



Memorandum

Date: March 10, 2009

To: Dennis Hagner, Environmental Management Division

From: Andrew Bursan (Qualified Architectural Historian – Meets Secretary of Interior Standards), Richard Starzak (Senior Architectural Historian/Principal)

Subject: **Bethlehem Steel Basins**

This memorandum was prepared in response to your request to evaluate the potential historic significance of the two basins constructed by Bethlehem Steel at Berths 243–245, Port of Los Angeles (Port), in 1959–1961. This memorandum addresses questions raised by the Los Angeles Conservancy (Conservancy) in a letter dated January 8, 2009, commenting upon the Port’s Draft Master Plan Amendment for the Main Channel Deepening Project. The Conservancy’s letter questioned why the basins located at Berths 243–245 were not included within the boundaries of the potentially National Register-eligible historic district at Berths 243–245, as identified in a 2000 historic resources survey. That 2000 survey (see Attachment 2) established the potential district’s period of significance as 1941–1945, during which time shipbuilding in the Port expanded and contributed to the ultimate success of the American wartime effort. A 2008 survey updated the finding (see Attachment 3).

To address the questions raised, we consulted aerial photographs provided by the Port as well as previous surveys, *Los Angeles Times* articles, and historic Sanborn maps. In doing so, we determined that the original composition and “water cut” of the basins retain little resemblance to the Bethlehem Steel slipways used during World War II. A major alteration on the site occurred in 1959–1961 when the World War II-era slipways were converted into basins by being dredged and expanded to the east. This included the demolition of four shipbuilding slipways constructed during the war, the replacement of wooden piers with steel and concrete piers, and the removal of two cranes. According to the 2000 survey, six of the original Colby cranes remain from the period of significance. The floating dry-docks, seen in Attachment 1 - Figure 4, were mobile, and as such, were not an integral part of basins. Historic aerial photographs (see Attachment 1) demonstrate the changes to the basins from 1938 to 2009 and illustrate the extensive removal of historic materials and features after the period of significance of the historic district.

This additional research confirms that 1) the historic district boundary first delineated in 2000 and updated in 2008 is correct, 2) that the basins at Berths 243–245 have undergone extensive demolition and reconfiguration since the period of significance closed in 1945, and 3) that, as a result, the basins do not contribute to the significance of the district.

Attachments:

1. Timeline of aerial photos highlighting changes within the basins at Berths 243–245
2. Architectural survey and evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles (2000)
3. DPR Form for San Pedro Waterfront Redevelopment Historic Property Survey Report and Finding of Effect (2008)

References:

Photos courtesy of the Port of Los Angeles (1938-2009)

Los Angeles Times

- | | | |
|------|---|-----------|
| 1961 | “\$7 Million Job at Shipyard Completed” | March 2 |
| 1975 | “Shipbuilding – Major Global Industry” | August 17 |

Timeline of Slipway/Basin Expansion with Aerial Photos

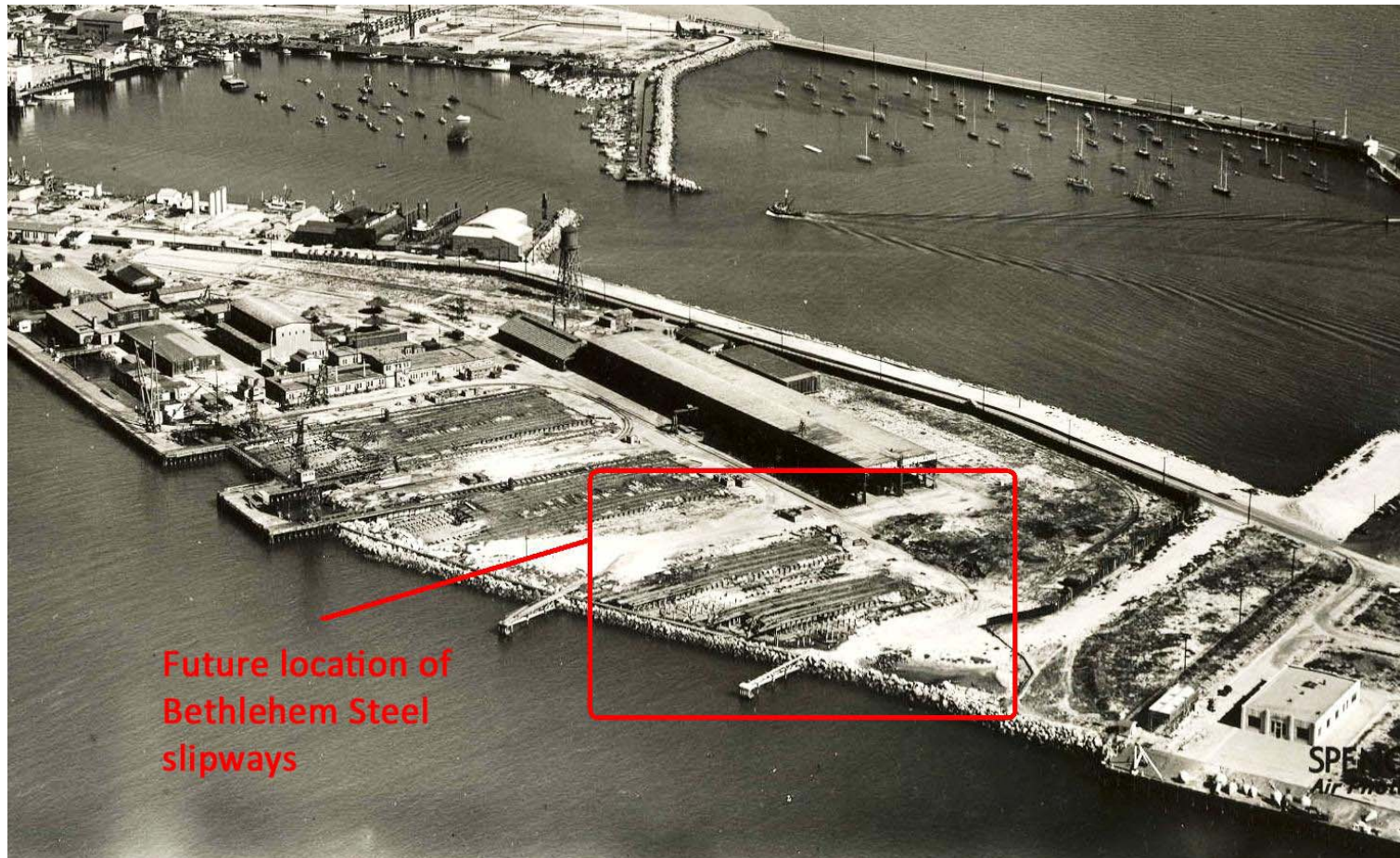
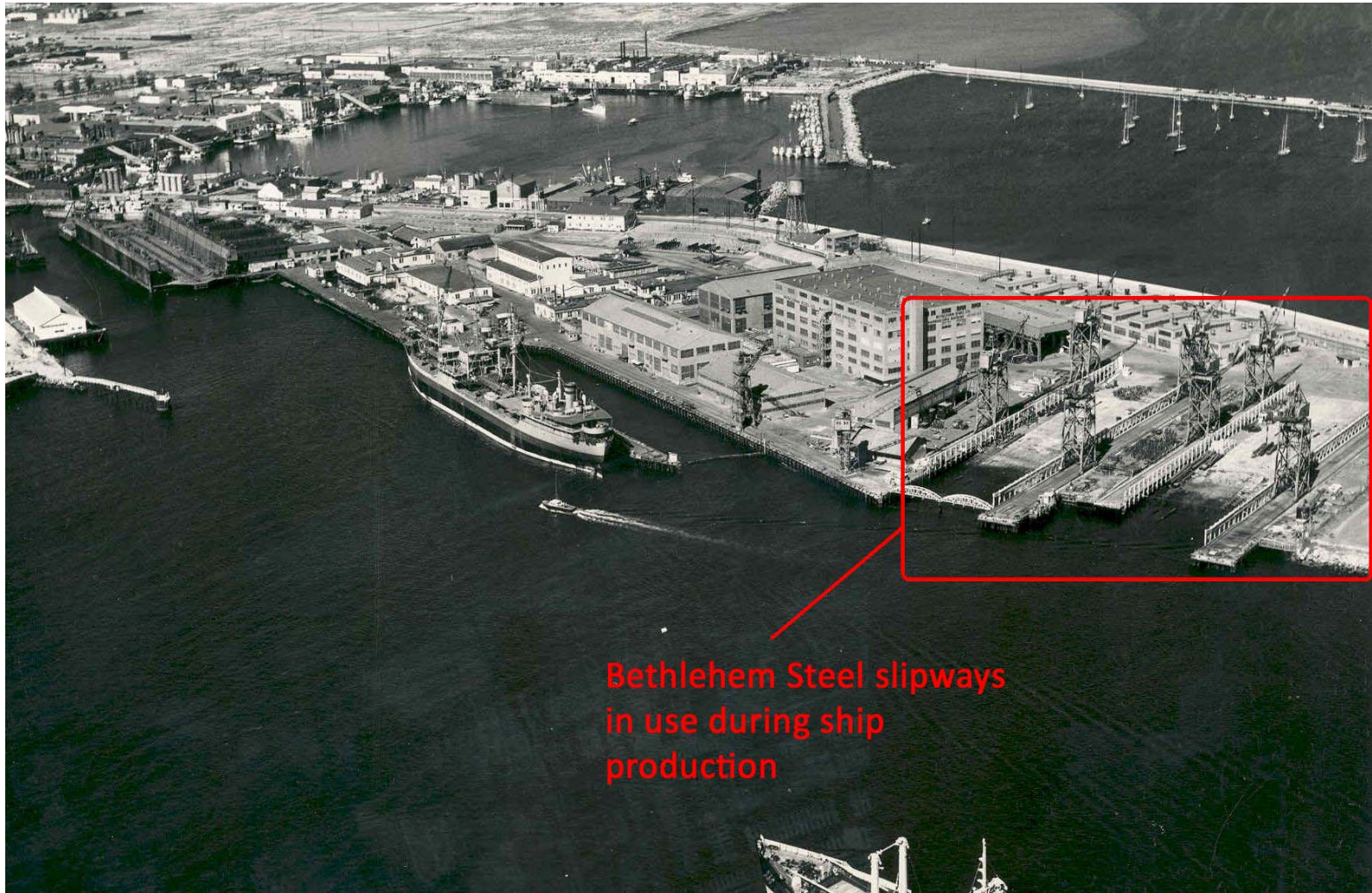


Figure 1 - This photo taken 11/4/1938 shows the future location of the Bethlehem Steel slipways along the Main Channel on Terminal Island. The slipways that would be built here during World War II were used for ship building.



**Bethlehem Steel slipways
in use during ship
production**

Figure 2 - This photo taken on 9/10/1949 shows the Bethlehem Steel slipways in their original World War II configuration.



Figure 3 - This photo from 8/18/1960, looking southwest, shows extensive modifications by Bethlehem Steel. The World War II-era slipways were converted into basins in 1959–1961 as Bethlehem Steel transformed its former wartime shipbuilding operation into a ship repair and conversion facility. The slipways and two of the Colby cranes constructed during World War II were removed.



Figure 4 - This 1964 photo illustrates the 1959–1961 expansion of the basins to east, the complete removal of the shipbuilding slipways, and construction of steel and concrete piers.



Figure 5 –This present-day photo (2009) shows the basins and complete removal of the floating dry docks.

**Architectural Survey and Evaluation of the
Southwest Marine Terminal (Berth 240) of the
Port of Los Angeles**

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INTRODUCTION

The Los Angeles Harbor Department (LAHD) has contracted with Jones & Stokes to perform an updated survey and evaluation of historic resources at the Southwest Marine terminal (Berth 240), Port of Los Angeles (Port). The LAHD is planning a project that would involve removing existing buildings and structures at the terminal. These resources were constructed between 1918 and the 1950s by the Southwestern Shipbuilding and Dry Dock Company (Southwestern Shipbuilding) (not associated with Southwest Marine) and the Bethlehem Steel Corporation, which constructed and repaired ships. A previous study of the site, conducted by San Buenaventura Research Associates in 1996, concluded that the Southwest Marine terminal (Berth 240) may be eligible for listing as a district in the National Register of Historic Places (NRHP) for its association with the shipbuilding industry at the Port during World War II. The LAHD requested that Jones & Stokes provide a conclusive evaluation of the eligibility of resources at the Southwest Marine terminal.

This report documents the methods and findings of Jones & Stokes' intensive architectural survey and evaluation of the Southwest Marine terminal (Berth 240). Efforts included reviewing the previous study, conducting additional archival research, surveying each building and structure at the Southwest Marine terminal (Berth 240), and applying the eligibility criteria for listing in the NRHP. Tables identifying the destroyers built at Bethlehem Shipyard and the number of destroyers built at the different U.S. shipyards during World War II are presented in Appendix A. Site record forms for each of the buildings and structures evaluated are included in Appendix B.

All survey and evaluation work was conducted by Jones & Stokes historian Madeline Lanz, who meets the Secretary of the Interior's professional qualification standards for historian, and senior preservation specialist Susan Lassell, who meets the Secretary of the Interior's professional qualification standards for both architectural history and preservation planning. Ms. Lanz also conducted additional historical research.

METHODS

Previous Studies

In 1996, San Buenaventura Research Associates inventoried the Southwest Marine terminal (Berth 240) at the Port as part of a reconnaissance-level survey. The firm inventoried the site as part of a larger, portwide reconnaissance survey to identify areas with potential for historical significance. The report concluded that the Southwest Marine terminal (Berth 240) formed a district under the NRHP's Criterion A (events) because it is "the last remaining example of the once highly significant shipbuilding industry at the Port of Los Angeles." (San Buenaventura Research Associates 1996.)

Archival Research

Archival research for the current evaluation of the structures at the Southwest Marine terminal (Berth 240) was conducted at the Port of Los Angeles; Shields Library at the University of California, Davis; Bancroft, Doe, and Transportation Libraries and the Water Resources Center Archives at the University of California, Berkeley; California State University, Sacramento; the City of Sacramento Public Library; and the California State Library in Sacramento. Research focused on developing a broader context of the regional shipbuilding industry and the construction history and evolution of historic resources at the Southwest Marine terminal (Berth 240).

Fieldwork

On April 17 and 18, 2000, Ms. Lassell and Ms. Lanz conducted an intensive survey of the Southwest Marine terminal facilities at Berth 240. As part of this survey, Ms. Lassell and Ms. Lanz photographed and wrote descriptions of the buildings and structures at the terminal. Ms. Lassell and Ms. Lanz were accompanied by Frank Nicholson (safety coordinator for Southwest Marine), who provided information on the use of each building. Mr. Nicholson also introduced the team to Bill Hoag of Southwest Marine, who has worked at the Southwest Marine terminal since Bethlehem Steel occupied the site, and who provided clarification about the construction and historic use of several facilities.

HISTORIC SETTING

Early History

The following historical context has been adapted from reconnaissance-level surveys of the Port conducted in 1992 and 1996 by Mitch Stone of San Buenaventura Research Associates (San Buenaventura Research Associates 1992, 1996).

The Port is located at the southernmost point of Los Angeles County, approximately 20 miles from downtown Los Angeles. Because of its proximity to the Pacific Ocean, the surrounding area has historically served as a port facility to varying degrees.

Commonly referred to as San Pedro, the Port of Los Angeles sits within the boundaries of three historic ranchos conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition: Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerritos. Combined acreage of the three ranchos equaled almost 84,000 acres. (Beck and Haase 1974.) As was common for the time period, owners of the rancho lands earned a living by raising cattle and participating in the hide and tallow trade (Rawls and Bean 1993). By 1830, San Pedro was known as the leading hide center on the west coast (Queenan 1986).

The annexation of California by the United States and the subsequent gold rush resulted in an influx of new settlers to the San Pedro area. Conflicts between new landless residents and the rancho owners erupted, and incidents of squatting became common. A few older residents realized the money-making potential of the port area, but the area was largely underused for shipping during this period. (Queenan 1986.) However, the area continued to serve as a center for cattle and sheep ranching. One of the largest sheep operations in California, Flint, Bixby & Company, located the largest portion of its operation in San Pedro. (Beck and Hasse 1974.)

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the earliest residents, realized the promise of the area as a commercial shipping port. In 1857, he constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles. With his base location up the bay at a spot called Wilmington, Banning shuttled materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Banning also perceived the importance of rail transportation between his operation on the bay and the growing city of Los Angeles. With the assistance of investors, Banning, in 1869, organized the Los Angeles & San Pedro Railroad (LA&SP) and began a period of fierce rail competition in the San Pedro and Los Angeles area. This route was the first to establish a reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles.

Although the LA&SP was the first short line in southern California, it was under the control of the Southern Pacific Railroad (SPRR) by 1872. In an attempt to break the stranglehold that the SPRR had on shipping in the area, Senator John P. Jones from Nevada started the Los Angeles and Independence Railroad (LA&I) 1 year before the SPRR's acquisition of the LA&SP. However, as with the LA&SP, the LA&I soon was part of the SPRR system. (Queenan 1986.)

Improved transportation to and from the harbor had a significant effect on the growth pattern of Los Angeles, which at that time was expanding at an enormous rate. From a population in 1880 of 11,000, the city grew to 50,000 by 1890, and later to 102,000 by the turn of the century. (Matson 1920.) The increased population brought with it the need for more construction and living supplies, much of which came from ships destined for San Pedro shores.

San Pedro Bay and Founding of the Port of Los Angeles, 1897–1913

The growth of commerce in Los Angeles required the formal establishment of a shipping port. The federal government agreed to assist the City of Los Angeles by establishing its official harbor in San Pedro after several studies recommended it over other sites, including a Santa Monica site pursued by Collis Huntington. Huntington, an influential member of the “Big Four”, shared

responsibility for the completion of the transcontinental railroad in 1869. Following an extensive battle with Huntington, the San Pedro Harbor site won authorization from Congress in March 1897.

In preparation for the opening of the Panama Canal, the City of Los Angeles extended its boundaries to coastal tidewaters when it annexed San Pedro in 1906. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907, and numerous harbor improvements followed. These improvements included the completion of the 2.2-mile breakwater, the broadening and dredging of the main channel, the completion of the first major wharf by the SPRR, the construction of the Angel's Gate lighthouse, and the construction of the first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles. (Matson 1920.) Because of this citywide growth, the Port became the world's largest lumber importer by 1913.

The opening of the Panama Canal in August 1914 effectively decreased the amount of time spent by ships traveling between eastern and western U.S. ports. In addition, the canal promised to open up new trade opportunities worldwide. In preparation for this new trade, the City of Los Angeles completed one of many large municipal terminals in the harbor. However, the simultaneous outbreak of World War I that same year temporarily brought the movement toward expanded worldwide trade to a halt. (Queenan 1986.)

Wartime Changes, 1914–1950

The principal uses of the Port changed considerably again when England declared war on Germany. At the onset of World War I, the U.S. Navy, wishing to establish a significant presence on the Pacific coast, took possession of a portion of the harbor and used it as a training and submarine base.

During the war, the Port was one of the chief sources of employment for residents of the area. Shipbuilding enterprises including Southwestern Shipbuilding and Dry Dock Company began turning out vessels by the dozens for the war effort. The Port of Long Beach, established 2 years before the onset of the war, offered the only southern California competition to the Port of Los Angeles in terms of shipping or shipbuilding. The competition between the ports continues to the present day.

Despite the previous use of the Port for the shipment of goods both into and out of California, it was not until 1917 that the Port constructed its first warehouse. The completion of this building symbolized the Port's transition from a small, poorly equipped landing to a significant seaport able to handle deep sea ships of varied cargo. (Queenan 1986.)

The significant increase in trade at the Port was exhibited in the fact that many more distributors constructed a large number of new warehouses and sheds between 1917 and 1930. Improvements to the transportation systems in the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the harbor and Los

Angeles, allowing for the efficient movement of goods throughout the country. This system had an advantage over the Port of San Francisco in that its cargo shipments en route to the east coast were not impeded by the Sierra Nevada. (San Buenaventura Research Associates 1992.)

The period following the end of World War I in 1918 saw the Port increasingly used for the importation of lumber and other types of raw materials. As with the prewar period, approximately 98% of the inbound cargo to the Port consisted of lumber to satisfy the rapid growth of the Los Angeles area. Exceptional new construction of houses and factories necessitated the importation of lumber on a large scale. (Matson 1920.) In terms of exportation, the biggest product passing through the Port in the postwar years was crude oil.

The end of the war also generally meant the end of restrictions to trade. Although lumber and crude oil were the biggest commodities to pass through the Port at that time, Los Angeles featured almost all types of industry, and the resulting products passed through the Port. Soon after the war's end, many different types of commerce and business activities existed in the area. Although harbor facilities existed at the time for products such as oil, lumber, ships, and fish, new facilities were developed to handle products such as cotton, borax, citrus crops, and steel. In 1923, the City of Los Angeles passed a harbor improvement bond measure that resulted in the construction of additional wharves to meet the demands of increased imports and exports. By 1929, in an effort to streamline the railroad portion of shipping in the harbor, the various railroad companies, including the SPRR, Union Pacific Railroad, Santa Fe Railroad, and Pacific Electric Railway, consolidated their operations under the title the Harbor Belt Line Railroad. (Queenan 1986, San Buenaventura Research Associates 1992.)

During the Depression years, traffic in the harbor slowed as part of the far-reaching effects of the collapse of the American economy. Although the harbor witnessed a sharp decline in international trade, the Harbor Commission continued to make improvements, including a new breakwater extension, completed by 1937, and new cargo and passenger terminals. The federal government's Works Progress Administration helped the Port finance passenger and freight terminals, as well as wharf and other improvements. (Queenan 1986.)

World War II brought new life and distinction to San Pedro because it was one of the major American ports closest to the fighting in the Pacific Ocean. Between 1941 and 1945, ship and aircraft production facilities in the harbor area worked day and night to manufacture more than 15 million tons of war equipment. In addition to the production of wartime materials, hundreds of thousands of personnel passed through the Port when they departed for and returned from combat.

Following the war, the LAHD launched a broad restoration program. Many of the facilities in the harbor required maintenance that had been delayed during the war years. Although the adjacent Long Beach Harbor conducted its own improvements while battling subsidence (the "sinking" of the land from the many years of oil extraction), the LAHD improved a number of its buildings and removed many temporary wartime buildings. (Queenan 1986.)

Shipbuilding and the Port of Los Angeles

From the years following the Civil War to the early 20th century, the U.S. shipping and shipbuilding industries declined dramatically. The small amount of trade that occurred was concentrated in the Great Lakes and coastal regions of the continent. The majority of the foreign trade market was left to highly experienced and organized Germany and Great Britain. (Kilmarx 1979.) At that time, the U.S. population generally cherished the idea of private enterprise and individuality and felt that government involvement in anything, including the economy, threatened their individual freedom. From a military standpoint, the U.S. population preferred to maintain a small armed force units and remain uninvolved in foreign affairs and had little desire to establish a fleet of ships as part of the national security.

With the start of World War I, however, the U.S. quickly recognized its vulnerability to loss of foreign trade when both Germany and Great Britain withdrew their merchant fleets from transatlantic service. In 1914, only 2% of vessels involved in the foreign trade market were of U.S. registry. (Kilmarx 1979.) To strengthen the U.S. economically and militarily, Congress authorized the creation of the Emergency Fleet Corporation (EFC) in the Shipping Act of 1916, which provided for the swift construction and operation of a maritime fleet. After the U.S. entered World War I, Congress passed the Urgent Deficiencies Act and the Emergency Shipping Act of 1917 to help the United States face the task of creating a wartime fleet to transport troops and equipment to Europe and to carry out the global trade crucial to fighting the war. (Kilmarx 1979.)

The government shipping program prompted the formation of several new shipbuilding companies throughout the nation that soon assembled a massive fleet of ships, the most ever produced in the world until that time. In October 1918 alone, the shipyards delivered 391,000 tons of vessels. (Kilmarx 1979.)

Before World War I, only a handful of shipbuilding companies existed at the Port. In 1917, the Los Angeles Shipbuilding & Dry Dock Company (located at Berths 103-108) and Southwestern Shipbuilding each organized and built plants at the Port. Other shipbuilding companies included Ralph J. Chandler Shipbuilding Company (located at Berths 165–166) and Fulton Shipbuilding Company. (Matson 1945, Board of Harbor Commissioners 1928.) These companies employed more than 20,000 people combined to build steel and wooden vessels. (Queenan 1983.) The Los Angeles Shipbuilding & Dry Dock Company and Southwestern Shipbuilding received nearly \$125,000 combined in steel-ship building contracts from the EFC. (Matson 1920.) Both weather and labor conditions made the harbor a desirable shipbuilding location. The Port particularly welcomed this new economic activity coming in the years following the completion of modern port facilities and during a period of otherwise curtailed world trade. (San Buenaventura Research Associates 1996.)

After the war, the U.S. shipbuilding industry suffered from excess capacity and was mired in a worldwide shipping depression. The industry survived by concentrating on ship repair and maintaining an active peacetime merchant marine. (Kilmarx 1979.)

By the mid-1930s, the U.S. was faced with a fleet of aging ships, with nearly 92% of U.S. merchant ships at least 20 years old. In 1936, Congress created the U.S. Maritime Commission (presently known as the Maritime Administration) through the Merchant Marine Act of 1936. The Maritime Commission was intended to carry out domestic water-borne commerce as well as imports and exports resulting from foreign commerce. In addition, the Maritime Commission supervised freight and terminal facilities and administered government funds to construct and operate commercial ships. (Kilmarx 1979.) In 1942, the War Shipping Administration assumed many of the Maritime Commission's duties, including the operation of the merchant marine and shipbuilding activity, for the duration of World War II.

During World War II, the U.S. faced the unprecedented situation of simultaneously fighting enemies on two fronts. To effectively meet this challenge, troops needed to be transported overseas to enemy shores, which required the U.S. to construct enough ships for both fronts. (Kilmarx 1979.)

The Maritime Commission had embarked on an expanded ship construction program in the late 1930s and accelerated its efforts when U.S. involvement in the war appeared likely. In 1940, Congress enacted the Naval Expansion Act, which established a "Two-Ocean Navy". One year later, President Franklin D. Roosevelt authorized the construction of 200 ships in what was the start of the Emergency Program.

To accelerate construction, the U.S. diverted large supplies of labor, steel, and other materials to produce ships and implemented a "no frills" ship design for series production. As a result, vessels were assembled at a rapid pace with relatively low costs. Before World War II, all ships were custom-built; steel plates and other materials were fabricated in small units and tasks such as riveting, wiring, and plumbing had to be done sequentially, which prolonged construction time. The newer ships required large construction areas as smaller pieces were welded together to create large sections. Shipyards devoted to the construction of new ships needed large fabrication areas and assembly shops, which resulted in the reconfiguration of many facilities. In addition, the shipyards required cranes and railroad transportation to move large pieces from the assembly area to the shipways. (Kilmarx 1979, Lane 1951.) As more ships were built, performance continued to improve and diminish overall production time.

To meet the tremendous demand for merchant and fighting vessels, shipyards nationwide became involved in the ship construction effort. Established yards, including the Newport News Shipbuilding and Dry Dock Company (Newport News, Virginia); Federal Shipbuilding and Dry Dock Company (Kearney, New York); New York Shipbuilding Corporation (Camden, New Jersey); Sun Shipbuilding and Dry Dock Company (Chester, Pennsylvania); and Bethlehem Shipbuilding Corporation (locations in Massachusetts, Maryland, New York, and California), were awarded initial contracts. As work orders continued to flow in, additional shipyards were constructed or expanded. (Kilmarx 1979; Lane 1951.)

Because of its relative proximity to the Pacific theater, the Port was swept into the war effort on a massive scale. Every shipbuilding and repair facility at the port worked furiously to meet contract orders. Smaller facilities produced auxiliary vessels such as subchasers, patrol boats, PT boats, landing craft, rescue boats, barges, and tugs. Larger facilities handled most large-scale

production work. (Queenan 1986.) The California Shipbuilding Corporation (located at Berths 212 and 213) was the largest yard at the port and concentrated on building Liberty and Victory ships. (Board of Engineers for Rivers and Harbors and the Maritime Commission 1957.) Additional large-scale ship producers included the Los Angeles Shipbuilding & Drydock Corporation (later managed by Todd Shipyard) and Bethlehem Shipbuilding Corporation. Consolidated Steel Corporation and Western Pipe and Steel (located in the far northwestern area of the harbor) represented the temporary wartime facilities at Los Angeles Harbor (Board of Engineers for Rivers and Harbors and Maritime Commission 1957, Matson 1945). Throughout the war, shipbuilding at Los Angeles Harbor continued at a frenzied pace. At its high point, nearly 90,000 workers were employed simultaneously at the various shipbuilding yards at the Port. The Port of Los Angeles ultimately became one of the main arteries that supplied and sustained the Allied victory. (Queenan 1983.)

Although the U.S. emerged from World War II as a military and economic power, it struggled in the shipping industry for years. Because cheaper labor and materials were available abroad, the vast majority of U.S. ships constructed after World War II were assembled in foreign yards. Between 1952 and 1977, U.S. companies contracted to have nearly 2,000 ships built overseas and only 600 built domestically. (Kilmarx 1979.) Despite some government assistance from the Merchant Marine Act of 1970, which helped revive repair work and some shipbuilding, the industry continued to struggle. In addition, the shipping industry faced added competition from railroads, trucks, and commercial airlines. Shipyards remained busy by concentrating on repairing naval vessels, offshore drilling rigs, and other vessels. (Kilmarx 1979.)

Containerization, 1950–Present

Shipping methods changed dramatically with the advent of containerization after World War II. Cargo loading was previously labor-intensive, as pieces of cargo, drums, boxes, bags, or crates were loaded individually into ships. Using containerization, appropriate cargo is shipped in standard-sized, sealable steel boxes, typically 20 or 40 feet long, designed to be placed on special trailers and transported to and from the port by trucks or rail. Movement of goods occurs when an empty container is delivered by truck to a location (e.g., manufacture, warehouse, or other enterprise), where the container is loaded with cargo and sealed. The container is then transported by truck or train to the port, where cranes (typically shore-based) are used to lift the container from the trailer and place it in the ship's cargo hold or on its deck. Once the container is delivered to the destination port, the process is repeated in reverse.

The primary limiting factors with containerization no longer include loading efficiency, but rather organization and optimization of storage of containers awaiting shipment, movement to and from the wharf, and cargo flow into and out of the terminal via road or rail. To address these factors, ports were either required to develop new terminals to meet the needs of the new geometry required by containerization or to redevelop older terminals to meet the same goal. In addition, larger cranes and concrete wharves (replacing timber) were required to handle the dramatically increased weight of cargo containers.

Worldwide shipments through the Port of Los Angeles increased in the latter half of the 20th century as ocean-going vessels increased to sizes larger than the Panama Canal could accommodate. Shippers wishing to pass materials from the Pacific Ocean to the Atlantic Ocean recognized the more efficient “land-bridge” prospect of unloading cargo at the Port of Los Angeles, moving the cargo via truck or train to east coast ports, and reloading the cargo onto ships after arriving. International use of the Port changed over time; many earlier users were standard industrialized nations such as Japan, Australia, and New Zealand. This emphasis shifted to smaller, developing countries of the Pacific Rim such as South Korea, Taiwan, Indonesia, Malaysia, and Hong Kong. (Queenan 1986.)

SIGNIFICANCE CRITERIA

National Register of Historic Places Criteria

Cultural resource significance is evaluated in terms of eligibility for listing in the NRHP. NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 CFR 60.4 as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history.

Integrity

The question of integrity is an additional factor that must be addressed. The Secretary of the Interior describes integrity as “the ability of a property to convey its significance.” In other words,

a property must retain certain intact physical features in order to convey its significance under one or more of the NRHP criteria. Integrity is judged on seven aspects:

- location,
- design,
- setting,
- workmanship,
- materials,
- feeling, and
- association.

These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings and relate to construction methods and architectural details. Feeling and association are the least objective criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed. (U.S. Department of the Interior 1991.)

Significant Resource Types

The historic significance of the Port of Los Angeles relates to the role that the port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with Los Angeles' emergence as an "international" city between the 1920s and 1940s. Facilities directly associated with this theme include buildings and structures constructed to facilitate transshipment of goods from ocean-going vessels to rail or truck systems, especially those improvements added either by major shipping companies or by the Port of Los Angeles in a portwide expansion to meet the demands of increased usage of the port during this period.

HISTORIC RESOURCES

History

In 1917, Southwestern Shipbuilding established a shipyard on the channel side of Terminal Island (Berth 240) at the Port of Los Angeles, after securing a contract from the EFC to construct twenty-three 8,800-ton ships. (San Buenaventura Research Associates 1996.) Because the location flooded at high tide, the Harbor pumped sand from the Main Channel to form an area of approximately 50 acres (Marriner 1959). Southwestern Shipbuilding quickly laid out its site and immediately began construction on its vessels, completing 18 large ships by November 11, 1918, the end of World War I. (Marriner 1959).

Following the war, Southwestern Shipbuilding continued to construct and repair vessels, though at a much smaller scale. In 1920, the Port reduced Southwestern Shipbuilding's shipyard to approximately 38 acres when the Port laid out the extension to Seaside Avenue, and, when the main channel was widened in 1926, the yard was further scaled down. On January 1, 1922, Bethlehem Shipbuilding Corporation, Ltd. (Bethlehem) acquired the Southwestern Shipbuilding plant. (Marriner 1959.) Bethlehem rearranged the shipyard into a repair plant (although it continued to do some shipbuilding). It transferred four sections of a 15,000-ton floating dry dock from the Bethlehem Union Iron Works plant in San Francisco to the San Pedro location, creating a 14,000-ton dry dock. Ames Construction Company in Seattle originally built the dry dock in 1919 and installed it at the Union Iron Works in San Francisco. In 1924, the fifth section was added to the dry dock, creating a 15,000-ton capacity. The sectional design of the dry dock allows it to accommodate both small and large ships. At the time, the floating dry dock was the largest of its kind on the West Coast. (Marriner 1959, Board of Harbor Commissioners 1926.)

Bethlehem constructed a number of facilities at Berth 240 in the succeeding years, including a boilermaker shop, carpenter shop, electrical shop, joiner department, machine shop, marine-machine shop, pipe shop, rigger shop, plate shop, pattern shop, and blacksmith shop. UPRR and SPRR served the plant, and concrete boulevards enabled trucks and automobiles to reach the docks and piers. The yard was equipped to build, re-condition, and repair all sizes and types of wood and steel vessels, including tugs, yachts, and barges. (Board of Harbor Commissioners 1926; Board of Engineers for Rivers and Harbors et al 1957.)

During this period, Bethlehem operated other plants around the nation, including one at Potrero and Hunter's Point in San Francisco, as well as the Alameda Plant in Alameda, California. The company's Atlantic coast plants were located in Sparrows Point, Maryland; Baltimore, Maryland; and Boston, Massachusetts. (San Pedro News 1929.)

In late 1940, under the growing threat of war and the need to contend with an expanded destroyer shipbuilding program (the Fletcher class, Destroyer 1941 program), Bethlehem embarked, with the Maritime Administration's assistance, on a \$4.25 million program to convert its Terminal Island yard (Berth 240) into a combined ship repair and shipbuilding plant to meet the requirements of incoming contracts. (San Buenaventura Research Associates 1996, Bethlehem Review 1941.) Facilities were added to the south end of the site, including new shops and warehouses, an outfitting berth, ways with colby cranes, and a mold loft. Some of the earlier improvements, particularly on the north end of the site, were demolished in this development phase. (Marriner 1959, Bethlehem Review 1941.)

With 3,000 feet of berthing space along the Main Channel and a large dry dock, Bethlehem Shipyard (Berth 240) made an excellent plant for wartime production. The national wartime mobilization effort was characterized by these almost instantaneous transformations of physical place. (San Buenaventura Research Associates 1996.) During World War II, Bethlehem constructed and outfitted 26 destroyers (Table A-1 in Appendix A) (Friedman 1982, Silverstone 1965). Among the destroyers built at the San Pedro facility is the U.S.S. Cassin Young (DD793), currently restored and preserved as a national historic landmark at the Charlestown Naval Yard, Boston National Historical Park (Harmon 1984). Bethlehem took in an enormous amount of work and assembled

ships so quickly that, on average, it repaired and returned to service two large naval vessels for each work day during the war (Queenan 1983).

After the war, shipbuilding activity decreased. Defense contracts were canceled and thousands of people were laid off. Bethlehem Shipyard (at Berth 240) remained active by concentrating mostly on ship repair work and on the task of mothballing U.S. Navy oil tankers. (Marriner 1959, San Buenaventura Research Associates 1996.) In early 1959, Bethlehem initiated a cold war improvement program, which included the demolition of four shipbuilding ways constructed during the war, the replacement of wooden piers with high-water platforms to accommodate tower cranes, and the relocation of Dry Dock No. 2 to the northwest portion of the shipyard (Board of Harbor Commissioners 1959). Facing major economic challenges in its steel-manufacturing business during the 1970s and 1980s, Bethlehem Steel Corporation divested itself of the San Pedro yard in 1981. Southwest Marine, Inc. a San Diego-based company, purchased the yard and continues to operate it as a ship repair facility. The similarity between the names of the present and first owners of the yard appears to be a coincidence. (San Buenaventura Research Associates 1996.)

As a shipbuilding and repair facility, Bethlehem was one of the smallest at the Port, employing 6,000 persons in ship repair and construction. In comparison, California Shipbuilding Corporation employed 40,000, Todd Corporation employed 12,000, and Consolidated Steel Company employed 7,000. Of these shipyards, the Southwest Marine facility (formerly operated by Bethlehem Steel) is the only one that remains in existence. (San Buenaventura Research Associates 1996.)

Description

The Southwest Marine facility is located at Berth 240 near the southwestern part of Terminal Island along Seaside Avenue. The site comprises two separate areas: a mostly vacant region to the north and a paved area to the south, which is occupied mainly by World War II-era buildings. Additional resources include a variety of cranes, two dry docks, and auxiliary buildings and sheds made of metal or wood and used primarily for storage. One small metal structure serves as an abrasive-blast booth for sandblasting. The history and construction dates of these assorted small buildings are unknown. A chain-link fence encloses the entire yard, which is accessed by a metal gate. The resources located at the Southwest Marine terminal (Berth 240) are described below.

Guardhouse

The guardhouse is in the northeast corner of the shipyard, near Seaside Avenue. It features a gable roof covered with corrugated metal, as well as wood siding and wood-framed fixed-pane windows. Two wood single-entry doors with four-lights provide access to the building. Building records are not available for this facility, but based on building materials used, it most likely was constructed in the 1950s.

Administration Building

The administration building is on Seaside Avenue in the now-vacant area of the shipyard. The rectangular facility features a gable roof covered with composition shingles. The walls are clad with horizontal corrugated-metal siding accented by a band of vertical corrugated metal that wraps around the middle of the building. Vertical metal siding is also at the eaves of the building. Metal-framed multi-paned windows, some with center awnings, are located throughout the building. Some panes are missing or broken and others are boarded over. Single-entry doors with single panes provide entry into the building. Concrete or wooden stairs provide access to the doors. The main entrance is recessed with curved walls and is accessed by concrete stairs. Additional features include concrete and wooden platforms, a skylight on the roof, and exterior stairs with metal rails that lead to the second floor. The building measures 100 x 50 feet and is supported by a concrete perimeter foundation. It was constructed in 1941 and is no longer in use.

Medical Building (No. 8)

This 75 x 43-foot medical facility is a one and a half story, L-shaped building with a gabled roof and a concrete perimeter foundation. It features vertical corrugated-metal siding accented by a band of horizontal corrugated metal that wraps around the middle of the building. Windows are a combination of metal-framed multi-lights and 1/1 wood-frame double-hung style. Some windows are covered by metal grates and some panes have been painted over. Concrete stairs or ramps with metal pipe rails provide entry into the building at the west, south, and east elevations. Wood stairs provide access to the rear. Awnings shade some doors, and vents are located on the roof. The building was constructed in 1941 and expanded in 1943. (San Buenaventura Research Associates 1996.) It was originally used as an employment office and hospital.

Foreman's Building (No. 34)

Building 34 serves as the foreman's building. The small two-story building is located next to the plate shop and measures 38 x 13 feet. The wood-framed building is rectangular in plan and features a gabled roof. It is covered with horizontal corrugated metal and rests on a concrete perimeter foundation. Large, metal, multi-paned windows are located on each elevation. Some windows feature awning centers and some include air conditioning units. Single-entry doors provide access to the building. A door with a wood landing is located on the second floor at the south elevation. Exterior stairs, which once led to the landing, have been removed. Awnings shade some windows and doors. According to Port records, the building was constructed in 1941 as a field office for the anglesmith and plate shop, which are located nearby.

Transportation Shop (No. 4)

The transportation shop is a rectangular structure comprising a tall three-story element and a one-story element. The three-story portion of the building is made of concrete block partially

covered with corrugated metal, and topped with a gabled roof. Windows throughout are steel-framed multi-panes, and some feature operable center units. The flat-roofed, one-story section is constructed of poured-in-place concrete and features four open bays. An additional bay has been filled in. Metal stairs provide access to the second floor at the north elevation. Transformer equipment is located on the roof of the one-story and is accessed by a roll-up door. A chain-link fence encloses the equipment. A large crane is situated next to the building at the south elevation. The 98 x 46-foot building was constructed in 1941 as a vehicle garage and main transformer station, a function it still serves. (San Buenaventura Research Associates 1996.)

Blacksmith and Anglesmith Shop

The blacksmith and anglesmith shop is located to the north elevation of the plate shop. It is a two and one-half story building measuring 130 x 42 feet. The building features a gabled roof with a tubular vent and multi-paned, metal-framed windows. Some windows have operable units. A shed-roofed addition sided with corrugated metal is located at the west elevation. The building was originally constructed in 1918 and altered in 1941. (San Buenaventura Research Associates 1996.)

Plate Shop (No. 6)

The plate shop is a two-story structure measuring approximately 320 x 90 feet. The wood-frame, rectangular building has an essentially flat roof supported by wood trusses and is clad with corrugated metal. Parts of the second story are covered with vertical board and batten siding. Windows are large, metal-framed multi-lights, some with operable center units. A number of windows are covered with plastic tarp or are painted over. Several large openings with varied treatment provide access to the interior of the shop. One opening includes a metal roll-up door and another has been filled in and replaced with a single-entry door. Additional bays are covered with chain-link fence. Carts holding various materials run through the building on tracks. Exterior metal stairs provide access to the second floor, and a metal ladder leads to the roof of the building. Two cranes are located at the rear of the structure. The words "Southwest Marine" are painted on the east elevation of the building, facing Seaside Avenue. The plate shop was originally constructed in 1918 and was initially twice its present length. When Slip No. 1 and No. 2 were constructed in 1941, the Plate Shop was reduced to its current size.

Machine Shop (No. 3)

The machine shop is a tall, two-story, rectangular building with a gabled roof and corrugated-metal siding. The structure is dominated by fenestration comprising large multi-paned metal-framed windows. A tall, metal shelter supported by seven posts is attached to the rear of the building. This structure is used to store equipment. Additional features include a tubular vent on the roof and number of bays. The building measures 141 x 84 feet and was constructed in 1941.

Machine Storage and Warehouse Building (No. 7)

Building No. 7 is a large, five-story machine storage building and warehouse measuring 230 x 130 feet. The flat-roofed structure is sheathed in corrugated metal and includes the same multi-paned, metal-framed windows found on most of the buildings in the yard. Some windows have operable units. At the rear elevation, some original siding has been removed and replaced with newer corrugated-metal siding and roll-up doors. An original roll-up door remains at this elevation. Replacement wooden stairs lead to the second floor of the building, and exterior metal stairs provide access to the roof. A shed-roofed awning and replacement-metal, sliding-sash windows are located at the west elevation, and a concrete loading platform is at the east elevation. The first four floors of the building were constructed in 1941, and the upper floor was added in 1943.

Shop (No. 9)

Building No. 9 is a tall, three-story shops building with a gabled roof and multi-pane windows of a style similar to that found on other buildings in the yard. Building No. 9 measures 242 x 82 feet and rests on a concrete foundation. A tubular vent and skylights are on the roof. The building is clad with corrugated metal and has bays with roll-up doors. Metal platforms are located under several second-floor windows, although some have been removed. A large metal chute, a sawdust silo, and joists used to lift heavy equipment are attached to the building. A wood-framed, shed-roofed addition is located at the east elevation. Exterior metal stairs provide access to the second floor, and a ladder leads to the roof. Constructed in 1941, the building is currently being used as a pipe/machine/carpenter shop.

Employees' Building

This 135 x 77-foot building was constructed in 1941. It is located next to Dry Dock No. 1 in the southwestern portion of the yard. The two-story building features a gabled roof and metal siding, and is supported by a concrete perimeter foundation. A band of metal-framed multi-lights wraps around the second floor of the building. These windows appear to be original. Additional windows are replacement-metal sliders and fixed-pane windows. The building includes both double- and single-entry doors. Two sets of metal stairs provide access to the building at the east elevation, and HVAC equipment is on the roof. "Southwest Marine" is painted in large letters on the west elevation.

Compressor House

The compressor house is a tall, rectangular building located in the northwestern part of the yard, next to the paint shop. The building has a gabled roof and walls clad with corrugated-metal panels. Windows are multi-paned and are set in steel frames; a few have operable units. Doors are single-entry, and some are shaded by metal awnings. Numerous exhaust stacks extend along the south elevation, and an additional stack and tubular vents are on the roof. Bays are located at the end

elevations. The words “Compressor House” are painted on the west elevation. A shed-roofed, metal-sided extension is located at the north elevation. The extension features a roll-up door and the same multi-paned windows as the main element. The building measures 150 x 61 feet and was constructed in 1918. According to Harbor plans, it underwent alterations in 1941 and was reduced in size to its current configuration in 1960.

Paint Shop and Substation

The paint shop and substation is an L-shaped building comprising two elements. The stem of the “L” was built in 1944 as a paint booth, and the foot of the “L” was constructed as a substation. The paint booth is a one-story, flat-roofed building measuring 81 x 30 feet. Wood rails and a large vent are located on the roof. The building is covered with corrugated metal and includes bays and wood double- and single-entry doors. Windows are 2/2 wood-frame and replacement-metal sliders. Some doors are covered with corrugated metal, and some windows have been painted over. Additional doors have been filled in. A wood ladder and stairs provide access to the roof. A 1-ton jib crane and a joist are attached to the building.

The substation element is a flat-roofed brick structure with narrow, recessed bays and roll-up doors and multi-paned vents. A single-entry door is located at the west elevation, and two tall vents are on the roof. No building records were available for the substation; however, because of the building materials used, construction can be tentatively dated to before 1941.

Substation No. 3

Substation No. 3 is located immediately north of the compressor building. Rectangular in shape, the 32 x 26-foot wood-frame structure is covered by a gabled roof and sheathed in corrugated metal. A gabled monitor vent is on the ridge line of the roof. Three 2/2, double-hung, wood-frame windows with lower vents are located at the east and west elevations, and a bay with a track-hung door is on the south elevation. Some window panes are missing, and one vent has been covered with sheet metal. The building was constructed in 1918 and was moved to its current location in 1941.

Substation Building No. 7

This substation comprises two parts: an original element built in 1918, and a newer addition constructed in 1941. The original element is covered with riveted steel panels and includes a hipped roof covered with the same type of panels. Additional features include four-pane windows and a monitor vent on the roof. The newer element is sheathed with corrugated metal and includes a band of multi-light windows and a corrugated-metal double door. The roof is gabled and covered with corrugated metal. A chain-link fence partially encloses the structure. The building is supported by a concrete perimeter foundation and measures 26 x 15 feet.

Building No. 22

Building No. 22 is a small (19 x 14-foot) wood-frame building with corrugated-metal siding. The gable-roofed building is located south of Substation No. 7, in the vacant area immediately north of the yard. It includes a single-entry door and metal-framed multi-lights with center hoppers. Some windows are protected by metal screens. According to plans, this building was constructed as a substation in 1941.

Dock Control House (No. 29)

The dock control house is located at the rear of Dry Dock No. 1. The rectangular (24 x 16-foot) building features a shed roof and is sided with corrugated-metal panels. Windows are steel-framed multi-lights with operable units. A large, fixed-pane replacement window is at the west elevation. Doors are single-entry; one door at the north elevation is protected by a metal gate. Two vents are on the roof. The building houses control equipment to operate the dry dock. The style and materials used in construction of this building indicate that it most likely was built in the 1940s. Apparently, it was moved to this site in the 1960s, when the yard was being redeveloped.

Dry Dock No. 1

Floating Dry Dock No.1 is located at the south end of the shipyard. It is an immense U-shaped steel structure with plywood decking. The steel walls are hollow and are topped with catwalks, which are accessed by metal stairs and ladders. The walls are flooded with seawater, which submerges the structure, and are pumped dry to lift vessels above the water for repairs. The structure was originally constructed in 1913 in Vancouver, British Columbia, and was moved to its present location in 1989. (San Buenaventura Research Associates 1996.)

Dry Dock No. 2

Dry Dock No. 2 is a large, 15,000-ton structure located at the south end of the shipyard, next to Dry Dock No. 1. The U-shaped dry dock is made of steel and features concrete-covered walls and wood decking. Concrete blocks at the center of the structure are used to support the ships. The walls are topped with catwalks that are accessed by metal ladders and stairs. A small metal and wood structure and two cranes are located on the ridge line of the walls. The structure is 515 feet long and 126 feet wide and measures 50.75 feet from the keel to the tops of the walls. The dry dock was constructed in 1919 in Seattle, installed at San Pedro in 1922, and renovated in 1943. In 1961, it was moved from the northwest portion of the shipyard to its present location. (San Buenaventura Research Associates 1996.) The dry dock is one of the oldest and most impressive resources still operating at the shipyard.

Cranes

The shipyard features a number of cranes including Colby cranes, a Clyde crane, and Joshua Hendy cranes. Seven “whirly” cranes are located at the shipyard: six 22-ton Colby cranes and one 60-foot Clyde crane. The Colby cranes are 70-foot tall, steel-girder structures with a 30 x 24-foot base supported by concrete piers. Metal stairs ascend the structure. These cranes move along railroad tracks located along the slips and waterfront. The Clyde crane, which appears to be no longer in use, is situated south of the transportation shop. This crane was apparently once associated with the mold loft, which has since been removed. The Colby cranes were installed in 1941, and the Clyde crane was installed in the 1970s. Additional cranes include Joshua Hendy gantry cranes, which range from 3 to 8 tons. They are located throughout the shipyard, and were installed in 1918.

Evaluation

The Southwest Marine terminal (Berth 240) appears to meet the criteria for listing in the National Register of Historic Places as a historic district under Criterion A because of its association with the World War II emergency shipbuilding program. The period of significance for this facility is from 1941 to 1945. This period ends with the war’s conclusion and begins with the time the site, under direction of Bethlehem Steel Corporation, was first reconfigured to construct U.S. Navy destroyers and other vessels as part of the emergency shipbuilding program.

The facility at Berth 240 is an excellent example of the once highly important shipbuilding industry at the Port of Los Angeles. This industry reached its primary importance during World War II, when it employed thousands of people working in three shifts for 7 days a week. This enormous maritime construction effort, in Los Angeles as elsewhere, played an essential role in placing the United States economy on a wartime footing and providing necessary materials to the troops. The shipbuilding industry is especially noteworthy for its deep and lasting effects on the economy and social structure of the nation.

With 3,000 feet of berthing space along the Main Channel and large dry docks, Bethlehem Shipyard (Berth 240) made an excellent plant for wartime production. During World War II, Bethlehem constructed and outfitted 26 destroyers. (Friedman 1982, Silverstone 1965.) The yard took in an enormous amount of work and assembled ships so quickly that, on average, it repaired and returned to service two large naval vessels for each work day during the war. (Queenan 1983.)

Bethlehem Shipyard (Berth 240) is strongly associated with the nation’s emergence as a world power and with the Port of Los Angeles’ critical role in the emergency shipbuilding program. Shipyards and the ships they assembled were crucial to winning World War II. Without these vessels, the United States would not have been able to support its forces on two fronts. It was the large and growing fleet supplied by the shipyards that delivered American troops abroad, preventing the Nazi conquest of Europe and Japanese advancement in the Pacific theater. This massive mobilization effort, without peer in modern history and unlikely to be duplicated, is apparent in a comparison of destroyer production by Japan and the United States from December 7, 1941, through

the end of the war, August 15, 1945. During this period, Japan launched 51 destroyers (Watts 1966). At the same time, Bethlehem Steel's shipyards on the west coast, in San Francisco and San Pedro, launched 52 destroyers. These two shipyards were only two of 15 private and Navy shipyards building destroyers (Table A-2 in Appendix A). Bethlehem (Berth 240) is the last remaining example at the Port of this tremendous feat.

The site at Berth 240 was laid out in the 1920s and reconfigured during World War II to prepare for the emergency shipbuilding program. The existing facility retains a high degree of integrity in terms of its appearance during World War II. Between 1941 and 1945, Bethlehem replaced two older shipways at the south portion of the site with the present shipbuilding-related buildings, shipways, dry docks, and cranes. Most of the current improvements on the site represent this major wartime development, and comprised either buildings constructed between 1941 and 1945, or expanded and remodeled buildings that were originally constructed in 1918. The buildings on the north half of the yard remained largely intact until they were demolished sometime during the last 25 years. Their elimination does not constitute a loss of integrity to the district because these buildings were not constructed within the period of significance (1941–1945). The remaining buildings adequately reflect the period of significance when shipbuilding took place, and the loss of the other buildings does not alter that. Standing in the midst of the buildings at the Southwest Marine site (Berth 240), one has a strong sense of a wartime shipbuilding facility.

As a district, the principal loss of integrity experienced by the shipyard was the removal of four shipbuilding ways and the construction of a new floating dry dock after World War II. Some buildings have also undergone minor alterations. However, with the exception of one building (the compressor house), taken as a whole, these changes have not been sufficient to result in ineligibility because they do not detract from the historic character of the buildings and are generally sympathetic to the historic fabric of the building.

The administration building, medical building, foreman's building, transportation shop, blacksmith and anglesmith shop, plate shop, machine shop, machine storage and warehouse building, shop building, employees' building, paint shop and substation, Substation No. 3, Substation No. 7, Building No. 22, Dry Dock No. 2, and cranes constructed before 1945 are all considered contributing elements of the historic district. These resources were constructed, altered, or moved during the period of significance and contribute to the historical character of the shipyard. The guardhouse, compressor house, dry dock control house, Dry Dock No. 1, and post-1945 cranes do not appear to contribute to the historic district.

The majority of buildings at the Southwest Marine terminal (Berth 240) remain essentially unaltered. What changes did take place are minimal or sympathetic to the building, including the replacement of windows and doors and the addition of stairs or HVAC equipment. The medical building, blacksmith and anglesmith shop, plate shop, and the machine storage and warehouse building were altered during the period of significance, and Substation No. 3 was moved during that period. Dry Dock No. 2 is considered a contributor to the district because it played an important part in the shipbuilding activity. In 1961, the dry dock was moved from the northwest portion of the shipyard to its present location. This relocation does not appear to compromise its significance, as a floating dry dock, by design, is intended to be moved when necessary. The guardhouse, dry dock

control house, Dry Dock No. 1, and the post-1945 cranes are not considered contributors to the historic district because they were constructed or moved to their current locations after World War II. The compressor house suffered loss of integrity when it was reduced in size in the 1960s (after the period of significance). The building appears to have been constructed in 1918, substantially altered in 1941–1942, and reduced in number by roughly half in 1960, to its current configuration.

In terms of location and design, the majority of existing building and structures at the shipyard retain sufficient integrity to potentially merit listing in the NRHP as a district. The site formerly occupied by Bethlehem Shipyard (Berth 240) still conveys a clear sense of its mission and function as an important World War II shipyard. Most of the remaining buildings are essentially unaltered from this period of significance, and the relationships between the buildings, which reflect the functions of the buildings and the specialized shipbuilding trades, remain intact. The continuation of ship-related activities on the site contributes to the historic character of the site and evokes a strong sense of historical time and place.

As time goes on, World War II–era shipyards will become increasingly rare and potentially valuable resources, because many of these types of facilities have been demolished or greatly altered. In addition, many of the shipyards still in existence on the west coast are not private yards, but are owned by the military. The Southwest Marine terminal (Berth 240) appears to be eligible for listing under Criterion A because it is the last remaining example of the once highly significant shipbuilding industry at the Port of Los Angeles.

To summarize, the Bethlehem Shipyard Historic District comprises 27 buildings and structures on the Southwest Marine site (Table 1). This number includes 22 contributing resources and five noncontributing elements.

Table 1. District Buildings and Structures

Building	Year Constructed	National Register Status
Guard House	Circa 1950s	Noncontributor
Administration Building	1941	Contributor
Medical Building (No. 8)	1941; altered 1943	Contributor
Foreman's Building (No. 34)	1941	Contributor
Transportation Shop (No. 4)	1941	Contributor
Blacksmith and Anglesmith Shop	1918; altered 1941	Contributor
Plate Shop (No. 6)	1918; altered 1941	Contributor
Machine Shop (No. 3)	1941	Contributor
Machine Storage and Warehouse Building (No. 7)	1941; altered 1943	Contributor
Shop (No. 9)	1941	Contributor
Employees' Building	1941	Contributor
Compressor House	1918; altered 1941, 1960	Noncontributor
Paint Shop and Substation	Circa 1940	Contributor
Substation No. 3	1918; moved 1941	Contributor
Substation No. 7	1918; altered 1941	Contributor
Building No. 22	1941	Contributor
Dock Control House (No. 29)	Circa 1950s; moved 1960s	Noncontributor
Dry Dock No. 1	1913	Noncontributor
Dry Dock No. 2	1919	Contributor
Cranes	Circa 1918–1970	Contributors (pre-1946); Noncontributors (1946 and later)

CONCLUSIONS

The administration building, medical building, foreman's building, transportation shop, blacksmith and anglesmith shop, plate shop, machine shop, machine storage and warehouse building, shop building, employees' building, paint shop and substation, Substation No. 3, Substation No. 7, Building No. 22, Dry Dock No. 2, and cranes constructed before 1945 are all considered contributing elements of a historic district that is recommended as eligible for listing in the NRHP under Criterion A. Removal of the buildings or structures as part of upcoming projects would constitute an impact on the environment. Efforts to document the significance of the facility, as recommended below, would help to reduce the effects of this impact.

RECOMMENDATIONS

Photo documentation as a means of capturing the significance of a resource is most appropriate when the resource is eligible for its architectural or engineering merit. However, the former Bethlehem Shipyard facility (Berth 240) is recommended as eligible as a historic district under Criterion A because it is the last remaining example of the once highly significant World War II shipbuilding industry at the Port of Los Angeles. This kind of significance is best captured by an interpretive program that uses current and historical photographs, results of archival research and associated materials, and possibly the results of a focused oral history documentation. To support such interpretive programs, professional photography of the facility should be performed before any parts of the facility are removed. The photography should include overall context shots, some portraits of individual buildings, and some detail photographs. Efforts should be made to coordinate the photography of the current conditions with the expected needs of the interpretive program so that opportunities to illustrate archival or oral history information are not missed.

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Appendix A. Tables on Destroyers Built during World War II

Table A-1. Destroyers Built at Bethlehem Shipyard, San Pedro, during World War II

Class	Hull Ship Number	Name	Launched
Benson-Livermore	DD 612	U.S.S. Kendrick	4/2/42
Benson-Livermore	DD 613	U.S.S. Laub	4/28/42
Benson-Livermore	DD 614	U.S.S. Mackenzie	6/27/42
Benson-Livermore	DD 615	U.S.S. McLanahan	9/7/42
Fletcher	DD 544	U.S.S. Boyd	10/29/42
Fletcher	DD 545	U.S.S. Bradford	12/12/42
Fletcher	DD 546	U.S.S. Brown	2/21/43
Fletcher	DD 547	U.S.S. Cowell	3/18/43
Fletcher	DD 681	U.S.S. Hopwell	5/2/43
Fletcher	DD 682	U.S.S. Porterfield	6/13/43
Fletcher	DD 792	U.S.S. Callaghan	8/1/43
Fletcher	DD 793	U.S.S. Cassin Young	9/12/43
Fletcher	DD 794	U.S.S. Irwin	10/31/43
Fletcher	DD 795	U.S.S. Preston	12/12/43
Sumner	DD 770	U.S.S. Lowry	2/6/44
Sumner	DM 32	U.S.S. Lindsey	3/5/44
Sumner	DM 33	U.S.S. Gwin	4/9/44
Sumner	DM 44	U.S.S. Aaron Ward	5/5/44
Sumner	DD 774	U.S.S. Hugh W. Hadley	7/16/44
Sumner	DD 775	U.S.S. Willard Keith	8/29/44
Sumner	DD 776	U.S.S. James C. Owens	10/1/44
Sumner	DD 857	U.S.S. Bristol	10/29/44
Gearing	DD 858	U.S.S. Fred T. Berry	1/28/45
Gearing	DD 859	U.S.S. Norris	2/25/45
Gearing	DD 860	U.S.S. McCaffery	4/12/45
Gearing	DD 861	U.S.S. Harwood	5/22/45

Source: Silverstone 1965.

Table A-2. U.S. Shipyards Building Destroyers during World War II

Shipyard	Destroyers Launched
Bath Iron Works, Bath, Maine	73
Bethlehem Shipbuilding	
Quincy (Fore River), Massachusetts	7
San Francisco (Union Iron Works), California	26
San Pedro, California	26
Staten Island (United Shipyards), New York	<u>40</u>
Subtotal	99
Consolidated Steel, Orange, Texas	31
Federal Shipbuilding and Drydock Corp. Kearny, New Jersey	73
Gulf Shipbuilding, Chickasaw, Alabama	7
Naval Yards	
Boston, Massachusetts	20
Charleston, South Carolina	15
Norfolk, Virginia	2
Philadelphia, Pennsylvania	2
Puget Sound, Washington	<u>8</u>
Subtotal	47
Seattle-Tacoma, Washington	31
Todd-Pacific, Seattle, Washington	<u>10</u>
Total	371

Note: Table lists all ships launched between December 7, 1941, and August 15, 1945, including 12 converted to minelayers.

Sources: Friedman 1982, Silverstone 1965.

Appendix B. Site Record Forms

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3S

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach Date 1981 T _____; R _____; ___ ¼ of ___ ¼ of Sec _____; _____ B.M.

c. Address _____ City _____ Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Southwest Marine facility is located at Berth 240 near the southwestern part of Terminal Island along Seaside Avenue. The site comprises two separate areas: a mostly vacant region to the north and a paved area to the south, which is occupied mainly by World War II-era buildings. Additional resources include a variety of cranes, two dry docks, and auxiliary buildings and sheds made of metal or wood and used primarily for storage. One small metal structure serves as an abrasive-blast booth for sandblasting. The history and construction dates of these assorted small buildings are unknown. A chain-link fence encloses the entire yard, which is accessed by a metal gate.

*P3b. Resource Attributes: (List attributes and codes) HP 8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Overview Facing North

4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1918 - ca 1950

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento, CA 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation*

of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record

District Record

Linear Feature Record

Milling Station Record

Rock Art Record

Artifact Record

Photograph Record

Other (List): _____

D1. Historic Name: Bethlehem Shipyard D2. Common Name: Southwest Marine Terminal

*D3. **Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district):

The Southwest Marine facility is located at Berth 240 near the southwestern part of Terminal Island along Seaside Avenue. The site comprises two separate areas: a mostly vacant region to the north and a paved area to the south, which is occupied mainly by World War II—era buildings. Additional resources include a variety of cranes, two dry docks, and auxiliary buildings and sheds made of metal or wood and used primarily for storage. One small metal structure serves as an abrasive-blast booth for sandblasting. The history and construction dates of these assorted small buildings are unknown. A chain-link fence encloses the entire yard, which is accessed by a metal gate.

The Bethlehem Shipyard Historic District comprises 27 buildings and structures on the Southwest Marine site. This number includes 22 contributing resources and five non contributing resources. (See Continuation Sheet)

*D4. **Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

See Continuation Sheet

*D5. **Boundary Justification:**

The boundary of this district coincides with the historic boundary of Bethlehem Shipyard during the period of significance (1941 - 1945), as indicated by the coordinates in D4.

*D6. **Significance:** Theme WWII shipbuilding Area Los Angeles, California
Period of Significance 1941-1945 Applicable Criteria A (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Southwest Marine terminal (Berth 240) appears to meet the criteria for listing in the National Register of Historic Places as a historic district under Criterion A because of its association with the World War II emergency shipbuilding program. The period of significance for this facility is from 1941 to 1945. This period ends with the war's conclusion and begins with the time the site, under direction of Bethlehem Steel Corporation, was first reconfigured to construct U.S. Navy destroyers and other vessels as part of the emergency shipbuilding program.

The facility at Berth 240 is an excellent example of the once highly important shipbuilding industry at the Port of Los Angeles. This industry reached its primary importance during World War II, when it employed thousands of people working in three shifts for 7 days a week. This enormous maritime construction effort, in Los Angeles as elsewhere, played an essential role in placing the United States economy on a wartime footing and providing necessary materials to the troops. The shipbuilding industry is especially noteworthy for its deep and lasting effects on the economy and social structure of the nation. (See Continuation Sheet)

*D7. **References** (Give full citations including the names and addresses of any informants, where possible.):

See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

*D8. **Evaluator:** Madeline R. Lanz **Date:** May 5, 2000
Affiliation and address: Jones & Stokes, 2600 V Street, Sacramento, CA 95818

CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 3 of 37

*Resource Name or # (Assigned by recorder) Bethlehem Shipyard

*Recorded by Madeline R. Lanz, Jones & Stokes

*Date 4/18/00

Continuation

Update

Description (Continued)

The contributing resources are comprised of an administration building, medical building, foreman's building, transportation shop, blacksmith and anglesmith shop, plate shop, machine shop, machine storage and warehouse building, shop building, employees' building, paint shop and substation, Substation No. 3, Substation No. 7, Building No. 22, Dry Dock No. 2, and pre-1946 cranes. The noncontributing elements include the guardhouse, compressor house, dock control house, Dry Dock No. 1, and cranes constructed after 1945.

The administration building, transportation shop, machine shop, shop building, employees' building, and Building No. 22 were constructed in 1941. The medical was constructed in 1941 and expanded in 1943. According to Port records, the foreman's building was built in 1941 as a field office for the blacksmith and anglesmith building and plate shop, which are located nearby. The blacksmith and anglesmith building was originally constructed in 1918 and altered in 1941. The plate shop was originally constructed in 1918 and was initially twice its present length. When Slip No. 1 and No. 2 were constructed in 1941, the plate shop was reduced to its current size. The machine storage and warehouse building was constructed in 1941 and the upper floor was added in 1943. The paint shop and substation is an L-shaped building comprising two elements. The stem of the "L" was built in 1944 as a paint booth, and the foot of the "L" was constructed as a substation. No building records were available for the substation; however, because of the building materials used, construction can be tentatively dated to before 1941. Substation No. 3 was constructed in 1918 and was moved to its current location in 1941. Substation No. 7 comprises two parts: an original element built in 1918, and a newer addition constructed in 1941. Dry Dock No.2 was constructed in 1919 in Seattle, installed at San Pedro in 1922, and renovated in 1943. In 1961, it was moved from the northwest portion of the shipyard to its present location. The Colby cranes were installed in 1941, and the Joshua Hendy gantry cranes, located throughout the shipyard, were installed in 1918. (San Buenaventura Research Associates 1996)

Significance (Continued)

With 3,000 feet of berthing space along the Main Channel and large dry docks, Bethlehem Shipyard made an excellent plant for wartime production. During World War II, Bethlehem constructed and outfitted 26 destroyers. (Friedman 1982, Silverstone 1965.) The yard took in an enormous amount of work and assembled ships so quickly that, on average, it repaired and returned to service two large naval vessels for each work day during the war. (Queenan 1983.)

Bethlehem Shipyard is strongly associated with the nations' emergence as a world power and with the Port of Los Angeles' critical role in the emergency shipbuilding program. Shipyards and the ships they assembled were crucial to winning World War II. Without these vessels, the United States would not have been able to support its forces on two fronts. It was the large and growing fleet supplied by the shipyards that delivered American troops abroad, preventing the Nazi conquest of Europe and Japanese advancement in the Pacific theater. This massive mobilization effort is without peer in modern history, and is unlikely to ever be duplicated. Indicative of this effort is a comparison between the production of destroyers by Japan and the United States from December 7, 1941 through the end of the war, August 15, 1945. During this time period, Japan launched only 51 destroyers (Watts 1966.) At the same time, Bethlehem Steel's shipyards on the west coast, San Francisco and San Pedro, launched 52 destroyers. These two shipyards were only two of fifteen private and Navy shipyards building destroyers. Bethlehem is the last remaining example at the Port of this tremendous feat. (See Continuation Sheet)

CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 4 of 37

*Resource Name or # (Assigned by recorder) Bethlehem Shipyard

*Recorded by Madeline R. Lanz, Jones & Stokes

*Date 4/18/00

Continuation

Update

Significance (Continued)

The site at Berth 240 was laid out in the 1920s and reconfigured during World War II to prepare for the emergency shipbuilding program. The existing facility retains a high degree of integrity in terms of its appearance during World War II. Between 1941 and 1945, Bethlehem replaced two older shipways at the south portion of the site with the present shipbuilding-related buildings, shipways, dry docks, and cranes. Most of the current improvements on the site represent this major wartime development, and comprised either buildings constructed between 1941 and 1945, or expanded and remodeled buildings that were originally constructed in 1918. The buildings on the north half of the yard remained largely intact until they were demolished sometime during the last 25 years. Their elimination does not constitute a loss of integrity to the district because these buildings were not constructed within the period of significance (1941–1945). The remaining buildings adequately reflect the period of significance when shipbuilding took place, and the loss of the other buildings does not alter that. Standing in the midst of the buildings at the Southwest Marine site, one has a strong sense of a wartime shipbuilding facility.

As a district, the principal loss of integrity experienced by the shipyard was the removal of four shipbuilding ways and the construction of a new floating dry dock after World War II. Some buildings have also undergone minor alterations. However, with the exception of one building (the compressor house), taken as a whole, these changes have not been sufficient to result in ineligibility because they do not detract from the historic character of the buildings and are generally sympathetic to the historic fabric of the building.

The administration building, medical building, foreman's building, transportation shop, blacksmith and anglesmith shop, plate shop, machine shop, machine storage and warehouse building, shop building, employees' building, paint shop and substation, Substation No. 3, Substation No. 7, Building No. 22, Dry Dock No. 2, and cranes constructed before 1945 are all considered contributing elements of the historic district. These resources were constructed, altered, or moved during the period of significance and contribute to the historical character of the shipyard. The guardhouse, compressor house, dry dock control house, Dry Dock No. 1, and post-1945 cranes do not appear to contribute to the historic district.

The majority of buildings at the Southwest Marine terminal (Berth 240) remain essentially unaltered. What changes did take place are minimal or sympathetic to the building, including the replacement of windows and doors and the addition of stairs or HVAC equipment. The medical building, blacksmith and anglesmith shop, plate shop, and the machine storage and warehouse building were altered during the period of significance, and Substation No. 3 was moved during that period. Dry Dock No. 2 is considered a contributor to the district because it played an important part in the shipbuilding activity. In 1961, the dry dock was moved from the northwest portion of the shipyard to its present location. This relocation does not appear to compromise its significance, as a floating dry dock, by design, is intended to be moved when necessary. The guardhouse, dry dock control house, Dry Dock No. 1, and the post-1945 cranes (Clyde Crane) are not considered contributors to the historic district because they were constructed or moved to their current locations after World War II. The compressor house suffered loss of integrity when it was reduced in size in the 1960s (after the period of significance). The building appears to have been constructed in 1918, substantially altered in 1941–1942, and reduced in number by roughly half in 1960, to its current configuration.

In terms of location and design, the majority of existing building and structures at the shipyard retain sufficient integrity to potentially merit listing in the NRHP as a district. The site formerly occupied by Bethlehem Shipyard still conveys a clear sense of its mission and function as an important World War II shipyard. Most of the remaining buildings are essentially unaltered from this period of significance, and the relationships between the buildings, which reflect the functions of the buildings and the specialized shipbuilding trades, remain intact. The continuation of ship-related activities on the site contributes to the historic character of the site and evokes a strong sense of historical time and place.

As time goes on, World War II-era shipyards will become increasingly rare and potentially valuable resources, because many of these types of facilities have been demolished or greatly altered. In addition, many of the shipyards still in existence on the west coast are not private yards, but are owned by the military. Southwest Marine terminal appears to be eligible for listing under Criterion A because it is the last remaining example of the once highly significant shipbuilding industry at the Port of Los Angeles.

Boundary Description (Continued)

Coordinates of points provided by Port of Los Angeles

Area	Point	North Latitude	East Longitude
263	1	79° 44' 42"	126° 09' 38"
263	2	79° 44' 42"	126° 09' 38"
263	3	79° 44' 48"	126° 10' 43"
263	4	79° 44' 47"	126° 10' 43"
263	5	79° 44' 50"	126° 11' 13"
263	6	79° 44' 52"	126° 11' 37"
263	7	79° 44' 52"	126° 11' 37"
263	8	79° 44' 51"	126° 13' 12"
263	9	79° 44' 49"	126° 14' 4"
263	10	79° 44' 49"	126° 14' 8"
263	11	79° 44' 39"	126° 14' 20"
263	12	79° 44' 37"	126° 13' 52"
263	13	79° 44' 37"	126° 13' 52"
263	14	79° 44' 37"	126° 13' 47"
263	15	79° 44' 37"	126° 13' 47"
263	16	79° 44' 36"	126° 13' 21"
263	17	79° 44' 35"	126° 13' 21"
263	18	79° 44' 35"	126° 13' 18"
263	19	79° 44' 39"	126° 11' 50"
263	20	79° 44' 42"	126° 10' 13"
263	21	79° 44' 43"	126° 10' 13"
263	22	79° 44' 43"	126° 10' 11"
263	23	79° 44' 43"	126° 10' 11"
263	24	79° 44' 43"	126° 10' 8"
263	25	79° 44' 42"	126° 09' 52"
263	26	79° 44' 41"	126° 09' 39"
263	27	79° 44' 42"	126° 09' 38"
263	28	79° 44' 42"	126° 09' 38"

(Map of points located on following Continuation Sheet)

CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 6 of 37

*Resource Name or # (Assigned by recorder) Bethlehem Shipyard

*Recorded by Madeline R. Lanz, Jones & Stokes

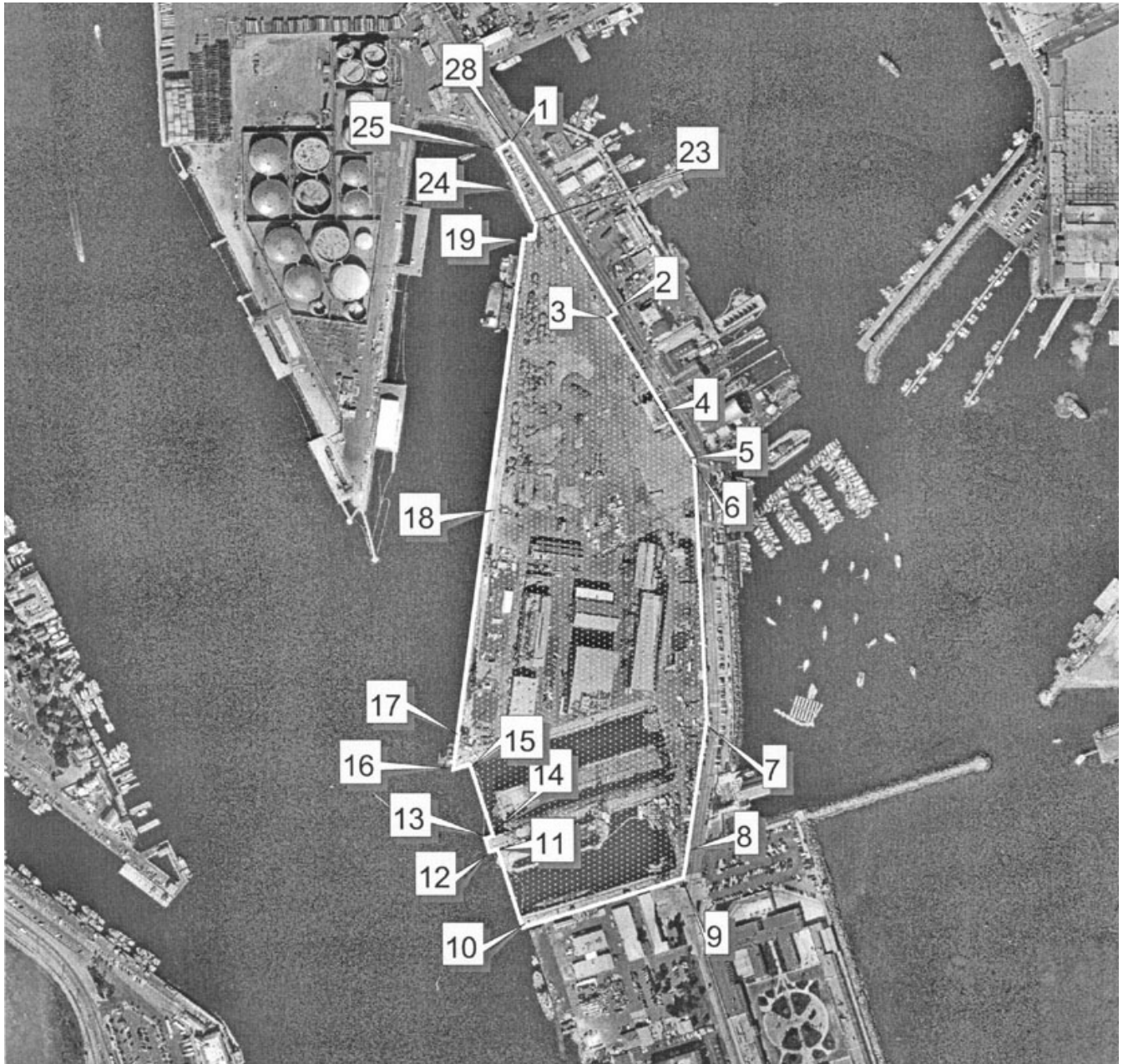
*Date 4/18/00

Continuation

Update

Boundary Description (Continued)

Map of points (provided by Port of Los Angeles).



LOCATION MAP

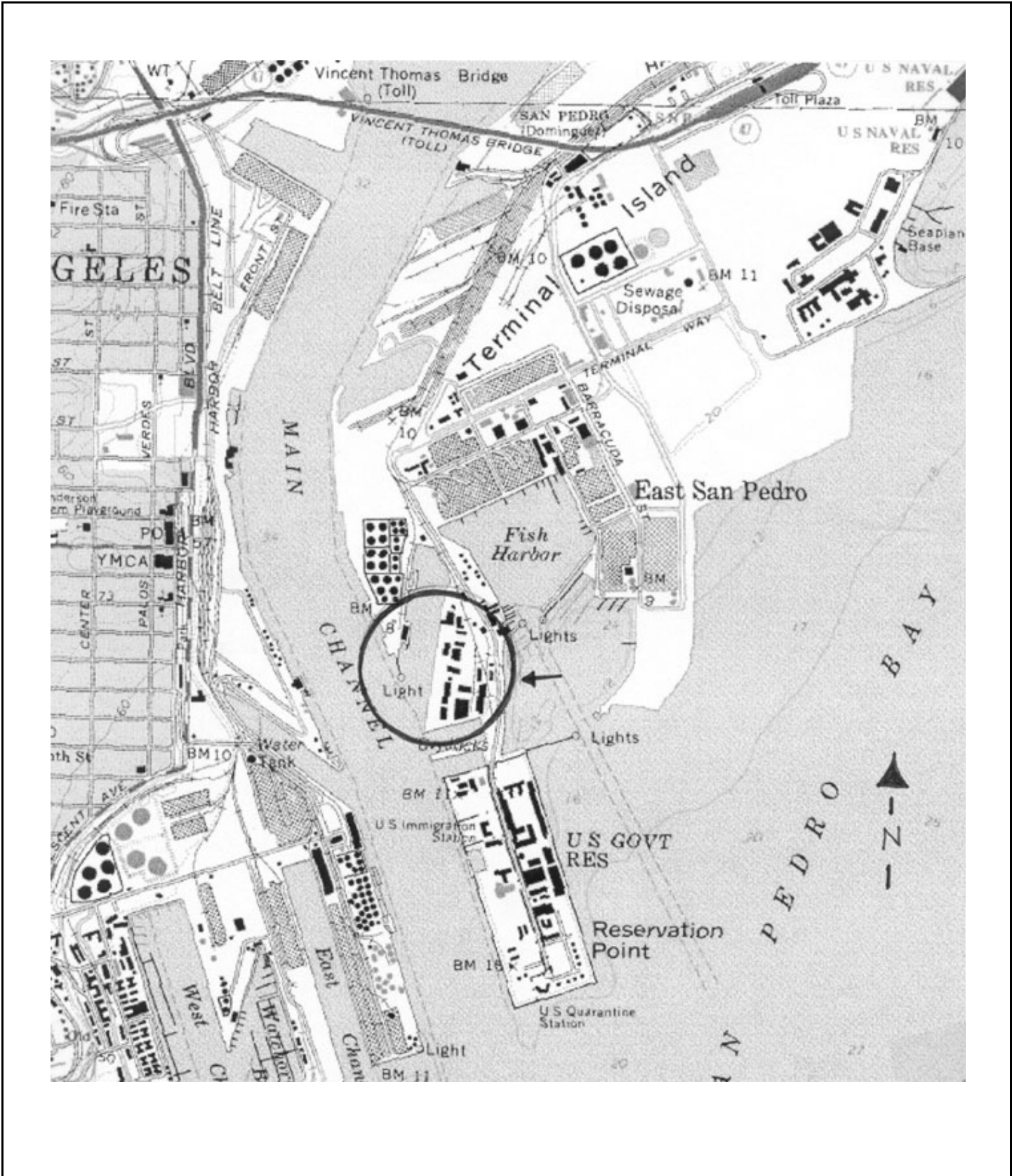
Page 7 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard

*Map Name: Long Beach

*Scale: 1:24,000

*Date of Map: 1981



SKETCH MAP

Primary # _____

HRI # _____

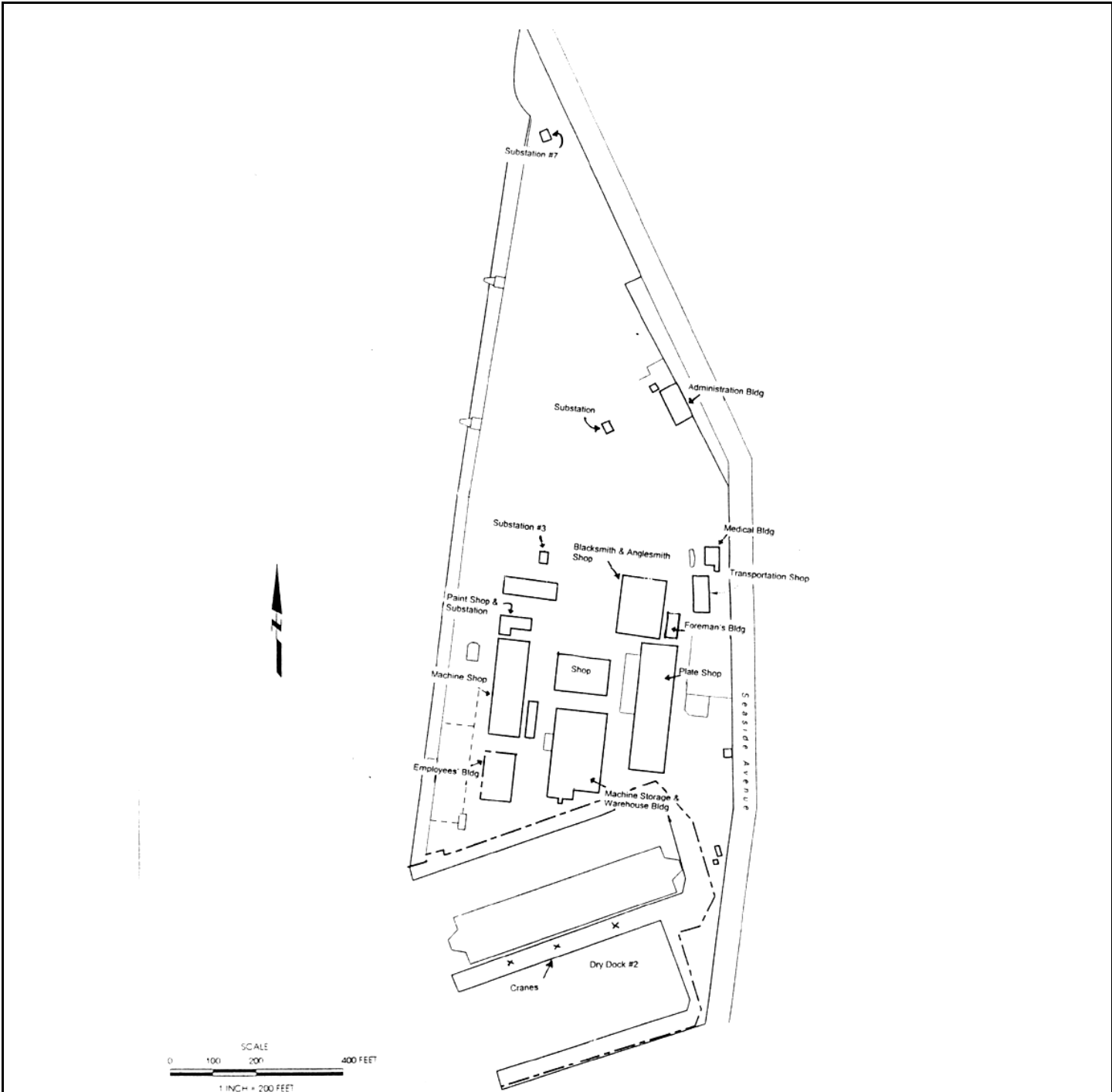
Trinomial _____

Page 8 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard

*Drawn By: Levine Fricke, amended by Jones & Stokes

*Date: August 2000



Bethlehem Shipyard Historic District

NOTE: Include bar scale and north arrow.

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 9 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Administration Building

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The administration building is on Seaside Avenue in the now-vacant area of the shipyard. The rectangular facility features a gable roof covered with composition shingles. The walls are clad with horizontal corrugated-metal siding accented by a band of vertical corrugated metal that wraps around the middle of the building. Vertical metal siding is also at the eaves of the building. Metal-framed multi-paned windows, some with center awnings, are located throughout the building. Some panes are missing or broken and others are boarded over. Concrete or wooden stairs provide access to the doors. The main entrance is recessed with curved walls and is accessed by concrete stairs. Additional features include concrete and wooden platforms, a skylight on the roof, and exterior stairs with metal rails that lead to the second floor. The building measures 100 x 50 feet and is supported by a concrete perimeter foundation.

*P3b. Resource Attributes: (List attributes and codes) HP 6 1-3 story Commercial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Administration Building

Southeast Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/19/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes Associates. 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County California.* August 2000. Sacramento CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Page 10 of 37 *Resource Name or # (Assigned by recorder) Bethlehem Shipyard Administration Building
*Recorded by Madeline R. Lanz, Jones & Stokes *Date 4/19/00 Continuation Update

Photographs (Continued):



Photograph 2. Northwest elevation

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial 3D _____

NRHP Status Code _____

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 11 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Medical Building

P1. Other Identifier: Building #8

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ ¼ of ___ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 75 x 43-foot medical facility is a one and a half story, L-shaped building with a gabled roof and a concrete perimeter foundation. It features vertical corrugated-metal siding accented by a band of horizontal corrugated metal that wraps around the middle of the building. Windows are a combination of metal-framed multi-lights and 1/1 wood-frame double-hung style. Some windows are covered by metal grates and some panes have been painted over. Concrete stairs or ramps with metal pipe rails provide entry into the building at the west, south, and east elevations. Wood stairs provide access to the rear. Awnings shade some doors, and vents are located on the roof. It was originally used as an employment office and hospital.

*P3b. Resource Attributes: (List attributes and codes) HP41 Hospital Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Medical Building

Southwest Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941; expanded 1943

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. Architectural Survey and Evaluation

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 12 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Foreman's Building

P1. Other Identifier: Building #34

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building 34 serves as the foreman's building. The small two-story building is located next to the plate shop and measures 38 x 13 feet. The wood-framed building is rectangular in plan and features a gabled roof. It is covered with horizontal corrugated metal and rests on a concrete perimeter foundation. Large, metal, multi-paned windows are located on each elevation. Some windows feature awning centers and some include air conditioning units. Single-entry doors provide access to the building. A door with a wood landing is located on the second floor at the south elevation. Exterior stairs, which once led to the landing, have been removed. Awnings shade some windows and doors.

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 Commercial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Foreman's Building

Southeast Elevation 4/18/2000

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 13 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Transportation Shop

P1. Other Identifier: Building #4

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The transportation shop is a rectangular structure comprising a tall three-story element and a one-story element. The three-story portion of the building is made of concrete block partially covered with corrugated metal, and topped with a gabled roof. Windows throughout are steel-framed multi-panes, and some feature operable center units. The flat-roofed, one-story section is constructed of poured-in-place concrete and features four open bays. An additional bay has been filled in. Metal stairs provide access to the second floor at the north elevation. Transformer equipment is located on the roof of the one-story and is accessed by a roll-up door. A chain-link fence encloses the equipment. A large crane is situated next to the building at the south elevation.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Transportation Shop

West Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000.* Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Photographs (Continued):



Photograph 2. Rear elevation

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 15 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Blacksmith & Anglesmith Shop

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The blacksmith and anglesmith shop is located to the north elevation of the plate shop. It is a two and one-half story building measuring 130 x 42 feet. The building features a gabled roof with a tubular vent and multi-paned, metal-framed windows. Some windows have operable units. A shed-roofed addition sided with corrugated metal is located at the west elevation.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Blacksmith and Anglesmith Shop

East Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1918; Altered 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000 *Architectural Survey and Evaluation*

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California July 2000. Sacramento, CA

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 16 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Plate Shop

P1. Other Identifier: Building #6

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The plate shop is a two-story structure measuring approximately 320 x 90 feet. The wood-frame, rectangular building has an essentially flat roof supported by wood trusses (shown in **photograph 2**) and is clad with corrugated metal. Parts of the second story are covered with vertical board and batten siding. Windows are large, metal-framed multi-lights, some with operable center units. A number of windows are covered with plastic tarp or are painted over. Several large openings with varied treatment provide access to the interior of the shop. One opening includes a metal roll-up door and another has been filled in and replaced with a single-entry door. Additional bays are covered with chain-link fence. Carts holding various materials run through the building on tracks. **Photograph 3** depicts a cart on the track. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates,



P5b. Description of Photo: (View, date, accession #) _____

Plate Shop

Southeast Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1918

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. Architectural Survey and Evaluation

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Description (Continued):

Exterior metal stairs provide access to the second floor, and a metal ladder leads to the roof of the building. Two cranes are located at the rear of the structure. The words "Southwest Marine" are painted on the east elevation of the building, facing Seaside Avenue.

Photographs (Continued):



Photograph 2. West elevation showing wood trusses

Photographs (Continued):



Photograph 3. Cart on track running through building

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 19 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Machine Shop

P1. Other Identifier: Building #3

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The machine shop is a tall, two-story, rectangular building with a gabled roof and corrugated-metal siding. The structure is dominated by fenestration comprising large multi-paned metal-framed windows. A tall, metal shelter supported by seven posts is attached to the rear of the building and is shown in **photograph 2**. This structure is used to store equipment. Additional features include a tubular vent on the roof and number of bays.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Machine Shop

Southeast Elevation 4/18/2000

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation*

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Page 20 of 37 *Resource Name or # (Assigned by recorder) Bethlehem Shipyard Machine Shop
*Recorded by Madeline R. Lanz, Jones & Stokes *Date 4/18/00 Continuation Update

Photographs (Continued):



Photograph 2. Metal shelter at rear of building

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 21 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Machine Storage & Warehouse

P1. Other Identifier: Building #7

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building No. 7 is a large, five-story machine storage building and warehouse measuring 230 x 130 feet. The flat-roofed structure is sheathed in corrugated metal and includes the same multi-paned, metal-framed windows found on most of the buildings in the yard. Some windows have operable units. At the rear elevation, some original siding has been removed and replaced with newer corrugated-metal siding and roll-up doors. An original roll-up door remains at this elevation. Replacement wooden stairs lead to the second floor of the building, and exterior metal stairs (depicted in **photograph 2**) provide access to the roof. A shed-roofed awning and replacement-metal, sliding-sash windows (shown in **photograph 3**) are located at the west elevation, and a concrete loading platform is at the east elevation.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Machine Storage and Warehouse Bldg
Southwest Elevation 4/18/2000

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941; 1943

*P7. Owner and Address:

LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Photographs (Continued)



Photograph 2. Exterior metal stairs



Photograph 3. Replacement windows and metal awning

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 23 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Shop Building

P1. Other Identifier: Building #9

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building No. 9 is a tall, three-story shops building with a gabled roof and multi-pane windows of a style similar to that found on other buildings in the yard. Building No. 9 measures 242 x 82 feet and rests on a concrete foundation. A tubular vent and skylights are on the roof. The building is clad with corrugated metal and has bays with roll-up doors. Metal platforms are located under several second-floor windows, although some have been removed. A large metal chute, a sawdust silo, and joists used to lift heavy equipment are attached to the building. The sawdust silo is shown in **photograph 2**. A wood-framed, shed-roofed addition is located at the east elevation. Exterior metal stairs provide access to the second floor, and a ladder leads to the roof. The building is currently being used as a pipe/machine/carpenter shop.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Shop Building

Southeast Elevation 4/18/2000

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000.* Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Photographs (Continued):



Photograph 2. Sawdust silo at north elevation

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 25 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Employees' Building

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ ¼ of ___ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The employees' building measures 135 x 77 feet and is located next to Dry Dock No. 1 in the southwestern portion of the yard. The two-story building features a gabled roof and metal siding, and is supported by a concrete perimeter foundation. A band of metal-framed multi-lights wraps around the second floor of the building. These windows appear to be original. Additional windows are replacement-metal sliders and fixed-pane windows. The building includes both double- and single-entry doors. Two sets of metal stairs provide access to the building at the east elevation, and HVAC equipment is on the roof. "Southwest Marine" is painted in large letters on the west elevation.

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 Story Commercial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession)

Employees' Building

Northwest Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000.* Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 26 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Paint Shop and Substation

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The paint shop and substation is an L-shaped building comprising two elements. The stem of the "L" was built as a paint booth, and the foot of the "L" was constructed as a substation. The paint booth (shown in the attached photograph) is a one-story, flat-roofed building measuring 81 x 30 feet. Wood rails and a large vent are located on the roof. The building is covered with corrugated metal and includes bays and wood double- and single-entry doors. Windows are 2/2 wood-frame and replacement-metal sliders. Some doors are covered with corrugated metal, and some windows have been painted over. Additional doors have been filled in. A wood ladder and stairs provide access to the roof. A 1-ton jib crane and a joist are attached to the building.

*P3b. Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Paint Booth

Northwest Elevation 4/18/2000

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

See Description

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation*

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Description (Continued):

The substation (shown in **photograph 2**) element is a flat-roofed brick structure with narrow, recessed bays and roll-up doors and multi-paned vents. A single-entry door is located at the west elevation, and two tall vents are on the roof.

Photographs (Continued):



Photograph 2. Substation, southwest elevation

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 28 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Substation #3

P1. Other Identifier: Building #8

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Substation No. 3 is located immediately north of the compressor building. Rectangular in shape, the 32 x 26-foot wood-frame structure is covered by a gabled roof and sheathed in corrugated metal. A gabled monitor vent is on the ridge line of the roof. Three 2/2, double-hung, wood-frame windows with lower vents are located at the east and west elevations, and a bay with a track-hung door is on the south elevation. Some window panes are missing, and one vent has been covered with sheet metal.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Substation located left corner of photo.

West Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

1918

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 29 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Substation #7

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This substation comprises two parts: an original element and a newer addition. The original element is covered with riveted steel panels and includes a hipped roof covered with the same type of panels. Additional features include four-pane windows and a monitor vent on the roof. The newer element is sheathed with corrugated metal and includes a band of multi-light windows and a corrugated-metal double door. The roof is gabled and covered with corrugated metal. A chain-link fence partially encloses the structure. The building is supported by a concrete perimeter foundation and measures 26 x 15 feet.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Substation #7

Southwest Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1918, 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation*

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 30 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Building #22

P1. Other Identifier: Substation

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building No. 22 is a small (19 x 14-foot) wood-frame building with corrugated-metal siding. The gable-roofed building is located south of Substation No. 7, in the vacant area immediately north of the yard. It includes a single-entry door and metal-framed multi-lights with center hoppers. Some windows are protected by metal screens.

*P3b. Resource Attributes: (List attributes and codes) HP9 Public Utility Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #) _____
No photograph available.

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1941

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000 Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 31 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Dry Dock #2

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Dry Dock No. 2 is a large, 15,000-ton structure located at the south end of the shipyard, next to Dry Dock No. 1. The U-shaped dry dock is made of steel and features concrete-covered walls and wood decking. Concrete blocks at the center of the structure are used to support the ships. The walls are topped with catwalks that are accessed by metal ladders and stairs. A small metal and wood structure and two cranes are located on the ridge line of the walls. The structure is 515 feet long and 126 feet wide and measures 50.75 feet from the keel to the tops of the walls. The dry dock is one of the oldest and most impressive resources still operating at the shipyard.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Dry Dock #2

Overview 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1919, altered 1922, 1943

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* July 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

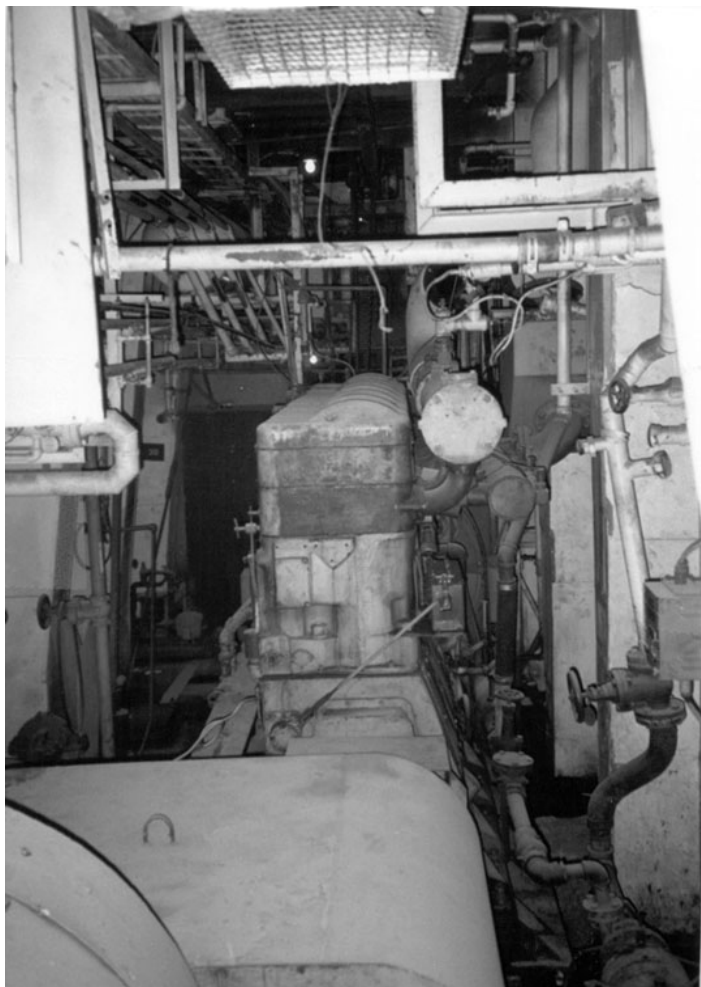
Artifact Record Photograph Record Other (List): _____

Photographs (Continued):



Photograph 2. View from gangplank toward water

Photographs (Continued)



Photograph 3. View of inside far wall

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 3D

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 34 of 37

*Resource Name or #: (Assigned by Recorder) Bethlehem Shipyard Cranes (pre-1946)

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ ¼ of ___ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The shipyard features a number of cranes including Colby cranes, a Clyde crane, and Joshua Hendy cranes. Seven "whirly" cranes are located at the shipyard: six 22-ton Colby cranes and one 60-foot Clyde crane. The Colby cranes are 70-foot tall, steel-girder structures with a 30 x 24-foot base supported by concrete piers. Metal stairs ascend the structure. These cranes move along railroad tracks located along the slips and waterfront. Additional cranes include Joshua Hendy gantry cranes, which range from 3 to 8 tons.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #) _____

See Continuation Sheet

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Colby Cranes 1941

Joshua Hendy Cranes 1918

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* August 2000, Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

Photographs (Continued):



Photograph 1. Colby Crane southeast view

Page 36 of 37 *Resource Name or # (Assigned by) Bethlehem Shipyard Cranes (pre-1946)
*Recorded by Madeline R. Lanz, Jones & Stokes *Date 4/18/00 Continuation Update

Photographs (Continued)



Photograph 2 Detail of Colby Cranes

CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 37 of 37

*Resource Name or # (Assigned by recorder) Bethlehem Shipyard

*Recorded by Madeline R. Lanz, Jones & Stokes

*Date 4/18/00

Continuation

Update

References

Friedman, N. 1982. U.S. Destroyers: An illustrated design history. Naval Institute Press. Annapolis, MD.

Queenan, C. F. 1983. The port of Los Angeles; from wilderness to world port. The Los Angeles Harbor Department. San Pedro, CA.

San Buenaventura Research Associates. 1992. Section 106 historic resources analysis: United Fruit Company Berth 147, Port of Los Angeles. Santa Paula, CA.

Silverstone, P. H. 1965. U.S. warships of World War II. Doubleday & Company. New York.

Watts, A.J. 1966. Japanese warships of World War II. Doubleday & Company. Garden City, NY.

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 6

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by Recorder) Guardhouse

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ ¼ of ___ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The guardhouse is in the northeast corner of the shipyard, near Seaside Avenue. It features a gable roof covered with corrugated metal, as well as wood siding and wood-framed fixed-pane windows. Two wood single-entry doors with four-lights provide access to the building.

*P3b. Resource Attributes: (List attributes and codes) HP 4 Ancillary Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession) _____

Guardhouse

Southwest Elevation 4/18/00.

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed ca. 1950s

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Guardhouse

B1. Historic Name: Guardhouse

B2. Common Name: _____

B3. Original Use: Guardhouse B4. Present Use: Guardhouse

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed circa 1950s. Windows and siding were replaced. Date of alterations are unknown..

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Building Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building records are not available for the guardhouse, but based on materials used, it most likely was constructed in the 1950s. It suffered a loss of integrity when its windows and siding were replaced. The guardhouse is not considered a contributor to the Bethlehem Shipyard Historic District because it was constructed after the period of significance (1941-1945). The building does not appear to meet the criteria for listing in the NRHP because it most likely is less than fifty years old and does not appear to be exceptionally significant. Furthermore, the guardhouse has not retained integrity to its period of significance. Lacking exceptional significance and integrity, the guardhouse does not appear to meet the criteria for listing in the NRHP.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

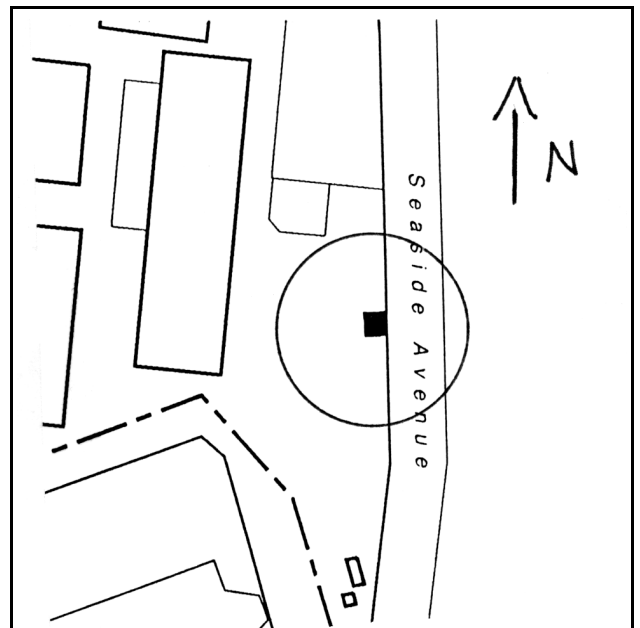
See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:

*B14. Evaluator: Madeline R. Lanz, Jones & Stokes

*Date of Evaluation: May 5, 2000

(This space reserved for official comments.)



PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 6

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 3

*Resource Name or #: (Assigned by Recorder) Compressor House

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The compressor house is a tall, rectangular building located in the northwestern part of the yard, next to the paint shop. The building has a gabled roof and walls clad with corrugated-metal panels. Windows are multi-paned and are set in steel frames; a few have operable units. Doors are single-entry, and some are shaded by metal awnings. Numerous exhaust stacks extend along the south elevation, and an additional stack and tubular vents are on the roof. Bays are located at the end elevations. The words, "Compressor House" are painted on the west elevation. A shed-roofed, metal-sided extension (shown in **photograph 2**) is located at the north elevation. The extension features a roll-up door and the same multi-paned windows as the main element. The building measures 150 x 61 feet.

*P3b. Resource Attributes: (List attributes HP8 Industrial Building

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates,



P5b. Description of Photo: (View, date, accession #) _____

Compressor House

Southeast Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1918

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

Jones & Stokes 2000. *Architectural*

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Compressor House

B1. Historic Name: Compressor House

B2. Common Name: _____

B3. Original Use: Compressor House B4. Present Use: Compressor House

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed 1918. Altered 1941, and reduced in size in 1960.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Building Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The compressor house is not considered a contributor to the Bethlehem Shipyard Historic District nor does it appear to meet the criteria for listing in the National Register of Historic Places because it has not retained its integrity to its period of significance. The building appears to have been constructed in 1918, substantially altered in 1941-1942, and reduced in number by roughly half in 1960 (after the period of significance), to its current configuration.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

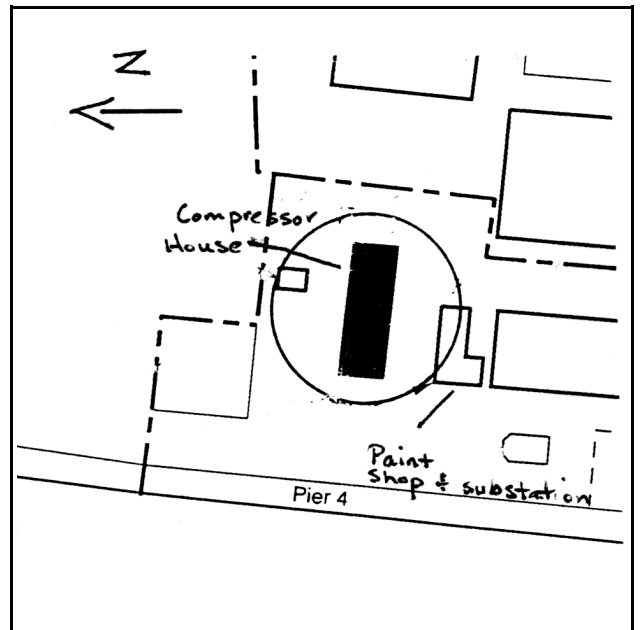
See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:

*B14. Evaluator: Madeline R. Lanz

*Date of Evaluation: May 5, 2000

(This space reserved for official comments.)



Page 3 of 3

*Resource Name or # (Assigned by recorder) Compressor House

*Recorded by Madeline R. Lanz

*Date 4/18/00

Continuation

Update

Photographs (Continued)



Photograph 2. Shed-roofed, metal-sided extension

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 6

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by Recorder) Dry Dock Control House

P1. Other Identifier: Building #29

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The dock control house is located at the rear of Dry Dock No. 1. The rectangular (24 x 16-foot) building features a shed roof and is sided with corrugated-metal panels. Windows are steel-framed multi-lights with operable units. A large, fixed-pane replacement window is at the west elevation. Doors are single-entry; one door at the north elevation is protected by a metal gate. Two vents are on the roof. The building houses control equipment to operate the dry dock.

*P3b. Resource Attributes: (List attributes and codes) HP24 Lighthouse

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Dry Dock Control House

Southwest Elevation 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed ca. 1940

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* July 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Dry Dock Control House

B1. Historic Name: Dry Dock Control House

B2. Common Name: _____

B3. Original Use: Dry Dock Control House B4. Present Use: Dry Dock Control House

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed ca. 1940.

*B7. Moved? No Yes Unknown Date: 1960s Original Location: Unknown

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Building Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The style and materials used in construction of the dry dock control house indicate that it most likely was built in the 1940s. The building suffered a loss of integrity when a window was replaced. The dry dock control house is not considered a contributor to the Bethlehem Shipyard Historic District because it was moved to its current location in the 1960s after the period of significance (1941-1945). The dry dock control house does not appear to meet the criteria for listing in the NRHP because it has not retained integrity to its period of significance nor is it historically or architecturally significant. The dry dock control house lacks historical and architectural significance because it is a humble structure and it not a remarkable example of architecture. Lacking integrity as well as architectural and historical significance, the dry dock control house does not appear to meet the criteria for listing in the NRHP.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

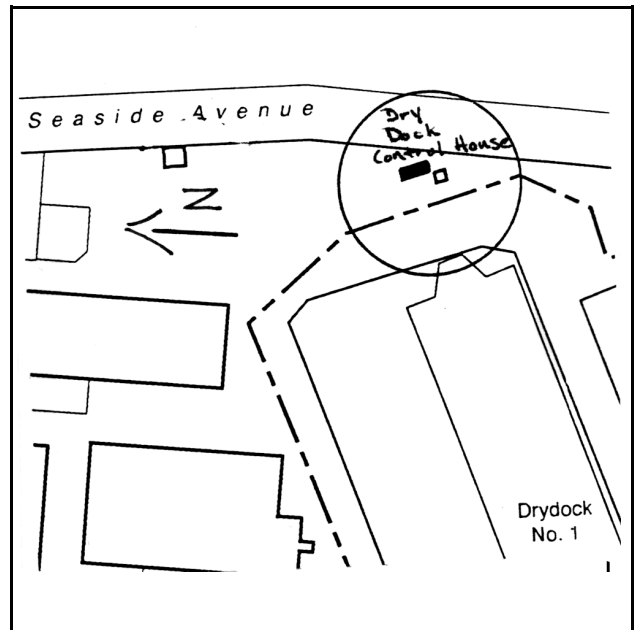
See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:

*B14. Evaluator: Madeline R. Lanz

*Date of Evaluation: May 5, 2000

(This space reserved for official comments.)



PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 6

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 3

*Resource Name or #: (Assigned by Recorder) Dry Dock #1

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ ¼ of ___ ¼ of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Floating Dry Dock No.1 is located at the south end of the shipyard. It is an immense U-shaped steel structure with plywood decking. The steel walls are hollow and are topped with catwalks, which are accessed by metal stairs and ladders. The walls are flooded with seawater, which submerges the structure, and are pumped dry to lift vessels above the water for repairs.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Dry Dock #1

Overview 4/18/00

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

Constructed 1913

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California* July 2000. Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Dry Dock #1

B1. Historic Name: Dry Dock

B2. Common Name: _____

B3. Original Use: Dry Dock B4. Present Use: Dry Dock

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Dry Dock #1 was constructed in 1913.

*B7. Moved? No Yes Unknown Date: 1989 Original Location: Vancouver, British Columbia

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: WWII Shipbuilding Area: Los Angeles, California

Period of Significance: 1941-1945 Property Type: Structure Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Dry Dock #1 was originally constructed in 1913 in Vancouver, British Columbia and moved to its current location in 1989. It is not considered a contributor to the Bethlehem Shipyard Historic District because it was moved to the shipyard in 1989 after the period of significance (1941-1945). The structure does not appear to meet the criteria for listing in the NRHP because it lacks historical significance and does not appear to be a distinguished example of a type, period, or method of construction.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

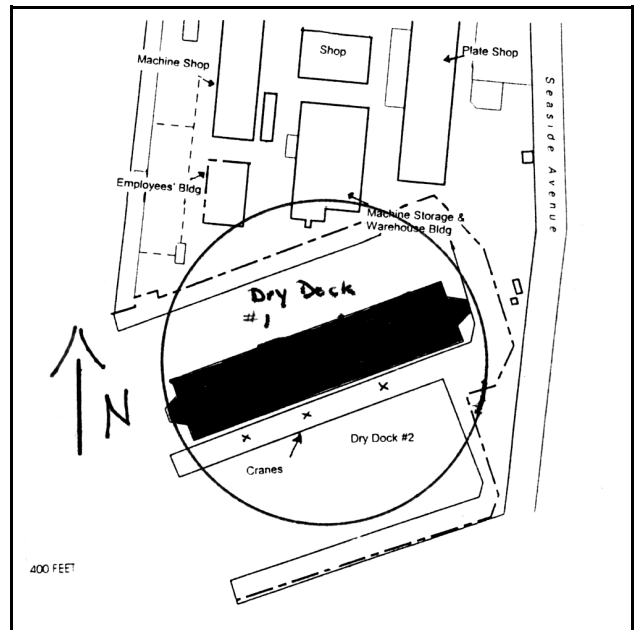
See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:

*B14. Evaluator: Madeline R. Lanz

*Date of Evaluation: May 4, 2000

(This space reserved for official comments.)



Photographs (Continued):



Photograph 2. Front of Dry Dock #1 wing wall, southwest elevation

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code 6

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 2

*Resource Name or #: (Assigned by Recorder) Clyde Crane

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach CA Date 1981 T _____; R _____; ___ 1/4 of ___ 1/4 of Sec _____; _____ B.M.

c. Address 955 South Neptune Avenue City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

Berth 240

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The shipyard features a number of cranes including Colby cranes, a Clyde crane, and Joshua Hendy cranes. Seven "whirly" cranes are located at the shipyard: six 22-ton Colby cranes and one 60-foot Clyde crane. They are located throughout the shipyard. The Clyde crane, which appears to be no longer in use, is situated south of the transportation shop. This crane was apparently once associated with the mold loft, which has since been removed.

*P3b. Resource Attributes: (List attributes and codes) HP11 Engineering Structure

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) _____

Clyde Crane 4/18/00

Located at South End of Trans Bldg.

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

ca. 1970s

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address)

Madeline R. Lanz, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 4/18/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2000. *Architectural Survey and Evaluation*

of the Southwest Marine Terminal (Berth 240) of the, Port of Los Angeles, Los Angeles County, California August 2000, Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Clyde Crane

B1. Historic Name: Clyde Crane

B2. Common Name: Clyde Crane

B3. Original Use: Crane B4. Present Use: Crane

*B5. Architectural Style: Industrial

*B6. Construction History: (Construction date, alterations, and date of alterations)
ca. 1970s

*B7. Moved? No Yes Unknown Date: Unknown Original Location: Mold Loft

*B8. Related Features:

B9a. Architect: N/A b. Builder: Unknown

*B10. Significance: WWII Shipbuilding Area: Los Angeles, California
Period of Significance: 1941-1945 Property Type: Structure Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Clyde Crane was installed in the Bethlehem Shipyard in the 1970s. This post-1945 crane is not considered a contributor to the Bethlehem Shipyard Historic District because it was constructed after 1941-1945, the period of significance. Furthermore, the structure does not appear to meet the criteria for listing in the NRHP because it is less than fifty years old and does not meet the demanding threshold for recently constructed resources.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

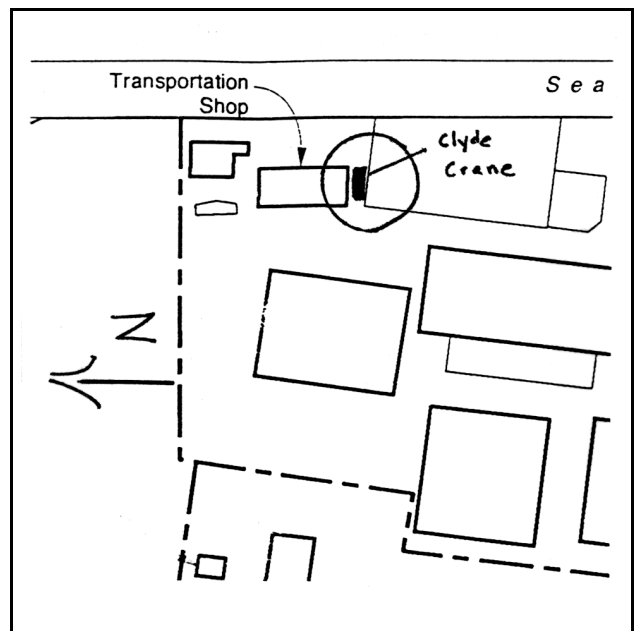
See Jones & Stokes 2000. *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles County, California* August 2000. Sacramento, CA.

B13. Remarks:

*B14. Evaluator: Madeline R. Lanz

*Date of Evaluation: 5/3/00

(This space reserved for official comments.)



Appendix C. List of Historic Photographs

Appendix C. List of Historic Photographs

The following is a list of historic photographs reviewed during the research phase of this project. These photographs are archived at the Construction Management Division office of the Port of Los Angeles.

Photograph Number	Date	Caption/Description
N-622	No date	Fish Harbor
D-153	1/1/24	None
825	4/19/30	None
34	11/6/33	None
D-926	1/31/35	None
D-945	4/9/35	None
D-967	9/22/35	Terminal Island
D-1002	4/14/36	Bethlehem Shipbuilding/Terminal Island
D-1006	4/14/36	Bethlehem Shipbuilding/Terminal Island
40-1	11/13/45	View showing portions of Fish Harbor, Main Channel, East Channel, Southern Pacific Slip, and the Watchorn Basin
D-1220	2/11/46	Facing north up Main Channel
597-1	11/14/46	Bethlehem Steel Company Shipbuilding Division
5051	3/31/48	Main Channel Fish Harbor
D-1262	3/9/48	North of Bethlehem Ship/Terminal Island
6318	9/27/48	Main Channel, Fish Harbor
6324	9/27/48	Main Channel
D-1304	12/14/48	Main Channel of Bethlehem Shipbuilding
8523	9/10/49	(Northeast direction)

Photograph Number	Date	Caption/Description
11054	8/8/50	Fish Harbor
11055	8/8/50	Main Channel
N-1533	2/11/52	(Northeast direction)
N-1535	2/11/52	Fish Harbor
55-2374	7/6/55	None
56-2728	9/13/56	(Northeast direction)
57-3009	10/17/57	Bethlehem Shipyard looking northeast
58-2173	9/25/58	(Northeast direction)
60-261	2/20/60	None
60-2381	11/4/60	None
61-2960	12/15/61	(North direction)
62-1840	6/11/62	Berth 240
62-2763	11/20/62	None
63-1180	6/1/63	(South direction)
63-1912	8/16/63	(South direction)
65-391	2/19/65	(North direction)
597-1	11/14/46	Bethlehem Steel Company Shipbuilding Division

Appendix D. List of Engineering Plans

Appendix D. List of Engineering Plans

The following is a list of engineering plans reviewed during the research phase of this project. These plans are located at the Permits and Records Section of the Engineering Division of the Port of Los Angeles.

Plan No.	Date	Plan Description
Illegible	11/76	General Yard Plan Bethlehem Steel
9651	9/67, rev 7/77	Administration Building and Check Gate
9651	5/66, rev 7/77	Rigging Loft Building and Acetylene Manifold Building
9651	7/77	Miscellaneous Service Buildings
9651	7/77	Pattern and Joiner Shop and Shipwright Storage Building
9651	7/77	Lumber, Pattern, and Storage Buildings
9651	7/77	Conference and Dining Building, Reproduction and Canteen Buildings
9651	7/77	Machine Shop No. 1
9651	1966, rev 7/77	Employees Buildings and Yard Offices

Page 1_ of _2 Resource Name or #: Bethlehem Shipyard Historic District (Assigned by recorder).

* Recorded by: Meghan Potter

Continuation Update

B10. The former Bethlehem Shipyard located at Berth 240 was first surveyed in 2000. It was deemed eligible for historic district status under Criterion A because it is the last remaining example of the World War II shipbuilding industry at the Port of Los Angeles. A complete architectural survey was conducted and DPR 523(A) forms were prepared to support the assessment.

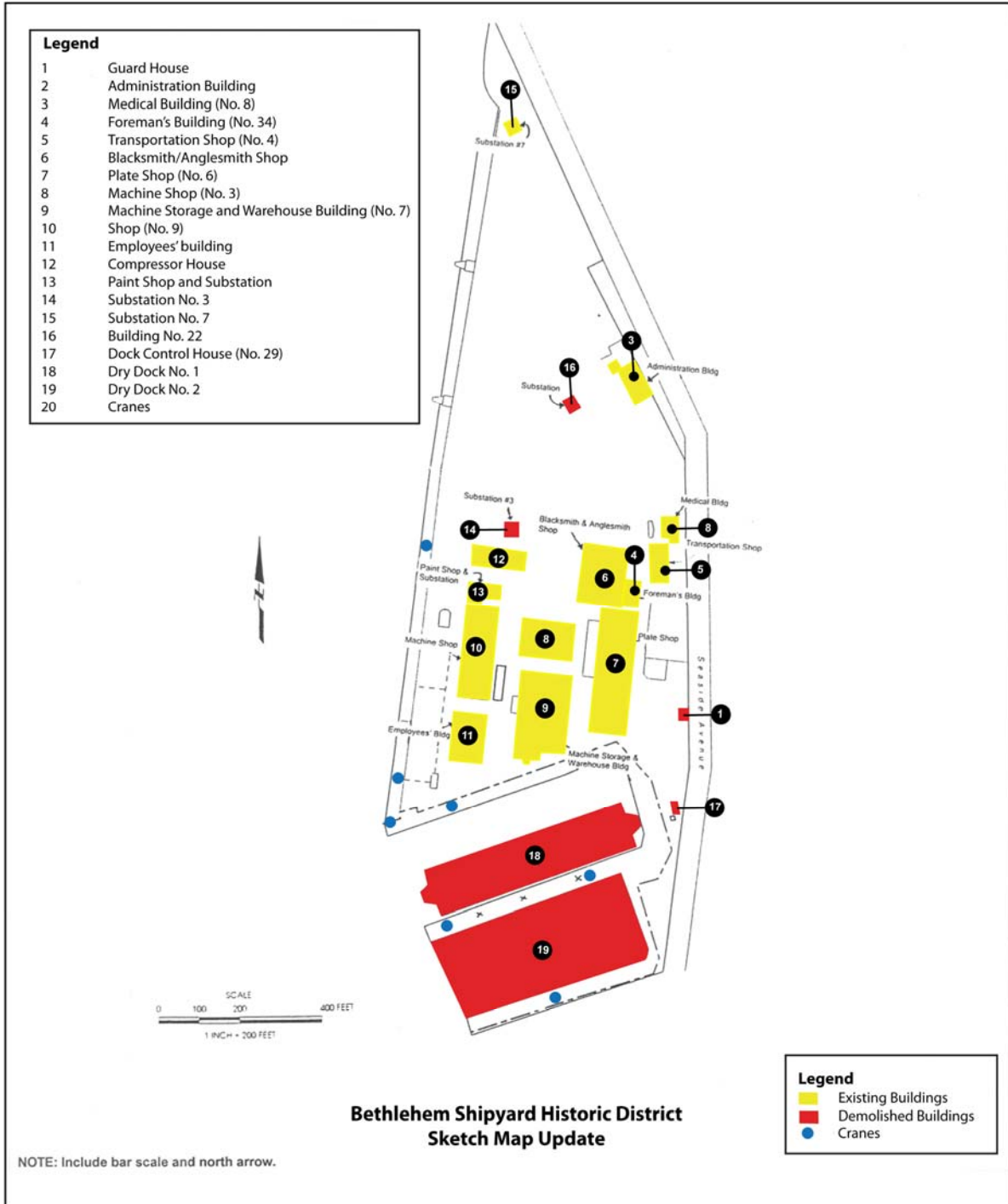
On August 5, 2008, ICF Jones & Stokes staff Meghan Potter and Michael Amezcua resurveyed the historic district to determine its current level of integrity. The 2008 survey review revealed that six buildings documented in 2000 have been demolished: the Guard House, Substation No. 3, Building No. 22, Dock Control House, Dry Dock No. 1 and Dry Dock No. 2. Of those, the Guard House, Dock Control House, and Dry Dock No. 1 were not contributors to the historic district. Of the remaining buildings and cranes on the site, all that were previously identified as contributors to the historic district retain integrity and continue to be contributors. The historic district as a whole retains its integrity despite the demolition of three contributing buildings. The district continues to convey its WWII shipbuilding significance because the majority of the buildings and structures remain in place, preserving their historic functional relationships from the period of significance. [See DPR Significance 4/37].

The Sketch Map included in the 2000 survey is included here and has been updated to differentiate existing buildings from demolished buildings. Seven cranes were noted as on the site during the 2008 survey. Buildings have somewhat deteriorated over time and correspondence with original labeling may not be exact.

Page 2 of 2 Resource Name or #: Bethlehem Shipyard Historic District (Assigned by recorder).

* Recorded by: Meghan Potter

Continuation Update



State of California-The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
 HR # _____
 Trinomial _____

Page 2 of 2 Resource Name or #: Bethlehem Shipyard Historic District (Assigned by recorder).

* Recorded by: Meghan Potter

Continuation Update

The following table summarizes the findings of the 2008 district survey.

Bethlehem Shipyard Historic District - Update 2008

	Building	2000 Survey NR Status	On Site 2008
1	Guard House	Noncontributor	DEMOLISHED
2	Administration Building	Contributor	✓
3	Medical Building (No. 8)	Contributor	✓
4	Foreman's Building (No. 34)	Contributor	✓
5	Transportation Shop (No. 4)	Contributor	✓
6	Blacksmith/Anglesmith Shop	Contributor	✓
7	Plate Shop (No. 6)	Contributor	✓
8	Machine Shop (No. 3)	Contributor	✓
9	Machine Storage and Warehouse Building (No. 7)	Contributor	✓
10	Shop (No. 9)	Contributor	✓
11	Employees' building	Contributor	✓
12	Compressor House	Noncontributor	✓
13	Paint Shop and Substation	Contributor	✓
14	Substation No. 3	Contributor	DEMOLISHED
15	Substation No. 7	Contributor	✓
16	Building No. 22	Contributor	DEMOLISHED
17	Dock Control House (No. 29)	Noncontributor	DEMOLISHED
18	Dry Dock No. 1	Noncontributor	DEMOLISHED
19	Dry Dock No. 2	Contributor	DEMOLISHED
20	Cranes	Contributor (pre- 1946) Noncontributors (1946 and later)	✓