U.S. Naval Air Station,
Marine Barracks (Building 18)
Pensacola
Escambia County
Florida

HABS No. FL-246

HABS
FLA,
17-PENSA,
72-

PHOTOGRAPHS

Historic American Buildings Survey
National Architectural and Engineering Record
National Park Service
Department of the Interior
Washington, D.C. 20243

ADDENDUM TO:
U.S. NAVAL AIR STATION, MARINE BARRACKS
(Building No. 18)
(Administrative Services)
232 East Avenue
Pensacola
Escambia County
Florida

HABS FL-246
FLA,17-PENSA,72-

HABS
FLA
17-PENSA,
72-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
SOUTHEAST REGIONAL OFFICE
National Park Service
U.S. Department of the Interior
100 Alabama St. NW
Atlanta, GA 30303

HABS
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17-PENSA,
72-

HISTORIC AMERICAN BUILDINGS SURVEY

Addendum to
U.S. NAVAL AIR STATION, MARINE BARRACKS
(U.S. Naval Air Station, Administrative Services)
(U.S. Naval Air Station, Building No. 18) HABS No. FL-246

Location: 232 East Avenue
Pensacola
Escambia County
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator Coordinates: Zone 16, 474432E, 3357259N

Present Owner: United States of America
Department of the Navy (DON)
Commander, Naval Installations (CNI)
2713 Mitscher Rd. SW
Suite 300 Anacostia Annex (Building No. 168)
Washington, D.C. 20373-5802

Present Occupant: Marine Aviation Training Support Group (MATSG) occupied the facility prior to Hurricane Ivan (2004); however, the building is currently unoccupied.

Present Use: Administrative offices prior to Hurricane Ivan (2004); however, the building is currently unused.

Significance: Building No. 18 was constructed as a General Storehouse for the Bureau of Construction and Repair between 1881 and 1882. Although a specific architect has not been identified for the building, it is probable that plans were developed by the Bureau of Yards and Docks (BuDocks). The massing, materials, and design of the former storehouse are similar to other buildings erected during the post-Civil War period at the Pensacola Navy Yard, and the structure illustrates the utilitarian design and sound construction typified by other vernacular buildings of the period. The two-story, rectangular-plan building, constructed of load-bearing masonry walls, features brick pilasters topped by a corbelled cornice, as well as decorative stonework surrounding door and window openings. The otherwise unornamented interior contains chamfered wood columns topped by decorative bracketed bearings at the first floor and heavy-timber, Queen-post roof trusses at the second floor. The building has served continually in support of DON's mission, first as a General Storehouse and then as Barracks for the Pensacola Navy Yard, and later as an Aircraft Storehouse, Photography School, Electronics Shop, and command offices for tenants of Naval Air Station (NAS) Pensacola.

Despite numerous alterations to its interior and exterior fabric, Building No. 18 remains recognizable as a good example of vernacular architecture adapted for military use, and it is compatible in form, massing, and scale to the original 1882 design. It provides a tangible link to the reconstruction of the Pensacola Navy

Yard in the post-Civil War period. Building No. 18 is located in the southeastern section of NAS Pensacola, within the boundaries of the Pensacola Naval Air Station Historic District, which is listed in the National Register of Historic Places. The National Park Service designated this district as a National Historic Landmark (NHL) in 1976. This amendment to the original HABS report includes historical and architectural information and updated photographic documentation.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: Public Works of the Navy Data Books, compiled July 1, 1927, list 1882 as the date of construction for Building No. 18.[1] An NAS Pensacola property record card for the building corroborates this date.[2] However, a metal plaque with a date of 1881 is centered on the keystone above the south entrance, and was probably installed prior to the completion of construction.
2. Architect(s): The architect for Building No. 18 is not known.
3. Original and subsequent owners, occupants, uses: DON; original use as General Storehouse, then temporary Marine Barracks (ca. 1900); storehouse for seaplanes and other aircraft (ca. 1923); Ground School and Photo Lab (ca. 1938-41); Photographic School (1941-52); Overhaul and Repair Department's Electronics Shop (1952); MATSG (ca. 1990-2004).
4. Builder, contractor, suppliers: The contractors for the original 1882 building and the 1996 restroom addition are not known. The 1917 north addition was constructed by station labor, as indicated by BuDocks Annual Reports from that period.[3] Hardaway Contracting Company of Columbus, Georgia, served as contractor for the 1943 east and north additions, according to the *Technical Report and Project History for Contract NOy-4130.*[4]
5. Original plans and construction: Proposed architectural drawings for Building No. 18, dated November 22, 1880, were drawn by BuDocks and illustrate one of the schemes for the building. The 1880 drawings are on file at the National Archives and Records Administration (NARA), Cartographic and Architectural Unit, College Park, Maryland. While the massing of the building illustrated in the drawings is similar to what was constructed, the fenestration patterns and dimensions of the final building differ from the proposed designs. No original drawings illustrating the actual design for Building No. 18 have been located, but drawings of elevations, sections, and plans for later additions and alterations are maintained by private contractors (Hill-Griffin) in Building No. 458 at NAS Pensacola, Florida.

   Historic photographs from 1906 and ca. 1921-23 provide information regarding the original appearance of Building No. 18. The original 1882 rectangular-plan building was constructed of exposed load-bearing masonry with decorative brick pilasters and a corbelled cornice. The hipped roof was covered with either tile or slate, and the corbelled cornice extended above the roofline to create a parapet. Primary door types were wood, rail-and-stile paired doors with divided lights. Each door featured two vertical rows of twelve lights each and two recessed panels at the base. A 1917 section drawing indicates that these were sliding doors

that moved on an overhead track mounted at the top of the door frame. A divided-light transom tops the doors. A center mullion divides the segmental-arch transom, and each side of the transom contains nine lights. Original windows were wood, sixteen-over-sixteen windows on the first floor and twelve-over-twelve units on the second floor. Window openings were paired and separated by a brick mullion. Each window opening featured a cast-stone sill and was topped by a segmental arch surrounded by a cast-stone hood.

A 1917 architectural drawing includes first and second floor plans and a latitudinal building section that illustrate the configuration of interior structural elements likely original to the building. The building section shows first-floor interior columns with bracketed bearings supporting the second floor, as well as a roof system composed of queen post trusses.

The building retains some of the original exterior and interior architectural features. Most of the original exterior cast-stone sills and hoods remain. The exterior masonry walls are painted, but still feature brick pilasters and a modified corbelled cornice. The wood columns, bracketed bearings, and the heavy-timber trusses are extant at the interior of the building. However, the roofline has been altered and the fenestration modified. All original door and window units have been replaced and many openings have been infilled. Additions along the north and east facade have also altered the overall appearance of the building.

6. Additions and alterations: Building No. 18 was converted from a General Storehouse to a Marine Barracks around 1900. An exterior porch first appears along the east facade of the building on a 1910 installation map.[5] Architectural drawings dated 1917 and a 1919 photograph from the NAS Pensacola Public Affairs Office (PAO) indicate that the shed-roof porch was open at the first floor and screened at the second floor. The architectural drawings indicate that six original windows along the east facade were converted to doors that opened onto the second-floor screened porch. The two-story porch was removed during the 1920s, according to historic photographs located at the Naval Air Museum and the NAS Pensacola PAO. The first floor of the Marine Barracks contained offices, a large lavatory, shower room and restroom, a mess hall, and kitchen. While most of the second floor remained open, partitioned rooms along the west side were used as sergeant's quarters.

   Annual Reports compiled by BuDocks dated June 30, 1915, describe alterations for Building No. 18 that included the removal of the original railroad track on the first floor which was used during the building's tenure as a storehouse. The report also detailed the installation of a new cement finish surface over the mess hall floor.[6] Bathroom renovations made at that time include the installation of six new showers, ten lavatories, and one trough urinal. The decking on the exterior porch floor was replaced. The report also indicates that the second-floor restroom was removed. The work was completed November 27, 1915.

   A small wood-frame addition on the northeast corner of the original building first appears on a 1900 installation map. This wood-frame addition was replaced with a masonry structure in 1917. A 1917 BuDocks Annual Report indicates that the one-story brick lean-to was constructed to replace an earlier building damaged by the hurricane of July 5, 1916.[7] The construction cost for the masonry building was $1,370.00 and was completed August 31, 1917. The building addition was subsequently used as a Bake Shop for the Marine Barracks. Historic photographs from NARA and the NAS Pensacola PAO dating from 1917 and 1919 illustrate the original appearance of the addition. The west facade featured three door

openings, each contained a wood-frame screen door. The north facade had a single window opening and the east facade had three window openings. Each opening contained a wood-frame double-hung window with a brick or stone sill. A multi-course corbelled brick cornice extended above the roofline to form a parapet wall.

A 1917 historic photograph located at NARA shows that the exterior of Building No. 18, including the 1917 one-story north addition, was painted in camouflage, as were many buildings in the navy yard, in an attempt to make the station less visible to enemy aircraft.

Original windows were replaced prior to 1936, as indicated by historic photographs from this period on file at NARA. Four of the five original door openings along the west facade were infilled, although the segmental-arch transoms above each door remained. Most window and door openings along the north and east facades had also been infilled by 1936. Awnings shaded three pairs of second-story windows on the building's east side. One of the 1936 photographs located at NARA is captioned "Re-roofing Store House Building #18," and the photograph is the first to illustrate the modified roofline. The altered roof system featured overhanging eaves with external downspouts and a hung gutter.

Major interior renovations occurred between 1938-1943 when Building No. 18 was converted from a General Storehouse to the Ground School and Photo Lab and later the Photographic School. After the renovations, the first floor contained offices, a finishing room, lecture room, and developing room. The second floor also contained a lecture room and finishing room, as well as spaces dedicated to motion picture developing, according to 1941 architectural drawings.

Additions to the north and east sides of Building No. 18 were completed in 1943. The estimated cost of the project, according to the *Technical Report and Project History for Contract NOy-4130*, was $44,000.00.[8] The project added two one-story extensions to the east façade; the additions contained additional dark rooms and an office space for the Photographic School. The exterior wall finish was wood siding. The shed roof featured an overhanging eave with exposed rafters along the east facade. The southernmost of the two additions featured double-hung, six-over-six wood sash windows on the east and south facades. A 3'-0" x 7'-0" rail-and-stile door with a large vision panel and two panels at the base served as an exterior entrance to the office in this building. This door was topped by a three-light transom that measured 3'-0" x 1'-7-1/2".

In 1943, a one-story, load-bearing, hollow-clay tile with brick-veneer addition was constructed on the north side of the original 1882 building as part of the same construction contract. The majority of the extension features a gabled roof, which measures 128'-0" x 46'-2", and was constructed north of the 1917 addition. The 1917 building was incorporated within the portion of the 1943 addition built to the west. It was connected to both sections of the 1943 addition by a corridor to the west and north. The 1917 addition was integrated under a low-slope roof system that was separated from the gabled roof of the 1943 addition. The architectural detailing on the exterior facades of this portion of the addition is distinctly different from the gable-roof addition. The brick facade is accentuated by a corbelled cornice, which forms a parapet to the low-slope roof of the addition. The west facade originally featured two six-over-six windows on either side of a pair of rail-and-stile doors. Each of the doors featured a nine-light vision panel and two panels at the base. A four-light transom

topped the doors. A shed-roof awning protected a straight-run, three-step porch in front of the doors. The awning was supported by two brackets similar in construction and detailing to the brackets supporting the roof overhang of the gable-roof addition. The most distinctive feature of the northern portion of the 1943 addition was the wide, overhanging eave of the west facade. This eave was supported by twenty-four roof brackets that framed each side of the fenestration along this facade. Doors and windows along this facade were similar to those for the low-slope roof portion of the addition. Nine, six-over-six windows were located on the west facade with four units on the north facade and eleven units on the east facade. The three entrances along the west facade opened onto a concrete landing leading to a set of three cascading steps. Doors, similar to those found on the west elevation, provided a secondary entry on the east façade. The 1943 northern extension provided additional classrooms, dark rooms, and office space. The interior of the 1917 addition was converted to a developing room. The remainder of the 1943 north addition contained two classrooms, a dark room, and a large office space.

A 12'-0" x 12'-0" shed-roof compressor room was added in either 1943 or 1944 to the east facade of the 1882 original building, between the two 1943 additions. Architectural drawings dated 1966 indicate that the exterior finish material was wood siding; the east facade featured two louvered openings. A mechanical room was added to the east facade of the 1943 north addition in 1944 or 1945. Architectural drawings do not indicate exterior or interior finishes or structural framing systems for the addition.

The 1952 conversion of Building No. 18 to an Electronics Shop for the Overhaul and Repair Department resulted in significant interior and exterior renovations. Most interior partitions were removed, and electronic workstations were installed throughout the first- and second-floor spaces. As part of the renovations, a freight elevator was installed along the east side of the original 1882 building. Second-floor restrooms were also upgraded and enlarged. A new 30'-8" x 12'-8" addition to house air-conditioning equipment replaced an earlier lean-to along the east facade of the 1943 north addition. Many changes had occurred to the exterior facades of the original 1882 building between 1943 and 1952. Architectural drawings from the 1952 renovation indicate that eight pairs of windows along the west facade and nine pairs of windows along the east facade had been infilled prior to the renovation project. Most original door openings featured their original transoms. As part of the 1952 renovations, two new louvered metal doors were installed in a previous window opening at the entrance to the substation along the west facade. Two of the former window openings along the east facade of the 1917 addition were infilled. A new rail-and-stile door, similar to those found at the 1943 north addition, was installed in the third former window opening at this facade.

An additional room for mechanical and electrical equipment was added in 1958 to the existing lean-to along the east facade of the 1943 north addition. This addition was sheathed in asbestos shingle siding and featured a built-up roof with a boxed overhanging eave along the east facade. A pair of plywood-veneer doors provided access from the exterior at the north facade of the addition. New louvered openings were installed on either side of the existing door at the east facade.

Architectural drawings dated December 1, 1966, by William R. Bean, Architect-Engineer of Pensacola, Florida, detail exterior alterations to Building No. 18. These alterations included the replacement of all existing wood windows with new aluminum awning windows, removal

of all but one set of original doors along the west facade of the 1943 north addition, removal of the awning above the southernmost entrance, and the removal of the concrete steps and landing leading to each entrance. The east and west entrances leading to the corridor between the 1917 and 1943 additions remained; however, new hollow-metal doors with three-light vision panels were installed. A three-light transom topped the pair of entrance doors. Windows were installed in two of the original door openings that were removed along the west facade of the 1943 addition. Transoms were removed above door openings in the original 1882 building and replaced with stucco applied over brick infill.

Architectural drawings dated 1968 detail renovations to the existing second-floor restrooms at the northwest corner of the original 1882 building. The men's restroom was expanded, and existing plumbing fixtures were removed. Seven partitioned water closets, four urinals, and five lavatories were installed.

Significant interior renovations occurred to the second floor of Building No. 18 in 1974, according to architectural drawings by Roger G. Weeks and Associates, Architects from Pensacola, Florida. The previously open space was converted to include enclosed offices, a conference room, and break rooms. Partitioned walls 5'-6" high created workstations throughout most of the space. The existing women's restroom was also modified to include a rest alcove, three partitioned water closets, and three lavatories. The drawings also provide details for the installation of the dormer at the south side of the hipped roof of the original 1882 building.

Steel stairs replaced the original wood stairs on the north and southwest corners of the original 1882 building, according to 1979 architectural drawings.

A one-story concrete-block addition was constructed ca. 1984 at the southeast corner of the 1943 addition. The gable-roof addition contained men's and women's restrooms, which were connected to the 1943 north addition by the southern corridor. The men's restroom contained three partitioned water closets, two urinals, and two lavatories. The women's restroom had three partitioned water closets and four lavatories.

New aluminum windows replaced earlier aluminum awning windows throughout the building in 1985, and these units remain in place. The new windows ranged in size from 4'-0" x 3'-0" single-hung, four-over-four units to large 3'-10" x 10'-8" twelve-over-twelve-over-twelve units.

The compressor room addition at the east facade of the original 1882 building was removed between 1993 and 1996, probably to accommodate the installation of a new exterior stair. This metal stair was installed between the two 1943 east additions in 1996 and provided access to the second floor.

The 1984 restroom addition was removed, and a larger restroom addition was constructed at the same location in 1996. The new restroom facilities are still in place and contain six shower stalls, two partitioned water closets, two urinals, and two lavatories in the men's restroom. The women's restroom has five shower stalls, three partitioned water closets, and two lavatories.

B. Historical Context:

INTRODUCTION

The U.S. Navy established NAS Pensacola (then called Naval Aeronautic Station Pensacola) in 1914, choosing as its site the old Pensacola Navy Yard, already steeped in its own long military history dating back to early Spanish occupation in 1698. Although European nations fought for control of the region because of the strategic value of the Pensacola Bay, and the U.S. Naval Yard stood on the site for eighty-six years, the naval station's most profound legacy is associated not with maritime traditions, but with aviation. The naval aeronautic station that eventually became NAS Pensacola was tasked with creating the Navy's first aviation program at a time when manned flight was scarcely a decade old. At first, the fledgling program vied with the Army's early aviators in logging spectacular (and sometimes fatal) flight records, training a select handful of military pilots, and improving on the simple mechanisms of the earliest airplanes. When, during the first months of the new station's existence, pilots demonstrated that they could take off and land from the deck of a ship, a unit was dispatched to the United States' intervention in Mexican Revolutionary activities at Veracruz. After successfully operating reconnaissance missions from the USS *Mississippi* and sustaining the first mark of rifle fire from combat experienced by military aviators, the future of naval aviation was assured. The flight school at Pensacola became the premier training ground for naval pilots in the United States. Additional training courses at NAS Pensacola multiplied rapidly, and the program provided hundreds of pilots and thousands of trained technicians for World War I. The arrival of the first aircraft carriers in the 1920s further enhanced the possibilities for aviation at sea, and training programs at NAS Pensacola evolved rapidly to keep pace with new developments. The station, improved and augmented through increased defense spending and New Deal public works programs in the late 1930s, was able to provide the Navy with a steady stream of pilots and other trained personnel to meet the demands of World War II. Today, NAS Pensacola continues to lead the Navy's flight training program, and it anchors the Pensacola community.

NAS Pensacola's physical plant has changed constantly to reflect its evolving mission. The current station incorporates remnants of the early Spanish forts, as well as the core of the old Pensacola Navy Yard complex, now listed as an NHL. In addition, the station retains structures from every major building period, all reflecting NAS Pensacola's important role in military history. One factor governing development at the station has always been the damaging hurricanes and windstorms that rise from the Gulf of Mexico and periodically strike the base, damaging buildings and infrastructure, and necessitating extensive repairs or rebuilding. The phases of construction related to storm damage are also evident in the structures present at the station today. This historic overview provides the background for placing Building No. 18 within a national, regional, and local context.

Building No. 18 was originally constructed as a General Storehouse for the Pensacola Navy Yard in 1882. The storehouse was used to store lumber and other material as required by the Bureau of Construction and Repair. It was built on the site of an earlier Timber Shed and Cistern that was destroyed by Confederate troops in 1862 as they abandoned the navy yard. Shortly after the building was completed in 1882, the navy yard was closed by an act of Congress, and it was not reopened until 1900. A caretaker force of Marines occupied the yard during its hiatus. The building was adapted to serve as Marine Barracks, either during the caretaker period or after the yard reopened ca. 1900. The building continued in this support capacity even after many buildings in the navy yard were rehabilitated to serve the new naval aviation mission after the establishment of Naval Aeronautic Station Pensacola in 1914. Building No. 18 did eventually serve in support of this mission as a storehouse for seaplanes and other aircraft from ca. 1923 to 1938. From 1938 to 1939, the building underwent major renovations to convert the storehouse to

classroom and laboratory space for the new Ground School and Photo Lab. The Ground School became the Naval School of Photography in 1941, and Building No. 18 and adjacent Building No. 52 were renovated and expanded to accommodate the increase in personnel receiving photographic training at the school. In 1952, the building experienced major interior and exterior renovations in its conversion to an Electronics Shop for the Overhaul and Repair Department. The building continued as industrial and administrative space until the 1990s, when it was renovated as classroom and administrative space for MATSG. Building No. 18 served continuously in support of the mission of the Pensacola Navy Yard and later NAS Pensacola until the building was significantly damaged during Hurricane Ivan in 2004.

EUROPEAN SETTLEMENT AND FORTIFICATION IN THE PENSACOLA BAY AREA

NAS Pensacola occupies a peninsular spit of land projecting eastward into the broad Pensacola Bay in Escambia County, Florida. Entry to the bay from the Gulf of Mexico is protected by Santa Rosa Island and Perdido Key, forming an ideal defensive arrangement exploited as early as the seventeenth century by the Spanish, followed by French, British, and American forces. The first permanent settlement and military fortification in the immediate area was Fort San Carlos de Austria, built in 1698 by Spanish troops under the direction of Andrés de Arriola. Arriola maintained that the Gulf of Mexico—a vital link in the trade routes between Europe and Spanish colonies in Peru and Mexico—would be controlled by the nation that held the Bay of Pensacola.[9] The simple, wood-and-earth fort stood until 1719, when it fell to invading French forces.

Domination of the Pensacola Bay alternated between Spanish and French forces during the following decades, during which the Spanish also built a small fort on Santa Rosa Island. After winning control of Florida following the French and Indian War, the British arrived at Pensacola Bay in 1763 and completed a new palisade fortification in 1771 to protect the growing town of Pensacola, just north of the military site, then called the Royal Navy Redoubt. A decade later, in 1781, the Spanish again regained control of the site, renaming the British palisade Fort San Carlos de Barrancas. This time, they fortified the entrance to the bay more securely, constructing Batería San Antonio (San Antonio Battery) in 1797—a solid brick water battery of semicircular shape designed as a gun emplacement facing the bay.[10] The Spanish remained in control of the Pensacola Bay area, despite skirmishes with the British and with American forces led by Andrew Jackson in 1814, until 1821, when Spain finally ceded Florida to the United States via the Adams-Onis Treaty (*Figure 1*). Andrew Jackson presided over ceremonies in the Plaza of Pensacola on July 17, 1821, celebrating the surrender of the territory by the Spaniards. Jackson then dispatched four army infantry companies to Fort San Carlos and the San Antonio Battery, marking the first occupation of the site by U.S. military forces.[11]

THE U.S. NAVY YARD AT PENSACOLA

The creation of the Territory of Florida by act of Congress on March 30, 1822, with Pensacola as the seat of government, replaced the interim government created by Jackson.[12] A Florida Legislative Council, formed to promote the interests of the new territory, quickly moved to petition the U.S. Senate and President James Monroe for new fortifications on the Pensacola Bay, to include a naval station at Pensacola. Both the president and Secretary of the Navy Samuel Southard approved the plan, agreeing with the recommendation of the Senate Committee on Naval Affairs that the coast of Florida was the ideal site for a new naval depot. Southard commented that such an installation was "indispensable for the economical and efficient management of that portion of our navy which is employed in the West Indies and Gulf of Mexico."[13] Despite recommendations by the Board of Naval Commissioners to await the

results of engineering studies on potential Gulf Coast sites, by March 3, 1825, both the House and Senate approved a bill authorizing construction of a navy yard at Pensacola. Objections to the Pensacola Bay site voiced by some military authorities included the shallowness of its channel, which precluded passage by some larger vessels, and its vulnerability to attack from the mainland. Notwithstanding these arguments, a party of three officers, including Commodore Lewis Warrington, Captain James Biddle, and Captain William Bainbridge, embarked for Pensacola in autumn 1825 to select the best location for the new navy yard. After surveying the bay and surrounding area, the three officers confirmed the depth of the channel at a consistent 21'-0", and identified a point near Fort Barrancas, already owned by the U.S. government, as the ideal location.[14]

President John Quincy Adams approved the site selected a day after the report was delivered to him on December 2, 1825, and assigned Commodore Warrington as the first commandant of the Pensacola Navy Yard. Warrington arrived back at Pensacola in April 1826, and construction was soon underway. Construction materials, however, were difficult and expensive to acquire, as was skilled labor. Both had to be brought from the east at inflated prices, although southern slaves apparently provided menial labor at a lesser charge. Due to the high cost and delay in acquiring men and materials, as well as the onset of yellow fever epidemics in summer 1826 and 1827, construction proceeded slowly, and most facilities were left in a primitive state for some time.[15]

The most urgent need was for a fully equipped hospital. A contractor from Boston charged with building the new wharf, Samuel Keep, complained that yellow fever patients were being cared for in "...a little house called by that inappropriate name, hospital...If the yellow fever comes to the Yard I shall not remain here unless I am absolutely obliged to do so." Although the old Fort Barrancas hospital had been pressed into service, it was rapidly disintegrating, and the new commandant arriving in September 1826, Melancthon T. Woolsey, was forced to rent a two-story wood house near Fort Barrancas to serve the sick of the depot and of the West India Squadron.[16] The yard's surgeon, Dr. Isaac Hulse, also worked to pressure lawmakers to provide a better facility for the squadron's increasing number of sick seamen. Although a hospital was under construction by November 1828, lack of funding kept the work from proceeding. In a letter to Florida Congressman Joseph White, Hulse admonished that "...it is impolitic, as well as inhuman in a government to neglect [the needs] of its servants."[17] By summer 1828, construction had almost ceased at the yard, due primarily to a halt in funding engendered by new hopes of peace with the European forces that had so long beleaguered the Gulf.

Lacking even the most basic facilities needed for the comfort and health of the squadron, the navy yard was even less equipped to address its shipbuilding and repair needs. By the 1840s, the yard still had no permanent wharf, no dry dock, few workshops and even fewer skilled workers. Construction of the yard's infrastructure continued on a piecemeal basis, without any general plan of development, halting every summer when workmen returned to the east to avoid yellow fever, and whenever the scarce funds allocated by Congress were used up. "The decline in piracy and slave running had largely removed the need for a fleet to suppress such operations and had undoubtedly influenced congressional decisions on appropriations for Pensacola. Moreover, the West India Squadron was renamed the Home Squadron in 1841, and its cruising ground was extended farther into the Caribbean Sea and Atlantic Ocean. Consequently, ships of the Home Squadron could make the larger and more adequate navy yards on the East Coast as easily as Pensacola."[18]

While the Pensacola Navy Yard stagnated, it was at least well defended. Between 1829 and 1859, the

Army completed four defensive forts to protect Pensacola Bay. Fort Pickens stood on the extreme western tip of Santa Rosa Island, with Fort McRae on the western shore directly opposite. Fort Barrancas was built to the north, on the site of the old Fort San Carlos de Barrancas and next to the San Antonio Battery. The Advanced Redoubt to the north occupied the highland site that dominated Fort Barrancas. Most of the construction was supervised by Major William Chase, a U.S. Army engineer, who persevered in his task despite suffering the same scarcity of materials, manpower, and funding experienced at the navy yard. It would appear that the defensive forts benefited from a comprehensive design by the U.S. Corps of Engineers.[19]

Annual Reports from the BuDocks to the Secretary of the Navy reveal the slow struggle waged by the station's commandants against weather, yellow fever, contractors, and financial deficits. On November 19, 1844, the BuDocks Report took an optimistic tone on the progress of the navy yard:

> At Pensacola, the sum of $166,708 was granted at the last session of Congress for the commencement of works of importance, and for the purpose of gradually enabling that establishment to afford repairs and supplies to the vessels standing in need of them and to place it, as rapidly as circumstances permit, in a situation to become the secure resource of the navy in that quarter....A plan of the yard has been prepared and approved; and, as soon as materials can be procured in a sufficient quantity, the works will be commenced, and the yard have an organization corresponding with that of the others, by the employment of additional master mechanics, with the necessary workmen and laborers.[20]

An act of Congress dated July 1, 1844, authorized construction of the permanent wharf, although little action seems to have been taken afterward.[21] Additional requests between 1842 and 1845 included such basic conveniences as officers' quarters, a permanent wharf, and a system of supplying fresh drinking water.

When the Mexican-American War broke out on May 11, 1846, Pensacola was the closest naval establishment to the blockading Home Squadron at Veracruz, 900 miles away. Without a dry dock, the yard was unable to provide more than minor repairs to vessels, and had little food, water, or other goods on hand to supply the ships. A yellow fever epidemic in the squadron sent hundreds of diseased sailors to the Pensacola Naval Hospital, which struggled to support such a burden.[22] The deplorable condition of the only Gulf Coast naval station finally caught the attention of the public and, more importantly, the legislators who could act to fund its improvement.

CONSTRUCTION AND DESTRUCTION IN THE LATE NINETEENTH CENTURY AT THE PENSACOLA NAVY YARD

From 1847 through the 1850s, the Pensacola Navy Yard was abuzz with new activity. BuDocks requested funds for vital infrastructure, such as paving of roads, grading and leveling the yard, adding rail tracks to ease the movement of machinery, and finishing the permanent wharf. The station's commandant was also forced to ask for funds to repair the buildings that were already disintegrating because of the humid climate or poor maintenance.[23] By 1853, a dry dock, a basin for loading and unloading ships, and a railway were in place; in 1856, dredging and the construction of a deep basin for larger ships was accomplished, although the permanent granite wharf was still unfinished. In 1858, shipbuilding finally began at the Pensacola Navy Yard, despite the lack of some important resources, such as a wet basin and fully functional foundry. Two sloops of war, the *Pensacola* and *Seminole*, were launched from the yard in

1859, marking the depot's coming of age after twenty-five years of struggle.[24]

Just as the Pensacola yard was attaining the status of a truly functioning maritime facility, the Civil War put an end to its progress. When Florida seceded from the Union in January 1861, the seventy-man federal garrison at the naval installation was faced with defending itself using only a few operable guns. Therefore, when more than 600 Alabama and Florida troops arrived at the Pensacola Navy Yard on January 12, 1861, Commandant James Armstrong surrendered the yard to the Confederates. The company garrisoned at Fort Barrancas was able to quickly move all men and supplies across the bay to Fort Pickens, which they defended throughout the war, even bombarding the Confederate forces at the navy yard and causing considerable damage in winter 1862. When the Confederates evacuated the area on May 9, 1862, they burned the navy yard to the ground.[25] The BuDocks Report to the Secretary of the Navy on November 4, 1862, states:

> The yard at this place has also been repossessed by the government, but, like that of Norfolk, was found a mass of ruins, the buildings having been burnt and every effort made to destroy all the government property....A statement of the bids received and contracts entered into by this bureau, for the fiscal year ending June 30, 1863, will be presented at as early a day as practicable.[26]

In fact, little progress was made in rebuilding the navy yard in the following years. The BuDocks Report to the Secretary of the Navy for 1864 reads in part:

> This yard was also almost entirely destroyed by the rebels, and thus far but little has been done to restore it to its former condition. Some small amount of machinery has been erected to meet the most pressing want of the Gulf Squadron, and it is now proposed to repair a few of the buildings for the accommodation of the officers, stores, &c...."[27]

Accommodation of the officers was in fact one of the most pressing needs at the navy yard in the late war years. When Commandant Ulysses Smith arrived at the destroyed navy yard in spring 1863, he was forced to find lodging in one of the ships docked at the wharf for repairs, for lack of shelter on land. In a letter to the Chief of BuDocks, he makes the first mention of repairing the kitchens, which later developed into the existing officers' quarters:

> I shall endeavor before [ten days'] time to fit up for myself a residence in a kitchen, and for some of the officers a residence in a stable; these being the only two buildings which can at a reasonable cost and in a short time be made available for our use. All the dwelling houses have been destroyed."[28]

A request to BuDocks sixteen months later by Smith's replacement, Commandant James Armstrong, revealed that previous requests for repairs had never been approved by the Navy. He asks for authority to make repairs to several kitchens, which "can be made to answer temporarily by roofing and flooring and closing them against the weather."[29] The terse reply of Chief of BuDocks James Smith indicates the Navy's general attitude towards the yard:

> As yet, the Pensacola Yard is temporary, and therefore, the improvements [to officers' quarters] are to be made for temporary work only. You are authorized to make such

> accommodations as are *absolutely necessary for the officers, on the most economical plan* (emphasis in the original).[30]

The struggle for funding to upgrade the temporary status of the yard is reflected during the subsequent years by ongoing requests for better officers' housing. In the meantime, officers assigned to the yard dealt with their poor housing by improvising small improvements to the surviving kitchens and stables of the destroyed quarters.

After the termination of the conflict, BuDocks encouraged the Secretary of the Navy to fully repair the station, which was needed by the Gulf Squadron. However, by 1869, the chief of BuDocks advised the Secretary of the Navy that he found the location of the Pensacola Navy Yard "objectionable" due to its exposure to long-range guns from outside the harbor. "The great importance of having a well-equipped yard on the Gulf of Mexico suggests that, before heavy expenditures are made toward reconstructing the yard, it is worth while to institute an examination to ascertain if some more favorable location cannot be found."[31] Although the Pensacola installation was not abandoned, work to repair the damage of the Civil War was again slowed by poor funding and an ambiguous status within the Navy. Appropriations were too small to permit large-scale building, although work on the commandant's quarters did continue. Commandant Woolsey was even permitted a trip to New York accompanied by the architect of BuDocks to choose prefabricated windows, doors, and other accessories for his new home. The other officers' quarters, however, still consisted of the brick kitchens of the old quarters with makeshift porches and sheds added for increased living space. In 1874 and 1875, BuDocks approved funding for permanent improvements to the quarters consisting of second-story additions and galleries, plus re-roofing, repainting and general repairs as needed to make comfortable family residences for the officers. Despite the improvements, one visitor to the yard in 1881 called the lower floors of the improved quarters "uninhabitable."[32]

Despite Pensacola's status as the only Gulf Coast naval base, its poor equipment and isolation from East Coast materials and workers, added to its various faults of location, endangered the very existence of the yard. An act of Congress closed it on March 3, 1883, pending further investigation by the Navy. Basic maintenance on the public property was performed during its seventeen-year hiatus from active service.[33] Although no new work was performed at the yard in 1898, the Spanish-American War of that year once again focused attention on Pensacola, and by 1900 the navy yard re-opened with new energy.

The BuDocks Report of October 1, 1901, provides a summary of the Pensacola Navy Yard's status at the time:

> Very few works of improvement have been made at this navy-yard since the civil war. At the time of the Spanish war, when it seemed probable that considerable service might be required of this yard, several appropriations by way of repairing and improving the buildings, wharves, dredging, and construction of better coaling facilities were made. The improvement of navigation from the Gulf to the yard has bettered the situation at this yard considerably, and the meager accommodations upon the Gulf coast have appeared to require better facilities for work at this station in case of emergency. Also, the board upon storing torpedo vessels has recommended that the yard be availed of as a site for one of the plants for housing such vessels....This is the only station of this kind recommended by the Board for the Gulf coast, and it is believed that provision should be made for storing a portion of those vessels in these waters.[34]

In 1902 a new floating dry dock was purchased from Spain and hauled to the navy yard, and in 1905 the base served as a rendezvous point for all U.S. squadrons participating in training in the Gulf of Mexico.[35] International developments in the Gulf region kept hope alive for Pensacola. French attempts to finance the construction of the Panama Canal during the 1880s and 1890s finally ended when the United States took over the project in 1904. Progress on the project, which did not end until 1914, elicited much anticipation for increased commercial trade from the Gulf to the Pacific, to be accompanied by more naval activity to protect American interests at sea. At NAS Pensacola, the closest U.S. naval facility to the canal, plans for development included the construction of several buildings. Despite the positive outlook, unforeseen circumstances once again took their toll on the Pensacola Navy Yard. A massive hurricane struck the Florida Panhandle on September 26, 1906, severely damaging the yard's infrastructure and most buildings. The new dry dock was damaged, and the older, smaller dry dock was completely destroyed, incapacitating the yard's repair functions. Worse still, very limited funds were made available for the rebuilding of the yard due to the financial obligations associated with the brand new Navy base at Guantanamo Bay, Cuba. Although some new structures were built in the years following the hurricane, the Pensacola Navy Yard was officially closed on October 20, 1911 (*Figures 2* and *3*).[36]

THE CRADLE OF NAVAL AVIATION: NAVAL AERONAUTIC STATION PENSACOLA, 1914-18

The closure of the Pensacola Navy Yard provoked consternation in the town of Pensacola, whose residents still valued the yard for the jobs it provided and the income gathered from its activities, as well as for the sense of pride they felt at hosting a U.S. naval installation. Furthermore, the impending completion of the new Panama Canal held the promise of increased military and commercial activity in the Gulf of Mexico. In fact, while it was officially closed, the yard continued to host U.S. Marines performing experimental testing with torpedoes in the Pensacola Bay in 1913.[37]

But while Pensacola's citizens fretted over the fate of the old navy yard, Navy officials looked toward a growing field of expertise that would soon revitalize the old base—naval aviation. Although wary of the experimental new technology, the Navy made tentative steps toward investigating the military applications of aviation by sending Annapolis graduate Lieutenant T. G. Ellyson to learn to fly with airplane manufacturer Glenn Curtiss at his Aviation Camp in San Diego, California, in December 1910. While at the camp, Ellyson assisted Curtiss in outfitting the first "hydroaeroplane," designed to take off and land from the water's surface. The Navy participated in these tests by providing the armored cruiser *Pennsylvania* to hoist the plane aboard after landing. The same month, civilian Eugene Ely was able to successfully take off from the deck of the *Pennsylvania*, proving that airplanes could easily be adapted to serve the Navy in conjunction with maritime vessels. In March 1911, a preliminary appropriation of $25,000.00 was made for the establishment of the Navy's first aviation installation at Annapolis, Maryland.[38]

With just a handful of planes and trained pilots in 1912 and 1913, plus a few enlisted mechanics, the aviation camp bounced between Annapolis and training locations including San Diego, California, and Guantanamo Bay, Cuba. Aviators took advantage of Curtiss' offer to train one pilot for each airplane sold to the Navy, thus increasing the ranks of aviators until an official training program could be started. The experimental and record-breaking flights accomplished by the Annapolis pilots impressed Secretary of the Navy Josephus Daniels enough to appoint a board to create plans for the first Naval Aeronautic Service in 1913. Within weeks the board of officers responded with a recommendation of the old Pensacola Navy Yard as the site for a new naval aeronautic station, and suggested an appropriation of $1,297,700.00 to

implement the program. Once approved by Secretary Daniels, the Annapolis aviation group once more packed up their camp to move to Pensacola, arriving on January 20, 1914. The unit, consisting of

> nine officers, twenty-three enlisted men, seven aircraft, and portable hangars and other gear...arrived at Pensacola on board the battleship *Mississippi* and the collier *Orion* to establish a flying school. Lieutenant John Towers was in charge of the unit, and Lieutenant Commander Henry C. Mustin commanded both the *Mississippi* and the aeronautic station.[39]

Although the Pensacola Navy Yard had officially been closed since 1911, it had not been totally abandoned as previously mentioned. Less than two months before the arrival of the *Mississippi* with her cargo of aviators, 856 Marines had temporarily occupied the yard while performing torpedo exercises in the Pensacola Bay, and "...a considerable amount of work was done adapting buildings and quarters for their use." Several hundred Marines stayed on at the new aviation camp for training until at least 1915.[40] Nonetheless, upon his arrival, Lieutenant Commander Mustin reported that the beach was littered with stones, driftwood, and piling, and needed extensive work to clear it for the use of flying boats. In addition, he reported that, "the buildings in general are dilapidated and disreputable in appearance inside and outside." [41] Lacking adequate housing on base, the aviation unit made their home aboard the *Mississippi* and turned their attention to the work at hand. After clearing the beach, the men erected ten temporary canvas hangars along the beach, each with an individual wood runway extending down to the water to ease the planes over the thick sand. In less than two weeks, aviators made the first flight at the new aeronautic station.[42]

The first months at the station were fraught with excitement and novelty, especially for Pensacolians who witnessed the first flights over the Pensacola Bay. Within weeks, they also witnessed the base's first aviation fatality when Lieutenant J. M. Murray crashed into the bay in a Burgess D-1 flying boat on February 15, 1914. The following month, five submarines and two transport ships from the Atlantic Fleet arrived in the bay for extended operations with the aviation unit to determine visibility of the submarines from the air. Later in the spring, nineteen destroyers converged on the former navy yard in response to rising tension with Mexico, which was suffering revolutionary upheaval. On April 21, 1914, a detachment from the Pensacola station, commanded by Lieutenant P. N. L. Bellinger, was sent aboard the *Mississippi* to assist American forces in seizing the Customs House at Veracruz, Mexico. Another detachment was dispatched to Tampico. At Veracruz, Pilot Bellinger, with three students and two airplanes, formed a unit that proved useful, flying observation missions daily over the city and attempting to locate the camps of enemy attackers. Bellinger even came under fire while flying low, and his plane bore the first marks of naval aviation combat.[43] Soon after the detachment's return to Pensacola, the handful of officers and students settled into their new home, and the base was officially designated as the Pensacola Naval Aeronautic Station (NAS) on July 1, 1914.[44]

As Pensacola NAS's officers worked to develop a more extensive pilot training program, they also labored to improve the base and its equipment, constructing permanent facilities to replace early temporary ones. With a complement of nine officer-pilots and almost fifty enlisted men, the aviation school had a limited number of aircraft for use in training pilots and mechanics. According to a Navy historian in 1930, "The equipment of the Aviation School, at this time, consisted of 3 old Curtiss flying boats, 3 new Curtiss flying boats, 2 Curtiss pontoon-type planes, and 1 Burgess flying boat."[45] In the Annual Report to BuDocks for 1915, Commandant Mustin reported:

> During the year, the establishment and operation of the Station as an Aeronautic School were carried forward. The quarters were occupied by Naval Officers and a start was made at placing the shops in operation....There is no space on the reservation suitable for operation or practice with land aircraft. It is proposed to clear, grade, and surface the area North of the Navy Yard wall, and East of the electric railway; clearing out such residences and buildings [in the nearby town of Woolsey] as may be necessary, and extending on the water front so far as is practicable.[46]

Major hurricanes were reported on July 5, 1916, and October 18, 1916, both reaching wind speeds of over 100 miles per hour and causing extensive damage totaling $420,000.00 for repair or replacement of government property.[47] America's declaration of war on Germany on April 6, 1917, however, ensured that the station received full funding for damage repair, new construction, and the enhancement of its training programs. At the advent of direct U.S. participation in World War I, the Pensacola station was the only naval aviation facility in the country. In 1921 Navy historian Earle Corliss wrote a detailed inventory of the early station: "Its facilities, though efficient, were limited, consisting of three seaplane hangars of steel construction, a brick structure used as a hangar, an airship shed mounted on a barge (capable of accommodating a small type of nonrigid craft), and a few service buildings."[48] In addition to the hangars and shops needed for aviation training, new structures were built for the new "lighter-than-air" dirigible program, and to accommodate maritime supply vessels and other ships visiting the port.[49] By the end of the war in November 1918, over 100 new buildings had been erected and four temporary camps established outside the bounds of the station to serve the needs of the growing training programs. A major extension to the original navy yard was made to the north, in compliance with Commandant Mustin's recommendation. In addition, Camp Bennett to the west, Camp Mustin to the south, Camp Saufley on Santa Rosa Island, and Camp Bronson north of Pensacola, were all established either to house and process incoming recruits or to serve as training grounds.[50] A 200'-0" observation tower was erected, and most of the hangars on the beach were painted in camouflage patterns to avoid detection by the enemy. Including a completely new 300-bed hospital unit with independent water and sewerage system, expenditures for building and maintenance for Fiscal Year 1918 amounted to the staggering sum of $2.6 million.[51]

With the war effort came ever increasing demands for more naval pilots and mechanics, necessitating changes in the training programs offered at NAS Pensacola (the aeronautical station was officially designated as Naval Air Station Pensacola in December 1917). Both elementary and advanced flight training were provided to officers until May 1918, when NAS Pensacola switched to providing only advanced flight training. "The mission of the station had changed from teaching beginners how to fly to teaching flyers how to fight in the air."[52] In fact, most naval aviators serving in Europe spent their missions patrolling coastlines for mines and submarines, and bombing submarine bases.[53] Training had changed for enlisted men, too. A historian commented in 1930:

> In the early era of the Station each enlisted man was expected to be a jack-of-all-trades. He was expected to know something about such diversified things as motors, rigging, blacksmithing, balloons, and beach work. Naturally, with the widening of the scope of the Station's mission, schools were established to teach the men to be specialists in one given occupation.[54]

To meet the demands of war, NAS Pensacola established new schools for carpenter's mates, radio operators, instrument men, machinist's mates, and specialized mechanics. Between April 1917 and November 1918, the station churned out 5,382 air "mechanicians." During the same period, 921 naval

aviators trained at the station, plus sixty-three dirigible pilots and fifteen free balloon pilots.[55] The pace of training accelerated even more rapidly in the final months of the war, when pilots were urgently needed in Europe. In the final frenzied nine months before peace was declared in Europe, NAS Pensacola witnessed eighteen student deaths from crashes and twenty-four serious injuries.[56] Despite the losses, naval aviation had made enormous strides in an incredibly short amount of time, proving itself effective in both combat and observation duties. The station itself reflected the new specialization taking place in naval aviation, with many new shops, hangars, and classrooms to meet the needs of the more varied training programs (*Figure 4*).

DEMOBILIZATION: 1919-35

The population at NAS Pensacola plummeted quickly after the end of World War I. Within months, approximately 5,000 Pensacola servicemen were discharged, leaving much of the station vacant. The Annual Report to BuDocks in June 1920 stated that Camp Bennett had been closed; buildings at Camp Mustin were being used for storage of equipment from other stations; and the buildings at Camp Saufley were deteriorating from disuse. Some structures built especially for the war effort were allowed to disintegrate, since reduced funding limited maintenance capabilities.[57] Many legislators were reluctant to fund naval activities in the post-war climate of disarmament and demilitarization. Furthermore, factions within the Navy, itself, argued over the role of aviation in naval warfare, which depended upon the success of aircraft carriers over traditional battleships. When the USS *Langley* was converted to an aircraft carrier and sent to Pensacola for testing in 1922, the station's future looked bright. Nonetheless, the 1920s were characterized by a lack of direction within the Navy, perhaps characteristic of the United States' own confusion over its role in the world. Throughout the decade, the aviation school at NAS Pensacola dealt with low reenlistment and few new applicants, and even allowed enlisted men to train as pilots (the term Naval Aviator remained reserved for officers). The Navy tinkered constantly with the program to try to increase the number of aviators graduated annually, with disappointing results. Although 100 students completed the course each year by 1925, only half that number actually passed their flight qualification tests.[58] Officials were reluctant to simplify the tests, however, for fear that the already excessive accident rate would increase as a result.

In the 1920s, the concept of dedicated aircraft carriers began to revolutionize naval aviation. Instead of taking off and landing in water, aircraft could begin to rely on carriers as a home base, with more extensive runways than earlier battleships had provided for planes. Furthermore, new landplanes with increased flying range enabled pilots to make extended forays over land to carry out a variety of missions. Therefore, landplane training was added to NAS Pensacola's curriculum in 1922. With the landplanes came a new system of outlying fields radiating from the naval air station. These fields provided the extra space for take-off and landing required by conventional landplanes and relieved congestion in the air caused by growing numbers of student pilots in training. Since the dirigible program had been cancelled, the former dirigible and balloon field, Station Field (later called Chevalier Field), was enlarged and re-sodded in 1923 to accommodate landplanes. It was enlarged again in 1926.[59] Another landing field was carved out of the town of Woolsey to the north of the station and named Corry Field. Problems with the lease on Corry Field, however, caused the Woolsey airfield to be abandoned, and a new 250-acre Corry Field, donated by the residents of Escambia County, was located approximately three and one-half miles northwest of NAS Pensacola.[60]

The geographical problems that had plagued the old navy yard for almost a century did not present a

problem for the workings of the air station, but the base once again suffered from the effects of violent weather in the Gulf. The Annual Report for 1927 described the most recent devastation:

> On September 20, 1926 a tropical hurricane of great intensity struck this station. This storm involved wind velocities of 110 miles per hour from the northeast with gusts much higher than this and it was accompanied by a rise in tide of 8 feet 4 inches above mean high tide, resulting in complete inundation of practically the entire station, and great damage to Public Works and Public Utilities.[61]

Repair and rebuilding began once again, and in 1929 Assistant Secretary of the Navy for Aeronautics David Ingalls testified before the House Appropriations Committee, recommending a $5 million "re-organization and re-modernization" of NAS Pensacola.[62] Although the onset of the Depression prevented the immediate implementation of the planned project, steps were taken to prepare the base for expansion. In 1930, the town of Warrington, established just west of the old navy yard in the nineteenth century, was razed to make room for a planned airfield, and to allow the station to continue growing to meet its training goal.[63]

MOBILIZATION AND WORLD WAR II

After suffering budget cuts that effectively crippled the aviation training program from 1932 to 1933, NAS Pensacola effectively sprang back to life mid-decade. Legislators passed the Vinson-Trammell Act in 1934, authorizing the maximum buildup of naval forces allowed under the Washington and London treaties made following World War I. Although the government still had little funding for military projects, the act helped set the stage for future growth at U.S. naval stations. Then, in 1935, the Aviation Cadet Act of April 15 created the grade of Aviation Cadet in the Navy, opening up recruitment to a wider range of applicants. The Annual Report of 1936 stated:

> The cadets are selected from graduates of various colleges and universities throughout the country. Classes of about 75 were received monthly, the first arriving July 20, 1935. They undertook an intensive twelve months' course in aviation training, including ground school work and rudimentary naval training. The graduates are assigned to fill aviation cadet quotas in the Fleet.[64]

In addition to augmenting the training program, legislators also granted the station $3,081,500.00 for a new building program in the Authorization Bill approved April 15, 1935.[65] The principal items included in the program anticipated an expanded role for the station in the coming years and included two 500-man barracks, eleven individual married officers' quarters, two steel-and-brick hangars for Station Field, and new roads. All the major contracts were granted to a single firm, the Virginia Engineering Company of Newport News, Virginia. Commandant G. S. Burrell noted in 1936 that the selection of one firm for the whole program "...has greatly simplified the co-ordination of the work and minimized interferences, questions of junctures of work items, [and] duplication of submission of samples and drawings for approval. The Company's performance has been on the whole very satisfactory."[66] Most of the buildings also featured similar massing and details, typified by Building 604 with its massive brick pylons and inset glass panels, providing a uniformity and sense of cohesiveness to the growing base. The construction program, which eventually included "26 modern brick buildings," was completed in 1937, "making it an outstanding year in the history of the Station."[67]

A valuable construction program at NAS Pensacola was obtained by BuDocks through the Works Progress Administration (WPA)—a Depression-Era work relief program—in 1936 and 1937. The work, eventually valued at $243,626.00, included the repair and improvement of buildings and the rail system at the station, in addition to "modernization of plumbing and improvement of sanitation and ventilation [at the] Naval Hospital."[68] In addition, the 457 workers employed on the job helped to prepare the new Corry Field on leased property northwest of the station.[69] Another WPA project completed in 1938 and employing 513 men provided for "a) the construction of an arch type magazine and barricade; b) concrete taxiway...; c) revamping and relocation of railroad tracks; d) slag-asphalt road-paving and parking areas; e) rehabilitation and painting of buildings; and f) miscellaneous items of grading and planting."[70] In 1938 and 1939, the WPA and the Public Works Administration PWA constructed a new marine barracks, new dispensary, steel and brick hangars at Corry Field and Chevalier Field (formerly called Station Field) (with structural steelwork provided by a non-WPA contractor), and two sets of cadet quarters. Part of the same WPA/PWA project included the construction of "a modern 3-story, 3-wing hospital of concrete, brick hollow tile and stone construction...provided to replace the inadequate war-time structure now serving that important activity."[71] Thus, the great public works programs initiated to relieve the economic catastrophe of the Depression also played an important role in preparing the nation's largest naval aviation center for the coming conflict in Europe.

In 1938 the Vinson Navy Bill gave an additional boost to naval aviation, and to NAS Pensacola in particular, by increasing the authorized number of planes to be maintained by the Navy to 3,000—up from only 1,000 aircraft. The bill also established a board of officers to report on the current readiness of naval stations to meet the national defense needs, and to advise on development plans where needed. The board, called the Hepburn Board after its senior member, Rear Admiral Arthur J. Hepburn, recommended a fifty percent increase in pilot training facilities at NAS Pensacola to meet defense needs. A new construction program beginning in 1939 and continuing throughout the war eventually left the station with eleven hangars and personnel facilities for 15,000.[72]

As the United States entered World War II in 1941, NAS Pensacola stepped up training activities to meet the demand for new pilots, while still busily erecting both makeshift and permanent buildings. Although aviation in the First World War was still in a fledgling state, by 1941, technological advances and the development of combat flying techniques created the bombers and fighter planes that soon became familiar sights over European and Pacific skies. Four new training fields were opened between 1940 and 1942, including Saufley Field in 1940, Ellyson Field in 1941, and Bronson and Barin Fields in 1942.[73] With its six auxiliary training fields now in operation, the station qualified 28,562 fliers between 1941 and 1945. Pilots were trained in one of various schools operating at the base. There was a Naval Photography School, an aerial gunnery school, a flight instructor's school and the Navy's only School of Aviation Medicine to qualify flight surgeons. In addition, patrol maneuvers and scouting and observation from seaplanes were both important areas of instruction. In 1943, NAS Pensacola became the headquarters of Naval Air Training Command. By the end of the war, thousands of metalsmiths, machinists' mates and other technical crew were also trained at NAS Pensacola.

THE COLD WAR: 1946-89

At war's end, rapid demobilization again took its toll at NAS Pensacola. Barin and Ellyson fields were deactivated, while the other training fields were reassigned to new purposes. Naval Air Training Command was reorganized with a number of different subcommands including Naval Air Advanced

Training, Naval Air Basic Training, Naval Air Reserve Training, and Naval Air Technical Training Command, which moved to NAS Memphis in 1946. NAS Corpus Christi took charge of basic training duties, while NAS Whiting Field also took on training responsibilities. Within a few years, however, naval organization changed again, and Naval Air Basic Training Command headquarters relocated to NAS Pensacola, where it stayed throughout the Korean War. In 1947, the old Fort Barrancas cantonment, operated by the U.S. Army since the nineteenth century, was officially deactivated and transferred to NAS Pensacola, marking the station's continued westward expansion.

During the following decades, military conflicts in Korea and Vietnam ensured that naval aviators remained in demand. Between 1950 and 1953, NAS Pensacola produced 6,000 aviators at a cost of almost $70,000.00 each.[74] NAS Pensacola's auxiliary fields were reopened in 1951, and helicopters made their first appearance at Pensacola the same year. The first class of helicopter pilots was trained at Ellyson Field beginning in January. The most dramatic development in naval aviation training was the introduction of jet aircraft to the advanced training syllabus in 1955. Sherman Field was built in 1954 on over 900 acres near the old Fort Barrancas cantonment west of NAS Pensacola to accommodate the new jet requirements. In 1955, the Blue Angels jet fighter demonstration team, originally formed in 1946 to demonstrate the capability of naval aviators, relocated from NAS Corpus Christi to NAS Pensacola, where their air shows are still a popular attraction.

During the Cold War period, the U.S. military raced to develop new technologies to maintain heightened strategic advantages over the Soviets. Naval aircraft achieved supersonic flight, adopted complex computerized navigational systems and missile systems, and took off from nuclear-powered aircraft carriers. Aerospace medicine became part of the studies undertaken at the Naval Aviation Medical Center, originally commissioned in 1957. In addition to studying the effects of gravity forces and disorientation on pilots in combat, scientists worked to understand the potential effects of space travel on humans. In the early 1960s, astronauts from the Mercury and Gemini programs all underwent physical testing and training for water landings at NAS Pensacola.[75]

After the conflict in Vietnam escalated in 1964, pilot training again increased in response. "Pilot production had been as low as 1,413 [annually] in 1962, and as high as 2,552 in 1968, increasing and decreasing with the heat of battle involving carrier deployments in the Far East."[76] Despite financial limitations instituted as the Vietnam War dragged on, NAS Pensacola grew in both size and responsibility as more training and study were needed for highly specialized systems (*Figure 5*). Major damage incurred during Hurricane Camille in August 1969, was quickly repaired and some buildings rebuilt. By 1971, the station covered over 5,500 acres. New training centers were commissioned in the early 1970s, including the Naval Technical Training Center (formerly Naval Communication Center), which was the Navy's locus for electronic warfare and photography training, and the Naval Education and Training Program Development Center, established at Saufley Field in 1974.[77]

Following the Vietnam conflict, Navy budgets fell victim to a large-scale demilitarization campaign in the U.S. government. Nonetheless, NAS Pensacola persevered in its training mission, instructing 1,697 officers and 2,188 enlisted men in 1982. The station also continued as a major contributor to the local and regional economies, with a military payroll of $144,352,908.00, a civilian payroll of $187,635,344.00, and almost $10 million in supply purchases in the same year.[78]

In 1988, the Defense Secretary's Commission on Base Realignment and Closure (BRAC) was formed to

recommend base closures in order to streamline the military base structure worldwide. BRAC reflected the general trend toward military downsizing in the 1980s, when long-range nuclear missiles and subsequent arms control talks were the focus of many military leaders. In the 1990s, the end of the Cold War caused further financial cutbacks for the U.S. military, resulting in a greater rate of base closures. NAS Pensacola successfully avoided closure due to its vital position in the Navy's aviation program and its important tenant commands.

Today, NAS Pensacola occupies 8,423 acres, including Corry Station, Saufley Field, Bronson Field, and Sherman Field. The station hosts over ninety defense-related tenant commands, including the Chief of Naval Education and Training, Training Air Wing Six, Naval Aviation Schools Command, the Naval Aerospace Medical Research Lab, and the Naval Air Technical Training Center. The military population consists of over 16,000 people, in addition to 6,000 civilian employees. The station continues to provide top qualified naval aviators and other personnel; over 25,000 Navy and Marine students passed through the various training programs housed at NAS Pensacola, in addition to 1,300 officer candidates.[79]

The considerable history of military occupation in the Pensacola Bay remains evident at NAS Pensacola in structures such as the Fort Barrancas cantonment and the NHL Pensacola Naval Air Station Historic District at the heart of the station. The presence of these early buildings has exerted a significant force in shaping the modern base, as have external factors including periodic destructive hurricanes and legislative favor. Most importantly, the change from a traditional naval shipyard to a modern naval aviation installation with associated technological advances and demands produced a gradual metamorphosis that has resulted in the modern NAS Pensacola. The shift from maritime vessels to aircraft likely saved the Pensacola base from abandonment and led to the development of an active installation vital to the regional economy and to the Navy's aviation program.

DETAILED BUILDING HISTORY

Building No. 18 was constructed to serve as a storehouse for the Pensacola Navy Yard in 1882. Original proposed plans dated November 22, 1880, and drawn by BuDocks, indicate the building was constructed for the storage of timber, lumber, and other material as required for the Bureau of Construction and Repair. While the building that was constructed is similar in massing and form to that proposed in the 1880 architectural drawings, the actual exterior fenestration and interior structural system of Building No. 18 differs from the proposed 1880 plans. The building was constructed on the site of a pre-Civil War Timber Shed and Cistern. Many buildings within the Pensacola Navy Yard, including the timber shed, were used by Confederate troops during the Civil War and burned as they abandoned the yard in 1862.

A letter from the Pensacola Navy Yard commandant to the chief of BuDocks indicates that a new timber shed for the Department of Construction and Repair was requested as early as 1875.[80] At the time the letter was written, timber and lumber for the yard was either left exposed outside or stored within the first floor of the Constructor's Store House (Building No. 1, Ship Carpenter's Workshop, HABS No. FL-236). Architectural drawings provided in support of the funding request indicate the intitial design was for a one-story, load-bearing masonry building and cistern.[81] By the time appropriations were approved for the construction of the building, the design had changed to a two-story, load-bearing masonry structure with interior columns on the first floor and a heavy-timber roof system spanning the entire width of the second floor.

The navy yard was closed by an act of Congress on March 3, 1883, shortly after construction on Building No. 18 was completed. Marines served as caretakers for the navy yard until 1898.[82] Building No. 18 was converted to serve as barracks for the Marines, but it is not certain whether this occurred when the yard was closed, or after it was reopened in 1900. Marines continued to use the yard after it was placed in caretaker status again in 1911. Approximately 800 Marines arrived on December 5, 1913, to begin training maneuvers on torpedo boats in Pensacola Bay.[83] The navy yard was officially reopened in 1914 and became the site of the new Naval Aeronautical Station Pensacola. Many existing buildings were renovated to serve the new naval aviation mission; however, Building No. 18 continued to serve as Marine Barracks until ca. 1923. Many existing buildings and quarters were adapted for use by Marines arriving aboard the USS *Prairie* in 1913 and USS *Mississippi* in 1914.[84] Improvements made to Building No. 18 specifically included the addition of an exterior porch ca. 1910, plumbing upgrades in 1915, and the addition of a load-bearing masonry Bake Shop to the northeast corner of the building in 1917.[85] Except for the addition of the porch along the east facade and the Bake Shop at the northeast corner, the exterior of the building remained much as it did when originally constructed (*Figure 6*).

Building No. 18 did eventually provide mission-related support for the new aeronautical station. The building served as a storehouse for sea planes and other aircraft ca. 1923 to 1938, according to installation maps on file at NARA and NAS Pensacola. During a period of demobilization after World War I, an increased need for storage of aircraft and equipment occurred and many buildings were repurposed to meet this new need. A 1934 installation development map indicates the building was used to store dummy bombs and torpedos. Major exterior renovations occurred prior to 1936, as documented in an historic photograph from that period (*Figure 7*). Original windows were replaced, most original door openings were infilled, and the roofline was modified. BuDocks Annual Reports from 1934 indicate that these renovations most likely occurred between 1933 and 1934, as "major overhaul and repairs" were undertaken for several buildings, including Building No. 18, as part of a station-wide Public Works initiative.[86]

The Navy relocated its school of aerial photography from Washington, D.C. to Pensacola ca. 1923-24. With the construction of large hangars capable of housing modern aircraft and equipment, such as Building No. 604 (Assembly and Repair Shop, HABS No. FL-494), existing buildings at the installation could be renovated to serve other functions. Building No. 18 was converted from a storehouse to a Photographic Laboratory for the Ground School and Photo Lab in 1937-38.[87] The Ground School became the Naval School of Photography in 1941 and at one time was the largest Photographic School in the world. The school was responsible for training U.S. Navy, U.S. Marine Corps, and other Allied service personnel in this field during World War II.[88] The four-month program trained students in the theory of photography, the use of still, motion picture, and aerial photographic cameras, photographic composition, darkroom skills, and motion picture processing and editing techniques.[89] Approximately 150 students graduated from the school each month.[90] The student population increased to such an extent that in 1943, additions were constructed to the north and east sides of Building No. 18, adding approximately 9,000 square feet (s.f.) of classroom, darkroom, and office space for the school. In addition, the school of photography acquired and renovated the adjacent Building No. 52 in 1944, primarily as training space and workrooms for motion picture and camera repair. Although the school was moved from Building Nos. 18 and 52 in the 1950s, it continued at NAS Pensacola until 1993, when it was transferred to the American Forces Information Service (AFIS) at Fort George G. Meade, Maryland.[91]

In 1952, architectural drawings document major interior and exterior renovations that prepared Building

No. 18 for use by the Overhaul and Repair Department as an Electronics Shop. Most existing interior partitions were removed to allow adequate space for the installation of electronic workstations throughout the first and second floors of the original building. A freight elevator was also installed near the center of the east side of the original building at this time. The building was divided into specialized areas for shipping and receiving, shop inspection, disassembly and cleaning, metal, plating, and paint shops, storage, and final assembly, inspection, and packaging areas. The building continued to serve as industrial and administrative space until the 1990s, when it was renovated as the command offices for MATSG. Architectural drawings dated 1974 detail the interior renovation of the second floor that converted most of the workshop areas into partitioned office space. When the space was occupied by MATSG in the 1990s, interior renovations resulted in the removal of the partitioned areas and created larger classroom and administrative space. A 1,000 s.f. men's and women's restroom and shower facility was added to the east side of the 1943 north addition, according to 1996 architectural drawings. Building No. 18 was occupied by MATSG until 2004, when the building suffered significant damage as a result of Hurricane Ivan (*Figure 8*). The building is currently vacant.

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Date: November 2005

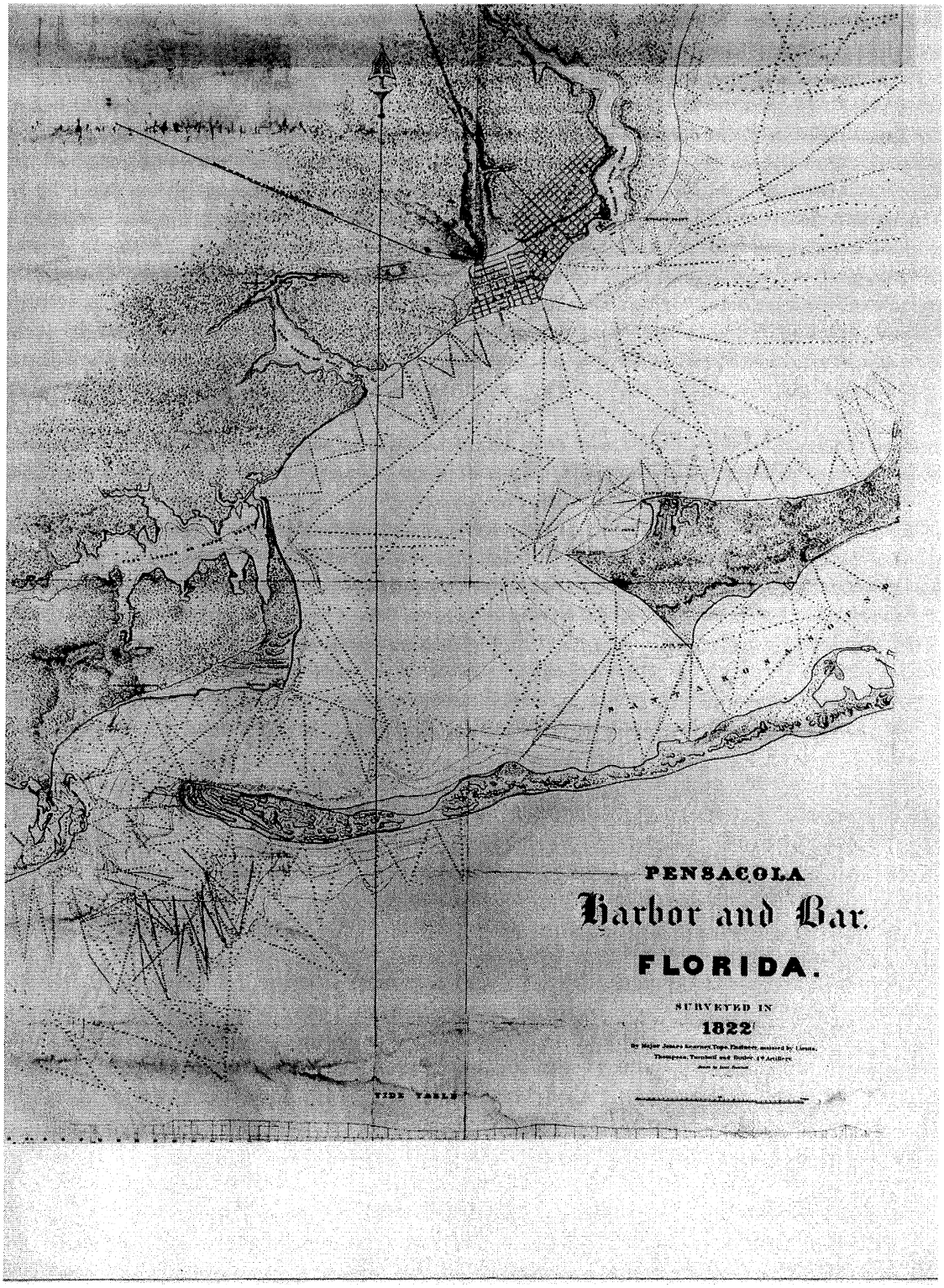
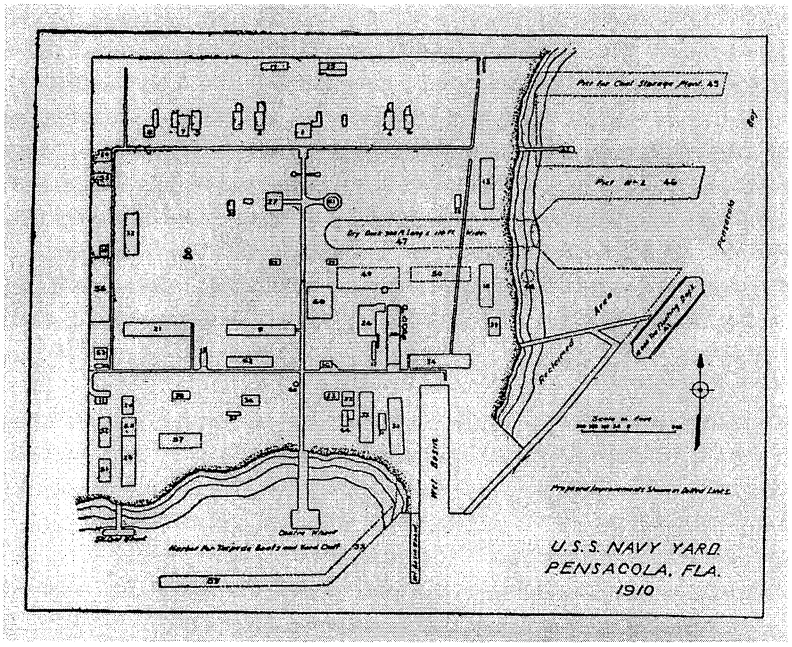


Figure 1. Map and Tide Table of the Pensacola Bay surveyed by the U.S. Army 4th Artillery in 1822, a year after Spain's transfer of Florida to the United States (Map courtesy of the Public Affairs Office, NAS Pensacola, Florida).

Figures 2 and 3. Hand-drawn plan and index showing the state of the Pensacola Navy Yard in 1910, one year before it was officially closed. (Map and index courtesy of the Public Works Center, NAS Pensacola, Florida).



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U. S. NAVY YARD, 1910

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2. Captain's of Yard Quarters
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5. Civil Engineer's Quarters
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7. Engineer Officer's Quarters
8. Pay Clerk's Quarters
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12. Guardhouse
13. Now used as storage
14. S. & A. Paint and Oil Room
15. Fire Engine House
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22. Foundry, not used
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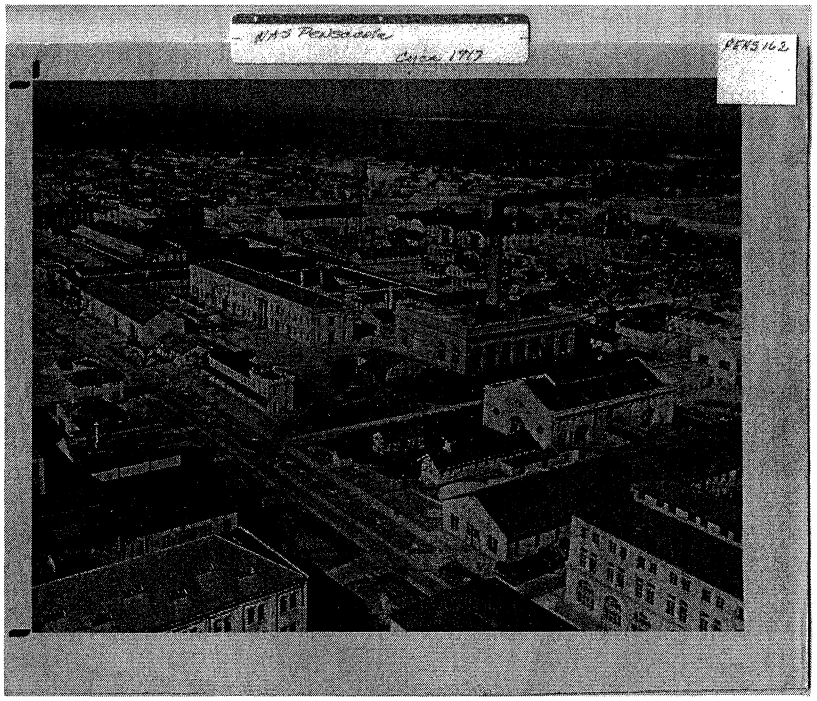

Figure 4. Bird's-eye view of NAS Pensacola ca.1917 (Photo courtesy of the Naval Aviation Museum, NAS Pensacola, Florida).

Figure 5. View of NAS Pensacola ca. 1967 facing east into the National Historic Landmark District. Chevalier Field is to the north (Photo courtesy of the Public Affairs Office, NAS Pensacola).

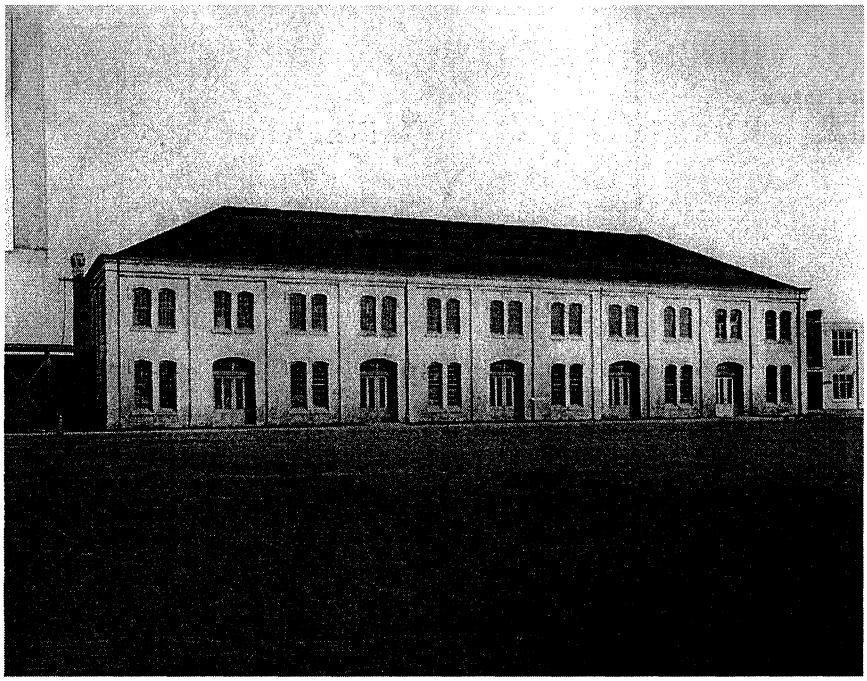

Figure 6. The exterior facade retained many of its original features until the 1930s, as illustrated by this ca. 1921-23 photograph of the west facade. (Photo courtesy of Still Pictures Unit, NARA, College Park, Maryland).

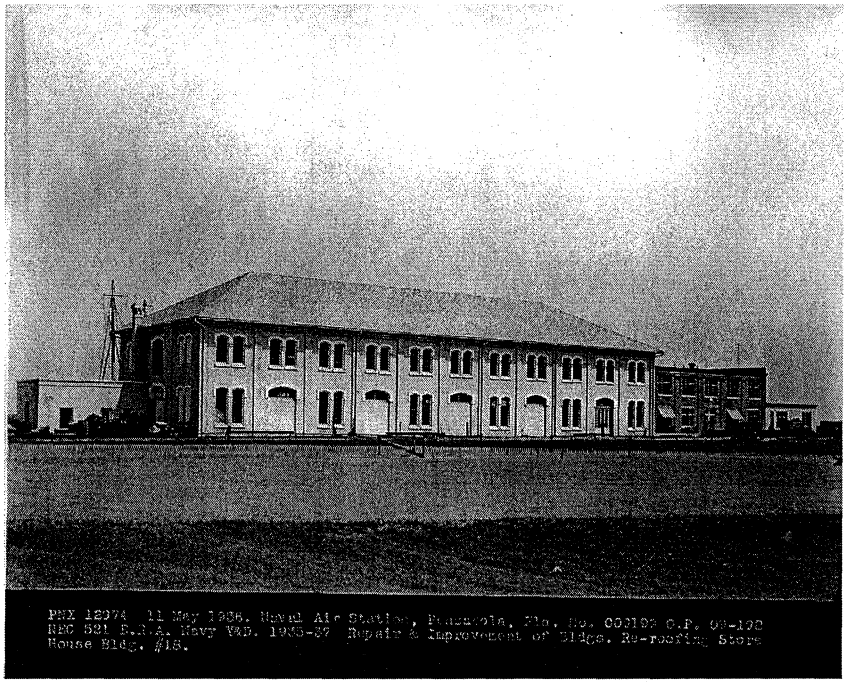

Figure 7. Modifications to exterior fenestration and the roofline occurred prior to 1936. (Photo courtesy of Still Pictures Unit, NARA, College Park, Maryland).

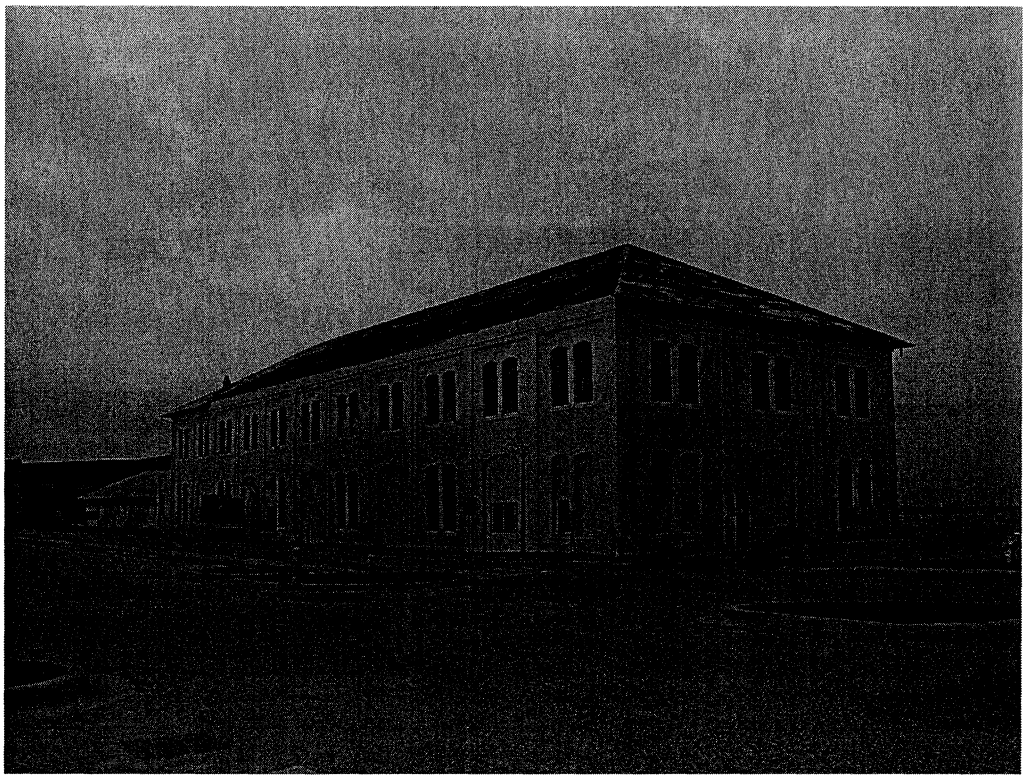

Figure 8. Hurricane damage to Building No. 18 (2005 photo), facing northeast (Photo by HHM, Inc., Austin, Texas).

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The original 1882 portion of Building No. 18 is a two-story, rectangular-plan building constructed of load-bearing masonry. The east and west facades are defined by eleven bays of fenestration separated by twelve equally spaced pilasters. The north and south facades contain three bays of fenestration divided by four pilasters. Windows feature cast-stone sills, and cast-stone segmented-arch hoods cap all windows and doors. Each bay is framed by two rows of corbelled brick, and a modified corbelled cornice encircles the building. The hipped roof features overhanging eaves with exposed rafters that are not original to the building.

   The one-story 1943 north addition is separated into two distinct building forms. The southernmost section is characterized by an unornamented brick facade with two projecting brick rows forming the cornice. The exterior walls extend beyond the roofline, forming a parapet wall that is capped with a metal coping. The northern, gable-roof addition features a large roof overhang along the west facade. Wood brackets located on either side of the window openings support the roof overhang. A set of cascading concrete steps with a large landing lead to the primary entrance at the west facade.

   The east facade of the 1996 restroom addition is organized into five distinct bays. Two slightly recessed bays flank each side of the primary entrance, which is set back approximately 5' from the main facade. The bays each contain a band of three windows above a brick sill. Above the windows, a two-row band of soldier-course bricks runs continuous along each facade. A parapet wall capped by cast-stone coping extends above the roofline.

2. Condition of fabric: Building No. 18 is in fair condition. The building sustained significant damage during Hurricane Ivan in 2004 and Hurricane Dennis in 2005. Two-thirds of the roof sheathing, decking, and rafters are missing from the west side of the original 1882 building. Other areas of the roof on all sections of the building are missing shingles and decking. Most gutters and downspouts are missing. The east facade sustained the most severe damage as a result of the storm surge from the Pensacola Bay. The 1943 additions along the east side of the building are no longer structurally sound and are missing large sections of exterior siding, plywood sheathing, structural framing, and exterior doors and windows. The interior of the building sustained damage as a result of water infiltration through the exposed areas of the roof and due to flood waters on the first floor. Most interior finishes exhibit signs of mold growth and significant water damage.

B. Description of Exterior:

1. Overall dimensions: Building No. 18 has undergone several significant additions and alterations. The original rectangular-plan, two-story building measures approximately 61' x 184'. Brick pilasters divide the east and west facades into eleven bays; similar pilasters divide the three fenestrated bays along the north and south facades. The 1917 and 1943 north additions obscure most of the north facade of the original building. Each bay originally contained fenestration at the first and second floors.

The 1917 north addition is a one-story rectangular-plan building measuring approximately 22' x 32'. Currently there are no exposed exterior surfaces at the 1917 addition; it is surrounded by the original 1882 building on its south facade, the 1943 north addition on its north and west facades, and the 1996 restroom addition on its east facade.

The 1943 north addition is a one-story irregular-plan building that measures 46'-2" wide, 128'-2" along the east facade, and 160'-0" along the west facade. The building is divided into two sections. The first section forms an ell along the west facade and is a continuation of the 1917 addition. The main section, which is covered by a gabled roof, is divided into eleven bays of fenestration along the west facade, four bays along the north facade, and nine bays along the east facade.

Two, one-story additions were constructed in 1943 along the east facade of the original 1882 building. The northern structure is 28'-10" x 20'-7" and the southern structure measures 64'-3" x 20'-7".

A one-story restroom addition, constructed in 1996, is located north of the one-story mechanical enclosures along the east facade. The addition measures 68'-4" x 21'-3". The primary, or east, facade of the addition is organized into five equal bays of fenestration. The center bay contains a recessed entrance and is flanked on either side by two bays, each containing a high, narrow band of three-part windows.

2. Foundations: The foundations of the original 1882 building and the subsequent additions could not be observed directly. The foundations of the original building and the 1917 addition are assumed to be continuous masonry foundation walls with stepped masonry footings and an independent slab-on-grade flooring system. A continuous raised concrete perimeter foundation wall with an independent slab-on-grade flooring system supports the 1943 one-story additions along the east facade, the 1943 north addition, and the 1996 restroom addition along the east facade. Architectural drawings indicate that the perimeter foundation walls of the 1943 east additions are supported on a 10" x 1'-2" continuous footing.

3. Walls: The original 1882 building features load-bearing masonry walls in a five-course common-bond pattern. Brick pilasters and a corbelled cornice frame each bay. The walls of the 1943 north addition are constructed of hollow-clay tile with a brick veneer in a common-bond pattern. The southwest corner of the 1943 addition features an unornamented brick wall with two brick bands forming the cornice. The bands consist of a single stretcher course that projects slightly from the facade. The wall extends above the roofline, forming a parapet that is capped by metal coping. The masonry walls of the 1943 north addition are also laid in a five-course, common-bond pattern. The masonry walls of the original building and the 1943 additions are painted off-white. The 1943 east addition walls are wood-framed and faced with vinyl siding. These additions suffered significant damage during Hurricane Ivan. The walls of the 1996 restroom addition are composed of 8" concrete block with a red brick veneer in a running bond pattern. Two brick soldier courses run continuous above the windows along the north, south, and east facades. The walls extend to form a parapet wall and are capped by cast-stone coping.

4. Structural systems, framing: The structural system of the original 1882 building consists of 1'-7" thick, unreinforced, load-bearing masonry walls on a (probable) stepped brick

foundation with an independent slab-on-grade flooring system. Direct observation of the foundation system of Building No. 18 was not possible at the time of the field survey. Hand-written notes on a 1917 architectural drawing documented the dimensions of major structural members for the 1882 building. The second-story wood-floor framing is supported on two rows of 1'-2" x 1'-2" heavy timber columns, spaced at 16'-6" on center (o.c.) and by heavy-timber beams composed of two chamfered 8" x 11" wood members. The interior columns are chamfered and topped by a decorative wood bracketed bearing, composed of two, 6-1/2" thick, 4'-0" wide, and 1'-1" tall wood members. The floor system is composed of 4" x 12" wood joists, spaced at 1'-4" o.c. with a 1-5/8" thick wood-floor deck. The heavy-timber roof trusses span the entire width of the second floor; there are no interior columns within the second floor space.

The 1917 addition features unreinforced, load-bearing masonry walls on a (probable) stepped brick foundation with an independent slab-on-grade flooring system. The roof structural system was not accessible at the time of the survey due to damage sustained during Hurricane Ivan. Architectural drawings for the addition were not available.

The 1943 east additions are conventionally wood-framed structures. The roof structural members are engineered wood trusses with 2" x 6" web members and bottom chord and a 2" x 8" top chord. Each truss is spaced at 2'-0" o.c. The foundation features a 6" concrete slab-on-grade with an 8"-thick raised continuous perimeter foundation wall that extends 1'-0" above the floor slab. The perimeter foundation wall extends 2'-0" below grade and is keyed into a continuous 10" x 1'-2" footing.

The 1943 north addition is constructed of unreinforced structural clay-tile walls with a brick veneer. Architectural drawings dated 1952 indicate that the roof system is composed of engineered wood trusses with 2" x 8" top and bottom chords and 2" x 6" web members. The trusses are spaced at 2'-0" o.c. and measure 9'-3" deep from the apex to the bottom of the lower chord. The foundation system is composed of a continuous perimeter foundation wall and a slab-on-grade, concrete-slab floor. The southwest corner of the 1943 addition features a different roof framing system. Pratt trusses with 2" x 8" top and bottom chords and 3" x 6" web members support the roof. Each truss is approximately 3' deep.

Architectural drawings from the 1996 restroom addition indicate that the structural system consists of reinforced 8" concrete-block walls with a brick veneer. The built-up roof system features a metal deck diaphragm supported on steel joists and a central 1'-0" x 2'-0" reinforced concrete tie beam. The reinforced concrete slab-on-grade flooring system is supported by a reinforced concrete block perimeter wall on concrete footings. Window and door openings are spanned by 2'-0" thick reinforced concrete tie beams.

5. Porches, stoops, balconies, bulkheads: In 1996, an exterior galvanized metal dog-leg stair was constructed at the center of the original 1882 building's east facade to provide a secondary means of egress from the second floor. The stairs feature a galvanized metal frame with metal grating at stair treads and landings. The stair consists of twenty-two treads and twenty-three risers that are divided into two parallel flights connected by an intermediate landing. A metal pipe balustrade located along both sides of the stair continues along the perimeter of the intermediate landings to serve as a guardrail. The balustrade features a metal pipe handrail and eight equally spaced horizontal rails that span between each pipe column

support. The entire stair structure is supported by four steel rectangular tube columns on a concrete-slab foundation. A flat, steel-framed awning, sheathed in metal grating, tops the structure, while two smaller awnings shade each landing.

The west facade of the 1943 north addition originally featured four concrete stoops. Only one stoop remains at the primary entrance to this addition. The stoop is composed of three cascading concrete steps leading to a 9'-0" x 8'-4" concrete landing.

A concrete stoop with one step leading to a small concrete landing is located at the northwest corner entrance of the 1943 addition.

A concrete ramp is located at the primary entrance to the 1996 restroom addition. A balustrade with a metal pipe handrail and one intermediate horizontal rail is located along the outer edge of the ramp. Metal pipe columns support the handrail at regular intervals. A single metal pipe handrail is attached to the building along the inner edge of the ramp.

6. Chimneys: An exterior brick chimney is located at the center of the north facade of the original 1882 building. Although the date of construction is unknown, the chimney first appears in a 1917 photograph. Architectural drawings dated 1967 detail the removal of the chimney. However, the chimney was only removed to the roofline, and the remainder of the stack is extant. Historic photographs reveal the original chimney featured a corbelled brick cap.

   Two metal roof ventilators are located along the ridge of the gable-roof 1943 north addition. The two units suffered significant damage as a result of Hurricanes Ivan and Dennis.

7. Openings:

   a. Doorways and doors: All original exterior doors have been replaced, and most door openings have been modified and/or infilled using either brick or plywood with a stucco veneer. Currently, exterior doors are either single or paired flush-panel metal doors with metal frames. Most contain a single vision panel and feature either a pull handle with thumb latch or a lever handle and deadbolt. A pair of metal doors with a large louvered panel are located at the first floor of the west facade and feature a door knob and metal hasp (with no lock). A bi-parting metal freight door with a single vision panel has been installed at the east facade entrance to the elevator.

   b. Windows and shutters: All original exterior windows have been replaced. Window openings in the original 1882 building have been modified to accommodate the replacement metal units. Portions of original window openings have been infilled as necessary using either brick or plywood with a stucco veneer. The primary window type for the 1882 building and 1943 north addition is a metal, nine-over-nine unit. First-floor windows on the west facade of the original building are metal twelve-over-nine-over-nine units. Most window openings retain their original cast-stone sill and segmental-arch cast-stone hood. Some window openings have been sealed with brick. One window opening at the southeast corner of the second floor has been modified. It contains paired eight-over-eight window units, and most of its original cast-stone hood has been removed. Similar eight-over-eight units are located at the first floor of the west facade. The window units occupy only a portion of the window opening, and the upper portion of the opening has been infilled. Their original cast-stone sills and hoods remain intact. A single six-over-six

window unit has been inserted into a previously infilled window opening on the first floor of the west facade. A similar paired six-over-six window unit is located at the west facade in a previously infilled door opening. Six-over-six window units are also located along the north, west, and east facades of the 1943 north addition. These windows feature a cast-stone window sill and a soldier-course brick window lintel. The windows along the east facade of the 1943 north addition suffered significant damage during Hurricanes Ivan and Dennis. A single, metal six-over-six window unit is located at the north facade of the 1943 east addition. Window openings of the 1996 restroom addition feature a rowlock-course brick window sill and concrete tie beams span each opening. The tie beams are faced with two brick soldier courses that run in a continuous line along the north, south, and east facades. Each window opening contains a high band of fixed, three-part window units.

8. Roof:

   a. Shape, covering: Building No. 18 features six different roofing systems. The 1882 original building has a heavy-timber and wood-frame hipped roof with a wood deck. The roof is sheathed in composition shingles. The 1917 addition is connected under the built-up roof system of the southwest corner of the 1943 north addition. This roof is composed of wood trusses supporting a low-sloped roof covered by a modified bitumen membrane. A masonry parapet wall extends above the roofline on the north and west facades and is capped by a metal coping. The 1943 north addition features a heavy timber and wood-frame gabled roof that is sheathed with composition shingles. Both 1943 east additions are conventionally framed with wood rafters. The northern addition on the east facade has a built-up shed roof, while the rafters of the southern addition support a shed roof with modified bitumen membrane roofing system. The low-slope roof of the 1996 restroom addition is supported by steel joists and is sheathed with a modified bitumen membrane roofing system. A parapet wall extends above the roofline at the north, south, and east facades and is capped by a cast-stone coping.

   b. Cornice, eaves: On the original 1882 building, exposed rafters support an open eave with a slight overhang. The roof drains into hung metal gutters connected to external metal downspouts, although most were damaged during Hurricanes Ivan and Dennis. The 1917/1943 north addition features a low-sloped roof with a parapet wall extending above the roofline along the north and west facades. The roof is drained by an internal gutter system with scupper roof drains centered along the east/west axis of the roof. An internal drain line leads from the roof drains to a downspout at the southwest corner of the 1996 restroom addition. The cornice of the 1917/1943 north addition is ornamented by two rows of brick that project slightly from the surface of the wall. The gable roof of the 1943 north addition has a deep roof overhang along the west facade that is supported by wood brackets. Along the east facade, enclosed rafters support an open eave with a slight overhang that is capped by a wood fascia board. The shed roof of the northernmost 1943 east addition features a vinyl-clad boxed eave with a slight overhang along the east facade. The eave of the southernmost east addition is similar, but the roof drains into hung gutters with external downspouts. The 1996 restroom addition has a low-slope roof surrounded by a masonry parapet wall. The roof slopes to drain into external downspouts located on the north and south sides of the addition.

c. Dormers, cupolas, towers: An arched metal dormer located at the south side of the hipped roof of the original 1882 building provided attic ventilation. The dormer, which was installed in 1974, was destroyed during Hurricane Ivan and is no longer extant.

C. Description of Interior:

1. Floor plans:

a. First floor: Architectural plans are provided in Part III, Section C of this report. Access to the interior was limited due to structural damage sustained during Hurricane Ivan. Limited investigation of the interior and 1996 architectural drawings provided information regarding the current configuration of the interior spaces. The primary entrance to the building is located on the west facade of the 1943 north addition. A corridor leads from the entry to the 1996 restroom addition to the east, the 1943 addition to the north, and the original 1882 building to the south. The first floor of the original building is divided into two large, unpartitioned rooms. A bank of three offices separates the two spaces. Two additional offices and a storage room are located at the southwest corner of the first floor. A freight elevator and associated equipment room are located along the east wall of the northernmost open space. Doors lead from the two unpartitioned rooms to the 1943 east additions. The northernmost addition contains a single office with a door leading to the exterior. The larger, southernmost addition contains a single reception area with a door to the exterior. A separate exterior door provides access to the addition's mechanical room.

The interior of the 1943 north addition is comprised of a large, unpartitioned space. The corridor leading to this space from the primary entrance is flanked by a set of four offices—two on each side of the corridor. Two additional offices and an equipment room are located in the northeast corner of the unpartitioned space. The original 1917 north addition has been renovated and now contains a single room. Another large room is located across the corridor from the 1917 addition.

The 1996 restroom addition is located at the east end of the corridor leading from the primary entrance. A women's restroom and shower area is located north of the corridor, and a men's restroom and shower area are located south of the corridor. A set of double doors leads from this addition to the exterior.

b. Second floor: Enclosed stairwells at the northwest and southwest corners of the original 1882 building lead to the second floor. The second floor contains two large classroom spaces along the west side of the building and a series of office spaces along the east side. A men's restroom is located at the northwest corner of the building, and a women's restroom is located at the southwest corner of the building. An exterior stair, installed on the building's east side, provides additional egress from the second floor.

2. Stairways: The second story of the original 1882 building is accessed by two L-shaped enclosed stairwells. The stairway features a steel channel stringer on the exterior wall and a wood stringer on the interior wall. A surface-mounted 1-1/2" steel pipe handrail has been installed on both sides of the stairway. Stairs consist of twenty-seven treads and twenty-eight

risers that are finished with textured rubber flooring.

3. Flooring: The primary floor finish at the first floor of the original building, as well as the 1917 and 1943 north additions, is carpet. Water damage caused by Hurricane Ivan has left the carpet in poor condition. Other floor finishes include off-white and green 2" x 2" ceramic tile in the 1996 restroom addition and green 12" x 12" vinyl composition tile, installed in the interior corridors and the second floor of the original building.
4. Wall and ceiling finish: Typically, interior walls are painted gypsum board installed over either wood or metal wall studs. The wall finish is in poor condition; continued exposure to the elements after Hurricanes Ivan and Dennis has caused most painted surfaces to peel. Suspended 24" x 24" acoustical tile ceilings are installed throughout the building, and most exhibit significant deterioration due to initial damage sustained during Hurricane Ivan and continued moisture exposure after the storm.
5. Openings:
    a. Doorways and doors: Although access to the building's interior during the field survey was limited, two primary door types were identified. Most interior doors are hollow-core wood units with a three-light vision panel and a wire-glass sidelight. Other interior doors are flush-panel, hollow-core wood units. Both door types feature metal door frames, three metal hinges, lever door hardware with a deadbolt, and a closer.
    b. Windows: None.
6. Decorative interior features and trim: Although hidden from direct observation prior to damage sustained during Hurricanes Ivan and Dennis, several original decorative features remain. A decorative wood bracketed bearing tops interior chamfered wood columns at the first floor of the original 1882 building. Currently, the wood columns are encased by gypsum board installed over metal studs. The wood-bearing brackets are located above the dropped acoustical ceiling. A modern wooden chair rail is located along the walls of the unpartitioned first-floor spaces of the original 1882 building.
7. Hardware: Interior doors feature lever hardware with a deadbolt and closer. No other notable hardware was observed.
8. Mechanical equipment:
    a. Heating, air-conditioning, ventilation: Building No. 18 was conditioned by a split-system heat pump system with five air-handling units of varying capacities [20,400 to 393,000 British thermal units per hour (btuh)]. One rooftop package unit (206,400 btuh capacity) is located above the 1996 restroom addition. Three electric fan units [315-740 cubic feet per minute (cfm) capacity] are located in the men's and women's restroom of the 1996 restroom addition and in the mechanical room of the 1917/1943 north addition.
    b. Lighting: Primary lighting fixtures are recessed lay-in fluorescent units, located at the first and second floors of the original 1882 building, the first floor of 1917/1943 north additions, the 1943 east additions, and the 1996 restroom additions. Pendent fluorescent fixtures are found in the 1996 restroom addition and the southernmost 1943 east addition. Recessed light fixtures and surface-mounted light fixtures provide additional sources of illumination in the 1996 restroom addition.

c. Plumbing: Plumbing fixtures are located in the men's and women's restrooms of the original 1882 building and the 1996 restroom addition. Five wall-mounted flush-valve water closets are located in the 1996 restroom addition, while ten water closets are located at the men's and women's restrooms in the original 1882 building. Eight wall-mounted lavatories are found in the original 1882 building, and four are located in the men's and women's restrooms of the 1996 restroom addition. The original 1882 building features four wall-mounted flush-valve urinals; two are located within the 1996 restroom addition. The men's and women's restrooms in the 1996 addition contain eleven showers. An electric water cooler and 400-gallon capacity gas water heater are also located in the 1996 addition.

d. Elevators: According to architectural drawings dated 1952, a 4,500 lb. capacity freight elevator was added to the original 1882 building. The drawings indicate that the car size is 8'-9" x 9'-0". The elevator features a bi-parting fire door at the east facade exterior entrance and at each interior landing. A 6'-0" high metal gate was installed at the east and west sides of the elevator car.

D. Site:

1. General setting and orientation: Building No. 18 is oriented along a north/south axis in the southeastern section of NAS Pensacola within the Pensacola Naval Air Station Historic District. Pensacola Bay, which surrounds the site to the east, is separated from the building by a paved parking lot and chain-link fence. Building No. 52 (Paint Shop, HABS No. FL-490) borders the building on the south, and Building No. 631 (Aircraft Overhaul and Repair, HABS No. FL-500) is located north of the building. East Avenue runs parallel to the building on the west side.

2. Historic landscape design: Building No. 18 is sited within an industrial area, and the facility is bordered by a parking lot on the east side, driveways to the north and south, and a small grass lawn along the west side. Existing architectural drawings do not provide evidence of a historic landscape design for the surrounding site.

3. Outbuildings: None

NOTES

[1] Public Works of the Navy Data Book, Part II, 1927. p. 365 and Public Works of the Navy Data Book, Part II, 1939. p. 381. NAVFAC Archive, Port Hueneme.
[2] Building No. 18, Property Record Card, NAS Pensacola. NAVFAC Archive, Port Hueneme.
[3] Annual Reports to the Bureau of Yards and Docks (BuDocks) from Navy Aeronautic Station, Pensacola, Florida, June 30, 1915 and June 30, 1916. NAVFAC Archive, Port Hueneme.
[4] Technical Report and Project History, Contract NOy-4130, Construction of Aviation Facilities at the Naval Air Training Station, Pensacola, Florida, Volume I, p. 50. NAVFAC Archive, Port Hueneme.
[5] Young, Rear Admiral Lucien. *A Brief History of the United States Navy Yard and Station, Pensacola, Florida and its Possibilities.* Pensacola, Florida: privately printed, no date, copy available at the Rare Books Collection, University of West Florida.
[6] Annual Reports to the Bureau of Yards and Docks (BuDocks) from Navy Aeronautic Station, Pensacola, Florida, June 30, 1915 and June 30, 1916. NAVFAC Archive, Port Hueneme.
[7] Annual Report to the BuDocks from the U.S. Navy Aeronautical Station, Pensacola, Florida, June 30, 1917. NAVFAC Archive, Port Hueneme.
[8] Technical Report and Project History, Contract NOy-4130, Construction of Aviation Facilities at the Naval Air Training Station, Pensacola, Florida, Volume I, p. 50. NAVFAC Archive, Port Hueneme.
[9] Coleman, James C. and Irene S. *Guardians on the Gulf: Pensacola Fortifications, 1698-1980* (Pensacola: Pensacola Historical Society, 1982), 7; Pearce, George F. *The U.S. Navy in Pensacola: From Sailing Ships to Naval Aviation (1825-1930)* (Pensacola: University of West Florida Press, 1980), 1.
[10] Coleman, *Guardians on the Gulf*, 26-28.
[11] Ibid., 31.
[12] Pearce, *U.S. Navy in Pensacola*, 3.
[13] Coleman, *Guardians on the Gulf*, 5.
[14] Pearce, *U.S. Navy in Pensacola*, 5-10.
[15] Ibid., 11-13.
[16] Ibid., 13, 18.
[17] Ibid., 19.
[18] Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 465-466, ed. Paolo Coletta, 466 (Westport: Greenwood Press, 1985).
[19] Coleman, *Guardians on the Gulf*, 33-37.
[20] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, November 19, 1844. NAVFAC Archive, Port Hueneme.
[21] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 17, 1849. NAVFAC Archive, Port Hueneme.
[22] Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.
[23] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 25, 1847. NAVFAC Archive, Port Hueneme.
[24] Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.
[25] Ibid., 466-467.
[26] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, November 4, 1862, NAVFAC Archive, Port Hueneme.
[27] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 15, 1864, NAVFAC Archive, Port Hueneme.
[28] Commandant Smith to Chief of the Bureau of Yards and Docks, May 15, 1863, Record Group 71, Entry 5,

Records of the Bureau of Yards and Docks, Correspondence with Commandants of Pensacola Navy Yard. NARA, Washington, D.C.

[29] Commandant Armstrong to Chief of BuDocks, November 23, 1864, Record Group 71, Entry 5. NARA, Washington, D.C.

[30] Chief of BuDocks Smith to Commandant Armstrong, December 10, 1864, Record Group 45, Collection of the Office of Naval Records, Subject File U.S. Navy 1775-1910, Navy Yards, NARA, Washington, D.C.

[31] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 1, 1869. NAVFAC Archive, Port Hueneme.

[32] Pearce, *U.S. Navy in Pensacola*, 95; 98.

[33] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 26, 1883. NAVFAC Archive, Port Hueneme.

[34] Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 1, 1901. NAVFAC Archive, Port Hueneme.

[35] Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 468.

[36] Ibid. 468-469.

[37] Pearce, *U.S. Navy in Pensacola*, 123-125.

[38] Ibid., 128-129.

[39] Ibid., 132.

[40] Annual Report to the Bureau of Yards and Docks from U.S. Naval Air Station Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.

[41] Pearce, *U.S. Navy in Pensacola*, 134.

[42] Ibid.

[43] Ibid., 135.

[44] Ibid., 136.

[45] *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

[46] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1915, 40, 18. NAVFAC Archive, Port Hueneme.

[47] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.

[48] Corliss, Earle. *Activities of the Bureau of Yards and Docks, Navy Department, World War: 1917-1918* (Washington: U.S. Government Printing Office, 1921), 395.

[49] Ibid., 153.

[50] Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 470.

[51] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1918, NAVFAC Archive, Port Hueneme.

[52] *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

[53] Pearce, *U.S. Navy in Pensacola*, 159.

[54] *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

[55] Pearce, *U.S. Navy in Pensacola*, 158.

[56] Ibid., 157.

[57] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1920. NAVFAC Archive, Port Hueneme.

[58] Pearce, *U.S. Navy in Pensacola*, 165.

[59] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1923. NAVFAC Archive, Port Hueneme; Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1927. NAVFAC Archive, Port Hueneme.

[60] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1927. NAVFAC Archive, Port Hueneme.

[61] Ibid.

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[62] Pearce, *U.S. Navy in Pensacola*, 177-178.
[63] Ibid., 178-179.
[64] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936, 32. NAVFAC Archive, Port Hueneme.
[65] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme. In the report, NAS Pensacola's commandant attributes funding of the new building program to the "Authorization Bill approved April 15, 1935." He also notes that "Two million dollars of funds were carried in the Deficiency Act, approved August 12, 1935, while $1,081,500 was made available from the continuing appropriation 'Public Works, Bureau of Yards and Docks.'" The Annual Report contradicts the authoritative U.S. Government Printing Office publication *Building the Navy's Bases in World War II of 1947*, which states that in 1935 "the Congress made no appropriation for naval public works, and such work as could be done was financed out of the ends of appropriations made in earlier years and by allocation from the funds provided by the 1935 Emergency Relief Appropriation Act" (p. 25).
[66] Ibid, 33.
[67] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1937. NAVFAC Archive, Port Hueneme.
[68] Ibid., 48.
[69] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme.
[70] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1938, 54. NAVFAC Archive, Port Hueneme.
[71] Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1939, 19. NAVFAC Archive, Port Hueneme.
[72] U.S. Government Printing Office, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946, Volume I* (Washington: U.S. Government Printing Office, 1947), 229.
[73] Shettle, 177.
[74] Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola,* (Pensacola: Pensacola Engraving Company, 1989), 127.
[75] Ibid., 136.
[76] Ibid., 149.
[77] Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, ed. Paolo Coletta, 474 (Westport: Greenwood Press, 1985).
[78] Ibid.
[79] Pensacola Bay Area Chamber of Commerce, "NAS Pensacola: The Cradle of Naval Aviation," electronic document, www.pensacolachamber.com. Accessed February 18, 2005.
[80] Commandant J.A. Armstrong to Rear Admiral Joseph Smith, Chief of BuDocks, June 18, 1875, Record Group 71, Records of the Bureau of Yards and Docks, Entry 5. National Archives and Records Administration (NARA), Washington, D.C.
[81] "Proposed plan of Timber Shed and Cistern No. 18, U.S. Navy Yard, Pensacola, Fla.," architectural drawing, n.d., Record Group 71, Records of the Bureau of Yards and Docks. Cartographic and Architectural Records Unit, NARA, College Park, Maryland.
[82] Pearce, George F. *The U.S. Navy in Pensacola: From Sailing Ships to Naval Aviation (1825-1930)* (Pensacola: University of West Florida Press, 1980), 104, 111.
[83] Ibid, 125-126.
[84] Annual Report to the Bureau of Yards and Docks from the Pensacola Navy Yard, Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.
[85] Annual Reports to the Bureau of Yards and Docks from the U.S. Navy Aeronautical Station, Pensacola, Florida, June 30, 1915 and June 30, 1917. NAVFAC Archive, Port Hueneme.

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[86] Annual Report to the Bureau of Yards and Docks from the Naval Air Station, Pensacola, Florida, June 30, 1934. NAVFAC Archive, Port Hueneme.

[87] Annual Report to the Bureau of Yards and Docks from the Naval Air Station, Pensacola, Florida, June 30, 1938. NAVFAC Archive, Port Hueneme.

[88] Ward, Andrew, "U.S. Naval Air Station Pensacola, Florida, Naval School of Photography," electronic document, www.banjow.com. Accessed October 17, 2005

[89] Ward, Andrew, "U.S. Marine Corps VMD-354, Naval School of Photography Pensacola, Fl," electronic document, www.usmarinecorpsvmd-354.com. Accessed October 17, 2005

[90] Ward, Andrew, "U.S. Naval Air Station Pensacola, Florida, Naval School of Photography," electronic document, www.banjow.com. Accessed October 17, 2005

[91] Defense Information School, "First there was a war . . . then came DINFOS," electronic document, www.dinfos.osd.mil. Accessed October 17, 2005

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: No original architectural drawings of Building No. 18 were found. Proposed architectural drawings for the construction of Building No. 18 are held at the National Archives and Records Administration Cartographic and Architectural Unit, College Park, Maryland. They are found within Record Group (RG) 71, Records of the Bureau of Yards and Docks. Plans used for this documentation effort include the following:

1. Early architectural drawings (Drawing No. 800-34-4) for the reconstruction of the timber shed, Building No. 18, indicate a one-story, load-bearing masonry building and cistern were initially proposed ca. 1870.
2. A proposed scheme for the construction of the building, Drawing No. 800-34-14, dated November 22, 1880, was drawn by the Bureau of Yards and Docks. The massing and form of the proposed building is similar to what was constructed; however, fenestration patterns, overall building dimensions, and configuration of the structural system vary from the 1880 drawing.

Alteration and renovation drawings for Building No. 18 are on file with contractors Hill-Griffin, Building No. 458, at NAS Pensacola, Pensacola, Florida. Plans for major alterations include the following:

1. Naval Facilities Engineering Command Drawing Nos. 20664-20665 (dated January 1, 1943) and Nos. 21985-21986 (dated May 23, 1944) document the additions to the north and east sides of Building No. 18.
2. Naval Facilities Engineering Command Drawing Nos. 5290778-5290855 (dated February 23, 1996) detail interior renovations for Building No. 18 as well as the construction of the one-story northeast restroom/shower facility addition.

B. Historic Views: Photographs are archived at the NAS Pensacola Public Affairs Office, Building No. 624; NAS Pensacola Public Works Center, Building No. 3560; the National Museum of Naval Aviation at NAS Pensacola; the University of West Florida Library, Special Collections; the NAS Pensacola Photograph Collection and the Navy Yard at Pensacola Photograph Collection, Pensacola, Florida; and Record Group 71, Records of the Bureau of Yards and Docks, at the Still Pictures Unit, National Archives and Records Administration, College Park, Maryland.

C. Interviews: None conducted.

D. Bibliography:

1. Primary and unpublished sources:

National Archives and Records Administration, Washington, D.C.

Record Group 45, Naval Records Collection of the Office of Naval Records and Library. Series 464, Subject Files 1775-1910: Bases, Pensacola, Construction, etc., 1860-1910. National Archives and Records Administration, Washington, D.C.

Record Group 71, Records of the Bureau of Yards and Docks. Entry 5, Letters Received 1842-1885. National Archives and Records Administration, Washington, D.C.

Record Group 71, Records of the Bureau of Yards and Docks. Entry 42, Contracts 1842-1896. National Archives and Records Administration, Washington, D.C.

Record Group 71, Records of the Bureau of Yards and Docks. Records relating to the design and construction of shore establishment facilities, 1824-1963: Drawings 800-3-15 to 800-45-18. Cartographic and Architectural Unit, National Archives and Records Administration, College Park, Maryland.

Reord Group 71, Records of the Bureau of Yards and Docks. Still Pictures (General) 1876-1955: Still Pictures Unit, National Archives and Records Administration, College Park, Maryland.

Naval Facilities Engineering Command Archive, Port Hueneme, California. Annual Reports of the Bureau of Yards and Docks, NAS Pensacola, Florida, 1842-1939.

Construction Contracts, NAS Pensacola, Florida, various dates, Record Group 2.

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Property Record Cards, NAS Pensacola, Florida, various dates, Record Group 2.

NAS Pensacola Public Works Center, Pensacola Florida.

Facilities Files, General.

Facilities Files, Photographs.

Installation Maps, NAS Pensacola, Florida, various dates.

NAS Pensacola Public Affairs Office, Pensacola, Florida.

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National Museum of Naval Aviation, Pensacola, Florida.

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University of West Florida Special Collections Department, Pensacola, Florida. Manuscript and Archival Collections. Rare Books and West Florida Regional Publications.

Map Collection.

Photograph Collections.

Young, Rear Admiral Lucien. *A Brief History of the United States Navy Yard and Station, Pensacola, Florida and its Possibilities.* Pensacola, Florida: privately printed, no date, copy available at the Rare Books Collection, University of West

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2. Secondary and published sources:

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Shettle, M.L., Jr. *United States Naval Air Stations of World War II, Volume One.* Bowersville, Georgia: Schaertel Publishing Company, 1995.

E. Likely sources not yet investigated:

Additional records for the history of the Pensacola Navy Yard and NAS Pensacola may yet be found in other series and subgroups within Record Group 71, in Record Group 72, "Records of the Bureau of Aeronautics" (1911-46), and for later periods, Record Group 181, "Records of Naval Districts and Shore Establishments."

F. Supplemental Information:

None provided.

PART IV. PROJECT INFORMATION

The mitigative documentation of Building No. 18 at NAS Pensacola, Florida, was undertaken from July to October 2005 by HHM Inc, of Austin, Texas, in accordance with a Memorandum of Agreement among DON, NAS Pensacola, and the Florida State Historic Preservation Officer. The project was sponsored by DON, Naval Facilities Engineering Command, Engineering Field Division South (NAVFAC EFD SOUTH), Charleston, South Carolina, and managed by Ron N. Johnson, Registered Preservation Architect, Head of Cultural Resources Branch, and Historic Preservation Officer for NAVFAC EFD SOUTH. The principals involved in managing the documentation included Rick Mitchell (HHM), Project Director; Laurie A. Gotcher (HHM), Project Manager; and David Moore (HHM), Quality Assurance Manager. The fieldwork was conducted by Jennifer Ross (HHM), Architectural Historian, and Leah Roberson (HHM), Field Technician. S. Elizabeth Valenzuela (HHM), Architectural Intern, prepared the significance, architectural, and building history documentation sections. Olivia Chacón (HHM), Architectural Historian, prepared the general historic context. Ms. Chacón, Ms. Ross, Marlene Heck, Ph.D (HHM), Architectural Historian, and Anna Madrona (HHM), Senior Historian conducted technical reviews. Editing, report layout, and graphics were managed by Lori Smith (HHM), Copy Editor and Production Manager and Julio Chacón (HHM), Graphic Artist. Large-format photography was undertaken by Karen Hughes (HHM), Architectural Historian, and Justin Edgington (HHM), Historian.