

## ERIN GARCIA

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**From:** Allen Tai  
**Sent:** Tuesday, May 30, 2017 8:52 AM  
**To:** NANCY McPeak; ERIN GARCIA; ANDREW THOMAS  
**Subject:** FW: Additional Material for HAB Meeting 6-1-17  
**Attachments:** 1705-2015 ClementAvenue - -Gen Eng and Dry Dock SHRI Form( 1988.pdf

**From:** Nancy Hird [mailto:nancyinalameda@gmail.com]  
**Sent:** Sunday, May 28, 2017 12:07 PM  
**To:** cheechan57@hotmail.com; jpbullit@concast.net; lynnjones@gmail.com; tsaxby@tsaxbyarchitect.com; norman@narchitecture.com  
**Cc:** Allen Tai <ATai@alamedaca.gov>  
**Subject:** Additional Material for HAB Meeting 6-1-17

May 28, 2017

Dear Historic Advisory Board Member,

As we prepare for the upcoming HAB meeting on June 1<sup>st</sup>, we noticed that you were not given a copy of the 1988 SHRI form completed by Michael Corbett regarding the buildings at the Alameda Marina at the direction of the City of Alameda. We believe this document, which identifies the buildings as historic resources with its NR Status 3D, is important for your information when considering the historical merits of the WWII era buildings at the marina site. Mr. Corbett states the buildings, once they reached the age of 50 years, are historic resources as they appeared in 1988 which is the same as they appear today. (The building materials have not changed since 1988.) This is not the opinion of the Bay West Development Group that hired the author (Christopher Ver Planck) of the report you received in your packet for Thursday's meeting.

For your convenience, I have attached the 1988 report for your consideration.

Sincerely,

Nancy Hird

Alameda Architectural Preservation Society

**HISTORIC RESOURCES INVENTORY**

Ser. No. 4501 —  
HABS HAER Loc N SHL No. NR Status 3D  
UTM: A 10/566490/4181280 C 10/566980/4180810  
B 10/566490/4180810 D 10/566980/4181280

**IDENTIFICATION**

1. Common name: General Engineering and Dry Dock Co.
2. Historic name: Barnes and Tibbitts Shipyard
3. Street or rural address: 1725-2025 Clement Avenue  
City Alameda, CA Zip 94501 County Alameda
4. Parcel number: 071-0288-001-02 and 071-0257-002-00
5. Present Owner: Pacific Shops, Inc. Address: 1815 Clement Avenue  
City Alameda, CA Zip 94501 Ownership is: Public Private X
6. Present Use: Mixed Original use: Shipyard

**DESCRIPTION**

- 7a. Architectural style: Industrial
- 7b. Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:

CONTINUATION SHEET #1

Attach Photo Envelope Here

Photos on next page

8. Construction date: 1923;  
Estimated 1940-1942 Factual
9. Architect Unknown
10. Builder Multiple
11. Approx. property size (in feet)  
Frontage 1702 Depth 700  
or approx. acreage 18
12. Date(s) of enclosed photograph(s)  
January, April & June, 1988

13. Condition: Excellent \_\_\_\_ Good ☒ Fair \_\_\_\_ Deteriorated \_\_\_\_ No longer in existence \_\_\_\_
14. Alterations: Historic waterfront replaced by marina; four buildings constructed after 1948.
15. Surroundings: (Check more than one if necessary) Open land ☒ Scattered buildings ☒ Densely built-up ☒  
Residential ☒ Industrial ☒ Commercial \_\_\_\_ Other: \_\_\_\_
16. Threats to site: None known ☒ Private development \_\_\_\_ Zoning \_\_\_\_ Vandalism \_\_\_\_  
Public Works project \_\_\_\_ Other: \_\_\_\_
17. Is the structure: On its original site? ☒ Moved? \_\_\_\_ Unknown? \_\_\_\_
18. Related features: 22 buildings and iron entry gates.

#### SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

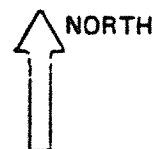
CONTINUATION SHEETS #2, #3 & #4

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)  
Architecture \_\_\_\_ Arts & Leisure \_\_\_\_  
Economic/Industrial ☒ Exploration/Settlement \_\_\_\_  
Government \_\_\_\_ Military \_\_\_\_  
Religion \_\_\_\_ Social/Education \_\_\_\_
21. Sources (List books, documents, surveys, personal interviews and their dates).

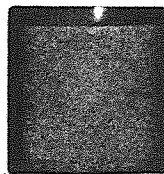
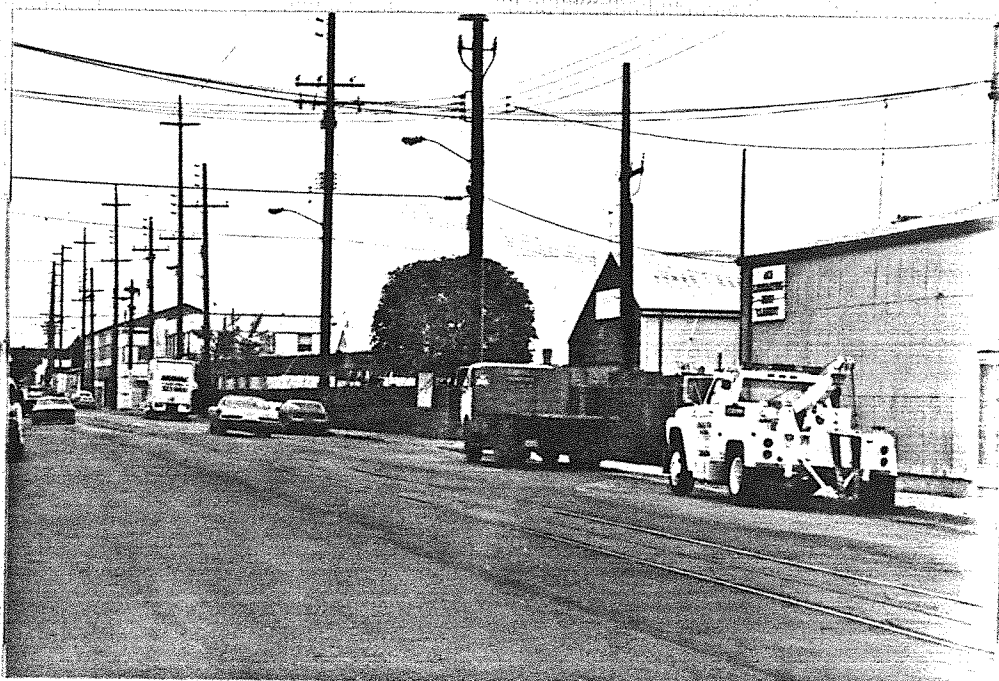
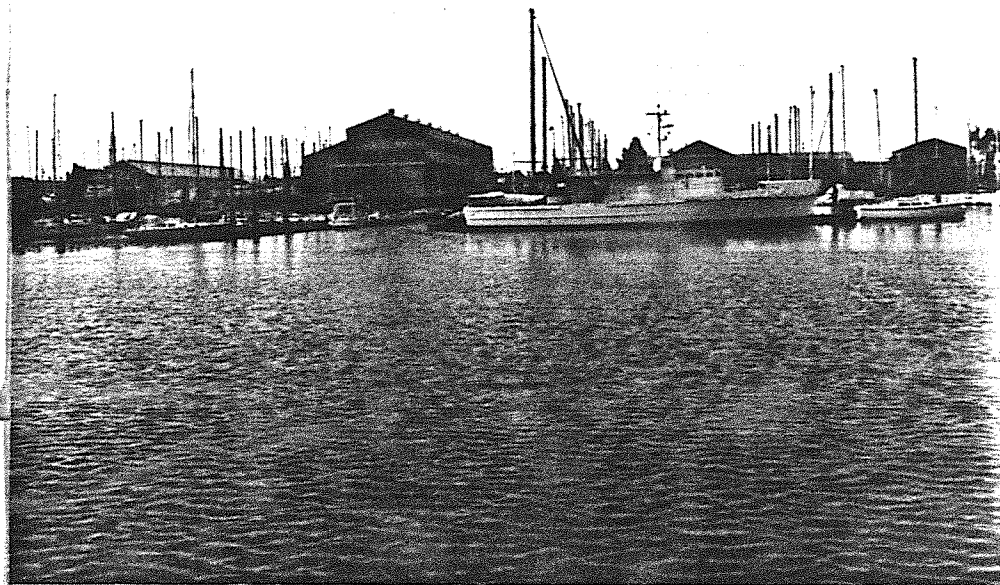
CONTINUATION SHEETS #17 & #18

22. Date form prepared June 10, 1988  
By (name) Michael Corbett & Mary Hardy  
Organization Alameda City Planning Department  
Address: City Hall, Santa clara at Oak Streets  
City Alameda, CA Zip 94501  
Phone: (415) 522-4100

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



SEE CONTINUATION SHEET #19



## #7 Description

The former General Engineering and Dry Dock Company Shipyard today consists of 23 structures (22 buildings and a set of iron entry gates) on 18 acres bound by Clement Avenue on the south, the Alameda Bureau of Electricity and Alameda Marina Drive on the west, the old Pacific Bridge Company Shipyard No. 1 on the east, and the Oakland Estuary on the north. The shipyard was originally in 2 parts, the inland area with the buildings, and the waterfront with piers, docks, cranes and marine railways. Today only the inland area survives; all waterfront structures have been removed and replaced by a small boat marina.

Of the 22 buildings that exist today, one dates from 1923, 18 from 1940-1942 (five of these have been clad with new siding and look like new buildings), and four from after 1948. Generally speaking, warehouses and offices are grouped along and parallel to Clement Avenue, to keep non-essential activities out of the way of water oriented fabrication, assembly, and repair work. Shops are generally closer to the water and oriented perpendicular to it so that rail spurs, marine railways, crane ways, and motor vehicle access to the water is more efficient.

Despite the general uniformity of simple, one and two story rectangular, gable roofed structures, the shipyard has the appearance of having been built piecemeal by several different builders. The buildings are clad in wood, corrugated iron, and stucco with very simple Moderne styling on the offices with the other buildings unadorned. At the same time the yard presents a coherent front to the city with its wall of long buildings on Clement Avenue.

Most of the buildings are little altered although four have been clad in new wood siding. However, minor modifications to windows, signage, and paint color by the variety of current tenants has diminished the coherence of the whole.

## #19 Significance

The General Engineering and Drydock Company Shipyard has a long and sometimes uncertain history. According to company publicity, its Alameda shipyard (possibly the Alameda Point shipyard of its predecessors) built wooden hulls for lumber schooners, south seas traders, whalers, and coastwise cargo ships in the 1890s. The first use of this site which was formerly part of the Alameda marshlands is indicated by a pencil notation on the 1910 Sanborn Insurance Company maps: "Barnes and Tibbitts Ship Building Co." In fact there is no Barnes and Tibbitts Company listed in the Alameda City Directories until several years later, and then not right away at this location. A 1916 Thomas Brothers Map shows a "Tibbitts Shipyard" at Alameda point in west Alameda. In the same year, The Pacific Shipyard and Ways Company, W.G. Tibbitts, President, is listed in the City Directory at Alameda Point. In 1917 Barnes and Tibbitts Ship Builders are listed at Alameda point. In 1918 Barnes and Tibbitts are located for the first time at the present site, "at the north end of Chestnut Street". In 1919, fueled by the general building up for the war in Europe, the Company now known as Barnes and Tibbitts Shipbuilding and Dry Dock Company occupied an 18 acre estuary site between Chestnut and Grand Streets and employed 400 workers. The \$1,500,000 plant included three marine railways, a main office, and a large yard. The company primarily repaired and installed machinery on government ships during the war.

In 1922, Barnes and Tibbitts, now 25 1/2 acres, was bought by the General Engineering and Dry Dock Co. General Engineering and Dry Dock began in San Francisco in 1920 or 1921 as a small machine shop owned by George A. Armes, James H. Young, and J.F. Mooney. Right away they built the diesel-electric ferry boats that would be used in the San Francisco-Sausalito and San Francisco-Berkeley runs. By 1925 the shipyard included a plate shop, four fitting-out wharves, and two marine railways but apparently as yet no extensive layout of shops or other buildings.

In late 1926 several buildings were under construction and a 1927 government report described on extensive plant that included a blacksmith shop, a pipe shop, a boiler maker shop, a carpenter shop, four outfitting wharves, and two marine railways. (This report described three of the wharves as still owned and operated by Barnes and Tibbitts who may have remained as tenants, partners, or a subsidiary within the General Engineering yard). This build-up was primarily to accommodate a flourishing ship repair business.

In 1928 General Engineering bought the Hanlon Shipbuilding and Dry Dock Company in Oakland, adding its large shipyard to the existing yard in Alameda and the headquarters offices and repair shops in San Francisco. In 1939 they sold the Oakland yard and in 1940 planned to expand both the San Francisco facilities and the Alameda yard.

The San Francisco yard came to include main offices and "Shop A" for marine repair at 1100 Sansome Street; "Shop B", or the Valve Shop on Battery Street next to Shop A; a repair shop at Battery and Union Streets built in 1943; and Pier 25 for dispatching and repair work.

In 1940-1942 the Alameda yard was expanded, initially with \$400,000, to include enlarged plate and machine shops, a resurfaced yard, a renovated storehouse, a large new storehouse, marine railways with capacity for larger ships, rebuilt bulkheads and wharves, overhauled pneumatic, hydraulic, and electric lines, a new rigger's loft building, a new marine machinist and dockmen's building, and a new administration building with executive and sales offices, inspector's quarters, and offices for technical and drafting work.

A \$1,000,000 550 foot drydock was built in 1943 under the supervision of the U.S. Navy. As the yard was organized at this time, the major shops were all near the wharves and docking facilities, warehouses were the furthest inland and closest to the highway and rail lines, and offices were at the center. New vessels were built at the west end of the yard near the plate shop and the plate storage yard, and repair work was at the east end along the marine railways. The plant was located at the widest point along the estuary which made maneuvering ships easier.

This World War II shipyard is the plant we see today, with only one element dated with certainty from an earlier period - the original plate shop which is now a portion of an enlarged plate shop. This World-War II era shipyard was fully equipped for repair work on construction of new ships.

The primary activity of the yard in this era was the repair and conversion of existing ships. In addition the yard built Coast Guard cutters, small coastal steamers, large auto and passenger ferries, dredges, and barges. In February 1945, just before the end of the war, General Engineering took over the Pacific Bridge Yard No. 1, immediately to the east along the estuary, and the Pacific Bridge Yard No. 5 in Oakland. With these new facilities, General Engineering was said to be one of the largest ship repair yards on the Pacific Coast. All together the company repaired 1,262 ships for the Army and Navy, 1,420 ships for the U.S. Maritime Commission, and 1,271 ships for private commercial operations during the war years.

After the war ended, in 1946, the surviving original owners of General Engineering, Armes and Young, sold the yard to the Loyola University Foundation for \$7,500,000. Management and operations remained the same and the level of work high with 1,140 workers as late as 1947. Nevertheless, the company closed the plant in 1948, saying it was moving into new kinds of work and denying that labor issues were a factor. The company kept the San Francisco plant open for ship repair work.

Although the exact chronology is not clear, the U.S. Navy had begun purchasing some of the property before 1950 and in that year bought the last 12 1/2 acres of the plant from Loyola for \$81,000. Thus, the former General Engineering and Dry Dock shipyard and the former Pacific Bridge Company Yard No. 1, occupying the land north of Clement Avenue between Grand and Willow Streets, comprised the Alameda Naval Industrial Reserve Shipyard. Because this shipyard was inactive and off the tax roles, the City sought to have it reopened to increase tax revenues and employment.

In 1952 George and Thomas Plant leased the yard, then valued at \$6,000,000, from the Navy to be operated as the Independent Engineering and Dry Dock Company. This company engaged in ship repair, dry docking, industrial machinery work, and steel fabrication and employed 75 to 100 workers. The operation occupied only a portion of the shipyard and surplus space was leased to outside companies for warehousing, offices, and other functions. In 1953 the name of the company was changed to Plant Shipyard Company and later that year the yard closed.

In 1954 the Moore Dry Dock Company, an old Bay Area ship building firm, partially reopened the yard for industrial and marine machinery work and to build the San Diego-Coronado auto and passenger ferry.

In 1959 the Navy declared the shipyard to be surplus property. The Navy's 21 acres plus 14 acres leased from the City were appraised at \$800,000 for the land. In 1962 Pacific Shops, Inc. bought the shipyard from the Navy and leased it to Pacific Ship Repair of San Francisco and other smaller tenants. In 1966 the City of Alameda bought the western edge of the property along Grand Street. Since that time the old plant has been leased to numerous tenants, many still working with ships, and the Waterfront has been altered for a small boat marina, resulting in the demolition of the original piers, wharves, marine railways, and dry docks.

In summary, the General Engineering and Dry Dock Company Shipyard has a complicated history but derives most of its historic significance and its extensive surviving physical plant from the World War II era build-up in 1940-1942. The shipyard is significant as a major ship repair facility on the Pacific Coast during World War II. It is not known how many other such shipyards may have survived for comparison. The buildings of the shipyard have survived largely intact, but the marine structures have disappeared.

Because the boundaries of the yard have changed many times, the definition of the plant as a historic district requires some discussion. The area north of Clement Avenue to the Estuary and between Alameda Marina Drive and Chestnut Street makes the most logical district for two principal reasons. First, it contains all the surviving structures of the 1940-1942 build-up, which inaugurate the period of greatest significance. Second, the expansion into the Pacific Bridge Company Yard No. 1 to the east at the end of the war incorporated previously existing structures, was a part of the wartime plant for only a few months, and has since been almost completely demolished.

As a shipyard, the plant is a typical example of its period, consisting of unadorned, timber-frame, corrugated-iron clad structures organized rationally for production.

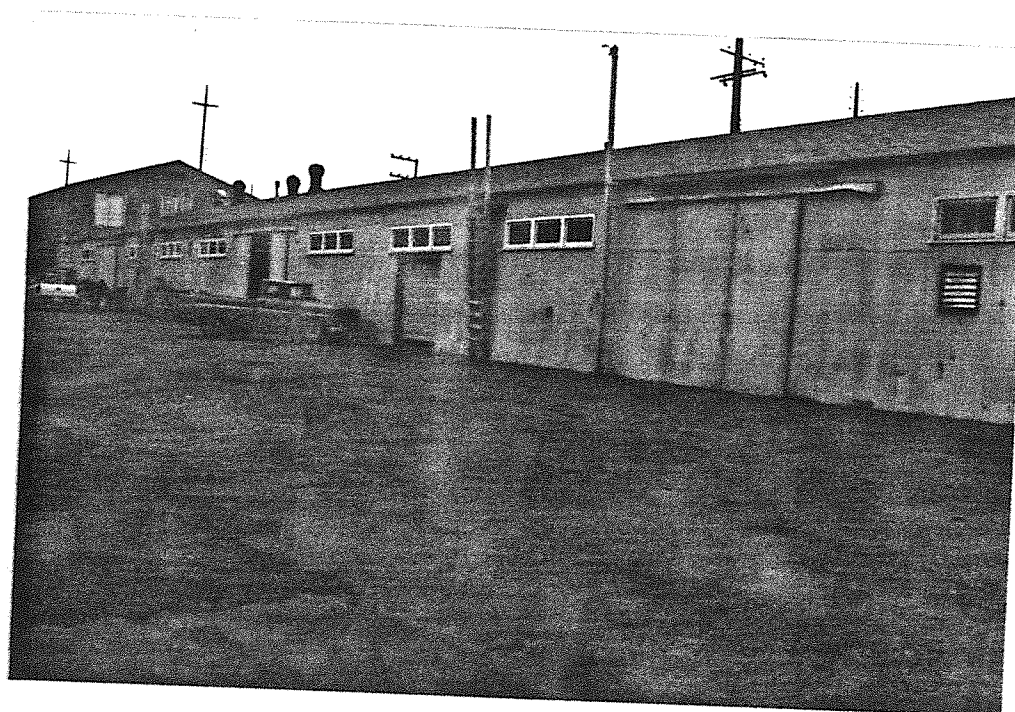
Assessing the eligibility of the General Engineering and Dry Dock Company Shipyard for the National Register is complicated by its largely intact building plant and its completely altered waterfront. On balance, the shipyard may be considered eligible once it reaches 50 years of age because its buildings are the more visible part of the earlier whole, and the more susceptible to reuse and interpretation.

Buildings and features of the General Engineering and Dry Dock Company Shipyard

1. UTM: 10/566010/4181020

1725-1731 Clement Avenue (Building 29)  
Warehouse (now the Japanese Woodworker)  
ca. 1940-1942

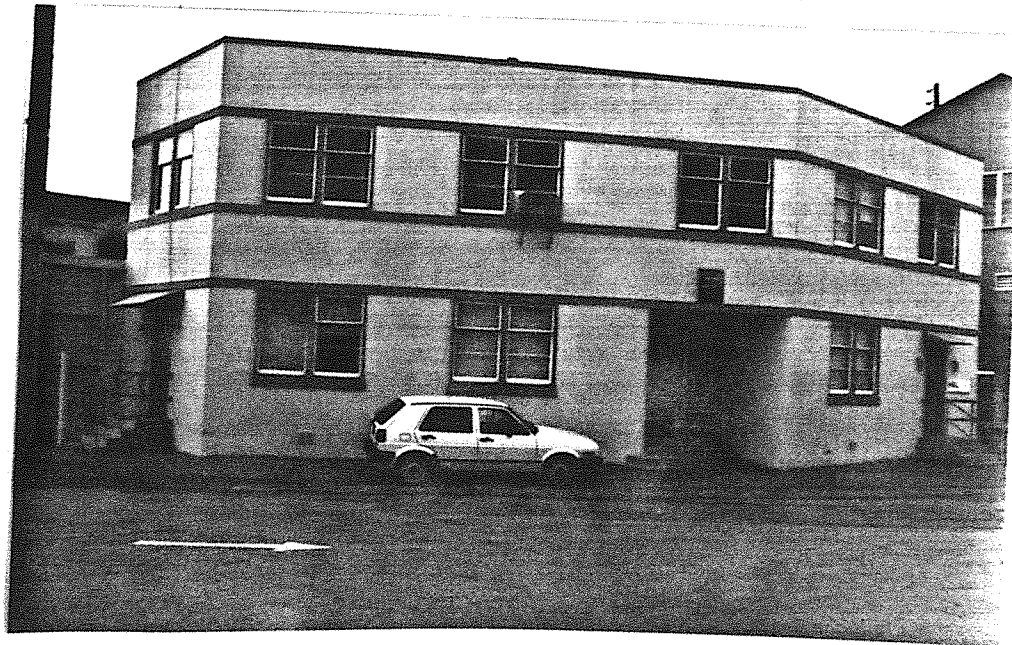
A long, rectangular, timber frame iron-clad structure with a gable roof. It has high windows and few doors on its long Clement Avenue facade, and numerous large sliding doors facing the yard. Since 1948 the original earth floor has been replaced with concrete.



2. UTM: 10/566100/4180960

1801 A Clement Avenue (Building 27)  
Office and Hospital  
1942

A two-story flat-roofed wood-frame, stucco clad building built as an office and "hospital". The corner of the building is cut off where the rail spur entered the yard. Horizontal boards lend a light feeling of the Moderne Style. Built by John M. Bartlett for \$15,850. It is located on the west side of the main entrance to the shipyard.



3. UTM: 10/566070/4180970

1801-1805 Clement Avenue (Building 28)  
Mold Loft  
ca 1940-1942

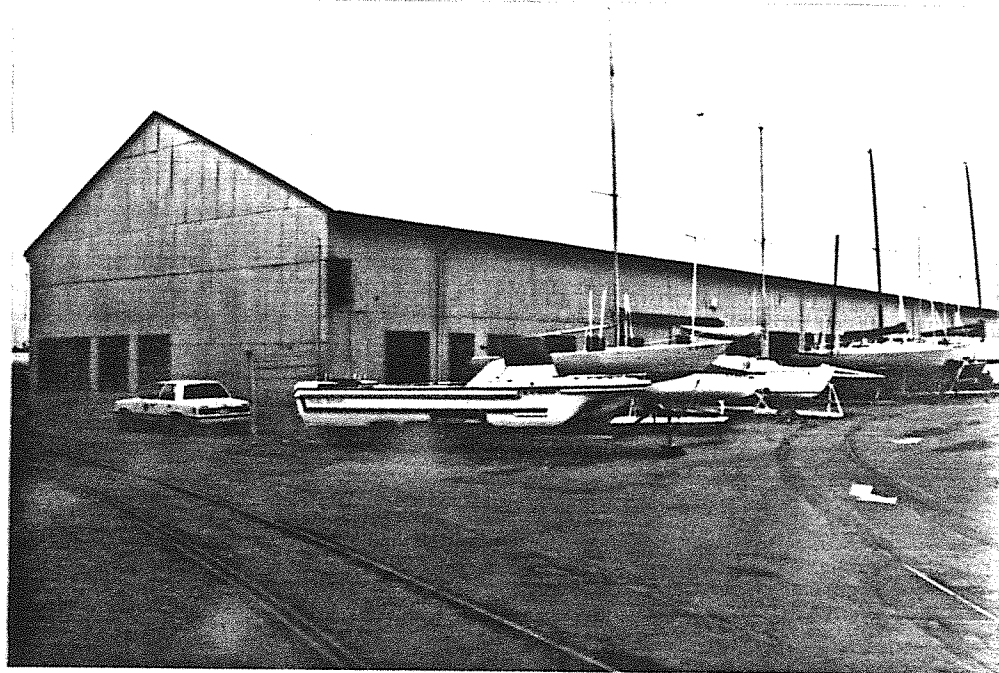
A rectangular, gable-roofed, wood-frame, corrugated iron clad building located along Clement Avenue. The first story is a warehouse. The mezzanine is an electrical shop at the west end. The upper floor is a mold loft under a truss roof.



4. UTM: 10/566110/4181050

1813 Clement Avenue (Building 24)  
Plate/flange shop (now Dry Star Energy Systems)  
1923

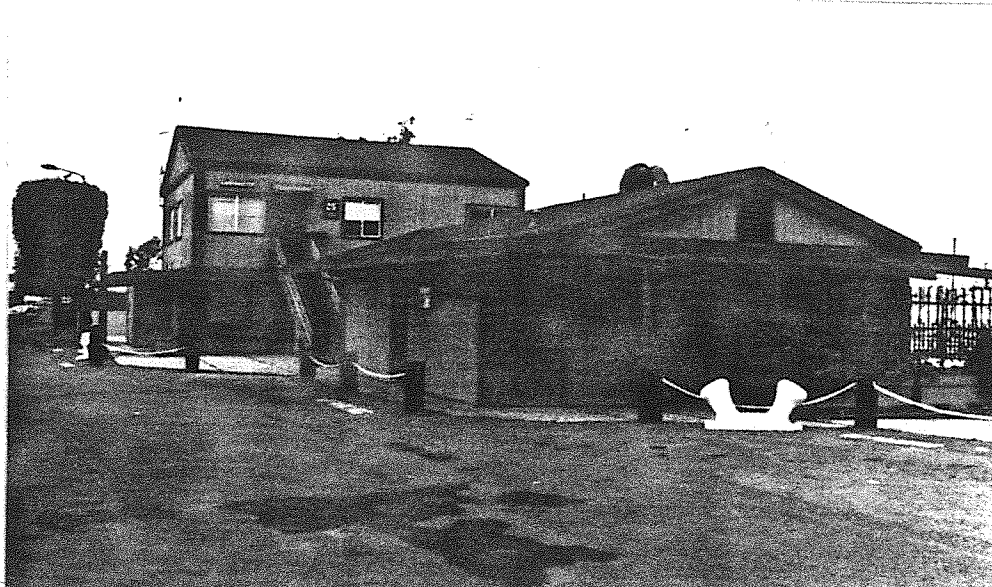
A large, rectangular, gable roofed, timber frame structure with corrugated iron cladding. This is one of the first buildings built by General Engineering after taking over from Barnes and Tibbits and it is the oldest building in the shipyard. The west side was a flange shop with a brick furnace and an earth floor and a welding shop at the south end. The east side was a plate shop with a concrete floor.



5. UTM: 10/566100/4181100

1815 Clement Avenue (Building 25)  
paint storage building (now harbor master)  
1941

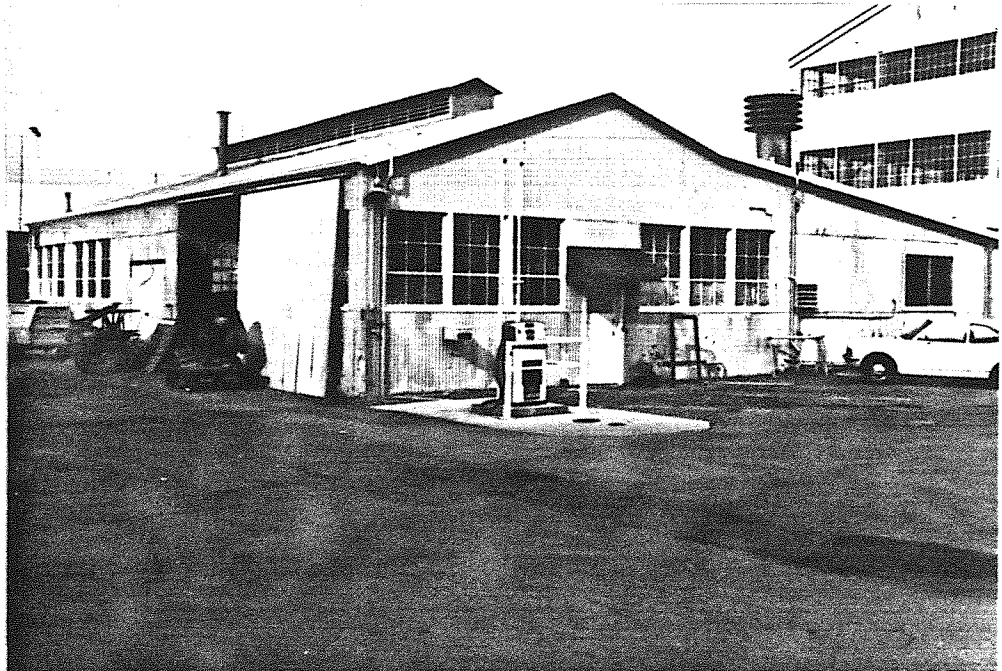
This building consists of three small gabled wings, one of them two stories. It is a wood frame structure recently clad in a new wood veneer. Its original cost was \$3000.



6. UTM: 10/566150/4180930

1825 Clement Avenue (Building 17)  
Transformer/Compressor Building  
1941

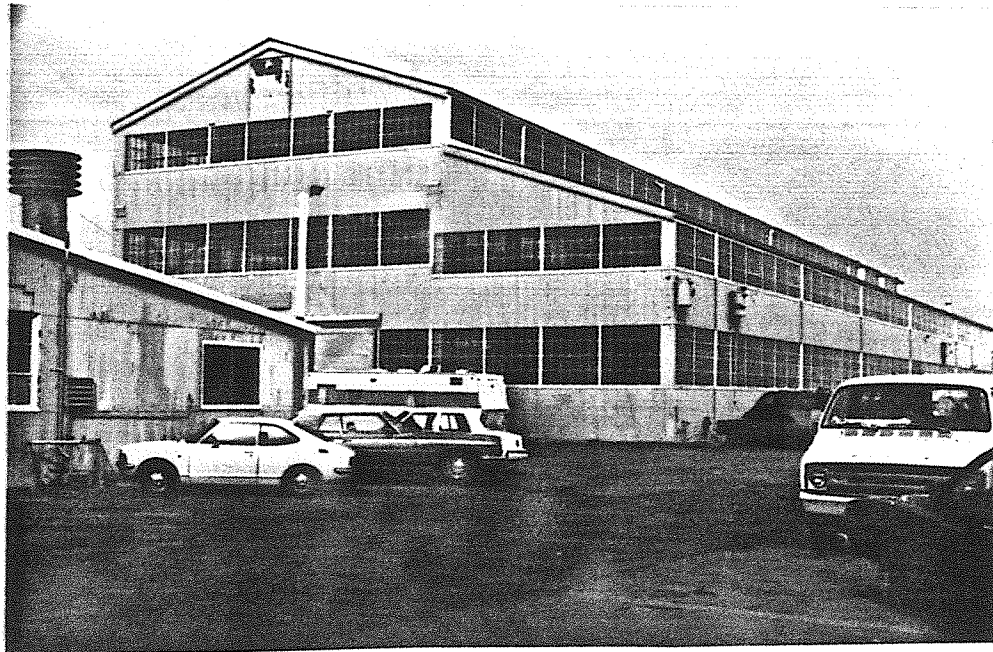
An assembly of small, one-story gabled wings. Timber frame, clad in corrugated iron.



7. UTM: 10/566170/4181010

1827 Clement Avenue (Building 19)  
Machine Shop/rigging loft (now C. and S. Paper Box Co.)  
1941

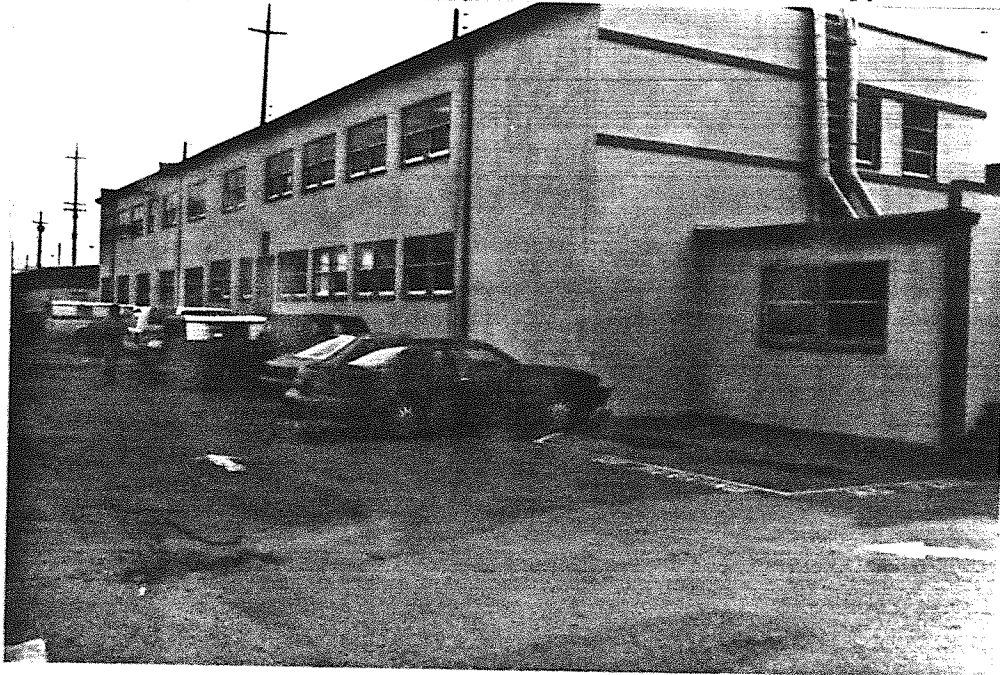
Built by Christenson and Lyon for \$60,000, this is a steel frame building with corrugated iron siding and broad horizontal bands of windows that bring much light inside. The high gabled machine shop along the west side contains a giant crane that runs the length of the building. The shed roofed wing on the east side houses a rigging loft. This is the largest, most substantially built, and most striking looking building in the plant.



8. UTM: 10/566170/4180920

1829 Clement Avenue (Building 16)  
office  
ca. 1940 - 1942

A two-story, wood-frame, stucco clad office building, situated along Clement, just east of the main gate to the shipyard.

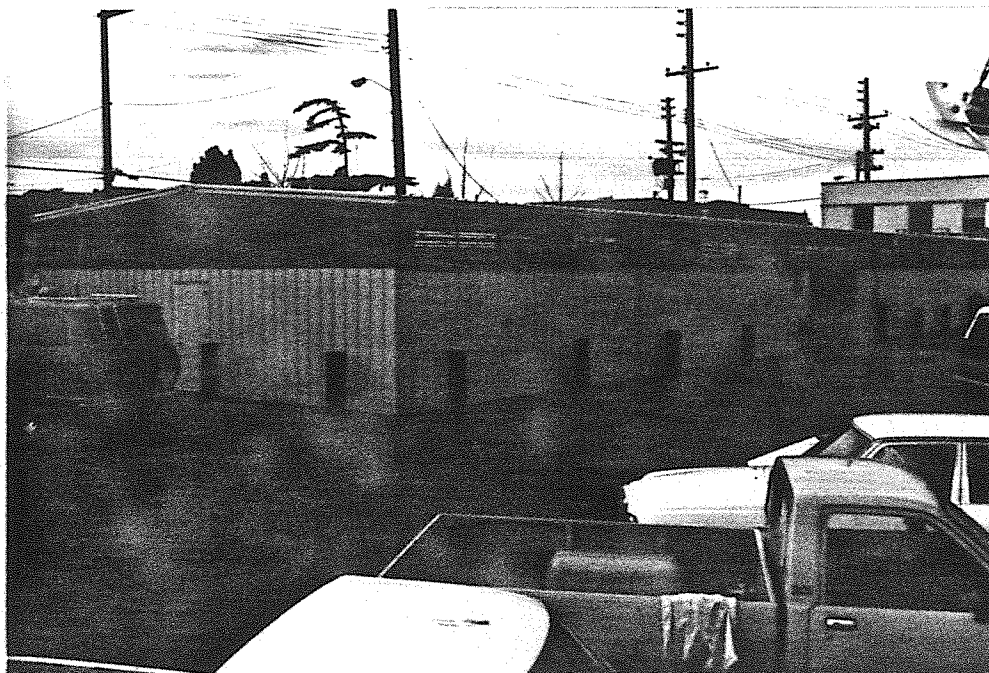


9. UTM: 10/566230/4180890

1849 Clement Avenue (Building 36)  
Svendsons Chandlery  
after 1948

Non-Contributor

A one-story metal building of recent construction.



1851 Clement Avenue (Building 12)  
Pipeshop/Sheet Metal Shop (now Svendsen's)  
ca. 1940-1942

A two-story rectangular, gable-roofed building of timber frame construction clad in corrugated iron. It has a concrete floor and a truss roof.



11. UTM: 10/566240/4181010

1853 Clement Avenue (Building 14)  
locker room (now Island Yacht Club)  
1940

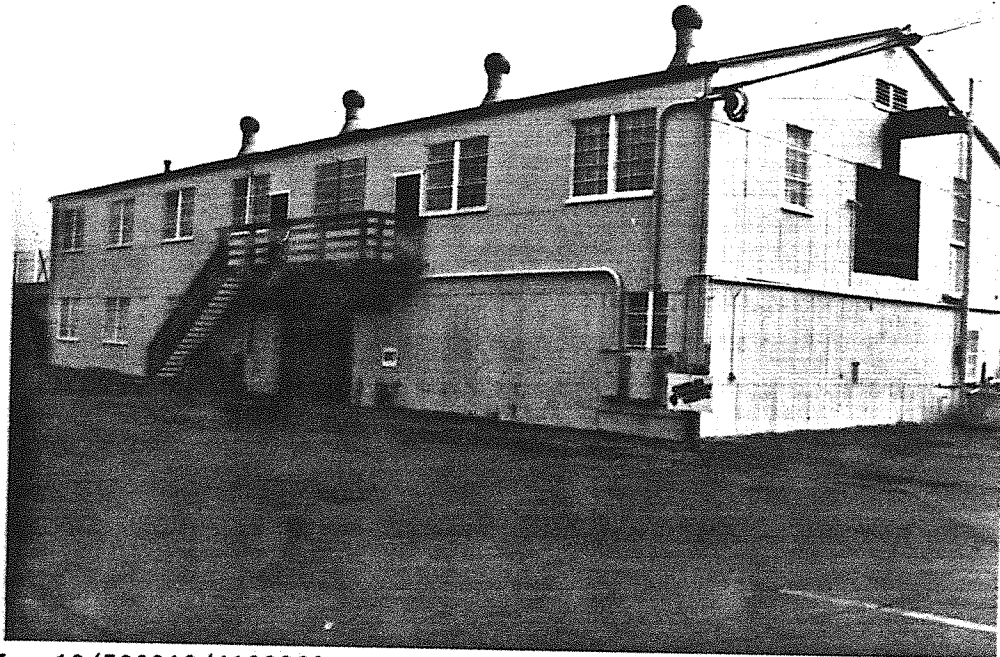
Although not shown on the 1988 Sanborn maps, this appears to be the locker room built by Christenson and Lyon for \$4500 in 1940. It is a two-story, gable roofed rectangular building, of timber construction, recently reclad in wood.



12. UTM: 10/566260/4180900

1917 Clement Avenue  
planing mill  
ca 1940-1942

A rectangular, gable-roofed, timber frame, iron clad building.

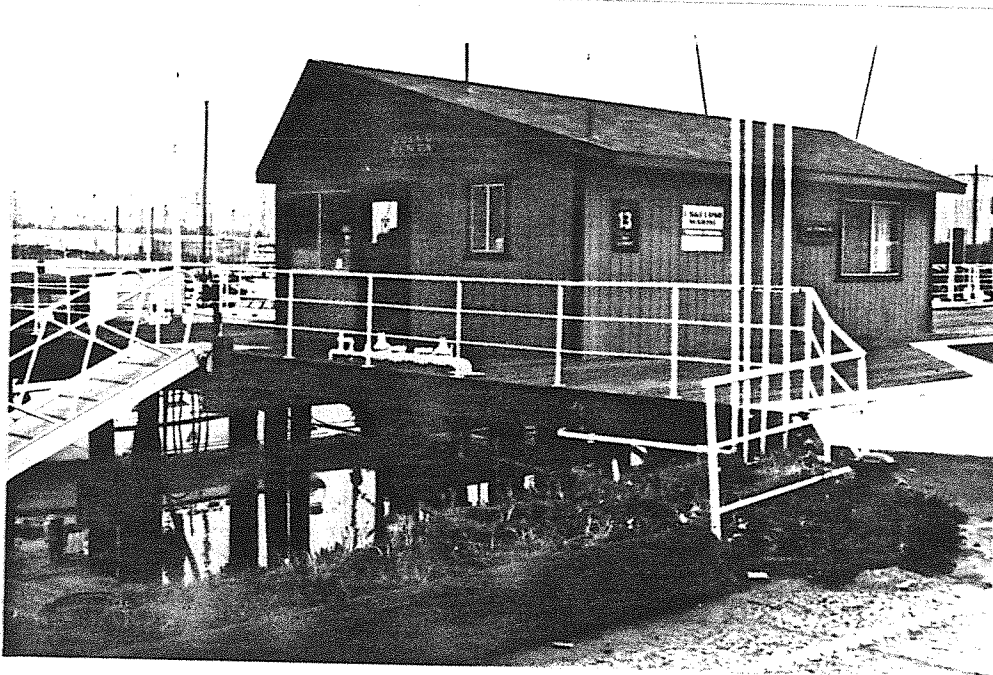


13. UTM: 10/566310/4180960

1913 Clement Avenue (Building 13)  
Carl Schumacher, Naval Architect  
after 1948

Non-Contributor

A one-story wooden building.



14. UTM: 10/566280/4180940

1917-1919 Clement Avenue (Building 11)  
Charles Thompson Yachts  
After 1948

Non-Contributor

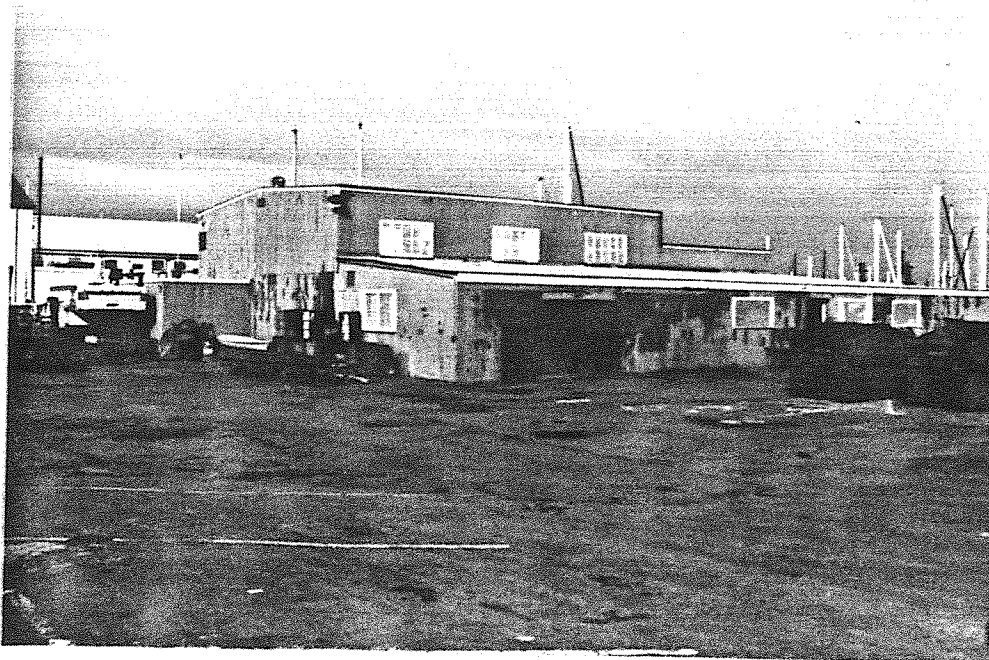
A one-story, gable roofed building.



15. UTM: 10/566300/4180900

2005 Clement Avenue (Building 9)  
ca. 1940-1942

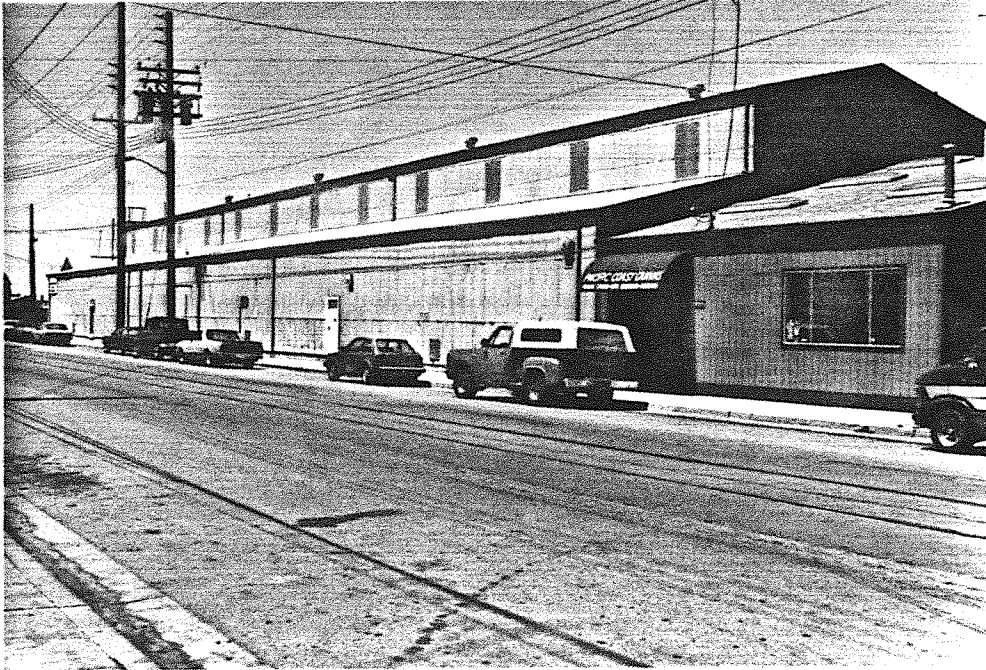
An assembly of one and two-story wood frame, iron clad blocks.



16. UTM: 10/566320/4180840

2007 Clement Avenue  
Warehouse No. 2 and Motor Freight Station  
(now Ace Liquidating)  
1942

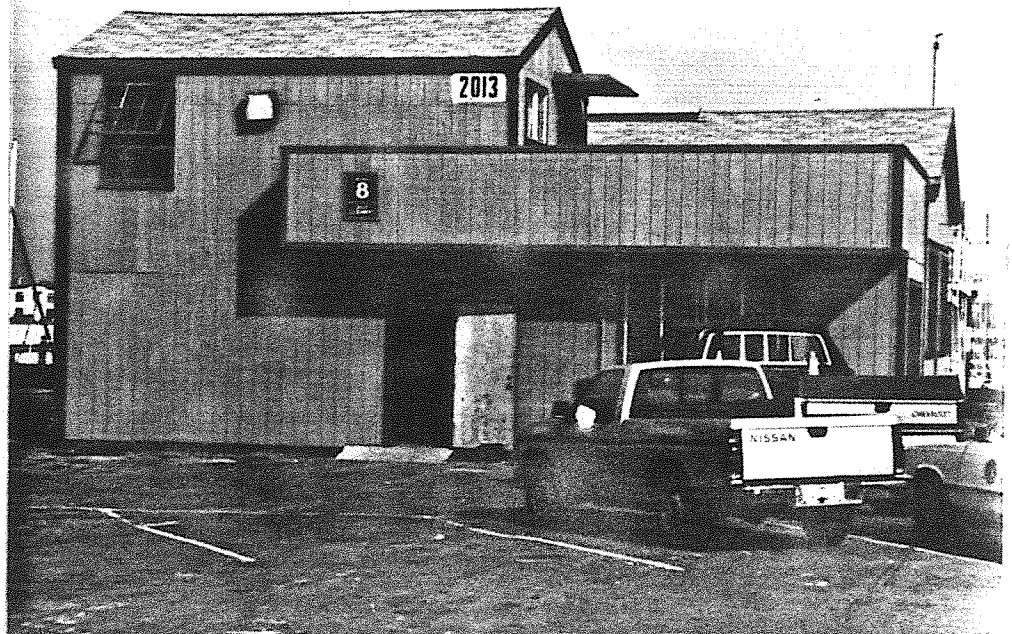
Built by the Younger Construction Company for \$26,990. From the outside, this is a "shop" in form, with a high central gabled monitor, but is a warehouse. It is a timber-framed, iron-clad, rectangular building situated along Clement.



17. UTM: 10/566320/4180910

2013 Clement Avenue (Building 8)  
ca. 1940-1942

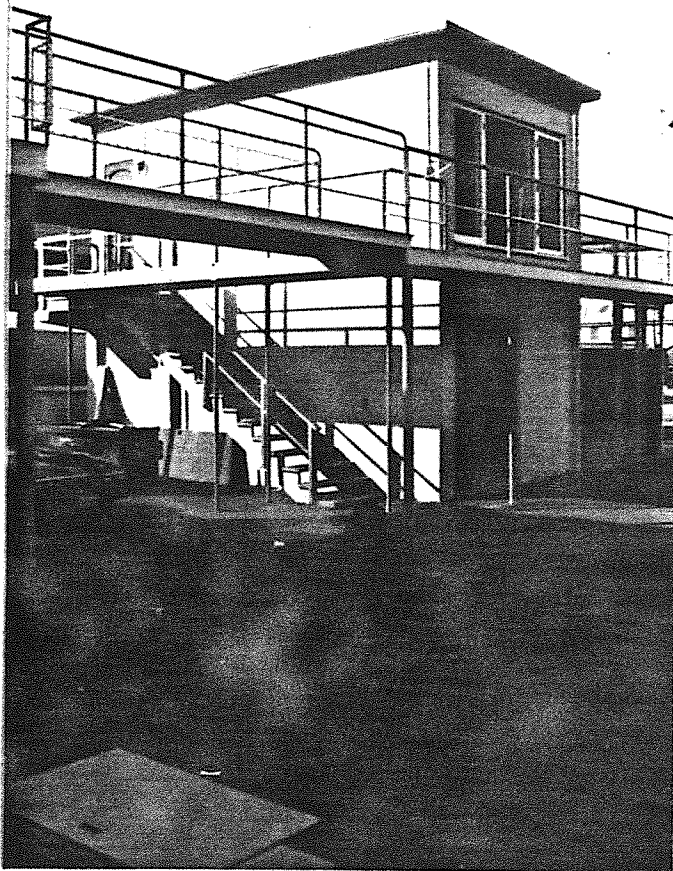
An assembly of two small gable-roofed blocks and a flat roofed garage, recently clad in new wood siding.



18. UTM: 10/566340/4180920

2015(?) Clement Avenue (Building 7)  
Watch Tower  
ca. 1940-1942

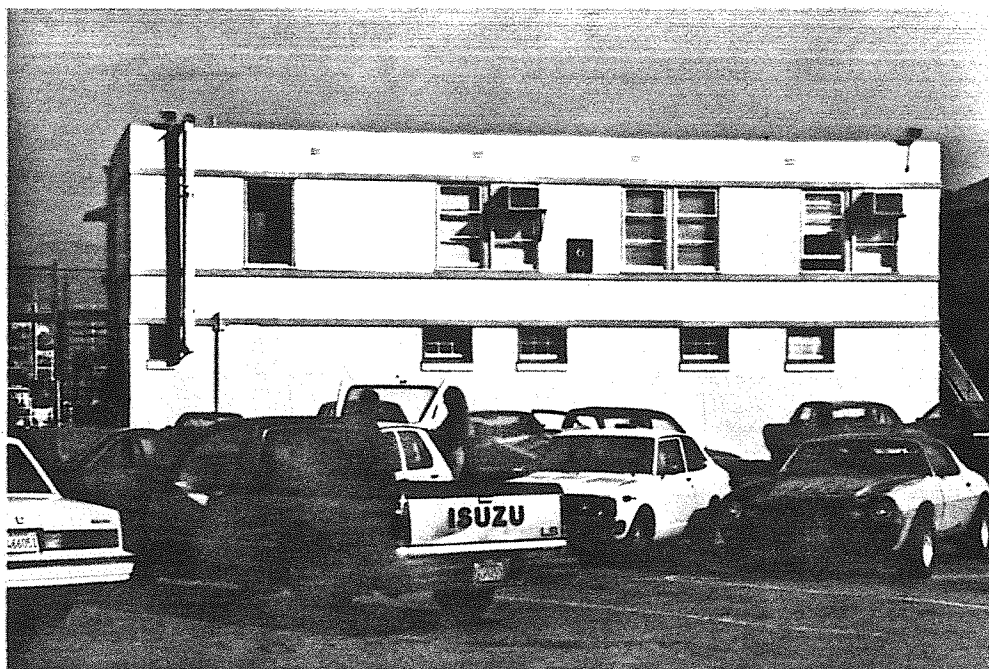
A small, 2-story, reinforced concrete building.



19. UTM: 10/566360/4180910

2019 Clement Avenue (Building 6)  
ca. 1940 - 1942

A 2-story, rectangular, flat roofed, wood frame, stucco clad building. Horizontal bands refer to the Moderne style.



20. UTM: 10/566400/4180900

2021 Clement Avenue (Building 5)  
Riggers and Machinists Storage  
ca. 1940 - 1942

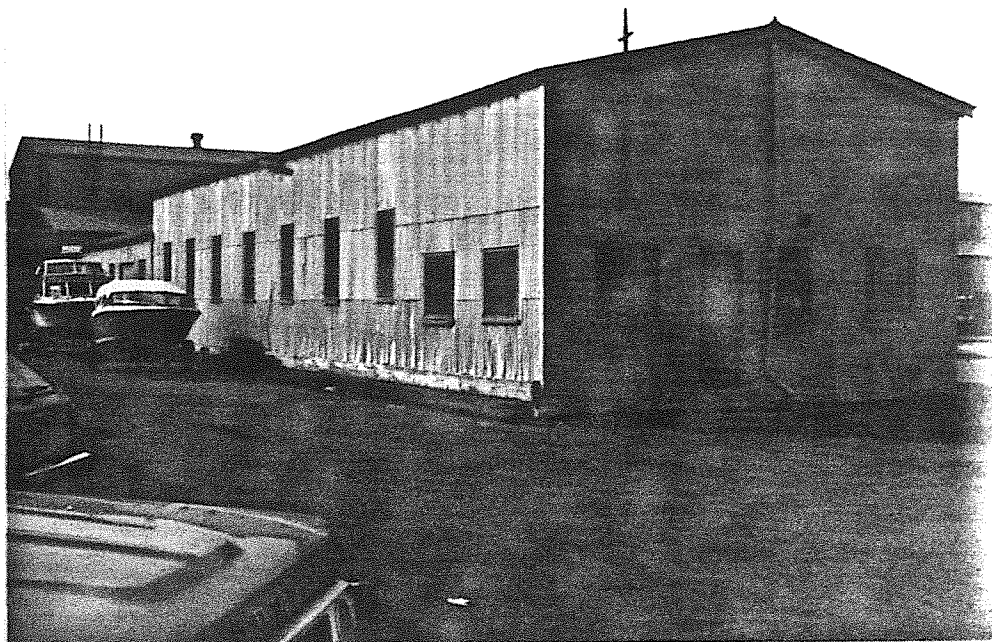
A two-story rectangular wood-frame, gable roofed building recently  
reclad in wood.



21. UTM: 10/566370/4180860

2023 Clement Avenue (Building 4)  
Plumbing and paint container storage  
ca. 1940 - 1942

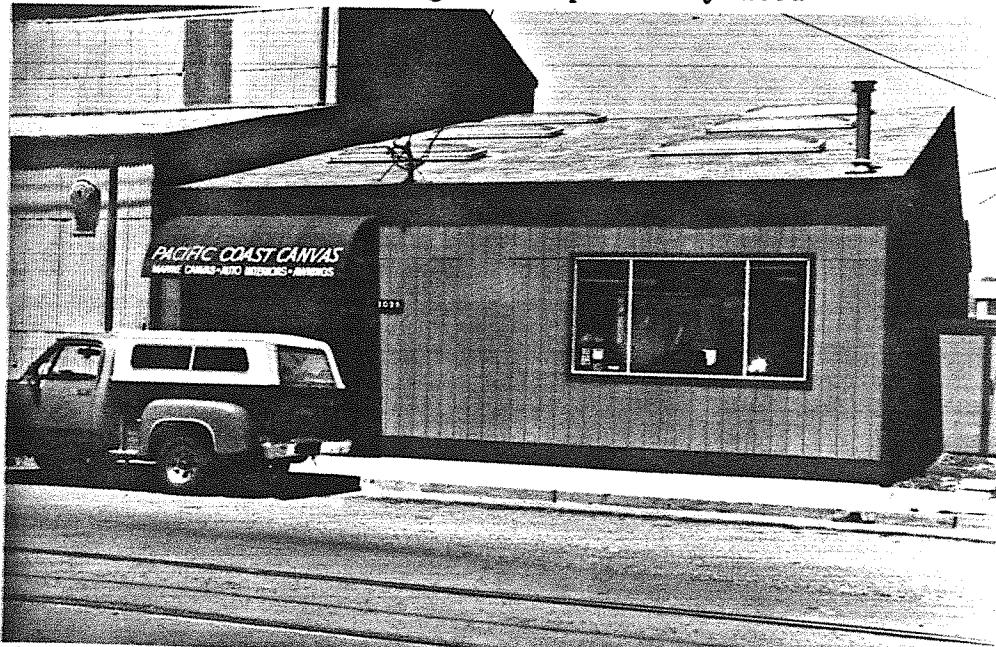
A small, one-story, rectangular, wood frame, iron clad building  
with a high section for paint containers and a low section for  
plumbing materials.



22. UTM: 10/566370/4180820

2025 Clement Avenue (Building 2)  
(now furniture refinishing)  
ca. 1940 - 1942

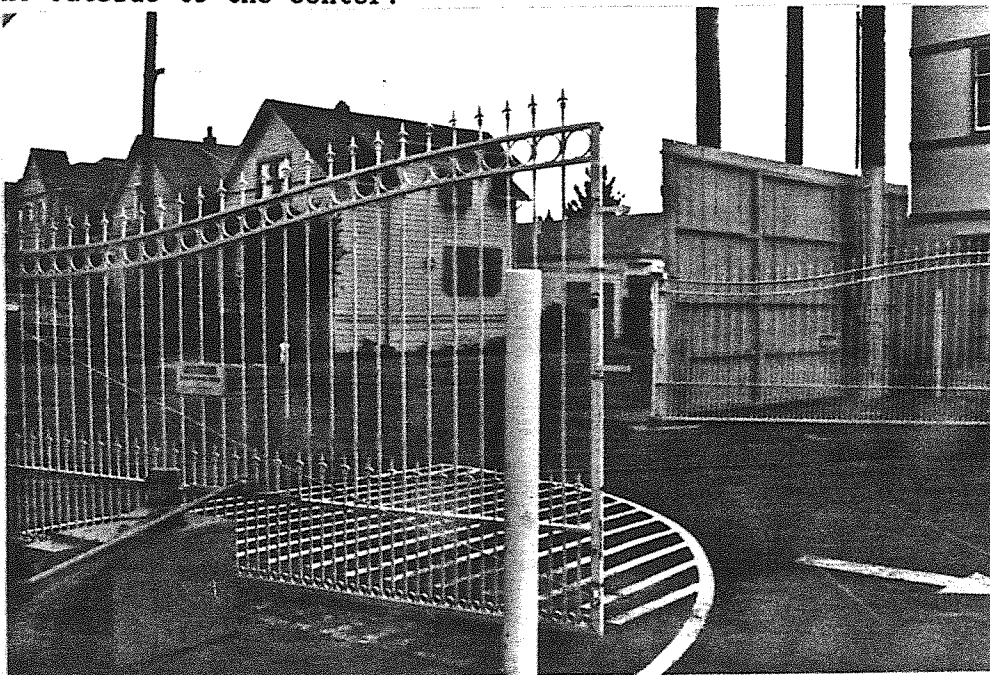
A one-story, rectangular gable-roofed building of wood frame construction. Its corrugated iron cladding was replaced by wood after about 1980.



23. UTM: 10/566120/4180950

Iron entry gates  
Date unknown

A pair of decorative iron gates that swing from each side to open at the center. The gates are made of vertical rods capped by spear points and tied laterally by horizontal rods at the base and the top. The shape of the gates at the top is a gentle curve upward from the outside to the center.



- Sanborn Insurance Company Maps, 1910, 1932, 1948, 1963.  
Alameda City Building Permits Index.  
Alameda City Directories.  
San Francisco Maritime Museum Photo Collection.  
Alameda Times Star, November 1, 1926.  
United States War Department:  
    The Board of Engineers for Rivers & Harbors, and the  
    U.S. Shipping Board. Port Series No. 12:  
    The Ports of San Francisco, Oakland, Berkeley, etc., 1927.  
Hegardt, G.B., et al, Board of Consulting Engineers.  
    Report on the Port of Oakland, September 1925.  
Thomas Brothers. Map of Alameda, 1916.  
Oakland Tribune Yearbooks, 1918, 1919, 1929.  
Advertisement, Alameda Times Star, February 26, 1919.  
"Barnes-Tibbets Shipbuilding Co.", Alameda Times Star, February 26, 1919.  
Oakland Title Insurance and Guaranty Company Map, 1926.  
Weekender, (November 21, 1964), p. 21.  
"General Engineering and Dry Dock Company",  
    Oakland Tribune Yearbook 1938, p. 137.  
"General Engineering and Dry Dock Company,"  
    Pacific Marine Review, January 1940, p.63-64.  
"A Major Industry is Restored to Alameda," Western Machinery and Steel World, (April  
    1940), p. 133.  
Advertisement, The Log, (November 1942), p.67.  
"New Floating Dock at Gedeco Yard", Pacific Marine Review, (February 1945), p.  
    82-83.  
"Expansion of Bay Area Shipyard", Pacific Marine Review, (February 1945), p. 72-73.  
"General Engineering and Dry Dock Company", The Log, 40 (July 1945),  
    p. 133-146.  
"General Engineering and Dry Dock Company Changes Hands", Oakland Tribune, (January  
    16, 1946), p.10.  
"7,500,000 Ship Yard Deal", San Francisco Chronicle, (March 22,1946),p.24.  
"Pioneer Dry Dock Company Changes Controls", Pacific Marine Review,  
    (April 1946), p. 335-340.  
"General Engineering to Close Plant Here," Alameda Public Library Clipping File,  
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