

DOWNLOAD PDF THE PENSACOLA NAVY YARD AND THE REPEOPLING OF PENSACOLA, THE LATE 1820S

Chapter 1 : NAS Pensacola, FL | History

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As Baldwin wrote to J. Work at Norfolk started several months later. Initially, in keeping with his normal practice, Baldwin chose his brothers to be his assistants and resident engineers at the two yards. He resigned in Oct. As his replacement, Baldwin chose Boston architect Alexander Parris. Parris had already had some experience with the Navy Yard, having designed the granite boundary wall for the facility. While there have been some claims that Parris was also directly involved with the construction of the Norfolk dock, available correspondence does not support them. In the plan for the Charlestown Navy Yard, approved in Aug. Construction of the dry dock took six years. In his first report in , he reported that work on the pier, wharves, and cofferdam was underway and that he expected that "the coffer-dam will be completed in time to shut off the tide by spring. The cofferdam was completed on May 21, Five days later, excavation work for the dock began. The last of over 4, piles for the dock foundation would be driven almost a year later, on Oct. The granite for Charlestown was purchased from Gridley Bryant and came from quarries at Quincy, Mass. Work had not begun on the pump house for the dock because its site was being used for stone storage. Baldwin retained Lester to supervise the engine and pump installation. The pumps themselves were supplied by W. The turning gates were under construction, and the engine house was nearing completion. Installation of the steam engine and pumps would occur as soon as the building was weathertight. This work proceeded through the following winter, and on June 13, , the dry dock pumps were tested for the first time. Baldwin reported that remaining work on the dock consisted of completing the pavement around the dock, finishing the floating gate caisson , and removal of the cofferdam and dredging of the approach channel. The state of the work was such that the Naval Commissioners decided in Dec. Edward Battles, who had been "a principal overseer of the works or head carpenter," replaced Parris as on-site supervisor, although Parris would continue to be available to work on the project as needed. Battles would commit suicide in Mar. The spring of saw the completion of the floating gate, modifications to the turning gates, and removal of the cofferdam. The long-awaited opening of the dock occurred on June 24, , when USS Constitution entered the facility. Baldwin formally handed the dock over to the Navy Yard on Sept. The docking of the frigate, which had been at Charlestown awaiting the completion of the dock for several years, was a ceremonial occasion. President Jackson, Vice President Martin Van Buren, and state and local dignitaries were invited, although Jackson did not attend because of illness. The hull of "Old Ironsides," the frigate Constitution, was taken into the Dry Dock at the Charlestown Navy Yard yesterday morning, under the superintendence of Commodores [Isaac] Hull and [Jesse] Elliot, and the whole operation was conducted in fine style. The Yard was handsomely decorated with flags and pendants. As the ship was warped into the dock, a salute of 19 guns was fired from the battery of 9 pounders. Salutes were afterwards fired from Columbus, ship of the line, and from the battery, in honor of the President and suite, and of the Governor of the State. The President, from illness, was not present. When the ship was admitted and placed in the proper position by means of warps and horizontal shores, the turning gates were closed; and the floating gate, which forms a barrier against the sea, having been floated into the grooves made to receive it, was filled with water and sunk. The reservoirs and culverts were then filled from the dock, the powerful steam engine for pumping out the water was put in operation, and upright shores placed to support her in her position as fast as she settled. This old favorite of the people, with the appearance of a hardy veteran, still retains the beauty of her model. This is best evidenced by the fact that the Virginia dock was first placed in operation on June 17, , a date of great significance to Massachusetts then as today as Bunker Hill Day. The dock had an overall dimension of x ft. At the dock floor, this dimension was x 30 ft. The chamber between the turning gates and the floating gate was 53 ft. The floor of the dock was 32 ft. Both the two turning gates and the floating gate were of wood construction. The former were each 36 ft. It fitted into grooves built into the end of

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the dock. The turning gates were operated by chains using a pair of manual capstans on each side of the dock, the outer one for opening and the inner one for closing. Over the next two decades, the dock underwent routine maintenance and repair. The FY annual report recommended the lengthening of the dry dock by 50 ft. Funded in both the FY and FY appropriations bills, construction of this extension began on July 8, 1851. The work required no cofferdam since the enlargement, increased to 65 ft. It involved the removal of the existing stonework at the head of the dock and its reuse in the new location. Thus, the commemorative inscriptions that Baldwin had placed at the head of the dock were retained. The project was completed during FY 1852, just in time for the dock to be ready for service to the expanding Union Navy during the Civil War. The dock, which now had an overall length of 115 ft. By 1853 the dock was in need of extensive repointing. While a start was made to reset granite on the east side of the dock in June, the project was halted a month later in favor of more modest repointing. This project was completed that Nov. The new pumps and associated improvements were completed in Oct. 1854. The FY appropriations, approved in Mar. 1855. Rather than haul the caisson to its own facility, Atlantic Works performed this work at the Navy Yard. Although plans for new steel swinging gates were completed in Mar. 1856. Throughout the 1850s and 1860s, the yard requested funding for a new dry dock caisson. The new caisson was built by the Navy Yard on the Building Slip at the east end of the yard. This was the first steel hull constructed by the Navy Yard, and was launched on Oct. 1857. Although overhauled and modified several times through the years, this caisson continues to serve the dock in 2025. It is the oldest extant vessel built at the Navy Yard. Even before the completion of the new caisson, the yard had stopped the use of the turning gates. Indeed, during the 1860s their use was limited to occasions when the caisson required docking. Available records do not document the exact date they were removed, but a July 1860 photograph of the dock shows that they were gone. The old wood caisson remained in the yard, and was used again when the new caisson was docked from June 25 to July 2, 1861, and again from Dec. 1861 to Jan. 1862. The next major changes to the Dry Dock came as direct results of the start of construction on a second dry dock, Dry Dock 2, in 1862. On May 12, 1862, with the work on this 8-ft. With the new pumping system in place, the machinery in Building 22 was abandoned. This contract was awarded to Hyde Windlass on Sept. 1862. This latter work was awarded to C. Work began on Oct. 1862. Following the completion of the early 20th-century modernization, Dry Dock 1 received only routine maintenance until after World War II. During the late 19th century, it was the site of an extensive restoration of USS Constitution, which occupied the facility from June to Mar. 1864. In the 1860s, the dock was used as a construction basin. Two tugs and one destroyer were laid down and launched from the dock. In addition, destroyers launched from Dry Dock 2 were brought into Dry Dock 1 for completion. By the late 1860s, the dock was seen as too small for modern destroyers. Further work on the dock would have to wait until the end of hostilities because of its heavy usage for repair of battle-damaged vessels. Combined with the need to extend the dock was its need for major repairs. As early as 1863, inspections revealed that some of the granite blocks on the side walls had bulged outward by as much as 4 in. This time, the extension was seaward by 40 ft. This work, performed by Coleman Bros. As a part of this project, the three electric capstans were rebuilt. The new capstans were supplied by the Modern Equipment Co. By the late 1860s, the pumps for the dock were in need of replacement. Dewatering time had grown from the original 45 min. Thus, the Navy undertook a project to improve the dewatering system for both Dry Docks 1 and 2. The major work at Dry Dock 1 involved "remodeling of the inlet structure for the intake tunnel" by replacing the outlets in the floor and side of the dock with a full-diameter direct opening through the side of the dock into the culvert. This work, done in the summer and fall of 1868, also saw the granite stairs on the east side of the dock replaced with concrete. New pump motors were installed in the Pump House in Nov. 1868. Starting in 1869, the yard considered a further enlargement of the dock to handle postwar destroyer classes. Because this scheme would have created problems with both the head capstan location and the crane tracks, the yard decided to look at a seaward extension instead. Designed in conjunction with a plan to replace the Marine Railway and Piers 2 and 3 with a new solid Pier 3, the final concept involved an extension of 100 ft. More importantly, the so-called propellor pit the narrower section of the dock between the location of the original swinging gates and the caisson would have been demolished and rebuilt to give the dock a constant width. This proposal was dropped from the

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proposed FY construction program in Sept.

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Chapter 2 : Closing of Pensacola Navy Yard Was an End and a Beginning - National Naval Aviation Museum

In 1821, the Pensacola Navy Yard was closed, a victim of a final yellow fever epidemic in and a devastating hurricane in 1822. Three years later, however, the station would reopen as the nation's first aeronautical base.

That same year, the British built a fort overlooking the entrance to Pensacola Bay. Spain captured Pensacola in 1763 and regained control of the rest of Florida in 1764, when Britain gave Florida to Spain in exchange for the Bahamas and Gibraltar. Around 1764, Spain built two forts at Pensacola Bay in the vicinity of the earlier British fort. Little physical evidence of these forts remains but what does remain is preserved at Gulf Islands National Seashore. As the British population increased and slaves were brought in, colonial plantations and other industries sprouted and flourished, exporting their products to other British colonies and trading illegally with Spanish Louisiana and Mexico. This was made possible because surveyors mapped the landscape, land grants were given out, the first road was built and a packet system of shipping by rivers and along the coasts was introduced. This economic prosperity and maritime trade continued after Britain ceded Florida to Spain, with exports to neighboring Gulf Coast and Eastern seaboard areas, the Northeast and as far away as Europe. Coastal trade with other markets continued to expand and towns like Jacksonville, Pensacola, and Tampa became important ports. After becoming a U. S. territory, the U. S. Government began building a series of lighthouses as aids to navigation along the coasts of Florida to mark dangerous headlands, shoals, bars, and reefs. In the 1820s, the U. S. Navy began construction on the Pensacola Navy Yard and four forts to defend it. Near the end of the 19th century, and as a result of the Spanish-American War, Tampa and other Florida ports became staging areas for tens of thousands of U. S. Navy ships. With the advent of manned controlled flight and the building of aircraft carriers and seaplanes, an aviation training station was established by the U. S. Navy at Pensacola in 1917 and another in Jacksonville in 1918. Although Fort Jefferson never was finished, construction continued for 30 years and vast quantities of bricks were shipped to the key in flat-bottomed steamboats like that found at the Bird Key wreck, which was lost while transporting bricks. Seceding from the Union in 1862, Florida joined the Confederacy. Although there were some vessel casualties on both sides, the major naval battles took place in states north of Florida. One unfortunate casualty in Florida waters was the Union transport ship *Maple Leaf* that struck a Confederate mine. After the Civil War, tenant farmers and sharecroppers took over plantation lands, and agriculture, cattle ranching, lumber, manufacturing, and extractive industries like phosphate mining became important, prompting improvements in transportation. Railroads expanded across the state connecting the ports and the interior, and steamboats like the *City of Hawkinsville*, *SS Tarpon*, and *SS Copenhagen* began providing regular passenger and freight service on inland waterways like the St. Johns River and ocean service to international destinations. Tourism flourished with steamboat tours and hotels near rail lines. Florida may well hold the record for the number of pleasure boats used by sports fishermen, jet skiers, wind-surfers, power boaters, sail boaters, water-skiers and scuba divers.

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Chapter 3 : Timeline of Pensacola history - Pensapedia, the Pensacola encyclopedia

Closing of Pensacola Navy Yard Was an End and a Beginning posted in NAS Pensacola th on January 9, in NAS Pensacola th on 1/9/ The Pensacola Navy Yard as it appeared around the turn of the century before its closure.

The size and shape of Florida, along with its natural features like reefs, shoals, water depth, currents, locations of rivers and inlets and the weather, have affected where people lived and where vessels wrecked. For at least 12,000 years, people have been living in Florida. Those earliest inhabitants would not recognize their home today, because the sea level is 20 to 50 fathoms higher and has covered nearly half of the Florida peninsula. Many people lived near springs and sinkholes and along rivers and near the coasts in areas like present-day Timucuan Ecological and Historic Preserve, relying on fresh and saltwater fish and shellfish as important parts of their diet. The archeological remains at some of the earliest places they lived now are underwater and on the bottom of rivers and springs and offshore on the continental shelf. From at least 6,000 years ago, the native people of Florida traveled the waterways and coasts by canoe, facilitating communication and trade among the tribes. About prehistoric canoes have been found in more than 100 sites in Florida. In the late 15th and early 16th centuries, looking for a faster way to Asia by sea, European explorers sailed west and ran into the Americas. Seeing new resources to exploit, people to convert and lands to claim, the Spanish, the French and the English sent the military, missionaries and colonists to establish a foothold and expand their areas of control. Ponce de Leon named the land La Florida and attempted to circumnavigate what he thought was an island, sailing south to the Keys, naming a cluster of islands Las Tortugas and sailing north to present-day Tampa. Ponce de Leon was followed by fellow Spaniards Panfilo de Narvaez who, in 1528, landed near present-day Tampa Bay and proceeded north to the area now known as Apalachee, and Hernando de Soto who, in 1539, landed in Tampa Bay, spent five months in what is today Tallahassee, and whose explorations of southern North America are commemorated at De Soto National Memorial. In 1565, Spaniard Tristan de Luna y Arellano established a short-lived colony at Pensacola Bay but lost all except three of his supply ships to a hurricane. In 1565, the French sent Jean Ribaut to Florida. He marked a spot on the St. Johns River for future settlement and then headed north to establish Charlesfort, which failed, in present-day Parris Island, South Carolina. Augustine, the first permanent European colony in North America. In 1565, the Spanish built a watchtower at Matanzas Inlet to watch the horizon and warn St. Augustine of approaching ships, a strategy that failed them in 1585, when Englishman Sir Francis Drake attacked and looted St. Augustine. From the late 16th through the 17th centuries, the Spanish sent annual convoys of merchant and military escort vessels from Cuba to Spain. Referred to as the Spanish plate fleets, the ships carried gold, silver and gemstones from the mines of Mexico and Peru, and porcelains, silks, pearls, spices and other highly sought goods from Asia that reached the Americas via the Spanish Manila Galleon fleet that crossed the Pacific. The homeward bound Spanish plate fleets followed the Gulf Stream through the Straits of Florida and up the coast of North America before heading east for the Azores and Spain. Over the years, many Spanish ships were lost off the Florida coast with the greatest disasters suffered by the fleets of 1632 and 1664. During the 20th century, the remains of a number of lost ships have been found including the Nuestra Senora de Atocha from the fleet, the Urca de Lima from the fleet and the San Pedro from the fleet. During the 17th and 18th centuries, the Spanish, French and English continued to fight over territory and religion in Florida. Augustine, but began construction of Fort Matanzas in 1763 for additional protection from the south. That same year, the British built a fort overlooking the entrance to Pensacola Bay. Spain captured Pensacola in 1763 and regained control of the rest of Florida in 1763, when Britain gave Florida to Spain in exchange for the Bahamas and Gibraltar. Around 1763, Spain built two forts at Pensacola Bay in the vicinity of the earlier British fort. Little physical evidence of these forts remains but what does remain is preserved at Gulf Islands National Seashore. As the British population increased and slaves were brought in, colonial plantations and other industries sprouted and flourished, exporting their products to other British colonies and trading illegally with Spanish Louisiana and Mexico. This was made possible because surveyors mapped the landscape, land grants were given out, the first road

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was built and a packet system of shipping by rivers and along the coasts was introduced. This economic prosperity and maritime trade continued after Britain ceded Florida to Spain, with exports to neighboring Gulf Coast and Eastern seaboard areas, the Northeast and as far away as Europe. Coastal trade with other markets continued to expand and towns like Jacksonville, Pensacola and Tampa became important ports. After becoming a U. Government began building a series of lighthouses as aids to navigation along the coasts of Florida to mark dangerous headlands, shoals, bars and reefs. In the s, the U. One of the patrol ships was the USS Alligator lost near Islamorada while escorting a merchant convoy. In , construction began on the Pensacola Navy Yard and four forts to defend it. Near the end of the 19th century, and as a result of the Spanish-American War, Tampa and other Florida ports became staging areas for tens of thousands of U. With the advent of manned controlled flight and the building of aircraft carriers and seaplanes, an aviation training station was established by the U. Navy at Pensacola in and another in Jacksonville in . Although Fort Jefferson never was finished, construction continued for 30 years and vast quantities of bricks were shipped to the key in flat-bottomed steamboats like that found at the Bird Key wreck , which was lost while transporting bricks. Seceding from the Union in , Florida joined the Confederacy. Although there were some vessel casualties on both sides, the major naval battles took place in states north of Florida. One unfortunate casualty in Florida waters was the Union transport ship Maple Leaf that struck a Confederate mine. After the Civil War, tenant farmers and sharecroppers took over plantation lands, and agriculture, cattle ranching, lumber, manufacturing and extractive industries like phosphate mining became important, prompting improvements in transportation. Railroads expanded across the state connecting the ports and the interior, and steamboats like the City of Hawkinsville , SS Tarpon and SS Copenhagen began providing regular passenger and freight service on inland waterways like the St. Johns River and ocean service to international destinations. Tourism flourished with steamboat tours and hotels near rail lines. Florida may well hold the record for the number of pleasure boats used by sport fishermen, jet skiers, wind-surfers, power boaters, sail boaters, water-skiers and scuba divers. The Florida Keys contain the only coral reefs in the continental United States, making it a haven for fish and coral. These same reefs are hazards to navigation. In this Florida Shipwrecks:

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Chapter 4 : Philadelphia Naval Shipyard | Revolv

Chronology of Antebellum Pensacola --Pensacola Navy Yard and the repeopling of Pensacola, the late s --William H. Chase: fort and prosperity builder --Slave labor at Pensacola Military Installations --Mallory's mishap: The sloop PENSACOLA --Depression and diseases --In final irony.

Map of Florida A long and flat peninsula surrounded by the Gulf of Mexico, the Caribbean and the Atlantic Ocean, Florida has a long and rich maritime history. The size and shape of Florida, along with its natural features like reefs, shoals, water depth, currents, locations of rivers and inlets and the weather, have affected where people lived and where vessels wrecked. For at least 12, years, people have been living in Florida. Those earliest inhabitants would not recognize their home today, because the sea level is 20 to 50 fathoms higher and has covered nearly half of the Florida peninsula. Many people lived near springs and sinkholes and along rivers and near the coasts in areas like present-day Timucuan Ecological and Historic Preserve , relying on fresh and saltwater fish and shellfish as important parts of their diet. The archeological remains at some of the earliest places they lived now are underwater and on the bottom of rivers and springs and offshore on the continental shelf. Ponce De Leon Photo courtesy of Clipart. About prehistoric canoes have been found in more than sites in Florida. In the late s and early s, looking for a faster way to Asia by sea, European explorers sailed west and ran into the Americas. Seeing new resources to exploit, people to convert and lands to claim, the Spanish, the French and the English sent the military, missionaries and colonists to establish a foothold and expand their areas of control. Ponce de Leon named the land La Florida and attempted to circumnavigate what he thought was an island, sailing south to the Keys, naming a cluster of islands Las Tortugas and sailing north to present-day Tampa. Ponce de Leon was followed by fellow Spaniards Panfilo de Narvaez who, in , landed near present-day Tampa Bay and proceeded north to the area now known as Apalachee, and Hernando de Soto who, in , landed in Tampa Bay, spent five months in what is today Tallahassee, and whose explorations of southern North America are commemorated at De Soto National Memorial. In , Spaniard Tristan de Luna y Arellano established a short-lived colony at Pensacola Bay but lost all except three of his supply ships to a hurricane. In , the French sent Jean Ribaut to Florida. He marked a spot on the St. Johns River for future settlement and then headed north to establish Charlesfort, which failed, in present-day Parris Island, South Carolina. Augustine, the first permanent European colony in North America. In , the Spanish built a watchtower at Matanzas Inlet to watch the horizon and warn St. Augustine of approaching ships, a strategy that failed them in , when Englishman Sir Francis Drake attacked and looted St. From the late s through the s, the Spanish sent annual convoys of merchant and military escort vessels from Cuba to Spain. Referred to as the Spanish plate fleets , the ships carried gold, silver and gemstones from the mines of Mexico and Peru, and porcelains, silks, pearls, spices and other highly sought goods from Asia that reached the Americas via the Spanish Manila Galleon fleet that crossed the Pacific. The homeward bound Spanish plate fleets followed the Gulf Stream through the Straits of Florida and up the coast of North America before heading east for the Azores and Spain. Over the years, many Spanish ships were lost off the Florida coast with the greatest disasters suffered by the fleets of , and During the 20th century, the remains of a number of lost ships have been found including the Nuestra Senora de Atocha from the fleet, the Urca de Lima from the fleet and the San Pedro from the fleet. During the s and s, the Spanish, French and English continued to fight over territory and religion in Florida. Augustine, but began construction of Fort Matanzas in for additional protection from the south. That same year, the British built a fort overlooking the entrance to Pensacola Bay. Spain captured Pensacola in and regained control of the rest of Florida in , when Britain gave Florida to Spain in exchange for the Bahamas and Gibraltar. Around , Spain built two forts at Pensacola Bay in the vicinity of the earlier British fort. Little physical evidence of these forts remains but what does remain is preserved at Gulf Islands National Seashore. As the British population increased and slaves were brought in, colonial plantations and other industries sprouted and flourished, exporting their products to other British colonies and

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trading illegally with Spanish Louisiana and Mexico. This was made possible because surveyors mapped the landscape, land grants were given out, the first road was built and a packet system of shipping by rivers and along the coasts was introduced. This economic prosperity and maritime trade continued after Britain ceded Florida to Spain, with exports to neighboring Gulf Coast and Eastern seaboard areas, the Northeast and as far away as Europe. Coastal trade with other markets continued to expand and towns like Jacksonville, Pensacola and Tampa became important ports. After becoming a U. Government began building a series of lighthouses as aids to navigation along the coasts of Florida to mark dangerous headlands, shoals, bars and reefs. In the s, the U. One of the patrol ships was the USS Alligator lost near Islamorada while escorting a merchant convoy. In , construction began on the Pensacola Navy Yard and four forts to defend it. Near the end of the 19th century, and as a result of the Spanish-American War, Tampa and other Florida ports became staging areas for tens of thousands of U. With the advent of manned controlled flight and the building of aircraft carriers and seaplanes, an aviation training station was established by the U. Navy at Pensacola in and another in Jacksonville in . Although Fort Jefferson never was finished, construction continued for 30 years and vast quantities of bricks were shipped to the key in flat-bottomed steamboats like that found at the Bird Key wreck , which was lost while transporting bricks. Seceding from the Union in , Florida joined the Confederacy. Although there were some vessel casualties on both sides, the major naval battles took place in states north of Florida. One unfortunate casualty in Florida waters was the Union transport ship Maple Leaf that struck a Confederate mine. After the Civil War, tenant farmers and sharecroppers took over plantation lands, and agriculture, cattle ranching, lumber, manufacturing and extractive industries like phosphate mining became important, prompting improvements in transportation. Railroads expanded across the state connecting the ports and the interior, and steamboats like the City of Hawkinsville , SS Tarpon and SS Copenhagen began providing regular passenger and freight service on inland waterways like the St. Johns River and ocean service to international destinations. Tourism flourished with steamboat tours and hotels near rail lines. Florida may well hold the record for the number of pleasure boats used by sport fishermen, jet skiers, wind-surfers, power boaters, sail boaters, water-skiers and scuba divers. Florida Keys Photo courtesy of Clipart. These same reefs are hazards to navigation. In this Florida Shipwrecks:

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Chapter 5 : Pensacola Independent News

January 12,, the United States Navy suffered one on the most humiliating incidents in its history, the surrender of the Warrington Naval Yard in Pensacola, Florida. But, one year later, the Navy would recoup its honor by recapturing the facility.

The new, much larger yard grew up around facilities begun in on League Island at the confluence of the Delaware and Schuylkill Rivers. The United States Navy ended most of its activities there in the s; subsequently, in , the city of Philadelphia took over and began to redevelop the land. From till it was a big production center. The first ship which was launched to the water was the USS Franklin. This event was watched by more than 50, spectators. The rapid development of other shipbuilding companies pledged Philadelphia to improve production processes. It was the first shipyard in the world which used floating dry docks in the building process to improve an operating time of the ships. From early in the nineteenth century many Philadelphia workers agitated for a reduction in the arduous twelve hour workday. The workday in the Philadelphia Navy Yard prior to was sunrise to sunset, with time off for breakfast. In the summer of Philadelphia Navy Yard shipwrights, joiners and other workers became leaders in this effort when they chose to combine direct action, a strike, with political pressure to the executive branch. Commodore Barron endorsed his workers request with the following acknowledgment "I would respectfully observe â€” Seems to be inevitable, sooner or later, for as the working man are seconded by all the Master workmen, city councils etc. However, the change was only applicable to the Philadelphia Navy Yard. It was another 5 years before the ten hour day was extended to all government employees engaged in manual labor; this was accomplished via an executive order by President Martin Van Buren on 31 March Just after World War I , a ton capacity hammerhead crane was ordered for the yard. Mustin Field opened at the Naval Aircraft Factory in and operated until During this period, the yard built the famed battleship New Jersey and its 45,ton sister ship, Wisconsin. In the Naval Laboratory, Philip Abelson developed the liquid thermal diffusion technique for separating uranium for the Manhattan Project. The yard built its last new ship, the command ship Blue Ridge , in Guns from battleships being scrapped in Philadelphia Navy Yard in December Although local politicians tried to keep the yard open, it finally closed in with a loss of 7, jobs. Senator Arlen Specter charged that the Department of Defense did not disclose the official report on the closing. This resulted in a controversy that led to further legal disputes, to no avail. A comprehensive master plan was developed in to turn the former industrial yard to a mixed-use campus. The Navy Yard is home to companies with 10, employees, as the campus continues to expand and develop. Clothing manufacturer Urban Outfitters consolidated its Philadelphia headquarters on the site, while Tasty Baking Company , makers of Tastykakes , has moved their bakery to the 26th Street side of The Yard. In January , company announced about increasing the number of apartments for employees near 1, and infrastructure development. This is made possible by the public financing of shipyards and investments of private companies. According to the plan for the number of employees at the shipyard amount to around 30, people.

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Chapter 6 : Naval Hospital Pensacola

When planners conceived the Pensacola Navy Yard in the early s, they recognized the need to also provide protection, and for this a system with four positions was designed.

Navy Seabee Museum As the Navy transitioned from wooden sailing vessels to a steam powered fleet, three major innovations – steam power, marine railways, and the shiphouse – changed the tone and development of shipyards during the 19th century. Each of these now seemingly simplistic innovations helped the Navy progress from a few small yards into a global system of naval stations, supply depots, and radio compass stations capable of supporting the burgeoning fleet. The boiler equipment at each main naval station consisted of twelve horsepower water-tube boilers equipped with super-heaters, mechanized stokers, forced and induced draft apparatus, soot blowers, balanced draft regulators, draft gauges, and automatic flue-gas analyzers and meters. Courtesy of the National Archives. While steam was not used to propel a working naval vessel until , it was used in the operation of labor saving machinery at the navy yards as early as . By the s, the growing use of steam power allowed the Navy to purchase machinery to aid laborers working with metals. The brass and bronze foundries, the molding lofts, and their accompanying machine shops were soon equipped with mechanical lathes, boring machines, hydraulic bellows, drills, circular saws, and forging hammers to increase efficiency and expedite projects. At the Boston Navy Yard in the late s, naval engineers designed and constructed a steam-engineered building in the shape of a parallelogram. The facility housed a brass and iron foundry, a boiler shop, a blacksmith, and a machine shop in order to make the yard more self-sufficient. The boiler house and chimney were located at the center and contained eight boilers operating in pairs with five donkey pumps. The building also housed two one-hundred horsepower engines to power the complex. The Navy added storehouses, blacksmith shops with a turning machine, foundries, and plumbing shops at each of the main yards to increase advancements and make them competitive with private yards. All of these improvements showed a cohesive effort by the Navy Department and Congress to create self-sufficient, forward-looking installations that could eventually compete with the main naval powers of the day. By , the Bureau of Yards and Docks BuDocks installed the first electrical plant at the Washington Navy Yard to illuminate all streets and gun-shops. The efforts to provide modern shops and mechanized equipment on the waterfront areas resulted in a large number of power plants at the yards each run by the various bureaus. The Naval Act of provided for centralizing all power plants and distribution systems at each base under the cognizance of BuDocks. In accordance, BuDocks established a central power plant, serving all activities, at each naval yard or station. The Charleston Navy Yard marine railway looking northeast showing U. Courtesy of the U. Navy Seabee Museum Marine Railway The marine railway became the first advanced technique developed to haul a ship out of water and allow the crew to work on its hull. Prior to this, ships needing hull repairs were hauled on shore at high tide and careened on their sides to expose half of the hull at a time. In order to take smaller naval vessels economically and conveniently out of the water for repairs or overhauling, a marine railway was essential to their care. Originally, men or horses were used to drag the cradle and vessel up the slipway, but with the advent of the steam engine, most marine railways were converted to steam powered operation. Later, electric or electro-hydraulic winches became standard. At a station where dry docks were not available, the marine railway became an indispensable requisite. Workers used overhead block and tackle equipment inside the shiphouse for lifting heavy items while they repaired and built ships. It would not only protect the workers from the elements, but increase work speed and efficiency and protect the vessels from material deterioration. The shiphouse built over the ways at the Charlestown Navy Yard, covered the Independence while under construction and was the first of its kind ever built. Soon shiphouses were part of every Navy yard. By , Boston had four shiphouses and the other yards had at least two each. The Franklin Shiphouse was completed in , stood feet long, feet wide, and 72 feet high at its ridgepole. One hundred thirty tons of slate covered the roof and it was considered the largest shiphouse in America. Throughout the 19th

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century, naval innovation transformed the fleet from a few wooden hulled ships to the ironclads and early battleships. Steam power, marine railways, and shiphouses were crucial to transforming the Navy yard from a few wharves and warehouses into major facilities capable of building and supporting the next generation of Navy ships well into the 20th century and beyond.

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Chapter 7 : Dry Dock No. 1, Charlestown Navy Yard

Pensacola was not the first to use enslaved labor, Washington Navy Yard established and soon after at Gosport Navy Yard in Virginia both employed enslaved labor. The enslaved quickly "constituted a majority of the employees at the shipyard.

April 9 , â€” Villafane becomes governor of Florida. April 6 , â€” La Salle claims Louisiana for France. June 26 , â€” Conde de Galve , viceroy of Mexico, is given instructions by the Spanish king to explore the Gulf Coast. May 13 , â€” French from Mobile sail to Pensacola in an attempt to capture the town. September 18 , â€” French recapture Pensacola. Spanish secure return of Pensacola from France and reoccupy, November Survivors move to the mainland. July 10 , â€” Colonel Augustine Prevost sails from Havana, Cuba with four ships and men on their way to accept the transfer of Florida from Spain to Great Britain. September 3 , â€” The Spanish leave Pensacola. Begins by declaring all titles purchased from departing Spaniards void. Surveyor Elias Durnford prepares a plan for the city. Divides town into building and garden lots with the dividing line being present day Garden Street. November 24 , â€” The first British council is convened. July 31 , â€” Elias Durnford is named acting Lieutenant Governor. June 21 , â€” Spain declares war on England, threatening peace in Florida. January 28 , â€” Bernardo de Galvez sails from New Orleans in an abortive attempt to capture Pensacola. Michaels Cemetery is designated a burying place. February 28 , â€” Bernardo de Galvez sails again from New Orleans with an invasion force headed for Pensacola. May 8 , â€” British General John Campbell surrenders Pensacola to Galvez after a shot from the Spanish cannon mortar destroys the British powder magazine. May 9 , â€” British soldiers leave their fort at Pensacola, officially ending the British presence in Florida. Most British settlers leave.

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Chapter 8 : Naval Air Station Pensacola - Wikipedia

April 20, - Commodore Lewis Warrington, United States Navy, assumes command of the Pensacola Navy Yard October 27, - Warrington's last day as commandant of the Navy Yard. November 8, - The Navy issues its first contract to area businessmen for lumber to be used in the construction of the Navy Yard.

That subject is race. Pensacola recently launched its observation of the 400th anniversary of its discovery by Europeans. On the calendar of events are a commemoration of the landing of Don Tristan de Luna, events highlighting the Spanish role in early Pensacola and re-enactments of the battles that led to Pensacola being called "a city of five flags. The very event heralded as the birth of Pensacola in the arrival of de Luna-is, in fact, racially nuanced. The Spanish explorer was not alone but was accompanied by a crew and passengers totaling 1, Among the passengers were hundreds of Spanish colonists, as well as Aztec soldiers from Mexico and African slaves who were forced into the expedition. As far as Native American contact, there was none. His expedition returned to Mexico without making significant contact with natives to this region. Andres de Arriola established the first permanent settlement in Pensacola in 1565. Ethnically speaking, this group of colonists was most likely comprised of European Spaniards, Creoles and Mestizos from Mexico. This was the diverse face of the second Pensacola. The Native American Swindle While they were not the original inhabitants of the local area, Native Americans who moved into the region soon found the colonists and established contact. Relations between the Native Americans and Europeans colonizing this area vacillated between easy and strained. Issues of trade and land were problematic. When relations were good, trade was good. When relations soured, depending on the circumstances, the result was diplomatic breaks with the Europeans or brief wars against the mostly white colonists. The Spanish and French occupations were marked by these skirmishes with the Natives. However, at the end of the French-Indian war, Pensacola changed hands again as the British took control of Pensacola. Under British rule, a number of Scottish tradesmen came to the area to take part in the lucrative trade with the various Native American tribes, specifically the Creek and Muskogee. Having established trade relationships with the local tribes, a Scotsman named William Panton helped establish the powerful Panton, Leslie and Company, which specialized in the Indian trade. The trade relationship was strengthened by their silent partner-Alexander McGillivray. His father was Scottish and his mother was Creek. Having a powerbase in both cultures, McGillivray worked his way to prominence and eventually led the Lower Creek Nation. Panton, Leslie and Company trading post is prominent in early Pensacola history, and is showcased in an exhibit at the T. Wentworth Museum and in a replica of the building at Main and Spring streets. An important piece of the local economy and a point of interaction between Natives and Europeans, the trade practices of the Panton, Leslie and Company proved disastrous for many Natives. The local Native Americans had traded with the Europeans for years, usually on the barter system. The British introduced credit and interest, and many local Creeks, unfamiliar with the credit system, found themselves indebted to Panton, Leslie and Company. Since much of the debt owed was to people living just outside of direct Spanish control, special deals were made with the Americans to trade land for debt. The Native populations saw their ancestral lands taken by white creditors. This further factionalized the Creeks and eventually led to armed conflict with the Americans north of Pensacola. Andrew Jackson led campaigns against the Native Americans near Pensacola. The controversial American general captured Pensacola during the War of 1812 and again in 1817, during the First Seminole War. For Native Americans, there was the very real possibility of death, imprisonment or forced removal. For those of African ancestry, the threat of enslavement loomed with the American invasion. With statehood, Florida and Pensacola lost most of its appeal for free people of color. Originally, the British recruited ex-slaves to take part in battle against the Americans. As word spread about a heavily armed fort comprised of escaped slaves, hundreds more went to the military compound seeking refuge even after the British had departed. The fort was occupied by the renegade soldiers and their families. Army made it a top priority to smash what had become known as Fort Negro. The black,

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Creole and Seminole troops in Fort Negro were successful in thwarting an initial attack against the heavily armed fort. Then, an American cannonball hit a magazine that instantly destroyed the fort. Of the men, women and children in Fort Negro, 30 survived the explosion, according to the historical marker at the site. Army executed the surviving leaders, and the remaining survivors were returned to slavery. Other blacks fled the country rather than have the possibility of being enslaved by the Americans, according to "The Ebony Tale of Pensacola," a history of the local African-American experience by Georgia M. Blacks set sail for the recently founded Republic of Haiti or for Mexico. Slavery had become unpopular in Mexico and was officially abolished unconditionally by the late s. Most of the new immigrants to Mexico would not return to Pensacola until slavery was finally abolished after the Civil War. The free blacks remaining in Pensacola were assigned white guardians, mostly from prominent local families such as Moreno, Bobe, de La Rua and Gonzalez. A small number of these African-Americans were eventually sold into slavery. Plantation slavery was not common. Slave owners rented out their slaves for a variety of projects. Pensacola can thank slaves for some of its most famous landmarks-installations such as the Pensacola Navy Yard and Fort Barrancas. At the time, it was illegal for the U. Army to use slave labor. However, it was not illegal to hire contractors who used slave labor. But it was slaves. Some of the bricks would take up to an hour and a half to make. For 60 men in five years to build something like this wasamazing, simply amazing. Ironically, Fort Barrancas was then occupied for most of the war by one of the first African-American military regiments. Reconstruction Upheaval The Civil War was followed by one of the most radical social upheavals in American history: The Reconstruction Era brought dramatic changes throughout the South and Pensacola was no exception. During Reconstruction, Pensacola experienced incredible economic growth, particularly in lumber, which insulated the city from the economic woes of most of the post-war South. Unions organized workers in the lumber industry and on the railroads and docks. At the time, organized labor had considerable power throughout Florida. Canadian lumber and dock workers began to arrive in Northwest Florida after cold weather seasonally forced many Canadians out of work. In one instance, in , several laborers, "armed with pistols and clubs prevented the foreigners from going to work on the docks," Jerrell Shoffner writes in his article "Militant Negro Labor in Reconstruction Florida" in the Journal of Southern History. After the Canadians retreated, African-American laborers "pursued them and systematically searched the entire town for the unwelcome competitors from Quebec," Shoffner writes. Complaints from the local British consulate fell on deaf ears locally until the consulate approached the commanding officer of the Navy Yard, who sent a detachment of Marines to restore order. The military squelched this momentary outbreak of potential violence. But African-American dock workers continued to guard the port to prevent the Canadian workers from taking their jobs. This left several logging ships offshore, and cargo could not be loaded or unloaded while the disturbances persisted. The labor dispute finally ended when the foreign workers returned to Canada as temperatures thawed there. The Last Of The Apaches By the late s, most of the local Native American population had been killed off by disease, had joined the Seminoles in their long war against the U. Still, Native American issues occasionally arose. The most famous of these issues concerned a Native American who was not, in fact, a native to this area. Geronimo, an Apache chief and medicine man, had fought the U. Geronimo resisted for a decade, but was eventually worn down by the U. The proud warrior was then shipped by train to Florida as a prisoner. At the bequest of prominent local business leaders, the Apache warrior was sent to Pensacola, where he and dozens of other Apache men, women, and children were turned into a tourist attraction. Geronimo recounts his journey to Pensacola in his memoirs: Here they put me to sawing up large logs. There were several other Apache warriors with me, and all of us had to work every day. For nearly two years we were kept at hard labor in this place and we did not see our families until May This treatment was in direct violation of our treaty made at Skeleton Canyon. Pensacola was predominantly black, according to the census. The African-American educator Booker T. Washington famously described Pensacola in this era as a "typical Negro business community. A renewal of racial tensions and the advent of Jim Crow racial separation laws forced long-standing black businesses out of the downtown area, removed residents from their neighborhoods,

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eliminated job openings to blacks and began to disenfranchise black voters from government. In addition to Jim Crow, the rise in local lynching created a traumatizing effect on the African-American community. Beginning in the late s, Escambia County was the scene of several lynching instances. These included the prominent hanging of two African-American men in the center of Ferdinand Plaza, with hundreds of white residents in attendance. Although the majority of Pensacola was black in , whites in the city progressively became less tolerant of non-whites. By , the black population decreased by half. The Ku Klux Klan was revived and white supremacists began to become a powerful force locally. If white public officials were not secret members, many were sympathetic to the KKK. The Klan held demonstrations, openly presented awards to ministers in churches and occasionally flexed its muscle to hassle blacks, immigrants especially Greeks and Catholics. Civil Rights Conflicts Throughout much of the 20th century, race continued to play an important role in local politics. While conflict and resentment over segregation brewed, the advent of World War II forced a dramatic movement to change the South.

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Chapter 9 : Florida Lighthouses Map

Naval Hospital Pensacola began its service in January President Adams assigned the first surgeon and officer in charge, Navy Surgeon Isaac Hulse, to establish a hospital at the Pensacola Navy Yard in support of the West Indies Squadron.

Confederate States of America “ United States “ and to present Pensacola was the site of one of the first European -inhabited settlements in what would later become the United States of America. At the time of European contact, a Muskogean -speaking tribe known to the Spanish as the Pensacola lived in the region. This name was not recorded until , but the tribe appears to be the source of the name "Pensacola" for the bay and thence the city. This site has at least 18 large earthwork mounds, five of which are arranged around a central plaza. Its main occupation was from AD to It was a ceremonial center for the Pensacola people and a gateway to their society. This site would have had easy access by a dugout canoe , the main mode of transportation used by the Pensacola. But the colony was decimated by a hurricane on September 19, ,[18][16][20] which killed an unknown number of sailors and colonists, sank six ships, grounded a seventh, and ruined supplies. The survivors struggled to survive, most moving inland to what is now central Alabama for several months in before returning to the coast; but in , the effort was abandoned. Survivors made their way to Cuba and finally returned to Pensacola, where the remaining fifty at Pensacola were taken back to Veracruz. They ignored it for years. Fearful that Spanish territory would be threatened, the Spanish founded a new settlement in western Florida. In they established a fortified town near what is now Fort Barrancas , laying the foundation for permanent European-dominated settlement of the modern city of Pensacola. The garrison was moved to the mainland;[22] Presidio San Miguel de Panzacola “ As a fortified trading post, the Spanish had mostly men stationed here. Some married or had unions with Pensacola, Creek or African women, both slave and free, and their descendants created a mixed-race population of mestizos and mulattos. The Spanish encouraged slaves from the southern British colonies to come to Florida as a refuge, promising freedom in exchange for conversion to Catholicism. King Charles II of Spain issued a royal proclamation freeing all slaves who fled to Spanish Florida and accepted conversion and baptism. Most went to the area around St. Augustine , but escaped slaves also reached Pensacola. Augustine had mustered an all-black militia unit defending Spain as early as The British designated Pensacola as the capital of their new colony of West Florida. From , the British strengthened defenses around the mainland area of fort San Carlos de Barrancas , building the Royal Navy Redoubt. George Johnstone was appointed as the first British Governor, and in a colonial assembly was established. West Florida was invited to send delegates to the First Continental Congress which was convened to present colonial grievances against the British Parliament to George III , but along with several other colonies, including East Florida, they declined the invitation. Once the American War of Independence had broken out, the colonists remained overwhelmingly loyal to the Crown. In the Willing Expedition proceeded with a small force down the Mississippi, ransacking estates and plantations, until they were eventually defeated by a local militia. In the wake of this, the area received a small number of British reinforcements. British military resources were limited and Pensacola ranked fairly low on their list of priorities. For this reason only small token amounts of British military forces were ever sent to defend Pensacola. This was in contrast to colonies such as South Carolina, where large numbers of British soldiers were sent. In with the founding of the Panton, Leslie Company here, many Creek from southern Alabama and Georgia came to trade, and it developed as a major center. It was a garrison town, predominantly males in the military or trade. A engraving depicting the Siege of Pensacola United States In the final stages of the War of , American troops launched an offensive on Pensacola against the Spanish and British garrisons protecting the city, which surrendered after two days of fighting. The people were predominantly French and Spanish Creole. Creek women were also recorded in marriages to Spanish men, in court records or deeds. However, American Indians and mestizos were identified separately in court and Catholic church records, and as Indians in

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censuses up until , attesting to their presence in the society. After that, the Creek were not separately identified as Indian, but the people did not disappear. Even after removal of many Seminole to Indian Territory, Indians, often of mixed-race but culturally identifying as Muskogean, lived throughout Florida. Initially owned by the Church of St. Michael, it is now owned and managed by St. In addition, an increasing proportion of Anglo-Americans, who constituted the majority of whites by , led to a hardening of racial discrimination in the area. In the legislature passed a bill prohibiting Indians from living in the state, and provided for capture and removal to Indian Territory. No Indians were listed in late 19th and early 20th century censuses for Escambia County. People of Indian descent were forced into the white or black communities by appearance, and officially, in terms of records, "disappeared". It was a pattern repeated in many Southern settlements. Children of white fathers and Indian mothers were not designated as Indian in the late 19th century, whereas children of blacks or mulattos were classified within the black community, related to laws during the slavery years. Based on Alabama census records, most of these individuals have been found to be descendants of Creek who had migrated to the Pensacola area from southern Alabama after Indian removal of the s. Pensacola does not have a prominent skyline, but has several low-rise buildings. Climate Cantonment Clinch , a short-lived United States Army outpost, began providing meteorological observations in the s through the s. Observations from the Pensacola area by other sources continued intermittently over the next several decades. Weather statistics since the late 20th century have been recorded at the airport. The most recent snowfall event occurred December 9, ,[38] and the snow event previous to it occurred on February 12, The rainiest month is July, with 7. Pensacola was drenched by at least 20 inches of rain within a hour period, causing the worst flooding in 30 years[41] The city suffered a major blow on February 23, , when a large EF3 wedge tornado hit the northwest part of Pensacola, causing major damage and several injuries. It is not uncommon to see waterspouts on the beaches in the area. Most of these waterspouts are small and do not pose a significant risk to people enjoying the beach. Often, the waterspouts toss umbrellas and chairs around and give a good scare. Sometimes they are large enough to cause some minor damage to buildings in the area.