

U.S. NAVAL AIR STATION, SENIOR OFFICERS' QUARTERS Q-2  
(Q-2)  
(Quarter I)  
Q-2 North Avenue  
Pensacola  
Escambia County  
Florida

HABS FL-515  
FL-515

HABS  
FL-515

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, SENIOR OFFICERS' QUARTERS (Quarters 2)

(U.S. Naval Air Station, Q-2)

(U.S. Naval Air Station, Quarters I)

HABS No. FL-515

Location: Q-2 North Avenue  
Pensacola  
Escambia County  
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator Coordinates:  
Zone 16, 474348E, 3357487N

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: Unoccupied

Present Use: Vacant; however, it was used for residential purposes prior to Hurricane Ivan.

Significance: Constructed in 1875, Quarters 2 played an important mission-support role as senior officer housing at both the Pensacola Navy Yard and at Naval Air Station (NAS) Pensacola. Located on North Avenue, Quarters 2 functioned almost continuously as senior officer housing from 1875 until September 2004. Quarters 2 is located in the southeastern section of NAS Pensacola, within the boundaries of the Pensacola Naval Air Station Historic District, which is listed in the National Register of Historic Places. The National Park Service designated this district as a National Historic Landmark (NHL) in 1976. The two-story, irregular-plan, masonry and wood-frame building features a hipped roof and prominent covered porches wrapping around three sides of the building. The building displays slight Italianate influences in its architectural ornamentation. The interior retains distinctive decorative millwork dating to the building's nineteenth-century renovation.

Quarters 2 incorporates an earlier ca. 1850s masonry structure as part of its first floor. A particular architect or designer and contractor cannot be identified for the quarters. In appearance, Quarters 2, with its wide, wraparound porches, resembled the original pre-Civil War quarters that had previously occupied the site. Modifications to the original structure included the addition of a masonry second story in 1875 when Quarters 2 assumed its current appearance, with wood-framed covered porches added at the same time. A ca. 1875 two-story wood-frame addition to the north end of Quarters 2 as well as a ca. 1942 one-story expansion allowed for additional living space for occupants and the modernization of the quarters over time.

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As one of the eight remaining officers' quarters along North Avenue that date to the Pensacola Navy Yard period, Quarters 2 provides a symbolic and tangible link to the Navy's nineteenth-century military presence in the Pensacola Bay area. Quarters 2 provided housing for senior officers assigned to the navy yard and to the air station almost continuously since 1875. Despite the additions and other exterior changes, the building remains recognizable to its original 1875 appearance. Quarters 2 remains a good example of military residential architecture from the mid- to late nineteenth century.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: An NAS Pensacola property record card dated August 1954 lists 1875 as the date of construction for Quarters 2. Correspondence obtained from the National Archives and Records Administration (NARA) dating from 1874 and 1875 from the Commandant, Pensacola Navy Yard to the Bureau of Yards and Docks (BuDocks) corroborates this date. The 1875 structure incorporated a one-story masonry building dating to ca. 1850.
2. Architect(s): Not known.
3. Original and subsequent owners, occupants, uses: United States of America, DON; used as Paymaster's Quarters, Public Housing Senior Officers.
4. Builder, contractor, suppliers: Not known.
5. Original plans and construction: Quarters 2 currently exhibits an irregular plan comprised of a rectangular-plan, load-bearing masonry central mass and rectangular-plan, wood-frame extensions to the north facade. The core of Quarters 2 was originally constructed as a detached kitchen for earlier wood-frame, officers' quarters. As-built architectural plans that date from the resource's original construction were not located during the current study. However, an architectural plan from 1871, entitled "Temporary Officers Quarters," depicts the conversion of the ca. 1850 brick building from a kitchen to a residence. According to this plan, Quarters I, as Quarters 2 was known in the nineteenth century, was a one-story, linear plan building that was divided into a parlor and three chambers. On the west facade, four exterior doors provided access to each of the four rooms. Based on elevations for nearby temporary Quarters H, the temporary Quarters 2 would have also featured a gabled roof with a stepped parapet, an interior chimney, and six-over-six windows. The one-story building remained temporary quarters until 1875, the construction date given for this report, when Quarters 2 was raised to two stories to serve as a permanent residence. Original plans for the 1875 permanent Quarters 2 were not located as a part of this study. In appearance, the 1875 two-bay, two-story masonry building with its wide, wood-frame covered porches resembled the earlier quarters that stood on the same parcel of land, according to a rare 1861 photo of North Avenue. Architectural plans for similar permanent quarters from the 1870s and early 1880s have been located at NARA; plans for subsequent alterations of Quarters 2 are also on file at NARA and with contractors Hill-Griffin at NAS Pensacola (Building No. 458), Pensacola, Florida.

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6. Alterations and additions: Plans or sketches have not been located to indicate the original appearance or layout of the ca. 1850 masonry kitchens associated with each of the original officers' quarters on North Avenue. However, an 1871 plan on file at NARA entitled "Temporary Officers Quarters" shows alterations to the kitchens that the Navy undertook to provide temporary quarters for officers after the original wood-frame quarters had burned. The floor plan of Quarters I, as Quarters 2 was known in the nineteenth century, depicts the temporary quarters as divided into a parlor and three chambers. On the west facade, four exterior doors provide access to each of the four rooms. Based on elevations for nearby Quarters H, Quarters 2 may have also featured a gable roof, an interior chimney, and six-over-six, double-hung windows.

In 1875, the Navy retrofitted the one-story Quarters I with a brick second story, as well as a hipped roof and a wide, wood two-story porch wrapping around the east, south, and west facades. The masonry portion of the building measured approximately 50' x 18'. It is likely that wood casement windows were installed during this upgrade. Architectural drawings on file at NARA dated 1875 indicate that a two-story, wood-frame addition was added to similar quarters. Correspondence from this period regarding Quarters 2 corroborates the changes depicted in the drawings; however, the addition did not appear on Quarters 2 until 1903 on installation maps.<sup>1</sup> The two-story frame addition added to the north end of the original quarters housed a kitchen, china closet, and store room on the first floor and a bedroom, bathroom, and linen closet on the second floor. A base map from 1903 on file at NARA reveals that exterior site modifications included the installation of a sidewalk leading to the front door from North Avenue.

As indicated by a plumbing plan on file at NARA, a small divided bathroom was added to the west side of the second floor by 1908. Connected to one another by a narrow door, the southernmost room included a water closet and lavatory. The adjacent room, with nearly twice the width at 9'-1" x 6'-4", contained a lavatory and a bathtub. These plans also show a one-story kitchen and hall addition measuring approximately 18' x 19' at the north end of Quarters 2. With the addition of a new kitchen, the first floor of the ca. 1875 wood-frame addition was converted to a dining room with a fireplace located just off-center of the north wall. The renovations also included the addition of a servant's bathroom to the existing servant's quarters approximately 81' from the north wall of the new kitchen addition. This bathroom contained a lavatory, water closet, and bathtub. Installation maps obtained from NARA indicate that the renovations to Quarters 2 were completed by 1910.

A base map obtained at NAS Pensacola indicates that a brick patio was installed between Quarters 2 and 3 in ca. 1916. The map also illustrates a new road was constructed behind the quarters with a separate drive connecting Quarters 2 and Quarters 3 to the road. The drive ended at the north addition, probably at the one-car garage shown in later architectural drawings.

Based on a 1935 floor plan on file at NAS Pensacola, some time prior to 1935 a bathroom was added to the east side of the second floor, set within an enclosed portion of the porch.

Measuring 13'-7" x 9'-6", the bathroom included a water closet, bathtub, and lavatory. This

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1935 plan also indicates that a one-car garage was added to the ca. 1908 kitchen addition. A 1927 installation map first illustrates a driveway to Quarters 2. Piping that provided steam heat from a central generating plant was installed in Quarters 2 in ca. 1935, according to the BuDocks annual report of the station's activities.<sup>2</sup> Radiators are shown in each room in plans from this period.

Plans on file at NAS Pensacola indicate that a half bath was added to the first floor in 1938. The room, with ceramic tile floors and a 6" ceramic wall base measured approximately 9'-9" x 5'-6" and featured a water closet and lavatory. A portion of the northernmost edge of the west porch was enclosed to create the bathroom.

According to installation maps on file at NARA and physical evidence, the one-car garage was renovated ca. 1943 and converted to a double-car garage. The renovations also included the addition of a storage room and utility room.

Existing plans from the period on file at NAS Pensacola indicate that the bathroom and toilet room at the northwest corner of the second floor were renovated between 1938 and 1964. The renovations enlarged the bathroom, removed the bathtub, and added a new lavatory, water closet, and shower. The toilet room was also enlarged to a full bath, which included a water closet, lavatory, and bathtub with shower.

In 1972, the second story underwent several modifications, depicted on plans that are on file at NAS Pensacola. The wall between a small guest bedroom and large hall was removed to create a larger master bedroom at the north end of the frame addition. The porch on the west side of the building was enclosed, and four sets of tripled six-over-six light double-hung sash windows were added to create a wide gallery/study. Doorways between bedrooms were blocked or filled in to create closets, with the main entry/exit from the rooms intended to be through the enclosed gallery. A smaller section of the eastern porch was enclosed, and one double-hung window added to create a large storage closet for the southernmost bedroom.

Metal awnings were installed along the first-floor exterior porch in 1980, according to architectural drawings on file at NAS Pensacola.

In late 1998, the Navy began the application of vinyl siding on several of the quarters on North Avenue, as outlined in correspondence on file at NAS Pensacola.<sup>3</sup> Vinyl was applied to the wood-frame additions of Quarters 2 as well as the exterior walls of the second-story porch enclosures. New seamless gutters were added to replace the old gutter system at the same time.

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

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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 Quarters 2 within a national, regional, and local context.

In the decade prior to the outbreak of the Civil War, the navy yard's North Avenue featured twelve, two-story officers' quarters arrayed symmetrically on either side of the more prominent Commandant's Quarters. Confederate troops occupied the Pensacola Navy Yard from 1861 to 1862. Upon their departure, the retreating soldiers set fire to the yard, destroying most of the installation's structures, including the housing along North Avenue. A few masonry buildings remained at the yard, and among these were the detached kitchens and stables associated with North Avenue's quarters. In the immediate post-war period, the Navy adapted the remaining kitchens into less-than-ideal temporary quarters for the returning officers, adding hastily framed room additions onto the masonry core of the building. With the exception of the Commandant's Quarters, repeated requests for better accommodations resulted in funding for the remaining quarters that allowed only for piecemeal improvements of the temporary residences. Many of the brick kitchens were eventually renovated into two-story quarters prior to the navy yard's seventeen-year closure in 1883.

Quarters 2 dates to 1875, when the Navy retrofitted the former kitchen to serve as housing. The officer fulfilling the role of paymaster resided in the residence for several years. In subsequent decades, Quarters 2 provided on-base housing for senior officers stationed at both the Pensacola Navy Yard and NAS

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Pensacola. The original one-story masonry construction of Quarters 2 is associated with the pre-Civil War Pensacola Navy Yard. Most of the building's current configuration dates primarily to the post-Civil War navy yard period.

***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.<sup>4</sup> 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.<sup>5</sup> 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.<sup>6</sup>

***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.<sup>7</sup> 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.”<sup>8</sup> 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

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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.<sup>9</sup>

President John Quincy Adams approved the site selected a day after the report was delivered to him on December 2, 1825, and assigned Commodore Warrington as the first commandant of the Pensacola Navy Yard. Warrington arrived back at Pensacola in April 1826, and construction was soon underway. Construction materials, however, were difficult and expensive to acquire, as was skilled labor. Both had to be brought from the east at inflated prices, although southern slaves apparently provided menial labor at a lesser charge. Due to the high cost and delay in acquiring men and materials, as well as the onset of yellow fever epidemics in summer 1826 and 1827, construction proceeded slowly, and most facilities were left in a primitive state for some time.<sup>10</sup>

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.<sup>11</sup> 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."<sup>12</sup> 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."<sup>13</sup>

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.<sup>14</sup>

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.<sup>15</sup>

An act of Congress dated July 1, 1844, authorized construction of the permanent wharf, although little action seems to have been taken afterward.<sup>16</sup> 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.<sup>17</sup> 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.<sup>18</sup> 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.<sup>19</sup>

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.

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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.<sup>20</sup> The BuDocks Report to the Secretary of the Navy on November 4, 1862, states:

The yard at this place has also been repossessed by the government, but, like that of Norfolk, was found a mass of ruins, the buildings having been burnt and every effort made to destroy all the government property....A statement of the bids received and contracts entered into by this bureau, for the fiscal year ending June 30, 1863, will be presented at as early a day as practicable.<sup>21</sup>

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....<sup>22</sup>

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.<sup>23</sup>

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."<sup>24</sup> 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).<sup>25</sup>

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."<sup>26</sup>

Although the Pensacola installation was not abandoned, work to repair the damage of the Civil War was again slowed by poor funding and an ambiguous status within the Navy. Appropriations were too small to permit large-scale building, although work on the Commandant's Quarters did continue. Commandant Woolsey was even permitted a trip to New York accompanied by the architect of BuDocks to choose prefabricated windows, doors, and other accessories for his new home. The other officers' quarters, however, still consisted of the brick kitchens of the old quarters with makeshift porches and sheds added for increased living space (*Figure 2*). 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. Quarters 2, which had been retrofitted with a second story as well as a wood-frame addition by 1875, housed the navy yard's Paymaster. Despite the improvements, one visitor to the yard in 1881 called the lower floors of the improved quarters "uninhabitable."<sup>27</sup>

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.<sup>28</sup> 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.<sup>29</sup>

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.<sup>30</sup>

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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 3 and 4*).<sup>31</sup>

***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.<sup>32</sup>

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.<sup>33</sup>

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

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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.<sup>34</sup>

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.<sup>35</sup> 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."<sup>36</sup> Lacking adequate housing on base, the aviation unit made their home aboard the *Mississippi* and turned their attention to the work at hand. After clearing the beach, the men erected ten temporary canvas hangars along the beach, each with an individual wood runway extending down to the water to ease the planes over the thick sand. In less than two weeks, aviators made the first flight at the new aeronautic station.<sup>37</sup>

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.<sup>38</sup> 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.<sup>39</sup>

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."<sup>40</sup> 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

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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.<sup>41</sup>

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.<sup>42</sup> 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."<sup>43</sup> 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.<sup>44</sup> By the end of the war in November 1918, over 100 new buildings had been erected and four temporary camps established outside the bounds of the station to serve the needs of the growing training programs. A major extension to the original navy yard was made to the north, in compliance with Commandant Mustin's recommendation. In addition, Camp Bennett to the west, Camp Mustin to the south, Camp Saufley on Santa Rosa Island, and Camp Bronson north of Pensacola, were all established either to house and process incoming recruits or to serve as training grounds.<sup>45</sup> 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.<sup>46</sup>

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."<sup>47</sup> In fact, most naval aviators serving in Europe spent their missions patrolling coastlines for mines and submarines, and bombing submarine bases.<sup>48</sup> 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.<sup>49</sup>

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.<sup>50</sup> 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.<sup>51</sup> 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 5*).

### ***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.<sup>52</sup> 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.<sup>53</sup> 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 re-sodded in 1923 to accommodate landplanes. It was enlarged again in 1926.<sup>54</sup> 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.<sup>55</sup>

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

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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.<sup>56</sup>

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.<sup>57</sup> 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.<sup>58</sup>

#### ***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.<sup>59</sup>

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.<sup>60</sup> 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."<sup>61</sup> 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."<sup>62</sup>

A valuable construction program at NAS Pensacola was obtained by BuDocks through the Works

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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.”<sup>63</sup> In addition, the 457 workers employed on the job helped to prepare the new Corry Field on leased property northwest of the station.<sup>64</sup> 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.”<sup>65</sup> 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.”<sup>66</sup> 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—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.<sup>67</sup>

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.<sup>68</sup> 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

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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.<sup>69</sup> 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.<sup>70</sup>

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."<sup>71</sup> 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 6*). 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.<sup>72</sup>

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.<sup>73</sup>

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

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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.<sup>74</sup>

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***

Quarters 2, which attained its current form in 1875, remains among eight extant officers' quarters retaining elements of the original thirteen that were constructed along North Avenue in 1849 and 1850.<sup>75</sup> The 1875 building surrounds and incorporates a rectangular-plan, one-story masonry structure dating to ca. 1850. The one-story brick building served as a detached kitchen for earlier wood-frame officers' quarters in nearly the same location at the Pensacola Navy Yard. The original officers' quarters were arrayed symmetrically on either side of the Commandant's Quarters, which sat at the terminus of Central Avenue, symbolically commanding the northward vista from the waterfront and the yard. The highest ranking officers resided closest to the commandant's house. All navy yards of the period provided housing for their officers, since they were expected to respond to any emergencies and held the responsibility for defending the yards from attack.

The earlier quarters were destroyed in fires set by retreating Confederate soldiers who had occupied the yard during the early years of the Civil War. Without these quarters, the living conditions for federal officers returning to the yard were grim. Although a succession of commanding officers requested funding for improving quarters, little money or attention was likely available for quarters at the yard while the war continued.

The housing limitations endured after the end of the conflict for several years. For the decade following the end of the Civil War, officers lived in 'temporary quarters,' or the original brick kitchens that were retrofitted into a parlor and varying numbers of chambers. The majority of funding that was allocated to

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the Pensacola Navy Yard went toward construction of mission-oriented facilities and infrastructure, but minute amounts trickled in for improving the living arrangements at the quarters. Temporary wood kitchens and other rooms were attached to the masonry buildings to provide additional living space. According to a sketch provided to BuDocks in 1871, Quarters 2, inhabited at that time by the Chief Engineer, included a parlor and three chambers in the masonry wing, and a dining room, kitchen, and gallery as wood-frame attachments.<sup>76</sup>

While the elaborate Italianate-styled Commandant's Quarters, (Quarters A), received the most funding and attention of all the residential buildings in the post-war funding environment, appropriations also allowed for the more piecemeal improvement of nearby quarters.<sup>77</sup> The antebellum Commandant's Quarters functioned originally as the anchor of a symmetrical residential streetscape, and in this tradition the new Commandant's Quarters remained the focal point of the neighborhood. However, the piecemeal progress and pattern of renovations in the neighborhood left an uneven number of residences and cottages, or former kitchens, on either side of Quarters A. On the east side of Quarters A, work had begun on Quarters 2 by November 1874.<sup>78</sup>

By June 1875, the building was in such a state of completion that the commandant requested \$265.00 in funds for "one coat of paint" for Quarters I, as Quarters 2 was known for many years.<sup>79</sup> According to architectural plans from the period on file at NARA, the masonry second story and wide porches were added during the retrofit of the kitchen building. A two-story, wood-frame addition to the north end of Quarters 2 provided expanded living space with the addition of a dining room/kitchen on the first floor and another bedroom on the second floor.

The annual report of BuDocks for 1881 states that six of ten temporary officers' quarters, including Quarters 2, had been rebuilt into two-story structures, most featuring a prominent porch. A request for funding to retrofit the remaining four temporary quarters met with limited success.<sup>80</sup> By 1882, the request for funding was reduced to monies needed for re-building three quarters.<sup>81</sup> The last three one-story quarters remained as cottages for the duration of the nineteenth century. However, full-height, wraparound porches are evident on all of the two-story quarters on an illustrated 1885 bird's-eye view map of the yard.<sup>82</sup>

The Navy closed the installation from 1883 to 1900, during which time all buildings at the yard, including the quarters, received only minimal upkeep. Once the yard reopened, a number of changes occurred along North Avenue in the early years of the twentieth century, as illustrated by base maps of the period. When the yard reopened in 1900, three quarters and one cottage were found to the east of Quarters A, but by 1903, only Quarters 2 and 3 and the cottage remained. The neighborhood to the west of Quarters A remained more densely developed, with Quarters 4 through 8, along with various outbuildings such as servant's quarters and stables.

In 1903, improvements along North Avenue included the installation of grassy median strips that divided the road into two one-way lanes, enhancing the residential feel and quality of the neighborhood that contrasted with the activity in the rest of the yard. A low masonry wall and widening of the sidewalk in front of the residences further isolated the row of residences from the yard. The overall effect was that of a cohesive neighborhood with the elaborate Commandant's Quarters at its center, connected to the rest of the yard by tree-lined Central Avenue. An installation map dated 1903 on file at NARA also shows paved sidewalks leading to individual quarters, including Quarters 2. By 1905, after the completion of additions

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to Quarters 7 and 8, the neighborhood had achieved its present configuration.

According to plans on file at NAS Pensacola, by 1908 a bathroom had been installed on the second floor of Quarters 2 to provide additional amenities to the paymaster and his family. By 1910, a small, one-story kitchen addition appears on base maps on file at NARA, along with a small wood-frame, gable-roof building in the location of what was for many years the servant's quarters/guest cottage.

The Navy permanently closed the Pensacola Navy Yard in 1911, but reopened the facility in 1914 as Naval Aeronautical Station Pensacola. Many of the yard's original buildings were retrofitted for new uses, whereas the quarters continued to provide accommodations for higher ranking officers assigned to the station. A ca. 1915 photograph from the Public Affairs Office (PAO) at NAS Pensacola shows a separate wood-frame, gable-roof building, probably the servant's quarters, in place at the far north end of Quarters 2. By 1916, Quarters 2 housed the Commanding Officer of the Marines, according to an installation map on file at NARA. The Navy built hangars and structures to accommodate the station's dirigibles to the northeast of North Avenue during the war, the first of a series of base expansions that would eventually surround the neighborhood with mission-related offices and industrial buildings (*Figure 7*).

Technological improvements at the expanding air station brought quality-of-life improvements to the officers' quarters, as well. In December 1922, a centralized heating system was installed in the quarters.<sup>83</sup> According to a ca. 1927 installation map on file at NAS Pensacola, site improvements included the construction of a brick patio between Quarters 2 and 3 and the paving of a shared driveway at the rear of the quarters. The driveway connected to the newly paved service road that ran parallel to the old navy yard wall between West and East Avenues. Automobile ownership was becoming much more prevalent among the population in general, and military personnel followed the trend. Architectural plans on file at NAS Pensacola for Quarters 2 indicate that an auto parking shed had been attached to the kitchen extension between 1908 and 1935. By 1929, an installation map on file at NAS Pensacola indicates that the officer in charge of aviation training inhabited Quarters 2.

With the change in mission at the station came several notable changes to the surrounding landscape, as base operations shifted inland from the waterfront and as aircraft technology evolved. The construction of the massive Assembly and Repair Shop (Building No. 604, HABS No. FL-494) to the south of Quarters 2 was underway by 1934. Where residential buildings from the town of Woolsey had been found for more than eight decades just beyond the navy yard wall from the back yards of North Avenue, the runways of Chevalier Field and its supporting hangars had obliterated most signs of the nearby community. By ca. 1936, the dirigible support facilities to the northeast were demolished. The Navy began construction on additional officer housing in 1936 along Billingsley Drive and Cabaniss Crescent on higher ground at some distance from North Avenue. However, despite the conveniences that the more modern housing offered, the station's most senior officers continued to reside in the prestigious historic residences in proximity to the Commandant's Quarters along North Avenue.

The Navy continued providing other upgrades to Quarters 2 during the 1930s, according to period architectural and plumbing plans on file at NAS Pensacola, with the addition of bathrooms on each floor. In the early 1940s the kitchen/garage extension was expanded to provide an additional garage bay and another storage room.

By 1941, the Navy had built the enormous Overhaul and Repair (Building No. 631) to the east of

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Quarters 2, blocking the view line to the water that the building's inhabitants had long enjoyed. By the end of World War II, industrial and mission-related buildings surrounded North Avenue. *Figure 8* illustrates how isolated the North Avenue neighborhood was from any other residential areas, a situation that lasted for more than six decades until the present.

Sitting as it does on a hurricane-prone coastline, Quarters 2 sustained storm damage repeatedly throughout its existence. Annual reports from various years relate a series of expenditures to repair storm-related deficiencies. For example, in the fiscal year ending June 30, 1918, \$3,827.00 had been spent on Quarters 2 and 3 to repair damage sustained during the hurricane of September 28, 1917.<sup>84</sup> In 1934 an early morning cyclone skipped across the air station, lifting the roof more than a foot off of the foundry and carrying off two outhouses, one of them from Quarters 2.<sup>85</sup> Not all of the Navy's work on Quarters 2, however, reflected the repairs necessitated by storms. General maintenance of the quarters in a damp, sub-tropical environment, along with the modernization of the aging housing stock along North Avenue, necessitated regular expenditures.

The next major interior alterations for Quarters 2 occurred in 1972 with the re-configuration of the second-story bedrooms that allowed for creation of a large master bedroom at the north end of the building and more privacy for the remaining bedrooms. While these alterations were occurring, the Navy also chose to upgrade the kitchen on the first floor, according to plans on file at NAS Pensacola.

The servant's quarters/guest quarters building was removed from the property at some point between 1983 and 2004. When Hurricane Ivan struck, the Chief of Staff for Commander Naval Education and Training (CNET) resided in Quarters 2 (*Figure 9*).

Prepared by: Anna Madrona, Senior Historian  
Olivia Chacón, Architectural Historian  
Affiliation: HHM Inc.  
Date: November 2005

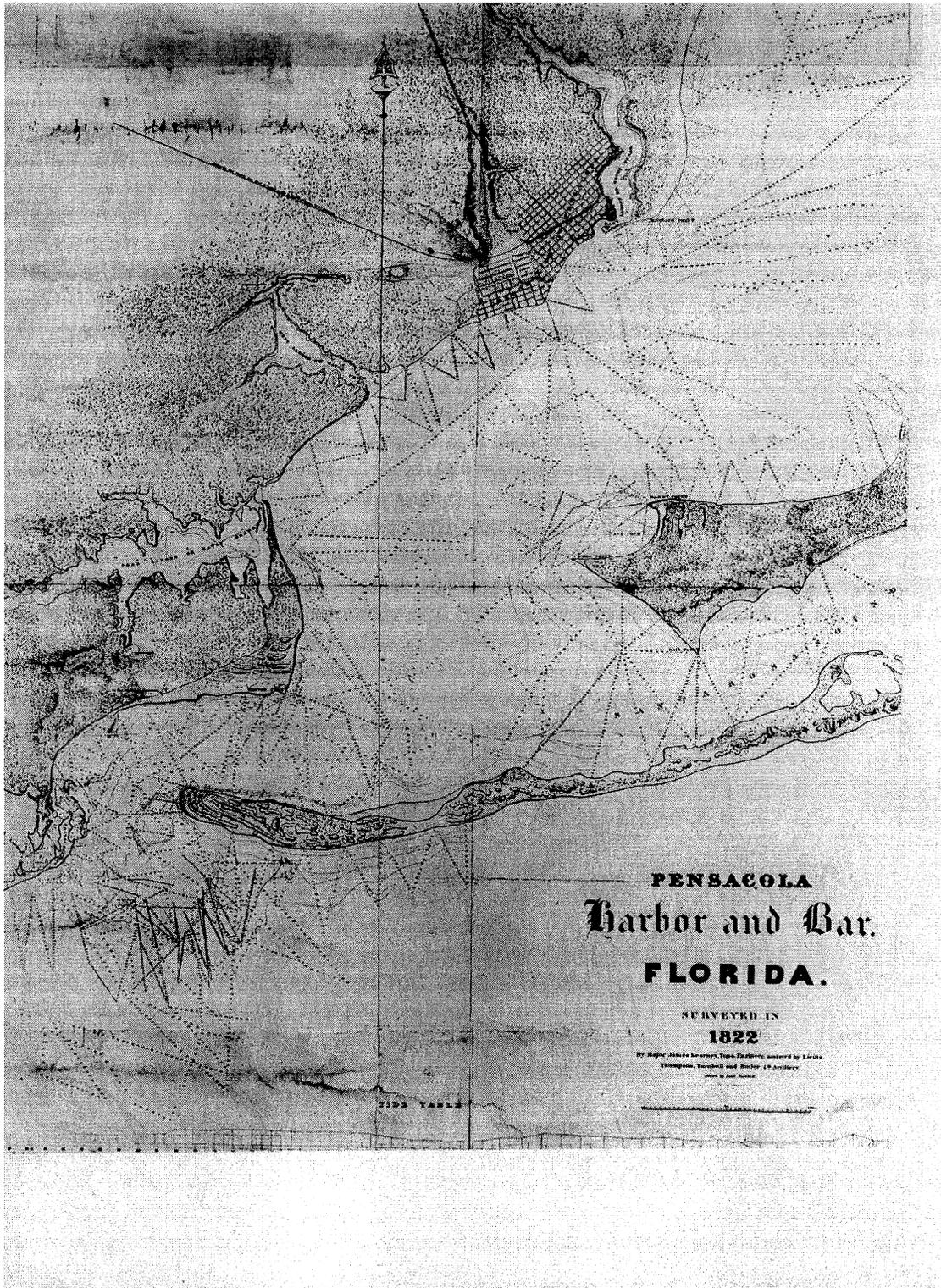
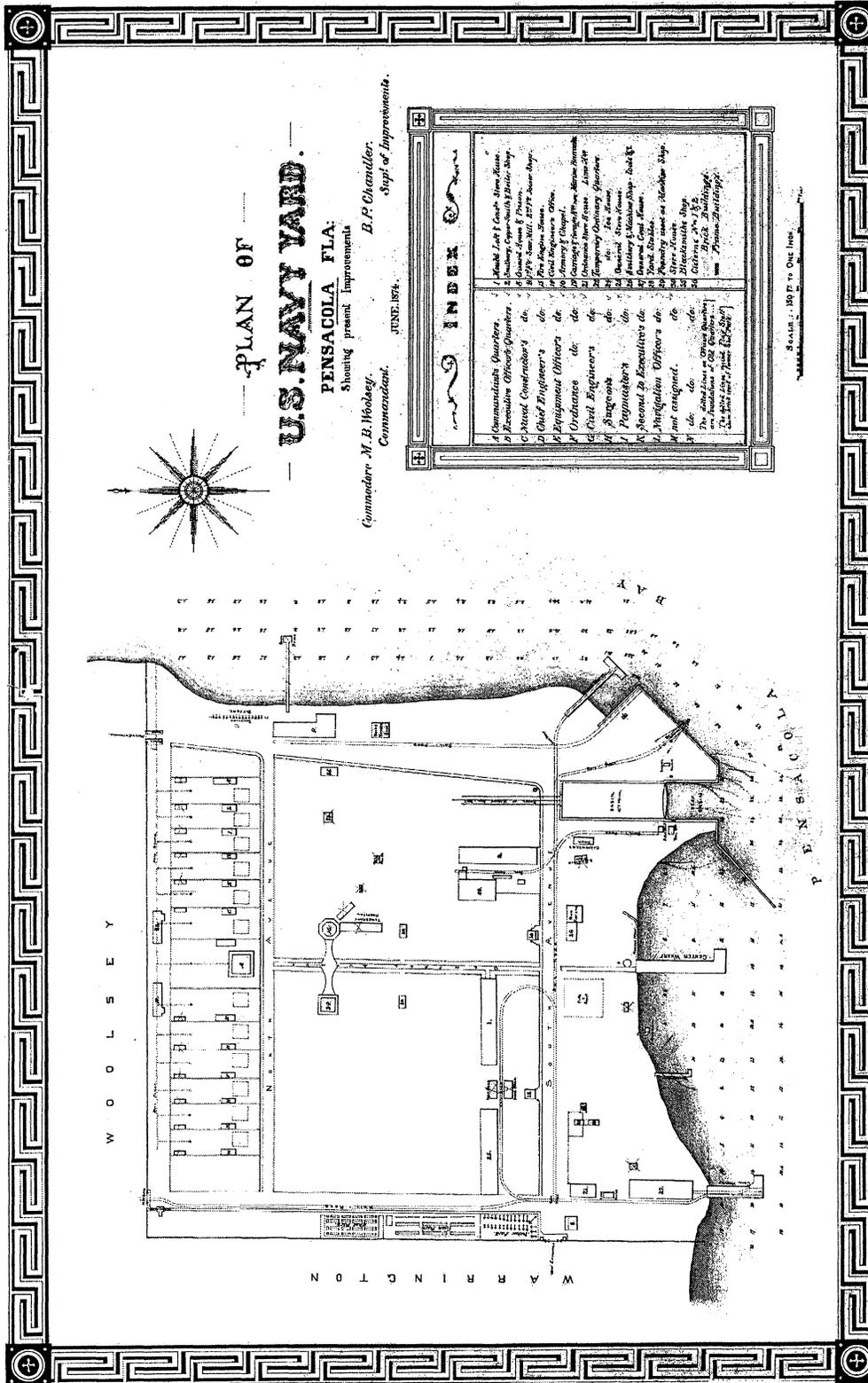


Figure 1. Map and Tide Table of the Pensacola Bay surveyed by the U.S. Army 4th Artillery in 1822, a year after Spain's transfer of Florida to the United States (Map courtesy of the Public Affairs Office, NAS Pensacola, Florida).

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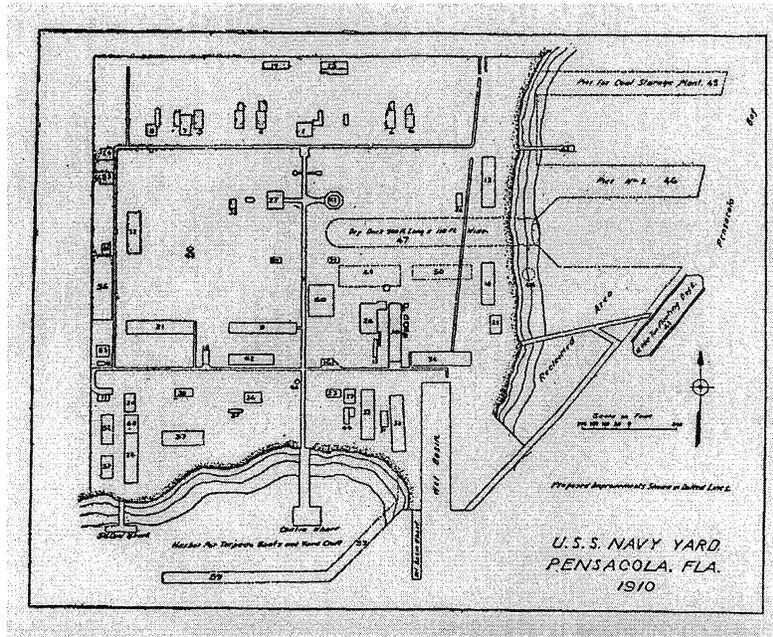


PENSACOLA  
 No. 10 P. in Dec. 1874  
 Map

Figure 2. Site plan of the Pensacola Navy Yard, dated June 1874. Note the North Avenue neighborhood to the north. This map depicts each quarter, its outbuilding, and the associated stables (Photo courtesy of NARA, College Park, Maryland).

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Figures 3 and 4. 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).



INDEX TO BUILDINGS

U. S. NAVY YARD, 1910

- |  |  |
|--|--|
| 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, Boatshop and Shipwrights   | 44. Coal and coke storage                              |
| 10. Foundry and Boppershop   | 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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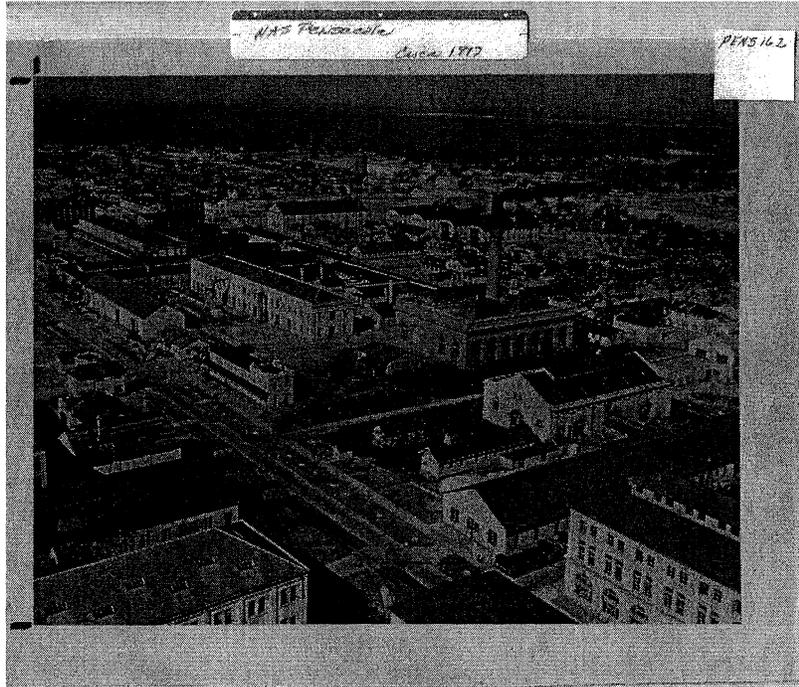


Figure 5. Bird's-eye view of NAS Pensacola ca. 1917 (Photo courtesy of the Naval Aviation Museum, NAS Pensacola, Florida).



Figure 6. 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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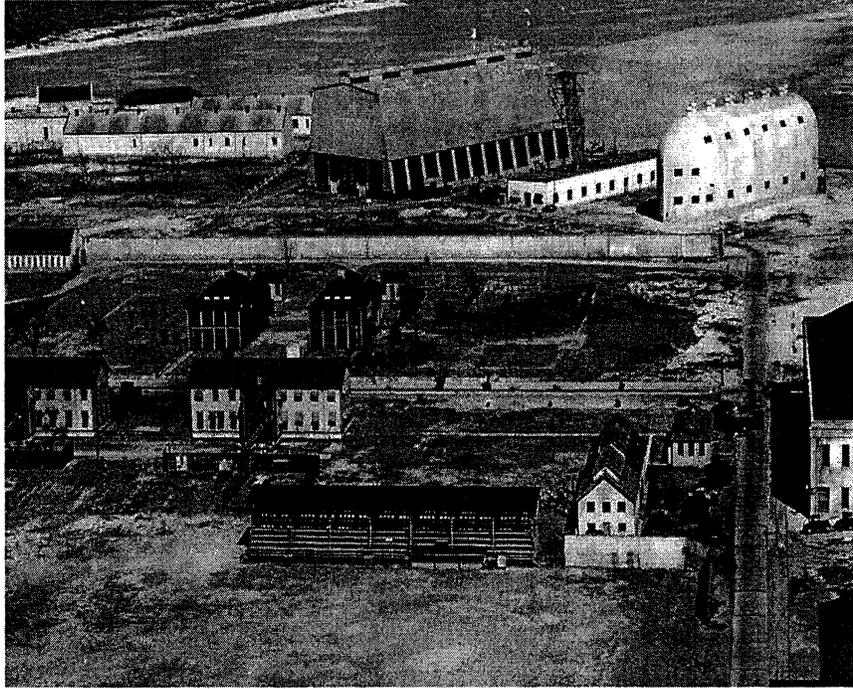
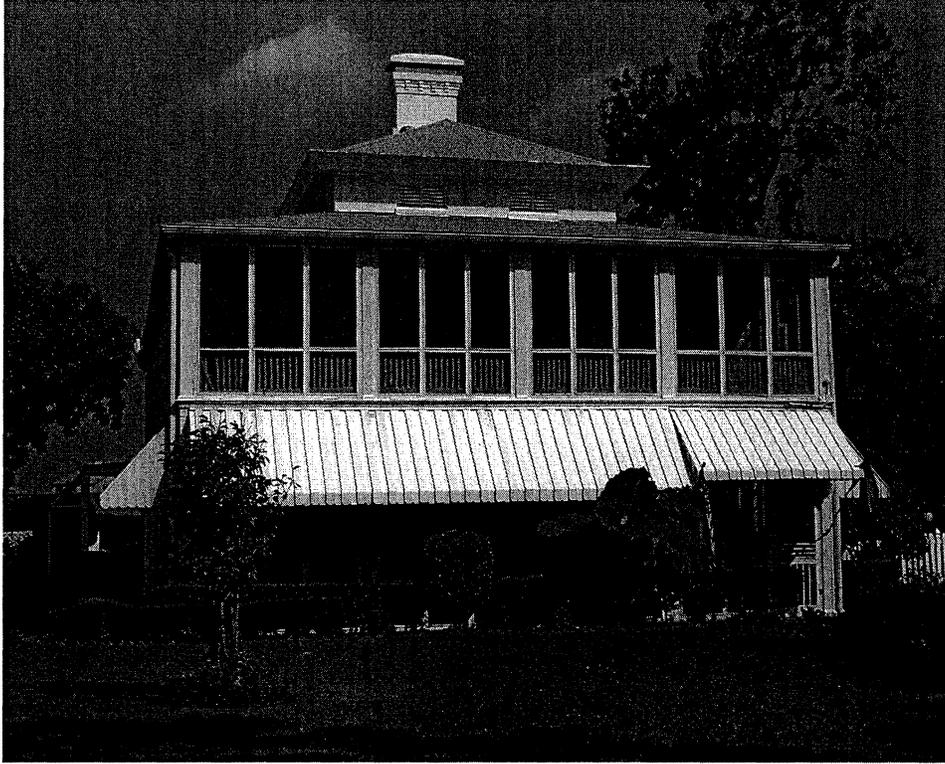


Figure 7. *Quarters 2, ca. 1928 (Photo courtesy of the Public Affairs Office, NAS Pensacola).*



Figure 8. *Aerial photo from 1986 illustrating how industrial and mission-related buildings encircle North Avenue's residential area. Quarters 2 and 3 are found to the center right (Photo courtesy of the Public Works Center, NAS Pensacola).*

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*Figure 9. Quarters 2 as it appeared in 2002 (Photo courtesy of HHM Inc., Austin, Texas).*

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Constructed in 1875, but incorporating an earlier ca. 1850 brick structure, Quarters 2 is a two-story, masonry and wood-frame building that exhibits Italianate design influences. The exterior walls of Quarters 2 are clad with original brick, and, prior to Hurricane Ivan, screen panels were located on the full-height covered porch that wraps around the east, south, and north facades. The hipped roof, boxed overhanging eaves, and paired decorative wood brackets comprise the most architecturally distinctive elements of Quarters 2. The building features both two and one-story, wood-frame additions on its north end, the walls of which are clad in vinyl siding. The additions date to ca. 1875, ca. 1908, and ca. 1943.
2. Condition of fabric: Quarters 2 remains structurally sound; however, as a result of Hurricane Ivan, the building sustained minor damage. Mortar between bricks on both the foundation and first-floor walls is deteriorating or missing. Porch screening, most first-floor exterior doors, and several windows are missing, while other windows are without glazing. Many composition shingles are missing from the roof, and the roofline and column at the northern end of the second-story porch on the west facade sustained damage from a fallen tree. Exterior light fixtures are damaged or missing. On the interior, flooding necessitated the removal of much of the gypsum wallboard on the first floor. Wood-floor finishes are water damaged, as well, and carpeting that covered other floors, such as in the master bedroom, has been removed. Kitchen cabinetry, plumbing fixtures, a water heater and HVAC units have been removed from the property. Ornamental vegetation on the site has been damaged by wind, flooding, and salt water.

B. Description of Exterior:

1. Overall dimensions: A two-story, rectangular masonry dwelling composed of linearly arranged rooms, Quarters 2 is wrapped on three sides by full-height porches. The front facade contains two bays of fenestration. Wood-frame additions to the north facade include both two-story and one-story sections. The two-story portion of the house measures approximately 38' x 78' x 36', while the rear one-story extension measures approximately 20' x 49' x 24'.
2. Foundation: The original masonry building features a foundation of stepped masonry footings with isolated masonry piers. The ca. 1875 two-story addition and ca. 1908 one-story kitchen addition to the north rest on a continuous brick perimeter wall with interior brick piers on concrete footings, while the later one-story garage rear addition sits on a concrete slab-on-grade foundation.
3. Walls: Quarters 2 features two exterior finish materials. The original masonry walls are painted brick in a common bond pattern with a header row every sixth course. The masonry walls are exposed inside the covered porch on the east, south, and west facades of the building. Stone window sills comprise the only decorative features on the exterior walls of the original building. Vinyl siding covers the original board-and-batten wood siding on the two-story northern addition, as well as the horizontal wood tongue-and-groove siding on the one-story kitchen/garage addition.

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4. Structural system: The primary structural system of Quarters 2 is un-reinforced, load-bearing brick, 1'-6" thick, in a common bond pattern. The ca. 1875 two-story and ca. 1908 and ca. 1943 one-story additions feature conventional wood framing. Floor and roof systems use conventional wood framing.
5. Porches, stoops, exterior stairways: Two wood-frame porches are found on Quarters 2. A full-height, hipped-roof porch wraps around the east, south, and west facades of the original two-story masonry portion of the building. The porch's structural elements include beveled wood 8" square columns. The building's second story features some intact wood railings and balustrades; however, many were lost to storm damage. Prior to Hurricane Ivan, the porch featured screen panels on both stories; but, all screens have been removed as a consequence of hurricane damage. Portions of the porch on both the east and west sides on both floors have been enclosed for use as hallways, closets, utility rooms, and bathrooms. Low-pile, exterior grade carpeting was removed from the first-story porch following Hurricane Ivan, exposing the concrete porch floor. A combination of vinyl flooring in porch enclosures on the east facade, and painted, wood plank flooring along the east and south facades comprise the floor finishes on the second-story porch.

A second porch is located on the first story of the west facade toward the rear of the quarters at the entrance to the dining room. This smaller porch features a raised concrete stoop covered with brick pavers and a shed roof topped by composition shingles. Square wood columns support the roof. Wood railings and balustrades similar to those on the wraparound porch run between the columns.

An exterior, open, wood stairway extends from its landing at the edge of the driveway adjacent to the garage to the second story at the northwest corner of the house. The straight run staircase enters directly into a small hallway off of the master bedroom through both a screen door and a wood-panel door. The stairway has fifteen treads, each measuring 2'-6" long by 11" wide, with 1" nosings. The balustrade includes a simple, square, support post at the landing and at the approximate half point, along with painted narrow wooden handrails.

6. Chimneys: Two interior painted brick chimneys are located on the roof of the original masonry building, and an end-wall chimney is at the northern end of the ca. 1875 addition. The three chimneys display corbelling at their caps. The larger, southernmost interior chimney also features more elaborate dentil detailing.
7. Openings:
  - a. Doorways and doors: The porch doors are full screen doors, each set in a simple painted wood frame. Similar screen doors are found on the porch of the building's east and west facades. Two of the screen doors feature three horizontal decorative rails near the center of the door, and all have hardware consisting of knobs, lever handles, closers, and hook-and-eye latches. The primary entrance door is missing, as are most exterior doors on the first floor; however, wood door frames remain, some of which are topped by fixed-sash transoms. The typical exterior door type on the second floor is a single-leaf, wood rail-and-stile door with divided-light vision panels. One of the eight remaining doors was removed from its wood frame and lies on the porch floor. Hardware, which varies from door to door, includes historic oval knobs, historic mortise locksets, hook-and-eye latches, and oval knobs.

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- b. Windows: Primary exterior windows for the original portion of Quarters 2 consist of thirteen wood casement windows within wood frames. The eight first-floor windows measure 3'-0" x 4'-6" each, while the five second-floor windows measure 3'-0" x 6'-0". Each leaf of the casement window has three divided lights, and hardware consists of two hinges and one crank handle per leaf, with one latch per pair. Many of these casements are painted shut and associated hardware is inoperable. At the interior, fixed wood valances top the windows in the parlor.

Typical windows in the two-story frame addition as well as in the east porch enclosures are wood, double-hung, six-over-six units with interior sash locks. Glazing is missing from some of the fourteen windows. Six window units have been removed. Windows vary in width from 2'-6" to 3'-0" and in height from 4'-0" to 5'-6". The porch enclosure on the second story's west facade features four sets of tripled six-over-six windows light double-hung sash windows.

8. Roof:

- a. Shape, covering: Quarters 2 features a hipped roof atop the original masonry building, with a lower projecting secondary hipped roof covering the wraparound porch. A shed roof tops the two-story, wood-frame addition north of the original structure. Finally, a gabled roof covers the northernmost one-story addition. All sections of the roof are covered with composition shingles.
- b. Cornice, eaves: Prominent wood, boxed, eaves with paired, decorative brackets appear on the original masonry structure's roofline. Metal gutters and downspouts are found on all facades.
- c. Dormers, cupolas, towers: At the base of the cornice on the roof/wall junction of the original masonry building, sixteen rectangular louvered vents provide attic ventilation. The painted wood louvers punctuate the attic wall in a symmetrical manner, with six each on the east and west facades and two each on the south and north facades.

C. Description of Interior:

1. Floor plans:

- a. Basement: The wood-frame floor system resting on masonry piers creates a shallow crawl space under the original masonry building and the ca. 1875 and ca. 1908 additions.
- b. First floor: Quarters 2 is divided into four main rooms arranged in a linear plan and includes the parlor, living room, dining room, and kitchen. The parlor is at the front, or south end, of the original masonry structure. The first-floor parlor and living room (and second-floor front bedrooms) share a back-to-back fireplace that is served by a single, central interior chimney. A stairhall is located between the living and dining rooms. The stairway is in its original location, while the dining room, which includes a fireplace on its north wall, comprises most of the ca. 1875 addition on the first floor. To the north, beyond the dining room, are the kitchen addition that dates from ca. 1908 and the ca. 1943 garage addition. The northernmost end of the garage contains a storage room. On the east side, a small utility room addition extends from the garage, and a heater room addition is adjacent to the dining room in an enclosed portion of the porch. On the west

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side, a half bath has been added to an enclosed portion of the screened porch.

- c. Second floor: The second floor of Quarters 2 has interior space divided into four central rooms, with two bedrooms, separated by a back-to-back fireplace, a bedroom/study located within the 1875 structure, and the master bedroom and bath at the second floor of the ca. 1875 addition. Part of the screened porch has been enclosed on the east facade with the addition of a large closet and shared bathroom for the southernmost bedrooms. The porch on the west facade is completely enclosed, forming a long, glazed sun-porch punctuated by window groupings that allow for entry of ample sunlight. An additional bathroom has been added to an enclosure at the north end of the west facade's porch.
2. Stairways: The building's interior stairway is located between the living room and dining room. The dog-legged staircase features two flights of stairs, separated by a full-width landing. The stair has eighteen closed wood risers and sixteen painted wood treads. The balustrade includes a decorative, turned-wood newel post, decorative curved-wood handrails on both flights, and square balusters. Carpeted prior to Hurricane Ivan, the treads are now bare, with a painted finish.
3. Flooring: Quarters 2 has conventionally framed wood flooring throughout much of the building, and features a variety of floor finishes. The original structure has antique pine flooring on both stories; however, the flooring in the parlor, living, and dining rooms on the ground level has been covered with modern 2" oak strip flooring. Portions of this oak flooring are warped and cupped from storm-related water damage. Grey quarry tile, measuring 12" x 12", covered the floor in the kitchen prior to the hurricane, while it still remains in the pantry and laundry room. Terra-cotta ceramic tile covers the floor in the half bath. The floor finish in the attached garage is unfinished concrete.

On the second floor, original pine flooring, varying in width from 4" to 5", is found in the two bedrooms and study that comprise the 1875 structure. Where the master bedroom had carpeting prior to the storm, both 12" x 12" vinyl tile and plywood sub-flooring can now be seen. The screened porches on the second-floor porch feature vinyl flooring, as does the bathroom servicing the southernmost bedrooms. Blue ceramic tile covers the floors of two bathrooms on the second floor.

4. Wall and ceiling finish: The interior wall finish for the original portion of the structure is gypsum board over wood frame. Gypsum board also covers the original north exterior brick wall, now enclosed by the dining room addition. In various parts of the building, the gypsum board has been removed to a height of up to 6'-0" as a result of storm damage. Plaster and lath, as well as unfinished interior brick, is evident in portions of the original structure where the gypsum board has been removed. Interior ceilings are typically painted gypsum board with either textured or smooth finishes. The exposed floor framing and deck of the second-floor porch is painted and serves as the ceiling for the first-floor porch.
5. Openings:
  - a. Doorways and doors: The most common interior door types are four and five-panel painted wood doors, most of which are found in the main brick mass and on both stories of the north addition. Currently in fair condition, the eight, five-panel doors feature either round or oval knobs, hook-and-eye latches, and mortise locks, and range in width from 2'-0" to 2'-6" and in height from 6'-6" to 6'-8". The six, four-panel doors range in width

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from 1'-11" to 3'-0" and in height from 6'-6" to 7'-0" and are in poor condition.

6. Decorative features and trim:

- a. First floor: The parlor fireplace features a painted wood mantle with decorative pilasters, a 12" x 12" marble tile surround, and a 12" x 12" granite tile hearth. The side that faces into the living room measures 4'-8" high and 6'-8" wide. A third fireplace located in the dining room includes a painted wood mantle and decorative brackets. Measuring 3'-11" high and 4'-11" wide, the fireplace has a 12" x 12" ceramic tile surround and hearth. A decorative cast plaster medallion surrounds a light fixture on the parlor ceiling.

The pantry features wood cabinets, arranged in an L-plan along the south and west walls of the room. The cabinets feature rail-and-stile doors with cupboard turns securing each door. The upper cabinets have glass panels inset into the wood frame. The laminate countertop above the base cabinets is finished with a metal edging.

The laundry room has a built-in floor-to-ceiling wood cabinet measuring 8'-7" high x 3'-7" wide, topped with crown molding. The cabinet includes four sets of, paired, wood-framed glass doors. Each door is attached with two surface hinges secured by a cupboard turn. The room also features a wall-mounted cabinet on brackets that measures 2'-5" high x 3'-4" wide.

The closet behind the stairs features built-in, open wooden shelving on three walls, with one wall-mounted wood cabinet. The cabinet has two wood doors, each with two surface hinges and a single latch.

- b. Second floor: Fireplaces in the southernmost bedrooms feature painted wood mantles with decorative pilasters. Their hearths are comprised of 12" x 12" quarry tiles.

7. Mechanical equipment:

- a. Heating, air-conditioning, ventilation: A split-system heat pump cooled and heated the building prior to the storm. The condenser sat on an exterior concrete pad near the utility room on the east facade, and the air-handling unit was located nearby, inside an enclosed room on the first-floor porch. Both units have been removed; however, the registers and ductwork remain.
- b. Lighting: Modern surface-mounted and pendant incandescent fixtures are the primary lighting within the house and porches. Several, including exterior fixtures attached to the porch ceiling or on the main facade, are no longer functional. Ceiling-mounted fans with incandescent lights are located in several rooms. Three ceiling-mounted fluorescent fixtures are found in the kitchen. Similar fixtures are in the garage and storage room.
- c. Plumbing: Plumbing fixtures include molded fiberglass lavatories with counters; floor-mounted, ceramic, water closets; and ceramic bathtubs. The first floor includes a half-bath with a pedestal lavatory and water closet. No plumbing fixtures remain in the kitchen. A wall-mounted, porcelain-glazed cast-iron utility sink remains in the laundry room. Each of the three full bathrooms on the third floor contains a porcelain water closet, a molded fiberglass lavatory with counter, and a bathtub. A tiled shower is located in the master bathroom.

D. Site:

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1. General setting and orientation: Quarters 2 is oriented on a north/south axis. The building is situated in the southeast corner of the naval air station within the Pensacola Naval Air Station Historic District, and is located on the north side of North Avenue. To the east of Quarters 2, a brick patio enclosed by a picket fence and a wide grassy area separate Quarters 2 from East Avenue, beyond which is Building No. 631. To the south, across North Avenue, a grassy area separates Quarters 2 from Building No. 604. Quarters 3 is located immediately to the west, and to the north, a service road and, beyond that, the historic navy yard wall separate Quarters 2 from the Chevalier Field hangars.
2. Historic landscape design: Historic maps indicate that Quarters 2 has always been sited on a residential street; however, the numbers and sizes of surrounding dwellings and dependencies have altered considerably over time. No plans exist providing information for an historic landscape design. Historic photographs indicate that the landscaping was minimal, with a few trees and shrubs surrounding the site.

Currently, a grass lawn surrounds Quarters 2 on the west, south, and east sides. Foundation plantings along the south and west sides of the building consist of trimmed shrubs. To the south, a concrete sidewalk runs parallel to North Avenue, enhanced by a granite wall that defines the perimeter of the property. A brick sidewalk intersects this walkway and leads from prominent entry bollards to the south porch and front door of Quarters 2. Trimmed shrubs and flowerbeds line this herringbone-patterned brick walk.

On the west side of Quarters 2, painted pre-fabricated wood lattice panels screen a transformer at the building's northwest corner. The north property line of Quarters 2 extends to a service road, beyond which is the historic navy yard wall. The private service road, serving all of the senior officers' quarters, provides access to a concrete driveway shared by Quarters 2 and 3. A white picket fence extends eastward from the northeast corner of the attached garage, then south and west, creating a large, rectangular enclosure adjacent to the east facade of the house. Sections of the fence are missing; others are damaged. Small trees, some with circular flowerbeds, dot the yard. More mature trees shade the southernmost portion of the lawn.

3. Outbuildings: Historic photographs, architectural drawings, and general development plans indicate various outbuildings were once extant on the parcel of land that includes Quarters 2. They appear on general development maps as early as 1903. At the time of the survey, there were no additional buildings on the property associated with Quarters 2.

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**NOTES**

<sup>1</sup> Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, November 9, 1874, and June 18, 1875, from Record Group 71, Entry 5, Records of the Bureau of Yards and Docks, Correspondence with Commandants of Pensacola Navy Yard, NARA, Washington, D.C.

<sup>2</sup> Annual Report to the Bureau of Yards and Docks from Naval Air Station Pensacola for 1935, NAVFAC Archive, Port Hueneme, California.

<sup>3</sup> Housing Director H. D. Brown by direction of Commanding Officer to State Historic Preservation Officer G. W. Percy, May 15, 1998, Facilities Files, Public Works Center, NAS Pensacola, Florida.

<sup>4</sup> 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.

<sup>5</sup> Coleman, *Guardians on the Gulf*, 26-28.

<sup>6</sup> *Ibid.*, 31.

<sup>7</sup> Pearce, *U.S. Navy in Pensacola*, 3.

<sup>8</sup> Coleman, *Guardians on the Gulf*, 5.

<sup>9</sup> Pearce, *U.S. Navy in Pensacola*, 5-10.

<sup>10</sup> *Ibid.*, 11-13.

<sup>11</sup> *Ibid.*, 13, 18.

<sup>12</sup> *Ibid.*, 19.

<sup>13</sup> Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 465-466, ed. Paolo Coletta, 466 (Westport: Greenwood Press, 1985).

<sup>14</sup> Coleman, *Guardians on the Gulf*, 33-37.

<sup>15</sup> 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.

<sup>16</sup> 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.

<sup>17</sup> Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

<sup>18</sup> 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.

<sup>19</sup> Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

<sup>20</sup> *Ibid.*, 466-467.

<sup>21</sup> 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.

<sup>22</sup> 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.

<sup>23</sup> 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.

<sup>24</sup> Commandant Armstrong to Chief of BuDocks, November 23, 1864, Record Group 71, Entry 5. NARA, Washington, D.C.

<sup>25</sup> 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.

<sup>26</sup> 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.

<sup>27</sup> Pearce, *U.S. Navy in Pensacola*, 95; 98.

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- <sup>28</sup> 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.
- <sup>29</sup> 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.
- <sup>30</sup> Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 468.
- <sup>31</sup> *Ibid.*, 468-469.
- <sup>32</sup> Pearce, *U.S. Navy in Pensacola*, 123-125.
- <sup>33</sup> *Ibid.*, 128-129.
- <sup>34</sup> *Ibid.*, 132.
- <sup>35</sup> Annual Report to the Bureau of Yards and Docks from U.S. Naval Air Station Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.
- <sup>36</sup> Pearce, *U.S. Navy in Pensacola*, 134.
- <sup>37</sup> *Ibid.*
- <sup>38</sup> *Ibid.*, 135.
- <sup>39</sup> *Ibid.*, 136.
- <sup>40</sup> *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.
- <sup>41</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1915, 40, 18. NAVFAC Archive, Port Hueneme.
- <sup>42</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.
- <sup>43</sup> Corliss, Earle. *Activities of the Bureau of Yards and Docks, Navy Department, World War: 1917-1918* (Washington: U.S. Government Printing Office, 1921), 395.
- <sup>44</sup> *Ibid.*, 153.
- <sup>45</sup> Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 470.
- <sup>46</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1918, NAVFAC Archive, Port Hueneme.
- <sup>47</sup> *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.
- <sup>48</sup> Pearce, *U.S. Navy in Pensacola*, 159.
- <sup>49</sup> *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.
- <sup>50</sup> Pearce, *U.S. Navy in Pensacola*, 158.
- <sup>51</sup> *Ibid.*, 157.
- <sup>52</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1920. NAVFAC Archive, Port Hueneme.
- <sup>53</sup> Pearce, *U.S. Navy in Pensacola*, 165.
- <sup>54</sup> 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.
- <sup>55</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1927. NAVFAC Archive, Port Hueneme.
- <sup>56</sup> *Ibid.*
- <sup>57</sup> Pearce, *U.S. Navy in Pensacola*, 177-178.
- <sup>58</sup> *Ibid.*, 178-179.
- <sup>59</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936, 32. NAVFAC Archive, Port Hueneme.
- <sup>60</sup> 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.

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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).

<sup>61</sup> *Ibid.*, 33.

<sup>62</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1937. NAVFAC Archive, Port Hueneme.

<sup>63</sup> *Ibid.*, 48.

<sup>64</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme.

<sup>65</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1938, 54. NAVFAC Archive, Port Hueneme.

<sup>66</sup> Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1939, 19. NAVFAC Archive, Port Hueneme.

<sup>67</sup> 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.

<sup>68</sup> Shettle, 177.

<sup>69</sup> Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola*, (Pensacola: Pensacola Engraving Company, 1989), 127.

<sup>70</sup> *Ibid.*, 136.

<sup>71</sup> *Ibid.*, 149.

<sup>72</sup> Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, ed. Paolo Coletta, 474 (Westport: Greenwood Press, 1985).

<sup>73</sup> *Ibid.*

<sup>74</sup> Pensacola Bay Area Chamber of Commerce, "NAS Pensacola: The Cradle of Naval Aviation," electronic document, [www.pensacolachamber.com](http://www.pensacolachamber.com). Accessed February 18, 2005.

<sup>75</sup> Property Record Card, 1954, Facilities Files, NAS Pensacola Public Works Center, Pensacola, Florida.

<sup>76</sup> Commandant G. Middleton to Commodore C. R. P Rodgers, Chief of BuDocks, October 27, 1871, RG 71, Entry 5, NARA, Washington, D.C.

<sup>77</sup> Pearce, *U.S. Navy in Pensacola*, 95; 98.

<sup>78</sup> Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, November 9, 1874, RG 71, Entry 5, NARA, Washington, D.C.

<sup>79</sup> Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, June 18, 1875, RG 71, Entry 5, NARA.

<sup>80</sup> BuDocks Chief's Annual Report to the Secretary of the Navy, Navy-Yard. Pensacola, Fla., November 8, 1881, NAVFAC Archive, Port Hueneme.

<sup>81</sup> BuDocks Chief's Annual Report to the Secretary of the Navy, Navy-Yard. Pensacola, Fla., October 9, 1882, NAVFAC Archive, Port Hueneme.

<sup>82</sup> Wellge, Henry, *Pensacola, Fla. County Seat of Escambia County*, Milwaukee: Norris, Wellge & Co. 1885.

<sup>83</sup> Annual Report to the Bureau of Yards and Docks from Naval Air Station Pensacola for June 30, 1923, NAVFAC Archive, Port Hueneme.

<sup>84</sup> Annual Report to the Bureau of Yards and Docks from Naval Air Station Pensacola for June 30, 1918, NAVFAC Archive, Port Hueneme.

<sup>85</sup> Annual Report to the Bureau of Yards and Docks from Naval Air Station Pensacola for June 30, 1935, NAVFAC Archive, Port Hueneme.

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PART III. SOURCES OF INFORMATION

A. Architectural Drawings: Original and/or early architectural drawings are held at the National Archives and Records Administration, Cartographic and Architectural Unit, College Park, Maryland. They are found within Record Group (RG) 71, Records of the Bureau of Yards and Docks. Plans used for this documentation effort include the following:

1. While not an original drawing, Drawing No. 800-30-3, "Temporary Officers Quarters, Navy Yard Pensacola," ca. 1871 as determined by examining correspondence of the period is the earliest located for the temporary quarters prior to renovation. The drawing documents the elevations for the laundry and kitchen to Quarters A (Commandant's Quarters) as well as kitchens to Quarters B and H. Floor plans are provided for all kitchens being used as quarters, including Quarters 2, at the time. The drawing features submittal and approval signatures and bears Bureau of Yards and Docks No. 2839.
2. Also not original, but indicative of the rehabilitation of the quarters that occurred during the 1870s and early 1880s is Drawing No. 800-30-2, "Officers Quarters, U.S. Navy Yard, Pensacola" 1879. The drawing itself bears no date, however a Bureau of Yards and Docks date stamp indicates that the drawing was received in 1879. The drawing documents a typical section, the front and side elevations, and first and second floor plans for and unspecified quarters, most probably representing a typical intended renovation of the temporary quarters that officers had inhabited since the Civil War. Quarters 2 was renovated in the 1870s, and the drawing likely represents most of what was improved on the temporary quarters at the time. The drawing features the approval signature from the yard's commandant and bears Bureau of Yards and Docks No. 2838.

Alteration and renovation drawings for Quarters 2 are on file with contractors Hill-Griffin (Building No. 458) at NAS Pensacola, Pensacola, Florida. Plans for major alterations include the following:

1. A drawing for the 1972 enclosure of the west and part of the east porches on the second story, as well as changes to bedroom configurations for Quarters 2 is dated June 20, 1972, and includes NAS Drawing No. 5011101.

B. Historic Views: Photographs are archived at the NAS Pensacola Public Affairs Office and Public Works Center, the National Museum of Naval Aviation at NAS Pensacola, and the University of West Florida Library, Special Collections, the NAS Pensacola Photograph Collection and the Navy Yard at Pensacola Photograph Collection, Pensacola, Florida.

C. Bibliography:

1. Primary and unpublished sources:

National Archives and Records Administration, Washington, D.C.

Record Group 45, Naval records collection of the Office of Naval Records and Library. Series 464, Subject Files 1775-1910: Bases, Pensacola, Construction, etc., 1860-1910. National Archives and Records Administration, Washington, D.C.

Record Group 71, Records of the Bureau of Yards and Docks. Entry 5, Letters Received 1842-1885. National Archives and Records Administration, Washington,

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D.C.

Record Group 71, Records of the Bureau of Yards and Docks. Entry 42, Contracts 1842-1896. National Archives and Records Administration, Washington, D.C.

Record Group 71, Records of the Bureau of Yards and Docks. Records relating to the design and construction of shore establishment facilities, 1824-1963: Drawings 800-3-15 to 800-45-18. Cartographic and Architectural Unit, National Archives and Records Administration, College Park, Maryland.

Record Group 71, Records of the Bureau of Yards and Docks. Still Pictures (General) 1876-1955: Photographs and Photographs and Lantern Slides. Still Pictures Unit, National Archives and Records Administration, College Park, Maryland.

Naval Facilities Engineering Command Archive, Port Hueneme, California. Annual Reports of the Bureau of Yards and Docks, NAS Pensacola, Florida, 1842-1939.

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

Detailed Inventory of Naval Shore Facilities, NAS Pensacola, Florida, various dates, Record Group 2.

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

NAS Pensacola Public Works Center (Building No. 3560), Pensacola, Florida. Facilities Files, General.

Facilities Files, Photographs.

Installation Maps, NAS Pensacola, Florida, various dates.

NAS Pensacola Public Affairs Office (Building No. 624), Pensacola, Florida.

Photograph Collection.

National Museum of Naval Aviation, Pensacola, Florida.

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University of West Florida Special Collections Department, Pensacola, Florida. Manuscript and Archival Collections.

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Map Collection.

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Young, Rear Admiral Lucien. *A Brief History of the United States Navy Yard and Station, Pensacola, Florida and its Possibilities*. Pensacola, Florida: privately printed, no date, copy available at the Rare Books Collection, University of West Florida.

2. Secondary and published sources:

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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 Information:

None provided.

PART IV. PROJECT INFORMATION

The mitigative documentation of Quarters 2 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

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DON, Naval Facilities Engineering Command, Engineering Field Division South (NAVFAC EFD SOUTH), Charleston, South Carolina, and managed by Ron N. Johnson, Registered Preservation Architect, Head of Cultural Resources Branch, and Historic Preservation Officer for NAVFAC EFD SOUTH. The principals involved in managing the documentation included Rick Mitchell (HHM), Project Director; Laurie A. Gotcher (HHM), Project Manager; and David Moore (HHM), Quality Assurance Manager. The fieldwork was conducted by Jennifer Ross (HHM), Senior Architectural Historian, and Leah Roberson (HHM), Field Technician. Anna Madrona (HHM), Senior Historian, prepared the significance, architectural, and building history documentation sections. Olivia Chacón (HHM), Architectural Historian, prepared the general historic context. Ms. Chacón, Ms. Ross, and S. Elizabeth Valenzuela (HHM), Intern Architect, 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), Senior Architectural Historian, and Justin Edgington (HHM), Historian.