



FLORIDA TRAINING STATION FOR MARITIME COMMISSION

displays Federal architecture at its best. PBA designers divide the 400-man dormitory project into eight buildings, join them with open porches, wind up with a hotel-like structure of clean design. Builder Blair produces it for \$600,000.

To man the 1,200 new ships which have already begun to slide down the ways for the nation's enlarged Merchant Marine, the U. S. Maritime Commission last year launched an extensive training program for both officers and seamen. Supplementing its Cadet Training System, which is coordinated with the State Nautical School System, the Commission in July 1939 established the Maritime Service to be administered by the U. S. Coast Guard for the Commission and under the general supervision of Director Telfair Knight of its Division of Training.

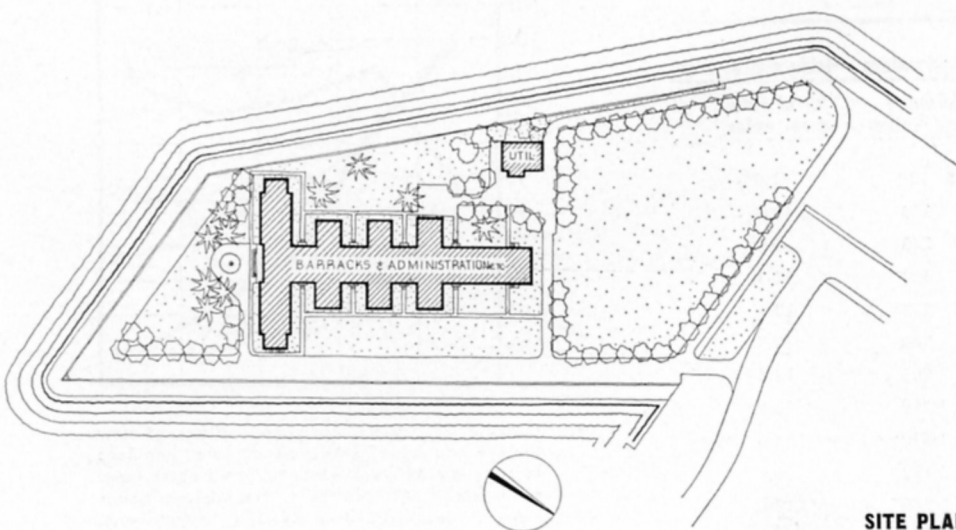
One phase of this new operation is the training of apprentices for the deck, engine and steward departments of ships and for radio operation. For this purpose, the Commission required more elbow room and got it this summer with the completion of the St. Petersburg Fla. Training Station (presented on these pages) and an exact duplicate in far-away Hueneme, Calif. Each station turns out 400 apprentices every two months, sends them off on four-month training cruises.

Designed by Government's Public Buildings Administration under the direction of

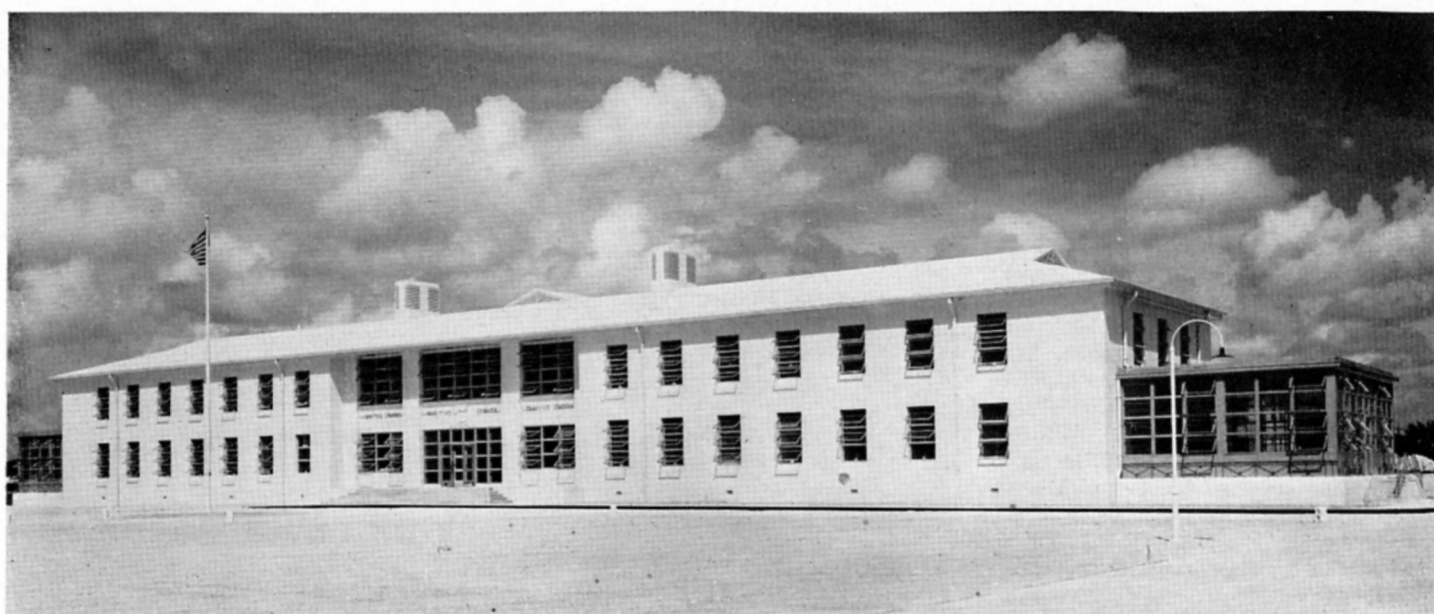
Commissioner W. E. Reynolds, the handsome Florida project overlooks Bayboro Harbor from a ten-acre site bulkheaded, filled and donated to the Commission by the City of St. Petersburg. It is comprised of two buildings.

The larger, more important building

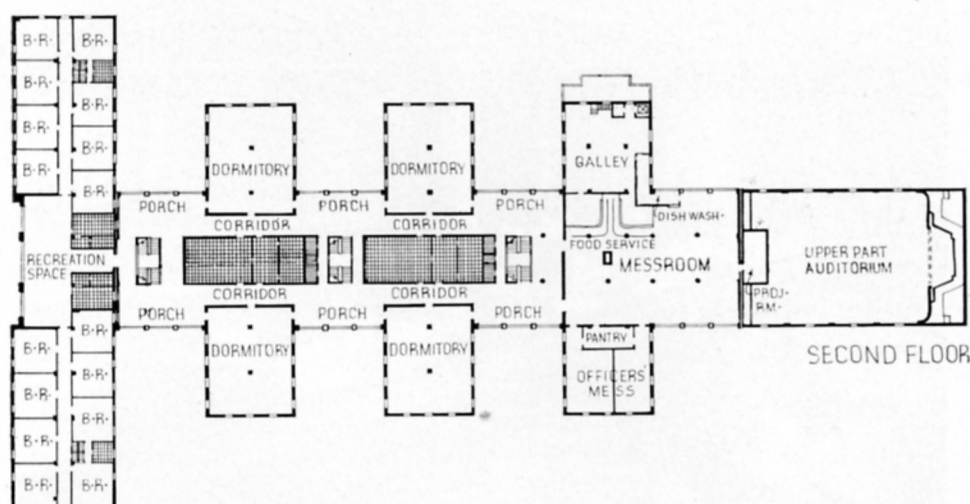
pictured on these pages is based on a symmetrical but uncommonly interesting plan. T-shaped, its head provides office, recreation and sleeping accommodations for the Station's staff of 100 administrative and medical officers. Shank of the two-story T is, in effect, a large screened



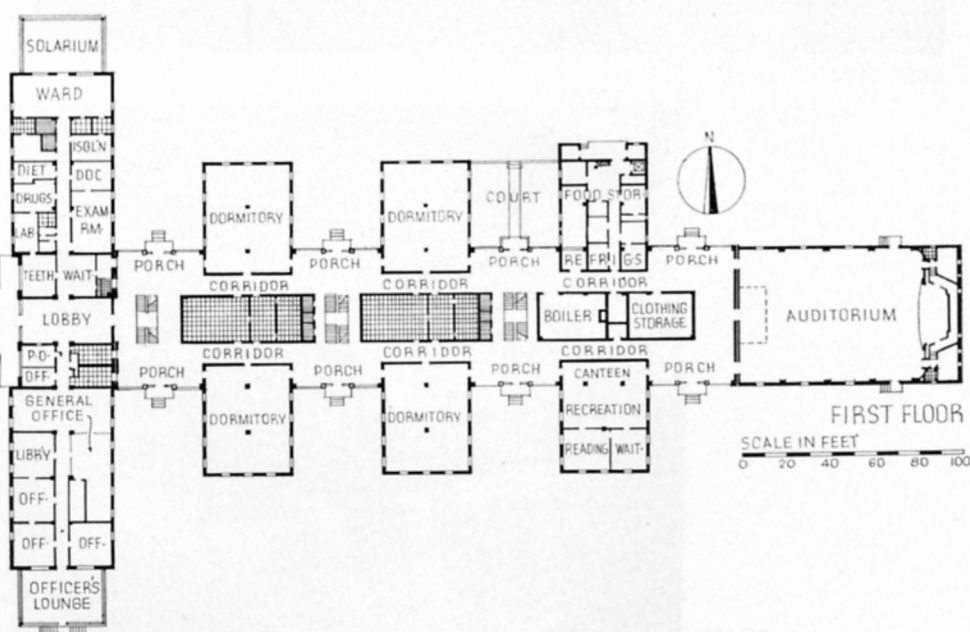
SITE PLAN



FRONT ELEVATION of the administration-medical wing features a glazed recreation room—second floor, center—and a glazed solarium and officers' lounge—first floor, ends. Porches connecting the dormitory and dining facility wings along the shank of the T-plan are unglazed but screened—see side elevation, opposite. Exterior walls are of concrete rubbed to a smooth sand-like finish and painted "off white", and the roof is finished in flat clay tiles to match.



DORMITORY—one of eight—measures about 38 x 48 ft., sleeps 50 apprentice seamen in double-decked bunks arranged in long rows and separated by steel lockers.



STAIRCASE—repeated three times down the shank of the T-plan—connects the first and second floor porches between the dormitory wings. Space below the landing serves as a closet. The building has no basement.

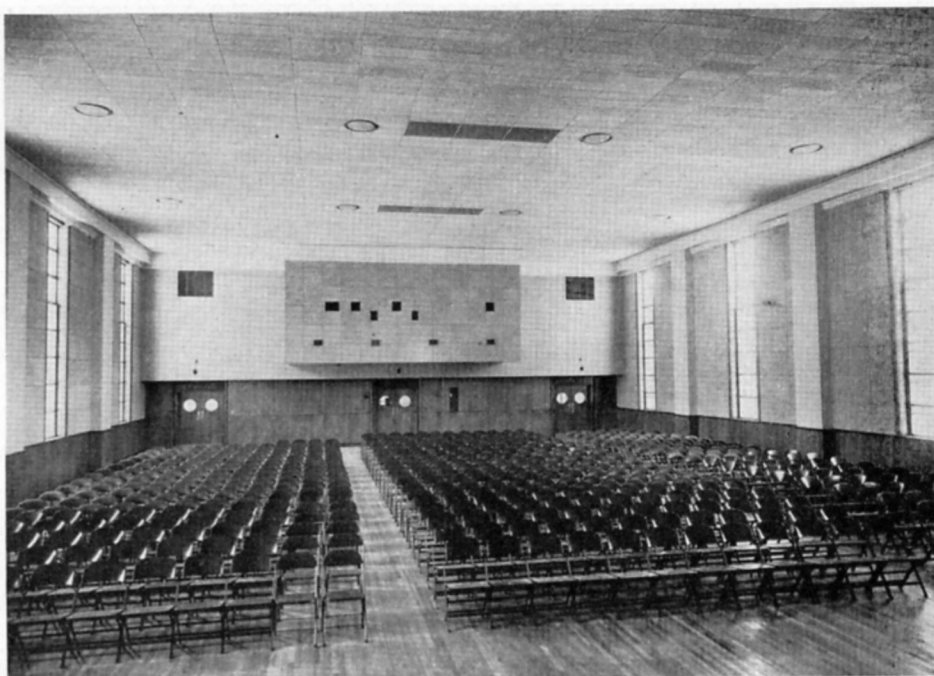
porch, closed at the rear end by dining facilities and an auditorium and with three wings projecting from either side at 80 ft. intervals. Giving the building the general appearance of a modern hotel, these projecting wings provide abundant natural light and ventilation — important in the warm southern climate, which make the open porches feasible. In four of them are eight 38 x 48 ft. dormitory rooms, each sleeping 50 enrollees in double-decked beds. A fifth such wing houses food storage and kitchen (galley) equipment. The sixth wing contains recreation facilities for enrollees on its first floor with officers' and petty officers' mess rooms above. Both the large 58 x 79 ft. mess hall and the 58 x 98 ft. auditorium-stage boast capacities of approximately 500.

Erected atop some 1,100 piles driven 30 to 40 ft. into the filled earth, the building is of fireproofed construction. Walls are of concrete rubbed to a smooth sand-like finish and painted a light cream color. Windows are large horizontally opening steel casements. The low pitched roof is finished with flat clay tiles whose light color blends with the architectural tradition of the vicinity. Since the structure measures 426 ft. from front to rear, two transverse expansion joints were provided — one immediately behind the 269 ft. long administration-medical wing, the other at the front end of the auditorium. In the absence of a basement and heating plant (made possible by local climatic conditions), all utilities have been economically concentrated in rooms running down the center of the large porches.

Called the "utility building", the project's smaller structure (see site plan, p. 418) contains machine and carpentry shops, toilets and a laundry on the first floor, a sail loft, store room and four class rooms on the second. This upper floor is cantilevered 18 ft. from the first floor walls on three sides of the building and forms a sheltered, unobstructed space for the repair of small boats. In construction, the Station's two buildings are similar.

Built by contractor A. Farnell Blair of Decatur, Ga., the St. Petersburg project cost the Maritime Commission \$685,000, exclusive of landscaping (\$5,000), equipment and supplies (\$71,000), and such site construction details as fender piles, dolphins, concrete decking and davit bases (\$10,000). Of this total, \$600,000 is allocated to the cost of the larger building, including about \$61,000 for PBA's expenses and contingencies. This building covers a ground area of 44,685 sq. ft., contains 1,398,000 cu. ft., cost about 43 cents per cube.

Justly proud of its design contribution to the Maritime Commission's apprentice training program, PBA, through its enthusiastic Supervising Engineer Neal A. Melick, last month commented: "As we look at these clean, modern, well constructed buildings, we have a feeling that, as a result of training in these schools, the graduated classes of men will be just as clean and snappy in appearance."



AUDITORIUM



MESS ROOM



GALLEY