

U.S. NAVAL AIR STATION, SHOPFITTER & BLACKSMITH
SHOP
(Building No. 44)
Pensacola
Escambia County
Florida

HABS FL-370
FL-370

HABS
FL-370

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

FIELD RECORDS

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

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL AIR STATION, *Shopfitter + Blacksmith Shop*
(BUILDING NO. 44)

HABS No. FL-370

Location: National Historic Landmark District
U.S. Naval Air Station, Pensacola Complex
Escambia County, Pensacola, Florida

USGS Fort Barrancas Quadrangle,
Universal Transverse Mercator Coordinates:
474,230E 3,356,880 N

Present Owner: U.S. Navy, Department of Defense
The Pentagon
Washington, D. C.

Present Occupant: NADEP (Naval Aviation Depot)

Present Use: Naval Air Rework Facility Plant Services
Maintenance, Repair & Calibration Shop

Statement of
Significance: Building 44, a metal framed shopfitter and
blacksmith shop, was built in 1907, and
though of no special architectural signifi-
cance, became the first Seaplane Erecting
Shop following the establishment of Pensa-
cola Naval Aeronautic Station January 20,
1914.

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PART I. HISTORICAL INFORMATION

A. Physical History

1. Date of erection: Building 44 was built in 1907 to replace ship repair workshops; became first seaplane erecting shop circa 1914.
2. Architect/Builder: Not known.
3. Original and subsequent owners: U.S. Department of the Navy.
4. Builder, contractor, suppliers: Lacawanna was the steel fabricator.
5. Original plans & construction: There are no original drawings available. This building shows up as existing erecting shop No. 44 on site plan for building 104 on drawing #68375, April 20, 1917. Floor plan #3139, dated May 9, 1925 shows existing construction of original building, and adds skylights.

6. Alterations & Additions

- 1918: Southwest wall removed for access to and from building 104.
- 1925: Addition of ten additional skylights
- 1937: Extension added to northwest wall
- c1940: Extension added to central east wall utilizing west wall of bldg. 38A
- 1968: Aluminum siding and roofing installed replacing original exterior fabric. Roll-up doors added to north & south ends of Building 44 and north & south ends of the east addition.
- c1970: Large dust free repair room installed at northwest corner inside building with airlock type vestibule, and air conditioning. Office of wood construction added inside at northeast corner.
- 1986: Fire alarm system installed

Shops, Hangars + Aircraft Small Shops

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B. Historical Context:

Building 44 is located in the National Historic Landmark District along the waterfront area at the southeast corner within the Pensacola Naval Air Station, which is situated at the western entrance to Pensacola Bay, on the Gulf of Mexico, in the Florida Panhandle. The waterfront area faces south, toward the western end of Santa Rosa Island and the Gulf; it sits on a peninsula which juts into the southernmost portion of the bay. Fort Pickens, a National Historic Landmark, stands across Pensacola Bay, at the western end of Santa Rosa Island, and another National Historic Landmark District, Fort San Carlos de Barrancas is located at the western edge of the Air Station.

Building 44 is one of several seaplane erecting shops, hangar buildings, and other structures comprising the eighty-two acres in the District; there are forty-nine designated historic buildings and structures and seventeen additional non-designated buildings and structures within the District.

Owing to the location's strategic importance, French, British, and Spanish governments each established a military presence in the vicinity. The U. S. Navy maintained the Pensacola Navy Yard there from 1825 to 1911, although the military role of the base was relatively insignificant throughout the nineteenth century. A small installation before World War I, the Navy Yard was enclosed by a high brick wall, constructed in 1837, and surrounded on its inland sides by the villages of Woolsey and Warrington. The Navy Yard closed in 1911, but reopened in 1914 as the Pensacola Naval Aeronautic Station. Renamed the Naval Air Station in 1917, it served as a training center for naval aviators and earned a reputation as the "Cradle of Naval Aviation." The station leaped beyond the walls of the original Navy Yard after the war to incorporate its neighboring villages, which were removed in 1922 and 1931. Amid international tensions in the late 1930s, the station experienced dramatic physical expansion. Graduates of its aviation training program participated in all of the nation's major naval engagements during World War II. The Naval Air Station Pensacola continues to emphasize naval aviation training and currently serves as the headquarters for the Naval Education Training Command.

Building 44 was constructed during the rebuilding of the Pensacola Navy Yard following the devastation of a hurricane and tidal wave September 26, 1906. Although there are no drawings or

Shopfitter + Blacksmith Shop

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specific records on Building 44, any building of the 1907 construction date would have replaced boat and ship repair shops destroyed by the hurricane. Construction funds for repairs had to await passage of the Hurricane Damage Act of March 2, 1907.

In 1910 Building 44 served as a "Shopfitter and Blacksmith" shop.

The Pensacola Navy Yard was closed October 20, 1911, to more efficiently operate, favoring the recently acquired base at Guantanamo, Cuba. Building 44 became the first Seaplane Erecting Shop following the establishment of Pensacola Naval Aeronautic Station January 20, 1914. At that time the 15 acres along the beach adjoining Building 44 were cleared and ten tent hangars with wooden runways into the water were constructed. In preparation for war with Germany (declared April 6, 1917 between 1914 and 1917 buildings at the Navy Yard were constructed to use in support of seaplane and lighter-than-air derrickable balloon aeronautics. The Navy experimented in using aircraft to locate mines, submarines, drop bombs, and land on water and ships. Because American manufacturers were primarily builders of land machines, the Navy developed and erected their own naval aeroplanes in Building 44 and made test flights over Pensacola Bay. The most significant difference in naval aeroplanes compared to land type concerned the design of motors, of propellers, and of landing floats. Building 44 was used for aeroplane erection and repair until the mid 1930's when preparation for and involvement in War War II resulted in enormous expansion and use changes.

Subsequent uses cannot be determined from available documentation, excepting present occupancy.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character: Building 44 is a plain rectangular gabled roof industrial metal building; one of the original government designed and built steel structures of the early nineteen hundreds used to accommodate a naval aviation facility established at Pensacola before the first world war. The structure spans the full building width with no interior columns. The 1/3 points of the trusses support two continuous hoist tracks running North-South. These attributes are typical for buildings constructed for manufacturing purposes.

Shoemaker + Blacksmith Shop

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2. Condition of fabric: While the structural systems are in good condition. The original roof and siding fabric has been completely removed and replaced.
- B. Description of Exterior:
1. Overall dimensions: Building 44 has a rectangular configuration, high-sloping roof with metal ridge vents. It is one-story with ridge running north to south with the following dimensions: Width: 60' -0 (E-W); Length: 223' -7" (N-S); Eave height: approximately 13'-5" to eave; It is one bay wide across the front and 16 bays long. There is a 19'-4"x 92'00" lean-to addition to the center East side, centered on the building. The front faces North and South Street. (Historically, the front would be the South end facing the water.) Connected to the West side are Buildings 104 on the South and 44A on the North.
 2. Foundations: Unknown (no drawings), other steel buildings built at this location 11 years later have concrete pier footings, a similar type footing may be supporting the concrete slab at perimeter column locations on this building. The steel columns rest on top of the concrete slab with bearing plates and two bolt pin connections.
 3. Walls: The original walls (probably corrugated galvanized steel - May 1925 drawings) have been replaced with insulated vertical aluminum panels.
 4. Structural systems, framing: Fink riveted roof trusses (18 panel) with knee braces to riveted built-up "H" columns. North 10 bays at 12'-5-1/2" and South 6 bays at 16'-6" suggest building was constructed in two phases. Roofing supports by 5" deep steel channel roof purlins at 4'-9" centers, and wall framing consists of horizontal angle wall girts. Along sidewall eaves a 2' high vertical wind truss connects all columns, constructed of angle top and bottom and flat bar "x" braced web. At the bottom of the eave wind truss is a horizontal truss similarly constructed for support of wall wind loads. This truss is same depth of columns and web is not "x" braced. Columns are knee braced each way along the walls. Roof and walls are "x" braced in such a way as to make structure not dependent upon walls or roof for rigidity.

5. Porches, stoops, balconies, bulkheads: none
6. Chimneys: None.
7. Openings:
 - a. Doorways and doors: Main entry and exit are through two 14' high 12' wide roll-up slat doors, one at each end of building, and 3'x7' hollow metal doors at ends and sides for fire exit. Wood panel garage doors connect to building 104 all along the South end of West wall. Doors are not original construction.
 - b. Windows and shutters: All existing windows are steel single hung in fair condition. They appear to be original, except on additions to building.
8. Roof:
 - a. Shape, covering: Gable roof, 6 on 12 slope, with insulated aluminum-coated steel standing seam roofing on existing original steel purlins. Original roof was probably corrugated galvanized steel - (May 1925 drawing). There are 7 roof ridge ventilators.
 - b. Cornice, eaves: 6" eaves, simple formed and painted metal.
 - c. Dormers, cupolas, towers: None.

C. Description of Interior:

1. Floor plans: Open plan single level, no obstructions, presently divided wood stud and fence wire mesh construction of various sizes of security cages and storage areas.
2. Stairways: none
3. Flooring: Concrete slab smooth finish.
4. Wall and ceiling finish: No wall or ceiling finishes, exposed structure.
5. Openings:

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- a. Doorways and doors: 7 garage doors leading to bldg. 104 (sealed) various types of metal and wood doors to extensions @ east side and north end west side.
 - b. Windows: Office spaces - fixed glass view windows out to work areas.
6. Decorative features and trim: None
7. Hardware: No original hardware. Doors operate with current manufacturer design closers, locksets and hinges.
8. Mechanical equipment:
- a. Heating, air conditioning, ventilation, original equipment not evident. Floor fans and suspended gas space heaters in work areas, 2 offices and calibration room air conditioned.
 - b. Lighting: various types of fluorescent fixtures suspended from structure.
 - c. Plumbing: two lavatories @ west side back to back near a column. No restrooms.
9. Original furnishings: None.
- D. Site:
1. General setting and orientation: Building oriented North-South with South entry facing waterfront of Pensacola Bay, and North entry facing South Avenue. Connected to several buildings and closely surrounded by shop and storage buildings, there is access only to the ends and part of East side. The site is paved with concrete and asphalt all open space.
 2. Historic landscape design: none
 3. Outbuildings: None

PART III. SOURCES OF INFORMATION

- A. HABS 1988-89 Measured Drawings, photos, field notebook prepared by Victor W. Glazner, Architect, for U.S. Navy.
- B. Original and/or subsequent drawings held at the Public Works Building No. 3560, Naval Air Station, Pensacola, Florida.
- April 20, 1917, Dwg #68375, Seaplane Erecting Shop Location Plan, Site plan of Building 104 being placed adjacent to existing Building 44.
- May 9, 1925, Dwg #3139, Aircraft Assembling Shop, Building 44, Proposed Addition of ten skylights.
- July 23, 1937, Dwg #5011, Extension - Building 44, Plan and Details, 26' x 63' addition to north end, west side of Building.
- November 21, 1967, Dwg #1213687, Details and Sections, Building #44, Alterations and Repairs to roof Buildings 44A and 104.
- June 3, 1981, Dwg #5071637, Building 44, Fire exit improvements.
- December 18, 1985, Dwg #5135121, Building 44, Addition of Fire Alarm System.
- C. Historic views: None.
- D. Interviews: None.
- E. Bibliography:
1. Primary and unpublished sources:

Preliminary Case Report, for proposed Demolition and Rehabilitation of Buildings in the National Historic Landmark District, Naval Air Station Pensacola Complex, Pensacola, Florida, Historic Property Associates, St. Augustine, Florida, June 16, 1986, available at Public Works Building, 3560, Naval Air Station, Pensacola, Florida.
 2. Secondary and published sources:

The U.S. Navy in Pensacola, From Sailing Ships to Naval

Joseph P. ...
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Aviation (1825-1930), George F. Pierce, a University of West Florida Book, Pensacola 1980, Library of Congress.

F. Likely sources not yet investigated: None.

PART IV. PROJECT INFORMATION

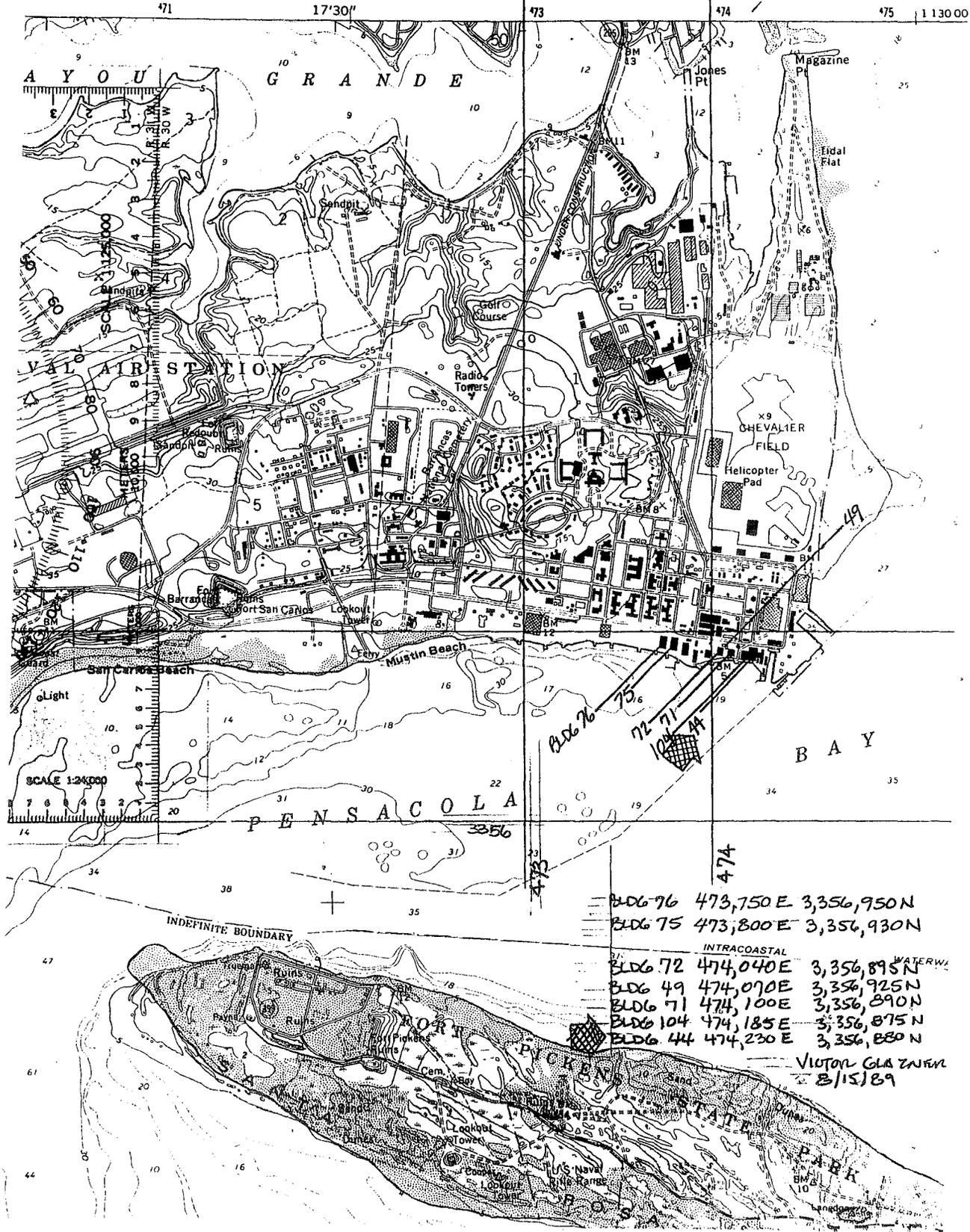
Documentation prepared by Victor W. Glazner, Architect, Glazner Associates, Inc., for Department of the Navy, Southern Division, Naval Facilities Engineering Command, prior to demolition of the building so that there would be a permanent record of its existence. Recorded under the direction of the National Park Service, Regional Office, Atlanta, Georgia, the project was completed during the Summer of 1989 at the offices of Glazner Associates, Inc., Pensacola, Florida. The project supervisor was Victor Glazner (architect); intern architect was Wayne M. Allen (Auburn University); project historian was Sandra S. Glazner (principal Glazner Associates, Inc.).

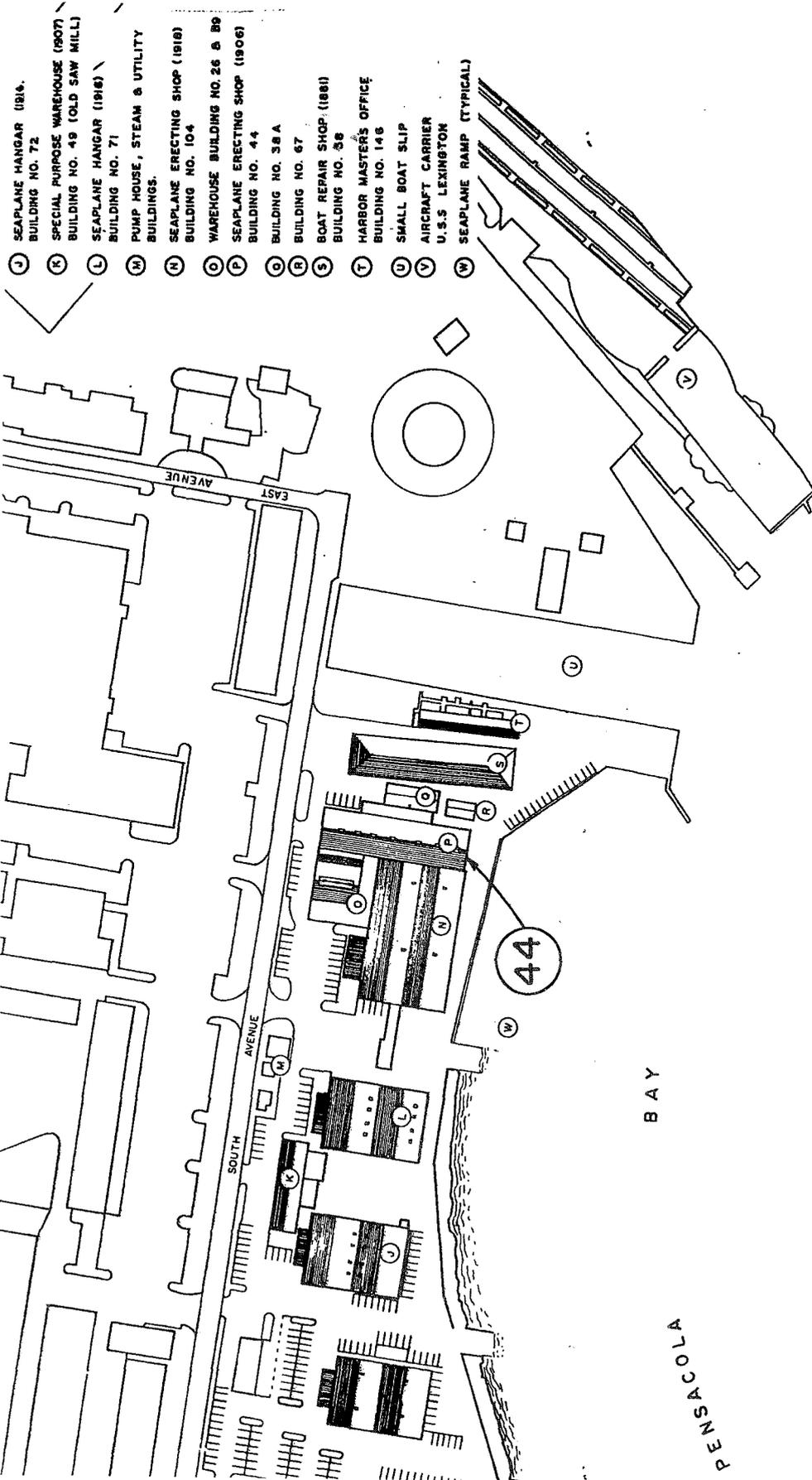
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Ship. Acc. 100-100-100-100

RIDA

7.5 MINUTE SERIES



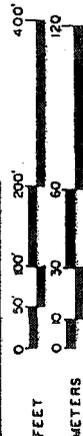


U. S. NAVAL AIR STATION
SEAPLANE ERECTING SHOP
BUILDING NUMBER 44 (1907)

PENSACOLA ESCAMBIA COUNTY FLORIDA

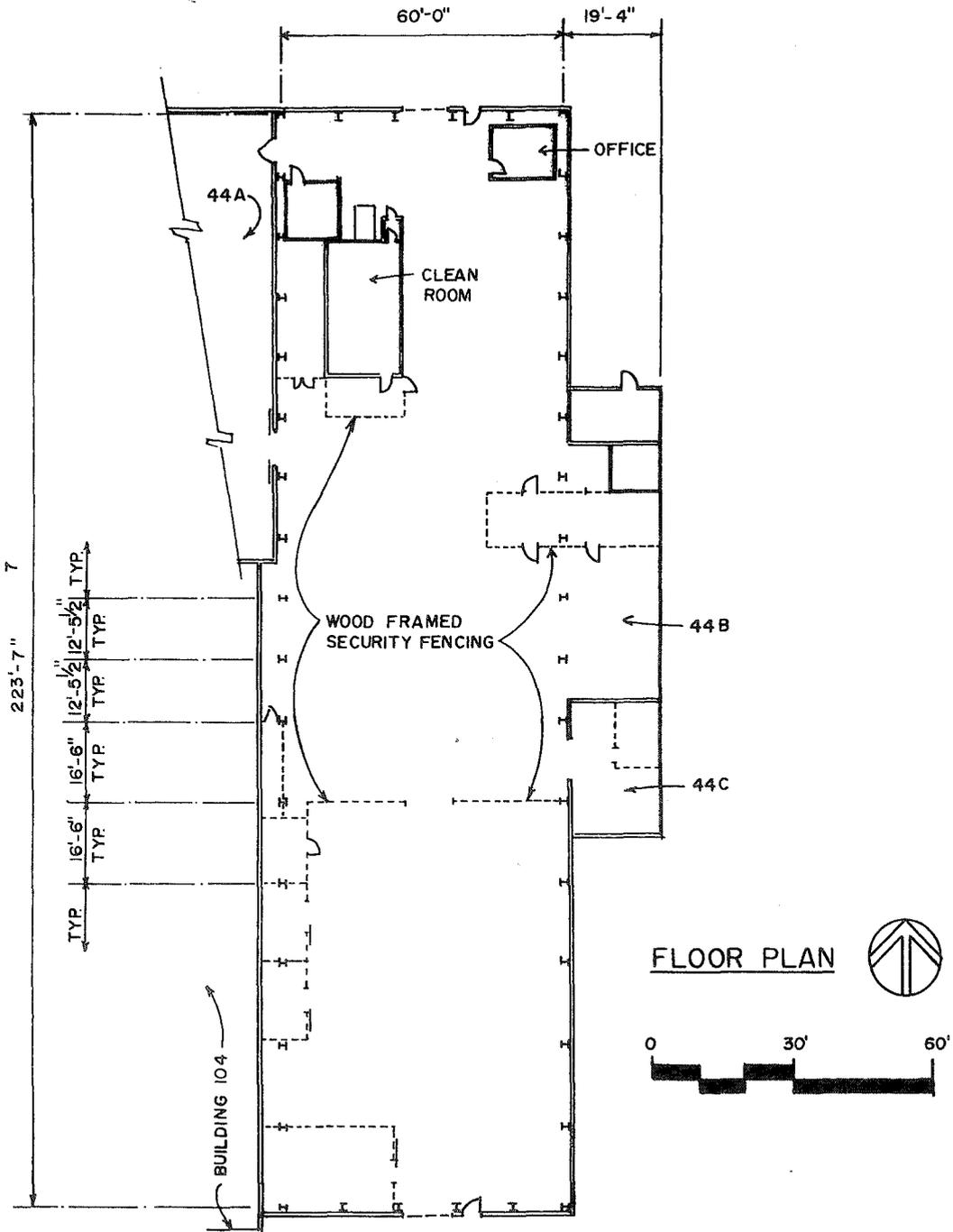


SITE PLAN



Seaplane Erecting Shop

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PENSACOLA

ESCAMBIA COUNTY

FLORIDA