

U.S. Naval Air Station,
Senior Officers' Quarters (Quarters 5)
Pensacola
Escambia County
Florida

HABS No. FL-244

HABS
FLA
17-PENSA,
84-

PHOTOGRAPHS

HISTORICAL AND DESCRIPTIVE DATA

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

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HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL AIR STATION
SENIOR OFFICERS' QUARTERS
(QUARTERS 5)

HABS No. FL-244

Location: U.S. Naval Air Station, Pensacola, Escambia County, Florida.

Present Owner: Commanding Officer; Public Works Center.

Present Use: Residential quarters of the Commanding Officer; home of the Naval Aerospace and Regional Medical Center.

Significance: Always used as officer's quarters, the building is an example of adapted regional architecture particularly evidenced by the two-story porches.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1875.
2. Architect: Not known.
3. Original and subsequent owners: The building, built on the old Navy Yard, has been the property of the U.S. Navy during its entire history.
4. Builder, contractor, suppliers: Actual construction was done by craftsmen and laborers employed by the Navy under the supervision of the Civil Engineer.
5. Alterations and additions: The first reference to work on the building is found in the Annual Report of the Secretary of the Navy for 1908. He reported that repairs to the quarters as a result of the storm damage from the hurricane of September 1906, has been made.

Although no date has been assigned for the work, the north and south porches have been enclosed and are now used for various family purposes including a guest bedroom, closets, bathroom and TV room. The west porch is screened-in and is still used as a porch.

One of the most noted features of the house has been the addition of several smaller structures on the grounds. In 1922 servants' quarters measuring 21' x 13' x 13' and containing gross area of 273 square feet was added at a cost of \$605. It had one bedroom, one bathroom and three porches.

A conservatory was constructed in 1930. This structure was 18'-7" x 11'-4" with an area of about 158 square feet and cost \$208. In 1939 a hothouse and woodshed were built. The hothouse was 19' x 8' x 10' and contained 152 square feet. It cost \$122. The woodshed was 6'-11" x 6'-7" x 6'-5", has an area of about 45 square feet and cost \$45. The latest of the outbuildings was a transformer vault which was erected in 1947. This structure, 4'-6" x 3'-2" x 5'-8", has a concrete foundation and super-structure, cost \$75 and is rated at 15KVA. Since there were no references to contracts it is assumed that the work was performed by Navy's personnel.

There have been a number of minor changes to the house, although it is often impossible to tell from the record exactly what was accomplished. In 1941 the bathrooms were remodeled. Ten years later, in 1951, alterations were made to the fireplaces. There is a reference to a renovation of the quarters on a change of occupants in 1962. The cost of the work was \$5,171. At that time the life of the house was estimated at eleven years. Obviously, it will far exceed that figure. Some \$9,000 was spent in 1969 to repair termite damage. In 1971, Ventilated Awnings, Inc. of Pensacola installed aluminum awnings for \$10,208.12. This was the last recorded work on the quarters at the time of the survey.

B. Historical Context:

A house existed on the present site where the quarters stand as early as 1829 according to a map of the old Navy Yard for that date. No number or other designation was assigned to the quarters at that time, but it was listed as one of ten officers quarters without any indication of the occupant.

However, within a few years it was known as Quarters 4 and was the residence of the Second Lieutenant assigned to the Navy Yard.

The 1848 Annual Report of the Secretary of the Navy commented that the present kitchens belonging to the officer's house are old wooden buildings originally intended for wood-houses and outhouses. They were in a state of decay and unfit for the purposes intended. The report recommended the construction of brick kitchens "which will render them more comfortable and diminish the danger of fire." The brick kitchen for Quarters D, by which it was also known, was completed in 1852.

The Confederate evacuation of the Navy Yard in the spring of 1862 was accompanied by an almost total destruction of the yard. All of the officer's quarters were burned, leaving only the brick kitchens still standing. Until the present house was completed in 1875, the brick kitchen was pressed into use as temporary quarters. Although the site was still designated as the Second Lieutenant's residence in 1867, by 1874 it had been allotted to the Chief Engineer. No exact date has been found which reassigned the quarters from the Chief Engineer to the Navy Yard Surgeon, but by 1886 the Surgeon occupied the house. From that date to the present time the quarters have been assigned to Medical Officers.

One of the first Surgeons to live in the quarters was Alfred Martin Owen. Owen became yard surgeon on February 1, 1882. During the severe Yellow Fever epidemic in Pensacola in the summer of 1882, Owen rendered yeoman-like service in preventing the epidemic from taking a drastic toll of life on the Navy Yard. His report on the steps taken to quarantine the yard was considered an extremely able treatise and was published in the Navy Surgeon General's report for 1883. Unfortunately, Owen and the rest of the medical world were unaware that Dr. Carlos Finlay of Havana Cuba, the previous year, 1881, had begun to advocate the eradication of that pesky little mosquito (Aedes aegypti) as the carrier of the dreaded "Yellow Jack." In the summer of 1883, the disease hit Pensacola again and this time the Navy Yard, in spite of all efforts at quarantine, was hard hit. Owen treated the sick day and night until he finally fell ill with the fever himself. He died a few days later, on August 22, 1883, before his well-intentioned but completely erroneous report on prevention of Yellow Fever was published. He was, however, no less a martyr because of it.

Prepared by: Dr. William S. Coker
Historian
Historic American Buildings Survey
Summer 1972

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Quarters 5, one of five similar structures built on North Avenue in 1875 to replace housing destroyed during the Civil War, is an example of adapted regional architecture particularly evidenced by the two-story porches.
2. Condition of fabric: The structure is well-maintained and is in good condition.

B. Description of Exterior:

1. Over-all dimensions: The main structure, rectangular in plan, is approximately 37' -6" x 81', including the 9' -6" wide

porches on the first and second floors, of which portions on the second floor have been enclosed. A kitchen, 12' x 13', and a laundry, 10' x 20', are attached on the north side of the house along with a lattice-work two-car carport.

2. Foundations: The foundations of the house, which sit^s on grade, are inaccessible.
3. Walls: The exterior walls, painted white, are common bond brick on the south portion of the house with a header course every sixth course, while the north portion of the house is covered with 5" German siding also painted white.
4. Structural system, framing: Brick bearing walls support 2" x 9" second floor joists 16" on center. Roof rafters, 6 3/4" x 2", 24" on center, tie into a 3" x 6" plate set on top of the brick wall.
5. Porches, stoops: The first floor screened porch structure is supported by boxed columns 8" x 8", approximately 10' on center. A concrete floor rests on grade. Ceiling rafters are exposed 2" x 8"s, 24" on center.

The second floor porch, also supported by 8" x 8" boxed columns, 10' on center, contains a balustrade 31½" high between the boxed columns. 1¼" x 1¼" balusters support the handrail which is 3½" across. 2½" board flooring covers the joists and the ceiling is exposed rafters 2" x 6", 28" on center, painted a light green color.

A small wood porch and landing with a flight of stairs to the ground exists off the master bedroom as an emergency fireescape.

6. Chimneys: A rectangular chimney on the main roof has a two-course corbel over a three-course series of dentils. A smaller chimney on the north portion of the roof has a cap containing a two-course corbel supported by a single course corbel.
7. Openings:
 - a. Doorways and doors: The main entrance door to the house is a six-light over two-panel door with glazing being 11¼" x 13½". Several other doors of the same type open to the first floor porch from the living room and from the study. Also on the first floor is a six-light over a louvered panel door that opens into the heater room. The door into the laundry room from the north service drive is a modern screen, while the door into the kitchen from the laundry is an original two-panel over two-panel, mortise and tenon with rail-and-stile frame.

On the second floor, the door from the porch enclosure to the south porch is a four-panel door while the door from the enclosure to the west porch is a six-light over two-panel.

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- b. Windows: Typical windows on the first floor are double, outward swinging, side-hinged wood sash, three lights to a side with glazing being $12\frac{1}{2}' \times 15\frac{1}{2}'$. Other windows in the kitchen and pantry are double-hung six-over-six wood sash.

Typical windows on the second floor are double hung six-over-six wood sash and the double, outward swinging side-hinged wood sash like those on the first floor.

8. Roof:

- a. Shape, covering: The hip roof of the main structure is covered with light-color asphalt shingles, while the second story porch roof is a shallow pitched roof also covered with asphalt shingles.
- b. Cornice, eaves: The soffit of the eaves is supported on double wooden scroll cut brackets spaced between wood louvered attic vents.

C. Description of Interior:

1. Floor plans:

- a. First floor: The main entrance is into the living room which contains a fireplace and also another door leading to the west porch. South of the living room is the study also with a door to the porch. North of the living room is a hallway with stairs to the second floor. The hallway also has a small toilet at the end under the stairwell. East of the hallway is the heater room with the only access from the each porch. North of the hallway is the dining room also with a fireplace and a door that leads to the pantry room. North of the laundry room is the kitchen with the door leading to the laundry.
- b. Second floor: At the top of the stairs is a small hall with three doors leading from it. West is the master bedroom with a bathroom to the east. East of the hall is a guest bedroom in the enclosed portion of the second story porch which also has access to the same bathroom as the master bedroom. South of the guest room is another bathroom with access to the two southernmost bedrooms. The south bedroom has a large closet on an enclosed portion of the west portion of the enclosed porch which contains a door to the south porch. The middle bedroom has access to an enclosed portion of the west porch which opens to the screened portion of west porch.

2. **Stairways:** The stairway which rises from the main hallway is 2'-8" wide, with 8" risers and $10\frac{1}{2}$ " treads. Two balusters per tread, 1" x $1\frac{1}{2}$ " support a $3\frac{1}{4}$ " handrail that begins at a turned newel post on a $6\frac{1}{2}$ " x 12" plinth with a 7" diameter cap. The handrail turns at the landing and again at the top of the stairs and dies into the wall. A $3\frac{1}{2}$ " beaded board wainscot 36" high is continuous up the stairway.
3. **Flooring:** Flooring in the study is $5\frac{1}{2}$ " board while flooring in the parlor, hallway and dining room is $2\frac{1}{2}$ " board. The pantry room has a vinyl floor as does the kitchen. On the second floor most of the flooring is 5" board with the exception of the guest room and bathroom which have vinyl floors.
4. **Wall and ceiling finish:** In the study and living room walls and ceiling are plastered. In the hallway beneath plastered walls and ceiling the 37" wainscot with $3\frac{1}{2}$ " beaded board exists, which carries through into the dining room. A $3\frac{1}{2}$ " -4" board ceiling in the kitchen carries into the pantry room as well.

On the second floor a board-and-batten wall and ceiling exists in the first bedroom south of the stairway over a 37" wainscot of $3\frac{1}{2}$ " beaded board. Plaster walls exist in the second and third bedrooms with a 12" x 12" ceiling tile in the second bedroom and plaster ceiling in the third. The guest bedroom has an acoustical tile ceiling.

5. **Door and doorways:** Most of the interior doors throughout the house are two-over-two panel doors although a six-light over two-panel door exists in the second bedroom and six-panel door between the bathroom and guest room.
6. **Mechanical equipment:**
 - a. **Heating:** The house is heated with steam radiators from the central steam plant. Room air conditioners exist in windows in each room.
 - b. **Lighting:** Light fixtures are modern incandescent.

D. **Site:**

1. **General setting and orientation:** The front facade of the house faces North Avenue. To the east and west are other houses along Captain's Row while south of the structure across an open field is the V.I.P. Guest House. To the north is another open field which terminates at the old Navy Yard Wall along Saufley Street.
2. **Historic landscape design:** The house is situated among laurel

oak, magnolias, pecan and fig trees scattered about the lawn area. A 6'-4" aggregate sidewalk comes up to the house from the public sidewalk along North Avenue separated from the grounds by a low battered granite wall. A service drive at the rear of the house serves also as the private driveway for the houses on Captain's Row. A brick walk 36" wide and an 8" stretcher course edge goes from the driveway area along the porch on the west side of the house. On the east side of the house exists a large patio, with planter cut-outs in a brick basketweave pattern. A 24" concrete walk goes from the patio to the rear service passing by a concrete block electric transformer house between the two houses.

3. Outbuildings: A steward's quarters exists at the rear of the house across the service drive. It is covered with white asbestos shingles with a pitched roof with asphalt shingles.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings and other records:

Measured drawings, floor plans and index cards indicating architectural, mechanical, electrical and general work on the quarters. Naval Medical Center, in Engineering Department, Public Works Center, NAS Pensacola, Florida. Records are basically World War I to present.

Measured drawings, floor plans, Navy Yard maps in Bureau of Yards and Docks Plan Files, Navy Department, on microfilm, copy in Old Military Records Branch, National Archives, Washington, D.C. Index (16 mm.) see last part of Reel 13 and first part of Reel 14. Drawings of Pensacola Navy Yard are numbered 800-1-1 to 800-45-407, Reels 641 through 648.5 (35mm.). Records date from about 1829 to end of World War II.

A copy of a drawing of the building is available in the HABS field records.

- #### B. Early Views:
- Only one old view of the quarters has been located. This was a photograph taken from an observation balloon showing several of the houses on North Avenue on March 7, 1917. Although it is not a closeup of the house, it does provide a good view of the house, yard and outbuildings. At the time, a first floor porch had not been enclosed, but the second floor porch was screened. This photograph is in the Naval Aviation Museum NAS Pensacola, negative #010023.

C. Bibliography:

1. Primary and unpublished sources:

Building Property Records, Plant Account Office, Public Works Center, U.S. Naval Air Station, Pensacola, Florida.

Washington D.C. National Archives. Old Military Records Branch. Abstracts of Service Records of Naval Officers, 1793-1893., L-1 Microfilm No. 330, Reel No. 11, entry 1045, January 1864-December 1871; M-1 Microfilm No. 330, Reel No. 13, entry 1052, January 1872-December 1878. N-1, Microfilm No. 330, Reel No. 15, entry 959, January 1879-December 1888.

2. Secondary and published sources:

U.S. Navy. Annual Reports of the Navy Department. Washington D.C. 1829- .

PART IV. PROJECT INFORMATION

The project was undertaken by the Historic American Buildings Survey (HABS) under joint sponsorship of the National Park Service, The American Revolution Bicentennial Commission of Florida, and the Historic Pensacola Preservation Board. Measured and drawn during the summer of 1972 under the direction of John Poppeliers, chief of HABS, by: Rodd L. Wheaton (Architect, HABS), June Project Supervisor; John A. Sanderson (University of Florida), July-August Project Supervisor; Dr. William S. Coker (University of West Florida), Historian; John M. Szubski (Princeton University), Architect; and by Student Assistant Architects: J. Tucker Bishop (University of Texas, Austin); John C. Hecker (University of Illinois, Urbana) and Scott A. Kinzy (University of Nebraska) at the United States Naval Air Station, Pensacola, Florida. Susan McCown, a HABS staff historian in the Washington, D.C. office, edited the written descriptive and architectural data in the fall of 1980. Jack Boucher, a HABS staff photographer, took the documentary photographs in March of 1974.

ADDENDUM TO:
U.S. NAVAL AIR STATION, SENIOR OFFICERS' QUARTERS
(Quarters No. 5 (Q-5))
(Quarters D)
Q-5 North Avenue
Pensacola
Escambia County
Florida

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17-PENSA,
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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

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Addendum to
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(U.S. Naval Air Station, Q-5)
(U.S. Naval Air Station, Quarters D)

This report is an addendum to an 8-page report previously transmitted to the Library of Congress in 1972.

Location: Q-5 North Avenue
Pensacola
Escambia County
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator Coordinates:
Zone 16, 474118E, 3357507N

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: Commanding Officer of Training Air Wing Six occupied the dwelling prior to Hurricane Ivan; however, it is currently unoccupied.

Present Use: Vacant; however, it was used for residential purposes prior to Hurricane Ivan.

Significance: Constructed in 1874, Quarters 5 played an important mission-support role as Senior Officers' Quarters at both the Pensacola Navy Yard and at Naval Air Station (NAS) Pensacola. Located on North Avenue, Quarters 5 functioned almost continuously as senior officer housing from 1874 until September 2004. Quarters 5 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 (NRHP). The National Park Service designated this district as a National Historic Landmark (NHL) in 1976. The two-story, irregular-plan, masonry and wood-frame building features a hipped roof and a prominent covered porch that wraps around three sides of the building. The building displays slight Italianate influences in its architectural ornamentation.

Quarters 5 incorporates an earlier ca. 1850 masonry structure as part of its first floor. A particular architect or designer and contractor cannot be identified for

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the quarters. Civilian workers, under the direction of the superintendent of improvements, probably constructed the 1874 and 1875 improvements to the building. In appearance, Quarters 5, with its wide, wraparound porch, resembled the original pre-Civil War quarters that previously occupied the site. Modifications to the original structure included the addition of the wood-framed, covered porch and a masonry second story in 1874, when Quarters 5 assumed its current appearance. There is also an 1875 two-story, wood-frame addition on the north end of the building and a one-story expansion that allowed for additional living space.

As one of the eight remaining officers' quarters along North Avenue that date to the Pensacola Navy Yard period, Quarters 5 provides a symbolic and tangible link to the Navy's nineteenth-century military presence in the Pensacola Bay area. Quarters 5 has provided housing for senior officers assigned to the navy yard and to the air station almost continuously since 1874. Despite the additions and other exterior and interior changes, the building remains recognizable to its original 1874 appearance. Quarters 5 remains a good example of military residential architecture from the mid- to late nineteenth century.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: Correspondence obtained from the National Archives and Records Administration (NARA) dating from 1874 and 1875 from the Commandant, Pensacola Navy Yard to the Bureau of Yards and Docks (BuDocks) indicates that Quarters 5 was constructed in 1874. The structure incorporated a one-story masonry building dating to ca. 1850.¹
2. Architect(s): Not known.
3. Original and subsequent owners, occupants, uses: United States of America, DON; used as Paymaster's Quarters, Chief Engineer's Quarters (ca. 1874-86), Surgeon's Quarters (ca. 1886-1927), Chief of Staff (ca. 1945), public housing for senior officers.
4. Builder, contractor, suppliers: Not known.
5. Original plans and construction: Quarters 5 currently exhibits an irregular plan composed of a load-bearing masonry central mass and two wood-frame extensions to the north facade. The core of Quarters 5 was originally constructed as a detached kitchen for an earlier, wood-frame officers' quarters. Architectural drawings that date from Quarters 5's original construction were not located during the current study; however, an architectural plan from 1871 entitled "Temporary Officers Quarters" depicts the conversion of the ca. 1850 brick building from a kitchen to a residence. According to this plan, Quarters D, as Quarters 5 was known in the late nineteenth century, was a one-story, linear-plan building that was divided into a parlor, two chambers, and a storage room. On the west facade, four exterior doors provided access to each of the four rooms. Based on elevations for the nearby temporary Quarters H, the temporary Quarters 5 would have also featured a gabled roof with a stepped parapet, an

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interior chimney, and six-over-six windows. The one-story building remained as temporary quarters until 1874—the construction date given for this report—when Quarters 5 was raised to two stories to serve as a permanent residence. Original plans for the two-story renovation for Quarters 5 were not located as part of this study. In appearance, the 1874 building with its wide, wood-frame covered porch resembled the earlier quarters that stood on the same parcel of land, according to an 1861 photo of North Avenue.² Architectural drawings for similar permanent quarters from the 1870s and early 1880s have been located at NARA; plans for subsequent alterations of Quarters 5 are on file both at NARA and the Engineering Office (Building No. 458) at NAS Pensacola.

6. Alterations and additions: Plans or sketches have not been located to indicate the original appearance or layout of the ca. 1850 masonry kitchens associated with each of the original officers' quarters on North Avenue. However, a ca. 1871 plan on file at NARA entitled "Temporary Officers Quarters" shows alterations to the kitchens that the Navy undertook to provide temporary quarters for officers after the original wood-frame quarters had burned. The floor plan of Quarters D depicts the temporary quarters as divided into a parlor, two chambers, and a storage room. On the west facade, four exterior doors provided access to each of the four rooms. Based on elevations for nearby Quarters H (Quarters 6, HABS No. FL-518), Quarters 5 would have also featured a gabled roof, an interior chimney, and six-over-six, double-hung windows.

Quarters D was renovated to contain eight rooms in 1871, according to correspondence and drawings from Pensacola during that period.³ The one-story masonry building contained a parlor, two chambers, and a storeroom. A one-story, wood-frame lean-to on the east side of the building had a gallery, servant's quarters, kitchen, and dining room. In 1874, correspondence indicates the Navy retrofitted the one-story Quarters D with a brick second story, as well as a hipped roof and a wide, wood, two-story porch wrapping around the east, south, and west facades.⁴ The masonry portion of the building measured approximately 18' x 50'. It is likely that wood casement windows were installed during this renovation.

A two-story, wood-frame kitchen wing proposed as part of this building improvement campaign replaced the earlier one-story lean-to. Architectural drawings on file at NARA dated 1875 confirm that a two-story, wood-frame wing was added to most of the North Avenue quarters. The two-story frame addition on the north end of Quarters D housed a kitchen, china closet, and storeroom on the first floor and a bedroom, bathroom, and linen closet on the second floor.

A base map from 1903 on file at NARA reveals a one-story, wood-frame addition was constructed for Quarters 5. The one-story addition to the north end of the building housed a kitchen and laundry room by 1917, according to subsequent architectural drawings; however, the initial function of this addition is uncertain. Site modifications during this same period included the installation of a sidewalk leading to the front door from North Avenue. A 1908 architectural drawing details renovations to the second-floor bathroom and the installation of laundry trays within the laundry room. At the time of the 1908 architectural drawings, the kitchen was located at the west side of the two-story, wood-frame wing.

A base map obtained at NAS Pensacola indicates that a brick patio was installed between Quarters 4 (HABS No. FL-517) and 5; the outline of this patio first appears in a 1916 map. A

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ca. 1917 architectural drawing illustrates changes from the 1874 and the 1875 renovations. These alterations include the removal of a second interior stair at the two-story, wood-frame addition and the installation of an exterior stair leading to the second-floor porch at the north side of the residence. The interior stair was removed between 1908 and 1917. With the removal of the second interior stair, the dining room was enlarged and a fireplace was added to the west wall. A pantry and storeroom was also added to the east side of this addition, and the kitchen and pantry relocated to the one-story, wood-frame north addition. Renovations to the second floor included the installation of a second bath to an enclosed portion of the eastern porch. This bathroom featured a tub, shower, lavatory, and water closet. By 1918, screens were installed for the full-height, wraparound, exterior porch, as well as a steam heating system. Arcola heating systems were installed in 1922.

Correspondence dated June 30, 1923, indicates a ten-foot-wide concrete road was installed behind the quarters earlier that year.⁵ A 1927 map corroborates this correspondence and illustrates a service road was constructed behind the residence with a separate drive connecting Quarters 5 to the road. The drive ended at the north addition, probably at the one-car parking shed shown in later architectural drawings.

Based on a 1935 architectural drawing on file at NAS Pensacola, at some time between 1917 and 1935, a heater room was added to the northeast porch area of the first floor and a half bath was constructed at the west end of the first-floor stair hall. The half bath featured a water closet and lavatory. A covered parking shed was installed at the northwest corner of the residence during this same period. Piping that provided steam heat from a central generating plant was installed in Quarters 5 ca. 1935, according to the BuDocks Annual Report of the station's activities.⁶ Radiators are shown in each room, except the laundry. The existing laundry room was expanded in 1936 according to architectural drawings from that year. The 6'-9" extension to the east featured a shed roof and screened walls that matched the existing ca. 1903 portion.

The second-floor bathrooms were upgraded in 1941, according to architectural drawings on file at NAS Pensacola. The renovations included the installation of new bathtubs and a 4" x 4" Marlite tile board wainscot to both bathrooms.

A 1963 architectural drawing indicates that the first-floor pantry and storeroom were removed sometime between 1935 and 1963 as part of renovations that enlarged the existing kitchen area. Kitchen cabinets and a sink were installed within the former pantry.

In 1975, a covered carport and storage room were constructed along the screened porch at the northwest corner of the residence. Between 1969 and 1984, the screened porch between the two second-floor restrooms was enclosed and divided into two storage rooms and a long north/south hall. The shower at the second-floor, southeast bathroom was removed and converted to a closet. The hall within the second floor of the two-story, wood-frame addition was removed to create a larger guest bedroom. A portion of the screened porch at the southwest corner of the second floor was enclosed to form a sitting room and walk-in closet, accessed by the two front bedrooms.

Metal awnings were installed along the first-floor exterior porch in 1989, according to architectural drawings on file at NAS Pensacola.

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In late 1998, the Navy installed vinyl siding on several of the quarters on North Avenue, as outlined in correspondence on file at NAS Pensacola.⁷ Vinyl siding was applied to the wood-frame additions of Quarters 5, as well as the exterior walls of the second-story porch enclosures. New seamless gutters were added to replace the old gutter system at the same time.

Based on the 2005 floor plans, NAS Pensacola added or changed rooms on Quarters 5's second floor. Other changes include making a larger bedroom out of the guest room and hall.

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 Quarters 5 within a national, regional, and local context.

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Quarters 5 lies on the western side of North Avenue. It contains a central structure originally built in the ca. 1850 as a kitchen, as well as a second story and verandas completed in 1874. The building has been in use as quarters for senior officers since that time, excepting the base's periods of inactivity between 1883 and 1900 and between 1910 and 1914. The complex history of Quarters 5 is shared by seven of the remaining quarters, which together with the Commandant's Quarters (Quarters A) form a strong visual reminder of NAS Pensacola's nineteenth-century roots.

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.⁸ 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 Bateria San Antonio (San Antonio Battery) in 1797—a solid brick water battery of semicircular shape designed as a gun emplacement facing the bay.⁹ 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-Onís 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.¹⁰

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.¹¹ 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.”¹² 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

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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.¹³

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.¹⁴

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.¹⁵ 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."¹⁶ 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."¹⁷

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

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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.¹⁸

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.¹⁹

An act of Congress dated July 1, 1844, authorized construction of the permanent wharf, although little action seems to have been taken afterward.²⁰ 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.²¹ 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.²² 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.²³

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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.²⁴ 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.²⁵

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....²⁶

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."²⁷

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."²⁸ 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).²⁹

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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."³⁰

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 (*Figure 2*). 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."³¹

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.³² 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.³³

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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.³⁴ 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 3 and 4*).³⁵

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 1913.³⁶

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.³⁷

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

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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.³⁸

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 1915.³⁹ 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."⁴⁰ 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.⁴¹

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.⁴² 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, 1914.⁴³

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."⁴⁴ In the Annual Report to BuDocks for 1915, Commandant Mustin reported:

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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.⁴⁵

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.⁴⁶ 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."⁴⁷ 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.⁴⁸ 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.⁴⁹ 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.⁵⁰

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."⁵¹ In fact, most naval aviators serving in Europe spent their missions patrolling coastlines for mines and submarines, and bombing submarine bases.⁵² 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.⁵³

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

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aviators trained at the station, plus sixty-three dirigible pilots and fifteen free balloon pilots.⁵⁴ 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.⁵⁵ 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 5*).

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.⁵⁶ 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.⁵⁷ 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 1926.⁵⁸ 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.⁵⁹

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

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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.⁶⁰

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.⁶¹ 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.⁶²

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.⁶³

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, 1935.⁶⁴ 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."⁶⁵ 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."⁶⁶

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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.”⁶⁷ In addition, the 457 workers employed on the job helped to prepare the new Corry Field on leased property northwest of the station.⁶⁸ 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.”⁶⁹ 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.”⁷⁰ 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 15,000.⁷¹

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 1942.⁷² 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

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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.⁷³ 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.⁷⁴

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."⁷⁵ 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 6*). 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 1974.⁷⁶

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.⁷⁷

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

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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.⁷⁸

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

The core, single-story, brick structure within Quarters 5 was originally built ca. 1850 as a detached kitchen for a nearby wood-frame residence (the original Quarters D). That residence was one of thirteen officers' quarters that formerly stood on North Avenue, arrayed symmetrically with the Commandant's Quarters at the center of the block with six residences on either side. The highest-ranking officers occupied the houses nearest the commandant's residence, which also stood at the head of Central Avenue, symbolically commanding the northward vista from the yard and waterfront. Quarters were provided for officers at all navy yards, since officers bore the responsibility for defending the yard from attack and responding to emergencies at all times. Those early North Avenue residences, as revealed in an 1861 photograph, appeared much like the current Quarters 5—a two-story, wood-frame building with a wide, wraparound porch on both the upper and lower levels.⁷⁹

The original Quarters D was burned in the fires set by retreating Confederate troops in 1862, which decimated most of the Pensacola Navy Yard. A number of masonry buildings survived the destruction, including all the brick kitchens located near the northwest corner of each of the original thirteen officers' quarters along North Avenue. However, many of the kitchens lacked floors and roofs, or were otherwise open to the weather. Upon the return of federal forces to the yard in 1863, officers made rudimentary repairs to several of the kitchens (as well as several wood stables) and occupied them as temporary housing. Despite an immediate request for funding for improved quarters by Commandant Ulysses Smith, BuDocks ordered in 1864 that only minimal and temporary repairs be made to the existing kitchens. The

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Chief of BuDocks informed Commandant Smith that the Pensacola Navy Yard was considered only a temporary yard, possibly due in part to its widespread destruction during the war.⁸⁰ Nonetheless, insistent complaints about the poor quality of officers' housing eventually resulted in a small appropriation for 'rebuilding' three of the quarters—including what is now Quarters 5—in 1866 as a stopgap solution until new quarters could be constructed. A report by the superintendent of public improvements on the condition of the quarters in 1866 noted that Kitchen 5 required fifteen days' labor for repairs, more than any other single quarters.⁸¹ In fact, funding for new quarters never materialized, and officers made do with small improvements to the old brick kitchens for several more years.

Correspondence and drawings sent from Pensacola to BuDocks in 1871 reveal that Quarters 5 (Quarters D) contained eight rooms, including a parlor with a brick fireplace and chimney, two chambers, and a storeroom within the brick structure, and a gallery, servant's quarters, kitchen, and dining room built onto the east side of the building in a continuous wood lean-to addition—probably a product of the 1866 improvements.⁸² Paymaster D. A. Smith occupied Quarters 5 at that time. Finally, in 1874 a new appropriation funded a building campaign to improve most of the remaining kitchens on North Avenue by adding a second story and porches. The improvements to Quarters 5 were completed in October, November, and December of 1874.⁸³ The work included raising the brickwork to the height of a second story, removing and reconstructing the roof, building verandas on upper and lower levels, and replacing door and window frames. In addition, record drawings of Quarters 5 (on file at NARA) received by BuDocks in February 1875 reveal that a two-story, wood-frame structure was also built at the rear of the residence to house a kitchen, storage areas, and servants' quarters. Correspondence between BuDocks and the yard's superintendent of yard improvements reveal that several of the more elaborate details and embellishments planned for some of the quarters by BuDocks were simplified or eliminated during construction on the authority of the commandant, in order to minimize construction costs. These changes resulted in the elimination of features such as turned or carved posts and rails on verandas and the omission of brackets. "...[I]n fact a great many minor details have been omitted so as to make the building as inexpensive as possible and to conform to the proportions of [the] amount allotted."⁸⁴

Drawings dated 1879 and 1881 from NARA reveal that officials still planned on building new quarters or further improving the older ones, but those embellishments were never made. By 1882, six of the brick kitchens had been improved, restoring much of the appearance of the pre-war North Avenue.⁸⁵ In the 1880s Quarters 5 assumed its role as the residence reserved for the yard's surgeon or medical officer—a tradition that lasted until at least 1927, according to general development maps of the installation. By 1903, maps and plans show that a small, partially enclosed building for a kitchen and laundry was appended to the northeast corner of Quarters 5, much like those built for the other improved quarters. During the same period, changes made to North Avenue brought the street to its current appearance. All the seven remaining quarters, as well as the Commandant's Quarters, reached their final configurations by 1905. By 1903, grassy medians added to North Avenue divided the street into two one-way lanes, enhancing the residential feel and quality of the neighborhood that contrasted to the noise and dust of the rest of the yard. A low granite wall and expanded sidewalk were added to the north side of the street to further isolate the residences from the yard, resulting in a cohesive neighborhood setting with the impressive Commandant's Quarters at its center, linked to the yard by the tree-lined Central Avenue.

After the establishment of NAS Pensacola at the former navy yard in 1914, several additions to Quarters 5 were made to expand the living space beyond the confines of the central brick structure (*Figure 7*). Rooms were added to the north and east sides of the building by enclosing portions of the verandas on

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both upper and lower levels and renovating the rear two-story wing. These additional rooms included a dining room, bedroom, study, and other spaces, according to architectural plans completed in 1935. A small, wood, auto shed was added to the north side of the quarters during the same period, and the 1903 laundry room was enlarged. As NAS Pensacola expanded during the 1930s and 1940s, new residential neighborhoods were built far from the old navy yard. Despite the modern conveniences offered by new construction, the historic officers' quarters on North Avenue retained the prestige and recognition garnered by their long history, impressive appearance, and, most importantly, from their proximity to the Commandant's Quarters that anchored the North Avenue neighborhood and the station as a whole. Quarters 5 maintained essentially the same configuration and function as senior officers' quarters throughout the remainder of the twentieth century, with minor changes to surfaces, wiring, and partitions (*Figure 8*). The building was damaged in 2004 by Hurricane Ivan and is currently vacant.

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Date: November 2005

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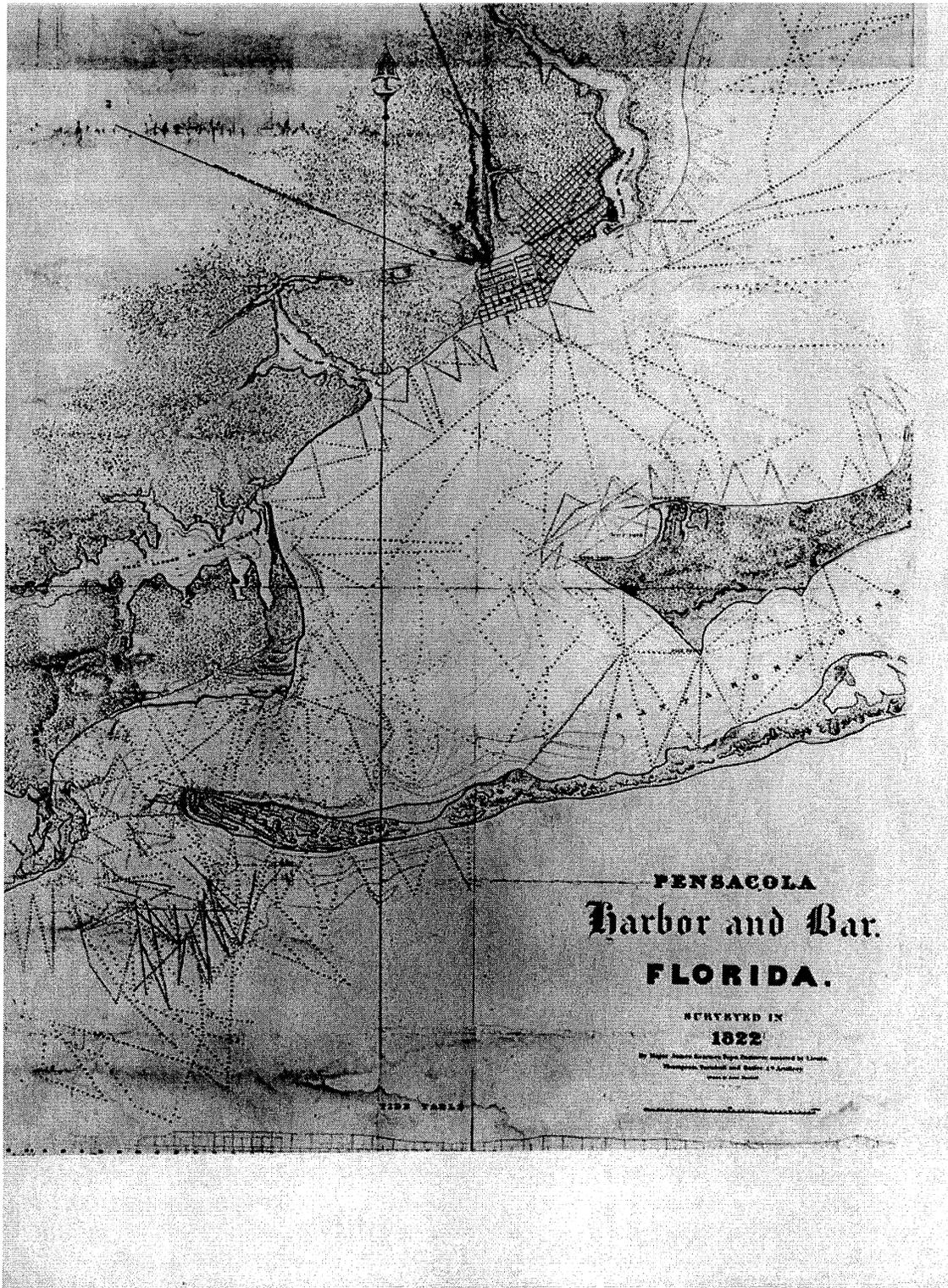


Figure 1. Map and Tide Table of the Pensacola Bay surveyed by the U.S. Army 4th Artillery in 1822, a year after Spain's transfer of Florida to the United States (Map courtesy of the Public Affairs Office, NAS Pensacola, Florida).

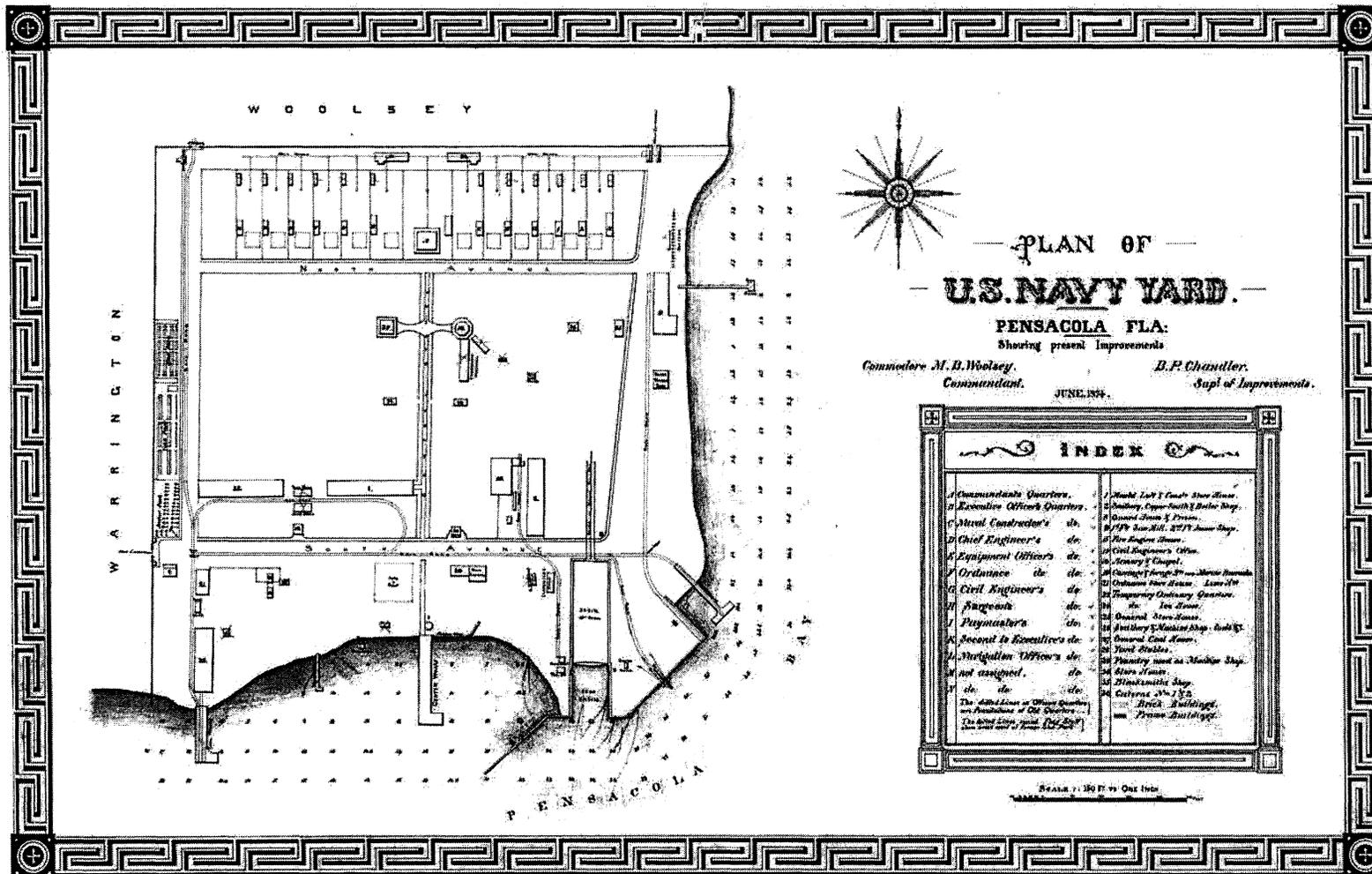


Figure 2. Site plan NAS Pensacola, dated June 1874. Note the North Avenue neighborhood to the north. This map depicts each Quarter, its outbuilding, and the associated stables (Photo courtesy of the National Archives Record Administration, College Park, Maryland).

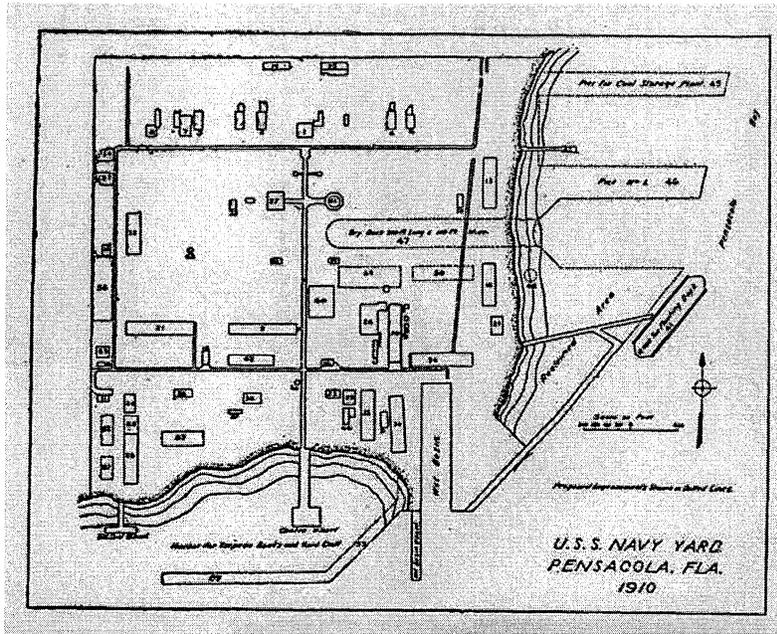
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Figures 3 and 4. Hand-drawn plan and index showing the state of the Pensacola Navy Yard in 1910, one year before it was officially closed. (Map and index courtesy of the Public Works Center, NAS Pensacola, Florida).



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U. S. NAVY YARD, 1910

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| 1. Commandant's Quarters | 26. Sawmill |
| 2. Captain's of Yard Quarters | 27. Dry Kiln |
| 3. Doctor's Quarters | 28. Locomotive shed |
| 4. Naval Constructor's Quarters | 29. Paint Shop |
| 5. Civil Engineer's Quarters | 30. Pump house for cess pool of sewer system |
| 6. Paymaster's Quarters | 31. Floating steel dry dock, 10,000 tons capacity |
| 7. Engineer Officer's Quarters | 32. Bath House |
| 8. Pay Clerk's Quarters | 33. 100,000-gallon water tank, 150 feet elevation |
| 9. Joiners, Boatshop and Shipwrights | 34. Coal and coke storage |
| 10. Foundry and Boiler shop | 35. Proposed Pier for coal storage plant |
| 11. Prison | 36. Proposed Pier No. 1 |
| 12. Guardhouse | 37. Graving Dry Dock |
| 13. Now used as storage | 38. Proposed Pump Pit for Dry Dock |
| 14. S. & A. Paint and Oil Room | 39. Proposed building, machine shop |
| 15. Fire Engine House | 40. Proposed building, plumbers and allied trades |
| 16. Not used | 41. Proposed building, storage of combustible material |
| 17. Not used | 42. Proposed building, storage cement |
| 18. Marines Barracks | 43. Proposed building, guardhouse |
| 19. Carriage House | 44. Proposed building, Marine Officers' quarters |
| 20. Cement Storage | 45. Proposed building, Marine Officers' quarters |
| 21. Seamen's Barracks and general storekeeper's storehouse | 46. Proposed building, Marine Barracks |
| 22. Foundry, not used | 47. Proposed building, Sailors' Barracks |
| 23. Copper shop | 48. Proposed extension of timber shed |
| 24. S. & A. lumber shed | 49. Proposed extension of Sea Walls. |
| 25. Stables | 50. Central Power House |
| 26. To be used as Foundry | 51. Dispensary |
| 27. Administration Building | 52. Boat Storage Shed |
| 28. Not used | |
| 29. Cisterns Nos. 1 and 2 | |
| 30. Machine shop | |
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| 32. General storekeeper's storehouse and offices | |
| 33. Shipfitter and blacksmith shop | |
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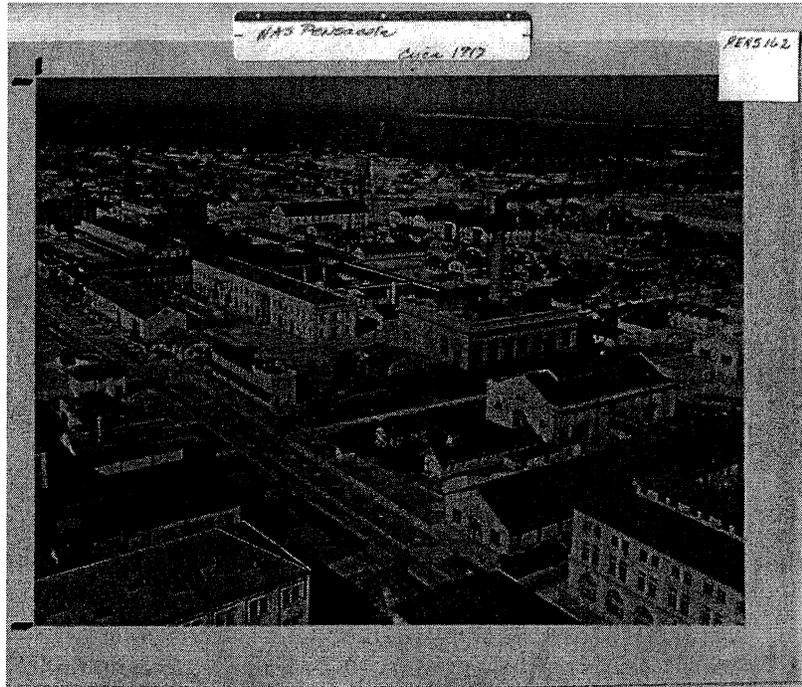


Figure 5. Bird's-eye view of NAS Pensacola ca.1917 (Photo courtesy of the Naval Aviation Museum, NAS Pensacola, Florida).



Figure 6. 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).

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Figure 7. Photograph depicting North Avenue in 1917. (Photo Courtesy of the NAS Pensacola Public Affairs Office).

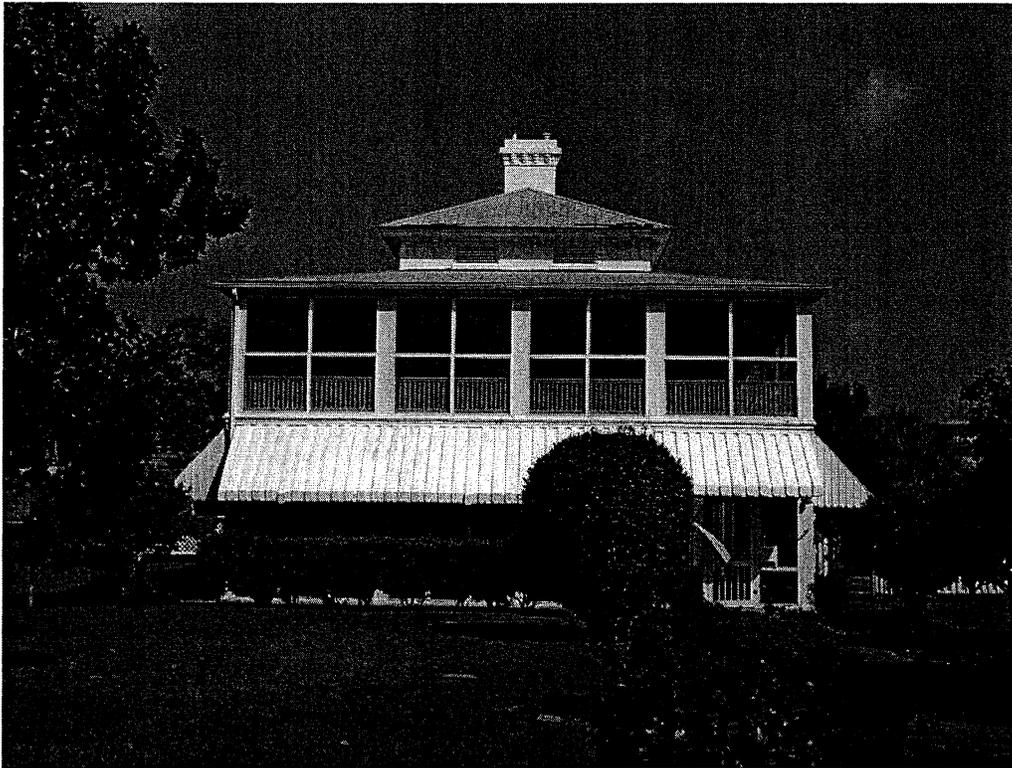


Figure 8. Quarters 5 in 2002. (Photo courtesy of HHM Inc., Austin, Texas).

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Quarters 5 is a two-story, masonry and wood-frame building that exhibits Italianate design influences. The exterior walls of the original portion of Quarters 5 are load-bearing brick masonry. The hipped roof, boxed overhanging eaves, and paired decorative wood brackets comprise the most architecturally distinctive elements of Quarters 5. The building features three additions consisting of a second-story brick masonry addition and one- and two-story wood-frame additions on its north end, the walls of which are clad in wood drop siding.
2. Condition of fabric: Quarters 5 remains structurally sound; however, as a result of Hurricane Ivan, the building has sustained moderate damage. Some of the porch screening is missing, and several windows are without glazing. Composition shingles are missing from the roof. Exterior light fixtures are damaged or missing. On the interior, flooding damaged wood-floor finishes at the building's first story. Ornamental vegetation on the site has been damaged by wind, flooding, and salt water.

B. Description of Exterior:

1. Overall dimensions: Quarters 5 is a two-story, irregular-plan dwelling composed of linearly arranged central rooms in the main, two-story masonry building. A full-height porch wraps around three sides of the resource. The south (primary) facade has two bays of fenestration. There are one- and two-story, wood-frame additions north of the original masonry building. Quarters 5 measures approximately 39' x 132' x 28' and encompasses approximately 4,325 square feet.
2. Foundation: The original 1874 building features stepped masonry footings with isolated brick piers for a foundation. The foundation of the north, two-story addition consists of wood beams supported by brick piers on concrete footings. A continuous concrete perimeter wall, with an integral slab-on-grade flooring system, supports the wood-frame walls of the one-story north addition.
3. Walls: Quarters 5 features two exterior wall-cladding materials. The original walls are painted brick in a common-bond pattern with a header row every sixth course. Stone windowsills comprise the only decorative feature on the exterior walls of the original building. Painted, wood drop siding is located on the rear (north) frame additions, carport/storage areas on the west facade, and second-story porch enclosures. Wood lattice encloses the north side of the carport, located at the rear of the two-story north addition.
4. Structural system: The original, 1874, two-story, masonry building features load-bearing, unreinforced brick masonry walls with a conventionally framed wood floor and roof system. The north and west additions consist of conventionally framed wood wall and roof systems. The one-story additions rest on a reinforced concrete slab-on-grade foundation, while the walls of the two-story, 1875 north wing are supported on a pier-and-beam foundation with a conventionally framed, wood flooring system.
5. Porches, stoops, exterior stairways: Quarters 5 has one full-height, wood-frame, wraparound porch that extends around the east, south, and west sides of the original masonry building and

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features a hipped roof. The porch's structural elements include 8" square wood columns. Prior to Hurricane Ivan, the porch had screen panels on the first and second floors; however, several screens have been removed because of storm damage. The building's second story features intact wood railings and balustrades. Portions of the porch on both floors have been enclosed for use as hallways, closets, utility rooms, and bathrooms. Low-pile carpeting covers the porch floor on the first story, while painted, wood-plank flooring along the east, west, and south facades comprise the floor finishes on the second-story porch.

An exterior, open, wood stair provides access to the second story of the 1875 two-story north addition. The stairway has an open stringer with sixteen treads, each measuring 2'-4" long and 11" wide, with 1" nosings. Three square wood posts, equidistant from one another, support the railing. The straight-run stair leads to a landing, and then, a one-step rise leads to a balcony. The wood guardrail for each level features square posts that are topped by a continuous handrail and connected by an intermediate rail. Three doors open onto the balcony; one entrance leads directly to the master bedroom through both a screen door and a two-panel wood door. Another door leads to the screened porch on the west side of the second floor and is accessed by a one-step rise. A third door provides access to a small storage room at the east corner of the balcony.

6. Chimneys: Two interior brick chimneys are located on the roof of the original masonry building. A third end-wall chimney, located above the one-story north addition at the northeast corner of Quarters 5, was partially destroyed by Hurricane Ivan. The two interior chimneys display corbelling at their caps. The larger, southernmost interior chimney also features more elaborate denticulated detailing.
7. Openings:
 - a. Doorways and doors: Exterior screen doors are solid wood rail-and-stile doors set in a simple, painted, wood frame and located on all facades. They vary in size from 2'-4" x 6'-2" to 3'-0" x 6'-8". All screen doors have hardware consisting of knobs, lever handles, closers, and hook-and-eye latches. The typical exterior door on the building's first floor is a rail-and-stile door with a divided-light vision panel; the lower panel of some doors features louvered vents. The typical exterior door on the second floor is a single-leaf, wood, rail-and-stile door; some contain vision panels. Other door types found on the exterior of Quarters 5 include five pairs of French doors measuring 2'-10" x 7'-4-1/2" with four lights per leaf; one hollow-metal door with a divided-light vision panel; one pair of painted, flush-panel, wood doors; and, a single, painted, flush-panel, wood, solid-core door. Hardware, which varies from door to door, includes round doorknobs and locksets, metal hinges, and interior metal pull-chain releases.
 - b. Windows: Fenestration on the original portion of Quarters 5 consists of eleven, paired, wood-sash, casement windows. They measure 2'-9" x 4'-4-1/2" each, with the exception of one pair that measures 2'-9" x 5'-1-1/2". Each leaf has three lights except the one larger pair, which has six divided lights per leaf. Hardware consists of two hinges and one crank handle per leaf, with one latch per pair. Many of these casements are painted shut, and associated hardware is inoperable. Stone sills are located on the windows in the masonry portion of Quarters 5. Two, painted, wood-sash, four-light, awning windows—located on the east facade of the heater room—measure 2'-0" x 2'-8" and have two metal hinges per frame with a metal hook-and-eye lock.

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Typical windows in the two-story frame addition, as well as in the east porch enclosures, are wood-sash, double-hung, six-over-six-light or four-over-four-light units with interior sash locks. Windows vary in width from 2'-10" to 5'-2-1/2" and in height from 4'-6" to 4'-11" and appear as either single or paired window configurations. Some of these windows are missing glazing. Two, single-hung, two-over-two-light, aluminum-sash windows measuring 2'-11" x 3'-0" are located on the north facade of the laundry room addition, and one similar unit is located on the west facade of this addition. These windows feature metal sash locks.

8. Roof:

- a. Shape, covering: Quarters 5 features a hipped roof atop the original 1874 masonry building, with a lower secondary hipped roof covering the wraparound porch. A shed roof tops the 1875, wood-frame, two-story addition on the rear (north) side of the building. Both the carport and laundry additions have shed roofs, while the kitchen addition has a gabled roof. All sections of the roof are covered with composition shingles.
- b. Cornice, eaves: Prominent, wood, boxed eaves with paired, decorative brackets are on the original masonry building's roofline. Aluminum, pre-finished gutters and downspouts are found on all facades, although sections of the gutters and downspouts are missing or severely damaged in places due to the effects of Hurricane Ivan.
- c. Dormers, cupolas, towers: At the base of the cornice, on the roof/wall junction of the original masonry building, sixteen rectangular louvered vents provide attic ventilation. There are six louvers on both the east and west facades and two on both the south and north facades.

C. Description of Interior:

1. Floor plans:

- a. Basement: Although the residence does not feature a true basement, the wood-frame floor system resting on masonry piers creates a shallow crawl space under the original masonry building and the 1875 north addition.
- b. First floor: The main portion of Quarters 5 is divided into three rooms arranged in a linear plan and includes the parlor, living room, and dining room. The parlor sits at the front, or south, end of the original masonry structure. The first-floor parlor and living room (and second-floor bedrooms) share a back-to-back fireplace with a single, central interior chimney. A stair hall and half bath are between the living and dining room. To the north, beyond the dining room, is the kitchen/laundry addition that dates from ca. 1903 with a 1936 enlargement to the laundry. On the east side of the first floor, a small pantry and heater room addition sits adjacent to the dining room in an enclosed portion of the porch. On the north side of the dining room and porch is a parking shed that dates from ca. 1935. A 1975 carport and shed are located on the northwest corner.
- c. Second floor: The second floor of Quarters 5 was originally divided into three central rooms. Currently, the second floor retains the original three bedrooms and also contains a master bedroom suite in the 1875 wood-frame addition to the north. A back-to-back fireplace separates the two front bedrooms. Part of the screened porch has been enclosed

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on the east facade to accommodate a walk-in closet and bathroom for the master bedroom suite, as well as another bathroom and two storage rooms. The porch on the west facade is partially enclosed, forming a central, enclosed sitting room and walk-in closet for the two front bedrooms.

2. **Stairways:** The building's interior stairway is located between the living room and dining room. The doglegged staircase features two flights of stairs separated by a full-width landing. The first flight, from the first floor to the intermediate landing, has fourteen carpeted treads and fifteen risers; the second flight has four treads and five risers. The balustrade includes a decorative, turned, wood newel post; curved, wood handrails; and square balusters on both flights.
3. **Flooring:** Quarters 5 has conventionally framed wood flooring through much of the dwelling and features a variety of floor coverings. On the first floor, the original building has oak flooring in various widths ranging from 2" to 6" in the dining room, stair hall, parlor, and living room. Some of the oak flooring is warped and cupped from storm-related water damage. Ceramic tile measuring 6" x 6" and 12" x 12" covers the floor in the kitchen, pantry, laundry, and half bath. The floor in the heater room is 2'-0" x 4'-0" cast concrete. The floor finish in the attached carport is unfinished concrete.

The second-floor rooms of the 1874 building contain original pine flooring varying in width from 2" to 6". The master bedroom and its walk-in closet, the second-floor hall, second-floor central stair hall, sitting room, one bedroom, and a walk-in closet have carpeting that was stained as a result of water damage incurred during Hurricane Ivan. The second-floor porch features painted, 2" wood-plank flooring. The second-floor storerooms have vinyl flooring. Bathrooms on the east side of the quarters feature 12" x 12" ceramic tile.

4. **Wall and ceiling finish:** The typical wall finish in the original masonry building is painted plaster. Gypsum board walls with beaded-board wainscoting are located in the dining room, the central stair hall, and the walk-in closet for the master bedroom. The gypsum board walls above the wainscot also feature wood battens at 4'-0" on center. Sections of gypsum board wall—missing due to storm damage during the hurricane—expose areas of original lath and plaster. In sections of the exterior porch that have been enclosed (heater room, sitting room, and a walk-in closet), the original exterior masonry walls are exposed. Other wall materials include wood drop siding and plywood paneling. In the kitchen, glazed 4" x 4" ceramic tile serves as a backsplash and countertop for the kitchen cabinets. In the second-floor bathrooms, 4" x 4" ceramic tile extends from the floor to the ceiling at some walls and acts as a wainscot along other walls.

Interior ceilings are typically painted gypsum board or plaster with either textured or smooth finishes. Other ceiling finishes in the dining room and stair hall include gypsum board with wood battens and acoustical ceiling tile. The exposed floor framing of the second-floor porch serves as the ceiling for the first-floor porch. Exposed porch roof framing serves as a ceiling for the second-floor porch.

5. **Openings:**
 - a. **Doorways and doors:** The most common interior door types are four- and five-panel painted wood doors, most of which are found in the main masonry portion and on both

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stories of the 1875 north addition. Currently in fair condition, the seven, five-panel doors feature round or oval knobs, hook-and-eye latches, and mortise locks. The doors range from 2'-0" to 2'-6" in width and 6'-2" to 6'-8" in height. The seven, four-panel doors are all 3'-0" x 6'-8", and are in poor condition.

6. Decorative features and trim:

- a. First floor: Two back-to-back fireplaces are located in the parlor and living room. One mantel, located in the parlor, has decorative wood trim, corner blocks, and pilasters. The living room mantel has minimal details with simple square pilasters flanking the fireplace surround. Both wood mantels have non-original brick surrounds. The living room mantel measures 4'-9" high x 6'-4" wide with a 12" x 12" tile hearth. Located next to the fireplace is a built-in shelving unit that appears to be, according to the 1875 architectural drawings, situated in an original door opening. A third fireplace is at the rear of the first floor in the dining room, and it shares a common flue with the fireplace above it on the second floor. The dining room fireplace features a painted wood mantel with an arched opening flanked by pilasters and topped by a decorative cornice. Based on physical observation, the mantelpiece appears to be a later addition.

Non-original cabinetry and built-in shelving remain in the kitchen, laundry room, and pantry. Kitchen and pantry cabinetry consists of wall and base cabinets that feature tile countertops and backsplashes.

Other decorative detailing includes wood picture rails, wainscoting, chair rails, and baseboards located throughout various rooms on the first floor.

- b. Second floor: On the second floor, sharing the same flue as the first-floor fireplaces, are two back-to-back fireplaces with painted wood mantels. The mantels are composed of simple wood pilasters, and decorative molding supports the mantelpieces. The fireplaces have been partially enclosed to incorporate late nineteenth-century, cast-iron grates. The mantels measure between 4'-5" high x 4'-3" wide, and 5'-5" high x 4'-6" wide. A third fireplace is located at the rear of the second floor in the guest bedroom, and it shares a common flue with the fireplace below on the first floor. Based on physical observation, the mantel on the second-floor fireplace appears to date from the late nineteenth century and has an arched opening that has been infilled with brick. Two built-in cabinets with wood doors are located behind the wood mantel, flanking each side of the brick flue.

Additional decorative detailing includes three built-in cabinets in the walk-in closet of the master bedroom. Exterior walls and doors of the cabinets are covered with beaded board paneling.

7. Hardware: None.

8. Mechanical equipment:

- a. Heating, air-conditioning, ventilation: Prior to the storm, a split-system heat pump cooled and heated the building. The condenser sits on an exterior concrete pad near the kitchen on the east facade, and the air-handling unit is located nearby, inside the heater room on the first-floor porch.
- b. Lighting: Modern surface-mounted and pendant incandescent fixtures are the primary lighting within the house and on porches. Several, including exterior fixtures mounted at

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the porch ceiling or on the main facade, are no longer functional. Ceiling-mounted fans with incandescent lights are another common light source in several rooms. Ceiling-mounted fluorescent fixtures are found in the laundry and first floor, with similar fixtures in the garage and storage room.

- c. Plumbing: Quarters 5 has a half bath on the first floor and two bathrooms on the second floor. Each bathroom contains a floor-mounted ceramic water closet. The second-floor bathrooms have ceramic bathtubs and a molded, fiberglass lavatory; the half bath contains a ceramic pedestal lavatory.

Other plumbing fixtures in Quarters 5 are located in the kitchen, laundry, and pantry of the first floor. The kitchen has a ceramic double sink, while the pantry has a stainless steel utility sink. A porcelain-glazed, cast-iron utility sink is located in the laundry room.

D. Site:

1. General setting and orientation: Quarters 5 is oriented on a north/south axis. The building is situated in the southeast corner of the base within the Pensacola Naval Air Station Historic District, and is located on the north side of North Avenue. To the east of Quarters 5, a brick patio enclosed by a picket fence and a wide grassy area separate Quarters 5 from Quarters 4 (HABS No. FL-517). To the south, across North Avenue, a grassy area separates Quarters 5 from Quarters 34 (HABS No. FL-251). Quarters 6 (HABS No. FL-518) is located immediately to the west. To the north, a service road and, beyond that, the historic navy yard wall separate Quarters 5 from the Chevalier Field hangars.
2. Historic landscape design: Historic maps indicate that Quarters 5 has always been sited on a residential street; however, the numbers and sizes of surrounding dwellings and dependencies have been altered considerably over time. Currently, a grass lawn surrounds Quarters 5 on the west, south, and east sides. Foundation plantings along the south and west sides of the building consist of trimmed shrubs. To the south, a concrete sidewalk runs parallel to North Avenue, bordered by a granite wall that defines the public perimeter of the property. A concrete sidewalk intersects this walkway and leads from prominent entry bollards to the south porch and front door of Quarters 5. Trimmed shrubs and flowerbeds line the walkway.

On the east side of Quarters 5, pre-fabricated, wood, lattice panels screen a condenser unit at the building's northeast corner. The northern property line of Quarters 5 extends to a service road, beyond which is the navy yard wall. The private service road, serving all of the senior officers' quarters, provides access to a concrete driveway. Small trees dot the yard; more mature trees shade the southernmost portion of the lawn.
3. Outbuildings: Historic photographs, architectural drawings, and general development plans indicate various outbuildings were once extant on the parcel of land associated with Quarters 5. They appear on general development maps as early as 1903. At the time of the survey for this study, there were no additional buildings on the property associated with Quarters 5.

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Date: November 2005

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NOTES

¹ Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, November 9, 1874, and June 18, 1875, from Record Group 71, Entry 5, Records of the Bureau of Yards and Docks, Correspondence with Commandants of Pensacola Navy Yard, NARA, Washington, D.C.

² Manuel, Dale. *Pensacola Bay: A Military History* (Charleston, South Carolina: 2004), 18.

³ Commandant G. Middleton to Commodore C. R. P Rodgers, Chief of BuDocks, October 27, 1871, RG 71, Entry 5, NARA, Washington, D.C.

⁴ Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, October 10, 1874, RG 71, Entry 5, NARA, Washington, D.C.; Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, November 9, 1874, RG 71, Entry 5, NARA, Washington, D.C.

⁵ Correspondence June 30, 1923 on construction of concrete road

⁶ Annual Report to the Bureau of Yards and Docks from Naval Air Station Pensacola for June 30, 1935, NAVFAC Archive, Port Hueneme.

⁷ Housing Director H. D. Brown by direction of Commanding Officer to State Historic Preservation Officer G. W. Percy, May 15, 1998, Facilities Files, Public Works Center, NAS Pensacola, Florida.

⁸ 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.

⁹ Coleman, *Guardians on the Gulf*, 26-28.

¹⁰ *Ibid.*, 31.

¹¹ Pearce, *U.S. Navy in Pensacola*, 3.

¹² Coleman, *Guardians on the Gulf*, 5.

¹³ Pearce, *U.S. Navy in Pensacola*, 5-10.

¹⁴ *Ibid.*, 11-13.

¹⁵ *Ibid.*, 13, 18.

¹⁶ *Ibid.*, 19.

¹⁷ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 465-466, ed. Paolo Coletta, 466 (Westport: Greenwood Press, 1985).

¹⁸ Coleman, *Guardians on the Gulf*, 33-37.

¹⁹ 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.

²⁰ 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.

²¹ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

²² 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.

²³ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

²⁴ *Ibid.*, 466-467.

²⁵ 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.

²⁶ 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.

²⁷ 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.

²⁸ Commandant Armstrong to Chief of BuDocks, November 23, 1864, Record Group 71, Entry 5. NARA, Washington, D.C.

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²⁹ 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.

³⁰ 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.

³¹ Pearce, *U.S. Navy in Pensacola*, 95; 98.

³² 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.

³³ 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.

³⁴ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 468.

³⁵ *Ibid.* 468-469.

³⁶ Pearce, *U.S. Navy in Pensacola*, 123-125.

³⁷ *Ibid.*, 128-129.

³⁸ *Ibid.*, 132.

³⁹ Annual Report to the Bureau of Yards and Docks from U.S. Naval Air Station Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.

⁴⁰ Pearce, *U.S. Navy in Pensacola*, 134.

⁴¹ *Ibid.*

⁴² *Ibid.*, 135.

⁴³ *Ibid.*, 136.

⁴⁴ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁴⁵ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1915, 40, 18. NAVFAC Archive, Port Hueneme.

⁴⁶ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.

⁴⁷ Corliss, Earle. *Activities of the Bureau of Yards and Docks, Navy Department, World War: 1917-1918* (Washington: U.S. Government Printing Office, 1921), 395.

⁴⁸ *Ibid.*, 153.

⁴⁹ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 470.

⁵⁰ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1918, NAVFAC Archive, Port Hueneme.

⁵¹ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁵² Pearce, *U.S. Navy in Pensacola*, 159.

⁵³ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁵⁴ Pearce, *U.S. Navy in Pensacola*, 158.

⁵⁵ *Ibid.*, 157.

⁵⁶ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1920. NAVFAC Archive, Port Hueneme.

⁵⁷ Pearce, *U.S. Navy in Pensacola*, 165.

⁵⁸ 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.

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

⁶⁰ *Ibid.*

⁶¹ Pearce, *U.S. Navy in Pensacola*, 177-178.

⁶² *Ibid.*, 178-179.

⁶³ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936, 32. NAVFAC Archive, Port Hueneme.

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⁶⁴ 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" (25).

⁶⁵ Ibid, 33.

⁶⁶ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1937. NAVFAC Archive, Port Hueneme.

⁶⁷ Ibid., 48.

⁶⁸ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme.

⁶⁹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1938, 54. NAVFAC Archive, Port Hueneme.

⁷⁰ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1939, 19. NAVFAC Archive, Port Hueneme.

⁷¹ 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.

⁷² Shettle, 177.

⁷³ Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola*, (Pensacola: Pensacola Engraving Company, 1989), 127.

⁷⁴ Ibid., 136.

⁷⁵ Ibid., 149.

⁷⁶ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, ed. Paolo Coletta, 474 (Westport: Greenwood Press, 1985).

⁷⁷ Ibid.

⁷⁸ Pensacola Bay Area Chamber of Commerce, "NAS Pensacola: The Cradle of Naval Aviation," electronic document, www.pensacolachamber.com. Accessed February 18, 2005.

⁷⁹ Manuel, Dale. *Pensacola Bay: A Military History* (Charleston, South Carolina: 2004), 18.

⁸⁰ Commandant Ulysses Smith to Chief of Bureau of Yards and Docks, May 15, 1863, from Record Group 71, Entry 5, Records of the Bureau of Yards and Docks, Correspondence with Commandants of Pensacola Navy Yard. NARA, Washington, D.C.; Chief of Bureau of Yards and Docks James Smith to Commandant Armstrong at Pensacola Navy Yard, November 23, 1864.

⁸¹ Commandant James Armstrong to Chief of Bureau of Yards and Docks, January 31, 1866, from Record Group 71, Entry 5, NARA, Washington, D.C.

⁸² Report and Diagram by Superintendent of Improvements, forwarded by Commandant Middleton to Chief of Bureau of Yards and Docks, October 27, 1871.

⁸³ Superintendent of Yard Improvements R. P. Chandler to Chief of Bureau of Yards and Docks, October 10, 1874, and November 9, 1874, from Record Group 71, Entry 5, NARA, Washington, D.C.

⁸⁴ Superintendent of Yard Improvements R. P. Chandler to Chief of Bureau of Yards and Docks, May 15, 1874, from Record Group 71, Entry 5, NARA, Washington, D.C.

⁸⁵ Annual Report of the Bureau of Yards and Docks for 1881, Pensacola Navy Yard. NAVFAC Archive, Port Hueneme.

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PART III. SOURCES OF INFORMATION

A. Architectural Drawings: Early architectural drawings are held at the National Archives and Records Administration Cartographic and Architectural Unit, College Park, Maryland. They are found within Record Group 71, Records of the Bureau of Yards and Docks. Drawings used for this documentation effort include the following:

1. While not an original drawing, Drawing No. 800-30-3, "Temporary Officers Quarters, Navy Yard Pensacola," ca. 1871, as determined by examining correspondence of the period, is the earliest located for the temporary quarters prior to renovation. The drawing depicts the elevations for the laundry and kitchen to Quarters A (Commandant's Quarters) as well as kitchens to Quarters B and H. Floor plans are provided for all kitchens being used as quarters, including Quarters 5, at the time. The drawing features submittal and approval signatures and bears Bureau of Yards and Docks No. 2839.
2. Also not original, but indicative of the rehabilitation of the quarters that occurred during the 1870s and early 1880s, is Drawing No. 800-30-2, "Officers Quarters, U.S. Navy Yard, Pensacola" 1875. The drawing itself bears no date; however, a Bureau of Yards and Docks date stamp indicates that the drawing was received in 1875. The drawing includes a typical section, the front and side elevations, and first and second floor plans for an unspecified quarters, probably representing a typical renovation of the temporary quarters that officers had inhabited since the Civil War. Quarters 5 was renovated in the 1870s, and the drawing likely represents most of what was improved on the temporary quarters at the time. The drawing features the approval signature from the yard's commandant and bears Bureau of Yards and Docks No. 2838.

Alteration and renovation drawings for Quarters 5 are on file at the Engineering Office (Building No. 458) at NAS Pensacola, Pensacola, Florida, and some early renovation drawings are held by the National Archives and Records Administration. Plans for major alterations include the following:

1. Drawing No. 114, from NAS Pensacola, is dated February 1917 and shows a one-story laundry and kitchen addition, as well as other interior renovations to the 1875 building.
2. Drawing No. 800-36-170 from the National Archives and Records Administration is a 1935 drawing of the Quarters 5 floor plan. The drawing clearly illustrates the additions to the north facade of the quarters over time. No alterations were undertaken at this time. This drawing is dated December 5, 1935, and includes NAS Drawing No. 4571.

B. Historic Views: Photographs are archived at the NAS Pensacola Public Affairs Office and Public Works Center, the National Museum of Naval Aviation at NAS Pensacola, and the University of West Florida Library, Special Collections, the NAS Pensacola Photograph Collection and the Navy Yard at Pensacola Photograph Collection, Pensacola, Florida. In addition, some historic photos are in Record Group 71 at the Still Pictures Unit of National Archives and Records Administration, College Park, Maryland.

C. Interviews: None conducted.

D. Bibliography:

1. Primary and unpublished sources:

U.S. NAVAL AIR STATION, SENIOR OFFICERS' QUARTERS
(U.S. Naval Air Station, Q-5)
(U.S. Naval Air Station, Quarters D)
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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.

Record 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.

Detailed Inventory of Naval Shore Facilities, NAS Pensacola, Florida, various dates, Record Group 2.

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

NAS Pensacola Public Works Center (Building No. 3560), Pensacola, Florida.

Facilities Files, General.

Facilities Files, Photographs.

Installation Maps, NAS Pensacola, Florida, various dates.

NAS Pensacola Public Affairs Office (Building No. 624), Pensacola, Florida.

Photograph Collection.

National Museum of Naval Aviation, Pensacola, Florida.

Photograph Collection.

University of West Florida Special Collections Department, Pensacola, Florida.

Manuscript and Archival Collections. Rare Books and West Florida Regional Publications.

Map Collection.

U.S. NAVAL AIR STATION, SENIOR OFFICERS' QUARTERS
(U.S. Naval Air Station, Q-5)
(U.S. Naval Air Station, Quarters D)
HABS No. FL-244 (Page 45)

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 Florida.

2. Secondary and published sources:

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Coleman, James C. and Irene S. *Guardians on the Gulf: Pensacola Fortifications, 1698-1980*. Pensacola: Pensacola Historical Society, 1982.

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

Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola*. Pensacola: Pensacola Engraving Company, Inc., 1989.

Manuel, Dale. *Pensacola Bay: A Military History*. Charleston, South Carolina: Arcadia Publishing, 2004.

Pearce, George F. *The U.S. Navy in Pensacola: From Sailing Ships to Naval Aviation (1825-1930)*. Pensacola: University of West Florida Press, 1980.

Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, ed. Paolo Coletta, 464-471. Westport: Greenwood Press, 1985.

Pensacola Bay Area Chamber of Commerce, "NAS Pensacola: The Cradle of Naval Aviation," electronic document, www.pensacolachamber.com. Accessed February 18, 2005.

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

Wellge, Henry, *Pensacola, Fla. County Seat of Escambia County*, Milwaukee: Norris, Wellge & Co. 1885.

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 material:

U.S. NAVAL AIR STATION, SENIOR OFFICERS' QUARTERS
(U.S. Naval Air Station, Q-5)
(U.S. Naval Air Station, Quarters D)
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None provided.

PART IV. PROJECT INFORMATION

The mitigative documentation of Quarters 5 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. Olivia Chacón (HHM), Architectural Historian, and Céline Finney (HHM), Architectural Historian, prepared the significance, architectural and building history documentation sections. Ms. Chacón prepared the general historic context. Ms. Chacón, Ms. Ross, S. Elizabeth Valenzuela (HHM), Intern Architect, 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. Karen Hughes (HHM), Senior Architectural Historian, and Justin Edgington (HHM), Historian, undertook large-format photography, and Leah Roberson (HHM), Field Technician, assisted.