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UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

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of the responsibility of operating and maintaining the seadrome at Ford Island. In addition, maintenance personnel and ground support equipment were flown to Wake, Guam, and the Philippines. Air terminal operations in 1971 alone included 2,439 aircraft, 12,424 passengers, and 1,341 tons of cargo. By 1973 station personnel included 418 officers, 2,074 men, and 1,443 civilians.

In 1976 Barbers Point had five patrol squadrons on board and had twenty-two tenant commands. Among the latter were a Naval Weather Service Environmental Detachment; Airborne Electronic Training Unit Detachment; Helicopter Anti-submarine Squadron Light 37, including the first Light Airborne Multi-Purpose System (LAMPS) based outside the United States proper; an avionics division; Aircraft Intermediate Maintenance Division; a Coast Guard unit; and an Assault and Support Helicopter Company, for which Wheeler AFB lacked space. The new Regional Medical/Dental Facility completed in 1974 cost \$4.7 million.

John Rodgers Field was dedicated on 10 September 1975 to honor the naval aviator who, flying out of San Francisco on 31 August 1925, tried to make the first nonstop flight to Hawaii. Although Rodgers failed to reach Oahu, the 1,841 miles he flew set a new distance flight record for seaplanes. Total military and civilian population of the station in 1976 was about 11,000.

As during the last decade, the mission of NAS Barbers Point remains "to maintain and operate facilities and provide service and material to support operations of aviation activities and units of operating forces of the Navy and other activities and units, as designated by the Chief of Naval Operations." Annual air ASW exercises have for many years been carried out with forces from the Australian, Canadian, and New Zealand navies and from the Japanese Maritime Self-Defense Force.

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B. "'Cat Eyes' Pilots Trained at FAWTU'S," *Naval Aviation News*, July 1952, p. 11; "Marigold Isn't Always Just a Flower," *Naval Aviation News*, Dec. 1954, p. 29 [with the largest radar station in the islands, the mission of Fleet All Weather Training Unit, Pacific, is to train all weather fighter pilots and air controllers]; "NAS Barbers Point Twenty Years Old on Sunday," Public Information Office Release, 12 April 1962 (Washington, D.C. Navy Yard: Naval Aviation History Office); "Flying the Pacific Barrier," *Naval Aviation News*, Mar. 1965, p. 36; "Barrier Patrols Will End: Termination Planned Late in 1965," *Naval Aviation News*, April 1965, p. 2; "Pacific Barrier Ends Task: Seven Years of Surveillance Over," *Naval Aviation News*, July 1965, p. 2; "Barrier Makes Record Flight: Flies 10,000th in Early January," *Naval Aviation News*, Mar. 1972, p. 3 [air early warning flights from Barbers Point to Midway and on to the Aleutians];

Helen Collins, "One by Air," *Naval Aviation News*, Dec. 1974, pp. 30–33 [Rodgers failed to reach Oahu and sailed many miles to the island with his seaplane rigged as a ship]; Helen Collins, "Pacific Crossroads," *Naval Aviation News*, Jan. 1977, pp. 32–38; *Barbers Point* (San Diego, Calif.: Military Publishers, n.d.).

BAR HARBOR, ME. See Otter Cliffs, Mount Desert Island, Me., Radio Station.

BAR HARBOR, ME., NAVAL AUXILIARY AIR FACILITY, 1945–1946

Between 1934 and 1936 the Town of Bar Harbor built two short, narrow runways at a nearby airfield. WPA labor and \$10,000 appropriated by the town furnished an 80-by-100-foot hangar, with some profit made by leasing the facilities to private enterprise until 1942. On 12 May 1942 the Civil Aeronautics Administration began improvements on three full-size runways. In July 1943 the Navy began negotiations to lease the facilities for use by the Commander Eastern Sea Frontier as a base for inshore patrol. The result, in September 1943, was NAAF Brunswick, that is, a satellite of NAS Brunswick (q.v.) in the First Naval District.

At a cost of \$42,273.89 the Navy built on 400.52 acres a northeast-southwest runway 4,500 feet long, a north-south runway 3,900 feet long, and an east-west runway 3,600 feet long—all valued by June 1946 at \$1,193,168.25. The officer in charge of construction was Lt. W. C. Herrick, USNR; the first commanding officer, Ens. W. I. Shockey, USNR. For the rest of 1943 and all of 1944, planes from NAAF Brunswick flew regular patrol, with A/S squadron VS-31 using OS2U-3 observation aircraft. With the departure of VS-31, the facility was used "for the duration" by a number of Royal Navy squadrons based at Brunswick. These used the NAAF for intensive deck landing practice until December 1944.

On 24 December 1944 the facility was placed in winter caretaker status. However, it was reopened on 19 March 1945 and used again by Royal Navy squadrons. Meanwhile, improvements had been made to the hangar, a lean-to, the galley, and the administration building. With the decommissioning of the base in September 1944, a considerable number of the buildings and a large amount of equipment were transferred. In addition to VS-31 and various and numerous Royal Navy squadrons, NAAF Brunswick had hosted a squadron headquarters for blimps from time to time. That the facility was small is attested by the number of station complement—one officer and twelve men.

Under a revocable permit, NAAF Bar Harbor was returned to the town of Bar Harbor on 18 April 1946.

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BARSTOW, CALIF., MARINE CORPS LOGISTICS BASE, 1943–

While Marines were fighting World War II on Guadalcanal, the Marine Corps established a Marine Corps Depot of Supplies at Barstow, Calif., to provide

storage and warehouse facilities for equipment from the San Francisco Depot of Supplies. In the middle of the Mojave Desert, adjacent to the city of Barstow, the depot is 130 miles from Los Angeles and 150 miles from San Diego. Begun in June 1942 as a Navy Supply Depot, it was given to the Marine Corps that December. The Marine Corps activated the depot on 4 January 1943. The climate and available transportation made Barstow a desirable site for a supply center. The hot, dry climate enables the Marine Corps to store many items outside, saving on storage costs. Rain is rare.

Three major highways and two railroads go through Barstow.

The 5,387.6 acres of the base are divided into three areas. Nebo, 1,268.62 acres, has a biblical name, allegedly given to it by early Mormon settlers. Yermo, 1,680.77 acres, is claimed by old-timers to be an Indian name meaning "desert flower." The rifle-pistol range is 2,438.21 acres.

Early in 1946 repair equipment was installed at Barstow, and on 15 July the depot was renamed the Marine Corps Storage and Repair Depot. During the early days of the Korean War, in July 1950, the Barstow technicians and mechanics worked around the clock to equip the First Marine Division at Camp Pendleton for the Inchon-Seoul campaign. During the crisis some 200 pieces of mobile equipment left the repair facilities each day. That achievement gave the depot the nickname "Little Detroit."

The Barstow depot, because of its size and equipment, soon began to pass the San Francisco installation in importance. In 1953-1954 the Marine Corps began to phase out the San Francisco depot and concentrate its major supply operations at Barstow. Upon completion of the transfer of responsibility, the Marine Corps redesigned the depot on 1 July 1954 as the Marine Corps Supply Center, Barstow, Calif.

The center then had responsibility for logistics for all Marine Corps activities west of the Mississippi River, throughout the Pacific Ocean area, and in the Far East. It is larger than the senior Marine Corps Logistics Base at Albany, Ga., and carries more than 140,000 line items of equipment.

The center received the Meritorious Unit Citation for its work during the war in Southeast Asia, 1 April 1965 to 31 December 1970. Over 70 percent of the supplies shipped to Marines in Vietnam and the Third Force Service Regiment on Okinawa were provided by the center. It functioned efficiently during the buildup, combat, and withdrawal phases of Marine Corps participation in that war.

Currently special projects such as assembling the Rapidly Deployable Medical Facility for the Rapid Deployment Force, completed in 1983, are important for the center. In July 1976 the center was directed to emphasize items unique to the Marine Corps in its storage and distribution missions. Thus, special projects have taken on a new importance to provide for utilization of its personnel, equipment, and facilities.

The center is organized into six divisions: Materiel; Repair; Personnel and

Administrative; Comptroller and Systems; Facilities and Services; and Operations and Plans Directorate.

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MARTIN K. GORDON

BAYONNE, N.J., NEW YORK NAVY YARD ANNEX AND NAVAL SUPPLY DEPOT. See New York Navy Yard.

BAY SHORE, LONG ISLAND. See Continental Naval Air Patrol Stations, World War I.

BEAUFORT, S.C., NAVAL AIR STATION, 1942-1946, AND MARINE CORPS AIR STATION, 1960-

With U-boats shifting from the Atlantic coast of the United States to the Caribbean in 1942, the U.S. Navy realized the need for a greatly expanded air program. Consideration was given to building major air stations at Wilmington, N.C., and at Charleston, S.C., capable of accommodating at least one Class A Patrol Squadron of either landplanes or amphibians. On 1 July 1942 the commander of Patrol Wings, U.S. Atlantic Fleet, the Commander Eastern Sea Frontier, and the Commandant of the Sixth Naval District deferred the selection of a site to the commanding officer of NAS Charleston, S.C. (q.v.), who knew that in the summer of 1941 the Civil Aeronautics Administration had proposed building a station in the County of Sanford, S.C., about seven miles north of Beaufort at 32°28'25"N., 80°43'45"W. There the CAA had already reached agreement to build on Site 15 Jacksonville-Richmond Airways, where the county had purchased 540 acres of condemned land in cooperation with the CAA and leased tree cutting rights to another 300 acres, all in truck-farming land and swamp. Construction would proceed on the understanding that the site would be taken over by one of the military services. Projected was a small field with simple triangular runways, one east-west of 3,000-by-100 feet, one north-south of 4,000-by-100 feet, and one of 2,300-by-50 feet connecting these two to the west. After the Commanding Officer of NAS Charleston proposed the Beaufort site because there was simply not enough space at Charleston itself, the site was approved on 5 August 1942 by both the Commander in Chief, U.S. Fleet, and Chief of Naval Operations. Under the Second War Powers Act, 3,357 acres of land were condemned and the few persons living in the area were given until 26 June 1943 to evacuate the premises.

Preliminary work in connection with surveying the airport area had begun in