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UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

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Greenwood Press

Westport, Connecticut • London, England

and most popularly, Goat Island, its official name from 1895 to 1931. That name came from the herds of goats raised there for food from about 1850 until the last goat was removed in 1931, when the name was officially changed back to Yerba Buena Island.

A Coast Guard Station is located at Yerba Buena Island.

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A. Comdr. R. S. Schreiber, USN, reviewing official. *Historical View: Yerba Buena and Treasure Islands* (n.p., 1 Apr. 1966). A Coast Guard Station is also located at Yerba Buena Island.

SUE LEMMON

SAN PEDRO, TERMINAL ISLAND, CALIF., NAVAL AIR STATION, 1938–1947

One of the ten Naval Reserve Air Bases used during the 1930s to provide primary flight training was that at San Pedro, Calif. (33°44'55"N., 118°15'15"W.). It was located on Reeves Field, Terminal Island, a sand-filled island in the Los Angeles-Long Beach-San Pedro harbor approximately 3.5 miles long and 1 mile wide. The station proper was on a rectangular parcel of land on the seaward side of the island of 328.6 acres, of which 96 acres were submerged. Adjoining was the Naval Operating Base, Terminal Island, San Pedro, (q.v.) which included Roosevelt Base, naval dry docks, and a naval small craft training center. All the filled land had been transferred by the city of Los Angeles, which was eager to see the development of its harbor. In 1935 the Commander in Chief of the U.S. Fleet directed that the station be developed to provide facilities for seaplanes attached to the battleships and cruisers of the Pacific Fleet and that it be adapted for use by landplanes as well. At no charge to the federal government, Los Angeles on 31 July 1935 transferred the site on condition that its use be renewed annually but not beyond 30 June 1965. Between 1935 and 1936 funds provided by WPA and the City of Los Angeles underwrote the rebuilding of the existing breakwater and dredging of an enclosed area for use as a seaplane anchorage; construction of a concrete mat for parking seaplanes; providing water mains, hydrants, access roads, and two asphaltic concrete landplane runways 4,200 and 2,350 feet long and 100 feet wide with sand taxiways; one runway 2,600 feet in length; and a fence around the entire land site of the station. In three buildings also transferred by the City of Los Angeles the Navy established its operations, aerology, and medical offices. The Navy then enlarged the barracks and mess hall so that they could support 1,000 naval and Marine personnel and built three storehouses and a shop.

With the Navy as cosponsor, in 1937 a second WPA-City of Los Angeles project included construction of a steel hangar and eight wooden buildings, and a third similar contract of 1938 saw the completion of the work of the second contract by WPA funds and additional construction as well. To the end of 1938, \$1,379,413.07 has been expended, with the Navy granting \$236,162.80; WPA labor amounting to \$799,590.37; WPA nonlabor costs amounting to \$289,920.37;

and the City of Los Angeles contributing \$53,739.53. For fiscal year 1938 the Bureau of Yards and Docks contributed an additional \$140,102.73, and on 1 July 1939 a Navy-sponsored PWA and WPA project toward which the State of California also contributed provided \$1,036,370.66 for additional improvements to the breakwater, building a 30,000-gallon underground gasoline storage facility and additional buildings and hangars. Maintenance and upkeep costs during FY1939 amounted to \$81,213.75.

Early in 1939 the Commandant of the Eleventh Naval District persuaded the City of Long Beach to grant 40 acres it had been using as a ball park for a training base named Roosevelt Base, which would include a small craft training facility. A fourth WPA project of 1939 permitted some improvements, as did the last WPA project, of 1940, with the total of these two amounting to \$500,000. With 15,000 aircraft called for in 1941, extensions to the air facilities were provided by an agreement under which a new reserve air base was built at Los Alamitos, a short distance inland from San Pedro and Terminal Island which by 1945 had a personnel capacity of 5,200.

With the nation at war after 7 December 1941, on 20 February 1942 the federal government condemned 40 acres located to the north across Seaside Avenue from the station proper and paid \$300,000 for it. This area as well as the older sections beginning in January 1942 were defended by the Army, which built eight revetments to park its aircraft on the field. At about the same time, one of the largest colonies of Japanese in the State of California, engaged mainly in the fish canning industry, was evacuated, and the Navy took over the two buildings they had been using.

New construction costs at NAS San Pedro amounted to \$785,197.82 in FY1943 and rose to \$1,158,578.74 in FY1944. After 25 September 1941 the station was under the command of the Commandant of NOB San Pedro, but after 10 August 1944 under the command of the Commander, Naval Air Bases, Eleventh Naval District. On 16 October the Naval Air Facility at Litchfield Park, Ariz. (q.v.) came under its purview until 4 December 1944.

The functions and use of NAS San Pedro changed over time. It originally provided beaching and services for the seaplanes on battleships and cruisers of the Pacific Fleet, with the work accomplished by fleet personnel. Beginning on 3 March 1939, the station began to service and overhaul aircraft on ships in the entire Los Angeles-Long Beach-San Pedro area. When fleet air detachments were on board, facilities were provided for indoctrination, landplane familiarization, and intensive training including that in aerial gunnery in accordance with the station's primary mission—to provide facilities for the operation, maintenance, and repair of fleet aircraft. Between September 1940 and 1942, when Roosevelt Base was established at Terminal Island, NAS San Pedro also served as a receiving station.

During the war the station was equipped to rearm Army, Navy, and Marine Corps aircraft, including two squadrons of Army P-38s and P-40s, and six Marine Corps SBDs. The Army recompensed by providing base defense, in-

cluding the use of barrage balloons. Starting in January 1942, however, squadron VS-1D11 (later VS-46) operated an offshore patrol until 1 January 1944. It first used OS2Us, then SO3C-2s, and finally SBD-5s. VS-46 departed the station on 22 April 1944. Another squadron, VS-52, comprised of ten SBD-4s, had served a similar function between August and December 1943.

Meanwhile NAS San Pedro on 1 October 1941 had been directed to serve as an Aircraft Delivery Depot for new production of aircraft manufactured in the Los Angeles area. Planes coming from Douglas, Lockheed, and Vultee were to be "completely equipped and ready in every respect," which meant that the station had to install their arms and communications equipment, perform engine checks, inspect everything, service them, flight test them, and then provide up to 200 pilots a month to ferry them to other naval activities during 1942. Up to 625 pilots a month were provided in 1943. The drop in 1944 was notable—from 440 in January to 60 in November—but 118 aircraft per month were still delivered. However, in August 1944 the major work of the Aircraft Commissioning Unit was to be devoted to modification of various types of naval aircraft including PBV-5s, PBV-5As, SB2Cs, and some TD2Cs. Some SO3Cs coming from Santa Ana NAS (LTA) (q.v.) were included. In December 1944 the heaviest workload came from PV-2s.

NAS San Pedro in addition provided naval air transportation services. Beginning in June 1942 its Naval Air Transport Service (NATS) provided triweekly flights to Corpus Christi, Tex. (q.v.), and Seattle, Wash. (q.v.), with VR-2, and after January 1943 instituted transcontinental flights from Oakland with VR-3. With the Oakland unit transferred to the San Pedro station in December 1943, NATS to the end of 1944 also connected with Chicago, Washington, New York, and Miami. For the last three years of the war, thus, San Pedro was the base for all NATS flights in the Los Angeles area.

Another function of NAS San Pedro was to load aircraft on ships that would take them to San Diego (q.v.) and Alameda (q.v.). Ships included small carriers, tankers, and ships provided by the War Shipping Administration. With the Aerial Free Gunnery Training Unit established in December 1942, the demands on the station by the end of the war were such that it could continue its rate of service only by acquiring more land.

After July 1944 NAS San Pedro continued to develop its physical plant in the interest of efficient operations without calling for new construction or additional funds. It had on board in 1944 for training purposes aircraft including JM-1s, SO3Cs, JRBs, TBM-3s and TBM-3Es. It loaded ninety aircraft onto ships in July 1945, and eighty-six in August while also operating various utility squadrons, which in part served for search and rescue, and continued to operate the seaplane anchorage. In January 1945 it took over the function, through its Assembly and Repair Department, of preserving aircraft until they could be loaded on ships traveling throughout the Pacific Ocean. The largest number of planes shipped out between January and June 1945 were PV-2s, with each provided with radio, radar, and special electronic equipment. Between January and June

1945 it also preserved and shipped 426 aircraft of various other types, mostly fighters such as FM-2s, F6F-5s, F6F-5Ns, and F4U-1s.

Following the end of the war, NAS San Pedro was allotted more than \$500,000 for new construction while it still delivered aircraft and repaired and serviced fleet aircraft. Then, however, the severe effects of demobilization were felt, and on 6 September 1945 the first of a series of Aviation Planning Directives that determined the postwar status of the aviation facilities in the Eleventh Naval District was received. In consequence of these directives, a "roll-up" program was initiated that disestablished a number of outlying fields, auxiliary air stations, naval air facilities, and Marine Corps air stations, including the one at San Pedro, with the War Assets Administration assuming custody and accountability for it on 15 January 1947. NAS, Terminal Island, San Pedro was placed in reduced operational status, but when it was inspected by the staff of the Commandant, Eleventh Naval District, on 18 November it was found to be "good to very good." Nevertheless, in the spring of 1947 orders were received to reduce operations because the station might be disestablished by 1 July even though it was on property for which a lease ran to 1970. The station was put in caretaker status effective 1 May 1947 and directed to prepare for disestablishment on 1 July 1947, when its real property was turned over to the Bureau of Yards and Docks.

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SAN PEDRO, TERMINAL ISLAND, CALIF., NAVAL OPERATING BASE, 1846, 1917-1947

The first time the United States developed a base at San Pedro, Calif., was during the Mexican War. On 6 August 1846 Commo. Robert F. Stockton in the frigate *Congress* put ashore the vessel's Marines under First Lt. Jacob Zeilin. They seized San Pedro, and on 11 August a mixed body of sailors and Marines marched from there to capture Los Angeles. In September the Los Angeles garrison took refuge on a merchant vessel in the harbor after being expelled by California insurgents. On 7-8 October an expedition commanded by Capt. William Mervine, USN, and based at San Pedro failed in an attempt to retake the City of the Angels. When Commodore Stockton arrived in late October he concluded that the poorly protected roadstead was too dangerous for his vessels and shifted his base to San Diego (q.v.).

The most difficult facility to obtain information about is the submarine base at San Pedro. From 1919 to 1922, apparently, there was a submarine base located on Pier 1, Outer Harbor, Long Beach. It was an outgrowth of a Reserve Force