

Landing Signal Officers under instruction, and some officers being trained in night fighter direction work, but the use of live bombs and the firing of rockets was discontinued.

Throughout its existence, the scarcity of housing at Sanford remained a problem but the racial question was handled by the simple expedient of providing recreational activities on the station for whites and dances and other amusements for the blacks in largely black Sanford.

By a Chief of Naval Operations Planning Directive of 18 February 1946, NAS Sanford was reduced to caretaker status and transferred to Commander, Naval Air Bases, Seventh Naval District on 1 March 1946. On 15 May 1946 it was disestablished, and its surplus materials were transferred to the War Assets Administration. The site itself reverted on 1 August 1946 to the City of Sanford, which used it as its airport and to establish a vocational training school and health center. Similarly, the Titusville airfield was declared surplus on 25 March 1946 and under a revocable permit was turned over to the cities of Titusville and Cocoa as their airport on 2 July. The outlying Satellite Field at Osceola was declared surplus on 5 June 1946.

After five years the Navy reactivated Sanford Naval Air Station, rehabilitated many of its structures as well as the runways and taxiways at a cost of \$262,586, and undertook even more rehabilitation work in the first half of 1952. With Capt. John L. Chittenden, USN, in command, FASRON 821 and CVC-3, the latter including five fighter squadrons, were permanently assigned to the station on 1 July 1951, as were also some "K" type blimps. Crash boats in the St. Johns River stood by for emergency rescues. Finally, various ASW squadrons and VS-831 were sent to Sanford for routine training. As of 1 December 1951 there were 283 personnel on board.

From 1 January to 1 June 1952 Sanford was used as a High Altitude Intercept Range (Project HAIR), Comdr. Otho E. McCracken, USN, commanding. FASRON 821 and CVC-3 used a 4,960-square-mile area for firing on towed sleeves and drones and also tested equipment in cooperation with the test station at Johnsville, Pa. (q.v.). This joint Air Force-Navy program concentrated upon the testing of special rockets until the program ended, but naval flight operations continued under the immediate command of Commander Fleet Air Jacksonville, Fla., with the 6,476 flights between 1 April 1957 and 20 June 1957 establishing a six-year record. Quarterly flight operations for the next ten years increased tremendously, with a peak of 46,710 of them made between 1 October 1961 and 30 September 1962. More than 30,000 flights were made each quarter from 1963 to 1966. During the last year, Sanford had 45 officers—15 of them aviators—508 enlisted men, and 93 civilians on board, and nine aircraft squadrons in Reconnaissance Attack Wing One. However, for financial reasons, on 21 April 1966 the Department of Defense announced that the anticipated date of closure would be 1 July 1967—a date extended to 1 July 1968—when Sanford was disestablished.

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SAN FRANCISCO BAY, CALIF., NAVAL BASES, 1853–

Hunters Point Naval Shipyard, 1868–1974

Hunters Point Naval Shipyard, located on the west side of San Francisco Bay, was the site of the West Coast's first commercial dry dock in 1868. Shipbuilding and repair activities have been performed there ever since, although the government naval shipyard was closed on 30 June 1974 as part of the Department of Defense Shore Establishment Realignment Program.

The California Drydock Company recognized the Point's natural waterfront advantages and unexcelled deep-water anchorages when it constructed that first dry dock. In 1908 the Great White Fleet entered the San Francisco Bay on its famous around-the-world cruise and sent its deep-draft ships to Hunters Point for maintenance. The excellence of San Francisco harbor prompted the Seventy-sixth Congress in 1939 to purchase the 48-acre site and two dry docks for \$3.9 million and then lease it to the Bethlehem Steel Company.

In 1941 the Japanese attacked Pearl Harbor, inflicting heavy damage on the U.S. Pacific Fleet and the Pearl Harbor Naval Shipyard. Eleven days later, the Navy took over Hunters Point, named it San Francisco Naval Shipyard, and with a handful of employees sent down from Mare Island began industrial operations. During World War II, 600 fighting and support ships were repaired at the site. The small group of workers had grown to 18,000 by the end of World War II. With the advent of the conflict in Korea in early 1950, the shipyard's workload again expanded to a working force of some 11,000 employees and then leveled to 5,600 employed at the time of closure announcement.

As directed by the Secretary of Defense, on 11 May 1965 San Francisco Naval Shipyard and Mare Island Naval Shipyard were merged into the San Francisco Bay Naval Shipyard. Great savings were expected to accrue from the consolidation of assets and reduction of duplication of facilities. However, the projected savings never materialized, due mainly to the separation between sites. On 31 January 1970 the two separate shipyards were again established; Mare Island resumed its former name, and San Francisco became Hunters Point Naval Shipyard.

Today the San Francisco premises are allocated to the Triple-A Shipyard, Hunters Point Division.

The Navy Radiological Laboratory was established at Hunters Point in 1946 because of a mid-twentieth century need following the birth of the nuclear age. It was specifically established in connection with the decontamination of target ships used in the first peacetime atomic tests at Bikini Atoll. In the years that followed, over 600 people, both civilian and military, were involved in the research operations. Because of funding cuts, it was disestablished on 3 November 1969. The last commanding officer was Capt. Theodore C. Fick, USN, who was responsible for the final closure of the facility.

Other activities at Hunters Point are: Hunters Point Surface Launch Test Complex; Navy Printing and Publications Service Office; and Planning and Engineering for Repair and Alterations for Combat Support Ships (PERA) (CSS).

Western Division, Naval Facilities Engineering Command

The Western Division, (WESTDIV), Naval Engineering Command, is located in San Bruno, twelve miles south of San Francisco. It is one of six engineering field divisions responsible for the planning, design, construction, and facilities management support of Navy shore activities within a geographical assignment. WESTDIV serves the Eleventh and Thirteenth Naval Districts, which includes all naval and Marine Corps activities in nine western states and Alaska. Serving over 150 activities, WESTDIV is the largest field division of the Naval Facilities Engineering Command.

Formerly the District Public Works Office, Twelfth Naval District, WESTDIV originated from its forebearers, the Public Works Offices at Mare Island and San Diego. The headquarters were moved from San Francisco to San Bruno in 1952.

WESTDIV employs approximately 1,160 civilian and sixty-six military personnel, primarily engineers. Of this number, 771 are located in San Bruno and 348 in twenty-seven field offices located in western states from Yuma, Ariz. (q.v.), to Adak, Alaska (q.v.). The total annual payroll is about \$28 million.

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SUE LEMMON

Mare Island Naval Shipyard, Vallejo, Calif., 1953-

Mare Island is located on San Francisco Bay thirty-five miles northeast of San Francisco. Its recorded history began with Don Perez de Ayala, the first European

to see it. While engaged in an exploratory expedition on His Spanish Majesty's Ship *San Carlos* on 5 August 1775, he gave it its original name, Isla Plana (flat island).

Mare Island's second historical figure is Mariano Guadalupe Vallejo, soldier, colonizer, and statesman. More than any other individual in California, he was responsible for the smooth transition of government from Mexico to the United States. It was he who renamed Isla Plana "Isla de la Yegua" (island of the mare) after the white mare belonging to his wife swam over to the island in the mid-1830s.

After the end of the Mexican War, thoughts in Washington turned to the development of the newly acquired territory of California. On 2 December 1851, President Millard Fillmore recommended the establishment of a navy yard on the Pacific coast. A board headed by Commo. John D. Sloat selected Mare Island, and 956 acres were purchased on 4 January 1853 for \$83,491. Through land reclamation projects and grants, the property has grown to 2,626 acres of hard land and an additional 1,891 acres of tidelands. While the shipyard is its only continuous occupant since 1854, Mare Island has been the location of many smaller activities over the years.

Comdr. David G. Farragut took command of Mare Island on 16 September 1854 and began to construct navy yard facilities. During its long life, the shipyard has built 513 craft, from the wooden paddle-wheel steamer *Saginaw* in 1858 to nuclear-powered ballistic submarines. The yard also built the first radio installation on the Pacific Coast; converted the first Navy ship to burn fuel oil; built the first aircraft landing deck in the Navy on the armored cruiser *Pennsylvania*; built the first electrically propelled ship, *Jupiter*; and designed and built the Navy's first guided missile submarine, the *Grayback*.

History records Mare Island's small role in the Civil War; in the Spanish-American War it fitted out many of the warships that, under Adm. George Dewey, swept the Spanish from the Philippines. World War I also saw many records broken, including the launching of the destroyer *Ward* in seventeen and a half days from keel laying.

During World War II the shipyard repaired and returned to the battle line 1,227 ships of all types, including ships of the Danish, Swedish, British, French, and Soviet fleets. During this period the yard also built 391 new ships. The employment reached a peak of 41,053 in the latter stages of World War II.

The shipyard ushered in its second century of service by embarking upon an intensive training program to qualify its engineers and artisans in the application of nuclear power to ship propulsion. Since 1958 it has built seventeen nuclear-powered submarines, including seven Fleet Ballistic Missile types.

In an ill-fated merger, the shipyards at Mare Island and San Francisco (Hunters Point) were merged as San Francisco Bay Naval Shipyard on 11 May 1965, with headquarters at Mare Island. The expected financial savings did not result, and the activity was disestablished on 31 January 1970 and replaced by two separate shipyards as before. (Hunters Point was subsequently closed on 30 June 1974.)