

U.S. NAVAL AIR STATION, SEAPLANE HANGAR  
(Building No. 75)  
Pensacola  
Escambia County  
Florida

HABS FL-374  
FL-374

HABS  
FL-374

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, <sup>Seaplane Hangar</sup> BUILDING NO. 75

HABS No. FL-374

**Location:** National Historic Landmark District  
Naval Air Station, Pensacola Complex  
Pensacola, Florida

USGS Fort Barrancas Quadrangle  
Universal Transverse Mercator Coordinates:  
473,800 E 3,356,930N

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

**Present Occupant:** Headquarters for the Naval Education  
Training Command

**Present Use:** Applied Instruction and Deep Sea Survival Training

**Statement of  
Significance**

Building 75, Seaplane Hangar, is a triple-gabled seaplane hangar built 1918 and located on the waterfront in the old Navy Yard. Original plans dated April 20, 1917, Dwg. #68363, Building 75 was to be a double-gabled hangar similar to Buildings 71, 72, 73. During this time, Congress declared war against Germany, thus causing accelerated construction on the base throughout the remaining months of the war. So, instead of constructing a two-bay hangar, Building 75 was increased to three bays using existing plans showing the extension of Buildings 71, 72 and 73.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Date of erection: Building 75 was built in 1918 at the same time that hangars 74 and 76 and 104 were constructed. Originally known as Hangar "B". After severe hurricane in 1926, hangar door and storm wall modifications were made in 1927, but no other significant alterations were made until the 1940's during World War II.
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 and construction: The original drawings consisted of 6 drawings of 18 (Dwg #68363 to #68368 dated April 20, 1917) which were also used for the additions to Buildings 71, 72 and 73. HABS Field Survey and Measurements indicate that the building was constructed according to the original plans except for the addition of the third hangar bay at the north end.
6. Alterations and additions:
  - 1927 In 1927 two major changes occurred. (December 29, 1926, Dwg #3315, and April 18, 1927, Dwg #103752 through #103754. The original accordion doors were replaced with sliding leaf doors along the full width of the east and west sides. Also, a concrete storm wall 12" thick and 4'-7-1/2" high above the hangar finished floor was added.
  - 1940 In 1940 a small lean-to was added to house toilet facilities at the north side of hangar (October 24, 1940, Dwg #6763).
  - 1941 In 1941 an addition to the lean-to was constructed for shower room, locker room, workshop and gear locker (May 21, 1941, Dwg #8496)
  - 1964 In 1964 the building was renovated for use as a Deep

Sea Survival Training Facility by addition of classrooms, toilet and shower facilities. (April 14, 1964, Dwg #1022922).

- 1965 In 1965 hangar doors east and west sides of center and north bays were permanently fixed in place and hollow metal door frames were added for personnel entry.
- 1966 In 1966 automatic sprinkler system was installed (October 13, 1966, Dwg #1077599).
- 1985 In 1985 renovation of restroom in lean-to and the addition of a 42' x 58' concrete block structure 13' high was added towards the northeast corner of the north hangar bay (August 6, 1985, Dwg #5081593 and #5081594).
- 1985 In 1985 exterior fabric was painted (June 17, 1985, Dwg #5134534).

B. Historical Context:

Building 75 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 75 is one of several 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 75 was one of three hangars to be built in the same area as the already existing Buildings 71, 72 and 73. Buildings 71, 72, and 73 were to be doubled in size while 74, 75 and 76 were new constructions. Building 75 was built not long after Congress had declared war against Germany on April 6, 1917. Building 75 was to be a double hangar while 76 was planned as a single, but due to the war, construction was feverish and by the end of 1918, Buildings 71, 72, and 73 were doubled and 75 and 76 were triple hangars, along with 48,800 square yards of concrete pavement along the waterfront. During this period the Navy experimented in using aircraft to locate mines, submarines, drop bombs, and land on water and/or ships. These hangars remained in use through the 1930's and early 40's when preparation for and involvement in World War II resulted in enormous expansion and use changes at the Naval Air Station, Pensacola.

## PART II. ARCHITECTURAL INFORMATION

### A. General Statement:

1. Architectural Character: Building 75 is a plain rectangular triple-gabled roof metal framed industrial building. Although of no architectural significance, it is one of many government designed and built steel structures of the early nineteen hundreds, initially used for seaplane development during World War I.

2. Condition of fabric: While the structural systems are in good condition, the exterior asbestos siding and built-up gravel roofing is in fair condition. The doors are in fair condition, windows are non-operable but in fair condition.

B. Description of Exterior:

1. Overall dimensions: Building 75 has a rectangular configuration, and is one story (21' 7-1/2" clear interior height) with the following dimensions: Width: 100' (E-W); Length: 216' (N-S); Eave height: Approximately 28' 10"; Ridge height: Approximately 31' 10". The building fronts east or west. Historically, either east or west sides opened completely for entry. There are three 72' bays at the front and six 16'-8" bays on the side. Centered on the north side is a lean-to addition 14'-6" x 61'-6".
2. Foundations: The steel columns are supported by pyramidal piers connected by foundation walls at perimeter of the building and across the interior line of columns (April 20, 1917 Dwg 68364). Pier: base 4'-6" x 4'-6", top 2'-6" x 2'-6", depth 4'-6". Steel column bears on pier 1'-0" below finish floor and fasten with 4' x 1" diameter x 2'-6" anchor bolts and 4" x 4" x 3/8" embedded plate washers. Concrete floor pours around column and down wall 1'-0" to top of 4'-6" deep 1'-0" wide continuous foundation wall. This design causes column to be rigid on base and transfer overturning loads into the foundation. The floor slab is 5.3 above sea level.
3. Walls: The exterior wall is 1/4" thick corrugated asbestos siding attached to 4" channels 5-1/4#/Ft, set horizontal at 4' centers and attached to columns with 3-1/2 x 3 x 5/16" angle clips. In some locations asbestos siding is replaced with corrugated galvanized steel siding.
4. Structural systems, framing: The building has quadrangular Pratt-type rivetted steel roof trusses; nominal depth is 7'-2 1/2" at bearing; top chord sloped 1:12 up to the centerline; three nominal 72' clear spans, spaced 16' -8" o.c.. Top Chord 2 angles 6" x 4" x 7/16", bottom chord 2 channels 9" x 13.75# and webs 2 angles 2-1/2" x 2" x 5/16". There are six bays with seven trusses between columns. Roof purlins are 8 channels x 11-1/4" set at 9' centers, the panel points of roof trusses.

Outermost bays on east and west are "X" braced at the lower truss chord with 2 angles 2-1/2"x 2"x 5/16" and cross braced at panel points with angles 5"x 3"x 5/16". At quarter points bottom chords of all trusses are laterally braced with 2 angle 5"x 3"x 5/16". The exterior perimeter walls are not laterally braced. The row of columns across the center of the building are horizontally braced at 10'-10" centers with 2 angles 3-1/2"x 3"x 5/16" and "X" braced with 2 angles 5"x 3-1/2 x 3/16" at end bays and interior bays except lower 10'-10" is open.

5. Porches, stoops, balconies, bulkheads: A lean-to of wood construction is attached to north wall, exterior finish is corrugated asbestos roof and walls painted to match hangar.
6. Chimneys: None.
7. Openings:
  - a. Doorways and doors: Original accordion hangar doors were removed. Sliding leaf doors replaced original doors the full length of east & west sides. Since then, the leaf doors of the center and north hangar bays have been fixed in place and hollow metal doors and frames have been added to allow personnel ingress and egress. The south bay leaf doors remain in operable condition.
  - b. Windows and shutters: All original windows remain.
8. Roof:
  - a. Shape, covering: The roof is three-gabled; built-up roof with gravel surface on double layer 7/8" tongue and groove sheathing laid diagonally and nailed to 4 x 4 timbers bolted to purlins.  
  
Cornice, eaves: Eaves extend 11" on north and south ends & 4" on east and west sides.
  - c. Dormers, cupolas, towers: Located 26'-8" from east and west edge of roof on each ridge is a roof vent standing 3'-11-1/2" high with a base 2'-6" diameter.

C. Description of Interior:

*Seagane Hangar*

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1. Floor plans: At connection of three main bays a valley runs east-west where large headers (presently galvanized steel) are at each end of valleys. Building 75 was originally built with clear open space in all three hangar bays and a lean-to addition on the north wall and a mezzanine office and storage area at the southeast corner of the south bay. Since, the building has been converted to a survival training school requiring the construction of many offices, classrooms, toilet and shower facilities, and supply areas throughout all three hangar bays.
  2. Stairways: Wood stairs in south bay lead up to mezzanine with a landing mid-way up.
  3. Flooring: Concrete slab, smooth.
  4. Wall and ceiling finish: No wall or ceiling finishes, exposed structure.
  5. Openings:
    - a. Doorways and doors: Mezzanine and doors to lean-to wood framed, wood horizontal panel Colonial type.
    - b. Windows: No interior windows.
  6. Decorative features and trim: None
  7. Hardware: Standard steel hinges, brass oval knobs lockset - P&F Corbin, No. CU29, New Britain, Conn.
  8. Mechanical equipment:
    - a. Heating, air conditioning, ventilation: no original equipment evident.
    - b. Lighting Incandescent fixtures at bottom chord of truss remain. Date installed unknown.
    - c. Plumbing: No original fixtures evident except toilet facility in lean-to on north wall.
  9. Original furnishings: none
- D. Site:

1. General setting and orientation: Large doors are orientated east, west; building sets at 43' at nearest point of concrete seawall between Buildings 74 and 76 with concrete pavement on east, south, and west sides and grass on north side.
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 Navy.
- B. Original and/subsequent drawings held at the Public Works Building number 3560 Naval Air Station Pensacola, Florida:
  - April 20, 1917, DWG #68363 Aeroplane Hangars Site Plan Locating Additions and New Hangars.
  - April 20, 1915, DWG #68364 Aeroplane Hangars Elevations, Sections, Foundation & Framing Plans.
  - April 20, 1917, DWG #68365 Aeroplane Hangars Floor Plans, Section, Mezzanine, Elevation and Framing.
  - April 20, 1917, DWG #68366 Aeroplane Hangars Section, Foundation, Framing, and Details.
  - April 20, 1917, DWG #68367 Aeroplane Hangars Door Elevation & Details.
  - April 20, 1917, DWG #68368 Aeroplane Hangars Floor Plan & Mezzanine Floor Plan of Existing & New Hangars.
  - December 29, 1926, DWG #3315 Seaplane Hangars Construction Details of Stormwalls.
  - April 18, 1927, Dwg #103751, General Plans & Door Details, Elevation Framing, Wheel & Idler & Track Details.
  - April 18, 1927, DWG #103752 Hangars 71, 71, 73 General Plan Location of New Steel Rolling Replacement Doors.

April 18, 1927, DWG #103753 Plans, Sections, and Details Hangars 71, 72, 73, 75 & 76 Details of Door Guides.

April 18, 1927, DWG #103754 Hangars 71, 72, 73, 75 & 76 Details of Door Guides and Door Braces, Plans, Elevations, Sections and Details.

October 24, 1940, DWG #5763, Proposed Toilet Addition to North End of Seaplane Hangars No. 71, 72, 73, 75 & 76, Elevations, Floor Plan, Section & Foundation.

May 21, 1941, DWG #8496, Lean-To Additions to North Ends of Seaplane Hangars Buildings 71, 72, 73, 75 & 76, Floor Plan, Elevations, Sections, Foundation, Electrical, and Existing Toilet Room.

April 14, 1969, Dwg #1022922, Conversion of Building 75 for Deep Sea Survival Program Preliminary Plan and Details. Existing floor plan with interior floor plans for restrooms, showers, classroom and storage shelves. Also plan and details of pier and tower for training purposes.

January 18, 1965, Dwg 1077595, Deep Sea Survival Training Facility Building 75 Exterior elevations, door details. Elevations, sections, & details for securing rolling doors in fixed position and addition of hollow metal doors and frames and steel sliding door.

January 18, 1965, Dwg #1077596, Deep Sea Survival Training Facility Building 75 wall sections, foundation and framing plans. Sections and foundation plans for showers, toilets and classrooms.

June 18, 1965, Dwg #1023579, Deep Sea Survival Training Facility Building 75, Rehabilitate lean-to plan and details, existing plan, section, door schedule, details.

October 13, 1966, Dwg #1077599 Deep Sea Survival Training Facility, Bldg. 75, Sprinkler Plan and Electrical Plan.

January 24, 1978, Dwg #5050527, insulation of existing buildings attic plans and sections Buildings 75 and 191, plan and wall section.

August 6, 1985, Dwg #5081593, Alterations and repairs to Survival Training Facility Building 75, floor plan, framing plan, sections, door schedule, and details. Renovation of toilet and addition on concrete block building.

August 6, 1985, Dwg #5081594, Alterations and repairs to Survival Training Facility Building 75, reflected ceiling plan, details, door.

June 17, 1985, Dwg #5134534, Exterior repairs and painting hangars, bldgs 71, 72, 73, 74, 75, 76, 44, & 104, elevations.

C. Historic views: None.

D. Interviews:

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

F. Likely sources not yet investigated: None.

*Sandra S. Glazner*  
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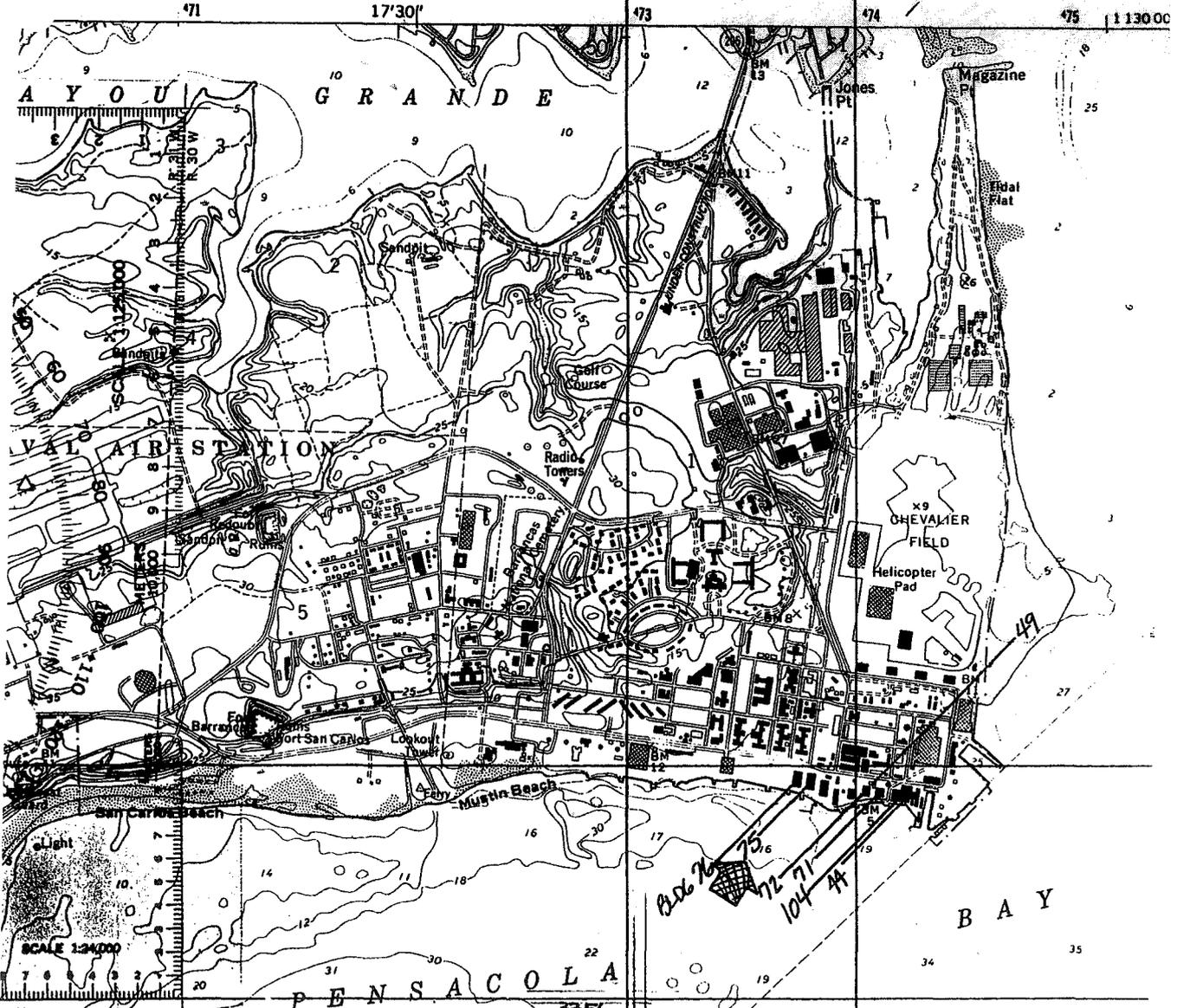
#### PART IV. PROJECT INFORMATION

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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RIDA

7.5 MINUTE SERIES (TO)



BLDG 76	473,750 E	3,356,950 N
BLDG 75	473,800 E	3,356,930 N
INTRACOASTAL		
BLDG 72	474,040 E	3,356,895 N
BLDG 49	474,070 E	3,356,925 N
BLDG 71	474,100 E	3,356,890 N
BLDG 104	474,185 E	3,356,875 N
BLDG 44	474,230 E	3,356,880 N
VICTOR GLAZNER		
8/15/89		

