Blue. Grass Valley, CA. Oct. 30 2007. [https://stream-  
media.loc.gov/vhp/audio/afc2001001\\_054283\\_sr0001001.mp3](https://stream-media.loc.gov/vhp/audio/afc2001001_054283_sr0001001.mp3)

### **D. LIBRARIES, ARCHIVES, AND PEOPLE CONSULTED**

American Institute of Architects, email assistance from A.I.A. Honors and Awards.

Alameda Museum Archive, assistance from Valerie Turpen and Myrna VanLuntern.

American Merchant Marine Veterans, assistance from Shela Sova.

Connecticut State Parks, Fort Trumbull, assistance from Michael McKenna.

Crab Cove Visitor Center, Robert W. Crown Memorial State Beach, Alameda.

EHDD Architects, email assistance from Glennis Briggs and Chuck Davis.

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

Minor, Woodruff. Alameda Historian. Email assistance.

National Maritime Museum, J. Porter Shaw Library, San Francisco, assistance from Gina Bardi.

Seamen's Church Institute Archive: Oral histories.

Serraino, Pierluigi. Architect. Email assistance.

Stanford University. Department of Art and Art History, assistance from Professor V. Turner.

Stanford University. Special Collections, assistance from Tim Noakes.

U.S. Coast Guard, Pacific Area Historian, Pacific Area Public Affairs Office, assistance from David S. Rosen.

University of California at Berkeley, College of Environmental Design Archives, assistance from Katie Riddle.

---Joseph Esherick Collection. Entry 4632. U.S. Maritime Service Training Station, Alameda. 1946.

University of Washington. College of Built Environments, assistance from Professor Alan Michelson.

Warnecke & Warnecke Archive. Healdsburg, CA., assistance from Margo Warnecke Merck.

Watts, Ian, Ph.D. Historian on the U.S. Merchant Marines.

<https://ianewatts.org/blog/2012/09/15/u-s-naval-reserve-insignia/>

## **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

1942      U.S. Maritime Officers Training School, Alameda, CA

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

- 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

United States Maritime Service Officers School

Alameda, CA

Name of Property

County and State

- 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
- 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, Emeryville, 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

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

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 # \_\_\_\_\_  
 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):** \_\_\_\_\_

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

---

## 10. Geographical Data

**Acreage of Property** 7.6 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: 37.770878 | Longitude: -122.279460 |
| 2. Latitude: 37.768198 | Longitude: -122.279322 |
| 3. Latitude: 37.768693 | Longitude: -122.277980 |
| 4. Latitude: 37.770763 | Longitude: -122.278357 |

### 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 the Building 15 (Visitors Center). 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)

---

## 11. Form Prepared By

name/title: Carmen Reid  
organization: Alameda Architectural Preservation Society  
street & number: \_\_\_\_\_  
city or town: \_\_\_\_\_ state: \_\_\_\_\_ zip code: \_\_\_\_\_  
e-mail \_\_\_\_\_  
telephone: \_\_\_\_\_  
date: \_\_\_\_\_

---

## Additional Documentation

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.

United States Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

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

**Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### **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: California

Photographer: Carmen Reid

Date Photographed: April 2021

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 (Marker 16).
- Photo 10. Plaque (Marker 16).



United States Maritime Service Officers School

Name of Property

Alameda, CA

County and State

**Photo Log**

(See Continuation Sheets, Additional Documentation)

- 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.

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**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:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number   7   Page   1  

**Narrative Description**

The district is comprised of eight contributing buildings of the former U.S. Maritime Service Officers School, and currently located on three adjacent parcels. Buildings 7 and 14 are on East Bay Regional Park District land (3.89 acres at 1252 McKay Ave, purchased in 2015). Across the street on McKay Avenue is Building 15, managed by East Bay Regional Parks as a Visitor’s Center, but on State-owned Crown Memorial Beach land. The remaining five buildings (1, 2A, 2B, 2C, and 2D) are part of the former Alameda Federal Center complex owned by the General Services Administration (3.7 acres). The U.S. Maritime Service Officers School was one of only two schools 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, Edlrdrige T. Spencer and Carl Warnecke—prominent architects who were very active in west coast military construction at the time. A blueprint states Joseph Esherick as the architect of an addition that was made to the facility in 1946. Original drawings were recently discovered uncatalogued in the warehouse of the Alameda Museum. The architect listed was 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. The complex also included a radio operator school that trained both men and women during WWII. 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 dark redwood shingled siding with painted trim awning-style windows; the original buildings were asbestos shingles painted dark brown with white trim awning-style windows. This influence is clearly visible 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.

**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 7.6 acres (of the original 32 acres) includes now two parcels--the southern parcel and the northern parcel. The southern parcel, adjacent to the shoreline, includes three original buildings--Building 14 (Glory of the Seas), Building 4 (and Palmyra Hall) and Building 7 (Lighting Hall). This area retained 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 northern parcel includes Buildings 1, 2A, 2B, 2C, 2D, 8, 9, 10, 11, 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.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number   7   Page   2  

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 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 landscaping is well cared for on both parcels.

**OVERALL BUILDING DESCRIPTION**

Note: Building numbers used herein refer to current building numbers of the Federal Center.

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. 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 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 pothole 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.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number   7   Page   3  

**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 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. The dock originally extended to the west end of the building in an I-shaped design element; however, this area was adapted in the 1980s to accommodate new laboratory space. 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.

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 the U.S. Merchant Marine.

**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 for a cigarette? 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 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](https://www.ebparks.org/parks/vc/crab_cove/no5.htm)). This unique 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 a single story long rectangular concrete foundation building with a combination of asbestos-shingles, horizontal

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number 7 Page 4

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.

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              |
| 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    | Lightening Hall            |
| 8   | CA0774KK     | Unused                                 | Storage and Grounds  |                            |
| 9   | CA0776KK     | Unused                                 | Trash                |                            |
| 10  | CA0775KK     | Unused                                 | Storage              |                            |
| 11  |              | Unused                                 |                      |                            |
| 12  | CA0777KK     | Unused                                 | Sewage Treatment     |                            |
| 13  |              |  |                      |                            |
| 14  |              | East Bay Parks- Administration/Offices | Seamanship Building  | Glory of the Seas Hall     |
| 15  |              | East Bay Parks – Visitor Center        | Infirmary            | Red Cross Hall             |

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number 7 Page 5

|    |  |                |                         |                   |
|----|--|----------------|-------------------------|-------------------|
| 16 |  | East Bay 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                    |                   |

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number  8  Page  1

SUPPORTING PARAGRAPHS-HISTORY OF PROPERTY<sup>1</sup>

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 Service 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

<sup>1</sup> Page and Turnbull Associates, "Determination of Eligibility, National Register of Historic Places, Alameda Federal Center, Alameda, CA." San Francisco: 1996.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number  8  Page  2

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.

Most of the school's larger buildings were named for famous 19th-century clipper ships: Flying Cloud Hall (administration building), 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) [No. 3], Challenge Hall (night-vision room), Celestial Hall (anti-aircraft training building), Glory of the Seas Hall (seamanship building/boathouse); Palmyra Hall (equipment building/garage) [No. 4], Sovereign of the Seas Hall (mess and galley) [No. 2D], and Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Lightning halls (barracks) [Nos. 2A-2C, 2E-2G, 5-7]. Yosemite Hall (firehouse) and Red Cross Hall (infirmary) were the only two buildings not named for ships.

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, served 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



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number  8  Page  3

Webster Hall) [No. 3]. The distinctive, bow-fronted seamanship building (Glory of the Seas Hall) 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.

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, starshells, 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 pedestal was erected on the school grounds shortly after the war. 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 1950, and a domed planetarium for celestial navigation instruction, constructed inside the anti-aircraft training

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number  8  Page  4

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 that the school would be "mothballed" and 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**

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 (GSA) 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, GSA 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, the 7.6-acre parcel remained under federal ownership and is now known as the Alameda Federal Center.

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 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. Bayfill 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 of the present Alameda Federal Center. 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), 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, where the firehouse (Yosemite Hall), the ship's service store (Red Jacket Hall), and the infirmary (Red Cross Hall). 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, 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.

**United States Department of the Interior  
National Park Service**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

**National Register of Historic Places  
Continuation Sheet**

Section number  8  Page  5

The 7.6-acre parcel retained by the federal government, known since the mid-1960s as the Alameda Federal Center, has been administered by 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 academic building, or Daniel Webster Hall [No. 3], the mess and galley, or Sovereign of the Seas Hall [No. 2D], nine barracks--Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Lightning halls [Nos. 2A-2C, 2E-2G, 5-7], and the garage/equipment building, or Palmyra Hall [No. 4]. Five small structures, used for storage and utility [Nos. 8-12], are mostly of recent construction. Demolitions within the Alameda Federal Center since the 1960s have been minimal, including the former school gatehouse on McKay Avenue, several sheds fronting on Richardson Avenue, and a boiler room at the west end of Building No. 1. Extensive interior alterations were first undertaken in 1968-69. Most windows were replaced with aluminum sash in 1986.

Under GSA management, the facility has been leased to a succession of federal tenants over the past 36 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 GSA 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 are now 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). The Department of Agriculture's Western Laboratory has been located in Building No.1 since the early 1980s.

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 GSA 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 were demolished between 1961 and c. 1965. The exceptions are the seamanship building/boathouse (Glory of the Seas Hall), the infirmary (Red Cross Hall), and the war memorial, which have been retained within and East Bay Regional Parks and Robert W. Crown Memorial State Beach. 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

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number  8  Page  6

Maritime College) established in 1874 at Fort Schuyler, New York, the Massachusetts Nautical School (later the Massachusetts Maritime Academy) established in 1891 at Buzzard's 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 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 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

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number  8  Page  7

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 seamer'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 diesel engines in Milwaukee, for high pressure geared turbines in Baltimore and Richmond, California (at the Kaiser shipyard). 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, it was reduced to four months.

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

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property<br>Alameda, CA                |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number  8  Page  8

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.

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 governments. California was one of the principal centers of this work. A number of Bay Area architects, including Vernon De Mars and William W. Wurster, designed public housing before the war.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number   8   Page   9  

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.

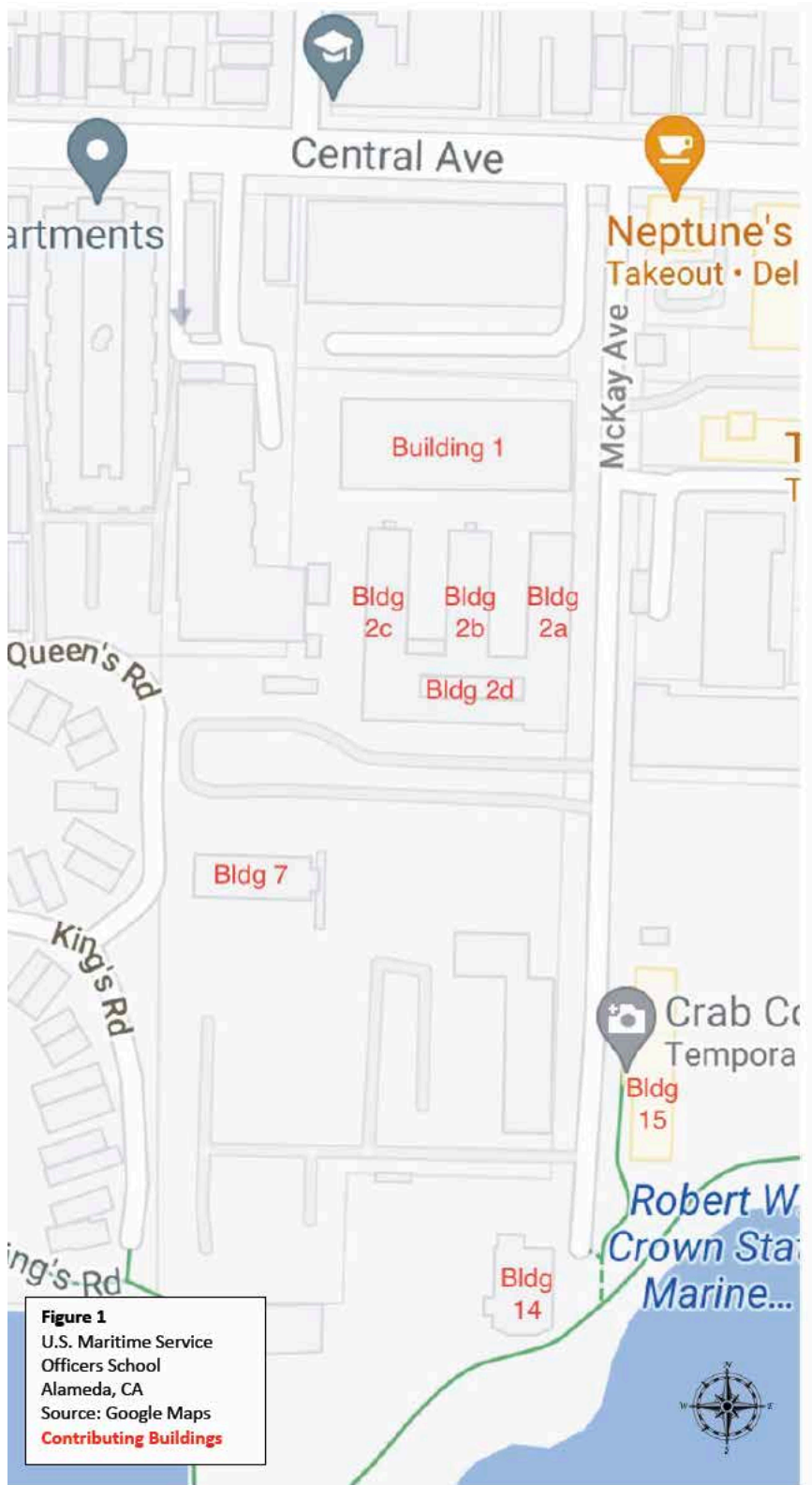
In the Bay Area, there was already a developing regional version of modernism, exemplified in the work of William W. Wurster and others. This work softened the imagery of machinery and technology of the Europeans with colors and materials that harmonized with the California landscape. Harry A. Bruno graduated from U.C. Berkeley in 1932, and was likewise influenced by his mentors and peers. Vernon DeMars 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 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.

United States Department of the Interior  
National Park Service

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

### National Register of Historic Places Continuation Sheet

Section number Additional Documentation Page 1



**Figure 1**  
 U.S. Maritime Service  
 Officers School  
 Alameda, CA  
 Source: Google Maps  
**Contributing Buildings**



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

|  |
|--|
| United States Maritime Service Officers School |
| -----  |
| Name of Property                               |
| Alameda, CA                                    |
| -----  |
| County and State                               |
| -----  |
| Name of multiple listing (if applicable)       |

Section number Additional Documentation Page 2



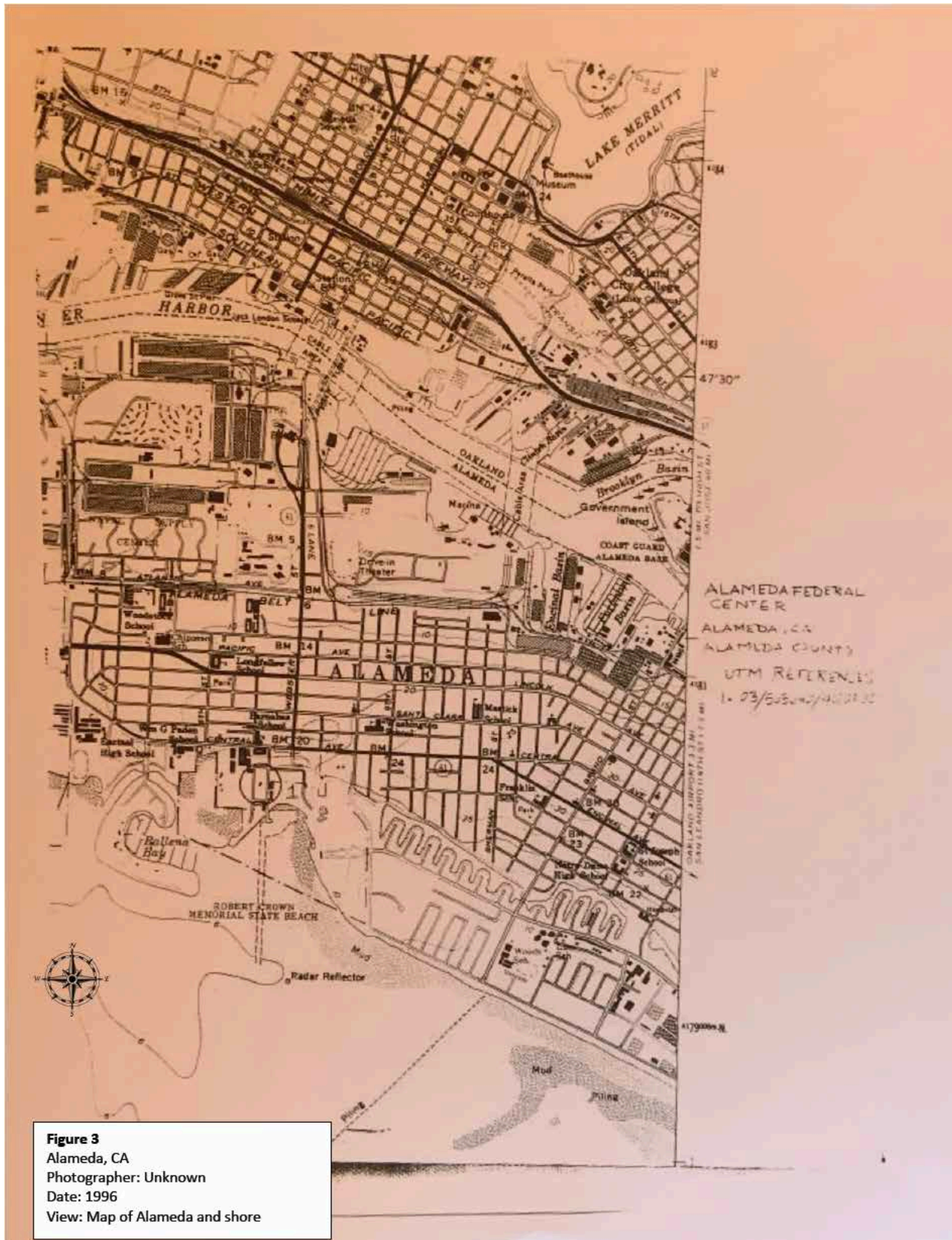
**Figure 2**  
U.S. Maritime Service Officers School  
Alameda, CA  
Source: Google Earth  
Date: Unknown (current)  
View: Satellite

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number Additional Documentation Page 3



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



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

|  |
|--|
| United States Maritime Service Officers School |
| Name of Property                               |
| Alameda, CA                                    |
| County and State                               |
| Name of multiple listing (if applicable)       |

Section number Additional Documentation Page 4

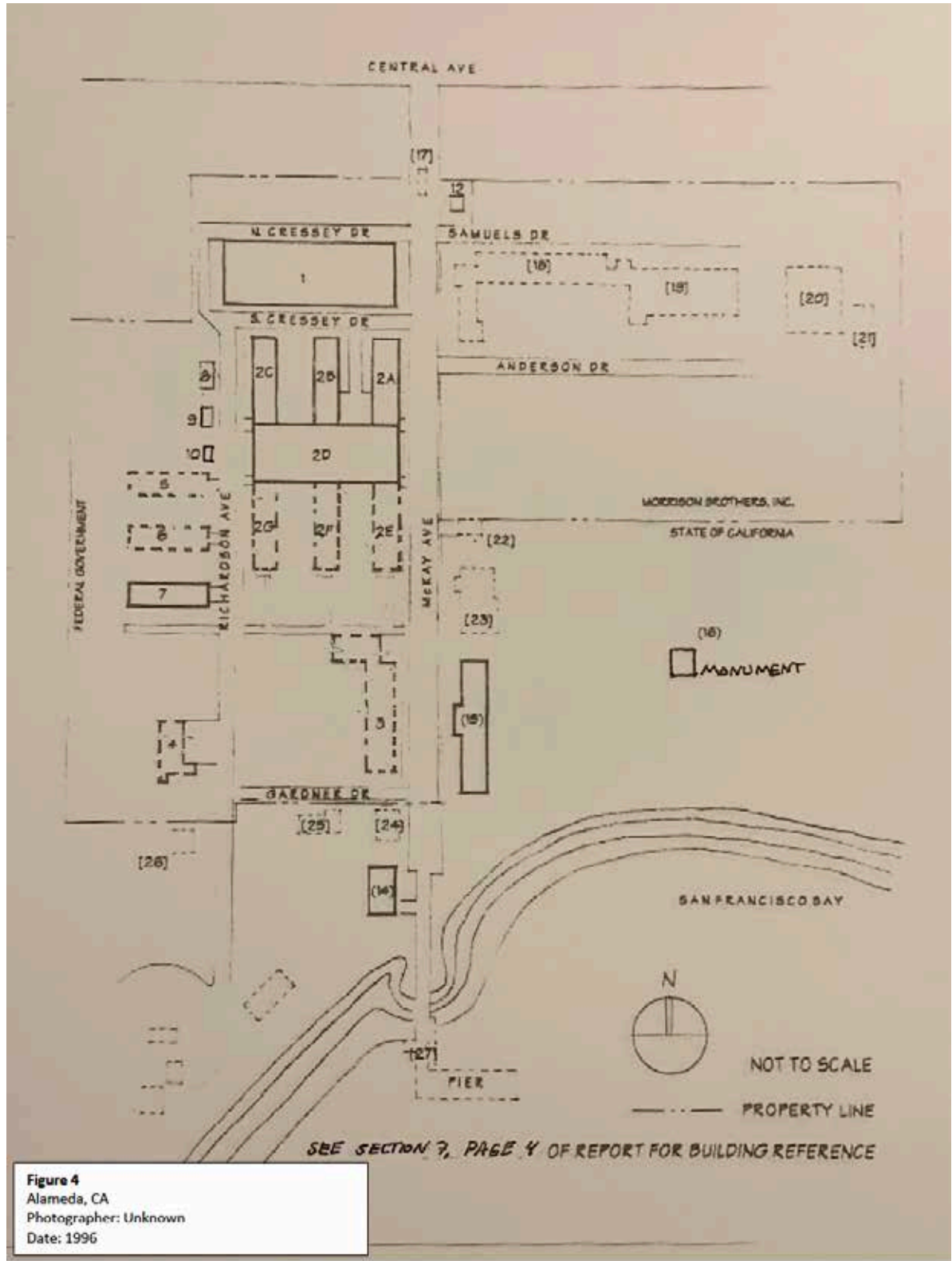


Figure 4  
Alameda, CA  
Photographer: Unknown  
Date: 1996

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Name of Property

County and State

Name of multiple listing (if applicable)

Section number \_\_\_ Page 1

EXHIBIT "B"

32 of 48

MAP OF THE RETAINED PARCEL

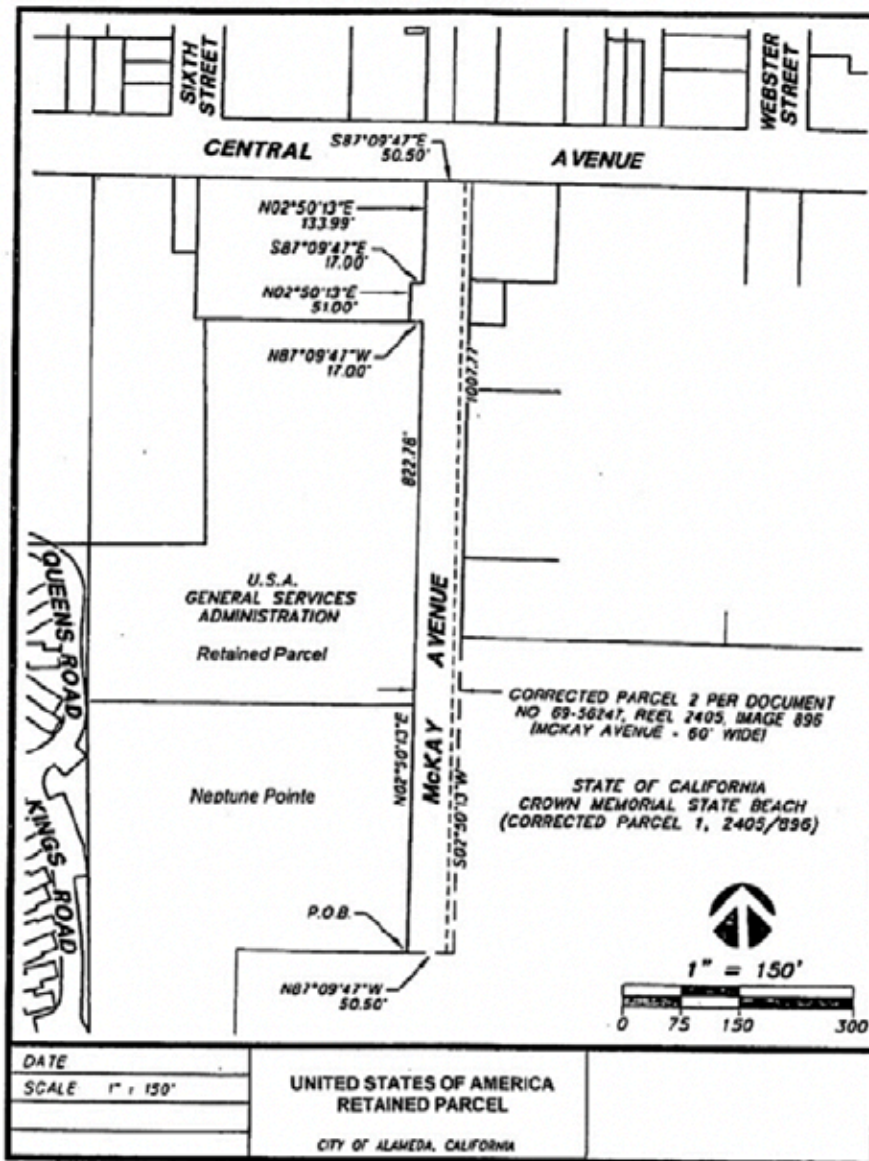


Figure 5  
U.S. Maritime Service Officers School  
Alameda, CA  
Date: April 2014  
View: Parcel map

Figure 5

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number \_\_\_\_ Page  2





United States Department of the Interior  
National Park Service

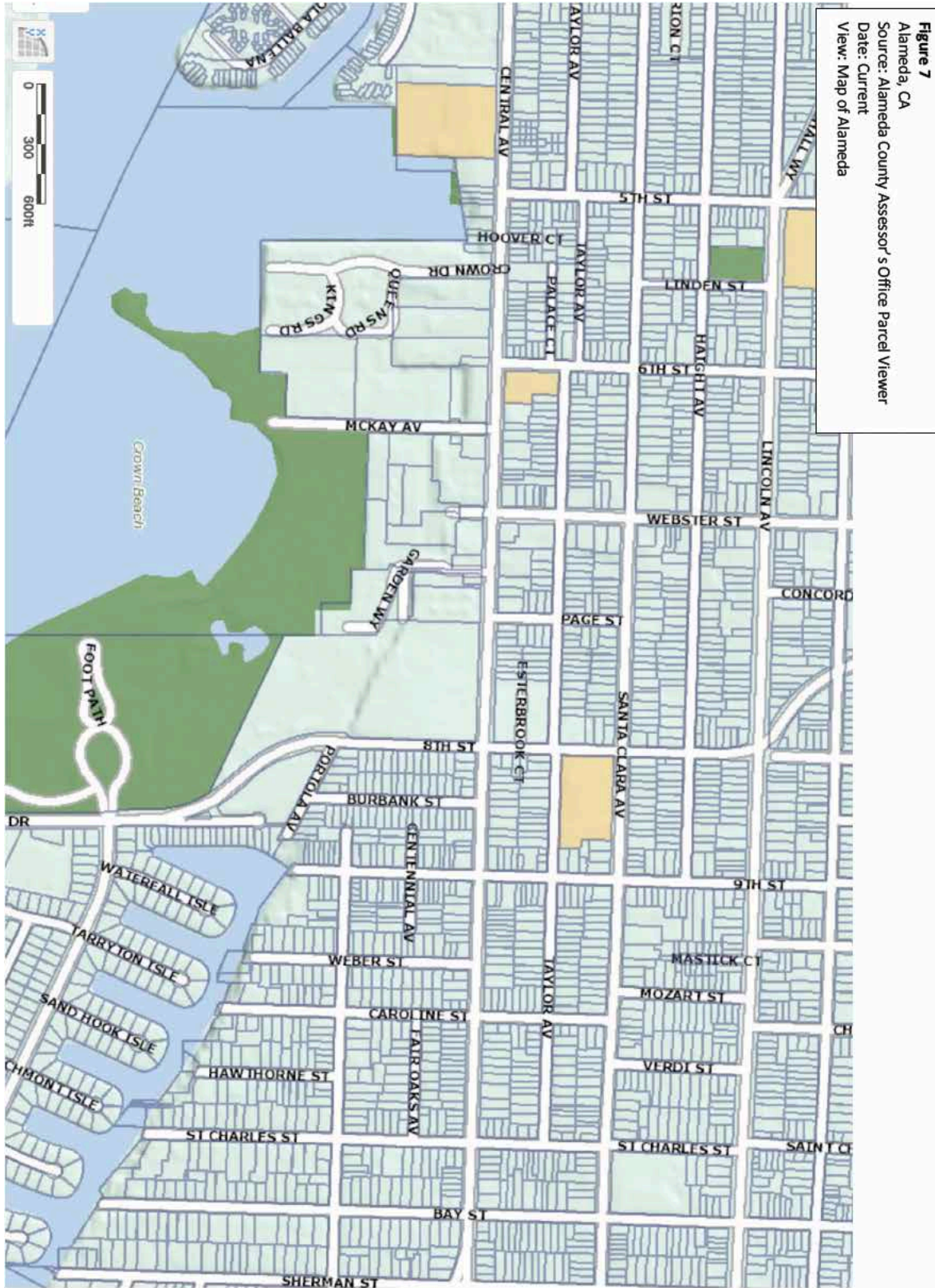
National Register of Historic Places  
Continuation Sheet

Section number \_\_\_ Page 3

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)



**United States Department of the Interior**  
National Park Service

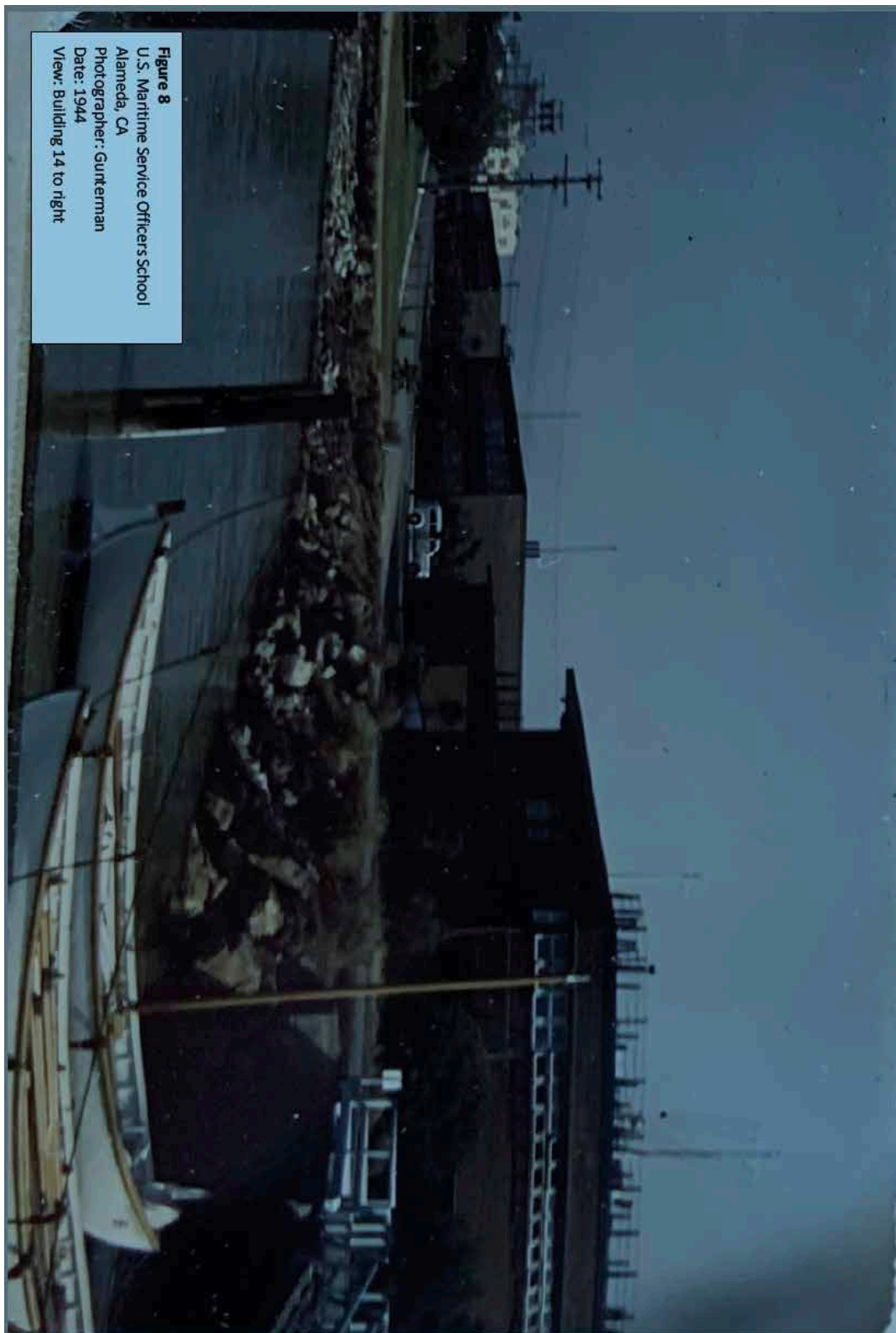
**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number      Page   4  





**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number      Page   5  

**Figure 9**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Gunterman  
Date: 1944  
View: Building 1 to right





**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number      Page   6  



**Figure 10**  
 U.S. Maritime Service Officers School  
 Alameda, CA  
 Photographer: Unknown  
 Date: 1943  
 View: Building 18

**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number \_\_\_\_ Page 7



**Figure 11**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Unknown, Neptune Magazine Vol. IV No. 5  
Date: 1945  
View: Main gate

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number \_\_\_\_ Page 8



**Figure 12**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Unknown, Neptune Magazine Vol. IV No. 5  
Date: 1945  
View: Building 1 - engineering



**United States Department of the Interior**  
**National Park Service**

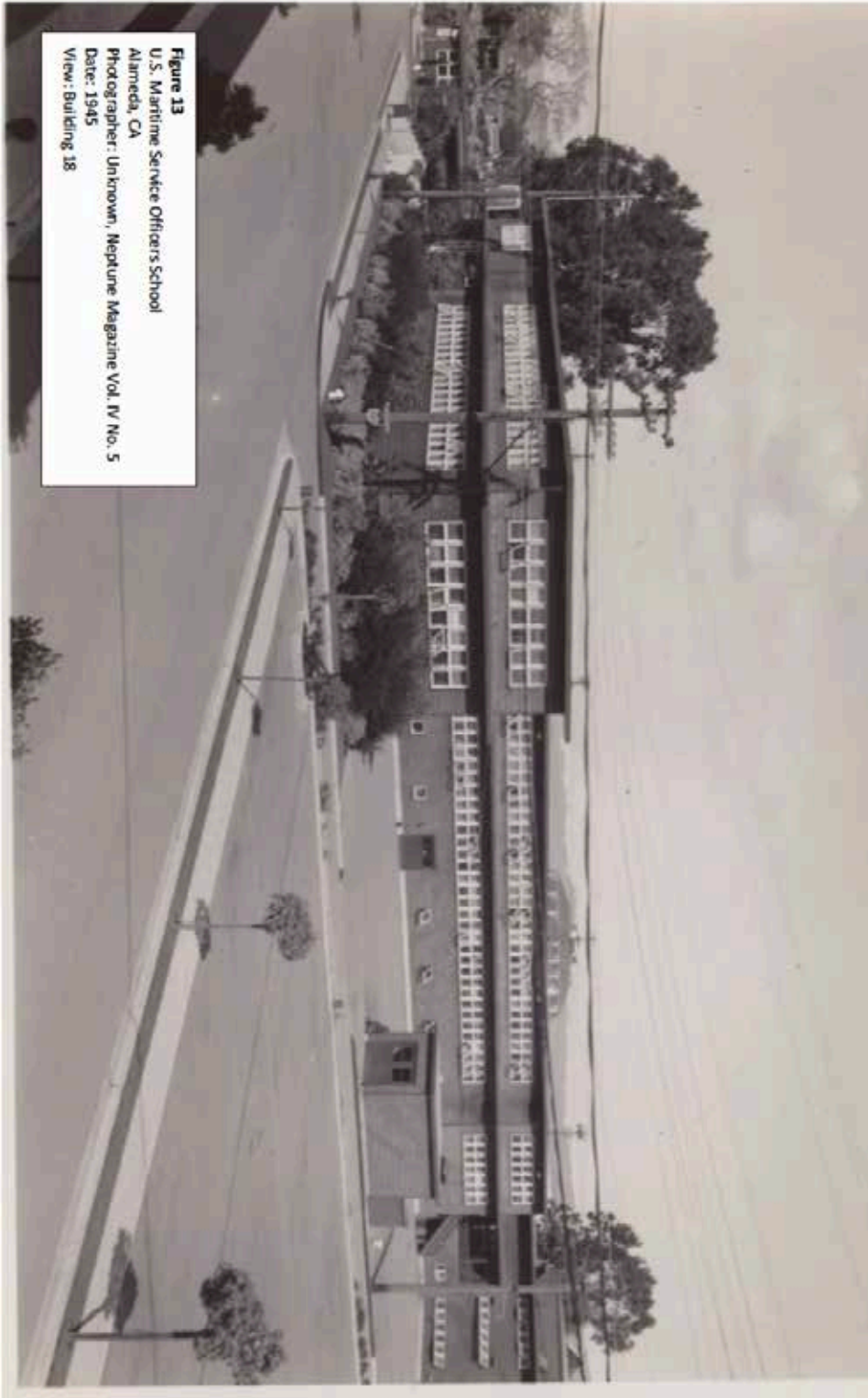
**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number      Page   9  



**United States Department of the Interior**  
**National Park Service**

**National Register of Historic Places**  
**Continuation Sheet**

.....  
Name of Property

.....  
County and State

.....  
Name of multiple listing (if applicable)

Section number \_\_\_\_ Page 10

