

U.S. NAVAL AIR STATION, SENIOR OFFICERS' QUARTERS Q-3
(Q-3)
(Quarters G)
Q-3 North Avenue
Pensacola
Escambia County
Florida

HABS FL-516
FL-516

HABS
FL-516

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 3)

(U.S. Naval Air Station, Q-3)

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

HABS No. FL-516

Location: Q-3 North Avenue
Pensacola
Escambia County
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator Coordinates:
Zone 16, 474321E, 3357485N

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: Commanding Officer, Naval Air Station (NAS) Pensacola occupied the dwelling prior to Hurricane Ivan; however it is currently unoccupied.

Present Use: The building is not currently used.

Significance: Quarters 3, historically known as Quarters G, is one of eight unique residences at NAS Pensacola representing a distinct period in the development of the Pensacola Navy Yard. The two-story, irregular-plan, masonry and wood-frame residence exhibits Italianate influences and features a hipped roof and prominent covered wraparound porches on three sides of the building. The core structure of Quarters 3 was built in the 1850s and served as a detached kitchen to earlier quarters at the installation. Fires set by the Confederate Army during the Civil War destroyed the quarters, with the exception of the detached brick kitchens. For ten years following the Civil War, the Navy used the 1850s brick kitchens as temporary quarters for naval officers. The residences endured an overall lack of funding in the postwar period until the mid-1870s, when appropriations for improvements of several quarters, including Quarters 3, were approved. The improvements, which converted most of the antebellum temporary quarters along North Avenue into larger and more livable residences, were undertaken by the Navy to address the poor living conditions faced by officers at the time. In 1877, Quarters 3 attained its current appearance with the addition of a second story and wood-frame verandas and housed senior officers of the Navy until the closure of the Pensacola Navy Yard in 1911. In the years following the establishment of Naval Aeronautical Station Pensacola in 1914, Quarters 3 continued to provide housing for senior officers of the Navy until it was damaged in 2004 by Hurricane Ivan. The building is currently vacant and continues to display qualities of mid- to late nineteenth century military residential architecture. Quarters 3, as well as the seven other extant quarters on North Avenue, survives

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as a tangible link to the history of the Pensacola Navy Yard in the post-Civil War period.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: An NAS Pensacola property record card dated September 1954 lists 1877 as the date of construction for Quarters 3.¹ Naval correspondence obtained from the National Archives and Records Administration (NARA) dating from 1876 from the Commandant, Pensacola Navy Yard to the Bureau of Yards and Docks (BuDocks) corroborates this date.² The 1877 structure incorporated a one-story masonry building erected ca. 1850 as a kitchen to pre-Civil War era officer quarters.
2. Architect(s): Not known.
3. Original and subsequent owners, occupants, uses: United States of America, DON; used as quarters for the civil engineer (1886), Marine officer (1900), naval constructor (1910), commanding officer of the Marine barracks (1929), chief of staff (1963), and commanding officer of NAS Pensacola (2004).
4. Builder, contractor, suppliers: Not known.
5. Original plans and construction: Quarters 3 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 primary facade features two bays. The core of Quarters 3 was originally constructed as a detached kitchen. As-built architectural plans that date from the resource's original construction were not located during the current study. An 1871 plan entitled "Temporary Officers Quarters," however, provides some detail concerning alterations made to the ca. 1850 masonry kitchens. The floor plan depicted for Quarters G, the historic designation for Quarters 3, includes four rooms, none of which are labeled in the plan. However, other quarters depicted in the plan include a parlor and three chambers, thus suggesting that Quarters G followed a similar design. The floor plan reveals four exterior doors on the west facade. The 1871 plan also details typical elevations for the temporary quarters that depict a gable roof, an interior chimney, and six-over-six, double-hung windows. The one-story building remained a temporary quarters until 1877-the construction date given for this report-when Quarters 3 was raised to two stories to serve as a permanent residence. Due to the Navy's limited and infrequent approval of funding requests for officer housing improvements in the years immediately following the Civil War, plans for Quarters 3, as it was built, may not have existed. The architectural style of the 1877 building resembled the earlier wood-frame quarters present before the Civil War. Original plans for similar quarters have been located at NARA, and plans for subsequent alterations of Quarters 3 are on file both at NARA and with contractors, Hill-Griffin, at NAS Pensacola (Building No. 458), Pensacola, Florida.
6. Alterations and additions: Plans or sketches that might reveal the original layout of the ca. 1850 masonry kitchens associated with each of the original officers' quarters on North

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Avenue, have not been located. In 1877, the Navy altered Quarters 3 by adding a second story to the existing masonry construction, a hipped roof, and a wood-frame, wraparound porch to the east, west, and south facades. First-floor rooms were converted to two parlor spaces, a dining room, and a stair hall, while the second floor contained three chambers and a stair hall. It is likely that wood casement windows were installed during this construction phase. Drawings for officers' quarters dated 1875 and 1882 reveal that an additional two-story, wood-frame addition was appended to the building's north façade between these dates. In addition, naval correspondence from June 1876 addressed construction related to Quarters 3 and stated that "the two-story attachment was floored, veranda slated, main building plastered and primed throughout, grates, mantels, gutters, and lightning rod fitted up."³ This description thus confirms the construction of the addition to Quarters 3 in 1877. Included in the two-story addition were a china closet, store room, a kitchen on the first floor, and a separate stairway to the second floor of the addition, as well as a bedroom, linen closet, and bathroom on the second floor.

The two-story addition, however, did not appear in installation maps for Quarters 3 until 1903. In addition to revealing the addition, the 1903 map on file at NARA depicts the construction of a one-story laundry addition appended to the north facade of Quarters 3, as well as a small wood outbuilding, possibly a servant's quarters, just north of the main residence. The outbuilding was removed by 1904 as it did not appear on subsequent maps and site plans of the navy yard. A sidewalk, extending from the main entrance of Quarters 3 to North Avenue, also appears in the map. A ca. 1908 architectural drawing obtained from NARA detailing plumbing changes made to Quarters 3 reveals the addition of a small bathroom on the west side of the second floor. The bathroom contained a water closet, lavatory, and bathtub. The architectural plan also notes the addition of a bathroom to the existing servant's quarters, which also included a water closet, lavatory, and bathtub.

A 1910 map obtained from NARA shows the construction of a wood-frame addition to the north end of the laundry and an outbuilding. A 1916 BuDocks annual report notes that Quarters 3 underwent a complete rewiring and purchase of new lighting fixtures. A 1916 base map found at NARA reveals the installation of a brick patio between Quarters 2 and 3, a patio along the west side of Quarters 3, and a fenced yard northwest of the building.

In 1922, an Arcole heating system was installed in Quarters 3.⁴ A 1927 map obtained from NAS Pensacola identifies an additional wood-frame outbuilding in the rear of Quarters 3, west of the ca. 1910 servant's quarters. The map indicates that a new road was constructed just south of the historic navy yard wall, which included a separate drive connecting Quarters 2 and 3. The map further reveals that the drive connected to the east side of what may be a ca. 1927 one-car garage addition.

In 1935, an underground steam pipe connecting Quarters 3 to the station's central power plant was installed to provide steam heat.⁵ Architectural plans originally drawn in 1935 and updated in 1943 indicate numerous changes to Quarters 3 when compared to earlier drawings from 1882. On the first floor, an extension to the east from the front parlor is shown in drawings; however, physical evidence suggests that this extension was not built. Partitions between the second parlor and the dining room were removed as was the existing window at the west side of the dining room. In addition, a door was installed at this location. A heater room measuring 9'-0" x 10'-0" was built at the screened porch in the northwest corner

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adjacent to the stairhall. At the northeast corner of the screened porch, a pantry was added that contained a sink and cabinets along the north, south, and west walls of the room. The china closet located in the 1877 wood-frame addition was converted prior to 1935-43 to a bathroom containing a lavatory, water closet, and a bathtub. The 1935 (updated 1943) drawings reveal that the bathtub was to be removed and the pipes capped. The kitchen was increased in size to 17'-8" x 12'-3" and incorporated a portion of the original screened porch on the east side of the building. The kitchen included a sink, three cabinet sections, a gas range, and an electric range. The updated 1943 floor plan also suggests that the ca. 1927 garage addition, which was appended to the ca. 1903 laundry addition, may have been enlarged at this time to a two-car garage. Drawings indicate sliding doors on an overhead track at the north facade of the garage. A 1941 base map reveals that the drive was altered from entering along the east side of the garage as shown in the 1927 map to the north side of the building, as confirmed in the 1935 (updated 1943) architectural drawings.

Numerous alterations occurred on the second floor at this time. A bathroom was added on the southeast corner by enclosing an area of the screened porch. The bathroom measured 11'-0" x 9'-6" and included a lavatory, bathtub, linen closet, and water closet with tile walls 3'-0" high. The ca. 1908 bathroom layout also differed in layout in the 1935 (updated 1943) drawings. The bathroom at the northwest corner contained a lavatory and water closet in addition to the bathtub shown in the 1882 drawings. The original screened porch on the west side was enclosed to create a glazed porch. In addition, a balcony with exterior stairs was added at the north side of the 1877 wood-frame addition.

Plans prepared between 1943 and 1964 on file at NAS Pensacola reveal that several alterations and additions occurred during this period. The first-floor bathroom on the northwest corner was removed as were surrounding walls and the stair to the second floor of the addition, to create a large 17'-8" x 14'-6" dining room with a 8'-4" wide pantry installed between the new dining room and kitchen. The kitchen was reduced in size to 13'-6" wide. A door opening between the lower stairhall and the heater room was infilled. In addition, a living room closet east of the fireplace was converted to a bookcase. Two half bathrooms were added to the first floor at the east facade porch enclosure and the laundry room. On the second floor, a shower replaced the bathtub in the northwest corner bathroom, while a shower was added to the bathtub in the master bathroom. The guest bedroom on the north end of the enclosed porch was reconfigured to include a bathtub and shower, a new water closet, and a lavatory. As part of this renovation, a second-floor hallway and staircase leading to the first-floor kitchen hallway were removed between 1943 and 1964. In addition, a 28'-6" x 9'-7" portion of the east second-story screened porch was enclosed. The enclosed porch on the west side was divided, and a closet was constructed in the southernmost porch for the master bedroom. A stair was added from the intermediate landing of the main staircase to the new enclosed porch on the east side of the second floor. The plans indicate no changes to the screened porch at the northeast corner (20'-11" x 9'-7").

In 1964 or 1965, architectural drawings indicate that the balcony exterior stairs, on the north side of the second floor, were reconfigured to lead straight down along the west facade of the laundry addition, instead of leading out to the west. Also, the fireplace in the master bedroom was sealed in 1964 or 1965, per these same drawings.

In 1980, architectural drawings on file at NAS Pensacola reveal that metal awnings were

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installed along the first-story exterior porch. Architectural drawings from 1983 indicate that vinyl siding was installed on Quarters 3. Siding was applied to the first- and second-story porch enclosures, the north facade of the wood-frame, two-story addition, and the one-story additions. Additional drawings from 1987 indicate several interior changes from the 1965 architectural plans. On the first floor, a bathtub was installed in the half bath at the north end of the screened porch on the east facade. In addition, the pantry was removed and the kitchen was enlarged. On the second floor, the glazed porch at the center portion of the building's east side was removed and reverted back to a screened porch.

Changes between the 1987 architectural drawings and conditions as noted in a 2005 building survey included the conversion of the first-floor half bath in the laundry room to storage, with plumbing fixtures removed and cabinets installed along the south and east walls.

B. Historical Context:

INTRODUCTION

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

NAS Pensacola's physical plant has changed constantly to reflect its evolving mission. The current station incorporates remnants of the early Spanish forts, as well as the core of the old Pensacola Navy Yard complex, now listed as an NHL. In addition, the station retains structures from every major building period, all reflecting NAS Pensacola's important role in military history. One factor governing development at the station has always been the damaging hurricanes and windstorms that rise from the Gulf of Mexico and periodically strike the base, damaging buildings and infrastructure, and necessitating

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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 3 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 3 lies on the north side of North Avenue. The building incorporates a central structure erected in the 1850s as a kitchen, with later additions dating to 1877 that include a second story and verandas. Quarters 3 has served as housing for senior officers since that time, excluding the years between 1883 and 1900 and between 1910 and 1914, which were periods of inactivity at the installation.

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.⁶ 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.⁷ 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

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first occupation of the site by U.S. military forces.⁸

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.⁹ 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.”¹⁰ Despite recommendations by the Board of Naval Commissioners to await the results of engineering studies on potential Gulf Coast sites, by March 3, 1825, both the House and Senate approved a bill authorizing construction of a navy yard at Pensacola. Objections to the Pensacola Bay site voiced by some military authorities included the shallowness of its channel, which precluded passage by some larger vessels, and its vulnerability to attack from the mainland. Notwithstanding these arguments, a party of three officers, including Commodore Lewis Warrington, Captain James Biddle, and Captain William Bainbridge, embarked for Pensacola in autumn 1825 to select the best location for the new navy yard. After surveying the bay and surrounding area, the three officers confirmed the depth of the channel at a consistent 21'-0”, and identified a point near Fort Barrancas, already owned by the U.S. government, as the ideal location.¹¹

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.¹²

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.¹³ 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.”¹⁴ 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

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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."¹⁵

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.¹⁶

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.¹⁷

An act of Congress dated July 1, 1844, authorized construction of the permanent wharf, although little action seems to have been taken afterward.¹⁸ 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.¹⁹ 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.²⁰ 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.²¹

Just as the Pensacola yard was attaining the status of a truly functioning maritime facility, the Civil War put an end to its progress. When Florida seceded from the Union in January 1861, the seventy-man federal garrison at the naval installation was faced with defending itself using only a few operable guns. Therefore, when more than 600 Alabama and Florida troops arrived at the Pensacola Navy Yard on January 12, 1861, Commandant James Armstrong surrendered the yard to the Confederates. The company garrisoned at Fort Barrancas was able to quickly move all men and supplies across the bay to Fort Pickens, which they defended throughout the war, even bombarding the Confederate forces at the navy yard and causing considerable damage in winter 1862. When the Confederates evacuated the area on May 9, 1862, they burned the navy yard to the ground.²² 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.²³

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....²⁴

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

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reasonable cost and in a short time be made available for our use. All the dwelling houses have been destroyed."²⁵

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."²⁶ 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).²⁷

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."²⁸

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."²⁹

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.³⁰ 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.

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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.³¹

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.³² 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*).³³

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 1913.³⁴

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

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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.³⁵

With just a handful of planes and trained pilots in 1912 and 1913, plus a few enlisted mechanics, the aviation camp bounced between Annapolis and training locations including San Diego, California, and Guantanamo Bay, Cuba. Aviators took advantage of Curtiss' offer to train one pilot for each airplane sold to the Navy, thus increasing the ranks of aviators until an official training program could be started. The experimental and record-breaking flights accomplished by the Annapolis pilots impressed Secretary of the Navy Josephus Daniels enough to appoint a board to create plans for the first Naval Aeronautic Service in 1913. Within weeks the board of officers responded with a recommendation of the old Pensacola Navy Yard as the site for a new naval aeronautic station, and suggested an appropriation of \$1,297,700.00 to implement the program. Once approved by Secretary Daniels, the Annapolis aviation group once more packed up their camp to move to Pensacola, arriving on January 20, 1914. The unit, consisting of

nine officers, twenty-three enlisted men, seven aircraft, and portable hangars and other gear...arrived at Pensacola on board the battleship *Mississippi* and the collier *Orion* to establish a flying school. Lieutenant John Towers was in charge of the unit, and Lieutenant Commander Henry C. Mustin commanded both the *Mississippi* and the aeronautic station.³⁶

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 1915.³⁷ 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."³⁸ 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.³⁹

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

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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.⁴⁰ 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, 1914.⁴¹

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."⁴² In the Annual Report to BuDocks for 1915, Commandant Mustin reported:

During the year, the establishment and operation of the Station as an Aeronautic School were carried forward. The quarters were occupied by Naval Officers and a start was made at placing the shops in operation....There is no space on the reservation suitable for operation or practice with land aircraft. It is proposed to clear, grade, and surface the area North of the Navy Yard wall, and East of the electric railway; clearing out such residences and buildings [in the nearby town of Woolsey] as may be necessary, and extending on the water front so far as is practicable.⁴³

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.⁴⁴ 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."⁴⁵ 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.⁴⁶ 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.⁴⁷ 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.⁴⁸

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."⁴⁹ In fact, most naval aviators serving in Europe spent their missions patrolling coastlines for mines and submarines, and bombing submarine bases.⁵⁰ 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.⁵¹

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.⁵² 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.⁵³ 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.⁵⁴ 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.⁵⁵ 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

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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 1926.⁵⁶ 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.⁵⁷

The geographical problems that had plagued the old navy yard for almost a century did not present a problem for the workings of the air station, but the base once again suffered from the effects of violent weather in the Gulf. The Annual Report for 1927 described the most recent devastation:

On September 20, 1926 a tropical hurricane of great intensity struck this station. This storm involved wind velocities of 110 miles per hour from the northeast with gusts much higher than this and it was accompanied by a rise in tide of 8 feet 4 inches above mean high tide, resulting in complete inundation of practically the entire station, and great damage to Public Works and Public Utilities.⁵⁸

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.⁵⁹ 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.⁶⁰

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.⁶¹

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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, 1935.⁶² 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."⁶³ 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."⁶⁴

A valuable construction program at NAS Pensacola was obtained by BuDocks through the Works Progress Administration (WPA)—a Depression-Era work relief program—in 1936 and 1937. The work, eventually valued at \$243,626.00, included the repair and improvement of buildings and the rail system at the station, in addition to "modernization of plumbing and improvement of sanitation and ventilation [at the] Naval Hospital."⁶⁵ In addition, the 457 workers employed on the job helped to prepare the new Corry Field on leased property northwest of the station.⁶⁶ 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."⁶⁷ 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."⁶⁸ Thus, the great public works programs initiated to relieve the economic catastrophe of the Depression also played an important role in preparing the nation's largest naval aviation center for the coming conflict in Europe.

In 1938 the Vinson Navy Bill gave an additional boost to naval aviation, and to NAS Pensacola in particular, by increasing the authorized number of planes to be maintained by the Navy to 3,000—up from only 1,000 aircraft. The bill also established a board of officers to report on the current readiness of naval stations to meet the national defense needs, and to advise on development plans where needed. The board, called the Hepburn Board after its senior member, Rear Admiral Arthur J. Hepburn, recommended a fifty percent increase in pilot training facilities at NAS Pensacola to meet defense needs. A new construction program beginning in 1939 and continuing throughout the war eventually left the station with eleven hangars and personnel facilities for 15,000.⁶⁹

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

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1942, including Saufley Field in 1940, Ellyson Field in 1941, and Bronson and Barin Fields in 1942.⁷⁰ With its six auxiliary training fields now in operation, the station qualified 28,562 fliers between 1941 and 1945. Pilots were trained in one of various schools operating at the base. There was a Naval Photography School, an aerial gunnery school, a flight instructor's school and the Navy's only School of Aviation Medicine to qualify flight surgeons. In addition, patrol maneuvers and scouting and observation from seaplanes were both important areas of instruction. In 1943, NAS Pensacola became the headquarters of Naval Air Training Command. By the end of the war, thousands of metalsmiths, machinists' mates and other technical crew were also trained at NAS Pensacola.

THE COLD WAR: 1946-89

At war's end, rapid demobilization again took its toll at NAS Pensacola. Barin and Ellyson fields were deactivated, while the other training fields were reassigned to new purposes. Naval Air Training Command was reorganized with a number of different subcommands including Naval Air Advanced Training, Naval Air Basic Training, Naval Air Reserve Training, and Naval Air Technical Training Command, which moved to NAS Memphis in 1946. NAS Corpus Christi took charge of basic training duties, while NAS Whiting Field also took on training responsibilities. Within a few years, however, naval organization changed again, and Naval Air Basic Training Command headquarters relocated to NAS Pensacola, where it stayed throughout the Korean War. In 1947, the old Fort Barrancas cantonment, operated by the U.S. Army since the nineteenth century, was officially deactivated and transferred to NAS Pensacola, marking the station's continued westward expansion.

During the following decades, military conflicts in Korea and Vietnam ensured that naval aviators remained in demand. Between 1950 and 1953, NAS Pensacola produced 6,000 aviators at a cost of almost \$70,000.00 each.⁷¹ 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.⁷²

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."⁷³ 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

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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 1974.⁷⁴

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.⁷⁵

In 1988, the Defense Secretary's Commission on Base Realignment and Closure (BRAC) was formed to recommend base closures in order to streamline the military base structure worldwide. BRAC reflected the general trend toward military downsizing in the 1980s, when long-range nuclear missiles and subsequent arms control talks were the focus of many military leaders. In the 1990s, the end of the Cold War caused further financial cutbacks for the U.S. military, resulting in a greater rate of base closures. NAS Pensacola successfully avoided closure due to its vital position in the Navy's aviation program and its important tenant commands.

Today, NAS Pensacola occupies 8,423 acres, including Corry Station, Saufley Field, Bronson Field, and Sherman Field. The station hosts over ninety defense-related tenant commands, including the Chief of Naval Education and Training, Training Air Wing Six, Naval Aviation Schools Command, the Naval Aerospace Medical Research Lab, and the Naval Air Technical Training Center. The military population consists of over 16,000 people, in addition to 6,000 civilian employees. The station continues to provide top qualified naval aviators and other personnel; over 25,000 Navy and Marine students passed through the various training programs housed at NAS Pensacola, in addition to 1,300 officer candidates.⁷⁶

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

DETAILED BUILDING HISTORY

The core, single-story, brick structure within Quarters 3 was originally built in the 1850s as a detached kitchen for a nearby wood-frame residence (the original Quarters G). That building was one of thirteen officers' quarters that formerly stood on North Avenue, arranged symmetrically with the commandant's house at the center of the block and six residences on either side. The highest-ranking officers occupied the houses nearest the commandant's residence, which also stood at the head of Central Avenue, symbolically commanding the northward vista from the yard and waterfront. Quarters were provided for

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officers at all navy yards, since they bore the responsibility for defending the yard from attack and responding to emergencies at all times. Those early North Avenue residences, as revealed in an 1861 photograph, appeared much like the current Quarters 3—typically two-story, wood-frame buildings with wide, wraparound porches on both upper and lower levels.⁷⁷

The original Quarters G, along with much of the Pensacola Navy Yard, was destroyed in fires set by retreating Confederate troops in 1862. Surviving the fires were all thirteen of the detached brick kitchens located near the northwest corner of each of the wood-frame officers' quarters along North Avenue. Postwar commandant letters from the Pensacola Navy Yard to the Navy's BuDocks in Washington point to the poor physical condition of the brick kitchens and their inability to provide adequate shelter as a result of the fires.⁷⁸ With federal forces returning to the navy yard in 1863, some simple repairs were made to the brick kitchens to facilitate temporary living arrangements. Maps from the period obtained from NARA list the resident of Quarters 3 as the sailing master. Despite attempts by Commandant Ulysses Smith to procure monies for improved housing, BuDocks countered that the base was considered to be of a temporary nature, and thus would only receive funds for temporary and minimal construction.⁷⁹ Consequently, few funds in subsequent years were made available for upgrading officers' housing at the navy yard, with the exception of small improvements to the masonry buildings.

Correspondence and drawings sent from Pensacola to BuDocks in 1871 reveal that Quarters 3 (Quarters G) contained four rooms, a parlor, and three chambers. Quarters 3 was the only residence listed as unoccupied in 1871.⁸⁰ By 1874, new appropriations initiated substantial improvements to most of the remaining kitchens on North Avenue. The improvements primarily included adding a second story and porches. Reference to improvements on Quarters 3 appeared in June 1875 with an estimated cost of raising Quarters G (referred to as the superintendent's quarters) an additional story.⁸¹ By June 1876, correspondence reveals that significant progress had been made including new flooring and slate to the veranda, plastering of the main structure and the addition of grates, mantels, gutters and a lightening rod.⁸² Architectural plans from the period also point to the probable addition of a two-story, wood-frame attachment to the north end of Quarters 3, which provided a kitchen on the first floor and an additional bedroom on the second floor. Architectural plans and naval correspondence also suggest that several elaborate details, such as turned or carved posts, rails on verandas, and the omission of brackets were eliminated during actual construction of the officers' quarters in order to remain within the funds allotted for improvements.⁸³

Architectural drawings from 1879 and 1881 on file at NARA reveal that Navy officials were proposing designs for new quarters or additional improvements to existing quarters; however, the new construction was never implemented. The 1881 annual report for BuDocks stated that six of the ten temporary quarters along North Avenue had been rebuilt with a two-story addition and a prominent porch.⁸⁴ Beginning in the 1880s, Quarters 3 served as the residence for the civil engineer. It housed various senior officers in subsequent years including the Marine officer in 1900, the naval constructor in 1910, and the commanding officer of the Marine barracks in 1929.

A 1903 installation map on file at NARA suggests that an addition had been appended to the north facade of Quarters 3 prior to that date. This one-story, wood-frame addition served as a laundry room. In addition, a building, possibly a servant's quarters, appears just north of the main residence. During the same period, changes made to North Avenue brought the street to its current appearance. All seven remaining quarters, as well as the Commandant's Quarters, reached their final configurations by 1905. By

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1903, grassy medians added to North Avenue divided the street into two one-way lanes, enhancing the residential feel and quality of the neighborhood that contrasted to the noise and dust of the rest of the yard. A low masonry wall and expanded sidewalk were added to the north side of the street to further isolate the residences from the yard, resulting in a cohesive neighborhood setting with the impressive Commandant's Quarters at its center, linked to the yard by the tree-lined Central Avenue.

After 1914 and the establishment of NAS Pensacola at the former navy yard, Quarters 3 sustained several additions to the central brick structure, as well as to the site (*Figure 7*). In 1921, a new servant's quarters (HABS No. FL-505) was erected just north of Quarters 3. The one-story, wood-frame building was one of five servant's quarters built for officers' quarters along North Avenue during this period (*Figure 8*). Architectural plans for Quarters 3 from ca. 1935 (updated 1943) reveal that portions of the east and west porches on both levels were enclosed to create new living spaces, including a bathroom, heater room, and pantry. The plans also indicate that by 1935 (updated 1943), a two-car garage had been appended to the laundry room addition on the north side. As NAS Pensacola expanded during the 1930s and 1940s, additional residential neighborhoods for Navy officers were constructed outside of the old navy yard. Despite the modern conveniences offered by new construction, the historic officers' quarters on North Avenue retained the prestige and recognition garnered by their long history and proximity to the Commandant's Quarters, which anchored the North Avenue neighborhood and the station as a whole. For the remainder of the twentieth century, Quarters 3 retained essentially the same configuration and function as Senior Officers' Quarters, with minor changes to surfaces, wiring, and interior partitions. The building was damaged in 2004 by Hurricane Ivan and is currently vacant (*Figure 9*).

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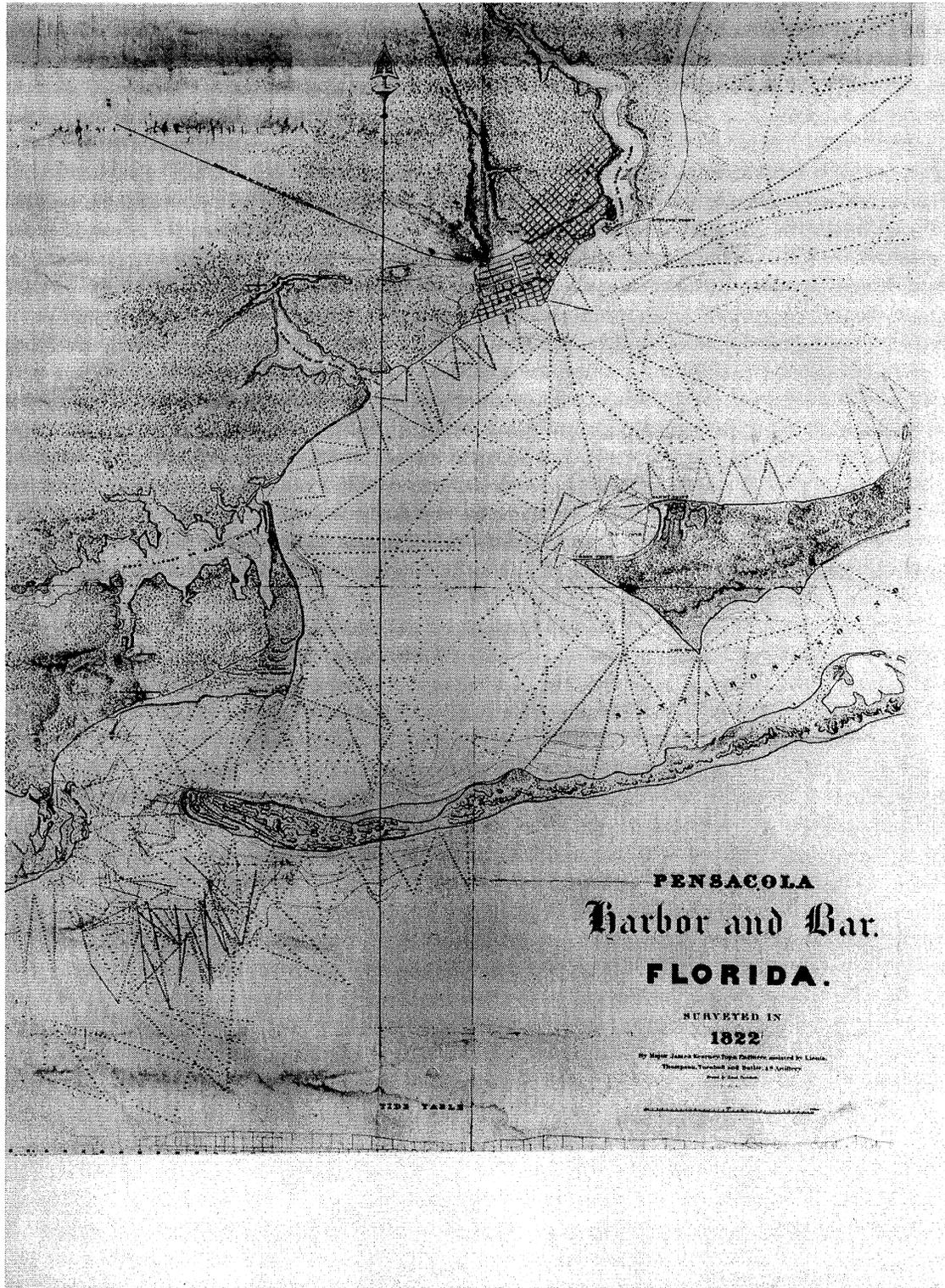
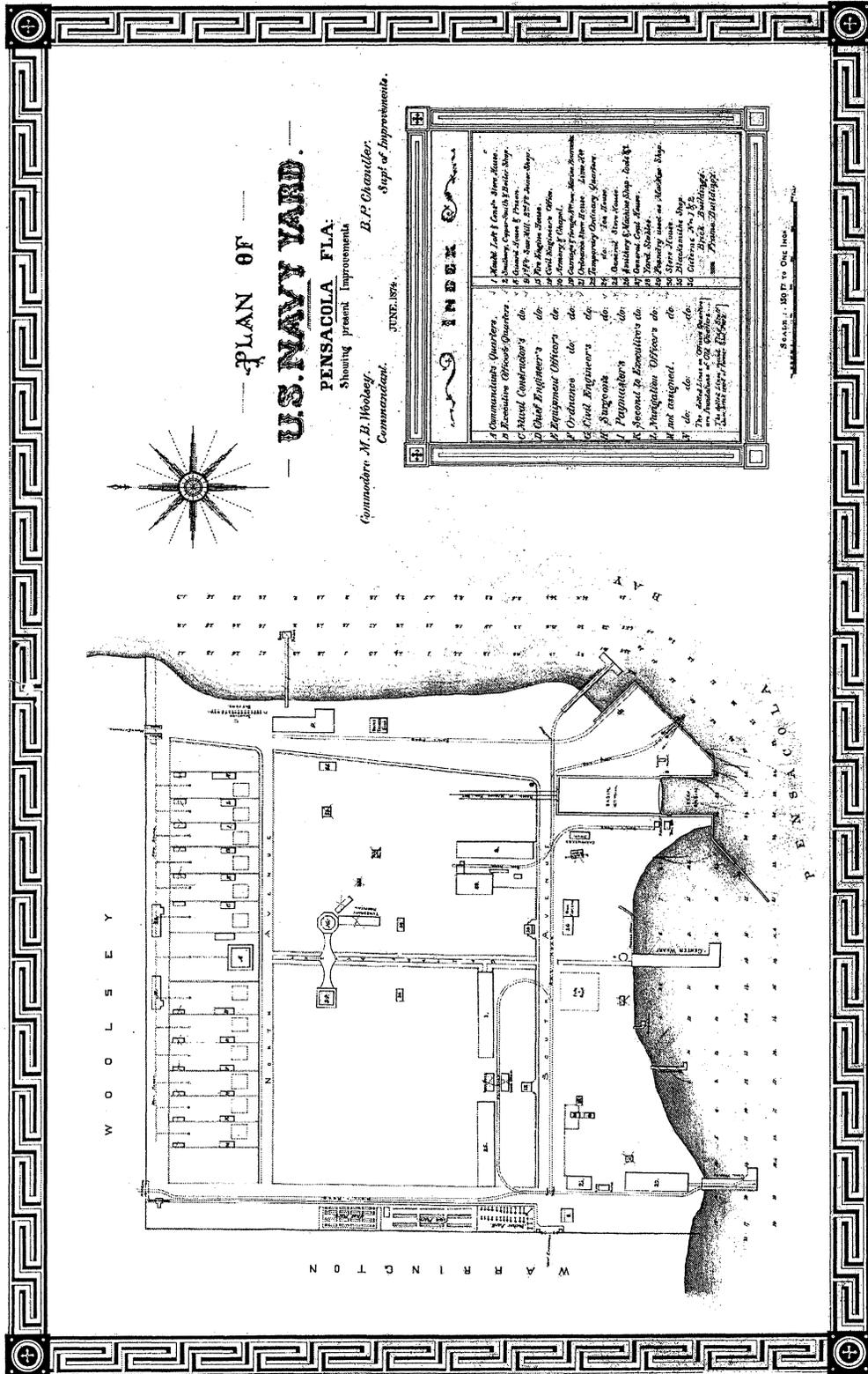


Figure 1. Map and Tide Table of the Pensacola Bay surveyed by the U.S. Army 4th Artillery in 1822, a year after Spain's transfer of Florida to the United States (Map courtesy of the Public Affairs Office, NAS Pensacola, Florida).

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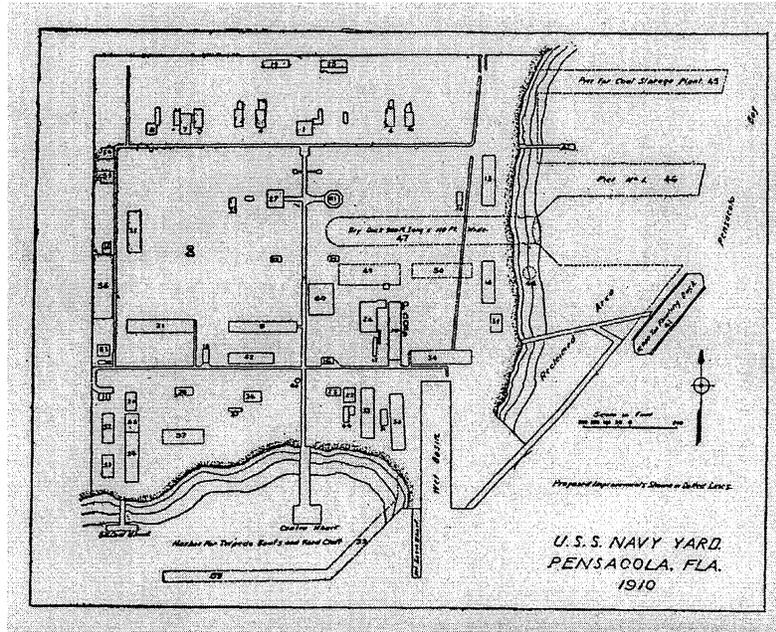


PENSACOLA
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Figure 2. Site plan NAS Pensacola, dated June 1874. Note the North Avenue neighborhood to the north. This map depicts each quarter, its outbuilding, and the associated stables (Photo courtesy of the National Archives Record Administration, 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 Boilershop | 45. Proposed Pier for coal storage plant |
| 11. Prison | 46. Proposed Pier No. 1 |
| 12. Guardhouse | 47. Craving 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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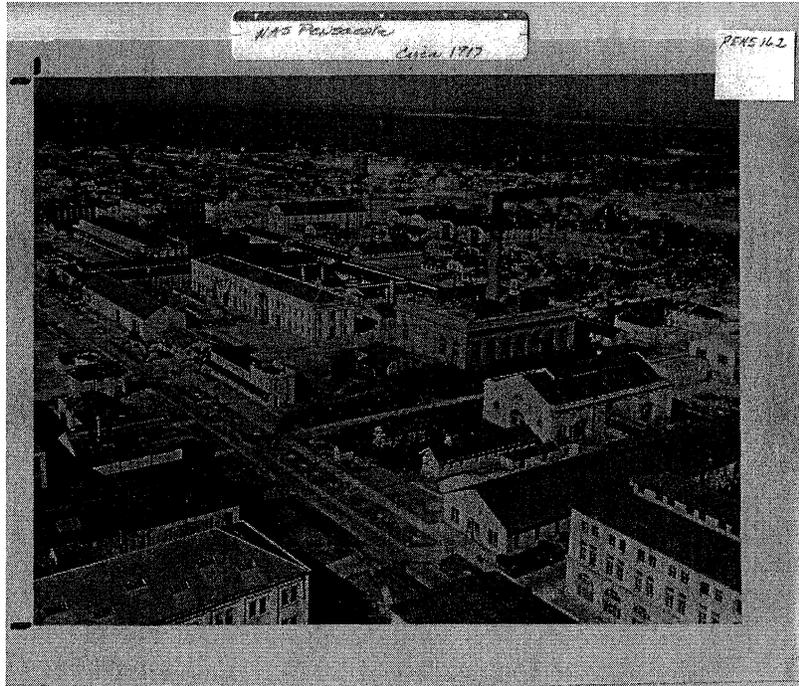


Figure 5. Bird's-eye view of NAS Pensacola ca. 1917 (Photo courtesy of the Naval Aviation Museum, NAS Pensacola, Florida).



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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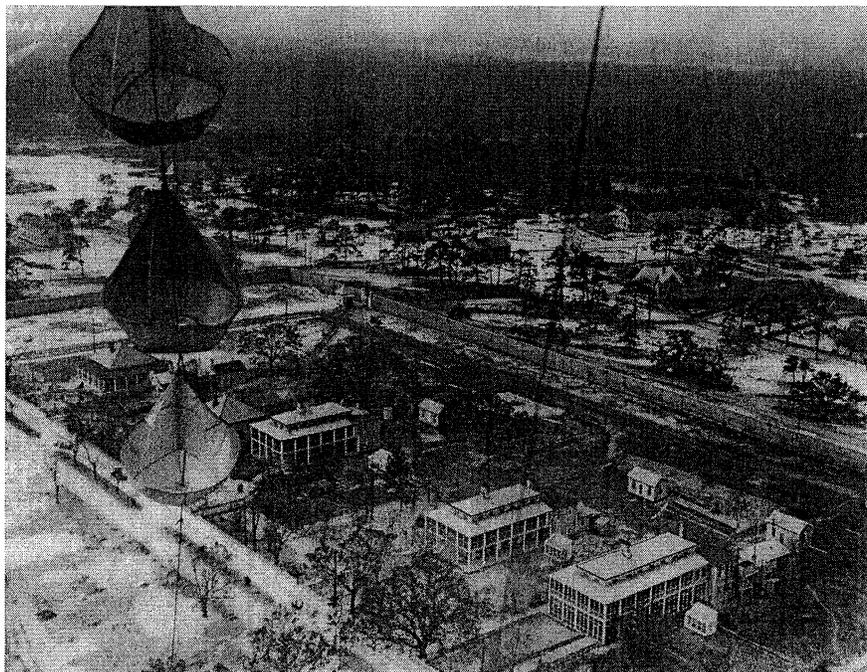


Figure 7. Quarters 3, ca. 1917. (Photo courtesy of the Public Affairs Office, Building No. 624, NAS Pensacola).

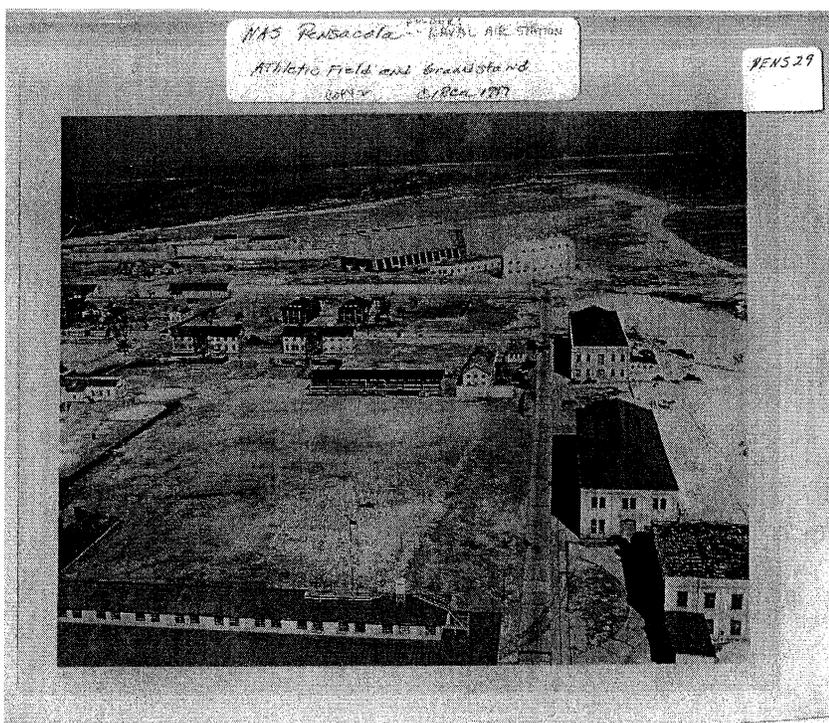


Figure 8. Quarters 3, ca. 1928. (Photo courtesy of the Public Affairs Office, Building No. 624, NAS Pensacola).

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Figure 9. Quarters 3 as it appeared in 2002. (Photo courtesy of HHM, Inc., Austin, Texas).

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Quarters 3 was constructed as a residence in ca. 1877, in which it incorporated an earlier 1850s brick structure. It is a two-story, masonry and wood-frame residence that displays Italianate stylistic influences. The original portion of the building has brick exterior walls. A full-height porch extends around the south, east, and west facades. Distinctive architectural elements include the hipped roof with boxed overhanging eaves and paired decorative wood brackets. The building includes a two-story and a one-story, wood-frame addition on its north end. The additions date to ca. 1877, ca. 1903, and ca. 1935, and are clad with vinyl and drop wood siding.
2. Condition of fabric: Quarters 3 remains structurally sound, but sustained minor damage in 2004 due to Hurricane Ivan. The interior masonry walls exhibit mortar erosion in all areas of the original building. Porch screening, most first-floor exterior doors, and many windows are missing. The roof is missing many composition shingles, with large stained sections of the roof surface. The northernmost rear chimney was destroyed in the storm. On the interior, the gypsum wall board has been removed in many places on the first story due to flooding. Wood flooring on the first story exhibits signs of water damage and carpeting on the stair and the stair landing has been removed. Kitchen cabinetry, plumbing fixtures, and HVAC units have been removed from the property. Shrubs and trees surrounding Quarters 3 have been damaged by the tidal surge associated with Hurricane Ivan.

B. Description of Exterior:

1. Overall dimensions: The original portion of Quarters 3 is a two-story, rectangular masonry building with linearly arranged central rooms. The resource is wrapped on the south, east, and west facades by a full-height porch. The primary facade contains two bays of fenestration. The north facade includes two-story and one-story wood-frame additions. The two-story section of the house measures approximately 38' x 81' x 36', while the rear one-story extension measures approximately 24' x 36' x 25'.
2. Foundations: Although the foundation of the original brick building from ca. 1850 could not be directly observed, it is assumed to consist of stepped masonry footings with isolated masonry piers. The ca. 1877 two-story addition and ca. 1903 one-story laundry addition to the north each sit on a continuous brick perimeter wall with interior brick piers on concrete footings. The later one-story garage addition rests on a concrete slab-on-grade foundation.
3. Walls: Quarters 3 features three exterior finish materials. The original masonry walls are painted brick in a common-bond pattern with a header row every sixth course. The brick walls are devoid of decorative details with the exception of granite window sills. The two-story northern addition is clad with 1" x 6" drop wood siding on 3" x 3" heavy-timber studs, while the one-story laundry/garage addition is sheathed in 4" vinyl siding over original wood siding and conventional wood framing.
4. Structural system: The original portion of Quarters 3 is constructed of unreinforced, load-bearing brick, 1'-6" thick. Both the two-story and one-story rear additions as well as the floor

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and roof systems utilize conventional wood-frame construction.

5. Porches, stoops, exterior stairways: Quarters 3 includes two wood-frame porches. 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 features include beveled 8" square wood columns and intact wood balustrades on the second story, some of which were lost due to Hurricane Ivan. Screen panels were present on both stories prior to the hurricane, but have since been removed. Portions of the porch on the east and west sides on both floors have been enclosed for use as hallways, bathrooms, and utility rooms. The porch's first level includes an exposed concrete floor, while the second level includes painted pine flooring.

The building also includes a wood-frame, second-story porch on the northwest corner of the north addition, accessed by an exterior stair. The porch is partially covered by a shed roof that is supported by two wood columns and features beveled-top wood newel posts with two wood rails between each post and a wood plank floor. An exterior, straight-run, wood-frame stairway with twenty-one treads, each measuring 3'-8" long by 11" wide, extends from the driveway adjacent to the garage to the porch's second-story landing. The stairway's balustrade includes beveled-top wood newel posts at the approximate half point, along with painted narrow wooden handrails.

A covered wood stoop is found on the first story of the north addition on the east facade. The stoop includes a shed roof that is supported by a wood bracket. The roof shelters an entrance to the north addition.

6. Chimneys: One interior painted brick chimney is located within the southernmost portion of the original masonry building. The chimney features a corbelled cornice and is topped by a metal chimney cap. Prior to Hurricane Ivan, Quarters 3 included a rear chimney on the building's north end. The rear chimney was destroyed in the storm.
7. Openings:
 - a. Doorways and doors: The porch doors are full screen doors, each set in a simple painted wood frame. Two additional screen doors are located on the east and west facades. Two of the three screen doors feature three decorative rails near the center of the door. Hardware on the doors includes two hinges per door, knobs, lever handles, closers, hood-and-eye latches, and bracing rods. The primary entrance door is missing, as are most of the first-story exterior doors; however, some wood door frames and a metal storm door remain. Typical extant exterior doors on the first and second stories are wood rail-and-stile doors with six- or four-light vision panels. Hardware includes historic oval knobs, historic mortise locksets, and backplates. An overhead standard double-car width garage door on the one-story rear addition is missing.
 - b. Windows: Primary exterior fenestration for the original portion of Quarters 3 includes sixteen paired wood casement windows. The nine pairs of first-floor windows measure 2'-10" x 4'-4" each, while the seven pairs of second-floor windows measure 2'-9" x 5'-2". Each leaf has three lights, with hardware including two hinges and one crank handle per leaf, with one latch per pair. Some of the casement windows have broken or missing hardware.

Typical windows in the two-story frame addition as well as in the enclosed porch on the

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west facade are wood, double-hung, six-over-six windows with interior sash locks. Windows vary in width from 2'-4" to 2'-10" and in height from 4'-0" to 5'-4". Some of the thirteen windows are missing from their framed opening. Four, wood, double-hung, nine-over-nine windows are located along the west facade at the master bathroom and linen closet as well as the north and east facades of the master bedroom. Additional windows include three double-hung, four-over-four wood windows with sash locks located in the west and north facade of the second story. Also, ten single-hung, metal windows with six-over-six divided lights are located on the second-floor glazed porch on the west facade.

8. Roof:

- a. Shape, covering: Quarters 3 features a hipped roof over the original masonry building, with a lower secondary hipped roof covering the wraparound porch. A shed roof tops the north addition to the east porch and the north exterior entrance to the second floor. The one-story garage and laundry room addition has a gabled roof. Composition shingles cover all of the roof types.
- b. Cornice, eaves: Prominent wood, boxed overhanging 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, are sixteen vents that provide attic ventilation. The painted wood louvers are spaced symmetrically, with six each on the west and east facades, and two each on the north and south facades.

C. Description of Interior:

1. Floor plans:

- a. Basement: The wood-frame floor system on masonry piers creates a shallow crawl space under the original masonry building and the ca. 1877 and ca. 1903 additions.
- b. First floor: Quarters 3 is divided into four main rooms in a front-facing T plan and includes the parlor, living room, dining room, and kitchen. The main rooms of the original masonry building are surrounded by a screened porch on the east, west, and south sides. The parlor is situated in the front, or south end of the original masonry structure. A double fireplace is located between the parlor and living room. A hall and stairway divides the living room and dining room/kitchen wing. The stairway is part of the original masonry building, while the dining room and kitchen comprise the ca. 1877 addition on the first floor. To the north, beyond the ca. 1877 addition, a door from the kitchen leads into the laundry room and garage, which comprise the ca. 1903 and ca. 1935 one-story north additions. On the east facade, a half bath and closet have been added to an enclosed portion of the screened porch. On the west facade, a heater room addition sits adjacent to the dining room in an enclosed portion of the porch.
- c. Second floor: The interior space of the second story of Quarters 3 is divided into four central rooms. Moving from south to north, the ca. 1877 masonry structure contains two bedrooms separated by a fireplace, a bedroom/study and an interior stairway. The master

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bedroom and bath are located in the second story of the ca. 1877 wood-frame addition. The porch on the west facade is completely enclosed, forming two sun porches with several window bays to provide sunlight. The southernmost west facade porch is accessed by the front bedroom and contains a large closet. The south and east sides of the building include screened porches. An additional bathroom has been added to an enclosure at the north end of the west facade's porch. In addition, a bathroom is located on the east facade at the south end of the building. The master bedroom on the north end includes a linen closet.

2. Stairways: Quarters 3 includes an interior stairway located between the living room and the dining room/kitchen wing. 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 turned-wood balusters. The treads, which before Hurricane Ivan were carpeted, are now bare with a varnished finish.

On the second floor, an interior straight-run stairway extends from the intermediate landing of the main stairway to the exterior screened porch. The stair has six painted wood risers and five treads.

3. Flooring: Quarters 3 has a conventionally framed wood floor system throughout much of the building, and features a variety of floor finishes. The structure has antique pine flooring on both stories; however, on the first floor, the pine flooring has been covered with modern 2" oak strip flooring in the parlor, living and dining rooms, and the stair hall. Portions of the oak flooring are warped and cupped from the storm-related water damage. The first-story, half-bath oak flooring is significantly damaged with missing or broken strips. Prior to Hurricane Ivan, the kitchen was covered in 12" x 12" ceramic tiles, but has since been removed. The gray 12" x 12" ceramic tile flooring in the laundry room remains, but it is stained and covered in storm-related debris. The flooring in the attached garage is unfinished concrete. The existing painted finish of the screened-porch concrete slab floor is peeling, and mastic from a previous flooring finish remains.

On the second floor, original varnished pine flooring varying in width from 4" to 5" is found everywhere except for the bathrooms and the front bedroom. The floor finish in the second-story east bathroom and master bathroom is beige, 12" x 12" ceramic tile. Brown ceramic tile is also located in the bathroom west of the stairhall and measures 8" x 8". The long enclosed sun porch on the west facade had carpeting before the hurricane, which has since been removed. The front bedroom has a dark red plastic laminate floor finish. Screened porches feature painted 2-1/4" wood-plank flooring.

4. Wall and ceiling finish: The wall finish for the original portion of the structure includes painted plaster on lath in the parlor and painted wood wallboard in the living room. A painted wood chair rail is located in the parlor; however, most of the decorative element is missing. In the living room and parlor, coffered wood panels were removed as a result of storm damage to a height of 6'-0" above the finished floor, leaving exposed brick. When the coffered wood panels were removed from the living room, painted wood bead board was exposed, attached to the adjacent masonry wall. Other wall finishes include painted gypsum board in the lower and upper stair halls, the first-floor half bath, the north wall of the laundry, and the second floor bedrooms. A 3'-0" high wood wainscot ornaments the walls of the stair

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hall and the second-floor bedrooms. The east, west, and south walls of the laundry room are sheathed in painted wood bead board; however, most of this wall finish has been removed as a result of water damage. The dining room features gypsum board with a plaster finish. All bathroom walls in Quarters 3 are finished with 4" x 4" beige ceramic tile wainscot. The wainscot extends to 6'-0" above floor level in the second-floor east bathroom and 4'-0" above floor level in the two bathrooms along the west side of the second floor. Painted gypsum board is located above the tile wainscot. The kitchen walls are primarily exposed wood studs with all wall sheathing removed. Interior ceilings are typically painted gypsum board with either textured or smooth finishes. Other ceiling materials include decorative coffered wood panels in the parlor and living room, painted gypsum board with wood batten strips at the lower and upper stair halls, painted tongue-and-groove wood bead board in the laundry room, painted wood wallboard at the central enclosed porch on the west side of the building, and 2'-0" x 2'-0" lay-in acoustical tile in the master bedroom.

5. Openings:

- a. Doorways and doors: The most common interior door types are painted four and five-panel rail-and-stile wood doors. They are found in the kitchen and dining room, second-floor bedrooms, master bath, and closets along the north side of the building. Currently in fair condition, the two five-panel doors feature contemporary knobs, bored locksets, three hinges, and a double-acting hinge on the kitchen door, and are 2'-2" in width and 6'-2" in height. The seven, four-panel doors have varying sizes. Hardware includes case locks, contemporary and historic oval knobs, backplates, and two hinges per door.

6. Decorative features and trim:

- a. First floor: The parlor fireplace features a varnished wood mantle with white tile surround and hearth and measures 3'-9" high and 4'-9" wide. The mantle is modern in design and contains two pilasters on wood plinths, with three decorative brackets supporting the mantelpiece. Its double faces into the living room.

The area behind or east of the staircase includes a painted wood built-in cabinet that measures 6'-8" high and 2'-8" wide. The pantry also features wood cabinets. The ceiling of the living room and parlor includes decorative coffered wood panels. Wood wainscot measuring 3'-0" high is present on the walls of the second floor bedrooms and stair hall. Other decorative detailing includes door casing and trim, wood baseboards, varnished wood built-in cabinet and drawers in the master bedroom linen closet, and built-in shelving in the front bedroom.

- b. Second floor: A fireplace in the bedroom adjacent to the southernmost bedroom features a painted wood mantle with a masonry hearth and measures 3'-8" high and 4'-7" wide. The fireplace opening is sealed.

The master bedroom features a built-in, floor-to-ceiling unpainted wood cabinet. The other three bedrooms have wood recessed bookcases measuring 6'-1" high and 3'-11" wide. Decorative, molded trim surrounds each bookcase, and a wood apron is located below a molded wood sill.

7. Mechanical equipment:

- a. Heating, air-conditioning, ventilation: Quarters 3 was heated and cooled by a split-system

heat pump prior to the storm. The condenser sat on an exterior concrete pad near the dining room on the west façade, and the air-handling unit was located nearby, inside the heater room, also on the west facade. Both units have been removed, but the ductwork and registers remain.

- b. **Lighting:** Modern surface-mounted and pendant incandescent fixtures are the primary lighting type within the house and porches. Several are no longer functional, including exterior porch ceiling and main facade fixtures. Ceiling-mounted fans with incandescent lights are located in several rooms. Fluorescent fixtures are found in the garage, kitchen, master bedroom, and laundry room.
- c. **Plumbing:** Plumbing fixtures include ceramic water closets, ceramic pedestal lavatories, ceramic bathtubs, and tiled showers. The first story includes a half-bath located in the enclosed portion of the east porch. Prior to Hurricane Ivan, the bathroom contained a ceramic water closet and a ceramic pedestal lavatory. In addition, all cabinetry and plumbing fixtures were removed from the kitchen after the storm.

The master bathroom located in the second-story enclosed portion of the west porch includes a ceramic water closet, a ceramic pedestal lavatory, and a tiled shower. The guest bathroom located on the southeastern end of the building includes a tiled shower, ceramic water closet, and a ceramic pedestal lavatory. The full bathroom located in the enclosed portion of the west porch includes a tub and shower, a ceramic water closet, and a ceramic pedestal lavatory.

D. Site:

1. **General setting and orientation:** Quarters 3 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 west of Quarters 3 is a concrete basketball pad and a garden area enclosed by a picket fence. A wide grassy area to the west separates Quarters 3 from Quarters A. To the south, across North Avenue, a grassy area separates Quarters 3 from Building No. 604. Quarters 2 is located just east, while a service road is situated to the north. Beyond the service road stands the historic navy yard wall that separates Quarters 3 from the Chevalier Field hangars.
2. **Historic landscape design:** Historic maps reveal that Quarters 3 has always been sited on a residential street; nevertheless, the prevalence and size of surrounding dwellings and dependencies have varied considerably over time. No plans have been identified that suggest an overall 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 3 on the west, south, and east sides. Foundation plantings along the south, east, 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 concrete sidewalk intersects this walkway and leads from prominent entry bollards to the south porch and front door of Quarters 3. Trimmed shrubs and flower beds line the straight and curved concrete sidewalk.

On the west side of Quarters 3, a transformer is located at the building's northwest corner. The north property line of Quarters 3 extends to a service road, beyond which is the historic

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navy yard wall. The private service road, which connects all of the Senior Officers' Quarters, provides access to a concrete driveway shared by Quarters 2 and 3. A white picket fence extends westward from the northwest corner of the attached garage and encloses a small section of lawn on the northwest corner of Quarters 3. Sections of the fence are damaged or missing. Small trees are located throughout the yard, with two mature trees located on the east and west portion of the lawn.

3. Outbuildings: Historic photographs, architectural drawings, and overall base maps indicate various outbuildings were once extant on the parcel of land that includes Quarters 3. They appear on overall base maps as early as 1903. At the time of the survey, the property surrounding Quarters 3 included servant's quarters located at the north, or rear, of Quarters 3. HABS Level III documentation was prepared and accepted by the National Park Service for Servant's Quarters Q-3G (HABS No. FL-505) in 2005.

Constructed in 1921, the servant's quarters, or Q-3G, is a one-story, rectangular-plan, wood-frame building that is oriented to the south and situated on a grassy lot. The resource sits on a pier-and-beam foundation and has a side-gabled roof with exposed rafter ends. Composition shingles cover the building's roof, and the original exterior cladding has been covered with cement-asbestos shingles. The resource includes single-hung, wood-sash window units with wood-frame screens, and a single, five-panel wood door. A brick walkway extends from the building to Quarters 3.

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NOTES

¹ Quarters Q-3, Property Record Card, NAS Pensacola, 1954. NAVFAC Archive, Port Hueneme, California.

² Commandant E. Middleton to Commodore C.R.P. Rodgers, Chief of Bureau of Yards and Docks 6 June 1876, 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.

³ *Ibid.*

⁴ Annual Report of the Bureau of Yards and Docks, 1916, Pensacola Navy Yard. NAVFAC Archive, Port Hueneme, CA; Annual Report of the Bureau of Yards and Docks, 1923, Pensacola Navy Yard. NAVFAC Archive, Port Hueneme, CA.

⁵ Annual Report to the Bureau of Yards and Docks for 1935, Pensacola Navy Yard. NAVFAC Archive, Port Hueneme.

⁶ 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.

⁷ Coleman, *Guardians on the Gulf*, 26-28.

⁸ *Ibid.*, 31.

⁹ Pearce, *U.S. Navy in Pensacola*, 3.

¹⁰ Coleman, *Guardians on the Gulf*, 5.

¹¹ Pearce, *U.S. Navy in Pensacola*, 5-10.

¹² *Ibid.*, 11-13.

¹³ *Ibid.*, 13, 18.

¹⁴ *Ibid.*, 19.

¹⁵ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 465-466, ed. Paolo Coletta, 466 (Westport: Greenwood Press, 1985).

¹⁶ Coleman, *Guardians on the Gulf*, 33-37.

¹⁷ 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.

¹⁸ 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.

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

²⁰ 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.

²¹ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 466.

²² *Ibid.*, 466-467.

²³ 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.

²⁴ 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.

²⁵ 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.

²⁶ Commandant Armstrong to Chief of BuDocks, November 23, 1864, Record Group 71, Entry 5. NARA, Washington, D.C.

²⁷ 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.

²⁸ 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.

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- ²⁹ Pearce, *U.S. Navy in Pensacola*, 95; 98.
- ³⁰ 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.
- ³¹ 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.
- ³² Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 468.
- ³³ *Ibid.* 468-469.
- ³⁴ Pearce, *U.S. Navy in Pensacola*, 123-125.
- ³⁵ *Ibid.*, 128-129.
- ³⁶ *Ibid.*, 132.
- ³⁷ Annual Report to the Bureau of Yards and Docks from U.S. Naval Air Station Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.
- ³⁸ Pearce, *U.S. Navy in Pensacola*, 134.
- ³⁹ *Ibid.*
- ⁴⁰ *Ibid.*, 135.
- ⁴¹ *Ibid.*, 136.
- ⁴² *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.
- ⁴³ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1915, 40, 18. NAVFAC Archive, Port Hueneme.
- ⁴⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.
- ⁴⁵ Corliss, Earle. *Activities of the Bureau of Yards and Docks, Navy Department, World War: 1917-1918* (Washington: U.S. Government Printing Office, 1921), 395.
- ⁴⁶ *Ibid.*, 153.
- ⁴⁷ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 470.
- ⁴⁸ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1918, NAVFAC Archive, Port Hueneme.
- ⁴⁹ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.
- ⁵⁰ Pearce, *U.S. Navy in Pensacola*, 159.
- ⁵¹ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.
- ⁵² Pearce, *U.S. Navy in Pensacola*, 158.
- ⁵³ *Ibid.*, 157.
- ⁵⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1920. NAVFAC Archive, Port Hueneme.
- ⁵⁵ Pearce, *U.S. Navy in Pensacola*, 165.
- ⁵⁶ 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.
- ⁵⁷ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1927. NAVFAC Archive, Port Hueneme.
- ⁵⁸ *Ibid.*
- ⁵⁹ Pearce, *U.S. Navy in Pensacola*, 177-178.
- ⁶⁰ *Ibid.*, 178-179.
- ⁶¹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936, 32. NAVFAC Archive, Port Hueneme.
- ⁶² 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

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appropriation 'Public Works, Bureau of Yards and Docks.'" The Annual Report contradicts the authoritative U.S. Government Printing Office publication *Building the Navy's Bases in World War II of 1947*, which states that in 1935 "the Congress made no appropriation for naval public works, and such work as could be done was financed out of the ends of appropriations made in earlier years and by allocation from the funds provided by the 1935 Emergency Relief Appropriation Act" (p. 25).

⁶³ Ibid, 33.

⁶⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1937. NAVFAC Archive, Port Hueneme.

⁶⁵ Ibid., 48.

⁶⁶ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme.

⁶⁷ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1938, 54. NAVFAC Archive, Port Hueneme.

⁶⁸ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1939, 19. NAVFAC Archive, Port Hueneme.

⁶⁹ 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.

⁷⁰ Shettle, 177.

⁷¹ Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola*, (Pensacola: Pensacola Engraving Company, 1989), 127.

⁷² Ibid., 136.

⁷³ Ibid., 149.

⁷⁴ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, ed. Paolo Coletta, 474 (Westport: Greenwood Press, 1985).

⁷⁵ Ibid.

⁷⁶ Pensacola Bay Area Chamber of Commerce, "NAS Pensacola: The Cradle of Naval Aviation," electronic document, www.pensacolachamber.com. Accessed February 18, 2005.

⁷⁷ Manuel, Dale. *Pensacola Bay: A Military History* (Charleston: 2004), p. 18.

⁷⁸ Commandant James Armstrong to Chief of Bureau of Yards and Docks, 23 November 1864, Record Group 71, Entry 5, Records of the Bureau of Yards and Docks, Correspondence with Commandants of Pensacola Navy Yard. NARA, Washington, D.C.

⁷⁹ Commandant Smith to Chief of BuDocks, 15 May 1863, RG 71, Entry 5. NARA, Washington, D.C.

⁸⁰ Report and Diagram by Superintendent of Improvements, forward by Commandant Middleton to Chief of BuDocks, 27 October 1871, RG 71, Entry 5, Box 213, Vol. 2, NARA, Washington, D.C.

⁸¹ Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, 18 June 1875, RG 71, Entry 5, NARA, Washington, D.C.

⁸² Commandant John McGlensey to Chief of BuDocks, 6 June 1876, RG 71, Entry 5, NARA, Washington, D.C.

⁸³ Superintendent of Yard Improvements R.P. Chandler to Chief of BuDocks, 15 May 1874, RG 71, Entry 5, NARA, Washington, D.C.

⁸⁴ Annual Report to the Bureau of Yards and Docks for 1881, Pensacola Navy Yard. NAVFAC Archive, Port Hueneme.

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PART III. SOURCES OF INFORMATION

A. Architectural Drawings: 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 3, 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 3 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 3 are on file with contractors Hill-Griffin (Building No. 458) at NAS Pensacola, Pensacola, Florida. Plans for major alterations include the following:

1. Drawings for the 1987 installation of a central HVAC system for Quarters 3 are dated May 19, 1987, and include NAVFAC Drawing Nos. 5160 844 through 848.

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. Interviews: None conducted.

D. 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: Still Pictures Unit, National Archives and Records Administration, College Park, Maryland.

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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.

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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 material:

None provided.

PART IV. PROJECT INFORMATION

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The mitigative documentation of Quarters 3 at NAS Pensacola, Florida, was undertaken from July to October 2005 by HHM Inc, of Austin, Texas, in accordance with a Memorandum of Agreement among DON, NAS Pensacola, and the Florida State Historic Preservation Officer. The project was sponsored by DON, Naval Facilities Engineering Command, Engineering Field Division South (NAVFAC EFD SOUTH), Charleston, South Carolina, and managed by Ron N. Johnson, Registered Preservation Architect, Head of Cultural Resources Branch, and Historic Preservation Officer for NAVFAC EFD SOUTH. The principals involved in managing the documentation included Rick Mitchell (HHM), Project Director; Laurie A. Gotcher (HHM), Project Manager; and David Moore (HHM), Quality Assurance Manager. The fieldwork was conducted by Jennifer Ross (HHM), Architectural Historian, and Leah Roberson (HHM), Field Technician. Justin Edgington (HHM), Historian, prepared the significance, architectural, and building history documentation sections, Olivia Chacón (HHM), Architectural Historian, prepared the general historic context. Ms. Chacón, Ms. Ross, Anna Madrona (HHM), Senior Historian, 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), Architectural Historian, and Mr. Edgington.