

Vernon Contracting Corp. were in charge of construction, with plans drafted by Architects Shreve, Lamb, and Harmon, of New York. The officer in charge was Comdr. J. C. Gebhard, CEC, USN. To save on precious steel, little of it was used, with reliance placed upon wood and plastics instead.

The center contained five recruit training units and one service school. In addition, there were a large general auditorium; administration building and annex; two chapels; numerous storehouses; laundry; cold storage center; bakery; and officers barracks including five separate residences for senior officers and housing for junior officers and naval personnel. To the recruit training units and service school were added a ship's company and an OGU, or Outgoing Unit. The center was, of course, named after the victor of the naval battle of Santiago de Cuba on 3 July 1898, William Thomas Sampson, and all streets were named after heroes born in the State of New York.

Men and WAVES entering the Receiving Unit were given physical examinations and assigned to companies, had their picture taken for their identification cards, and then were issued clothing and detailed to one of five regiments of about 5,000 men each. These were broken down into companies of between 112 to 136 men, with two companies housed in each of the twenty-two barracks. After the first recruits arrived, on 14 September, more followed in ever-increasing numbers until about 400,000 civilians had been transformed into bluejackets. The curriculum included seamanship; ordnance, including aerial gunnery; look-out recognition, including aircraft recognition; chemical warfare; and small boat instruction. In addition, each recruit spent a day at a Fire Fighters Training Unit and various periods at a rifle range. To help instruction, an Audio Visual Aids Program produced 16mm films, 35mm film strips, recordings, graphic aids, models, mockups, and photographs. The physical training program concentrated heavily on swimming, and for morale purposes the recruits were given weekly lectures on world news and the progress of the war.

One of the greatest discoveries made at Sampson was that about 30 percent of the recruits had never received proper dental treatment. In consequence, 10 percent of them had to be given actual prosthesis with the fitting of partial dentures, crowns, bridges, and the like, with 12,043 patients involved. One of the most helpful programs was that of Physical Rehabilitation. The course, one month long, was taken by more than 400 officers and 1,000 men.

Soon after the war ended, New York State education leaders arranged with the War Assets Administration to turn over the military properties at Plattsburg, New Hartford, and Sampson for use by the Colleges of Upper New York Association for \$1 a year on a five-year lease. NTC Sampson was therefore transferred to the State of New York, with student applications at Sampson College for the first quarter to be accepted until 1 August 1946. Property not used by the college is used as a state park.

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SAND BAY, ALASKA, FUELING AND NET STATION, 1943

Sand Bay (51°59'N., 176°05'W.) is on the southwest coast of Great Sitkin Island in the Aleutian Andreanof group. Only twenty-one miles northeast of NOB Adak (q.v.), it was an advance fueling station. Established in May 1943, the Sand Bay station had a 1,500-foot oil and cargo dock and piers to service small and large craft. The base also became the main net depot in the Alaskan Sector. Sand Bay operated throughout the war and continued to serve as a fuel and net station in postwar years.

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SUSAN H. GODSON

SAN DIEGO, CALIF., NAVAL AND MARINE CORPS BASES, 1846-

On 29 July 1846 the sloop-of-war *Cyane* under Commo. Samuel F. DuPont, USN, entered San Diego harbor to land a detachment of troops under Lt. Col. John C. Frémont. They were to establish a base there before marching against Mexican forces holding Los Angeles and other southern California points. Although the small garrison left behind by Frémont was temporarily dislodged in the California uprising of the following September, it quickly returned. At the end of October, Commo. Robert F. Stockton established his main operating base there while he prepared his campaign to retake Los Angeles. Most of the vessels of the Pacific Squadron collected at San Diego during November and December 1846 while their crews took part in the reconquest of southern California. The concentration of vessels broke up in late January 1847 and control of the port shifted to its Army garrison.

Although the Navy established a coaling station at San Diego in 1904 that was used for many years, attention is given here exclusively to San Diego as part of the contemporary Tidewater Strategy.

There is no naval base per se in the San Diego area. Rather, there is a military complex that represents the Tidewater Strategy, primarily influenced by economic considerations adopted by the Navy after the Vietnam War. According to that strategy, all the support and logistics facilities needed to keep fleet units ready to wage war are clustered in the fewest possible strategic locations. Major components of such a complex include naval air stations with a naval rework or repair facility, deep water piers, a master jet base and satellite field, fuel and

ordnance depots, and a naval shipyard. San Diego is a typical Tidewater Strategy complex with the exception of a naval shipyard, but it has commercial yards capable of performing major overhauls.

The San Diego naval complex includes some eighty-five major commands and activities that literally encircle the city. It is the homeport for over 30 percent of the Navy's total combatants and about half the total of the U.S. Pacific Fleet. These support commands may be grouped into four function areas: 1) Naval Base and Naval Station; 2) Major Special Warfare Bases and Stations; 3) Special Logistic Support Commands; and 4) Training Support Commands. The Naval Base and Station fall into category 1.

Naval Operating Base

In January 1920 the Navy established a Naval Operating Base in San Diego. A year later, on 25 January 1921, it established the Eleventh Naval District, the responsibilities of whose Commandant included those of Commander Naval Base. The first Commandant and Base Commander, with a staff of seven officers, was headquartered in the administration building at the Naval Air Station on North Island. In May 1922 the headquarters was relocated to its present location in the then just-completed Naval Supply Depot complex at the foot of Broadway on Harbor Drive.

With the outbreak of World War II, the district played an important role in coordinating the shipping of vast supplies to the war fronts in the Pacific theater. The number and complexity of support commands and activities throughout the Eleventh Naval District grew accordingly to provide the increased administrative and logistics support to the fleet. Although there was a lull in the tempo of support activity after World War II, it peaked again during the Korean and Vietnam conflicts. With the end of the latter came another lull and reorganization.

On 1 January 1978 the Navy disestablished the Twelfth Naval District and changed the territory within the jurisdiction of the Eleventh Naval District to include all of the states of California, Arizona, Nevada, and Utah. On 1 October 1979, in a further realignment of geographic areas of responsibility, it included the states of Colorado and New Mexico, thereby making the Commandant, Eleventh Naval District and Commander Naval Base, San Diego, responsible for a six-state region. Finally, on 1 October 1980, the Navy disestablished the Naval Districts as such, but retained the concept of area coordinators. Thus, the Commandant, Eleventh Naval District and Commander Naval Base, San Diego became simply the latter—with practically the same responsibilities he had when double-hatted.

The Commander Naval Base San Diego, a flag officer, acts as area coordinator, when necessary, to ensure the maximum possible logistics support for fleet units and their personnel. He also acts as area coordinator for the six-state region that formerly made up the Eleventh and Twelfth Naval Districts to ensure a high degree of administrative support for the fleet, shore activities, and military personnel, both active duty and retired, located in the region. This broad respon-

sibility, encompassing the immediate San Diego area operational complex and the six-state region, includes over 400 Navy and Marine Corps shore commands with about 200,000 active duty personnel and about 100,000 retired persons in California alone. It also includes over 60 percent of all the real estate owned by the Navy.

As coordinator, the Commander represents the Secretary of the Navy, the Chief of Naval Operations (CNO), and the Commander in Chief, U.S. Pacific Fleet, within the region. As such, he represents the single point of contact for naval affairs and public relations with other government agencies, the public, and the media.

The Naval Base Headquarters staff currently consists of about fifty Navy and civilian personnel located at the foot of Broadway on Harbor Drive in downtown San Diego. One of the most important responsibilities of the Commander and this relatively small staff is to act as coordinator—when directed or requested—for the over eighty commands or activities within the San Diego area complex that provide direct support to the fleet.

Naval Station (NAVSTA)

The station is located on San Diego Bay between San Diego and National City. Its history dates back to 3 September 1919 when the city of San Diego deeded a total of 98.2 acres of marshland and tide flats to the government for the purpose of building a Docking and Fleet Repair Base.

The U.S. Shipping Board Emergency Fleet Corporation first occupied the filled land and built a concrete ship construction plant. However, the operation was cancelled after two ships were completed because of excessive costs.

On 15 February 1921 the Navy acquired the land, buildings, and some machinery from the U.S. Shipping Board, and on 10 June the USS *Prairie*, a destroyer tender, commenced preparations for the arrival of destroyers for mothballing. She was followed shortly by the USS *Buffalo* and the USS *Rigel* as barracks and station ships, respectively.

A 2,500-ton Marine Railway was completed in early 1922, and on 23 February the Secretary of the Navy officially established the U.S. Naval Destroyer Base by General Order No. 78. Its primary mission at the time was the preservation and upkeep of decommissioned destroyers berthed there. On 1 August 1923 the CNO shifted administrative control of the Destroyer Base from Commander in Chief, U.S. Fleet (i.e., Commander Destroyer Squadrons, Battle Fleet) to the Commandant, Eleventh Naval District.

By the end of 1929 the main channel to the base had been dredged to 17 feet, mooring dolphins and camels had been placed, and several buildings had been constructed, and the Navy was running out of usable waterfront property. Accordingly, Congress authorized the exchange of 9 acres of inland base property for 6 acres of waterfront land adjacent to the base belonging to the city of San Diego.

In a reversal of policy the CNO returned administrative control of the Destroyer

Base to the Commander in Chief, U.S. Fleet, through Commander Destroyers, Battle Force, on 1 April 1931. Under his command on 9 March 1933, the first floating dry dock, ARD-1, was added to the base assets.

In 1935 Works Progress Administration (WPA) funds were used to upgrade the base. During the calendar years 1935 through 1937, WPA funds of about \$252,000, supplemented by Navy funds of \$50,000 and supported by a Public Works Force and funds, accomplished a considerable amount of work and improvements. These joint economic and naval projects continued with mounting commitment of resources after 1937 as the country and the Navy prepared for what appeared to be an inevitable conflict, at least in the Pacific.

As the fleet itself geared up for the conflict, the Destroyer Base made an additional contribution by sending trained repairmen to the fleet to fill the burgeoning need for technicians to operate and maintain the sudden and expanding influx of new weapons systems and machinery. But there was a limit to the number of personnel that could be trained at the base and afloat. To meet this expanded need, Fleet Schools were established at the base in 1938.

With war imminent the CNO again vested control of the Destroyer Base in the Commandant, Eleventh Naval District, in March 1941. By 1943 the area of the base had been enlarged to over 900 acres with greatly expanded facilities, including a large graving dock and additional communications, repair, training, and recreation facilities. On 19 October 1943 the Secretary of the Navy officially changed the designation Destroyer Base to U.S. Naval Repair Base, a component of the Naval Base. After World War II the name was changed to U.S. Naval Station in September 1946.

On 1 April 1954 the CNO reorganized the Naval Station by, in part, establishing the U.S. Naval Repair Facility, San Diego, as a separate activity under the management control of the Chief, Bureau of Ships, and the military command of the Commanding Officer, U.S. Naval Station. On 1 January 1965 the Naval Repair Facility was reduced to inactive status and ship repair functions aboard the Naval Station ended.

As part of the reorganization of the Naval Station in 1954, CNO also established the Service Schools activity, consisting of four schools, under the military command of the Naval Station commander. In January 1965 these schools became part of the Service School Command at the Naval Training Center, San Diego, and on 1 July 1967 the Naval Station itself was placed under the military command of Commander Service Force, U.S. Pacific Fleet.

Improvements in personnel support and waterfront facilities have continued. Construction since then includes a modern Navy Exchange, new Bachelor Enlisted Quarters, and extensive recreation facilities. Along the waterfront new Piers 2 and 7 have the capability of accommodating *Spruance*-class destroyers and *Tarawa*-class amphibious command (LHA) ships. In addition, all piers underwent conversion to accommodate direct disposal of shipboard sewage into the base sewage system.

The Naval Station today is the major logistics support base for naval forces

in the Pacific, for other commands and activities, and for dependents. There are over fifty-three tenant activities aboard the station, including major commands such as Navy Public Works; Supervisor of Shipbuilding, Conversion and Repair; and Shore Intermediate Maintenance Activity (SIMA). There are approximately 7,000 military and 5,200 civilians working on the station. In addition, there are about 36,000 officers and men attached to the some 100 ships that berth at the piers.

In line with the planned increase in size of the Navy to about 600 combatants over the next decade, further improvements are planned along the waterfront and inland to accommodate these increased logistics and personnel support requirements. Thus, the U.S. Naval Station, San Diego, can expect to retain in the future its lead as the major logistics support base for naval forces in the Pacific.

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ROLAND A. BOWLING

San Diego, Calif., Training Command, U.S. Pacific Fleet, 9 January 1943-

With the rapid expansion of the U.S. Pacific Fleet during World War II, the acute need for better trained personnel to maintain and effectively use the burgeoning new equipment and weapons systems soon became apparent. Accordingly, on 9 January 1943 the Fleet Operational Training Command, San Diego (OTCPAC), was established. The original units were located at Pacific Beach, San Diego, and Terminal Island, Long Beach, Calif. By 1945 the Commander's (COTCPAC) training responsibilities had been extended to include activities located at San Clemente Island, Santa Barbara (q.v.), Tiburon (q.v.), Treasure Island, Astoria, Oahu, Marshall Islands, Gilbert Islands, Marianas, Guam, and the Philippines. After the war most of these training facilities were disestablished. But a new one, Fleet Training Group, Yokosuka, Japan, was established. At present, it and the training detachment at Subic Bay, the Philippines, are the most remote activities attached to the command.

Commander Training Command's (COMTRAPAC) headquarters is located in a compound adjacent to and southeast of the Naval Training Center. The Com-

mander reports directly to the Commander in Chief, U.S. Pacific Fleet (CINCPACFLT) with additional duties under the Chief of Naval Education and Training (CNET). As a type commander in the Pacific Fleet organization, COMTRAPAC exercises command over three Fleet Training Groups (FTG) in San Diego, Pearl Harbor, and Yokosuka, and a Western Pacific (WESTPAC) detachment at Subic Bay. In the immediate San Diego area, the Commander also exercises command over the Nuclear Weapons Training Group, the Fleet Combat Systems Training Unit, the Tactical Training Group, and the Navy Petroleum Training Unit. As a functional commander, COMTRAPAC is the immediate superior in command of four CNET commands: Fleet Antisubmarine Warfare Training Center, Fleet Combat Training Center, Fleet Intelligence Training Center, and Fleet Training Center.

One may get an appreciation of the scope of training carried out under COMTRAPAC's mandate by a quick survey of the missions of the major training commands and units under his command or supervision. The Fleet Training Groups provide surface fleet units with underway training in all facets of seamanship, operations, gunnery, and engineering and some classroom instruction. In addition, FTG San Diego serves as the Commander's lead group in the development of underway training doctrine and procedures. The Nuclear Weapons Training Group, located at NAS North Island, provides instruction in the operation, maintenance, transportation, and use of nuclear weapons. It also conducts safety and technical inspections of nuclear capable units for the various type commanders. The Fleet Antisubmarine Warfare Training Center, located in the compound with COMTRAPAC's headquarters, provides training for Navy, Coast Guard, and foreign naval personnel in various aspects of submarine and antisubmarine warfare, including the tactical use of sonar and ASW Weapons Systems and instruction in their maintenance. The Fleet Combat Training Center, located on top of Point Loma, provides training in the operation and tactical use of combat direction and control systems, including individual and team training in Combat Information Center (CIC) and Electronics Warfare (EW) procedures. Multi-threat naval warfare training and advanced training in computer-controlled combat information systems are provided with the Tactical Advanced Combat Direction and Electronics Warfare trainer known as TACDEW. The Tactical Training Group is located in the same compound as the Combat Training Center. Established in 1978, it represents the Navy's response to the complexity of modern naval warfare by considering the interaction of all types in a single environment and time frame. Known as Composite Warfare, it has become mandatory training for all line officers. The Fleet Training Center, located on the Naval Station, provides technical, operational, and functional training to individuals and teams in various aspects of shipboard evolutions and systems, such as, weapons, engineering, firefighting, and damage control.

Today Training Command, U.S. Pacific Fleet, is a broad-based organization consisting of about 300 officers and 2,000 enlisted personnel that provides instruction and training in a wide variety of shipboard equipment and evolutions

to over 10,000 individuals annually in keeping with its motto, "Training is the Source of Seapower."

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ROLAND A. BOWLING

San Diego, Calif., Naval Training Center, 1916-

The Naval Training Center had its inception in 1916, when California Congressman William Kettner approached then Assistant Secretary of the Navy Franklin D. Roosevelt with a proposal that San Diego would donate the necessary bay and park land if the Navy would transfer its recruit training center from San Francisco to San Diego. Roosevelt was interested, but American involvement in World War I delayed the arrangement. However, in 1919 Congress approved the present site of the center, and San Diego fulfilled its promise. On 3 September 1919 the San Diego Chamber of Commerce deeded 135 acres of highland and the city of San Diego deeded 142 acres of tideland to the federal government for a Navy recruit training station. At the same time the city deeded 17.35 acres of Balboa Park land as a site for a naval hospital. Construction of the training facility began in 1921, and on 1 June 1923 the Navy commissioned the U.S. Naval Training Station, San Diego. It was manned by 10 officers and 50 enlisted men and had facilities for a maximum recruit population of 1,500 men.

At that time the shoreline of San Diego Bay was considerably further inland from the current low water mark and lacked most of the facilities now evident. This lack of space and facilities made it necessary for recruits to spend the first three of the then sixteen weeks of "Boot Camp" in wooden-walled tents in an area known as Camp Ingram. With the construction of Camp Lawrence in 1936, recruits moved into permanent barracks.

From the beginning the station had a dual mission of training both raw recruits and fleet personnel. In addition to recruit training, it was operating four fleet schools: Preliminary Radio, Yeoman, Bugler, and Band in 1923.

With the advent of World War II in 1939, the Navy embarked on a major expansion program that in three years increased the capacity of the station four-fold. During that time the Navy added 130 acres of filled land to the bay side of the station and constructed four new camps: Luce, Mahan, Decatur, and Farragut. By September 1942 the capacity of the facility reached its wartime peak of 40,000, including 25,000 recruits. In addition, the station had established or reactivated forty-one service schools to provide training in a wide variety of skills and trades for an average student population of 5,500.

In April 1944 the Secretary of the Navy upgraded the station to a group command status and redesignated it the Naval Training Center, San Diego. Three subordinate commands were established under the center commander: Recruit Training Command, Service School Command, and Naval Administration Com-

mand, each with its own commanding officer. That organization remains in effect today.

Following World War II, NTC's population dropped, although the Service School Command actually expanded as it continued to establish new courses to meet the specific needs of the fleet and to keep abreast of a burgeoning technology. By the end of 1949 the population of the center had dropped to a 20 year low of 5,800 men. But six months later the advent of the Korean War ushered in another era of expansion. And by September 1950 the center was again operating at near capacity.

In fact, as the war progressed the Center's capacity was exceeded by the demand for trained personnel in the rapidly growing fleet that had been virtually demolished after World War II. On 15 January 1951, to meet this sudden surge, the Navy reactivated a World War II Marine Corps training camp some ten miles north of San Diego, Camp Elliott, as the Elliott Annex of NTC. It was used for recruit training until March 1953, when it was returned to an inactive status. During its two-year operation more than 15,000 recruits went through boot camp there.

Partially as a result of this shortfall in training capacity in case of mobilization and aging World War II barracks, the Navy began construction in April 1953 of a new recruit training camp on undeveloped land within the center. This recruit complex, known as Camp Nimitz, was completed in 1955.

Nicknamed "Cradle of the Navy," NTC today encompasses 556.43 acres of land, including 5.82 acres leased from the San Diego Port Authority. In some 380 buildings, training ranges from basic recruit indoctrination to the most advanced skills and technology. Currently (1982), the center annually graduates approximately 30,000 recruits and an equal number of fleet personnel from advanced courses.

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ROLAND A. BOWLING

San Diego, Calif., North Island Naval Air Station, 8 November 1917—

The Naval Air Station commissioned on 8 November 1917 was not the first aviation activity nor the first military facility on North Island. Aviation history began there in January 1910 when a Curtiss pusher plane piloted by Charles Hamilton on a flight from the adjacent Coronado Polo Grounds made an emergency landing on the island. Subsequently Glenn Curtiss established an aviation camp there. One of his first students, Lt. Theodore G. Ellyson, USN, ultimately became Naval Aviator Number 1. Another first for the island and Curtiss was

the first successful seaplane flight in the United States, made from the island in 1911.

Early in January 1912, naval Lieutenants Ellyson, John Towers, and Victor D. Herbster were at Curtiss's aviation camp on North Island. They were the entire flying Navy and had with them the whole flying fleet—a Curtiss A-1 and A-2 and a Wright B-1. After about three months of living in tents and making and breaking aerial records, the pilots left for Annapolis, Md. (q.v.). The Navy did not return to North Island until 1917, when the need for aviation training bases for World War I became acute, and moved in with some Army officers who were training at an establishment known as Rockwell Field. (See Imperial Beach, Calif., Ream Field, U.S. Naval Air Station). In July 1917 Congress authorized the president to take possession of North Island, which was to be shared in joint tenancy by the Army and Navy until 1939. Lt. Earl W. Spencer, USN, arrived on 8 November 1917 to establish and command a permanent air station for training pilots and mechanics in ground and flight schools. At first all hands stood guard duty and ate the same food. Air operations by military and Marine personnel began in January 1918, and growth was rapid and continued until the end of the war, when the station's future was made secure because it was directed to repair and service fleet squadrons.

Between 1919 and 1939 a series of memorable firsts took place on North Island; the first nonstop coast-to-coast flight terminated there in 1923 after twenty-six hours fifty minutes; the first successful inflight refueling occurred in 1923; the first successful night launch from a battleship, the USS *California*, took place in 1924; and the first night carrier landing, aboard the USS *Langley*, happened in 1925. In 1926 Secretary of the Navy Curtis D. Wilbur ordered that all USN Academy graduates be given twenty-five hours of flight instruction during their first year of sea duty at flight schools either at Norfolk or San Diego. But probably the most significant historical event that occurred in the early years of NAS North Island was its association with Charles A. Lindbergh's historic flight from New York to Paris in 1927. The first leg of that flight began on 10 May 1927 when Lindbergh took off from North Island for St. Louis.

Naval air activity at North Island increased as aircraft carriers arrived at its docks and dirigibles were added to its air fleet. During World War II and the Korean War, North Island was the primary naval airfield in the area for training and support of naval aviation, and in 1955 its name was changed from NAS San Diego to NAS North Island. In 1961, when Miramar became the primary activity for fighter squadrons and later airborne early warning squadrons, NAS North Island became primarily the field for ASW and several fleet support squadrons, and on 15 August 1963 it was granted official recognition as the "Birthplace of Naval Aviation" by resolution of the House Armed Services Committee.

A decade later Secretary of Defense Robert McNamara announced reductions designed to save \$3.5 billion during the next ten years. In consequence, six

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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ROLAND A. BOWLING

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

supply system in early 1959 resulted in a major change in the depot's mission. On 15 February 1959 the Navy transferred responsibility for technical material, including associated personnel and facilities, from Naval Repair Facility cognizance to the NSD. In conformance with this greatly expanded responsibility for material support, the Secretary of the Navy redesignated the depot as the Naval Supply Center, San Diego, on 18 September 1959.

In 1973 the Navy disestablished the Naval Supply Center, Long Beach, making NSC, San Diego, solely responsible for the logistics support of over half of the U.S. Pacific Fleet and other Department of Defense activities throughout Southern California, Arizona, New Mexico, and portions of Nevada—a mission the Naval Supply Center, San Diego, continues to carry out today in accordance with its motto: "Supplies and Support, Ashore and Afloat."

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ROLAND A. BOWLING

San Diego, Calif., Naval Regional Medical Center, 9 December 1914—

Overlooking the city and harbor of San Diego, the NRMHC, formerly Naval Hospital Balboa, commands an inspiring view from its aptly named location on Inspiration Point in Balboa Park where it had its founding in 1914. On 9 December of that year a U.S. Marine Corps field hospital, manned by Navy Medical Department personnel, moved from its primary base on North Island to Balboa Park as part of the Panama-California Exposition.

During World War I the Navy expanded this facility by establishing a War Dispensary in the Park with tents to serve as wards. By the end of the war this War Dispensary had a bed capacity of over 800. On 20 May 1919 Secretary of the Navy Josephus Daniels changed the name of the facility to Naval Hospital.

In a move to encourage the Navy to increase its presence in San Diego, local Congressman William Kettner offered, in the name of the city, to donate the necessary bay and park land for a Navy recruit training center and support facilities if the Navy would transfer its existing center from Goat Island, San Francisco, to San Diego. The Navy agreed. Accordingly, on 3 September 1919, the city of San Diego deeded land to the federal government for the center and 17.35 acres of Inspiration Point in Balboa Park for an expanded Naval Hospital. On 22 August 1922 the initial 250-bed, \$1,103,321 facility of a planned hospital complex was commissioned. In addition, the Red Cross donated a \$47,000 recreation hall.

On 27 February 1926 the city deeded another 5.46 acres to the federal government for a planned annex. In 1928–1929 the Navy completed additional support buildings, and on 16 December 1937 dedicated a new wing that com-

pleted the original Spanish theme plan started in 1922. In July 1940 the city deeded another 32.93 acres of park land, and in May 1941 a final 21.32 acres. With these acquisitions the Navy owned all of Inspiration Point in Balboa Park.

During World War II the hospital grew astronomically from 56 buildings with 1,424 beds in 1941 to 241 buildings with 10,499 beds in 1945 on a total spread of 247 acres. That acreage included 33 acres in the heart of Balboa Park where many of the 1915 and 1935 Exposition buildings were converted to wards and hospital spaces. This wartime expansion supported treatment of approximately 172,000 patients with a peak load of over 12,000 patients on 27 December 1944.

In return for the use of city-owned park property during the war, the Navy paid San Diego \$790,000 in cash and after the war donated surplus military buildings and equipment, which brought in an additional \$106,389. The city used the total to refurbish the badly-deteriorated original 1915 and 1935 Exposition buildings.

With the Korean War, during which the Naval Hospital treated approximately 90,000 patients, came the realization that the United States, in the foreseeable future, could not afford to demobilize almost completely as it had done after World War II. In consonance with that strategic awareness and the resultant retention in peacetime of appreciable military forces, the Naval Hospital continued to improve its facilities. On 15 May 1957 it completed a nine-story, \$7.2 million, 1,000-bed Surgical Building, and on 7 June 1969 a three-story, \$1.4 million outpatient clinic was finished, which was intended primarily to serve the growing numbers of dependents and retired personnel.

On 1 July 1972, as part of a major reorganization of Navy medical facilities, the Secretary of the Navy redesignated the Naval Hospital as the Naval Regional Medical Center (NRMHC). In the same year, San Diego's two congressmen, Representatives Bob Wilson and Lionel Van Deerlin, broached the idea of building a new naval hospital outside Balboa Park. However, modernization of the Balboa Park facility, which would result in the continued use of some existing buildings, appeared to offer the best chance of getting funded by Congress. After years of controversy and litigation among city political leaders, conservationists, and the Navy, Secretary of Defense Casper Weinberger, in July 1981, made the final decision to build a new hospital on 39 acres in Florida Canyon, adjacent to the existing NRMHC in Balboa Park. In return for the 39 acres, the Navy deeded acreage it held in Balboa Park, primarily Inspiration Point, to San Diego.

On 3 October 1981 the Navy broke ground on its new \$308 million Medical Center. When completed in 1987, the 760-bed facility will contain state-of-the-art medical technology and computerized information systems for both health care and administration. This will result in improved medical care for the estimated 350,000 authorized active and retired users in the area.

In the fall of 1982 the Navy initiated a realignment of the Bureau of Medicine and Surgery to streamline the span of control and enhance military effectiveness throughout the regional medical organizations. This restructuring was designed to allow increased attention to the separate but complementary functions of

quality patient care in individual hospitals and overall efficient administration within regions. On 1 October 1982, as part of that restructuring, the Naval Medical Command (NMC), Southwest Region, was established to assume essentially the regional administrative functions of the Naval Regional Medical Center, San Diego, which was disestablished. Concurrently, the hospital itself was retitled Naval Hospital, San Diego, and established as a separate command. As a result, the commanding officer of the hospital was able to focus exclusively on the provision of quality patient care, leaving regional administrative matters to NMC, Southwest Region. Previously both functions were performed by a single commanding officer. Therefore the reorganization should have the desired result—enhanced quality patient care.

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ROLAND A. BOWLING

SAN DIEGO, CALIF., NAVAL REGIONAL DENTAL CENTER, 1 JULY 1967—

Based on the Naval Station in a new building completed in 1977, NRDC consists of a headquarters and eleven dental facilities in San Diego and Branch Dental Clinics at the Marine Corps Air Station, Yuma, Ariz. (q.v.), and the Naval Air Facility, El Centro, Calif. (q.v.). The center evolved as the result of a series of reorganizations. On 23 July 1965 the additional duty billet of District Dental Officer was changed to a primary duty billet of Director, Dental Activities, Eleventh Naval District, to be filled by a Dental Corps flag officer. Effective 1 July 1967 the Secretary of the Navy established the Naval Dental Center, Naval Base, San Diego, and on the following 22 September it was formally commissioned in Building 267 on the Naval Station. Concurrently, the former Naval Station Dental Department and Dental Technicians School were disestablished and their functions incorporated into the new center. The metamorphosis was completed on 1 January 1975, when the Secretary of the Navy changed the designation of the center to Naval Regional Dental Center, San Diego.

Physical facilities came abreast of organizational changes when the NRDC moved into a new headquarters complex on the Naval Station in June 1977; formal dedication ceremonies occurred the following November. This new, 135,000 square-foot, \$7.1 million complex containing 100 dental operating rooms actually consists of three interconnected buildings housing the headquarters, a Dental Clinic, an Area Dental Prosthetic Laboratory, a Dental Equipment Repair Facility, and the School of Dental Assisting and Technology. The latter, however, is not under the command of the center, but rather under the Health Sciences Education and Training Command in Washington through the Commanding Officer, Naval School of Health Sciences, at the Naval Regional Medical Center, Balboa, San Diego.

The Area Dental Prosthetic Laboratory is one of two such facilities in the country—the other being in Norfolk—and the larger of the two. For example, it produces an average of 500 dental prosthetic appliances a month for personnel on ships and stationed as far off as Diego Garcia.

Today the NRDC provides dental service to the Navy and Marine Corps personnel within its geographical area. This includes active duty personnel on shore stations and ships, and other beneficiaries, such as retirees of the U.S. Armed Forces.

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ROLAND A. BOWLING

San Diego, Calif., Naval Communications Station, 12 May 1906—

Navy Radio Point Loma was established on 12 May 1906 in a small frame building on the military reservation on Point Loma as part of the Navy's first radio communications network system. It handled in excess of 3,000 messages during its first year of operation and, during the period 1906 to 1908, participated in a number of projects that contributed significantly to radio broadcasting. Particularly noteworthy was the part it played in Dr. Lee DeForest's experiments in radio telephone communications from the USS *Connecticut*, then part of the Great White Fleet, which added a new dimension to the Navy's tactical flexibility.

On 21 July 1914, in order to increase the transmitting range of the facility, the Navy acquired 73.6 acres of land at Chollas Heights, about fifteen miles east of Point Loma, from Harry Flavel Carling. In 1916 the Navy completed a then modern high-power radio transmitting station on the new site, keyed remotely from Point Loma. The original 600 foot antenna towers are still in use. Further expansion of Navy Radio San Diego occurred in the 1920s, when the original Point Loma facility was converted to a receiver site only while the headquarters and message center functions were moved to their present location in the Naval Base Headquarters building in downtown San Diego.

During World War II Navy Radio San Diego played a vital role in wartime communications. Of particular historical note is the fact that it was by relay from the station's Chollas Heights transmitters that Washington first received word of the Pearl Harbor attack; Hawaii's main transmitters, capable of reaching Washington directly, went down temporarily during the attack.

The station continued to grow in size and capability when in 1941 the Navy acquired an additional 145 acres of land at Imperial Beach, adjacent to Fort Emory, an Army Coast Artillery Station some sixteen miles south of San Diego. In 1943 the Navy completed construction of a new receiver facility at the site and transferred that function from the original Point Loma site. Subsequently, the Navy fell heir to Fort Emory and adapted the facilities as office, maintenance,

and storage space for Navy Radio San Diego. In 1947 the Secretary of the Navy established Naval Communications Station, Eleventh Naval District, as a separate activity under a commanding officer. In 1953 it completed the transformation that exists today by establishing Naval Communication Station, San Diego, as a completely separate command.

Major technological improvements continued in the sixties and seventies. In 1965 a Wallenweber—"dinosaur cage"—antenna and associated equipment and buildings were installed at the receiver site at Imperial Beach. In 1966 the station became part of a world-wide Automatic Digital Network (AUTODIN) of computers capable of secure, virtually error-free (i.e., sailor proof) message transmission at extremely high speeds. In the mid-seventies, NAVCOMSTA, San Diego, installed its first Local Digital Message Exchange (LDMX), updated its computers, and replaced obsolete copiers. Toward the end of the decade it installed the Message Reproduction and Distribution System (MRDS), which completed the automated loop and produced a communications system that is capable of providing almost "hands-off" message service to subscribers in the area. In 1980 the Remote Information Exchange Terminal (RIXT), which provided the latest state of the art in optical scanning, video display control, automatic logging, and high speed transmission and reception became operational.

Today NAVCOMSTA, San Diego, is providing rapid, secure, and reliable communication service to the fleet, and the Navy intends to keep it that way by remaining abreast of developments in technology and making additional changes to meet the overall naval communications goal of reducing manpower-intensive operations and further improving service.

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ROLAND A. BOWLING

San Diego, Calif., Submarine Base, 23 October 1963—

Located on most of what was historical Fort Rosecrans at Ballast Point on Point Loma, the NAVSUBASE, SAN DIEGO, has become a major submarine support facility in the Pacific Fleet. It occupies some of the most historic grounds in California, if not the United States. It was in 1542 that Juan Rodriguez Cabrillo landed on Point Loma and discovered what is now San Diego Bay, which he first named San Miguel Bay. In 1799 the Spaniards completed Fort Guijarros on what is now Ballast Point. Both the Spanish and American names stemmed from the cobblestones that covered the point. Yankee trading vessels from Boston used these cobblestones for ballast in their return voyages around Cape Horn to the East Coast—thus the name "Ballast Point." Many of these stones were used along Boston's waterfront to pave streets, some of which are still in use.

As part of the Treaty of Guadalupe Hidalgo in 1848, Upper California, which included Point Loma, became a part of the United States. On 26 February 1852

President Millard Fillmore signed an Executive Order that set aside the southern three miles of Point Loma as a military reservation. In 1897 the California legislature ceded to the federal government all lands that were being used for military purposes. The Ballast Point area fell within this category and has been under continuous military control ever since.

The Army established Fort Rosecrans in 1899 in the area presently occupied by the NAVSUBASE. However, by 1957 the need for coast defense artillery had become obsolete; therefore, the Department of the Army declared Fort Rosecrans excess property. On 2 July 1959 it was transferred to the Department of the Navy after nearly a century of Army control. The Navy in turn authorized the construction of two submarine berthing piers at the site. On 23 October 1963 the Secretary of the Navy directed establishment of the U.S. Navy Submarine Support Facility at Ballast Point under the military command of the Commander, Submarine Force, U.S. Pacific Fleet, and the management control of the Chief of Naval Operations. Finally, on 1 October 1981 the designation was changed to Naval Submarine Base, San Diego.

The NAVSUBASE, San Diego, provides base support for all submarines on the West Coast except strategic ballistic missile types, which are based in the Seattle area. Over 6,000 officers and men are actually stationed or homeported at the base, which provides direct support to over twenty submarines, more than half nuclear-powered; two submarine tenders; submarine rescue vessels, including deep submergence rescue vehicles (DSRV); the deep submergence bathyscaph *Trieste II* and other deep submergence vehicles; a small floating dry dock (ARD); and an array of sophisticated training simulators. A larger floating dry dock (ARDM-4) capable of accommodating vessels up to the size of the *Los Angeles*-class attack submarines (6900 tons) became operational in 1984.

It also supports several major staffs including that of the Commander Submarine Force, U.S. Pacific Fleet, Representative, West Coast; Commander Submarine Squadron Three; Commander Submarine Squadron Five; and Commander Submarine Development Group One. The deep submergence rescue vehicles physically located at NAS North Island for rapid deployment by air are the specific responsibility of the latter command.

Today NAVSUBASE, San Diego, represents a major shift in submarine support in the area. In the not too distant past, submarines had no base facilities and nested alongside their tenders out in the stream; now a full-fledged base supports the latest in logistics, training, and personnel to meet the special requirements of the "Silent Service."

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ROLAND A. BOWLING

San Diego, Calif., Miramar Naval Air Station, 1 July 1946—

Located between coastal mountains and desert to the east, the Pacific Ocean to the west, and thirteen miles north of San Diego, NAS Miramar is home for

all Pacific fleet fighter, airborne early warning, and reconnaissance squadrons, and several senior commands. The present site originally was a ranch named Miramar consisting of 2,130 acres of land purchased in 1890 by Edward W. Scripps, a San Diego pioneer.

In World War I the U.S. government purchased the ranch and established Camp Kearny, an Army Infantry Training Center. In addition, the site was used for a variety of other military functions, including as a base for lighter-than-air blimps and as an aircraft target bombing range. With the outbreak of World War II the southern half of the site was commissioned as an auxiliary air station to Naval Air Station, North Island (q.v.), and the northern half was designated Marine Corps Air Depot, Miramar.

On 1 May 1946 the two activities were combined and designated Marine Corps Air Station, Miramar, with the mission to maintain and operate a base for Naval and Marine Corps aircraft and aviation units of the fleet. However, in June 1947 all Marine Corps aviation units were relocated to the Marine Corps Air Station, El Toro (q.v.). In 1949 Congress appropriated funds to develop the site as a Master Naval Jet Air Station; and on 1 April 1952 it was designated Naval Air Station, Miramar.

In 1961 in accordance with a new concept, NAS Miramar became a support base for fighter squadrons only, the beginning of "Fightertown," which today boasts twenty-three fighter squadrons, four attack carrier air wings, a light photographic squadron, and a fleet composite squadron. In 1965 the Chief of Naval Operations designated Commander Fleet Air, Miramar, as the senior command on board the station. Reorganized in July 1973 to reflect the inclusion of airborne early warning (AEW) squadrons, this command became Commander Fighter Airborne Early Warning Wing, U.S. Pacific Fleet (COMFITAEWINGPAC) and NAS Miramar became the home base for all Pacific Fleet fighter and airborne early warning squadrons.

NAS Miramar, now comprising just under 24,000 acres with a total estimated value for land and facilities of \$4 billion, is more than ten times its original size of 2,130 acres. Northbound Interstate Highway 163 roughly bisects the facility into east and west halves. The station proper is located in the western half while the largely undeveloped eastern half provides a buffer zone for the aircraft approach corridor to the runways in the western half. Prevailing westerly winds, its location high on a mesa far enough inland to avoid much of the coastal fog, and the otherwise generally fine flying weather make NAS Miramar an almost ideal air facility for training year round, which is reflected in an annual average of 260,000 takeoffs and landings.

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ROLAND A. BOWLING

San Diego, Calif., Coronado, Calif., Naval Amphibious Base, 12 June 1943-

Located on the Silver Strand between the Pacific Ocean and San Diego Bay and about one mile south of the center of the city of Coronado, NAB is the home of the Pacific Fleet "Alligator Navy." It had its beginning in World War II when the Chief of Naval Operations authorized establishment of a Landing Craft Detachment at the Destroyer Base across the bay. By 1943 the burgeoning demands for amphibious warfare training to support the island-hopping strategy in the Pacific dictated an expansion of this facility greater than possible within the confines of the Destroyer Base. Accordingly, the Secretary of the Navy established the Amphibious Training Base at Coronado on 12 June 1943.

Land for the new base came from several sources. The city of Coronado leased to the Navy for \$1 a year half an acre of beach and 134 acres of landfill on the bay side. The state of California provided, at no fee, all of the beach on the ocean side that was under the control of the California State Park Commission. The J.D. and A.B. Spreckles & Company leased for \$1 a year 13 acres of beach on the ocean side, and the San Diego and Arizona Eastern Railroad Company leased for \$87.50 a year a piece of their right-of-way for building a base loading platform. This lack of outright deeding of the land caused some growth and development problems after the war. But in November 1955 the federal government finally obtained clear title or long-term right to the land. For a total of about \$1.5 million, the government obtained control of 745 acres in fee simple and an additional 257 acres on a thirty-year lease.

The original land consisted of tidelands, natural ocean beaches, and hydraulic-fill. Within six months the Eleventh Naval District Public Works Department dredged the bottom of San Diego Bay to create more fill area jutting into the bay side from the Silver Strand for the base proper and made other improvements along both the bay and ocean sides of the Silver Strand to facilitate training. The resultant base provided variable beach conditions from the quiet waters of the bay on one side of the Silver Strand to the rough waters of the Pacific on the other side. In addition, the base proper jutted into San Diego Bay where the assortment of smaller landing craft could be berthed in quiet water, while the bay itself provided deep water anchorages for the larger types. And finally, uninhabited San Clemente Island off the coast provided ideal practice landing beaches and target ranges for naval gunfire and air support training under realistic simulated combat conditions.

On 12 January 1944 the original amphibious training unit in the area, by then the Landing Craft Control School, moved on board from the Destroyer Base. Three days later the Navy formally commissioned the Amphibious Training Base, Coronado. For the remainder of World War II, it continued to make a major contribution to the victory at sea in the Pacific.

After the war, recognizing the broader than training alone aspects of amphibious warfare, the Secretary of the Navy redesignated the Amphibious Training

Base as the U.S. Naval Amphibious Base, Coronado, on 7 January 1946. Concurrently, its role changed from primarily training to that of providing a shore base not only for the overall support and training of amphibious units, but also facilities for research in and the testing of new amphibious warfare equipment.

Between wars there was some natural diminution of activity. But the Navy embarked on an orderly program of upgrading temporary World War II buildings and constructing new facilities to maintain the base ready for combat service when needed. This policy was vindicated during the Korean War and Vietnam conflict, when the base again became the primary amphibious warfare training and support complex in the Pacific area.

Today, NAB Coronado is a major shore activity assigned to the operating forces through the Commander in Chief, U.S. Pacific Fleet. In addition to providing support and training for amphibious warfare, it also serves as home for several major tenant commands, such as the Naval Amphibious School, Coronado; Landing Force Training Command, Pacific; and Commander Naval Surface Force, U.S. Pacific Fleet, who is the immediate superior of the base commander. The Navy continues to maintain and upgrade buildings and facilities to ensure that the base will be ready again if required to support all of the diverse combat needs of the "Alligator Navy."

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ROLAND A. BOWLING

SAN DIEGO, CALIF., MARINE CORPS BASE CAMP JOSEPH H. PENDLETON, 1942-

The Marine Corps activated Camp Joseph H. Pendleton on 25 September 1942 to provide large-scale tactical training for entire units before they were shipped out to the Pacific Ocean battle areas during World War II. It was the logical offshoot of Marine Corps training in the Southern California area going back to the establishment of Marine Corps Recruit Depot, San Diego, in 1914 as Marine Barracks, San Diego, Calif. For some time the Marines had needed more land than was available at the San Diego site.

As the United States expanded its military forces in reaction to the wars in Europe and Asia, training overflowed the built-up Recruit Depot. Since 1934 the Marine Corps had been renting from the city of San Diego land twelve miles northeast of the city. That site was expanded to approximately 32,000 acres to accommodate the new Second Marine Division, and its name was changed from Camp Holcomb to Camp Elliott. That became the principal training site for Marine units until it also became too small.

The Marines formed a Board of Inspection headed by Lieutenant Colonel Oliver P. Smith, which studied several possible locations in Southern California. One of them was the 122,798-acre Rancho Santa Margarita y Las Flores, located

at Oceanside, Calif., approximately seventy-five miles south of Los Angeles and forty-five miles north of San Diego. Both Marine Corps and Army planners considered the Rancho, but the Army turned elsewhere. In February 1942 the Marine Corps decided that the Rancho, with its oceanfront property, was suitable for its West Coast amphibious training facility, comparable to Camp Lejeune, N.C. (q.v.), on the East Coast. From that decision has sprung an installation of over 27,319 permanent military, 3,612 transient military, and 3,580 civilian employees working or housed in over 4,000 structures using 500 miles of roads to work and live in the base, currently 125,000 acres large. (Personnel figures are as of December 1982.)

Camp Pendleton provides housing, training facilities, and logistics support for Fleet Marine Force and other units assigned to it. The Infantry Training School intensively trains recent graduates of the recruit depots in their future infantry specialties. The Schools Battalion conducts courses in amphibian equipment, amphibious small unit leadership, and Marine Corps administration. The Field Medical Service School trains members of the Navy Medical Department and Chaplains Corps in combat survival and field medical and dental practices.

The First Marine Amphibious Force Headquarters is based at Camp Pendleton. It is the senior Fleet Marine Force Headquarters in the East Pacific area. Its largest component, the First Marine Division, is also based at Camp Pendleton, as is the First Force Service Support Group, the logistical part of the Marine combat organization. Marine Aircraft Group-39, the Marine Corps Tactical Systems Support Activity, and the Navy Regional Medical and Dental Centers are also located there.

Those combat troops, combat service units, and schools students train in twelve separate areas, eighty-five ranges, four landing beaches, numerous helicopter landing zones, and related facilities for ground and air operations. The areas with their colorful names—Talega, Christianitos, San Mateo, San Onofre Horno, Las Pulgas, Vado Del Rio, Margarita, and Del Mar—also used to be called camps. Their names were changed recently to avoid confusion between those area names and Camp Pendleton itself. Thus Camp Pendleton represents the largest training area in the western United States where combined ground and air amphibious landings of battalion size or larger can be practiced. Its subordinate Mountain Warfare Training Center, Bridgeport, Calif. (q.v.), supplies additional training in mountain, cold weather, and survival training.

Rancho Santa Margarita y Las Flores, so named in 1844, formed the largest rancho in San Diego county. Spanish missionaries had begun cultivating the land in about 1798. Secularized between 1824 and 1835, the land passed into the control of one of California's most prominent families, that of Pio Pico, the last Mexican governor of California.

The oldest structures on the base, the chapel (built 1810) and the ranch house (probably built after 1827) are still in use. The chapel has been restored to its original use, and the ranch house is the quarters of the base's commanding general. The bunk house, dating from a later period, is the post museum. The

Las Flores adobe area, built in the 1820s, is a boy scout camp site. Those structures are on the National Register of Historic Places. Additional archaeological sites on the base are also subjects of scholarly interest.

Concerned also with natural resources, Camp Pendleton in 1955 established a Wildlife Management Unit in cooperation with the California Department of Fish and Game. That unit watches over the more than 200 species of birds and animals resident in Camp Pendleton's 196 square miles. The specialists are concerned with both species preservation and hunting and fishing activities.

A system of reservoirs, wells, infiltration ponds, and effluent reclamation replenishes the groundwater basins to prevent saltwater intrusion and provides wetland habitats for waterfowl as well as water for the base itself. Its beaches, hills, marshes, valleys, and mountains rising 3,254 feet above sea level make the base the largest undeveloped area between San Diego and Los Angeles, thus preserving a natural area in a growing megalopolis. The installation has won several conservation awards for its program. But all of this lay ahead when in the summer of 1942 the federal government used emergency war powers to purchase the rancho.

Lt. Gen. Thomas Holcomb, the Commandant of the Marine Corps, decided on 27 February 1942, two-and-one-half months after the Japanese attack on Pearl Harbor, that the Marine Corps needed the rancho. The Second War Powers Act of 27 March 1942 gave the federal government the powers necessary to condemn the land for immediate use while it negotiated a fair price with the reluctant owners. The courts completed the condemnation process on 12 April 1943, paying \$4,110,035 for 121,387 acres. Later purchases expanded the total acreage.

However, the Marines moved with wartime speed to develop the new facility even before those ownership proceedings were well underway. They laid out campsites and began construction in May 1942. Plans changed under wartime pressures, and Maj. Gen. Clayton B. Vogel, Commanding General, Amphibious Force, Pacific Fleet, appointed the Santa Margarita Planning Board, later the Camp Pendleton Development Board, under Brig. Gen. Joseph C. Fegan.

Meanwhile, Marine Corps Maj. Gen. Joseph H. Pendleton had died in San Diego on 4 February 1942. Widely popular with Marines, the 81-year-old general had spent the last ten years of his career promoting San Diego as the ideal location for Marine Corps activities. After retirement he had become mayor of Coronado, Calif. and continued promoting cooperation between the Corps and southern California communities. Because the Army already had a Camp Pendleton in Virginia, this camp was given General Pendleton's full name for its own to distinguish it from the older Army installation.

With President Franklin D. Roosevelt and Mrs. Joseph H. Pendleton ("Aunt Mary") participating, the Marines dedicated the new camp on 25 September 1942. General Fegan, now a major general, was the first commanding general. Demonstrating the urgent need for the new facilities, the Ninth Marines under Col. Lemuel Shepherd, a future commandant of the Marine Corps, had begun training on 4 September 1942.

The Third Marine Division, built around the Ninth Marines, was activated on

16 September 1942 at Camp Elliott. It went on to fight in the Bougainville, Northern Solomons, Guam, and Iwo Jima campaigns. The Fourth Marine Division was activated 16 August 1943 at Camp Pendleton. After training there, it departed 13 January 1944 to sail directly into combat at Roi-Namur in the Marshall Islands. It also participated in combat on Saipan, Tinian, and Iwo Jima. Shortly after it left Camp Pendleton, the Marine Corps activated the Fifth Marine Division on 21 January 1944 at Pendleton. After additional training in Hawaii, the 5th Division went into battle on Iwo Jima. Other combat units also trained at Camp Pendleton.

In May 1944 the Marine Corps merged Camp Elliott with Camp Pendleton, which brought the headquarters Fleet Marine Force, San Diego Area, to Pendleton. That headquarters shortly thereafter became the Marine Training and Replacement Command, San Diego Area. As Camp Pendleton built to its 1944 peak of activity, the Marines still needed four subordinate installations to Camp Pendleton to complete training and logistics requirements. They were: Camp Robert H. Dunlap, an 114,331 acre artillery firing range, approximately three miles from Niland, Calif., in the Imperial Valley; Camp Gillespie, 688 acres near Santee, Calif., used for parachute training; the Cuyamaca Training Area of 28,000 acres near Lake Cuyamaca, about 35 miles east of San Diego, for use as a jungle warfare center; and the Base Depot, a logistics facility that remained at Camp Elliott after the remainder of Camp Elliott was turned over to the Navy.

Camp Pendleton became an example of the diversity of the Marine Corps as it continued to grow. The first ninety-five women Marines reached the camp in October 1943. Their strength eventually exceeded 1,000. Black Marine units, such as the Fifty-second Defense Battalion, stopped at Camp Pendleton for additional training on their way from the East Coast to the Pacific Ocean war zones. Royal Netherlands Marines also trained at Camp Pendleton. The World War II population peaked in 1944 at 86,749 Marines, sailors, and civilians.

The training was rough and varied. Replacements as well as new units heard live ammunition being fired over their heads as they crawled through the 150-yard-long infiltration course. The Combat Conditioning and Amphibious Training Courses further prepared the men for battle.

In September 1944 the Marine Corps asked the Navy to designate Camp Pendleton as a permanent Marine Corps establishment. The Commandant, Lt. Gen. Alexander A. Vandegrift, argued that what the Marine Corps would need on the Pacific Coast after the war was an amphibious training base that was capable of conducting all types of Marine Corps training in one location. On 14 October 1944 Camp Pendleton became a permanent Marine Corps base.

Meanwhile, the film industry had already begun to make good use of both the terrain and the Marines and equipment available at Camp Pendleton for its movies. In 1943 *Guadalcanal Diary* became the first of many films about the Marines to be made at the base. *Tarawa*, *Sands of Iwo Jima*, and war movies made for television such as *Baa Baa Black Sheep* represent the combat movies filmed at Camp Pendleton.

On 14 August 1945 Japan surrendered, ending World War II in the Pacific.

Reversing direction, Training Command became the Redistribution Regiment, as all organized Marine Corps units in the Pacific returning to the United States came back to Camp Pendleton. As many as 2,000 to 3,000 Marines returned at the same time, either for immediate separation, soon to peak at 200 per day, or to be sent on to another separation station for discharge from the Marine Corps.

By July 1946 the Tracked Vehicle School Battalion was the only training organization left at Camp Pendleton. But that month the Signal Communication School was transferred there to relieve the congestion of Marine Corps training on the East Coast. In the peacetime budget cuts of the postwar years, the Marine Corps combined the two battalions in 1949 into the Signal and Tracked Vehicle School Battalion. In 1950 that became the Supporting Arms Training Battalion, which was upgraded to regimental status during the Korean War. In 1956 the unit became simply the Schools Regiment, and in 1958, as Schools Battalion, it began to assume the organizational structure that would take it into the 1980s.

In June 1947 the First Marine Division returned from North China occupation duty to its new permanent home at Camp Pendleton. On 7 July 1947 Camp Pendleton formally became a Marine Corps base. This change pointed out the fact that it did more than train new Marines and that it was independent of the San Diego area commands.

Those years of peace before the Korean War also saw two major disagreements between the base and the surrounding communities. In the fall of 1948 Oceanside school officials asked Maj. Gen. Graves B. Erskine, commanding general, for the use of an on-base building as a school. Erskine, interested in developing Camp Pendleton as a community, decided to establish and operate the school under Marine Corps control with Marine Corps funds. The school officials objected that the school was outside the control of the local school board. Three years later Congress forbade the use of Marine Corps funds to operate schools, and the Oceanside School District now operates public schools on the base.

The second dispute arose in 1949 between the base and the town of Fallbrook over water rights to the Santa Margarita River Basin. A civilian attorney in the Justice Department, William Veeder, studying a proposal from former Congressman Phil D. Swing for a division of scarce water between Camp Pendleton and the town of Fallbrook, ruled that the government was entitled to exclusive use of the water. Swing's proposal called for a 60 percent–40 percent division between the Marines and the town. Veeder asked the government to file a quit title suit to confirm its rights to the water. After years of preparation the subpoenaing of thousands of land owners, a propaganda campaign waged by businesses who feared that a precedent in that case might hurt their chances to gain control of oil in U.S. tidal waters, and two trials of over 250 days, the courts ruled against the federal government. Finally, in 1966 the federal government agreed to a division of the water on the same 60 percent–40 percent ratio between the Marines and Fallbrook.

On 25 June 1950 North Korea unexpectedly invaded South Korea. On lean peacetime budgets Camp Pendleton's population was only the 9,000 Marines of

the First Division and the maintenance and schools staffs. On 2 July Gen. Douglas MacArthur, commanding American forces in the Far East, asked the Joint Chiefs of Staff to send him a Marine Regimental Combat Team and a supporting air group. Working around the clock with reinforcements continuously arriving, the Fifth Marines of the First Division shortly left for Korea, arriving in the Pusan Perimeter on 2 August. The rest of the division followed soon thereafter. President Harry S. Truman had authorized the Marines to call up reserves, and Congress had extended enlistments, so the manpower problem was quickly solved, but Maj. Gen. Oliver P. Smith, the new division commander, still had problems. He had to rebuild and expand his staff after part of it departed with the units sent to Pusan. Training time was short. Most training centered around weapons and physical fitness. Equipment came from the Marine Corps Depot at Barstow (q.v.).

In early August 1950 Women Marines returned to duty at Camp Pendleton. The departure first of the Pusan reinforcements, then of the rest of the First Division, did not end the chaos. Reservists, officers and enlisted, continued to pour in without knowing their future assignments or having anything to do while waiting for them. Many Marines were shipped out with abbreviated training, which triggered a visit of a presidential fact-finding panel. Satisfied that the training was all there was time for, the work of the panel marked a reduction in complaints.

Training did expand. The Training and Replacement Command constructed "combat town" for realistic training in a mock North Korean village. In the later war in Southeast Asia, new Marines trained against a Vietnamese village. Since that war both Marines and Army soldiers have an urban replica against which they can practice their street-fighting skills.

After the events of the Korean War, the landing at Inchon, advancing into North Korea, retreating from the Chosin Reservoir, and fighting in more static positions, the First Marine Division returned in 1955. Elements of the division deployed to Guantánamo Bay, Cuba, and to the Caribbean during the 1962 Cuban Missile Crisis. But the division stayed home until the fighting in Vietnam heated up; then it deployed to that country between July 1965 and May 1966.

During the Korean War Maj. Gen. Oliver P. Smith returned from Korea to command Camp Pendleton in June 1951. Concerned with training Marines for possible combat in Korea, his administration activated the First Advanced Infantry Training Regiment to provide four weeks of combat training for new graduates of recruit training, still held in their recruit platoons. That winter the Marine Corps located its cold-weather training at what was to become the Mountain Warfare Training Center.

On 7 January 1953 the Third Marine Division was reactivated at Camp Pendleton. Because of the priority given to sending replacements to the First Marine Division, then fighting in Korea, the Third Division needed a long time to build to combat strength. While the process was going on, the division took advantage of Camp Pendleton's facilities to train intensively. During August 1953 the

division redeployed to Japan. Between 1950 and 1953 just under 200,000 Marines passed through Camp Pendleton to the Far East.

After the Korean War, the Marines settled into their peacetime training routines, such as practicing landing from the Pacific Ocean with Naval and Marine Air support from El Toro Marine Air Station (q.v.). At other times the Marines went to the Mojave Desert to participate in nuclear tests. The base commanders during those years had responsibility for housing the First Marine Division and related units, the Infantry Training Regiment, several schools, and a replacement unit. Relations with the local communities improved. But construction money for new permanent buildings was scarce, and the Marines had to continue using many World War II temporary structures.

A conflict with the civilian community now arose over the open land that makes up so much of Camp Pendleton. The first major loss came in 1964 when political pressure forced the Marine Corps to yield 84 acres on the northwest waterfront corner of the post at San Onofre for a nuclear power plant.

By 1965 Marines at Camp Pendleton were training in both guerrilla warfare and counterinsurgency operations. After the First Division deployed to Vietnam, the Marine Corps reactivated its Fifth Marine Division at Camp Pendleton for duty in Southeast Asia on 1 March 1966. The base received appropriations for new construction during those years, and the Schools Battalion rapidly increased both its courses, faculty, and student output. The primary need in Vietnam was for replacements, not new units. The Staging Battalion was the funnel of the pipeline for new Marines going to Vietnam. The Battalion had fifteen days to process the men and give them intensive combat training, including mock Vietnamese villages, tunnels, and trails.

The Twenty-seventh Marines of the Fifth Division became the first combat unit to return to Camp Pendleton in September 1968. Other units followed, and in April 1971 the First Marine Division returned.

As the war in Southeast Asia wound down, President Richard M. Nixon began his program to transfer custody of excess federal land to other owners. He started by offering approximately six miles of Camp Pendleton's beaches and 3,400 inland acres to the state of California for parks. After lengthy discussion the state leased five and one-half miles of beachfront and 2,380 inland acres for recreational purposes. Even after that loss of land the Marines have had to defend their need for large amphibious training areas.

The war in Southeast Asia ended in April 1975, and thousands of refugees were evacuated from Laos, Cambodia, and Vietnam to the United States. On 26 April Brig. Gen. Paul G. Graham, the base commander, was notified that Camp Pendleton was being considered as a possible temporary camp to house the refugees coming to the United States. On the morning of 28 April Washington told General Graham that the first refugees would arrive at Marine Corps Air Station El Toro the next morning. Both base staff and the First Marine Division and First Force Service Regiment turned out in a total effort to provide housing, feeding, medical, communications and other facilities to house 18,000 people,

very few of whom spoke English. The Marines erected the basic necessary facilities in six days. The refugee camp was established in an isolated part of Camp Pendleton, and the Cambodians and Vietnamese were separated. Over 25,000 refugees passed through the refugee camps before the program officially ended on 15 November 1975.

Tensions in the larger society were reflected at Camp Pendleton at least from the time of the war in Southeast Asia on. Various Marine units emphasized civil disturbance control training in response to outside riots or demonstrations. In November 1976 there was a small racial clash between black and white Marines, which resulted in the discovery of a Ku Klux Klan chapter on base. That chapter was quickly disbanded.

Through the years Camp Pendleton has become important as a major amphibious training base where both new and experienced Marines can practice. Its conservation and environmental programs have not only preserved a large natural area amidst major population growth, but created problems by making its land desirable to developers. Responsive to both combat and humanitarian crises, Camp Pendleton remains a valuable part of the Marine Corps heritage.

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MARTIN K. GORDON

SAN DIEGO, CALIF., MARINE CORPS RECRUIT DEPOT, 1914-

Several geopolitical factors came together in the early twentieth century to make the harbor of San Diego, Calif., of interest to military and naval planners. San Diego is only twelve miles north of the Mexican border. The United States, between the war with Spain in 1898 and the opening of the Panama Canal in

1914, discovered that it was both a Caribbean and a Pacific Ocean power. During those years the presidents and their advisers used naval forces in Panama, Colombia, the Dominican Republic, Nicaragua, Mexico, and China. Naval expansionists envisioned a chain of coaling stations around the world that included a Samoa-Hawaii-Lower California link. Indeed, San Diego was a convenient location for both southern and western directed trade.

Over the years the Marine Corps outgrew the base that those influences brought about, and today it functions as Marine Corps Recruit Depot, San Diego. It consists of a Recruit Training Regiment, a Weapons Training Battalion that uses facilities at Camp Joseph H. Pendleton, a Recruiters School, a Drill Sergeants School, and the Sea School to prepare new Marines for sea duty.

Several specific events led to the establishment of a major Marine Corps installation in the port of San Diego. In reaction to the revolutionary turmoil in Mexico beginning in 1910, the U.S. government organized provisional Marine Corps forces on both coasts for shows of force off the coast of Mexico. The Fourth Regiment of Marines (provisional) was organized at San Francisco and stationed on North Island in San Diego Bay from March to June 1911. More troubles in Mexico in 1914 brought a new Fourth Marines to cruise off the west coast of Mexico. In July, that regiment, Col. Joseph H. Pendleton commanding, landed at North Island. The regiment's First Battalion went on to San Francisco.

In December 1914 San Diego commemorated the opening of the Panama Canal with the Panama-California Exposition in that city's Balboa Park. The regiment's Second Battalion set up a model Marine Corps camp at the exposition. That camp marks the beginnings of a permanent Marine Corps presence in San Diego. On 19 December 1914 that camp was activated as Marine Barracks, San Diego, Calif., the future recruit depot.

The Fourth Marines became a permanent organization stationed in San Diego for two reasons. First, the regiment might again be needed for expeditionary duty. Second, changes in naval technology and American foreign policy created the need for the Marine Corps to have fairly large forces in readiness to seize and hold advanced bases for the Navy. Now dependent upon coal, the Navy needed secure areas, possibly on hostile shores, where it could refuel itself. In turn, those new Marine Corps forces needed permanent bases from which they could embark with the fleet. The Navy was considering establishing the West Coast base at San Diego.

But two local influences also helped determine San Diego as the site of a new permanent base. First was the election of William Kettner to the House of Representatives in 1912. Kettner was a pork-barrel minded businessman whose goal was more federal money for San Diego. Second, Colonel Pendleton thought San Diego was the ideal location for his regiment and for the establishment of a permanent base. The exposition in 1914 and later troubles in Mexico merely enabled Kettner and Pendleton to focus presidential, congressional, and naval interests on the development of Marine Corps and naval installations in San Diego Bay.

Assistant Secretary of the Navy Franklin D. Roosevelt visited San Diego in 1914 and 1915 and was impressed with the naval potential of the harbor. In 1915, he directed Maj. Gen. George Barnett to go to San Diego to choose a site for the future Marine Corps base. Once again events influenced the choice of San Diego. Troubles continued in Mexico, and the city of San Diego offered free several hundred acres of tidal flats to the Marine Corps for its base. By January 1916 the Navy's General Board and the Secretary of the Navy agreed to establish a new permanent Marine Corps installation in San Diego.

The Marine Barracks formally separated from the Fourth Marines in June 1916. The regiment was ordered to occupation duty in the Dominican Republic minus three officers and fifty men left behind to form the Barracks Department for the new Marine Barracks. Congress appropriated \$250,000 to buy the 232 acres that General Barnett had selected for the Marine Barracks and the city of San Diego donated an adjacent 500 acres. The Navy Department took possession of the land on 15 June 1917.

The plans called for a large base that could accommodate 1,700 Marines. The dredging and filling necessary to make this land usable went forward during World War I. Groundbreaking for the first permanent construction occurred on 15 March 1919. Having prepared the organizational groundwork, now-Brigadier General Pendleton returned to San Diego from commanding the Marine Barracks, Parris Island, S.C. (q.v.), to activate the headquarters of the Second Advanced Base Force on 1 October 1919. Meanwhile, the Marines remained in their Balboa Park quarters.

Probably on 1 December 1921 the Marines commissioned and occupied the new post. Construction continued until 1924, when the postwar reduction in naval budgets halted the work. But General Pendleton's emphasis on a Spanish-style architecture continued to influence construction there. He had argued that the thick walls, arcades, and careful siting he was demanding from the Navy construction officers would result in a post that was both attractive and practical.

In August 1923 the Marine Corps Recruit Depot for the western half of the United States moved to the Marine Barracks from Mare Island, San Francisco. At first just another tenant activity, the recruit depot eventually crowded out almost all other activities. Reflecting its size and the tenant advanced base force units, on 1 March 1924 the Barracks was renamed Marine Corps Base, Naval Operating Base, San Diego, Calif. Shortly thereafter, his work to establish the Marines in San Diego well underway, now-Maj. Gen. Joseph H. Pendleton retired on 2 June 1924.

No major construction took place on the base, however, until 1939. The Fourth Marines returned from the Dominican Republic on 25 August 1924. In October 1926 the Marines of the Fourth were called out to mount guard over the U.S. mails after a series of robberies. The robberies stopped after the armed Marines began riding the mails and guarding strategic locations. But they were soon relieved of that duty to prepare for work in China. In the spring of 1927 the Fourth Marines were sent to China, never to return to their original home in San

Diego. Over 4,000 Marines staged through the base for this operation, leaving it short of personnel for some time thereafter.

With the withdrawal of Marines from Nicaragua in 1933 and the reorganization of the advanced base units into the new Fleet Marine Force, new life came to the base. In 1935 the headquarters of the Fleet Marine Force were transferred from Quantico, Va. (q.v.), to San Diego. Also that year the units of the Sixth and Tenth Marines stationed at San Diego with Aircraft Two were organized into the Second Brigade.

Meanwhile recruit training continued at the post. The eight-week course of 1932 was divided into basic indoctrination, practice on the rifle range, drill with the bayonet, guard duty, and various advanced subjects. Selected Marines went on to the Sea School, also on base, for specialized instruction in the duty of ships' detachments. Manpower problems were so severe that at times few of the Marines in the school could complete the four-week course before being assigned to sea duty.

Marine recruit training quickly overflowed the base. The installation could not grow physically because of the Naval Training Station, airport, city, and tidal flats that surrounded it. The base maintained a rifle range, first named the Marine Rifle Range, several miles north for recruit training. In 1942 the range was renamed Camp Calvin B. Matthews after a Marine marksman. In 1964, because of urban pressures, the range relocated to Camp Joseph H. Pendleton, and the old site became the land used for the University of California at San Diego.

In 1934 the Marines rented additional land from San Diego twelve miles northeast of the city for a machine-gun and artillery firing range. Named Camp Holcomb, the base was used extensively by Marines, with rapid expansion after the start of the war in Europe in 1939, when it was renamed Camp Elliott. Larger units than the Marine Base could accommodate trained there. The San Diego base was needed for recruit training. (The flow of this training from the base to Camp Elliott to Camp Pendleton is discussed under Camp Pendleton.)

In September 1939, the month war started in Europe, an enlargement program started on the base. Storehouses, barracks, mess facilities, medical buildings, and several schools were all added between the winter of 1939 and February 1943.

The base proved too small to conduct more than specialized advanced training in a few areas such as the Sea School, Signal School, First Sergeant's School, and the Motor Transport School. A rough division of responsibilities between the southern California installations resulted in the Marine Corps Base administering basic training to all recruits and offering some specialized training. Camp Elliott trained individual replacements for combat units, and Camp Pendleton primarily trained entire units going overseas. This distinction remained in the larger Marine Corps of the post-World War II years. The base was redesignated 1 January 1948 as the Marine Corps Recruit Depot, San Diego, and it conducted basic recruit training and a few specialized schools. Advanced individual training

for Fleet Marine Force duty and unit training were done at Camp Pendleton. The same distinction between individual and unit training marked the work of the depot between 1944 and 1947 in demobilizing World War II veterans. At the base the West Coast Reclassifications and Redistribution Center handled returning individuals, while Camp Pendleton demobilized units returning as a group.

The training work at the base diminished after the war. But it increased again after the restoration of the draft in 1948, when the number of recruits rose to about 1,500 per month.

The Korean War started on 25 June 1950. Immediately the depot had to expand from three training battalions of twenty-five platoons of seventy-five recruits each to eight battalions and reduce its training cycle from ten to eight weeks. That increase started a new wave of construction. After the Korean War recruit training again dwindled. It is periodically reorganized in reaction to tragic incidents, such as the death of a recruit either at San Diego or at Parris Island recruit depots.

In 1966 the Signal School outgrew the Recruit Depot. Lack of space combined with radio interference from the nearby municipal airport, Lindbergh Field, to force its move. Then named Communications Electronics School, it moved over several years from the depot to the Marine Corps Base, Twentynine Palms (q.v.).

There was no new construction at the depot to house the expanded recruit population of either the Korean or Vietnam Wars. Instead cantonment type tents were used. But the tents proved inadequate as housing and insufficient in number. A construction program was begun in 1967 to build new barracks for 4,500 and a new mess hall that could feed 4,000 at one time. Medical, dental, recreational, and drill facilities accompanied the construction program.

In 1971 the Marine Corps moved its Recruiters School from Parris Island to the San Diego Recruit Depot and the Parris Island Sea School was consolidated into the West Coast school in 1976. Between 1971 and 1974 a Marine Corps Human Relations course and Institute trained specialists in human relations. That function was later transferred to the Marine Corps Education Center, Quantico, Va.

Few significant construction or organizational changes have occurred at the Recruit Depot in recent years. However, it and its larger spin-off, Camp Pendleton, have vindicated the vision of General Pendleton that to be effective in the Pacific the Marine Corps needed bases in southern California.

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SAND POINT, ALASKA, NAVAL AUXILIARY AIR FACILITY, 1942-1945

Sand Point (55°20'N., 160°30'W.) is on Popof Island in the Shumagins, just off the southwest coast of the Alaskan peninsula. After the Japanese bombed Dutch Harbor (q.v.) in June 1942, the Navy believed that Sand Bay would be important as a patrol station and as a stopover point for Kodiak-Dutch Harbor seaplane traffic. Named a section base in July, Sand Point was an operating base for a squadron of Fleet Air Wing 4 and a few inshore patrols. In April 1943 it became an auxiliary air facility in the Kodiak (q.v.) subsector but was decommissioned a few months later. It continued to serve as an auxiliary aerological station until the end of the war.

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SAND POINT, SEATTLE, WASH., NAVAL AIR STATION, 1922-1970

The site selected by the Navy for a naval air station at Seattle lies on the west shore of Lake Washington, an extension of Admiralty Inlet, which leads northward to the Straits of Juan de Fuca. It is twenty miles east of Bremerton, ninety-five miles from the Canadian border, and ninety-eight miles from the Pacific Ocean.

During World War I, Seattle was visited by a group of Army aviators on a Liberty Loan drive. Forced by the lack of facilities to land on the municipal golf course, they drew the attention of the local citizenry to the need for an air station in the Pacific Northwest. In May 1917 members of the Rear Adm. J. M. Helms

Shore Establishment Board visited Sand Point and found the commissioners of King County anxious to establish an airfield in what was then a heavily wooded picnic area. On 14 June 1920, the commissioners acquired 268 acres of land and planned its development as an airfield. The Boeing Co. was also interested because it had a contract to build 200 aircraft for the Army but had no field on which to test them. Once a runway was built, Boeing could test its planes and the city of Seattle would have a municipal airport.

On 11 September 1920, the Navy Department asked the Commandant of the Thirteenth Naval District about the suitability of Sand Point for a projected Northwest Pacific air base, and a congressional committee inspected the site. With both reports being favorable, on 17 January 1921 the Washington State Legislature asked Congress to accept deed to the land, provided it be developed as a naval air station. When the appropriation bill for such a station failed in the House of Representatives, the Army took the site over and built a hangar on it. Not to be outdone, on 30 January 1922 the Chief of the Bureau of Aeronautics, Rear Adm. William A. Moffett, described for the Commandant of the Thirteenth Naval District the advantages of the Sand Point site, adding that the King County contract with the Army called for the Army to get out if the Navy wanted it. On 13 July 1922 Col. Theodore Roosevelt, as acting Secretary of the Navy, and Moffett signed a temporary lease for 268 acres at \$1 per year. On 30 December the lease was extended to ten years and Congress made an appropriation of \$800,000 to begin development of a station to be used jointly by the Army and Navy. By late spring 1923 the Navy had completed its first hangar and the Army had acquired one plane, which was used mostly by ROTC cadets from the University of Washington in Seattle. Navy pilots originally flew JN Curtiss *Jenny* training planes.

During the summer of 1924 the air squadrons of the Battle Fleet were based at Sand Point, and the facility was used by the Army pilots who on 6 April 1924 took off on their famed round-the-world flight. On 11 May 1925 the CNO authorized the establishment of a naval air reserve station that would be used by the Naval Reserve Aviation Division of Seattle and also by Army Air Reservists, but it was not until 17 November that the first Regular Navy commanding officer, Lt. John H. Campman, USN, came on board. He would serve until 14 May 1928, when he was relieved by Lt. Comdr. John Dale Price, USN, who would later fill prestigious billets at the Navy Department. After Congress finally accepted deed to the now 400 acres, on 4 March 1926, prisoners were used to clear land for a landing facility while aviation cadets were housed in what had been a chicken house, and administration proceeded from a farm building called the "White House."

On 22 November 1928 the Secretary of the Navy changed the name of Sand Point from Naval Reserve Air Station to NAS Seattle, and in 1929 the Navy announced plans to spend \$7 million to develop the station. Real development, however, was not forthcoming until the days of the New Deal, even though beginnings were made for building a hangar, barracks, a spur line from the