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UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

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and dynamic commander of the Pacific Fleet Marine Force during World War II. One year later to the day, 31 January 1957, the camp became the headquarters for the Commander in Chief, Pacific.

While relatively small in size (about 250 acres), the camp's mission and responsibility is large. In its capacity as headquarters for the FMFPac, it directs the activities of one-third of all the active duty Marines in the Corps. These men are stationed in units spread throughout the Pacific from Japan to California. Of an even greater magnitude is Camp Smith's function as headquarters for the Commander in Chief, Pacific. That command encompasses an area of 85 million square miles that extends from the Aleutian Islands to the South Pole, and from the Indian Ocean to the West Coast of the American Continent. Thus, Camp Smith has been and remains a vital hub of American military activity throughout the vast reaches of the Pacific Ocean.

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ROGER T. ZEIMET

OAKLAND, CALIF., NAVAL REGIONAL MEDICAL CENTER, 1942-

Naval Hospital Oakland was commissioned on 1 July 1942 on the site of the former Oak Knoll Golf and Country Club, on the rolling hills on the east side of San Francisco Bay. There were twenty-five barracks-type redwood buildings that formed the nucleus of the sprawling "temporary" hospital the Navy built to receive the thousands of World War II casualties that were to be brought back from Pacific battle zones.

Construction kept pace with developments in the Pacific, and in 1945, at the climax of the war, the hospital was caring for more than 6,000 patients with a military and civilian staff of approximately 3,000. Contractors brought the total number of buildings on the 220-acre compound to 135 including a chapel, Navy exchange, library, and a few sets of living quarters for staff.

With demobilization, both the activity and the population declined, only to rise again during the Korean conflict, when the daily patient census averaged 2,500. This figure fell to a peacetime level of about 600, but with the influx of Vietnam casualties beginning in 1965, the tempo of life at Oak Knoll increased again, both in patient-care requirements and in morale-building activities.

On 7 December 1965 ground was broken for a new sorely needed permanent hospital, and by mid-1968 the new facility was completed and received its first patients. From this 597-bed, fully equipped and staffed modern hospital center, its satellite naval hospital at Lemoore, and its numerous branch clinics, health care is provided throughout the region to nearly 200,000 active duty and retired military personnel and their dependents. Patients live over a 10,000 square mile

expanse of northern California and western Nevada, as well as aboard Pacific Fleet ships homeported in this general area.

On 1 January 1973 Naval Hospital Oakland was consolidated into the existing Naval Regional Medical Center Oakland. The regional concept provides medical service at branch clinics easily accessible to beneficiaries, yet allows centralization and consolidation of health-care resources to ensure a high degree of efficiency and effectiveness.

Facilities at Oakland serve one of the Navy's major teaching medical centers. Additionally, this center maintains a hospital cancer program fully approved by the American College of Surgeons and conducts clinical research in areas having particular impact on the population it serves.

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SUE LEMMON

OAKLAND, CALIF., NAVAL SUPPLY CENTER, 1940-

The Naval Supply Center Oakland is located in West Oakland on the east side of San Francisco Bay. It occupies four Bay Area sites, all within a twenty-mile radius. Oakland, the largest, covers 541 acres. The Fuel Department at Point Molate (seventeen miles north) has 410 acres; across the estuary the Alameda Facility covers 107 acres, and the Alameda Annex adds another 100 acres. In total, NSCO's aggregate area approaches 1,150 acres.

The acreage hosts nearly 10 million gross square feet of covered storage space, 3 million more in open storage capacity, and 350 structures of various sizes.

Basically, the business of this multifaced complex is distribution. It manages a \$2 billion inventory of supplies, employs 2,100 civilians, and has eighty military personnel.

Situated at the hub of an unparalleled transportation system, Naval Supply Depot Oakland was established in January 1940, when the city of Oakland sold the 500-acre marshland site to the Navy for one dollar. The Navy immediately began reclaiming the partially submerged tidelands, and on 15 December 1941 was able to propel a supply facility into action and play a vital role in the Pacific Theater of World War II and other conflicts that followed.

Operating on a twenty-four-hour basis, the depot delivered some twenty-eight million tons of material where and when it was needed during the war. As in the Korean conflict, sheer muscle marked Oakland's achievements. Inventory was moved and stored manually. Tons of material were issued and recorded manually.

There have been major changes in the operation of a supply facility during the past three decades. Late in the 1940s the transition was made from a depot

to a Naval Supply Center, and it became the first NSC to manage satellite sites such as the fuel facility at Point Molate. In subsequent years it became one of the first supply centers to generate data electronically and installed the world's largest and most advanced Automated Materials Handling System, which was considered the state-of-the-art for its time. In the mid-1970s Naval Supply Center, Oakland, became a quasi-consolidated personnel office when it assumed the civilian personnel functions for the newly formed Public Works Center San Francisco Bay and for the Commissary Store Region, with its ten stores in California and Nevada.

Late in 1979 the center became the first NSC to undertake the wholesale aviation supply functions formerly performed by the nearby Naval Air Station in Alameda (q.v.). It will shortly complete development of the most advanced material handling technology in the world. NISTARS, for Naval Integrated Storage, Tracking, and Retrieval System, is a prototype system that will render completely obsolete a good deal of what is currently thought of as automation.

While changing many of its operations and priorities, its basic mission is still to support Fleet readiness. It issues supplies directly to 288 ships of the Pacific Fleet and serves as wholesaler to three major supply depots—Guam, Subic Bay (Philippines), and Yokosuka (Japan). It supports other supply centers such as Puget Sound, Wash. (q.v.), Pearl Harbor, HI. (q.v.), and San Diego, (q.v.), as well as some 4,000 other customers worldwide. It also outfits all new surface ships built on the West Coast.

Over and above its materials supply support, it performs numerous administrative services for more than fifty-five activities, including two dozen commands, within the region.

The following activities are also located at Naval Supply Center Oakland:

- Commander Service Group One
- Military Reserve Groups (Various)
- Military Sealift Command, Pacific
- Naval Audit Office, San Francisco Bay Area
- Naval Biosciences Laboratory
- Naval Electronics System Command Material Representative
- Naval Investigative Service Resident Unit, NSC Oakland
- Naval Regional Dental Center Annex, Oakland
- Naval Regional Medical Center, Branch Clinic, NSC Oakland
- Naval Sea Cadet Corps, Preble Division
- Naval Sea Cadet Corps, West Coast Supply Facility
- Navy Material Transportation Office Detachment, Oakland
- Navy Publications and Printing Service Office, Oakland
- Navy Regional Plant Equipment Office, Oakland
- Navy Resale and Services Support Office, Oakland/Commissary

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SUE LEMMON

OCEANA, VA., NAVAL AUXILIARY AIR STATION, NAVAL AIR STATION, AND MASTER JET BASE, 1940-

At the Master Jet Base called Naval Air Station Oceana, within the city limits of Virginia Beach, Va., a plane takes off or lands every two minutes, 11,000 times each month. What a contrast to 1940 when Oceana was a swampy, quite inaccessible wasteland too far from Norfolk for civilian use and too far from the Atlantic Ocean for the Navy's purposes. With a huge buildup of naval air in the wind, however, the Navy in 1940 bought 329 acres on which to build a small outlying landing field and accommodations for 32 officers and 172 enlisted men. Asphalt runway construction begun on 31 December 1940 was completed in November 1941. Following the Japanese attack on Pearl Harbor, two 6,000-foot runways were added to those only 2,500 feet long. For personnel facilities the Navy built nineteen Quonset huts, one of which was used as a sick bay, while the others were used as quarters for officers, chief petty officers, and men. There was also one mess hall and galley of wooden construction. Only one office, one ready room, and one utility room served flying personnel. One magazine, one 600-foot-diameter bomb target room, and three concrete observer shelters took care of ordnance. Not yet built were 312,000-gallon steel storage tanks for gasoline and other fuels.

Acting upon the recommendation of the commanding officer of the Naval Air Station Norfolk (q.v.), on 12 January 1943 the Bureau of Yards and Docks approved the expenditure of \$2,862,400 for expansion, and construction work began on 9 April 1943, flight operations meanwhile having ceased. While command at Oceana was originally vested in the aircraft squadron commander, who reported to the commander of the Naval Air Station Norfolk, from 9 April 1943 to 10 August 1944 command was vested in Naval Air Center, Hampton Roads, Virginia. It was while under this command that Congress approved the expansion of the station to accommodate up to 160 officers and 800 enlisted men. In the following April construction began on longer runways and quarters for additional personnel for a Naval Auxiliary Air Station. It began operations on 17 August 1943 with Lt. Jesse A. Fairley in charge and a year later was transferred to the command of Naval Air Bases, Fifth Naval District, Norfolk.

Although much of the expansion at Oceana had been designated to provide facilities for Army fighter squadrons, the Bureau of Aeronautics decided to use it for carrier air groups consisting of sixty-four land planes and three carrier squadrons. The first air group, Air Group 13, reported on board on 16 January