

Carrier Airborne Early Warning Squadrons and RVAW-10 were transferred to Miramar.

Today, as in the past, NAS North Island supports several commands, such as Commander Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC), Commander Antisubmarine Warfare Wing, U.S. Pacific Fleet (COMASWWING-PAC), and Deputy Commander Operational Test and Evaluation Force, U.S. Pacific Fleet. In addition, it provides berthing space for several aircraft carriers, cruisers, and deep-draft logistics support vessels. Since 1949 it has also been host to utility, ASW, gunnery, and minesweeping helicopter squadrons and their support facilities.

The largest tenant aboard NAS North Island is the Naval Air Rework Facility, one of the primary elements in a Tidewater Strategy complex. Over a span of six decades it has become the largest and most diversified of the six such Rework Facilities operated by the Navy. Specifically, the facility renders a wide range of aeronautical engineering services, such as repair design, specification control, failure analysis, and process development.

A unique activity also supported at North Island is the Submarine Rescue Unit (SRU), a unit under Commander Submarine Group ONE stationed at the Naval Submarine Base, San Diego. The mission of the SRU is to provide a wide range of services to the Deep Submergence Rescue Vehicles (DSRV), Deep Submergence Vehicles (DSV), Unmanned Vehicles (UV), and the Submarine Personnel Rescue Fly-Away Kit. The latter consists of a Submarine Rescue Chamber and associated equipment for loadout on regular submarine rescue vessels (ASR) or fleet tugs (ATF). This kit and any of the other units, such as the DSRVs, can be airlifted to any location in the world.

No longer an "island," North Island has been firmly attached to adjoining Coronado by landfill reclamation projects over the years since Glenn Curtiss first set up camp there and now covers 2,570 acres. Most air operations center around Halsey Field, which has two long runways and many taxifields. In addition, construction of the Coronado Bridge between Coronado and San Diego made San Diego and other commands in the area more accessible for mutual support and coordination. Thus, today NAS North Island continues to play an ever greater role in the overall primary mission of the shore establishment in the area—maximum support to the Fleet.

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San Diego, Calif., Naval Supply Center, 4 September 1901–

One of the largest supply facilities in the Navy, NSC San Diego has its headquarters and main complex within the "Broadway Compound" bounded

by Pacific Highway, Harbor Drive, Broadway, and Market Streets in downtown San Diego. Annexes are maintained at National City, principally within the Naval Station; Point Loma Annex, where fuel and ammunition are stored; North Island Annex, within the Naval Air Station; and the Long Beach Detachment, within the Long Beach Naval Shipyard.

The distinction of being the first naval logistics support activity, as well as the oldest naval shore activity in the San Diego area, goes to a current subsidiary of the NSC, the Naval Supply Center Fuel Department, Point Loma Annex. On 4 September 1901 the War Department transferred to the Navy Department the northern 360 acres of the Point Loma Military Reservation for a coaling station. The Navy officially established the La Playa Coaling Station on the site in 1904.

The center itself had its beginning on 8 August 1922 when the Chief of Naval Operations commissioned the Naval Supply Depot, Naval Base, San Diego. The original depot building, still in use, consisted of a new six-story concrete structure on the southeast corner of Broadway and the Embarcadero—now North Harbor Drive. But there was little else. At the time there were only two piers in downtown San Diego, neither capable of supporting the loading and unloading of naval stores in the quantities envisioned. Accordingly, at the request of the Navy Congress appropriated a nominal sum in 1926 to begin construction of a downtown Navy pier and additional funding in 1927 that resulted in completion of the original Navy Pier in 1929. More pier space was obtained in 1938, when the Navy leased Broadway Pier from the city. In 1942 the depot completed its own NSD Pier, making a total of three piers—Navy, Broadway, NSD—available for NSD use.

During the years 1922–1940 the Navy continued to expand the depot by an almost continuous building program. For example, in 1939 it completed three one-story, fireproof buildings that afforded 52,500 square feet of additional storage space; and in 1940, another building of 29,400 square feet was completed. But the major acquisition during this time was outside the immediate NSD compound. In late 1940 the Navy began construction on a site in National City, now part of the present Naval Station, of eight buildings of approximately 450,000 square feet gross storage space that became the National City Annex.

During World War II, the depot's original downtown site expanded to include almost all of the property bounded by Broadway, Ash, Pacific Highway, and North Harbor Drive. In addition, the Navy completed a seven-story building covering an entire block south of the original site, formerly occupied by the City Fish Market, and temporarily occupied the City Warehouse and almost an entire city block near the Civic Center. This expansion made it possible during the period July 1941 through July 1944 for NSD to outload 320 ships carrying over three million measured tons of cargo.

After World War II the depot reduced its civilian work force by about half but expanded again during the Korean War and Vietnam conflict. Activity actually was greater then than in World War II because of the vast changes that had occurred in logistics-dependent technology.

A substantive reordering of material support responsibilities within the naval