

U.S. Naval Air Station,
Captain's Quarters (Quarters 8)
North Avenue
Pensacola
Escambia County
Florida

HABS No. FL-219

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FLA
17-PENSA,
65-

PHOTOGRAPHS

HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
NATIONAL ARCHITECTURAL AND ENGINEERING RECORD
NATIONAL PARK SERVICE
DEPARTMENT OF THE INTERIOR
WASHINGTON, D.C. 20243

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HISTORIC AMERICAN BUILDINGS SURVEY

HABS No. FL-219

U.S. NAVAL AIR STATION,
CAPTAIN'S QUARTERS (QUARTERS 8)

Location: North Avenue, U.S. Naval Air Station, Pensacola, Escambia County, Florida.
Latitude: 30° 20' 56" Longitude: 87° 16' 14".

Present Owner: Commanding Officer; Public Works Center.

Present Use: Residence.

Significance: An example of regional, early 20th century architecture, the Captain's Quarters has high ceilinged rooms constructed well above grade with the main structure sheltered by a nearly peripteral porch. The attached brick kitchen wing, with its stepped gable, appears to have been constructed circa 1850 and survived the Civil War destruction.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Circa 1904.
2. Architect: Not known.
3. Original and subsequent owners: The Captain's Quarters built on the old Pensacola Navy Yard, has been the property of the U.S. Navy during its entire history except when the Yard was occupied by Confederate troops in 1861-62.
4. Original plans and construction: The building was constructed to serve as married officers quarters. It has a gross area of 4,725 square feet and a net space of 4,319 square feet. The dwelling has eleven rooms including four bathrooms, two living rooms, one dining room, two kitchens and a large porch. The cost of construction was estimated at \$7,442.00.

The original pre-Civil War structure, of which the brick kitchen wing was a part, was located on the east side of the wing rather than on the west side where the present house is situated. Prior to its destruction the quarters housed the Commandant's Secretary. In addition to the brick kitchen wing, the cistern also survived the war and is located in the east yard between Quarters 8 and 7. After the Civil War and before the present

house was built, the brick kitchen wing was expanded into living quarters. A Navy Yard map of 1868, indicates that the quarters again housed the Commandant's Secretary. Although Plant Account Records indicate that the remodeling of the old kitchen wing was completed in 1874, the structure was still "unraised" in 1882 according to the Annual Report of the Secretary of the Navy for that year.

5. Alterations and additions: In 1928, a 16'-2" x 10' conservatory was added to the south side of the old kitchen wing at a cost of \$208.00. Alterations were made to the northeast porch in 1935. In 1948 the plumbing and heating systems were overhauled, the interior was retrimmed and a short hallway was inserted to provide access to the rear wing. New electrical service and main distribution panel were installed in 1963. The last change was made in 1971 when new sheet metal awnings were installed.

B. Historical Context:

The 1886 Navy Yard map shows the original building as temporarily assigned to the U.S. Engineer Department. Construction of the house in its present form dates from circa 1904. Just before the closing of the yard in 1911 the building was occupied by the Pay Clerk. No specific information on the residents of the quarters during the first forty years of Naval Air Station history has been found. Use of the quarters after the reopening of the station in 1914, indicates that it was assigned as the Supply Officer's quarters and was so utilized at least until 1955. Within a few years, however, it was designated as the residence of the Chief of Staff, Naval Air Basic Training Command, a Captain's billet. Recently, due in part to the reorganization of the Naval Training Command, the quarters is not reserved for a specific billet, but rather is assigned as Captain's Quarters.

Prepared by:

Dr. William S. Coker
University of West Florida
Historian
Summer 1972

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The one-story, four-bay front Captain's Quarters has a steeply pitched, hipped roof and a nearly peripteral porch. An attached brick kitchen wing, with stepped gables, predates the main structure.
2. Condition of fabric: The structure, though having suffered fire damage, appears to be in excellent condition protected on the exterior by modern asbestos shingle siding and on the interior with many layers of paint, a testament to the periodic redecorating following the departure of resident officer's families.

B. Description of Exterior:

1. Overall dimensions: The main structure of the house is approximately 36' x 37'-4". The peripteral porch projects from the house approximately 11'-6", while the rear wing, encompassing part of the porch, is approximately 21'-6" x 37'. At grade, with access from an enclosed stairwell within the east section of the porch, is a brick kitchen wing approximately 18' x 50'-4". A terrace, screened and enclosed, extends approximately 10'-2" from the brick kitchen wing. A frame wing, approximately 19'-8" x 26' extends from the north elevation of the brick kitchen wing. Within the 'U' shape of the wings there is a utility room structure and a modern carport structure.
2. Foundations: The frame structure is supported on 8"x8" posts approximately 8'-6" on center which are nailed into a continuous 6" x 8" sill supported, under each post, on brick footings at grade. There is a random use of 3" x 4" diagonal cross bracing in the bays formed by the sill, the posts, and the plate which is a continuous 6" x 8" members. This system is continued between the chimney foundations to support the span of the 2" x 12" girders nailed on either side of the 8" x 8" posts of the main structure and extending to similar posts at the perimeter of the porch. The girders, which carry 2" x 10" joists, 26" on center, are set diagonally at the corners. The foundation system is screened by lattice work.

The chimney foundations are modern concrete.

3. Walls: The exterior exposed walls of the frame structure are covered with modern white asbestos siding, simulating shingles. There is a flush plywood wainscot where the walls are protected by the screened porch. At the east where the porch has been enclosed original German siding survives. There are 5" corner boards with a quarter round corner molding.
4. Structural system, framing: The structural system of the house is generally indicated by the framing in the crawl space. In the attic, over the rear bedroom wing, 2" x 6" longitudinal members 4'-0" on center and 29" above the ceiling, support two 2" x 6" hip rafters which tie into the roof rafters. An additional series of 2" x 6" longitudinal members approximately 4'-6" beneath the ridge line, also support the hip rafters.
5. Porches, stoops: The south and west peripteral screened porch structure is supported on boxed columns, which are approximately 9' on center. The north porch area has been filled-in with the rear wing extension and the addition of bathrooms, while the east porch area has been glazed. Within the glazed area there is evidence of original chamfered porch columns, with chamfers above and below the hand rail height. The porch was designed to have corner brackets above capital and neck molding. There are flights of wooden steps at the main entrance and at the northwest side entrance to the porch. The ceiling of the enclosed porch is plastered, while that of the screened porch is exposed rafters.

The east porch roof of brick wing terrace is supported on boxed columns 7- $\frac{1}{4}$ " square, approximately 10' on center, set directly onto the concrete paving. Opening directly from the dining room, the south end of the porch, enclosed with casement sash above a narrow board wainscot, forms a conservatory.

6. Chimneys: There are two chimneys projecting from the main roof, one on each front and rear slope. The cap consists of two, two-course corbels separated by a single course corbel. The flue is defined by three courses of brick, the width of the main stack. The brick wing chimney caps have a single course corbel supporting a two-course corbel, which in turn supports a brick cowl divided to accommodate two flues.

7. Openings:

- a. Doorways and doors: With the addition of the asbestos siding, most of the exterior trim of the doorways has been altered to accommodate the additional thickness of the siding. The trim around the doorways, which open onto the east enclosed porch from the frame structure, consist of plain 5" boarding. Each doorway has a molded transom bar under a three-light, top hinged transom. At the heads of the openings there are 1" projecting drip boards. The trim of the openings is nearly flush with the German siding. No original exterior doors survived the remodeling of the main structure as the existing are fully glazed or modern two-panel doors. The doorways of the brick wing have simple beaded jambs and heads recessed slightly from the face of the brick work. Two doors of the brick wing appear to indicate the original doors of the house. The exterior door opening from the pantry onto the screened terrace is fully mortised and tenoned with four panels and panel molding. Opening onto the terrace from the frame storage wing is a board and batten door, one of several constructed from 4-1/2" beaded boards, 5" top and bottom battens and an 8" center batten, all beaded.

A six-light door with a wide vertical muntin over two lower panels opens from the kitchen onto the terrace.

- b. Windows and shutters: The original window trim, surviving within the glazed porch of the frame structure, is similar to the doorways, though the windows have plain unmolded sills. The windows of the frame wing have modern six-over-six light sash which appears to have replaced original two-over-two sash, which still exists in Quarters 7.

There are double windows on the west elevation which are probably not original. Corresponding to original openings in the main structure there are louvered attic vents set under the soffit of the roof eaves and directly above the peripteral porch roof.

The window frames of the brick wing are similar to the door frames and have plain, unmolded sills. Original six-over-six light sash, fully mortised and tenoned, survive with much old 10" x 12" glazing and 3/4" wide muntins in several of the window openings.

The windows of the rear frame wing extending from the brick wing have nine-over-nine and six-over-six light sashes. One window frame retains cast-iron pintle for shutter or blind hinges. This is the only indication that there are shutters or blinds on the house.

8. Roof:

- a. Shape, covering: The roof of the main structure is hipped and covered with asphalt shingles. The peripteral porch has asphalt shingles, while the rear wing's asphalt roof, which adjoins the main roof, is hipped. The brick wing has a gable roof covered in standing seam tin as are the rear gabled frame wing and the roof of the terrace.
- b. Cornice, eaves: The frame structure's eaves are boxed. A cyma profile gutter edges the porch eaves. The brick wing has a corbeled brick cornice, two courses corbeled over a single corbeled course.
- c. Gables: The south gable of the brick wing has a stepped brick parapet rising in three stages. The attic of the brick wing is ventilated with a louvered opening over a recessed panel in the brickwork of the parapet.

C. Description of Interior:

1. Floor plan: The main structure originally had four rooms without any hallways. In 1948, at the expense of the northeast room, a short hallway was inserted to provide access to the rear wing which has two bedrooms separated by a bathroom and dressing room, also part of the 1948 remodeling. A bathroom fills the remainder of the original north porch area. The east portion of the porch, which is enclosed, provides a stairhall and large pantry or auxiliary kitchen in the northeast corner.

A stairway descends to the dining room in the brick wing, which is divided into two rooms by a chimney breast. There is a modern pantry behind the existing kitchen. A small laundry room, an extension of the brick structure, is behind the pantry and between the two-room addition.

2. Stairway: The stairway from the east porch area is of modern construction with a modern surface mounted hand rail. Around the stair well, though, it appears that the newels and the railing are original. The square newels, one at the top step and one at the corner of the well, are each $5\frac{1}{2}$ " square and each has a molded cap with beveled abacus. The newels receive the molded top rail and the plain bottom rail, slightly beveled to receive the $1" \times 1\frac{1}{2}"$ balusters 4" on center.
3. Flooring: In the southwest room the flooring is $2\frac{1}{4}"$ oak laid over the original flooring which, in the other rooms, is generally $2\frac{1}{2}"$ quarter and straight sawn yellow pine with exception of areas of patching, particularly where hearths have been removed, and in the bedroom wing where the flooring is $3\frac{1}{4}"$ straight sawn yellow pine. The porch floor is $2\frac{1}{4}"$ tongue-and-groove material. In the dining room the flooring is $2\frac{1}{4}"$ oak laid in a decorative manner with a border. The kitchen flooring is asphalt tile, as are the other service rooms, probably laid over concrete. The terrace is paved with $37\frac{1}{2}" \times 38\frac{1}{2}"$ concrete flags in running bond.

The two surviving hearths in the house are of brick. The bathrooms have asbestos and ceramic tile flooring.

4. Wall and ceiling finish: The walls and ceilings are plastered throughout the frame portion of the house. The enclosed east porch is finished as noted previously, though there is an extensive use of narrow beaded board wainscoting in conjunction with the porch glazing. The walls of the brick wing are exposed to the east porch and are painted. The brick wing's interior walls are plastered, as is the sloped ceiling of the kitchen. The ceiling of the dining room, which similarly extends into the roof structure, has acoustic tile. The pantry ceiling appears to be painted boarding. In the rear service wing, the walls are sheathed in narrow, flush, horizontal boarding with the bathroom partition being constructed of similar vertical boarding.
5. Doors and doorways: Most of the interior doorways and doors are modern throughout the house. These doors have two panels, modern trim, typically a flat board with rounded edges, and three-light transoms which are top hinged. The window trim throughout the frame portion of the house is of similar character. The door into the dining room at the stairway is of stile-and-rail construction with four raised panels. There is minimum panel molding. 4" plain boarding is used as trim within the dining room.

6. Special decorative features, trim and cabinet work: The most prominent woodwork in the house are the two mantelpieces in the two south rooms of the main structure. In general design the mantel shelf is supported on simple jigsaw cut brackets, two over each pilaster which flank the firebox. The frieze space between the brackets contains a raised panel matching a similar panel on the pilasters which have molded caps and bases. The brick fascia of the living room fireplace has been rebuilt and a modern brick firebox installed. The adjoining room has an original cast-iron coal burner set into the firebox. The cast-iron burner is a stilted, semicircular molded arch surrounding a decorative grate.

The brick wing still retains the beaded trim around the window openings which is received on simple molded sills with beaded aprons. The baseboard which survives in the brick wing's main rooms is 10" high with a 1/2" bead.

A plate rail is supported on a modified cyma recta molding and is continuous around the walls of the dining room.

There is a glazed six-door cupboard in the service kitchen.

7. Notable hardware: The two-panel doors have modern hardware. Several carpenter's locks survive on the four-panel doors which have cast-iron butt hinges and porcelain knobs. The carpenter's lock on the pantry door leading to the terrace has raised lettering on the keeper, which reads, "PAT'D NOV 21 81".
8. Mechanical equipment:
 - a. Heating, air conditioning: The house is heated by cast-iron radiators. There are window air conditioning units located throughout the structure.
 - b. Lighting: The light fixtures are generally modern "Early Americanesque" in character. However, the kitchen is flooded with fluorescent light.

D. Site:

1. General setting and orientation: The house is located on the northeast corner of the intersection of North and West Avenues with the main entrance facing south at the head of a short walk. The public sidewalk is separated from the property by a low battered granite block wall having short concrete obelisks topped with ball finials which flank the walk to the house. A driveway extends from West Avenue to the rear of the house.

2. Historic landscape design: There are several large live oaks and various types of tropical plants on the grounds.
3. Outbuildings: Between Quarters 8 and its eastern neighbor, Quarters 7, there is a brick cistern structure approximately 10' x 20' and approximately 4'-10" high. The cistern apparently survives from the original house which was destroyed during the Civil War.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings and other records:

Measured Drawings, floor plans and index cards indicating architectural, mechanical, electrical and general work on the Captain's Quarters (Q-8), are located in the Engineering Department, Public Works Center, NAS, Pensacola, Florida. Records are basically World War I to the present.

Measured drawings, floor plans, Navy Yard maps in Bureau of Yards and Docks Plan Files, Navy Department, on microfilm copy in Old Military Records Branch, National Archives, Washington, D.C. Index (16 mm.) see last part of Reel 13 and first part of Reel 14. Drawings, etc. of Pensacola Navy Yard are numbered 800-1-1 to 800-45-407, Reels 641 through 648.5 (35 mm.). Records date from about 1829 to end of World War II. Included is a drawing entitled "Plan Proposed for Quarters for Warrant Officers, 2 recommend, U.S. Navy Yard, Pensacola, Fla." dated 1904.

- #### B. Early Views:
- An old photograph shows the building at a distance. This view was taken in 1932, and its negative, #010017, is on file at the Naval Aviation Museum, U.S. Naval Air Station, Pensacola, Florida.

C. Bibliography:

1. Primary and unpublished sources:

Building Property Records, Plant Account Office, Public Works Center, U.S. Naval Air Station, Pensacola, Florida.

2. Secondary and published sources:

U.S. Navy. Annual Reports of the Navy Department. Washington, D.C., 1874-

Young, Lucien. United States Navy Yard and Station. Written in 1910 and published in 1964. A copy is at the Naval Air Station, Pensacola, Florida

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Summer 1972

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Summer 1972

PART IV. PROJECT INFORMATION

The project was undertaken by the Historic American Buildings Survey (HABS) under joint sponsorship of the National Park Service, The American Revolution Bicentennial Commission of Florida, and the Historic Pensacola Preservation Board. Measured and drawn during the summer of 1972 under the direction of John Poppeliers, chief of HABS, by: Rodd L. Wheaton (Architect, HABS), June Project Supervisor; John A. Sanderson (University of Florida), July-August Project Supervisor; Dr. William S. Coker (University of West Florida), Historian; John M. Szubski (Princeton University), Architect; and by Student Assistant Architects: J. Tucker Bishop (University of Texas, Austin); John C. Hecker (University of Illinois, Urbana) and Scott A. Kinzy (University of Nebraska) at the United States Naval Air Station, Pensacola, Florida. Susan McCown, a HABS staff historian in the Washington, D.C. office, edited the written descriptive and architectural data in the fall of 1980. Jack Boucher, a HABS staff photographer, took the documentary photographs in March of 1974.

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Addendum to
U.S. NAVAL AIR STATION, CAPTAIN'S QUARTERS
(U.S. Naval Air Station, Senior Officers' Quarters Q-8)
(U.S. Naval Air Station, Quarters M)
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HISTORIC AMERICAN BUILDINGS SURVEY

U.S. NAVAL AIR STATION, CAPTAIN'S QUARTERS
(U.S. Naval Air Station, Senior Officers' Quarters Q-8)
(U.S. Naval Air Station, Quarters M)

This report is an addendum to a 10-page report previously transmitted to the Library of Congress in 1972.

Location: Q-8 North Avenue
Pensacola
Escambia County
Florida

USGS Fort Barrancas Quadrant, Universal Transverse Mercator Coordinates:
Zone 16, 473993E 3357517N

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: Chief of Staff, Chief of Naval Education and Training (CNET) occupied the dwelling prior to Hurricane Ivan; however, the quarters is currently unoccupied.

Present Use: Senior Officers' Quarters; however, the building is currently vacant.

Significance: Constructed ca. 1905, Quarters 8 played an important mission-support role as senior officer housing during the periods in which the base functioned as a navy yard and later as a training center for naval aviation. Located on North Avenue, Quarters 8 functioned almost continuously as a residence for senior officers from 1905 until September 2004. Quarters 8 is located in the southeastern section of NAS Pensacola, within the boundaries of the Pensacola Naval Air Station Historic District, which is listed in the National Register of Historic Places. The National Park Service designated this district as a National Historic Landmark in 1976. The one-story, irregular-plan, masonry and wood-frame building features a cross-hipped roof and a prominent covered porch that wraps around three sides of the building. The utilitarian building displays few embellishments in its architectural ornamentation.

Quarters 8 incorporates an earlier ca. 1850s masonry structure featuring stepped

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parapet gable end walls as part of an east wing to the building. The architect or designer and contractor for the quarters is not known. In appearance, Quarters 8, with its wide, wraparound porch and cross-hipped roof, complements the two-story, nineteenth-century residences along North Avenue. Modifications to the original structure included the addition of a large ca. 1905 wood-frame building to serve as the main living quarters for the residence. The masonry wing was renovated at that time to house more service-type spaces. Station labor probably constructed the ca. 1905 wood-frame wing. It was during this construction project that Quarters 8 assumed its current appearance. Subsequent wood-frame additions to the north end of Quarters 8 allowed for additional living space for occupants. Original interior millwork of note includes decorative fireplace mantels, crown molding, and baseboards.

As one of the eight remaining officers' quarters along North Avenue that date to the Pensacola Navy Yard period, Quarters 8 provides a symbolic and tangible link to the Navy's longtime presence in the Pensacola Bay area. Quarters 8 provided housing for senior officers assigned to the installation almost continuously since 1905. Despite the additions and other exterior changes, the building remains recognizable to its ca. 1905 appearance and retains notable original interior architectural features. Quarters 8 remains a good example of military residential architecture from the early twentieth century.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: The ca. 1905 wood-frame structure incorporated a one-story masonry building dating to ca. 1850 as a kitchen wing. The date for the wood-frame structure was determined by comparing installation maps dating to the early 1900s obtained from the National Archives and Records Administration (NARA).
2. Architect(s): Not known.
3. Original and subsequent owners, occupants, uses: United States of America, DON; in 1874 the building was unassigned; however, it was subsequently used as the U.S. Engineers Office (1886), unassigned (1900), pay clerk's quarters (1910), supply officer (1916 to ca. 1946), and public housing for senior officers. As identified earlier in this document, the Chief of Staff, CNET, occupied the quarters immediately prior to Hurricane Ivan.
4. Builder, contractor, suppliers: Not known.
5. Original plans and construction: Quarters 8 currently exhibits an irregular plan comprised of a rectangular-plan, load-bearing masonry wing with wood-frame extensions and a rectangular-plan, wood-frame wing to the southwest that serves as the main public face of the building. The primary facade features four bays, and the building is topped by a cross-hipped roof. Original plans for Quarters 8 have not been located. The kitchen wing of Quarters 8 was originally constructed as a detached kitchen for an earlier antebellum residence at the same

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location. A brick cistern (HABS No. FL-219-A), constructed during this same period, is located southeast of the quarters. However, an architectural plan from 1871, entitled "Temporary Officers Quarters," depicts the conversion of the ca. 1850 brick building from a kitchen to a residence. According to this plan, Quarters M, as Quarters 8 was known in the nineteenth century, was a one-story, linear-plan building that was divided into a parlor, two chambers, and a closet. On the east facade, four exterior doors provided access to each of the four rooms. Based on elevations for nearby temporary Quarters H (Quarters 6, HABS No. FL-518), the temporary Quarters 8 would have also featured a gabled roof with a stepped parapet, an interior chimney, and six-over-six windows. The stepped parapet and gabled roofline is evident today on the south elevation of the kitchen wing.

No architectural plans were located during this documentation effort to illustrate the original design of the ca. 1905 wood-frame main wing addition to the ca. 1850 masonry kitchen. Plans for subsequent alterations of Quarters 8 are on file both at NARA and at the Engineering Office (Building No. 458) at NAS Pensacola.

6. Alterations and additions: Plans or sketches have not been located to indicate the original appearance or layout of the ca. 1850 masonry kitchens associated with each of the original officers' quarters on North Avenue. After Confederate forces burned the officers' quarters in 1862, the brick kitchens that survived were adapted as living quarters for officers. A report forwarded to BuDocks by the commandant dated March 22, 1871 (on file at NARA) indicates that Quarters 8 was in need of extensive roofing work, although earlier base maps show that officers occupied the building as early as 1868. A ca. 1871 plan entitled "Temporary Officers Quarters" shows the minimal alterations to the kitchens that the Navy undertook to provide temporary quarters for officers. In the case of Quarters 8, the roughly rectangular-plan structure was partitioned into a parlor, two chambers, and a closet. At that time the yard's chief engineer occupied Quarters 8.

Unlike most of the other officers' quarters that received a second story and wraparound veranda during the 1870s, Quarters 8 remained a one-story "cottage," according to an 1889 map. The quarters did not receive major improvements until the twentieth century. A 1903 base map reveals that exterior site modifications at Quarters 8 included the installation of a sidewalk leading to the front door from North Avenue. Most likely in the same year, the Navy added a gabled-roof, wood-frame addition to the north end of the masonry wing as servant's quarters.

Shortly afterward, according to a 1905 base map, the Navy built what was in effect an entirely new house as an addition to the former brick kitchen. The expansion resulted in the construction of a raised, wood-frame, hipped-roof addition featuring a wide, wood-frame porch wrapping around the east, south, and a portion of the north facades. A covered porch was also added on the east facade of the masonry portion of the building. The wood-frame addition, which was added to the southwest corner of the original masonry wing, housed a living room, three bedrooms, and a bathroom. The masonry wing provided space for the dining room, kitchen, pantry, and laundry in the original section and the previously mentioned servant's quarters in the ca. 1903 wood-frame addition. A 1916 historic photograph obtained from NAS Pensacola's Public Affairs Office (PAO) indicates that insect screens had not yet been installed on the porches of Quarters 8, although the balustrades appear to be similar to those in place today. A PAO photograph dating to 1917 shows that

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screens had been installed by the time the photo was taken.

As indicated by a 1908 plumbing plan on file at NARA, a small bathroom was added to the wood-frame servant's quarters near the north end of the masonry wing. The bathroom included a water closet and bathtub. Laundry trays were added to the laundry/utility room south of the adjacent servant's quarters during this plumbing upgrade. The first of many additions to the north facade of the wood-frame wing provided a lavatory and water closet to supplement the existing bathroom, according to the 1908 drawings.

An installation map from 1927 illustrates a new road constructed from West Avenue led behind the quarters, with a separate drive to the rear of Quarters 8. In addition, the dirt road that ran behind North Avenue's quarters, adjacent to the old navy yard wall, was paved during this time.¹ This same installation map indicates a small guesthouse stood northeast of Quarters 8 at that time. The building appears on subsequent maps dating until 1980; however, the guesthouse is no longer extant.

Architectural drawings indicate that a remodel in 1933 resulted in the enclosure of the covered porch between the two wings. The room featured an exterior entry door at its south end. The existing stairs were replaced with a stairway oriented in the opposite direction. An existing door from the porch to the kitchen was infilled. Based on a 1935 floor plan on file at NAS Pensacola, at some time prior to that year, an extension to the north part of the wood-frame wing provided an additional bedroom, bathroom, and half bath, all of which connected to the main building by an 8'-6" x 16'-6" hall. According to base maps of the period, this addition likely occurred ca. 1910. Other improvements included the extension of the covered porch around most of the west facade of the wood-frame wing, the enclosure of a portion of the covered porch on the masonry wing to form a breakfast nook, and the installation of a service room at the north end of the hall connecting the two wings. Also during this time, a covered space, creating an automotive parking shed, adjoined the laundry, pantry, and kitchen on the masonry wing. Piping to provide steam heat from a central generating plant was installed in Quarters 8 ca. 1935, according to the Bureau of Yards and Docks (BuDocks) Annual Report of the station's activities.² Radiators are shown in each room in plans from this period.

During a major renovation in 1946, according to plans on file at NAS Pensacola, the southeast bedroom in the wood-frame wing was converted into a study, closets were added to two bedrooms and two hallways, and interior and exterior doors were replaced on both wings. The northeast bedroom was reduced in size, and a hallway was constructed that led to the study, living room, and the central bedroom. The fireplace between these bedrooms was removed and the opening infilled. In addition, a portion of the screened porch on the wood-frame wing's west facade was enclosed, and the northernmost bedroom was reconfigured to create two smaller bedrooms with a bathroom and a large dressing room between them. A hall connected the two bedrooms. Two closets were added into the northernmost bedroom and one in the central bedroom. In the masonry wing, the screened porch was removed from the south facade, the kitchen was enlarged and cabinets were installed, and the fireplace in the dining room was infilled.

A floor plan from 1956 on file at NAS Pensacola indicates that the study was once again used as a bedroom, and the one-bay automotive storage shed was now termed a garage. It is not

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known if this meant that a fully enclosed space provided shelter for an automobile, since later plans refer to the space as a carport.

Metal awnings were installed along the wood-frame wing's exterior porch in 1971, according to the original HABS documentation submitted in 1974. However, recent research did not corroborate this date.

A central HVAC system and associated ductwork was installed ca. 1990, according to plans on file at NAS Pensacola. The system was installed in the attic of the masonry building and the crawl space of the wood-frame building, resulting in modifications to the floors and ceilings. By this time, all radiators had been removed from the building.

B. Historical Context:

INTRODUCTION

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

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

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structures present at the station today. This historic overview provides the background for placing Quarters 8 within a national, regional, and local context.

Quarters 8 is a single-family dwelling that, in its present configuration, has served as a residence for senior officers since the early twentieth century. Like the other dwellings in the North Avenue neighborhood, Quarters 8 incorporates an 1850s brick kitchen within its floor plan; however, the building assumed its current form ca. 1905 after an extensive remodeling effort that greatly enlarged the building. Quarters 8 and its neighbor to the east (Quarters 7) are the only residences on North Avenue that convey an early twentieth century appearance. Their scale, massing, form, and physical attributes are noticeably different from the neighborhood's other quarters, all of which date to the 1870s. Except during the brief period following the closure of the navy yard and its reactivation as a training center for naval aviation in the early 1910s, Quarters 8 fulfilled an important support role within the mission of the base. It functioned as a residence for senior officers stationed at the base until flooding and excessive winds associated with Hurricane Ivan caused extensive damage to the building. At present, the residence is vacant.

EUROPEAN SETTLEMENT AND FORTIFICATION IN THE PENSACOLA BAY AREA

NAS Pensacola occupies a peninsular spit of land projecting eastward into the broad Pensacola Bay in Escambia County, Florida. Entry to the bay from the Gulf of Mexico is protected by Santa Rosa Island and Perdido Key, forming an ideal defensive arrangement exploited as early as the seventeenth century by the Spanish, followed by French, British, and American forces. The first permanent settlement and military fortification in the immediate area was Fort San Carlos de Austria, built in 1698 by Spanish troops under the direction of Andrés de Arriola. Arriola maintained that the Gulf of Mexico—a vital link in the trade routes between Europe and Spanish colonies in Peru and Mexico—would be controlled by the nation that held the Bay of Pensacola.³ The simple, wood-and-earth fort stood until 1719, when it fell to invading French forces.

Domination of the Pensacola Bay alternated between Spanish and French forces during the following decades, during which the Spanish also built a small fort on Santa Rosa Island. After winning control of Florida following the French and Indian War, the British arrived at Pensacola Bay in 1763 and completed a new palisade fortification in 1771 to protect the growing town of Pensacola, just north of the military site, then called the Royal Navy Redoubt. A decade later, in 1781, the Spanish again regained control of the site, renaming the British palisade Fort San Carlos de Barrancas. This time, they fortified the entrance to the bay more securely, constructing Bateria San Antonio (San Antonio Battery) in 1797—a solid brick water battery of semicircular shape designed as a gun emplacement facing the bay.⁴ The Spanish remained in control of the Pensacola Bay area, despite skirmishes with the British and with American forces led by Andrew Jackson in 1814, until 1821, when Spain finally ceded Florida to the United States via the Adams-Onís Treaty (*Figure 1*). Andrew Jackson presided over ceremonies in the Plaza of Pensacola on July 17, 1821, celebrating the surrender of the territory by the Spaniards. Jackson then dispatched four army infantry companies to Fort San Carlos and the San Antonio Battery, marking the first occupation of the site by U.S. military forces.⁵

THE U.S. NAVY YARD AT PENSACOLA

The creation of the Territory of Florida by act of Congress on March 30, 1822, with Pensacola as the seat of government, replaced the interim government created by Jackson.⁶ A Florida Legislative Council, formed to promote the interests of the new territory, quickly moved to petition the U.S. Senate and

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President James Monroe for new fortifications on the Pensacola Bay, to include a naval station at Pensacola. Both the president and Secretary of the Navy Samuel Southard approved the plan, agreeing with the recommendation of the Senate Committee on Naval Affairs that the coast of Florida was the ideal site for a new naval depot. Southard commented that such an installation was "indispensable for the economical and efficient management of that portion of our navy which is employed in the West Indies and Gulf of Mexico."⁷ Despite recommendations by the Board of Naval Commissioners to await the results of engineering studies on potential Gulf Coast sites, by March 3, 1825, both the House and Senate approved a bill authorizing construction of a navy yard at Pensacola. Objections to the Pensacola Bay site voiced by some military authorities included the shallowness of its channel, which precluded passage by some larger vessels, and its vulnerability to attack from the mainland. Notwithstanding these arguments, a party of three officers, including Commodore Lewis Warrington, Captain James Biddle, and Captain William Bainbridge, embarked for Pensacola in autumn 1825 to select the best location for the new navy yard. After surveying the bay and surrounding area, the three officers confirmed the depth of the channel at a consistent 21'-0", and identified a point near Fort Barrancas, already owned by the U.S. government, as the ideal location.⁸

President John Quincy Adams approved the site selected a day after the report was delivered to him on December 2, 1825, and assigned Commodore Warrington as the first commandant of the Pensacola Navy Yard. Warrington arrived back at Pensacola in April 1826, and construction was soon underway. Construction materials, however, were difficult and expensive to acquire, as was skilled labor. Both had to be brought from the east at inflated prices, although southern slaves apparently provided menial labor at a lesser charge. Due to the high cost and delay in acquiring men and materials, as well as the onset of yellow fever epidemics in summer 1826 and 1827, construction proceeded slowly, and most facilities were left in a primitive state for some time.⁹

The most urgent need was for a fully equipped hospital. A contractor from Boston charged with building the new wharf, Samuel Keep, complained that yellow fever patients were being cared for in "...a little house called by that inappropriate name, hospital...If the yellow fever comes to the Yard I shall not remain here unless I am absolutely obliged to do so." Although the old Fort Barrancas hospital had been pressed into service, it was rapidly disintegrating, and the new commandant arriving in September 1826, Melancthon T. Woolsey, was forced to rent a two-story wood house near Fort Barrancas to serve the sick of the depot and of the West India Squadron.¹⁰ The yard's surgeon, Dr. Isaac Hulse, also worked to pressure lawmakers to provide a better facility for the squadron's increasing number of sick seamen. Although a hospital was under construction by November 1828, lack of funding kept the work from proceeding. In a letter to Florida Congressman Joseph White, Hulse admonished that "...it is impolitic, as well as inhuman in a government to neglect [the needs] of its servants."¹¹ By summer 1828, construction had almost ceased at the yard, due primarily to a halt in funding engendered by new hopes of peace with the European forces that had so long beleaguered the Gulf.

Lacking even the most basic facilities needed for the comfort and health of the squadron, the navy yard was even less equipped to address its shipbuilding and repair needs. By the 1840s, the yard still had no permanent wharf, no dry dock, few workshops and even fewer skilled workers. Construction of the yard's infrastructure continued on a piecemeal basis, without any general plan of development, halting every summer when workmen returned to the east to avoid yellow fever, and whenever the scarce funds allocated by Congress were used up. "The decline in piracy and slave running had largely removed the need for a fleet to suppress such operations and had undoubtedly influenced congressional decisions on

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appropriations for Pensacola. Moreover, the West India Squadron was renamed the Home Squadron in 1841, and its cruising ground was extended farther into the Caribbean Sea and Atlantic Ocean. Consequently, ships of the Home Squadron could make the larger and more adequate navy yards on the East Coast as easily as Pensacola."¹²

While the Pensacola Navy Yard stagnated, it was at least well defended. Between 1829 and 1859, the Army completed four defensive forts to protect Pensacola Bay. Fort Pickens stood on the extreme western tip of Santa Rosa Island, with Fort McRae on the western shore directly opposite. Fort Barrancas was built to the north, on the site of the old Fort San Carlos de Barrancas and next to the San Antonio Battery. The Advanced Redoubt to the north occupied the highland site that dominated Fort Barrancas. Most of the construction was supervised by Major William Chase, a U.S. Army engineer, who persevered in his task despite suffering the same scarcity of materials, manpower, and funding experienced at the navy yard. It would appear that the defensive forts benefited from a comprehensive design by the U.S. Corps of Engineers.¹³

Annual Reports from the BuDocks to the Secretary of the Navy reveal the slow struggle waged by the station's commandants against weather, yellow fever, contractors, and financial deficits. On November 19, 1844, the BuDocks Report took an optimistic tone on the progress of the navy yard:

At Pensacola, the sum of \$166,708 was granted at the last session of Congress for the commencement of works of importance, and for the purpose of gradually enabling that establishment to afford repairs and supplies to the vessels standing in need of them and to place it, as rapidly as circumstances permit, in a situation to become the secure resource of the navy in that quarter....A plan of the yard has been prepared and approved; and, as soon as materials can be procured in a sufficient quantity, the works will be commenced, and the yard have an organization corresponding with that of the others, by the employment of additional master mechanics, with the necessary workmen and laborers.¹⁴

An act of Congress dated July 1, 1844, authorized construction of the permanent wharf, although little action seems to have been taken afterward.¹⁵ Additional requests between 1842 and 1845 included such basic conveniences as officers' quarters, a permanent wharf, and a system of supplying fresh drinking water.

When the Mexican-American War broke out on May 11, 1846, Pensacola was the closest naval establishment to the blockading Home Squadron at Veracruz, 900 miles away. Without a dry dock, the yard was unable to provide more than minor repairs to vessels, and had little food, water, or other goods on hand to supply the ships. A yellow fever epidemic in the squadron sent hundreds of diseased sailors to the Pensacola Naval Hospital, which struggled to support such a burden.¹⁶ The deplorable condition of the only Gulf Coast naval station finally caught the attention of the public and, more importantly, the legislators who could act to fund its improvement.

CONSTRUCTION AND DESTRUCTION IN THE LATE NINETEENTH CENTURY AT THE PENSACOLA NAVY YARD

From 1847 through the 1850s, the Pensacola Navy Yard was abuzz with new activity. BuDocks requested funds for vital infrastructure, such as paving of roads, grading and leveling the yard, adding rail tracks to ease the movement of machinery, and finishing the permanent wharf. The station's commandant was also

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forced to ask for funds to repair the buildings that were already disintegrating because of the humid climate or poor maintenance.¹⁷ By 1853, a dry dock, a basin for loading and unloading ships, and a railway were in place; in 1856, dredging and the construction of a deep basin for larger ships was accomplished, although the permanent granite wharf was still unfinished. In 1858, shipbuilding finally began at the Pensacola Navy Yard, despite the lack of some important resources, such as a wet basin and fully functional foundry. Two sloops of war, the *Pensacola* and *Seminole*, were launched from the yard in 1859, marking the depot's coming of age after twenty-five years of struggle.¹⁸

Just as the Pensacola yard was attaining the status of a truly functioning maritime facility, the Civil War put an end to its progress. When Florida seceded from the Union in January 1861, the seventy-man federal garrison at the naval installation was faced with defending itself using only a few operable guns. Therefore, when more than 600 Alabama and Florida troops arrived at the Pensacola Navy Yard on January 12, 1861, Commandant James Armstrong surrendered the yard to the Confederates. The company garrisoned at Fort Barrancas was able to quickly move all men and supplies across the bay to Fort Pickens, which they defended throughout the war, even bombarding the Confederate forces at the navy yard and causing considerable damage in winter 1862. When the Confederates evacuated the area on May 9, 1862, they burned the navy yard to the ground.¹⁹ The BuDocks Report to the Secretary of the Navy on November 4, 1862, states:

The yard at this place has also been repossessed by the government, but, like that of Norfolk, was found a mass of ruins, the buildings having been burnt and every effort made to destroy all the government property....A statement of the bids received and contracts entered into by this bureau, for the fiscal year ending June 30, 1863, will be presented at as early a day as practicable.²⁰

In fact, little progress was made in rebuilding the navy yard in the following years. The BuDocks Report to the Secretary of the Navy for 1864 reads in part:

This yard was also almost entirely destroyed by the rebels, and thus far but little has been done to restore it to its former condition. Some small amount of machinery has been erected to meet the most pressing want of the Gulf Squadron, and it is now proposed to repair a few of the buildings for the accommodation of the officers, stores, &c....²¹

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

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

A request to BuDocks sixteen months later by Smith's replacement, Commandant James Armstrong, revealed that previous requests for repairs had never been approved by the Navy. He asks for authority to make repairs to several kitchens, which "can be made to answer temporarily by roofing and flooring and

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closing them against the weather.”²³ The terse reply of Chief of BuDocks James Smith indicates the Navy's general attitude towards the yard:

As yet, the Pensacola Yard is temporary, and therefore, the improvements [to officers' quarters] are to be made for temporary work only. You are authorized to make such accommodations as are *absolutely necessary for the officers, on the most economical plan* (emphasis in the original).²⁴

The struggle for funding to upgrade the temporary status of the yard is reflected during the subsequent years by ongoing requests for better officers' housing. In the meantime, officers assigned to the yard dealt with their poor housing by improvising small improvements to the surviving kitchens and stables of the destroyed quarters.

After the termination of the conflict, BuDocks encouraged the Secretary of the Navy to fully repair the station, which was needed by the Gulf Squadron. However, by 1869, the chief of BuDocks advised the Secretary of the Navy that he found the location of the Pensacola Navy Yard “objectionable” due to its exposure to long-range guns from outside the harbor. “The great importance of having a well-equipped yard on the Gulf of Mexico suggests that, before heavy expenditures are made toward reconstructing the yard, it is worth while to institute an examination to ascertain if some more favorable location cannot be found.”²⁵

Although the Pensacola installation was not abandoned, work to repair the damage of the Civil War was again slowed by poor funding and an ambiguous status within the Navy. Appropriations were too small to 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 8 remained a one-story residence through the post-war period. And although commanding officers continued to request funding and submit prospective plans for updating the one-story quarters, by the time the majority of quarters were finally habitable in the early 1880s, military leaders in distant Washington, D.C., were having second thoughts about the Pensacola Navy Yard.

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.²⁶ Although no new work was performed at the yard in 1898, the Spanish-American War of that year once again focused attention on Pensacola, and by 1900 the navy yard re-opened with new energy.

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

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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.²⁷

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.²⁸ 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*).²⁹

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 1913.³⁰

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

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\$25,000.00 was made for the establishment of the Navy's first aviation installation at Annapolis, Maryland.³¹

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.³²

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 1915.³³ 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."³⁴ 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.³⁵

The first months at the station were fraught with excitement and novelty, especially for Pensacolians who witnessed the first flights over the Pensacola Bay. Within weeks, they also witnessed the base's first aviation fatality when Lieutenant J. M. Murray crashed into the bay in a Burgess D-1 flying boat on February 15, 1914. The following month, five submarines and two transport ships from the Atlantic Fleet arrived in the bay for extended operations with the aviation unit to determine visibility of the submarines from the air. Later in the spring, nineteen destroyers converged on the former navy yard in response to rising tension with Mexico, which was suffering revolutionary upheaval. On April 21, 1914, a detachment from the Pensacola station, commanded by Lieutenant P. N. L. Bellinger, was sent aboard the *Mississippi* to assist American forces in seizing the Customs House at Veracruz, Mexico. Another detachment was dispatched to Tampico. At Veracruz, Pilot Bellinger, with three students and two airplanes, formed a unit that proved useful, flying observation missions daily over the city and attempting to locate the camps of enemy attackers. Bellinger even came under fire while flying low, and his plane bore the first marks of naval aviation combat.³⁶ Soon after the detachment's return to Pensacola, the handful of officers and

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students settled into their new home, and the base was officially designated as the Pensacola Naval Aeronautic Station (NAS) on July 1, 1914.³⁷

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."³⁸ 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.³⁹

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.⁴⁰ 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."⁴¹ 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.⁴² 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.⁴³ 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.⁴⁴

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."⁴⁵ In fact, most naval aviators serving in Europe spent their

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missions patrolling coastlines for mines and submarines, and bombing submarine bases.⁴⁶ 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.⁴⁷

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.⁴⁸ 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.⁴⁹ 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.⁵⁰ 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.⁵¹ Officials were reluctant to simplify the tests, however, for fear that the already excessive accident rate would increase as a result.

In the 1920s, the concept of dedicated aircraft carriers began to revolutionize naval aviation. Instead of taking off and landing in water, aircraft could begin to rely on carriers as a home base, with more extensive runways than earlier battleships had provided for planes. Furthermore, new landplanes with increased flying range enabled pilots to make extended forays over land to carry out a variety of missions. Therefore, landplane training was added to NAS Pensacola's curriculum in 1922. With the landplanes

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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 1926.⁵² 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.⁵³

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.⁵⁴

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.⁵⁵ 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.⁵⁶

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.⁵⁷

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, 1935.⁵⁸ The principal items included in the program anticipated an expanded role for the station in the coming years and included two 500-man

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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."⁵⁹ 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."⁶⁰

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."⁶¹ In addition, the 457 workers employed on the job helped to prepare the new Corry Field on leased property northwest of the station.⁶² 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."⁶³ 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."⁶⁴ 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 15,000.⁶⁵

As the United States entered World War II in 1941, NAS Pensacola stepped up training activities to meet the demand for new pilots, while still busily erecting both makeshift and permanent buildings. Although aviation in the First World War was still in a fledgling state, by 1941, technological advances and the development of combat flying techniques created the bombers and fighter planes that soon became familiar sights over European and Pacific skies. Four new training fields were opened between 1940 and 1942, including Saufley Field in 1940, Ellyson Field in 1941, and Bronson and Barin Fields in 1942.⁶⁶ 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

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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.⁶⁷ 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.⁶⁸

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."⁶⁹ Despite financial limitations instituted as the Vietnam War dragged on, NAS Pensacola grew in both size and responsibility as more training and study were needed for highly specialized systems (*Figure 6*). Major damage incurred during Hurricane Camille in August 1969, was quickly repaired and some buildings rebuilt. By 1971, the station covered over 5,500 acres. New training centers were commissioned in the early 1970s, including the Naval Technical Training Center (formerly Naval Communication Center), which was the Navy's

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locus for electronic warfare and photography training, and the Naval Education and Training Program Development Center, established at Saufley Field in 1974.⁷⁰

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.⁷¹

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.⁷²

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

DETAILED BUILDING HISTORY

Quarters 8, which attained its current form ca. 1905, remains among eight officers' quarters retaining elements of the original twelve wood-frame residences that were constructed along North Avenue ca. 1850. The ca. 1905 building incorporates a rectangular-plan, one-story masonry structure dating to ca. 1850 as its eastern wing. The one-story brick building served as a detached kitchen for the earlier wood-frame officers' quarters, originally known as Quarters M, in nearly the same location at the Pensacola Navy Yard.

As initially conceived, the twelve original officers' quarters were arrayed symmetrically on either side of the Commandant's Quarters, Quarters A, which sat at the terminus of Central Avenue, symbolically

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commanding the northward vista from the waterfront and the yard. The highest-ranking officers resided closest to the commandant's house.

The earlier quarters were destroyed in fires set by retreating Confederate soldiers who had occupied the yard during the early years of the Civil War. Without these quarters, the living conditions for federal officers returning to the yard were grim. Commandant Ulysses Smith wrote in May 1863,

I am living temporarily on board one of the vessels lying at the wharf for repairs, which will be completed in a week or ten days....I shall endeavor before that time to fit up for myself a residence in a kitchen, and for some of the officers a residence in a stable; these being the only two buildings which can at a reasonable cost and in a short time be made available for our use.⁷³

Although Commandant Smith and successive commanding officers requested funding for improving quarters, the Civil War continued and little money or attention was likely available for quarters at the yard.

The housing limitations endured for several years after the end of the conflict. For the decade following the end of the Civil War, officers lived in 'temporary quarters', or the original brick kitchens that were retrofitted with a parlor and varying numbers of chambers. The majority of funding that was allocated to the Pensacola Navy Yard went toward construction of mission-oriented facilities and infrastructure, but minute amounts trickled in for improving the living arrangements at the quarters. Temporary wood-frame kitchens and other rooms were attached to the masonry buildings to provide additional living space. In 1868, the commandant's secretary resided in Quarters M. According to a sketch provided to BuDocks in 1871, Quarters 8 included a parlor and three chambers in the masonry wing and a dining room, kitchen, and gallery as wood-frame attachments on the east side of the main wing. The chief engineer resided in Quarters 8 in 1871 and continued to do so through the mid-1880s.⁷⁴

While the elaborate Italianate-styled Commandant's Quarters received the most funding and attention of all the residences in the post-war funding environment, appropriations also allowed for the more piecemeal improvement of nearby quarters.⁷⁵ The pre-Civil War Commandant's Quarters functioned originally as the anchor of a symmetrical residential streetscape, and in this tradition, the new Commandant's Quarters remained the focal point of the neighborhood. However, the piecemeal progress and pattern of renovations in the neighborhood left an uneven number of residences and cottages, or former kitchens, on either side of Quarters A. On the west side of Quarters A, six masonry kitchens, including what subsequently became Quarters 8, survived the Civil War, and were later modified into temporary quarters.

According to the annual report to BuDocks of 1881, six of ten temporary officers' quarters had been rebuilt into two-story structures, featuring a prominent two-story wraparound porch.⁷⁶ A request for funding to retrofit the remaining four temporary quarters met with limited success. By 1882, the request for funding was reduced to monies needed for re-building three of the quarters. Quarters 8 remained a one-story residence at the time the yard closed in 1883. Full-height wraparound porches are evident on all of the two-story quarters on an 1885 illustrated bird's-eye view map of the yard, except Quarters 8, along with Quarters 7 next door, which remained relatively unchanged from its post-war temporary quarters form.⁷⁷

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The Navy closed the yard from 1883 to 1900, during which time all buildings at the yard, including the quarters, received only minimal upkeep. Once the yard reopened, the Navy made a number of changes to the buildings along North Avenue in the early years of the twentieth century, as illustrated by base maps of the period. When the navy yard reopened in 1900, three quarters and one cottage were located east of Quarters A, but by 1903, only Quarters 2 and 3 and the cottage remained. The west side of Quarters A remained more densely settled, with Quarters 4, 5, 6, 7, and 8, along with various outbuildings, such as servant's quarters, cisterns (HABS No. FL-219-A) and stables (Building No. 28, HABS No. FL-218).

In 1903, a sidewalk from North Avenue to the front door of Quarters 8 first appears on maps of the day. The adjacent Quarters 7 received an elevated wood-frame wing in 1903. By ca. 1905, the Navy constructed a similar wood-frame addition for Quarters 8 at the southwest corner of the masonry building, with both sections connected by a covered porch. Because the original kitchen was incorporated as a wing, it remained a distinctly separate structure, retaining its stepped parapet roofline as a distinctive feature of the building. The masonry wing contained the dining room, kitchen, and pantry, with a servant's quarters in a small, attached, wood-frame addition. The larger wood-frame wing held four bedrooms, a living room, and probably a full bath and a half bath. A covered porch wrapped around the east and south facades of the wood-frame wing, and another covered porch completed the east facade of the masonry wing (*Figure 7*). According to plans on file at NAS Pensacola, a bathroom installed in 1908 immediately north of the pantry in the masonry wing provided additional amenities to the servant's quarters. The pay clerk inhabited the quarters in 1910.

Quarters 8, as well as its immediate neighbor, Quarters 7, featured a few design elements in common with the older, two-story residences along North Avenue, including the hipped roof, wide porches, and the incorporation of the older masonry building into the more modern structure. However, the height and street set-backs differed from the other buildings. Both Quarters 7 and 8 sit much closer to North Avenue than the remaining quarters. And, perhaps because of lessons learned during frequent storm-related flooding at the earlier ground-level residences, the main wood-frame wing of both Quarters 7 and 8 was elevated.

The Navy permanently closed the Pensacola Navy Yard in 1911, but reopened the facility just three years later in 1914 as Naval Aeronautical Station Pensacola. Many of the yard's original buildings were retrofitted for new uses, whereas the quarters continued to provide accommodations for high-ranking officers assigned to the station. During World War I, the Navy built hangars and structures northeast of North Avenue to accommodate the dirigibles that were maintained at the station. These facilities were part of a series of building programs that would eventually surround the neighborhood with mission-related offices and industrial buildings. In ca. 1918, the Navy constructed a barracks, Building No. 221, on the south side of North Avenue, due south of Quarters 8. By 1919, another barracks, Building No. 239, filled in the empty field to the east of Building No. 221.

Technological improvements at the expanding air station brought quality-of-life improvements to the officers' quarters, as well. In December 1922, centralized heating systems were installed in all of the quarters.⁷⁸ A few years later, ca. 1927, according to base maps on file at NAS Pensacola, site improvements included the installation of a paved service drive from West Avenue directly to the north end of the residence. The supply officer inhabited Quarters 8 during this period. At some point prior to 1935, renovations added a bedroom and storage space to the wood-frame wing, and a porch enclosure created a breakfast nook on the southeast end of the masonry wing. Also during this time, a covered

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automotive parking shed adjoined the laundry, pantry, and kitchen on the masonry wing, on the northeast facade of the wood-frame wing. The porch between the masonry and wood-frame wings was enclosed to form a hall and a service room in the early 1930s. In the mid-1930s, piping for steam heat was installed at the quarters along North Avenue, including Quarters 8, and radiators in most rooms provided warmth during the winter months.⁷⁹ While these changes provided quality-of-life improvements to the residents, the remodeling occurred in a piecemeal manner, causing the quarters to lack cohesive circulation from one part of the building to the next.

With the change in mission at NAS Pensacola came several notable changes to the surrounding landscape, as base operations shifted inland from the waterfront as aircraft technology evolved. By ca. 1936, the construction of Chevalier Field's runways and supporting hangars obliterated most signs of the nearby Woolsey community, which had been located on the opposite side of the navy yard wall from the North Avenue quarters for more than eight decades. The town of Warrington, to the west, was relocated during the 1930s to another site across the inlet, as the air station continued its expansion. The Navy began constructing additional officer housing in 1936 along Billingsley Drive and Cabaniss Crescent on higher ground at some distance from North Avenue. However, despite the conveniences that the more modern housing offered, most of the station's senior officers continued to reside in the prestigious historic residences along North Avenue in proximity to the Commandant's Quarters.

The Navy continued upgrading Quarters 8 in the 1940s. During a major remodeling effort of the wood-frame wing in 1946, several closets were added, the southeast bedroom was converted into a study, a portion of the screened porch on the west facade was enclosed, and the northernmost bedroom was reconfigured to create two smaller bedrooms with a bathroom and a large dressing room between them. The renovation, with its addition of considerably more closet space, the creation of hallways, and more centralized bathroom access, improved circulation and allowed for greater privacy within the house for residents. The alterations also reflected a more modern approach to use of space in the building. At some time prior to this major renovation, the Navy removed the porch on the south facade of the masonry wing, and the distinctive stepped parapet roofline was once again visible (*Figure 8*).

The Navy's next series of interior alterations for Quarters 8 occurred during the 1950s. Plans dating to 1956 indicate that the study was once again converted into a bedroom, and a garage was constructed adjacent to the kitchen.

A central HVAC system was installed in many of the quarters, including Quarters 8, in the mid-1980s. When Hurricane Ivan struck, the chief of staff for CNET resided in Quarters 8 (*Figures 9 and 10*).

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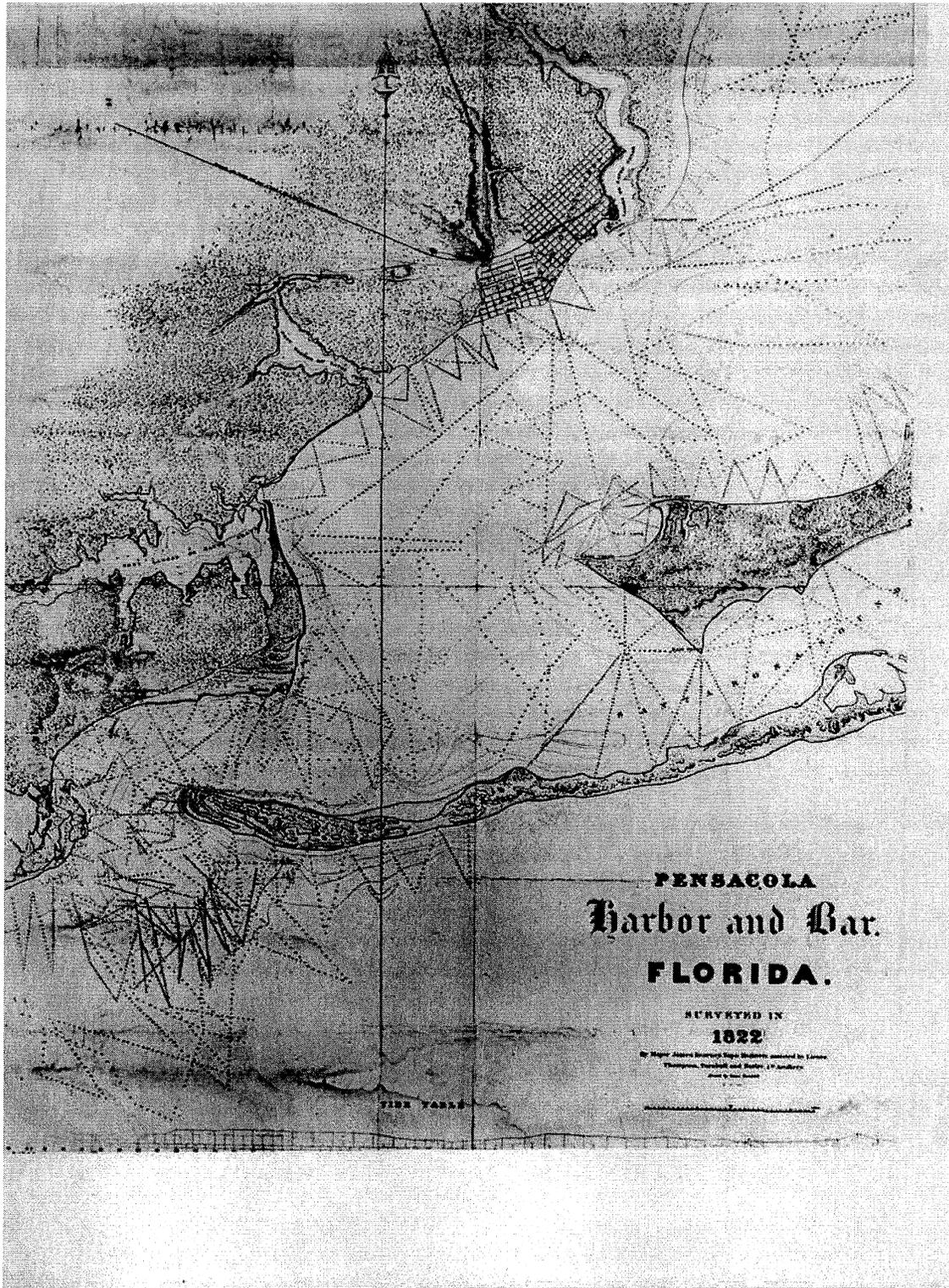
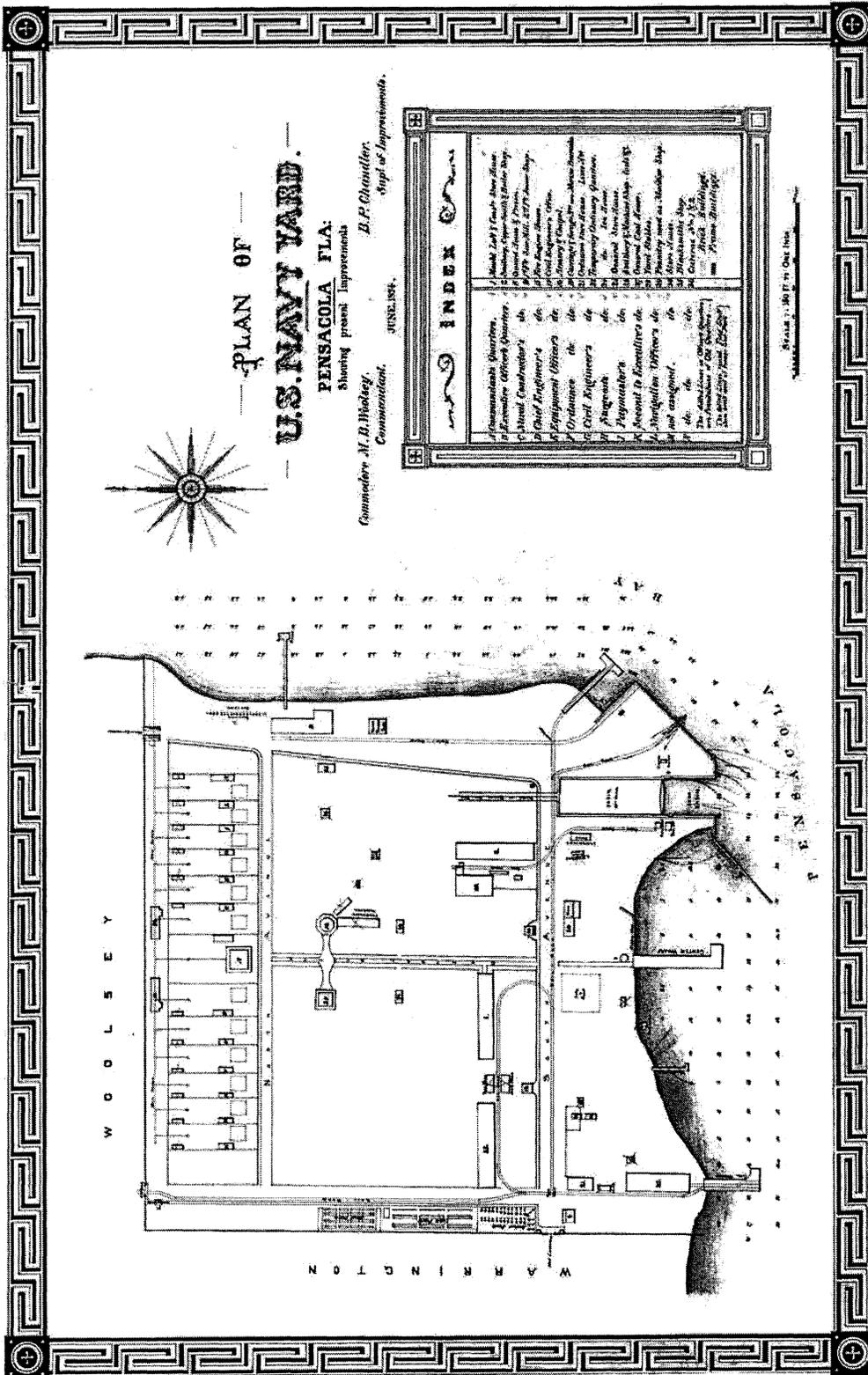


Figure 1. Map and Tide Table of the Pensacola Bay surveyed by the U.S. Army 4th Artillery in 1822, a year after Spain's transfer of Florida to the United States (Map courtesy of the Public Affairs Office, NAS Pensacola, Florida).

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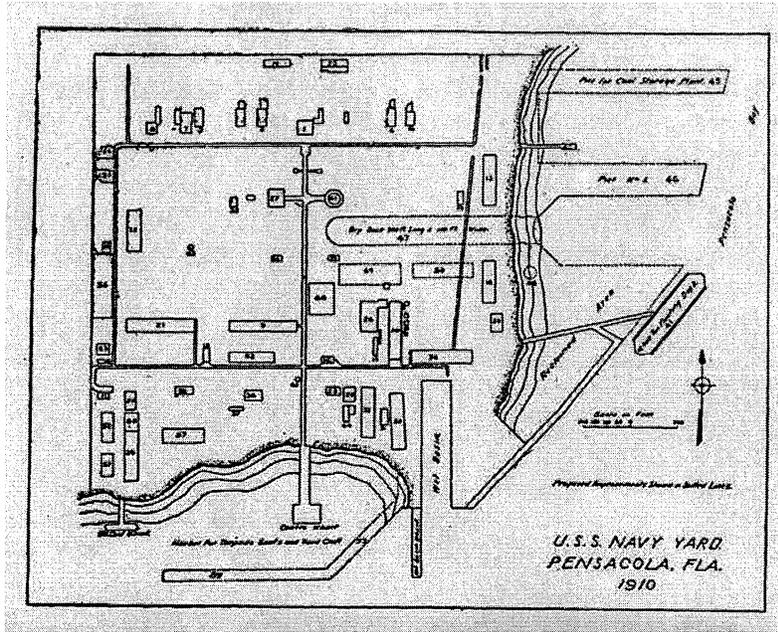


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Figure 2. Site plan NAS Pensacola, dated June 1874. Note the North Avenue neighborhood to the north. This map depicts each Quarter, its outbuilding, and the associated stables (Photo courtesy of the National Archives Record Administration, College 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).



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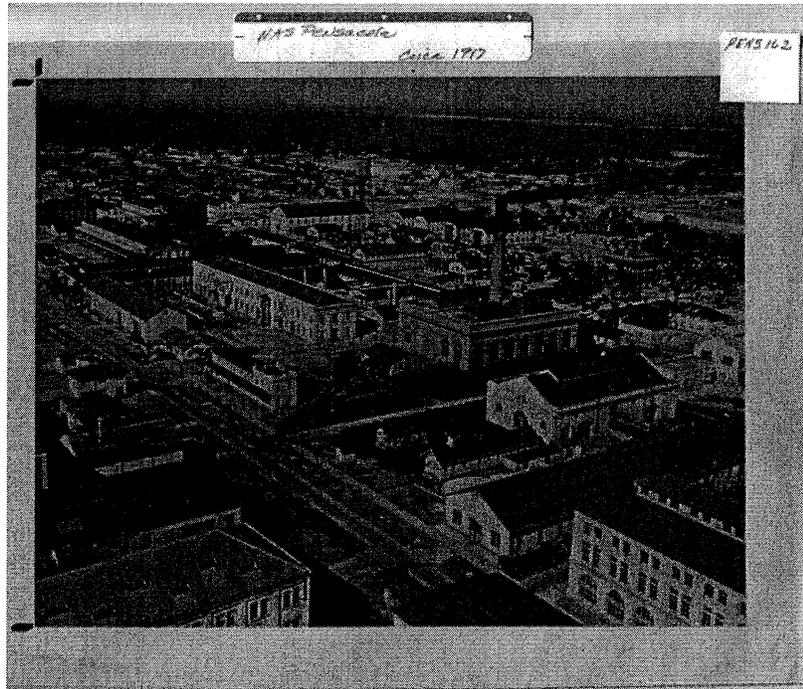


Figure 5. Bird's-eye view of NAS Pensacola ca.1917 (Photo courtesy of the Naval Aviation Museum, NAS Pensacola, Florida).



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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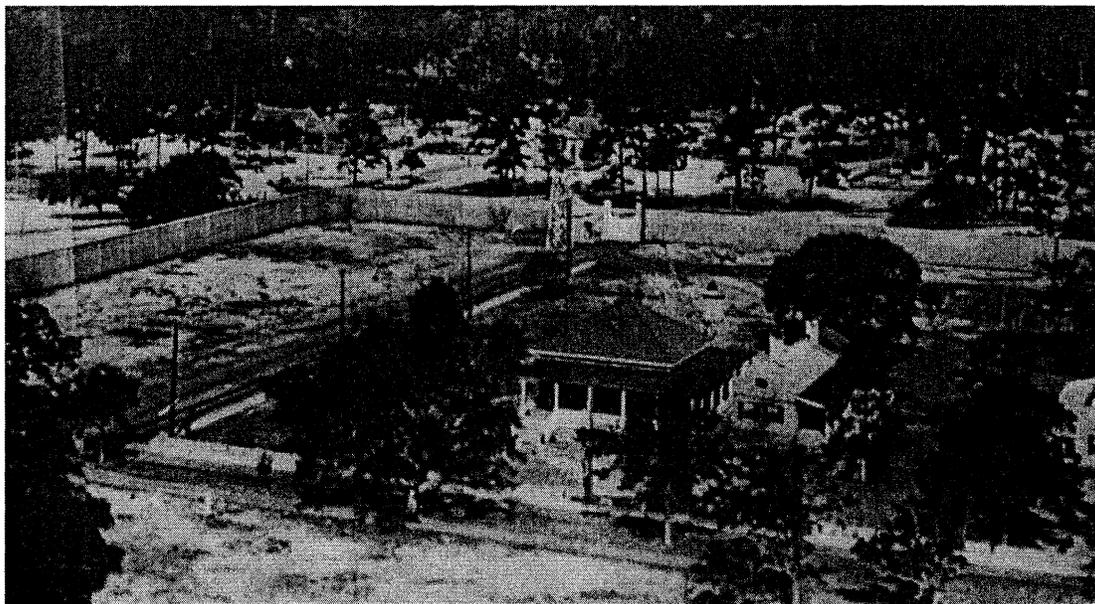


Figure 7. Quarters 8, ca. 1915 (Photo courtesy of the Public Affairs Office, NAS Pensacola).



Figure 8. Aerial view of Quarters 8 illustrating additions to both wings, ca. 1975. Notice heavy tree cover along and adjacent to North Avenue (Photo courtesy of the Public Works Center, Building No. 3580, NAS Pensacola).

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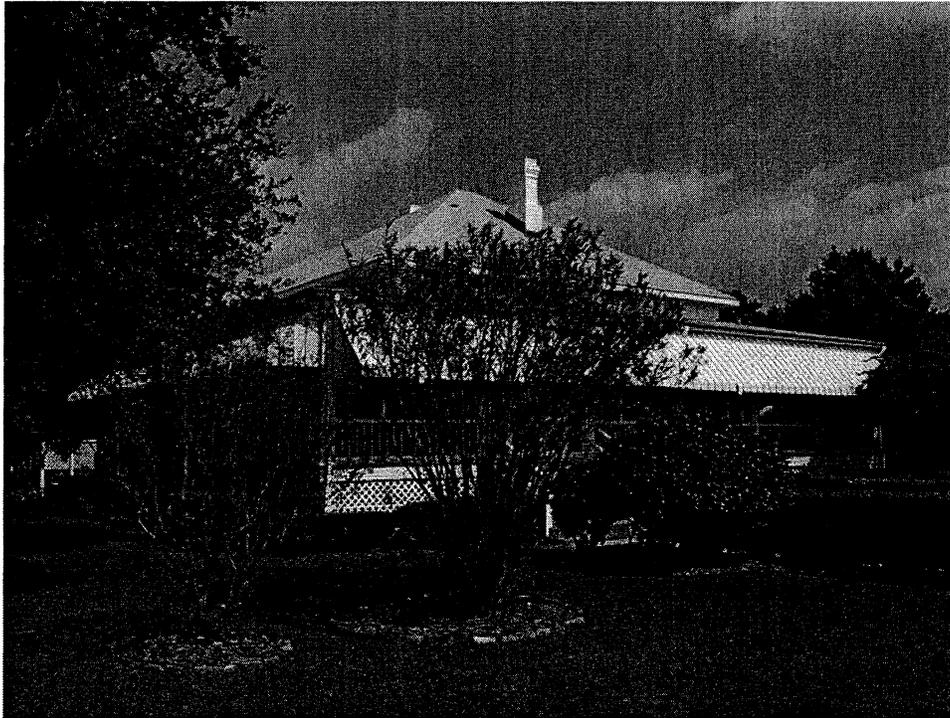


Figure 9. The ca. 1905 wood-frame wing of Quarters 8 as it appeared in 2002 (Photo courtesy of HHM Inc., Austin, Texas).



Figure 10. The ca. 1850 masonry wing of Quarters 8 as it appeared in 2002 (Photo courtesy of HHM Inc., Austin, Texas).

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Quarters 8 is a one-story, masonry and wood-frame building. The exterior walls of the original portion of Quarters 8 are load-bearing masonry. On the gable end-walls of the load-bearing masonry wing are stepped parapets. A prominent hipped-roof porch wraps around the east, south, and west facades of the main, wood-frame building. The main building features a ca. 1935 one-story, wood-frame addition on its north end, the walls of which are clad in asbestos siding.
2. Condition of fabric: Quarters 8 is generally in good condition with minor damage sustained during Hurricane Ivan in September 2004. This damage includes the loss of a porch column at the southwest corner of the house and the loss of some windows and doors. Although significant water damage occurred to the finishes on the first floor in the load-bearing masonry portion of the house, the wood-frame and masonry portions of the building remain structurally sound. Porch screening and non-historic awnings have also been removed due to damage as a result of Hurricane Ivan. Several composition shingles are missing from the roof. Exterior light fixtures are damaged or missing. Ornamental vegetation on the site has been damaged by wind, flooding, and salt water.

B. Description of Exterior:

1. Overall dimensions: The dimensions for the ca. 1850 original masonry building are 17'-5" x 50'-0". The north addition to the masonry building measures 18'-11" x 25'-7" and the ca. 1905 wood-frame and its north additions measure 58'-10" x 84'-5", according to 1956 architectural drawings. From grade to ridge of the roof, the building is 22'-0" high. The two wings combined to provide approximately 4,725' square of living space. The south (front) facade of the ca. 1905 wood-frame wing consists of four unequal bays of fenestration. The front facade of the ca. 1850 masonry wing contains two bays of fenestration, in addition to the three fenestrated bays of the attached glazed porch.
2. Foundations: Although the foundation of the original ca. 1850 brick portion of the building could not be directly observed, it is assumed to be stepped masonry footings with isolated interior masonry piers. A foundation composed of braced timber frame on masonry piers supports the wood-frame main house and wraparound porch. The north, east, and west additions to the load-bearing masonry wing feature a concrete slab-on-grade foundation with a continuous concrete perimeter beam.
3. Walls: The exterior walls for the original ca. 1850 portion of the house are soft-fired brick set in common bond with a header course every fourth row. The eaves feature shallow, molded, unadorned cornices. The south facade gable end has a stepped brick parapet with brick coping. The original window openings in this section appear to have painted stone sills. The walls of the main house, north additions, and the enclosed porch are clad in asbestos shingles and are painted white. The door and window openings in this section have flush wood surrounds and wood sills with no detailing.
4. Structural systems, framing: The original ca. 1850 portion of Quarters 8 is constructed of

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unreinforced, load-bearing brick masonry that is 1'-6" thick. The ca. 1905 main living quarters, rear (north) additions, and porch enclosures utilize conventional wood-frame construction. The interior partitions are wood-frame walls and load-bearing masonry. The flooring structure on the main house, north additions, porch, and original masonry building utilizes timber cross-bracing with masonry piers. The north and east additions to the masonry wing, as well as the storage shed on the west side of this wing, have a concrete slab-on-grade floor. The entire residence has a wood-frame roof structure.

5. Porches, stoops, balconies, bulkheads: A wood-frame, one-story, screened porch wraps around the south, west, and east facades of the ca. 1905 main living quarters. This porch has a hipped roof sheathed in composition shingles that is supported by 8" chamfered wood columns that rest on wood-plank flooring. A portion of the porch on the east facade was enclosed after 1933 and sheathed with wood drop siding; this portion of the porch is now used as a hall. A stairway leads from the ca. 1905 wood-frame main building to the original masonry wing. The screened porch suffered damage during Hurricane Ivan. Screen material is torn or missing from the framework, and two complete sections of the screened enclosure are missing along the west facade of the main house. Metal awnings were located directly above the screens, but have largely been detached due to Hurricane Ivan, and only a few remain on the west facade.

On the east facade of original masonry wing of the house, a screened porch features a shed roof that is sheathed in seamed metal and supported by wood posts. A portion of this porch was enclosed to create a glazed porch at the southeast corner of this wing.

There are two exterior stairways located on the wraparound porch of the main house. The painted wood, straight-run stairway located on the south facade consists of eight closed risers and eight treads. The stair leads from the entry walk to the screened porch. The balustrade is composed of a wood handrail and intermediate rail, both supported by wood posts. A second exterior staircase is located on the north facade and leads to the screened porch. This stairway and its balustrade are similar to the stair on the south facade. The straight-run wood stair contains eight closed risers and seven treads.

6. Chimneys: Five painted brick masonry chimneys are located on the building; four are interior chimneys and one is an exterior end-wall chimney on the north facade of the wood-frame main house. Two of the interior chimneys are located on the hipped roof of the main house. The two remaining interior chimneys are located in the original masonry wing. All chimneys are painted and feature detailed corbelling. A chimney cap crowns the chimney between the masonry wing and frame addition to the north.
7. Openings:
 - a. Doorways and doors: Doorways for Quarters 8 are located on all exterior facades. Aluminum storm doors, measuring 2'-10" x 6'-6", are located on the north and west facades of the north addition to the masonry building. The primary entrance is located on the south facade of the wood-frame main house and is a 3'-0" x 6'-8" x 1-3/4" painted, wood rail-and-stile door with fifteen lights. Features include a three-light transom, polished brass door knob, deadbolt lock and lockset, and metal hinges. A similar door is located at the southeast entrance to the stair hall from the screened porch. Other exterior door types for Quarters 8 include painted wood French doors, two- and four-paneled

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wood doors, some with multiple lights, and wood-frame screen doors. A painted board-and-batten wood door with a single vision panel is also found in Quarters 8.

- b. Windows and shutters: Primary exterior fenestration for Quarters 8 consists of fifteen 2'-10" x 6'-6" double-hung, six-over-six-light units with painted wood frames and sashes. Twelve additional double-hung, six-over-six-light units, varying in size from 2'-7" to 3'-0" wide and 4'-5" to 5'-5" high, are located on both wings. The frames and sashes are painted wood with clear-glass, single-light vision panels. The glazed porch on the southeast corner of the ca. 1850 masonry wing features single and paired eight-light casement windows. The two, single casement windows measure 2'-3" x 4'-5" and are located along the south facade of the porch. Five paired 2'-11" x 4'-3" units are on the east facade, while the north facade features two paired 2'-5" x 4'-4" window units. The enclosed stair hall between the two wings contains several window types; among these are three, eight-light casement window units along the east facade that measure 3'-4" x 5'-3". Another casement window is located just outside the enclosed portion of the porch. Two, three-part casement window units are located approximately 6'-6" above the finished floor along the east side of the stair hall. The four-light units measure 2'-1" x 2'-9". All casement windows in the residence feature metal casement sash fasteners and two metal hinges per leaf. Other window types include a 2'-6" x 2'-8" single-light fixed unit located above a window air-conditioning unit on the north side of the glazed porch; a wood, six-light awning window on the north facade of the mechanical room; and a 2'-4" x 5'-5" double-hung, nine-over-nine-light window unit along the west wall of the ca. 1905 wood-frame main wing.

8. Roof:

- a. Shape, covering: The main house features a conventionally framed cross-hipped roof with north shed-roof wings and a hipped-roof wraparound porch. The hipped roofs over the main house and wraparound porch, as well as the shed roofs over the north garage, mechanical room, and storage additions, are sheathed in composition shingles, although large sections of shingles are missing. The load-bearing masonry portion of the house and its north addition have a gabled roof, while the screened and glazed porches along its east facade feature a shed roof. The roof over these sections is covered with standing-seam metal.
- b. Cornice, eaves: Prominent wood, boxed eaves extend from the base of the main building's roofline. Aluminum pre-finished gutters and downspouts are found on all facades, although sections are missing due to the damage caused by Hurricane Ivan.
- c. Dormers, cupolas, towers: Twenty louvered rectangular wood vents are evenly spaced under the eaves of the main house to provide attic ventilation. The painted wood louvers accentuate the attic wall at regular intervals, with six each on the east and west facades and four each on the south and north facades. Two additional louvered vents are located in the gable end walls of the masonry wing and its north wood-frame addition.

C. Description of Interior:

1. Floor plans:

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- a. **Basement:** Although the residence does not feature a true basement, the wood-frame floor system resting on masonry piers creates a crawl space under the ca. 1905 wood-frame addition.
- b. **First floor:** Quarters 8 has three distinct sections developed over several decades through alterations and additions. The load-bearing masonry section was built ca. 1850, and its rear, north wood-frame addition was built ca. 1903. The wood-frame, main house and wraparound porch were built in ca. 1905. An extension to the main house at the north side of the building was completed ca. 1935. A garage, located on the north facade, was also constructed ca. 1935.

The original load-bearing masonry portion of the house consists of three rooms and a hall aligned in a linear plan. The rooms include a dining room, kitchen, and laundry. A glazed porch and a screened porch extend along the east side of this building.

The north frame addition, located at the rear of the original brick portion, consists of two original rooms that have been subdivided into a bedroom, hall, bathroom, and a large entry foyer.

The main wood-frame portion of the house has an irregular plan containing the access to the primary living quarters, a garage, and a screened wraparound porch. A portion of the wraparound porch along the east side has been enclosed to provide access to the original brick section. The southernmost rooms of the main wood-frame portion of the house include a living room and bedroom that share a back-to-back fireplace. A central hallway provides access to four additional bedrooms and a bathroom. The northernmost bedrooms are connected by a full bathroom and vanity area. At the rear of the main wood-frame building is a mechanical room.

2. **Stairways:** Quarters 8 contains one interior staircase located in the hall between the main wood-frame building and the original masonry building. It consists of a wood, straight-run stair with eight treads and nine risers that are covered in carpet. Wood brackets support the molded handrail. Decorative wood corner posts and balustrade form a guardrail at the top of the stair.
3. **Flooring:** The floor in the living room is narrow, oak flooring laid in a herringbone pattern or parquet, at the corners of the room and surrounding the fireplace hearth. The remainder of wood flooring in the house is yellow pine laid in a staggered pattern. Although most of the flooring in the main house is in good condition, the flooring in the dining room of the load-bearing masonry portion sustained significant water damage as a result of Hurricane Ivan. Sheet vinyl flooring in the closet areas of the main house is in good condition. The vanity area between the two bedrooms in the northwest corner of the main house has 12" x 12" ceramic tile flooring. Similar tile is found on the glazed porch, kitchen, hall, laundry, and throughout the north addition to the original load-bearing masonry building. Two bathrooms in the main wood-frame building have 8" x 8" ceramic tile. The hall between the ca. 1850 and ca. 1905 wings has carpeted flooring.
4. **Wall and ceiling finish:** The primary wall and ceiling finish of Quarters 8 is painted gypsum board. The gypsum board is generally in good condition, except in the laundry room and north addition to the masonry wing, which suffered some water damage due to flooding during Hurricane Ivan. In the original brick portion, the wall materials are lath and plaster over brick. The three bathrooms have a 4" x 4" ceramic tile wainscot. Painted, wood drop

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siding and brick are interior finishes on the north and west walls of the hall connecting the two wings. Other wall finishes include exposed painted brick in the glazed porch and the north addition to the masonry building, and painted wood beaded board in the hall connecting the two wings, the glazed porch, and the north addition to the masonry building. Other ceiling finishes include acoustical ceiling tiles in the dining room, and beaded board ceilings in the laundry room, north addition to the masonry wing, and the hall between the laundry and kitchen.

5. Openings:
 - a. Doorways and doors: Throughout the interior of Quarters 8 are eighteen painted rail-and-stile, two-panel, wood doors that range in size from 2'-0" to 3'-0" wide, 6'-9" high, and 1-3/8" thick. Hardware includes polished brass door knobs and metal hinges. Several of the doorways have three-light transoms. Other door types include two- and four-panel painted wood doors, with brass door knobs, locksets and metal hinges. In the dining room of the original brick portion is a pair of painted, wood French doors with eight lights per door. A painted board-and-batten wood door is located between the laundry room and hall; the hardware includes a brass door knob and metal hinges. Three flush-panel, hollow-core, wood doors measuring 2'-8" x 6'-8" x 1-1/4" are located in the bedroom and hall of the north addition to the original masonry wing.
 - b. Windows: Two double-hung, four-over-four-light windows are located along the west wall of the hall between the two wings. These units were originally exterior windows, before this portion of the porch was enclosed in 1933. Another interior window is located along the west wall of the central hall in the wood-frame wing. The unit is a double-hung, six-over-six-light, wood-sash window.
6. Decorative features and trim: Decorative wood trim for the wood-frame main building includes crown molding, picture rails, and flat, unornamented baseboards with quarter round shoe molding. Historic wood flooring is located in most rooms of Quarters 8. A back-to-back fireplace is located in the front bedroom and living room. The fireplace, located on the eastern wall of the living room, has a decorative wood mantel that measures 5'-7" wide and 4'-3" high. The fireplace features two wood pilasters and two sets of paired brackets that support the mantelpiece. The shallow firebox is brick, and painted replacement bricks form the fireplace surround. Non-historic black granite tiles measuring 12" x 12" line the hearth. The second fireplace, located in the southeastern bedroom, shares a common flue with the living room fireplace. This mantel is similar to the living room fireplace; however, it has an arched, cast-iron grate and painted hearth bricks. In the living room, the fireplace hearth has 12" x 12" granite tiles that are in good condition, although a few tiles are cracked.

Built-in, painted wood cabinets and closets are in the bedrooms and central hall. Closets in the north bedroom feature a built-in window seat. The painted wood window seat measures 4'-3" wide and 1'-5" deep and 1'-5" high. A built-in linen closet in the hall between the two northernmost bedrooms measures 2'-8" wide and 7'-0" high and has two stacked sets of paired, painted wood doors that are separated by a bottom-hinged door. This closet shares a common wall with a built-in closet in the vanity area. A painted wood built-in bookshelf measuring 5'-9" wide and 5'-0" high is in the bedroom just north of the living room.

The dining room of the original load-bearing masonry portion features replacement wood

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floors. Other decorative detailing in this room includes wood baseboards with quarter round shoe molding, a corner cabinet, and a plate rail composed of a shallow wood shelf that is supported by a decorative wood molding. The corner cabinet in the southeast corner of the room measures 3'-9" wide and 6'-9" high. It has paired wood doors with a wood lattice design that is applied over clear glazing. Other trim in the masonry portion of Quarters 8 includes baseboards in the kitchen, laundry room, hall, and rear addition.

The kitchen contains non-historic wall and base cabinets with plastic-laminate-covered countertops. A kitchen island with a tile countertop is in the center of the room. Wall-mounted cabinets are located along the north wall of the hall in this wing. The northeast corner of the laundry room contains wood shelving with decorative shelf supports.

7. Hardware: None.

8. Mechanical equipment:

a. Heating, air-conditioning, ventilation: The air-conditioning and heating system is controlled by a split-system heat pump. Ductwork below the main house is in poor condition and has been heavily damaged or detached due to Hurricane Ivan. The condenser units for the system are located at the rear of the house; air-handling units are located below the main house and above the ceiling in the masonry wing.

b. Lighting: Modern surface-mounted and pendant incandescent fixtures are the primary lighting type within the house and on exterior porches. Several, including exterior fixtures attached to the porch ceiling or on the main facade, are no longer functional due to damage sustained during Hurricane Ivan. Ceiling-mounted fans with incandescent lights are also present in several rooms. Ceiling-mounted fluorescent fixtures are found in the kitchen; similar fixtures are in the garage and storage room, as well.

c. Plumbing: Quarters 8 has two full baths and a vanity area with sink in the wood-frame main building and one full bath in the north addition to the original load-bearing masonry building. Each of the full bathrooms in the main building contains a ceramic water closet and a bathtub. The vanity area contains a base cabinet with a single ceramic basin along the east wall. One bathroom features a molded fiberglass lavatory with counter, while the other contains a ceramic pedestal lavatory. Both bathrooms have a tiled built-in tub/shower. The bathroom in the north addition features a floor-mounted ceramic water closet, ceramic tub, and a wood cabinet with a single molded fiberglass lavatory.

The kitchen contains a double-basin, porcelain-glazed sink. A wall-mounted, porcelain-glazed, cast-iron utility sink is in the laundry room. A base cabinet with a stainless steel utility sink is in the northwest corner of the hall that connects the two wings.

D. Site:

1. General setting and orientation: Quarters 8 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 on the northwest side of North Avenue. To the east of Quarters 8, a small grass yard enclosed by a picket fence and a wide grassy area separates the building from Quarters 7. To the south, across North Avenue, a grassy area separates Quarters 8 from Building No. 40 (Ordnance Workshop, HABS No. FL-213). Quarters 8 is the westernmost

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building of the quarters on North Avenue, and a small grassy area separates the residence from West Avenue. To the north of Quarters 8 is a service road and, beyond that, the historic navy yard wall separates Quarters 8 from the Chevalier Field hangars.

2. Historic landscape design: Historic maps indicate that Quarters 8 has always been sited on a residential street; however, the numbers and sizes of surrounding dwellings and dependencies have been altered considerably over time. Currently, a grass lawn surrounds Quarters 8 on the west, south, and east sides. A concrete patio tiled with concrete pavers is located between the original brick building and main house. Foundation plantings along the south and west sides of the building consist of trimmed shrubs. To the south, a concrete sidewalk runs parallel to North Avenue, enhanced by a granite wall that defines the public perimeter of the property. A brick-lined concrete sidewalk intersects this walkway and leads from prominent entry bollards to the south porch and primary entrance of Quarters 8. Trimmed shrubs and flowerbeds line this walk.

The northern property line of Quarters 8 extends to a service road, beyond which is the navy yard wall. The private service road, serving all of the senior officers' quarters, provides access to a concrete driveway. A white picket fence extends eastward from the northeast corner of the north addition to the masonry wing, then south and west, creating a rectangular enclosure adjacent to the east facade of the north addition. Sections of the fence are damaged. Small trees, some with circular flowerbeds, and sago palms dot the yard. More mature trees shade the southernmost portion of the lawn.

3. Outbuildings: Historic photographs, architectural drawings, and general development plans indicate various outbuildings were once extant on the parcel of land that includes Quarters 8. They appear on installation maps as early as 1903.

Many brick cisterns were constructed ca. 1850 in association with the pre-Civil War, wood-frame officers' quarters and their brick kitchens. One brick cistern (HABS No. FL-219-A) from this period remains as originally constructed and is located on the southeast side of Quarters 8. This cistern is a rectangular, load-bearing masonry structure with a barrel-vaulted top. The structure measures approximately 11' x 20' x 4'.

A June 30, 1927, map indicates a small guesthouse was located northeast of Quarters 8. The building appears on subsequent maps dating until 1980; the guesthouse is no longer extant.

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NOTES

¹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida for June 30, 1923, NAVFAC Archive, Port Hueneme; Correspondence June 30, 1923 on construction of concrete road.

² Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida for June 30, 1935, NAVFAC Archive, Port Hueneme.

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

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

⁵ *Ibid.*, 31.

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

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

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

⁹ *Ibid.*, 11-13.

¹⁰ *Ibid.*, 13, 18.

¹¹ *Ibid.*, 19.

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

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

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

¹⁵ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 17, 1849. NAVFAC Archive, Port Hueneme.

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

¹⁷ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 25, 1847. NAVFAC Archive, Port Hueneme.

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

¹⁹ *Ibid.*, 466-467.

²⁰ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, November 4, 1862, NAVFAC Archive, Port Hueneme.

²¹ Annual Report of Chief of the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, October 15, 1864, NAVFAC Archive, Port Hueneme.

²² Commandant Smith to Chief of the Bureau of Yards and Docks, May 15, 1863, Record Group 71, Entry 5, Records of the Bureau of Yards and Docks, Correspondence with Commandants of Pensacola Navy Yard. NARA, Washington, D.C.

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

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

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

²⁶ 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.

²⁷ 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.

²⁸ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 468.

²⁹ *Ibid.* 468-469.

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³⁰ Pearce, *U.S. Navy in Pensacola*, 123-125.

³¹ *Ibid.*, 128-129.

³² *Ibid.*, 132.

³³ Annual Report to the Bureau of Yards and Docks from U.S. Naval Air Station Pensacola, Florida, June 30, 1914. NAVFAC Archive, Port Hueneme.

³⁴ Pearce, *U.S. Navy in Pensacola*, 134.

³⁵ *Ibid.*

³⁶ *Ibid.*, 135.

³⁷ *Ibid.*, 136.

³⁸ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

³⁹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1915, 40, 18. NAVFAC Archive, Port Hueneme.

⁴⁰ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1917, NAVFAC Archive, Port Hueneme.

⁴¹ Corliss, Earle. *Activities of the Bureau of Yards and Docks, Navy Department, World War: 1917-1918* (Washington: U.S. Government Printing Office, 1921), 395.

⁴² *Ibid.*, 153.

⁴³ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, 470.

⁴⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1918, NAVFAC Archive, Port Hueneme.

⁴⁵ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁴⁶ Pearce, *U.S. Navy in Pensacola*, 159.

⁴⁷ *Air Station News, Pensacola, Florida*. 1930. "An Historical Note," November 20, 4.

⁴⁸ Pearce, *U.S. Navy in Pensacola*, 158.

⁴⁹ *Ibid.*, 157.

⁵⁰ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1920. NAVFAC Archive, Port Hueneme.

⁵¹ Pearce, *U.S. Navy in Pensacola*, 165.

⁵² 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.

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

⁵⁴ *Ibid.*

⁵⁵ Pearce, *U.S. Navy in Pensacola*, 177-178.

⁵⁶ *Ibid.*, 178-179.

⁵⁷ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936, 32. NAVFAC Archive, Port Hueneme.

⁵⁸ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme. In the report, NAS Pensacola's commandant attributes funding of the new building program to the "Authorization Bill approved April 15, 1935." He also notes that "Two million dollars of funds were carried in the Deficiency Act, approved August 12, 1935, while \$1,081,500 was made available from the continuing appropriation 'Public Works, Bureau of Yards and Docks.'" The Annual Report contradicts the authoritative U.S. Government Printing Office publication *Building the Navy's Bases in World War II of 1947*, which states that in 1935 "the Congress made no appropriation for naval public works, and such work as could be done was financed out of the ends of appropriations made in earlier years and by allocation from the funds provided by the 1935 Emergency Relief Appropriation Act" (p. 25).

⁵⁹ *Ibid.*, 33.

⁶⁰ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1937. NAVFAC

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Archive, Port Hueneme.

⁶¹ Ibid., 48.

⁶² Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1936. NAVFAC Archive, Port Hueneme.

⁶³ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1938, 54. NAVFAC Archive, Port Hueneme.

⁶⁴ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida, June 30, 1939, 19. NAVFAC Archive, Port Hueneme.

⁶⁵ 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.

⁶⁶ Shettle, 177.

⁶⁷ Delaney, Michelle M., ed. *The Cradle: Naval Air Station, Pensacola*, (Pensacola: Pensacola Engraving Company, 1989), 127.

⁶⁸ Ibid., 136.

⁶⁹ Ibid., 149.

⁷⁰ Pearce, George F. "NAS Pensacola, Florida," in *U.S. Naval and Marine Corps Bases*, ed. Paolo Coletta, 474 (Westport: Greenwood Press, 1985).

⁷¹ Ibid.

⁷² Pensacola Bay Area Chamber of Commerce, "NAS Pensacola: The Cradle of Naval Aviation," electronic document, www.pensacolachamber.com. Accessed February 18, 2005.

⁷³ Commandant Ulysses Smith to Chief of BuDocks, 15 May 1863, 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.

⁷⁴ Commandant G. Middleton to Commodore C. R. P Rodgers, Chief of BuDocks, 27 October 1871, RG 71, Entry 5, NARA, Washington, D.C.

⁷⁵ Pearce, *U.S. Navy in Pensacola*, 95; 98.

⁷⁶ Annual Report of Chief to the Bureau of Yards and Docks to the Secretary of the Navy, Pensacola Navy Yard, November 8, 1881, NAVFAC Archive, Port Hueneme.

⁷⁷ Wellge, Henry, *Pensacola, Fla. County Seat of Escambia County*, Milwaukee: Norris, Wellge & Co. 1885.

⁷⁸ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida for June 30, 1923, NAVFAC Archive, Port Hueneme.

⁷⁹ Annual Report to the Bureau of Yards and Docks from NAS Pensacola, Florida for June 30, 1935, 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 71, Records of the Bureau of Yards and Docks. Architectural drawings 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 8, at the time. The drawing features submittal and approval signatures and bears Bureau of Yards and Docks No. 2839.

Alteration and renovation drawings for Quarters 8 are on file with the National Archives and Records Administration and at the Engineering Office (Building No. 458) at NAS Pensacola, Pensacola, Florida. Plans for major alterations include the following:

1. Drawing No. 800-36-173 from the National Archives and Records Administration is a 1935 drawing of the Quarters 8 floor plan and is the first that was located as a part of this documentation effort that shows the ca. 1905 wing of the quarters. This is a record drawing, no alterations were undertaken at this time. This drawing is dated December 5, 1935, and includes N.A.S. Drawing No. 4574.
2. A drawing documenting the rehabilitation of Quarters M (Quarters 8) illustrates significant interior changes within the quarters that improved circulation between rooms of the ca. 1905 wing. The drawing is dated April 20, 1946, and includes N. A. S. Drawing No. 25893.

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, 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.

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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.

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

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

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

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

Facilities Files, General.

Facilities Files, Photographs.

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2. Secondary and published sources:

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Pearce, George F. *The U.S. Navy in Pensacola: From Sailing Ships to Naval Aviation (1825-1930)*. Pensacola: University of West Florida Press, 1980.

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Wellge, Henry, *Pensacola, Fla. County Seat of Escambia County*, Milwaukee: Norris, Wellge & Co. 1885.

E. Likely sources not yet investigated:

Additional records for the history of the Pensacola Navy Yard and NAS Pensacola may yet be found in other series and subgroups within Record Group 71, in Record Group 72, "Records of the Bureau of Aeronautics" (1911-46), and for later periods, Record Group 181, "Records of Naval Districts and Shore Establishments."

F. Supplemental material

None provided.

PART IV. PROJECT INFORMATION

The mitigative documentation of Quarters 8 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

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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. Anna Madrona (HHM), Senior Historian and Céline Finney (HHM), Architectural Historian prepared the significance, architectural and building history documentation sections. Olivia Chacón (HHM), Architectural Historian prepared the general historical context. Ms. Chacón, Ms. Ross, and S. Elizabeth Valenzuela (HHM), Intern Architect, conducted technical reviews. Editing, report layout, and graphics were managed by Lori Smith (HHM), Copy Editor and Production Manager and Julio Chacón (HHM), Graphic Artist. Karen Hughes (HHM) Senior Architectural Historian and Justin Edgington (HHM), Historian undertook large-format photography and Leah Roberson (HHM), Field Technician, assisted.