

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

# National Register of Historic Places Registration Form

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

**1. Name of Property**

Historic name: Glory of the Seas Hall, DRAFT  
 Other names/site number: Seamanship Building, U.S. Maritime Service Officers School  
 Name of related multiple property listing: n/a  
 (Enter "N/A" if property is not part of a multiple property listing)

**2. Location**

Street & number: 1231 McKay Avenue  
 City or town: Alameda State: CA County: Alameda  
 Not For Publication:  Vicinity:

**3. State/Federal Agency Certification**

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

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

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

\_\_\_ national      \_\_\_ statewide      \_\_\_ local

Applicable National Register Criteria:

\_\_\_A      \_\_\_B      \_\_\_C      \_\_\_D

<p>_____</p> <p><b>Signature of certifying official/Title:</b> <span style="float: right;"><b>Date</b></span></p> <p>_____</p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	
<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> <p>_____</p> <p><b>Signature of commenting official:</b> <span style="float: right;"><b>Date</b></span></p> <p>_____</p> <p><b>Title :</b> <span style="float: right;"><b>State or Federal agency/bureau or Tribal Government</b></span></p>	

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#### 4. National Park Service Certification

I hereby certify that this property is:

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

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

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

##### Category of Property

(Check only **one** box.)

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

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DEFENSE/ Military Facility

COMMERCE/TRADE/Organizational

TRANSPORTATION/TRADE/Water-related

EDUCATION/Schools

**Current Functions**

(Enter categories from instructions.)

RECREATION AND CULTURE/ Outdoor

GOVERNMENT/ Government office

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MODERN/Second Bay Tradition

**Materials:** (enter categories from instructions.)

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

### Narrative Description

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

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### Summary Paragraph

*Glory of the Seas Hall* is a two-story, wood-framed building set on a concrete foundation and clad in painted asbestos shingles, prominently situated on the southern shoreline of Alameda at the edge of San Francisco Bay. Occupying a site at the terminus of a north–south roadway within a peninsula-like setting adjacent to open beach and parkland, the building is oriented southward with unobstructed views across the water. Its design is uniquely conceived to resemble the bow of a ship, characterized by a rounded, demilune projection on the south façade that evokes a ship’s wheelhouse and slightly overhangs the first floor. Directly below are three evenly spaced circular porthole windows, while a continuous band of windows wraps the curved second story; the east and west elevations feature rows of rectangular windows. The structure exhibits a low, horizontal profile with clean, unornamented lines and subdued coloration—historically dark brown with areas now beige—and retains a rear gabled extension resembling a carport or boathouse, as well as a rooftop “flying bridge,” together expressing its utilitarian wartime construction and strong maritime character.

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## Narrative Description

*Glory of the Seas Hall*, historically known as the “Seamanship Building,” is located on property owned by California State Parks and managed by the East Bay Regional Park District in Alameda. The building is a contributing resource within the former U.S. Maritime Service Officers School, a World War II–era training facility constructed in 1942–1943 to prepare merchant marine personnel for service aboard U.S. vessels. The Alameda facility was one of two such officer training schools established by the United States Maritime Service during the war.

The building occupies a portion of the original 32-acre campus constructed between October 29, 1942, and January 29, 1943, by Fred J. Early, Jr. Construction of San Francisco. Construction was completed over a three-month period using a workforce of approximately 600 laborers working six days per week. The campus was developed under the direction of multiple federal agencies, including the War Shipping Administration, the U.S. Maritime Commission, and the U.S. Coast Guard, with design and construction oversight supplemented by local architects and contractors.

Original blueprint drawings for the facility, including those for *Glory of the Seas Hall*, identify Harry A. Bruno as the supervising architect. The drawings include title blocks listing both federal agencies and local contractors, reflecting the administrative structure of wartime construction projects. Bruno, a graduate of the University of California, Berkeley, was responsible for local architectural supervision of the project.

*Glory of the Seas Hall* is a one-story, wood-frame structure constructed on a concrete foundation. The building is rectangular in plan and is characterized by a flat roof. Exterior walls are clad in shingle siding originally composed of asbestos-cement shingles designed to simulate redwood. Fenestration consists primarily of regularly spaced awning windows with contrasting trim. The building’s massing, materials, and minimal ornamentation are consistent with the utilitarian design of the campus as a whole.

The architectural character of the building reflects the regional influence of the Bay Area’s First and Second Bay Tradition, associated with architects such as Bernard Maybeck, and adapted here for rapid wartime construction through the use of standardized materials and simplified forms.

Following World War II, the campus was renamed the U.S. Maritime Service Training School in 1947 and continued to operate with an expanded curriculum. Alterations were undertaken during the early 1950s under the General Services Administration to support training associated with the Korean War. The facility ceased operations in 1953 and was deactivated in 1954.

In 1961, portions of the former campus were declared surplus and subdivided. More than 20 acres were sold to private developers, while another portion was transferred to California State Parks for incorporation into Robert W. Crown Memorial State Beach. *Glory of the Seas Hall* is located within this publicly owned parcel.

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The building retains its original form, structural system, and general material character, despite minor alterations to exterior finishes and window detailing. From the *Glory of the Seas Hall*'s southern (front) side, a vast expanse of San Francisco Bay is visible, ideal for activities such as sextant training, which occurred on the flying bridge located on the roof of the building.

Its physical features continue to reflect its historic function and period of construction within the World War II-era Maritime Service training facility.

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

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

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**Areas of Significance**

(Enter categories from instructions.)

Maritime History

Military

Education

Architecture

**Period of Significance**

1943-1953

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Harry A. Bruno, F.A.I.A.

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

*Glory of the Seas Hall* is eligible for the National Register of Historic Places under Criterion A at the local level of significance for its association with efforts of the United States to train Merchant Marine officers during the Second World War and the early phases of the Cold War and the Korean War, in the areas of Maritime, Military, and Education. It is also eligible under Criterion C at the local level for its association with architect Harry A. Bruno as a locally significant example of maritime programmatic architecture.

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

The Maritime Service Officers School building, *Glory of the Seas Hall*, appears eligible for the National Register of Historic Places (National Register) due to its historical importance, and its architectural significance. No other edifice serving a similar purpose remains extant today, and very few examples of this architectural style are extant. While most of the buildings of the Maritime Service Officers School designed by Harry Bruno were designed in the Second Bay Tradition style, this building is an example of programmatic architecture, intended to resemble the bridge of a Liberty Ship.

The building possesses significance under **Criterion A** for the period 1943 to 1945 (World War II) and 1950 to 1953 (the Korean War), and **Criterion C** as a significant work by architect Harry A. Bruno in the Second Bay Tradition.

### **Criterion A**

*Glory of the Seas Hall* is eligible for the National Register under Criterion A for its association with Maritime, Military, and Education history as a training school building that was part of the Maritime Service Officers School, a training center with a unique purpose to train able bodied seamen to become Merchant Marine officers to serve on Maritime Service supply ships supporting active military wartime operations.

The school was established during the Second World War and continued operations through the Korean War. The period of significance is 1943-1953, and the property is nominated at the local level of significance. No other edifice serving a similar purpose remains extant today, and very few examples of this architectural style- particularly the “western” version of early WWII construction in the Second Bay Tradition style- are extant. The building possesses significance under Criterion A for the period 1943 to 1953, with particular emphasis on the two wartime periods of 1943 to 1945 (World War II) and 1950 to 1953 (the Korean War).

The U.S. Maritime Service Officers School in Alameda was one of only two officers training schools in the WWII era (1943-1945), and the only one during the Korean War (1950-1953). It played a critical role in training 6,513 seamen to become deck and engineering officers to command the merchant fleet. This fleet provided critical supplies to fighting ships and armies across all theaters of war in these conflicts. Long overlooked, the U.S. Merchant Marine has over time garnered more recognition, including formal recognition of Veterans’ status in 1988 and receiving as a group the Congressional Medal of Honor in 2020. Mariners experienced the highest fatality rates of any branch of service during WWII. The challenge faced by these seamen and officers was distinctive amongst service branches, in that a much-reduced crew was expected to manage a ship which would otherwise be crewed with a much larger staff in other branches such as the U.S. Navy. For example, a Liberty Ship with a crew of 50 mariners, when converted for naval use would carry a crew of over 200 sailors. Thus, the district has substantial historical significance in terms of Criterion A.

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Officer candidates at the Maritime Service Officers School engaged in an intensive 4-month program of study, oriented around two distinct tracks – Engine Room Officers and Deck Officers. Deck Officer candidates undertook significant coursework in *Glory of the Seas Hall*. The Deck Officer candidate's general curriculum included coursework in 6 primary areas, including:

**Navigation-** 10 hours per week for 16 weeks. Earth's coordinates; preliminary definitions; the compass; variation; deviation; magnetism; charts and publications; piloting; ranges; relatives bearings and run between; current sailing; three-armed protractor; lights; fog; signals; radio beacons; vertical and horizontal danger angles; plane sailing; parallel sailing; middle latitude sailing; Mercator sailing; traverse sailing; celestial coordinates and preliminary definitions; equinoctial system; the horizon system; the astronomical triangle; time and the Nautical Almanac; apparent civil and zone time; the chronometer azimuth, amplitude; the sextant; meridian altitudes; circles of equal altitude; the line of position; Ageton; longitude of computed point.

**Seamanship-** 2 hours per week for 16 weeks.

Ship Construction: Nomenclature; vessel types; bows; sterns; double bottoms; linear dimensions; breadths; depths; gross tonnage; net tonnage; under-deck tonnage; displacement; power tonnage; equipment tonnage; deadweight tonnage; draft; freeboard; loadline markings.

Tank Vessels: Cargo space; Isherwood system; pipelines; valve markings.

Rigging: Masts, booms, standing and running rigging, tackles, wire and fiber rope.

Stability: Center of gravity and buoyancy; metacentric height; trim; change of draft due to change in density.

Ships business: Log book; bell book; bill of lading; general average; articular average; manifest invoice; charters (time, tonnage); lay days; demurrage; writ of protest; entry and clearance; pratique; bill of health; bonds, articles of agreement; certificate of registry; papers for foreign voyage.

Duties of a third mate: When first joining ship; while vessel is in port; preparing to get underway; at sea.

Weather: Winds of the world; monsoons; land and sea breezes; cyclonic storms; navigation in the track of a cyclonic storm; cloud formations; state of the weather.

Tides, Current and Ice: Lunar and solar effects; tide tables; ocean currents; ice and its movements.

Ground tackle and mooring lines: Types of anchors, stowage, windlass; carrying out a kedje; tying up.

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Ship handling: Single screw and multiple screw vessel; turning circles; backing and filling; jury rigs; assisting a stranded vessel; fire at sea; collision; man overboard.

**Rules of the Road-** 18 hours, plus 5 hours of supplemental training; the classroom hours of this course did not indicate the true hours a student must devote to this subject.

Many additional hours were devoted to memorizing the law. The course covered f Rules of the Road, Inland Rules of the Road, and Pilot Rules of the U.S., most exhaustively with court interpretations.

**Instruments-** 1 hour per week for 16 weeks. Theory, principle and operation of gyro compass; basic laws and characteristics of magnetism; use and compensation of magnetic compasses; optical principal, adjustments and use of sextants; operation and maintenance of radio direction finder; taffrail log, pitometer log, Forbes log; operation of sonic depth finders; care and operation of chronometers; weather predictions by use of barometers and hygrometers; stadimeter, thermometer, psychrometer, hydrometer, anemometer, clinometer, azimuth circle, pelorus, azimuth mirror.

**Handling and stowage of cargo-** 1 hour per week for 16 weeks. Glossary of terminology and terms; legal background; records; special laws and regulations; responsibilities of carrier and the ship's officer; preparation of ship space; dunnage and uses; care of cargo at sea; damage, cause and prevention; ship stability; weight and measurement of cargo; special classes of cargo; packages, handling and stowage; heavy lifts; general commodities; bulk cargos; timber cargos; refrigerated cargos; deck stowage; petroleum cargos; dangerous goods.

**Mathematics-** 4 hours per week for 16 weeks. Arithmetic; decimal numbers; numbers with a name; averages; conversion of arc to time and time to arc; conversion of units; time, speed, and distance; powers and roots; logarithms; antilogarithms; multiple operations with logarithms; triangles and the Pythagorean Theorem; angle functions; logarithms of the functions; trigonometry; the sailings; methods of interpolations; units of measure; areas of quadrilaterals, triangles, circles, and ellipses; volume of rectangular, triangular, cylindrical, elliptical and conical solids; cargo problems; expansion of oil; fractions; transposition of formulae; ratio and proportion.

## Criterion C

*Glory of the Seas Hall* is eligible for the National Register under **Criterion C** for its association with the Second Bay Tradition Architectural style, particularly as applied to the rapid design and construction of WWII military buildings. The Second Bay Tradition is particularly unique to our San Francisco Bay Area and rooted in influential architects such as Bernard Maybeck. At the outset of WWII, many of its most noted practitioners pivoted away from residential and civil projects, in order to apply their talent to the rapid mobilization efforts at the outset of WWII. Architects such as Joseph Esherick (1946: blueprint of an addition to U.S. Maritime Officers Training School in Alameda, CA- razed), Gardner Dailey (1942: U.S. Maritime Cadet School, San Mateo, CA-razed), Carl Warnecke (1942: Atchison Village,

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Richmond, CA; 1942: Lockwood Gardens, Oakland, CA), Donald Olsen (1942: Kaiser Shipyards, Richmond, CA), Henry Hill (U.S. Army Corps of Engineers), all received contracts for war housing and mobilization. William Wurster was charged with overseeing war-housing commissions in 1942 for the Advisory Committee for the National Housing Agency and was likely influential in connecting local architects to these regional projects. Of note is an article referencing Gardner Dailey who designed the U.S. Maritime Cadet School in San Mateo, CA. This style of architecture was recognized in 1944 by the Modern Art Museum in New York and highlighted in their Built in USA:1932-1944 exhibition. The U.S. Maritime Officers School in Alameda has a strong visual resemblance to this site. Furthermore, 1956 blueprints from modifications signed by Harold A Onstad were found recently on the property. Onstad was employed by William Wurster and his associates Emmons and Bernardi. Recent research and discovery of the original drawings in the Alameda Museum warehouse have uncovered that the architect listed under the contractor, Fred J. Early, Jr. was Harry A. Bruno, a contemporary and colleague of those cited above. His resume notes supervising on-site architect of the U.S. Maritime Officers Training School, suggesting collaboration with the Coast Guard Civil Engineering Division to complete the architectural and engineering plans.

Harry A. Bruno was a notable and prolific architect, graduated from U.C. Berkeley in 1932, and received the highest distinction of “Fellowship” by the American Institute of Architects. According to the A.I.A., Fellowship status is awarded when an architect “has a body of work and contributions to the profession and society that they are elevated to the college.” Harry A. Bruno was also designated President of the East Bay Chapter of the A.I.A., and his membership file includes references from the Governor of California (Ronald Reagan) as well as several other respected architects such as Vincent Raney, Vernon DeMars, Don Hardison, Henry Wright, Lee Stuart Darrow, and others, hence demonstrating strong support of his work.

Two of his residential projects are associated with nominations for the National Register: Patrick Rodgers Farm, 315 Cortsen Rd. Pleasant Hill, CA (residence of author Alice Tisdale Hobart- the architect of the 1938 house on original property was previously unknown), and the Stanley Dollar Residence in Walnut Creek, CA (according to the nomination, Bruno designed the Junior house as a smaller copy of the earlier Senior house, lending credence he may have designed earlier house as well).

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

Builder, Fred. J. Early, Jr., 1927 graduate of UC Berkeley Engineering, was commissioned to construct defense housing projects between 1941-1942 in San Diego (2000 units and 500 units) and Moffett Field, Sunnyvale, and while working on the U.S. Maritime Officers School in

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Alameda, was recognized and recruited by the Navy to join the Construction Battalion efforts. This led to his participation in the 29th C.B., 81st C.B., and then 114th C.B., planning and supervising the reconstruction of the original assault beaches in Normandy. He designed and constructed floating Rhino piers at LeHavre, a substantial contribution considered of “the highest order” by the U.S. Navy. He was selected to join a special forces mission under C.B.M.U. to join the Third Army in General Patton’s strategy of the crossing of the Rhine. For these efforts, he was honored with both the Croix de Guerre silver-gilt star from the French government, and the Bronze Star Medal from the U.S. Navy. His engineering and design skills are clearly commendable, and the U.S. Maritime Officers School, under his leadership of managing 600 employees for the project, is a rare existing example that led to his future war contributions. He was also the builder of the San Rafael-Richmond Bridge, Folsom Dam, Lincoln High School (SF), and both the Montgomery St. and Oakland 12th St. BART stations.

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

### **Architecture, Planning and Construction**

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

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

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700 and 800 series standard plans developed by the Army in 1940 and 1941 provided an example of economical, rapidly buildable buildings.

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

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

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

In the Bay Area, there was already a developing regional version of modernism, exemplified in the work of William W. Wurster and others. This work softened the imagery of machinery and technology of the Europeans with colors and materials that harmonized with the California landscape. Harry A. Bruno graduated from U.C. Berkeley in 1932 and was likewise influenced by his mentors and peers. Vernon De Mars served as a reference when he obtained membership in A.I.A. in 1945. Harry A. Bruno's designs are characteristic of the Second Bay Tradition architectural movement, incorporating low profile designs that blend seamlessly into the landscape. The U.S. Maritime Officers Training School was one of his earliest projects, and its intentional design that mimicked redwood asbestos-shingles painted brown is an early indication of this inspiration. The use of continuous ribbon windows framed in a stark-contrast white that pushed outwards further exemplifies the modern airiness of the space, inviting the natural Bay breeze to inspire the mariners who trained there. His residential projects throughout the East Bay in prominent neighborhoods such as Piedmont, Oakland and Berkeley hills demonstrate a continued strong connection to natural materials and respect of the landscape. For the breadth and depth of his significant contributions to both institutional maritime and residential architecture, he was later elevated to the Fellowship distinction in 1972.

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## SEVEN ASPECTS OF INTEGRITY

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

Guidelines used in the analysis below are based on the U.S. Army Corps of Engineers, "Guidelines for Documenting and Evaluating Historic Military Landscapes: An Integrated Landscape Approach: (USACE 2009). Also informing this is a four volume "California Historic Military Buildings and Structures Inventory" (USACE 2000, Vol I-IV).

### Location

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

Textual records indicate that the level 32-acre building site, which included a peninsula jutting out into the San Francisco Bay, made it ideal for constructing a sizable maritime campus. There was enough acreage to erect twenty-five buildings, including several barracks and separate buildings dedicated to varied aspects of skilled instruction. Also, its bayside position added the ability to conduct necessary water-based training, including activities occurring from the vantage point of a ship's bridge looking across a body of water - as with *Glory of the Seas Hall*.

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

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

The area surrounding *Glory of the Seas Hall* retains a high degree of integrity also, in terms of scope and scale. McKay Avenue, oriented north-south, was created and named during the USMS Officer School's construction and still exists in its original form. McKay was the central axis around which the entire campus was built and also served as a staging area for drills and

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formations. Today, as you proceed south on McKay looking west, you pass the Barracks, standing just as they did for the officer candidates as they got off the bus in 1943. As you proceed south on McKay past the Mess Hall, no non-contributing structures are visible in the district, and open space replaces where any demolished buildings once stood. Finally, you arrive at the end of McKay with the Red Cross Infirmary building on your left (repurposed as a Regional Park visitor center) and the once state-of-the-art *Glory of the Seas* on our right, forming a gateway to the location of the school's water-training facilities on the Bay. The School campus' southern end remains unencumbered by any development and only lacks the school's wharf and training equipment.

Views south from *Glory of the Seas Hall* lead uninterrupted to the Bay, thus retaining its original integrity established during a significant and historical period of rapid WWII war-mobilization, specific to Merchant Marine officer training.

### **Design**

The design of *Glory of the Seas Hall* at the U.S. Maritime Officers Training School reflects a distinctive surviving example of California military architecture, influenced by the local Second Bay Tradition. The building was laid out with thoughtful intention, specific to maritime training, as evidenced by its structural shape and direct relation and orientation to the San Francisco Bay. In this respect it is similar to the *USS Recruit* – affectionately known as “*Neversail*”- a landlocked “dummy” ship used for training US Navy personnel in San Diego, CA. The *Glory of the Seas Hall* is one of many campus buildings named after Clipper ships, an inspirational nod to maritime legacy and visual resonance of the purpose of officer candidates' 4-month training mission.

The building retains integrity of design with expansive horizontal modern lines, a prominent bow-shaped roof overhang enclosing a demilune-shaped wheelhouse, and repeating continuous ribbon awning windows, a stylized and unique pattern, that allowed both air and light to flow freely into the instructional spaces. The foundation was built with Portland cement, appropriate for an earthquake area. The exterior asbestos shingles are original, a faithful reminder of rapid and durable construction materials that were readily available during wartime. The original white wooden framed windows were replaced in the 1960s, but the visual design elements and integrity and style were retained. The paint color, originally dark chestnut brown to represent natural redwood shingles, was subsequently painted beige on the second story, though remains dark brown on the first story. Perhaps most significantly, the building retains its demilune-shaped second story on the southern elevation (location of a wheelhouse) and three original porthole windows below with fixed sashes, designed specifically to look like the prow of a ship, conveying special maritime historical feel and association.

### **Setting**

*Glory of the Seas Hall* sits on a small peninsula astride the San Francisco Bay, which formed an integral part of the purpose of the buildings (training mariners to become ships' officers, thus requiring immediate proximity to water for many activities). Beaches to the south and east, and

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an open field adjacent to the beach—still present today—provide a visual reference that a reserved space was utilized for training purposes. When standing in the middle of this adjacent field (used for recreation such as for softball when the school operated), one finds the War Memorial Monument, thus endowing a sense of the expansive scale of the campus as it was in 1943. From the *Glory of the Seas Hall's* southern (front) side, a vast expanse of San Francisco Bay is visible, ideal for sextant training which occurred on the flying bridge located on the roof of the building. The suitability of this location for maritime training is unmistakable.

### **Materials**

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

### **Workmanship**

*Glory of the Seas Hall* maintains subtle yet significant elements of workmanship specific to rapid wartime construction methods, and retains integrity as illustrated by the aesthetic modern and streamlined principles of the historic time period. The aesthetic principles of the Second Bay Tradition are strongly evidenced, including the painted dark brown asbestos shingles, as an inherent reminder of the fusion between the natural and the built environment. *Glory of the Seas Hall* was expertly crafted to serve an unusual and specific purpose. The modern application of technological practices coupled with the aesthetic principles central to the mission and purpose of the training school, acknowledges evidence of workmanship within the constraints specific to rapid war mobilization and the materials available.

### **Feeling**

*Glory of the Seas Hall* meets the "Feeling" aspect of integrity in several ways. The proximity to the San Francisco Bay immediately places the visitor in a maritime landscape. The salty air and bay breeze are relatable elements, and the estuarine reserve with migratory birds are reminders of the sensitive marine environment, susceptible to change. The well-designed "timeless" building lives in harmony with the landscape and is uniquely designed and constructed for a bespoke purpose- to resemble the bow of a ship for seamanship and navigational training purposes, and

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rests at the terminus of the tree lined street, overlooking the bay waters. It stands out with its porthole windows and curved façade. The upper story's wheelhouse places the visitor at an elevated vantage point, an expansive view in all directions, offering an opportunity to feel as if one is on a ship.

Across the street to the east, the low-slung Infirmary welcomes the injured - not requiring them to climb too many steps to seek assistance. The visual distance to the War Memorial Monument beyond that further west, serves as a reminder of the expansive campus, allowing the visitor to imagine the officer candidates enjoying an afternoon game on the recreational field or a celebratory victory picnic. The main street, McKay Avenue, retains the original shape and sidewalks, directionally oriented to the bay, and feels intimate and private. One can get a sense the scale of the hundreds of officer candidates lined-up on a daily basis, assembled in orderly formation, filling the space with purpose and intention.

### **Association**

*Glory of the Seas Hall* retains association with its mission and purpose in several ways. Since its exterior has changed very little since it was built over 80 years ago, its keen resemblance to a ship's bow and bridge are apparent even to the casual observer. The building is named after famed shipbuilder Donald McKay's last work- his final merchant sailing vessel constructed in 1869, which was mostly based out of San Francisco over the course of its 53 years of service. *Glory of the Seas Hall* enjoys strong association with hands-on maritime training. The proximity to the San Francisco Bay, its unusual design for a bespoke functional purpose, and WWII-era construction contribute to a strong association of the structure with its original purpose and historical significance.

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

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

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

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

With the growing wartime demand for trained maritime officers, the constricted Government Island facility was deemed inadequate. In August 1942, the War Shipping Administration

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authorized Commander Alfred G. Ford, USNR, superintendent of the Government Island school, to conduct a survey of other potential school sites in the region. After surveying a number of locations in northern California, Ford recommended purchase of a site on San Francisco Bay about one mile from Government Island, on the south shore of the island city of Alameda.

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

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

Construction began on October 29, 1942, and was 90 percent finished when the school first opened on January 29, 1943. The remaining construction was virtually completed in time for the formal dedication the following summer. Cost of construction when the facility was dedicated was approximately \$2 million. The Fred J. Early Jr., Co. of San Francisco served as the general contractor, with Harry A. Bruno listed on the original blueprint cover page as the architect. Collaboration between Early, Bruno and Coast Guard Engineering in Washington resulted in rapid efforts to design and construct the campus.

The Maritime Service Officers School was designed in the style of Joseph Esherick, Gardner Dailey, Eldridge T. Spencer and John Carl Warnecke—prominent architects who were very active in west coast military construction at the time. Gardner Dailey designed a similar but smaller U.S. Maritime Cadet Training School in nearby San Mateo in 1942 (now razed) with brown shingled exteriors that blended into the landscape complemented by canopied walkways. Textual records from the San Mateo school indicate collaborative correspondence between the War Shipping Administration, U.S. Maritime Commission, Coast Guard Engineering, and local contractors and architects to bring the project into fruition. In a likely similar process, the Alameda campus for officer candidates would have required close collaboration amongst all parties. Records from the U.S. Government Fiscal Report indicate that the U.S. Coast Guard had only one architect and one associate architect on staff in both 1942-1943, further suggesting the need to hire local architects and engineers to help design and supervise rapid mobilization projects which were then sent to Washington D.C. to be approved and blueprinted. This explains

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why some of the architectural blocks from the original blueprints of the building include both the name of the governing agency in the upper field, and the name of the local contractor firm in the lower field. The contractor of the U.S. Maritime Officers School, Fred. J. Early, Jr. hired Harry A. Bruno as the local supervising architect, and had previously employed him to build his personal residence in 1936.

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

The school's larger buildings were named for famous 19th-century clipper ships: Flying Cloud Hall (administration buildings), Shenandoah Hall (gymnasium/auditorium), Westward Ho! Hall (indoor pool), Red Jacket Hall (ship's service store), Savannah Hall (engineering building), Daniel Webster Hall (academic building), Challenge Hall (night-vision room), Celestial Hall (anti-aircraft training building), *Glory of the Seas Hall* (seamanship building/boathouse), Palmyra Hall (equipment building/garage), Sovereign of the Seas Hall (mess and galley), Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, Lightning halls (barracks), and Yosemite Hall (firehouse). Red Cross Hall (infirmary) was the only building not named for a ship.

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

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

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superintendency of the maritime school on Hoffman Island, New York, would retain command of the Alameda facility until its closure in 1953.

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

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

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

Engine-room instruction, which dealt with the construction, operation, and maintenance of various marine propulsion systems, was concentrated in the engineering building (Savannah Hall) at the north end of the campus. In this building were laboratories with working and cut-away models of diesel engines, reciprocating steam engines, turbines, pumps, refrigeration units, and boilers. Students learned to fabricate and repair engine parts in a machine shop equipped with lathes, power saws, mills, and welders. The school's heating plant, located at the west end of the building, served a pedagogic role as a functioning display boiler. Engineering students were also required to take classes in mathematics, physics, chemistry, thermodynamics, metallurgy, and mechanical drawing.

The deck officer's course emphasized all aspects of seamanship not specifically related to the engine room. Among the subjects taught were navigation, ship handling, cargo handling, signaling, convoy procedure, elements of ship construction, and maritime law and regulations. The training of deck officer candidates took place in a cluster of buildings and outdoor facilities at the south end of the campus. Classroom instruction and lectures were given in the academic building (Daniel Webster Hall). The distinctive, bow-fronted seamanship building (*Glory of the Seas Hall*) was the deck student's version of the engineering laboratories. On the upper floor overlooking the bay was a mock-up of a ship's bridge equipped with a steering wheel, magnetic compass, gyro-repeater, chronometers, radio direction finder, chart tables, intercom telephone,

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engine-room telegraph, and a fire detection system. Atop the building was a flying bridge with binnacle, pelorus, and signal-flag mast. The school's 12 lifeboats, two rafts, and launch were stored on the ground floor of the building.

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

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

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

Of the more than 6,000 officers graduated from the U.S. Maritime Officers School at Alameda during World War II at least 51 were lost at sea in hostile action. A memorial in the form of a concrete stylized obelisk, designed by officer school artist, Vale Wright in 1945, was erected on

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the school grounds shortly after the war. Funds for the war memorial monument were raised by officer candidates at the Maritime Station. It reads: "In Memory of the Graduates of the Station Who Gave Their Lives In the Service of Their Country, 1941-1945."

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

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

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

### **Recent History of the Site**

On November 30, 1957, the deactivated Alameda facility was formally declared surplus property by the Maritime Administration. The reasons cited for this action were the cost of maintaining the site and the failure to find a tenant. The General Services Administration (G.S.A.) assumed responsibility for the facility and began the dual process of securing tenants and disposing of property for which no tenants could be found. By 1959, G.S.A. had inventoried and appraised the site in three separate parcels: a 7.6-acre parcel west of McKay Avenue (including a small parcel east of McKay), containing most of the school buildings, a 7.4-acre parcel east of McKay Avenue and north of the greensward, containing several large school buildings, and an approximately 92-acre parcel with relatively few large buildings, comprising the remainder of the upland (about 17 acres) and all of the tideland (about 75 acres). The 7.4-acre and 92-acre parcels were sold in 1961, a 7.6-acre parcel remained under federal ownership and was known as the Alameda Federal Center. In 2015, the G.S.A. sold the southern parcel to East Bay Regional Parks (3.9 acres) and retained the northern parcel (3.7 acres). In 2023, the G.S.A. conveyed a portion of the northern parcel (1.1 acres) to a non-profit under the McKinney-Vento Act.

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

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

Robert W. Crown Memorial State Beach includes most of the former school site east of McKay Avenue together with a triangular parcel west of the street, lying south adjacent to EB Parks land. On the property when the State acquired it were 19 buildings, mostly sheds, associated with the former school. Six of the buildings, however, had been integral to the school. West of McKay Avenue stood the seamanship building/boathouse (*Glory of the Seas Hall*), the night-vision classroom (Challenge Hall), and the anti-aircraft/planetarium building (Celestial Hall). The principal buildings east of McKay, fronting on the street from north to south, were the firehouse (Yosemite Hall), the ship's service store (Red Jacket Hall), and the infirmary (Red Cross Hall). Four of these six buildings--the night-vision classroom, the anti-aircraft/planetarium building, the firehouse, and the ship's service store--were demolished in the mid-1960s by the State of California. Two buildings are still standing: the largely intact seamanship building, which serves as park offices and storage for the adjoining service yard, and the infirmary, which was remodeled by EBRPD in the 1970s as the Crab Cove Visitor Center (the building also houses a ranger's residence and the EBRPD's system wide exhibit laboratory).

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

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The current approximately 2.5 acres of the northern parcel (previously 7.6 acres) retained by the federal government, known since the mid-1960s as the Alameda Federal Center, has been administered by the General Services Administration since 1959. (The formal transfer of title and jurisdiction, from the Department of Commerce, Maritime Administration, to the General Services Administration, Public Buildings Service, occurred on June 29, 1962.) The Alameda Federal Center includes within its boundaries most of the larger buildings that comprised the U.S. Maritime Service Officers School Training Station. These consist of the Mess and Galley, or Sovereign of the Seas Hall, three barracks—Young America, Hurricane, Golden Light. Extensive interior alterations were first undertaken in 1968-69. Most windows were replaced with aluminum sash in 1986. Five barracks, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Palmyra Hall were demolished by the G.S.A. in 2007. The southern parcel owned by East Bay Regional Parks, 3.9 acres, includes one of the remaining barracks, Lightning Hall. EB Parks demolished Daniel Webster Hall in 2017-2018. In December 2023, the engineering building (Savannah Hall) and five small equipment buildings were demolished by non-profit developer Alameda Point Collaborative.

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

Tenants since the late 1960s have included a wide variety of agencies, bureaus, and offices of the Departments of Agriculture, Commerce, Defense, Interior, and Treasury. All branches of the military--Army, Air Force, Navy, Marine Corps, and Coast Guard--have maintained recruiting stations or other functions at the Alameda Federal Center. While most buildings were occupied by offices, the engineering building had a specialized use as a laboratory since the late 1960s. The Environmental Protection Agency operated a laboratory there until 1979 to monitor air and water pollution in Federal Region IX (the western United States and Pacific islands). In the 1980s, the engineering building was occupied by the Department of Agriculture's Western Laboratory.

The most dramatic events in the history of the Alameda Federal Center have been associated with the Bureau of Indian Affairs (BIA), a tenant in Young America Hall from about 1968 to about 1980. On separate occasions, BIA's Alameda office was picketed, occupied, and bombed. In June 1968, 20 Indians from 12 tribes marched in front of the bureau's offices and distributed leaflets denouncing BIA policies. In March 1970, the BIA offices were occupied for seven hours by a group of Indians led by Richard Oakes, one of the leaders of the Indian occupation of

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Alcatraz. Finally, in the early morning of June 27, 1975, a bomb blast caused considerable damage to the BIA offices. A group calling itself the New World Liberation Front claimed credit for the bombing.

The site's recent physical history can be summarized as follows. The U.S. Maritime Service Training Station, Alameda, postwar successor to the U.S. Maritime Service Officers School, was deactivated in 1954 and declared surplus in 1957. The campus remained intact until 1961 when G.S.A. disposed of most of the property to two outside owners, keeping 7.6 acres of the original 32-acre upland campus under federal ownership. Most major school buildings and structures beyond the boundaries of the Alameda Federal Center and East Bay Regional Parks properties were demolished between 1961 and c.1985. In 2023, the engineering building and five storage structures were demolished shortly after conveyance by the G.S.A. to a non-profit developer. The Seamanship building/boathouse (*Glory of the Seas*), the Infirmary (Red Cross Hall), and the War Memorial Monument, were retained within Robert W. Crown Memorial State Beach and managed by East Bay Regional Parks. East Bay Regional Parks also owns one of the barracks buildings. The G.S.A. retains three barracks and the mess hall. The landscaped area east of McKay Avenue and the original southern shoreline also survive as parkland.

### **SUPPORTING PARAGRAPHS-HISTORICAL CONTEXTS**

The *Glory of the Seas Hall* was one of 25 original buildings designed for the U.S. Maritime Service Officers School, a training facility for merchant mariner officers to lead the Liberty and Victory ships during WWII. There was only one other such training school at that time at Fort Trumbull, CT, which has no remaining physical evidence from this period. Over 6500 officers were trained in Alameda during 4-month intensive courses, after which graduates were immediately dispatched for duty. During the Korean conflict (1950-53) the training facility in Alameda was the only officers' school to offer this unique training curriculum. After the school officially closed in 1957, the *Glory of the Seas Hall* was transferred to the State of California in 1963. The *Glory of the Seas Hall* sits on a parcel adjacent to the San Francisco Bay on Crown Memorial Beach land owned by the State of California and managed by East Bay Regional Parks.

*Glory of the Seas Hall* is a distinctive example of a WWII purpose-built training facility specific to seamanship training. The building was constructed with concrete foundation, wood-post framing and asbestos shingles. The architectural design is an example of the Second Bay Tradition style. Significant features include a rounded, demilune shaped "wheelhouse" on the south elevation overhanging the first story, replicating the shape of a ship's prow, location of the bridge. Three porthole windows are found immediately below the wheelhouse, on the first floor. These features were all present when the training facility was in use, and are still there today. The *Glory of the Seas Hall* has not been relocated and retains its historic visual integrity. While an expansion of the island of Alameda occurred to the east of the site in 1955 ("South Shore"), as well as landfill to the west of the original peninsula, this structure is still as close to the waters of the San Francisco Bay today, as it was in 1942.

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

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

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

Federal involvement with merchant marine personnel began slowly. In 1891, Congress established standards for officers on merchant ships carrying U.S. mail. By 1907, federal shipping commissioners were appointed in port cities to operate recruiting offices for merchant seamen. On March 4, 1911, federal aid was first provided for training of the merchant marine by congressional support of the state maritime schools. In 1920, the U.S. Shipping Board (established in 1916) attempted to establish training stations for inexperienced seamen on the east coast and the west coast, but the program died. Despite these efforts, the performance of the American merchant marine during World War I was unfavorably compared to those of almost every other country involved. This was followed by a scandal involving ocean mail contracts investigated by the Black Committee in 1928, and by the disasters of the ships Morro Castle and Mohawk in 1934, in which many people died. The merchant marine was implicated in each of these difficulties.

### **The United States Maritime Service**

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

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of well-equipped, American-built ships and that it be "manned with a trained and efficient citizen personnel." Thus, the Merchant Marine Act covered a wide range of maritime issues including the training of maritime personnel.

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

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

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

## **World War II**

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

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Officers' schools would be at the existing training stations at Fort Trumbull, Connecticut and at a relocated station in Alameda, California. Fort Trumbull was already located in a long-established facility, but Alameda would move from Government Island to a new campus, opening in 1943. Unlicensed seamen's schools would be at existing stations at St. Petersburg, Florida and Hoffman Island, New York, at a large new station at Sheepshead Bay, New York, and at Avalon, California on Santa Catalina Island which was a relocation of the earlier station at Port Hueneme. The unlicensed schools all opened by the end of 1942. Radio schools were established at the existing stations at Gallups Island, Maine and Hoffman Island, New York. Upgrading schools for advancing in rank were established in San Francisco (at 1000 Geary Street and at San Francisco Junior College), New York, Seattle, New Orleans, Baltimore, Boston, Wilmington, California, and Portland, Oregon. Specialist schools were established in the following areas: for turbo-electric and high pressure turbine propulsion in Syracuse, New York, Chester, Pennsylvania, and at the Marin Shipyard in Sausalito, California, for signaling in San Francisco (1000 Geary), New York, and New Orleans; for barrage balloons in New York and San Francisco (1000 Geary), for river pilot training in Saint Louis, for diesel engines in Milwaukee, for high pressure geared turbines in Baltimore and Richmond, California (at the Kaiser shipyards). Maritime Service Centers in New York and San Francisco (1000 Geary) were the sites of many specialty schools and other activities. The U.S. Maritime Institute, established in New York City in January 1944, provided correspondence courses for seamen.

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

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

### **After the War**

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

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

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

By 1950, unemployment among merchant marine personnel had reached its peak. On May 24, 1950, under Reorganization Plan 21 of 1950, the U.S. Maritime Commission was abolished. Some of its programs were transferred to the Federal Maritime Commission, and others,

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

### Historical Architectural Context

*Glory of the Seas Hall* was designed as a functional/utilitarian building to train officers in navigation and seamanship skills to prepare for wartime activity. In this respect, principles in its construction are similar to those used to construct a slightly later vessel – the USS *Recruit*. It was also intentionally conceived within the context of a modern movement of architecture- the Second Bay Tradition.

The landlocked training vessel *USS Recruit* (“*Neversail*”) at the Naval Training Center in San Diego was designed as a full-scale, non-operational simulation of a Gearing-class destroyer to train Navy personnel through spatial fidelity and procedural realism. Replicating the deck layout, superstructure, and circulation systems of an active ship, it also omitted propulsion and below-waterline components. This allowed recruits to practice seamanship, watchstanding, signaling, and damage control in a controlled environment. Its design emphasized immersive, hands-on training alongside efficiency and standardization, enabling large numbers of trainees to cycle through repeatable drills, thereby preparing them for shipboard service with both familiarity and discipline.

The **Second Bay Tradition** emerged in the San Francisco Bay Area during the 1930s as a regional reinterpretation of Modern architecture, rooted in earlier Arts and Crafts principles and shaped by a strong environmental sensibility. The Bay Region architectural tradition is best understood as a sequence of loosely defined phases, with the Second Bay Tradition developing out of the earlier First Bay Tradition (c. 1880s–1920s). The First Bay Tradition emphasized handcrafted construction, asymmetrical forms, and the use of natural materials—particularly redwood. This philosophy sought harmony between architecture and the Northern California landscape. This earlier movement, influenced by figures such as Bernard Maybeck and Joseph Worcester, established a regional ethos that prioritized simplicity, site responsiveness, and a close relationship between built form and nature, forming the conceptual foundation for later developments.

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The Second Bay Tradition synthesized this Arts and Crafts inheritance with the formal and spatial innovations of European Modernism. Architects such as William Wurster, Gardner Dailey, and Joseph Esherick reinterpreted Modernist principles—clean lines, cubic volumes, and functional planning—through the lens of local materials and environmental responsiveness. The result was a hybrid architectural language that rejected both academic historicism and the more rigid expressions of the International Style. Instead, Second Bay Tradition buildings emphasized volume over ornament, modest scale, and an informal, “woody” aesthetic, often employing redwood cladding, post-and-beam construction, and a careful integration of structure and landscape. This synthesis produced what has often been described as a distinctly regional modernism.

Characteristic features of the Second Bay Tradition include flat or low-pitched roofs, wide overhangs, extensive use of glass, and open, flexible interior plans that promote indoor-outdoor living. Buildings were typically sited to respond directly to topography, vegetation, and views, reinforcing the idea that architecture should function as an extension of the natural environment. Despite their often simple or understated exterior appearance, these structures frequently exhibit sophisticated spatial organization and detailing, reflecting a high level of design refinement beneath an intentionally modest architectural expression.

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"Medal Awarded Son of Early," May 6, 1945.  
"Alameda Maritime School's Fate Rests with Congress," March 24, 1947.  
"Maritime School Closing Urged," July 13, 1947.  
"Home Design Lecture," May 27, 1949, P. 83.  
"New Planetarium to Aid Training At Maritime Station," Dec. 12, 1950.  
"Architects to Hold Forum Panel Monday," April 1, 1953, p. 12.  
"Congressman Miller Protests Closing of Maritime School," Oct. 21, 1953.  
"Alameda Fights for U.S. Maritime School," Oct. 28, 1953.  
"Fate Of Maritime Schools to Be Aired At Washington," Nov. 19, 1953.  
"U.S. Maritime School in Alameda Closes Tonight," Jan. 31, 1954.  
"A Chi O's Move to New Home," April 24, 1955, p. 97.  
"Ruling Asked on Training School," July 31, 1955.  
"Clubhouse Plan Faces Defeat," May 18, 1956, p. 32.  
"Banquet Hall Plans Approved," June 19, 1956, p. 33.  
"Alameda Seeks Idle U.S. Academy," Oct. 15, 1957.  
"Alameda Maritime School Held Surplus, Ordered Sold," Dec. 1, 1957.  
"Maritime School Park Proposed," March 9, 1958.  
"Walk of the Town," Jan. 16, 1958, p. 25.  
"Former Marine Center Valued at \$1,745,000," Aug. 14, 1959.  
"Alameda Will Pass UP Station--Now," Feb. 3, 1960.  
"Maritime Station Bids Submitted," June 30, 1960.  
"G.S.A. Receives Six Bids for Defunct...Station," October 20, 1960.  
"Apartments To Cover Fabled Playground," Feb. 5, 1961.  
"New Neptune Beach Takes Shape." Feb. 5, 1961.  
"Board Backs Boatel Plan for Estuary," Feb. 7, 1961. p. 23.  
"Sea Food Grotto Plan Approved," Nov. 17, 1964. p. 9.  
"Halfway House for Alameda," Jan. 31, 1967.  
"Alameda's Seaside Celebration," June 9, 1967.  
"12 Indians Arrested in Alameda Protest," March 24, 1970.  
"Harry Bruno Named President of Oakland Chamber of Commerce," June 16, 1970. p. 13.  
"Bruno Elected Fellow by A.I.A." April 23, 1972. p. 65.  
"Blast Rips Bay Indian Bureau," June 27, 1975.

**San Francisco Chronicle**

"School For Seamen," Jan. [-] 1948.  
"Maritime School Shuts November 30," Oct. 20, 1953.  
"Something's Afoot in Oakland," July 10, 1977.

**San Francisco Examiner**

"Training School for U.S. Seamen" (Shipping News), Sept. 2, 1938.  
"Alameda Site for New U.S. Navy School," Sept. 15, 1942.  
"Storage Walls for Space," April 19, 1953. p. 51.  
"Gets Full Sun," May 3, 1953.  
"Build In Your Television Set," Oct. 25, 1953. p. 59.

Alameda, California

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Glory of the Seas Hall

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Name of Property

"California Spring Garden Show--'Vacation in the Redwoods',"

April 25, 1954. p. 53.

"Elegant Piedmont Living," October 15, 1995. p. 126.

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

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

**C. ORAL HISTORIES**

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

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

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

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

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

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

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

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

[media.loc.gov/vhp/audio/afc2001001\\_054283\\_sr0001001.mp3](https://stream-media.loc.gov/vhp/audio/afc2001001_054283_sr0001001.mp3)

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

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

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

American Merchant Marine Veterans, assistance from Sheila Sova.

California State Bakersfield, Walter Stiern Library, Historical Research Center, email assistance from Donato Cruz.

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

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

East Bay Regional Parks, assistance from Susan Ramos.

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

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

Janopaul, Beth. Daughter of Fred. J. Early, Jr., builder. Email assistance.

Janopaul, Margi. Granddaughter of Fred. J. Early, Jr., builder. Phone assistance.

Janopaul, Nina. Granddaughter of Fred J. Early, Jr. builder. Email assistance.

Lowry Foundation, assistance from George Blood U.S.A.F. Retired.

MARAD, Maritime Administration, email assistance from Andrew Larimore.

Minor, Woodruff. Alameda Historian. Email assistance.

National Archives, San Bruno, assistance from Aaron Seltzer.

National Archives 2, College Park, MD, assistance from Supervisory Archivists, William Wade and Amy Reytar.

Glory of the Seas Hall

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

Seamen's Church Institute Archive: Oral histories.

Serraino, Pierluigi. Architect. Email assistance.

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

Stanford University. Special Collections, assistance from Tim Noakes.

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

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

University of California at Berkeley, College of Environmental Design Archives, assistance from Katie Riddle, Natalie Snoyman, Waverly Lowell.

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

---Gardner Dailey Collection. U.S. Maritime Cadet School, San Mateo, 1942; U.S. Maritime Cadet School, New Orleans, 1942.

U.S. Navy Seabee Museum. Assistance from Gina Nichols, Manager, Collections Department/ Supervisory Archivist.

Naval History and Heritage Command. Construction Battalions 29<sup>th</sup>, 81<sup>st</sup>, 114<sup>th</sup>, CBMU 627, 628, 629.

<https://www.history.navy.mil>

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

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

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

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

**E. OTHER**

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

**\*Denotes project associated with National Register property**

- |       |  |
|-------|--|
| 1936  | <u>Fred J. Early, Jr. Residence:</u> 33 Tyson Cir. Piedmont, CA                    |
| 1939* | <u>Residence of author Alice Tisdale Hobart:</u> 315 Cortsen Rd. Pleasant Hill, CA |
| 1940  | <u>Smith Residence:</u> 6642 Longwalk Drive, Oakland, CA                           |
| 1941  | Lafayette Oaks Home development, Lafayette, CA                                     |
| 1942  | U.S. Maritime Officers Training School, Alameda, CA                                |
| 1945  | <u>Residence:</u> 1240 Hawthorne St, Alameda, CA                                   |
| 1948  | <u>Residence:</u> 1417-19 Walnut St, Alameda, CA                                   |
| 1948  | <u>Residence:</u> 5551 Country Club Rd. Oakland, CA                                |
| 1949  | El Cerrito Library, El Cerrito, CA   |
| 1949  | <u>McLeod Residence:</u> 55 Sierra Ave., Piedmont, CA                              |
| 1949  | <u>Residence:</u> 138 Wildwood Gardens, Piedmont, CA                               |
| 1950  | <u>Residence:</u> 1401 Atwell Rd. El Cerrito, CA                                   |
| 1950  | <u>Commercial Building:</u> 1417-9 Webster St, Alameda, CA                         |

Glory of the Seas Hall

Alameda, California

Name of Property

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- 1951 Residence: 77 Eucalyptus Rd. Berkeley, CA  
1951 Residence: 1517 La Vereda, Berkeley, CA
- 1952 Medical (front addition): 2238 Santa Clara Ave., Alameda, CA
- 1952-1964 Sea Wolf Restaurant, (Jack London Square) Oakland, CA  
(later became Scott's Restaurant)  
Grotto Restaurant, (Jack London Square) Oakland, CA  
(later became Kincaid's Restaurant)  
Convention and Banquet Building, (Jack London Square) Oakland, CA  
Oakland Port Administration Building (66 Jack London Square- F-107)  
The Boatel (Jack London Square), Oakland, CA  
(later Waterfront Plaza Hotel)
- 1953 Medical: 2219 Santa Clara Ave., Alameda, CA  
1953 Ranch House, Mendocino County, CA  
1953 Residence: 119 Dudley Ave. Piedmont, CA
- 1954 McDonnell Nursery, Walnut Creek, CA  
1954\* Stanley Dollar Residence: Walnut Creek, CA  
1954 East Contra Costa College Student Building, with John C. Warnecke,  
(Diablo Valley College)
- 1955 Alpha Chi Omega, Sorority, Berkeley, CA  
1955 Medical: 2223 Santa Clara Ave. Alameda, CA  
1955 Jefferson School, Oakland, CA
- 1956 Residence: 108 Dudley Drive. Piedmont, CA
- 1957 Alameda Municipal Golf Course Clubhouse, Alameda, CA
- 1959 Residence: 4859 Geranium Place, Oakland, CA 94619
- 1960 Santa Fe School, Oakland, CA
- 1964 Oakland Title Insurance and Guarantee Co./ Title Insurance and Trust Co.,  
1700 Webster St. Oakland, CA
- 1968 Trans International Airlines Building, Oakland, CA
- 1969 Marina at Ballena Bay, Alameda, CA
- 1972 Watergate, Emeryville, CA (portions of the master plan, in collaboration with William Wurster)

From A.I.A. Membership File:

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

President of East Bay Chapter A.I.A.

Vice-President of the East Bay Chapter A.I.A.

Member of local and State committees.

Chapter Delegate to California Council, A.I.A.

President, Oakland Chamber of Commerce

Commissioner, Bay Conservation and Development Commission (appointed by the governor)

Vice Chairman, Board of Examiners and Appeals, Oakland Building Department

Chairman, Construction Industries Committee

Member, Oakland Economic Development Council

Member, Board of Governors, Oakland Cultural Foundation

President, North Oakland Kiwanis Club

Glory of the Seas Hall  
Name of Property

Alameda, California  
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**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Architectural and Historical Resources of the City of Alameda,  
“(S) 620 Central Ave – Boat Building”

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

---

**10. Geographical Data**

**Acres of Property** Less than one acre

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 37.7683065                      Longitude: -122.2786363

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

*Glory of the Seas Hall* is situated at the southern terminus of McKay Avenue in Alameda, CA. McKay Ave. runs north to south, and *Glory of the Seas Hall* sits on its western side. The building fronts the San Francisco Bay on its southern side. To the east, the Building is adjacent to Crab Cove, part of Robert W. Crown State Marine Conservation Area. To the west and north, it abuts open space currently being used as a parking lot by the East Bay Regional Park District.

Glory of the Seas Hall  
Name of Property

Alameda, California  
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**Boundary Justification** (Explain why the boundaries were selected.)

The boundary is based on the location of an extant building associated with the school site in its historic location on APN 74-1300-14-1.

---

**11. Form Prepared By**

name/title: Carmen Reid  
organization: \_\_\_\_\_  
street & number: 1811 Clinton Ave.  
city or town: Alameda state: CA zip code: 94501  
e-mail carmereid@gmail.com  
telephone: 510-282-0633  
date: January 8, 2024

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**Additional Documentation**

Submit the following items with the completed form:

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

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

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

**Photographs**

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

**Photo Log**

Name of Property: Glory of the Seas Hall  
City or Vicinity: Alameda  
County: Alameda State: CA  
Photographer: Carmen Reid  
Date Photographed: 01/07/2024

Glory of the Seas Hall  
Name of Property

Alameda, California  
County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: Frontal view of Glory of the Seas Hall. Camera facing north.

1 of 7.

Name of Property: Glory of the Seas Hall

City or Vicinity: Alameda

County: Alameda

State: CA

Photographer: Carmen Reid

Date Photographed: 01/07/2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Front view of Glory of the Seas Hall. Camera facing northeast.

2 of 7.

Name of Property: Glory of the Seas Hall

City or Vicinity: Alameda

County: Alameda

State: CA

Photographer: Carmen Reid

Date Photographed: 01/07/2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Side view of Glory of the Seas Hall. Camera facing northeast.

3 of 7.

Name of Property: Glory of the Seas Hall

City or Vicinity: Alameda

County: Alameda

State: CA

Photographer: Carmen Reid

Date Photographed: 01/07/2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Side view of Glory of the Seas Hall. Camera facing east.

4 of 7.

Name of Property: Glory of the Seas Hall

City or Vicinity: Alameda

County: Alameda

State: CA

Photographer: Carmen Reid

Date Photographed: 01/07/2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Rear view of Glory of the Seas Hall of back of building. Camera facing south.

5 of 7.

Name of Property: Glory of the Seas Hall

City or Vicinity: Alameda

County: Alameda

State: CA

Photographer: Carmen Reid

Date Photographed: 01/07/2024

Glory of the Seas Hall  
Name of Property

Alameda, California  
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Description of Photograph(s) and number, include description of view indicating direction of camera: Side view of Glory of the Seas. Camera facing west.  
6 of 7.

Name of Property: Glory of the Seas Hall

City or Vicinity: Alameda

County: Alameda

State: CA

Photographer: Carmen Reid

Date Photographed: 01/07/2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Side view of Glory of the Seas. Camera facing southwest.  
7 of 7.

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

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

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

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

Glory of the Seas Hall  
Name of Property

Alameda, California  
County and State

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Glory of the Seas Hall, U.S. Maritime  
Service Officers School

Name of Property

Alameda, CA

County and State

Name of multiple listing (if applicable)

Section number Figures Page 1

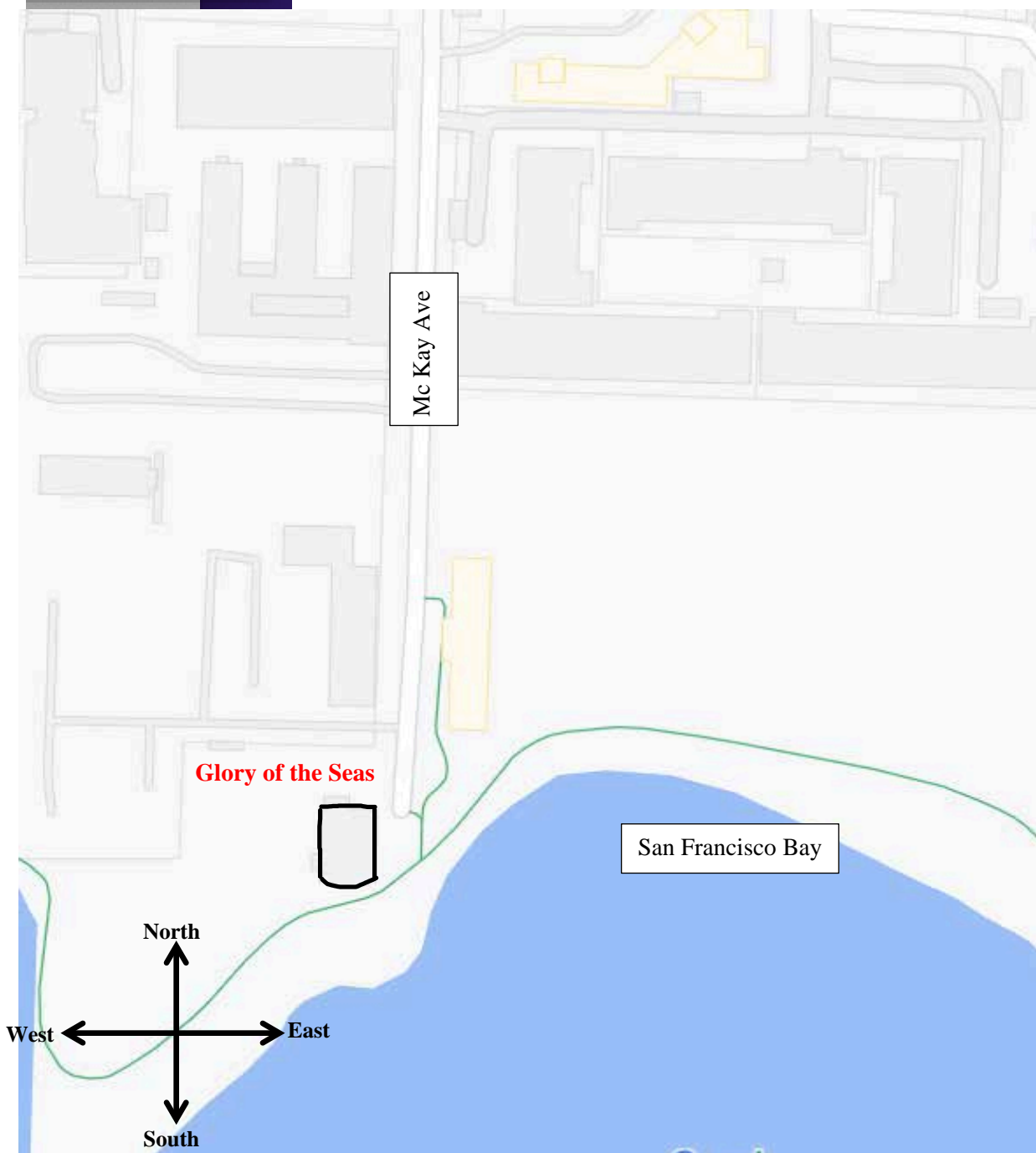
Figure 1: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Source: Google Maps

Date: Unknown, Current

Contributing Building

100 ft



United States Department of the Interior  
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Glory of the Seas Hall, U.S. Maritime  
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Section number Figures Page 2

Figure 2: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Source: Google Earth

Date: Unknown, Current

View: Satellite View



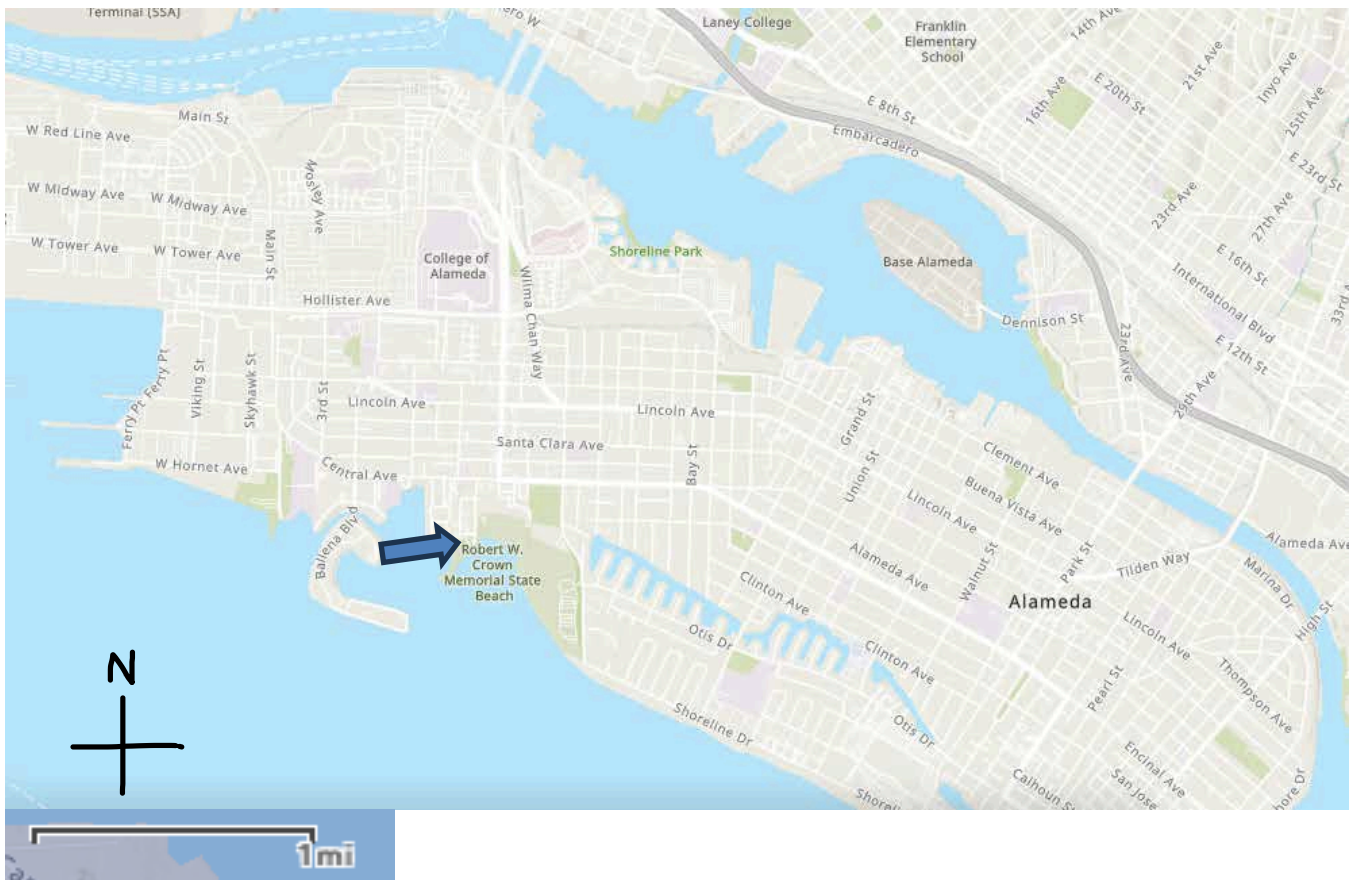
United States Department of the Interior  
National Park Service

National Register of Historic Places  
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Glory of the Seas Hall, U.S. Maritime Service Officers School
Name of Property
Alameda, CA
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Section number Figures Page 3

Figure 3: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA  
Location Map, 37.7683065,-122.2786363  
Photographer: Alameda County Assessor's Office Parcel Viewer  
Date: Current  
View: Map of Alameda and Oakland



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National Park Service

# National Register of Historic Places Continuation Sheet

Glory of the Seas Hall, U.S. Maritime  
Service Officers School

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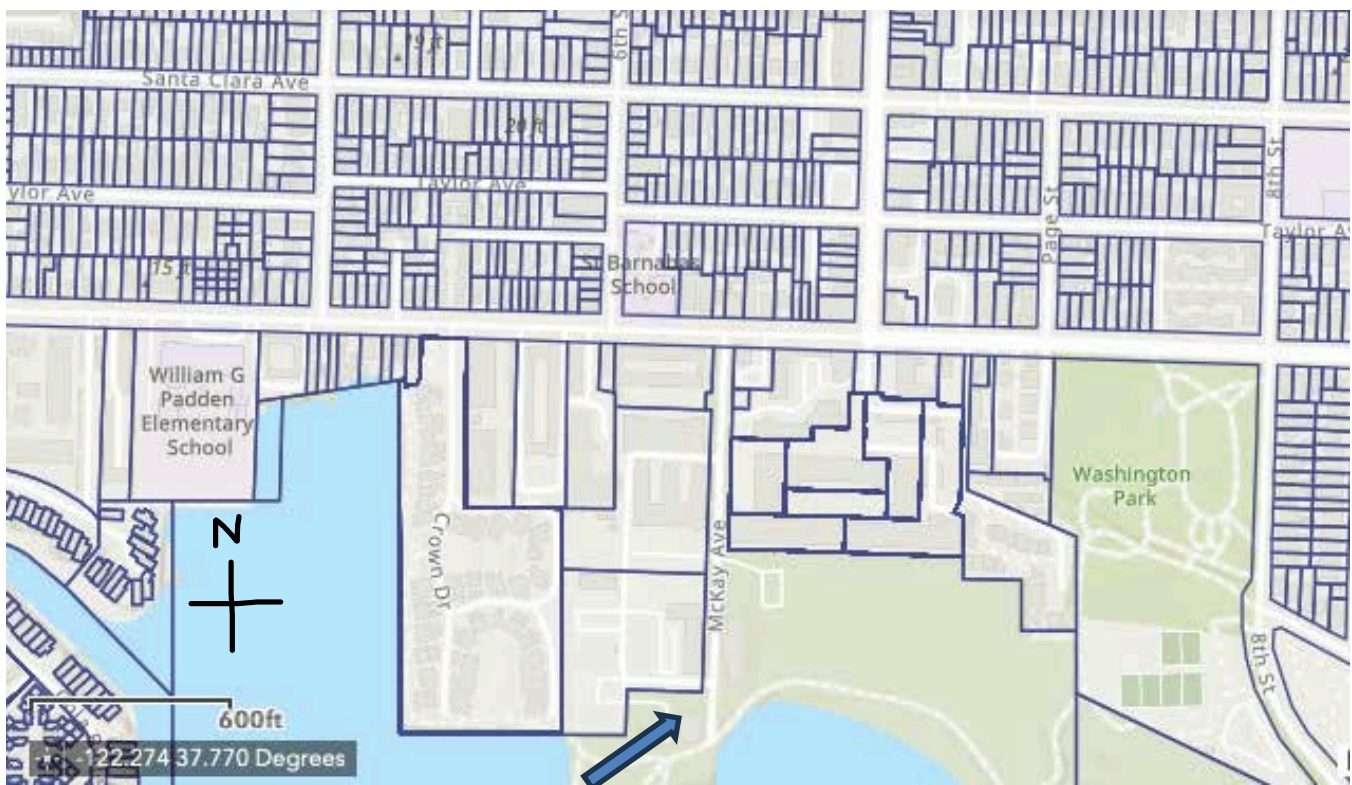
Section number Figures Page 4

Figure 4: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Alameda County Assessor's Office Parcel Viewer

Date: Current

View: Map of Alameda



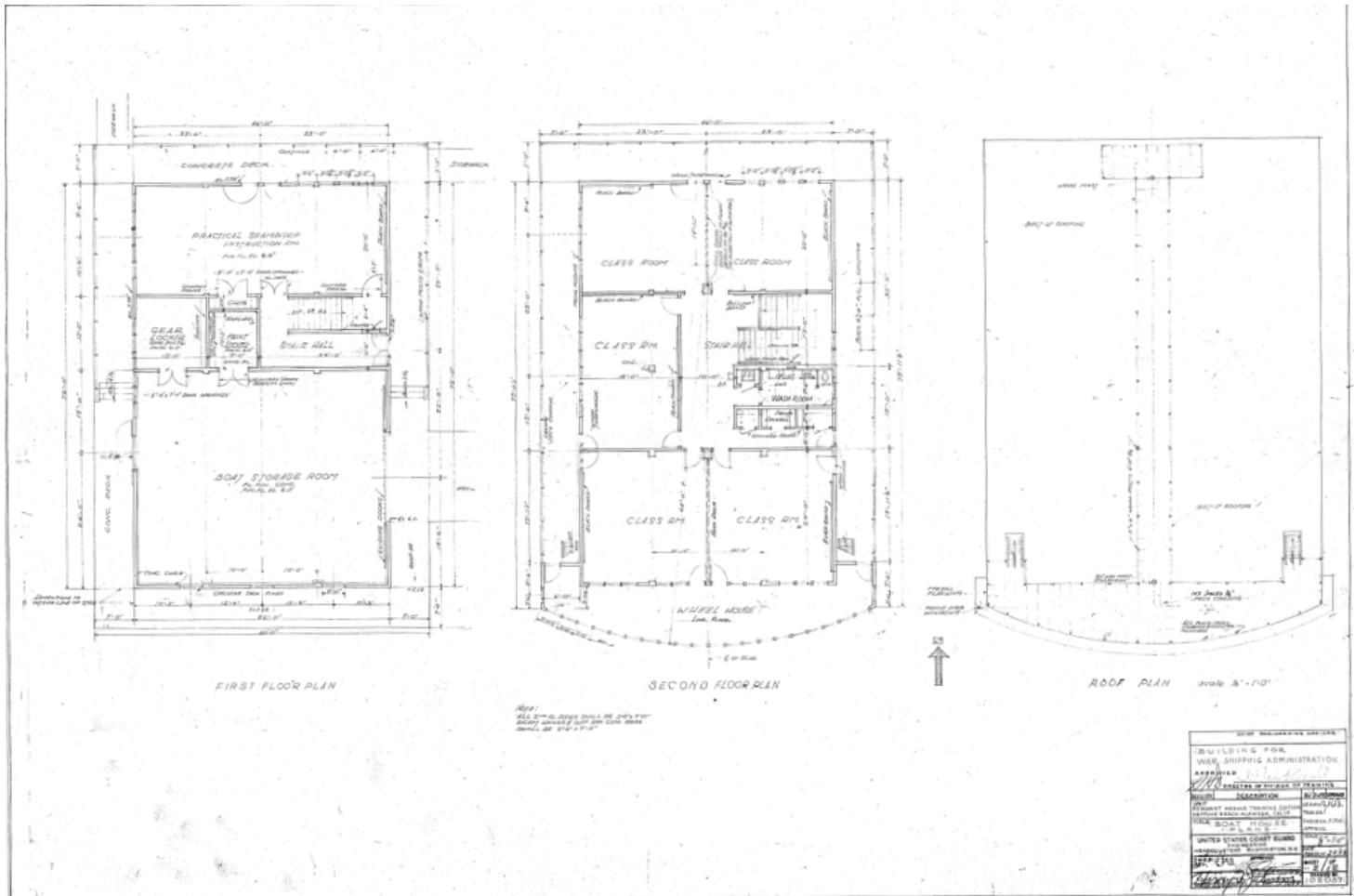
United States Department of the Interior  
National Park Service

National Register of Historic Places  
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Glory of the Seas Hall, U.S. Maritime Service Officers School
Name of Property
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Section number Figures Page 5

Figure 5: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA  
Sketch Map, Original Blueprints, Alameda Museum, City of Alameda  
Date: 1943  
View: Floor plans



**United States Department of the Interior**  
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Glory of the Seas Hall, U.S. Maritime  
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Name of Property

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Section number Figures Page 6

Figure 6: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1943

View: Aerial view



**United States Department of the Interior**  
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Glory of the Seas Hall, U.S. Maritime  
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Section number Figures Page 7

Figure 7: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1954

View: Northwest view



United States Department of the Interior  
National Park Service

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Glory of the Seas Hall, U.S. Maritime  
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Section number Figures Page 8

Figure 8: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1943

View: Seamanship instruction



United States Department of the Interior  
National Park Service

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Glory of the Seas Hall, U.S. Maritime  
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Name of Property  
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Name of multiple listing (if applicable)

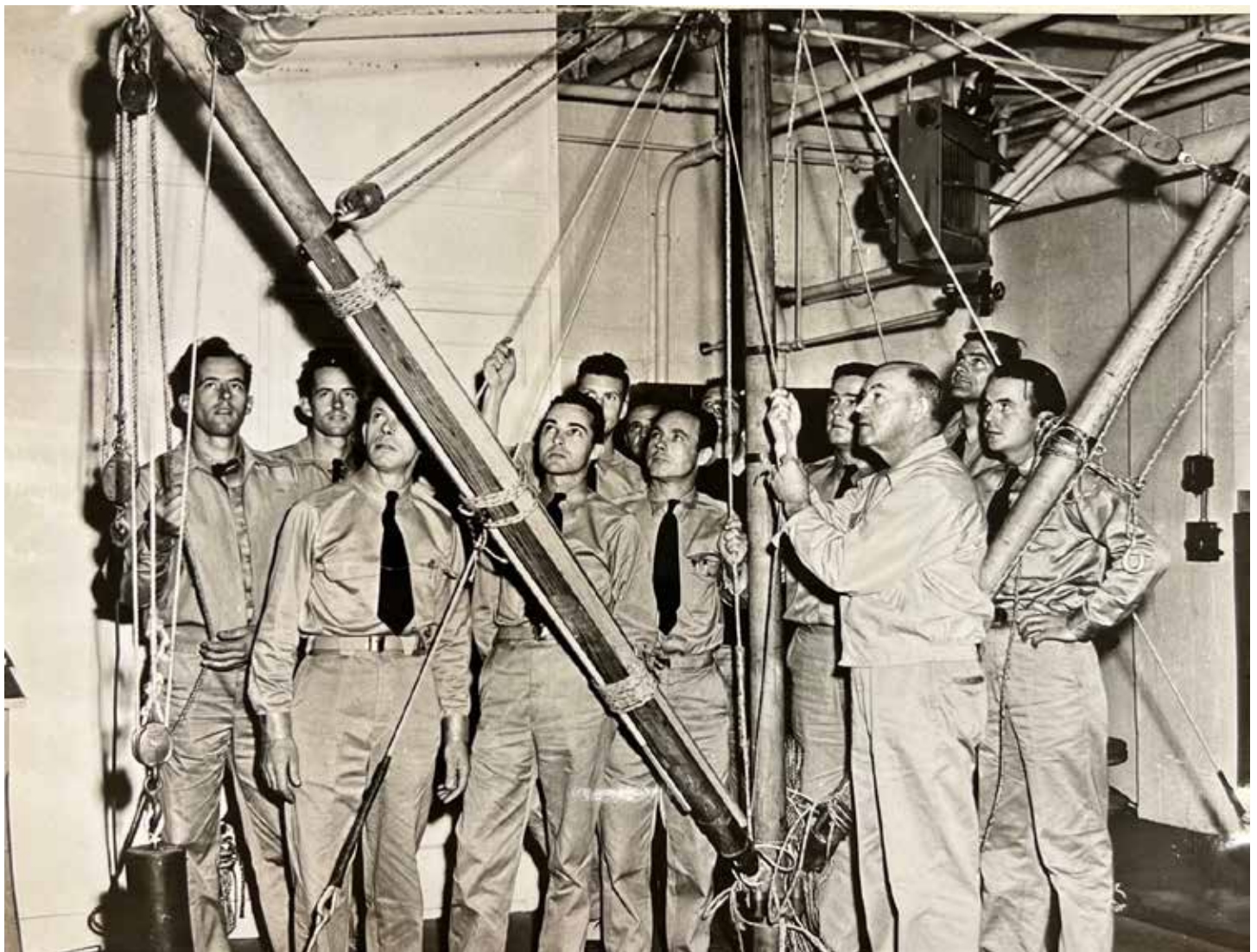
Section number Figures Page 9

Figure 9: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1943

View: Seamanship instruction, mast assembly



**United States Department of the Interior**  
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Glory of the Seas Hall, U.S. Maritime  
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Figure 10: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1942

View: Seamanship building, west side



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Glory of the Seas Hall, U.S. Maritime  
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Section number Figures Page 11

Figure 11: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Seamanship instruction, boat training



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Glory of the Seas Hall, U.S. Maritime  
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Name of Property

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County and State

Name of multiple listing (if applicable)

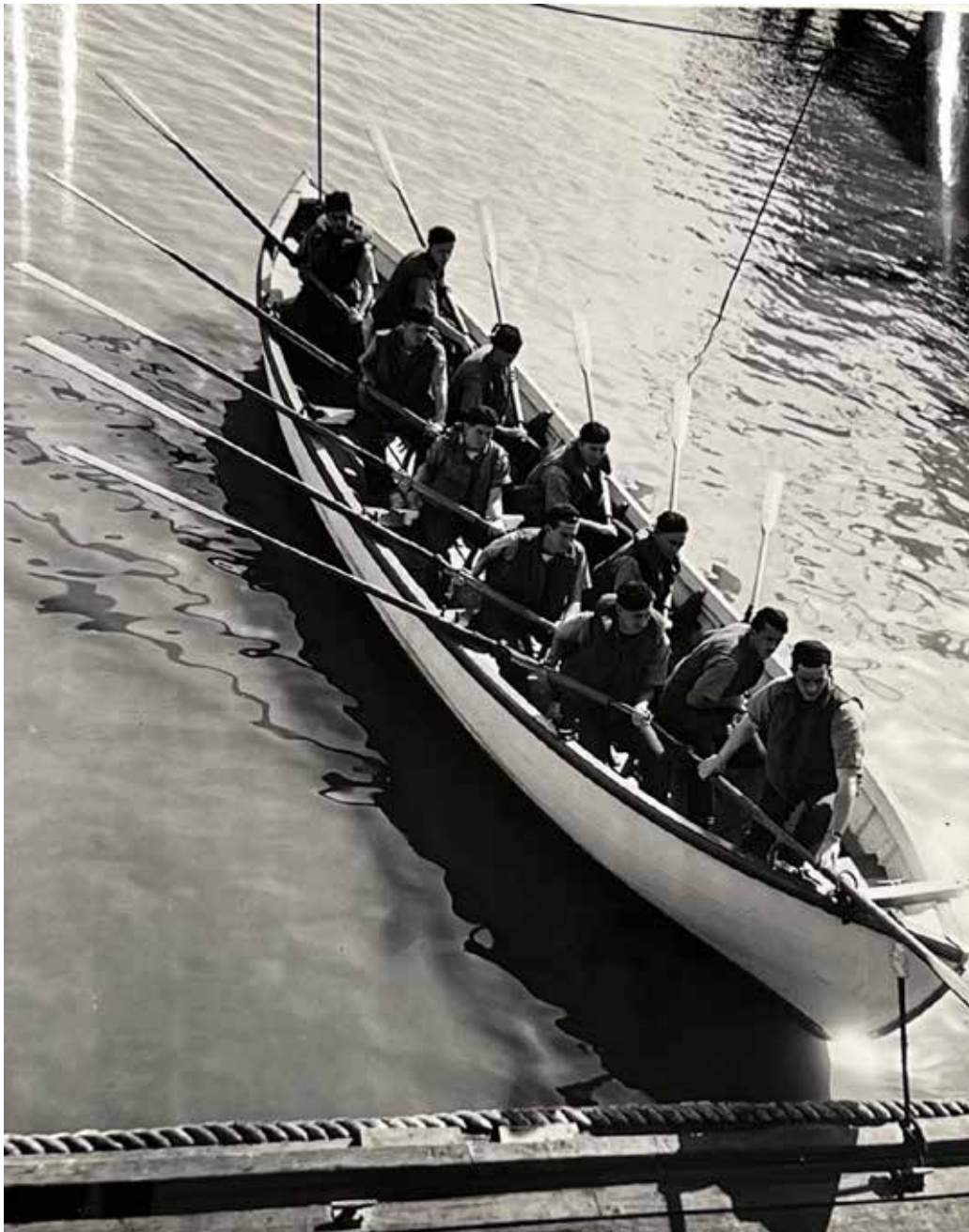
Section number Figures Page 12

Figure 12: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Seamanship instruction, rowing training



**United States Department of the Interior  
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Glory of the Seas Hall, U.S. Maritime  
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Name of Property

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Section number Figures Page 13

Figure 13: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Rooftop, Flying Bridge



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Glory of the Seas Hall, U.S. Maritime  
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Section number Figures Page 14

Figure 14: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Seamanship instruction, navigation



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Glory of the Seas Hall, U.S. Maritime  
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Name of Property

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Section number Figures Page 15

Figure 15: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: McKay Avenue, looking north. Officers blues uniform line-up



United States Department of the Interior  
National Park Service

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Glory of the Seas Hall, U.S. Maritime  
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Name of Property

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Section number Figures Page 16

Figure 16: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Officer candidates march along McKay Ave.



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Glory of the Seas Hall, U.S. Maritime  
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Section number Figures Page 17

Figure 17: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA  
Photographer: Unknown  
Date: 1943  
View: McKay Avenue, arrival by bus.



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Section number Figures Page 18

Figure 18: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Seamanship instruction, sextant



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Figure 19: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Seamanship instruction, rowing



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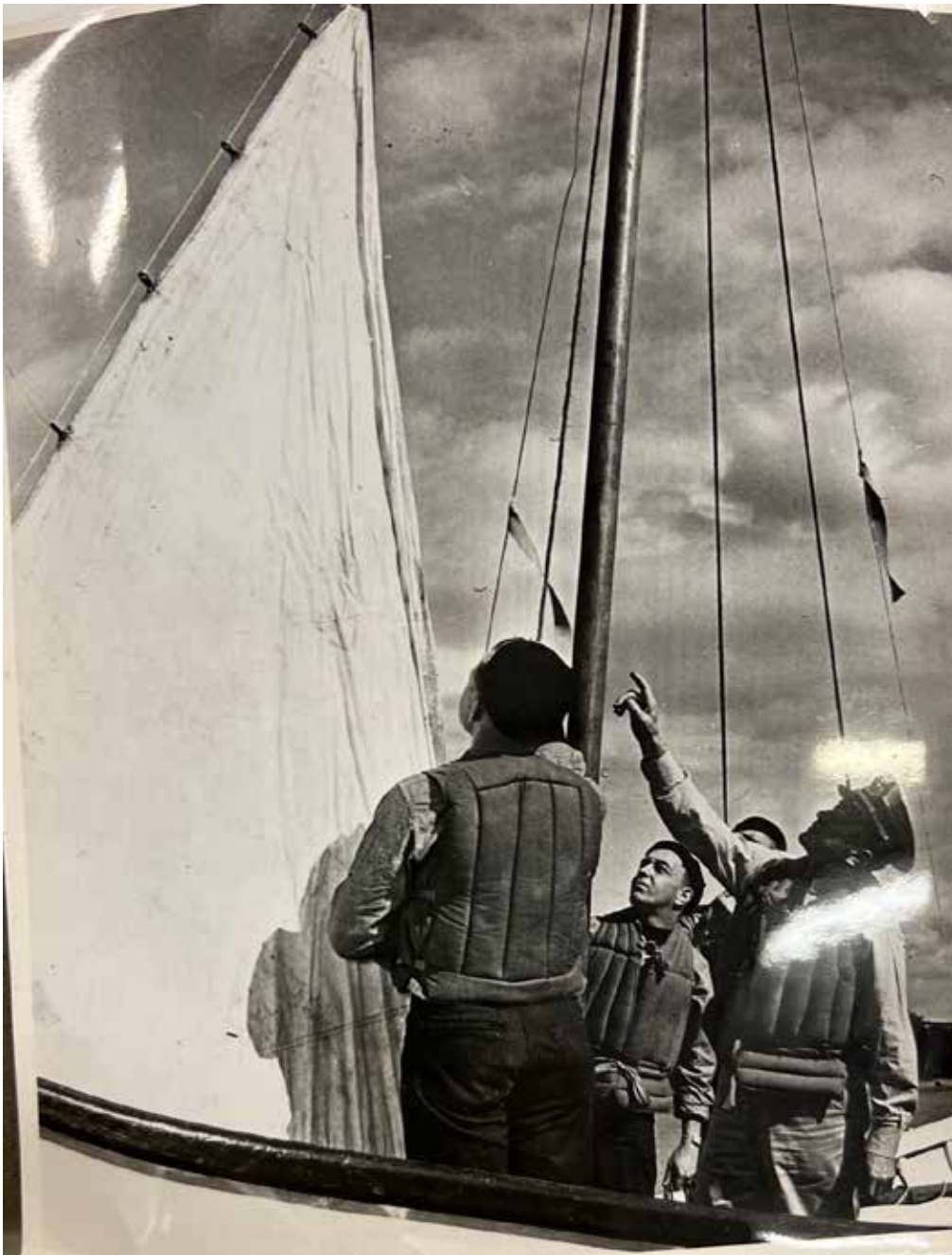
Section number Figures Page 20

Figure 20: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Seamanship instruction, sailing



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Figure 21: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Seamanship instruction, sextants



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Figure 22: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Officers, oarsmen



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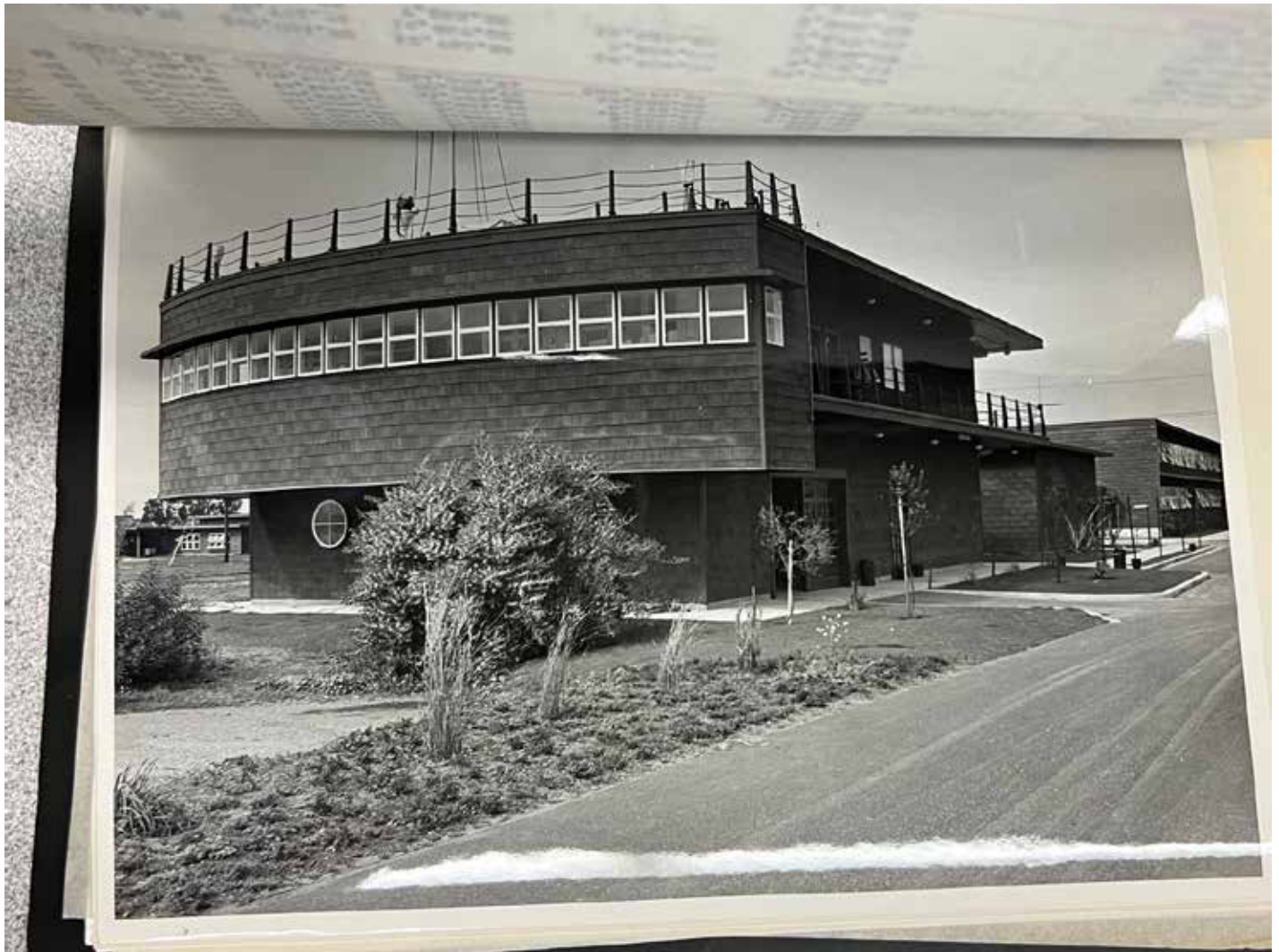
Section number Figures Page 23

Figure 23: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: northwest view



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Figure 24: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1947

View: Rooftop, Flying bridge



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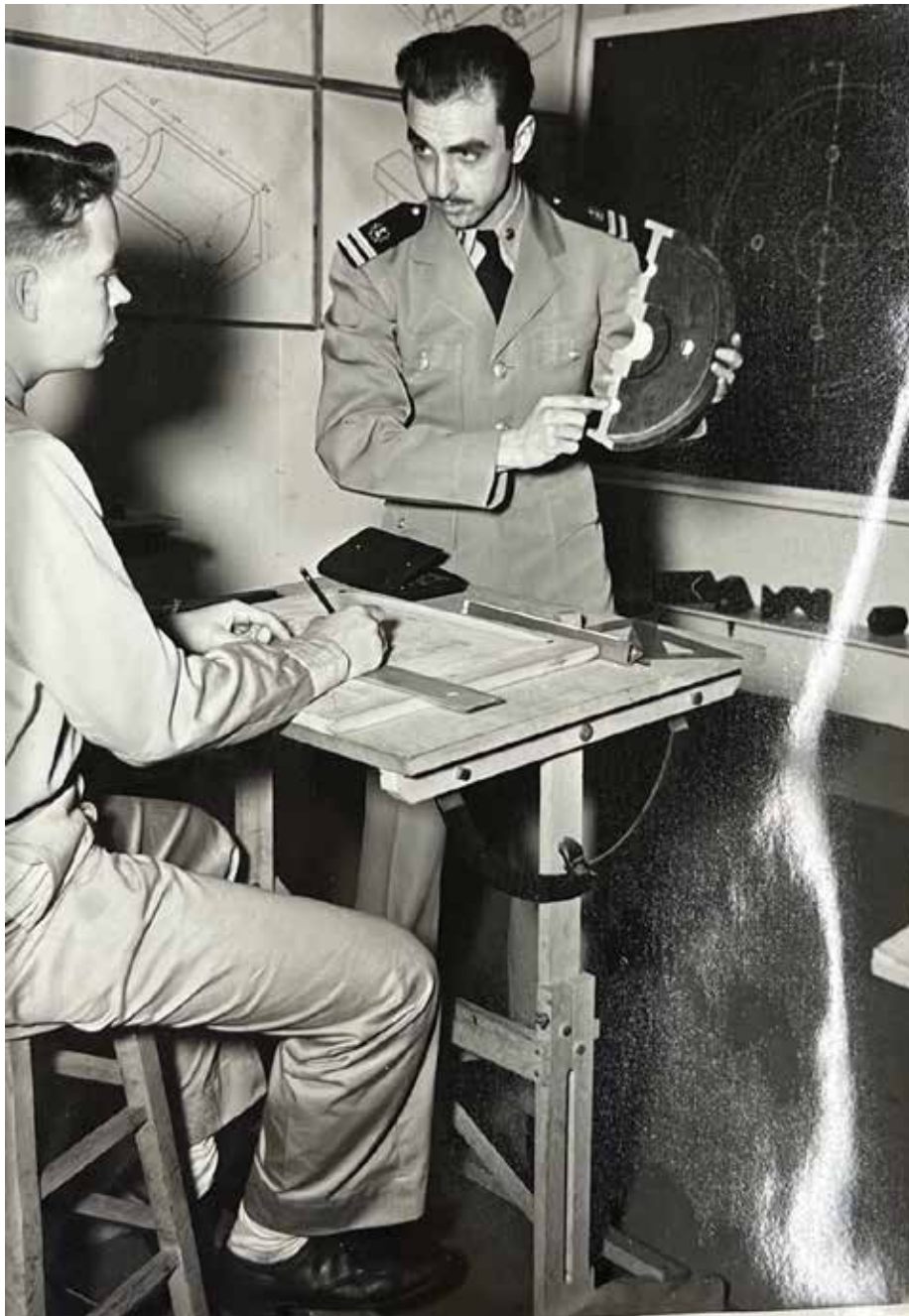
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Figure 25: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1947

View: Seamanship instruction, navigational drawing



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Figure 26: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA  
Photographer: Unknown  
Date: 1944  
View: Lifeboat training



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Figure 27: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA  
Photographer: Unknown  
Date: 1945  
View: Boat training



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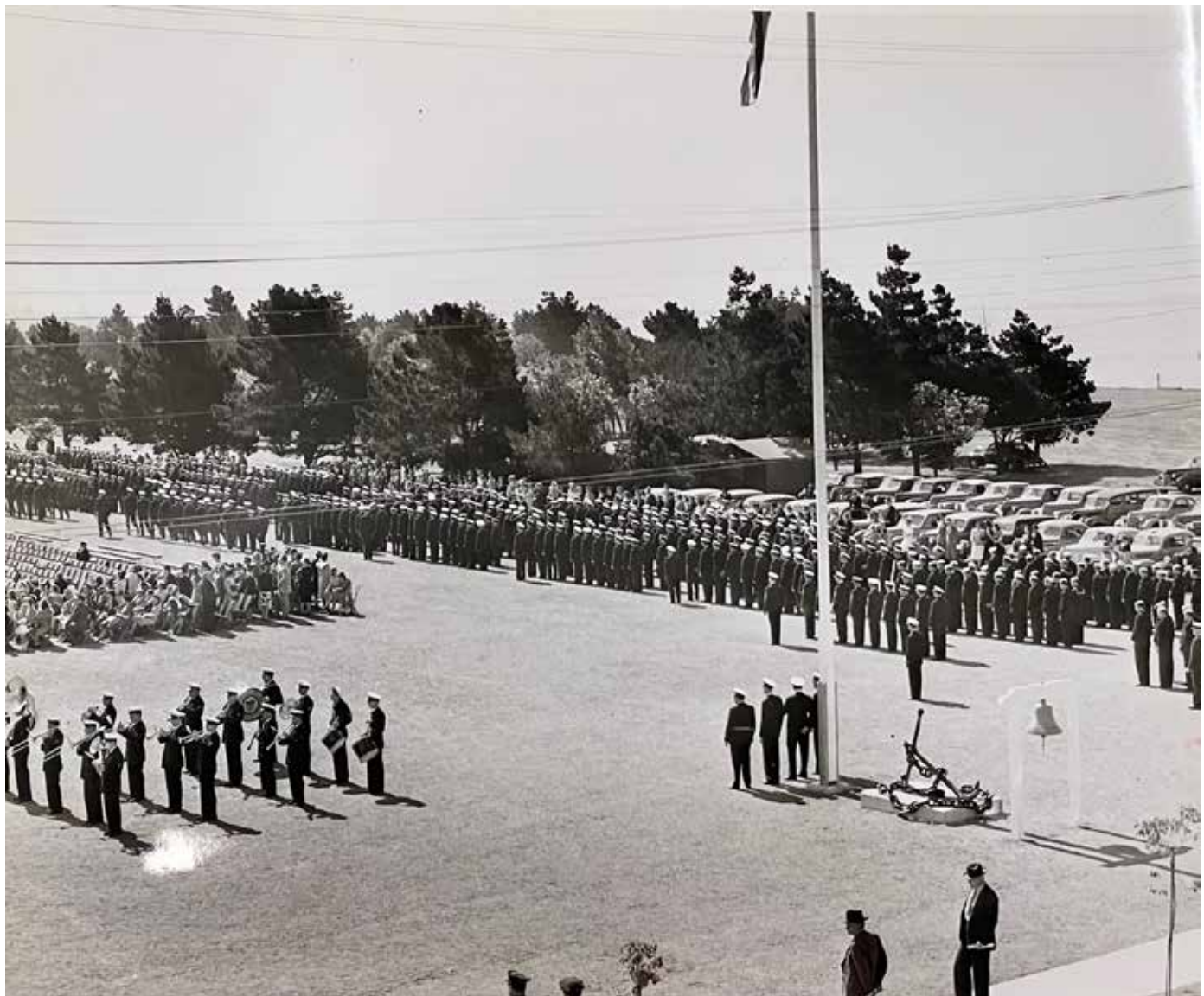
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Figure 28: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA  
Photographer: Unknown  
Date: 1944, Deck and Engineer Officers Graduation  
View: Assembly, looking southeast on McKay Avenue



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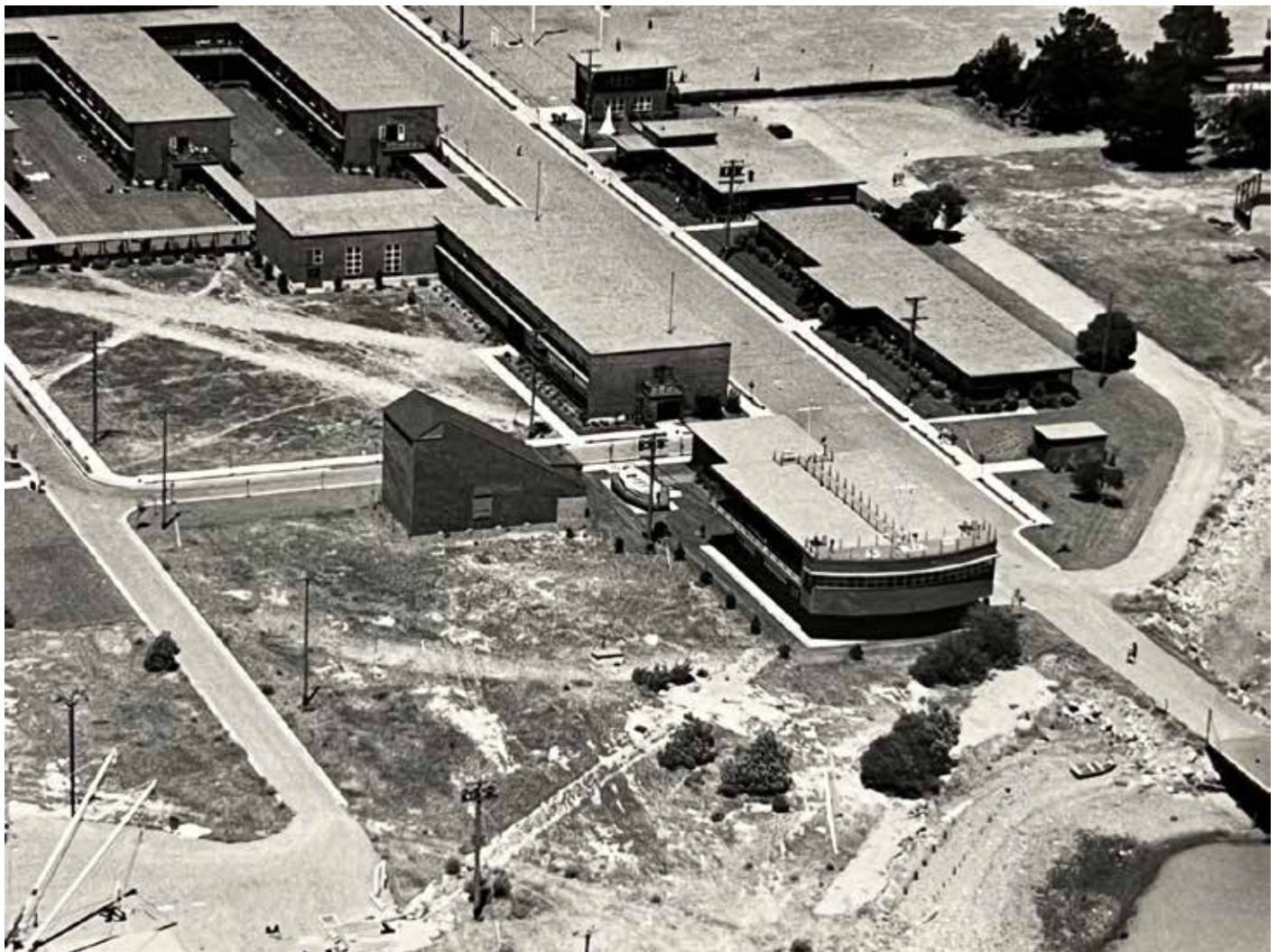
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Figure 29: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA  
Photographer: Unknown  
Date: 1943  
View: Aerial view



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Figure 30: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1945

View: Second floor, fire detection unit.



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Figure 31: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1948

View: Second floor, Practical Seamanship training.



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Figure 32: Glory of the Seas Hall, U.S. Maritime Service Officers School, Alameda, CA

Photographer: Unknown

Date: 1944

View: Illustrated map



