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UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

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who were either stationed or trained there may never be known because the turmoil engendered by the war produced incredibly inaccurate records. Many people simply disappeared, some of whom found quiet spots to sleep during the day so they could work at the nearby Norfolk Naval Shipyard at night. For most of the war the Navy tended to use a base at Solomons Island, Md. (q.v.), as a basic training center, while Little Creek served as an advanced training facility. Little Creek clearly hosted a wide variety of training experiences as the Navy increasingly specialized its amphibious activities during the war.

At first the Navy gave little thought to a permanent base at Little Creek. Tarpaper served as the outer cover for most of the hastily built structures (as many as five could be built in one day by the construction crews). Camp Bradford contained several quonset huts, which were quite superior to other structures. Practically all the nearly \$11 million spent on construction for the base during the war went into temporary shelters. In 1944 the Navy Department began to give serious consideration to retaining Little Creek after the war, and at the end of the war it consolidated the various elements there—the section base (designated as a “frontier base”), Camp Bradford, and Camp Shelton—into one base.

In 1943 the Navy developed a long-range plan for the base. Routine maintenance funds were set aside for several years, and these accumulated funds, along with special construction money, permitted the reconstruction of the base. In the mid-1950s the base secured permanent roads, a sewerage system, barracks, club houses, an exchange, an auditorium, and many other permanent facilities.

After the war the Navy reorganized the Amphibious Force. The training command, deactivated in 1945, was reestablished in 1946. The Little Creek Base, consolidated in August of 1945, received the Amphibious Force for the Atlantic Fleet, whose equipment and personnel apparently came from California. From the spring of 1946 to the middle of 1951, the base trained over 105,000 military, including cadets from the Military Academy, the Second Marine Division, and the Third Infantry Division. Over the years the base annually held summer exercises for Naval ROTC cadets and operations for Naval Academy midshipmen along with special maneuvers for numerous Reserve units. Specialized training in naval gunnery, air support, and landing craft control, as well as beach party operations have been carried on. The dredging of Little Creek harbor allows the Navy to homeport attack transports, oceangoing minesweepers, and large salvage ships along with many smaller craft such as tugs and various landing craft.

The presence of the Navy School of Music at Little Creek is a vivid reminder of the varied uses of the base. That school has been housed on the base since the mid-1960s, but even during the Second World War some musical training took place there. Also, since its inception Little Creek has been well represented in Navy League competition and in other military-related cultural phenomena.

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LIVERMORE, CALIF., NAVAL AIR STATION, 1928–1946

On 1 August 1928 Lt. Comdr. Francis Ballantyne Connell, A-F, USNR, was instrumental in forming the Golden Gate Flying Squadron, a group of Naval Reserve flyers with headquarters at Oakland Municipal Airport. With 1,200 square feet of leased space in a hangar, the squadron operated two aircraft. By 1935 these naval air enthusiasts, who had close ties with the NROTC at the University of Southern California, had increased their hangar space to 39,210 square feet and operated ten aircraft, and with the Navy's blessing operated a Naval Reserve Air Base complete with landplane, seaplane, and overhaul facilities. On 10 June 1935 the Navy sent its first class of five student aviators to NRAB Oakland for a thirty-day elimination training course, with the graduates going on to NAS Pensacola, Fla. (q.v.). With the nation building up its defenses in the late 1930s, however, on 13 November 1940 the Secretary of the Navy authorized the acquisition of 12.6 acres of land adjacent to the facilities at NRAB Oakland, which was commissioned on 1 November 1941.

NAS Livermore proper actually began when the Bureau of Aeronautics on 13 January 1942 authorized the acquisition of 629.28 acres of rough-hewn, parched, and dust-gutted earth that produced few crops and pastured a few cattle belonging to the family of W. Gatzmer Wagoner. After Wagoner's Rancho Las Positas, located about thirty-five miles southeast of Oakland, had been acquired for \$85,000, the Bureau of Yards and Docks allowed contractors a year and a half to build at Livermore a facility that would supplant the small hangar leased from the City of Oakland since 1928. With 100 men from NRAB Oakland using picks and shovels aiding the workers of the Dinwiddie Construction Co., the station was built at a cost of \$1,565,000. At the end of November 1942 all activities were removed from Oakland, and on 1 January 1943 the site at Livermore was officially designated a naval air station even though officially it was a naval auxiliary air station under the jurisdiction of the Naval Air Center, Alameda (q.v.), until upgraded to a naval air station on 1 June 1943.

The primary mission of NAS Livermore from June 1943 to October 1944 was the instruction of aviation cadets. Using the N2S “Yellow Peril,” more than 4,000 cadets completed the course. With fewer pilots needed in late 1944, Livermore was relieved of its duties as a primary training command and sent off its last cadets in October 1944. On 15 October 1944, now under the ultimate command of the Commander, Naval Air Bases, Twelfth ND, and administrative control of Naval Air Center, Alameda, its mission was changed to house and service fleet air units preparing for combat operations, store aircraft, and un-

and repair work especially for NAS Alameda. However, it serviced many carrier air groups and planes from other air stations or auxiliary air stations such as those at Monterey (q.v.) and Fallon, Nev. (q.v.). Meanwhile, on 24 September, the Chief of Naval Operations advised that the station was tentatively designated to provide refresher training for inactive air Reservists, and on 1 December NAS Livermore became part of the Reserve Air Training Command. After ten months of performing this duty, the Chief of Naval Operations on 1 February 1946 advised the station that it would be placed in reduced operational status as of 10 October 1946, its sole remaining mission to retain physical possession of U.S. property. Deactivation began on 1 October while negotiations began to lease its outlying field and to turn Livermore over to responsible individuals for use as a flying school and cannery factory, respectively.

Decommissioning at Livermore occurred in stages. On 17 September 1945, VC-77 was decommissioned, and on 29 October the Assembly and Repair Department was closed and transferred to Alameda, but with the station to be used after 1 December 1945 by inactive Reservists; the Assembly and Repair Department was reactivated on 1 January 1946, when CASU-64 also came on board. Soon a pool of 250 naval and Marine Reserve pilots were at the station. However, on 18 September 1946 orders were received to deactivate the station by 10 October and to move the facilities back to what had been Livermore's parent organization, NAS Oakland (q.v.). The move was completed on 30 September 1946, and the training of Selected Reservists was transferred to NAS Alamitos (q.v.), thus ending the history of NAS Livermore except for the formal statement of decommissioning on 15 December 1946.

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LIVERMORE, CALIF., CAMP PARKS, SEABEE ACTIVITY, 1942–1945

On 26 November 1942 a new Seabee activity was established near Livermore, Calif., approximately fifty-six miles east of San Francisco. Camp Parks was named for Rear Adm. Charles W. Parks, Chief of the Bureau of Yards and Docks in World War I. The major service rendered by this activity was the tactical training of organized Seabee units transferred from the East Coast for embarkation.

Demobilization of the Seabees followed the same rapid pattern that characterized other Navy personnel. On V-J Day Camp Parks was one of four Seabee

training centers still in active status. By the end of 1945 all activities had been transferred to Port Hueneme (q.v.).

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SUE LEMMON

LONG BEACH, CALIF. See Los Angeles/Long Beach, Calif., Naval Bases.

LOS ALAMITOS, CALIF., NAVAL RESERVE AIR BASE, 1928–1943, AND NAVAL AIR STATION, 1943–1977

Los Alamitos is located six miles east of Long Beach, Calif., at 33°47'30"N., 118°03'15"W., with a field elevation of only between 21 and 27 feet above sea level.

On 10 May 1928 a Naval Reserve Air Base (NRAB) was established at Long Beach, Lt. Esten B. Koger, USNR, under command of the Naval Operating Base at San Pedro, Calif. (q.v.) Like the Naval Reserve Air Bases established during the 1930s, it successfully fell under the command of the Naval Air Primary Training Command, on 1 October 1942; Naval Air Center, Eleventh Naval District, San Diego, on 15 August 1943; and finally Naval Air Bases, Eleventh Naval District, on 10 August 1944.

As a NRAB, the mission of Los Alamitos was to instruct, train and drill Naval Reserve aviation personnel living in the Eleventh Naval District. For ten years after its establishment it used Squadron VN13RD11 for training purposes, with the first five officers and twelve men living in tents because quarters were not provided for them. Ground school was offered three nights a week at the base and two nights a week at the University of California at Los Angeles until 1930, when ground school was continuously offered at the base. Meanwhile, on 9 April 1939, training in night flight began, and its facilities were used by fleet aircraft as well.

On 10 May 1938 Los Alamitos received its first class of cadets for primary flight training, in 1939 a second squadron of VN16RD11 came on board, and on 1 June it physically moved from the Long Beach Municipal Airport to its new location. For a decade, thus, its primary mission had been to train officers and men of the Naval Reserve. On 15 August 1943 it became an Operational Training Base for training of fleet units and was classified as a naval air station. In addition to providing training, it serviced aircraft from the Battle Fleet, including carrier air groups from the *Lexington*, *Saratoga*, and old *Langley*.

The original buildings at NRAB Long Beach had been built by the City of Long Beach and leased to the Navy for \$1 a year, whereas the facilities at Los Alamitos were constructed largely by WPA funds during the late 1930s. At the original site, VN13RD11 used UO1 land planes, to which late in 1928 were added some O2Us. Although NY landplanes were used for almost a decade after