

U.S. NAVAL AIR STATION, POST OFFICE
(Building No. 223)
446 South Avenue
Pensacola
Escambia County
Florida

HABS FL-514
FL-514

HABS
FL-514

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

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL AIR STATION, POST OFFICE
(U.S. Naval Air Station, Building No. 223)

HABS No. FL-514

Location: 446 South Avenue
Pensacola
Escambia County
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator Coordinates:
Zone 16, 474033E, 335197N

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: Vacant

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

Significance: Building No. 223, constructed as a Post Office in 1918, reflects Naval Air Station (NAS) Pensacola's development from its initial establishment in 1914 as a naval aeronautical station through its expansion during World War II. NAS Pensacola was reclassified as a naval aviation station in 1917. The new mission, World War I mobilization efforts, and rapid expansion combined to bring renewed life to the station. Those in charge of NAS Pensacola converted existing buildings and constructed new ones that directly supported the base's new function. After immediate training needs were met, the station's commanders turned their focus to providing secondary elements in order to make NAS Pensacola a fully functioning naval aviation training facility. Building No. 223's construction reflects the Navy's intention to provide the necessary infrastructure for NAS Pensacola to fulfill its aviation training mission. Built entirely of cast-in-place concrete, the Post Office was constructed to last beyond the normal lifespan of many other contemporaneous buildings at the station. Two decades later, World War II mobilization efforts resulted in an expanded role for NAS Pensacola as a training base. Hangar facilities were expanded, and new housing was constructed to support the station's increased civilian and military staff. In response to this population growth and increased demands placed on the Post Office, Building No. 223 was expanded twice—in 1940 and 1943—adding approximately 69' in length to the building. The expanded building continued to serve as NAS Pensacola's Post Office until ca. 1995-96. Building No. 223 was converted to a thrift store approximately one year later and served in that capacity until it was damaged in 2004 by Hurricane Ivan. Currently the building is vacant. Building No. 223 serves as a visual reminder of the infrastructure necessary to support and

maintain the critical aviation training mission at NAS Pensacola, the birthplace of naval aviation.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: An NAS Pensacola Property Record Card for Building No. 223 lists 1918 as the date of construction. Original architectural plans and Annual Reports to the Bureau of Yards and Docks (BuDocks) corroborate this date.¹
2. Architect(s): Not known.
3. Original and subsequent owners, occupants, uses: The Navy has owned the building since its original construction in 1918. It was built to serve as the Post Office, and it continued to function in that capacity until about 1995-96. The building was subsequently used as a thrift shop until Hurricane Ivan struck the Gulf Coast in September 2004 and caused damage to this and other buildings at NAS Pensacola. Since the storm, Building 223 has remained vacant.
4. Builder, contractor, suppliers: The contractor for the original 1918 building was Henry Monk, who received the contract on July 3, 1918.² Contractors for the 1940 and 1943 additions are not known.
5. Original plans and construction: Building No. 223 is a one-story, stucco-over-concrete building that was constructed in 1918. Since that time, the building has been altered substantially, but most of the additions and modifications are compatible in design, materials, and scale to the architectural features of the original postal facility. Only a partial set of the original architectural plans could be located for this study; however, other documentation (historic photographs and maps) reveal much about the building's original construction and appearance. Photographs on file at the National Archives and Records Administration (NARA), taken during Building No. 223's construction, indicate that the contractor utilized cast-in-place, load-bearing concrete construction that rested on low concrete footings. When completed in 1918, the Post Office was relatively small and had a rectangular building footprint that measured approximately 40' across (east/west) and 30' deep (north/south). The primary facade faced South Avenue and featured recessed panels that defined each of the facade's three bays. A concrete stoop led to the centrally placed, double-door entrance. Inset letters above the entry and the six-light fixed transom identified the building as the "Post Office." The outer bays contained double-hung windows with eight-over-eight lights and wood sashes. The window openings also had three-light fixed transoms and metal security bars. A simple yet classically inspired cornice and parapet crowned the facade and obscured the built-up roof. The sides (east and west facades) generally resembled the front but featured three recessed bays with single double-hung windows in each bay. The rear (north facade) likewise had three bays, but the westernmost opening contained a single-door entrance.
6. Alterations and additions: In 1940, a one-story, single-room added to the building's north side almost doubled the size of the Post Office. Although some of the original architectural plans could not be located for this study, the Public Works Office (Building No. 3560) at NAS Pensacola retains traced reproductions of the missing originals. Copied in 1958, the drawings

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indicate that the addition utilized hollow-tile construction that was covered with stucco to match the original building. The drawings also show that the addition closely resembled the original 1918 building, and it too conveys a strong sense of sparsely detailed, twentieth-century classicism. Distinctive architectural features included the recessed panels that contained window and door openings and the simple molded cornice that extended along the base of the paneled parapet. Measuring 40'-0" x 20'-0", the 1940 addition was constructed on a continuous-perimeter concrete foundation wall and had stucco-covered, load-bearing masonry walls. Both the west and east facades contained window openings whose proportions, detailing, and finishes were virtually identical to those of the original building. The north or rear facade had three bays, with windows in the outer bays and a single-door rear entrance in the middle bay. Regardless of their location, all of the windows in the addition were double-hung and had wood sashes with eight-over-eight lights. Each window had fixed transoms and concrete sills. The paneled door in the north facade served as the addition's only entry. With nine-light glazing, the door was original to the building; it was reused for the addition. Access to the rear entrance was gained by way of a concrete stoop with concrete steps that extended to the east along the base of the building. A shed roof extended over the landing of the stoop. The interior included a single, unpartitioned room that provided additional workspace for the Post Office.

Between 1940 and 1943, a restroom was installed in the northwest corner of the 1940 addition. With glazed tiled flooring and walls, the restroom included a wood stall with toilet and a large cast-iron sink.

The building was enlarged again just three years later (1943) by the construction of another addition onto the north end. This second addition, which contained a large, unpartitioned workroom, almost doubled the size of the building again. It also incorporated the simple classically inspired architectural detailing that provided a near seamless link to the original building and first addition. It measured 40'-0" x 49'-4" and was supported by a continuous-perimeter concrete foundation wall. With hollow-tile construction, the 1943 addition had stuccoed walls with recessed panels that contained double-hung windows with wood sashes and eight-over-eight lights. The addition also featured a doubled-door entrance on the west facade that opened onto a concrete loading platform. Similar in appearance with the 1940 rear entrance, the platform had a shed roof and concrete steps that extended along the side of the building. As part of the 1943 modifications, the rear (north) wall of the 1940 addition was demolished, except for the concrete columns, to create a large, unpartitioned, interior workspace. The 1943 addition also contained a restroom with a sink, stall, and toilet.

Subsequent alterations are relatively minor and minimally affect the building's architectural character. The original wood doors and frame were replaced with paired aluminum-and-glass doors and framing in 1970. The loading dock on the east facade has been enlarged, and the original wood doors that open onto the loading dock have been replaced with paired metal flush doors. One of the window openings on the east facade that overlooks the loading dock has been converted into a doorway; however, the door has been removed at an unknown date. A plywood panel presently covers the opening. The dates of these changes are not known.

B. Historical Context:

INTRODUCTION

The U.S. Navy established NAS Pensacola (then called Naval Aeronautic Station Pensacola) in 1914, choosing as its site the old Pensacola Navy Yard, already steeped in its own long military history dating back to early Spanish occupation in 1698. Although European nations fought for control of the region because of the strategic value of the Pensacola Bay, and the U.S. Naval Yard stood on the site for eighty-six years, the naval station's most profound legacy is associated not with maritime traditions, but with aviation. The naval aeronautic station that eventually became NAS Pensacola was tasked with creating the Navy's first aviation program at a time when manned flight was scarcely a decade old. At first, the fledgling program vied with the Army's early aviators in logging spectacular (and sometimes fatal) flight records, training a select handful of military pilots, and improving on the simple mechanisms of the earliest airplanes. When, during the first months of the new station's existence, pilots demonstrated that they could take off and land from the deck of a ship, a unit was dispatched to the United States' intervention in Mexican Revolutionary activities at Veracruz. After successfully operating reconnaissance missions from the USS *Mississippi* and sustaining the first mark of rifle fire from combat experienced by military aviators, the future of naval aviation was assured. The flight school at Pensacola became the premier training ground for naval pilots in the United States. Additional training courses at NAS Pensacola multiplied rapidly, and the program provided hundreds of pilots and thousands of trained technicians for World War I. The arrival of the first aircraft carriers in the 1920s further enhanced the possibilities for aviation at sea, and training programs at NAS Pensacola evolved rapidly to keep pace with new developments. The station, improved and augmented through increased defense spending and New Deal public works programs in the late 1930s, was able to provide the Navy with a steady stream of pilots and other trained personnel to meet the demands of World War II. Today, NAS Pensacola continues to lead the Navy's flight training program, and it anchors the Pensacola community.

NAS Pensacola's physical plant has changed constantly to reflect its evolving mission. The current station incorporates remnants of the early Spanish forts, as well as the core of the old Pensacola Navy Yard complex, now listed as an NHL. In addition, the station retains structures from every major building period, all reflecting NAS Pensacola's important role in military history. One factor governing development at the station has always been the damaging hurricanes and windstorms that rise from the Gulf of Mexico and periodically strike the base, damaging buildings and infrastructure, and necessitating extensive repairs or rebuilding. The phases of construction related to storm damage are also evident in the structures present at the station today. This historic overview provides the background for placing Building No. 223 within a national, regional, and local context.

Building No. 223 is on the north side of South Avenue within sight of the original gates into the navy yard. The building was constructed in 1918 by Henry Monk as NAS Pensacola's Post Office. Building No. 223 was expanded twice (1940 and 1943), which added approximately 69' feet in length to the north side of the building. The Post Office served its role until ca. 1995-96 when the building was vacated. Empty for approximately one year, Building No. 223 reopened as NAS Pensacola's thrift store, in which capacity it served until sustaining damage from Hurricane Ivan in 2004.

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.³ 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.⁴ The Spanish remained in control of the Pensacola Bay area, despite skirmishes with the British and with American forces led by Andrew Jackson in 1814, until 1821, when Spain finally ceded Florida to the United States via the Adams-Onís Treaty (*Figure 1*). Andrew Jackson presided over ceremonies in the Plaza of Pensacola on July 17, 1821, celebrating the surrender of the territory by the Spaniards. Jackson then dispatched four army infantry companies to Fort San Carlos and the San Antonio Battery, marking the first occupation of the site by U.S. military forces.⁵

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.⁶ 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.”⁷ 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.⁸

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

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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.⁹

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.¹⁰ 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."¹¹ By summer 1828, construction had almost ceased at the yard, due primarily to a halt in funding engendered by new hopes of peace with the European forces that had so long beleaguered the Gulf.

Lacking even the most basic facilities needed for the comfort and health of the squadron, the navy yard was even less equipped to address its shipbuilding and repair needs. By the 1840s, the yard still had no permanent wharf, no dry dock, few workshops and even fewer skilled workers. Construction of the yard's infrastructure continued on a piecemeal basis, without any general plan of development, halting every summer when workmen returned to the east to avoid yellow fever, and whenever the scarce funds allocated by Congress were used up. "The decline in piracy and slave running had largely removed the need for a fleet to suppress such operations and had undoubtedly influenced congressional decisions on appropriations for Pensacola. Moreover, the West India Squadron was renamed the Home Squadron in 1841, and its cruising ground was extended farther into the Caribbean Sea and Atlantic Ocean. Consequently, ships of the Home Squadron could make the larger and more adequate navy yards on the East Coast as easily as Pensacola."¹²

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.¹³

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.¹⁴

An act of Congress dated July 1, 1844, authorized construction of the permanent wharf, although little action seems to have been taken afterward.¹⁵ 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.¹⁶ 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.¹⁷ 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.¹⁸

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.¹⁹ 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

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this bureau, for the fiscal year ending June 30, 1863, will be presented at as early a day as practicable.²⁰

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....²¹

Accommodation of the officers was in fact one of the most pressing needs at the navy yard in the late war years. When Commandant Ulysses Smith arrived at the destroyed navy yard in spring 1863, he was forced to find lodging in one of the ships docked at the wharf for repairs, for lack of shelter on land. In a letter to the Chief of BuDocks, he makes the first mention of repairing the kitchens, which later developed into the existing officers' quarters:

I shall endeavor before [ten days'] time to fit up for myself a residence in a kitchen, and for some of the officers a residence in a stable; these being the only two buildings which can at a reasonable cost and in a short time be made available for our use. All the dwelling houses have been destroyed.²²

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."²³ 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).²⁴

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."²⁵

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

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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."²⁶

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.²⁷ Although no new work was performed at the yard in 1898, the Spanish-American War of that year once again focused attention on Pensacola, and by 1900 the navy yard re-opened with new energy.

The BuDocks Report of October 1, 1901, provides a summary of the Pensacola Navy Yard's status at the time:

Very few works of improvement have been made at this navy-yard since the civil war. At the time of the Spanish war, when it seemed probable that considerable service might be required of this yard, several appropriations by way of repairing and improving the buildings, wharves, dredging, and construction of better coaling facilities were made. The improvement of navigation from the Gulf to the yard has bettered the situation at this yard considerably, and the meager accommodations upon the Gulf coast have appeared to require better facilities for work at this station in case of emergency. Also, the board upon storing torpedo vessels has recommended that the yard be availed of as a site for one of the plants for housing such vessels....This is the only station of this kind recommended by the Board for the Gulf coast, and it is believed that provision should be made for storing a portion of those vessels in these waters.²⁸

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.²⁹ 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*).³⁰

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 1913.³¹

But while Pensacola's citizens fretted over the fate of the old navy yard, Navy officials looked toward a growing field of expertise that would soon revitalize the old base—naval aviation. Although wary of the experimental new technology, the Navy made tentative steps toward investigating the military applications of aviation by sending Annapolis graduate Lieutenant T. G. Ellyson to learn to fly with airplane manufacturer Glenn Curtiss at his Aviation Camp in San Diego, California, in December 1910. While at the camp, Ellyson assisted Curtiss in outfitting the first "hydroaeroplane," designed to take off and land from the water's surface. The Navy participated in these tests by providing the armored cruiser *Pennsylvania* to hoist the plane aboard after landing. The same month, civilian Eugene Ely was able to successfully take off from the deck of the *Pennsylvania*, proving that airplanes could easily be adapted to serve the Navy in conjunction with maritime vessels. In March 1911, a preliminary appropriation of \$25,000.00 was made for the establishment of the Navy's first aviation installation at Annapolis, Maryland.³²

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.³³

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 1915.³⁴ 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."³⁵ 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

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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.³⁶

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.³⁷ Soon after the detachment's return to Pensacola, the handful of officers and students settled into their new home, and the base was officially designated as the Pensacola Naval Aeronautic Station (NAS) on July 1, 1914.³⁸

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."³⁹ 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.⁴⁰

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.⁴¹ 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."⁴² 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.⁴³ By the end of

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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.⁴⁴ 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.⁴⁵

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."⁴⁶ In fact, most naval aviators serving in Europe spent their missions patrolling coastlines for mines and submarines, and bombing submarine bases.⁴⁷ 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.⁴⁸

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.⁴⁹ 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.⁵⁰ 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.⁵¹ 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.⁵² Officials were reluctant to simplify the tests, however, for fear that the already excessive accident rate would increase as a result.

In the 1920s, the concept of dedicated aircraft carriers began to revolutionize naval aviation. Instead of taking off and landing in water, aircraft could begin to rely on carriers as a home base, with more extensive runways than earlier battleships had provided for planes. Furthermore, new landplanes with increased flying range enabled pilots to make extended forays over land to carry out a variety of missions. Therefore, landplane training was added to NAS Pensacola's curriculum in 1922. With the landplanes came a new system of outlying fields radiating from the naval air station. These fields provided the extra space for take-off and landing required by conventional landplanes and relieved congestion in the air caused by growing numbers of student pilots in training. Since the dirigible program had been cancelled, the former dirigible and balloon field, Station Field (later called Chevalier Field), was enlarged and resodded in 1923 to accommodate landplanes. It was enlarged again in 1926.⁵³ 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.⁵⁴

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.⁵⁵

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.⁵⁶ 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.⁵⁷

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.⁵⁸

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, 1935.⁵⁹ The principal items included in the program anticipated an expanded role for the station in the coming years and included two 500-man barracks, eleven individual married officers' quarters, two steel-and-brick hangars for Station Field, and new roads. All the major contracts were granted to a single firm, the Virginia Engineering Company of Newport News, Virginia. Commandant G. S. Burrell noted in 1936 that the selection of one firm for the whole program "...has greatly simplified the co-ordination of the work and minimized interferences, questions of junctures of work items, [and] duplication of submission of samples and drawings for approval. The Company's performance has been on the whole very satisfactory."⁶⁰ 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."⁶¹

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."⁶² In addition, the 457 workers employed on the job helped to prepare the new Corry Field on leased property northwest of the station.⁶³ 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."⁶⁴ 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."⁶⁵ 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 15,000.⁶⁶

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 1942.⁶⁷ With its six auxiliary training fields now in operation, the station qualified 28,562 fliers between 1941 and 1945. Pilots were trained in one of various schools operating at the base. There was a Naval Photography School, an aerial gunnery school, a flight instructor's school and the Navy's only School of Aviation Medicine to qualify flight surgeons. In addition, patrol maneuvers and scouting and observation from seaplanes were both important areas of instruction. In 1943, NAS Pensacola became the headquarters of Naval Air Training Command. By the end of the war, thousands of metalsmiths, machinists' mates and other technical crew were also trained at NAS Pensacola.

THE COLD WAR: 1946-89

At war's end, rapid demobilization again took its toll at NAS Pensacola. Barin and Ellyson fields were deactivated, while the other training fields were reassigned to new purposes. Naval Air Training Command was reorganized with a number of different subcommands including Naval Air Advanced 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.⁶⁸ 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.⁶⁹

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."⁷⁰ 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 locus for electronic warfare and photography training, and the Naval Education and Training Program Development Center, established at Saufley Field in 1974.⁷¹

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.⁷²

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.⁷³

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

DETAILED BUILDING HISTORY

The Pensacola Navy Yard had been established as early as the 1820s, but it had been closed sporadically during the late nineteenth and early twentieth centuries. After four years of inactivity (1910-14), the Navy initiated an aviation training program in 1914 and selected the Pensacola Navy Yard to be converted into the first naval aviation training station. Initial development at the station included reconfiguring existing buildings and constructing new facilities that directly supported aviation training. Once the construction and completion of mission-critical facilities was underway, Navy officials turned their attention to installation amenities. Building No. 223, a masonry post office, reflected the Navy's intention to provide basic communications and personnel support services at NAS Pensacola on a long-term basis.

Architectural plans on file at NAS Pensacola confirm that a small room at the rear of Building No. 45 (Equipment Shops & Offices, HABS No. FL-512) housed the base's mail facilities prior to the construction of Building No. 223. The contract for the construction of Building No. 223 was awarded to Henry Monk in July 1918.⁷⁴ The construction site was logically situated near the station's barracks. The cast-in-place concrete building displayed design features of a greatly simplified Classical Revival style, including its symmetrical facade, which complemented the nearby Greek Revival-influenced buildings, such as Building No. 1 (Ship Carpenter's Workshop, HABS No. FL-236) constructed in 1868. After completion, Building No. 223 served as a permanent postal facility for those stationed at NAS Pensacola (*Figure 6*).

Mobilization efforts at NAS Pensacola prior to the United States' entry into World War II resulted in an expansion of the station's aviation training facilities; new housing also was built to accommodate the increased number of pilot trainees and permanently assigned station personnel. In response to the station's population growth and the associated greater demand for postal services, a 1940 addition to the north side of Building No. 223 was constructed, which nearly doubled the building's size. This rear addition closely resembled the appearance of the original building.

After Japan bombed Pearl Harbor and the United States officially entered World War II, NAS Pensacola began to function in a more critical role in the nation's defense. Tens of thousands of pilot and aviation mechanic trainees rotated through NAS Pensacola during the war years. Continued growth and expansion in support of the station's primary training mission placed even greater demands on the installation's support facilities and infrastructure. With the increased number of personnel living and working at NAS Pensacola, the Post Office could not keep up with demands, and the Navy constructed another addition onto the building's north side in 1943. This second addition incorporated the same stylistic detailing and stucco finish as the original building and the first addition, giving Building No. 223 the appearance of a seamless edifice.

Building No. 223 continued to serve as NAS Pensacola's Post Office through ca. 1995-96. After a year's vacancy, NAS Pensacola converted Building No. 223 into a thrift store. Postal facilities were moved to another location. In 2001, a room in Building No. 40 was listed as the Post Office.⁷⁵ Building No. 223 housed the resale shop until 2004 when damaged by Hurricane Ivan. Although currently vacant, Building No. 223 stands as one of the few remaining World War I-era buildings at NAS Pensacola and provides a visual reminder of its important communications role as the station's Post Office for more than 75 years.

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Affiliation: HHM Inc.
Date: November 2005

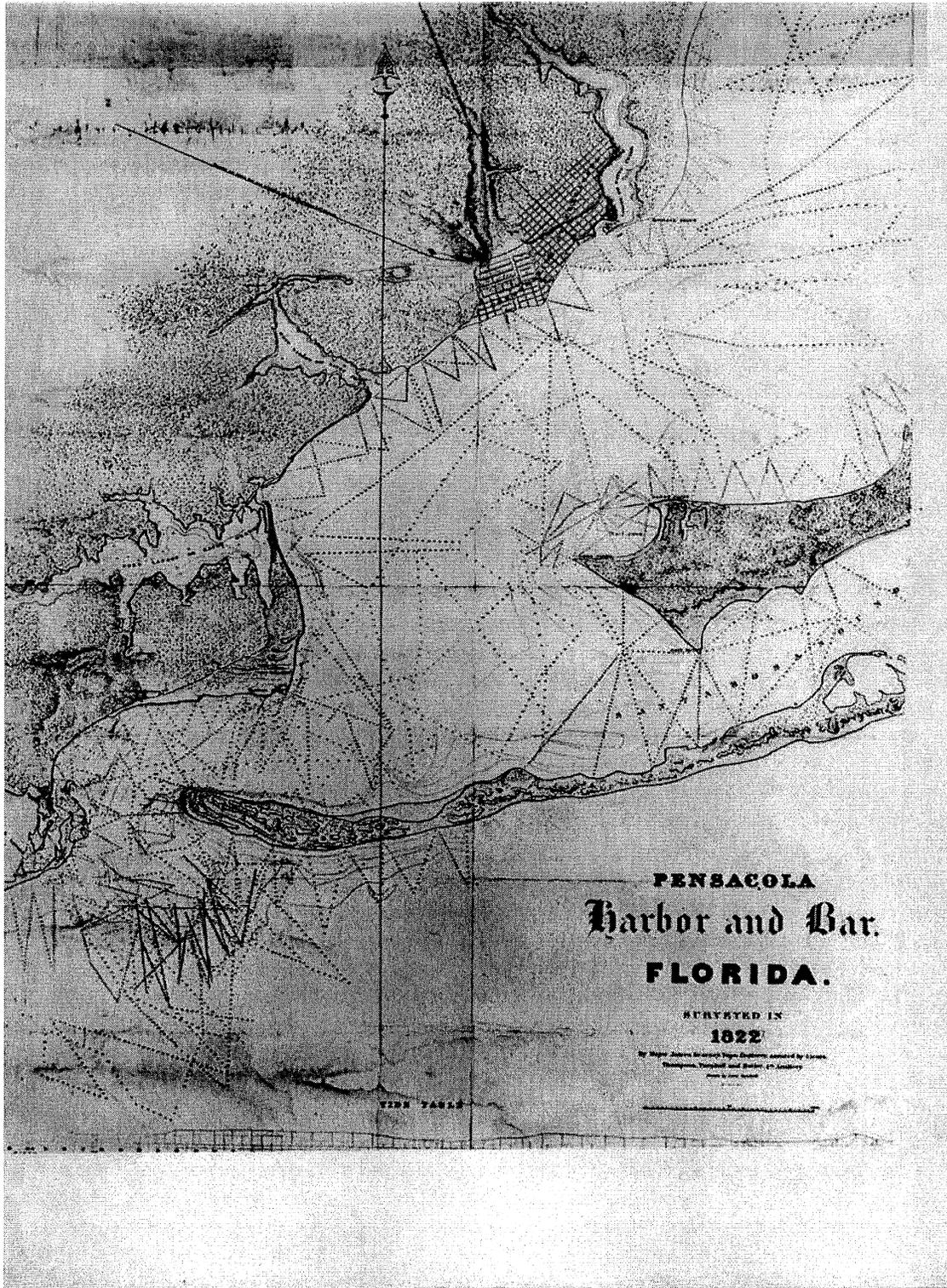
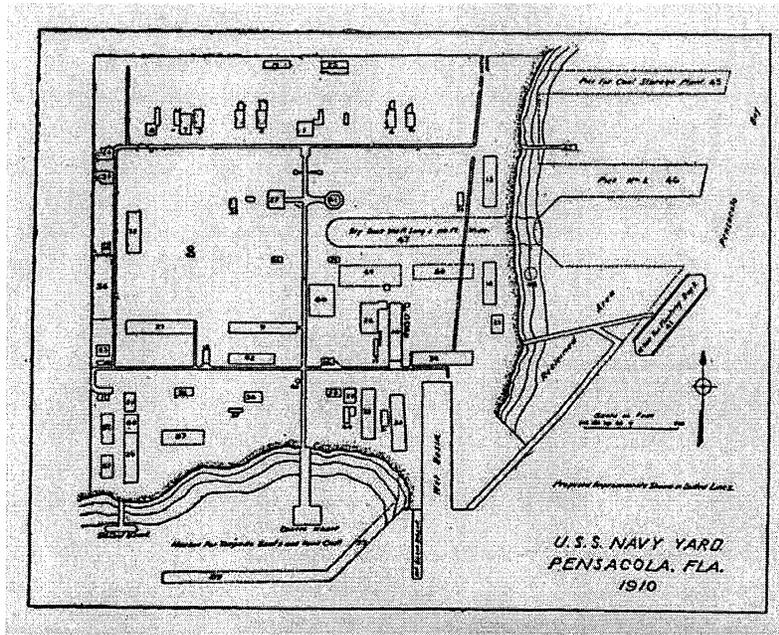


Figure 1. Map and Tide Table of the Pensacola Bay surveyed by the U.S. Army 4th Artillery in 1822, a year after Spain's transfer of Florida to the United States (Map courtesy of the Public Affairs Office, NAS Pensacola, Florida).

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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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|--|--|
| 1. Commandant's Quarters | 36. Sawmill |
| 2. Captain's of Yard Quarters | 37. Dry Kiln |
| 3. Doctor's Quarters | 38. Locomotive shed |
| 4. Naval Constructor's Quarters | 39. Paint Shop |
| 5. Civil Engineer's Quarters | 40. Pump house for cess pool of sewer system |
| 6. Paymaster's Quarters | 41. Floating steel dry dock, 10,000 tons capacity |
| 7. Engineer Officer's Quarters | 42. Bath House |
| 8. Pay Clerk's Quarters | 43. 100,000-gallon water tank, 150 feet elevation |
| 9. Joiners, Boatehop and Shipwrights | 44. Coal and coke storage |
| 10. Foundry and Boilershop | 45. Proposed Pier for coal storage plant |
| 11. Prison | 46. Proposed Pier No. 1 |
| 12. Guardhouse | 47. Graving Dry Dock |
| 13. Now used as storage | 48. Proposed Pump Pit for Dry Dock |
| 14. S. & A. Paint and Oil Room | 49. Proposed building, machine shop |
| 15. Fire Engine House | 50. Proposed building, plumbers and allied trades |
| 16. Not used | 51. Proposed building, storage of combustible material |
| 17. Not used | 52. Proposed building, storage cement |
| 18. Marine Barracks | 53. Proposed building, guardhouse |
| 19. Carriage House | 54. Proposed building, Marine Officers' quarters |
| 20. Cement Storage | 55. Proposed building, Marine Officers' quarters |
| 21. Seamen's Barracks and general storekeeper's storehouse | 56. Proposed building, Marine Barracks |
| 22. Foundry, not used | 57. Proposed building, Sailors' Barracks |
| 23. Copper shop | 58. Proposed extension of timber shed |
| 24. S. & A. lumber shed | 59. Proposed extension of Sea Walls. |
| 25. Stables | 60. Central Power House |
| 26. To be used as Foundry | 61. Dispensary |
| 27. Administration Building | 62. Boat Storage Shed |
| 28. Not used | |
| 29. Cisterns Nos. 1 and 2 | |
| 30. Machine shop | |
| 31. Power House | |
| 32. General storekeeper's storehouse and offices | |
| 33. Shipfitter and blacksmith shop | |
| 34. Electrical, plumbers, ordnance stores, rigging loft; offices and sail loft | |
| 35. Wireless Station | |

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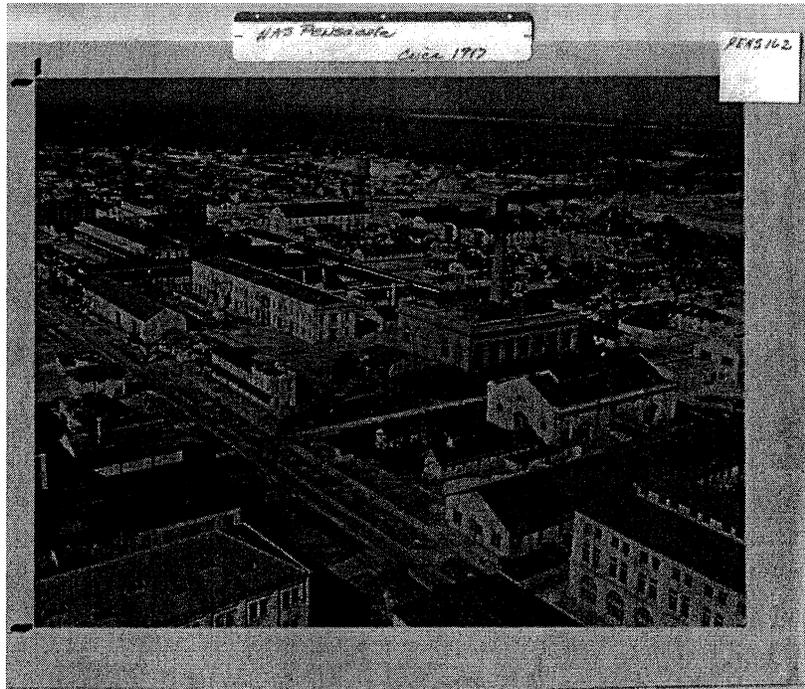


Figure 4. Bird's-eye view of NAS Pensacola ca. 1917 (Photo courtesy of the Naval Aviation Museum, NAS Pensacola, Florida).



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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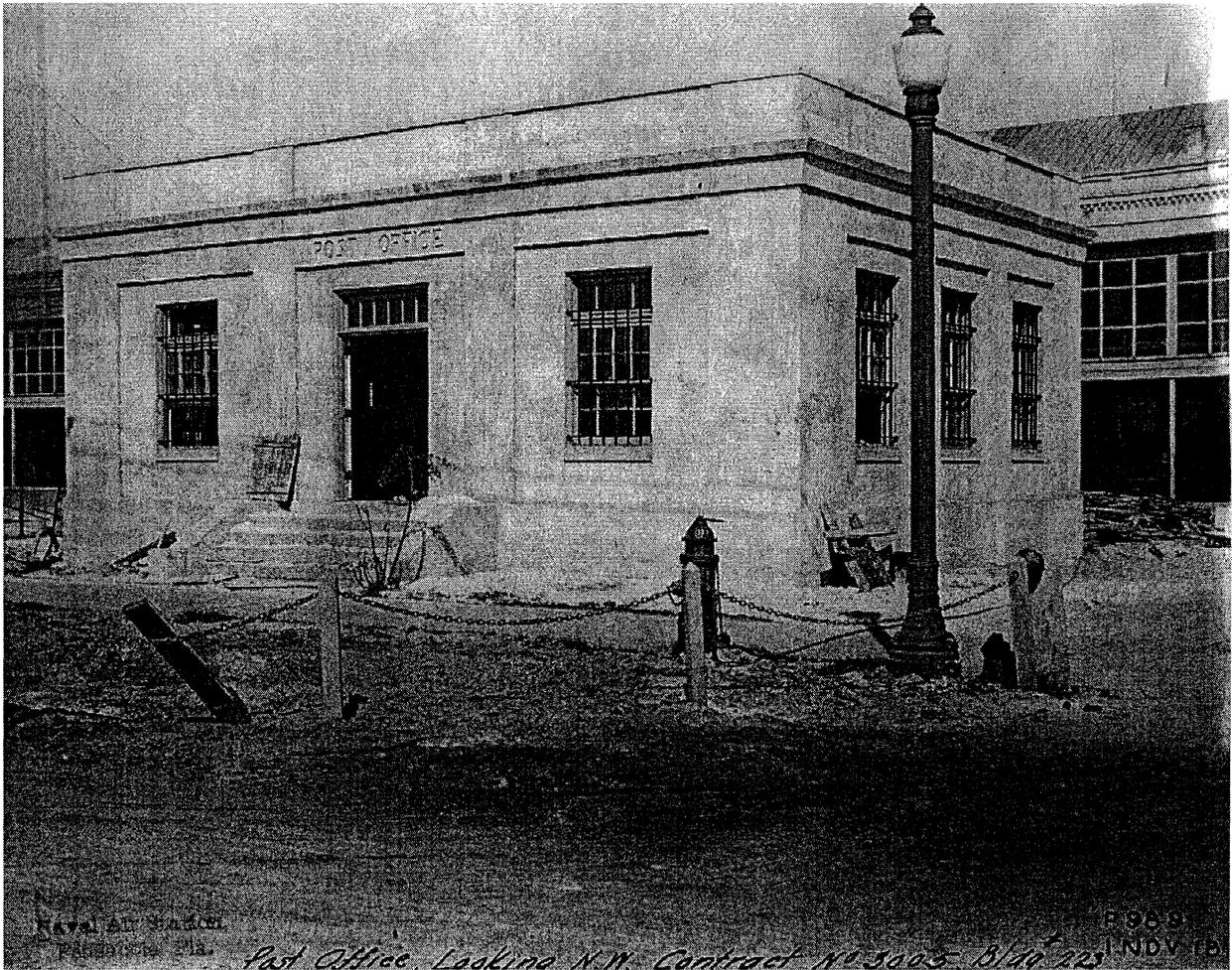


Figure 6. Building No. 223, Post Office, shown at completion in 1918. (Photo courtesy of NARA)

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The Post Office is a one-story building that faces south toward South Avenue. With a symmetrically arranged, three-bay, front facade, the building is a simple and straightforward design that features architectural elements indicative of the Classical Revival style. The building's southern end was the original Post Office, and it utilized cast-in-place concrete construction that has been painted. Subsequent additions, completed in 1940 and 1943, replicated the basic design elements and architectural character of the original 1918 edifice, but utilized hollow-tile construction that has been covered with stucco.
2. Condition of fabric: Building No. 223 generally is in good condition and structurally sound. The foundation appears to be structurally stable. Although minor cracks exist between the original building and subsequent additions, the cast-concrete and hollow-tile walls are generally plumb and straight. Just before Hurricane Ivan struck in September 2004, Navy personnel placed plywood sheets over window and door openings on the building's south and east facades. The plywood sheets secured the building during the storm and maintained the integrity of the windows and doors; however, the glass panels on the front door are missing or broken. Corrosion associated with the embedded metal security bars has led to spalling around the window openings. Although the roof is generally intact and sealed, the roof's wood framing, particularly at the northeast corner, is beginning to rot.

B. Description of Exterior:

1. Overall dimensions: The Post Office presently has a rectangular footprint that is approximately 40' wide (east/west) x 99' deep (north/south). As noted in architectural drawings for the 1943 addition, the building is a single-story high and extends 15'-4" from the finished floor to the top of the parapet. The front facade contains three bays with a central primary entrance and windows on either side of the doorway.

The Post Office was constructed in three stages. Its original dimensions were approximately 40' across (east/west) and 30' deep (north/south). The first addition, which was constructed in 1940 onto the building's north side, measured approximately 40' across (east/west) and 20' deep (north/south). Another addition, completed in 1943, extended the building another 49'-4" to the north, which gave the Post Office its present configuration.

2. Foundations: The building rests on a continuous-perimeter, concrete foundation wall with concrete footings that are typically 4' to 5' deep and at least 11" wide. The continuous-perimeter foundation wall is slightly thicker than the building's exterior walls and, with its beveled top, resembles a water table. Although this study only located the foundation plans for the original building, plans for the 1940 addition include detailed information about the addition's foundation system. It is highly likely this foundation system replicated the system used to support the original structure. The 1940 plans note that the concrete footings are 1'-8" below grade and rise 3'-1" to the finished floor. The plans also indicate that the continuous-perimeter concrete foundation wall is 11-1/4" thick, and it has concrete footings that are 1'-7-1/2" thick and are 1'-0" below grade. The concrete foundation wall supporting the 1943 addition is 12-1/4" thick and has concrete footings that are 1'-6" thick and are 8" below grade.

3. Walls: The exterior walls are either painted concrete or have a stuccoed veneer that is applied over the structural systems and construction materials. Construction photographs reveal that the original 1918 edifice (now the southern end of the building) has painted, load-bearing, concrete walls. The 1940 and 1943 additions make use of hollow tile, but also have steel and brick columns that support roof systems. Stucco has been applied over the hollow-tile walls.

The exterior walls display only minimal amounts of ornamental features. Among the most distinctive architectural elements is the building's original name ("Post Office"), which is inscribed in the concrete panel above the primary entrance. The primary facade has a tripartite composition that includes a slightly projecting base (concrete foundation), mid-section (stucco-covered walls), and crown (cornice and parapet). A painted metal torchere extends from the building's southeast corner and rests in a metal bracket that is anchored to the wall. Although the globe is missing, the lamp's original metal components, including the fluted shaft, appear to be intact.

4. Structural systems, framing: Building No. 223 utilizes two primary structural systems. The 1918 section of the building makes use of load-bearing, cast-in-place, concrete construction. The walls are 8" thick within the recessed panels and 10" thick elsewhere. The building also has two, free-standing, concrete columns that support the roof and help to define the interior partition wall. Each column is 12" x 12" and has 7/8"-diameter rods inserted at each corner. These rods are reinforced every 12" with 1/4" steel tie rods and are linked with narrow gauge wire.

The 1940 addition utilizes load-bearing masonry construction with 8" hollow tiles and also has two steel columns along what was originally the addition's rear wall. This wall later became an interior partition following the construction of another addition three years later. From their midpoints, the steel columns are 14'-2-1/2" from the outer edge of the east and west exterior walls and provide structural support for the roof system.

The 1943 addition also employs hollow-tile construction, but architectural plans note that brick columns, measuring 12" x 20", were built at the corner junctures of the 1940 and 1943 additions. Like the steel columns used in the 1940 addition, the brick columns provided structural support for the roof system. The 1943 addition also has 1'-4" x 1'-8" concrete columns that contain metal rods with 7/8" diameters at each corner. Additional structural support for the columns is provided by tie rods with 3/8" diameters that are employed every 12". The concrete columns are part of the roof framing system.

The entire building has concrete-slab flooring. The original 1918 foundation plans note that the floor has a 6" concrete slab with concrete-cinder fill. The slab is reinforced with metal rods that have 1/2" diameters on 4" centers. Although the concrete-slab floor of the 1940 addition is of an undetermined thickness, architectural plans for the 1943 addition note that this part of the building has a 5" concrete floor.

The roof on the original 1918 section of Building No. 223 is constructed of a 6" concrete-slab deck that is supported by the load-bearing concrete walls and two interior, freestanding concrete columns. The 1940 addition employs a cross-bracing, roof framing system. In contrast, the 1943 addition has a low-pitch gabled roof with a wood-frame Pratt truss system.

5. Porches, stoops, balconies, bulkheads: The Post Office has a prominent concrete front stoop that leads to the primary entrance on the building's south facade. The stoop measures

approximately 12'-0" x 13'-0" and has three steps with a broad landing. The metal handrails at each side of the stairs are not original and were installed at an undetermined date. The stairs are framed at each end with angled concrete walls.

The loading dock on the east facade currently measures 29'-3" x 8'-0", but its original dimensions were 10'-10" x 8'-0". The 18'-5" extension was added onto the north end at an unknown date. Architectural plans from 1943 indicate that the loading dock has a 5" concrete-slab floor with a 1-1/2" slope; however, the platform currently contains loading dock equipment that was manufactured by W. B. McGuire of Hudson, New York. Stairs at the southwest corner of the platform have four steps that are 9" deep with 8" risers and 1" nosings. The metal handrails are similar to, and likely were installed at the same time as, those on the front stoop.

A shed-roof canopy extends over the loading platform and provides limited protection. With wood brackets and closed eaves, the canopy is supported by metal rods that are anchored to the wall. Architectural plans indicate that the canopy originally had a metal roof; it presently is covered with composition shingles. The canopy was built in two stages and likely was enlarged when the loading dock was expanded. In its current state, the canopy measures 29'-3" x 5'-0".

6. Chimneys: Not applicable.

7. Openings:

- a. Doorways and doors: Although a large plywood panel covers the primary entrance, the front doorway features paired aluminum-and-glass doors with aluminum framing. The glass panels have either been removed or are broken, but architectural plans indicate that the doors had full-length vision panels with 1/4" tempered glass. Likewise, the fixed single-light transom had 1/4" tempered glass. The entire opening measures 5'-3-1/2" x 8'-10-1/4". The paired doors measure 5'-0" x 7'-0" and have 1-3/4" aluminum framing. The transom is 5'-0" x 1'-7-3/4" and also has 1-3/4" aluminum framing.

The east facade has two doorways. The larger of these has paired hollow-metal doors with metal frames that open onto the loading platform. The other doorway on the east facade was originally a window. Modified at an undetermined time, the doorway measures 3'-0" x 9'-0" and has a three-light fixed transom. The door has been removed; a sheet of plywood secures the opening.

- b. Windows and shutters: The front (south) facade has a window opening in each of the outer bays. The original windows are intact but are covered by plywood sheets. The windows are double hung and have wood sashes with eight-over-eight lights. Each window also has a concrete sill, four-light fixed transom, and metal security bars.

Plywood sheets cover all but one of the seven window openings on the east facade; however, like those on the front, the original, double-hung, wood-sash windows are intact. They have eight-over-eight lights and fixed transoms, as well as concrete sills and metal security bars. A small air-conditioner protrudes from the only window on the east facade that is not covered with plywood.

Each of the three bays on the north facade contains a double-hung window with eight-over-eight lights. The windows have concrete sills and metal security bars, but lack the fixed transoms that cap the windows on the south and east facades.

The west facade has ten windows, all of which are double-hung with eight-over-eight lights and wood sashes. Four of the windows contain small air-conditioning units. Except for the two restroom windows in the 1943 addition, the windows have fixed four-light transoms. Since they lack transoms, the restroom windows are slightly smaller than their counterparts elsewhere on the west side.

8. Roof:

- a. Shape, covering: Although the parapet obscures the roof, architectural plans indicate that the building has a built-up roof and is covered with tar and rolled asphalt. That section over the original 1918 building slopes gently toward the north, as did the roof of the 1940 addition. At its peak, the roof of the 1940 addition is 13'-1" from the finished floor and, at its lowest point, it slopes to a height of 11'-8-1/2" above the floor. In contrast, the 1943 addition has a low-pitch gabled roof whose ridge extends north/south, thereby causing water to drain to the east and west sides. The gable ends on the 1943 addition contain metal louvered openings.

The canopy that extends over the loading dock on the east facade has a shed roof and is covered with composition shingles.

- b. Cornice, eaves: The building has a simply detailed, molded cornice and paneled parapet that extend along the top of the building. The panels in the parapet replicate the pattern and rhythm of the recessed panels in the building's walls.
- c. Dormers, cupolas, towers: Not applicable.

C. Description of Interior:

1. Floor plans: The Post Office contains an estimated 3,968' square, most of which is open and unpartitioned. The southernmost room, which is directly accessible from the primary entrance, contains the foyer (Room 1 – estimated 345.7' square) that historically was used by post office patrons. At one point, the east section of the foyer contained offices for the money order department, as noted in architectural plans for the 1940 addition. However, the foyer was completely open when the 1943 addition was built. Architectural plans from 1987 note that a room (Room 2 – estimated 38.1' square) at the west end of the foyer contained post office boxes, but this space was later converted into a small dressing room when the building functioned as the thrift shop.

The large room immediately north of the foyer held most postal-related services and functions (Room 3 – estimated 40.5' square). When occupied by the thrift shop, this room was used for merchandise display and sales. In 1940 when the first addition was built, a small restroom (Room 4 – estimated 40.2' square) occupied the northwest corner of this area, and it remains in place. The 1940 plans also indicate that another room stood just east of the restroom at that time, but was scheduled for removal in conjunction with the building's expansion. The 1943 plans confirm that the room no longer existed by that time. At a later and as yet unknown date, a slightly smaller room (Room 5 – estimated 580.2' square) was created at this same location, and it functioned as a closet for the thrift shop. The unpartitioned area (Room 6 – estimated 722' square) was used to display merchandise when the building functioned as the thrift shop.

Most of the rear wall of the 1940 addition was removed with the construction of the 1943

addition. With the exception of another restroom (Room 7 – estimated 86.1' square) at its southwest corner, the 1943 addition was completely open and unpartitioned and was identified in architectural drawings as "Work Space." By 1987, a partition wall divided this area into two separate spaces. The room south of the wall (Room 8 – estimated 1,072.9' square) remained open and most recently was used to display merchandise and goods for the thrift shop. The room created to the north (Room 9 – estimated 641.85' square) originally contained offices, but was used to sort merchandise for the thrift shop. One of the window openings on the east walls of Room 8 was modified into an exterior doorway.

2. Stairways: Not applicable.
3. Flooring: With the exception of the restroom (Room 7) constructed for the 1943 addition, all of the rooms have 12" x 12" vinyl tile flooring applied over the concrete-slab floor. The restroom addition has tile flooring with 1" x 1" glazed ceramic tiles.
4. Wall and ceiling finish: The load-bearing walls of those rooms within the original 1918 building (Rooms 1, 2, 3, and 5) are of concrete construction and have a smooth, painted finish. Likewise, the wall dividing the foyer (Room 1) and the original service area (Room 3) is of similar construction and has the same finish and materials. The load-bearing walls on the 1940 and 1943 additions are plastered and painted and resemble those of the original 1918 building. The interior partition walls throughout the building are of wood-frame construction with painted gypsum board finish; however, the upper portion of the east wall of Room 2 and the north side of the wall between Rooms 8 and 9 have exposed metal grating. The restroom walls in the 1940 addition are covered with glazed tile.

Ceilings in the 1918 section are painted concrete. Elsewhere, the ceilings are painted gypsum board, but a large hole in the ceiling at the northeast corner of Room 8 is exposed, revealing the wood-truss framing system.

5. Openings:
 - a. Doorways and doors: The majority of the interior doorways have single, hollow-core, flush doors of wood. Exceptions include the paired, hollow-core, flush doors of wood in Room 9 and the doors in both restrooms (Rooms 4 and 7). The doorway leading into the restroom in the 1940 addition (Room 4) has a single, flush, wood door with a louvered metal vent near its base. The doorway leading into the 1943 addition (Room 7) has a four-paneled wood door with a louvered metal vent. The stalls in both restrooms are nearly identical and utilize two-paneled, stile-and-rail wood doors. They are not full-sized and have bracketed extensions at each corner.
 - b. Windows: The only interior window openings are the two service windows in the wall between Rooms 1 and 5. Each opening has a hinged, metal-grate panel.
6. Decorative features and trim: Not applicable.
7. Hardware: The doors and windows have conventional metal hinges, knobs, and latches. The most notable hardware items are the brass knobs and hinges that are used in both restrooms (Rooms 4 and 7).
8. Mechanical equipment:
 - a. Heating, air-conditioning, ventilation: Gas-fired units heat the building. Each unit is suspended from the ceiling with metal support rods and hangs from the corners of the

building's largest interior rooms. Since most of the walls are of load-bearing masonry construction, piping that is used to supply gas for the heating units is exposed and either is attached to the masonry walls or suspended from the ceiling. Five separate air-conditioning window units cool the building. The metal security bars over the window openings have been cut to allow for the installation of these units.

- b. **Lighting:** Fluorescent light fixtures that are suspended from the ceiling provide most of the building's lighting. The only exceptions are the flush ceiling-mounted fluorescent troffer and the wall-mounted incandescent light fixture in the 1940 restroom (Room 4). Most of the wiring used for the building's fixtures as well as for electrical outlets is contained in an exposed electrical conduit that is attached to the masonry walls.
- c. **Plumbing:** All of the building's plumbing fixtures are located in the two restrooms (Rooms 4 and 7). Each restroom has a single toilet within enclosed wood stalls. The restroom in the 1940 addition (Room 4) also contains an enameled, cast-iron, single-basin utility sink. It has a T-shaped faucet with separate valves. The restroom in the 1943 addition (Room 7) contains a shallow cast-iron sink with enameled finish. It has separate hot and cold water faucets.

D. Site:

1. **General setting and orientation:** The Post Office faces south toward South Avenue. It is located in a mixed-use area near the waterfront. Nearby buildings are used primarily for industrial, administrative, or storage purposes; however, several of them were being demolished when Building No. 223 was documented. The land on which the Post Office was built is relatively level, but slopes gently to the south toward Pensacola Bay. Land immediately surrounding the Post Office's south, east, and north sides has either asphalt paving or brick pavers. The land's gentle southward slope creates the need for concrete curbing to the south and east. The concrete curb lines the brick paving on the east side and defines the grass lawn in front (south) of the building. The area immediately west of the building is at a slightly higher grade and has a grass lawn. The only landscaping feature is a large bush on the east side.
2. **Historic landscape design:** A photograph taken in 1918 as the Post Office was being completed shows a concrete sidewalk extending east/west across the building's front lawn. The photograph also shows a lamppost southeast of the building. A series of concrete piers with chains separate the front lawn from South Avenue but none of these features are extant.
3. **Outbuildings:** Not applicable.

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¹ Property Record Card for Building No. 223, July 1954. NAVFAC Archive, Port Hueneme; Annual Reports of the Bureau of Yards and Docks from the U.S. Naval Air Station Pensacola, Florida, June 30 1918. NAVFAC Archive, Port Hueneme.

² Annual Reports of the Bureau of Yards and Docks from the U.S. Naval Air Station Pensacola, Florida, June 30 1918. NAVFAC Archive, Port Hueneme.

³ Coleman, James C. and Irene S. *Guardians on the Gulf: Pensacola Fortifications, 1698-1980* (Pensacola: Pensacola Historical Society, 1982), 7; Pearce, George F. *The U.S. Navy in Pensacola: From Sailing Ships to Naval Aviation (1825-1930)* (Pensacola: University of West Florida Press, 1980), 1.

⁴ Coleman, *Guardians on the Gulf*, 26-28.

⁵ *Ibid.*, 31.

⁶ Pearce, *U.S. Navy in Pensacola*, 3.

⁷ Coleman, *Guardians on the Gulf*, 5.

⁸ Pearce, *U.S. Navy in Pensacola*, 5-10.

⁹ *Ibid.*, 11-13.

¹⁰ *Ibid.*, 13, 18.

¹¹ *Ibid.*, 19.

¹² Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 465-466, ed. Paolo Coletta, 466 (Westport: Greenwood Press, 1985).

¹³ Coleman, *Guardians on the Gulf*, 33-37.

¹⁴ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, November 19, 1844. NAVFAC Archive, Port Hueneme.

¹⁵ 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.

¹⁶ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

¹⁷ 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.

¹⁸ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

¹⁹ *Ibid.*, 466-467.

²⁰ 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.

²¹ 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.

²² 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.

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

²⁴ Chief of BuDocks Smith to Commandant Armstrong, December 10, 1864, Record Group 45, Collection of the Office of Naval Records, Subject File U.S. Navy 1775-1910, Navy Yards, NARA, Washington, D.C.

²⁵ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 1, 1869. NAVFAC Archive, Port Hueneme.

²⁶ Pearce, *U.S. Navy in Pensacola*, 95; 98.

²⁷ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 26, 1883. NAVFAC Archive, Port Hueneme.

²⁸ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 1, 1901. NAVFAC Archive, Port Hueneme.

²⁹ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 468.

³⁰ *Ibid.* 468-469.

³¹ Pearce, *U.S. Navy in Pensacola*, 123-125.

³² Ibid., 128-129.

³³ Ibid., 132.

³⁴ Annual Report to the Bureau of Yards and Docks from U.S. Naval Air Station Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.

³⁵ Pearce, *U.S. Navy in Pensacola*, 134.

³⁶ Ibid.

³⁷ Ibid., 135.

³⁸ Ibid., 136.

³⁹ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

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

⁴¹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.

⁴² Corliss, Earle. *Activities of the Bureau of Yards and Docks, Navy Department, World War: 1917-1918* (Washington: U.S. Government Printing Office, 1921), 395.

⁴³ Ibid., 153.

⁴⁴ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 470.

⁴⁵ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1918, NAVFAC Archive, Port Hueneme.

⁴⁶ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁴⁷ Pearce, *U.S. Navy in Pensacola*, 159.

⁴⁸ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁴⁹ Pearce, *U.S. Navy in Pensacola*, 158.

⁵⁰ Ibid., 157.

⁵¹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1920. NAVFAC Archive, Port Hueneme.

⁵² Pearce, *U.S. Navy in Pensacola*, 165.

⁵³ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1923. NAVFAC Archive, Port Hueneme; Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1927. NAVFAC Archive, Port Hueneme.

⁵⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1927. NAVFAC Archive, Port Hueneme.

⁵⁵ Ibid.

⁵⁶ Pearce, *U.S. Navy in Pensacola*, 177-178.

⁵⁷ Ibid., 178-179.

⁵⁸ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936, 32. NAVFAC Archive, Port Hueneme.

⁵⁹ 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).

⁶⁰ Ibid., 33.

⁶¹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1937. NAVFAC Archive, Port Hueneme.

⁶² Ibid., 48.

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

⁶⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1938, 54. NAVFAC Archive, Port Hueneme.

⁶⁵ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1939, 19. NAVFAC Archive, Port Hueneme.

⁶⁶ 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.

⁶⁷ Shettle, 177.

⁶⁸ Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola*, (Pensacola: Pensacola Engraving Company, 1989), 127.

⁶⁹ *Ibid.*, 136.

⁷⁰ *Ibid.*, 149.

⁷¹ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, ed. Paolo Coletta, 474 (Westport: Greenwood Press, 1985).

⁷² *Ibid.*

⁷³ Pensacola Bay Area Chamber of Commerce, "NAS Pensacola: The Cradle of Naval Aviation," electronic document, www.pensacolachamber.com. Accessed February 18, 2005.

⁷⁴ *Ibid.*

⁷⁵ Property Record Card for Building No. 223, 2001. NAS Pensacola Public Works Office (Building No. 3560), NAS Pensacola, Florida.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: Original architectural drawings for Building No. 223 are on file with contractors Hill-Griffin, Building No. 458 at NAS Pensacola, Pensacola, Florida. Plans used for this documentation effort include the following:

1. Drawing No. 1391, "Building No. 223: Post Office," dated June 19, 1918.

Alteration and renovation drawings for Building No. 223 are on file with contractors Hill-Griffin, Building No. 458 at NAS Pensacola, Pensacola, Florida. Plans for major alterations include the following:

1. NAS Drawing Nos. 6752-6753 "Post Office: Building 223 Alterations and Additions," dated October 15, 1940.
2. NAS Drawing Nos. 20733-20737, "Addition to Post Office Bldg. #223," dated February 10, 1943.

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, NARA, College Park, Maryland.

C. Interviews: None conducted.

D. Bibliography:

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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. 223 at NAS Pensacola, Florida, was undertaken from July to October 2005 by HHM Inc, of Austin, Texas, in accordance with a Memorandum of Agreement among DON, NAS Pensacola, and the Florida State Historic Preservation Officer. The project was sponsored by DON, Naval Facilities Engineering Command, Engineering Field Division South (NAVFAC EFD SOUTH), Charleston, South Carolina, and managed by Ron N. Johnson, Registered Preservation Architect, Head of Cultural Resources Branch, and Historic Preservation Officer for NAVFAC EFD SOUTH. The principals involved in managing the documentation included Rick Mitchell (HHM), Project Director; Laurie A. Gotcher (HHM), Project Manager; and David Moore (HHM), Quality Assurance Manager. The fieldwork was conducted by Jennifer Ross (HHM), Architectural Historian, and Leah Roberson (HHM), Field Technician. Mr. Moore and Lisa E. Worley (HHM), Historian, prepared the significance, architectural, and building history documentation sections. Olivia Chacón (HHM), Architectural Historian, prepared the general historic context. Ms. Chacón, Ms. Ross, Marlene E. Heck, Ph.D. (HHM), Senior Architectural Historian, 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 undertaken by Karen Hughes (HHM), Architectural Historian, and Justin Edgington (HHM), Historian.