

U.S. NAVAL AIR STATION, SEAPLANE HANGAR
(Building No. 76)
Pensacola
Escambia County
Florida

HABS FL-375
FL-375

HABS
FL-375

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, ^{Seaplane Hangar} (BUILDING NO. 76)

HABS No. FL-375

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

USGS Fort Barrancas Quadrangle,
Universal Transverse Mercator Coordinates:
473,750 E 3,356,950 N

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

Present Occupant: U.S.S. Lexington, AVT-16

Present Use: New Equipment Storage; Flight Deck Equipment Restoration

Statement of Significance: Building 76, Seaplane Hangar, is a triple-gabled seaplane hangar built in 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 on the entire west side and all but the south bay on the east side where the accordion doors were fixed in place, and a concrete storm wall 12" thick and 4'-7-1/2" high above the hangar finished floor was added. Also, the storm wall was extended along the whole south wall as well, standing 4'-7-1/2" above the floor and 12" thick.
 - 1940 In 1940 a small lean-to was added to house toilet facilities at the north side of hangar (October 24, 1940, Dwg #6763).

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- 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).
- 1946 In 1946 the storage area at the mezzanine was extended towards the north (February 5, 1946, Dwg 25256).
- 1951 In 1951 alterations were made to the external hangar door frame, and the seaplane beacon light was removed (August 8, 1951, Dwg #27310).
- 1961 In 1962 the hangar was converted to a gym and hobby shop by adding various size rooms in the south bay with additional rooms above and below the mezzanine level. (March 13, 1962, Dwg #952216 through #952219).
- 1974 In 1974 the original lean-to toilet facilities were removed. (January 16, 1974, Dwg 5011988)
- 1985 In 1985 Exterior fabric was painted (June 17, 1985, Dwg #5134534).

B. Historical Context:

Building 76 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 76 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 1914, 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 76 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 76 was built not long after Congress had declared war against Germany on April 6, 1917. Building 76 was to be a single hangar while 76 was planned as a double, 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. ARCHTECTURAL INFORMATION

A. General Statement:

1. Architectural Character: Building 76 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 is in fair condition and the built-up gravel roofing is in poor condition; the doors are in fair condition. The Office and Storage Rooms are in poor condition.

B. Description of Exterior:

1. Overall dimensions: Building 76 is 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" 1/2"; Ridge height: Approximately 31' 10" 1/2". 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 58364). Pier: base 4'-6" x 4'-6", top 2'-6" x 2'-6", depth 4'-5". Steel column bears on pier 1'-0" below finish floor and fasten with 4" x 1" diameter x 2'-6" anchor bolts and 4"x4"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: The original accordion doors were removed, except the doors in the east side of the south hangar bay, and replaced with sliding leaf doors. The original accordion doors that remained were fixed in place with a 12" thick by 4'-7-1/2" concrete storm wall. In 1962 these doors were cut at the top of the storm wall and removed for construction of a new framing for hobby shops, whereas the side of the building was finally covered with corrugated galvanized steel siding.
 - b. Windows and shutters: All original windows remain.
8. Roof:
 - a. Shape, covering: The roof is three-gabled; built-up roofing with gravel surface on double layer 7/8" tongue and groove sheathing laid diagonally nailed to 4 x 4 timber bolted to purlins.
 - b. Cornice, eaves: Eaves extend 11" on north and south end and 4" on east and west.

- 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:

1. Floor plans: Building 76 consists of three open hangar bays in which the north and center bays are unobstructed. However, the south bay has several rooms along the east and south walls which were added when the building was converted into a recreation building and hobby shop. There were also rooms added between those on the ground floor and the mezzanine storage and office. The mezzanine is located at the southern end of the east wall 32' x 16' with a platform addition out to 21' to the north, all located within the truss framing. At the north wall of the building is a lean-to addition with toilet facilities and storage space.
2. Stairways: one toward S.E. along wall of hobby rooms leading to second level-another along south wall from second level to mezzanine area.
3. Flooring: Concrete slab, smooth; wood floors on second level and mezzanine.
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 knob lockset P&F Corbin No. CU29 New Britain, Conn.
8. Mechanical equipment:

- a. Heating, air conditioning, ventilation: Original equipment not evident.
 - b. Lighting florescent fixtures remain but not from original construction.
 - c. Plumbing: Original fixtures not evident except toilet facility in lean-to on north wall.
9. Original furnishings:
- D. Site:
- 1. General setting and orientation: Large doors orientated east & west, Building sets 43' at south wall from concrete seawall to west of Building 75 with concrete pavement on east, south and west sides and grass on the 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.

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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, Sections, Location Map of Building.

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 for New Steel Rolling Doors.

April 18, 1927, DWG #103754 Hangars 71, 72, 73, 75 & 76 Details of Door Guides and Door Braces, for New Steel Rolling Doors.

October 24, 1940, DWG #6763, 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.

February 5, 1946, Dwg #25256, Seaplane Hangar No. 76 Extension of storage area, structural details, floor framing, plan, sections, and plan.

August 8, 1951, Dwg #27310 Alterations to Buildings #76, Alteration of external door frame, and removal of seaplane beacon light. Plan, elevation showing members to be removed and new members to be added.

January 16, 1974, Dwg #5011988, Renovate toilet facilities Building 76, Plans and elevations, mechanical plan, removal plan, floor plan and elevations.

March 13, 1962, Dwg #952216, Gymnasium and hobby shop Building 76, plans, views and schedules. Floor plans (ground floor and 2nd level below mezzanine), sections and elevations, door elevations.

March 13, 1962, Dwg #952216, Gymnasium and hobby shop Building 76, Sections and Details, floor sections, wall sections, door details, framing details.

March 13, 1962, Dwg #952219, Gymnasium and hobby shop Building 76, Electric lighting plan and details. Floor plan with lighting placement, attachment details.

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, FL, Historic Property Associates, St. Augustine, FL, June 16, 1986, available at Public Works Building, 3560, Naval Air Station, Pensacola, FL.

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.

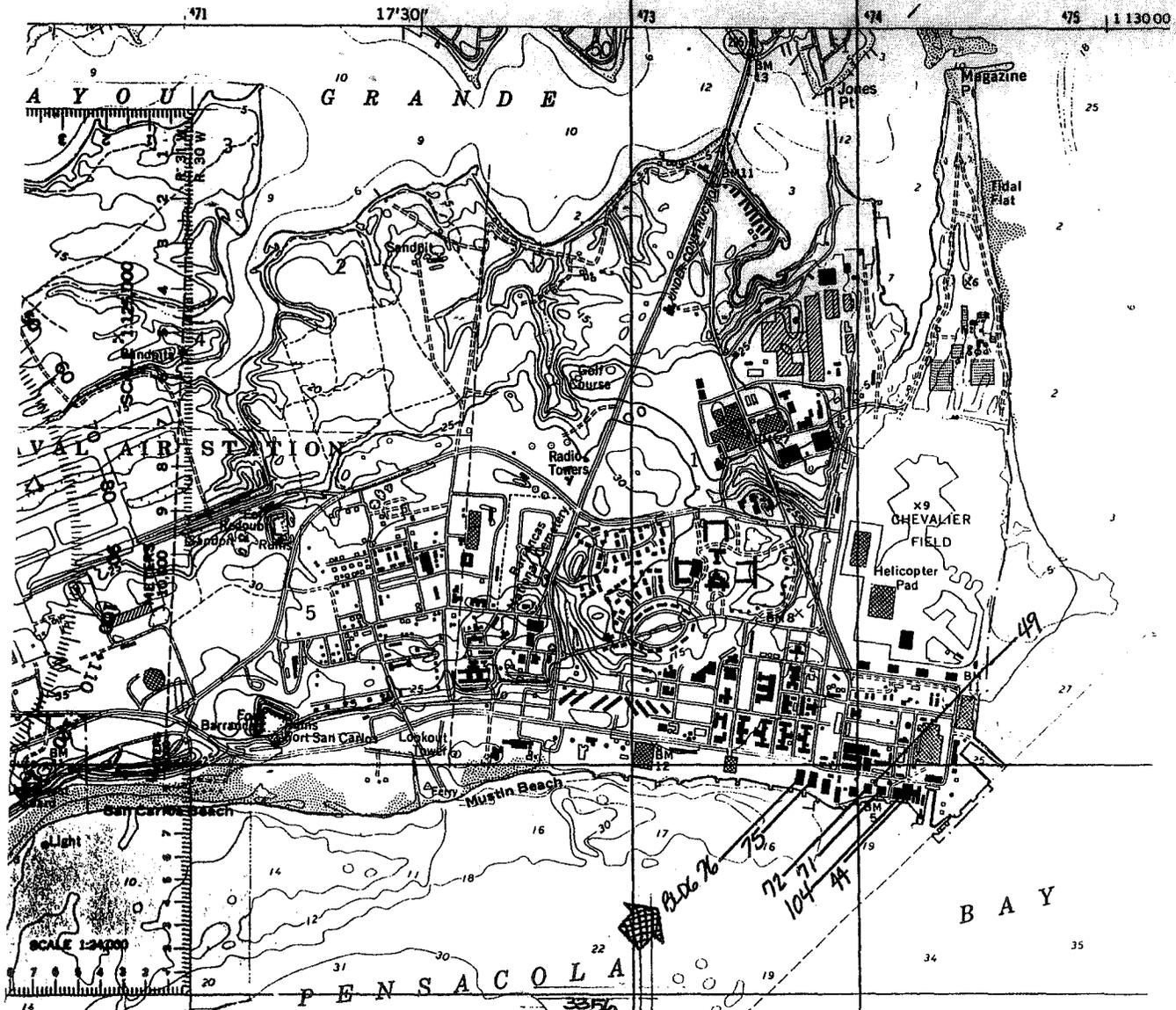
PART IV. PROJECT INFORMATION

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 (101)



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| 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 | | |
| 2/15/89 | | |

