

U.S. Naval Air Station,
Ship Carpenter's Workshop
(Public Works Center, Building 1)
Pensacola
Escambia County
Florida

HABS No. FL-236

HABS
FLA
17-PENSA,
85-

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

HABS No. FL-236

U.S NAVAL AIR STATION
SHIP CARPENTER'S WORKSHOP
(PUBLIC WORKS CENTER, BUILDING 1)

Location:

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

Present Owner:

Commanding Officer.

Present Use:

Administrative offices.

Significance:

The Ship Carpenter's Workshop was built in 1868 to replace the original 1859 building which was destroyed by the Confederate forces in 1862. The Greek Revival building originally had Doric pilasters, sliding doors, parapets and a corbeled brick cornice.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1868-69.
2. Architect: Basic design of the building was probably furnished by the Washington architects employed by the U.S. Navy, and was modified to suit local conditions.
3. Original and subsequent owners: The old Ship Carpenter's Workshop has been the property of the U.S. Navy during its entire history.
4. Builder: Construction was done by craftsmen and laborers employed by the Navy under the supervision of the Civil Engineer.
5. Original plans and construction: The Ship Carpenters Workshop originally had floor space of 30,600 square feet which was equally divided between the first and second floors.

There was an earlier structure, Building 52, on the same site as noted on a Navy Yard map of 1859. A design of the earlier building, called a mold loft and constructor's workshop, was submitted in 1857 by William H. James, Assistant Civil Engineer at the Pensacola Navy Yard, which estimated the cost of construction at \$47,600. The building was apparently completed in 1858 or 1859. This structure was destroyed by the evacuating Confederate forces in 1862. In 1867 the work was begun to clear away the debris left by the Civil War. Over a million brick were salvaged, cleaned and were shortly to be used in

rebuilding the Navy Yard. An appropriation of \$18,581.00 was requested in 1867 for rebuilding the mold loft and constructor's workshop. Work was started in 1868 and the project was completed in January 1869.

6. Alterations and additions: There has been extensive exterior and interior alterations in the building over the years. Interior partitions were constantly being added and removed in order to divide the building into various shops and offices. The most notable exterior work was the removal of the roof parapets and the extension of the roof at the same slope two feet beyond the exterior wall. This was accomplished between 1919 and 1934. In the 1920s the loft above the second floor was converted into an attic, and was used for the storage of materials for the carpenter and fabric shops. In the 1950s all of first floor was converted into office space. The complete conversion of the second floor to office space in 1966-67 required extensive alterations and repairs. The walls were covered with antique birch paneling, the floor was covered with mottled cream asphalt tile, and the ceiling was subsequently lowered using a hung suspended ceiling of acoustical tile with recessed fluorescent lighting. The cost for these alterations amounted to \$51,300. In 1968, a single-story concrete block addition was built at the southwest corner of the building. The additional space included a work room of 600 square feet and a file storage room of 806 square feet. This brought the overall space in the building to 32,267 square feet. The wing was built by the Linden Construction Company, Inc. of Silverhill, Alabama, for \$23,674.00. At an unknown date a mezzanine was added, which furnished additional 200 square feet of storage space.

The overall value of the building is now \$232,775, which includes the alterations.

B. Historical Context:

In 1878, a proposal was made to construct a three-story building between Buildings 1 and 25 with a unified facade which would have made one building of the 3 structures. The design was termed "consolidation of store houses." The project never won approval and the two buildings remain separate.

A Navy Yard map of 1886 shows the building as No. 11 and in use at that time as a general warehouse. In 1910, its number had been changed from 11 to 9, and it was being used as a boatshop with joiners and shipwrights working there. In 1916-17, after the opening of the Naval Aeronautical Station, the building was classified as a woodworking mill. Two years later it was called a Jointer Shop. By 1921, the building was being used as a trades shop. In that year the

first floor was shared by dope, fabric and paint shops, a wing repair room and paint shop office. The second floor contained the joiner shop, saw-filing shop, stock room and office. Other shops were added periodically throughout the ensuing years including key, plumbing, masonry and machine shops. The loft above the second floor was converted into an attic-of-sorts and was used for the storage of materials for the carpenter and fabric shops.

In 1945 various Public Works administrative offices occupied the east end of the first floor. In November 1959 the entire first floor was being used for administrative offices. The upper floor was in use as a trades shop area until 1959 when the shops moved out and the area was turned over to the supply department for use as a warehouse. The Public Works Center took over the supply department for use as offices in 1966 or 1967. Today the building is used exclusively for office space and houses the administrative offices of the Public Works Center, including the Resident Officer in Charge of Construction.

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

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The Ship Carpenter's Workshop is a fine Greek Revival structure with a rhythmic spacing of Doric pilasters and recessed panels on the long facades. At one time the building had roof parapets and large sliding doors.
2. Condition of fabric: The structure is in good condition and is well maintained.

B. Description of Exterior:

1. Over-all dimensions: The building, rectangular in plan, is 50' (3 bays) x 300' (23 bays). It is a two-story building and measures 49' in height at the roof peak. A modern, single-story addition, 25' -6" x 67' has been added on the south side at the west end.
2. Foundations: On a drawing dated Nov. 9, 1917 and located in the NAS Public Works Center files, the stepped granite foundations are indicated as 4'-8" in thickness at the bottom and 6'-2" high.
3. Walls: The walls are common bond brick, originally salmon in

color and now painted white with the header course every fourth course. The first floor walls are 27" in thickness, narrowing to 24" at the second floor level to receive the floor joists. Recessed facade panels are located between the first and second floor window openings with the panels in the 6th, 12th and 18th bays being wider, as well as the center panel on the end elevations. Brick pilasters, 42" wide and 13" on center, extend out 4½" from the exterior wall and rise 27'-6" to receive Doric capitals.

4. Structural system, framing: The exterior walls are brick bearing walls supporting the second floor 4" x 11½" joists, approximately 22" on center and the roof trusses approximately 13" on center. The roof trusses are constructed from 6" x 13" members and held in place with iron straps. ¾" vertical steel tie rods are introduced into each truss. The trusses carry 5" x 7" purlins approximately 66" on center, which carry the 2½" x 4" roof rafters 26" on center and the roof sheathing. At the first floor a row of 15" square, chamfered columns, approximately 18' on center runs the length of the building down the center carrying a beam 11" x 14" which supports the floor joists. A row of columns 9½" square, approximately 18" on center, exist on either side of the center columns, which carry side beams 9½" x 11½" for the joists. Three interior brick walls extending to the second floor, with segmental pointed, arched openings, 13' -3" high, 12' wide with granite keystones exist: two on the east end of the building and one on the west end. A fourth wall, without an opening, exists on the far west end.
5. Porches, stoop: A second floor wooden porch exists on the west end of the building with a long flight of wood stairs 34" wide with 8" risers. A 5½" newel post carries the 2" outside diameter iron pipe railing. A similar porch and stairs constructed of steel exists on the east end of the building. A small stoop of concrete block and brick with an iron pipe railing provides access to the first floor offices on the east end.
6. Chimneys: One small chimney exists on the east end of the roof.
7. Openings:
 - a. Doorways and doors: An 1857 drawing from the Library of Congress indicates that the west end of the building had sliding doors on wooden tracks over the openings (9' -5" wide and 12' -9" high) in the four end bays, north and south elevations, including the center bay on the west elevation, Eastward from this point every other bay on the north and south elevations down to the sixth bay from the east end including the center bay on the east elevation, has a similar opening, all with

dressed granite lintels spanning the entire width^f between pilasters. Generally all of these openings on the north and south elevations have been closed in with 5" German siding and wooden sash, with the exceptions of the 8th, 16th and 23rd bays on the north elevation and the 12th and 18th bays on the north elevation and the 12th and 18th bays on the south elevation which now contain modern doors. The center bay, east end, on the first floor, has a modern glass door while the second floor contains an emergency exit steel door. The center bay on the west end has the original opening on the first floor bricked-in with the second floor also containing an emergency exit steel door similar to the one on the east end. A modern door also exists on the south facade of the one-story addition. Sliding doors on wooden tracks, which originally existed on the second floor in the 6th, 12th and 18th bays on the north and south facades, have also been closed-in with 5" German siding and six-over-six double hung wooden sash.

- b. **Windows:** Typically the windows, with flat arches a stretcher and header in depth, have six-over-six light double hung wooden sash. The sills are smooth granite, while the frames are solid stock and mortise and tenon at the heads with the glazing being 13" x 24". Windows used to close in the original sliding doors are generally six-over-six light double hung wooden sash with a glass size of 12" x 14". Air conditioners and window fans exist in several window openings.

8. **Roof:**

- a. **Shape, covering:** The hip roof is covered with asphalt shingles, light in color, with a continuous half-round metal gutter and five regularly spaced round downspouts that carry to the base of the building on the north and south elevations.
- b. **Cornice, eaves:** Continuous around the building is an architrave band, the upper portion of the band defined by a two-course corbel, the lower portion by a single course corbel. Brick dentils below a four-course corbel exist above the architrave and just beneath the roof overhang. Originally, a 3' high roof parapet wall with recessed facade panels existed above the dentils.
- c. **Dormers:** Louvered attic vents exist in small flat-roofed dormers on the east and west ends of the roof.

C. **Description of Interior:**

1. Floor plans:

- a. First floor: An 1857 drawing of plans for a ship carpenter's workshop shows the first floor divided into four sections from east to west; boat builder (9 bays), gun carriage maker (8 bays), block maker (3 bays) and a series of saw pits (3 bays). A stairway in the northwest corner lead to the mold loft on the second floor which occupied the entire space.

Presently, the first floor, extensively remodeled and altered, is divided into a large number of office spaces on either side of a central corridor for use by the Public Works Center which occupies all but two bays on the east end, which are utilized by Family Services and the Housing Office.

The first floor addition on the west end is utilized for plan and drawing storage and space for the blueprint machine.

- b. Second floor: The second floor is basically divided into partitioned office space with a central corridor for three separate Navy organizations: The Officer in Charge of Construction, Maintenance Control, and the Management Office.

A mezzanine utilized for storage exists between the first and second floors with access off the stairways to the second floor.

2. Stairways: Access to the mezzanine and the second floor is by two wood stairways located off the central corridor, that are enclosed and wood paneled.
3. Flooring: Both the first and second floors are covered in vinyl tile.
4. Wall and ceiling finish: Exposed brick bearing walls are painted white, while interior partitions are either wood paneled or metal painted a grey or olive green. Suspended ceilings on both floors are white acoustical fiberboard.
5. Doorways and doors: Interior doors are typical hollow-core wooden doors.
6. Mechanical equipment:
- a. Heating: There are cast-iron radiators in the building supplied by a central NAS heating plant.
- b. Lighting: The lighting is modern flourescent and incandescent.
- c. Fixtures: There is a modern hydraulic hoist to the second

floor on the exterior south side of the building.

D. Site:

1. General setting and orientation: The long axis of the structure is oriented east and west, with the main entrance being on the north facade. To the east, the building aligns with Center Avenue with no delineation of the street: asphalt paving extends to the edge of the building on both the east and north sides. On the north side a driveway provides access to a large parking area, which is also occupied by two small maintenance buildings. To the immediate west is the north end of a large maintenance shop and south of Building 1 is a fenced parking area for Government vehicles.

Prepared by: Rodd L. Wheaton
Architect
Historic American Buildings Survey
Summer 1972

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 Public Works 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, etc. 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.

B. Early Views:

Seven early photographic views of the Ship Carpenter's Workshop (Building 1) are available in the Naval Aviation Museum, NAS Pensacola, Florida. Aerial view of the Navy yard dated about 1916 looking northwest, Negative #00519; view showing only the east end of the building but with a good view of the roof parapets since removed, 27 July 1918, Negative #010031; view showing building in its World War I camouflage, taken from observation tower, 8 October 1918, Negative #010064; view showing about 4/5 of the building taken from the observation tower, 8 October 1918, Negative #010015; Aerial view of the Station, looking northwest, 15 July 1919, Negative #010065; Aerial

view looking north with building plainly visible, taken 1st August 1919, Negative #010011; Aerial view looking west-northwest showing the building after it had been repainted following World War I, taken in 1933, Negative #010026.

C. Bibliography:

1. Primary and unpublished sources:

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

2. Secondary and published sources:

U.S. Navy. Annual Reports of the Navy Department. Washington, 1859-

Young, Lucien. United States Navy Yard and Station. Written in 1910 and published in 1964.

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), 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, SHIP CARPENTER'S WORKSHOP
(Public Works Center)
(Building No. 1)
368 South Avenue
Pensacola
Escambia County
Florida

HABS FL-236
FLA, 17-PENSA, 85-

HABS
FLA
17-PENSA,
85-

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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85-

Addendum to
U.S. NAVAL AIR STATION, SHIP CARPENTER'S WORKSHOP
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U.S. NAVAL AIR STATION, SHIP CARPENTER'S WORKSHOP
(U.S. Naval Air Station, Public Works Center)
(U.S. Naval Air Station, Building No. 1)

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

Location: 368 South Avenue
Pensacola
Escambia County
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator Coordinates:
Zone 16, 474104E, 3357222N

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: The Human Resources Office occupied the facility prior to Hurricane Ivan (2004); however, the building is currently unoccupied.

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

Significance: Building No. 1 was originally built in 1868 as the Ship Carpenter's Workshop at the Pensacola Navy Yard, under jurisdiction of the Navy's Bureau of Construction and Repair. The building was also known as the joiner's shop or constructor's store house during the nineteenth century, when it served the yard's primary mission of servicing ships in the Gulf Squadron. The Pensacola Navy Yard's brief era as a shipbuilding yard took place in the 1850s, and the yard's capacity to produce vessels never fully recovered after the Civil War. As shipbuilding and repair activities took a backseat to the yard's supply mission in the 1870s, Building No. 1 was used as one of the yard's primary storehouses, with a limited capacity for joiner and construction work. The building served both storage and construction uses at the navy yard until the establishment of Naval Aeronautic Station Pensacola in 1914. During the early twentieth century, the building served the station's aviation mission by housing a woodworking

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mill, joiner, fabric, and paint shops for airplane maintenance, as well as public works shops. In the late 1960s, Building No. 1 was converted to use as office spaces for administrative departments, and from ca. 1969 through the 1980s, it housed the Engineering Department. From 1988 until 2004, Personnel Offices and Human Resources Offices occupied the historic building.

Building No. 1 is an excellent example of the Greek Revival-styled industrial buildings commonly built at the Pensacola Navy Yard and other military installations during the mid-nineteenth century. It stands at the heart of the historic navy yard, and is included in the Pensacola Naval Air Station Historic District.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: Building No. 1 was constructed in 1868, according to the *Public Works of the Navy Data Book* compiled in July 1927.¹ Initial planning for the building began in October 1866 when an estimate was prepared for the erection of a Constructor's Workshop.²
2. Architect(s): The architect for Building No. 1 is not known. Original architectural plans were not located.
3. Original and subsequent owners, occupants, uses: The original use was as a Mould Loft and Constructor's Workshop (1868-ca. 1873); Mould Loft and Constructor's Storehouse (ca. 1874-1885); General Storehouse (1886-ca. 1899); Woodworking Shop (ca. 1900-ca. 1909); Joiners Boat Shop and Shipwright's Shop (ca. 1910-11); Woodworking Mill (ca. 1916-ca. 1922); Joiner, Fabric and Paint Shop (ca. 1923-32); Joiner and Public Works Shop (1933-ca. 1940); Public Works Shop (1941-44); Public Works and Building Trades Shop (1945-ca. 1962); General Warehouse and Public Works Department (ca.1963-69); Engineering Department (1969-mid 1980s); Consolidated Civilian Personnel/Human Resources Office (1988-2004).
4. Builder, contractor, suppliers: The contractor for the original building and 1969 addition are not known.
5. Original plans and construction: Original architectural plans for Building No. 1 were not located, but subsequent plans showing additions and alterations are on file at the Cartographic and Architectural Unit, National Archives and Records Administration (NARA), College Park, Maryland and with Hill-Griffin at Naval Air Station (NAS) Pensacola (Building No. 458), Florida. Period maps and historic photographs from Naval Facilities Engineering Command (NAVFAC) Archives at Port Hueneme, NAS Pensacola, and NARA provide additional information about the architecture, construction and alterations to the building.

In October 1867, an estimate was prepared for the erection of the Mould Loft and Constructor's Workshop.³ According to historic maps of various dates obtained from NARA and NAS Pensacola, the building functioned primarily as the Mould Loft and Constructor's Workshop until ca. 1873 and then as the Mould Loft and Constructor's Storehouse until ca.

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1885.

Built in 1868, Building No. 1 is a Greek Revival-styled, rectangular-plan structure constructed of load-bearing masonry walls with heavy timber columns, beams, roof trusses and a hipped roof covered in slate. The masonry walls featured decorative Doric brick pilasters with a brick architrave, frieze and cornice with dentils, and a parapet. According to an 1859 navy yard site map, there was a previous building on the site that was referred to as the Constructor's Workshop.⁴ The first Constructor's Workshop was built to house carpenters, boat builders, block makers, gun and carriage makers, and sawyers on the first floor and a mould loft on the second story. The building was intended to accommodate extensive repairs to old vessels and the construction of new ones.⁵ According to architectural plans dated from 1917, the first floor was divided into five areas consisting of four work rooms, and seven smaller rooms at the east end, probably used as offices. Parts of the original first floor consisted of sand or raised platforms for equipment. A centrally located interior staircase at the east end provided access to the second level. The majority of the second floor was a large open work space with three separate rooms at the east end and two small rooms at the west end. A staircase at the west end led to the attic space, which was used for a pattern loft. Primary doors consisted of double wood doors with side lights and transom above; paired sliding wood doors; single wood panel doors, some with lights and interior paired sliding wood doors with wood rail-and-stile panel pilot doors. Original windows included six-over-six and nine-over-nine wood-sash windows in single and paired units and eight-light wood casement windows. Windows featured granite sills and brick jack-arch lintels. Every sixth bay on the north and south side and the center bay on the east and west sides had a segmental brick arch over the second story opening.

The original structure retains many of its architectural characteristics although some changes have altered its appearance. The roofline has been altered with the removal of the parapet and by the extension of the hipped roof, creating an eave overhang with exposed rafter ends. Some of the windows have been infilled or replaced, and the majority of doors have been replaced. The granite sills, lintels, and decorative brickwork are still present, although the exterior has been painted off-white. Additions along the south facade and exterior stairways on the east and west sides have also changed the original massing.

6. Alterations and additions: From ca. 1886 to ca. 1899, the building was utilized as a General Storehouse. Drawings dated April 1878, held by NARA, indicate that the Navy proposed to build a structure between Building Nos. 1 and 25 to join the two storehouses together. The estimated project totaled \$47,600.00 but was never implemented.

Between ca. 1900 and ca. 1909, Building No. 1 was referred to as the Woodworking Shop. According to a 1903 site plan on file at NARA of the navy yard, a water closet was added to the west end of the building. The water closet appears on subsequent NAS Pensacola site plans but does not appear after 1910. Additionally, a separate building designated as toilets for the C & R Building No. 1 was constructed adjacent to the west end around 1908, according to architectural drawings and historic installation maps. The building appears on NAS Pensacola site maps until 1915. As of ca. 1910, Building No. 1 became known as the Joiner's Boat Shop and Shipwright's Shop. Plans dated October 1910 illustrating a proposed elevator addition (which was not built), identify the layout of rooms within the building. The two large central spaces of the lower floor are boat shops, with a shipwright's office and

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accounting department clerk's area at the east end and two storerooms at the west end. On the upper level, a joiner's shop dominated the center of the building, with an upholsterer's room at the east end and a lumber stock room at the west. Two small rooms, identified as joiner's stores and the master joiner's office, occupy the southwest corner of the second floor, adjacent to the stairs leading to the attic pattern loft. The 1910 drawing shows that a dust collection system was in place to remove wood particles from the air inside the shops.

The building continued with the same functions after the closure of the yard in 1911, until ca. 1915, when it was converted into a woodworking mill. An elevator was added along the south side of the building in 1917, attached to the eighth bay from the east side. Architectural plans dated 1916 outline the schematics for the elevator. The open steel-frame elevator on the exterior had sheave beams, removable stanchions and chain, cables and counterweights. The hoisting machine for the elevator was located inside Building No. 1, just west of the elevator in a machinery room. The elevator compartment measured 9'-0" x 12'-0" x 8'-0", and it was constructed with 8" steel channels, 3'-0" x 0'-3/8" hangers, and 2" wood plank flooring. The elevator was completed in April 1917, by the Moffat Machinery Manufacturing Co. and cost \$2,362.00, according to BuDocks annual reports.⁶ Upgrades to the elevator in 1949 included converting the original lift to a hydraulic system with a new concrete foundation. The elevator was enclosed between 1975 and 1976 and demolished sometime between 1982 and 1985.

In August 1917, new lighting and wiring was added to Building No. 1, providing power to the joiner shop in May 1918 at a cost of \$2,723.00.⁷ During WWI, Building No. 1 was painted in camouflage in an attempt to conceal the buildings on base from enemy aircraft.

From ca. 1923 until 1932, Building No. 1 was referred to as the Joiner, Fabric, and Paint Shop. A set of exterior stairs on the west end of Building No. 1 first appeared on an architectural plan dated 1923. The actual date of construction is not known. The stairs consisted of a straight run with a landing on the second level. The stairs were replaced at the west end in 1997 with a 180-degree return steel stair. According to the 1923 plans, the first-floor configuration changed slightly from the 1917 plan. The first-floor rooms were used as a dope room, fabric area, and paint shop. The paint shop contained a ladies' restroom and two small work rooms were built in place of the machinery room. The plan indicates that the original seven rooms at the east end were removed, leaving only one office and another small room. The second floor contained the joiner shop, and had few alterations, except for the reconfiguration of rooms at the east end to include three offices along the south wall. The two existing rooms at the west end were combined for use as a filing room. A new steam-heating system was installed in the joiner and paint shops to help improve the working conditions and increase productivity, according to a 1928 Bureau of Yards and Docks (BuDocks) Annual Report. The work was completed in April 1928 at a cost of \$9,000.00.⁸ In 1932, extensive repairs were made to the roof trusses due to extensive wood rot.⁹

One year later, an air-conditioning plant was installed at the west end of Building No. 1.¹⁰ The building name changed in 1933 to the Joiner and Public Works Shop. According to a plan dated from 1933, some alterations occurred to the interior layout. On the first floor, existing rooms were used to house the elevator control and locker room, and a switchboard enclosure was added. Two additional wood-frame partitioned walls were also added within this space. A few other small rooms were created, including a raised stock room and

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adjoining toilet, and three additional offices with wood-frame partition walls. The second floor filing room was utilized as a work room with equipment. Historic photos from NARA dated 1932 show machinery mounted on elevated concrete pads, wood walkways and platforms, and a sand floor on the first level. Some of the concrete pads may have been added in the 1930s with the introduction of new equipment. An independent slab-on-grade concrete floor was later added on the first story; however, the exact date of its installation is not known. In 1936, a major change occurred to the exterior of the building involving the removal of the original parapet wall and the extension of the existing hipped roof to create an eave overhang with exposed rafter ends. The following year, the elevator in Building No. 1 was modernized and safety features added.¹¹ Between 1939 and 1945, the roof covering was changed from slate to asphalt shingles according to the property record cards.¹²

Between 1941 and 1944, the building became the Public Works Shop. According to architectural drawings, minor interior alterations during this period included the addition of an automatic sprinkler system in 1942.

In 1945 the building became the Public Works and Building Trades Shop. The building continued in use as the Public Works and Building Trades shop until 1962.

From ca. 1963 to ca. 1969, the building was used for Public Works and a general warehouse. According to architectural drawings, interior renovations occurred in 1963 with the construction of partitions and storage cabinets in offices for the liaison officer and survey section at the west end of the building. In 1967, an exterior straight-run steel stair with a second-floor landing was added to the east side. The east entrance on the first floor already had an existing staircase and a stoop. Historic photographs show that the east entrance was originally at grade level, and the stairs were likely added when the first-floor entrance was replaced and partially filled in sometime between 1937 and 1967. A small area of the second-floor interior was renovated in 1968 and included the construction of new walls, power and lighting for a key punch and ADP room, and office area. The following year, in 1969, a working platform was built for the engineering file room.

Building No. 1's primary tenant between 1969 and the mid-1980s was the station's Engineering Department. Architectural drawings indicate that a one-story reinforced concrete-block addition was added to the west end of the south side in 1969, to be used for a work room and file storage area. The 1,520 square foot (s.f.) addition rested on a continuous reinforced-concrete footing and featured a low-slope built-up shed roof supported by a lightweight concrete roof slab built with pre-cast, double tee roof joists. The addition was accessed from the original building through an existing door opening in the third bay from the west side. The openings in the second, fourth, fifth, and sixth bays were infilled with brick. A single exterior entrance was located along the south side of the addition, and one opening for an air-conditioning unit was along the west side. Later alterations to the addition included the insertion of another double-entry door with concrete ramp along the south side and two additional openings for air-conditioning units along the south and east walls.

In 1971, new air-conditioning ducts were added to the MCD area on the second floor, and a condensing unit was built on top of the south addition. Further electrical and mechanical systems were upgraded during the same year, in addition to the installation of new wall partitions in the Engineering Department. Sometime prior to 1971, two separate mezzanine

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levels were added between the first and second floors. Also, a section of the first floor east end was raised with a sprinklered crawl space. Two additional interior staircases were also added to provide access to the mezzanine and second levels. One was completed ca. 1971, according to architectural drawings. Roof repairs were completed in 1973 and included the replacement of wood decking, asphalt shingles, and some structural members. During the same year, new windows were installed in the northwest corner of the building.

The air-conditioning equipment was replaced in 1980, and upgrades followed in 1984. According to 1981 architectural plans by Look and Morrison Architects of Pensacola, new office partitions were added in that year on both floors, and minor changes were made to restrooms on the first floor. Heat detectors were installed in the building in 1982 and fire detection systems upgraded in 1983-84.

From ca. 1988 to 2004 the building was used as offices by the Consolidated Civilian Personnel and Human Resources Department. In 1987, several modifications were made, probably in preparation for the building's new tenants. In 1987, further duct work was installed and the first-floor restrooms were upgraded to accommodate handicap access. New offices were proposed for the west end, but were never constructed. The mezzanine storage area was also renovated in 1987 and a new walkway was built. Further proposed modifications to second-floor offices at the west end in 1991 were never implemented. The east stairs constructed in 1967 were later replaced in 1999 with a straight-run steel stair with an intermediate and second-story landing.

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

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New Deal public works programs in the late 1930s, was able to provide the Navy with a steady stream of pilots and other trained personnel to meet the demands of World War II. Today, NAS Pensacola continues to lead the Navy's flight training program, and it anchors the Pensacola community.

NAS Pensacola's physical plant has changed constantly to reflect its evolving mission. The current station incorporates remnants of the early Spanish forts, as well as the core of the old Pensacola Navy Yard complex, now listed as an NHL. In addition, the station retains structures from every major building period, all reflecting NAS Pensacola's important role in military history. One factor governing development at the station has always been the damaging hurricanes and windstorms that rise from the Gulf of Mexico and periodically strike the base, damaging buildings and infrastructure, and necessitating extensive repairs or rebuilding. The phases of construction related to storm damage are also evident in the structures present at the station today. This historic overview provides the background for placing Building No. 1 within a national, regional, and local context.

Building No. 1 was built in 1868 as a Ship Carpenter's Workshop at the Pensacola Navy Yard. Located on the site of a similar building destroyed during the Confederates' evacuation of the navy yard in 1862, Building No. 1 directly served the limited shipbuilding and ship repair tasks fulfilled by the yard at that time. The elegant Greek Revival-styled building later functioned as a storehouse, and subsequently served the aviation mission of NAS Pensacola by housing shops related to aircraft construction and repair. After World War II, the Public Works, Building Trades, and Engineering Departments each occupied Building No. 1 in turn, progressively converting the building's shop spaces into offices. In the 1980s and 1990s, Personnel and Human Resources offices were the primary tenants.

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.¹³ 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.¹⁴ 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

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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.¹⁵

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.¹⁶ 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."¹⁷ Despite recommendations by the Board of Naval Commissioners to await the results of engineering studies on potential Gulf Coast sites, by March 3, 1825, both the House and Senate approved a bill authorizing construction of a navy yard at Pensacola. Objections to the Pensacola Bay site voiced by some military authorities included the shallowness of its channel, which precluded passage by some larger vessels, and its vulnerability to attack from the mainland. Notwithstanding these arguments, a party of three officers, including Commodore Lewis Warrington, Captain James Biddle, and Captain William Bainbridge, embarked for Pensacola in autumn 1825 to select the best location for the new navy yard. After surveying the bay and surrounding area, the three officers confirmed the depth of the channel at a consistent 21'-0", and identified a point near Fort Barrancas, already owned by the U.S. government, as the ideal location.¹⁸

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.¹⁹

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.²⁰ 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."²¹ 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

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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."²²

While the Pensacola Navy Yard stagnated, it was at least well defended. Between 1829 and 1859, the Army completed four defensive forts to protect Pensacola Bay. Fort Pickens stood on the extreme western tip of Santa Rosa Island, with Fort McRae on the western shore directly opposite. Fort Barrancas was built to the north, on the site of the old Fort San Carlos de Barrancas and next to the San Antonio Battery. The Advanced Redoubt to the north occupied the highland site that dominated Fort Barrancas. Most of the construction was supervised by Major William Chase, a U.S. Army engineer, who persevered in his task despite suffering the same scarcity of materials, manpower, and funding experienced at the navy yard. It would appear that the defensive forts benefited from a comprehensive design by the U.S. Corps of Engineers.²³

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.²⁴

An act of Congress dated July 1, 1844, authorized construction of the permanent wharf, although little action seems to have been taken afterward.²⁵ 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.²⁶ 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.²⁷ 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.²⁸

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.²⁹ 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.³⁰

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....³¹

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

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reasonable cost and in a short time be made available for our use. All the dwelling houses have been destroyed.”³²

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.”³³ 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).³⁴

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.”³⁵ Although the Pensacola installation was not abandoned, work to repair the damage of the Civil War was again slowed by poor funding and an ambiguous status within the Navy. Appropriations were too small to permit large-scale building, although work on the commandant's quarters did continue. Commandant Woolsey was even permitted a trip to New York accompanied by the architect of BuDocks to choose prefabricated windows, doors, and other accessories for his new home. The other officers' quarters, however, still consisted of the brick kitchens of the old quarters with makeshift porches and sheds added for increased living space. In 1874 and 1875, BuDocks approved funding for permanent improvements to the quarters consisting of second-story additions and galleries, plus re-roofing, repainting and general repairs as needed to make comfortable family residences for the officers. Despite the improvements, one visitor to the yard in 1881 called the lower floors of the improved quarters “uninhabitable.”³⁶

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.³⁷ 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:

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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.³⁸

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.³⁹ International developments in the Gulf region kept hope alive for Pensacola. French attempts to finance the construction of the Panama Canal during the 1880s and 1890s finally ended when the United States took over the project in 1904. Progress on the project, which did not end until 1914, elicited much anticipation for increased commercial trade from the Gulf to the Pacific, to be accompanied by more naval activity to protect American interests at sea. At NAS Pensacola, the closest U.S. naval facility to the canal, plans for development included the construction of several buildings. Despite the positive outlook, unforeseen circumstances once again took their toll on the Pensacola Navy Yard. A massive hurricane struck the Florida Panhandle on September 26, 1906, severely damaging the yard's infrastructure and most buildings. The new dry dock was damaged, and the older, smaller dry dock was completely destroyed, incapacitating the yard's repair functions. Worse still, very limited funds were made available for the rebuilding of the yard due to the financial obligations associated with the brand new Navy base at Guantanamo Bay, Cuba. Although some new structures were built in the years following the hurricane, the Pensacola Navy Yard was officially closed on October 20, 1911 (*Figures 2 and 3*).⁴⁰

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 1913.⁴¹

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

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\$25,000.00 was made for the establishment of the Navy's first aviation installation at Annapolis, Maryland.⁴²

With just a handful of planes and trained pilots in 1912 and 1913, plus a few enlisted mechanics, the aviation camp bounced between Annapolis and training locations including San Diego, California, and Guantanamo Bay, Cuba. Aviators took advantage of Curtiss' offer to train one pilot for each airplane sold to the Navy, thus increasing the ranks of aviators until an official training program could be started. The experimental and record-breaking flights accomplished by the Annapolis pilots impressed Secretary of the Navy Josephus Daniels enough to appoint a board to create plans for the first Naval Aeronautic Service in 1913. Within weeks the board of officers responded with a recommendation of the old Pensacola Navy Yard as the site for a new naval aeronautic station, and suggested an appropriation of \$1,297,700.00 to implement the program. Once approved by Secretary Daniels, the Annapolis aviation group once more packed up their camp to move to Pensacola, arriving on January 20, 1914. The unit, consisting of

nine officers, twenty-three enlisted men, seven aircraft, and portable hangars and other gear...arrived at Pensacola on board the battleship *Mississippi* and the collier *Orion* to establish a flying school. Lieutenant John Towers was in charge of the unit, and Lieutenant Commander Henry C. Mustin commanded both the *Mississippi* and the aeronautic station.⁴³

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 1915.⁴⁴ 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."⁴⁵ 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.⁴⁶

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.⁴⁷ Soon after the detachment's return to Pensacola, the handful of officers and

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students settled into their new home, and the base was officially designated as the Pensacola Naval Aeronautic Station (NAS) on July 1, 1914.⁴⁸

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."⁴⁹ In the Annual Report to BuDocks for 1915, Commandant Mustin reported:

During the year, the establishment and operation of the Station as an Aeronautic School were carried forward. The quarters were occupied by Naval Officers and a start was made at placing the shops in operation.... There is no space on the reservation suitable for operation or practice with land aircraft. It is proposed to clear, grade, and surface the area North of the Navy Yard wall, and East of the electric railway; clearing out such residences and buildings [in the nearby town of Woolsey] as may be necessary, and extending on the water front so far as is practicable.⁵⁰

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.⁵¹ 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."⁵² 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.⁵³ 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.⁵⁴ 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.⁵⁵

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."⁵⁶ In fact, most naval aviators serving in Europe spent their

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missions patrolling coastlines for mines and submarines, and bombing submarine bases.⁵⁷ 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.⁵⁸

To meet the demands of war, NAS Pensacola established new schools for carpenter's mates, radio operators, instrument men, machinist's mates, and specialized mechanics. Between April 1917 and November 1918, the station churned out 5,382 air "mechanicians." During the same period, 921 naval aviators trained at the station, plus sixty-three dirigible pilots and fifteen free balloon pilots.⁵⁹ 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.⁶⁰ Despite the losses, naval aviation had made enormous strides in an incredibly short amount of time, proving itself effective in both combat and observation duties. The station itself reflected the new specialization taking place in naval aviation, with many new shops, hangars, and classrooms to meet the needs of the more varied training programs (*Figure 4*).

DEMOBILIZATION: 1919-35

The population at NAS Pensacola plummeted quickly after the end of World War I. Within months, approximately 5,000 Pensacola servicemen were discharged, leaving much of the station vacant. The Annual Report to BuDocks in June 1920 stated that Camp Bennett had been closed; buildings at Camp Mustin were being used for storage of equipment from other stations; and the buildings at Camp Saufley were deteriorating from disuse. Some structures built especially for the war effort were allowed to disintegrate, since reduced funding limited maintenance capabilities.⁶¹ 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.⁶² 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

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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 1926.⁶³ 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.⁶⁴

The geographical problems that had plagued the old navy yard for almost a century did not present a problem for the workings of the air station, but the base once again suffered from the effects of violent weather in the Gulf. The Annual Report for 1927 described the most recent devastation:

On September 20, 1926 a tropical hurricane of great intensity struck this station. This storm involved wind velocities of 110 miles per hour from the northeast with gusts much higher than this and it was accompanied by a rise in tide of 8 feet 4 inches above mean high tide, resulting in complete inundation of practically the entire station, and great damage to Public Works and Public Utilities.⁶⁵

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.⁶⁶ 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.⁶⁷

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.⁶⁸

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, 1935.⁶⁹ The principal items included in the program anticipated an expanded role for the station in the coming years and included two 500-man

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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."⁷⁰ 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."⁷¹

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."⁷² In addition, the 457 workers employed on the job helped to prepare the new Corry Field on leased property northwest of the station.⁷³ 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."⁷⁴ 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."⁷⁵ 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 15,000.⁷⁶

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 1942.⁷⁷ 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

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Photography School, an aerial gunnery school, a flight instructor's school and the Navy's only School of Aviation Medicine to qualify flight surgeons. In addition, patrol maneuvers and scouting and observation from seaplanes were both important areas of instruction. In 1943, NAS Pensacola became the headquarters of Naval Air Training Command. By the end of the war, thousands of metalsmiths, machinists' mates and other technical crew were also trained at NAS Pensacola.

THE COLD WAR: 1946-89

At war's end, rapid demobilization again took its toll at NAS Pensacola. Barin and Ellyson fields were deactivated, while the other training fields were reassigned to new purposes. Naval Air Training Command was reorganized with a number of different subcommands including Naval Air Advanced Training, Naval Air Basic Training, Naval Air Reserve Training, and Naval Air Technical Training Command, which moved to NAS Memphis in 1946. NAS Corpus Christi took charge of basic training duties, while NAS Whiting Field also took on training responsibilities. Within a few years, however, naval organization changed again, and Naval Air Basic Training Command headquarters relocated to NAS Pensacola, where it stayed throughout the Korean War. In 1947, the old Fort Barrancas cantonment, operated by the U.S. Army since the nineteenth century, was officially deactivated and transferred to NAS Pensacola, marking the station's continued westward expansion.

During the following decades, military conflicts in Korea and Vietnam ensured that naval aviators remained in demand. Between 1950 and 1953, NAS Pensacola produced 6,000 aviators at a cost of almost \$70,000.00 each.⁷⁸ 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.⁷⁹

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."⁸⁰ Despite financial limitations instituted as the Vietnam War dragged on, NAS Pensacola grew in both size and responsibility as more training and study were needed for highly specialized systems (*Figure 5*). Major damage incurred during Hurricane Camille in August 1969, was quickly repaired and some buildings rebuilt. By 1971, the station covered over 5,500 acres. New training centers were commissioned in the early 1970s, including the Naval Technical Training Center (formerly Naval Communication Center), which was the Navy's

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locus for electronic warfare and photography training, and the Naval Education and Training Program Development Center, established at Saufley Field in 1974.⁸¹

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.⁸²

In 1988, the Defense Secretary's Commission on Base Realignment and Closure (BRAC) was formed to recommend base closures in order to streamline the military base structure worldwide. BRAC reflected the general trend toward military downsizing in the 1980s, when long-range nuclear missiles and subsequent arms control talks were the focus of many military leaders. In the 1990s, the end of the Cold War caused further financial cutbacks for the U.S. military, resulting in a greater rate of base closures. NAS Pensacola successfully avoided closure due to its vital position in the Navy's aviation program and its important tenant commands.

Today, NAS Pensacola occupies 8,423 acres, including Corry Station, Saufley Field, Bronson Field, and Sherman Field. The station hosts over ninety defense-related tenant commands, including the Chief of Naval Education and Training, Training Air Wing Six, Naval Aviation Schools Command, the Naval Aerospace Medical Research Lab, and the Naval Air Technical Training Center. The military population consists of over 16,000 people, in addition to 6,000 civilian employees. The station continues to provide top qualified naval aviators and other personnel; over 25,000 Navy and Marine students passed through the various training programs housed at NAS Pensacola, in addition to 1,300 officer candidates.⁸³

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

DETAILED BUILDING HISTORY

Building No. 1, the Ship Carpenter's Workshop, was built on the site of a similar building completed ca. 1860. According to BuDocks Annual Reports from 1857, that building accommodated "sawyers, gun carriage makers, block makers, boat builders and carpenters on the lower floor," and had a mould loft above.⁸⁴ The Confederate army burned and abandoned the Pensacola Navy Yard in 1862, resulting in almost total destruction, the commandant of the yard requested funds for the Mould Loft and Constructor's Workshop in 1866 for use by the Bureau of Construction and Repair.⁸⁵ Construction of the new building was completed in 1868, possibly using the brick foundation of the previous structure. The new two-story, Greek Revival-styled building provided space for construction and use of 'moulds,' or patterns used to make the complex forms used in wood-hulled boats in the second floor and attic (*Figure*

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6). The lower level provided additional shops and storage. The building's completion reflects the Navy's desire to return the Pensacola Navy Yard to its pre-war status as an active yard charged with producing vessels as well as supplying the Gulf Squadron. Before its destruction in the Civil War, the yard had produced two ships—the U.S.S. *Pensacola* and the U.S.S. *Seminole*, both launched in 1859.⁸⁶ However, post-war funding cutbacks combined with the development of new iron-and-steel hulled ships meant that the yard at Pensacola never fully regained its shipbuilding capacity.

In the post-war years, Building No. 1 continued to be the Joiner's and Woodworking Shop and contained facilities for repairing or building small boats and maritime instruments. By 1868, though, Building No. 1 took on a greater storage role and was identified on maps from NARA as the Constructor's Storehouse. An 1878 BuDocks proposal, as depicted in a drawing of the same date from NARA, even envisioned joining Building No. 1 to Building No. 25, also used as a storehouse, to create a massive consolidated storage facility. The plan was never implemented.⁸⁷ After 1900, Building No. 1's shops were put to use as a woodworking mill, and a 1910 map again identifies the building as containing joiner's shops, a boat shop, and shipwright's shops.⁸⁸ During the period immediately prior to the closure of the Pensacola Navy Yard in 1911, Building No. 1 received updates including an exterior water closet on its west facade, which was augmented in 1908 by a brick latrine (demolished in 1915). A plan from NARA ca. 1910 shows that a dust-collection apparatus was installed in the building by that time, indicating that the shops were still active shortly before the yard's closure in 1911.

After Naval Aeronautic Station Pensacola was established in 1914, the shops in Building No. 1 were adapted for the creation and repair of airborne, rather than maritime, vessels, and activity in them increased with the military buildup prior to World War I. A woodworking mill occupied the building in 1916, and an exterior freight elevator on the south facade was completed in 1917.⁸⁹ A railroad track visible in the 1917 photo extending from the base of the elevator along the south facade linked Building No. 1 with South Avenue and wharf areas along the southern waterfront. Similar tracks were present at least as early as 1898, according to maps dated 1898 and 1900, and would have been used to transport bulky machinery, wood, and storage items between ships docked at the wharf and Building No.1. An historic photo from the NAS Pensacola Public Affairs Office (Building No. 624) dated July 22, 1918, shows activity in the second-floor shops: naval personnel in the foreground appear to be engaged in building the wood frames of airplane wings. The dust-collection apparatus is visible in the center of the room, attached to the ceiling (*Figure 7*).

According to a 1923 architectural plan, shops in Building No. 1 after World War I included a paint shop, fabric shop, and dope shop for treating the canvas wings of early aircraft with a resistant coating. In addition to the shops, several offices and a file room occupied the second floor. By 1927 a joiner shop replaced the paint shop evident in 1923, and by 1933, plans identify the building as the joiner shop and Public Works Shop. A 1932 photo from NARA reveals the interior of Building No. 1, showing the western portion of the primary first-floor space. Machinery sits on concrete platforms atop a floor of pure sand that was not replaced by concrete until an unknown later date.

In 1936, Building No. 1 underwent a major repair and reconstruction effort to remove the brick parapet and extend an eave overhang from the hipped roof to improve drainage. Historic photos from NARA show the building covered in wood scaffolding during the project (*Figure 8*).⁹⁰ As the age of the wood-and-canvas airplane came to an end, Building No. 1's antiquated shops for joiner work and fabric wing coverings became obsolete. According to maps on file at NARA, by 1941 Building No. 1 became the

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Public Works Shop, and may have played a role in the extensive building and improvement campaign of the late 1930s and early 1940s that converted NAS Pensacola into a large, world-class air station with a variety of outlying fields and hundreds of buildings. Building No. 1 continued in use as the Public Works Shop through 1944 before being re-designated as the Public Works and Building Trades Shop.⁹¹ It maintained that designation from 1945 until at least 1954.⁹² Architectural plans dated 1957 show that by that date the building housed offices for Public Works and Personnel Department, and property records from 1963 note its function as general warehouse use and Public Works administrative offices.⁹³

In 1969, improvements to Building No. 1 converted the former Constructor's Workshop for purely administrative support uses. Improvements included a one-story, concrete-block addition on the south side, containing 1,520 s.f., which housed a workroom and file storage room. From ca. 1969 through the mid-1980s, NAS Pensacola's Engineering Department was the primary tenant in Building No. 1. In 1988 the Consolidated Civilian Personnel Office took over the building and occupied both floors through the 1990s. In September 2004, when Hurricane Ivan struck NAS Pensacola, Building No. 1 housed the Human Resources Office. It is currently unoccupied.

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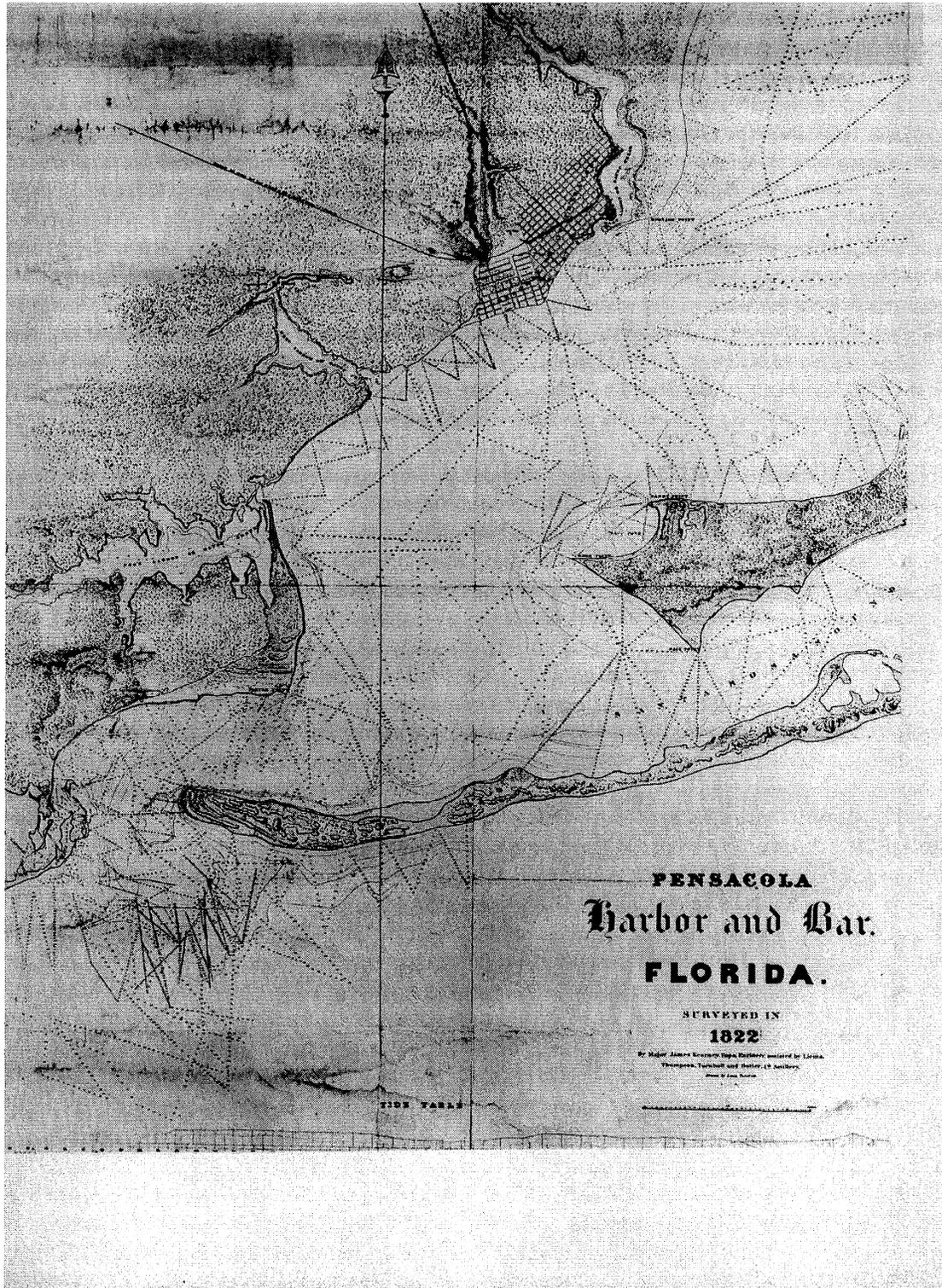
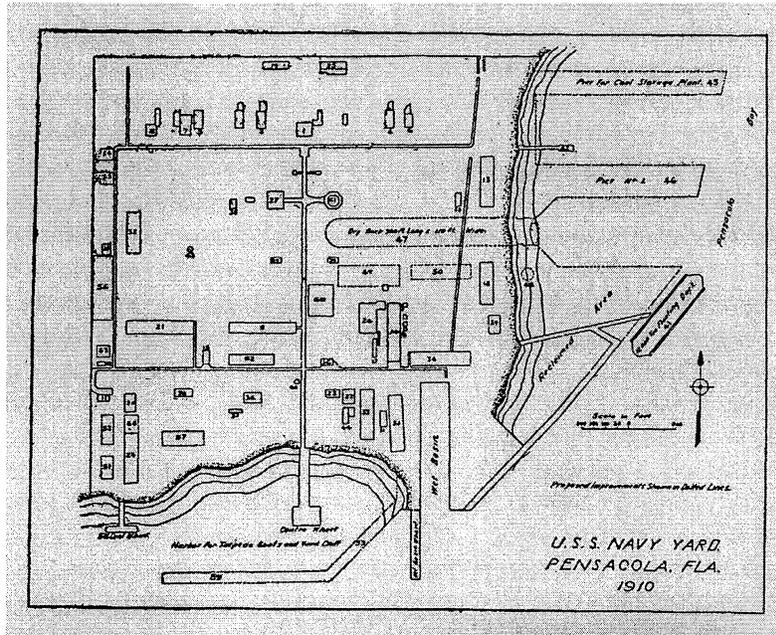


Figure 1. Map and Tide Table of the Pensacola Bay surveyed by the U.S. Army 4th Artillery in 1822, a year after Spain's transfer of Florida to the United States (Map courtesy of the Public Affairs Office, NAS Pensacola, Florida).

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



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| 4. Naval Constructor's Quarters | 39. Paint Shop |
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| 6. Paymaster's Quarters | 41. Floating steel dry dock, 10,000 tons capacity |
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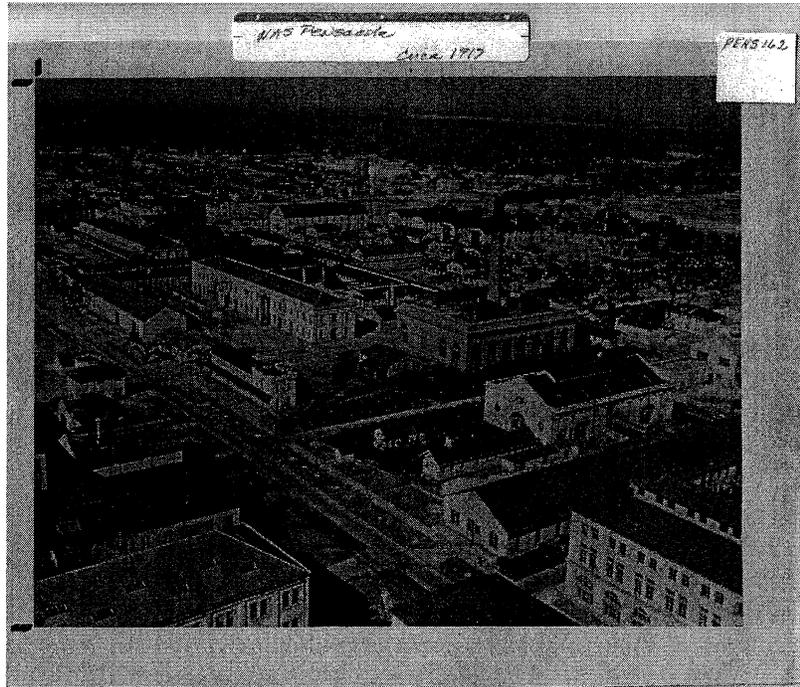


Figure 4. Bird's-eye view of NAS Pensacola ca.1917 (Photo courtesy of the Naval Aviation Museum, NAS Pensacola, Florida).



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

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Figure 6. Early photo of Building No. 1, ca. 1917. (Photo courtesy of Still Pictures Unit, NARA, College Park, Maryland).

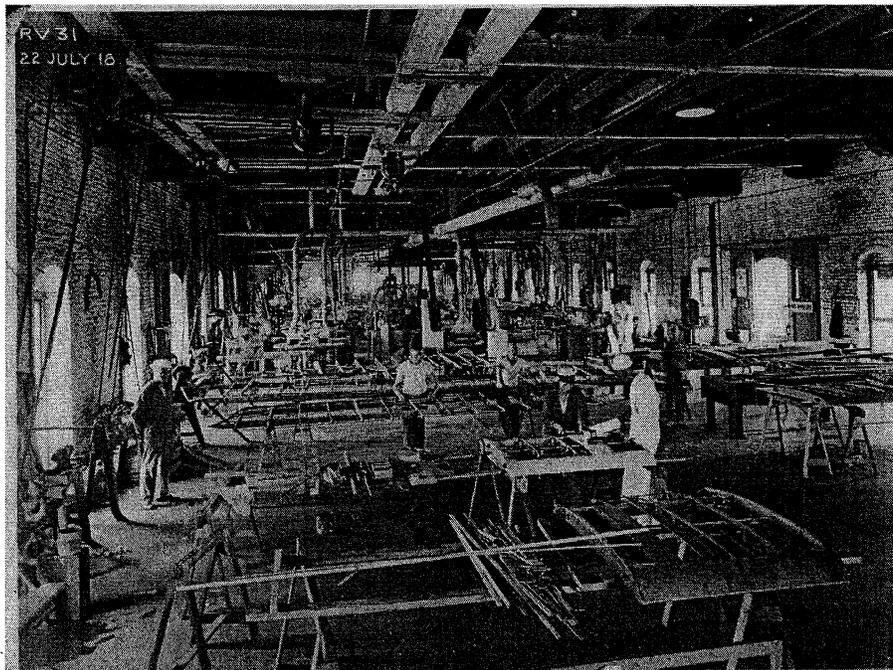


Figure 7. 1918 interior view of Building No. 1 showing the second-floor workshop where workmen are constructing airplane wings. (Photo courtesy of Public Affairs Office (Building No. 624), NAS Pensacola, Florida).

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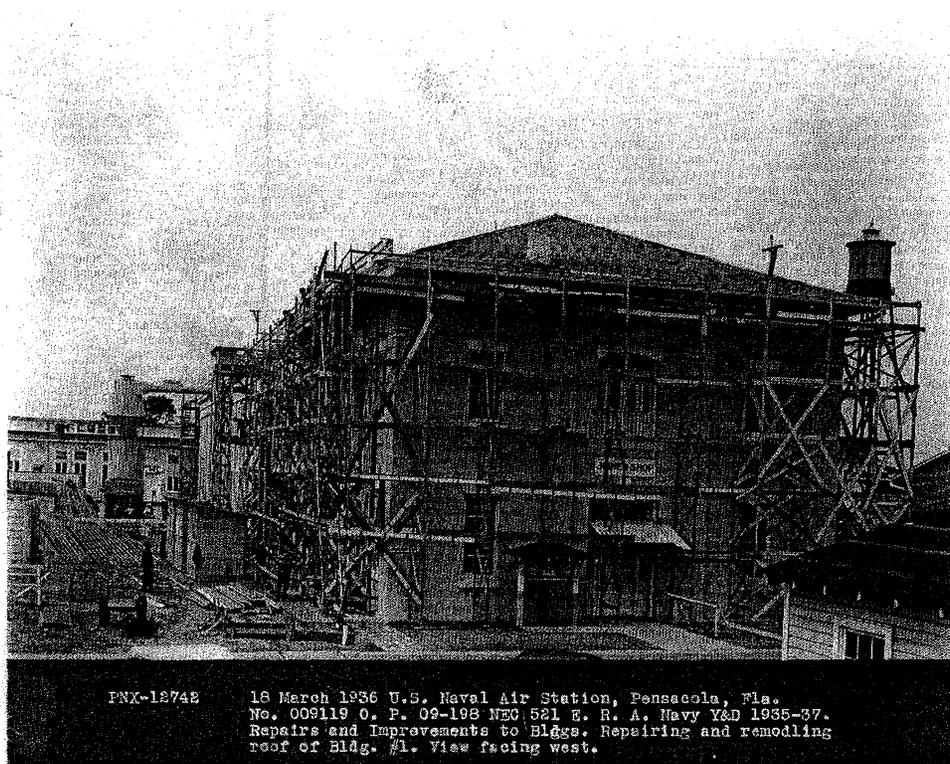


Figure 8. 1936 photo showing changes to the parapet and roofline of Building No. 1. (Photo courtesy of Still Pictures Unit, NARA, College Park, Maryland).

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Building No. 1, erected in 1868, is a two-story, Greek Revival-styled, rectangular-plan structure that is constructed of load-bearing masonry that features a stepped foundation and a shallow-pitched hipped roof. The north and south sides feature twenty-three bays of fenestration divided by Doric brick pilasters, topped with a brick architrave, frieze, and denticulated cornice. The east and west sides contain three bays of fenestration divided by identical architectural details. Windows are recessed slightly and feature granite sills, brick jack-arch lintels, and a recessed rectangular motif between the first and second stories. Every sixth bay on the north and south side and the center bay on the east and west side have a brick segmental arch over the second story opening. Door openings have a granite lintel and threshold. Both the east and west sides include exterior steel staircases for access to the second story.

The one-story 1969 south addition is attached to the original building at the west end inset one bay from the end wall. The concrete-block addition rests on a continuous reinforced-concrete perimeter foundation and features a low-slope cast-concrete and built-up roof.

2. Condition of fabric: Building No. 1 is in fair condition as the building suffered extensive damage from Hurricane Ivan in 2004. The majority of the roof shingles are missing and over half of the roof sheathing was lost in the storm, exposing the roof structure and interior to the elements. The storm caused damage to gutters and downspouts, as well as some of the brick dentils at the cornice. A significant number of windows and doors are missing, damaged or filled in with plywood and wood siding. Exterior paint is severely chipped on the south addition and on sections of the original building. The interior of the building has suffered extensive damage from water infiltration from the storm surge, prolonged exposure to the elements, and standing water in the building.

B. Description of Exterior:

1. Overall dimensions: Building No. 1 is a two-story, rectangular-plan structure that measures approximately 300' x 50' x 37'. The building occupies 30,000 s.f. on two stories with a small loft space in the attic. The original building features twenty-three bays with fenestration across the north and south facades separated by Doric brick pilasters. The east and west facade include three bays with identical architecture details. The 1967 south addition consists of a one-story rectangular painted concrete-block structure that measures 67'-10" x 22'-5" x 13'-10" and occupies approximately 1,520 s.f.
2. Foundations: The foundation of Building No. 1 could not be directly observed. According to the architectural plans, the building has a continuous stepped foundation with interior piers and an independent concrete slab-on-grade floor. There was no conclusive evidence to verify the foundation material but it is listed as brick in the *Public Works of the Navy Data Book* compiled in July 1927.⁹⁴
3. Walls: The original building consists of load-bearing masonry walls in a common-bond pattern with a header row every fourth course. The walls are 1'-10-1/2" thick on the first floor

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and 1'-8-1/2" on the second story. The exterior walls are painted off-white. The north and south facades are divided into twenty-three bays and feature Doric brick pilasters, a brick architrave, frieze and denticulated cornice. A recessed rectangular motif is also featured between the first- and second-story windows. Windows lintels consist of brick jack arches. Every sixth bay features a brick segmental arch above the window opening on the second story. The east and west facades contain only three bays with identical architectural details. The center bay has a brick segmental arch above the second-story window. The walls of the 1969 south addition consist of 1'-0" concrete blocks that are painted white.

4. Structural systems, framing: The structural system of Building No. 1 consists of unreinforced load-bearing walls on a stepped foundation with an independent slab-on-grade floor. There are also four interior masonry walls on the first level, three of which have segmental-arched openings with granite keystones. The second-floor framing system consists of 4" x 12" timber joists supported by three rows of evenly spaced interior columns and masonry walls. Interior wood columns feature chamfered wood bracketed bearings on top of the first-floor columns. There is only one row of interior columns at the east and west end of the building. The timber joists are supported at the masonry walls by wood brackets on granite lintels. The floor deck consists of 2" tongue-and-groove timber sub-floor with 1" finished wood floor. The roof system is comprised of 6" x 13" Queen-post type trusses that are constructed of heavy timbers. They are approximately 10' on center and span the area between the exterior masonry walls, a ridge board, and collar beams. The roof diaphragm consists of 3/4" plywood nailed to 2" x 6" wood joists. Timber purlins are present along the eaves but are not anchored to the trusses.

The 1969 south addition consists of 1'-0" load-bearing reinforced concrete-block walls. A central load-bearing concrete-block wall divides the area into two rooms. The floor consists of an independent 4" reinforced concrete slab-on-grade floor. The roof is comprised of a light-weight concrete roof slab constructed on top of pre-cast 1'-2" double-tee joists finished with a built-up roof. The concrete joists are exposed under an overhang on the east and west side of the roof.

5. Porches, stoops, balconies, bulkheads: A shallow straight-run stair, consisting of four risers and five treads, was constructed at the east entrance, but the exact date is not known. The stairs were added sometime after 1937 and before 1967, as the stairs were already in place when the second-story stairs were built in 1967. The main structure of the stairs is constructed of concrete blocks with brick treads and risers. The landing consists of a concrete slab. Some of the bricks are missing on the stairs, there are cracks in the concrete block, and the metal handrail is missing as a result of damage from the hurricane. Originally, the east entrance was at grade level and did not have a raised entrance with stairs and a stoop. The stairs were likely added when the interior floor level was elevated. As a result, the original door was replaced and partially infilled.

Exterior stairs were constructed in the center bay at the west end of Building No. 1 to provide access to the second-story. The date of construction of the stairs is not known, but they first appear in an architectural plan dated 1923. Historic photographs from 1985 also verify the type and location of the stairs. The west end stairs consisted of a straight run with a landing at the second story entry. The stairs featured a balustrade with fretwork and a handrail at the top landing. In 1997, the stairs were replaced with a 180-degree return steel stair with a 10'-3-

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1/2" x 5'-3" second-story landing, and 1-1/4" continuous pipe handrail. The first run includes eighteen risers and seventeen treads and the second run consists of fifteen risers and treads. The runs are separated by a 3'-8" x 11'-11" intermediate landing. The treads are covered in 0'-5/16" checkered plate steel. The stairs are supported by 3-1/2" steel pipe columns resting on reinforced concrete footings and 2" steel pipe cross-bracing.

An exterior steel staircase was added to the center bay of the east end in 1967, according to architectural plans. The staircase was built over the existing first-floor exterior stairs and stoop. The stairs consisted of a straight run of twenty-seven risers and twenty-six treads with a 7'-11" x 5'-3" second-story landing. The stairs were supported by supported by 3-1/2" steel pipes columns resting on concrete footings and 2" cross-bracing. In 1999, the stairs were replaced with a longer straight-run staircase with an intermediate 4'-0" x 5'-3" landing and a 10'-3-1/2" x 5'-3" second-story landing. Both stair runs include sixteen risers and threads, and have a 1-1/4" continuous pipe handrail. The treads are covered in 0'-3/16" checkered plate steel. The stairs are supported by 3-1/2" steel pipe columns resting on a reinforced-concrete slab and feature 2" cross bracing.

The 1969 south addition features a metal access ladder to the first-story roof on the east end. A concrete ramp is located at the secondary entrance on the south side of the 1969 addition at the east end.

A flat canopy extends over an entrance along the north facade, and one of the entrances on the south side features a metal awning canopy over the door.

6. Chimneys: An exterior brick chimney appears on the east side of the hipped roof in a 1936 historic photograph, and another brick chimney exists on the north side in a photograph dated 1977. The chimneys are no longer extant.
7. Openings:
 - a. Doorways and doors: Most of the original doors have been modified or filled in with brick, wood siding, or metal paneling. Exterior doors consist of single, aluminum, narrow-stile glass entrance door, some with a sidelight; single and paired metal flush panel doors with one vision panel; and single hollow-core wood flush panel doors. Door entrances are located on all facades including second-story entrances on the east and west sides. The hardware on the doors consists of a pull or lever handle, escutcheon, lockset, and closer. Some of the doors feature emergency panic bars. Many of the doors were severely damaged or are missing as a result of Hurricane Ivan.
 - b. Windows and shutters: Some of the original windows have been modified, filled in with wood siding, brick, vents, air-conditioning units or replaced. Remaining original windows consist of single or paired six-over-six, eight-over-eight, or nine-over-nine wood-sash units. Replacement windows include single and paired, one-over-one or six-over-six aluminum units. Windows are located on all building facades. A large number of the windows were severely damaged during Hurricane Ivan. Window openings feature granite sills and brick jack-arch lintels. Every sixth bay on the north and south facades and the center bays on the east and west sides each contain brick segmental-arch lintels over the second-story windows.
8. Roof:

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- a. Shape, covering: Building No. 1 features a wood-frame hipped roof covered in composition shingles. The roof diaphragm consists of 3/4" plywood nailed to 2" x 6" lumber joists. Timber purlins are present along the eaves but are not anchored to the trusses. The 1969 south addition features a low-slope, built-up shed roof.
- b. Cornice, eaves: The building contains a brick architrave, frieze, and denticulated cornice. The roof has an eave overhang with exposed rafters that rest on top of the brick cornice. The water from the roof drains to metal gutters and downspouts located on the north and south sides of the building. A large portion of the roof rafters, roof covering, gutters, and downspouts were damaged during Hurricane Ivan.

The 1969 south addition has an eave overhang on the east and west side with exposed precast double-tee joists. Water drains from the low-slope roof to gutters and downspouts along the south facade.
- c. Dormers, cupolas, towers: Two flat-roof louvered dormers existed at the east and west end of the hipped roof providing attic ventilation but were destroyed during Hurricane Ivan. The vents were not original to the building and were constructed sometime after 1961, according to an historic photograph dated the same year. Before the storm, the roof vents were boarded up.

C. Description of Interior:

1. Floor plans:
 - a. First floor: Access to the interior of Building No. 1 was limited due to the damage from Hurricane Ivan. Information for this section originated from architectural drawings, current AutoCAD plans of the building from NAS Pensacola, and limited field investigations. The main entrance is located on the east end and leads into a large open office area. A section of the east-end offices are raised and accessed by a short interior staircase consisting of five steps. A central east/west corridor extends through the first floor. Offices are flanked on either side of the central corridor. Two secondary passages on both the north and south sides lead to auxiliary exits. Men's and women's restrooms are located at the southeast and northwest end of the building. A handicap-accessible restroom is situated at the east end. The 1969 south addition is accessed through a door in the west end office. At the time of the addition, an exterior window opening in the third bay from the west end was modified and replaced with a door. The windows in the other bays enclosed by the addition were filled in with brick.
 - b. Mezzanine floor: Two separate mezzanine levels are accessed by central staircases leading to the second story. Both mezzanines are approximately the same size, and they are located along the south side of the building at the east and west ends.
 - c. Second floor: Three enclosed stairways, located along the central east/west corridor, provide access to the second story. The second story features a central corridor with offices situated on either side. A larger open office area is located at the east end of the building. A men's and women's restroom is located at the west end on the south side. An additional women's restroom is located at the east end on the south side. The building also features a small attic space that extends the length of the building.

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2. Stairways: The east end of the first-floor offices is accessed by a short straight-run stair consisting of five risers and four treads. The second story is accessed by three enclosed 180-degree return staircases. The central and east staircases provide access to two separate mezzanine levels, in addition to the second story. A third enclosed 180-degree return staircase at the west end provides access to the second story. The attic was originally accessed by a staircase at the west end of the second story. It is not known if the ladder still exits.
3. Flooring: The primary flooring material throughout the building is vinyl composition tile, which is located in the hallways, restrooms, and some offices. Carpet is also located in several of the offices and rooms. The mechanical and service rooms feature unfinished concrete flooring surfaces. The vinyl and carpet flooring are in poor condition due to water damage caused from Hurricane Ivan.
4. Wall and ceiling finish: Walls typically consist of painted gypsum board on wood or metal wall studs. Some of the walls also include wainscot or wood chair rails. Other wall types include pre-finished, painted and unpainted plywood paneling and painted brick. Ceiling finishes consist of 2'-0" x 2'-0" acoustical ceiling tile and gypsum board attached to wood paneling. The 1969 south addition features painted, precast concrete double-tee joists. The precast-concrete wall and ceiling finishes have suffered extensive water damage from Hurricane Ivan. Walls and ceilings are severely deteriorated and exhibit mold and mildew growth.
5. Openings:
 - a. Doorways and doors: Access to the interior of the buildings was limited during the field survey due to the accumulation of debris from Hurricane Ivan. Interior doors consist of variety of single, hollow-core wood flush-panel or metal units and paired hollow-core metal doors with a single vision panel. Other door types include wood rail-and-stile doors with varying numbers of panels and lights.
 - b. Windows: None.
6. Decorative features and trim: Most of the original decorative features and trim were covered up by wall and ceiling partitions and finishes prior to Hurricane Ivan. Original and remaining decorative features include chamfered wood bracketed bearings on top of the first-floor columns and interior brick segmental and jack-arched lintels over the windows.
7. Hardware: Interior door hardware consists of two or three hinges, knobs, lever handles, escutcheons, and lock sets.
8. Mechanical equipment:
 - a. Heating, air-conditioning, ventilation: Building No. 1 was conditioned by two different types of systems that includes window air-conditioning units and steam radiator heating, and an air-handler with DX cooling coil and steam heating coil. The south 1969 addition was conditioned by three air-conditioning units mounted in the masonry wall and a three-ton roof top package air-condensing unit with DX cooling coil and steam heating coil.
 - b. Lighting: Fixtures consist of recessed lay-in and suspended fluorescent lights located on the first, second and mezzanine floors.
 - c. Plumbing: Plumbing fixtures are located in two women's and men's restroom and one

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handicap-accessible restroom on the first story, and two women's and one men's restroom on the second floor. The restrooms contain fourteen water closets, six urinals, fourteen lavatories, and one handicap-accessible water closet and lavatory.

D. Site:

1. General setting and orientation: Building No. 1 is oriented along an east/west axis and is set back along South Avenue in the southeast portion of NAS Pensacola within the Pensacola Naval Air Station Historic District. Center Avenue runs parallel to the building on the east side. Building No. 1 is situated between Building No. 25 on the west and Building No. 47 on the east. Building Nos. 223 and 646 also surround the structure on the southwest side, and Building No. 603 directly borders it on the northwest side.
2. Historic landscape design: Building No. 1 is situated within an industrial section of the Pensacola Naval Air Station. Existing architectural plans do not show an historic landscape design for the site. A narrow grass boulevard flanks the south side of the building adjacent to a parking lot that separates Building No. 1 from South Avenue. The grass boulevard extends around the east and west ends of the building. Center Avenue runs directly east of the structure. Driveways and parking lots run directly adjacent to the building on the north and west sides.
3. Outbuildings: None.

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NOTES

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² Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 1866. NAVFAC Archive, Port Hueneme.

³ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 15, 1857. NAVFAC Archive, Port Hueneme.

⁴ Young, Lucien, A Brief History of the United States Navy Yard and Station, Pensacola, Florida, and its Possibilities (Pensacola: n.d.).

⁵ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 15, 1857. NAVFAC Archive, Port Hueneme.

⁶ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917. NAVFAC Archive, Port Hueneme.

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¹² Building No. 1, Property Record Card, NAS Pensacola, 1954. NAVFAC Archive, Port Hueneme.

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¹⁵ *Ibid.*, 31.

¹⁶ Pearce, *U.S. Navy in Pensacola*, 3.

¹⁷ Coleman, *Guardians on the Gulf*, 5.

¹⁸ Pearce, *U.S. Navy in Pensacola*, 5-10.

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²⁰ *Ibid.*, 13, 18.

²¹ *Ibid.*, 19.

²² Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 465-466, ed. Paolo Coletta, 466 (Westport: Greenwood Press, 1985).

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²⁵ 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.

²⁶ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

²⁷ 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.

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³⁰ 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.

³¹ 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.

³² 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.

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³⁹ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 468.

⁴⁰ Ibid. 468-469.

⁴¹ Pearce, *U.S. Navy in Pensacola*, 123-125.

⁴² Ibid., 128-129.

⁴³ Ibid., 132.

⁴⁴ Annual Report to the Bureau of Yards and Docks from U.S. Naval Air Station Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.

⁴⁵ Pearce, *U.S. Navy in Pensacola*, 134.

⁴⁶ Ibid.

⁴⁷ Ibid., 135.

⁴⁸ Ibid., 136.

⁴⁹ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁵⁰ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1915, 40, 18. NAVFAC Archive, Port Hueneme.

⁵¹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.

⁵² Corliss, Earle. *Activities of the Bureau of Yards and Docks, Navy Department, World War: 1917-1918* (Washington: U.S. Government Printing Office, 1921), 395.

⁵³ Ibid., 153.

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⁶⁰ Ibid., 157.

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⁶⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1927. NAVFAC Archive, Port Hueneme.

⁶⁵ Ibid.

⁶⁶ Pearce, *U.S. Navy in Pensacola*, 177-178.

⁶⁷ Ibid., 178-179.

⁶⁸ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936, 32. NAVFAC Archive, Port Hueneme.

⁶⁹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme. In the report, NAS Pensacola's commandant attributes funding of the new building program to the "Authorization Bill approved April 15, 1935." He also notes that "Two million dollars of funds were carried in the Deficiency Act, approved August 12, 1935, while \$1,081,500 was made available from the continuing appropriation 'Public Works, Bureau of Yards and Docks.'" The Annual Report contradicts the authoritative U.S. Government Printing Office publication *Building the Navy's Bases in World War II of 1947*, which states that in 1935 "the Congress made no appropriation for naval public works, and such work as could be done was financed out of the ends of appropriations made in earlier years and by allocation from the funds provided by the 1935 Emergency Relief Appropriation Act" (p. 25).

⁷⁰ Ibid, 33.

⁷¹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1937. NAVFAC Archive, Port Hueneme.

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⁷⁶ 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.

⁷⁷ Shettle, 177.

⁷⁸ Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola*, (Pensacola: Pensacola Engraving Company, 1989), 127.

⁷⁹ Ibid., 136.

⁸⁰ Ibid., 149.

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⁸⁸ Young, Lucien, *A Brief History of the United States Navy Yard and Station, Pensacola, Florida, and its*

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Possibilities (Pensacola: n.d.).

⁸⁹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.

⁹⁰ Photo 71-CA/370 B, March 1936, Record Group 71-CA, Records of the Bureau of Yards and Docks. Still Pictures Unit, NARA College Park.

⁹¹ Public Works of the Navy Data Book, 1945. NAVFAC Archive, Port Hueneme.

⁹² Building No. 1, Property Record Card, NAS Pensacola, 1954. NAVFAC Archive, Port Hueneme.

⁹³ Detailed Inventory of Naval Shores Facilities, Part II-Real Property Detail, 1963. NAVFAC Archive, Port Hueneme.

⁹⁴ *Public Works of the Navy Data Book, Part II*, 1927. p. 365 and *Public Works of the Navy Data Book, Part II*, 1939. p. 381. NAVFAC Archive, Port Hueneme.

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PART III. SOURCES OF INFORMATION

A. Architectural Drawings: No original architectural drawings for Building No. 1 were located; however, early twentieth-century plans are held at the National Archives and Records Administration Cartographic and Architectural Unit, College Park, Maryland. They are found within Record Group (RG) 71, Records of the Bureau of Yards and Docks. Plans used for this documentation effort include the following:

1. Drawing No. 800-29-47, "Plan of Building No. 1, Boat, Shipwright and Joiner." This undated drawing appears to have been drawn ca. 1910, and may be based upon earlier plans. Notably, the drawing includes a list of machinery in the building with installation dates, and shows that the dust collection apparatus on the west facade had already been installed by that time. This drawing was also used as the basis for a later 1917 alteration drawing.

Alteration and renovation drawings for Building No. 1 are on file with contractors Hill-Griffin, Building 458 at NAS Pensacola, Pensacola, Florida. Plans for major alterations include the following:

1. NAVFAC Drawing Nos. 1210667-669, dated November 6, 1967, for a one-story addition to the south facade of Building 1.

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

C. Interviews: None conducted.

D. Bibliography:

1. Primary and unpublished sources:

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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)

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Reports of the Bureau of Yards and Docks, NAS Pensacola, Florida, 1842-1939.

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

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Record Group 2.

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

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Installation Maps, NAS Pensacola, Florida, various dates.

NAS Pensacola Public Affairs Office, Pensacola, Florida.

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2. Secondary and published sources:

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

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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

None provided.

PART IV. PROJECT INFORMATION

The mitigative documentation of Building No. 1 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), Senior Architectural Historian, and Leah Roberson (HHM), Field Technician. Karen Hughes (HHM), Senior Architectural Historian, and Olivia Chacón (HHM), Architectural Historian, prepared the significance, architectural, and building history documentation sections. Ms. Chacón also prepared the general historic context. 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. Large-format photography was

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undertaken by Ms. Hughes and Justin Edgington (HHM), Historian.