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COMMANDANT, ELEVENTH NAVAL DISTRICT

NAVAL OPERATING BASE
TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

CLASSIFICATION THIS CORRESPONDENCE
CHANGED TO Rest
AUTHORITY Comdt 11 Ltr ser 6/25 of 1-7-53
DATE 1-7-53

First Draft Narrative

Prepared by the Historical Section,

Naval Operating Base, Terminal Island

713046
Photo
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COMMANDANT, ELEVENTH NAVAL DISTRICT

NAVAL OPERATING BASE
TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

CLASSIFICATION THIS CORRESPONDENCE
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First Draft Narrative

Prepared by the Historical Section,

Naval Operating Base, Terminal Island

ORGANIZATION - 11TH NAVAL DISTRICT & NAVAL OPERATING BASES - SAN DIEGO & TERMINAL ISLA

LOCAL JOINT PLANNING COMMITTEE
CHIEF OF STAFF
DISTRICT PLANNING OFFICER
DISTRICT AIR OFFICER
PATROL COMMANDER
ARMY MEMBERS

GENERAL COURTS MARTIAL

COMMANDANT
ELEVENTH NAVAL DISTRICT

ASSISTANT COMMANDANT
(& ASSISTANT COMMANDANT FOR LOGISTICS)

PERSONAL AIDES

DISTRICT CIVILIAN PERSONNEL DIRECTOR
DISTRICT MEDICAL OFFICER
DISTRICT PUBLIC WORKS OFFICER
DISTRICT SUPPLY OFFICER
DISTRICT MARINE OFFICER
(COMMANDS DISTRICT MARINE DETACHMENT)
DISTRICT PATROL OFFICER
DISTRICT LEGAL OFFICER
DOMESTIC TRANSPORTATION OFFICER
DISTRICT CHAPLAIN
U.S. ARMY LIAISON OFFICER
MARINE CORPS AVIATION LIAISON OFFICER

CHIEF OF STAFF

ASST. CHIEF OF STAFF
ADMINISTRATIVE AIDES
DISTRICT HEADQUARTERS CLERICAL STAFF

DISTRICT PLANNING OFFICER
OPERATIONS OFFICER & DIST. SALVAGE OFFICER
DIRECTOR DISTRICT CRAFT (PORT SERVICES)
DISTRICT AIR OFFICER
DISTRICT PORT DIRECTOR
DISTRICT COMMUNICATIONS OFFICER
ISSUING - POSTAL - MOTION PICTURE OFFICER
DISTRICT INTELLIGENCE OFFICER
DISTRICT ORDNANCE & ENGINEER OFFICER
DISTRICT SECURITY OFFICER
DISTRICT PUBLIC RELATIONS OFFICER
DISTRICT PERSONNEL OFFICER, NAVY
DIRECTOR OF TRAINING

LOCAL DEFENSE FORCES

MILITARY CONTROL

DISTRICT COAST GUARD OFFICER
COAST GUARD FUNCTIONS
CAPTAINS OF THE PORTS

SECTION COMMANDER SAN DIEGO

NET, BOOM OPERATIONS
DETECTION DEFENSES
HARBOR ENTRANCE CONTROL POST
MILITARY PILOTAGE SECTION
CAPTAIN OF THE PORT ORGANIZATION (MILITARY CONTROL)

SECTION COMMANDER SAN PEDRO

SECTION BASE SANTA BARBARA
LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND FRONTIER FORCES
HARBOR DEFENSE SCHOOL
MINE DISPOSAL UNIT

NET, BOOM OPERATIONS
DETECTION DEFENSES
HARBOR ENTRANCE CONTROL POST
MILITARY PILOTAGE SECTION
CAPTAIN OF THE PORT ORGANIZATION (MILITARY CONTROL)
NAVAL TRAINING SCHOOL (M.E.C.P.)

COASTAL LOOKOUT & MINE WATCH ORGANIZATION

LIGHT HOUSE SERVICE
COAST GUARD BEACH PATROL
COAST GUARD LIFEBOAT STATIONS
(ADMINISTERED THROUGH DIST. COAST GUARD OFFICER)

THE SHORE ESTABLISHMENT

THE SERVICES

NAVAL TRANSPORTATION SERVICE

DISTRICT PORT DIRECTOR

PORT DIRECTOR SAN PEDRO
- PROCUREMENT
- FITTING OUT
- HYDROGRAPHIC DISTRIBUTING OFFICE
- N.T.S. & FLEET LOADING OPERATIONS
- CONVOY ROUTING ASSEMBLY AND DESPATCHING
- ADM. ARMED GUARD & COMM. PERSONNEL MATTERS
- U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
- ASST. PORT DIRECTOR FOR PETROLEUM
- COMMERCIAL & NAVAL OIL LOADING STATISTICS OFF'R.
- SHIP MOVEMENT INFORMATION CENTER

PORT DIRECTOR SAN DIEGO
- PROCUREMENT
- FITTING OUT
- N.T.S. & FLEET LOADING OPERATIONS
- ADM. ARMED GUARD & COMM. PERSONNEL MATTERS
- U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
- BRANCH HYDROGRAPHIC DISTRIBUTING OFFICE

COMMUNICATION SERVICE

DISTRICT COMMUNICATION OFFICER

- ASST. D.C.O.
- ISSUING OFFICER
  - ISSUING OFFICE SAN DIEGO
  - SUB-ISSUING OFFICE, TERMINAL ISLAND
  - BRANCH-ISSUING OFFICE N.A.S. SAN DIEGO
- POSTAL OFFICER
  - FLEET POST OFFICE SAN DIEGO
  - FLEET POST OFFICE SAN PEDRO
- A.M.S. & ARMY LIAISON
- NAVAL ZONE COMMUNICATION OFFICE LOS ANGELES
- RADIO STATIONS

COMMANDANT
NAVAL OPERATING BASE, SAN DIEGO

- NAVAL REPAIR BASE
- ADMINISTRATION & MILITARY COMMAND
- RECEIVING STATION
- BALBOA PARK EXTENSION (1)
- SCHOOLS & TRAINING COMMAND
  - FLEET SERVICE SCHOOLS
  - ARMED GUARD SCHOOL
  - FIRE FIGHTERS' SCHOOL
- NAVAL LANDING CRAFT EQUIPMENT DEPOT COMMAND
- INDUSTRIAL COMMAND
- U.S. FLEET TRAINING BASE, SAN CLEMENTE (LESS AIR FACILITIES)
- MARINE CORPS BASE SAN DIEGO
  - RIFLE RANGE, CAMP MATTHEWS
  - MOTOR TRANSPORT & SIGNAL SR., FIELD TRAINING SCH'LS PINE VALLEY
- MOTION PICTURE EXCHANGE
- NET DEPOT
- DISTRICT PUBLIC WORKS OFFICER
- DOMESTIC TRANSPORTATION OFFICE
- WAR SAVINGS BOND OFFICE
- LEGAL ASSISTANCE OFFICE (UNDER DIST. LEG. OFF.)
- NAVY SHORE PATROL, S.D.
- NAVAL SUPPLY DEPOT
  - FUEL ANNEX
  - ACCOUNTING OFFICE
  - DISBURSING OFFICE
  - COMMERCIAL TRANSPORTATION
  - COMMISSARY STORE
  - SMALL & MISC. CRAFT DISBURSING OFFICE
- NAVAL HOSPITAL, S.D.
  - HOSPITAL CORPS SCHOOL
  - NCO QUARTERS RANCHO SANTA FE
- MEDICAL STOREHOUSE
- A A TRAINING CENTER PACIFIC BEACH
- WEST COAST SOUND SCHOOL, SAN DIEGO
- RADAR OPERATORS SCHOOL

COMMANDANT
NAVAL TRAINING CENTER, SAN DIEGO

- ADMINISTRATIVE COMMAND
- RECRUIT TRAINING COMMAND
- SERVICE SCHOOL COMMAND

DIRECTOR OF TRAINING
- PHYSICAL TRAINING OFFICER
- BRANCH AT N.O.B., T.I.

DISTRICT ADMINISTRATIVE OFFICERS

- DISTRICT PERSONNEL OFFICER NAVY
  - OFFICER PERSONNEL SECTION
  - ENLISTED PERSONNEL SECTION
  - DIRECTOR OF NAVAL RESERVE
  - DIRECTOR OF WOMEN'S RESERVE
  - WELFARE & REC. OFF'R
  - SHIP'S SERVICE OFFICER
  - INSURANCE OFFICER
  - DISCIPLINE SECTION
  - CLASSIFICATION SECTION
- INDUSTRIAL MANAGER U.S.N.
  - CONVERSION & REPAIR
  - RADIO MATERIAL FACILITIES
  - PROCUREMENT SECTION
- DISTRICT CIVILIAN PERSONNEL DIRECTOR
  - ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, S.D.
  - LABOR BOARD, S.D., IIND
  - EMPLOYMENT DIVISION LIAISON WITH W.M.C., W.L.B. ETC. HOUSING
  - VOCATIONAL TRAINING
  - CLASSIFICATION SECTION
  - SELECTIVE SERVICE & REHABILITATION
- ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, LONG BEACH
  - LABOR BOARD, LONG BEACH, IIND
  - VOCATIONAL TRAINING LONG BEACH, SAN PEDRO, L.A.
  - CLASSIFICATION SECTION
- ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, L.A.

COMMANDANT
NAVAL AIR CENTER, SAN DIEGO

- NAVAL AIR STATION SAN DIEGO
- AUXILIARY AIR FACILITY SAN CLEMENTE ISLAND
- AUXILIARY AIR FACILITY SALTON SEA
- AUXILIARY AIR STATION CAMP KEARNY
- AUXILIARY AIR STATION REAN FIELD
- AUXILIARY AIR STATION (BROWN FIELD) OTAY VISTA
- COAST GUARD AIR STATION, SAN DIEGO
- AUXILIARY AIR STATION HOLTVILLE
- AUXILIARY AIR STATION LOS ALAMITOS
- AUXILIARY AIR STATION SAN NICOLAS IS. (PROPOSED)

COMMANDANT
NAVAL OPERATING BASE TERMINAL ISLAND (SAN PEDRO)

- NAVAL AIR STATION, REEVES FIELD, TERMINAL ISLAND
  - NAVAL AIR FACILITY LITCHFIELD PARK, ARIZ
- FIRE FIGHTERS' SCHOOL
- RECEIVING STATION, T.I. (SAN PEDRO)
- INSTRUCTION CENTER MER. GUN CREW
- NAVAL NET DEPOT T.I. (SAN PEDRO)
- NAVAL SUPPLY DEPOT SAN PEDRO
- NAVY FUEL ANNEX SAN PEDRO
- U.S. NAVAL DRYDOCKS T.I. (SAN PEDRO)
- NAVY SHORE PATROL

ROOSEVELT BASE TERMINAL ISLAND
- BRANCH MOTION PICTURE EXCHANGE T.I.
- SMALL CRAFT TRAINING CENTER (O.T.C. OPERATIONAL ACTIV.)
- STARK FIELD
- ALLEN CENTER (LESS OFFICERS CLUB)
- NAVAL HOSPITAL LONG BEACH
- NAVAL DISPENSARY LONG BEACH
- BRANCH DISP. SAN PEDRO
- U.S. NAVY ACCOUNTING OFFICE TERMINAL ISLAND (SAN PEDRO)
- OFFICERS' CLUB HOUSE T.I. (SAN PEDRO)
- ASSIGNMENT OF ANCHORAGES TO NAVAL VESSELS PORT SERVICE & FACILITIES

COMMANDANT
NAVAL BASE, PORT HUENEME

- ADVANCE BASE DEPOT
- ADVANCE BASE RECEIVING BARRACKS
- ARGUS ASSEMBLY & TRAINING DETACHMENT
- A A TRAINING CENTER
- ACORN ASSEMBLY TRAINING DETACHMENT (AMPHIBIOUS TRAIN. COM. ACTIVITY) (CAMP BEDILION)

COMMISSIONING DETAIL SAN DIEGO (BRANCH OF CENTRAL COM. DET., S.F.)(6)
NAVAL DETACHMENT, CAMP ELLIOTT (2)
FRONTIER BASE SAN DIEGO (4)
TARGET REPAIR BASE
LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND

-RESTRICTED-

RGANIZATION - 11TH NAVAL DISTRICT & NAVAL OPERATING BASES - SAN DIEGO & TERMINAL ISLAND

LOCAL JOINT PLANNING COMMITTEE
CHIEF OF STAFF
DISTRICT PLANNING OFFICER
DISTRICT AIR OFFICER
PATROL COMMANDER
ARMY MEMBERS

GENERAL COURTS MARTIAL

COMMANDANT
ELEVENTH NAVAL DISTRICT

ASSISTANT COMMANDANT
(& ASSISTANT COMMANDANT FOR LOGISTICS)

PERSONAL AIDES

DISTRICT CIVILIAN PERSONNEL DIRECTOR
DISTRICT MEDICAL OFFICER
DISTRICT PUBLIC WORKS OFFICER
DISTRICT SUPPLY OFFICER
DISTRICT MARINE OFFICER
(COMMANDING DISTRICT MARINE DETACHMENT)
DISTRICT PATROL OFFICER
DISTRICT LEGAL OFFICER
DOMESTIC TRANSPORTATION OFFICER
DISTRICT CHAPLAIN
U.S. ARMY LIAISON OFFICER
MARINE CORPS AVIATION LIAISON OFFICER

CHIEF OF STAFF

ASST. CHIEF OF STAFF
ADMINISTRATIVE AIDES
DISTRICT HEADQUARTERS CLERICAL STAFF

DISTRICT PLANNING OFFICER
OPERATIONS OFFICER & DIST. SALVAGE OFFICER
DIRECTOR DISTRICT CRAFT (PORT SERVICES)
DISTRICT AIR OFFICER
DISTRICT PORT DIRECTOR
DISTRICT COMMUNICATIONS OFFICER
ISSUING - POSTAL - MOTION PICTURE OFFICER
DISTRICT INTELLIGENCE OFFICER
DISTRICT ORDNANCE & ENGINEER OFFICER
DISTRICT SECURITY OFFICER
DISTRICT PUBLIC RELATIONS OFFICER
DISTRICT PERSONNEL OFFICER, NAVY
DIRECTOR OF TRAINING

LOCAL DEFENSE FORCES

MILITARY CONTROL

DISTRICT COAST GUARD OFFICER
COAST GUARD FUNCTIONS
CAPTAINS OF THE PORTS

SECTION COMMANDER SAN PEDRO

SECTION BASE SANTA BARBARA
LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND FRONTIER FORCES
HARBOR DEFENSE SCHOOL
MINE DISPOSAL UNIT

NET, BOOM OPERATIONS
DETECTION DEFENSES
HARBOR ENTRANCE CONTROL POST
MILITARY PILOTAGE SECTION
CAPTAIN OF THE PORT ORGANIZATION (MILITARY CONTROL)
NAVAL TRAINING SCHOOL (H.E.C.P.)

COASTAL LOOKOUT & MINE WATCH ORGANIZATION

LIGHT HOUSE SERVICE
COAST GUARD BEACH PATROL
COAST GUARD LIFEBOAT STATIONS
(ADMINISTERED THROUGH DIST. COAST GUARD OFFICER)

THE SHORE ESTABLISHMENT

THE SERVICES

NAVAL TRANSPORTATION SERVICE
DISTRICT PORT DIRECTOR

PORT DIRECTOR SAN PEDRO
- PROCUREMENT
- FITTING OUT
- HYDROGRAPHIC DISTRIBUTING OFFICE
- M.T.S. & FLEET LOADING OPERATIONS
- CONVOY ROUTING ASSEMBLY AND DESPATCHING
- ADM. ARMED GUARD & COMM. PERSONNEL MATTERS
- U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
- ASST. PORT DIRECTOR FOR PETROLEUM
- COMMERCIAL & NAVAL OIL LOADING STATISTICS OFF'R.
- SHIP MOVEMENT INFORMATION CENTER

PORT DIRECTOR SAN DIEGO
- PROCUREMENT
- FITTING OUT
- M.T.S. & FLEET LOADING OPERATIONS
- ADM. ARMED GUARD & COMM. PERSONNEL MATTERS
- U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
- BRANCH HYDROGRAPHIC DISTRIBUTING OFFICE

COMMUNICATION SERVICE
DISTRICT COMMUNICATION OFFICER

- ASST. D.C.O.
- ISSUING OFFICER
- ISSUING OFFICE SAN DIEGO
- SUB-ISSUING OFFICE, TERMINAL ISLAND
- BRANCH-ISSUING OFFICE N.A.S. SAN DIEGO
- POSTAL OFFICER
- FLEET POST OFFICE SAN DIEGO
- FLEET POST OFFICE SAN PEDRO
- A.M.S. & ARMY LIAISON
- NAVAL ZONE COMMUNICATION OFFICE LOS ANGELES
- RADIO STATIONS

INTELLIGENCE SERVICE
DISTRICT INTELLIGENCE OFFICER

- HEADQUARTERS ORGANIZATION
- ZONE INTELLIGENCE ORGANIZATION
- FIELD INTELLIGENCE UNITS

MANDANT
BASE, SAN DIEGO

- NAVAL SUPPLY DEPOT
- FUEL ANNEX
- ACCOUNTING OFFICE
- DISBURSING OFFICE
- COMMERCIAL TRANSPORTATION
- COMMISSARY STORE
- SMALL & MISC. CRAFT DISBURSING OFFICE
- NAVAL HOSPITAL, S.D.
- HOSPITAL CORPS SCHOOL
- BOQ OFFICERS' QUARTERS RANCHO SANTA FE
- MEDICAL STOREHOUSE
- A & A TRAINING CENTER PACIFIC BEACH
- WEST COAST SOUND SCHOOL, SAN DIEGO
- RADIO OPERATORS SCHOOL

COMMANDANT
NAVAL TRAINING CENTER, SAN DIEGO

- ADMINISTRATIVE COMMAND
- RECRUIT TRAINING COMMAND
- SERVICE SCHOOL COMMAND

DIRECTOR OF TRAINING

- PHYSICAL TRAINING OFFICER
- BRANCH AT U.S.C., L.A.

DISTRICT ADMINISTRATIVE OFFICERS

DISTRICT PERSONNEL OFFICER NAVY
- OFFICER PERSONNEL SECTION
- ENLISTED PERSONNEL SECTION
- DIRECTOR OF NAVAL RESERVE
- DIRECTOR OF WOMEN'S RESERVE
- WELFARE & REC. OFF'R
- SHIP'S SERVICE OFFICER
- INSURANCE OFFICER
- DISCIPLINE SECTION
- CLASSIFICATION SECTION

INDUSTRIAL MANAGER U.S.N.
- CONVERSION & REPAIR
- RADIO MATERIAL FACILITIES
- LEASING SECTION

DISTRICT CIVILIAN PERSONNEL DIRECTOR
- ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, S.D.
- LABOR BOARD, S.D., IND
- EMPLOYMENT DIVISION LIAISON WITH W.M.C., W.L.B. ETC. HOUSING
- VOCATIONAL TRAINING
- CLASSIFICATION SECTION
- SELECTIVE SERVICE & REHABILITATION
- ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, LONG BEACH
- LABOR BOARD, LONG BEACH, IND
- VOCATIONAL TRAINING LONG BEACH, SAN PEDRO, L.A.
- CLASSIFICATION SECTION
- ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, L.A.

COMMANDANT
NAVAL AIR CENTER, SAN DIEGO

- NAVAL AIR STATION SAN DIEGO
- AUXILIARY AIR FACILITY SAN CLEMENTE ISLAND
- AUXILIARY AIR FACILITY SALTON SEA
- AUXILIARY AIR STATION CAMP KEARNY
- AUXILIARY AIR STATION REAM FIELD
- AUXILIARY AIR STATION (BROWN FIELD) CHULA VISTA
- COAST GUARD AIR STATION, SAN DIEGO
- AUXILIARY AIR STATION HOLTVILLE
- AUXILIARY AIR STATION LOS ALAMITOS
- AUXILIARY AIR STATION SAN NICOLAS IS. (PROPOSED)

COMMANDANT
NAVAL OPERATING BASE TERMINAL ISLAND (SAN PEDRO)

- NAVAL AIR STATION, REEVES FIELD, TERMINAL ISLAND
- NAVAL AIR FACILITY LITCHFIELD PARK, ARIZ
- FIRE FIGHTERS' SCHOOL
- RECEIVING STATION, T.I. (SAN PEDRO)
- INSTRUCTION CENTER MER. GUN CREW
- NAVAL NET DEPOT T.I. (SAN PEDRO)
- NAVAL SUPPLY DEPOT SAN PEDRO
- NAVY FUEL ANNEX SAN PEDRO
- U.S. NAVAL DRYDOCKS T.I. (SAN PEDRO)
- NAVY SHORE PATROL

ROOSEVELT BASE TERMINAL ISLAND
- BRANCH MOTION PICTURE EXCHANGE T.I.
- SMALL CRAFT TRAINING CENTER (D.C.O. OPERATIONAL ACTIV.)
  - STARK FIELD
  - ALLEN CENTER (LESS OFFICERS CLUB)
- NAVAL HOSPITAL LONG BEACH
- NAVAL DISPENSARY LONG BEACH
- BRANCH DISP. SAN PEDRO
- U.S. NAVY ACCOUNTING OFFICE TERMINAL ISLAND (SAN PEDRO)
- OFFICERS' CLUB HOUSE T.I. (SAN PEDRO)
- ASSIGNMENT OF ANCHORAGES TO NAVAL VESSELS PORT SERVICE & FACILITIES TO VESSELS

COMMANDANT
NAVAL BASE, PORT HUENEME

- ADVANCE BASE DEPOT
- ADVANCE BASE RECEIVING BARRACKS
- ARGUS ASSEMBLY & TRAINING DETACHMENT
- A A TRAINING CENTER
- ACORN ASSEMBLY TRAINING DETACHMENT (AMPHIBIOUS TRAIN. COM. ACTIVITY) (CAMP BEDILION)

COMMISSIONING DETAIL SAN PEDRO (BRANCH OF CENTRAL COM. DET., S.F.)

NAVAL DETACHMENT, CAMP ELLIOTT (2)

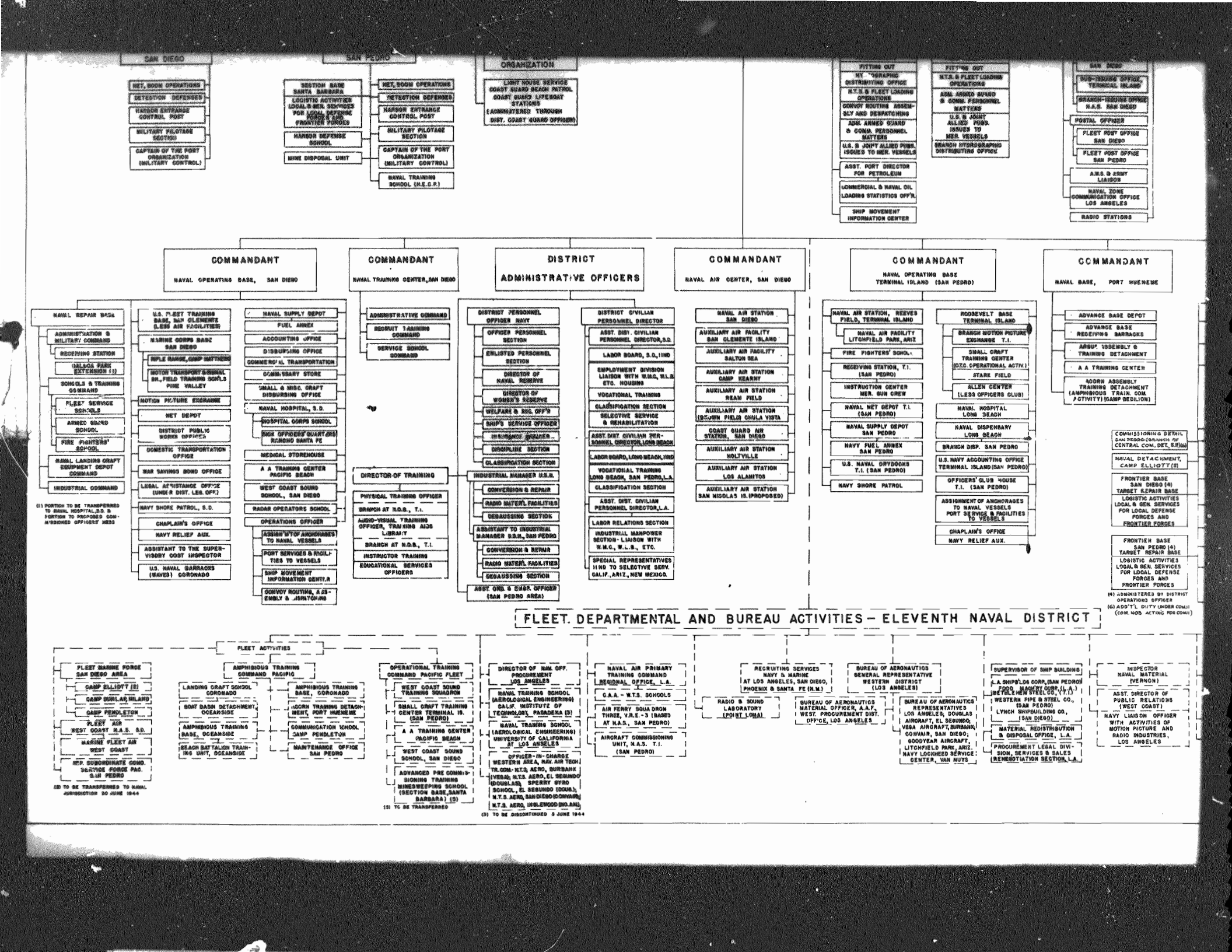
FRONTIER BASE SAN DIEGO (4) TARGET REPAIR BASE

LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND

11TH NAVAL DISTRICT ACTIVITIES IN SO. CALIF., ARIZ., NEW MEXICO AREA NOT ATTACHED TO NAVAL OPERATING BASES AT TERMINAL ISLAND (SAN PEDRO) & SAN DIEGO; NAVAL AIR CENTER, SAN DIEGO, OR NAVAL BASE, POINT HUENEME

- NAVAL TRAINING SCHOOL (INDOCTRINATION) UNIV. OF ARIZONA, TUCSON
- NAVAL TRAINING SCHOOL RADIO, LOS ANGELES
- V-12 NAVAL TRAINING UNITS:
  - CAL. TECH., PASADENA
  - OCCIDENTAL COLLEGE, L.A.
  - UNIV. OF REDLANDS, ARIZONA STATE TEACHERS' COLLEGE, FLAGSTAFF
- V-12 & N.R.O.T.C. UNITS:
  - U.S.C., U.C.L.A., U. NEW MEXICO
- NAVY SHORE PATROL, L.A.
- NAVAL HOSPITAL, CORONA
- MEDICAL STOREHOUSE SAN PEDRO
- NAVAL HOSPITAL SANTA MARGARITA RANCH, OCEANSIDE
- NAVAL CONVALESCENT HOSP. ARROWHEAD SPRINGS SAN BERNARDINO

- MARINE CORPS AIR STATION MOJAVE
- MARINE CORPS AIR STATION EL CENTRO
- MARINE CORPS AIR STATION SANTA BARBARA (DOL.ETA)
- MARINE CORPS AIR STATION EL TORO (SANTA ANA)
- MARINE CORPS AUXILIARY AIR FACILITY, CAMP GILLESPIE
- NAVAL AIR STATION L.T.A. SANTA ANA
- NAVAL AUX. AIR FACILITY (L.T.A.) LOMPOC
- NAVAL AUX. AIR FACILITY (L.T.A.) DEL MAR
- NAVY MATERIAL REGISTRATION CENTER, L.A.
- NAVY PURCHASING OFFICE, LOS ANGELES)
- NAVAL DISPENSARY (RESERVE ARMORY) L.A.


SAN DIEGO
NET, BOOM OPERATIONS
DETECTION DEFENSES
HARBOR ENTRANCE CONTROL POST
MILITARY PILOTAGE SECTION
CAPTAIN OF THE PORT ORGANIZATION (MILITARY CONTROL)
SAN PEDRO
SECTION BASE SANTA BARBARA
LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES & FRONTIER FORCES
HARBOR DEFENSE SCHOOL
MINE DISPOSAL UNIT
NET, BOOM OPERATIONS
DETECTION DEFENSES
HARBOR ENTRANCE CONTROL POST
MILITARY PILOTAGE SECTION
CAPTAIN OF THE PORT ORGANIZATION (MILITARY CONTROL)
NAVAL TRAINING SCHOOL (M.E.C.P.)
ORGANIZATION
LIGHT HOUSE SERVICE
COAST GUARD BEACH PATROL
COAST GUARD LIFEBOAT STATIONS
(ADMINISTERED THROUGH DIST. COAST GUARD OFFICER)
FITTING OUT
HY. GRAPHIC DISTRIBUTING OFFICE
M.T.S. & FLEET LOADING OPERATIONS
CONVOY ROUTING ASSEMBLY AND DISPATCHING
ADM. ARMED GUARD & COMM. PERSONNEL MATTERS
U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
ASST. PORT DIRECTOR FOR PETROLEUM
COMMERCIAL & NAVAL OIL LOADING STATISTICS OFF'R.
SHIP MOVEMENT INFORMATION CENTER
FITTING OUT
M.T.S. & FLEET LOADING OPERATIONS
ADM. ARMED GUARD & COMM. PERSONNEL MATTERS
U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
BRANCH HYDROGRAPHIC DISTRIBUTING OFFICE
SAN DIEGO
SUB-ISSUING OFFICE, TERMINAL ISLAND
BRANCH-ISSUING OFFICE N.A.S. SAN DIEGO
POSTAL OFFICER
FLEET POST OFFICE SAN DIEGO
FLEET POST OFFICE SAN PEDRO
A.M.S. & ARMY LIAISON
NAVAL ZONE COMMUNICATION OFFICE LOS ANGELES
RADIO STATIONS
COMMANDANT
NAVAL OPERATING BASE, SAN DIEGO
NAVAL REPAIR BASE
ADMINISTRATION & MILITARY COMMAND
RECEIVING STATION
BALBOA PARK EXTENSION (1)
SCHOOLS & TRAINING COMMAND
FLEET SERVICE SCHOOLS
ARMED GUARD SCHOOL
FIRE FIGHTERS' SCHOOL
NAVAL LANDING CRAFT EQUIPMENT DEPOT COMMAND
INDUSTRIAL COMMAND
(1) PORTION TO BE TRANSFERRED TO NAVAL HOSPITAL, S.D. & PORTION TO PROPOSED COMMISSIONED OFFICERS' MESS
U.S. FLEET TRAINING BASE, SAN CLEMENTE ISLAND (LESS AIR FACILITIES)
MARINE CORPS BASE SAN DIEGO
RIFLE RANGE, CAMP MATTHEWS
MOTION TRANSPORT & SIGNAL SCH., FIELD TRAINING SCH'LS PINE VALLEY
MOTION PICTURE EXCHANGE
NET DEPOT
DISTRICT PUBLIC WORKS OFFICER
DOMESTIC TRANSPORTATION OFFICE
WAR SAVINGS BOND OFFICE
LEGAL ASSISTANCE OFFICE (UNDER DIST. LEG. OFF.)
NAVY SHORE PATROL, S.D.
CHAPLAIN'S OFFICE
NAVY RELIEF AUX.
ASSISTANT TO THE SUPERVISORY CONST INSPECTOR
U.S. NAVAL BARRACKS (WAVES) CORONADO
NAVAL SUPPLY DEPOT
FUEL ANNEX
ACCOUNTING OFFICE
DISBURSING OFFICE
COMMERCIAL TRANSPORTATION
COMMISSARY STORE
SMALL & MISC. CRAFT DISBURSING OFFICE
NAVAL HOSPITAL, S.D.
HOSPITAL CORPS SCHOOL
SICK OFFICERS' QUARTERS RANCHO SANTA FE
MEDICAL STOREHOUSE
A A TRAINING CENTER PACIFIC BEACH
WEST COAST SOUND SCHOOL, SAN DIEGO
RADAR OPERATORS SCHOOL
OPERATIONS OFFICER
ASSIGNMENT OF ANCHORAGES TO NAVAL VESSELS
PORT SERVICES & FACILITIES TO VESSELS
SHIP MOVEMENT INFORMATION CENTER
CONVOY ROUTING, ASSEMBLY & DISPATCHING
COMMANDANT
NAVAL TRAINING CENTER, SAN DIEGO
ADMINISTRATIVE COMMAND
RECRUIT TRAINING COMMAND
SERVICE SCHOOL COMMAND
DIRECTOR OF TRAINING
PHYSICAL TRAINING OFFICER
BRANCH AT N.O.B., T.I.
AUDIO-VISUAL TRAINING OFFICER, TRAINING AIDS LIBRARY
BRANCH AT N.O.B., T.I.
INSTRUCTOR TRAINING
EDUCATIONAL SERVICES OFFICERS
DISTRICT
ADMINISTRATIVE OFFICERS
DISTRICT PERSONNEL OFFICER NAVY
OFFICER PERSONNEL SECTION
ENLISTED PERSONNEL SECTION
DIRECTOR OF NAVAL RESERVE
DIRECTOR OF WOMEN'S RESERVE
WELFARE & REC. OFF'R
SHIP'S SERVICE OFFICER
INSURANCE OFFICER
DISCIPLINE SECTION
CLASSIFICATION SECTION
INDUSTRIAL MANAGER U.S.N.
CONVERSION & REPAIR
RADIO MATER'L FACILITIES
DEGAUSSING SECTION
ASSISTANT TO INDUSTRIAL MANAGER U.S.N., SAN PEDRO
CONVERSION & REPAIR
RADIO MATER'L FACILITIES
DEGAUSSING SECTION
ASST. CHIEF ENGR. OFFICER (SAN PEDRO AREA)
DISTRICT CIVILIAN PERSONNEL DIRECTOR
ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, S.D.
LABOR BOARD, S.D., IIND
EMPLOYMENT DIVISION LIAISON WITH W.M.C., W.L.B. ETC. HOUSING
VOCATIONAL TRAINING
CLASSIFICATION SECTION
SELECTIVE SERVICE & REHABILITATION
ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, LONG BEACH
LABOR BOARD, LONG BEACH, IIND
VOCATIONAL TRAINING LONG BEACH, SAN PEDRO, L.A.
CLASSIFICATION SECTION
ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, L.A.
LABOR RELATIONS SECTION
INDUSTRIAL MANPOWER SECTION - LIAISON WITH W.M.C., W.L.B., ETC.
SPECIAL REPRESENTATIVES IIND TO SELECTIVE SERV. CALIF., ARIZ., NEW MEXICO.
COMMANDANT
NAVAL AIR CENTER, SAN DIEGO
NAVAL AIR STATION SAN DIEGO
AUXILIARY AIR FACILITY SAN CLEMENTE ISLAND
AUXILIARY AIR FACILITY SALTON SEA
AUXILIARY AIR STATION CAMP KEARNY
AUXILIARY AIR STATION REAM FIELD
AUXILIARY AIR STATION (BROWN FIELD) CHULA VISTA
COAST GUARD AIR STATION, SAN DIEGO
AUXILIARY AIR STATION HOLTVILLE
AUXILIARY AIR STATION LOS ALAMITOS
AUXILIARY AIR STATION SAN NICOLAS IS. (PROPOSED)
COMMANDANT
NAVAL OPERATING BASE TERMINAL ISLAND (SAN PEDRO)
NAVAL AIR STATION, REEVES FIELD, TERMINAL ISLAND
NAVAL AIR FACILITY LITCHFIELD PARK, ARIZ
FIRE FIGHTERS' SCHOOL
RECEIVING STATION, T.I. (SAN PEDRO)
INSTRUCTION CENTER MER. GUN CREW
NAVAL NET DEPOT T.I. (SAN PEDRO)
NAVAL SUPPLY DEPOT SAN PEDRO
NAVY FUEL ANNEX SAN PEDRO
U.S. NAVAL DRYDOCKS T.I. (SAN PEDRO)
NAVY SHORE PATROL
ROOSEVELT BASE TERMINAL ISLAND
BRANCH MOTION PICTURE EXCHANGE T.I.
SMALL CRAFT TRAINING CENTER (DOCG. OPERATIONAL ACTIV.)
STARK FIELD
ALLEN CENTER (LESS OFFICERS CLUB)
NAVAL HOSPITAL LONG BEACH
NAVAL DISPENSARY LONG BEACH
BRANCH DISP. SAN PEDRO
U.S. NAVY ACCOUNTING OFFICE TERMINAL ISLAND (SAN PEDRO)
OFFICERS' CLUB HOUSE T.I. (SAN PEDRO)
ASSIGNMENT OF ANCHORAGES TO NAVAL VESSELS PORT SERVICE & FACILITIES TO VESSELS
CHAPLAIN'S OFFICE
NAVY RELIEF AUX.
COMMANDANT
NAVAL BASE, PORT HUENEME
ADVANCE BASE DEPOT
ADVANCE BASE RECEIVING BARRACKS
ASSEMBLY & TRAINING DETACHMENT
A A TRAINING CENTER
ACORN ASSEMBLY TRAINING DETACHMENT (AMPHIBIOUS TRAIN. COM. ACTIVITY) (CAMP BEDILION)
COMMISSIONING DETAIL SAN PEDRO (COMMISSION FOR CENTRAL COM. DET. S.F.) (6)
NAVAL DETACHMENT, CAMP ELLIOTT (2)
FRONTIER BASE SAN DIEGO (4) TARGET REPAIR BASE
LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND FRONTIER FORCES
FRONTIER BASE SAN PEDRO (4) TARGET REPAIR BASE
LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND FRONTIER FORCES
(4) ADMINISTERED BY DISTRICT OPERATIONS OFFICER
(6) ADD'L DUTY UNDER COMM (COM. NOB ACTING FOR COMM)
FLEET, DEPARTMENTAL AND BUREAU ACTIVITIES — ELEVENTH NAVAL DISTRICT
FLEET ACTIVITIES
FLEET MARINE FORCE SAN DIEGO AREA
CAMP ELLIOTT (2)
CAMP SHIRLAR, MILAND
CAMP PENDLETON
FLEET AIR WEST COAST M.A.S. S.D.
MARINE FLEET AIR WEST COAST
REP. SUBORDINATE COMD. SERVICE FORCE PAC. S.M. PEDRO
(2) TO BE TRANSFERRED TO NAVAL JURISDICTION 30 JUNE 1944
AMPHIBIOUS TRAINING COMMAND PACIFIC
LANDING CRAFT SCHOOL CORONADO
BOAT BASIN DETACHMENT, OCEANSIDE
AMPHIBIOUS TRAINING BASE, OCEANSIDE
BEACH BATTALION TRAINING UNIT, OCEANSIDE
AMPHIBIOUS TRAINING BASE, CORONADO
ACORN TRAINING DETACHMENT, PORT HUENEME
COMMUNICATION SCHOOL CAMP PENDLETON
MAINTENANCE OFFICE SAN PEDRO
OPERATIONAL TRAINING COMMAND PACIFIC FLEET
WEST COAST SOUND TRAINING SQUADRON
SMALL CRAFT TRAINING CENTER TERMINAL IS. (SAN PEDRO)
A A TRAINING CENTER PACIFIC BEACH
WEST COAST SOUND SCHOOL, SAN DIEGO
ADVANCED PRE COMMISSIONING TRAINING MINESWEEPING SCHOOL (SECTION BASE, SANTA BARBARA) (3)
(3) TO BE TRANSFERRED
DIRECTOR OF NAV. OFF. PROCUREMENT LOS ANGELES
NAVAL TRAINING SCHOOL (AEROLOGICAL ENGINEERING) CALIF. INSTITUTE OF TECHNOLOGY, PASADENA (3)
NAVAL TRAINING SCHOOL (AEROLOGICAL ENGINEERING) UNIVERSITY OF CALIFORNIA AT LOS ANGELES
OFFICER-IN-CHARGE WESTERN AREA, NAV. AIR TECH TR. COM- N.T.S. AERO, BURBANK (VEGA); N.T.S. AERO, EL SEGUNDO (DOUGLAS), SPERRY GYRO SCHOOL, EL SEGUNDO (DOUG.); N.T.S. AERO, SAN DIEGO (CONVAIR); N.T.S. AERO, INGLEWOOD (NO. AM.)
(3) TO BE DISCONTINUED 3 JUNE 1944
NAVAL AIR PRIMARY TRAINING COMMAND REGIONAL OFFICE, L.A.
C.A.A. - W.T.S. SCHOOLS
AIR FERRY SQUADRON THREE, V.R.E.-3 (BASED AT N.A.S., SAN PEDRO)
AIRCRAFT COMMISSIONING UNIT, N.A.S. T.I. (SAN PEDRO)
RADIO & SOUND LABORATORY (POINT LOMA)
RECRUITING SERVICES NAVY & MARINE AT LOS ANGELES, SAN DIEGO, PHOENIX & SANTA FE (N.M.)
BUREAU OF AERONAUTICS MATERIAL OFFICER, A.A.F., WEST. PROCUREMENT DIST. OFFICE, LOS ANGELES
BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE WESTERN DISTRICT (LOS ANGELES)
BUREAU OF AERONAUTICS REPRESENTATIVES LOS ANGELES; DOUGLAS AIRCRAFT, EL SEGUNDO; VEGA AIRCRAFT, BURBANK; CONVAIR, SAN DIEGO; GOODYEAR AIRCRAFT, LITCHFIELD PARK, ARIZ. NAVY LOCKHEED SERVICE CENTER, VAN NUYS
SUPERVISOR OF SHIP BUILDING
L.A. SHIPBLDG CORP, (SAN PEDRO FROM MAY 1944 MOORY CORP. (L.A.)
BETHLEHEM STEEL CO., (T.I.)
WESTERN PIPE & STEEL CO., (SAN PEDRO)
LYNCH SHIPBUILDING CO., (SAN DIEGO)
MATERIAL REDISTRIBUTION & DISPOSAL OFFICE, L.A.
PROCUREMENT LEGAL DIVISION, SERVICES & SALES RENEGOTIATION SECTION, L.A.
INSPECTOR NAVAL MATERIAL (VERNON)
ASST. DIRECTOR OF PUBLIC RELATIONS (WEST COAST)
NAVY LIAISON OFFICER WITH ACTIVITIES OF MOTION PICTURE AND RADIO INDUSTRIES, LOS ANGELES

FLEET, DEPARTMENTAL AND BUREAU ACTIVITIES — ELEVENTH NAVAL DISTRICT

COMMANDANT
NAVAL TRAINING CENTER, SAN DIEGO

- ADMINISTRATIVE COMMAND
- RECRUIT TRAINING COMMAND
- SERVICE SCHOOL COMMAND
- DIRECTOR OF TRAINING
  - PHYSICAL TRAINING OFFICER
  - BRANCH AT N.O.B., T.I.
  - AUDIO-VISUAL TRAINING OFFICER, TRAINING AIDS LIBRARY
  - BRANCH AT N.O.B., T.I.
  - INSTRUCTOR TRAINING
  - EDUCATIONAL SERVICES OFFICER'S

DISTRICT
ADMINISTRATIVE OFFICERS

- DISTRICT PERSONNEL OFFICER NAVY
  - OFFICER PERSONNEL SECTION
  - ENLISTED PERSONNEL SECTION
  - DIRECTOR OF NAVAL RESERVE
  - DIRECTOR OF WOMEN'S RESERVE
  - WELFARE & REC. OFF'S
  - SHIP'S SERVICE OFFICER
  - INSURANCE OFFICER
  - DISCIPLINE SECTION
  - CLASSIFICATION SECTION
- INDUSTRIAL MANAGER U.S.N.
  - CONVERSION & REPAIR
  - RADIO MATER'L FACILITIES
  - DEGAUSSING SECTION
- ASSISTANT TO INDUSTRIAL MANAGER U.S.N., SAN PEDRO
  - CONVERSION & REPAIR
  - RADIO MATER'L FACILITIES
  - DEGAUSSING SECTION
- ASST. CMD. & ENGR. OFFICER (SAN PEDRO AREA)
- DISTRICT CIVILIAN PERSONNEL DIRECTOR
  - ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, S.D.
  - LABOR BOARD, S.D., IND
  - EMPLOYMENT DIVISION LIAISON WITH W.M.C., W.L.B. ETC. HOUSING
  - VOCATIONAL TRAINING
  - CLASSIFICATION SECTION
  - SELECTIVE SERVICE & REHABILITATION
  - ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, LONG BEACH
  - LABOR BOARD, LONG BEACH, IND
  - VOCATIONAL TRAINING LONG BEACH, SAN PEDRO, L.A.
  - CLASSIFICATION SECTION
  - ASST. DIST. CIVILIAN PERSONNEL DIRECTOR, L.A.
  - LABOR RELATIONS SECTION
  - INDUSTRIAL MANPOWER SECTION - LIAISON WITH W.M.C., W.L.B., ETC.
  - SPECIAL REPRESENTATIVES IN IND. TO SELECTIVE SERV. CALIF., ARIZ., NEW MEXICO.

COMMANDANT
NAVAL AIR CENTER, SAN DIEGO

- NAVAL AIR STATION SAN DIEGO
- AUXILIARY AIR FACILITY SAN CLEMENTE ISLAND
- AUXILIARY AIR FACILITY SALTON SEA
- AUXILIARY AIR STATION CAMP KEARNY
- AUXILIARY AIR STATION REAM FIELD
- AUXILIARY AIR STATION (BROWN FIELD) OTAY VISTA
- COAST GUARD AIR STATION, SAN DIEGO
- AUXILIARY AIR STATION HOLTVILLE
- AUXILIARY AIR STATION LOS ALAMITOS
- AUXILIARY AIR STATION SAN NICOLAS IS. (PROPOSED)

COMMANDANT
NAVAL OPERATING BASE TERMINAL ISLAND (SAN PEDRO)

- NAVAL AIR STATION, MEEVES FIELD, TERMINAL ISLAND
- NAVAL AIR FACILITY LITCHFIELD PARK, ARIZ
- FIRE FIGHTERS' SCHOOL
- RECEIVING STATION, T.I. (SAN PEDRO)
- INSTRUCTION CENTER MER. GUN CREW
- NAVAL NET DEPOT T.I. (SAN PEDRO)
- NAVAL SUPPLY DEPOT SAN PEDRO
- NAVY FUEL ANNEX SAN PEDRO
- U.S. NAVAL DRYDOCKS T.I. (SAN PEDRO)
- NAVY SHORE PATROL
- ROOSEVELT BASE TERMINAL ISLAND
  - BRANCH MOTION PICTURE EXCHANGE T.I.
  - SMALL CRAFT TRAINING CENTER (O.T.C. OPERATIONAL ACTIV.)
    - STARK FIELD
    - ALLEN CENTER (LESS OFFICERS CLUB)
- NAVAL HOSPITAL LONG BEACH
- NAVAL DISPENSARY LONG BEACH
- BRANCH DISP. SAN PEDRO
- U.S. NAVY ACCOUNTING OFFICE TERMINAL ISLAND (SAN PEDRO)
- OFFICERS' CLUB HOUSE T.I. (SAN PEDRO)
- ASSIGNMENT OF ANCHORAGES TO NAVAL VESSELS PORT SERVICE & FACILITIES TO VESSELS
- CHAPLAIN'S OFFICE
- NAVY RELIEF AUX.

COMMANDANT
NAVAL LANE, PORT HUENEME

- ADVANCE BASE DEPOT
- ADVANCE BASE RECEIVING BARRACKS
- ARGUS ASSEMBLY & TRAINING DETACHMENT
- A A TRAINING CENTER
- ACORN ASSEMBLY TRAINING DETACHMENT (AMPHIBIOUS TRAIN. COM. ACTIVITY) (CAMP BEDILION)

11TH NAVAL DISTRICT ACTIVITIES IN SO. CALIF., ARIZ., NEW MEXICO AREA NOT ATTACHED TO NAVAL OPERATING BASES AT TERMINAL ISLAND (SAN PEDRO) & SAN DIEGO; NAVAL AIR CENTER, SAN DIEGO, OR NAVAL BASE, POINT HUENEME

- NAVAL TRAINING SCHOOL (INDOCTRINATION) UNIV. OF ARIZONA, TUCSON
- NAVAL TRAINING SCHOOL RADIO, LOS ANGELES
- V-12 NAVAL TRAINING UNITS:
  - CAL. TECH., PASADENA
  - OCCIDENTAL COLLEGE, L.A.
  - UNIV. OF REDLANDS, ARIZONA STATE TEACHERS' COLLEGE, FLAGSTAFF
- V-12 & N.R.O.T.C. UNITS:
  - U.S.C., U.C.L.A., & NEW MEXICO
- NAVY SHORE PATROL, L.A.
- NAVAL HOSPITAL, CORONA
- MEDICAL STOREHOUSE SAN PEDRO
- NAVAL HOSPITAL SANTA MARGARITA RANCH, OCEANSIDE
- NAVAL CONVALESCENT HOSP. ARROWHEAD SPRINGS SAN BERNARDINO
- DISTRICT PROPERTY TRANSPORTATION OFFICE, L.A.
- SUPERVISORY COST INSPECTOR, L.A.
- AMMUNITION DEPOT FALLBROOK
- U.S. NAVAL BARRACKS
- MARINE CORPS AIR DEPOT MIRAMAR (SAN DIEGO)
- MARINE CORPS AIR STATION MOJAVE
- MARINE CORPS AIR STATION EL CENTRO
- MARINE CORPS AIR STATION SANTA BARBARA (GOLETA)
- MARINE CORPS AIR STATION EL TORO (SANTA ANA)
- MARINE CORPS AUXILIARY AIR FACILITY, CAMP GILLESPIE
- NAVAL AIR STATION L.T.A. SANTA ANA
  - NAVAL AUX. AIR FACILITY (L.T.A.) LOMPOC
  - NAVAL AUX. AIR FACILITY (L.T.A.) DEL MAR
- NAVY MATERIAL REDISTRIBUTION CENTER, L.A.
- NAVY PURCHASING OFFICE (LOS ANGELES)
- NAVAL DISPENSARY (RESERVE ARMORY) L.A.
- NAVAL ORDNANCE TEST STATION, INYOKERN
- NAVAL AIR FACILITY
- NAVY DISBURSING OFFICE, L.A.
- NAVAL AMMUNITION & NET DEPOT, SEAL BEACH

- COMMISSIONING DETAIL SAN PEDRO (BRANCH OF CENTRAL COM. DET., SF)(6)
- NAVAL DETACHMENT, CAMP ELLIOTT (2)
- FRONTIER BASE SAN DIEGO (4) TARGET REPAIR BASE
- LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND FRONTIER FORCES
- FRONTIER BASE SAN PEDRO (4) TARGET REPAIR BASE
- LOGISTIC ACTIVITIES LOCAL & GEN. SERVICES FOR LOCAL DEFENSE FORCES AND FRONTIER FORCES

(4) ADMINISTERED BY DISTRICT OPERATIONS OFFICER
(6) ADD'T'L DUTY UNDER COMJ (COM. NOB ACTING FOR COMJ)

COMMANDANT
NAVAL TRAINING CENTER, SAN DIEGO

- NAVAL SUPPLY DEPOT
- FUEL ANNEX
- ACCOUNTING OFFICE
- DISBURSING OFFICE
- COMMERCIAL TRANSPORTATION
- COMMISSARY STORE
- SMALL & MISC. CRAFT DISBURSING OFFICE
- NAVAL HOSPITAL, S.D.
  - HOSPITAL CORPS SCHOOL
  - BOX OFFICERS' QUARTERS RANCHO SANTA FE
- MEDICAL STOREHOUSE
- A A TRAINING CENTER PACIFIC BEACH
- WEST COAST SOUND SCHOOL, SAN DIEGO
- RADAR OPERATORS SCHOOL
- OPERATIONS OFFICER
  - ASSIGNMENT OF ANCHORAGES TO NAVAL VESSELS
  - PORT SERVICES & FACILITIES TO VESSELS
  - SHIP MOVEMENT INFORMATION CENTER
  - CONVOY ROUTING, ASSEMBLY & DISPATCHING
- HARBOR ENTRANCE CONTROL POST
- MILITARY PILOTAGE SECTION
- CAPTAIN OF THE PORT ORGANIZATION (MILITARY CONTROL)
- NAVAL TRAINING SCHOOL (H.E.D.P.)
- HARBOR DEFENSE SCHOOL
- MINE DISPOSAL UNIT
- (ADMINISTERED THROUGH DIST. COAST GUARD OFFICER)
- ASW AND DISPATCHING
- ADM. ARMED GUARD & COMM. PERSONNEL MATTERS
- U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
- ASST. PORT DIRECTOR FOR PETROLEUM
- COMMERCIAL & NAVAL OIL LOADING STATISTICS OFF'R.
- SHIP MOVEMENT INFORMATION CENTER
- U.S. & JOINT ALLIED PUBS. ISSUES TO MER. VESSELS
- BRANCH HYDROGRAPHIC DISTRIBUTING OFFICE
- POSTAL OFFICER
- FLEET POST OFFICE SAN DIEGO
- FLEET POST OFFICE SAN PEDRO
- A.M.S. & ARMY LIAISON
- NAVAL ZONE COMMUNICATION OFFICE LOS ANGELES
- RADIO STATIONS

FLEET ACTIVITIES

- AMPHIBIOUS TRAINING COMMAND PACIFIC
  - AMPHIBIOUS TRAINING BASE, CORONADO
  - ACORN TRAINING DETACHMENT, PORT HUENEME
  - COMMUNICATION SCHOOL CAMP PENDLETON
  - MAINTENANCE OFFICE SAN PEDRO
- OPERATIONAL TRAINING COMMAND PACIFIC FLEET (5)
  - WEST COAST SOUND TRAINING SQUADRON
  - SMALL CRAFT TRAINING CENTER TERMINAL IS. (SAN PEDRO)
  - A A TRAINING CENTER PACIFIC BEACH
  - WEST COAST SOUND SCHOOL, SAN DIEGO
  - ADVANCED PRE COMMISSIONING TRAINING MINESWEEPING SCHOOL (SECTION BASE, SANTA BARBARA) (5)

(5) TO BE TRANSFERRED

- DIRECTOR OF NAV. OFF. PROCUREMENT LOS ANGELES
- NAVAL TRAINING SCHOOL (AEROLOGICAL ENGINEERING) CALIF. INSTITUTE OF TECHNOLOGY, PASADENA (5)
- NAVAL TRAINING SCHOOL (AEROLOGICAL ENGINEERING) UNIVERSITY OF CALIFORNIA AT LOS ANGELES
- OFFICER-IN-CHARGE WESTERN AREA, NAV AIR TECH TR. COM.- N.T.S. AERO, BURBANK (VEGA); N.T.S. AERO, EL SEGUNDO (DOUGLAS), SPERRY GYRO SCHOOL, EL SEGUNDO (DOUGL.); N.T.S. AERO, SAN DIEGO (CONVAIR); N.T.S. AERO, INGLEWOOD (NO. AM.)

(5) TO BE DISCONTINUED 1 JUNE 1944

- NAVAL AIR PRIMARY TRAINING COMMAND REGIONAL OFFICE, L.A.
- C.A.A. - W.T.S. SCHOOLS
- AIR FERRY SQUADRON THREE, V.R.E - 3 (BASED AT M.A.S., SAN PEDRO)
- AIRCRAFT COMMISSIONING UNIT, N.A.S. T.I. (SAN PEDRO)
- RADIO & SOUND LABORATORY (POINT LOMA)
- RECRUITING SERVICES NAVY & MARINE AT LOS ANGELES, SAN DIEGO, PHOENIX & SANTA FE (N.M.)
- BUREAU OF AERONAUTICS MATERIAL OFFICER, A.A.F. WEST. PROCUREMENT DIST. OFFICE, LOS ANGELES
- BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE WESTERN DISTRICT (LOS ANGELES)
- BUREAU OF AERONAUTICS REPRESENTATIVES LOS ANGELES, DOUGLAS AIRCRAFT, EL SEGUNDO; VEGA AIRCRAFT, BURBANK; CONVAIR, SAN DIEGO; GOODYEAR AIRCRAFT, LITCHFIELD PARK, ARIZ.; NAVY LOCKHEED SERVICE CENTER, VAN NUYS
- SUPERVISOR OF SHIP BUILDING
  - L.A. SHIPBUILDING CORP. (SAN PEDRO)
  - TODD SHIPYARDS CORP. (L.A.)
  - BETHLEHEM STEEL CO. (T.I.)
  - WESTERN PIPE & STEEL CO. (SAN PEDRO)
  - LYNCH SHIPBUILDING CO. (SAN DIEGO)
- MATERIAL REDISTRIBUTION & DISPOSAL OFFICE, L.A.
- PROCUREMENT LEGAL DIVISION, SERVICES & SALES RENEGOTIATION SECTION, L.A.
- INSPECTOR NAVAL MATERIAL (VERNON)
- ASST. DIRECTOR OF PUBLIC RELATIONS (WEST COAST)
- NAVY LIAISON OFFICER WITH ACTIVITIES OF MOTION PICTURE AND RADIO INDUSTRIES, LOS ANGELES
- INSPECTOR OF PETROLEUM RESERVES (LOS ANGELES)
- NAVY PRICE ADJUSTMENT BOARD (LOS ANGELES BR. OF S.F. REGIONAL BOARD) (UNDER COM. 12) (AUTHORIZED)
- OFFICER-IN-CHARGE INDUSTRY COOPERATION DIVISION, L.A.
- NAVAL PHOTOGRAPHIC SERVICES DEPOT HOLLYWOOD
- MARINE CORPS DEPOT OF SUPPLIES BARSTOW, CALIF.

APPROVED - 1 MAY 1944

W. W. Friedell.
REAR ADMIRAL, U.S. NAVY
COMMANDANT

DEPARTMENT OF THE NAVY
OFFICE OF NAVAL HISTORY
WASHINGTON 25, D. C.

The general files of the Navy are the main source of naval history and their completion, arrangement, and preservation must be given continuous care. Documentation is, therefore, the basis for the compilation of the History of Naval Operations and Administration during the Second World War.

Although the documents thus lay the foundation for a complete history, the history itself cannot be written until the events it records have been correlated and seen in true perspective. In the meantime, the official documents must be linked together in order that the files may be brought into manageable form, and provision made for interpretive digests of the most significant events.

First draft narratives provide the necessary linkage, and make the source material readily available to responsible officials as well as to the historians of the future. As each first draft narrative is completed, two copies are bound, one for the originating office and one for the Office of Naval History. Those important documents which properly form part of the narratives, as being essential to their understanding, are bound separately as supplements.

E. C. KALBFUS,
Admiral, U.S.N., (Ret.),
Director of Naval History.

This copy for _____

ADDRESS REPLY TO
"COMMANDANT, U. S. NAVAL BASE"
AND REFER TO:

NB66/EN3-12/A3-1
HBR/ls

OFFICE OF THE COMMANDANT
U. S. NAVAL BASE
TERMINAL ISLAND (SAN PEDRO), CALIF.

RESTRICTED

MAR 25 1946

[redacted]

From: Lt. Comdr. H. B. Rouse, USNR, Historical Officer, U. S. Naval Base, Terminal Island and Assistant District Historical Officer, Eleventh Naval District.

To: Director of Naval History.

Via: (1) Commandant, U. S. Naval Base, Terminal Island (San Pedro), California.
(2) Commandant, Eleventh Naval District.

Subj: Administrative History of the Naval Operating Base, Terminal Island (San Pedro), California, Submission of.

Ref: (a) Office of Naval History ltr. Serial CL-162 dtd 19 February 1945.
(b) Office of Naval History ltr. Ser. CL-203 dtd 21 April 1945.
(c) Office of Naval History ltr. Ser. CL-429 dtd 10 August 1945.

1. Reference (a) discussed the considerations which were to govern the preparation of Naval History. Reference (b) presented matters related to District Administrative History. Reference (c) gave details concerning the physical form of the historical studies.

2. "The Administrative History of the Naval Operating Base, Terminal Island (San Pedro), California" is forwarded herewith. Another portion of the Administrative History of the Eleventh Naval District was completed earlier and forwarded by the District Historical Officer previous to his detachment.

3. Two copies of the text and appendices of the NOB Administrative History are submitted to the Office of Naval History. It is understood from reference (c), para. 1, that one (1) of these copies, when bound by that office, will be returned to the Commandant, U. S. Naval Base, Terminal Island.

H. B. Rouse
H. B. ROUSE

ENCL: (SC,
1. Confidential Administrative History of Naval Operating Base, Terminal Island (San Pedro), Calif. (2 copies with appendices).

Eg. 6/986
Ef-644

NB66/EN3-12/A3-1
2:Ck
Serial 038
MAR 31 1946

End-1 on Historical Officer NavBase TI Conf. ltr. NB66/EN3-12/A3-1 HBR/ls dated 25 March 1946

[redacted]

To: Director of Naval History
Via: The Commandant, Eleventh Naval District

Subj: Administrative History of the Naval Operating Base, Terminal Island (San Pedro), California - Submission of

1. Forwarded.

By direction of the Commandant:

JOHN G. CROSS
Chief of Staff
U. S. Naval Base
Terminal Island (San Pedro), Calif.

NB66/EN3-12/A3-1
BAR:Ki
Serial 066
JUN 27 1946

End-2 on Historical Officer NavBase
TI Conf. ltr. NB66/EN3-12/A3-1
HBR/ls dated 25 March 1946

[redacted]

To: Director of Naval History
Via: Commandant, Eleventh Naval District

Subj: Administrative History of the Naval Operating Base, Terminal Island (San Pedro), California; submission of.

Ref: (a) ComEleven Conf. memo. of 5 April 1946.

1. In accordance with reference (a) subject history has been revised and is resubmitted herewith.

L. J. WILTSE
Commandant, U. S. Naval Base
Terminal Island (San Pedro), Calif.

ND11/A1-3
(A7-Ge)
Serial W-1655

End--3 on Historical
Officer, NavBase, Conf.
ltr. NB66/EN3-12/A3-1
HBR/ dated 25 March 1946.

2 July 1946.

To: Director of Naval History.

Subj: Administrative History of the Naval Operating Base, Terminal Island (San Pedro), California - Submission of.

1.Forwarded.

A. M. Gray
A. M. GRAY
Chief of Staff
Eleventh Naval District

RESTRICTED

RECEIVED S-C FILES
Room 2055
Dir Nav Hist
19 JUL 1946
ROUTE TO:
File No. (SC) A12-1
Doc. No. 2
Copy No. 1 of
Reg. No. 397996

RESTRICTED

THE ADMINISTRATIVE HISTORY OF THE NAVAL OPERATING BASE, TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

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Appendix UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

Appendix material follows the chapter arrangement of the narrative.

THE ADMINISTRATIVE HISTORY OF THE NAVAL OPERATING BASE TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

PREFACE

This work is essentially an account of the origin, development, and operation of the administrative structures of the Naval Operating Base, Terminal Island. It has been prepared with attention concentrated upon the work and problems of the NOB command with due regard to the relations of that command to the Commandant, Eleventh Naval District, and to the various activities which comprised the Naval Operating Base organization. It should be clearly understood that this history does not purport to relate a completely detailed account of the internal development and technical operation of the various component activities of NOB. To do so would lead into matters far beyond the scope of such a work. A number of the NOB activities of NOB have prepared their own individual histories which in most instances will contribute to the story of the Bureau or Office to which the particular activity is responsible for technical direction.

For the most part, no attempt is made on the part of the Historical Officer to interpret the material presented. Rather, it has seemed advisable to search out the facts, to talk with persons who possess an on-the-spot knowledge of the story of NOB, and to pre-

sent that story as clearly as possible and with thorough documentation. The very nature of this history as well as the limited amount of time which it has been possible to spend in research and preparation have precluded any attempts at involved interpretation of the facts. Moreover, it has not appeared that the Historical Officer has been in a position to offer such interpretation.

Leaving such interpretation out of consideration, the material to be found in this study has its foundation on facts garnered chiefly from two sources: The NOB Central Files and the memories of persons who were associated with the activities of NOB. To as great an extent as possible all statements and discussions have been documented with references indicating the source of the information. Indeed, this history is based on official records and, where not precisely official, on written statements. The notes and references for each chapter are to be found at the end of the respective chapters. In view of the material listed in these sections of notes and references, it has not been considered necessary or advisable to provide a separate bibliography. In the truest sense of the word, the notes and references at the end of each chapter are the complete bibliography for this history. Most of this material has been found in the files of NOB Central Files Office. Some has been obtained from some of the activities of NOB or from the Eleventh Naval District Offices

in San Diego. The numbers placed above the line in parentheses throughout the text of the history refer to notes and references at the end of that particular chapter.

Of course, it will be understood that the length of the chapters is not necessarily indicative of the importance of the facts therein discussed. Often it may require more words and figures to tell about one happening than about another of equal importance.

Some explanation is necessary concerning the use of the abbreviations "ComdtNOB" and ComNOB". The first abbreviation, "ComdtNOB", is used to refer to "Commandant, Naval Operating Base"; this was the title of the commanding authority at the Naval Operating Base, Terminal Island (San Pedro), from the time the activity was established in September, 1941, until 1 June 1944. On that date the title was changed to "Commander, Naval Operating Base", for which the abbreviation "ComNOB" is used in this history. Where an abbreviation for the title of this officer is used without reference to any particular time, "ComNOB" is used as an all-inclusive term. "ComEleven" is of course used as the abbreviation for the title, "Commandant, Eleventh Naval District".

It is hoped that this history of the Naval Operating Base, Terminal Island, may serve as a useful work of reference for those officers to whom may be delegated the task of administering its successor, the U. S.

Naval Base. Also it is hoped that this history may contribute its part to the over-all account of the war-time history of the Shore Establishment of the Navy.

H. B. Rouse,
Lieutenant Commander, USNR,
Historical Officer,
U.S. Naval Base, Terminal Island.

THE ADMINISTRATIVE HISTORY OF THE NAVAL OPERATING BASE, TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

Chapter I

THE ORIGINS AND DEVELOPMENT OF THE NAVAL OPERATING BASE COMMAND

The origins of the Naval Operating Base, Terminal Island (San Pedro), California, are to be found in the establishment and development of the office of the Assistant Commandant, Eleventh Naval District, San Pedro. Before that time the various activities in the northern portion of the District, particularly those in the Los Angeles - San Pedro - Long Beach area, had been administered directly from the Headquarters Offices in San Diego. ComEleven had had no representative in this area, some one hundred miles distant from San Diego, nor had there been any coordinating officer to exercise supervisory authority over Naval activities in this portion of the District. As naval activity in the Los Angeles - Long Beach area increased and the number of individual activities grew, there was evident need for such an official. With the further increase in activity on Terminal Island as work proceeded on the construction of the installations which were at first called the Fleet Operating Base and later came to be known as the Naval Drydocks and Roosevelt Base, ComEleven had still greater need of a high ranking representative.

On 19 June 1940, Captain Richard B. Coffman, USN, assumed the duties of Assistant Commandant for the San Pedro - Los Angeles - Long Beach area.(1) It was stipulated that he would represent the Commandant, Eleventh Naval District, locally, and would co-operate with the Commander-in-Chief, U. S. Fleet, and with local authorities. When first established, the office of the Assistant Commandant remained in the quarters which housed the Branch Hydrographic Office in San Pedro of which Captain Coffman had hitherto been Officer-in-Charge.(1) At the end of July, 1940, the staff of the Assistant Commandant, in addition to that official himself, consisted of two commissioned officers and three chief petty officers. Lieutenant-Commander W. W. Feineman, USN (Ret) (Active), held the post of Executive Officer and Lieutenant-Commander C. B. White, USN (Ret) (Active), was assigned the billet of Neutrality Officer, this being still a time during which the United States maintained a neutral status in the world conflict. Beside the commissioned officers, there were a Chief Boatswain's Mate and two Chief Yeomen.(2) Toward the end of August, 1940, Lieutenant-Commander W. W. Drake, IV(S), USNR, had joined the Assistant Commandant's staff as Public Relations Officer. Lieutenant-Commander Feineman had taken on the duties of Neutrality Officer, with additional duties as

Executive Officer; while Lieutenant-Commander White had been assigned duty as Personnel Officer.(3) On 29 August, 1940, Lieutenant-Commander J. J. Gromfine, (CEC) USN, the Resident Officer-in-Charge of Contract NOy-4279, and Commander D. C. Laizure, USN (Ret), the Assistant District Material Officer, San Pedro, reported to the Assistant Commandant for duty.(4)

By 1 November 1940, the number of enlisted men on the staff of the Assistant Commandant had increased to ten; the number of commissioned officers were three in addition to Captain Coffman.(5) As of 8 November 1940, the offices of the Assistant Commandant were moved to a new location to Pier "A", at the foot of Pico Street, in Long Beach.(6) These offices later became the headquarters of ComNOB when that command was established and remained such until the Administration Building at Roosevelt Base on Terminal Island had been completed and NOB headquarters were transferred there. By December, 1940, Lieutenant Wiley B. Jones, USN (Ret) had joined the staff of the Assistant Commandant.(7) Commander C. C. Seibert (CEC), USN, reported aboard as OinC of Construction for the Fleet Operating Base on 14 February, 1941.

As the activities and interests of the Navy increased in the northern part of the Eleventh Naval District and as the war trends made it ever clearer that America's

eventual participation was very nearly inevitable, thought was being given to obtaining greater co-ordination of effort and to forming a more closely knit organization in the Los Angeles - Long Beach area. The advisability of the establishment of a Naval Operating Base in the San Pedro area had been considered earlier as a step which might be taken in the event of approaching mobilization in wartime. As early as 1931, such a possibility was considered in a memorandum from the Planning Officer of the Eleventh Naval District to the Commandant. Referring to the Naval District Manual (of 1927), this memorandum stated: (8)

> "It will be seen that the essential requirements of a naval operating base are met at San Diego and would be met at San Pedro were there sufficient activities there or were sufficient activities created there upon mobilization. A naval operating base is apparently something less than a naval base. It is concerned primarily with logistic activities ... Our war organization contemplates a Naval Operating Base at San Diego and units of the same Naval Operating Base at San Pedro... I believe that upon mobilization a naval operating base should be organized at San Pedro, under a separate commandant, to be co-equal with the Naval Operating Base at San Diego... It is recommended that comment be made to the Navy Department, requesting approval for organizing a separate naval operating base at San Pedro when the necessity arises in war time... It is recommended that since naval operating base and naval base are almost synonymous the term "Naval Operating Base" be abolished."

Apparently the above statements had been based on a study of the Naval District Manual, 1927, which discusses naval operating bases under Section X, "The Logistic Activities of the District." It appears from this discussion, that when this Manual was prepared, it was contemplated that the naval operating base would be the primary unit for logistic services in the districts. For the purposes of further reference and consideration as the development of the NOB, San Pedro, is studied, it is worthwhile to quote here what this last revision of the Naval District Manual had to state about naval operating bases: (9)

> "60. The most effective unit of logistic support is the naval base. The department in recent general orders has applied the name 'Naval Operating Base' to certain units, in recognition of the fact that they fall short of the full requirements of a base. As no unit has yet attained these requirements, and possibly none will have attained them upon mobilization, the naval operating base organization will be the unit organization of maximum effort treated of in this manual.
>
> "61. The essential requirements of an operating base are extensive protected anchorage with ready access to open waters and a considerable degree of logistic support.
>
> "62. At each important deep water port of the continental United States where a naval operating base does not now exist, but where a navy yard or station does exist together with other naval activities not now under the commandant of that yard or station, the war organization will show a consolidation of all such activities, whose location renders it feasible, under

one command. The question whether this shall be effected by creating a naval operating base, or by incorporating the outside activities into the command of the commandant of the navy yard or station will be decided upon the following basis.

"63. Naval operating bases shall be organized in cases where the essential requirements of a naval operating base are met, and where the number and situation of the outside activities, plus new activities to be created upon mobilization, are such as to indicate the desirability of organizing an operating base to facilitate the rendering of better logistic support. In other cases the outside activities will be incorporated into the command of the commandant of the navy yard or naval station.

"64. The purpose of these consolidations is twofold:

First: To reduce the number of coordinate commanders under the district commandant.

Second: To centralize local command of facilities of logistic support.

"65. Upon mobilization the demands, for naval purposes, upon the commercial shipbuilding and repair plants and terminal and supply facilities of the districts may be such as to require the use of many for naval purposes. At ports where an operating base or navy yard exists, the plan of organization of such base or yard shall provide for the use of such commercial facilities as may be required, the requirements to be determined after a study of the data furnished by the Chief of Naval Operations, as covered by paragraph 11 of this manual. At ports where no suitable existing unit can be expanded to exercise control of the use of such facilities, the district plan for mobilization will provide for the creation, organization, and operation of the necessary unit, the officer in charge of which will be responsible, preferably to the commandant of the nearest operating base, navy yard, or naval station; otherwise, to the district commandant.

The use of commercial facilities contemplated in this paragraph may be to the extent of requiring the performance of naval work, or it may go as far as commandeering for operation by the Navy."

In considering the administrative history of NOB, San Pedro, these facts should be kept in mind: that the Naval District Manual, just quoted, stipulated that the naval operating bases to be established should have as their essential purpose the furnishing of logistic services; that another purpose for establishing such bases was to be the coordination and centralization of activities and of local authority; that any use of commercial facilities by the Navy would probably be controlled by the commanding officer of such a base. The desirability and possible necessity for the centralization of <u>all</u> naval activities, both operational and logistic, in a particular locality within a naval district does not appear to have been seriously contemplated when the revised Naval District Manual was issued in 1927. Furthermore, as will be shown in the course of this history, the control of the use of the local commercial facilities did not ultimately come under the sole local authority of ComNOB, as appears to have been contemplated in the paragraphs above quoted. In studying the development of NOB, San Pedro, it is

interesting to observe that when the Navy Department came to reorganize its shore establishments in 1945 and NOB became the U. S. Naval Base, the local organization had so developed that no violent wrenchings of administrative machinery were necessary. To a very large extent the local naval operating base had developed an organization which conformed very nearly to that set forth as the basic plan for naval bases throughout the shore establishment. Little more was necessary than the repainting of a few signs and the addition of certain activities and responsibilities, some of these additions having been previously advocated.

By the spring of 1941, serious consideration was being given to the establishment of a naval operating base in the San Pedro - Long Beach area of the Eleventh Naval District. Further development of naval activities already in this area, addition of other activities, and the probable expansion of the facilities on Terminal Island then planned and under construction -- all these factors pointed toward the need for improved co-ordination of effort through the centralization of authority in an official stationed in the locality. A letter from the Chief of Naval Operations requested ComEleven's study of and recommendations concerning the proposed establishment of the Naval Operating Base, San Pedro,

which the Navy Department had under consideration.(10) In this letter it was indicated that "all naval activities in the San Pedro - Long Beach Area would be included in the proposed Naval Operating Base." Also it was contemplated that the Assistant Commandant in San Pedro would assume command of the new NOB as well as the duties then being performed as Assistant Commandant, that office being abolished. It was believed that this new organization would offer these advantages: a more co-ordinated development and administration of the activities in the area; more "direct implementation of the tasks assigned" by the (District) Commandant in connection with the old functions of the Assistant Commandant which were to be continued in the new office; that the Comdt NOB, SP, would be the local representative of the Comdt, 11ND, "in matters which in the opinion of the District Commandant could and should be decentralized to that officer."(10)

ComEleven prepared a proposed draft of a reply to CNO on which he invited the Assistant Commandant's comment. In the letter which he intended sending to CNO, ComEleven stated that the planned War Organization of the District conformed exactly with the proposal of CNO for the establishment of a Naval Operating Base at San Pedro. It was further pointed out that the shore activities in the Los Angeles - San Pedro - Long

Beach area had been placed under the Assistant Commandant and so organized as to permit the "transferential change to a War Organization with the minimum possible readjustment." It was presumed that many of the branch activities would assume major activity status in wartime. This letter (11) went on to state that:

> "3. It will always be a requirement for economy of administrative operation that some functions of the San Pedro Operating Base be maintained as branches of the San Diego activities of similar name, such as for example, the Public Works Officer, Personnel Officer, and Material Officer. While operating administratively under the Assistant Commandant, the technical details must necessarily be conducted directly between the District Public Works, the District Personnel, and the District Material Officer and the corresponding assistants at San Pedro, to obviate interposing a command channel between them which would only serve to slow down necessary action. ... ."

ComEleven was opposed to the use of the term "Commandant" for the officer in charge of the new operating base as a possible source of confusion. He suggested, in order of preference, these titles:

> "(1) Commander, Naval Operating Base, San Pedro;
>
> (2) Commanding Officer, Naval Operating Base, San Pedro;
>
> (3) Assistant Commandant, Naval Operating Base, San Pedro." (11)

The Assistant Commandant, San Pedro, did not believe that the letter which ComEleven proposed to send to CNO met the basic considerations for the operating base as set forth by that officer, in that ComEleven did not propose that all activities in the Long Beach - San Pedro area should be included under the jurisdiction of the Naval Operating Base command.(12)

ComEleven did not concur in the Assistant Commandant's proposals for an all-inclusive scope for the operating base. He pointed out that (in the Naval District Manual) operating bases "included only logistic activities, and general service activities (were) specifically excluded". He went on to say that "Operating Forces, Naval Transportation Service, Naval Communication Service, and Naval Intelligence Service, are not a part of the logistic activities and therefore cannot be assigned as subordinate functions of an Operating Base."(13) ComEleven's reply to CNO was therefore in accordance with the proposed draft which the Assistant Commandant had already seen.(14)

At the end of March, 1941, the assignment of anchorages, berths, and buoys and the arrangement for pratique and pilotage had been delegated as duties to

the Assistant Commandant by ComEleven.(15) And it would appear from ADIO Order No. 2, of 3 April 1941, that it was understood by the Assistant District Intelligence Officer that the Assistant Commandant was "directly responsible for all matters affecting the Port of Los Angeles insofar as the Navy is concerned, including liaison with certain agencies and general safety of the Port."(16)

The Commander in Chief, U. S. Pacific Fleet, approved the proposed establishment of the Naval Operating Base, San Pedro, and recommended that the title of the commanding officer be "Commander, Naval Operating Base, San Pedro." It is interesting to observe that this letter stated:(17)

> "2. It is noted that, under the War Organization, the Commander, Naval Operating Base, San Pedro, has command of shore activities only, and the Commander Section Base, San Pedro, has command, under the Commandant, Eleventh Naval District, of all defense forces at San Pedro. While this may occasion administrative difficulties, it is believed to be the correct organization.

On 25 September 1941 there was issued, by the Navy Department in Washington, General Order No. 154 concerning the designation of naval operating bases at San Pedro, California, and Key West, Florida. Paragraph 2 of this order reads as follows:(18)

> "2. The naval shore activities in the San Pedro - Long Beach area, including the following administrative

establishments, are hereby grouped together to form the Naval Operating Base, San Pedro, California:

Roosevelt Base, Terminal Island
Naval Air Station, Reeves Field, Terminal Island.
Naval Net Depot, San Pedro
Naval Hospital
Naval Dispensaries
Naval Reserve Aviation Base, Long Beach
Naval Disbursing and Transportation Officer, San Pedro."

On 9 October 1941, Captain Richard B. Coffman, USN, was directed by ComEleven to continue his duty as Assistant Commandant, Eleventh Naval District, in the Los Angeles - Long Beach area. In addition to this duty, Captain Coffman was assigned and ordered to report to ComEleven for duty as "Commanding Officer of the Naval Operating Base, San Pedro, California, as established by General Order No. 154 ..." (19) In a letter dated 10 October 1941, it was requested that the title of the head of the Naval Operating Base be established and promulgated and that BuNav orders be issued to that officer. (20) In this connection it was recommended that some title other than "Commandant" be chosen so as to avoid the possible confusion that might arise from the use of this title both by the commanding officer of the operating base and of the naval district. This letter accompanied a proposed revision of the "Manual of the Eleventh Naval District, 1941", covering the duties of the "Commander Naval

Operating Base, San Pedro, and the duties of the Assistant Commandant for the Los Angeles - Long Beach - San Pedro area." In this connection, it was stated that:[20]

> "... While it is intended that for the present both offices will be filled by Captain Coffman, it is pointed out that the duties of the Assistant Commandant are more in the nature of those of a representative of the Commandant (11ND) for that area as differing from the "Commander", Naval Operating Base, San Pedro. The Commandant finds it necessary to have a senior officer in that area to represent him in matters which arise from time to time and are not included in the restrictive duties of the "Commander", Naval Operating Base, San Pedro, as outlined in General Order No. 154."

The letter of ComEleven, just discussed, brought swift action. A message from the Chief of the Bureau of Navigation to Captain Richard B. Coffman, dated 14 October 1941, detached him from duty as Assistant Commandant, Eleventh Naval District, Long Beach, and ordered him to report to ComEleven as Commandant, Naval Operating Base, San Pedro, with additional duty as Commanding Officer, Roosevelt Base, Terminal Island.[22] It is to be observed that the endorsement of CNO on ComEleven's letter of 10 October 1941 had requested BuNav to assign an officer as Commandant, NOB, San Pedro with additional duty as Commandant, Roosevelt Base, Terminal Island, thus eliminating the term "Assistant Commandant" so far as San Pedro was concerned.[22] But the term "Commandant",

which it had been hoped might be avoided so far as the head of the Operating Base in San Pedro was concerned, was that chosen and designated as the title for that officer.

Eleventh Naval District Circular Letter No. 89-41 announced the formation of the new Naval Operating Base, San Pedro, as an administrative entity.(23) It is interesting to note that, in addition to being responsible for certain specified activities already commissioned and in operation in the northern part of the district or under construction, Comdt NOB, San Pedro, was assigned the duties of handling the shore patrol, the operating facilities of the port (San Pedro - Long Beach), and miscellaneous harbor services. Furthermore, he was to represent ComEleven in such matters as that officer might designate from time to time -- but not in all matters in the northern part of the Eleventh Naval District, without restriction. Officers in charge of district branch offices and services in the San Pedro - Long Beach area were still to work directly with the headquarters offices in San Diego, though they were enjoined to keep Comdt NOB, San Pedro, advised "as to matters which may affect the activities of the Naval Operating Base, or require co-ordination of facilities between activities."(23)

Captain Coffman's letter announcing his assumption of command was addressed to the following officers: Commanding Officer, Naval Air Station, Terminal Island; Commanding Officer, Naval Reserve Aviation Base, Long Beach; Officer in Charge of Construction, Roosevelt Base, Terminal Island; Medical Officer in Command, Naval Dispensary, Long Beach; Officer in Charge, Navy Disbursing and Transportation Office, San Pedro; Officer in Charge, Nets, San Pedro.(24) Some comment may be pertinent on these addressees which were the first components of the Naval Operating Base, Terminal Island. Naval Reserve Aviation Base, Long Beach, was the activity which later became NRAB, Los Alamitos, upon completion of the new installations. At the time of the assumption of command by Captain Coffman in October, 1941, the Long Beach Naval Hospital was projected but not yet constructed. The head of the Dispensary in San Pedro is not included as an addressee in view of the fact that the San Pedro dispensary was a branch of the Long Beach organization and under the same Medical Officer in Command. The Navy Disbursing and Transportation Office in San Pedro was what its name implied: an office which paid personnel and which handled the procurement of transportation. It was not a supply organization though the Naval

Supply Depot in San Pedro ultimately grew out of it. At this time there was no separate supply activity in this area.

ComEleven orders were issued to nine officers in this area detaching them from the office of the Assistant Commandant, Eleventh Naval District, and ordering them to report to the Commandant, Naval Operating Base, San Pedro, for duty.(25) As will be understood, this change of duty was really only a paper change since these officers were already working under Captain Coffman, who was now Comdt NOB. Lieutenant Jack W. Hardy also received similar orders but was given additional duty in the office of the Administrator of Export Control, Los Angeles.(26) Lieutenant Commander Karl E. Hintze, USN (Ret), was ordered to report to Comdt NOB as Officer in Charge of the Los Angeles Branch of the Office of the Administrator of Export Control.(27) Lieutenant (jg) Clyde W. Jones, CV-(S), USNR, was assigned duties as Communication Officer and Radio Material Officer of the Naval Operating Base; NOB activities were notified that Lieutenant (jg) Jones would also serve in these capacities for "all other activities in this area" for the co-ordination of communication functions.(28) Apparently there was need at this time that an additional dental officer be assigned to this area, according to Comdt NOB's endorsement of such a request.(29)

Comdt NOB requested that ComEleven revoke the orders of Lieutenant Commander C. G. DeSwarte (CEC), who was in charge of construction at the new naval hospital in Long Beach, and of Lieutenant Commander W. M. Overshiner (CEC), Public Works Officer at the Naval Air Station, and reissue them orders attaching them to the staff of Comdt NOB, San Pedro, for duty. Captain E. C. Seibert (CEC), USN, OinC of Contract NOy-4279, and officers assisting him had already received BuPers orders reattaching them to Comdt NOB, San Pedro.(30) The arrangements, as requested, appear to have been made.(31)

As of 25 November 1941, there appear to have been twenty-five officers attached to the office of Comdt NOB, San Pedro, in addition to Captain Coffman himself.(32) Negotiations were underway for the formation of a nucleus civilian staff of seven civil service employees and for the setting up of expense funds under the appropriations "Miscellaneous Expenses", "Miscellaneous, Yards and Docks", and "BuShips". It was suggested that the employment of a civilian chief clerk would be advisable in that it would be possible for a suitable appointee to hold the position over a much longer period than would be likely were naval personnel used for this position. Comdt NOB would thus benefit by having the services of a person with the continuous knowledge and experience of the functions of the Base resulting from long tenure.(33)

At the end of December, 1941, Commander L. P. Wessell, USN, was assigned to duty as Executive Officer of the Naval Operating Base, San Pedro.(34) When Commander Wessell was assigned to duty as Officer in Charge of Security, Terminal Island, on 25 March 1942, Lieutenant Commander Wiley B. Jones, USN (Ret), relieved him in the duty of Executive Officer.(35) By June, 1942, the Receiving Station, Terminal Island, and the Advance Base Depot at Port Hueneme, California, had been added to those activities under Comdt NOB, San Pedro.(36)

In a letter to CincPac and to ComEleven, dated 5 December 1941, CNO had stated:(37)

> "The Chief of Naval Operations concurs in the opinion of the Commander-in-Chief, U. S. Pacific Fleet, that so long as the Fleet bases in the Hawaiian area, the activities of the Eleventh Naval District, even those related to the Pacific Fleet, should be under the administration of the Commandant of that District."

This letter also contained notice of changes of cognizance and administration for a number of Fleet activities in the Eleventh Naval District. Among these arrangements, the Eleventh Naval District was to: "provide all target services in the San Pedro - San Diego area; provide all harbor services within the District." Under this new set-up, ComEleven, and Comdt NOB, SP, under him, came to have greatly

increased responsibilities for the naval activities which previously had come under Fleet cognizance.

In considering the history of any naval shore establishment, it must, of course, never be forgotten that the primary purpose for which all shore activities of the Navy exist is that of service to the Forces Afloat. Despite many matters in connection with NOB development which may appear to have been far afield from this primary purpose, essentially the story of this great Base is the story of the development of an organization which might better serve the Fleet and its adjuncts and hasten the coming of victory. As of 14 April 1942, there were these services and facilities available for Naval vessels in the Long Beach - San Pedro area: (38)

"(a) Naval Disbursing and Transportation Office, San Pedro;
Fresh Provisions, stores, and commercial transportation.
(b) Target Repair Base;
Pilotage, Fuel and fresh water,
(c) Assistant to the Industrial Manager, 11ND;
Repairs, alterations and ordnance.
(d) Branch Issuing Office;
Secret and Confidential Publications;
(e) Branch Hydrographic Office;
Latest Hydrographic information.
(f) The Port Director (NTS) San Pedro;
Routing Instructions and gate clearance.

In June 1942, ComEleven made it clear in a letter to the Commandants of the Naval Operating Bases at San

Pedro and San Diego that it should be the duty of those officers to act as co-ordinating agents in seeing that task forces and ships were provided with necessary logistic requirements, berths, and other services. Conferences of subordinate officials could be called by the commandants when necessary.(39)

On 25 June 1942, Captain S. F. Heim, USN, relieved Captain R. B. Coffman, USN, of duty as Commandant, Naval Operating Base, San Pedro, and as Commanding Officer of Roosevelt Base, Terminal Island, with additional duty as District Port Director, Eleventh Naval District.(40) NCB headquarters continued to be located on Pier "A" in Long Beach until the completion and commissioning of Roosevelt Base on Terminal Island on 1 September 1942 by which time the offices of Comdt NOB, San Pedro had been moved to the new Administration Building there.

Before Captain Coffman had been relieved as Comdt, NOB, he had submitted to ComEleven a proposal for the organization and operation of NOB and of Roosevelt Base.(41) This scheme followed fairly closely the District organization and requested thirty-four officers, including four captains, and fifty-four enlisted men for the administration of NOB and twenty-eight officers and two hundred and fourteen enlisted men for Roosevelt Base. On 29 June 1942, after the change of command had occurred at NOB, San Pedro, a

brief endorsement accompanied the returned proposal; this note said:[42]

> "The recommendations submitted in the basic letter are returned herewith for reconsideration, as it appears that the personnel request is excessive and in some cases unnecessary. In the event that the present Commandant desires to submit recommendations on this subject, they will be given consideration by the Commandant."

There was no immediate resubmission of proposals for an augmented NOB-Roosevelt Base organization.

Letters of 11 August 1942 requested the promotion of Lieutenant George E. Kenyon, USN (Ret), Planning Officer, to Lieutenant-Commander and of Lieutenant-Commander Wiley B. Jones, USN (Ret), Executive Officer, to Commander. Both of these promotions were desired because of the increased responsibilities of these officers in connection with the growth of NOB functions. Furthermore, the Executive Officer of Comdt NOB needed the added rank to facilitate his handling of his duties which brought him into daily contact with many high ranking officers, both of the Navy and of other services, and with civilian officials.[43]

On 4 September 1942, Comdt NOB, requested that Lieutenant Commander Jones be detailed as Chief of Staff to Comdt NOB, so that another officer might be detailed to duty as executive aide to the Command-

ing Officer of Roosevelt Base.(44) Before the commissioning of Roosevelt Base, the Executive Officer of NOB had handled such duties for Roosevelt Base also. Now the dual billet made too heavy a load for one Officer and it was desired to separate the two functions and to provide a Chief of Staff for NOB so that there would be no conflict as to authority. This request was forwarded by ComEleven with an endorsement recommending approval.(45) The Chief of the Bureau of Personnel replied to this request that, in view of this officer's recent promotion (in February, 1942), it was not intended to advance him further at that time. However, it was stated that if Comdt NOB wished a commander as executive officer an effort would be made to find one for him.(46) This reply resulted in a personal letter from Comdt NOB to the Chief of Naval Personnel repeating the request that Lieutenant-Commandat Jones be promoted to commander and asking that he be ordered to Comdt NOB as Chief of Staff.(47) Bureau of Personnel orders of 1 October 1942 directed Lieutenant Commander Jones to report to Comdt NOB as Chief of Staff;(48) meanwhile, his appointment to Commander had been issued, dated 25 September 1942, but did not reach him until 10 October 1942. Lieutenant-Commander Fred Welden, USN (Ret), was assigned to duty as "Executive of the Base" at Roosevelt Base.(49)

Comdt NOB and his headquarters staff had moved into their new quarters in the Administration Building at Roosevelt Base on 30 August 1942,(50) shortly before the commissioning of Roosevelt Base on 1 September 1942.

The question of the correct designation of the Naval Operating Base and of the various activities comprising it is discussed at greater length in a section devoted to this problem in another chapter of this history. However, it is pertinent to note that little more than a year after the formation of the Naval Operating Base as an administrative unit this problem of correct and accurate designation had become an annoying one. It appears that, in this and certain subsequent matters, some officials in the Navy Department in Washington were not always sufficiently well informed in the very considerable developments on Terminal Island and elsewhere in this area to prevent their being led into some rather strange misconceptions. Basis for this statement should be clear in the case of the designation of Roosevelt Base and of the Drydocks which came up in 1943. However, in the fall of 1942, the question of correct designation for the Terminal Island facilities arose. In a letter to the Secretary of the Navy, Comdt NOB requested that the matter be clarified and

information disseminated to the service.(51) In this letter Comdt NOB assumed that the term "Naval Operating Base, San Pedro", as used in General Order No. 154 of 25 September 1941, supplanted the term "Roosevelt Base", as used in SecNav letter A6-4(13) NA26 (410217) of 19 March 1941, and that it was indicated that "Roosevelt Base" was a term now intended to refer to a specific activity rather than to a group of activities. Despite this request and explanation on the part of Comdt NOB, there appears to have been no immediate action taken by the Navy Department. A letter to BuPers, dated 22 January 1943, tells of mail coming addressed to an officer as being at "Naval Air Station, Roosevelt Base, Terminal Island, California." Comdt NOB pointed out that the only relationship between the Air Station and Roosevelt Base was that both were activities belonging to the NOB group.(52) He went on to say that:

> "According to General Order No. 154 of September 25, 1941, the 'Naval Air Station, Reeves Field, Terminal Island," is not a part of Roosevelt Base. These activities are confuses generally throughout the Navy Department. An effort was made to clarify the designations and addresses by a letter requesting dissemination of the correct information, but to date there had been no response."

On 29 January 1943, Comdt NOB addressed a memorandum to the acting Commandant of the Eleventh Naval District,(53) accompanied by a chart of a pro-

posed reorganization of the activities and functions under Comdt NOB.(54)(55)

The proposed organization for the Commandant, Naval Operating Base, San Pedro, would have given that officer operational control of local defense activities in the Long Beach - San Pedro area in the capacity of Section Commander; such activities were then -- and continued to be -- controlled from San Diego.

ComEleven replied to these proposals with a letter, dated 8 March 1943, in which he did not concur in the proposals, stating in part as follows:(55)

> "2. The Local Defense Forces are a task operating force for the entire coverage of the coast line and the off-shore areas of the Eleventh Naval District. As a part of their functions it is necessary that they maintain minor logistic bases ashore and conduct the operations necessary for the control of the entrance to and egress from the port. In San Diego the operations of the Local Defense Forces are not a part of the Naval Operating Base no (sic) more than they are a part of the Naval Operating Base in San Pedro. An essential element for the successful operation of the Local Defense Forces is a central control under the immediate command of the Patrol Commander where all the elements of information are centralized and from which all operating orders emanate. To divide such organization into geographical components placed under immediate seniors in that area would invalidate much of the usefulness and effectiveness of the Local Defense Forces.

From time to time during the development of Comdt NOB's command and the growth of the various

activities under his control, there was a tendency on the part of some of the heads of activities to by-pass local authority. In matters of a purely technical nature bureaus and offices of the Navy Department might be dealt with directly. Otherwise, the heads of local activities were expected to direct their correspondence through the proper channels. From time to time Comdt NOB's interest in and authority over the activities under his command appears not to have been wholly comprehended. An instance of such by-passing occurred in March, 1943, when the new Commanding Officer of the U. S. Naval Drydocks, then nearing completion, wrote directly to the Vice-Chief of Naval Operations and not through Comdt NOB nor ComEleven concerning rearrangement of buildings and facilities at the Drydocks. ComEleven pointed out that the matters discussed in this letter were not of a technical nature and that they concerned other activities within the Naval Operating Base; he directed that all future correspondence of this nature should be forwarded via Comdt NOB and ComEleven.(57)

Another growing pain in the development of the Naval Operating Base, San Pedro, and of its somewhat complicated command relationships occurred in the spring of 1943. A letter of the Secretary of the Navy, dated 22 March 1943,(58) stated:

"The ship repair and drydock facilities located on Terminal Island, California, are hereby established as a fleet repair yard and designated 'U.S. Naval Drydocks, Roosevelt Base, Terminal Island (San Pedro), California,' as an activity of the Eleventh Naval District.

"It is to be noted that with the establishment of the U.S. Naval Drydocks...the major facilities formerly comprising Roosevelt Base are absorbed in this new activity, and therefore Roosevelt Base as such is encompassed in this Command."

It hardly need be said that this letter created consternation at NOB Headquarters. Such an arrangement would have tended to wreck NOB organization and would have created many untenable situations. Comdt NOB wrote a letter to the Secretary of the Navy to which ComEleven added an endorsement; in this letter both officers pointed out that this new arrangement would create an anomalous situation wherein an industrial activity controlled a military activity (Roosevelt Base). Furthermore, it was pointed out that Roosevelt Base was an activity under Comdt NOB, but the Drydocks, according to the Secretary of the Navy's arrangement, was to come directly under ComEleven. It was presumed that paragraph 2 of SecNav's letter had been drafted from an improper premise and it was requested that the two activities (Roosevelt Base and the Drydocks) retain their respective identities. ComEleven also pointed out that the effect of the letter of the Secretary of the Navy would be to turn practically all

of Terminal Island over to the U. S. Naval Drydocks which it was not believed was intended. The Commanding Officer of the Drydocks also believed that his command was not intended to include the recreational and training facilities of Roosevelt Base.(60)

A letter of the Vice Chief of Naval Operations, dated 8 April 1943,(61) indicated the status of the Naval Drydocks should be that of an activity of the Naval Operating Base, Terminal Island. ComEleven stated, in a letter of 17 April 1943,(62) that this was the policy by which the Commandant would be governed; namely, of military, but not administrative control. An AlNav of 14 June 1943(63) cancelled the previous AlNav and indicated that the Drydocks were not a part of Roosevelt Base, nor did they include any part of Roosevelt Base. Furthermore, ComEleven made it very clear, in a letter of 18 June 1943, that while the Commanding Officer of the Drydocks had "full authority and responsibility" over the Drydocks command in so far as personnel facilities and equipment were concerned, the Commandant, Naval Operating Base, possessed general military control over the Drydocks; it was to be understood that the Drydocks command would bear the same relationship to the Commandant, Naval Operating Base, as did such other activities of the NOB as Roosevelt Base, the Receiving Station, or (at that time) the Naval Air Station.(64)

As of 8 May 1943, according to an AlNav from the Secretary of the Navy, a "Chief of Staff" would thereafter be allowed and designated only in a command normally commanded by a rear admiral or above. In commands having as their commanding officers a commodore or below, the senior line officer attached to the staff might be designated as "Chief Staff Officer."(65) This directive of course led to the redesignating of the billet then held by Commander (later Captain) W. B. Jones, who thereafter became Chief Staff Officer to Comdt NOB.

In August 1943, the responsibilities of Comdt NOB and the work of his staff were greatly increased when he was assigned by ComEleven as that official's representative to accept and commission all Destroyer Escorts and Patrol Frigates built in the San Pedro - Long Beach area. The greatest burden of this work fell upon Comdt NOB's Operations Officer who acted as the coordinating officer in all matters pertaining to these vessels.(66) A further account of these activities is given in the following chapter in the section devoted to the Operations Officer.

By November 1943, the scope of the Naval Operating Base, Terminal Island activity had grown to the extent that Comdt NOB was now the administrative head of some twenty activities which were grouped to form the Naval

Operating Base. In his letter to the Chief of Naval Personnel, dated 13 November 1943, Comdt NOB, indicated that since the last Staff complement of officers had been approved on 14 January 1943, the work load had increased tremendously, new departments had been added and new administrative details appeared. A revision of the allowed officer complement was requested though it was stated that no additional officers would be requested for the time being. It was also pointed out that additional rank seemed to be advisable for the Commandant, Naval Operating Base, in view of the fact that there were then eleven officers of the rank of captain serving in NOB activities in addition to Comdt NOB. It was further pointed out that in view of the local naval authority's relationship to his own activities and to a local metropolitan area of some three million and in view of the tremendous importance of this northern area of the District to the war effort, flag rank for the Commandant, Naval Operating Base seemed to be in the order of the fitness of things.(67) ComEleven also recommended a revision of the officer complement of the Base. Such a revision was provided by BuPers in January, 1944; according to this revised complement the Naval Operating Base should be allowed a rear admiral for Commandant and a captain for Chief of Staff.(68) In February, 1944, Comdt NOB, recommended the promotion of

Commander W. B. Jones to captain.(69) He pointed out that this additional rank was warranted in view of the fact that there were at that time fourteen captains serving in NOB activities and that Commander Jones was then the junior of the four commanders serving on the NOB staff -- patently and untenable situation which should be corrected in the interests of facilitating the local administration. This urgent need for more rank for the key officers on Comdt NOB's staff was stressed in a personal letter from Comdt NOB to the Chief of the Bureau of Personnel in May 1944. In this letter Comdt NOB again indicated the necessity of additional rank for his Chief Staff Officer, Commander Jones, as well as for his Administrative Assistant, Lieutenant Commander G. L. Dickson. More high-ranking officers were coming into the area in connection with the APA-AKA training and commissioning program. Most of the responsibility and work for this program was falling on Comdt NOB and his staff. That staff unfortunately lacked the rank properly comparable with that of those officers with whom they had to do business. Naturally this resulted in embarrassing circumstances and hindered the progress of work. It was further pointed out that nothing more was being requested than had been allowed by the Bureau of Personnel allowance in the last revised complement and what the Manpower

Survey Board had recommended.(70) This matter of increased rank was again pressed in June, 1944. ComNOB urged the promotion of Commander Jones and Lieutenant Commander Dickson to captain and commander, respectively; this letter was forwarded with a concurring endorsement by ComEleven.(71) ComNOB was promoted to commodore on 8 September 1944, and his Chief Staff Officer became captain on 23 October 1944.

On 21 June 1944, NOB Circular Letter No. 16-44 announced that the title of "Commandant, Naval Operating Base, Terminal Island," was changed to "Commander, Naval Operating Base, Terminal Island (San Pedro), California."(72) At this time the activities coming under ComNOB's command or cognizance amounted to nineteen.(73)

In a memorandum of changes to be made to the Manual of the Eleventh Naval District, dated 21 August 1944, seventeen naval shore activities are listed as forming the Naval Operating Base, Terminal Island. In addition to these "activities" there were a number of functions or offices located in the San Pedro - Long Beach area which were under ComNOB's cognizance and which brought the total to twenty-four. ComNOB's relation to these activities was analogous to that of a division commander afloat to the ships of his division. In addition to his administrative and military authority and responsibility for these activities, ComNOB was still District Port Director and was

responsible for the Shore Patrol from San Pedro to Laguna Beach. Through his Operations Officer, ComNOB administered the operating facilities of the port which included the assignment of berths and anchorages, pratique, Federal and miscellaneous harbor services to vessels of the Navy at San Pedro and Long Beach. He continued to be designated as the local Naval authority to represent ComEleven in such matters as required coordination in the northern part of the District. It is particularly pertinent to observe that there were numerous activities located in the Los Angeles - Long Beach area which were branches of the District offices in San Diego and which did not come under ComNOB's cognizance. Officers in charge of these branches continued to conduct the affairs of their offices directly with the heads of such units in San Diego. However, they were advised to keep ComNOB advised of all matters which might in any way affect the activities of the Naval Operating Base or which might require the coordination of facilities between activities. In addition to all these duties and responsibilities, ComNOB represented ComEleven in accepting and placing in service or in commission all vessels built, converted, or delivered to the Navy in the Los Angeles - Long Beach - San Pedro area.

Early in 1944 the District Manpower Survey Committee, with Captain Leonard Kaplan, USN, as Senior

Member, had made a survey of all Naval Operating Base offices, functions and activities. In its study of the office of the Commandant, NOB, this committee had found no evidence of the hoarding of manpower; indeed, quite the opposite appeared to be the case. They had found an urgent need for one commander to be assigned as assistant chief of staff (assistant chief staff officer) and had thus recommended. In the light of the administrative difficulties encountered by ComNOB in 1944, as already related, it is interesting to observe what this committee recommended concerning possible changes in the organization of the northern part of the Eleventh Naval District:(74)

> "After five weeks survey of the Long Beach - Terminal Island - San Pedro Area naval activities the Board believes the interests of efficient administration will be served by setting up a new Naval District to include these and other establishments in surrounding territory, under a Commandant of flag rank with headquarters at Terminal Island. Elevation of the office of Commandant to flag rank but still subordinate to ComEleven at San Diego will, it is believed, provide only a partial solution to problems of organization now existing. The Board has consistently recommended consolidation of facilities wherever duplication has been found ... But NOB appears to have grown so much that centralization of the administrative command in one District Headquarters Staff at San Diego now appears to defeat its purpose. The Board believes any possible duplication resulting from a new district staff

> at Terminal Island to be justified by getting administration closer to activities, rather than having ComNOB hampered by the Eleventh Naval District in San Diego, one hundred and thirty miles away."

In making these recommendations the Board indicated that they realized that other reasons might militate against the creation of a new district. In his comments on the Board's report, ComNOB deferred to ComEleven any comment on the Board's recommendations concerning a new district. However, ComNOB did state that he was cognizant that Staff and Headquarters Departments were undermanned, but that he had intentionally deferred requesting additional personnel pending the report of the Survey Board. Moreover, it had been the policy of this command to give up officers and men to the offensive effort and this policy had consistently kept headquarters departments short of personnel. It was stated that steps would be taken immediately to request personnel to meet the growing need in all departments.

ComEleven in a letter to the Senior Member of the District Manpower Survey Committee dissented in that body's recommendation that a new Naval District be established in the Long Beach - San Pedro Area. ComEleven disagreed on the grounds of unnecessary duplication of personnel and the need for correlation

of San Diego activities with those in the Long Beach - San Pedro Area such as the Industrial Manager with assignments of ship conversion and repair, Naval Hospitals, Intelligence, liaison with Army commands in the entire area, Naval and Marine Corps air stations, and Fleet and Bureau activities. ComEleven said that the Naval Operating Base, Terminal Island, served its function admirably as it was then set up.(75)

Early in November, 1944, ComNOB submitted to CNO, via ComEleven, a list to be included in a revision of General Order No. 154 as of those activities which were properly a part of Naval Operating Base, Terminal Island.(76) This list included twenty activities in the local area. In his forwarding endorsement to this list, ComEleven submitted a list of fifteen activities which he recommended as properly being activities under ComNOB, Terminal Island.(77) In his comments accompanying this list, ComEleven suggested that perhaps the Naval Net Depot at Terminal Island might be excluded in view of the fact that it would be decommissioned when the activity was transferred to the new location at Seal Beach. He had not included the Small Craft Training Center which, though it used the facilities of Roosevelt Base, was a functional operation under COTCPac. ComEleven considered the Motion Picture Exchange on Terminal Island a branch of the San Diego

Exchange, hence a District function, and therefore did not recommend that it be included as a part of the Naval Operating Base. Nor was the Commissioning Detail, San Pedro Branch, recommended for such inclusion; this was a branch of the Centre[illegible] Commissioning Detail, San Francisco, and was considered to be under the Commandant, Eleventh Naval District, "as an activity distinct from the Operating Base". It was pointed out, however, that Comdt NOB was representing ComEleven in this area for commissioning matters. The Shore Patrol was viewed by ComEleven as "a task assignment rather than a facility," and hence was omitted.

It appears significant that when the reorganization of Navy yards and naval operating bases came about in 1945, the development of the Naval Operating Base, Terminal Island, had been such that its organization was already that which was required for naval bases set forth in General Order No. 223 of 14 September 1945. It was anticipated that only renaming of certain component activities and the changing of the titles of certain officers would be necessary. However, in connection with this reorganization, ComNOB recommended that the U. S. Naval Drydocks when changed to the U. S. Naval Shipyard, Terminal Island, should be a component activity of the U. S. Naval Base, Terminal Island, as indicated in paragraph 5 of General Order No. 223.(78)

He also recommended that the Naval Ammunition and Net Depot be added to the activities of the Naval Base "because of its essentiality to the Base as a whole in providing direct logistic services to the operating commands; that the office of the Port Director, San Pedro, be added because of its service and logistic functions and close working relations with the Base. If not contrary to present directives, the Naval Air Station, Terminal Island, previously an activity of the Base, should again be a component activity of the Base because of its contiguous physical adjacency and military relationship to Base Headquarters and other nearby activities of the Base. This would bring all nearby naval activities into the Base organization except the SCTC. This is assuming that the San Pedro Section and the Frontier Base, San Pedro, will be disestablished and their remaining functions assumed by ComNOB." ComNOB also recommended (79) that:

> "Concurrently with redesignating the Naval Operating Base and the U. S. Naval Drydocks, it is strongly recommended that the geographical designation and mail address of the Base and each component activity conform to the respective municipality within which each is situated. (The Fleet Post Office would retain its present San Pedro address.)
>
> "This would engender better relations between the Navy locally and the

municipal and civic officials and the public generally. It would, in addition, remove any possible political rankle."

In a letter from the Secretary of the Navy, ComEleven was directed to include eighteen specified activities in the organization of the U. S. Naval Base, Terminal Island.(80) In a letter of comment to ComEleven,(81) ComNOB recommended eleven additional activities or functions which had been a part of the Naval Operating Base and which it was believed should be components of the Naval Base. He also recommended that the Port Director, Branch Hydrographic Office, and Degaussing Station, all in San Pedro, should be included in the Naval Base, although they had not been activities of the Naval Operating Base, in view of the services which they rendered to forces afloat. It was assumed that the "U. S. Navy Recreation Center, Terminal Island, San Pedro, California" was the new name for the former "Roosevelt Base, Terminal Island (San Pedro), California." It was also pointed out that the "U. S. Naval Training Center" listed did not now exist. It was further suggested that "Terminal Island" be removed from the title of "U. S. Naval Supply Depot, San Pedro" and that the "U. S. Navy Shore Patrol, Terminal Island, San Pedro, California" should be changed to "U. S. Navy Shore Patrol, Long

Beach, California" in view of the fact that its headquarters is in Long Beach.(81)

A letter from the Secretary of the Navy to ComEleven, dated 14 January 1945, authorized the suggested changes in the titles of the Supply Depot and the Shore Patrol and the deletion of "U. S. Naval Training Center". It also authorized the inclusion of:

> "U. S. Navy Fire Fighters' School, San Pedro;
> Harbor Craft Base, San Pedro;
> Landing Craft Boat Pool, San Pedro;
> Fleet Boat Pool Base;
> U. S. Navy Degaussing Station, San Pedro." (82)

CNO did not approve of the inclusion of the Branch Hydrographic Office, San Pedro, in the Naval Base.(83) Allen Center was not considered to have the status of an activity to be assigned as a component of the Base and ComEleven was authorized to delegate its administration. It is also to be noted that Port Director, San Pedro, was not included in the composition of the Base. The Naval Air Station, Terminal Island, as of the end of January, 1946, was in a dual status; it came under Naval Base, Terminal Island, for military and co-ordination control, and under Naval Air Bases, Eleventh Naval District, for management and technical control.(84)

As should be evident, this chapter has as its chief purpose the clarification of the origin and

development of the Naval Operating Base command from the time of the establishment of the office of Assistant Commandant in the northern area of the Eleventh Naval District to the reorganization of naval shore establishments and the setting up of the U. S. Naval Base, Terminal Island. It is the aim of this chapter to analyze and clarify the development of ComNOB's responsibilities and authority. It will of course be understood that this chapter and the two which follow it are, all three, quite closely related. The chapter which follows this one is an exposition of the building of ComNOB's staff. As has been observed, considerable attention has been given to the early origins of this Staff in this present chapter. Considerable repetition is not considered advisable nor is it intended. The following chapter carries on this history of the development of ComNOB's Staff organization as well as of certain functional offices which were closely attached to the Naval Operating Base command. Purely statistical information is not considered so important in this connection as is some discussion of those problems, functions, or responsibilities with which ComNOB and the officers of his official family were concerned. In the chapter which follows this next one there is a discussion of the activities, other than the Staff

offices or functions, which were components of the Naval Operating Base, Terminal Island (San Pedro). It must be emphasized that the chapter on NOB activities makes no pretense of presenting the complete, detailed history of each of these activities. The writing of such a history is a very considerable project in itself. In a number of cases, such as the Naval Drydocks (now the Naval Shipyard) and the Naval Air Station, such histories have already been written; in other instances the story of the individual activities, in so far as it concerns their internal, technical development and operation, is contained in the histories being prepared by the various bureaus and offices of the Navy Department. In view of the fact that this present history is essentially an administrative history, the discussions of the various NOB activities must chiefly be concerned with the relationships of ComNOB to these activities and their relationships to each other and to other activities in the Eleventh Naval District and throughout the naval establishment. Of course there must be some discussion of their principal functions, of their reasons for being. But for detailed, statistical accounts of the development and operation of these exceedingly varied activities, one must seek in the individual stories of these

organizations or in the histories of the bureaus and offices which exercised technical control over them. Likewise it is not the intention to present in this administrative history of the Naval Operating Base a technical, engineering account of the construction of the many buildings and other installations which came to compose this naval base. Such an account properly belongs and is to be found in the history being prepared by the Bureau of Yards and Docks, under whose cognizance came all this construction activity. This present history is chiefly concerned with the development of the administrative structures of the Naval Operating Base and with the problems pertaining thereto.

NOTES & REFERENCES

Chapter I

THE ORIGINS AND DEVELOPMENT OF THE NAVAL OPERATING BASE COMMAND

(1)* ND11/ON2(b)(A5-Me) (Serial A1797) 19 June 1940; 11ND C/L 34-40.

(2) ASSTND/11/P16-1 (Serial #53) 22 July 1940; Memo from AssistComdt to Lieut. E. L. Sleeth, (MC), USN, (Ret), U. S. Naval Dispensary, Long Beach.

(3) ASSTND/11/P-11-4/00 Serial 108.

(4) ASSTND/11/P-16-4/00 Serial 123 MLG.

(5) ASSTND/11/P1-2 (Serial 417) cjh; 1 November 1940; Asst.Comdt. to ComEleven.

(6) ND11/ON2(c)(A5-Pn); 8 November 1940; 11ND C/L #108-40.

(7) Memorandum to Lieut. Comdr. E. C. Peterson, USN, NAS, San Pedro, from Lieut. Comdr. W. W. Feineman, USN (Ret) (Act.), Executive Officer; 3 December 1940.

(8) Memorandum from Planning Officer (Capt. H. E. Kays) to ComEleven; 27 January 1931.

(9) Naval District Manual Revised 1927; X. The Logistic Activities; pp 14 and 15, paragraphs 59 - 65.

(10) OP-30B2-AJ (Restricted) CNO Serial 110330 of 12 April 1941; to ComEleven.

(11) ND11/A3/(A7-Cn) (Serial W-206) 17 April 1941; ComEleven to CNO. Ltr. proposed draft of which was ultimately sent.

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*: This item is to be found in Appendix A, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(12)* ASSTND/11/A3-1 (Serial 539); 24 April 1941; from Asst Comdt. to ComEleven.

(13)* ND11/A3/(A7-Cn) Serial W-219, 25 April 1941.

(14)* ND11/A3/(A7-Cn) Serial W-206, 25 April 1941; ComEleven to CNO (Naval District Division); signed by Byron McCandless, Acting.

(15)* ND11/P16-3/(A6-Ru) Serial 0-281; 31 March 194; ComEleven to Asst Comdt, Long Beach, signed by C. A. Blakely.

(16) A3/SP-140/3 April 1941; ADIO Order #3 over signature of K. D. Ringle.

(17) NB/A4-2/(1268)/ 5 June 1941; CincPac to CNO; 2nd End. to Coml1 ltr ND11/A3(A7-Cn) Serial W-206; 25 April 1941.

(18)* Navy Department General Order #154.

(19) Ltr. from ComEleven to Captain Richard B. Coffman, USN, 9 October 1941.

(20) ND11/A3(A7-Cb) (Serial W-301) 10 October 1941; ComEleven to CNO.

(21) Ltr. Chief of Bureau of Navigation to Captain R. B. Coffman, USN, 14 October 1941.

(22) CNO to BuNav, 15 October 1941; 1st End. on ltr. of ComEleven to CNO of 10 October 1941.

(23)* ND11/A2-11(a)/NB49(A4-Hs) (Serial A-1641); 21 October 1941, 11ND C/L #89-41.

(24) NB49/A3-1 (Serial 2134); 21 October 1941; Comdt NOB, to various heads of activities in new NOB, T.I.

(25) ND11/OO-F/www/Serial Q-05971; 30 October 1941; ComEleven to NOB Office.

(26) ND11/OO-H/www/Serial Q-05980; 31 October 1941; ComEleven to Lieut. Jack W. Hardy, USNR.

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*: This item is to be found in Appendix A, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(27) ND11/00-H/www/Serial Q-05974; 31 October 1941; ComEleven to Lieut. Comdr. Karl E. Hintze, USN, (Ret).

(28) ND49/A2-11/(Serial 2267); 12 November 1941; NOB, San Pedro, C/L #2-41.

(29) NB49/P16-3/00 (Serial 2202/ch/ 5 November 1941; 1st End. Comdt NOB to Co[illegible]even.

(30) NB49/A3-1/ (Serial 2407); 24 November 1941; ComdtNOB to ComEleven.

(31) ND11/00-D/www/Serial Q-06591/ 26 November 1941; ComEleven to Lieut. Comdr. C. S. Deswarte.

(32) A9/NB49/Serial 2393/MLG/ 25 November 1941.

(33)* NB/ON2(San Pedro) (PW); 13 November 1941; Public Works Officer, 11ND, to Comdt NOB, SP.

(34) NB49/A2-11/Serial 3077; 30 December 1941; NOB C/L #4-41.

(35) NB49/A3-2/K(Serial 937); 25 March 1942; NOB C/L #4-42.

(36) NB66/L21-3/Serial 1912/ 3 June 1942; Comdt NOB, S.P., to Chief BuSandA/

(37)* OP-38-C-LAC/12/3 (Serial 351138) 5 December 1941; CNO to CincPac and ComEleven.

(38) L8/GWDD/hmb/Serial B-SP-737/ 14 April 1942; Port Director, SP, to Port Director San Diego.

(39) ND11/A3/L24/(A7-Sr) (Serial W-497) 6 June 1942; ComEleven to Comdts. NOB's, San Pedro and San Diego.

(40) NB66/A3-2/K (Serial 3001) 25 June 1942; NOB C/L #8-42.

(41)* NB66/A3-1/c (Serial 1938) 8 June 1942; Comdt NOB to ComEleven.

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*: This item is to be found in appendix A, which is arranged chronologically. UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(42) 1st End - 29 June 1942 on Comdt NOB ltr to ComEleven--NB66/A3-1/c (Serial 1938); 8 June 1942; Comll to Comdt NOB.

(43) NB66/P17-2/c (Serial 4349); 11 August 1942;
also
NB66/P17-2/c (Serial 4350); 11 August 1942; Comdt NOB to Chief, BuPers.

(44) NB66/A3-1/K (Serial 4555) 4 September 1942; Comdt NOB to Chief, BuPers, via ComEleven.

(45) ND11/ON2(b)/P16-3/Serial Q-09183a) 9 September 1942; ComEleven to BuPers, 1st End. on Comdt NOB's ltr. NB66/A3-1/K (Serial 4555) 4 September 1942 to BuPers, via ComEleven.

(46) Ltr. from Chief of BuPers to Comdt NOB, SP, 5 September 1942, (17849)

(47) Unofficial ltr. from Comdt NOB, SP, (Capt S. F. Heim, USN) to Rear Admiral Randall Jacobs, USN, Chief of Naval Personnel; 20 September 1942.

(48) A3-2; 5 October 1942; NOB C/L 10-42;
also
BuPers ltr. Pers-326-rma; 25 Sept. 1942.
1st End on above, NB66/P17-2/K (Serial 4862) 10 October 1942.

(49) A3-2; 5 October 1942; NOB C/L 11-42.

(50) NB66/A3-1/Serial 4474/ 26 August 1942; Comdt NOB to All Activities in LA-LB-SP Area,

(51) NB66/N21/z (Serial 5030) 26 October 1942; ComdtNOB to SecNav, via ComEleven.

(52) NB66/N21/K (Serial 129) 22 January 1943; Comdt NOB to Chief of Naval Personnel, via ComEleven.

(53) Memorandum from Comdt NOB (Captain S. F. Heim) to Acting ComEleven (Captain G. M. Ravenscroft); 29 January 1943.

(54)* Chart of existent and proposed organizations for Comdt NOB, San Pedro, drawn as of 21 January 1943.

(55) ND11/A3/A1-3/(A7-Sr) (Serial W-732); March 1943; ComEleven to Comdt NOB.

(56) CO, U. S. Naval Drydocks ltr. N16/L24; 8 March 1943 to VCNO.

(57) ND11/A16-1/N15-1/(A7-Cb) Serial W-735; 10 March 1943; ComEleven to CO, USNDD.

(58) SecNav ltr. to AlNav; Op-13c/jc/Serial 61513; 22 March 1943.

(59)* NB66/A4-2/a (Serial 740) 10 April 1943; Comdt NOB, SP, to SecNav, via ComEleven.
also
ND11/A1-3/N15-1(A7-Cb) (Serial W-780); 15 April 1943; ComEleven to SecNav, via VCNO; 1st End on Comdt NOB's ltr above.

(60) NY13/A3-1/A4-2(C) Serial 97/15 April 1943; CO, USNDD to SecNav, via ComEleven.

(61) Op-11-A-30/JAB/SO2 18 48; Serial 512930-A; 8 April 1943; VCNO to ComEleven.

(62) ND11/N15-1/A1-3(A7-Cb) Serial W-781; 17 April 1943; ComEleven to SecNav, via VCNO.

(63)* Op-13C-jc/ Serial #101113; 14 June 1943.

(64) 11ND/NY13/(A1-We) (Serial A-907) 18 June 1943; ComEleven to ComNOB.

(65) P17-1; from SecNav to AlNav 032050/88; 8 May 1943.

(66) NB66/PY/3/A6-5 (Serial 2571) 20 August 1943; Comdt NOB Operations Officer to various local activities.
also
ND11/A4-1(Serial B(SD) - 2191) RRF:mw 26 August 1943; ComEleven to ComNOB.

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*: This item is to be found in Appendix A, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(67) NB66/P16-1/00/(Serial 3048) 13 November 1943; ComNOB to BuPers, via ComEleven.

(68) Pers-1041-ec, 25 January 1944; Complement of Officers.

(69) NB66/A3-1/P17-2/00 (Serial 273) 12 February 1944; ComNOB to BuPers, via ComEleven.

(70) Personal letter from Comdt NOB to Chief of BuPers; 25 May 1944.

(71) NB66/P17-2/00/ (Serial 1068); 16 June 1944; ComNOB to Chief of Navpers; via ComEleven.
also
ND11/A16-1(a)/(A1-We) (Serial A-974); 20 June 1944; End-1 on above; ComEleven to Chief of NavPers.

(72)* NB66/P17-1/00 (Serial 1094); 21 June 1944; NOB C/L #16-44.

(73) NB66/A3-1/ Serial Q-1521-22; 14 June 1944; ComNOB to ComEleven.

(74) QB/NMSB/Report of Naval Manpower Survey Board in 11ND, re: Comdt NOB, TI.

(75) ND11/P8-1(b) (A3-Jn); 22 February 1944; ComEleven to Senior Member of NMSB.

(76)* NB66/A3-1(Serial 3043)/ 9 November 1944; ComNOB to CNO, via ComEleven

(77)* A3(A7-Am) (Serial W-1560); 18 November 1944; End-1 on above; ComEleven to CNO.

(78) NB66/A3-1/A9-8/2:Rs/ (Serial 2612); 1 October 1945; ComNOB to ComEleven.

(79) NB66/A3-1/NY13/2:Rs/ (Serial 2613); 1 October 1945; ComNOB to ComEleven.

(80) SecNav Serial 19P02 of 20 November 1945 to ComEleven.

(81)* NB66/ND11/A1-3/A3-1/2:ck/ Serial 3499; 10 December 1945. Com U.S. NavBase to ComEleven.

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*: This item is to be found in Appendix A, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(82) Op24B-pl (Serial 002 P24) 17 January 1946; SecNav to ComEleven.

(83) Op24B-pl (Serial 002 P24) CNO to ComEleven.

(84) NDll/Al-3/(A7-Am) (Serial W-2205); 30 January 1946; ComEleven to ComSIt U. S. Naval Base, Terminal Island.

Part I

THE ADMINISTRATIVE HISTORY OF THE NAVAL OPERATING BASE, TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

Chapter II

THE STAFF OF COMNOB

Part I

An entirely clear, completely orderly account of the development of the Staff of the Commandant, Naval Operating Base, Terminal Island (San Pedro), is, without doubt, an achievement highly to be desired. However, the achieving of absolute clarity in presenting that which was not in itself a systematic development is not readily accomplished. For the development of the staff, like the development of the Naval Operating Base itself, was not always a pre-planned, carefully worked-out growth. Indeed, the very fact that most of this growth took place in wartime, in the midst of numerous pressures, made it less likely that any great degree of system could be achieved in the building of such a staff as came to be needed by ComNOB for handling the many aspects of his duties and responsibilities.

It is the purpose of this chapter to show something of the building of ComNOB's Staff and to show some of the problems with which it had to cope and the needs which resulted in the establishment of certain of the billets. Some of this story has al-

ready been told in the preceding chapter which dealt with the development of the Naval Operating Base command. There it was shown that before the Naval Operating Base had been established by General Order No. 154, 25 September 1941, Captain R. B. Coffman, in his capacity as Assistant Commandant, Eleventh Naval District, had built up some staff organization.

Of course it should be realized that, while a number of the officers in the San Pedro - Long Beach area reported to the Assistant Commandant as the senior naval authority in the northern part of the District, these officers did not all comprise a closely knit staff attached to the Assistant Commandant. Indeed most of these officers directed branch offices of the District Headquarters organization in San Diego and carried on their duties directly with their San Diego offices, only notifying the Assistant Commandant of their actions. This was in accordance with the precepts under which the office of Assistant Commandant had been set up; it was not desired by ComEleven that a separate District Staff should be established in the northern part of the Eleventh Naval District.

When the Naval Operating Base was first established in the fall of 1941, the Assistant Commandant who assumed command of the new base brought with him the al-

ready developed staff which had been assisting him. New orders were issued to most of these men directing them to report to Comdt NOB for duty. For the most part, they continued in the work in which they were already engaged. A list of the officers forming this staff as of 25 November 1941, shows twenty-five officers in addition to Comdt NOB.(1) At this time the quadruple billet of Executive Officer, Operations Officer, Neutrality Officer, and War Plans Officer was held by Lieutenant Commander W. W. Feineman; "Personnel, Rectg. and Mer. Mar. Res." is listed as assigned to Lieutenant Commander Clement B. White. Two security officers are listed; one of these, Lieutenant Commander R. H. Pence, was chiefly concerned with the safety of the oil terminals. There are also listed an OinC of Export Control, Los Angeles; the Senior Patrol Officer, Long Beach - San Pedro; an officer concerned with Local Harbor and Fleet Services (pilotage); the OinC of the Magnetic Ranges; an OinC of Public Relations; Ship's Secretary, Legal Officer, Communications and Radio Material Officer; two Chaplains concerned with Base activities and Navy Relief; the Public Works Officer and OinC of Construction, NOB, SP, to whom were attached a number of CEC officers concerned with local construction and maintenance. In addition to these officers there were several others

attached in the capacity of assistants in the various departments.

After the entrance of America into the war, the neutrality and export activities ceased to have great significance and eventually were dropped as billets. As is indicated in more detail elsewhere, the Senior Patrol Officer was never precisely a member of Comdt NOB's staff; more exactly he was responsible to Comdt NOB in connection with that officer's duty as the authority concerned with the Shore Patrol in the San Pedro - Terminal Island - Laguna Beach area. Ultimately the billets of Operations Officer and War Plans Officer were made a dual billet. For the most part this officer was concerned with varied duties of Operations; with War Plans in the most precise, technical sense of that term he had relatively little to do, for Comdt NOB's chief connection with war plans was in participating in the Joint Army-Navy Plans which were drawn up elsewhere and in providing supporting plans and organization. Operations functioned in an important way in carrying out NOB's part in the execution of these plans. Upon the creation of NOB, the OinCC of Roosevelt Base (or the Fleet Operating Base, as it was called for awhile) assumed the added responsibility for NOB Public Works. Ultimately the Public Works Officer of NOB came to be the local authority for practically all the Naval con-

struction being carried on in the San Pedro - Los Angeles - Long Beach area.

Until Roosevelt Base was commissioned on 1 September 1942, there was no Roosevelt Base command as such and hence no separate staff. As is evident, the staff, first, of the Assistant Commandant and, later, of Comdt NOB, exercised supervisory control over the shore installations then under construction on Terminal Island which for awhile were known as Fleet Operating Base and later were designated as Roosevelt Base. When Roosevelt Base was commissioned, Comdt NOB, (Captain Heim) assumed additional duty as Commanding Officer of Roosevelt Base. This dual billet continued until 2 June 1943, when Captain Frank C. Huntoon, who had assumed command of the new Small Craft Training Center at Roosevelt Base, was assigned additional duty as Commanding Officer of Roosevelt Base.(2) In the meantime, duties in connection with Roosevelt Base which had formerly been conducted by various officers on Comdt NOB's staff were turned over to a staff which was organized for the new activity. It was realized that in many cases certain dual billets would offer too great a burden to be properly handled by a single officer. This was especially true in the case of such responsibility as was entailed in the work of Comdt NOB's Executive Officer who for a time

carried on the work of a Chief of Staff and a Base Executive. It was seen that this burden was too great and the billets were separated, the office of Chief of Staff (later Chief Staff Officer) being created for Comdt NOB's Staff and the post of Executive Officer being assigned to Roosevelt Base.(3)

In the chart of NOB Headquarters and Roosevelt Base Officer Complement, drawn up by Lieutenant George E. Kenyon, NOB Planning Officer, and approved on 4 June 1942, by Comdt NOB (Captain Coffman), there are ten departmental heads shown.(4) As will be evident from a study of this chart in connection with what has been written concerning Comdt NOB's organization in the preceding chapter, some of this administrative organization as shown on this chart was tentative or suggested rather than in actual use. And of course the ranks indicated are those suggested as desired rather than those actually held by the incumbents of some of the billets. For example, it was not until more than two years later, in 1944, that the Chief Staff Officer was promoted to captain, the rank really adequate for the duties and responsibilities of his position.

As indicated on this chart, Comdt NOB's staff would consist of a Chief of Staff and Operations Officer, Air Officer, Security, Communications, War

Plans, Public Relations and Intelligence, Legal and Personnel, Public Works, Supply and Medical Officers as well as a number of assistants. As has been shown in the preceding chapter, ComEleven did not approve of the proposal, made in June, 1942, to create so large an organization for the Naval Operating Base, San Pedro.(5) Enclosure E which accompanied Comdt NOB's proposal for this augmented Staff organization shows(6) that as of 8 June 1942, in addition to the Commandant himself, there were twenty-two officers attached to the NOB Staff.

Lieutenant Commander W. B. Jones held the posts of Executive Officer and Operations Officer; Lieutenant George E. Kenyon, Planning; Lieutenant Jack W. Hardy, Legal, Personnel and Morale; Lieutenant Maurice J. Keily, Officers' School of Instruction, duty Officer; Lieutenant Clyde W. Jones, Communications Officer and Radio Material Officer; Lieutenant Emmett E. Doherty, Ship's Secretary; Lieutenant (jg) Norbert M. Murray, Jr., First Lieutenant and Passive Defense Officer; Ensign Vernon F. Lyon, Public Relations and Intelligence; Ensign Robert T. Hartman, Public Relations; Ensign Millard G. Gamble, III, Ordnance and Gunnery Officer; and Ensign John L. Rhatigan, Gas Defense. The remainder of the officers attached to Comdt NOB were assistants in one or more capacities or were under instruction.

Of course a number of these officers also had responsibilities as NOB Duty Officer or as CWO.

Ultimately, after the separation of the NOB and Roosevelt Base Staffs, the Executive Officer was eliminated from the Comdt NOB Staff and the billet of Chief of Staff created. Operations and Planning were combined; Personnel was set up to deal with Naval personnel only, the Chief Staff Officer acting as the principal Naval authority in NOB civilian personnel matters. Legal affairs were also separated from the Personnel Office. Ultimately also, NOB ceased to have a First Lieutenant as such; Public Works handled all matters of construction and maintenance. As has been indicated, passive defense affairs and cooperation with other activities in carrying out directives involved in the Joint Army-Navy Plans for Defense fell chiefly upon the Operations Officer and his assistants. The officers concerned with public relations and intelligence matters, while nominally attached to Comdt NOB, did not form specific departments as such. Public Relations and Intelligence throughout the war period continued to be handled by branches of the District Offices with whom Comdt NOB's officers established liaison.

Until the separation of the two commands in the summer of 1943, the staffs of the Naval Operating Base

and of Roosevelt Base were so intermingled as to be not easily distinguished.(7) That such was to a large extent the intention of Comdt NOB (who was also Commanding Officer of Roosevelt Base) appears from this statement in a letter to BuPers in May 1943, shortly before the two commands were separated:(8)

> "1. The Comdt NOB, TI, with additional duty as Commanding Officer, Roosevelt Base, has used the personnel of the combined complements of the two subject activities indiscriminately to the best advantage."

The "Regulations of the Naval Operating Base, San Pedro, and Roosevelt Base, Terminal Island, California", dated 1 January 1943,(9) lists the following departmental billets: Training and Drill Officer (Gunnery Officer), Chief of Staff, Executive Officer of Roosevelt Base, First Lieutenant, Damage Control Officer, Oil Loading Control Officer, Public Works Officer, Communications Officer, Security Officer, Intelligence Officer, Planning and War Plans Officer, Sub-Issuing Officer, Officer in Charge, Base and Fleet Post Office, Motion Picture Exchange Officer, Docking Officer, Legal Officer, Welfare, Athletic, and Recreation Officer, Fire, Police, and Traffic Officer, Ship's Service Department, Medical Officer, Supply Officer, Disbursing Officer, Chaplain, Transportation Officer.

The Gunnery Officer, Executive Officer, First Lieutenant, and Damage Control Officer(10) at this time

were chiefly concerned with Roosevelt Base activities. The Damage Control Officer for the Naval Operating Base at this time was designated as "the Officer assigned as Public Works Officer of Roosevelt Base".(10)

By 1944 there were twenty-six staff departmental heads at the Naval Operating Base, Terminal Island (San Pedro), in addition to the Commandant. Distribution List A showed these departments in addition to Comdt NOB:(11)

"2. Chief Staff Officer
3. Administrative Assistant to the Commandant
4. Aide to the Commandant
5. Area Insurance Officer
6. Assistant District Postal Officer
7. Training Aids Officer
8. Communications Officer
9. Damage Control Officer
10. Educational Services Officer
11. Housing Officer, 22 Pacific Avenue, Long Beach, Calif.
12. Legal Officer
13. Officer in Charge, Allen Center
14. Officer in Charge, Field Intelligence Unit
15. Operations and Planning Officer
16. Personnel Officer
17. Physical Training Officer
18. Port Pilots, c/o Target Repair Base, San Pedro.
19. President, General Court Martial, c/o U. S. Discip. Bks.
20. Public Works Officer
21. Security Officer
22. Staff Medical Officer
23. Staff Supply Officer
24. Sub-Issuing Officer
25. Transportation Officer
26. Welfare and Recreation Officer
27. Venereal Disease Control Officer"

The increasing activity and the growth in scope of Comdt NOB's interests and responsibilities are reflected in the growth of this Staff organization. As the war had developed and especially as the war in the Pacific had mounted in tension, the military and industrial activity in the northern part of the Eleventh Naval District became increasingly complicated. The burden of handling the almost innumerable matters which arose from day to day fell upon Comdt NOB and his Staff. Many times either Comdt NOB or his representative was required to be present at important meetings or conferences. Moreover, it became evident that Comdt NOB could not personally attend to all the matters which called for attention, nor was it possible for his Chief Staff Officer to be everywhere at once. The need for an administrative assistant was patent. Hence, this billet was established. The Administrative Assistant represented the Commander, Naval Operating Base, on numerous occasions and helped lift the burden of administrative detail from the shoulders of Comdt NOB and his Chief Staff Officer. It so happened that the officer who held this billet was experienced in housing matters and played an important part in developing the Navy Housing Service in Long Beach. (12)

In this connection, it became evident the services of a full-time Housing Officer would be required to handle the affairs of the Navy Housing Service. The other officers indicated in the above list were added to ComNOB's Staff from time to time as the need for them became apparent with the growth of Naval activity in this area. Further discussion of the duties of these officers is contained in another section of this chapter in which more detailed attention is devoted to the various billets.

No revision of the NOB regulations appeared in 1944. When the new "Regulations of the Naval Operating Base, Terminal Island (San Pedro), California", April 1945, appeared, thirty-two billets composed the Naval Operating Base Headquarters Staff.(13) These were in addition to the immediate administrative staff of the Commander, NOB, which consisted of ComNOB, his Chief Staff Officer, Assistant Chief Staff Officer, the Administrative Assistant to the Commander, and the Aide to the Commander. The Headquarters Staff was arranged as follows:(14)

"Planning Officer
Operations Officer
  Administrative Assistant to SOPA
  Navy Pilots
  Harbor Craft Base, San Pedro
Staff Supply Officer
Public Works Officer
Transportation Officer

Legal Officer
Intelligence Officer
Security, Safety and Damage Control Officer
  Safety Engineer
  Assistant Patrol Officer (Terminal Island)
  Fire Consultant and Advisory Officer
Personnel Officer
  Women's Reserve Representative
Director of Training (Personnel Officer)
  Training Aids Officer
  Educational Services Officer
  Physical Training Officer
  Instructor Training Officer
Director of Welfare (Personnel Officer)
  Recreation Officer
  Civil Readjustment Officer
  Benefits and Insurance Officer
  Legal Assistance Officer
Chaplain
Communications Officer
Housing Officer
Historical Officer
Staff Medical Officer
  Venereal Disease Control Officer"

It should be understood, of course, that this was an allowed complement for the Headquarters Staff of ComNOB rather than an enumeration of those posts which were actually filled and carrying on their duties. For example, an Historical Officer is listed; however, the present incumbent in that billet did not come to NOB until late in July, 1945. It is also to be noted that some of these departments were combined under one officer; this situation persisted in some instances until after V-J Day.

Although there was need for an Assistant Chief Staff Officer, this post remained unfilled until the fall of 1945. After the detachment of Commander G. L.

Dickson, the Administrative Assistant to the Commander, the assignment of another officer to that post was held in abeyance. A "Planning Officer" is listed as a member of the Headquarters Staff. However, the Operations Officer continued, as in the past, to hold this billet as well as his Operations duties past the end of 1945. It will be observed that the Administrative Assistant to SOPA, the Navy Pilots, and the Harbor Craft Base, San Pedro, were all placed in a position of close relationship and responsibility to the Operations Officer in view of the fact that their duties were so closely linked with operational matters concerning services to ships.

The Personnel Officer also carried added responsibilities as Director of Training and Director of Welfare, with certain groups of department heads under his direction. Other changes are to be noted in the arrangement of the Staff Organization for NOB when this 1945 list is studied in connection with that of 1943. Aside from the re-grouping of Training and Welfare, respectively, there were certain other changes. Officer-in-Charge, Allen Center is not listed as a departmental head, as in 1943; however, this officer, as in times past, was still responsible to ComNOB who continued to have the facilities of Allen Center under his direct control. The Intelligence Officer listed

in the 1945 "Regulations" is the same billet as that listed in 1943 as Officer in Charge, Field Intelligence Unit; this officer continued to be in charge of that unit. The President of the General Court Martial is no longer named as a member of ComNOB's Staff but "General Courts Martial, Receiving Station, Terminal Island", is carried as a District Staff post under the District Legal Officer. The Sub-Issuing Officer is no longer carried as a Staff post; this was due to the fact that the office had been changed to a full RPIO and was carried as an activity of NOB rather than as a Staff department. Finally, the Venereal Disease Control Officer had been placed in a sub-departmental position responsible to the Staff Medical Officer.

Part Two

In this section are discussed at varying length pertinent matters about the work of certain of the Staff Departments and certain other matters which particularly concerned ComNOB and his administration. These discussions relate to matters which appear to be of historical interest. This section is not intended to cover all Staff billets in the manner of a manual or of the NOB Regulations.

OPERATIONS AND RELATED MATTERS

As is to be easily understood, the Operations Department of the Naval Operating Base, Terminal Island, was in the organization of the NOB staff from its earliest inception. As is indicated elsewhere, the Operations Officer has also had duty as Planning Officer. (Under the U. S. Naval Base Organization, this is a separate billet.) Because of the numerous and varied responsibilities which have fallen to the lot of the Operations Department it is difficult to present a clearly integrated picture of the work of this organization. The chart of this office, drawn up early in 1944 at the time of the survey by the War Manpower Survey Board, is in the Appendix and may assist in clarifying the set-up of this department.

The Operations Department has become one of the busiest and most heavily responsible of those which compose the NOB Headquarters. This is more clearly realized when it is understood that this department carries out so many of the duties necessary in executing the primary mission of the Naval Operating Base; service to the Forces Afloat. Primarily the Operations Officer and his assistants had cognizance over these matters:

1. All services to Naval vessels in the San Pedro - Long Beach Harbor area. These included the assignment of berths, anchorages, tugs, pilots, lighters for oil, water, garbage and trash, and boats from the NOB Boat Pool.

2. All ships and small craft built in the Los Angeles - Long Beach area were accepted and commissioned by ComNOB. During the fitting-out period these ships were under the cognizance of ComNOB and continued so until they reported for shake-down.

3. Sub-boards of INSURVPAC were appointed and reports made up by NOB Operations Department. Also, hull board reports on district craft were made by this office.

4. The ComNOB Duty Office was maintained on a twenty-four hour basis in the Operations Department. It was, of course, staffed on a rotating arrangement by other officers attached to NOB Headquarters.

5. Ships present list was distributed by Operations.

6. Correspondence pertaining to ships or related subjects was handled by Operations.

7. Friendly and cooperative relations were maintained with other Naval activities, the Army, W.S.A., and Maritime Commission who called for services, information, etc.

8. Friendly relations were maintained with the building yards and with the officials of the Harbor Commissions of Los Angeles and Long Beach.

In addition to these affairs the work of the Administrative Office of SOPA and of the Liaison Officer for Forces Afloat was closely tied in with the activities of the Operations Department. The War Diary of the Naval Operating Base, Terminal Island, was prepared in the Operations Department.

To enumerate the difficulties with which this department has had to struggle throughout the history of NOB during wartime would, in all probability, require a book in itself. There has been an unending effort to supply the vessels present and the harbor activities with tug and lighter service and with boats, a task complicated by the fact that rarely were there enough craft available to answer all needs immediately.(15) At times the need for tugs and personnel to man them was especially critical and ComNOB made strenuous efforts to have more tugs assigned.(16) In the summer of 1945, and afterwards, when more ships had returned to the harbor, the burden placed upon the garbage lighter service was extremely heavy and difficult to handle.(17) With the return of many ships of the Fleet to the San Pedro - Long Beach

harbor area, there was a greatly increased demand upon the Boat Pool for boats to transport liberty parties, stores, and provisions.(18)

SOPA ADMINISTRATIVE OFFICE

In June 1943, in accordance with Article 809 of the U. S. Navy Regulations, 1920, there was established at the Naval Operating Base, Terminal Island, the portfolio of the Senior Officer Present Afloat, San Pedro.(19) According to Navy Regulations, such a portfolio is to be maintained in the custody of ComNOB when not in the actual custody of SOPA and is to contain pertinent files of orders and instructions received or issued by SOPA. Comdt NOB pointed out that the administration of the SOPA duties in the local harbor was not altogether satisfactory. This was largely due to the fact that many of the officers aboard the auxiliary ships and smaller combat vessels were not familiar with such matters, often were in port for only brief visits, and were usually very busy with affairs concerned with the repairs and supplies for their vessels. Comdt NOB requested that arrangements be made for setting up the administration of the office of SOPA in the Administration Building at NOB, Terminal Island, with a permanent staff to handle the work. There would be the advantages of assistance from the Operations

Office, Communications Office, and Legal Office of NOB as well as the advantage of a staff with experience gained through continued handling of the affairs which come under the cognizance of the Senior Officer Present Afloat.(20) Ultimately in 1945 such an arrangement was set up, under the supervisory cognizance of the Operations Officer, and supplied a much-needed service.

LIAISON OFFICER FOR FORCES AFLOAT

Prompted by numerous reports from commanding officers of Naval vessels visiting the Long Beach - San Pedro harbor that services rendered ships were not always satisfactory, ComNOB, on 16 April 1945, called an informal conference to discuss such services. Heads of local activities to whom these matters were pertinent, such as the Industrial Manager, 11ND, and the Assistant Industrial Manager, San Pedro, the U. S. Naval Drydocks, Naval Supply Depot, Port Director, Roosevelt Base, and heads of Departments of NOB Headquarters Staff were present at this meeting. A member of the staff of ComWesSeaFron also attended the conference.

With a weekly average number of arrivals and departures of Naval vessels of 416 at that time and because of lack of personnel, it had not always been

possible for NOB to provide all that was desired in services to ships. It was found that inexperienced personnel in small ships had difficulty in negotiating their affairs with the many scattered activities in this area. Therefore it was believed necessary and desirable that required services be taken to the ship and then followed up by experienced staff personnel during the entire period during which the ship was in port. Such an arrangement appeared necessary in order that repairs and tests might be completed on the ship and that its personnel might have the best possible measure of leave, liberty, recreation and entertainment, have as much time as possible with their families, and have the best available living arrangements. It was evident that the regular personnel attached to NOB Headquarters departments and to the various component activities were all too thoroughly occupied to carry on liaison work of the sort desired. Yet ComNOB strongly desired that the "fullest measure of logistics and personal services to officers and men and ships of the Fleet" be rendered.(21) Therefore he requested that steps be taken to establish a nucleus of officer personnel of high rank and experience for providing the necessary liaison between the shore activities and the Forces Afloat.(21)

The Liaison Officer For Forces Afloat was set up.[22] It functioned first under Commander Brooks Gifford and later came under the direction of Captain R. J. Bellerby. A system was set up whereby the visiting ships were boarded when they first came into port and then were visited every forty-eight hours thereafter by officers from the Liaison Office with the purpose of making sure that these vessels were receiving the necessary services and of rendering further assistance that was required. It was clearly set forth, in a notice published through SOPA that it was "the mission of the Liaison Office to make certain that Forces Afloat (were) receiving the necessary available services from the shore based activities in this locality, (and that) requests for the needed assistance (might) be referred to this office."[24]

It appears that in the earlier months of this undertaking the reasons for its establishment and its mission were not always thoroughly comprehended by some of the officials with whom the officers attached to the Liaison Office had to carry on their work. This situation was rapidly clarified however and the value of the services rendered by these officers was soon recognized not only by the forces afloat but also by the establishments ashore supplying the services.

It is to be understood, of course, that the Liaison Officer for Forces Afloat was not subordinate to nor was his work a part of the responsibilities of the Operations Officer. This discussion of this NOB Staff function has been placed here because of the close relationship of the work of Operations and Liaison Officer For Forces Afloat.

A predecessor to this liaison service had been created in the fall of 1942 when, in compliance with the desire of ComEleven,(25) Comdt NOB appointed Lieutenant Harry R. Taylor, (CC), USN (Ret), as a member from NOB on a board to assist personnel aboard ships which were undergoing repairs or conversion in the Eleventh Naval District.(26)

NAVY PILOTS

Pilotage procedures in the San Pedro - Long Beach Harbor at first glance may appear to have been somewhat complicated. Actually, these arrangements were not so involved. The Military Pilots, who in wartime guided ships in through the swept channel from the Station Ship to the examination anchorage, were attached to the Frontier Base - an activity which was a part of the Local Defense Forces of the Eleventh Naval District and hence not under the cognizance of ComNOB. From the examination anchorage to their berths alongside a pier or at an anchorage in the Outer Harbor, Naval vessels were piloted by either Navy pilots or

contract pilots. These contract pilots had been commissioned as officers in the Coast Guard Reserve at the beginning of hostilities. The Harbor Craft Base, Port Director, San Pedro, U. S. Naval Drydocks, and Operations, NOB, all participated in the contract under which these pilots worked. However, these pilots, who were essentially ship handlers to bring ships alongside piers or to anchor, usually were ordered for Naval vessels by NOB Operations. This was a practical arrangement since NOB Operations Department was in a coordinating position and acted as a clearing house for information regarding arrivals and departures of Naval vessels in connection with its work of providing all the needed services.

Even before the Naval Operating Base, Terminal Island, had been established, but after the office of the Assistant Commandant had been given the responsibility of assigning berths and providing services to Naval vessels in this harbor, the need had become apparent for pilots who were commissioned officers of the Navy and attached for pilot duty. Accordingly, it was requested that officers qualified for this work be returned to an active status and attached to the Assistant Commandant for such duty. (27) Lieutenant Commander Hans B. Olson, USNR, was returned to active duty and attached to the Assistant

Commandant (subsequently Comdt NOB) as Navy Pilot. It was found that during the months of August, September, and October 1941, the services of this pilot in connection with the pilotage of Naval vessels in the local harbor were worth the equivalent of $10,930.00 or an average per month of $3,643.00. This saving to the government each month was estimated to be practically the equivalent of the pilot's salary for a whole year.(28) Later, when visits of large naval vessels in the local harbor became comparatively rare, there was not so great a need for several Navy pilots; however, at least one was usually available.(29)

COMMISSIONING OF SHIPS

As of 26 August 1943, Comdt NOB was authorized by ComEleven to act as that officer's representative in "accepting and placing in commission vessels in excess of 1000 tons,"(30) in the San Pedro - Los Angeles - Long Beach area. Also Comdt NOB was to act for ComEleven in "complying with directives from the Vice Chief of Naval Operations relating to fitting out, availability and reporting for shakedown."(30)

In executing this great task the NOB Operations Officer and his assistants performed most of the many duties which had become a part of ComNOB's responsibility. When the vessels were ready, they were accepted and commissioned by ComNOB or his

designated agent. After commissioning, the vessels had a fitting out period of approximately ten days. Then they were assigned for shakedown to the San Pedro Shakedown Group, an activity under the cognizance of COTCPac.

One hundred and eighty-five vessels were accepted and commissioned by ComNOB or his designated agent in the course of this program. The NOB Operations Officer carried on most of the detail work in this connection, working with the San Pedro Branch of the Central Commissioning Detail which was set up at Terminal Island to assist in this work. The largest number of vessels of any one type were the fifty-two APA's which were built at local shipyards and commissioned by ComNOB. These and other ships accepted and commissioned during this program are listed in the appendix.

The Commissioning Detail, mentioned above, was set up in May 1944, as a branch of the Central Commissioning Detail, West Coast.(31) The Officer-in-Charge of this detail and his assistants were available to assist prospective commanding officers of vessels being built in this area in the outfitting of their vessels and in the training of personnel, both officers and enlisted men. Assistance was given in setting up the administrative organization of

the ships and in obtaining stores and equipment. The builders and the Maritime Commission were dealt with through the Liaison Officer representative of the Assistant Industrial Manager. After the ships had been accepted and commissioned, the Commissioning Detail was impowered to cooperate with the ships' commanding officers and with NOB Operations in the work of deperming, degaussing, loading ammunition, stores and fuel oil, and operating the ships within the harbor breakwater.(31) Throughout this commissioning program, it was understood that ComNOB was the authorized representative for this work and that all matters were to be handled through him. Hence, a very great burden fell upon Operations which handled most of the detail work in this connection.

In April 1945, the APA building and commissioning program was completed and the San Pedro Commissioning Detail effected a thirty-three per cent reduction in enlisted complement.(32) ComNOB recommended that if the Central Commissioning Detail, West Coast, were disestablished, that the Branch Detail at San Pedro might be brought under the Liaison Officer for Forces Afloat. ComEleven believed that this was authorized already by ComWesSeaFron.(33)(34) In essence this was the policy that was

followed after the end of hostilities and as the commissioning program gradually closed out.

STAFF SUPPLY OFFICER

The Naval Operating Base Staff Supply Officer was established as a department of the NOB Staff when Comdr. C. H. Miley, SC, USN, reported for duty at the Naval Operating Base on 23 September 1943. As Supply Officer on ComNOB's Staff Comdr. Miley acted or recommended to ComNOB or to the District Supply Officer on all matters pertaining to supply, accounting, disbursing, and commissary for the activities under the cognizance of ComNOB, Terminal Island. He was also available to the Eleventh Naval District Supply Officer on matters arising in the northern part of the District when so needed by that officer. The NOB Staff Supply Officer acted in the capacity of coordinator for all supply and disbursing work for all the activities which made up the Naval Operating Base. As such he was really a trouble shooter on all such matters. He was also the representative of the Eleventh Naval District in this area for all Bureau of Supplies and Accounts affairs. This Bureau work amounted, however, to a comparatively small part of the responsibilities which fell to the Staff Supply Officer. Perhaps one of the heaviest duties performed by the Staff Supply Officer was that

of inspecting the Supply Departments on all ships on which there were Supply Officers aboard visiting this area. This duty had been delegated to the District Supply Officers by the Commander, Western Sea Frontier. As the representative of the District Supply Officer in the northern portion of this District, NOB Supply Officer made these inspections.

It should be clear that the Staff Supply Officer of NOB did not operate the Supply and Disbursing facilities for NOB activities nor for NOB Headquarters. Pay accounts and disbursing for NOB Headquarters personnel were handled by the Roosevelt Base Disbursing Office. Other activities had their own supply and disbursing arrangements, either within the activity itself or in cooperation with another activity.

PUBLIC WORKS

It is clearly apparent that an undertaking of the magnitude of the development of the Naval Operating Base, Terminal Island, involved work for the Public Works Officer and his Department which was considerable in scope and involved an extensive organization. A detailed technical discussion of the development and internal activity of this Department at NOB belongs more properly to the history

of the Bureau of Yards and Docks and its subordinate agencies. Hence, this section will not attempt to present an engineer's picture of the accomplishments of Public Works. Rather it is intended that some general account be included here of these services which this Department provided and those matters for which the Public Works Officer was responsible.

The Public Works Officer, as head of the Public Works Department of the Naval Operating Base, Terminal Island, was responsible for"the design, construction, operation, upkeep, and repairs of all public works and public utilities in the several activities" of the Base. As Officer in Charge of Construction he was in charge of construction of "Public Works under contract in the San Pedro area." This responsibility included the construction work for the U. S. Naval Drydocks, Terminal Island, and for the Naval Air Station, as well as for the Naval Hospitals at Long Beach and Corona.(35) During the course of the wartime history of NOB, the Public Works Officer from time to time was concerned with most of the Naval construction activity in the northern part of the Eleventh Naval District.

A somewhat more detailed statement of the Public Works Officer's duties and responsibilities is to be found in the "Regulations of the Naval

Operating Base, Terminal Island."(36)

Even before the office of Assistant Commandant was established and of course before the advent of the Naval Operating Base, the need for an on-the-spot Public Works Officer had been recognized. ComEleven, through the District Public Works Officer, assigned Lieut. Comdr. Wm. H. Overshiner, CEC-V(S), USNR, as Project Manager for Public Works at the Naval Air Station, San Pedro, and for "other public works activities in the San Pedro-Long Beach-Los Angeles Area."(37)

After the Naval Operating Base was established in 1941 and work was under way on the construction of Roosevelt Base and the Drydocks on Terminal Island, the Civil Engineer officers who had previously been under the cognizance of the Assistnat Commandant were ordered to report to ComdtNOB. Captain E. C. Seibert (CEC) USN, was ordered to report as Officer in Charge of Construction, NOB, and the other officers who had been working with him were ordered to report to ComdtNOB for "duty with the Officer in Charge of Construction", NOB.(38) This was of course in connection with Contract NOy-4279, the contract under which the Roosevelt Base facilities were undertaken. From time to time, as the need was seen for further construction work which had not

been foreseen nor included when this contract was originally drawn up, change orders were issued to Contract NOy-4279 and the work carried out accordingly.

In the latter part of November 1941,(39) orders were received from the Bureau of Naval Personnel which designated Captain Seibert as Public Works Officer of the Naval Operating Base, San Pedro. As such he was made responsible not only for Public works activities of the NOB components but also for all other Naval units in the local San Pedro-Long Beach Area.(40) The orders issued by ComEleven to the NOB Public Works Officer through ComdtNOB on 5 December 1941 gave him duties, in addition to his NOB responsibilities, in connection with the Section Base, San Pedro, the Navy Defense Housing Project, Long Beach, and the Naval Reserve Armory, Los Angeles, and for all other properties in this area then occupied by lease or permit by the Navy. These included twelve activities in addition to the office of the Commandant NOB.(41)

In a letter written by the NOB Public Works Officer to ComEleven, summarizing the duties of the newly appointed officer, it was stated that the only extant Public Works organization was that at the

Naval Air Station on Terminal Island. In view of the urgency of the work to be done, it was suggested that this organization be taken over intact and that a Supply Department be set up for NOB as soon as possible. In the meantime it was recommended that the Supply Department at NAS be empowered to make purchases greater than $500.00 in order to expedite the work going on in this area.(42) The recommendations of the Public Works Officer were concurred in by the Commanding Officer of the Air Station and by ComdtNOB. However, ComdtNOB recommended that the Officer in Charge of the Navy Disbursing and Transportation Officer, San Pedro, rather than the Supply Officer at the Air Station, be empowered to function as the Supply Officer for NOB. ComdtNOB also recommended that this officer be authorized to make purchases over $500.00.(43) A week after this letter with its endorsements was forwarded to ComEleven, ComdtNOB wrote to ComEleven urging the "earliest possible action on the recommendations... in that there is difficulty in meeting Public Works demands for the activities in the Long Beach - San Pedro - Los Angeles area under present arrangements."(44)

In his forwarding endorsement on the letter of the NOB Public Works Officer to the Chief of the Bureau of Yards and Docks, ComEleven did not concur in the recommendation that a separate supply depart-

ment be established for NOB nor did he recommend a change in the then existing system of supply.[45] It is to be noted that before this ComdtNOB had requested BuNav to change the orders of certain officers at the Naval Disbursing and Transportation Office so that they might serve under NOB for supply and accounting duty.[46] ComEleven had observed at that time that-- "doubtless the handling of allotments of certain activities under the direct jurisdiction of ComNOB would be desirable."[47] ComEleven went on to recommend that the Officer-in-Charge of NAVDATO, San Pedro, be given orders for additional duty as Accounting Officer, NOB, San Pedro. However, it was stipulated that the accounting work done by this officer was to consist only of such stores and costs accounting as should be "necessary to keep budgets and allotments and make the necessary changes thereto" for ComdtNOB's Office, Roosevelt Base and NAVDATO.

(This discursion into supply matters is brought in here, in this discussion of the Public Works Department, because of its very obvious relation to the difficulties and problems of the Public Works Officer in the early days of the Naval Operating Base.)

The Chief of the Bureau of Yards and Docks approved the recommendations for the organization of the NOB Public Works Department and ordered an addi-

tional officer to assist the Public Works Officer in the administration of the new organization.[48] With regard to the matters of supply already referred to, BuDocks stated that "reports indicate that a very considerable amount of time is lost when urgent purchases must be routed via the supply department in San Diego." BuDocks believed that the authority given the Officer in Charge of NAVDATO, San Pedro, would do much to eliminate this delay. Nevertheless, BuDocks "strongly recommended that this authority provide for purchases in excess of $500.00."

By the middle of July 1942, ComdtNOB considered that construction work at Roosevelt Base was sufficiently near completion to allow the transfer of the NOB Public Works Department from the Naval Air Station at Reeves Field on Terminal Island to a location on Roosevelt Base nearby. In his endorsement to the letter of the Commanding Officer of the Air Station to the Assistant Secretary of the Navy, ComdtNOB emphasized the fact that "the development of the Public Works Department, Naval Operating Base, (had) depended entirely upon the facilities offered by the Naval Air Station during the interim of...construction activities."[49] Work of course continued to go forward on construction of the buildings and other installations of Roosevelt Base and this work included the provision of necessary facilities and equipment for Public Works.

When the U. S. Naval Drydocks was about to be placed in operation it was made clear that the Commanding Officer of that activity wished to have his own Public Works organization. Plans had been worked out under which it was contemplated to have a single Public Works Department to care for the needs of NOB, including the Drydocks, but excluding the Naval Air Station which already had its own such office and would continue to carry on its own plubic works arrangements. (50) A proposal was sent in to VCNO early in March 1943, concerning the rearrangement of certain facilities at Roosevelt Base so that two buildings, which had been earmarked for Public Works use might be turned over to the Net Depot (then on Terminal Island) and a Naval Net Depot building might be received in exchange for use by the Drydocks for storage purposes. Other buildings were indicated as those to be used for Public Works purposes, plus an additional building to be built for a Transportation Shop. Further study of the subject led ComdtNOB to the conclusion that ultimately this might not work out for the general good of NOB and other Naval activities other than the Drydocks. It was believed that a situation might develop whereby NOB might be deprived of ready access to Public Works facilities, which the command had

developed and then possessed. The Commanding Officer, Drydocks, had made it clear that such facilities would be extended "to activities other than the Drydocks insofar as the primary function of the Drydocks would not be adversely affected."(51) ComdtNOB had been chiefly concerned in these matters with eliminating "unnecessary duplication of materials and manpower consistent with achieving adequate Public Works services for all activities concerned." Hence, it had been proposed to have a single set of Public Works facilities for all activities in this part of the Eleventh Naval District, including the Drydocks, but not the Air Station. The Commanding Officer of the Drydocks, however, had suggested that he take over the Public Works responsibilities for all activities of NOB with the exception of the Air Station, but that there be a separate organization set up under an Assistant District Public Works Officer to see to all investigation, design, and inspection of Public Works matters at activities not a part of NOB, with shop services to be rendered "by the Drydocks Public Works only and if the Commanding Officer, Drydocks, would deem that such services would not impair the services to be rendered to the Drydocks and other activities of the Naval Operating Base." Comdt NOB believed that such an arrangement would almost inevitably result in considerable difficulty "in attaining satis-

factory service for any activity outside of the Drydocks." He realized, of course, the position of the Commanding Officer of the Drydocks in wishing to have his own Public Works organization under his own control and believed that it was feasible to set up a separate organization for that activity. Under this arrangement, the needs in this respect could be met for all activities of NOB as well as for other activities in the northern part of the District, and the needs of the Drydocks could be taken care of also. Hence it was recommended by ComdtNOB that a portion of Net Depot Building #50 be set aside for temporary use by the Drydocks for storage purposes, but that the new buildings originally planned for NOB Public Works be used for their intended purposes and not turned over to the Net Depot as had been proposed.

As of 1 July 1943, the Public Works Department at the Naval Operating Base was employing 692 civilians and expected to have 1192 civilians employed by 1 July 1944.(52)

When the Naval Manpower Survey Board Committee made its survey in January 1944, it found that the shops, despite their newness, were well organized and the project well planned. It judged that the Department was undermanned as far as civil engineer officers were concerned. Indeed, it felt that a

complement of eight officers was moderate; all officers were found to be working in supervisory or executive capacities.(53) The Senior Member of the NMSB recommended to the Secretary of the Navy that there be added to the complement one commander and one lieutenant commander as well as eighty-nine civilian workers.(54)

In the latter part of November 1943, authorization had been requested to increase the Shop facilities for NOB Public Works.(55) Authority had been given shortly after the first of January 1944, to proceed with this work as a station labor project.(56) However, by June 1944, it was necessary to increase the scope of this addition. Facilities for the Paint Shop were badly needed; some of Public Works space had been taken over by SCTC and the need for additional facilities was keenly felt. Therefore ComdtNOB requested that a new project be authorized to construct a Paint Shop and Covered Building.(57)

As a result of the joint action of the Public Works Departments at Terminal Island and at San Diego and of the Naval Supply Depot at San Diego there were established at NOB Public Works and at San Diego in the fall of 1944 offices known as Utilities Sections. The Utility Section of NOB Public Works was set up to take care of all matters concerned within the

general term of public utilities. This included all matters related to electricity, gas, water and sewage disposal, requests for new services, changes, terminations, etc.(58)

In June 1945, ComNOB sent a memorandum to ComEleven in which he recommended a consolidation of Public Works facilities and services for NOB activities. In this memorandum was stated the premise for such consolidation:(59)

> "There should be one completely integrated, adequately equipped and manned, Public Works Department, Naval Operating Base, Terminal Island, to function under Commander, Naval Operating Base, for all Naval Operating Base activities.
>
> "The Public Works Officer should be the Officer in Charge, under BuDocks, of all Navy construction contracts and construction work under those contracts."

This memorandum went on to advocate the retention of the then existent lay-out with the Public Works shops, administrative, design, planning, and storage buildings located on Roosevelt Base near the NOB Headquarters Administration Building. Moreover, it was suggested that each NOB activity should have assigned to its staff a Resident Public Works Officer detailed to this work from the NOB Public Works Department, but placed under the command of the Commanding Officer of the particular activity for additional duty. It was believed that in this way every activity

of NOB might have the benefits of an experienced Public Works Officer who was a member of that activity's organization but who was also integrated with NOB Public Works. Hence there would be the additional advantage of a large co-ordinated Public Works program for all activities of the Naval Operating Base. Such a program, it was thought, would result in savings in personnel, maintenance money, equipment and supplies, and administrative storage space; uniformity of hiring and employment of personnel could be provided and there would be a contribution to unity of command. This system might also be extended to those Naval activities in this part of the District which were not a part of NOB.

In line with these considerations, the Public Works Officer of the Naval Operating Base prepared a study of this problem of consolidation which was sent to ComEleven, via ComNOB, on 1 August 1945.(60) ComNOB concurred in the recommendations which were made in this letter.(61) In it were set forth findings concerning the existing Public Works arrangements at the principal activities of the Naval Operating Base, conclusions and recommendations. It will be noticed that, among other things, the recommendation for the arrangement for Public Works responsibility in the northern part of the Eleventh Naval District followed much the same plan as that which ComNOB had suggested

in his memorandum already mentioned. However, the NOB Public Works Officer did recommend that the Public Works Officers for the Drydocks be ordered directly to that activity because of the duality of that command.

TRANSPORTATION DEPARTMENT, NOB

A study of transportation problems is to be found at greater length in another chapter of this history. However, mention of the NOB Transportation Department is pertinent in connection with the study of NOB Staff. The billet of Transportation Officer was established by ComdtNOB on 24 February 1943. The purpose of setting up this staff position was to place an officer in a position where he would be responsible for an effort toward conserving gasoline, oil, and rubber and toward extending the life of the Base automotive equipment. (62)

As indicated in the 1945 Naval Operating Base Regulations, the Transportation Officer had full responsibility for all passenger and freight carrying vehicles assigned to the NOB Motor Pool. He was charged with providing adequate transportation for Naval personnel and employees of NOB to and from work. Providing transportation for drafts of men to and from rail connections was also the duty of the

Transportation Department. In connection with transporting Naval and civilian personnel to and from work, it is to be noted that such service was very largely discontinued when the local bus service became adequate to take care of the needs of personnel working or stationed on Terminal Island.

Gas rationing applications of both Naval personnel and civilian employees came under the supervision of the Transportation Department, as did the general coordination of all the transportation functions of all the activities which composed NOB.

The Administration of the tire maintenance and conservation program and, in general, the protection of the tires used in the motor pool were responsibilities of the Transportation Officer.

Close liaison was maintained with all public transportation agencies and Navy transport was coordinated so far as possible with these public facilities and with Navy water transportation arrangements so as to move all Naval personnel and employees as expeditiously and economically as possible.

LEGAL OFFICER

The Legal Department of the Naval Operating Base Headquarters Staff actually comprised two offices: the Legal Office and the Legal Assistance Office which came under the supervisory cognizance of the Legal Officer. This officer was in charge of all the work

of the Legal Department and acted as the Legal Aid to the Commander, Naval Operating Base.

The functions of this department, aside from the Legal Assistance Office, were: (a) disciplinary, (b) claims, and (c) admiralty matters.

The Disciplinary Section carried out these activities in the Long Beach - San Pedro area over which ComNOB was the superior officer: It had charge of all investigations, boards of investigation, and courts of inquiry which had been convened by Com-Eleven in respect to activities and personnel which were under the cognizance of the Commander, Naval Operating Base. Administrative reports concerning cases of the deaths of Naval personnel in the Los Angeles - Long Beach - San Pedro area were prepared by the Disciplinary Section of the Legal Department. This section gave advice to Commanding Officers of Naval activities and of Naval vessels in the harbor with respect to legal and disciplinary problems. Such matters were those involving apprehension of personnel by civil authorities, the serving of processes by civil authorities, the preparation of records of investigations, recommendations for trial by court martial. The Disciplinary Section also handled routine matters of discipline which pertained to officers and men of the NOB Headquarters Staff.

The Claims Section of the Legal Department was arranged to carry out these duties: It prepared administrative reports on all accidents which involved damage to or by automobiles of the Naval Operating Base truck, bus and automobile pool. This included the presentation of claims on behalf of the United States of America and the processing of claims which were presented by others. The Claims Section also processed all other miscellaneous claims against the Navy Department which were presented to the Commander, Naval Operating Base.

The Admiralty Section performed these duties: It held surveys on commercial vessels returning to this harbor allegedly damaged by collision with Naval vessels both within and outside the Eleventh Naval District. It investigated and submitted administrative reports on damage to Naval vessels, docks or wharves by private ships or persons, and on alleged damage to private vessels, docks or wharves by Naval ships or personnel.

In addition to the responsibilities indicated above, various other duties which fell to the lot of the Legal Department made the Legal Officer one of the busiest men on the NOB Staff. In the latter part of 1945 and on into 1946, Lieutenant Commander Harris K. Lyle, USN (Ret) (later Commander), who

became Legal Officer on 10 January 1945,(63) came to be recorder for the examining board which handled the transfer of officers from the U. S. Naval Reserve to the Regular Navy. Naturally, this work entailed a great deal of attention in addition to the usual labors which fell to the lot of the Legal Officer and his assistants as already shown.

LEGAL ASSISTANCE OFFICER

The Legal Assistance Officer, as a Staff member of the Headquarters Staff of ComNOB was delegated these duties:(64)

> "(1) The Legal Assistance Officer shall provide Legal advice and assistance to the Naval personnel of the Naval Operating Base and Naval vessels entering this harbor.
>
> "(2) The Legal Assistance Officer secondarily shall furnish legal advice and assistance to the dependents of Naval personnel in this area."

This officer was established by ComdtNOB on 2 August 1943(65) and Lieutenant W. R. Harris was ordered to duty as Legal Assistance Officer. This officer, upon assuming the duties of his department, estimated that he might be called upon to provide legal advice and help to Naval personnel in the area amounting to 25,000 persons, to the dependents of such Naval personnel amounting to an estimated 50,000 persons, and to some Naval personnel and

their dependents living in other localities who might require such assistance. It was suggested that the office space allotted this department be located in NOB Headquarters Administration Building on Terminal Island.

It was pointed out that with a considerable increase in the numbers of naval personnel and their dependents in the local area, larger facilities might be necessary.(66) ComdtNOB in a forwarding endorsement to ComEleven stressed the "extensive influence and responsibility" of this new department and considered that "one well-staffed and equipped Legal Assistance Office for the Long Beach - Los Angeles - San Pedro area is sufficient for the time being; and better than having several such offices among the Naval Operating Base activities and other activities in this area."(67)

As had been suggested, the main office was set up in the Administration Building at NOB Headquarters on Terminal Island. Arrangements were made with the Navy Relief Society for the use of a room for giving assistance to dependents of Naval personnel and interview for such purposes were arranged by the Navy Relief Society. Arrangements were made for possible assistance from civilian lawyers through the cooperation of the local and state bar organizations.(68)

According to the report submitted by the Legal Assistance Officer early in 1944, by the end of 1943 this office had handled 985 separate matters. Of these, approximately 50% were income tax cases; domestic relations cases comprised about 11% of the total. As has been indicated above, the civilian bar had cooperated with this department in giving assistance either gratuitously or, where a fee was allowable, at a reasonable rate. (69)

When the Navy Manpower Survey Board Committee inspected the Legal Assistance Department on [illegible] January 1944, it was considered undermanned and there were believed to be needed one lieutenant commander, two Wave ensigns, and four CAF civilian personnel. This board also recommended that all legal activities under ComdtNOB be combined in one department of which legal assistance to service personnel would be one sub-division. It was then understood that there was a possibility of all such legal activities, except the General Court Martial being centralized under one department head. The recommended increases in personnel were based on such probable unification. This, however, does not appear to have immediately taken place. When the Senior Member of the Navy Manpower Survey Board submitted his recommendations to the Secretary of the Navy no changes were recommended in

the complement of one male officer, one Wave officer and three female civilians.[70] This the Secretary of the Navy approved in a first endorsement of 21 April 1944.

It will be observed that in the Regulations of NOB, 1945, the Legal Assistance Officer is listed as coming under the Director of Welfare, but that in the chart of the Staff included in these Regulations this department appears as a supervisory responsibility of the Legal Officer. It should be here noted that the Legal Assistance Officer was "under the administrative supervision of the Director of Welfare only in respect to housing, office hours, and similar matters pertaining to office routine..."[71]

SECURITY AND DAMAGE CONTROL OFFICER

The various matters with which the Security and Damage Control Officer was concerned are discussed at much greater length in another chapter of this history. However, a brief statement concerning his work seems pertinent here. The billets of Security and Damage Control were combined in one office and the work carried on by one officer. This officer was charged with the general security of all the activities under the control of the Commander, Naval Operating Base. While Terminal Island was under Naval jurisdiction during wartime by Executive Order, the work of the Security Officer was considerably involved in

view of the fact that it was his responsibility to preserve the security of the Island. This was a rather considerable undertaking; the guarding of the Island installations from sabotage and the elimination of undesirables from the Island's working population involved a large amount of work and responsibility.

The Security and Damage Control Officer established and maintained liaison with the Security Officers of the local Army and Coast Guard forces, with the Police and Fire Departments of Los Angeles and Long Beach, and with the Plant Protection Departments of all activities which were engaged in war work on Terminal Island.

The training and supervision of a civilian guard force which patrolled Terminal Island and guarded the Lend-Lease docks area on a twenty-four hour basis was a responsibility of the Security and Damage Control Officer. Likewise, he was responsible for the training and supervision of the NOB Fire Department which served Roosevelt Base and the U. S. Naval Drydocks primarily.

FIRE PROTECTION CONSULTATION AND ADVISORY SERVICE

The Fire Protection Consultation and Advisory Service was established by the Bureau of Ships at the direction of the Vice Chief of Naval Operations.(72) This service carried on the following activities:

(a) Worked toward reducing shipboard fire hazards.

(b) Assisted in obtaining the latest fire fighting materials for each Naval vessel.

(c) Witnessed the use of fire fighting equipment by enlisted personnel to insure that correct methods of fire fighting were used.

(d) Conducted tests of fire fighting gear to insure satisfactory operation with fire main pressures and pumping capacities actually available.

(e) Determined whether Bureau directives relating to shipboard fire fighting installations had been complied with.

(f) Made recommendations for reducing fire hazards and improving the state of readiness of the ships' fire fighting equipment.

In carrying out these provisions, the Fire Consultant who was attached to the Staff of ComNOB worked in conjunction with the Consultants attached to the U. S. Naval Drydocks and to the Assistant Industrial Manager's Office. These experts inspected ships in this area to render these services to the forces afloat. During the time that the APA Commissioning program and the SCTC training activities were in full operation these consultants were considerably involved in the work of those programs.

NOB PERSONNEL OFFICE

In the earlier days of the Naval Operating Base, the Personnel Office was a billet combined with other duties. In the course of time, however, this situation became inadvisable in that the responsibilities of this work had become far too great. The Personnel Office was set up as a separate department of the Naval Operating Base Staff. As such, this department has handled the work incident to the personnel matters for both officer and enlisted personnel in a number of varied categories. This has involved a great deal of detailed work as is seen when it is realized that these responsibilities involved such variety.

The NOB Personnel Officer was responsible for the maintenance of records and the rendition of re-
(73)
ports for:

(a) Officers attached to NOB. This means, of course, those officers attached to the Headquarters of NOB, not to all the individual activities of NOB.

(b) Prospective Commanding Officers of ships which were being built in this area.

(c) Officers assigned for temporary duty. These were mainly in two categories: Those arriving from overseas and awaiting assignment by the Bureau of Naval Personnel; those hospitalized officers who

were awaiting action on Medical Surveys.

The NOB Personnel Officer issued temporary duty orders which were required by activities in this area. He also issued Air Priorities for Officer personnel.

For enlisted personnel the NOB Personnel Office maintained records and made reports for enlisted personnel attached to NOB and also for a number of other activities in the Los Angeles - San Pedro area. (The number of these activities for which NOB Personnel performed this service varied from time to time. In September 1944, the number amounted to twenty-four activities and a total of 487 men.) This office also prepared pay record vouchers, orders for transfer, etc. as they were required.

In addition to these more purely personnel duties, the NOB Personnel Officer had cognizance of a number of other matters. He was Director of Welfare and Recreation and as such had cognizance over these functions; he was also Director of Training and had cognizance of the work of the Audio-Visual Aids, Educational Services, and Physical Training Departments of the Naval Operating Base. He also had cognizance over the allotment and purchase of War Bonds.

With the end of hostilities, the work of the Personnel Officer and his assistants greatly increased.

Very nearly every vessel that entered the San Pedro - Long Beach harbor brought officers whose orders required them to report to ComNOB -- hence, to NOB Personnel Office. The handling of this huge debarkation load of officer records, the arranging of all matters connected therewith, and the issuing of orders or obtaining of orders for these officers made it imperative that the personnel attached to this office be increased. This was done, though never to the extent that the Staff of this Office was sufficient to handle the great burden throust upon it. Moreover there was the additional load of handling many records and orders for officer and enlisted personnel who were about to be separated from the service or who wished to have the date of their demobilization postponed. Representatives of the Bureau of Naval Personnel were on duty in the Personnel Department to interview officers on matters concerned with changes of duty and to recommend possible assignments for these officers. The NOB Personnel Officer, upon instructions of the Bureau, issued the necessary orders to officers in this category. These and many other personnel problems added to the burden which was the lot of the NOB Personnel Officer and his assistants in the post-surrender period.

EDUCATIONAL SERVICES AND TRAINING

The Educational Services Department was set up at Naval Operating Base Headquarters in the fall of 1943 when Lieutenant (jg) Paul Witt, USNR, reported to ComdtNOB under Bureau of Naval Personnel orders as Educational Services Officer.(74) The importance of providing educational opportunities of a non-military nature had been recognized throughout the armed forces. This department was set up to further this work at NOB and its component activities.

It provided immediate facilities as well as liaison between service personnel and educational institutions which were offering assistance to those men and women in the service who wished to further their education or improve their qualifications for obtaining work after leaving the service. The courses offered in this program were, of course, not designed to interfere or in any way to compete with the official training courses offered by the Navy as part of its program of advancing men in rating. When the program was established, the Educational Services Officer was authorized to:

> "Organize voluntary classes in such academic subjects as mathematics, physics, English, foreign languages, etc., as the needs and interests of the personnel indicate.

"Make available self-teaching textbooks in a variety of academis subjects.

"Assist and guide in the selection of correspondence and extension courses on the high school or college levels, provided by the Navy for Navy personnel through the U. S. Armed Forces Institute, Madison Wisconsin."

The Education Services Department also assisted in the task of geographical orientation of the Naval personnel through the use of newsmaps, films, booklets, and posters. To some extent war information was disseminated through this office.

A training Aids Department came into being with the reporting of an officer for duty as Audio-Visual Training Officer in 1944.(75) This officer had as his duty the assisting of Forces Afloat and shore based activities in the local area with various visual training aids, such as posters, mock-ups, etc., and with aural aids such as recordings and sound films. This department also assisted in the maintenance and repair of audio-visual equipment and gave assistance to instructors as to the best training aids obtainable for their courses and how to derive the greatest value from such aids.

PHYSICAL TRAINING AND PHYSICAL MAINTENANCE PROGRAM

The Physical Training and Physical Maintenance Program at the Naval Operating Base was put on a

firmer and more thoroughly organized basis when the Bureau of Naval Personnel assigned an officer to the Base for full-time duty in this work. In the fall of 1943, Lieutenant Arthur Egendorf, USNR, reported to ComdtNOB under BuPers orders for duty as Physical Training Officer.(76)

To make the physical training and maintenance programs more effective this officer undertook this project:

> "(a) Offered swimming instruction to all officers and men connected with ComdtNOB.
>
> "(b) Organized classes in calisthenics and swimming for crews of ships in the harbor.
>
> "(c) Assisted in setting up and coordinating programs for all activities under ComdtNOB.
>
> "(d) Provided leadership and facilities for an officers' (Male and female) physical maintenance program."

In January 1944, Lieutenant (jg) Dorothy E. Mohn, W-V(S), USNR, reported to ComdtNOB, under orders of the Eleventh Naval District, for duty as Physical Training Officer for officer and enlisted Waves.(77) She was intrusted with setting up and coordinating all physical maintenance programs for the activities which composed NOB and which carried Waves as a part of their complements.

As will be seen from the Regulations of the Naval Operating Base, the Physical Training Officer

was responsible for coordinating the physical maintenance programs throughout the NOB activities and for making known to the officers and men of visiting ships what facilities were available for them for athletic purposes at Roosevelt Base and at the Receiving Station on Terminal Island.

WELFARE AND RECREATION

As the Staff of the Commander, Naval Operating Base, was organized according to the "Regulations" of April 1945, the Recreation Officer came under the cognizance of the Director of Welfare (Personnel Officer). The Welfare and Recreation Officer of NOB held a dual billet in that he was also Assistant District Welfare and Recreation Officer. In this latter connection his chief duty was the supervision of all inter-station athletic contests between Naval Stations in the counties of Los Angeles, Ventura, Orange, and Santa Barbara, California.

In his capacity as Welfare and Recreation Officer, NOB, he had the supervision of all inter-base athletic events for activities which were a part of NOB. He maintained liaison with ships present in the local harbor so as to serve them so far as possible in connection with their recreation and welfare needs. This included provision of information regarding

athletics, entertainments, shows, reading material, etc. He was Officer-in-Charge of the NOB libraries and maintained a pool of books to be used by ships operating in this area. Supervision of librarians and library maintenance also came within his province. He acted as Officer-in-Charge of the Motion Picture Exchange and in that connection administered the distribution of films to activities in the area.

As is indicated in the Base Regulations, the Welfare and Recreation Officer was also in charge of the administration of the Welfare Fund. Before the Naval Operating Base was set up, funds were allotted by the Eleventh Naval District for Welfare and Recreation purposes.(78) In the summer of 1941, funds totalling $3400.00 were allotted to activities in the San Pedro - Long Beach area. As the Fleet Operating Base was not yet existent in a commissioned status in the fall of 1941, the amount allotted to that activity was reallocated to the office of the Assistant Commandant.(79)

By the fall of 1942, it was evident that there was need of improved coordination of the welfare and recreation work of the Naval activities in the San Pedro - Long Beach - Los Angeles area and it was recommended that an Assistant District Welfare and Recreation Officer be assigned to duty in this area, under ComdtNOB, to carry on this work.(80) Proper liaison

with the District Welfare and Recreation Officer being maintained, on 26 September 1942, it was requested that Lieutenant John M. Perry, USNR, be ordered to duty under ComdtNOB as Welfare and Recreation Officer of Roosevelt Base and the Naval Operating Base, San Pedro.(81)

The Welfare Department Fund was set up in February 1945, under the authorization of ComEleven.(82) The Welfare and Recreation Officer was authorized by ComNOB to establish and administer this fund, the money for which was to be derived, as in the past, from the Ship's Service Department of Roosevelt Base, Terminal Island.

BENEFITS AND INSURANCE OFFICER

Early in 1943, assistance in matters of insurance and benefits was provided at NOB. Lieutenant John H. Goodwin, USNR, reported for duty in connection with insurance activities in the San Pedro - Long Beach - Los Angeles area.(83) The Insurance Officer at the Naval Operating Base Headquarters was brought to this base, as to other ships and stations throughout the Navy, to further the service insurance program in accordance with the wishes of the Secretary of the Navy who earnestly desired that every person in the Navy carry as much National Service Life Insurance

as possible.(84) These officers were enjoined to make themselves thoroughly familiar with the benefits provided for Naval personnel and their families and especially with the provisions and benefits of National Life Insurance and U. S. Government Life Insurance. The insurance officer had the duty of publicizing the National Life Insurance and of interviewing personnel and encouraging their carrying and continuing their insurance policies. This officer received and processed new applications for insurance and arranged medical examinations where the applicant had been in the Navy more than 120 days.

NOB CHAPLAIN AND THE NAVY RELIEF SOCIETY

Since the work of the Chaplains Corps of the Navy and that of the Navy Relief Society are so closely related, it appears advisable to give some consideration to these two activities together.

Chaplains were on duty in the San Pedro - Long Beach area for some years prior to the establishment of the Naval Operating Base. During these years they were also active in the work of the Navy Relief Society. In October 1940, it was suggested that it might be advisable to have a chaplain assigned to duty at Reeves Field (Naval Air Station)(85) and in November 1940, Lieutenant Commander F. T. Barkman was ordered to

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duty as an assistant to Chaplain Forsander, Senior Chaplain for the District in this area, and with additional duties at Reeves Field.(86)

The San Pedro Auxiliary of the Navy Relief Society was designated thus until 31 October 1935 when the name of the organization was changed to Long Beach Auxiliary of the Navy Relief Society. In May 1936, the Auxiliary was reorganized and became the San Pedro - Long Beach Fleet Auxiliary of the Navy Relief Society. On 20 May 1942, the word "Fleet" was eliminated from the title. The Chaplain on duty with this organization was known as the Eleventh Naval District Chaplain, Long Beach, until 7 December 1943 at which time the designation of this officer was changed to NOB Chaplain. The Eleventh Naval District Chaplain and, after 7 January 1944, the NOB Chaplain also served as Long Beach member of the District Rental Board.(87)

The mission of the Navy Relief Society is the assistance of Naval personnel, their dependents, widows and orphans.(88) The Chaplain on duty in the Long Beach area was assigned extra duties in connection with administering the affairs of the San Pedro - Long Beach Auxiliary of the Navy Relief Society. These affairs were chiefly the giving of advice and assistance, and the administration of the remedial

loan service. Social service activities were carried on by a Visiting Nurse employed by the Auxiliary. The San Pedro - Long Beach Auxiliary handled pertinent matters in the area in which most of the NOB activities were located. In addition it was designated to serve a number of stations and activities outside this area but in the northern part of the Eleventh Naval District. There were twenty such activities. (89)

The organization of the Auxiliary comprised an Executive Committee, Women's Committee, Case-Section, Hospitalization Section, Loans Section, and Financial Section. The Commander, Naval Operating Base, served as President of the Executive Committee, the Medical Officer in Command at the Long Beach Naval Dispensary served as First Vice President, the Battle Force Chaplain as Second Vice President, the Treasurer was an officer designated by the President; the NOB Chaplain was Chairman of the Relief Committee and the Executive Secretary.

Among other reasons for the establishment of the NOB Chaplain was the need recognized for having some means of providing the advice and assistance of an experienced chaplain of the regular Navy for those chaplains of the Naval Operating Base activities who were new to the Navy and its procedures. In addition to these duties and his work as a member

of the Rental Board, the NOB Chaplain, by appointment of ComNOB served as a member of the committee which took charge of handling the evacuees from points outside the United States.(87)

The duties of the Naval Operating Base Chaplain have been stated as follows:(91)

> "(a) To inspect the work of the Chaplains attached to NOB activities at frequent intervals.
>
> "(b) To advise, counsel and offer suggestions to the Chaplains of the Naval Operating Base concerning their work.
>
> "(c) To arrange for services at units to which no Chaplains are assigned. Also for interchange of Chaplains of the different faiths so as to provide services for all.
>
> "(d) To call meetings of the Chaplains of the Naval Operating Base for conferences, discussions, and adjustments of the matters pertinent to their work.
>
> "(e) At the end of each quarter he shall make a written report to the Commandant, Eleventh Naval District, concerning Chaplains and their work."

There were assigned to the NOB Chaplain's Office an Area Jewish Chaplain and a Ship's and Dock's Chaplain.(91)

COMMUNICATIONS DEPARTMENT

Before the United States had entered the War and before Roosevelt Base had been commissioned, but when construction of that activity was under way, arrangements had been made for communications facili-



ties for Roosevelt Base and the Naval Air Station on Terminal Island.(92) The communications office for Naval Operating Base and Roosevelt Base was installed in the Administration Building on Terminal Island and connected with the transmitter house on the base as was also the communications office for the Naval Air Station. According to the scheme originally contemplated, it was intended that the Naval Air Station act as the main radio station for NOB and that traffic between the two communications offices be handled by means of a direct teletype line.(93)

After 15 December 1941, when the Naval Operating Base took over the communications control for the San Pedro - Long Beach area from the Naval Air Station, communications with San Diego was carried on by means of a direct teletype line, radio silence being observed on the Harbor Circuit between the Naval Air Station and Radio San Diego. After Roosevelt Base was commissioned on 1 September 1942, the amount of traffic greatly increased between ComEleven and NOB. Toward the end of 1942, with the graving docks nearing completion, it was anticipated that there would be a still further increase in traffic in the future. With this heavy traffic existing and greater traffic expected, need for an alternate circuit was realized

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and therefore the Harbor Circuit was reestablished. It proved to be of considerable aid in handling peak traffic between NOB and San Diego.

In the meantime, in the summer of 1942, ComdtNOB had felt compelled to request that the cryptographic allowance for NOB Communications be revised upward from the Class Four Ashore which was still held as in peacetime. In the letter in which this revision of the allowance was requested, ComdtNOB pointed out that information which was normally addressed to ComEleven in higher cryptographic systems than those held by ComdtNOB was frequently needed in order to carry on the functions of the local activities. Providing this information required that it be sent by courier or be paraphrased and reencoded in some system held by ComdtNOB. The first means, by courier, incurred considerable delays; the second was very bad from the security standpoint. Therefore, it was requested that a higher cryptographic allowance be assigned to the NOB Communications Department. (94)

In 1942, ComdtNOB had asked that authority be granted to purchase locally a communications receiver. (95) The Vice Chief of Naval Operations, as an alternative, suggested that NOB make use of radio facilities at either the Section Base, Harbor Entrance Control Post, or the office of the Captain of the Port. These

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activities were not in a position to furnish facilities for carrying on radio communications on the Eleventh Naval District Harbor Circuit. Prompt action was necessary to obtain the receiver mentioned; so this was done and an airmailgram sent explaining the action which had been taken.(97) Whereupon VCNO wished to know the circumstances which had brought about the establishment of a radio station at NOB, San Pedro;(98) hence, ComdtNOB's letter giving the background of the communications organization.(93)

In this letter, in addition to what has already been discussed, ComdtNOB explained that since the outbreak of the war the work of the Naval Air Station had greatly increased and that difficulty had been experienced in obtaining radiomen and radio equipment for their own needs. Hence, if NOB Communications assumed radio guard for all local traffic, via the harbor circuit, it would relieve the Air Station communications organization of work which might better be handled by NOB. No mechanical or physical changes would be required nor would additional equipment be needed from the Bureau. At this time, mid-December 1942, no radio call was assigned to NOB. The radio call in use was assigned to the Naval Air Station (Radio San Pedro Aero). This caused confusion and extra work in that the Air Station was forced to

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break down all despatches coming in so addressed in order to ascertain whether the Air Station or NOB Communications Department was the interested party. It was suggested that a call be assigned to Radio San Pedro (Naval Operating Base) so as to relieve this difficulty.

At the end of December 1942, ComdtNOB requested that four more officers be assigned to the Communications Department to bring the coding board of five up to nine so as to be able to handle the increased traffic load. At this time, however, ComEleven stated that there were no communications officers available for assignment to NOB.(99)

ComEleven concurred in the reasons given by ComdtNOB for requesting augmented radio facilities, and recommended favorable consideration of the request.(100) However, the Vice Chief of Naval Operations disapproved the request on the basis that "insufficient operational necessity had been shown."(101)(102) In compliance with the request of ComEleven that communication facilities on Terminal Island be reviewed so that further recommendations could be submitted,(103) ComdtNOB initiated a study.

Among the more important findings of this study were these: That in carrying out the various responsibilities of the Commandant, Naval Operating Base,

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NOB Headquarters functioned as the central operations office and all requests for service made by units of the Fleet entering the local harbor were made through NOB. The NOB Communications Department was, of course, used in executing these operational responsibilities. At that time (9 March 1943) there was maintained by that department the principal visual station in the area, but there was urgent need felt for direct radio facilities to handle traffic to and from ships. This need was especially felt in connection with working with task forces conducting operations out of the local harbor; such forces usually desired to maintain radio contact with NOB when entering or leaving the harbor or when conducting maneuvers. It was also urgently necessary that arrival reports be promptly received so as not to endanger ships by forcing them to lie outside the harbor. Another need for maintaining a radio station at NOB was in connection with providing fills of Fox transmissions which ships might have missed at sea and in connection with standing radio guard for ships while they were present under repairs. The duplication of work and attendant confusion and delay incident to the Naval Air Station having to handle all traffic coming in, whether for the Air Station or for other NOB activities has already been mentioned. It was emphasized that

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this situation was a hold-over from a pre-war set-up when the Air Station had maintained the principal communications office and visual signal station in the area and when the small amount of outside traffic had been so light that it could be handled easily. Obviously conditions had now greatly changed. It was further stated that since NOB had relieved the Naval Air Station of this responsibility and had come to maintain the principal local communications organization, Roosevelt Base, the Advance Base Depot at Port Hueneme, and the U. S. Naval Drydocks had been commissioned, shipbuilding had accelerated, and the amount of shipping from the harbor had greatly increased. It was felt that more than ever there was a great need for coordinated handling of communications. By centralizing radio, teletype, and visual communications in the NOB Communications Department, it was believed that personnel could be used more economically and the communications needs of the northern portion of the Eleventh Naval District could be served more efficiently. It was felt that the conclusion was compelling that NOB should be authorized to use the existing facilities for carrying on radio communications directly from NOB Headquarters under its own radio call sign. (102)

The authorized enlisted complement for the Com-

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munications Department was set up to cover only signalmen and radiomen. Other ratings were provided out of the general detail of NOB and Roosevelt Base.(104) This covered yeomen and other ratings. With the exception of Chief Radiomen, signalmen, and couriers, many of the positions requiring enlisted personnel in the Communications Department ultimately came to be filled by Waves as were also positions on the coding board and elsewhere in this department by Wave commissioned officers. It should, of course, be understood that as of December 1943, the Communication Office at NOB Headquarters did not have a separate complement of either officers or enlisted personnel. All these people were carried on the NOB complement and attached thereto.(105)

In November 1944, ComNOB wrote to the Chief of Naval Operations and reviewed the situation regarding radio facilities used and needed in order that NOB responsibilities might be carried out.(106) It was pointed out that CNO had previously recognized the necessity for NOB Communications Department's maintaining the radio facilities necessary in the administration of the Base.(107) However, there had not been any actual designation of a shore radio station at NOB, nor had equipment and personnel allowances been authorized to activate such a station. The radio facilities

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which existed at this time were being provided by sharing control of transmitting equipment installed at the Naval Air Station transmitter building and by borrowing a small amount of old receiver equipment no longer needed by the Air Station but procured under the allowance of that activity. Naturally, this condition was unsatisfactory and the material in use entirely inadequate in consideration of the radio needs of the activities served by NOB. Certainly, the Naval Air Station was not in a position, nor should be required, to supply the radio facilities needed by the NOB Communications Office. Therefore, Com NOB requested that "a U. S. Naval Coastal Radio Station be specifically authorized as an activity" of NOB and that "an equipment allowance be established therefor."(106) On 26 January 1945 a radio station was formally established at the Naval Operating Base, Terminal Island, by the Secretary of the Navy when the radio facilities there were designated as "U. S. Naval Radio Station, U. S. Naval Operating Base, Terminal Island (San Pedro), California" as an activity of the Eleventh Naval District under ComNOB.(108) The NOB Communications Officer, Lieutenant Raymond E. Haskell, USNR, was nominated to be Officer in Charge of this radio station.(109) Negotiations incident to setting up these new facilities on Terminal Island on Reservation Point continued through most of 1945.(110)

The organizational structure of the Communications Department is rather clearly shown on the chart prepared at the time of the visit of the War Manpower Survey Board's Committee in January 1944. (This chart is to be found in the Appendix. Its study may obviate the reading of many words of description.)

This Communications Office, in the course of its development, came to be responsible for handling all the traffic for all activities in the harbor and outlying areas and for most of the ships in the harbor. In addition to the regular communication duties for NOB, this office also absorbed all communication duties for Roosevelt Base and the Small Craft Training Center on Terminal Island. The department consisted of three main divisions: the main communication center which was the controlling unit and which handled all landline traffic, the signal tower atop the Administration Building tower which was responsible for visual messages, and the radio organization (already discussed) which was responsible for radio dispatches and the Fox guard. NOB Communications also handled radio direction finder calibrations for Naval vessels. It should also be noticed that NOB Communications was responsible for the telephone switchboard and other telephone matters and that the work of the NOB Telephone

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Officer and the relationship with civilian telephone representatives came under the cognizance of the NOB Communications Department.

When the War Manpower Survey Board made its survey early in 1944, they estimated that the Communications Department was severely undermanned and correctly judged that the Department was hard pressed to handle traffic with its complement at that time.(111) The possibility of using enlisted Waves on the Signal Bridge was suggested. (This suggestion, however, was never put into effect.) ComdtNOB concurred with the Board's findings in general and with the suggestion that additional officers were needed. He submitted a table in which it was shown that with regard to enlisted personnel there was an approved complement of 30, a required complement of 75, and 39 on board; hence there were 36 additional enlisted personnel needed. In March 1944, BuPers changed the authorized complement for this department to 28 officers and 54 enlisted personnel.(112)

The work of this department has continued to increase and the numbers of personnel and the physical facilities have been augmented. With the close of hostilities and the return of many vessels of the Fleet to the San Pedro - Long Beach harbor, the burden of work and responsibility of the NOB Com-



munications Department has tremendously increased in all respects and especially with regard to its visual signalling responsibilities and despatch traffic.

HISTORICAL OFFICER

In the "Regulations of the Naval Operating Base, 1945", the billet of Historical Officer is listed as a Staff Department and his duties set forth in some detail.(113) The primary purpose of designating an officer as Historical Officer was to carry out the Navy Department instructions relative to the compiling of historical material and the writing of the administrative history of the Naval Operating Base.

In February 1945, instructions were sent out by the Director of Naval History concerning the preparations of the administrative histories of shore establishments.(114) Inquiries were made at NOB Headquarters concerning officers who might be available for this work.(115) When no qualified officer was found who could be assigned to this work, ComNOB requested that such an officer be ordered to duty for this purpose.(116) No one being found in the Eleventh Naval District who was available for duty as historical officer at NOB, ComEleven sent a request to the Chief of Naval Personnel, through the Director of Naval History, asking that an historical officer be assigned to the Naval Operating Base Staff.(117) In July 1945, Lieutenant H. B. Rouse was ordered to report to ComEleven(118)

and shortly afterward was ordered by ComEleven to report to ComNOB as Historical Officer for the Naval Operating Base and Assistant District Historical Officer.

In his capacity as Historical Officer for the Naval Operating Base, this officer was engaged in the research and writing incident to the preparation of the Administrative History of the Naval Operating Base, Terminal Island, from 27 July 1945 until his detachment in March 1946, prior to his separation from active service. It was not practicable to assign any Naval officer or enlisted personnel as assistants to the Historical Officer. Hence, the compilation and research as well as the actual composition of the text of this history were performed by the Historical Officer himself. A civilian secretary carried on the very necessary filing and typing activities of this office. Excellent cooperation was received by the Historical Officer from both Staff Departments and from NOB activities who made information and material available for his use.

It is not presumed that this billet will be continued as a separate Department of the Naval Base Staff.

VENEREAL DISEASE CONTROL AND MEDICAL INSPECTION OF SHIPS

The officer charged with the responsibilities

of venereal disease control and the medical inspection of ships carried on his duties under the cognizance of the NOB Staff Medical Officer. The medical inspections of ships concerned these matters which affected the health and safety of the Armed Guard crews of merchant vessels: the living accommodations, food inspections, galley inspections, venereal disease control, examinations related to the general health of personnel, inspection of first-aid equipment and the replenishment of this material, and the arrangements for the care of personnel who were in need of medical attention.

The Venereal Disease Control Office had cognizance of these matters:

(a) The Supervision of venereal disease control efforts among thirty activities in the Los Angeles area.

(b) The collection of statistical data from these activities.

(c) The analysis of all statistical data and reports submitted on this data.

(d) Establishment and supervision of first-aid prophylactic stations in the Los Angeles area.

(e) Liaison work between Naval activities, health departments, law enforcement agencies and Federal agencies.

(f) Venereal disease control educational work at Small Craft Training Center, Terminal Island.

(g) Duty as member of the Army-Navy Vice Control Board.

MARINES AT NOB

Elsewhere in this history some attention is given to matters which concerned Marines. Some consideration is pertinent here to the service of Marine officers and enlisted personnel to NOB.

Before the Naval Operating Base had been established in the San Pedro - Long Beach area, Marines were serving at the Naval Air Station on Terminal Island performing guard duty and other customary security and defense services often assigned to Marine Corps personnel on Naval stations. This Marine detachment was not large enough to permit the assigning of any of its members to orderly duty in the office of the Assistant Commandant in San Pedro, when in the summer of 1940 that officer wished to establish such an orderly post.(119) The establishment of this post was not approved by Com-Eleven at that time.(120)

In August 1941 the designation of the Marine Detachment, Naval Air Station, San Pedro, was changed to Marine Barracks, Naval Air Station, Terminal Island, California.(121) In late October 1941,

a Marine Orderly Post was established in the office of the Commandant of the Naval Operating Base.(122) After the Navy took over the jurisdiction of Terminal Island in March 1942, for a time the Marines on Terminal Island had the responsibility for maintaining a twenty-four hour motor patrol of the Island on orders of ComdtNOB as well as providing guards for prisoners at the Receiving Station on Terminal Island.(123)

In the fall of 1942, it was proposed that a Marine Barracks be erected at Roosevelt Base and that the Marine detachment at NAS be transferred hither and become an activity directly under ComdtNOB.(124) Barracks were erected at Roosevelt Base and the Marine activity was placed under ComdtNOB and became known as Marine Barracks, Naval Operating Base, Terminal Island (San Pedro), California.(125)

On 4 December 1944, the Roosevelt Base Brig, which also served the needs of ComdtNOB headquarters for brig space, was placed under the administration of the Commanding Officer, U. S. Marine Barracks, Naval Operating Base, Terminal Island, with the concurrence of the Commanding Officer of Roosevelt Base.

PUBLIC RELATIONS

A Public Relations Office or Department, as such, was not a part of the Staff of the Naval Operating Base, Terminal Island. Public Relations matters were handled throughout the Eleventh Naval District by the District Public Relations organization. There was an Area Public Relations Office in the San Pedro - Long Beach area with which liaison was maintained between ComdtNOB and his Staff. This Branch of the District Public Relations Office handled all such affairs. In the spring of 1942, Ensigns W. F. Lyon and R. T. Hartmann were designated to maintain liaison between all activities of the Naval Operating Base and the District Public Relations Offices. (127) It was directed that:

> "All requests for information intended for publication, for photographs or other arrangements of a public relations nature will be referred to the above-named officers for the consideration of the Commandant, Naval Operating Base."

In the latter part of 1942, there was need for additional space for the Port Director's Office in San Pedro and ComdtNOB suggested that the Branch Public Relations Office be moved to the NOB Administration Building on Terminal Island. It was pointed out that if this were done, the management of this Public Relations activity would be retained by the Assistant District Public Relations Office in Los Angeles. It

was stated: "The Commandant, Naval Operating Base, San Pedro, has no need for a Public Relations establishment."(128) There was an informal arrangement in effect with Los Angeles and San Pedro Area Public Relations Offices which required that publicity which pertained to or affected the jurisdictional administration of ComdtNOB to be cleared through that official's office.(129)

In October 1943, Ensign Wilbur N. Burkhardt (later Lieutenant), USNR was assigned to the Staff of the Naval Operating Base "to be responsible to the Commandant for press relations."(130) He was to work in close cooperation with the Area Public Relations Officer in clearing all releases through proper channels and served as the editor of all news releases which pertained to all NOB activities. He was also responsible to ComdtNOB for protecting the security applying to civilian newspapers and magazines.

Though the same officer, above designated, did not always carry on this work, liaison continued to be maintained with Area Public Relations for NOB activities.(131) Later, in 1945, it appears that an increase of the Staff complement so as to allow for the position of NOB Public Relations Officer was requested. However, it does not appear that such an officer was designated under the NOB organization.(132)

AMMUNITION AND ORDNANCE MATTERS FOR NOB

The Naval Operating Base, Terminal Island, carried no officer on its staff to whom were delegated the responsibilities of handling ammunition and ordnance affairs. Such matters were made a part of the work of the District Ordnance organization. Before the present Assistant District Ordnance Officer reported to ComNOB on 1 March 1945, ordnance and ammunition affairs had become rather complicated in the San Pedro - Long Beach area.

Ordnance and ammunition matters were being carried on by two offices: One of these offices was that of the Assistant District Ordnance and Engineer Officer who was attached to the office of the Deputy Assistant Industrial Manager and also responsible to the Director of Material of the Eleventh Naval District. The other office was that of the Assistant Industrial Manager on Terminal Island who also had orders as Assistant District Ordnance Officer and whose representative for such work carried on ordnance activities. These officers were chiefly concerned with the industrial side of these activities and were doing good work from the engineering and industrial angle. On the other side, matters of material supply in this connection were not being handled under this arrangement as well as might have been desired.

ComNOB was not in authority for ammunition handling, as such, though his Operations Department did act in a liaison capacity for ships' commanding officers. Ammunition was not being handled exactly as might have been desired in this connection, but as the exigencies of the wartime situation required. In a general way the arrangement was this: Commanding Officers of ships coming to the San Pedro -- Long Beach area who needed to handle ammunition, either by taking on or discharging, would work through the authority handling their ship, usually the AIM, the Port Director, or the Commanding Officer of the Drydocks. Ammunition would be brought from Fallbrook Ammunition Depot and placed aboard the vessels. It had been found that from time to time storage space for ammunition was needed and a small ammunition magazine storage area was constructed at the Navy Fuel Annex, San Pedro, to care for this storage problem.

It was clear that a central authority was needed to take care of the Navy's ammunition problems as well as the ordnance work in general in the San Pedro - Long Beach area. In the middle of December, 1944, ComNOB requested that an officer to be designated as Ammunition Officer be assigned for duty in this area with orders attaching him to the Staff of ComNOB but placing him under the District Commandant. (133) In

this letter ComNOB pointed out that at that time about twenty different agents in this area were dealing with the Navy ammunition depots. This, as he said, caused a lack of coordination, uneconomical use of trucks, tugs and lighters, and considerable disregard for security. It was proposed that this Ammunition Officer maintain his office on a 24-hour schedule, that he have officers to board all incoming vessels to learn the ammunition needs of these vessels and to supervise the loading and unloading schedule of all vessels which had to handle ammunition.

The Ammunition Officer requested by ComNOB was not appointed to the NOB Staff. However, the delegation of Commander W. T. Woodard, USN (Ret), to take over the work of Assistant District Ordnance Officer in this area accomplished much the same purpose. (134) It is true, of course, that Comdr. Woodard did not, in his capacity of Assistant District Ordnance Officer, become a member of ComNOB's Staff. However, he was given orders which placed him in this area in a position to act in a liaison capacity between ComNOB's Operations Officer and all activities of the District having to do with Ordnance and Ammunition matters. The Assistant District Ordnance Officer, under this new arrangement, took over all the work of coordinating and scheduling and, in general, of supervising and advising on all matters concerned with ordnance and

ammunition in the Naval Operating Base area. The hitherto scattered and somewhat chaotic system or lack of system was resolved into an organization of all such affairs so that the procurement or discharge of ammunition could be accomplished safely and with the necessary dispatch. The Ordnance Section of the Office of the Assistant Industrial Manager in San Pedro was ordered to retain these duties:

> "Procurement of, and installation on, merchant vessels and Naval vessels, of all BuOrd equipment, including guns, torpedo tubes, directors, fire control equipment, etc., in the commercial shipyards of the San Pedro - Long Beach area.
>
> "Supervision and inspection of repairs and alterations to all BuOrd equipment on merchant and Naval vessels in the commercial shipyards of the San Pedro - Long Beach area."

Essentially, however, the Assistant District Ordnance Officer, though not attached directly to NOB, acted as the NOB Ammunition Officer in that his liaison duties caused him to work in close cooperation with NOB activities and especially with NOB Operations Department. He coordinated the movements of all ammunition in the area to all Naval vessels and activities reporting to ComNOB. Requests for ammunition for NOB activities and for ships reporting to NOB were forwarded to the Assistant District Ordnance Officer for screening and that officer made all necessary arrangements for supply thereof. Clear-

ances for necessary ship movements to insure safety of such arrangements were made with the Captain of the Port. All problems relating to the safe handling of ordnance material and especially ammunition were taken up with the Assistant District Ordnance Officer.

After the establishment and beginning of operations at the Naval Ammunition and Net Depot at Seal Beach most of the ammunition supplying was carried on by the Assistant District Ordnance Officer with that much nearer activity rather than with Fallbrook. This, of course, made for safer and quicker ammunition supply for ships and activities in the San Pedro - Los Angeles - Long Beach area.

ALLEN CENTER AND SHIP'S SERVICE

Allen Center, the Officers' Recreational Center at Roosevelt Base, was built as a part of the original group of buildings erected on Terminal Island at what was at first known as the Fleet Operating Base and later designated Roosevelt Base. This building contains facilities for officers' recreation and entertainment such as lounges, a bar, dining room, and sand bar. An officers' barber shop and a small ship's service store were also set up within the premises of Allen Center.

When first set up at Allen Center, the Officers' Club operated a Mess along the lines of an Open Mess.

A Wine Mess was also organized.(135) Later, Allen Center was organized as an Officers' Mess rather than as a club and the Wine Mess was set up as a part of that Mess. By the spring of 1943, with the growth of activity on Terminal Island and the very considerable increase in the number of officers aboard, the number patronizing the Officers' Mess in Allen Center had also greatly increased. It was felt that a change in the operation of Allen Center was advisable and Lieutenant Commander G. L. Dickson, Administrative Assistant to the Commandant, recommended that the officer appointed as Mess Treasurer or Officer in Charge should devote his activity "primarily to the morale, service and social end of the conduct of the Mess"; that a civilian manager be employed to work directly under the Mess Treasurer and "to be responsible for the fiscal control, and buying of food and liquor." This manager was to be paid from the income of the Mess. Lieutenant Commander Dickson thought that a satisfactory manager should be obtainable "for approximately $250.00 per month and his salary should be more than offset by the savings he will effect."(136)

In June 1943, Mr. Rexford L. Welch was designated by ComdtNOB as the Business Manager of the Officers' Mess and the Wine Mess, with responsibility, "under the Officer-in-Charge, for the procurement, preparation,

and accounting for all food and beverages." Furthermore, it was stated that "he should have unlimited authority to employ, supervise, and discharge civilian personnel, except Public Works janitors." The Officer-in-Charge was to be responsible to the Commandant, through the Chief Staff Officer, for all services within the Club and for the general administration of the Center and its service personnel.(137) As a result of these arrangements more business-like and more economical operation of the Allen Center Mess resulted.

Increasing Officer personnel, food rationing, and lack of a sufficient number of mess attendants made it imperative that officers recognize the status of Allen Center Mess as a mess and not a club in the usual sense. An Officers' Club was organized at Allen Center on 1 May 1944 but later abolished and its assets, liabilities, and responsibilities assumed by the Commissioned Officers' Mess, Allen Center,(138) in accordance with the directive of the Secretary of the Navy requiring all such organizations which were established on property owned or under the control of the United States to be operated as an integral part of the Navy.(139)

As of 1 January 1945, the dining room and sand bar at Allen Center were designated to be operated as a Commissioned Officers' Mess Closed. The lounges and bar of the Center were designated to be operated as a

Commissioned Officers' Mess Open. The dining facilities of the Center were conducted as Open mess at certain specified times.(140)

Profits resulting from the operation of Allen Center resulted in a Welfare Fund being established and administered directly by ComdtNOB. This fund was established to be used for the common good of all activities. Among these expenditures were those for contributions to Navy Relief, improvements and additions to the equipment of Allen Center, entertainment of official guests visiting the area, and area public relations.(141)

As of April 1944, the money derived from operation of the slot machines in the bar at Allen Center was put in a fund separate from the Officers' Mess funds and other official funds. This unofficial fund was disbursed under ComdtNOB's direction for the welfare of personnel. Checks were sent each month to Navy Relief, Long Beach War Chest, and the Red Cross. The slot machines at Allen Center were rented because service and repairs for the machines owned by the Center were not readily obtainable.(142) Later in June, 1944, an Officers' Club already referred to, was organized at Allen Center. This was composed of a group of Officers attached to NOB Headquarters; it accepted

as its responsibility keeping Allen Center furnished, decorated and equipped and providing entertainment, athletic, and recreational facilities for local and visiting officers to enjoy.(143) After it was set up, it took over the ownership and operation of the slot machines in the bar, the funds therefrom being disbursed under the direction of a governing committee of three officers for specific welfare purposes.

At the end of February 1946, the ship's service activities being operated by the Naval Base Headquarters Staff personnel were disestablished as such in so far as that system of operation was concerned. These ship's service components were to be disposed of as follows:(144)

"(a) Store No. 1 (Allen Center): Disestablish. To be re-opened as an activity of Ship's Service, Roosevelt Base.
(b) Store No. 2 (Harbor Craft Base): Disestablish.
(c) Store No. 3 (Firefighters' School): Disestablish. To be re-opened as an activity of Ship's Service, Roosevelt Base.
(d) Store No. 4 (Naval Supply Depot): Disestablish.
(e) Gasoline Station (Naval Supply Depot): Disestablish.
(f) Barber Shop No. 1 (Allen Center): Disestablish. To be re-opened as an activity of Ship's Service, Roosevelt Base.
(g) Barber Shop No. 2 (Harbor Craft Base): Disestablish. May be re-opened as an activity of Harbor Craft Base, using Ship's Serviceman (Barber) ratings of Harbor Craft Base.
(h) Laundry (Harbor Craft Base): Disestablish. May be re-opened as an activity of Harbor Craft Base using Ship's Serviceman (Laundry) ratings of Harbor Craft Base."

WAR SAVINGS BOND ADMINISTRATIVE ORGANIZATION

Shortly after the U. S. Naval Drydocks was commissioned and placed in operation in February 1943, the Commanding Officer of that activity requested that a War Bond Issuing Officer be assigned to this new industrial facility by BuPers. In June 1943, a bonded officer of the Supply Corps was assigned to duty at the Drydocks as Certifying Officer and Issuing Agent for War Bonds.

Before this time civilian payroll reservations had been processed by the Issuing Office in San Diego and, due to the delay incident to the use of the mails in delivery of the bonds, a high rate had not been attained for civilian participation in the War Bond program. However, with the establishment of the issuing office within the NOB command, delays in the issuance of bonds were removed, and there was a gradual increase in both military and civilian participation in the War Bond program. Ultimately a number of activities under ComNOB attained the Secretary of the Navy's Standard of Excellence of 90% of all civilian employees participating in the program for at least 10% of total gross pay.

Eventually the War Bond Issuing Office at the Drydocks became the largest such office in the Eleventh Naval District, carrying a civilian account of 22,000 in June 1945. These civilian accounts were distributed

among some seventy-odd Naval activities in the San Pedro-Long Beach-Los Angeles area. It is noteworthy that for several months prior to the end of the war, an average of well over a million dollars was accounted for in war bond issues each month.

From June 1943, to October 1944, the War Bond Promotional Officer for the Eleventh Naval District conducted all promotional phases of the work from his office in San Diego, with frequest trips to the northern part of the District and close liaison with the Issuing Officer at the Drydocks office. Increasing volume of work made it advisable that a promotional office be set up to carry on the work at NOB. Therefore, in October 1944, the War Bond Issuing Officer on duty at the Drydocks was transferred to NOB headquarters and became the War Bond Promotional Officer for all NOB activities as well as for other Naval activities in the northern portion of the Eleventh Naval District. In most cases each activity in the Eleventh Naval District carried a War Bond Promotion Officer on its staff. Usually this officer had this responsibility as collateral duty.

The duties of the full-time War Bond Promotion Officer attached to the staff of ComNOB were to work with the various officers who were carrying war bond promotion work as additional duty and to emphasize the need "of maintaining a high rate of bond sales both

through 'extra' cash campaigns and by means of the civilian payroll plan and the military allotment plan." The War Bond Promotion Officer, NOB, also assisted in setting up permanent bond organizations which presented sales talks setting forth the merits of the Bond Program to incoming personnel. This office also distributed necessary posters, forms, reports, and sales suggestions. Periodic reports were submitted to the Navy Department in Washington and to the Eleventh Naval District. This War Bond Promotion Office also maintained liaison with the Southern California War Finance Committee. In brief, the War Bond Promotion Officer was the "coordinator" for War Bond sales throughout the northern portion of the Eleventh Naval District.

As of 1 October 1945, this office was disestablished.

BANKING FACILITY AT NAVAL OPERATING BASE, TERMINAL ISLAND

In July 1943, the Bureau of Supplies and Accounts inquired concerning the desirability of establishing a banking facility on Terminal Island.(146) In his reply ComdtNOB stated that he considered that such a facility would be beneficial both to shore based personnel and to the crews of ships visiting the Base. Statistical information given at that time in this connec-

(147)
tion showed:

"Number of Naval personnel.....About 10,000
Number of civilian personnel.....About 700
Amount of monthly disbursements.. $2,900,000
Distance from the nearest
general depositary..... 500 miles
Depositary now being used by
Naval disbursing officer.. Federal Reserve
Bank of San Francisco (L.A. Branch)
Type of service to be rendered... General
Banking.
Hours which the service is desired... 0900 to
1700."

(148)
In a letter dated 6 September 1943, BuSandA requested the Treasury Department to designate a banking institution to operate the needed facilities at the Naval Operating Base on Terminal Island. By the end of January 1944, no action on this matter had yet been taken and ComdtNOB wrote to BuSandA inquiring as to what was being done and pointing out that there was need of a banking facility with the expan-
(149)
sion of activity and the increase in personnel. The representatives of the Treasury Department and BuSandA, whose coming to this area was indicated in
(150)
a letter of 9 February 1944, had not arrived when
(151)
ComNOB wrote again on 9 June 1944. In this letter ComNOB stated that, on the suggestion of Captain M. L. Royar of BuSandA, enquiry had been made as to whether either the Long Beach branch of the Security First National Bank of Los Angeles or the Long Beach branch of the Bank of America National Trust and Savings Association desired to operate a banking facility on

Terminal Island. The Security First National Bank did not wish to enter into such an undertaking, but the Bank of America was willing to do so. ComNOB accordingly recommended that the Bank of America be designated to operate the facility.

Authorization was granted for establishing a main banking facility in Building 10 of Roosevelt Base and a branch facility at the U. S. Naval Drydocks.(152) The NOB banking facility on Roosevelt Base was established and opened for general banking services on 23 October 1944. The Bank was set up to serve these activities specifically: NOB Headquarters, Roosevelt Base, SCTC, Marine Barracks, San Pedro Shakedown Group, and Commissioning Detail. However, other activities were also permitted to use this service.(153)

PROPOSED COMMISSARY STORE AT NAVAL OPERATING BASE

The northern portion of the Eleventh Naval District contains no Naval commissary for Naval personnel and their dependents. The Army maintains commissaries in the San Pedro - Long Beach area to which access is, of course, limited. The nearest Navy commissary store available to personnel of the Navy, Marine Corps, and Coast Guard is located at San Diego -- much to far away to be of any service to personnel in the northern part of the District.

In the spring of 1941 there was a move under way to establish two branch commissary stores in Long Beach and San Pedro.(154) Presumably these were to be conducted as branch activities of the commissary in San Diego since very nearly all activities in the northern portion of the District were at that time branches of District activities -- before the establishment of the Naval Operating Base, San Pedro. It was thought that the stores under consideration should be located, if possible, on Federal property or Federal leased property. It was estimated that Long Beach Navy families would require a store approximately the size of the one them established in San Diego and that San Pedro Navy families would require one about two-thirds that size. It was suggested that commissaries might be located in San Pedro at the south end of Shed 57 and in Long Beach either in the neighborhood of the Navy Housing near Santa Fe Avenue or as an extension of the sheds at the Ontario Street Navy Stores Landing.

The Assistant Commandant (Captain R. B. Coffman) took up the proposal for the establishment of a commissary store in a letter to ComEleven, dated 22 May 1941.(155) He recommended that such a store be established first in Long Beach and that another one be set up later in San Pedro. These stores were desired to serve the needs of a large part of the enlisted men's families

who would remain in residence in these cities. A location for the proposed store in Long Beach had been selected on the basis of economy of location, economy of establishment, and accessibility to the greatest number. On these bases it had been decided that a location in the westward part of the new low-rent housing project in Long Beach would be most accessible to those who would use the store. It was thought that a suitable building could be placed in this area without undesirably restricting the amount of space originally set aside for playgrounds for the housing project; it was also considered possible to use the same sort of construction as had been used in building the housing units. The urgent need felt by officials in this area for the establishment of a commissary was not an opinion concurred in by the authorities in Washington; the Bureau of Supplies and Accounts, in July 1941, was of the opinion that there would be no justification for establishing a Commissary Store in the San Pedro - Long Beach area.(156) And thus the matter rested for that time.

Toward the end of February 1943, ComEleven requested comment and recommendation from ComdtNOB as to the feasibility of establishing a Commissary in the Long Beach - San Pedro area.(157) ComdtNOB's reply to this request was detailed and to the point. Local conditions were surveyed in a general way with-

In his commend on these matters to the Assistant Secretary of the Navy, the Chief of the Bureau of Yards and Docks agreed that if the Navy extended the runways at Reeves Field, the removal of the Los Angeles sewage disposal plant would be necessary, but that it was hardly justified until such expansion of the Air Station runways had been actually determined. Hitherto, the Bureau of Aeronautics had disapproved such expansion. It was further stated that a contract with the City of Los Angeles for the disposal of the sewage from Roosevelt Base would not offer a complete solution to the problem. Mention was made of a proposed project for a sewage disposal plant to be built by the Navy (BuDocks) which would take care of the needs of most of the Naval activities on the Island.(168) Comdt-NOB concurred in the premises of the Bureau of Yards and Docks in these matters.(169)

When the Assistant Secretary of the Navy wrote to the General Counsel for the House Naval Affairs Investigating Committee in April 1944, he indicated that definite action was to be extected soon in these matters. Apparently it was contemplated that if the runway was extended at Reeves Field, the existing sewage disposal plant would have to be removed and the Navy would join with the City of Los Angeles in a cooperative arrangement for the disposal of the

Navy's Terminal Island sewage. If the City's plant were not removed, no contract with the City would be arranged and the Navy would undertake to erect its own sewage disposal plant.(170)

In August 1944, ComNOB wrote to the Chief of the Bureau of Yards and Docks, via ComEleven, regarding the probable merits of sites on which might be located a sewage disposal plant which should be so designed that an addition could be made to handle both Navy and Los Angeles sewage flow should it be determined that the existing City plant would have to be relocated.(171) Of the four possible sites which were considered, two sites were located in areas on Terminal Island where it was known that the City of Los Angeles would strenucusly oppose the location of such a plant on the grounds that it would interfere with their plns for the future development of their terminal facilities; a third site was in an area being used by the Maritime Commission and very much needed by it. The fourt site considered was not so well located for the purpose as were either of the first two. However, it appeared to be the only one available on the Island. It was land owned by the U. S. Government under the control of the Navy and no objection was anticipated from the City to placing the sewage disposal facilities there. ComNOB pointed out that these facilities were

urgently needed and requested early action on the site recommendation.

Matters in this connection continued in an unsettled state until early in 1945 when the Secretary of the Navy disapproved the project for improvement of the sewage collection system and construction of a new treatment plant on Terminal Island. (172)

NOTES AND REFERENCES
CHAPTER TWO

(1) A9/NB49 (Serial 2393) MLG; 25 November 1941;

(2) NB66/P17-1/ (Serial 2022); 2 June 1943; NOB C/L.

(3) A3-2; 5 October 1942; NOB C/L 10-42.
also
BuPers ltr. Pers-326-rma; 25 September 1942 1st End on above, NB66/P17-2/K/ (Serial 4862) 10 October 1942.
also
A3-2; 5 October 1942; NOB C/L 11-42.

(4) Chart of Officer Complement for NOB Headquarters and Roosevelt Base; 4 June 1942.

(5) 1st End (29 June 1942) by Com11 on ComNOB ltr NB66/A3-1/C (Serial 1938); 8 June 1942.

(6) NB66/A3-1/C (Serial 1938) by ComdtNOB to ComEleven; 8 June 1942; End. E.

(7) Memorandum from ComdtNOB to Acting ComEleven; 29 January 1943.

(8) NB66/P16-1/MM/ (Serial 2019) 27 May 1943; ComdtNOB to BuPers, via ComEleven.

(9) "Regulations of the Naval Operating Base, San Pedro, and Terminal Island, California," 1943; pp. 36-55.

(10) Ibid., p 38.

(11) A6-4 (1944); Master Distribution List A.

(12) See Chapter VI, Housing.

(13) "Regulations of Naval Operating Base, Terminal Island (San Pedro), April, 1945; pp., 9, 10.

(14) Regulations of the Naval Operating Base, Terminal Island (San Pedro), Calif., April, 1945; p. 10.

OPERATIONS

(15) Memorandum to Captain G.W.D. Dashiell, Port

Director, San Pedro, from Comdr. Geo. E. Kenyon, NOB Operations Officer.

also

NB66/YG/(Serial 3015)/7 November 1944 (Approx.); ComNOB to BuShips, via Com11.

(16) NB66/YTL/(Serial 3487)/23 December 1944; ComNOB to ComEleven.

(17) NB66/YG/(Serial 1881); 12 July 1945; NOB Operations Officer to H-10 Water Taxi Co., Ltd.

also

NB66/YG/(Serial 1891); 13 July 1945; ComNOB to ComEleven.

(18) NB66/582(Serial 1995); 24 July 1945; Operations Officer, NOB, to CO, Naval Ammunition & Net Depot, Seal Beach.

(19) NB66/P17-1/(Serial 2063) 8 June 1943; NOB C/L # 9-43.

(20) NB66/OF22/(Serial 2473); 5 August 1945; NOB Comdt., to SecNav, via ComEleven.

also

NB66/OF/(Serial 3252); 2 December 1944; ComNOB to CincPac, via ComEleven and ComWes SeaFron.

(21) NB66/A4-3/P16-1/00/(Sr)/(Serial 1150)/ 19 April 1945; from ComNOB to CNO, via Com11.

(22) NB66/P16-3/00/(gz)/(Serial 1331); 19 April 1945; ComNOB to SOPA.

(23) NB66/P16-3/00/(2:Sr)/(Serial 1180); 19 Spril 1945; ComNOB to Comdr. Brooks Gifford.

(24) NB66/P16-3/00/(re)/(Serial 1758; 28 June 1945; ComNOB to SOPA.

(25) ComEleven ltr Serial A-3398 of 7 September 1942.

(26) NB66/L9-3/(Serial 4658); 15 September 1942; ComNOB to ComEleven.

PILOTS

(27) ASSTND/11/P16-3/00/(Serial 991); 12 June 1941; AssistComdt. to ComEleven

(28) NB49/H1/(Serial 2457); 1 December 1941; ComdtNOB to ComEleven.

(29) NB66/P16-3/00(Serial 5422); 17 December 1942; End-1 on ltr of Comdr. H. H. S. Olsen, D.M. USNR of 17 December 1942; ComdtNOB to BuPers, via ComEleven.

COMMISSIONING OF SHIPS

(30) ND11/A4-1/(Serial (SD)-2191)/ F:MW/23 August 1943; ComEleven to ComdtNOB.

(31) NB66/P11-1 (2)/(Serial 804); 3 May 1944; NOB Memorandum.

(32) A4-2/cjh/3 July 1945; ComNOB to ComEleven.

(33) ND11/A4-1/(A7-Sr)/(Serial W-1953) 21 July 1945; ComEleven to ComNOB.

(34) ComWesSeaFron Serial 68274 of July 1945.

PUBLIC WORKS

(35) NB66/A1-1(PW); 23 September 1944; PWO (by Direction) to Admin Assist to ComNOB, Memo.

(36) "Regulations of the Naval Operating Base, Terminal Island (San Pedro), Calif; April 1945," Section 607, pp. 20-22.

(37) QR(Overshiner, Lt.Comdr. CEC-V (S) USNR (PW); 11 June 1940; from District Public Works Officer to Lt.Comdr. Wm. H. Overshiner, CEC-V (S), USNR.

(38) ND11/00-S/WWW/(Serial Q-05990); 31 October 1941; ComEleven to Captain E.C. Seibert (CEC) USN.

(39) NB49/A3-1/(Serial 2407); 24 November 1941; ComdtNOB to ComEleven.

(40) ND49/A2-11/(Serial 2453)/1 December 1941; NOB C/L #3-41.

(41) NB/(San Pedro)/ (Serial P-4509); 5 December 1941; ComEleven to ComdtNOB.

(42) Ltr. of PWO of NOB to ComEleven via CO, NAS, TI., and ComdtNOB; 15 December 1941.

(43) NB49/A3-1/(Serial 2812); 16 December 1941; 2nd End. on above in note 42; ComEleven.

(44) NB49/S:H/(Serial 3008)/; 23 December 1941; from ComdtNOB to ComEleven.

(45) P16-3/00/NT4-4-1 (D30)/(Serial S-541) Third End.; 24 December 1941; ComEleven to BuDocks, via BuSandA and BuNav.

(46) ComdtNOB, S.P., Mailgram 151859, November 1941.

(47) P16-3/00(DS0)/(Serial S586); 25 November; ComEleven to BuNav. via ComdtNOB & BuSandA.

(48) ND11/(10)/LL/19 January 1942; Chief BuDocks to ComEleven.

(49) NB66/LL/(Serial 4139)/; 18 July 1942; 1st End. on CO, NAS T.I., ltr. NA26/LO(2480); 15 July 1942; ComdtNOB to Assist SecNav.

(50) Ltr. from CC, USNDD, to VCNO; N16/L24; 9 March 1943.

(51) NB66/NB49/N16(PW)/NB66/L9-3(1)/(Serial 536) RNE;mf/12 March 1943; ComdtNOB to VCNO, via ComEleven.

(52) NB66/LL(2)/WLM:MF/3 September 1943; PWO to Senior Member of 11ND Labor Board, Long Beach.

(53) QB/NMSB/10 January 1944; Inspection Report of NMSB.

(54) NMSB/ASC1V-htf/(Serial #1089); 3 April 1944.

(55) NB66/L1-2(PW)/NB66/A1-/L1-2/(Serial 3094) ComdtNOB to BuDocks, 20 November 1943.

(56) Spdltr. ND11/(1)/A1-1/C04-3B/; 6 January 1944; BuDocks to Comdt NOB.

(57) NB66/NS-60/(PW)/(Serial 1114)/NBG;LKY/ 22 June 1944; ComNOB BuDocks, via ComEleven.

(58) ON9/(Serial #P-15987); 13 October 1944; 11ND/C/L #132-44.

(59) NB66/A1-4/A4-1/(Dn)/(Serial 1617); 12 June 1945; ComNOB to ComEleven.

(60) NB66/A1-1(PW)/LJA:HEW:jd/1 August 1945; Public Works Officer, NOB to ComEleven, via ComNOB.

(61) NB66/A1-1/ON9/NY13/2:MI/(Serial 2174); 13 August 1945; End. 1 on above ltr. of note 60; ComNOB to ComEleven.

TRANSPORTATION

(62) NB66/L20/K(Serial 405); 24 February 1943; NOB C/L #4043.

LEGAL

(63) NB66/A2-11/P16-3/00/(Serial 125) 10 January 1945; NOB C/L #1-45.

LEGAL ASSISTANCE OFFICER

(64) Regulations, NOB, April 1945, Section 610 p. 23.

(65) ComdtNOB ltr Serial 2449; 2 August 1943, to Lieut. W. R. Harris.

(66) NB66/17-6A/ 7 August 1943; Legal Assistance Officer to ComdtNOB.

(67) NB66/A17-6/(Serial 2507) 10 August 1943; End-1 on above in note (3); ComdtNOB to ComEleven.

(68) NB66/A17-6/(Serial 2621); 27 August 1943; Legal Assistance Officer to ComEleven.

(69) NB66/A17-6/A9-2/ 24 January 1944; Legal Assistance Officer to Judge Advocate General, via ComdtNOB.

(70) NMSB/AC:Nmr/Serial #1491/ April 20, 1944.

(71) NB66/P16-3/00/ Serial 285/ 26 January 1945; ComNOB to Lieut. Margaret H. Woodson (W) USNR.

(72) Ltr. of VCNO OP-23-1/BH/(Serial 145823)/; 21 May 1943.

PERSONNEL OFFICER

(73) Memorandum from NOB Personnel Officer; 22 September 1944.

EDUCATIONAL SERVICES

(74) NB66/A3-1/P11-1/(Serial 2957); 29 October 1943; NOB C/L #15-43.

(75) NB66/P11-1 (Serial 705); 15 April 1944; NOB C.L #6-44.

PHYSICAL TRAINING

(76) NB66/P10-1/ (Serial 3079); 19 November 1943; NOB C/L #18-43.

(77) NB66/QR8/P10-1/ (Serial 132); 24 January 1944; NOB C/L #2-44.

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(78) ND11/L1-2/Mn(Serial J-731); 25 August 1941 ComEleven to Assistant Comdt.

(79) ND11/L1-2/A1/(Serial J-773); 8 September 1941; ComEleven to Assistant Comdt.

(80) ComdtNOB ltr to ComEleven of 8 September 1942.

(81) NB66/P-3/00/(Serial 4733); 26 September 1942; ComdtNOB to ComEleven.

(82) NB66/P21-1/(Serial 347); 1 February 1945; ComNOB to ComEleven.
also
NB66/P21-1/(6:Sr)/(Serial 519); 16 February 1945; ComNOB to Lieut. John M. Perry, USNR.

INSURANCE

(83) NB66/L13-2/K/(Serial 317); 16 February 1943.

(84) BuSandA ltr L16-6 (FAI) / L13-2(25) of 26 October 1942.

CHAPLAINS

(85) NA26/P16-3/00/(Serial 887); 22 October 1940; CO, NAS, to ComEleven, via Assist Comdt.

(86) Ltr. from lt. Comdr. J.P. Forsander (ChC) USN, to Assist. Comdt, 11ND, & Pres. San Pedro - Long Beach Auxiliary, Navy Relief Society; 20 November 1940.

(87) NB66/A3-1 (Serial Q-1521-A2); 14 June 1944, Enclosure #10; P16-3/S32-1/A1-1.

(88) ND11/P8-2(a)/(AS-my)(Serial A-2558) 1 November 1940; 11ND C/L 98-40.

(89) ND11/P8-2/(Serial N-1052); 29 July 1943; ComEleven to Activities concerned.

(90) Memorandum of San Pedro - Long Beach Auxiliary, Navy Relief Society; 29 August 1944.

(91) NB66/A2-11/P16-3/00(Serial 1913); 20 September 1944; NOB C/L #22-44.

COMMUNICATIONS

(92) ComEleven ltr. ND11/NR69/A6-2/S67/(Serial C-1642) 30 July 1941.

(93) NB66/A6/(Serial C279); 16 December 1942; ComdtNOB to ComEleven.

(94) NB66/A6-3/(Serial C-183)/ 21 July 1942; ComdtNOB to ComEleven.

(95) NOB, SP, despatch #151740.

(96) VCNO despatch #161402.

(97) NOB, SP, Airmailgram #202030.

(98) VCNO ltr. Op-2-P-5/tcz/(Serial 1379720); 28 November 1942.

(99) NB66/P16-1/(Serial 5455)/ 31 December 1942; ComdtNOB to ComEleven.
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1st End. on above from ComEleven to ComNOB; ND11/00/P16-1-nb/(Serial Q-95017)/ 2 January 1943.

(100) ComEleven Conf. ltr. (Serial C-2444); 24 December 1942.

(101) NCNO Conf. ltr. Op20-P5/(Serial 01130720); 25 January 1943.

(102) NB66/A6-1/(Serial C-56) mcd/ 9 March 1943; Conf. ltr. from ComdtNOB to ComEleven. (See. esp. para. 8.)

(103) ComEleven conf. ltr. to ComNOB:ND11/A6-2 (1) (ns)/(Serial C-211); 10 February 1943;

(104) NB66/P16-1/(Serial 2055)/ 5 June 1943; Communications Officer NOB to ComEleven.

(105) NB66/P16-1/(Serial 373)/; 8 December 1943; Communications Officer, NOB to ComEleven.

(106) NB66/567/(Serial C-0500)/10 November 1944; ComNOB to CNO, via ComEleven.

(107) CNO conf. ltr. Op-20-A1-jd1/(Serial 907 2420) (SC)/S67-1/; 23 May 1944.
also
CNO restr. ltr. Op-20-B1-ck/(Serial 275 6820)/ 10 August 1944.

(108) Op13-1D-psp/(Serial 133213)/ 23 January 1945; SecNav to All Ships and Stations.

(109) NB66/P16-3/00/(Serial 403)/ 7 February 1945 ComNOB to ComEleven.

(110) NB66/S67/A6-2/(Serial 0371)/ 24 August 1945; ComNOB to ComEleven.
also
NB66/S67/A1/N1(FM)/(Serial 0391)/NBC:ms/ 14 September 1945; ComNOB to BuShips, via ComNav-Air Bases, San Diego, and ComEleven
also
NB66/S67/A6-2/(Serial 0456)/ 29 November 1945; ComNOB to ComEleven.

(111) QB/NMSB/ 4 January 1944.

(112) NB66/P15-1/00/ 17 March 1944; BuPers to ComdtNOB.

(113) Regulations of NOB, April 1945; Section 628,p. 31.

(114) Ltr. from Director of Naval History; Serial CL-162; 19 February 1945.

(115) NB66/A12-1/(Serial 646); 5 March 1945; Chief Staff Officer, NOB to Heads of Depts.

(116) NB66/A12-1/ (Serial 777) (3:To); 16 March 1945; ComNOB to ComEleven.

(117) ND11/P17-2/(2)/ (Pa)/ (Serial Q-132-37); 18 June 1945; ComEleven to BuPers, via Director of Naval History.

(118) ND11/A12-1/(A7-Sr)(Serial W-1945); 17 July 1945; 11ND Planning Officer to ComNOB.

MARINES

(119) NA26/Kp(539)/ON6-mo/ 23 July 1940; CO, NAS to Comdg. Gen'l Dept. of the Pacific, via ComEleven and the Assist Comdt., S.P.

(120) ND/ON2(2)/A5-Tn)/(Serial A-2165) 29 July 1940; ComEleven to Assist. Comdt.

(121) ND11/A6-4/(A4-Hs)/(Serial A-1206); 19 August 1941; 11ND C/L #73-41.

(122) NB49/P16-3/(Serial 2112) cjh; 27 October 1941; from ComdtNOB to CO, Marine Detachment, NAS, T.I.

(123) Ltr. from CO, Marine Barracks NAS, T.I. to Quartermaster of U.S. Marine Corps, Washington; 3 July 1942.

(124) Ltr. of ComdtNOB to BuDocks, via ComEleven and VCNO; 7 October 1942.

(125) NB66/KK/(Serial 2111); 14 June 1943; Comdt-NOB to Comdt. U. S. Marine Corps.

(126) NB66/N4-15/(Serial 3291); 4 December 1944; ComNOB to CO, Marine Barracks, TI.

PUBLIC RELATIONS

(127) NB66/A3-2/K/(Serial 1810); 26 May 1942; NOB C/L #7-42.

(128) NB66/N3-1/(Serial 5127); 6 November 1942; ComdtNOB to ComEleven.

(129) NB66/A7-1/(Serial 2503); 10 August 1943; ComdtNOB to CO, Roosevelt Base.

(130) NB66/A7-1/(Serial 2824); 2 October 1943; ComdtNOB to All NOB Activities.

(131) NB66/A2-11/A7-1/(Serial 845); 8 May 1944; NOB C.L #10-44.

(132) NB66/A7-1/NY13/(Dn)/(Serial 1597) 6 June 1945; ComNOB to ComEleven.

AMMUNITION AND ORDNANCE

(133) NB66/S78/(Serial 3385); 16 December 1944; ComNOB to ComEleven.

(134) A3-1(FPC-bii)/M111/ 2 March 1945; ComEleven to Ind. Man., USNDD, & AIM, San Pedro.

(135) Memorandum for all officers re: Wine Mess from Lieut. Comdr. W. B. Jones, Exec. Officer; 30 July 1942.

(136) JE:19 April 1943; Memorandum for ComdtNOB and Chief of Staff from Lieut. Comdr. G. L. Dickson, Admin. Asst.

(137) NB66/JE/(Serial 2155) 21 June 1943; ComdtNOB to Officer in Charge, Allen Center.

(138) NB66/JE(Serial 3247); 1 December 1944; ComNOB to All Officers attached to NOB Headquarters.

(139) SecNav ltr. (C/L) Pers.-56-REB-JEc/ 30 June 1944.

(140) NB66/JE/(Serial 3381) 16 December 1944; ComNOB official memorandum.

(141) NB66/P10/JE/(Serial 2434); 31 July 1943; ComNOB to CO's, NOB Activities.

(142) NB66/JE/(Serial 672); 8 April 1944; ComNOB to Captain C. C. Jersey, Senior Aide to ComEleven.

(143) NB66/JE/(Serial 1333); 27 July 1944/ ComNOB to CO, USNDD; End-1 on CO, USNDD ltr. P21-1(c)/ Serial 801)/ 22 July 1944.

(144) NB66/JF/A4-2/3:Ck/ (Serial 602) 19 February 1946; U.S. Naval Base Memorandum #5-46.

WAR BOND PROMOTION OFFICER

(145) The information contained in this section is based on a written statement submitted to the Historical Officer by the War Bond Promotion

(145) Continued.
Officer, Lieutenant Commander W. S. Hudson, (SC) USNR, shortly before his detachment in October, 1945.

BANKING FACILITY

(146) BuSandA ltr L12-1/EG(AR) of 7 July 1943.

(147) NB66/L12-1(Serial 2450); 2 August 1943; ComdtNOB to Chief BuSandA.

(148) BuSandA ltr. L12-1EG(AR) of 6 September 1943.

(149) NB66/L12-1(Di)(Serial 136); 24 January 1944; ComdtNOB to BuSandA.

(150) BuSandA ltr. L12-1/EG(AR); 9 February 1944.

(151) NB66/L12 (Serial 1025); 9 June 1944; ComNOB to Chief, BuSandA.

(152) BuSandA ltr. L12-1/EG(AXF); 18 July 1944.
also
BuSandA ltr. L12-1/EG(AXF); 2 August 1944.

(153) NB66/L12-1 (Serial 1975); 21 October 1944; NOB C/L #24-44.

COMMISSARY STORE

(154) Ltr. from Lt.Cdr. W. W. Feineman to Comdr. S. P. Dunham, San Pedro; 29 April 1941.

(155) ASSTND/11/JJ56-3/Serial 741 cjh/ 22 May 1941; Assist Comdt. to ComEleven.

(156) BuSandA Fifth End., JJ-56-3/NB11(SBB), JJ56-3(32), 3 July, 1941, to BuNav.

(157) JJ-56-3(HAB) 5-1641; 20 February 1943; Com-Eleven to ComdtNOB, SP.

(158) NB66/JJ56 (Serial 499) TEH:js/ 9 March 1943; ComdtNOB to ComEleven.

(159) NB66/JJ56-3/Serial 124/ 12 January 1945; ComNOB to Chief, BuSandA, via ComEleven and Chief BuPers.

(160) NB66/JJ56-3(2:Sr)(Serial 520); 19 February 1945; ComNOB to Chief BuSandA; via ComEleven and Chief BuPers.

(161) ND11/JJ56-3/NB66/(Serial S-6879)/ 26 February 1945; Assist. Comdt. (Logistics) 11ND to ComNOB.

(162) NB66/JJ56-3 (1:Sr)(Serial 661); 7 March 1945; End-1 on ComEleven ltr. ND11/JJ56-3/Serial 6679; 26 February 1945; ComNOB to ComEleven.

(163) Ltr. 2:Te; 15 March 1945 from Captain W. B. Jones, Chief Staff Officer, NOB, to Captain C. C. Jersey, Senior Aide to ComEleven.

(164) Pers-21A-ch; 27 March 1945; End-a on ComNOB TI, ltr. NB66/JJ56-3(2:Sr) Serial 520 of February 1945; 22 March 1945 Chief of Naval Personnel to BuSandA, via CNO.

(165) Op30-14 la/ Serial 169230/ 3 April 1945; End-3 on ComNOB, TI ltr. NB66/JJ56-3(2:Sr)/ Serial 520 of 19 February 1945. CNO to Chief of BuSandA.

(166) JJ56-3/NB66(SBI)/A4-2/ 9 April 1945; Chief BuSandA to ComNOB.

SEWAGE DISPOSAL

(167) Report of Committee for Congested Production Areas; 19 January 1944.

(168) ND11/N4-1/C-8A/ 28 January 1944; Chief Bureau of Yards and Docks to Assistant Secretary of the Navy.

(169) NB66/A18-3/(Serial 324); 18 February 1944; ComdtNOB to ComEleven.

(170) A18-3/SECP-228-amh/ 21 April 1944; Assist SecNav to Mr. Robert R. Cline, Jr., General Counsel, House Naval Affairs Investigating Committee.

(171) NB66/N26-7(PW)/(Serial 1445) 14 August 1944; ComNOB to BuDocks, via ComEleven.

(172) NB66/N25-7(PW)/(Serial 586); 26 February 1945; ComNOB to Mr. Frank Gillilan, President Board of Public Works, Los Angeles.

THE ACTIVITIES OF THE NAVAL OPERATING BASE, TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

Chapter III

As originally established by General Order No. 154, effective 25 September 1941, the Naval Operating Base, Terminal Island (San Pedro), California, comprised the following activities either on Terminal Island or located somewhere in the San Pedro - Long Beach area of the northern part of the Eleventh Naval District:(1)

"Roosevelt Base, Terminal Island,
Naval Air Station, Reeves Field, Terminal Island,
Naval Net Depot, San Pedro,
Naval Hospital,
Naval Dispensaries,
Naval Reserve Aviation Base, Long Beach,
Naval Disbursing and Transportation Office, San Pedro."

Of these original activities of NOB, Roosevelt Base on Terminal Island was not officially commissioned until 1 September 1942, though construction work had begun on 1 November 1940. The Naval Air Station had been operating for several years, having been commissioned on 3 March 1938. The Naval Net Depot had been in commission since February 1941. The San Pedro Dispensary had been established 1 February 1930 and the Long Beach Dispensary, 1 July 1935. The Naval Hospital was still only in prospect when

The Naval Operating Base was established, for this activity was not commissioned until 15 December 1942. The Naval Reserve Aviation Base at Long Beach later was moved to Los Alamitos: this activity had carried on training work for several years prior to the establishment of NOB. The Naval Disbursing and Transportation Office had also been in operation for service to the Fleet for a number of years. The list of activities in General Order No. 154 was not intended to be all-inclusive. From time to time other activities in the San Pedro - Long Beach area were added to the Naval Operating Base.

The Organization Chart for the Eleventh Naval District revised as of 17 November 1941, shows, in addition to those activities named in the establishing order, the Receiving Barracks, Terminal Island, Branch Motion Picture Exchange, Moreell Dock, Stark Field, and Allen Center. The latter three activities were originally part of Roosevelt Base; Allen Center and Stark Field (Center) remained a part of the recreation area of Roosevelt Base, while Moreell Drydocks was a part of the U.S. Naval Drydocks installation which later separated from Roosevelt Base. The Receiving Barracks mentioned was a projected

development at first intended to be located at Roosevelt Base, but later established at the former plant of the Federal Correctional Institution on the western end of Terminal Island.

The Organization Chart of the Eleventh Naval District, approved on 10 September 1942, shows several additions to the responsibilities of Comdt. NOB. The Advance Base Depot at Port Hueneme had been placed under Comdt. NOB's cognizance on 24 April 1942. The Naval Receiving Station had been established as of 3 February 1942. Commercial and Navy tanker oil loading control had become a responsibility of NOB. On 22 March 1943 the U.S. Naval Drydocks was established as an activity separate from Roosevelt Base.

It is not, of course, intended to state here what will be discussed later in greater detail in this chapter. A reading of this chapter's discussions of the activities of NOB in conjunction with some study of the charts which are included in the appendix should suffice to make clear the development of the various activities of the Naval Operating Base.

The term "Naval Operating Base, Terminal Island (San Pedro), California" comprised not only

those activities located actually on Terminal Island but a number of activities elsewhere. NOB Headquarters came to be located in the Administration Building on Roosevelt Base, Terminal Island. Terminal Island is a body of land lying partly in Long Beach. It may be more simply said to stretch from the East Channel which borders the western edge of Long Beach for four miles west to the Main Channel which lies between the western end of the Island and the main portion of the City of San Pedro. The line dividing the Island between Los Angeles (San Pedro) and Long Beach lies about midway across the Island and runs between the Naval Air Station and Roosevelt Base. The Island varies in width from about one half mile to greater widths in various places where land has been made by hydraulic fill. Indeed a large part of the present Terminal Island is "made" land, the original Rattlesnake Island being only a small fraction of the size of the present Island. In addition to the Naval activities on Terminal Island there are a number of shipbuilding and fish canning commercial plants as well as extensive oil well drilling.

Besides the activities on Terminal Island, it will be seen that the Naval Operating Base has included from time to time activities at varying distances from the Headquarters at Roosevelt Base. The Advance Base Depot at Port Hueneme lay some seventy or eighty miles northwest along the coast. The Navy's Fuel Facility at Elk Hills was near Tupman many miles north in the general vicinity of the Bakersfield oil developments. The Litchfield Park Naval Air Facility was in Arizona some two hundred miles away. A number of the NOB activities, as will be mentioned, were in the cities of San Pedro or Long Beach proper.

The responsibility of the Commander, Naval Operating Base was a varied and extensive one.

ROOSEVELT BASE

Before the construction of the Fleet operating facilities on Terminal Island, there existed no such facilities other than Mare Island Navy Yard along the whole Pacific Coast of the United States between San Diego and Bremerton. The need for repair and servicing instal-

lations elsewhere along this coast had become evident during the 1930's. In Navy circles the belief increased that the San Pedro-Long Beach harbor area offered advantages for naval base development. At length, the First Supplemental National Defense Appropriation Act of 1941 which provided appropriations for carrying out the provisions of Public Law 667, approved by the 76th Congress on 26 June 1940, carried an item for a Fleet Operating Base at San Pedro. These facilities were to include: "docking, buildings and accessories, breakwater and dredging, including acquisition of land, $19,750,000."(2)

Land for this project was acquired on Terminal Island where the Navy already had interests; Reeves Field (the Naval Air Station) was located there on land within the bounds of the City of Los Angeles. On 7 August 1940 the United States instituted action in the District Court in Los Angeles to acquire by condemnation 333.6 acres of land on Terminal Island. Of this amount 105 acres were in Long Beach territory; the remainder lay within Los Angeles' boundaries and was already under lease by the Navy Department. It was in-

(59) NB66/A1-4/A4-1/(Dn)/(Serial 1617); 12 June 1945; ComNOB to ComEleven.

(60) NB66/A1-1(PW)/LJA:HEW:jd/1 August 1945; Public Works Officer, NOB to ComEleven, via ComNOB.

(61) NB66/A1-1/ON9/NY13/2:MI/(Serial 2174); 13 August 1945; End. 1 on above ltr. of note 60; ComNOB to ComEleven.

TRANSPORTATION

(62) NB66/L20/K(Serial 405); 24 February 1943; NOB C/L #4043.

LEGAL

(63) NB66/A2-11/P16-3/00/(Serial 125) 10 January 1945; NOB C/L #1-45.

LEGAL ASSISTANCE OFFICER

(64) Regulations, NOB, April 1945, Section 610 p. 23.

(65) ComdtNOB ltr Serial 2449; 2 August 1943, to Lieut. W. R. Harris.

(66) NB66/17-6A/ 7 August 1943; Legal Assistance Officer to ComdtNOB.

(67) NB66/A17-6/(Serial 2507) 10 August 1943; End-1 on above in note (3); ComdtNOB to ComEleven.

(68) NB66/A17-6/(Serial 2621); 27 August 1943; Legal Assistance Officer to ComEleven.

(69) NB66/A17-6/A9-2/ 24 January 1944; Legal Assistance Officer to Judge Advocate General, via ComdtNOB.

(70) NMSB/AC:Nmr/Serial #1491/ April 20, 1944.

(71) NB66/P16-3/00/ Serial 285/ 26 January 1945; ComNOB to Lieut. Margaret H. Woodson (W) USNR.

(72) Ltr. of VCNO OP-23-1/BH/(Serial 145823)/; 21 May 1943.

On 1 November 1940 construction work was begun on the installations which eventually became Roosevelt Base. As originally planned, this project was to provide administration facilities ashore for the Commander-in-Chief, U.S. Fleet, and athletic and recreation facilities for the personnel of the Fleet.(7)

The Officers in Charge of Construction of Contract NO6-4279 and the succeeding contracts under which construction work has been carried on at Roosevelt Base and at other activities in the northern part of the Eleventh Naval District are as follows:(8)

Officer in Charge		From	To
J.J. Gromfine Lt.Comdr. CEC USN	ROINC	8-29-40	4-26-41
E.C. Seibert Captain CEC USN	OINC	2- 7-41	1-23-42
H.W. Johnson Captain CEC USN	OINC	1-23-42	4-15-42
J.F. Jelley Lt.Comdr. CEC USN	OINC	4-22-42	11-20-42
R.W. Fowler Comdr. CEC USNR	OINC	11-20-42	7-16-43
G.L. Macrae Comdr. CEC USN(Ret)	OINC	7-16-43	11-11-43
J.J. Gromfine Captain CEC USN	OINC	11-11-43	10-25-44
H.E. Wilson Captain CEC USN	OINC	12-13-44	--------

On 7 May 1941, the Secretary of the Navy issued instructions to all ships and stations of the Navy that:

> "The various activities now located on Terminal Island, California, together with those planned for location thereon are hereby grouped together and designated "Roosevelt Base".
>
> "All reference to these activities and all mail addressed to them should be: 'Roosevelt Base, Terminal Island, California'."

Since the negotiations carried on concerning housing for Roosevelt Base as well as for other Terminal Island on-station housing facilities are discussed at length in the chapter on Housing, these matters will not receive lengthy consideration here.

According to a Public Relations release of 10 May 1942, when Captain Seibert took over the work as Officer in Charge of Construction on the Roosevelt Base project, two-thirds of the Navy's square mile of operating base area, obtained for $1.00 from Long Beach, lay under water. (10) Hydraulic fill had to be used to reclaim this land for its intended purpose. As might be expected, the graving dock (Morreell Dock) had this highest defense importance. Other installations which were planned to be built at Roosevelt Base were

these: gymnasium and field house, auditorium, officers' recreation building, swimming pools, dispensary, fire station, public works shops, heating plant, storage building, dry provisions storehouse, heavy materials storehouse, paint and oil storehouse, landings, breakwaters and piers, and necessary utilities arrangements.

In the early plans for the Base, the Bureau of Navigation recommended the establishment of a Receiving Unit for 500 men and a BOQ for 50 officers.(11) The Chief of the Bureau made this recommendation in an endorsement dated 12 March 1941. The Shore Station Development Board recommended that if this were approved the current directive for the fundamental development of the Naval Shore Establishment should be corrected accordingly.

A letter from BuDocks to the Officer in Charge of Construction dated 22 August 1941, informed him that at that time the total available funds for construction amounted to $22,100,000.00. It was believed that when the Base had been constructed with these available funds, it would then "provide recreational facilities for officers and men of the Fleet, a net and boom depot, and a dry-dock and limited repair facilities."(12)

On 23 September 1941, the Secretary of the Navy issued the following information concerning the designation of certain parts of the new Base:(13)

> "1. In recognition of the services rendered by certain officers in obtaining approved for the establishment of the Fleet Base on Terminal Island, Long Beach, California, and the necessary appropriations for the work, it is directed that the names of these officers be used to designate certain facilities, as follows:
>
> (a) The Gymnasium, Field House, and Athletic Grounds will be designated as 'Stark Field' in honor of Admiral H.R. Stark, USN, Chief of Naval Operations.
>
> (b) The Officers' Recreation Center, including Club House, Tennis Courts and Swimming Pool, will be designated as 'Allen Center' in honor of Captain Ezra G. Allen, USN, Director of Budget and Reports, Navy Department.
>
> (c) The Dry Dock and appurtenant structures will be designated as 'Moreell Dock' in honor of Rear Admiral Ben Moreell, (CEC) USN, Chief of the Bureau of Yards and Docks."

The entry of the United States into hostilities brought about a change in the use of some of the area and installations of Roosevelt Base. The athletic facilities were not completed as had been originally planned; much of the territory intended for athletic activities was turned over for training purposes when the SCTC was located here. The gymnasium, auditorium, swimming pool and other facilities in this area came

to be known as "Stark Center" and were devoted chiefly to enlisted personnel recreation though the auditorium was used for motion pictures for both enlisted men and officers and the gymnasium and swimming pool were used by both ranks.

On 2 January 1942, the Chief of the Bureau of Ships informed the Chief of the Bureau of Yards and Docks that an allocation of $6,000,000 had been made to be used in the completion of the Fleet repair facilities at Roosevelt Base. This allocation was made from Appropriation 17X0605, Repair Facilities, Navy, which appropriation was to be reimbursed when funds were made available to the Bureau of Yards and Docks under a pending appropriation.(14)

At one time the possible location of a Section Base installation in an area south of the Net Depot area and west of the cruiser docks area was considered. However, BuDocks opposed this plan and indicated that it would be "somewhat superfluous".(15) This opinion stated further:

> "Repair facilities for inshore patrol craft are available in the area, and will exist in greater measure when the drydock facilities are fully developed. Housing, storage, and administrative facilities exist at the Operating Base. Therefore, it appears that the facilities of a large Section Base would be an unwarranted dupli-

cation. Furthermore this Bureau is opposed to the assignment of valuable deep-water waterfront space to small craft when it may be needed for large ships. In this connection, it has been generally conceded that it is as yet uncertain as to whether the presently authorized repair facilities at Terminal Island will be adequate for the repair load which it may have. If future experiences indicate the lack of berthing or individual capacity, the only way of expanding either is to take over land to the westward of the present boundary."

Comdt.NOB also recommended that this area should be assigned to the ship repair facilities.(16)

Not long after this proposal, Comdt.NOB also recommended that the BOQ which ultimately became BOQ No. 1 should be built on Roosevelt Base, north of the Officers' Recreation Center, at an estimated cost of $110,000.00.(17) At that time Comdt.NOB justified this recommendation by saying that unless this BOQ should be built near the Officers' Recreation Center it was not clear that the facilities of that installation would be fully utilized in view of the fact that this Center had been planned originally with the idea that its services would be used by the officers of the Fleet when based in this area in peacetime. At that time, it was stated that no BOQ was contemplated for the Naval Hospital in Long Beach nor for the Naval Receiving Station (old Federal Prison).(17)

On 29 July 1942, Comdt.NOB informed the Secretary of the Navy that Roosevelt Base would be ready for commissioning on 1 September 1942.(18) It was believed that, because of the state of war existing and the vulnerability of the San Pedro - Long Beach area, it would be unwise to give wide publicity to this event. However, because of the importance of the new installations to the Navy and to Los Angeles and Long Beach, representatives of Naval activities and important public officials were invited to the flag raising ceremonies which marked the commissioning of the Base.

At the time of the commissioning of Roosevelt Base, Morrell Dry Dock which could accommodate our largest capital ships was completed and two cruiser docks were in process of construction. Allen Center contained Officers' Club facilities such as a dining room, bar, grill room, patio, lounges, and porch. Stark Center, in addition to the facilities already discussed, contained a ships' service store, bowling alleys, billiard room, gymnasium and a library. As was natural, the use of these facilities has been modified from time to time.

For instance, the swimming pool has been pressed into service for water safety training. The administration building, designed along the lines of California Modern architecture and built of poured concrete, has two stories and a signal tower seven stories high. This building has been used to house NOB administrative staff offices, Roosevelt Base offices and from time to time other Naval activities. As is indicated in the Housing chapter, temporary barracks buildings were erected to house the personnel of the Base.(18)

In March, 1942, the Bureau of Naval Personnel had approved a complement of enlisted personnel for NOB. This amounted to 102 men.(19) In July, 1942, the complement of enlisted personnel for Roosevelt Base had been approved at 185 men;(20) thus the total of personnel allowed for the new organization headquarters was 287 men. In August 1942, Comdt.NOB recommended adjusted complements which would bring this total to 295 men and an additional 20 messmen.(21)

The Naval Operating Base Staff Headquarters was moved from its location on Pier "A" in Long Beach to its new quarters in the Administration Building at Roosevelt Base on 30 August 1942.(22)

On Tuesday, 1 September 1942, Roosevelt Base was commissioned and Captain (later Commodore) S. F. Heim assumed command. Assignment of command was made by Rear Admiral Ralston S. Holmes, USN, who said,

> "This base is named for the President of the United States and will serve as an important background for ships of the fleet and their operations. Repair facilities for ships are available, ships may be drydocked and supplies will be furnished to them. The Naval personnel who will operate this important base have a big responsibility and a big job."

Upon assuming his post as Commanding Officer of Roosevelt Base, Captain Heim made this statement: (23)

> "We, the officers and men of the base, are resolved to put all of its facilities in operation at the earliest possible date, in order that these facilities may be available to our victorious fleet when it returns to this port."

The permanent buildings at Roosevelt Base were designed by Allied Engineers of which firm Adrian Wilson was Chief Architect. As has been indicated, the Guy F. Atkinson Company and George Pollock Company were the General Contractors. The geographical limits of Roosevelt Base are as follows: The western boundary line runs between the cities of Long Beach and Los Angeles (San Pedro) which is also the line between Roosevelt Base and

Reeves Field. The northern boundary extends from this western limit along Seaside Avenue on Terminal Island approximately to Henry Ford Avenue then drops south about one hundred feet and then continues parallel with Seaside Avenue to the eastern boundary which lies three hundred feet beyond and parallel to Moreell Dry-Dock. The southern boundary is, of course, the sea wall, Fleet Landing and adjacent waters. These boundaries, it should be understood, are those which took in the original area which comprised Roosevelt Base when it was first commissioned. Later that area which contains the ship repair yards and docks ceased to be a part of the Roosevelt Base activity when the U.S. Naval Drydocks was established as a separate organization.

When Captain Heim, Comdt.NOB and CO. RB, wrote to the Chief of Naval Personnel in October, 1942, regarding the officer complement at Roosevelt Base, there were eighteen officers then serving this activity. It was proposed that this complement of officers be increased to thirty-one.(24) Not long after this it was requested that the Commanding Officer, Roosevelt

Base, be authorized to establish an Officers' Mess and that a complement of four officers' stewards and four officers' cooks and twenty mess attendants be allowed. There were at this time - November, 1942 - sixty-five officers either attached or in a transient status at Roosevelt Base. It was considered that, in view of the distance from Roosevelt Base to commercial restaurants five miles away, the establishment of such a mess was a virtual necessity.(25)

Toward the end of 1942, when it was evident that the original intention of using Roosevelt Base as a service and recreation center for personnel of the Fleet could not be put into complete effect during wartime, it was thought that these facilities might serve well as a personnel center for the training and conditioning of officers and men. The ideas of Eleventh Naval District authorities and of Comdt.NOB were concurred in by the Bureau of Naval Personnel representative who visited Roosevelt Base in December, 1942, to confer on this matter. It was recommended to BuPers that Roosevelt Base be immediately expanded to accommodate three thousand men by building the necessary barracks and messing facilities.(26)

These were to be in addition to those for 1000 men already approved for construction.(27) This matter of the increased personnel facilities was in abeyance for sometime as it was apparently undecided as to just what the Bureau of Naval Personnel would do with regard to increasing these facilities. This is indicated in a letter from the Chief of Staff, Eleventh Naval District, to Captain Bledsoe, BuPers:(28)

> ".....As the matter now stands...are waiting for BuPers to say how many personnel the expansion is intended to provide for -- whether an additional 1000, 5000, or even 10000. The Bureau may have in mind the reallocation of large numbers of personnel, or personnel activities of which we have no knowledge. We therefore look to the Bureau for a statement or a directive of the size of the project desired."

By the middle of February, 1943, there were 1270 enlisted men and 78 officers attached to Roosevelt Base and related NOB activities. Some of these were Army and Coast Guard details who at that time were stationed on Terminal Island. Accommodations were complete for 2500 men and 36 officers and a BOQ for 104 officers was almost ready for occupancy. Barracks had been authorized for an additional 3400 men and WAVES' quarters for 50 commissioned Waves and 300 enlisted Waves were under construction.(29)

Small Craft Training Center and Roosevelt Base:

From early in January 1943, henceforth, the administrative story of Roosevelt Base became thoroughly entwined with the development and activity of the Small Craft Training Center which was located there. Of course, it is not intended to retell the story of the setting up of SCTC and its operation as a training activity. That history has already been adequately treated in an account produced by that command. However, certain matters which pertained to SCTC and which deeply concerned the Naval Operating Base and Roosevelt Base are of importance in this history.

On 9 January 1943, the Commander in Chief, U.S. Fleet, and Chief of Naval Operations directed the Commanders in Chief of the Pacific and Atlantic Fleets to establish Fleet Operational Training Commands under Rear Admirals as Commanders.(30) These commands were set up to schedule and supervise the operational training of officers and men during assembling of crews for new construction for all sea-going ships of one hundred feet or more in length, including motor torpedo boats and vessels to be assigned ultimately to sea frontiers and naval districts, but not submarines or amphibious

craft. It was indicated that the use of training facilities administered by sea frontier commanders and by district commandants should be by cooperation with these officers concerned.

On 20 February 1943, the Commander, Operational Training Command, Pacific, informed the Commandant, Eleventh Naval District, that the activities of this command in the San Pedro - Long Beach area had been placed under Commander W. W. Feinemann, USN (Ret), as Officer in Charge.(31) This letter stated further that it was desired to "locate the San Pedro administrative office at Roosevelt Base" and that barracks space would be required. Also it appeared that all facilities both afloat and ashore would have to be utilized.

In the latter part of March, 1943, the Chief of Naval Personnel recommended to the Commander in Chief, U.S. Fleet, that Roosevelt Base on Terminal Island be used as an assembly and training center for small craft.(32) It was estimated that the then existing housing, messing, and ship-berthing facilities at Roosevelt Base would be adequate to care for the requirements of such a center and that necessary space was available should expansion be desired. This location also appeared desirable since recreational, medical

and other necessary facilities were available. On 29 March 1943, Cominch approved of these suggestions and directed that when this center was organized it should be designated as the Small Craft Training Center, San Pedro, and be administered by the Commander, Operational Training Command, U.S. Pacific Fleet.(33) In order that the uniformity of the titles of the activities on Terminal Island might be preserved, on 7 April 1943, ComEleven requested Cominch that the new training center be redesignated as "Small Craft Training Center, Terminal Island (San Pedro)."(34)

When the needs of SCTC at Roosevelt Base were considered in April, 1943, it was believed that quarters for 5000 men and 700 officers would be necessary and that funds for erecting these barracks would have to be requested. Barracks them on Roosevelt Base for 2000 men had been erected for another purpose; they could be used temporarily, but other quarters would have to be obtained by erecting additional barracks. Docking, repairing, and recreational facilities were considered adequate and there was space for building temporary structures to house the necessary classrooms on Roosevelt Base.(35)

Apparently as late as 3 May 1943, the exact official status of the newly projected SCTC was still not entirely clear. A number of questions in this connection were brought up in a telephone conversation between Comdt.NOB (Captain Heim) and Captain R. R. Smith, the District Planning Officer on the above date. At that time some uncertainty existed as to whether SCTC was the same activity as the Personnel and Conditioning Center which had been previously considered. The Command status of the new activity was also rather vague at this stage. Although Captain F. C. Huntoon, the new Commanding Officer of SCTC had orders to report to Admiral Braisted, the Commander, Operational Training Command, Pacific, Admiral Braisted had indicated that he would order Captain Huntoon to report to Comdt.NOB. Under this arrangement, Comdt.NOB would have charge of the logistics for the new activity and Captain Huntoon would have charge of the training work. It seems to have been the opinion that this new training command was a functional command rather than a logistics command and that it might be necessary to allow use of the Roosevelt Base facilities, especially barracks space on a sort of lend-lend-lease arrangement. A memorandum

to Captain Heim from Captain Smith, written the same day as this telephone conversation took place, showed that the Chief of Staff of the Eleventh Naval District agreed that "the administrative control of all properties should remain vested in the Commanding Officer of Roosevelt Base and that such facilities as they need should be allocated on a lend-lease basis" with the excess remaining under Captain Heim's control. It was thought that should the whole of Roosevelt Base be turned over to SCTC, there might be many complications later on.(36)

On 10 May 1943, Comdt.NOB wrote to the Chief of Naval Personnel asking for a clarification of the command relationship that should exist with regard to Comdt.NOB (who was still Commanding Officer of Roosevelt Base) and the Commanding Officer of SCTC. In this letter, Comdt.NOB reviewed the events which had led to the establishment of SCTC at Terminal Island. In paragraph 7 of this letter he stated:(37)

> "The Commandant, Naval Operating Base, Terminal Island (San Pedro), assumes that his relationship to the Small Craft Training Center, Terminal Island (San Pedro), California, a functional command of the fleet, should be the same as his relationship to the fleet,

> which takes the form of services. And because the Commandant, Naval Operating Base, Terminal Island (San Pedro), is also the Commanding Officer of Roosevelt Base, and because the administration of Roosevelt Base and that of the Naval Operating Base are inextricably integrated, the Roosevelt Base relationship should also be that of services -- supplying the physical facilities and their maintenance; the tactical defense of the activity; security against sabotage; damage control and passive defense."

In paragraph 12 of this same letter, Comdt. NOB requested:(37)

> "In order to leave the Small Craft Training Center Command free to devote its entire effort to training and disciplining the Small Craft personnel, and to cause the least disruption of present administration of Roosevelt Base and the Naval Operating Base, the assumption in paragraph 7 is recommended for approval."

In his endorsement to Comdt.NOB's letter to BuPers, ComEleven concurred in Comdt.NOB's recommendations. He believed that the SCTC should be an activity under Roosevelt Base, with the understanding that all operational directives pertaining to the input and output of personnel together with the curricula should be determined by COTCPac. The only practicable procedure appeared to be that shore activities maintain the logistics and COTCPac be concerned only with operational directives. It was believed that to try to have a sea-going command within a multiple shore command would lead to many complications.(38)

Further conferring on these matters resulted in an agreement that the Commanding Officer, SCTC, be given additional duties as Commanding Officer, Roosevelt Base.(39)

On 28 May 1943, the Secretary of the Navy issued the following instructions:(40)

> "1. There is established, effective as of 5 May 1943, U.S. Naval Small Craft Training Center, Roosevelt Base, Terminal Island (San Pedro), California, under the Commander, Operational Training Command, U.S. Pacific Fleet, and as an activity of the Naval Operating Base, Terminal Island, California.
>
> "2. The Commanding Officer, Small Craft Training Center will have additional duty as Commanding Officer, Roosevelt Base, Terminal Island, under the Commandant, Naval Operating Base, Terminal Island, California."

On 2 June 1943, Captain Frank C. Huntoon, DE-V(G), USNR, assumed command of Roosevelt Base as additional duty after reporting to Comdt.NOB.(41)

With the apparent intention of further clarifying the status of certain NOB activities and possibly avoiding further complications, ComEleven at this time recommended to the Vice Chief of Naval Operations that the U.S. Naval Drydocks be detached as an activity of Roosevelt Base but be retained as an activity under the Commandant of the Naval Operating Base.(42) In view of the increasing size and importance of the Drydocks as an

industrial activity it was thought that its continuance as a subordinate activity of Roosevelt Base was not advisable. This was especially true in view of the then recent changes which had taken place in the status of Roosevelt Base whereby its facilities had come to be devoted almost entirely to supporting a training activity logistically. ComEleven also recommended at this time that Allen Center be detached as an activity of Roosevelt Base and be placed under the direct control of Comdt.NOB in order that all officers of local activities might benefit.

In a letter to ComEleven of 9 June 1943, the Vice Chief of Naval Operations approved the placing of Allen Center Officers' Club House under the direct control of Comdt.NOB, "as the facilities thereof are for the general use of all officers attached to the numerous activities in the nearby area."(43)

In a letter to COTCPac, the Commanding Officer, SCTC indicated that the facilities which he assumed came under his direct command and would be available to SCTC were:(44)

> "Administration Building (one-half reserved for Comdt.NOB and ComEleven activities), Stark Center (swimming pool,

gymnasium, auditorium, library and ships' service facilities), Allen Center (embracing officers' messing and club facilities, officers' recreation center, and tennis courts.), boathouse, small boat landing, Fleet Landing Building, boats, barracks, messing and galley facilities."

On 11 June 1943, Cominch designated SCTC as an activity of the Operational Training Command. It was indicated that except for the ships attached, the activity would also be a part of the District.(45) It was further stated:

"Personnel connected with the administration and maintenance of the activities, and public works and utilities shall be provided and maintained in the same manner as in non-industrial shore stations.....The Fleet Commanders, through the Fleet Operational Training Commands, shall control the curricula, and training methods, equipment and organization of the activities, but shall not become involved in their administration or maintenance."

Apparently the new arrangement under which the Commanding Officer, SCTC was the commanding officer of Roosevelt Base was not satisfactory to Comdt.NOB by any means. The Commanding Officer, SCTC was assuming far greater authority and power than it was believed was expected on his part. Comdt.NOB did not believe that the Commanding Officer of SCTC should have his fingers in administrative matters to the extent he was placing them.

It was felt that he should concentrate on his training function. It was even suggested that Captain Huntoon's orders as C.O., Roosevelt Base, might be revoked, but this was not done.(46) Matters continued to be in somewhat unsettled state for some months though the Commanding Officer, SCTC, continued to have additional duty as Commanding Officer, Roosevelt Base. The fact that Roosevelt Base and its housing and other facilities existed for other than SCTC purposes seems not to have been realized, or at any rate, not recognized at all times by this officer. This situation is reflected in a letter to him from Comdt.NOB in which he is directed(47)

> "to be prepared to accommodate in Roosevelt Base BOQ officers who arrive here in their official capacity and desire temporary accommodations."

It would appear that such service had not been kept readily available.

When the Navy Manpower Survey Board made its study of the Roosevelt Base-SCTC organization in January, 1944, they found difficulty in comprehending the various relationships and arrangements. This board criticized the organization for which it regarded as unnecessary duplication in the communications, intelligence, supply, personnel and bonds

and insurance offices, as well as in some other respects. The Commanding Officer of Roosevelt Base and SCTC, vigorously objected to the recommendations of the Board regarding reductions in his personnel. He insisted that all the offices criticized had been set up after study and recommendation of higher authority and that there could be no better coordination of effort with NOB or between Roosevelt Base and SCTC.(48) Naturally, ComEleven was much concerned because of this sharp difference of opinion between the Board and the CO, SCTC. Comdt.NOB was requested to confer with CO, SCTC-RB, as to possible reductions of personnel in accordance with the Manpower Board's recommendations.(49) In a letter dated 1 February 1944, Comdt. NOB wrote to ComEleven that he had conferred with the Commanding Officer, RB-SCTC.(50) He stated that apparently the difference of opinion had grown out of a difference of viewpoint in studying the organization of the activities:

> "the Manpower Survey Group No. 1 starts with the relationship and integration of the three organizations (namely, NOB, Roosevelt Base, and SCTC) to determine whether the very nature of the integration be extravagant of administrative personnel; while the C.O., Roosevelt Base expects the Survey Group to accept the activity organizations as established as a basis from which to determine whether properly manned, overmanned, or undermanned."

It was further indicated by Comdt.NOB that the CO, Roosevelt Base, had now expressed his willingness to accept the recommendations of the Board and "make consolidations and reductions wherever possible and practicable."

On 5 February 1944, Captain Frank R. Walker, USN, relieved Captain Frank C. Huntoon as Commanding Officer of Roosevelt Base and SCTC.(51)

In April, 1944, Comdt.NOB wrote that the consolidation of duties and reduction of personnel which the Manpower Survey Board had recommended for Roosevelt Base-SCTC had been effected with the exception of that recommended regarding the elimination of the supply department serving these activities. Comdt.NOB recommended that this supply department be allowed to continue to function as already organized. He pointed out that to have Roosevelt Base-SCTC served by another supply activity would involve critical transportation difficulties even if such a procedure were practicable from other points of view. It was further emphasized that Roosevelt Base-SCTC were taking on an extra burden in the near future in connection with the training of 2000 enlisted men and several hundred officers connected with new construction.(52) This was in connection with the

Pre-Commissioning Training Program which was being undertaken at Roosevelt Base-SCTC in collaboration with the activities engaged in the acceptance and commissioning of ships being constructed in the San Pedro - Long Beach area. (53)

In May 1944, COTCPac wished that the Commanding Officer of SCTC have his authority extended to include the Receiving Station. He did not consider it wise to have COTCPac trainees reporting to the Receiving Station and under that activity for military control yet under SCTC for training. In his letter COTCPac stated that: (54)

> "...It was gratifying to find the Commandant, Naval Operating Base, in accord with my recommendations and in complete sympathy with the military principle on which the recommendations are based...The Commanding Officer, SCTC, will continue to be, as he is now, under the authority of the Commandant of the Eleventh Naval District for general administration and maintenance."

Authorities at Eleventh Naval District Headquarters questioned whether it would be advisable to have these crews undergoing training under the sole authority of SCTC in view of the fact that they would also be needed for getting the vessels ready for commissioning. Comdt.NOB believed that the details of such arrangements could be worked out and in his endorsement to the above-quoted letter he recommended approval. However, Com-

Eleven recommended that the status quo should obtain, that the men reporting for duty aboard ships about to go into commission be ordered to report to ComEleven and be used for pre-commissioning work on the ships and that COTCPac have these men whenever possible for training. When the final decision in this matter was made by Cominch, he concurred in the recommendations of COTCPac. Thus, all personnel who were to undergo pre-commissioning training were to report to SCTC and not to the Receiving Station. As the primary responsibility for the training went to SCTC(COTCPac) so also went the military control. It was felt that, in view of the fact that the shipyards would not allow men to go aboard the vessels prior to their delivery to the Navy, it was necessary that training of the men take place to a large extend ahead of time. It was understood that personnel undergoing pre-commissioning training would be made available to the District Commandants prior to the fitting-out period to assist the commissioning details. (55)

On 10 June the activities of COTCPac Subordinate Command, San Pedro, which had been carrying on training activities under the direction

of Comdr. W. W. Feinemann, with the Receiving Station as its base of operations, was absorbed by the Small Craft Training Center at Roosevelt Base. The officers and enlisted personnel of this Subordinate Command were taken over either by SCTC or by the San Pedro Shakedown Group.(56)

When the reorganization of the Naval Operating Base was in process prior to the change over to the U.S. Naval Base, ComNOB recommended "that Roosevelt Base be renamed to remove the complication of a base within a base." In this connection, it was suggested that the name "Roosevelt Training and Recreation Center" might be used if it were desired to retain the name "Roosevelt". In this reorganization the Secretary of the Navy directed ComEleven to include, among other activities, in the new naval base the "U.S. Navy Recreation Center, Terminal Island".(58) It was assumed that this referred to the former "Roosevelt Base".(59)

U.S. Naval Personnel Separation Center

This activity was established at Roosevelt Base in the summer of 1945, using the facilities of the Small Craft Training Center. By this time

the training activities of the SCTC had been reduced to the extent that it could share these facilities with the new activity. It was at first intended to utilize the Receiving Station for this purpose, but this plan was changed in view of the other needs for Receiving Station facilities. The Receiving Station carried on the Separation activity until arrangements were made at Roosevelt Base to use the SCTC installations.(60) As originally established this separation activity was designated as U.S. Naval Personnel Separation Center, Naval Receiving Station, Naval Operating Base, Terminal Island, California". It was further stated that this would be considered as an activity of the Eleventh Naval District and as a subordinate command of the Receiving Station which would provide logistic support.(61)

In August, 1945, it was recommended that the Separation Center be located at Roosevelt Base rather than at the Receiving Station, using SCTC facilities. It was suggested that COTCPac make the necessary space available and that an administrative unit of the separation activity be immediately established at Roosevelt Base using the barracks space there and housing the overflow at

the Receiving Station until the reduction of SCTC training made possible the housing of all separation work at SCTC.(62)

Arrangements were worked out for setting up the separation activity for enlisted personnel at Roosevelt Base as indicated above. Ultimately the activity was redesignated so that it became the "U.S. Naval Personnel Separation Center, Naval Operating Base, Terminal Island", an activity of the Eleventh Naval District under the technical control of the Bureau of Naval Personnel and a subordinate command of the Naval Operating Base which furnished it logistic support.(63) Since this logistic support had to be furnished largely by the Roosevelt Base-SCTC command activity, the Separation Center ultimately was placed directly under the command of the Commanding Officer of Roosevelt Base, Captain Frank R. Walker, who thus became the Commanding Officer of the Separation Center in addition to his other duties. The Center, of course, remained an activity of NOB.

U.S. NAVAL DRYDOCKS.

As has been shown already, the Navy industrial facilities for ship conversion and repair at Terminal Island, which eventually were designated as the U.S. Naval Drydocks and later still

as the U.S. Naval Shipyard, were originally a part of the Fleet Operating Base project which came to be designated at first all-inclusively as Roosevelt Base. Toward the end of 1941, the large drydock, later named Morrell Drydock, was nearing completion and the construction of the necessary piers and shops of the facility was well underway. On 18 December 1941, a letter from BuShips to the Secretary of the Navy broached the matter of the operation of the new repair facilities and recommended that the drydocks be leased to a private firm under an arrangement which would allow the lease to be revoked by the U.S. Government at any time and which would give first priority to government work.(64) On 30 January 1942, BuShips informed ComEleven that tentative negotiations had been undertaken with Bethlehem Steel Shipbuilding Corporation concerning the operation of the ship repair facilities being constructed at Roosevelt Base.(65) A short time later ComEleven suggested to CNO that in case it should be arranged with Bethlehem Steel to operate the Drydocks then "the question as to whether this activity should be removed from the jurisdiction of the Commanding Officer, Roosevelt Base,... should be given consideration".(66)

On 17 February 1942, the Bureau of Ships proposed that a cruiser size drydock, about 700 feet long, be built at Roosevelt Base. This would provide facilities which could be used instead of the floating drydock which had been considered for the Los Angeles area. At that time tide (surge) conditions were such that it was not considered practicable to use a large floating drydock at Roosevelt Base. Late this condition of surge was to a large extent corrected by the construction of a mole breakwater. The Bureau of Ships also wished for additional repair facilities at Terminal Island so that the repair of battle damage and other needs for both Naval and commercial vessels could be accomplished.(67)

Both CNO and the Shore Station Development Board concurred in the recommendations for building these installations. The extra project was approved by the Secretary of the Navy on 27 February 1942. By March, 1942, it was anticipated that two cruiser docks would be built at Terminal Island and BuDocks urged that this be undertaken as soon as possible in view of the probable need of such facilities for repairing expected battle damage.(68)

On 16 May 1942, Comdt.NOB wrote to BuDocks recommending that the area of Roosevelt Base west of the cruiser docks and south of the net storehouse be assigned to the ship repair yard.(69) In advising this use of this area, this officer differed from the recommendation which ComEleven had previously made that this area be reserved for the construction of a Section Base.

During the fall of 1942 plans were being pressed with the idea that Bethlehem Steel Shipbuilding would take over the operation of the drydocks and other ship repair facilities when they were completed. In the meantime the large battleship drydock (Moreell Drydock) was being used. Work was carried on with this facility by the personnel of the Naval Operating Base staff under an arrangement with Bethlehem whereby certain key personnel from their yards were "borrowed" for docking ships, etc. When the drydocks should be taken over for operation by Bethlehem it was intended that the supervision of this activity should come under the Industrial Manager of the Eleventh Naval District. It was presumed that such authority would be delegated in turn to the Assistant Industrial Manager, San Pedro. Negotiations were in progress for assigning the necessary naval

personnel for carrying on this work.[70] On 20 November 1942, ComEleven recommended to the Bureau of Ships that additional personnel would be needed in the office of the Assistant Industrial Manager, San Pedro, should contemplated arrangement for the operation of the repair yard and docks at Roosevelt Base be consummated.[71]

On 16 January 1943, Comdt.NOB wrote to the Vice Chief of Naval Operations concerning the erection of another storehouse to provide Roosevelt Base with storage space when the industrial activity of the drydocks should be separated from Roosevelt Base and should come under Bethlehem Steel operation. In this letter Comdt. NOB stated:[72]

> "The new ship repair facilities of Roosevelt Base, Terminal Island, California, will be leased to the Bethlehem Steel Company under the supervision of the Bureau of Ships. This lease will include all storage facilities already constructed or contemplated under the current construction program."

It appears, however, that the negotiations with Bethlehem Steel did not run smoothly and objections and difficulties were foreseen should the Navy lease its ship repair yard at Roosevelt Base to a private operator. On 23 January 1943, the Chief of the Bureau of Ships wrote to the Secre-

tary of the Navy proposing that the new drydocks, Terminal Island, be operated by the Navy. Certain portions of this letter are extremely pertinent to the history of these arrangements and are here quoted:(73)

> "2. The Bureau's request...that the plant be turned over to private interests for operation was promoted by an investigation which was sponsored by this Bureau in collaboration with other interested Government agencies. This investigation disclosed that it was not practicable to subsidize the expansion of the private repair facilities in the San Pedro-San Diego area to the extent which the prospective demand would indicate as being necessary for the prosecution of the war. It was believed that the indicated deficiency could be overcome by making the Navy facilities readily available for non-combatant work, the extent of which, in prospect, appeared to be considerably greater in that area than Naval work. Naturally, nothing was intended to preclude the allocation of Naval work to the plant. Since that time, under actual war conditions, it has developed that the need for repair of Naval vessels on the West Coast, including Pearl Harbor, is apparently greater than the need for non-combatant repair facilities,...Thus, the premise on which the Bureau's request...was made no longer exists, which fact made it desirable to review the entire matter.
>
> "3. Several facts developed during the negotiations with Bethlehem which affect the problem. It became obvious that the administration of the yard by the company and the control of the company's actions by the Navy to insure the protection of the Government's interest would be a very complex matter, further complicated by the necessity for

protecting the interests of competing private companies who do not enjoy the advantages of an extensive modern plant provided by the Government, together with heavy financial subsidies, assurance against operating losses, guarantee of a profit--all of which were demanded (and understandably so under the conditions) as prerequisites to an agreement to operate the yard.

"4. Added to the above, other complications appeared. For example, the various Government agencies operating non-combatant vessels have different contractural provisions and requirements. In the concurrent handling of these accounts jointly and severally with those for Naval appropriations, an awkward procedure will result, especially since the statutes require that work done for other departments of the Government be accomplished at cost. Again, in the allocation of work to the yard it is anticipated that annoying problems will occur. The Coordinator of Ship Repair and Conversion has responsibilities and authority in the allocation of ships to repair yards; his interestm would conflect with those of the Navy. Finally a realistic problem would have to be faced during the first few months of operations, i.e., the reconciliation of the AFL labor finishing the construction of the plant and the CIO labor condition has imposed restrictions and bids fair to impose more.

"5. The obvious result of all the above would be to introduce wrangling between interested parties and would hamper the management and the Navy in making the necessary decisions promptly.

"6. In studying this proposition, consideration must be given to the time factor involved. It might be assumed that to proceed along the originally contemplated lines would result in the facility becoming operative at the earlier time.

However, the Bureau believes that with the Navy's interests in these facilities far transcending the interest which a private company would exhibit, the plant would be in smoother and in more complete and aggressive operation under direct Naval administration in a matter of from four to six months.

"7. The fact outlined above lead the Bureau to now request that the approval to lease the property to a private company be cancelled and superseded by a directive to establish and operate the plant as a U.S. Naval Drydocks, the organization to be autonomous under the District Commandant. If this is done, it is suggested that the establishment be designated as 'U.S. Naval Drydocks, Long Beach'."

On 4 February 1943 the Vice Chief of Naval Operations recommended that the approval to lease the drydocks at Terminal Island to a private company be cancelled and that these facilities be operated as the U.S. Naval Drydocks with an organization to be autonomous under the District Commandant. VCNO recommended that the new activity be designated as U.S. Naval Drydocks, Roosevelt Base, and that the matter of the mailing address be held in abeyance pending a survey by ComEleven.(74) The Secretary of the Navy approved the recommendation of the Bureau of Ships on 4 February 1943.(75) On 10 February 1943 VCNO sent the following despatch to ComEleven:(76)

"The Secretary has designated the Navy's repair plant at Terminal

> Island to be 'U.S. Naval Drydocks, Roosevelt Base' for direct operation by the Navy with an autonomous organization reporting directly to District Commandant. Mechanical force will be composed of civilians. Accordingly previous negotiations with Bethlehem Steel Company have been abandoned. Construction and equipping of yard will proceed under present plans at fastest possible rate."

Captain Fred M. Earle, USN, was assigned to duty as Commanding Officer of the new Drydocks command and reported for duty on 25 February 1943. A nucleus of experienced key industrial personnel were drawn from other industrial activities of the Navy (77) and the work of the drydocks under the new arrangements was underway.

The arrangements with regard to the Public Works Departments of NOB and the Drydocks have been discussed at some length in another section of this history and that discussion need not be repeated here. Suffice it to say that it was determined to have separate Public Works organizations at the Naval Operating Base headquarters at Roosevelt Base and at the U.S. Naval Drydocks. (78) It was made very evident that the new Commanding Officer of the Drydocks wished to have his own Public Works organization and that any other arrangement would be unsatisfactory to him--probably unsatisfactory to others as well.

The effect has already been shown of the letter from the Secretary of the Navy, dated 22 March 1943, establishing the "U.S. Naval Drydocks, Roosevelt Base, Terminal Island (San Pedro)"[79] and stating that with such establishment "the major facilities formerly comprising Roosevelt Base...are absorbed in this new activity, and therefore, Roosevelt Base as such is encompassed in this new command." Correspondence was promptly initiated by Comdt.NOB and ComEleven to correct this mistake apparently based on a misunderstanding of the precise situation with regard to Roosevelt Base and the Drydocks.[80] All officials concerned--ComEleven, Comdt. NOB and CO, USNDD--felt certain that it had not been intended that the Drydocks, an industrial command, should have the authority over and responsibility for Roosevelt Base which was a military organization. This matter was soon cleared up. In June 1943, it was requested that the U.S. Naval Drydocks be detached as an activity of Roosevelt Base.[82] Accordingly, this was done and the Drydocks became a separate activity.[83]

As has been indicated, until very shortly before it was decided that the Navy, rather than a private company, would operate the Drydocks,

all thought and arrangements in connection with this activity had been based on the premise of private operation. Consequently, it appears that when, rather suddenly, it was determined that the Navy would retain operational and administrative control of the Drydocks, apparently there was too little consideration given to the important factor of the command relationships involved in setting up this new activity. Of course under the then existing circumstances, with the war tempo speeding up, it is not surprising that most attention should have been given to the work of getting the new repair facilities actually into operation. Nevertheless, the fact that the command relationships were none too clearly defined when first the Drydocks were established resulted in admininistrative difficulties later.

When first the plan of setting up the Drydocks as an "autonomous" organization was proposed and it appeared that this new activity would be set up independently of NOB, Comdt.NOB believed that this was not advisable and that the Drydocks should be under Comdt.NOB in view of the security factor involved at Terminal Island and for avoiding the unnecessary duplication of

services. When the new repair facilities were established, they were designated as "U.S. Naval Drydocks, Roosevelt Base", with an "autonomous" organization reporting directly to the District Commandant.(84) Under this arrangement an interesting paradox was created. The Drydocks was set up as a part of Roosevelt Base, which was an activity of the Naval Operating Base. Yet at the same time it was understood that under this arrangement, the Drydocks organization was not under Comdt.NOB, but was thus projected an arrangement which contained infinite possibilities for administrative trouble.

On 13 February 1943 ComEleven wrote to the Vice Chief of Naval Operations, recommending that the Drydocks be placed under Comdt.NOB so as to conserve "men, money and critical materials without in any way affecting the intended autonomous operation of this new activity."(85) In this letter ComEleven emphasized that the directive which should make this change should be so worded as to preclude any supervision by Comdt.NOB over the technical direction of the Drydocks. In reply to this proposal of ComEleven the Vice Chief of Naval Operations replied:(86)

> "(a) The Commandant, Naval Operating Base, Terminal Island, will assume a relationship to the Drydocks such that only general military control will be

exercised. It is essential that the Commanding Officer, U.S. Naval Drydocks have full authority and responsibility over the personnel, facilities, and equipment comprising that activity.

"(b) In order to avoid duplication and to utilize to the fullest extent the facilities and personnel being provided at U.S. Naval Drydocks, the Commanding Officer of that activity should exercise control and jurisdiction over all repair work in the San Pedro - Long Beach area. Work for this area should be assigned to U.S. Naval Drydocks by the Commandant of the Eleventh Naval District (Industrial Manager, USN). After being so assigned, the Commanding Officer, U.S. Naval Drydocks, should act in the position of Assistant Industrial Manager of the area and should be vested with the authority and responsibility for assigning ships to local repair yards and for the execution of all work on them. The present organization of the Assistant Industrial Manager, San Pedro - Long Beach area, should be absorbed in the Naval Drydocks' staff."

This letter made the technical responsibilities of the Commanding Officer of the Drydocks quite clear; it hardly did the same for his relationship to Comdt.NOB.

In a memorandum to VCNO in May, 1943, the Assistant Chief of Naval Personnel recommended that the Drydocks should be made an activity under the Commandant, Naval Operating Base, San (87)
Pedro. In this memorandum it was shown that the proposed directive to set up the Drydocks as an autonomous activity of the Eleventh Naval District

rather than as an activity directly a part of the Naval Operating Base was contrary to the provision of Navy Regulations which states that: (88)

> "In the execution of these regulations (re-General Administration of Naval Districts) it is assumed that an 'Administrative Unit' consists of activities which are so grouped in one place as to come logically under the immediate military control of one head."

The memorandum went on to point out that the Commander in Chief, U.S. Fleet, had, in 1942, disagreed with the Chief of the Bureau of Ordnance who wished the Naval Torpedo Station at Newport, R.I., incorporated into the NOB there for military matters only. In this connection Cominch had stated: (89)

> "The Commander in Chief, U.S. Fleet, does not desire to see the broad but well established authority and command function of Commandants circumscribed by special limitations."

The Assistant Chief of Personnel went on to point out still further that:

> "In addition, it should be considered that whereas the Naval Torpedo Station, Newport, is a self supporting unit, physically separated from the Naval Operating Base, the Naval Drydocks, Terminal Island, is an integral part of Roosevelt Base and the two are mutually interdependent for services and facilities."

On 14 June 1943, the Secretary of the Navy issued information which tended to clarify to some extent the official status of the Drydocks. By this

directive the Drydocks ship repair facilities on Terminal Island were established and designated as:(90)

> "U.S. Naval Drydocks, Terminal Island (San Pedro), California, as an activity under the Commandant, Naval Operating Base, Terminal Island (San Pedro), California.
>
> "2. All activities of the U.S. Naval Drydocks are hereby removed from Roosevelt Base."

This delay in clearly designating the U.S. Naval Drydocks as an activity of the Naval Operating Base, Terminal Island, coupled with the use of the word "autonomous" as applied to this organization appear to have contributed seriously to the difficulties of administrative command relationship with regard to NOB and the Drydocks which persisted throughout the tenure of the first Commanding Officer, U.S. Naval Drydocks. As has been shown, the circumstances when the Drydocks were first put in operation were such that the new Commanding Officer might easily surmise that he was expected to act with a rather considerable degree of independence.

It would appear that the choice of the word "autonomous" originally as descriptive of the relationship of the Drydocks to other activities in this area was an unfortunate selection. Possi-

bly it had been intended that the new command should be a "sovereign" command; i.e., with complete authority over its own internal, technical administration and operation, yet responsible to higher local Naval authority for coordination and integration with the Naval activity of the area. Such "sovereign" authority was possessed by several other command activities of NOB.

As a result of the above a few misunderstandings arose on the question of proper command relationships. These were clarified in due course without detriment to the war effort or organization relationships.

In October, 1943, the Commanding Officer of the Drydocks requested the Chief of the Bureau of Yards and Docks to place the construction contracts NOy-5978 and NOy-6638, which covered the bulk of the construction work then underway at the Drydocks, under the Drydocks Public Works Officer rather than to have this work remain under the Officer in Charge of Construction for the contracts in the San Pedro - Long Beach area, which officer was also NOB Public Works Officer.(91) He gave as his reason the desire to expedite this Drydocks construction work. Comdt.NOB did not concur in the recommendations of the Commanding Officer of the Drydocks in this re-

gard. He did not consider it advisable to separate local construction responsibility and authority and believed that the construction work in the area was progressing as speedily as circumstances would permit. However, he did suggest that perhaps it might be well to appoint the Public Works Officer of the Drydocks as Resident Officer in Charge of Construction for that activity and thus make him responsible both to the Officer in Charge of Construction for the local contracts (NOB Public Works Officer) as well as responsible to the Commanding Officer of the Drydocks. Comdt.NOB concluded his letter concerning these matters with this paragraph: (92)

> "7. To carry out the views expressed in the basic letter would mean the duplication of the Public Works technical organization at the Naval Drydocks which would be uneconomical and could not be justified. Neither would it be practicable or justifiable to transfer the existing Public Works technical force to the Drydocks as it would then become necessary to replace this organization to carry on other contract construction and yard labor work for the remaining activities in this area."

ComEleven concurred completely with Comdt.NOB's views as expressed in this first endorsement. He also agreed that it was desirable and feasible that a Resident Officer in Charge be appointed

for the construction work in progress at the Drydocks, but it was emphasized that the organization of construction activities in the District in accordance with Bureau of Yards and Docks policy should be maintained.(93) In view of the recommendations of ComEleven and Comdt.NOB, the separation of the Drydocks construction program from all other such work in the area was not authorized by the Bureau of Yards and Docks, but that Bureau did designate Lieut. Comdr. G. A. MacDonald, (CEC), USN, the Public Works Officer of the U.S. Naval Drydocks, Terminal Island, as Resident Officer in Charge of Construction for Contracts NOy-5978 and NOy-6638. This was, of course, in line with the recommendations of Comdt.NOB and ComEleven.(94)

In March, 1944, the Commanding Officer, U.S. Naval Drydocks, recommended to the Bureau of Ships that this activity be designated as a Navy Yard, claiming that the designation, "U.S. Naval Drydocks", was misleading and confusing.(95) Compliance with this request was not, however, forthcoming.

In August, 1945, Captain Fred M. Earle, USN, the first Commanding Officer of the U.S. Naval Drydocks was detached and on 20 August 1945, Captain (later Commodore) George T. Paine, USN, became the

new Commanding Officer of the activity. On 30 November 1945 the U.S. Naval Drydocks became the Terminal Island Naval Shipyard in accordance with the reorganization of the Naval Operating Base as the U.S. Naval Base.

THE U.S. RECEIVING STATION AND THE DISCIPLINARY BARRACKS

About one year before the Receiving Station was established on Terminal Island, the possibility was considered of the Navy's taking over the prison facilities of the Federal Correctional Institution for use as a receiving station and place of confinement for naval prisoners. The Director of the Bureau of Prisons of the Department of Justice indicated to the Chief of the Bureau of Yards and Docks that the Federal prison installations on Terminal Island might be transferred to the Navy, with proper reimbursement for improvements made by the Bureau of Prisons.(96) In the latter part of January, 1941, the Senior Member of the Shore Station Development Board of the Navy Department requested ComEleven's comment on the advisability of acquiring these buildings on Terminal Island.(97) ComEleven considered that this prison facility would make an excellent Navy prison

and receiving station and recommended its acquisition.(98) The Assistant Commandant in the San Pedro area (Captain R. B. Coffman) also thought that the Federal Prison on Terminal Island offered an excellent location for a receiving ship.(99)

By August, 1941, it was evident that developments were underway toward establishing a receiving station in the San Pedro - Long Beach area. In fact the Navy Department had already approved the establishment of a receiving unit for 500 men and a BOQ for 50 officers at Roosevelt Base.(100) With this arrangement in prospect, ComEleven doubted the necessity of taking over the prison property.(101) Comdt.NOB (Captain Coffman) however urged that the prison be taken over by the Navy for permanent use as a receiving station and prison and that the project for building a receiving barracks of cheap, temporary construction be abandoned for the time being.(102)

By the end of December, 1941, with America now in the war and with the Navy rapidly mobilizing its forces, the need of receiving station facilities in the San Pedro - Long Beach area was keenly evident. ComEleven reversed his position in the matter of acquiring the Federal prison installations and recommended that they be obtained. He did not change his position opposing the use of these facilities for

own personnel for operating the newly acquired facilities, it being understood that the Prison authorities would wish to take with them most of their personnel for work in other prisons. Some of these civilian workers however would be available for work under the Navy's management.(107)

On 3 February 1942, Lieut. Comdr. Albert R. Myers, USN (Ret), assumed command of the new Receiving Station and undertook the task of taking over the prison property for use by the Navy as a receiving facility.(108) Lieut. Comdr. Myers served as Commanding Officer of the new receiving station until 3 March 1942 when he was relieved in this post by Comdr. W. W. Feinemann who served as Commanding Officer of the activity until 26 February 1943. During this time Lieut. Comdr. Myers served as Executive Officer. On 26 February 1943, he assumed command of the Receiving Station again, when Comdr. Feinemann was detached from his duties as Commanding Officer in order to take command of the San Pedro Subordinate Command of the Fleet Operational Training Command, Pacific.

By October, 1943, the Receiving Station at the prison location was operating on a basis of a general detail of 2500 men, an Armed Guard detachment of 312, 150 Army personnel, and 600 naval prisoners. The

work of the facility and the number of personnel attached had grown too great for the former prison location and plans for a new receiving station had been undertaken.(109) The new receiving station was eventually planned to accommodate 6000 men and 200 officers and it was contemplated that the former prison property would be used as a Detention or Disciplinary Barracks.(110)

In 1942 training facilities for the Armed Guard personnel who were in the Armed Guard personnel pool at the Receiving Station had been provided by the establishment of a gunnery school at that activity.(111)

In view of the urgency of completing the new receiving station facilities and of separating the receiving station proper from the prison activities, it was necessary to speed up the construction of the new installations in the western part of Terminal Island as rapidly as possible. Some difficulty was encountered by the contractors in obtaining the necessary construction personnel and this of course hindered the completion of the new station.(112)

The enlarging of the new receiving station project from a capacity of 4500 men to a station to accommodate 6000 men naturally required an increase of facilities and this required more land.

Negotiations were undertaken with the Union Pacific Railroad Company for land lying to the north of the receiving station drill field; this land was to be obtained on a rental basis.(113) By the middle of May, 1944, the new station installations were sufficiently completed to allow the receiving station activities to be moved there from the former location, thus leaving the prison facilities entirely to the use of the Disciplinary Barracks activity. This transfer was made on 24 May 1944.(114)

U.S. Disciplinary Barracks, Terminal Island

As has been indicated already, the Federal prison facilities which had been taken over by the Navy were used both for the usual receiving station purposes and for the confinement of prisoners until the separation of the receiving station from the prison activities when the transfer to the new receiving station location was made. The intention to use the Federal prison facilities in this way was shown early in the negotiations for the establishment of a receiving station at the former prison location. Indeed, in January, 1942, the Judge-Advocate General of the Navy informed the Commandant, Eleventh Naval District, that, because of the crowded conditions in other receiving stations and brigs, it was desired to press into use the brig facilities of the newly

acquired receiving station facilities on Terminal Island as soon as possible as a place of confinement for general court martial prisoners.(115) It was estimated at the time that the conversion of the former Federal prison facilities was being undertaken that provisions could be made for confining 356 prisoners and for a total of 2100 to 2300 of both prisoners and enlisted personnel.(116) Of course this capacity could be increased by double-decking or triple-decking the bunks.

On 4 March 1942, the Secretary of the Navy designated the U.S. Naval Receiving Station, Naval Operating Base, Terminal Island, as a place of confinement for general court-martial prisoners.(117) By 23 September 1942 there were 191 men in a prisoner status confined at the Receiving Station; of these 78 were in a general court-martial status. It was indicated that arrangements were such that the prison facilities of this station could be modified to accommodate more prisoners if this were desired.(118)

The growth in the number of prisoners as well as in the number of free men at the Receiving Station proceeded and with this increase in numbers conditions developed which were not conducive to good morale for either the receiving station personnel or the prisoner population. By the middle of 1943 conditions

had reached a state where investigation and correction of the situation was warranted. The almost unavoidable mingling of prisoners with free enlisted personnel produced an unwholesome condition. This fact together with the development of a system of self-government among the prisoners had led to a situation at the Receiving Station which necessitated alleviating measures. Improvement in morale and in the administration of Naval discipline appeared to be imperative.(119)

The possibility of converting the former Federal prison facilities then serving as both prison and receiving station into a disciplinary barracks and the building of another receiving station on Terminal Island was given serious consideration and eventually determined to be the best measure for taking care of the various problems. It was believed that the prison location would offer excellent facilities for a disciplinary barracks for the confinement of general court-martial prisoners or those awaiting trial.(120) Separation of free enlisted personnel from prisoners would tend to alleviate the evil conditions arising from such mingling. As has already been shown, the construction of this new receiving station and the separation of prison from receiving station activities was undertaken.(121)

Toward the end of November, 1943, and of course, many months before the new receiving station had been sufficiently completed to permit the transfer of receiving station activities thence, the conditions in the prison at the Receiving Station were such as to warrant Comdt.NOB in requesting ComEleven to appoint a Board of Investigation to conduct an enquiry into this situation.(122) Such a board was accordingly appointed and made the necessary investigation.(123)

On 4 December 1943, Lieut. Comdr. F. S. Halsell, USN (Ret), assumed command of the Station, relieving Comdr. Albert R. Myers, USN (Ret).(124) The new Commanding Officer of the Station made this statement in a letter to CNO upon assuming command:

> "2(B)(1) The offiser and enlisted personnel assigned, together with the Marine prison guards loaned to this station by the Commandant, Naval Operating Base, San Pedro, California, are considered adequate for a receiving station of 3000 men and 500 prisoners. However, they are not adequate to handle a receiving station of 2350 men plus a prison population of 950, which is essentially the case at present.
> (2) Berthing facilities at this station are overtaxed at the present time, but it is anticipated that new facilities for housing personnel will be under construction in the near future.
> (3) The conditions in the prison incorporated into this station are at present under investigation by a Board of Investigation convened by the Commandant, Eleventh Naval

District. Recommendations for increased complement, increased guards, and changes in material and equipment are expected to be recommended after the findings of this Board are made known."

Very shortly after these changes took place, additional personnel were recommended to be assigned to the Receiving Station. In his endorsement to this request, Comdt.NOB made this statement:(125)

"The present system of self-government at the Receiving Station Prison has been conducive to bad practices inside the prison. To insure that bad practices be eliminated, the requested additional personnel are required."

ComEleven believed it essential that a Marine Guard of 120 men and three officers be ordered to the Receiving Station at an early date and he also advised that a Marine Officer be placed in charge of the Disciplinary Barracks when this should be established as a separate activity upon the separation of the Receiving Station on being moved to the new location.(126)

In order to bring about some immediate alleviation of the Receiving Station situation with regard to the prison arrangements, it was requested that a Marine Detachment of two officers and one hundred enlisted Marines be established temporarily at the Receiving Station and that, when the Disciplinary Barracks was established as a separate activity, this Marine force be increased according to need. In the

letter to the Commandant, U.S. Marine Corps in which this request was made, there is this statement:[127]

> "2. Currently the Marine Corps personnel authorized for this activity, namely, one (1) Warrant Officer and fifty-eight (58) enlisted, are used solely as a Guard for the prisoners of the brig within the Receiving Station. The vast majority of these prisoners come under the heading of awaiting action of high authority, awaiting trial, GCM,SCM,DC, awaiting final action, awaiting discharge, serving sentence of SCM and DC. Less than one third (1/3) are serv-sentences of GCM and all of these are sentences of less than nine (9) months.
>
> "3. The physical installations of the former Correctional Institution do not well lend themselves to the various activities of a Receiving Station. Due to the above, and further to the shortage of Navy and Marine Corps personnel, a not too healthy situation exists at this Station where Class I (trustee) prisoners, who have been placed in a supervisory status, have access to almost the entire station and consequently are permitted to mix with members of the ship's company, general detail personnel, and outgoing drafts of various types...."

The larger part of the activities of the Receiving Station were transferred from the prison location to the new location on Terminal Way on Terminal Island on 24 May 1944. At that time, Lieut. Comdr. John F. Kennedy, USN (Ret), relieved Captain R. J. Carstarphen, USN, of command of the U.S. Naval Disciplinary Barracks as the new prison activity was designated.[128] Captain Carstarphen had assumed command of the Receiving Station on 22 January 1944. By 1 November 1944, all departments

of the Receiving Station were located at the new site and removal from the Disciplinary Barracks location was thus complete.

By June 1945, the facilities of the Disciplinary Barracks had again become crowded, but it was anticipated that this crowding would be relieved by the transfer of some prisoners to the Retraining Command at Farragut, Idaho.(130) When the Commanding Officer of the Disciplinary Barracks made his report covering the period from 1 July 1944 through 1 July 1945, he stated:(131)

> "....Experience has shown that the command can adopt to changing needs as a confinement. Two important observations are made however. In the first place the command has been continually confronted with the difficulties of providing a program for the population far in excess of the designated capacity of the plant. The past year's experience has proved that overloading of the plant jeopardizes the services that have been found necessary to the proper confinement of General Court Martial sentence serving personnel. This will be true to a much greater degree with the acceptance of predominately long term sentence serving confinees. With the type of prisoners handled during the past year, it is felt that a population of 1500 should be the maximum confined at the base. Anything in excess seriously jeopardizes the operating resources of the plant and interferes with the rehabilitative mission of the command. With long term prisoners the maximum capacity figure should be still further reduced....In the second place the command has also been limited in its effectiveness by the large turnover of

> ship's company personnel, especially in the specialized rates. The command has need for an increase of Naval ship's company enlisted personnel as per requests made to the Bureau of Naval Personnel on several different occasions during the year. With the increase of custodial responsibility anticipated during the coming year, the Marine detachment probably also will have to be strengthened."

On 7 September 1945, it was provided that prisoners should be committed to the U.S. Disciplinary Barracks, NOB, Terminal Island, if the sentence should be over three years. If the sentence were less than three years the prisoner should be committed to the Terminal Island Disciplinary Barracks provided that the total number of confinees there would permit the "designation of long term prisoners from the Twelfth and Thirteenth Naval Districts within the normal capacity (1500) of the activity". Otherwise, the U.S. Disciplinary Barracks, NT & DC, Farragut, Idaho, should be designated. (132)

On 17 September 1945 it was announced that there was established in the Eleventh Naval District the U.S. Naval Officer Intake Station, as a subordinate activity of the Naval Receiving Station, Naval Operating Base, Terminal Island. This subordinate activity was set up "for the purpose of endorsing orders and arranging trans-

portation to a designated personnel separation center for all officers arriving from outside the continental limits of the United States for release to inactive duty".(133)

SUPPLY AND ACCOUNTING ACTIVITIES IN THE NAVAL OPERATING BASE, TERMINAL ISLAND

When the Roosevelt Base installations were under construction on Terminal Island and before the Naval Operating Base had been established, most of the supply functions necessary were carried on through the Supply Department of the Naval Air Station on Terminal Island. This was not entirely a satisfactory arrangement so far as officials in the San Pedro - Long Beach area were concerned.(134) For about a year previous to June, 1941, the Assistant Commandant had been obtaining supplies from the Supply Officer attached to NAS, Terminal Island, for his work in the local Long Beach - San Pedro area.(135) In May, 1941, he was directed to forward stub requisitions direct to San Diego for filling.(136) The Assistant Commandant felt that the delay incident to this arrangement constituted a considerable handicap to the maintenance of the activities with which he was concerned. Accord-

ingly, he requested that some arrangement be made for daily deliveries from the Naval Supply Depot in San Diego to the Assistant Commandant's office in Long Beach. It is of course to be understood that there was at this time no Naval Supply Depot in the San Pedro - Long Beach area. The Navy Disbursing and Transportation Office in San Pedro carried on disbursing activities and arranged the details of commercial transportation for naval personnel. It had been set up as a Fleet facility to serve that portion of the Fleet which had been based at San Pedro.

In September 1941, arrangements were made to have the pay accounts of the officers, enlisted personnel and civilian personnel of the Navy in the San Pedro - Long Beach - Los Angeles area transferred to be the responsibility of the Disbursing Officer of the Navy Disbursing and Transportation Office, San Pedro, effective as of 30 September 1941.(137)

In December 1941, ComEleven disapproved of establishing a supply and accounting officer at the new Naval Operating Base at Terminal Island. He viewed the method of handling purchases through the Naval Supply Depot at San Diego as entirely satisfactory.(138) Attention has been given

elsewhere to the arrangements made for supply facilities with regard to Public Works activities at NOB.

Navy Disbursing and Transportation Office had originally been established at San Pedro for these purposes: (139)

> "(a) the reception and delivery of shipments of stores from Navy Yards to naval ships in the harbor;
> (b) the receipt and dispatch of household effects of naval personnel;
> (c) the issue of government transportation to naval personnel and their dependents."

Later on this office had also become a depot for the receipt and dispatch of trans-Pacific shipments. By the summer of 1942 the duties of this activity had grown far beyond the original scope which had been intended for it. Its Disbursing Department was carrying the pay accounts and disbursing responsibility for many Navy activities in the local area. It was paying vouchers for local purchases of local Navy offices, mileage vouchers for transient officers and casual payments of Armed Guard crews of visiting merchant ships. It was also paying most of the public vouchers for materials handled as trans-Pacific shipments. In addition to other disbursing

activities, NAVDATO had taken on work concerned with warehousing and issuing of stores, incoming and outgoing stores, and other supply work. In many respects, NAVDATO had by this time acquired many of the responsibilities characteristic of a Supply Depot.

In a letter to the Vice Chief of Naval Operations, dated 9 November 1943, Comdt.NOB recommended that the Navy Disbursing and Transportation Office, San Pedro, California, be designated as the Navy Supply Depot, under the Commandant, Naval Operating Base and that Comdr. M. T. Scanlan, (SC), USN, then OinC of NAVDATO, be ordered as Supply Officer in Command of this Supply Depot. Comdt.NOB also recommended that an accounting and disbursing office be established as an activity of NOB. On 15 December 1942, the Secretary of the Navy announced that the Navy Disbursing and Transportation Office in San Pedro was reestablished as the Naval Supply Depot, Naval Operating Base, San Pedro, as an activity under Comdt.NOB and that the existing facilities of NAVDATO would be utilized for the new activity. (141) The accounting and disbursing office which Comdt.-NOB had recommended was not set up as a separate activity of NOB, but an Accounting and Disbursing

Section was to be included in the Supply Depot organization and to this were to be assigned "all accounting and disbursing functions in the San Pedro area other than those properly appertaining to other activities". It was also stated that the Naval Fuel Depot (Annex), San Pedro, which was then under construction, would be established as an activity under the Supply Officer in Command of the Naval Supply Depot, San Pedro.

In the meantime there went forward the organization of supply facilities to serve Roosevelt Base and the NOB Headquarters offices. In June 1942, supply matters for the new activities on Terminal Island were still being handled through the Supply Department at the Naval Air Station. However, on 16 June 1942, Comdt.NOB (Captain Coffman) sent in a request to the Bureau of Personnel, via ComEleven, urging the appointment of a Supply Officer for Roosevelt Base. He stated that it was desired to set up a General Mess, that it would be necessary to set up a GSK system before the new Base was commissioned, and that a Supply Officer would be needed to care for Title "B" and "C" equipment. (142) Apparently, such an appointment was not immediately forth-

coming, for near the end of July, 1942, purchasing and accounting for NOB was still being handled through the Naval Air Station Supply Department.(143) Eventually, of course, with the development of work at Roosevelt Base and at NOB Headquarters, a Supply Department was set up at Roosevelt Base and functioned independently of that at the Naval Air Station. In the fall of 1943, the Supply facilities serving Roosevelt Base and the SCTC were reorganized and consolidated so that one Supply organization served these activities.(144) This consolidation was accomplished as of 1 October 1943.(145)

In the negotiations preparatory to setting up the Naval Fuel Annex in San Pedro, it had been recommended by Comdt.NOB that one of the sites be acquired by a Declaration of Taking and the other on a five year lease basis.(146) This recommendation had been based on the premise that it was desirable to have a permanent fuel oil outlet under the control of the Navy and one which would not be subject to lease or renewals of lease from a municipal board subject to recurring changes of personnel. In view of the objections on the part of the Los Angeles Harbor Board to the

Navy's acquiring property in the Harbor area in fee simple and in view of the fact that the Navy already had considerable land under lease arrangements, Comdt.NOB recommended that the sites of both fueling wharves be leased if a lease which should fully protect the interests of the Government could be negotiated.(147) During the time that the installations for this fuel depot were under construction in the fall of 1942 there remained considerable uncertainty as to just what would be the policy of operation for this activity.(148)

The Navy fuel depot was placed in service on 25 February 1943 as the Naval Fuel Annex, Naval Supply Depot, San Pedro, under the Supply Officer in Command, Naval Supply Depot, Naval Operating Base, San Pedro.(149) The operating policy of this facility was stated by BuSandA as follows:(150)

> "In designating the policy of the Naval Fuel Depot, San Pedro, it is expected that this Activity will function as a continuous operating depot for primary handling for fuel oil, diesel fuel and aviation gasoline under Navy control direct to Navy oilers or chartered tankers. This will involve fuel activity and liaison with the Subordinate Command Service Force, United States Pacific Fleet, as well as administrative operation and security activi-

ties in connection with the facility operation of the Fuel Depot."

As has been mentioned elsewhere, the necessity of ammunition storage facilities in the San Pedro region brought about the construction of magazine installations at the Naval Fuel Annex. When the Naval Ammunition and Net Depot at Seal Beach was completed and placed in commission, it was directed that these ammunition magazines at the Naval Fuel Annex should come under the technical command of the Commanding Officer of the Naval Ammunition Depot, Seal Beach, and under the administrative command of Commanding Officer, Naval Fuel Annex, San Pedro.(151)

The U.S. Naval Fuel Annex, Elk Hills, near Tupman, California, was established on 18 July 1944 as an activity of the Eleventh Naval District. It was stipulated that this was an activity of the Naval Supply Depot, San Pedro, with its operations subject to the general coordinating authority of the District Supply Officer of the Twelfth Naval District in that Officer's capacity as Administrator of the Petroleum Pool, Pacific Coast.(152) The mission of this fuel facility is indicated in this letter from the Chief, BuSandA to the Supply Officer in Command, San Pedro:(153)

"2. Under the Unit Plan Contract and the Operating Agreement between the Navy and the Standard Oil Company of California...Standard is to employ up to a total of fifteen drilling rigs to obtain as rapidly as possible a total production of 65,000 barrels of petroleum per day, of which 50,000 barrels per day will represent Navy's part.

"3. The Fuel Annex will be responsible for (1) receipt of petroleum when produced for Navy's account and delivered from Unit Operation-Naval Petroleum Reserve No. 1 (Elk Hills), (2) custody of petroleum in storage, and (3) issue of petroleum to purchasers thereof.....In the exercise of the foregoing responsibilities, it is anticipated that (a) the petroleum will be delivered to the Fuel Annex in suitable condition for delivery to purchasers, (b) the Fuel Annex will take steps to insure that the quantities stored and delivered to purchasers coincide with the quantities delivered from Unit Operation, and (c) when under Contract of Sale purchaser elects to make payment in advance, the Fuel Annex will furnish purchaser with advance monthly estimate of delivery as provided in the contract, with copy of estimate to the District Supply Officer, Twelfth Naval District. Close liaison will be maintained with representatives of Unit Operation for these purposes."

The Naval Fuel Annex, Elk Hills, was dis-established as of 31 October 1945.(154)

The U.S. Navy Accounting Office in San Pedro was established by the letter of the Secretary of the Navy dated 29 June 1943, as an activity of the Naval Operating Base.(155) This office was set up to facilitate the performance of all ac-

counting functions for Naval activities in the Eleventh Naval District north of Fallbrook, California, with the exception of the U.S. Naval Drydocks and the Naval Air Station on Terminal Island. This became necessary when the activities in the northern part of the District developed so extensively and difficulties arose in long-distance accounting arrangements with the District Accounting Office in San Diego.

In connection with the handling of cargo and personnel to or from an overseas destination the Naval Supply Depot in San Pedro performed these functions: (156)

> "(a) Provided assembly storage space, handled all cargo, and was responsible for the loading and unloading of vessels.
> (b) Made suitable and adequate contracts with stevedoring firms to assure expeditious handling of cargo.
> (c) Preparation and distribution of cargo and documents...
> (d) Informed the Naval Air Station and the Port Director the number of airplanes a designated vessel would take.
>
> "6. The Naval Fuel Annex, San Pedro, (arranged) for the delivery of Bunker Fuel Oil to Naval Transportation Service and Navy allocated vessels in quantities and at the time and place specified by the Port Director and relayed through the Target Repair Base."

In view of the fact that the Supply Depot installations in San Pedro were on leased prop-

erty and that it seemed likely that supply facilities would be needed in this part of the Eleventh Naval District for many years to come, negotiations were undertaken to provide a site for permanent supply depot installations. At the close of hostilities arrangements indicated that this new Supply Depot plant would be located in the Cabrillo Beach area near San Pedro on land acquired from the city of Los Angeles and the War Department. (157)

AVIATION FACILITIES OF THE NAVAL OPERATING BASE

The aviation facilities with which the Commander, Naval Operating Base, has been concerned from time to time are the Naval Air Station, Terminal Island (Reeves Field), the Naval Reserve Aviation Base, Los Alamitos, and the Naval Air Facility, Litchfield Park, Arizona. Of these the closest ties have been with the Naval Air Station on Terminal Island. This activity was one of the earlier Naval activities on the Island and had been in operation for several years when the Naval Operating Base was established. As is indicated in more detail elsewhere, NAS contributed generously in services and co-operation when the NOB organization was getting underway and Roosevelt Base was in its early construction stages. In the early days before such departments had been

thoroughly organized and put in operation, the NAS provided communications, public works, and some other services for the young NOB organization.

Reeves Field, on which are located the various facilities of the Naval Air Station, was named after Admiral Joseph Mason Reeves, former Commander-in-Chief, U.S. Fleet, who early in 1935 conceived the idea of a fleet air base to be built on Terminal Island. Arrangements were made with the city of Los Angeles to sponsor a WPA project for the undertaking, with technical advice to be provided by ComEleven and the Commanding Officer of the Naval Air Station at San Diego.

On 31 July 1936 an annual renewable permit, not to extend beyond 30 June 1965, was executed between the City of Los Angeles and the U.S. Government (Navy) for the possession of 328.6 acres of land. Of this 100 acres were originally submerged. This was a lease without charge arrangement, with title still remaining with the City of Los Angeles. In 1938 ComEleven began negotiations to have the title to Reeves Field area transferred to the Navy. The question of such transfer was referred to the vote of the citizens of Los Angeles on 2 May 1939 and by a large majority the city officials were

authorized to convey title to the land to the United States. However, disagreements arose and this conveyance was not made. Development of the Air Station continued under the original permit pending further negotiations on the matter. On 9 September 1942 this original permit was extended from 30 June 1965 to 9 August 1970 -- for a payment of $50,000. It is therefore to be clearly perceived that the land on which one of the Navy's most important aviation activities is located does not belong to the United States Government.(158)

Reeves Field was dedicated in honor of Admiral Reeves on 28 March 1936 and completed with its initial improvements by July of 1937 at a cost of $1,000,000. At this time it was known as Fleet Air Facilities (Reeves Field), Terminal Island. On 1 March 1938 the Station was established as Fleet Air Base, San Pedro, an activity under ComEleven, according to General Order 103; the formal commissioning was carried out on 3 March 1938. On 1 October 1939, by General Order 121, this Fleet Air Base became the Naval Air Station. Until 19 June 1940 Reeves Field was under the command of ComEleven; on this date it was placed under the Assistant Commandant of the Eleventh Naval District.

When the Naval Operating Base was established by General Order 154 on 25 September 1941, the Naval Air Station was made a part of this new organization and came under the military and administrative control of Comdt.NOB.

Of the Air Station's 373.6 acres the title to 40 acres was acquired by the Government; the remainder, as has been shown, is held by the City of Los Angeles. Reeves Field is located on the southern or harbor side of Terminal Island just west of Roosevelt Base. Its eastern boundary line (which is also the boundary line between the cities of Los Angeles and Long Beach) lies about midway along the lengthwise extent of Terminal Island.

Some indication has already been given of the changes of name and designation through which this aviation activity has passed. There are more to be mentioned. On 7 May 1941 all the activities then located on Terminal Island "together with those planned for location thereon" were said to be grouped as one activity and designated as "Roosevelt Base", according to a letter issued by the Secretary of the Navy.(159) Accordingly the designation of the Air Station became U. S. Naval Air Station, Roosevelt Base, Terminal Island, California.(16) This situation persisted until after the Naval Operating

Base was established on 25 September 1941 by General Order 154. This order indicated that henceforth the Air Station was not to be considered a part of Roosevelt Base, but that they were separate activities which were components of the Naval Operating Base. However, there was naturally confusion as a result of these changes of designation and several months elapsed before the matter was clarified to the extent that Naval personnel not familiar with this area were not frequently confused as to the correct relationship of these activities.

Even before commissioning of the Air Station, portions of the Terminal Island area had been used for beaching and servicing of Fleet aircraft for several years. Personnel for this work had been supplied on a temporary duty basis from battleship divisions and auxiliary ships which were present. When the Fleet Air Base had been established it had been set up primarily for the servicing and overhaul of battleship and carrier-based aircraft and for the subsistence and housing of the Fleet Air Detachments when their vessels were undergoing repairs and overhaul in shipyards. When these Fleet Air Detachments were thus shore based provisions were made for intensive training, indoctrination, and landplane familiarization.

When hostilities began, the mission of the Air Station continued to be very much the same as it had been previously, with the added responsibilities for providing basing and operating facilities for Naval local defense forces aircraft. The work of the Air Station was augmented to include the provision of facilities for the operation and maintenance of four Marine Squadrons or six catapult seaplane squadrons, for one patrol squadron with tender support, and one carrier group with the parent carrier present. At the beginning of the war this Air Station was the only Base between San Diego and San Francisco equipped for handling battleship and carrier based aircraft. Moreover the facilities of the Air Station were also used until the spring of 1942 as a receiving station for the Long Beach - San Pedro area. As such it acted as a distribution center for officer and enlisted personnel embarked from the Port of Los Angeles. (161)

In October, 1942, the Naval Air Station, Terminal Island, was performing these services: aircraft delivery unit base for VS1-D-11, service stop for VR2 and VR3, training base for VGS aircraft, and service to visiting fleet aircraft. There were being made as many as three hundred flights each day. The 64 planes based at the station plus the planes of the aircraft delivery unit made a total of more

than one hundred planes which were regularly parked there overnight.(162)

By the spring of 1943 the Aircraft Delivery Unit at the Air Station was handling from 350 to 400 new planes each month. In addition the Commanding Officer of the NAS had the responsibility for handling passengers and freight of from three to five Naval transport planes each day; he represented Comdt.NOB in receiving and despatching numerous distinguished military and civilian passengers whose planes used Reeves Field. Indirectly the CO, NAS was responsible for the Army barrage balloon and Army anti-aircraft fire used in the defense of Reeves Field.(163)

When a statement of the mission and tasks of the Naval Air Station was sent in to the Chief of Naval Operations in July 1944, it was stated that the primary mission of the Naval Air Station was still believed to be that of a Fleet Air Base. However it was recognized that there had been changes and additions to the function of this Air Station. These specific major tasks which were listed consisted of the following items:(164)

> "(a) This command now operates Aircraft Commissioning Units both at this station and at the Naval Air Facility, Litchfield Park, Arizona,

an auxiliary facility of this station, receiving, servicing and testing new Naval Aircraft produced in this area.

(b) It serves as a Base for the Air Ferry Squadron Three (the West Coast Naval Air Ferry Command).

(c) It preserves for export and assists in the loading of an average of 250 aircraft per month from the Port of Los Angeles, an activity scheduled for large and immediate increase.

(d) As an Aircraft Commissioning Unit function it installs all radar and radio specialty installations in numerous types of aircraft.

(e) It has assumed the outfitting and servicing of drone aircraft, numbering approximately 75 per month.

(f) It has been assigned and expects shortly to assume Aircraft Commissioning Unit servicing and testing of all Canadian-produced SB2C type aircraft.

(g) The Aircraft Commissioning Unit receives, services, and tests all Coronado aircraft as modified to cargo type (PB2Y-3R).

(h) It has been assigned and expects shortly to assume the service and test on PBY05A aircraft produced by Vultee-Consolidated, New Orleans, Louisiana, including the installation of special modification of a portion of this production for the Australian Government.

(i) It provides facilities for a West Coast terminal of VR-3 (NATS) and maintains a Base for the NATX Unit assigned thereto.

(j) It receives, tests, and services at the Naval Air Facility, Litchfield Park, Arizona, all PB4Y-1 and -2 aircraft, the product of the Goodyear Aircraft Modification Center at Litchfield Park, Arizona, and Vega Aircraft Modification Center at Van Nuys, California.

(k)This Station is in the process of being designated a night landing weather alternate for seaplanes of Air Transport Squadron Two and Pan-American Airways Pacific-Alaska Division."

When General Order 181 set up the Naval Air Center at San Diego, the Naval Air Station at San Pedro was omitted from this organization. In May, 1943, ComFleetAir, West Coast, recommended to VCNO that this Air Station as well as the NAS at Santa Ana, California, be included in the Naval Air Center at San Diego "in the interest of better co-ordination and simplified administration."(165) The Commanding Officer of the Naval Air Station, Terminal Island, objected to this recommendation on the grounds that, instead of improving administration, it would actually complicate the direct control which the Forces Afloat held over Squadron VS-46 by interposing the Naval Air Center, San Diego, as well as NAS, Terminal Island, between Squadron 46 and the Forces Afloat.(166) It was further objected that placing NAS, TI, under Naval Air Center, San Diego, would tend to hinder the work which this station was doing as a Fleet Air Base in servicing the planes of visiting vessels. If such operations had to be conducted through the Naval Air Center, San Diego, there would be considerable delay -- to the detriment of the war effort. It was also pointed out that the Naval Air Station, Terminal Island, was purely operational as distinguished from a training or overhaul aviation activity; its most

important mission was believed to be the receipt and delivery of new aircraft. The CO, NAS, TI, did not concur with the recommendation and emphasized his stand by stating:

> "In the past it is believed that the various missions of the Naval Air Station, San Pedro, have been satisfactorily accomplished under the present organization. It is believed that instead of simplifying and co-ordinating administration, the recommendation of ComFleAir, West Coast, if adopted would serve to complicate and delay operations at this station and would introduce into the chain of command an administrative unit geographically so far removed as to nullify any possible advantages such a reorganization might offer."

Comdt.NOB concurred in the opinions of the Commanding Officer, Naval Air Station, Terminal Island, in this matter. He emphasized the importance of the NAS, TI, in its work with the aircraft delivery unit and also stressed the importance of the close co-operation possible between the Air Station and NOB under the existing organization, by which the Air Station offered the aviation facilities necessary if NOB was to serve its function as a fleet service base. It was believed that making the Air Station a part of the Naval Air Center, San Diego, would result in Fleet units which visited the local port having to negotiate for aviation services through an activity one hundred and twenty

miles away instead of through the existing direct channels. Moreover, there would almost surely be unwarranted delays in obtaining supplies, etc., for the work of the aircraft delivery unit should that organization be required to carry on all its work through San Diego Air Center.(167) ComEleven also concurred in the recommendations of the Commanding Officer, Naval Air Station, Terminal Island, and of the Commandant, Naval Operating Base.(168)

When General Order 210 of 10 August 1944 established Naval Air Bases, Eleventh Naval District, the Naval Air Center, San Diego, was abolished and the Commander of that activity became the Commander, Naval Air Bases, Eleventh Naval District. This reorganization of the aviation activities of this area resulted in the removal of shore aviation facilities from naval operating bases and naval bases and their assignment to the new Naval Air Bases, 11ND. Thus the Naval Air Station, Reeves Field, Terminal Island, and the Naval Air Facility, Litchfield Park, Arizona, ceased to be activities of the Naval Operating Base, Terminal Island.(169) The Naval Air Station, Los Alamitos, (formerly known as the Naval Reserve Aviation Base) had ceased to be an activity of the Naval Operating Base in February, 1943, in accordance with a directive issued by the Secretary of the Navy in September, 1942.(170)

The Naval Air Facility at Litchfield Park, Arizona, was established as an auxiliary facility of the Naval Air Station, Terminal Island, under the direct administration of theCommanding Officer of NAS on 16 October 1943.(171)

When the War Manpower Survey Board made its recommendations it advised that the complement of the facility be reduced from 17 officers and 142 enlisted personnel to 13 officers and 80 enlisted men. In consideration of this recommendation, the Commanding Officer of the NAS, T.I., wrote to the Chief of Naval Personnel, explaining that when the War Manpower Survey Board had made its visit and study, the activity was just getting underway, that the work of this facility had greatly increased since that time and was expected to continue to increase; that the original allowance of 17 officers and 142 enlisted men as established by CNO had presumably been "based on careful and intelligent estimates of the requirements of the Litchfield Park Unit and (represented) the minimum number necessary to effect scheduled deliveries when that unit (became) self-sustaining and the Goodyear Factory (had) reached its scheduled output. The CO, NAS, TI, recommended that the reduction of the complement of the Naval Air Facility at Litchfield Park be deferred.(172)

In July 1944, it was proposed that the Naval Air Facility at Litchfield Park be established as a separate command, not under the Commander, Naval Operating Base.(173) Previously, the Commanding Officer of the Naval Air Station, Terminal Island, had recommended to the Bureau that when this facility had been fully established and was in a sufficiently stable condition it would be advisable to set it up as a separate command. However, it was pointed out that at this time (July, 1944) it was hardly advisable to do this. The work of the facility was growing very rapidly and was expected to triple in the next three or four months. Furthermore, a large percentage of the trained personnel working at the Litchfield Park facility were members of the NAS, TI, Aircraft Commissioning Unit to the extent that if they were withdrawn the place would quickly fold up. It was further explained that the work being done at both the NAS, TI, and at Litchfield Park was a highly specialized work in which the Terminal Island activity had had about two years experience. In other words the NAS, TI, was in a very real sense a mother station for the Litchfield Park unit which was really operating as a field unit of the Aircraft Commissioning Unit of NAS, TI. As far as the Naval Operating Base was concerned (which was the center of the objection to

the arrangement as it then stood), it was explained that matters concerned with the Naval Air Facility were not made subjects of control by the Naval Operating Base; that, in fact, about the only practical connection between the Air Facility and NOB was that ComNOB was senior in chain of command to NAS. NOB was most thoroughly co-operative in furnishing such necessary materials and facilities as were requested. In view of these facts, it was decided that it would be best not to change the arrangement under which the Air Facility at Litchfield Park operated at that time.(173)

Naval Reserve Aviation Base, Los Alamitos:

General Order 154 which established the Naval Operating Base, included Naval Reserve Aviation Base, Long Beach, as one of the component activities. This Naval Reserve training activity had carried on its work for sometime at the Long Beach Municipal Airport. In the late summer of 1941 work was undertaken on the building of the new installations for the NRAB located at Los Alamitos, between Santa Ana and Long Beach, California. This base was expected to cost between $2,500,000 and $3,000,000 and would replace the base in use in Long Beach. The supervision of the construction work at this station came under Public Works

Civil Engineer Officers attached to NCB. The facilities at Los Alamitos were nearly enough completed by 1 June 1942 for the activities of the Naval Reserve Aviation Base to move from their former location at the Long Beach Airport.(174)

According to the letter of the Secretary of the Navy, as of 11 September 1942,(175) the former Naval Reserve Aviation Base, then the Naval Auxiliary Air Station, Los Alamitos, California, ceased to be an activity of the Naval Operating Base, San Pedro, and became an activity under the direct jurisdiction of the Air Primary Training Command. However, this change of jurisdiction did not take effect immediately(176) and it was not until 1 January 1943(177) that the Naval Air Station, Los Alamitos, ceased to be a part of the Naval Operating Base.

The Naval Air Station, Los Alamitos, became an activity within the Eleventh Naval District but was "excluded from the jurisdiction of the Commandant (11ND) except for its co-ordination with the general plan of defense of the District.(178) On 15 August 1943 the Naval Air Station, Los Alamitos, became a part of the Naval Air Center at San Diego.(179) With the establishment of the Naval Air Bases, Eleventh Naval District, the Naval Auxiliary Air Station at Los Alamitos became a part of that organization as of 10 August 1944.(180)

After the re-organization of the Naval Operating Base to become the U. S. Naval Base, the Naval Air Station was not included in those activities which were made components of the Naval Base. It was stated that it was not the intention of CNO to remove the Air Station from the Naval Air Bases Command, Eleventh Naval District.(181) However, it was believed that a dual status might be intended for this aviation activity so that the Naval Air Station, Terminal Island, would be attached to Naval Air Bases for technical and management control and to the U. S. Naval Base, Terminal Island, for co-ordination and military control.(182)

As of 1 April 1945, there had been expended on the Naval Air Station, Terminal Island, a total of $6,345,000.00. Of this amount $50,000 had been spent for land acquisition. There had been spent $2,700,000.00 on land area improvements; $3,334,000.00 on buildings, landscaping and fencing; $261,000.00 on lighting, radio, and meteorlogical equipment. Of these amounts the Navy had spent $1,690,000.00 on land and improvements and $2,346,000.00 on buildings and equipment.(183)

MEDICAL ACTIVITIES OF THE NAVAL OPERATING BASE, TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

During the course of the wartime development of the Naval Operating Base, Terminal Island, ComNOB came to have under his cognizance these medical facilities: The Naval Hospital, Long Beach; the U. S. Naval Dispensary in Long Beach and the Branch Dispensary in San Pedro; the Roosevelt Base Dispensary; the Dispensary at the U. S. Naval Drydocks, and the Sick Bay facilities at the U. S. Naval Disciplinary Barracks and at the U. S. Naval Receiving Station on Terminal Island. In addition to these medical services, ComNOB was also concerned with the work of the Frontier Base Dispensary in San Pedro in that this organization provided medical services for certain NOB activities located in that area although the Frontier Base was not itself an activity of the Naval Operating Base. Likewise, though in a somewhat different way, ComNOB also had an interest in the Naval Hospital at Corona, California.(184) This activity never was a member of the NOB group, but its construction work was handled by NOB Public Works organization which of course had cognizance over a number of other activities in this area which were not actually attached to the Naval Operating Base.

When the Naval Operating Base was first established as such in 1941 the medical facilities which were stipulated as being members of the new Base group were the Naval Dispensary at Long Beach and its Branch Dispensary at San Pedro and the Naval Hospital, Long Beach. While the two dispensaries in Long Beach and San Pedro had been in operation for several years, the Naval Hospital, Long Beach, was at that time still a prospective rather than an operating medical agency. The Long Beach Naval Hospital was not commissioned until 15 December 1942.

In addition to those medical facilities already mentioned, it is of course to be understood that certain other Naval activities in this area had their own dispensaries or sick bay facilities. The Naval Air Station at Reeves Field on Terminal Island made such provisions for its personnel as had some of the other non-NOB activities.

The U. S. Naval Dispensary, Long Beach, had been established on 1 July 1935 to provide out-patient treatment for active duty and retired naval personnel and their dependents who lived in the Long Beach area. It was set up in its location in the Post Office and Customs House Building in Long Beach on 20 November 1938.(186) The Naval Dispensary in San Pedro which occupied quarters in the Federal Building in San Pedro was established on 1 February 1930 to serve similar

groups of Naval personnel and their dependents who lived in areas convenient to the San Pedro location. After the establishment of the Long Beach Dispensary, this facility was designated as a branch of the Long Beach organization. With the development of Naval activities in the San Pedro - Long Beach area and the setting up of medical organizations attached to many of these activities, to a very large extent the treatment of Naval personnel on active duty became a responsibility of these station medical departments rather than of the Long Beach and San Pedro dispensaries. More and more these two dispensaries came to serve the dependents of Naval personnel. These dispensaries in the earlier days of the war also handled a large number of the medical examinations given Naval Reserve personnel who were coming to active duty. Out-patient treatment was available at these dispensaries in these departments: urology, surgery, internal medicine, pediatrics, reentgenology, obstetrics and gynecology; laboratory facilities were also available.

From time to time the difficulties attendant upon overcrowded quarters and sometime insufficient personnel beset the personnel of the Long Beach and San Pedro dispensaries. In 1941 the quarters of the Long Beach facility were arranged with administrative offices on

the second floor of the Long Beach Federal Building (Post Office and Customs House) and with doctors' offices on the fourth and fifth floors. The corridors had to be used as waiting rooms and during rush hours these hallways were overcrowded. The limited number of doctors assigned to this duty often made for long delays for patients. In order to aid the smooth running of this service it was recommended that the nurse allowance be increased.(186) In the interests of providing more space for the work of the Long Beach Dispensary, Comdt.NOB on 10 April 1942 recommended that space then held in the Long Beach Post Office Building (Federal Building) by the Coast Guard and the Inspector of Naval Material be turned over to the Dispensary. It was believed that this additional space would help the Dispensary to provide quicker services.(187)

Through the co-operation of the U. S. Navy (the Naval Dispensary, Long Beach, acting as agent), the U. S. Army Ferry Command, and the City of Long Beach there was placed in operation on 30 May 1942, the Army and Navy First Aid and Prophylaxis Station on Pine Avenue in Long Beach. This station was set up to provide first aid and prophylaxis treatment for service personnel on a twenty-four hour per day basis. The personnel for this station were furnished jointly by the Medical Departments of the Navy and the Army.

The Naval Dispensary in Long Beach provided medical service for the Naval personel and their dependents who came to live in the Navy Defense Housing Project near State and Santa Fe Streets in Long Beach. Though the space provided was crowded and at times inadequate at the Project, doctors from the Long Beach Dispensary and Navy Relief Society nurses dispensed needed medical advice and treatments.(189)

U. S. Naval Hospital, Corona, California

Late in 1941 the Norconian Hotel at Corona, California, was taken over by the Navy for hospital purposes and designated as the U. S. Naval Hospital, Corona, California, as an activity of the Eleventh Naval District.(190) In February, 1942, the Medical Officer in Command at the Corona Naval Hospital recommended that this hospital be designated as an activity of the Naval Operating Base, San Pedro. He gave these as his reasons for this recommendation:(191)

> "(a) The Public Works Officer having cognizance of the present remodeling is attached to the Naval Operating Base, San Pedro. Upon expiration of this remodeling contract Public Works cognizance will revert to the District Public Works Office in San Diego. That office, in turn, is so far away that quick personal contact with the Public Works Department is practically impossible.
>
> "(b) Until completion and commissioning of the Navy Hospital at Long Beach, California, this institution is the near-

est hospital to the Long Beach - San Pedro area and, upon the completion of the contract, will undoubtedly handle the majority of the patients coming from that area.

"(c) If and when a Supply Depot is established at Long Beach or San Pedro, supplies can be obtained much more readily than they can from San Diego Supply Depot."

Despite these recommendations and although the Medical Officer in Command gave assurance that matters of medical policy and the distribution of medical personnel could still be handled through the District Medical Officer as they then were, the Naval Hospital at Corona was not made one of the activities of the Naval Operating Base.

The Naval Hospital, Long Beach

The need for greatly augmented medical facilities in the San Pedro - Long Beach area became evident before the end of 1940. An appropriation of more than two million dollars was proposed in Washington for the construction of a new Naval hospital somewhere in the Long Beach - San Pedro - Los Angeles area. As might have been expected, suggestions for the site for the hospital were soon being offered to Naval authorities in the Eleventh Naval District. Several sites in San Pedro and Long Beach were proposed by interested parties.(192) In connection with the offer of a possible site for the hospital by Mrs. Susanna Bixby Bryant,(193)

the Assistant Commandant wrote to ComEleven and pictured this site as "the most suitable area in the whole of Long Beach." This site in Long Beach was bounded by Anaheim Street, Hathaway Avenue, Somerset Avenue, and Seventh Street. The Assistant Commandant also replied to Mrs. Bryant's letter and told her that he had written to ComEleven "advising him that I had personally inspected the property and was very favorably impressed with its suitability for the purpose in mind."(194) These negotiations were carried on in the latter part of February and early March of 1941.

On 2 April 1941, the Assistant Commandant wrote to the Chief of Staff, Eleventh Naval District, in connection with recommendations for a site for the new Naval hospital. A Board of Naval Officers consisting of the Assistant Commandant, the District Medical Officer, the Officer in Charge of the Long Beach and San Pedro Dispensaries, and Commander Hilton, Civil Engineer Officer, had made inspections of possible sites for the new hospital. They made these recommendations:(195) It was deemed advisable that the new hospital be located in Long Beach because this area was nearer the center of gravity of the entire Fleet anchorage and of all the Naval shore activities. Distances from the Fleet anchorage to the proposed sites in San Pedro were believed to be much too far. Moreover, it was

stated that it was understood that no sewerage facilities would be available at the proposed sites in San Pedro, whereas sites in Long Beach would have access to County (Los Angeles County) sewage facilities.

On 24 July 1941, a letter was sent from BuDocks to the Chairman of the Home Owners' Loan Corporation requesting appraisals of land in connection with the hospital project. It was indicated in this letter that a site for the new hospital had been selected on the northeast corner of Seventh Street and Bellflower Boulevard in Long Beach which comprised approximately eighty acres.(196) This land was owned by Mr. Fred H. Bixby, a brother of Mrs. Bryant who had already offered another site. Mr. Bixby was in no mooed to sell that part of the site which took in his land and there was considerable protest by him and his sister, Mrs. Bryant.(197) In the meantime the amount of land required had been decided to be one hundred acres and the site selected had been so chosen.

In a letter to the Secretaryof the Navy, 1 August 1941, ComEleven reviewed what had transpired in the process of selecting a site for the new hospital and mentioned the offer of a substitute site of one hundred acres by Mrs. Bryant. ComEleven stated that he saw no reason for commending any site other than that which

had been selected previously. He pointed out that the Bryant property bordered an arterial highway, would involve filling and grading, would be wasteful in land areas for building purposes because of the sharp angles at the south end of the property, and would, in the long run, probably involve a greater cost for the entire project.(198) The Secretary of the Navy wrote to Mr. Bixby on 11 August 1941. In this letter he expressed regret that that citizen might be caused some inconvenience by the selection of his property for the new hospital. He went on to explain that the site had been selected only after a careful study of available sites in the San Pedro - Long Beach area by a special board. The Secretary of the Navy further explained that the property which had been offered by Mrs. Bryant was unsuited for the purposes of the new construction; that Com-Eleven had made an independent investigation of this property and declared the proffered sites unsuited to the Navy's purposes; that the site already selected was the one which best suited the needs of the Navy. Mr. Bixby was assured that the "old hacienda" would not be harmed. (Apparently, considerable protest had been based on the sentimental and historical value of the old home ranch.)(199)

This letter from the Secretary of the Navy did not, however, settle the matter of the selection of a site for the new hospital. For on 29 September 1941 ComEleven wrote to the Secretary of the Navy a rather long letter dealing with this matter and with the further protests of Mr. Bixby over the selection of his property for the new hospital. In this letter ComEleven reviewed the story of the rather involved negotiations in connection with the selection of a site for the hospital and made recommendations. Portions of that letter seem pertinent (200) and are here quoted:

> "...on March 17, 1941 the President approved the Fourth Supplemental National Defense Act, which act included an appropriation of $2,500,000 for the construction of a 300 bed Naval Hospital at Long Beach;....the Commandant under date of April 16, 1941 forwarded to the Bureau of Yards and Docks and Medicine and Surgery, a report on five (5) sites, and recommended that of these a so-called site "A" consisting of approximately 80 acres of land belonging to Mrs. Susanna Bixby Bryant and Mr. Fred H. Bixby respectively, be approved for that purpose; ...on June 13, 1941, a despatch was received by the Commandant stating that one of the Palos Verdes sites in San Pedro had been selected;...on June 18, 1941 the Commandant forwarded additional information on the proposed location and urged selection of the Long Beach site as recommended in his April 16 Report which also recommended that he be given authority to appraise the property and enter into negotiations with the owners;...on July 2, 1941, members of the Shore Station Development Board from Washington visited all the sites which had been offered or recommended

> for hospital purposes in the San Pedro - Long Beach area, and submitted a report to the Department recommending that site "A" which had originally been selected by the Commandant be approved, and...on July 21, 1941, the Department finally approved this site; and...on July 25, 1941, a despatch was received by the Commandant...stating that the site "A" had been approved and requested the Officer-in-Charge of contracts at Long Beach to survey the property and make appraisals.

A Declaration of Taking of the one hundred acres (more or less) owned by Mr. Bixby and Mrs. Bryant had been filed on 25 September 1941. ComEleven went on to state that further investigations of the sites selected and proposed and conferences with Mrs. Bryant and Mr. Bixby had failed to provide any justification for changing the recommendation already made for the site. Apparently Mr. Bixby had objected that the use of his property for the hospital would prevent the expansion of Long Beach eastward; seemingly this objection was related to this gentleman's own real estate interests. At any rate it seemed doubtful that the erection of the hospital in this area would in any way interfere with the further development of the City of Long Beach. ComEleven stated further that all officers who had been concerned in selecting the site felt that the one chosen was the only place in the Long Beach area which could be considered adequate for the purposes of a permanent Navy Hospital. ComEleven closed this letter by saying:

"The truth boils down to this - Mr. Bixby by his own admission desires to cut up this area into high class building lots as an addition to Long Beach. The Navy proposes to utilize the site for a hospital. The question then is whether or not a hospital or an extension of the City should occupy this particular plot of land. With the hospital placed in this area there is still room for added extension of the City in that direction.

"The Commandant therefore recommends that matters proceed as now under way."

The site selected was obtained by condemnation and used accordingly.(201)

The Naval Hospital, Long Beach, was constructed under Contract NOy-4824, with Lieutenant-Commander Clarence G. De Swarte (CEC), USNR, as the Resident Officer in Charge. Under this contract also were constructed the facilities of the Naval Reserve Aviation Base at Los Alamitos, California.(202)

On 15 December 1942 the Naval Hospital, Long Beach, was placed in commission and its facilities set in operation.(203) In the NOB Circular Letter which announced the commissioning of the new hospital, it was stated that Roosevelt Base Dispensary would continue to Coordinate medical services for ships.(204)

About a month and half before the new hospital had been commissioned, the (then Prospective) Medical Officer in Command had written to the Chief of the Bureau of Medicine and Surgery and proposed that the

capacity of the hospital be increased by adding two-story frame structures to the wings of the new building. These would be intended as a temporary makeshift. Although it was desired that the hospital be able to treat a thousand patients, it would have beds for only three hundred. The extra space would be urgently needed. It was estimated that eight additional frame buildings (sixteen wards), costing $1,072,000, could be built in about three months.(205) The Bureau of Medicine and Surgery did not at this time favor this proposed expansion of the new hospital by this temporary construction. The Chief of the Bureau stated that requirements at that time did not "indicate a necessity for further new construction in the Long Beach - San Pedro area."(206) However these objections were subsequently surmounted and the building of a $2,000,000 addition to the hospital undertaken. This provided twenty-four extra ward buildings and other auxiliary structures and an additional 816 beds. Among these provisions were needed nurses quarters and Waves quarters. These new units also provided medical, surgical, isolation, and psychiatric wards.

In the fall of 1943, when writing to the Chairman of the Federal Board of Hospitalization, the Chief of the Bureau of Medicine and Surgery emphasized the im-

portance of the Long Beach Naval Hospital and of the additions thereto.(207) He pointed out that at that time the only other Naval Hospital in the San Pedro - Long Beach -Los Angeles area was sixty miles away at Corona. This latter hospital had a normal capacity of 1198 beds and additions for 1000 beds under construction. The Long Beach Naval Hospital had been operating at emergency capacity for sometime then.

Receiving patients from the local San Pedro - Los Angeles - Long Beach area as well as from ships and stations of the Pacific, the Naval Hospital, Long Beach, has done yeoman service throughout the war.

HOSPITALS AND DISPENSARIES:

In the early part of 1945, the Bureau of Naval Personnel requested the Commander, Naval Operating Base, to provide certain necessary information concerning the Medical Officer complements of the Naval Operating Base activities.(208) A survey was made of these activities and the requested information submitted. For its information so pertinent to this section of this history this report has been consulted and the following paragraphs are drawn therefrom.(209)

At the U. S. Naval Hospital, Long Beach, as of 16 March 1945, there were forty-eight medical officers on board, including those under orders to report, and fifty-one recommended for that hospital's complement.

At that time the patient load averaged from 2100 to 2200 patients. A dependents' ward with a capacity for 134 beds was to be opened on 10 April 1945 and would require four additional officers at that time. An expansion of the hospital with a 500-bed capacity and a 1000-bed maximum capacity was to be finished around 1 July 1945 and would require an additional group of eighteen medical officers to be added to the complement.

At the time that this report was compiled, the Naval Dispensary at Long Beach had a recommended complement of fourteen medical officers and was carrying that number on its roster. Two additional officers who were under orders to report to that activity were to be used to augment the staff of the branch Dispensary in San Pedro which was two officers short of complement. It was stated that in January, 1945, 5478 office consultations had been given and 1501 had been turned away. Though it was thought that the completion of the dependents' ward at the Long Beach Naval Hospital would help to relieve some of the pressure on the staff of the Dispensary, it was not anticipated that it would be possible to reduce the complement of that staff.

The Branch Naval Dispensary in San Pedro was under the same command as that in Long Beach. This medical facility carried two medical officers on board though

it had been recommended that its complement should be four. In January, 1945, it had given 1501 office consultations and turned away 120.

The Roosevelt Base Dispensary on Terminal Island had three medical officers on board at that time and a recommended complement of eight. This facility carried the health records for the Naval Operating Base headquarters personnel as well as the health records for the personnel of these activities: Roosevelt Base, Terminal Island; Marine Barracks, NOB, Terminal Island; Allen Center, Terminal Island; the Naval Radio Station, NOB, Terminal Island; the Wartime Merchant Ship Communications School in San Pedro; and the Fire Fighters' School in San Pedro. It also handled the health records for several Bureau and Departmental activities located in the San Pedro - Long Beach Area. Moreover, the Roosevelt Base Dispensary furnished the physical facilities for the medical care of about 7500 officers and men who were attached to the Small Craft Training Center which, though not an activity of NOB, was located physically within the bounds of Roosevelt Base. The Commanding Officer of the SCTC had recommended a medical officer complement for his activity of six officers, but had only two on board at that time actually attached to SCTC. At this time it was believed that when the Frontier Base, San

Pedro, was moved to Roosevelt Base, Terminal Island, it would use the facilities of the Roosevelt Base Dispensary although the Frontier Base was not an activity of NOB. The Frontier Base carried a medical officer staff of three.

The U. S. Naval Supply Depot had a recommended complement of one medical officer but carried none on board. The NSD, San Pedro, had about two hundred officers and enlisted personnel; this included those attached to the associated activities of the NSD; the Naval Fuel Annex, San Pedro, the Naval Fuel Annex, Tupman, and the Navy Accounting Office, San Pedro. There were also about three thousand civilian employees, a number which was steadily increasing. The health records of the Naval personnel were carried at the Dispensary of the Frontier Base in San Pedro, an activity which, as has been indicated, was not attached to the Naval Operating Base. A registered nurse on the staff at NSD treated the minor ailments and injuries of the employees and had, in February, 1945, administered 1734 such treatments. More serious cases were sent either to the Frontier Base or to the Public Health Service in San Pedro. Because of the loss from work incident to such practices it was felt to be desirable that NSD employees be treated at the Supply

Depot itself and that there be a medical officer on duty there to handle such cases.

It was recommended that, when the Frontier Base was moved to Terminal Island in the summer of 1945, there should be established at the Naval Supply Depot a dispensary and that the dispensary then at the Frontier Base location in San Pedro be turned over to NSD fully equipped at that time. Under this arrangement an additional medical officer would be required. Then it was believed feasible to have this NSD Dispensary handle the health records for the three activities already mentioned as associated with the Supply Depot as well as for the Fire Fighters' School in San Pedro and the Wartime Merchant Ship Communications School in San Pedro. Health records for other Naval Activities in the San Pedro area which were not part of the Naval Operating Base might also be handled by a dispensary at the Naval Supply Depot, it was believed.

A dispensary had been set up at the U. S. Naval Drydocks on Terminal Island. A medical officer complement of five was recommended; there were three officers on board. This dispensary fulfilled an important function in that it provided physical examinations for prospective Drydocks employees, treated industrial accidents not requiring hospitalization, and attended to the medical needs of the 150 Naval officers and 50 men.

The U. S. Naval Disciplinary Barracks on Terminal Island carried three medical officers on its staff for personnel amounting to about 350 station personnel and a prison population of about 1700. It was recommended that the medical staff be increased to five.

The U. S. Naval Receiving Station on Terminal Island had a medical staff of six officers on board; seven were recommended. This activity had about 400 officers and enlisted personnel in its ship's company, in early 1945, carried about 2600 men on board in a temporary status. The station could accommodate 6794 men. After the end of hostilities when many ships were returning to this area and there was a very considerable turnover in personnel, the Receiving Station was for a considerable period of time filled to more than capacity.

Of course when the Naval Separation Center was set up on Terminal Island in the late summer of 1945, using the facilities of Roosevelt Base and the Small Craft Training Center, a large and varying number of medical and dental officers came to be attached to this activity for the purpose of carrying on the rather considerable task of performing the quite thorough physical examinations required to be given to all separatees.

When the U. S. Naval Base organization was being arranged, the following medical services were listed among the activities to be included in the Base set-up: The U. S. Naval Dispensary, Long Beach, the U. S. Naval Hospital, Long Beach, and the U. S. Naval Medical Supply Storehouse, San Pedro.(210) ComNOB recommended that the U. S. Naval Branch Dispensary, San Pedro, be included in the list.(211) The Chief of Naval Operations regarded this activity as being understood to be a part of the Naval Base organization in that it was a branch of another activity (the Long Beach Dispensary) already designated as a member activity of the U. S. Naval Base.(212)

TARGET REPAIR BASE

The Target Repair Base was established originally under the administration of the Forces Afloat and carried on its work at Berths 37 to 40 in the San Pedro West Channel.(213) On 26 December 1941 this activity was placed under the Commanding Officer of the Section Base, San Pedro.(214)

In March, 1945, it was directed that the facilities of the Target Repair Base be disposed of in this way:(215) All facilities of the Target Repair Base, including structures, equipment and berthing were to be assigned to ComNOB as an additional facility under an Officer in Charge who would be under the direct command

of ComNOB. This facility would be known as "Harbor Craft Bas " and would be administered as an extension of the NOB facilities and not as a command activity. Duties which had formerly been carried out in connection with tugs, lighters and other floating equipment, whether for Target Repair Base or for NOB, would be carried out as a function of NOB henceforth. All personnel who had carried on duties in connection with the operation of the Target Repair Base or the waterfront facilities would be transferred to NOB. All personnel in tanker replacement pools, ComWesSeaFron functional pools, connected with the transhipment of special material overseas would be transferred to the Receiving Station, NOB, Terminal Island. Tanker control and operations were placed under the Port Director, San Pedro.

NAVAL NET DEPOT

The Naval Net Depot, San Pedro, was established on 15 May 1941.(216) It was stipulated that the operation and administration of this net depot should be under the District Commandant in accordance with instructions to be issued by the Secretary of the Navy from time to time. When Lieutenant Joseph Chamberlin, USN (Ret), was ordered to duty as Officer-in-Charge, he was ordered to report to the Assistant Commandant.(217) The Net Depot facilities were set up as a part of the Terminal

Island Naval installations adjacent to the Roosevelt Base area and the Drydocks. When, in March, 1943, there was consideration of some rearrangement of the buildings and facility assignments at Roosevelt Base and the Drydocks, it was agreed that the facilities of the Net Depot should be retained for the use of that activity.(218)

The Net Depot had been set up as a receiving station for net equipment as well as a trans-shipment station of these purposes.

When the Ammunition Depot was planed for Seal Beach, it was arranged that installations for the Net Depot should be included in the new location. In May, 1944, ComdtNOB recommended that when the Net Depot on Terminal Island should be moved to its new location, the buildings and grounds which this activity had occupied on Terminal Island be turned over to the U. S. Naval Drydocks for the needed expansion of that activity. However, he recommended that the Net Pier not be transferred to the Drydocks activity but be left available for District Small Craft, the training ships of SCTC, loading of planes for shipment, and other miscellaneous uses.(219) Again in September, 1944, ComNOB stated that the Net Pier should remain available as stated above. In this connection he said:

"4. ComNOB considers himself in the best position to allocate the Net

Pier for the most pressing need and would be quick to assign the East side of the pier to Drydocks for repair work in emergencies.

"5. ComNOB has no knowledge nor information of wharfs or piers to be constructed with the mole-type breakwater. If a wharf or pier should actually become available to ComNOB, the Net Pier would be made available for permanent assignment to the Drydocks."

On 16 February 1945, the Officer in Charge of the Net Depot reported to ComNOB that as of that date the Net Depot material and personnel had been moved to the U. S. Naval Ammunition and Net Depot at Seal Beach, California.(221) Building No. 50 and the stowage yard nearby on Terminal Island were turned over to the Commanding Officer of the Drydocks. From that time all net operations for this area were carried on from the new location at Seal Beach.(222) (223)

MOTION PICTURE EXCHANGE AND SUB-RPIO

When first set up at the Naval Operating Base, the Motion Picture Exchange and the Sub-RPIO were operated together. Later the Motion Picture Exchange on Terminal Island was separated from the Sub-RPIO, Terminal Island and assigned administratively to the Welfare and Recreation Officer of the Naval Operating Base.(224)

On 27 December 1944 the Sub-RPIO was redesignated as an RPIO and measures were initiated to provide addi-(225)

tional facilities as its existing facilities were inadequate.(226) With this change in the status of the former Sub-RPIO, the District Communications Officer was authorized by ComEleven "to transfer all records and accounts of all personnel attached" to that activity to ComNOB.(227)

As of 30 November 1945 the Officer Messenger Mail Sub-Center which had been carrying on its functions in the Administration Building of NOB on Terminal Island was disestablished and its work taken over by the Registered Publications Issuing Office.(228)

ACTIVITIES AT PORT HUENEME, CALIFORNIA

The detailed history of the Naval activities which were centered at Port Hueneme, California, is beyond the scope of this account of NOB. Primarily, this huge establishment was developed and operated under the sponsorship of the Bureau of Yards and Docks, through its Construction Battallion organization. However, military and co-ordination control of the Port Hueneme activities in relation to other activities in the Eleventh Naval District naturally was a responsibility of ComEleven and of ComNOB for a time in the course of developments.

Port Hueneme, California, where the activities under consideration were located lies on the Pacific Ocean, about four miles south of Oxnard and about sixty-

six miles northwest of Los Angeles, California. Around this harbor were built the rather considerable installations which formed the facilities of the Advance Base Depot and the other naval activities which came to form the U. S. Naval Base, Port Hueneme.

Not long before America's entry into the war, the harbor at Port Hueneme had undergone improvements to the extent that it could be referred to by the Port Director there as "California's newest modern harbor completed in 1940." It was being developed as a center for the fish canning industry. Indeed, it is interesting to note that when, in the spring of 1941, it was rumored that the Navy might require the Fish Harbor area of Terminal Island for National Defense purposes and demand the removal of the canneries and all industries located there, the Port Director at Port Hueneme wrote to the Assistant Command of the Eleventh Naval District at Long Beach, and suggested that Port Hueneme would be an ideal place for the relocation of the Fish Harbor canneries. Among the advantages of Port Hueneme in this regard were set forth these items: (229)

> "...a modern, deepwater, landlocked harbor.
> ...areas on harbor water frontage ideal of canneries and their boats.
> ...adjacent to the fishing grounds.
> Low tax rate.
> Low cost gas and electric power.
> Areas ideal for home construction.
> Climate--only comfortable warm days.
> always cool nights.
> Has slips, modern docks, transit sheds, etc.

where coastwise, inter-coastal and
foreign trade ships can dock and load
the canned fish and fish meal for the
ports of American and foreign countries.
Is but three miles from the present
steamship lanes.
Has competitive rail, water, and truck
freight rates."

Though the canneries at Fish Harbor were not moved to Port Hueneme, there were canneries established there and in operation when the Navy came to consider using the area about that harbor as the location for a large shore base.

Almost a year after the letter mentioned in the preceding paragraph was written, the Chief of the Bureau of Yards and Docks wrote to the Officer-in-Charge of Construction at Roosevelt Base on Terminal Island and requested that officer to obtain the necessary information concerning the properties around Port Hueneme which would be required in connection with the Navy's prospective acquisition of this area.(230) This letter revealed that the Bureau of Yards and Docks had approved the acquisition of land in the Port Hueneme area for the erection of a Construction Camp. It was thought advisable to acquire the land in fee simple in consideration of the probable long period which it might be used by the Navy. Therefore the owners of the fish cannery, kelp factory, Yacht Club, fueling station, and other lessees were to be dispossessed and were to be

immediately so informed in order that they might make arrangements to locate their activities elsewhere. It was also desired to have the fish cannery remove as much as possible of their plant equipment so as to avoid the necessity of the Navy's having to purchase such equipment.

As this period of negotiations, it appears that Naval authorities in this part of the country had not been fully informed as to all the factors involved in the proposed development. ComEleven had stated in a letter to CNO that because of this lack of sufficient information concerning the proposed development of the Advance Base Depot at Port Hueneme, he was doubtful as to the publicity factors involved.(231) The Chief of Naval Operations requested, in a letter to the Secretary of the Navy (Judge Advocate General), that the requirements of Article 426 of U. S. Navy Regulations regarding the acquisition of real estate be complied with and that the recommendation of the Chief of the Bureau of Yards and Docks be obtained as to whether the Advance Base Depot should be placed directly under ComEleven or be designated as an activity of the Naval Operating Base, San Pedro. ComEleven had not made a recommendation on this point.(232)

Apparently, interested persons in the Oxnard-Port Hueneme area had already undertaken to oppose the Navy's

acquiring the property to be used for the construction of the Advance Base Depot by outright purchase rather than through lease. This is clear from a letter written by the Secretary of the Navy to Congressman A. J. Elliott on 24 March 1942. The Secretary of the Navy stated that a letter opposing the acquiring of the land in fee simple had been received from a Mr. Richard Bard of Port Hueneme. Neverthless, it was stated that it appeared to the best interests of the Government that the land for the rather extensive construction contemplated be acquired by purchase rather than lease.(233) The opposition continued for awhile.(234)

In adding his endorsement to the letter to the Secretary of the Navy concerning the acquisition of the Port Hueneme site, already mentioned, the Chief of the Bureau of Yards and Docks stated that any failure to keep ComEleven properly informed of the negotiations regarding the Port Hueneme development had been inadvertant rather than intenticnal on the part of BuDocks. This letter from BuDocks further stated that Article 426 of Navy Regulations was being complied with in all the negotiations then underway. Paragraph three of the letter recommended:(235)

> "3. In view of the remoteness of the Headquarters, Eleventh Naval District at San Diego, to the site of the Port Hueneme Advance Base Depot, and the fact that the Officer in Charge of Construction

is directly under the Commandant of the Naval Operating Base, San Pedro, California, it is recommended that the proposed activity be placed directly under the Naval Operating Base at San Pedro."

On 29 April 1942 a directive by the Officer in Charge of Construction of Contract NOy-4279 (Roosevelt Base contract) closed the Port Hueneme harbor to all vessels except those operating under the direction of the Navy or public vessels of the United States; or vessels approved by the Commanding Officer of the Naval Advance Base Depot, Port Hueneme, and especially licensed for entry by the Captain of the Port; or vessels entering because of bad weather. These regulations were to go into effect as of 24 April 1942.(236)

A letter from the Vice Chief of Naval Operations, dated 24 April 1942, informed ComEleven that the Advance Base Depot, Port Hueneme, California, was placed under the command of the Commandant, Naval Operating Base, San Pedro, California. This letter stated that no change would be made to General Order 154 in view of the fact that the activities list in that order was not intended to be all-inclusive.(237) A few days after this, a letter was sent out from Washington over the signature of the Secretary of the Navy to a number of persons and groups interested in the Port Hueneme developments.(238) It was addressed primarily to the Fred B. Neuhoff Company of Los Angeles and informed them that condemnation pro-

ceedings had been instituted to acquire land for "establishing an Advance Base for naval operations on the Pacific Coast." It further stated that the possibility had been investigated of permitting the Oxnard Canners, Inc. to continue their fish canning operations in view of the importance of this industry in supplying food for the armed forces. However, it had been determined that the development being planned by the Navy Department would not permit allowing this cannery to continue in operation in its location at Port Hueneme "for the operation of small fishing boats in the harbor (would) impair the efficiency of the port for defense and security purposes."

The letter written from ComEleven to ComdtNOB on 4 May 1942 concerning the Port Hueneme acquisition contains references and was accompanied by enclosures which covered the negotiations up until that time.(239) ComEleven had been informed by the Secretary of the Navy that at that time no publicity on the new project was desired.(240) Construction on the installations of the Advance Base Depot had started on 25 March 1942, with Atkinson & Pollock as the constructing contractors and Pacific Naval Air Bases as the operating contractors. Approximately 3200 people were employed on the base during the initial construction period in 1942.

In the fall of 1942, the U. S. Maritime School, which had been located at Port Hueneme before the Navy

undertook its developments, initiated plans to enlarge its facilities so as to accommodate over two thousand students instead of the five hundred then being trained. It was realized that expansion of these facilities would result in serious interference with the Navy's operations in that area and would also bring about a handicap in the work of the Maritime School. Therefore, it was suggested that the school be relocated elsewhere. It was found that facilities were available at Avalon on Catalina Island which would serve the purposes of the school.(241) Ultimately, the Maritime School was transferred to Catalina and carried on its training program there until the end of the war.

As of 12 January 1943, all the activities at Port Hueneme were grouped together to form the U. S. Naval Base, Port Hueneme. This activity was designated as an activity of the Eleventh Naval District, under a Commandant (of the Naval Base).(242) On 11 November 1943, BuPers recommended to the Chief of Naval Personnel that the Naval activities at Port Hueneme be established "as an activity of the Commandant, Eleventh Naval District, and as more in keeping with its use be designated as U. S. Naval Training Center, Port Hueneme, California."(243) (A note attached to the copy of this letter in the Central Files at NOB, TI, and initialed by Commodore Heim

states: "I recommended to planning officer that this activity should not be a part of NOB, T.I. H."

The Officer in Charge at the Advance Base, Depot, Port Hueneme, wrote a long letter in which he objected to the recommendations of BuPers for this reorganization.(244) In this letter he pointed out that the organization of the Port Hueneme activities did not constitute that of a training establishment nor was training their primary mission. Primarily the functions of the Advance Base Depot and related activities were of a "material assembly and processing nature and...of a personnel housing and outfitting nature." This officer went on to say: "In essence (there is) the combination of the two activities of a staging depot for Yards and Docks material and personnel prior to overseas movement, and such training as is undertaken is given to keep the personnel employed and to advance their original training as far as practicable during any period they may be in the Receiving Barracks awaiting Transportation.". This officer proposed a somewhat different type of organization in which these factors should be recognized and which should be under a "Civil Engineer in Command" and be called "Subordinate Command, Eleventh Naval District."

In his endorsement to this letter, ComEleven said:(245)

> "2. The activities have grown to such size and are at such distance from Terminal Island that no further purpose is served in having the Base a subordinate activity of the

> Naval Operating Base, Terminal Island. It is, therefore, recommended that it be detached from the Operating Base, Terminal Island, and set up as a multiple command activity under its own name, in accordance with Article 1487, U. S. Navy Regulations ..."

ComEleven further recommended that the organization be called "U. S. Naval Base, Port Hueneme, California," and that it be commanded by a "Commandant" or "Commanding Officer". It was not desired that the title "Subordinate Command" be used as it was thought that this might be confused with "Subordinate Command", Service Force, Pacific, San Pedro. It was also recommended that a senior captain be ordered as commandant or commanding officer in view of the fact that the activities at Port Hueneme had greatly expanded since their establishment and now carried personnel amounting to 6374 civilians and 13,463 Naval personnel, with increases authorized of 10,000 to 12,000 officers and men.

The U. S. Naval Base, Port Hueneme, was established as such on 12 January 1944.(246) It continued to function under the military and administrative control of ComEleven, but not under the Commandant, Naval Operating Base, Terminal Island. It was redesignated as U. S. Naval Station, Port Hueneme, on 14 December 1945.(247)

FLEET POST OFFICE AND KINDRED MATTERS

The Fleet Post Office was established at the Naval Operating Base, Terminal Island, in compliance with a

letter of the Second Assistant Postmaster General, dated 13 April 1942.(248) Before that time the Fleet Post Office facilities had been located in San Pedro. In March 1941 its business was being handled in the shed at Pier 57 in San Pedro.(249) It is to be noted that the Fleet Post Office organization was established at Naval Operating Base, but was not an activity of NOB until it was later placed under ComNOB in 1945. Throughout its history it was a branch activity of the District Postal organization under the technical direction of the District Postal Officer in San Diego. Its technical direction continued to be under this officer after it became an activity of NOB. Of course previous to this arrangement, the Fleet Post Office was receiving logistic support from NOB.

Before the installations of Roosevelt Base had been established and the headquarters of NOB had been moved to the Administration Building on Terminal Island, a liaison officer arrangement had been set up to expedite the delivery of mail to ships. Under this arrangement Lieut. Comdr. George E. Ernest, USN (Ret), Issuing Officer in San Diego, was designated as liaison officer with the local postmasters in the San Diego, San Pedro, Long Beach and Los Angeles areas, under the supervision of the Eleventh Naval District Operations Officer. Working with this office in San Diego, as the representative in the northern part of the district was the Sub-Issuing

Officer at the Naval Air Station, Lieut. John J. Kennedy, USN, (Ret), who, more directly, was intrusted with liaison duties with the postmasters of San Pedro, Long Beach and Los Angeles to expedite mail delivery to the ships of the Fleet.(250) It appears that about this time directions were issued that:(251)

> "...all mail, official and otherwise, assigned to naval vessels and United States Ships in the Long Beach, Los Angeles, San Pedro Harbor areas, and which mail is now addressed care of Postmaster, Long Beach, California, now be sent to care of Postmaster, San Pedro, California, and further, all mail assigned to ships showing Long Beach, California, as its destination, that the same procedure for this mail should be followed through."

These directions were contained in Comdt.NOB's letter to the Postmaster of Los Angeles, in accordance with orders to ComEleven.

When the Fleet Post Office was set up in its quarters in the Administration Building it eventually came to serve, not only the ships of the Fleet, but also the departments of NOB staff,(252) Roosevelt Base needs, and various other activities not in a position to set up their own postal facilities. When the Small Craft Training Center assumed the very large proportions which it did at one time during the height of the wartime training and commissioning program, it was necessary to set up separate Post Office facilities to handle the mail for this larger number of personnel. The larger part of this mail which was handled

here on Terminal Island came through the San Pedro Post Office and was sent out through that office. ComdtNOB had recommended in late 1942 that the mailing addresses of ComdtNOB, Commanding Officer, Roosevelt Base, Commanding Officer, Naval Air Station, Commanding Officer, Receiving Station, and Officer-in-Charge, Naval Net Depot, all be designated as San Pedro and their mail be sent through the San Pedro Post Office in order to expedite this service. It was pointed out that this office had had more experience in handling Navy mail and had a larger staff and hence could handle the mail more swiftly than could the smaller office on Terminal Island itself.(253)

The matter of postal and geographic designation of the Naval Operating Base and of its component activities has been a source of almost continual discussion and controversy throughout the history of the local naval establishment on Terminal Island. It is a problem which has been further complicated by the fact that part of the island lies in San Pedro (Los Angeles) and part lies in Long Beach. Roosevelt Base and the Naval Drydocks (now Naval Recreation Center and Naval Shipyard) lie on the Long Beach side of the line separating them from the Naval Air Station which lies on the San Pedro side.

When, in early 1943, interested organizations and officials in Long Beach urged that the Naval Operating Base be designated as of Long Beach, Captain Ezra G. Allen

(for whom Allen Center had been named) recommended to the Chief of Naval Operations that the postal facilities at Terminal Island be improved so that mail could be handled there and then rename the base Naval Operating Base, Terminal Island, California, and let it go at that.(254) On 3 March 1943, a conference of those interested in these matters of post office designation was held in the Administration Building at Terminal Island.(255) At this meeting, the District Planning Officer, who acted as moderator for the conference, stated that the conference was called because ComEleven wished to ascertain the stands of the various parties to the controversy. The Secretary of the Long Beach Chamber of Commerce had written to Congressman Ward Johnson concerning changing the name of Roosevelt Base to Roosevelt Naval Operating Base, Long Beach. The Vice Chief of Naval Operations had written to ComEleven for information.

The stand of Long Beach in this matter, as set forth by Mr. L. L. Wilder, Secretary of the Long Beach Chamber of Commerce, was that all those activities which were actually geographically located within the city limits of Long Beach should be so designated and the post office therefor indicated accordingly. Considerable emphasis was placed upon the fact that Long Beach would be able to give postal service equally as well as

San Pedro and that freight and express service would be expedited and money saved. However, the chief emphasis was placed on what the Long Beach proponents claimed was the justice of having those naval installations which were within the limits of their city designated accordingly. The representatives of San Pedro did not object to having those parts of NOB which were in Long Beach so named. However, it was maintained that the post office arrangement as it then existed was functioning efficiently and that no delay or hindrance to the handling of Navy mail was caused by the San Pedro address. Long Beach proponents, however, insisted that the Navy mail could be handled quite as efficiently and speedily through the Long Beach post office. Toward the close of the meeting it was pointed out by Comdr. Ernest, District Postal Officer, that it would be confusing to the rest of the Navy throughout the world who had been informed that the address and designation of the base was Naval Operating Base, San Pedro, if they were later told that the address of a part of that base (where the headquarters were located) was Roosevelt Base, Long Beach. It was believed by the District Postal Officer that such an address as "Roosevelt Base, Long Beach, Naval Operating Base, San Pedro," would be very confusing. Also it was not believed that the mail should be handled partly through San Pedro and partly through Long Beach.

(255)

In a letter from the Secretary of the Navy, dated 22 March 1943, these activities were redesignated as to post office in the following ways: (256)

"U.S. Naval Operating Base, Terminal Island (San Pedro), California.
U.S. Naval Air Station, Terminal Island (San Pedro), California.
U.S. Naval Drydocks, Roosevelt Base, Terminal Island (San Pedro), Calif.
U.S. Naval Receiving Station, Terminal Island (San Pedro), California.
U.S. Naval Net Depot, Terminal Island (San Pedro), Calif."

ComdtNOB quoted this letter in a letter to Mr. Wilder of the Long Beach Chamber of Commerce and explained that the name "San Pedro" in parenthesis was placed there to indicate the post office being used and not to show the geographical location which was designated as Terminal Island. ComdtNOB went on to say that: (257)

"With so many activities located on Terminal Island, some of them in Long Beach, some of them in Los Angeles, and some in both, you can well appreciate the confusion that would result should the designation be further complicated."

Near the end of June 1943, the Supply Officer in Command of the Naval Supply Depot in San Pedro requested that the words "Naval Operating Base" be dropped from the official post office address of that activity in order to eliminate confusion as to the location of the Supply Depot. (258) In a letter dated 6 July 1943, the Chief of Staff to ComEleven pointed out that ComEleven had recommended that the official addresses for certain specified activities be: (259)

"U.S. Naval Hospital, Long Beach, California.
U.S. Advance Base, Port Hueneme, California.
Naval Supply Depot, San Pedro, California.

"Naval Operating Base, Terminal Island", was not to be included in the address though all the activities actually on Terminal Island were to carry the Terminal Island designation. This recommendation had been approved by the Secretary of the Navy.(260) This letter from the Chief of Staff also pointed out that the correct designation for NOB was "Naval Operating Base, Terminal Island".(261)

This matter of change of post office designations came up again in the spring of 1944 when the Commanding Officer of the U. S. Naval Drydocks requested that the official mailing address of that Terminal Island NOB activity be changed from "Terminal Island (San Pedro), California" to "Long Beach, California".(262) A list of five arguments was set forth in support of this request. These arguments maintained that Long Beach received and dispatched mail more often each twenty-four hours than did San Pedro; that Long Beach was a regularly scheduled stop for mail planes and that the Long Beach post office was a half hour's driving time closer to the airport; that upon the completion of the pontoon bridge over Cerritos Channel the Drydocks would be ten minutes distant from Long Beach, but remain fifty minutes distant from San Pedro Post Office; that the Drydocks lay with-

in Long Beach city limits; that the Drydocks could get mail delivery at 0600 from Long Beach but not before 0800 from San Pedro; this last factor was apparently considered of great importance. Neither ComdtNOB nor ComEleven concurred in this request. The address of the Drydocks was not changed to Long Beach.

About a year later the Commanding Officer of the U. S. Naval Drydocks again brought up the proposal to change the address of that activity to Long Beach. (265) This time ComNOB concurred in this request and in his endorsement had this to say: (266)

> "2. The memorandum study...of the Officer-in-Charge, Fleet Post Office, San Pedro, indicates little advance, if any, to be gained in mail service by changing the post office address of the U. S. Naval Drydocks from San Pedro to Long Beach. On the other hand, to change the address and make it Long Beach would not worsen the mail service and it would definitely promote better employment and housing relations with Long Beach community and better cooperation generally from the Long Beach officials and public.
>
> "3. Therefore, it is recommended that, because...U.S. Naval Drydocks activity lies wholly within the municipality of Long Beach and because of the potential improvement in employment and housing relations, the Commandant favorably considers changing the address of the U.S. Naval Drydocks from Terminal Island (San Pedro), California to Long Beach, California.

However, the Drydocks, together with NOB address continued to be Terminal Island (San Pedro) and this per-

sisted after the Naval Operating Base became the U.S. Naval Base, at which time the Drydocks became U.S. Naval Shipyard, Terminal Island.

U. S. NAVAL FIRE FIGHTERS' SCHOOL, SAN PEDRO

In a letter dated 2 July 1943, the Commanding Officer of the Small Craft Training Center, Terminal Island, wrote to the Chief of Naval Personnel requesting the authorization of a standard Fire Fighters' School at SCTC. It was emphasized that a standard, unmodified, complete Fire Fighters' School was needed and that the training provided by such an activity would be available not only to SCTC trainees but also to the crews of all ships in the San Pedro area, regardless of type or size.(267) ComdtNOB endorsed this request, recommending and urging immediate approval. He pointed out that there was a great need for such a school in the local area, that this need would grow, that the nearest such school was 106 miles distant, and that transportation facilities were not sufficient to permit transporting men to this school.(268) On 4 August 1943 BuPers recommended that such a school be established at the Naval Operating Base, Terminal Island.(269)

When consideration was given to the location of the proposed school on Terminal Island, it was agreed that the only practicable location would be at the

Naval Fuel Annex in San Pedro. This would be on Navy owned land and would not offer a hazard to shipping or aircraft. There would, of course, be the disadvantage of the distance of this location from most of the training activities in the San Pedro - Long Beach area, but it was believed that this problem could be solved by the use of automobile and bus transportation from the NOB Transportation Pool. Moreover, additional developments on Terminal Island already planned at that time precluded locating the new activity in that area.(270) ComEleven's endorsement returned this proposal for reconsideration and a recommendation for a site on Terminal Island. This endorsement stated that BuShips' requirement for such schools stipulated that they should be near the waterfront so as to obviate the necessity for transportation on shore. Moreover ComEleven objected to the inclusion of the school within a logistic activity such as the Fuel Annex.(271) In ComdtNOB's reply it was pointed out that "the congestion of existing and proposed naval activities on Terminal Island (would) not permit the addition of the Fire Fighters' School on the Island." It was further shown that those areas on Terminal Island not controlled by the Navy were either occupied by essential industrial developments or oil installations or had already been proposed as locations for Receiving Station or Naval Air Station improvements. It was also explained

that no matter where the new School should be located, whether on or off Terminal Island, motor transportation would be required to move personnel between the various local activities and the School. Moreover, it was considered undesirable to locate such an activity as the Fire Fighters' School on Terminal Island near the Air Station in view of the smoke which would be incident to its operation and which might cause certain barely passable flying days at the Air Station to be impossible for flights. It was shown that the presence of the Fire Fighters' School at the Fuel Annex would not interfere with the work of the latter activity and would, indeed, offer added protection there because of the extra fire fighting equipment which would be present.(272) In view of these facts, ComEleven now concurred in the recommendation that the Fire Fighting School be located at the Naval Fuel Annex in San Pedro.(273)

Originally, when it had been intended to set up the new school at Roosevelt Base, it had been designated as an activity of Roosevelt Base under DomdtNOB.(274) However, in view of the fact that the school was not being constructed at Roosevelt Base but in the San Pedro hills about eight miles distant, ComdtNOB recommended that the school be established as the "Firefighters School, San Pedro, California", and as an activity under the Commandant of the Naval Operating Base, Terminal Island.(275)

The school was placed in service on 3 April 1944 and its training facilities were made available to the Forces Afloat, and to Naval and Coast Guard activities in the Long Beach - San Pedro area for training in the latest methods of fire fighting.(276) On 22 April 1944 the Secretary of the Navy established the new activity as the "Fire Fighters' School, San Pedro, California", an activity under the Commandant, Naval Operating Base, Terminal Island.(277) Beginning on 3 July 1944, six day courses were conducted at the School in addition to the two day courses which had been conducted since the school began operations.(278) There were no messing or berthing arrangements at the school; personnel undergoing training there were carried to and fro by car or bus and were provided with box lunches. In November, 1944, ComNOB recommended the construction of needed extra barracks equipment and other installations which would be necessary for the school to carry on its work during the winter.(270)

The Naval Fire Fighters School gave instruction in the use of Standard Navy Fire Fighting Equipment and tested methods for fighting fires aboard ship under a curriculum promulgated by the Bureau of Ships. The standard curriculum was arranged to accommodate 120 students of any rank or rate for every two day course, with three classes meeting each week. Also a six day

course for 30 officers and chief petty officers was conducted. This was designed to give extensive study to shipboard fire fighting methods and to the care and maintenance of fire fighting equipment. A five day course for officers and key enlisted personnel of damage control organizations was also carried by the school. Certain activities in the area were given percentages of the school's quotas and priority on the remainder of the quota was assigned to forces afloat. Booking for the school was done through the SCTC at Terminal Island.

WARTIME MERCHANT SHIP COMMUNICATIONS SCHOOL

In March 1944, the Chief of Naval Operations recommended that a brush-up school in wartime merchant ship communications be set-up in Los Angeles to provide instruction for naval personnel who were concerned with such communications as well as for commercial radio operators, Masters, Mates and Army radio technicians.(280) ComEleven indicated, in response to a letter from BuPers,(281) that it would be desirable to locate such a school in the Long Beach - San Pedro area and recommended that it be established under ComNOB's cognizance.(282) Accordingly this school was established as an activity of the Eleventh Naval District under the cognizance of the Commandant, Naval Operating Base, with the understanding that BuPers would send a Naval Communications Officer and two signal-

men experienced in this type of communications work as the nucleus staff for the school and that certain necessary equipment would be transferred from the Naval Training School (Communications), Los Angeles; this equipment had been made available by the discontinuance of the Signal Compool School at that latter activity. (283)

Lieutenant S. K. Arthurs, USNR, reported to ComNOB on 26 September 1944 and put the school into operation on 9 October 1944 with a staff consisting of three signalmen first class, and one radioman first class. The technical direction of the school came under the Wartime Merchant Ship Communication School Section of the office of the Director of Naval Communications. For military and administrative control and logistic support, the school was under ComNOB as has been indicated. The facilities of the school were on the fifth floor of the Y.M.C.A. building in San Pedro, a location convenient for the naval personnel from merchant ships who would be attending the school as well as for the Masters, Mates and commercial radio operators. (284)

As originally set up, the basic course consisted of thirty hours of instruction requiring five days a week, a new course starting each Monday. The commercial radioman refresher course was for one day only. The curriculum as established by the Bureau of Personnel covered these subjects:

"a. Organization of Convoy Ashore and Afloat.
b. Breakdown of Publications used in and out of Convoy.
c. Convoy visual signalling.
d. Convoy Maneuvering and Conduct.
e. Convoy Usual - Radio - Sound- and Lights Procedure.
f. Radio in and out of Convoy.
g. Blinker - Semaphore."

After 1 January 1945 deck officers and radio operators of the merchant marine were to be required to be qualified in these matters, therefore, this school was a very necessary facility for qualifying these men. Because of the large number of tankers coming into the San Pedro harbor area and because of the limited time available to the officers of these ships, special classes were set up to accommodate their needs. (285)

Liaison was established between the school and various interested organizations and authorities, Navy, Army and commercial, so as to secure their full co-operation in having personnel sent to the school. Arrangements were also made with NOB, Terminal Island for obtaining needed equipment through the salvage department there. Indeed, a large portion of the equipment used in the work of the school was obtained through salvage by the diligent endeavor of the Officer in Charge of the school. TBY instruction had to be postponed at first until TBY sets could be obtained. Later such equipment was obtained and the school staff took over the calibration of TBY sets on merchant ships leaving this Harbor.

The liaison with outside organizations mentioned above consisted of the following:(286)

"1. Port Director, San Pedro, to send Masters, Mates, and Commercial Radio Operators as well as Armed Guard Officers, Signalmen and Radiomen (who comprised naval personnel aboard merchant ships especially interested in communications.).
2. Water Division, Transportation Corps of U.S. Army, Wilmington, California. Both Deck officers and radiomen.
3. Radio Officers union; American Communication Association.
4. Martha Buhner Maritime Training Ship School, Long Beach, California.
5. Frank Wiggins Radio School, Los Angeles, California.
6. Shipping companies in Los Angeles area.
7. Naval Operating Base, Terminal Island.
8. Captain Thoreson's Navigation School, San Pedro, California.
9. Recruiting and Manning Division of W.S.A.
10. Port Hueneme (U.S.R.O. Officers)."

When, in the summer of 1945, it was proposed to terminate the Navy's lease on the fifth floor of the Army and Navy Y.M.C.A. in San Pedro, ComNOB recommended that the Navy's use of this location be maintained by continuing or renegotiating the lease so that the advantages offered to the school by its convenient location might be continued. In this connection it was pointed out that in its location in San Pedro it was able to be far more effective than was likely to be the case should the school facilities be moved to Terminal Way on Terminal Island. ComNOB also stated that in carrying on its work of instruction the school was

performing a valuable and highly essential service. The school continued to function in its original location.(287)

With the surrender of the Japanese, merchant ship convoying as protection against enemy action was no longer necessary. Hence, the instruction in merchant ship communications ceased on 15 August 1945. As of 1 October 1945, the Wartime Merchant Ship Communication School in San Pedro was disestablished.(288)

During the time the school was in operation it gave instruction and issued certificates to more than one thousand Masters and Mates and to five hundred commercial radio operators. It also handled fifteen hundred men in special blinker and semaphore instruction for merchant marine up-grading as well as Naval Officer trainees and Armed Guard Communication Crews sent by the Port Director, San Pedro. The size of the average class was thirty-five. Ninety-five per cent of the students were deck officers and radio operators of merchant ships, Communications Groups, and Masters and Mates of Army and Navy chartered transports.

LANDING CRAFT BOAT POOL, Naval Operating Base.

Early in 1945 the Commander Western Sea Frontier received information that the condition of landing craft shipped from San Pedro was unsatisfactory and their equipment incomplete. Therefore he directed

Captain H. C. Laird, Commanding Officer of the Naval Landing Force Equipment Depot at Albany, California, to confer with ComEleven and with ComNOB as to what should be done to improve this situation. Captain Laird recommended that a Boat Pool be established at San Pedro as a separate unit under ComNOB, with unit to be responsible for "all repairs, equipping and outfits, spare parts, spare engines, compasses, correction of compasses, etc., and that they deliver the boats to the Supply Depot, San Pedro, on demand."(289) This Boat Pool was to be assigned certain necessary equipment and trained personnel from the Naval Landing Force Equipment Depot at Albany on a temporary basis. In connection with this work, the Supply Depot would have as its function the shipping and loading of the boats and the stocking of the necessary equipment, spares, and ordnance. At this time it appears that the establishment of the Pool was viewed as a temporary wartime measure.

ComEleven was directed by ComWesSeaFron to establish the needed Boat Pool. ComEleven in turn directed ComNOB to set up this organization "as a separate functional activity under an 'Officer in Charge' who will be directly under ComNOB".(290) It was emphasized that "reference to this activity as a 'separate unit' is not interpreted to mean a separate command activity." It was also indicated that any logistic requirements

in this connection which were beyond the facilities of NOB, Terminal Island, were to be referred to ComEleven.

ComNOB proposed that this functional activity be designated as the Landing Craft Boat Pool to distinguish it from the Fleet Boat Pool which ComNOB operated as one of the services to Forces Afloat. The services for landing craft which were to be handled by the Landing Craft Boat Pool were being provided at that time (April 1945) by a "Boat Pool" administered by the Naval Supply Depot. This organization carried on its roster three officers and one hundred and twenty men. It was believed that, under the arrangement contemplated, a complement of nine officers and two-hundred and forty-eight men would be required, additional equipment and hand tools would be needed, and adequate housing and messing facilities would have to be provided.

For convenience in working arrangements and in housing and messing, it was suggested that the Boat Pool location be located near the docks on Terminal Island. Messing and berthing arrangements could be set up at the Receiving Station on Terminal Island. It was proposed that arrangements be consummated to transfer the necessary personnel and to put the boat pool into operation at its location at the Fuel Annex but to transfer it later to a location on Terminal Island when such a spot could be obtained.(291) An allotment of $400,000.00 was requested from BuShips to

meet the estimated needs of the Boat Pool during the remainder of the fiscal year 1945 and the fiscal year 1946.(292)

By the middle of May, 1945, it had been determined that no desirable site for the boat pool was to be obtained either on or near Terminal Island. Hence, it was decided to establish the activity at the Naval Fuel Annex in San Pedro with no thought of ultimate transferal to Terminal Island. ComWesSeaFron had advised that the Receiving Station could not be used to house boat pool personnel even as a temporary expediency. Therefore arrangements were made to mess personnel at the Fire Fighters' School in the vicinity of the Fuel Annex and further arrangements were undertaken to provide housing facilities at the Fuel Annex.(293) By the middle of June, only the obtaining of the necessary personnel was delaying the establishing and putting into operation of the boat pool. Accordingly, ComNOB requested the Commanding Officer of the Naval Landing Force Equipment Depot at Albany to transfer to NOB the officers and men, originally ordered to the Naval Supply Depot, for temporary duty in this work.(294)

The Landing Craft Boat Pool was established at the Naval Fuel Annex, San Pedro, under an Officer in Charge, under ComNOB, on 1 July 1945. As established, it was given the responsibility for:(295)

"a. The acceptance of all landing craft upon delivery from the manufacturer.
b. The assembly and inspection of all landing craft.
c. The equipping of all landing craft with complete outfits and spares.
d. The repair, maintenance and storage of all landing craft.
e. The delivery of all landing craft in a satisfactory operational condition, complete with all required equipment and spares, to the Naval Supply Depot, San Pedro, California, upon demand, for shipment."

Surplus Army-type buildings were to be used for the housing and storage facilities of the project and Station labor was to be used in the construction work in order to facilitate its accomplishment.(296)

U. S. NAVAL TRAINING SCHOOL (ELECTRONICS), NOB, TERMINAL ISLAND

On 2 February 1945, a committee visited the Naval Operating Base to investigate the advisability of establishing a school for instruction in electronics here. Captain W. B. Jones, NOB Chief Staff Officer, advised that the establishment of an electronics school was desirable and that it should not be located at the Naval Drydocks. Space for the school and messing and berthing arrangements, it was believed, could be obtained.

The U. S. Naval Training School (Electronics), U. S. Naval Operating Base, Terminal Island (San Pedro), California, was established as of 2 June 1945 under an Officer in Charge who was to report to ComNOB, T.I.(297)

The mission of this school was:(298)

> "to provide shore familiarization courses in the manipulation and maintenance of electronic gear for officers, operators and technicians of ships having yard availability, on the specific electronic gear installed or to be installed on their particular ship. In accomplishing this mission, the training provided...not to be considered in any way as being equivalent to or a substitute for the basic training given at operator schools or radio material schools."

The assignment of quotas of students to the school was directed to be a responsibility of COTCPac whose designated representative at the Naval Operating Base was the Commanding Officer of the SCTC.

The Officer in Charge of the school and one other officer reported for duty on 10 July 1945 and immediately undertook the task of setting up the facilities of the school. It was first located in temporary Army-type buildings at Roosevelt Base near Building 10 with the understanding that a permanent location would be arranged later on the newly-completed breakwater mole. Such facilities have not been erected as of this writing (February, 1946) and the Electronics school has in the meantime moved to what may be permanent quarters in a building near the waterfront formerly occupied by the Frontier Base.

Some delay was experienced in the filling of the authorized complement of six officers and ten enlisted personnel. Until necessary facilities could be obtained and installed, it was necessary for this school to make

use of certain equipment and facilities of the SCTC.(300)

With the close of hostilities, it was understood that the Bureau might desire to continue training in Electronics at Terminal Island as part of the peace-time training facility.(301)

LAND ACQUISITIONS WHICH CONCERNED THE NAVAL OPERATING BASE, SAN PEDRO

On 31 August 1940 a letter was sent to certain congressmen over the signature of Gordon P. Suiter, representing the San Pedro Citizens Committee. Accompanying this letter there was a long legal discussion with the acquiring of land for the Naval Operating Base. This letter and discussion presented the claim that bill H.R. 10055, containing the item by which land was to be acquired for the new base, would tend to authorize the Executive branch of the government "to create a condition wherein they would either cloud all the titles of all the territorial waters of the United States or...would obligate the Government to pay a bill" for $30,000,000 for the land.(302) This analysis went into the legal aspects of this matter at some length.

On 9 August 1940, the Secretary of the Navy, through the Departme..t of Justice, condemned and took possession of the land which constituted Reeves Field (the Naval Air Station) and that on which was to be constructed the Fleeting Operating Base. The Reeves

Field area consisted of 223.6 acres while that acquired from Long Beach for the Fleeting Operating Base consisted of 105 acres. As is known, there has been--and continues to be--much controversy over the legal status of tidelands in California. A long discourse on that problem is beyond the scope of this history. The true facts as to the mineral rights of the land on which were built Roosevelt Base and the Drydocks were uncertain at the time these matters were under discussion in 1940, it was believed that the oil reservoir beneath this area should be protected by slant drilling so as to prevent this oil from being drawn off by the action of other oil operations in this area.(303)

As had been indicated elsewhere in this history, there has been opposition on the part of Los Angeles and especially the Harbor authority to having the United States Government acquire property in fee simple. This has applied to Reeves Field as well as to dock areas. Reeves Field was never acquired in fee simple but was carried under a lease arrangement.(304) Despite the opposition of the City of Los Angeles to having the Navy acquire fueling wharves in fee simple, Com-Eleven in August, 1942, insisted that the fueling wharf, comprising piers 37, 38, 39, and 40, in San Pedro which it was desired to acquire in connection with the development of fueling arrangements which concerned the Na-

val Fuel Annex, should be acquired for outright ownership by the Government. He believed that the Navy should be able to exercise control over this fuel outlet in the same manner that it exercised control over the Fuel Annex itself.(305)

From time to time, as has been mentioned, it was proposed that the Navy should acquire land to the westward of Reeves Field for the further development of the Air Station. At length, on 25 April 1945, the Secretary of the Navy informed ComEleven that the Navy Department had determined not to acquire this land which included the Fish Harbor district.(305) In 1940 ComEleven had informed the Los Angeles Board of Harbor Commissioners that the Navy was opposed to any oil drilling or other activities on the area adjoining Reeves Field which would "hamper or endanger naval activities."(307)

COSTS OF CONSTRUCTION WORK ACCOMPLISHED UNDER OINCC, U.S.N.B., T.I., SINCE 1941

Area - Acres	Station	Bldgs. & Structures	Docks & Dolphins	Dredging Etc.	Utilities 10%	Totals
1.83	Degaussing Station L	$ 76,411.00	$ 131,754.00	$ 81,500	$ 7,641.00	$ 297,302.00
27.89	Disciplinary Barracks	989,747.00		°1,266,556	3% 30,000.00	2,286,303.00
159.48	Terminal Island Nav.Shipyd					
	Buildings - $11,248,752				3,620,707.00	38,828,383.00
	Piers - - - 8,304,741		8,304,741.00			
	Drydocks - 16,654,183		16,654,183.00			
228.6	Naval Air Station L	3,311,759.00		▫ 50,000	331,175.00	3,692,934.00
48.03	Receiving Station L	3,017,500.00			301,750.00	3,329,251.00
(20.7						
+(33.4	Naval Supply Depot L	2,375,881.00			5% 11,897.00	2,444,673.00
1.27	Harbor Craft Base L	182,119.00	86,843.00		18,212.00	287,174.00
7.96	Fire Fighter's School	185,886.00			18,588.00	209,474.00
478.05	(Naval Fuel Annex, SP	1,955,808.00	201,513.00	62,892	*1,940,816.00)	4,296,126.00
	(Landing Craft Boat Pool,SP	35,097.00			)	
105.00	(Naval Recreation Center	14,094,803.00	1,105,353.00		(1,520,015.00	16,720,171.00
	(Small Craft Training Ctr	1,559,696.00	221,338.00		(155,970.00	1,937,004.00
	(Naval Personnel Sep Ctr	898,269.00			(89,827.00	988,096.00
100.31	Naval Hospital, Long Beach	6,458,502.00			645,850.00	7,204,352.00
700.00	Naval Hospital, Corona	11,242,587.00			1,124,258.00	12,364,845.00
	Naval Air Station, Los Alamitos	5,297,933.00				5,297,933.00

o - Dredging and Revetment
* - Includes Oil Lines
▫ - Cash Paid for land
+ - Pier Head #1
L - Leased

NOTES and REFERENCES

(1) General Order #154.

(2) Quoted from a letter wirtten by Rear Admiral Ezra G. Allen, USN, Director of Budget & Reports, to Captain Fred M. Earle, USN, CO, USNDD, 8 March 1945. This letter is quoted in Chapter Two of the History of the Naval Drydocks, p. 44. Much background material on local Naval history which is beyond the scope of the present volume is to be found in this history of the Drydocks.

(3) History of the U.S. Naval Drydocks, Chap. II, p. 55.

(4) History of the Naval Drydocks, Chap. II, p. 56.

(5) BuDocks despatch 171555, 17 August 1940.

(6) NOy-4279/Serial P.961/30 August 1940; ComEleven to Assist. Comdt.

(7) NB66/A3-1/(Serial 823); 15 April 1943; Comdt.NOB to VCNO.

(8) U.S. Naval Drydocks History, Chapter Two.

(9) Op13c-jc/(A6-4(13)/NA26/(Serial 106113)/ 7 May 1941; SecNav to All Ships and Stations.

(10) 11ND Public Relations Office, Los Angeles. Release #46; 10-11 May 1942.

(11) Op-30D1-EP/NA26/A1-1(410522)(Serial 393430); 22 July 1941; Senior Member, Shore Station Development Board to SecNav.

(12) Ltr. from BuDocks to OinCC of Contract NOy-4279, Roosevelt Base, 22 August 1941.

(13) Op13C-jc/(Serial #293113)/NB49/N21(410923); 23 September 1941.

(14) L1/RFN-(16)(764-d); 2 January 1941; BuShips to BuDocks.

(15) Ltr. from BuDocks to Senior Member, Shore Station Development Board & CNO; 30 April 1942.

(16) L9-3/(Serial 1729) 16 May 1942; Comdt.NOB to Chief, BuDocks.

(17) NB66/N4-1/(Serial 1936)/ 5 June 1942 approx. JFJ:H, Comdt.NOB to ComEleven.

(18) NB66/A3-1/(Serial 4261)/ 29 July 1942; Comdt.NOB to SecNav.

(19) Approved complement for NOB, S.P., (N. Nav. 25) 27 March 1942.

(20) Approved complement for Roosevelt Base (N. Nav. 25) 24 July 1942.

(21) NB66/P16-1/K/(Serial 4435); 21 August 1942; Comdt.NOB and CO, R.B., to BuPers.

(22) NB66/A3-1/(Serial 4474); 26 August 1942; Comdt.NOB to All Activities Los Angeles - Long Beach - San Pedro Area.

(23) Shipyard Times, 8 September 1942.

(24) NB66/P16-1/00/(Serial 67) 5038; 24 October 1942; Comdt.NOB to BuPers, via ComEleven.

(25) NB66/JE/(Serial 5161); 11 November 1942, CO, RB, S.P., to SecNav.

(26) Ltr. from Comdt.NOB to BuPers of 15 December 1942.

(27) BuDocks Airmailgram 301744 of November.

(28) ND11/A1-3/(A7-U1)/(Serial W-689); 14 January 1943; Chief of Staff, 11ND, to Capt. Bledsoe of BuPers.

(29) NB66/P21-1/L1-2/L1-2/(Serial 376; 19 February 1943; Commanding Officer, Roosevelt Base to ComEleven.

(30) (Serial 112) Cominch & CNO to CincPac and CincLant, 9 January 1943.

(31) A3/(Serial 13) 20 February 1943; COTCPac to ComEleven.

(32) P11-1/P-2423 -rb/NC/ 17 March 1943; BuPers to Cominch.

(33) FF1/A3-1(ND)/(Serial 1704); 29 March 1943: Cominch to BuPers.

(34) ND11/FF/P11-1/(A7-U1)(Serial W-776); 7 April 1943; ComEleven to Cominch.

(35) A19/A3/ 23 April 1943/ Memo to COTCPac.

(36) ND11/FF/P11-1/(A7-Sr); 3 May 1943; Memorandum for Captain Heim from Captain R. R. Smith, 11ND Planning Officer.

(37) NB66/P11-1/(Serial 967); 10 May 1943; Comdt.NOB to Chief of Naval Personnel.

(38) Ltr. of Com11 to BuPers cr 1st End. on above ltr. of note 37; 12 May 1943 (ND11/FF/F11-1/) ((A7-Sr)Ser. W-807)

(39) P11-1(Serial 38/End-2 on BuPers restr. ltr. P-2423-rb/FF12-23/ 3 April 1943; 19 May 1943; CO, SCTC to COTCPac.

(40) P11-1(1)/Op13c-jc/ Serial 104413/ May 19 28 May 1943; SecNav to All Ships and Stations.

(41) NB66/P17-1/(Serial 2022); 2 June 1943; NOB C/L #7-43.

(42) ND11/A1-3/(A7-Cb)/(Serial W-829) 2 June 1943; ComEleven to VCNO.

(43) Ltr from VCNO to ComEleven; 9 June 1943.

(44) P11-1/(Serial 133); 12 June 1943; 4th End. on BuPers ltr P-2423-rb; FF12-23; 3 April 1943; CO, SCTC, to COTCPac.

(45) Cominch ltr. to VCNO, et al (Serial 3464); 11 June 1943.

(46) Memo of telephone conversation between Comdt.NOB and Captain R. R. Smith (District Planning Officer; 18 June 1943.

(47) NB66/N4-1/(Serial 2438); 31 July 1943; Comdt.NOB to CO, R.B.

(48) QB/NMSB/A9/P16-1/(Serial 517); 25 January 1944; Comment by Capt. F. C. Huntoon.

(49) FF/P11-1/(A7-Cb)/(Serial W-1084); 27 January 1944; Assist. Comdt. (Logistics) 11ND to Comdt.NOB.

(50) NB66/CB/MMSB/A9/(Serial 204); 1 February 1944; Comdt.NOB to ComEleven.

(51) P16-3/MM/A3-1/(Serial 622); 10 February 1944; 1st End. on CO,SCTC, ltr. A9-/P16-1/ (Serial 791; 7 February 1944 to ComEleven; COTCPac to ComEleven.

(52) NB66/QB/NMSB/P16-1/(Serial 732); 21 April 1944; End.2 on CNO ltr Op-05-G3/rep/ Serial 15105-G; 31 March 1944; Comdt.NOB to ComEleven.

(53) NB66/P11-1(2)/(Serial 747); 24 April 1944; Comdt.NOB to ComEleven.

(54) Ltr from COTCPac to Cominch, U.S. Fleet; (Serial 01538) 8 May 1944.

(55) Ltr of Cominch to COTCPac of 4 June 1944 (Serial 01945).

(56) A3-1/C1/P9/(Serial 2733); 1 June 1944; COTCPac to COTCPac SubCom, San Pedro & CO, SCTC, San Pedro.
also
A3/(Serial 1198); 9 June 1944; CO, COTCPac, SP, to ComNOB.
also
A3-1/A6-4/(Ser. 5603)/ 10 June 1944: CO, SCTC to COTCPac.

(57) NB66/A3-1/NB48/2:Rs/(Serial 2614; 1 October 1945; ComNOB to ComEleven.

(58) SecNav Serial 19P02 of 20 November 1945 to ComEleven.

(59) NB66/ND11/A1-3/A3-1/2:Ck/(Serial 3499) 10 December 1945; Comdt., U.S. NavBase to ComEleven.

(60)* NB66/NM23(PW)/NB66/A402/A1-1/NM23/(Serial 1905); 14 July 1945, ComNOB to ComEleven.

(61) Op13-1D-psp/(Serial 405513); 31 July 1945; SecNav to All Ships and Stations.

(62) NM(22)/N3-1/102253/ 11 August 1945 Resources Coordinator of ComWesSeaFron to BuPers.

(63) Op13-1D-psp/(Serial 409413) 8 18 51/ 27 August 1945; SecNav to All ships, etc.

(64) Ltr of BuShips to SecNav; 18 December 1941.

(65) Ltr. BuShips to ComEleven; 30 January 1942.

(66) Ltr. ComEleven to CNO; 3 February 1942.

(67) Ltr of BuShips to SecNav; 17 February 1942.

(68) Ltr. BuDocks to BuShips, 5 March 1942.

(69) Ltr. of Comdt.NOB (Captain R. B. Coffman) to BuDocks; 16 May 1942.

(70) NB49/00(255)/P16-1/00/ 29 October 1942; BuShips to ComEleven;
also
Third End. - on above - NB49/P16-1/ (1M-KRRW-gf)(Serial LM-SP-2408; 12 November 1942; AIM, SP to IM, 11ND;
also
Fourth End. - on above - NB66/P16-1/K/ (Serial 1595); 16 November 1942; Comdt.NOB to Ind. Man., 11ND

(71) ND11/00/NB66/(IM-FPC-19)(Serial M-8563); 20 November 1942; ComEleven to BuShips.

(72) NB66/N6/(Serial 93)RNE:mg/16 January 1943; Comdt.NOB to VCNO, via ComEleven and Chief, BuDocks.

(73) NB49/N5(307)/23 January 1943; Chief, BuShips to SecNav.

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*: This item is to be found in Appendix C which is chronologically arranged.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(74) Op13C-js/(Serial 7913)/502 4 152/ 4 February 1943; VCNO to SecNav.

(75) Op13-jc/Serial 8013/ 4 February 1943; SecNav's 4th End.

(76) Despatch 091800 of 10 February 1943 from VCNO to ComEleven.

(77) PS&M/23 February 1943; Assit.SecNav to various officials.

(78) These letters, etc., are pertinent to the early arrangements to U.S.N.D.D.:
N16/L24/FME:FC/ 13 March 1943; CO, USNDD to Comdt.NOB.
NB66/NB49/N16(PW)/NB66/N6/(Serial 536)/ RNE:mf/ 13 March 1943; Comdt.NOB to VCNO, via ComEleven.
ND11/N15-1/(A7-U1) 18 March 1943; Memorandum of Conference Relating to Facilities at Terminal Island.....USNDD.
ND11/N15-1/A1-3/(A7-U1)/(Serial W-775); 18 March 1943; ComEleven to VCNO.

(79) Op13C-jc/(Serial 61513); 22 March 1943; SecNav.

(80) NB66/A4-2 (Serial 740) 10 April 1943; Comdt.NOB to SecNav, via ComEleven
and
ND11/A13/N15-1/(A7-Cb)/Serial W-780; 15 April 1943; End - 1 on above ltr.; ComEleven to SecNav, via VCNO

(81) NY13/A3-1/A4-2(c)(Serial 97) 15 April 1943; CO, USNDD to SecNav, via ComEleven.

(82) ComEleven ltr. ND11/A3-1(A7-Cb) Serial W-829/ 2 June 1943.

(83) Op13C-jc/(Serial 109713)/S0659) 9 June 1943; VCNO to ComEleven.

(84) VCNO despatch to ComEleven; 091800 of February 1943.

(85) ND11/N15-1/(A1-3)/(A7-Cb)(Serial W-701)/; 13 February1943; ComEleven to VCNO.

(86) Op-11A-30/JAB/S02 18 46/ (Serial 512930-A); 8 April 1943; VCNO to ComEleven.

(87) NY(13)(P)/Pers - 10-LD/L9-9/; (received) 13 May 1943; Asst.BuPers to VCNO

(88) U.S. Navy Regs. Article 1482(c).

(89) Op-30B-FB/ SO 916 - 269/(Serial 532330)/ 26 September 1942; Cominch & CNO to Chief of Bureau of Ordnance.

(90) A4-2/Op13C-jc/(Serial 101113); 14 June 1943; SecNav to All Ships and Stations.

(91) NY13/A1-4/00/P16-3/(3824); 1 October 1943; CO, USNDD, to Chief of Bureau of Yards and Docks, via Comdt.NOB.

(92) NOy-5978/NOy-6638/NOy-7540(PWc) NB66/L4-3/ P16-3/00/(Serial 2834) 4 October 1943; End-1 on ltr. above of CO, USNDD; Comdt.NOB to BuDocks, via ComEleven.

(93) NY13/A1-1/(Serial P-12300)/; 9 October 1943; ComEleven to BuDocks; End. - 2 on ltr. above of CO, USNDD.

(94) ND11(1)/A3-1/C-1/Airmail) 15 October 1943; BuDocks to ComEleven.

(95) NY13/N21/(Serial 7782); 11 March 1944; CO,USNDD, to Chief, Bureau ofShips, via (1) Comdt.NOB and (2) ComEleven.

(96) Ltr from Director of Bureau of Prisons of Dept. of Justice (Mr. James V. Bennett) to Chief, Bureau of Yards and Docks; 21 January 1941.

(97) Op-30D1-AJ/NA26/N1-13(410124) (Serial 30930); 28 January 1941; Senior Member, Shore Station Development Board to ComEleven.

(98) ComEleven to Senior Member, Shore Station Development Board; 7 February 1941.

(99) ASSTND/11/N4-2/(Serial 738); 22 May 1941; Assist.Comdt. to ComEleven.

(100) Op-30D1-EP/NA26/N1-13(410124) (Serial 417830); 6 August 1942; CNO to ComEleven.

(101) ComEleven despatch 181925 of December (1941) to OinCC, Roosevelt Base.

(102) NB49/ON9/N12/(Serial 2852)S:H/ 19 December 1941; Comdt.NOB to ComEleven.

(103) Ltr of ComEleven to SecNav; 29 December 1941.

(104) Nav. 10-EL/NB49(9); 31 December1941; BuNav to CNO.

(105) A4-2/15 January1942/; BuNav to CNO.

(106) NB40/N12/N4-15/(Serial 199); 17 January 1942; Assist.Comdt.(S.P.) to H. L. Merry, Warden of Fed. Correctional Institution.
also
ND11(1)/N4-15/ 18 January 1942; BuDocks to ComEleven, via BuNav.

(107) LL/N949(4590)/Nav. 10-MLT/ 29 January1942; BuNav to Assist. SecNav.
also
LL/NB49/(4590) Nav 10-MLT/ 12 Feb. 1942 12 Feb. 1942; BuNav to Assist. SecNav.

(108) NB49/A4-2/W:h/(Serial 352); 3 February 1942; Comdt.NOB to Lieut.Comdr. Albert R. Myers, USN (Ret).

(109) NM25/P16-3(2)/(Serial 1963) 18 October 1943; from CO, Rec.Sta. to BuPers, via Comdt.NOB and ComEleven.
also
AH/NM23/6 November 1943, CO, Rec. Sta. to OinCC, Contract NOy-8008.

(110) A list of letters, etc., concerning these matters is to be found in the Appendix.

(111) NB49/A14-1/W:h/(Serial 618); 25 February 1942; Comdt.NOB to ComEleven.
also
ND11/A14-1/QS1/P16-5/(A7-U1)(Serial W-564); 13 August 1942; 11ND General Order #30-42.

(112) Ltrs in this connection are:
NOy-8008/GCP:fs/9 March 1944; OinCC to Area Production Urgency Committee.
Area Director of War Manpower Commission to Wm. A. Goldsworthy of James I. Barnes Co., contractors, 9 March 1944.
James I. Barnes Co. to OinCC, NOy-8008; 25 March 1944.
James I. Barnes Co. to War Manpower Commission; 25 March 1944.
Comdt.NOB to BuDocks, via ComEleven; NB66/NM23/L4-3(1)/(Serial 637) 4 April 1944.

(113) NOy-9496(PW)/NAG:/mr/NB66/NM23/N1-13/ (Serial 717) 15 April 1944; Comdt.NOB to BuDocks.

also

NM23/19 July 1944/Public Works Officer of NOB to ComNOB.

(114) NFO)/A12/JFK-jpm/(Serial 261); 19 March 1945.

(115) NM/N4-15(420128); 28 January 1942; JAG to ComEleven.

(116) ND11/NM/(A7-Cb)/(Serial W-414); 2nd End. on CO, Rec. Sta.,SP, ltr N4-15/Serial 22; 10 February 1942; 17 February1942; ComEleven to BuNav.

(117) NM17/A9-4(420304); 4 March 1942; SecNav to JAG.

(118) NM23/N4-15/(Serial 681); 23 September 1942; CO, Rec. Sta. to ComEleven.

(119) NB66/A17-11/(Serial 2034); 3 June 1943; Comdt.NOB to BuPers.

(120) NB66/NM23(PW)/NB66/N4-2/(Serial 2488); 7 August 1943; Comdt.NOB to ComEleven.

(121) Pers - 1053 - MMB/ 27 September 1943; End. - 2 on Comdt.NOB ltr Serial 2488 of 7 August1943; BuPers to BuDocks.

(122) NB66/A17-25/N4-15/ 24 November 1943; Spdltr from Comdt.NOB to ComEleven.

(123) ND11/A17-25/(Serial j-3469); 24 November 1943; ComEleven to Comdr. S. D. McCaughey, USN (Ret).

(124) NM23/P17-1/(Serial 3345) 4 December 1943; Lieut. Comdr. F. S. Halsell, USN (Ret), to CNO.

(125) NB66/KK/(Serial 3242) 14December 1943; End - 1 on CO, Rec. Sta., T.I., Serial 3361; of 10 December 1943; Comdt.NOB to Chief of Naval Personnel; via ComEleven.

(126) N4-15/KK/P16-5/NM(A7-Cb)(Serial W-1027) 21 December 1943; ComEleven to BuPers.; End-2 on CO, Rec. Sta., T.I., Serial 3361; 10 December 1943.

(127) (OP)/1645-80/30.j9/10895/ 15 January 1944; The Commanding General (John Marston) to The Commandant, U. S. Marine Corps.

(128) NM23/NB66/(Serial 838); 19 May 1944; CO, Rec. Sta. to Comdt.NOB.

(129) NB66/NM23/(Serial 3014); 7 November 1944; NOB C/L #26-44.

(130) N4-1(WSF-60-EWC/MK)(Serial 55996); 18 June 1945; End-1 on BuPersltr. Pers-5212-DF; 5 June 1945; ComWesSeaFron to ComEleven.

(131) A9-1/NF(7)/JFK-jpm/(Serial 1221); 14 August 1945; U.S. Naval Disciplinary Barracks Annual Report covering fiscal year from 1 July 1944 through 1 July 1945.

(132) BuPers C/L #256-45; Pers 5212-DC/P13-10; 7 September 1945.

(133) Op13-1D-psP/(Serial 529213); 9 11 22 / 17 September 1945.

(134) P16-3(2)/(1217); CO, USNAB, to BuNav - approx. 1941.

(135) ASSTND/11/L2-1/(Serial 345/cjh/ 5 June 1941; Assist.Comdt 11ND to ComEleven.

(136) ComEleven Serial S - 267; 16 May 1941.

(137) L16-4(DSO)/Serials S-392, 394, 394, 395 / 15 September 1941; ComEleven to Assist.Comdt.

(138) ND49/P16-3/(Serial 2471); 1 December 1941; Comdt.NOB to BuNav, via BuSandA.
and
P16-3/00/NT4-4-I/(DSO)/(Serial S-517); 4 December; ComEleven to BuNav.

(139) LL/P16-1/(MTS:cmh)/(Serial A-2640); OinC, NAVDATO to Assist. SecNav.

(140) NB66/L10/2/(Serial 5146); 8 November 1942; Comdt.NOB to VCNO.

(141) Op13C-jc/(Serial 212613)/S012 5 219/ 15 December 1942; SecNav to All Ships and Stations.

(142) NB66/P16-3/(Serial 2064); 16 June 1942; Comdt.NOB to BuPers, via ComEleven.

(143) L10-5/CBK)/(Serial B-864); 25 July 1942; Supply Officer in Command (NSD, San Diego) to Comdt.NOB.

(144) A3-1/L10/NY(OLP-b); 25 September 1943; Chief, BuSandA to Chief of Naval Personnel.

(145) A3-1/(Serial 2185); 8 October 1943.

(146) NB66/N15-1/(Serial 4090); 11 July 1942; Comdt.NOB to BuDocks.

(147) NB66/N15-1/(Serial 4401); (approx.) 18 August 1942; Comdt.NOB to BuDocks, via ComEleven.

(148) NB66/P16-3/00/(Serial 4849); 10 October 1942; Comdt.NOB to BuPers.
also
NB66/N24/K/(Serial 5160); 10 November 1942; Comdt.NOB to BuDocks.

(149) A3-1/25 February 1943; Airmailgram from Comdt.NOB to VCNO.

(150) NT2-18/JJ7/LW-L-11/ 2 February 1943; Prospective Officer in Charge, Naval Fuel Depot, S.P., to Comdt.NOB.

(151) N6-62/(Mn2g); 13 February 1945; Chief, BuOrd to ComEleven.
also
N12-18/N6-62/(HGB;ic) to/M-299/23 February 1945; ComEleven to CO, NAD, Seal Beach.

(152) Op13C-jc/15 July/(Serial 203313)/ 7 12 146 / 18 July 1944/; SecNav to All Ships and Stations.

(153) L8-2-N1-(SFM-dar)/28-2/NT4-(93) 20 July 1944; BuSandA to Supply Officer in Command, NSD, S.P.

(154) Op24B-pd/(Serial 50)/P24/ 8 November 1945; SecNav to All Ships and Stations.

(155) SecNav ltr OP13C-jc/Serial 136513; 29 June 1943.

(156) NB66/L20-1(4)/(Serial 2703); 12 October 1943; Comdt.NOB, ltr.

(157) Public Works - Bureau of Yards & Docks - Breakdown of Storage Facilities; approx. 23 March 1944.
also
NB66/NT4-93(PW)/(Serial 1781); FPM:imf/ 30 June 1945; ComNOB to BuDocks.
also
ND B197/WN316/ 2 - 2 - 2/ 27 July 1945; BuDocks to ComEleven.
also
NB66/NT4-92(PW)/(Serial P-992) FPM:imf/ 28.July 1945; NOB Public Works Officer to ComEleven.
also
NR4(SP)/Serial P-20024); 4 August 1945; ComEleven to BuDocks.

(158) Information for this and some other paragraphs concerning the earlier history of the Air Station is drawn from the "History of the U.S. Naval Drydocks (U.S. Naval Shipyard), Cap.1, pp.30-32.

(159) SecNav.ltr. Op13C-jc(Serial 106113)/ A6-4(13)/NA26(410217); 7 May 1941.

(160) NA26/A2-11(16); 15 May 1941, NAS Station Order 13-41.

(161) Considerable material in this paragraph and elsewhere is drawn from information prepared in 1944 by the Air Station for ComNOB's Administrative Assist.

(162) NA26/L8-3(1)/(Serial 3386); 23 October 1942; CO, NAS, S.P., to Chief of BuAer.

(163) NB66/P17-2/00/(Serial 489); 9 March 1943; from Comdt. NOB to Chief BuPers, via ComEleven.

(164) NA26/A3-1/ON6/C/(Serial 1108; 8 July 1944; CO, NAS, SP, to CN , via ComNOB and ComEleven; End-3 on CNO ltr. OP-03-RIF/bw/ Serial 16003; 31 May 1944 (Restricted).

(165) A3/Serial 4070/ 20 May 1943, ComFleet Air, West Coast to VCNO, viaComdt.,Naval Air Center, S.D. and ComEleven.

(166) NA26/A3-1/(Serial 1129)/24 May 1943; CO, NAS, T.I., to VCNO, via Comdt. NOB, ComEleven, Chief BuAer.

(167) NB66/A3-1/(Serial 1076)/ 25 May 1943; Comdt. NOB to VCNO.

(168) A16-3(A)/A-7-Cb/(Serial W-821); ComEleven to VCNO.

(169) ND11/A16-3(A)/A3:N1-9/N1-9(KV)/A7-Wr)/(Serial W-1430); 26 August 1944; 11ND General Order #12-44.

(170) A3-1/ND11/NZ16/(Serial A-192) 4 February 1943; 11ND C/L #11-43.

(171) A4-2/R-1509/Op 13C-jc/(Serial 223613); 16 October 1943 from SecNav.

(172) NA26/Litchfield/P16-1/(Serial 477); 1 April 1944; CO, NAS, T.I., to Chief of Naval Personnel.

(173) ON6/c/8 July 1944; Memorandum of telephone conversation called by Captain R. B. Smith, 11ND Planning Officer, San Diego and CO, NAS, T.I.

(174) ND11/NA16/(A5 - Vn)/(Serial A-2570) 1 June 1942; 11ND Memorandum #M-23-42.

(175) SecNav Serial 89340 of 11 September 1942.
also
ND11/A1-1/NA16(A5-Jr) 19 Nov. 1942; Memorandum from Chief of Staff & Aide to ComEleven, to Chief of Staff to Comdt.NOB.

(176) ND11/NA16/(A3-Bm) 25 November 1942; Captain Jersey to Captain Heim (Comdt.NOB).

(177) NB66/LL/(Serial 2005) 29 May 1943; Chief Staff Officer, NOB, to Assist. SecNav (Div. of Personnel Supervision and Management).

(178) A3-1/ND11/NA16/(Serial A-192); 4 February 1943; 11ND C/L 11-43.

(179) A3-1/ND11/NA16/(A5-Jn)/ (Serial A-1340); 10 September 1943, 11ND Headquarters Memorandum.

(180) ND11/A16-3(A)/A3:N1-9/N1-9(KV)/(A7-Wr) (Serial W-1430)/ 26 August 1944; 11ND General Order 12-44.

(181) Op24B - pd (Serial 202P24)/ 21 January 1946; CNO to ComEleven.

(182) ND11/A1-3/(A7-Am)/(Serial W-3203); 30 January 1946; ComEleven to ComNavBase, T.I.

(183) Questionnaire of Los Angeles County Regional Planning Commission; 8 May 1945.

(184) Despatch 302303; BuDocks Action to ComNOB. (This authorized the construction of a one thousand bed expansion to the Naval Hospital at Corona, California, by temporary construction as Contract NOy-6039, with William Simpson Construction Company as builders, at an estimated cost of three million, eight hundred and fifty thousand dollars....OinCC, San Pedro, Lt.Comdr. R. W. Fowler (CEC), stated in a message to BuDocks on 31 March 1943 that it was expected that ground for this work would be broken on 9 April 1943 and that the work would require from four to six months for completion.

(185) General Order No. 154.

(186) ASSTND/11/54-1/(Serial 336) cjh/ 3 March 1941 and 7 March 1941.

(187) NB66/N3-1/(Serial 1214)/ 10 April 1942; ComdtNOB to ComEleven; 2nd End.-on Dist. Med. Officer's ltr. ND11/NH25/(3-a); 26 March 1942.

(188) Nav. Disp., L.B., ltr. NH25-1/P2-4(1) of 27 May 1942.
also
NB66/P2-4/K(Serial 1836); 28 May 1942.

(189) ND11/N9-3(LB)/P3-2/ 25 November1941; Medical Officer in Command, Naval Dispensary, Long Beach, to ComEleven, via (1) Comdt.NOB, (2) District Medical Officer, 11ND, (3) District Public Works Officer, 11ND.

(190) Op13C-jc/(Serial 509913)/NH47/N21/ (411213); 16 December 1941; SecNav to All Ships and Stations.

(191) NH47/A2-11(5)/23 February 1942/ from Medical Officer in Command, Naval Hospital, Corona, Calif., to ComEleven.

(192) Letters:
18 February 1941, from E. D. Seward to ComEleven;
20 February 1941, from Sepulveda Land Co. to Assist. Comdt., 11ND;
27 February 1941, from Mrs. Susanna Bixby Bryant to Assist. Comdt. 11ND.

(193) Ltr. from Mrs. Susanna Bixby Bryant to Assist. Comdt.; 27 February 1941.

(194) ASSTND/11/L24/9(Serial 241) cjh/ 3 March 1941; Assist. Comdt. to Mrs. Susanna Bixby Bryant.

(195) ASSTND/11/N9/(Serial 402); 2 April 1941; Assist. Comdt. to Chief of Staff, 11ND.

(196) ND11/N1-13/ 24 July 1941; BuDocks to Chairman, Home Owners Loan Corporation.

(197) Ltrs:
From Mrs. Susanna Bixby Bryant to Mr. Paul Shoup; 28 July 1941.
From Mr. Paul Shoup to ComEleven; 29 July 1941.

(198) NH/N1-13/(Serial P-3475)/; 1 August 1941; ComEleven to Secretary of the Navy, via BuDocks.

(199) NH25-1/N1-13(410730); 11 August 1941; Secretary of the Navy (Frank Knox) to Mr. Fred H. Bixby.

(200) NH33/N1-13/(Serial P-3958); 29 September 1941; ComEleven to Secretary of the Navy.

(201) NH25-1/N1-13(410730) U/CLT/ 25 November 1941; JAG of the Navy to CNO.

(202) ND11/P16-3/www/(Serial Q-05478); 26 January 1942; from ComEleven to Chief of Bureau of Navigation.

(203) NB66/A3-2/(Serial 5409); 18 December 1942; NOB C/L 16-42.
Also the following newspaper articles:
Long Beach Press-Telegram, 16 December 1942.
Los Angeles Times, 9 February 1943.

(204) NB66/A3-2/(Serial 5409); 18 December 1942; NOB C/L 16-42.

(205) NH56/A1-1/WHM:mgd/ 2 November 1942; Prospective Medical Officer in Command to Chief of the Bureau of Medicine and Surgery.

(206) NH33/A1-1(022-41) P-2:LGG/14 November 1942; Chief of Bureau of Medicine and Surgery to Prospective Commanding Officer, U.S. Naval Hospital, Long Beach.

(207) A1-1/NH46/BuMed - P2-CRS/NH56/A1-1/ 18 September 1943; Chief BuMed and Surgery to Chairman, Federal Board of Hospitalization.

(208) Pers - 21721 - EC; 10 February 1945; BuPers to ComNOB.

(209) NB66/P16-1/00/(Sr)/(Serial 778); 16 March 1945; ComNOB to BuPers, via ComEleven.

(210) Serial 19P02; 20 November 1945; SecNav to ComEleven.

(211) Op24B-pd/(Serial 202P24); 21 January 1946; CNO to ComEleven.

(212) NB66/ND11/A1-3/A3-1/2:CK/(Serial 3499) 10 December 1945; ComNavBase, T.I., to ComEleven.

(213) ASSTND/11/S3-1/(Serial 336/cjh/ 6 March 1941.

(214) 11ND C/L #111-41/ND11/WB12/A1-1/(A5-Ha)/ (Serial A-2167); 26 Dec. 1941.

(215) ND11/A3/(A7-Am)/(Serial W-1719); 5 March 1945; ComEleven to ComNOB.

(216) Op13C:jc/(Serial 111313)/NT/ND(410501)/ 15 May 1941; SecNav to All Ships and Stations.

(217) ASSTND/11/P16-00/(Serial 1249); 7 July 1941; Assist. Comdt. to Lieut. Joseph Chamberlin, USN(Ret.).

(218) ND11/N15-1/A1-3/(A7-U1)/(Serial W-755) 18 March 1943; ComEleven to VCNO.

(219) NB66/L9-3(1)/(Serial 844); 8 May 1944; End-1 on CO, USSNDD, T.I., ltr NY13/N6/ NT4-24/N6-13(C)/(Serial 9335)/ 4 May 1944; Comdt.NOB to CNO.

(220) NB66/NY13/(Serial 1717); 20 September 1944; End-7 on ltr of CO, USNDD, above mentioned; ComNOB to ComEleven.

(221) NT4-24/P19-6/(Serial 79-45); 16 February 1945; Officer in Charge, Net Depot, to ComNOB.

(222) NT1-37/A4-2/(1713)/ 17 February 1945; Officer in Charge, U.S. Naval Net Depot to SecNav.

(223) Op13-1D-psp/(Serial 146113); 2 26 116/ 15 March 1945; SecNav to All Ships and Stations.

(224) NB66/A7-3/(Serial 1747); 22 September 1944; ComNOB to Welfare and Recreation Officer, NOB.

(225) CNO(D.N.C. - Registered Publication Section) note - ltr Op20 R-dm Serial 3308820 to RPIO, San Pedro, Calif.; 27 December 1944.

(226) NB66/L1-2(PW)/NB66/A7-3/(Serial 184) LMS:mh/ 18 January 1945; ComNOB to CNO, via ComEleven.

(227) ND11/A4-2/(Serial Q-09077); 10 March 1945; ComEleven to District Comm. Off.

(228) NB66/A3-1/(Serial 3392); 30 November 1945; U.S. Naval Base C/L #19-45.

(229) Ltr. from Mr. R. R. MacKenzie, Port Director, Port Huneme, to Captain R. B. Coffman, Assist. Comdt.; 21 March 1941.

(230)* NT4-59/N1-13/11 March 1942; Chief, BuDocks to Officer in Charge, Construction, Roosevelt Base, Terminal Island.

(231) A16-3(BC)/(Serial #P-55565); 16 March 1942; ComEleven to CNO.

(232) Op-30D1-EP 3/21/NB/N1-13(410712) (Serial 185530); 23 March 1942; CNO to SecNav (JAG), via BuDocks.

(233) Op-30D1-EP 3/21/NB/N1-13(410712) (Serial 185630); 24 March 1942; SecNav (Knox) to Hon. A. J. Elliott, H. R.

(234)* NT4-59/N1-13/26 March 1942; /2nd End/ Chief, BuDocks to SecNav (JAG).

(235)* Ltr. on letterhead of Fred B. Neuhoff Co. setting forth "Facts About Removal of Oxnard Canners, Inc. from Port Hueneme." Dated 26 March 1942. This letter is included in the appendix as an interesting exhibit in connection with the Port Hueneme naval development.

(236) NOy-4279(PW)/NT4-59/A14-1/LFT:sm/ 22 April 1942.

(237) A3-1/Op13C-jc/(Serial 104513)/SO-6958/ 24 April 1942; VCNO to ComEleven.

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*: This item is to be found in Appendix C, which is chronologically arranged.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(238) JAG:CKP:vd/SC-1116/29 April 1942/ Secretary of the Navy (Frank Knox) to Fred B. Neuhoff Co., Los Angeles, California. ComEleven Distribution: Comdt.NOB, SP; C.O., AdvBaseDepot, Port Hueneme. Similar letters were also sent to: Hon. John M. Costello, House of Representatives, Hon. Leland M. Ford, H. of R., Hon. A. J. Elliott, H. of R., Hon. Hiram Johnson, U.S. Senate, Mr. J. C. McLean, Secretary, Ventura County Central Labor Union, Ventura, Calif., Mr. J. C. Copley, Los Angeles, Mr. S. A. Ferrante, Oxnard Canners Inc., Oxnard, Mr. Jack C. Miller, Secretary and Manager, Ventura County Chamber of Commerce, Oxnard, California.

(239) ND11/NT4-59/(A3-Vn)/(Serial A-2259); 4 May 1942; References (a) and (b) and Enclosures (A) through (H); ComEleven to Comdt.NOB.

(240) SecNav's despatch 252123 of March, 1942.

(241) NT4-59/A1-1/LFT:ib/ 11 September 1942; from CO, U.S. NavAdvBase Depot, Port Hueneme, to ComEleven, via Comdt.NOB.
also
ND11/P8-2/N3-1(c)/(RRS-jn); 16 September 1942; ComEleven to Mr. Geo. L. Dickson, Wilmington Transportation Co., Los Angeles.
also
ND11/N3-1(c)/P8-2/(RRS-jn)/ (Serial A-3489)/ 16 September 1942; ComEleven to CO, USNABD, Port Hueneme.

(242) Op13C-jc/(Serial #42013)/SO 11 22 168/ 12 January 1943; SecNav to All Ships and Stations.

(243) NT4-59/A3-1/Pers - 10A-LD/ND11/ 11 November 1943; BuPers to CNO.

(244) NT4-59/A1/(Serial 1846)/HPN/1B/ 13 November 1943; Officer in Charge, NABD, Port Hueneme, to ComEleven.

(245) NT4-59/(A7-Cb/(Serial W-992); 16 November 1943; End-1 on ltr. of Note 16 above; ComEleven to CNO.

(246) Op13C-jc/(Serial 42013); 12 January 1944; SecNav's ltr.

(247) Op24-pd/(Serial 182P24); 14 December 1945; SecNav to All Ships and Stations.

(248) Ltr of SecondAssist. Postmaster General, 641-6431 of 13 April 1942 to Postmaster, San Pedro, Calif.

(249) ASSTND/11/53-1(Serial 336) cjh/ 6 March 1941.

(250) ND11/00-A6-4/(Serial Q-06376) www 17 November 1941; 11ND C/L #96-41.

(251) NB49/A6-4(Serial 2480) 2 December 1941, Comdt.NOB to Postmaster, Los Angeles.

(252) NB49/S32-2/MX(Serial 4456) 22 August 1942; Comdt.NOB to BuPers, via ComEleven.

(253) Ltr from Comdt.NOB to SecNav, dated 4 November 1942.

(254) Memorandum from Capt. Ezra G. Allen to CNO; 23 January 1943.

(255) Report of Conference on Post Office Designations for NOB; 3 March 1943; A6-4, 1943.

(256) Op13C-jc(Serial 61713)/ SO 3 13 185; 22 March 1943; from SecNav to AlNav (Pub. in Nav. Dept. Bul. R-621 of 1 April 1943.

(257) NB66/A6-4/Serial 894/ 29 April 1943; Comdt.NOB to Mr. L. L. Wilder, Sec'y., Long Beach Chamber of Commerce.

(258) A6-4/(RBH:mb)/(Serial A-1831-3) 23 June 1943; Supply Officer in Command, NSD,SP, to SecNav, via Comdt.NOB, ComEleven ChiefBuSandA.

(259) Ltr. Serial W-734 of 9 March 1943 from ComEleven to VCNO.

(260) Serial 61713 of 22 March 1943 from SecNav to ComEleven.

(261) NT4-4 (A7-Br)(Serial W-860) 6 July 1943; Chief of Staff, 11ND, to Supply Officer in Command, Naval Supply Depot, San Pedro, via Comdt.NOB, TI(S.P.).

(262) NY13/A6-4/(Serial 8702); 13 April 1944; CO, USNDD to BuShips, via Comdt.NOB and ComEleven.

(263) NB66/A6-4(Serial 734); 21 April 1944; Comdt.NOB to BuShips, via ComEleven; End-1 on ltr. of note (15).

(264) A6-4/NY13/(A7-Cb)(Serial W-1218); 24 April 1944; ComEleven to CNO. End-2 on ltr of note (15).

(265) USN Drydocks ltr NY13/A6-4(d)/ Serial 13543; 14 May 1945.

(266) NB66/A6-4/NY13(Dn)/Serial 1493); 28 May 1945; End-1 on above in note 18; ComNOB to ComEleven.

(267) P11-1/(Serial 228); 2 July 1943; CO, SCTC, to Chief of Naval Personnel.

(268) NB66/P11-1/(Serial 2259); 5 July 1943; End-1 on CO, USN SCTC ltr above; Comdt.NOB to Chief of Naval Personnel.

(269) PERS - 10121 - MHB/ 4 August 1943; BuPers to BuDocks, via VCNO.

(270) S93/(Serial 499)/12 August 1943; CO, SCTC to COTCPac, via Comdt.NOB.
also
End-1 on above (NB66/P11-1/Serial 2534/ Comdt.NOB to COTCPac.

(271) NB49/N4-9/(Serial P 11926)/ 30 August 1943; End-3 on CO, SCTC ltr above; Com-Eleven to Comdt.NOB.

(272) NB66/NB49/N4-9(PW)/RNE:JC/ (Serial 2679); End-4 on CO, SCTC ltr above; Comdt.NOB to ComEleven.

(273) NB49/N4-9/(Serial P-12076); 17 September 1943; ComEleven to BuDocks.

(274) Cominch 4th End - on SCTC, T.I., Restr. ltr P11-1/(Serial 228) of 2 July 1943.

(275) NB66/N4-9(1)/(Serial 536); 21 March 1944; Comdt.NOB to SecNav.

(276) NB66/N4-9(1)/(Serial 610); 3 April 1944; NOB C/L #5-44.

(277) Op-13C-hc 18 Apr/(Serial 130613); 4 14 31/22 April 1944; SecNav to All Ships and Stations.

(278) NB66/N4-9(1)/(Serial 1130); 26 June 1944; NOB C/L #17-44.

(279) NB66/N4-9(PW)/NB66/N4-9(1)/ Serial 3054)/ LMS:mh/ 10 November 1944; ComNOB to Chief of Naval Personnel.

(280) CNO Serial 1421120; 30 March 1944 to BuPers.

(281) BuPers ltr - Pers - 432d-MK of 7 April 1944 to ComEleven.

(282) ComEleven conf. ltr. (Serial NC - 4295; 29 April 1944 to BuPers.

(283) Pers - 432d/c-MK; 10 May 1944; Director, Administrative Division, Training, BuPers to Comdt.NOB and ComEleven.

(284) NB66/N4-9(2)(Serial 1820); 2 October 1944; NOB C/L #23-44.

(285) NB66/N4-9(2)/(Serial 3038); 2 November 1944; OinC, WMCS, to CNO(DNC).

(286) NB66/N4-9(2)/(Serial 337)/ 31 January 1945; from WMCS Oin to CNO (DNC-MSC).

(287) NB66/N9-4(2)/A1-3/(Serial 1756) Te; 27 June 1945; ComNOB to ComEleven.

(288) Op13-1D-psp/(Serial 529713)/ 9 7 78/ 21 September 1945; SecNav to All Ships and Stations.

(289) S3-1(WSF-70-hs)(Serial 25225); 24 March 1945; ComWesSeaFronto ComEleven.

(290) ND11/S82:A3(A7-Am)(Serial Z - 1758); 28 March 1945; ComEleven to ComNOB. (End-1 on ltr of note 1)

(291) NB66/A82(Sr)/(Serial 1273); 30 April 1945; ComNOB to ComEleven.

(292) NB66/L1-2/S82/(Sr)/(Serial 1278); 30 April 1945; ComNOB to BuShips.

(293) NB66/S82 (1) Dn/(Serial 1431); 18 May 1945; ComNOB to ComEleven.

(294) NB66/S82(1)/A4-1/(Bn)(Serial 1656) 14 June 1945; ComNOB to CO, Naval Landing Force Equipment Depot, Albany, Calif.

(295) NB66/S82(1)/A4-2/3:Rs/Serial 1797/ 1 July 1945; NOB C/L #14-45.

(296) NB66/L24-1(PW)/(Serial 1955); 19 July 1945; ComNOB to BuShips.

(297) Op13-1D-psp/(Serial 313213); 2 June 1945; SecNav to All Ships and Stations.

(298) Pers - 4231/42e7-mac/28 June 1945 (Reg. #3710 385 NOB #1014; CNO to ComNOB.

(299) NB66/NTS (Electr.)/21 July 1945; from OinC, NTS (Electronics) to Training Aids Office, NOB.

(300) NB/NTS(Electr.)/JGC:mar/(Serial 3)/ 3 August 1945; from OinC, NTS(Electr.) to Director of Training, 11ND.

(301) NB66/NTS(Electr)/JGC/bn/(Serial #7); 31 August 1945 OinC, NTS(Electr) to Director of Training, 11ND.

(302) A3-(1940) Ltr from Gordon P. Smith, for San Pedro Citizens' Committee, to Congress; 31 August 1940.

(303) Memorandum to ComEleven from Comdr. W. H. Osgood; 4 November 1940.

(304) Memorandum for Director of Naval Petroleum Reserves; 26 June 1941.

(305) NB66/N24-2/N1-13a/(Serial P.7413); 26 August 1942; ComEleven to Chief, Bureau of Yards and Docks.

(306) Ltr from SecNav to ComEleven, 25 April 1945.

THE ADMINISTRATIVE HISTORY OF THE NAVAL OPERATING BASE TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

Chapter IV

SECURITY AND PROTECTION

The protection of the Los Angeles-Long Beach area and especially of the naval and industrial installations on Terminal Island and throughout the Harbor District was a matter of deep and continuing concern to the Commander, Naval Operating Base, Terminal Island, and to his subordinate officers during the war. Such protection included the preservation of the security of military installations and industrial plants from enemy attack, whether by actual invasion or by sabotage; protection of the harbor from the dangers of fire and explosion; adequate measures against sabotage and espionage; preparation against commando attacks or air-borne invasion. ComNOB was also concerned with the activities of the Shore Patrol and Intelligence organization as they affected the northern half of the Eleventh Naval District and cooperated with the Port Director, San Pedro, in his activities which were involved in local security.

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Before the entry of the United States into the Second World War, the need had been realized for defensive and protective measures for the Harbor and Terminal Island area. The vulnerability of this region was complicated by its exposed position to sea and air attack, should a sea-borne enemy ever come within striking distance, as well as by the location of oil terminal facilities in its congested port area near the important naval developments.

On 7 May 1940, President Roosevelt issued Executive Order No. 8403, "Establishing Los Angeles-Long Beach Harbor Naval Defensive Sea Area, California." This order defined an off-shore sea area for purposes of national defense and prohibited anchorage of merchant vessels and small craft therein except in stated. emergencies.(1) This executive order was superseded by Executive Order No. 8953 issued by President Roosevelt on 27 November 1941, which enlarged the scope of Naval authority in controlling the navigation of vessels in this area. It also gave the local Naval authority control over the loading and unloading of oil and other inflammable and explosive material.(2) These Executive Orders were published for the Navy in Navy Department General Orders 140 & 160.



Executive Order No. 8972, issued on 12 February 1942, authorized the Secretary of War and the Secretary of the Navy to take necessary measures for the protection of national defense material, premises and utilities.(3) SecNav Confidential Despatch 111817, of 12 February, directed ComEleven to undertake such measures as were necessary to secure complete protection for Terminal Island. ComEleven delegated authority in these matters to ComdtNOB.(4) By ComEleven's direction, ComdtNOB was requested to:

> "1. Notify all residents of Terminal Island of the prospective condemnation of their dwellings, stores, etc.
>
> "2. Notify local representatives of other Federal Departments of the Navy Department's decision in this matter for the purpose of obtaining the maximum co-ordination and cooperation possible.
>
> "3. Investigate and decide on the methods of barring undesired persons from the Island and from fishing activities based on the Island; this to be done in consultation with Army authorities and occupants, including industrial, canning and other interests which may be involved.
>
> "4. Draw up tentative regulations to make the restrictions decided upon effective at the earliest possible date."(4)

It was specifically pointed out that it was desired to exclude all enemy aliens and U. S. citizens of Japanese ancestry from Terminal Island.

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The possible exclusion of naturalized citizens of other enemy countries was also indicated.(4)

By the directives indicated above, the jurisdiction of Terminal Island was vested in the local Naval authority in the Los Angeles-Long Beach area who was, of course the Commandant, Naval Operating Base, Terminal Island. In a confidential letter dated 5 March 1942, ComdtNOB reported to ComEleven concerning his execution of the security measures directed in the recent orders.(5) In this letter it was stated that all residents had been excluded from the Island and that none would be permitted in the future. On 27 February 1942, all aliens had been evicted from the so-called Little Tokyo area of the Island and wherever they were identified by their racial characteristics as enemy aliens they were being excluded. Aliens of enemy countries, such as Germany and Italy, who were found to be employed in Terminal Island Industrial activities were turned over to the Immigration authorities who cooperated with the F.B.I. in determining their final disposition. Aliens of friendly countries were required to obtain a certificate of nationality. All persons of Japanese

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ancestry, whether U. S. citizens or not, were excluded from the Island and also from the fishing boat crews operating from the Island.(5) After 12 March 1942, commercial firms on Terminal Island were required to ascertain the citizenship and racial status (whether of Japanese ancestry) of any prospective employee.(6)

At the end of August 1942, the Vice Chief of Naval Operations wrote to ComEleven inquiring as to the advisability of discontinuing Naval jurisdiction over all of Terminal Island.(7) In this connection ComdtNOB (Captain Heim) wrote to ComEleven recommending that Navy security control be continued.(8) In his letter ComdtNOB pointed out that, while $162,500.00 would be saved if Government administrative control of Terminal Island security were discontinued, far more might be lost if this were done. It was shown that, in the near future, the Navy would have more than fifty million dollars invested in activities on Terminal Island. Furthermore, more than ninety-five per cent of Terminal Island activities were essential to the war effort. In view of the fact that activities of direct interest to the Navy, both official and otherwise, were so intermingled with other Island

[redacted]

activities, it would be well-nigh impossible and impracticable to maintain security control of those areas of definite interest to the Navy without including the others. It was further pointed out that such matters as protection of the Island from the dangers of oil and lumber yard fires, oil well explosions, bridge damage, espionage, and sabotage called for systematic and effective control vested in a single authority. With more than 60,000 persons coming on and off the Island each day, there would be ample opportunity for enemy activity if the Island were left unguarded. ComdtNOB's letter to ComEleven (8) ended with this conclusion:

> "...In view of the unusual concentration of Naval activities along with commercial activities, all engaged in important war efforts, and in view of the unusual vulnerability of traffic and communication facilities, some department of the Federal government must take special regulatory provisions to insure security, and since the Navy now has major interest and has the situation fairly well in hand, and any changes at this time would cause confusion and disruption, and in view of the fact that the defense industries on the Island have adapted the Navy pass system instituted in accordance with instructions contained in ref (a), it is recommended that the naval security control be continued." (9)

ComdtNOB's control over Terminal Island security was retained.

At the end of March 1943, ComEleven requested that if any further measures concerned with the security of and jurisdiction over Terminal Island should be contemplated beyond those already taken and in force in compliance with SecNav Confidential despatch 111817 of 12 February 1942, then ComdtNOB should submit such measures to ComEleven "for his inspection and decision."(10)

In the middle of December 1943, the Chief of Naval Operations directed all shore activities to make surveys of military and civilian guards and firemen.(11) In consideration of this directive and of the expressed desire of the Secretary of the Navy that Terminal Island jurisdiction revert to general policy and procedure,(12) ComdtNOB recommended that "the Naval jurisdiction of Terminal Island, outside of regularly established Naval activities, be terminated."(13) He further stated:(13)

> "5. Such action would have the effect of releasing 5 officers, 202 civilian guards, 10 CAF employees, 2 PBX operators, 1 chauffeur, 4 laborers 1 station wagon, 1 pick-up truck, 2 jeeps, 75 pistols, and terminate an annual expenditure of about $100,000.00 expended for furnishing Terminal Island identification pass badges. Such action would also clarify once and for always a sometimes beclouded responsibility

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"for highway traffic and shipyard traffic, and City and State Civil Police jurisdiction.

"6. The Comdt. NOB, T.I. does not consider it wise, or of any advantage to the Navy to retain jurisdiction without continuing the security measures....

S. F. HEIM"

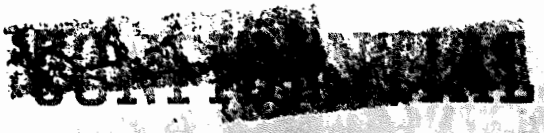
In a reply to this letter, dated 15 January 1944, ComEleven disapproved of the recommendation to discontinue the Naval jurisdiction over Terminal Island. Hence, there was no change at that time in the status of the Navy's control.(14) On 20 January 1944, ComdtNOB notified all parties concerned that the Navy would retain jurisdiction over the Island.

The reaction of these interested parties to ComdtNOB's proposal to relinquish Terminal Island jurisdiction is significant. The Los Angeles Board of Harbor Commissioners went on record as being very definitely opposed to the relaxation of the Navy's security measures in the Harbor District; indeed this body urged that such measures be increased in view of the probable early ending of the European phase of the war and the anticipated shift of emphasis of effort to the Pacific Coast. Two factors gave the Harbor Commissioners much concern: the need of the

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production by the oil wells on Terminal Island north and east of the Base as well as the hazard these wells offered from fire and explosion and the danger of uncontrolled traffic to and from the Island if guards were taken off the Ford Avenue Bridge. Furthermore, it was felt that much would be lost in manpower and time if private companies and the city were forced to provide protection from sabotage.(15) The City Manager of Long Beach stated that the city would be unable, because of the manpower shortage, to furnish more police protection than was then being furnished should the Navy terminate its Island control.(16) The representative of the Coast Guard said that if the Coast Guard took over the security responsibility of the Island they would not be able to check the identification passes of persons coming on or leaving the area. Furthermore, they would expect the Navy to turn over to them certain communications and fire equipment.(17)

In a letter dated 29 January 1944,(18) Com Eleven directed ComdtNOB to relax the strict Navy control over Terminal Island; this was to be done by removing some of the guards, relinquishing traffic control to municipal authorities, and by vesting some



of the security measures in Coast Guard, railroad, police, and individual activities, Naval and civilian. The Navy still possessed the basic authority to control persons entering or leaving the Island, but under the modifications of the new Security Program such control was relaxed. Local authorities were notified by ComdtNOB that, as of 1 March 1944, the modified Terminal Island Security Program would go into effect. Under this program the twenty-four hour patrol of the Island by security police outside of the Naval activities would be maintained, using two-way voice radio patrol cars to observe and report violations of security; ComdtNOB would require commercial, Naval, and Military activities on the Island to maintain security measures satisfactory to him; the Navy Pass Bureau on Terminal Island would be abolished and each activity, whether commercial, Navy or Army, would be required to provide its own system of identification which would include records and identification badges. Badges at that time in effect and in use might be continued.(19) Under this modified system ComdtNOB still possessed power to prevent sabotage or subversive action, power to make arrests for felonies or misdemeanors, and power to exclude undesirables from

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Terminal Island. As has been seen, the power to exclude undesirables from the Island was turned over to others for enforcement and the traffic control was relinquished to municipal authorities.(20)

HARBOR AREA SECURITY:

When the Fleet had been based very largely in the Long Beach-San Pedro area, the Navy landings in these cities had been provided with security protection through the Base Force Command and the Fleet Shore Patrol Organization. After the departure of the Fleet in 1940, there ceased to be large units of either of these organizations in th local area. By direction of the Chief of the Bureau of Navigation (later BuPers) on 21 September 1940, ComEleven was authorized to add to the District complement six extra ratings in order to provide security watches at these landings.(21)

As has been shown in the discussion of the Navy's taking over Terminal Island jurisdiction, both the Navy and local civic and commercial authorities had a deep interest in preserving the Harbor area from all kinds of damage, whether accidentally incurred or brought about through subversive efforts and sabotage. Early in 1941 the president of the Los Angeles

Steamship Association inquired as to the possibility of a harbor patrol to see to the security of piers and steamship properties in the local Harbor district. The Assistant Commandant (Captain R. B. Coffman) informed him that the Coast Guard possessed the authority, as Captain of the Port, to look to such matters, but that the Navy was of course deeply concerned. However, under the terms of the limited national emergency, the Navy did not possess any jurisdiction for establishing such a harbor patrol as had been suggested. Already at that time the possible dangers presented by fire hazards, especially through harbor oil storage, were very much on the minds of all local officials, civic, commercial, and Navy.(22)

At the end of February 1941, the Assistant Commandant proposed that the Navy take over the security jurisdiction of Pier One in San Pedro Outer Harbor, part of which was under lease to the Navy and part of which was held by commercial aircraft and oil interests and by municipal authorities. It appeared that the commercial and municipal interests were amenable to the idea of the Navy's establishing security guards in the area.(23) About this time there was concern beginning to be felt as to the safety of

the yards in the area which were or would be building ships for the Navy. Especially was there concern over the safety of the shipyard of the Los Angeles Shipbuilding and Drydock Corporation because of the hesitancy of this firm in providing watchmen for new construction even though such security measures were called for in contracts and were to be paid for by adding to the costs of ships built under such contracts. Moreover, the hazardous situation in this yard was likely to be increased by the installation of butane storage tanks in the area held by the Standard Oil Company adjoining the shipyard.(24)

At this period, the Captain of the Port (Coast Guard) was, to a large degree, charged with port security. Among this officer's duties, it was understood that he would have charge of:(25)

> "Security control of all anchorages...
> "Regulation of all small craft to prevent damage or sabotage to shipping and docks, and to prevent the dissemination of important military information.
> "Regulation of restricted areas in the Port and in the vicinity.
> "Exercise of control over the handling of explosives, combustibles, etc., in the Port and in the vicinity."

Both Coast Guard and Naval authorities were considerably perturbed over possible damage to the Ford Avenue Bridge, then the only existing means of direct access

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to Terminal Island. Tests showed that little attention was given to it by railroad inspectors or track walkers.(26) Those directly concerned with the bridge through ownership or supervision of its operation did not feel justified in assuming the expense of providing adequate guards for its protection. In view of the serious affect which damage to this bridge would bring to port operations and to activities on Terminal Island, the Captain of the Port recommended "that it be included within an extension of the National Defense Area of the port and kept under watch of a military guard."(27) The Assistant Commandant, San Pedro, concurred in this recommendation.(28)

It appears that the City of Los Angeles Harbor Board took the position that, because the Navy had manpower available, it was up to the Navy to look after the security of the Harbor. This position was maintained on the basis that the financial returns to the city from the harbor facilities did not provide sufficient funds for adequate waterfront protection. Furthermore, this stand was insisted upon in the spring of 1941 in spite of the representation that military forces had the duty of protection against invasion, air attacks, etc., and not that of

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performing police work against sabotage.(29)

By the summer of 1941 it was evident that efforts would have to be strengthened to maintain the security of information regarding harbor defenses, such as nets and booms. During the visit of the Kokuyo Maru to San Pedro it was believed that recently started anti-submarine net installations were observed and probably photographed. The visiting ship was a Japanese tanker with Imperial Japanese Naval officers and enlisted personnel aboard.(30) As a result of this incident, and to prevent future violations of hospitality, ComEleven directed the Assistant Commandant, San Pedro, to make arrangements, if possible, with the Collector of Customs to have Customs Guards placed aboard such vessels while in port, whether at anchor or alongside piers.(31)

In mid-summer, 1941, the Navy still was without authority to establish security guards in areas outside of Naval reservations. Hence, the protection of such plants as the Bethlehem Steel Shipbuilding yard fell back upon civic and commercial interests.(32) By July 1941, the local steamship interests were showing an active concern in improving the security involved in connection with their piers and vessels. The

Los Angeles Steamship Association, in its information bulletin No. 21, urged its members "to take all precautions to tighten up... defense measures and police them to see that ... instructions are being carried out with respect to guards, lights, etc."(33) In this bulletin it was pointed out that guards should be required to patrol ships fore and aft on the off-shore side as well as the pier side and should not be allowed to congregate around the gangways as was their custom; floodlights should be maintained on the off-shore side of ships at night so that guards might have a full view of anything approaching the off-shore side of a vessel. Guards should be maintained both on the pier as well as at the gangway aboard ships and should be frequently inspected to see that they were performing their duties.(33) In view of the fact that no single authority was responsible for requiring commercial and private activities to maintain proper security, the Assistant Commandant (Captain Coffman) had already recommended to the Director of the U. S. Maritime Commission that "some Federal office, cloaked with necessary authority, be designated to coordinate the efforts of all activities located in this harbor for

the promotion of security."(34)

The protection of the Ford Avenue Bascule Bridge over Cerritos Channel continued to worry Naval authorities throughout 1941. After the entry of America into the War, arrangements were made to have civilian watchmen supplanted by a more adequate and alert military guard and the Army, with its wartime responsibility for such matters, took over the guarding of the bridge.(35) However, the hazard to shipping created by this and other bridges continued to be a thorn in the side of Army and Navy authorities insofar as they were concerned with the protection of the Harbor and shipping in case of serious oil fires or of damage to the bridge by sabotage or air attack.(36) As is indicated elsewhere in this history, a tube was considered as a means of access to Terminal Island, but it was found that it was not possible to construct it during the war. Ultimately two more bridges were built. The problem of protecting means of access to the Island as well as of protecting the navigability of the Harbor and the shipping within it remained concerns of local military and naval authorities.

On 23 January 1942, ComEleven issued a letter addressed to: "All American Steamship Owners and

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Agents at Los Angeles-Long Beach-San Pedro Area and the Harbor of San Diego," directing them "to observe every reasonable precaution to assure the security and safety of vessels owned, operated or controlled by your company, while in a port under the jurisdiction of the Commandant, Eleventh Naval District."(37) The owners were further directed to prevent unauthorized persons from having access to ships or piers at which their ships were berthed; they were to see that ships were sufficiently well manned to enable them to be moved in case of an emergency.(37) A letter from the Chief of Naval Operations, dated 7 February 1942, directed the Commandants of Naval Districts to assume: "leadership and initiative in developing and maintaining all measures and provisions to insure a high degree of internal security on piers and other waterfront properties to shipping ...."(38) A letter from the Captain of the Port to ComdtNOB a short while later commended that officer for having secured the removal of a large amount of oil stored along the Harbor channels because this act eliminated a possible cause of disaster and probably decreased the attractiveness of the harbor area to enemy agents as a possible scene of sabotage. This letter further pointed out some

pertinent facts regarding harbor security at that (39)
time. It stated that:

> "Piers and waterfront property of the petroleum industry are reasonably guarded with a varying degree of proficiency. The Army Transport Depot is guarded. In general, other waterfront commercial premises are ill guarded; much of it is unwatched. Persons have free access to docks, wharves, and other waterfront warehouses. Unknown persons may enter sheds where defense and Lend-lease materials are stored and there is a general negligent condition at some terminals. But few of the guards employed are skilled and resourceful.
>
> "There appears to be no organized plan to extinguish incendiaries at most of the freight terminals of the waterfront.
>
> "It is apparent that the enemy has as yet not ordered destruction of these terminals. No other explanation seems reasonable because of the easy access to them from the roadways of Los Angeles Harbor. Long Beach has a measure of protection in that regard not adopted as yet by Los Angeles Harbor.
>
> "There is insufficient Federal inspection observed in merchant ships....
>
> "During the night there is usually but one commercial tug that may be depended upon as manned and ready for dispatch....
>
> "There are two fire boats in Los Angeles Harbor; Long Beach has one reported under construction or conversion....
>
> "There are but few fire alarms about the Harbor. Worse yet, many workers do not know where the nearest alarms are located. Few ship guards know where the general alarm

is located and some do not know such devices are in the ships.

"The ships under repair are watched to keep the removal of combustible wastage progressing with the work. An effort is made to impress all concerned that the Master of the ship is the security officer of that vessel.... (Masters need more support in this respect)...."

OIL STORAGE AND ATTENDANT HAZARDS

As has been occasionally indicated in the foregoing discussion of security problems in the Harbor area and on Terminal Island, the presence of large amounts of oil and other petroleum products stored in close proximity to waterfront installations and to naval and industrial activities presented a serious hazard. That the seriousness of this situation was thoroughly realized more than a year before Pearl Harbor is evident from the account of the conference which was held in the office of the Mayor of Los Angeles on 16 August 1940.(40) This meeting to discuss defense plans was attended by representatives of the Navy, Army, and of civic and industrial organizations. The Navy's representatives were Commanders W. H. Osgood and J. R. McKinney. The dangers attending oil storage close to harbor channels and berths were brought up at this meeting and Mr. Galbraith of the Union Oil Company stated that the oil industry

would form a committee to work on the problem from a national basis if it was thought necessary. Commander Osgood stated that negotiations were already underway between the Navy and the oil companies to tighten up the situation with regard to gasoline storage. It was pointed out by Mr. C. B. Tibbetts, of the defense committee of the Los Angeles Chamber of Commerce, that creating new oil storage facilities would cost from $1.50 to $5.00 per barrel and that this cost must be considered in any plans for moving oil reserves to a safer location.

These problems of oil storage dangers received considerable attention at a meeting of the California Oil and Gas Association's Defense Committee on 27 November 1940.(41) It was agreed that petroleum products stored near the Harbor could be pumped into areas remote from the ship channels and berths, but that it was only desirable to do this in case of imminent attack. Underground storage was not viewed favorably--apparently because of the greater cost. Indeed, this committee urged that measures be taken to persuade the public against such storage lest legislation forcing it upon them be undertaken. It was not thought by this committee that the 920 producing wells extending from Wilmington across into

Long Beach offered an especial hazard. Considerable attention was given by this committee to fire wall protection of storage areas--apparently forgetting that sabotage would be directed against such defenses as a first move. In a letter forwarding an account of this meeting to the Assistant Commandant, Commander W. H. Osgood, Inspector of Naval Petroleum Reserves in California, commented on the fact that this committee had given considerable attention to possibilities of attack from the air or by military invasion, which were matters of chief concern to military and naval authorities, but had rather neglected anti-sabotage measures. He also pointed out the fallacy of fire-wall protection for oil storage areas and indicated that while booms could be used to control oil spills they would be useless in case of a flood of burning crude oil or gasoline. Vaporization of such materials and their combustion would make such booms of little worth. (42)

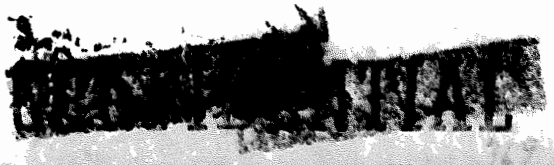
In the spring of 1941, the need was realized for an officer to devote his attention to the problems involved in the protection of the Los Angeles Long Beach Area from the dangers incident to the petroleum production and storage nearby. Lieutenant Robert H. Pence,

USNR, was ordered to active duty in this connection.

In April, 1941, the Assistant Commandant indicated in a letter to ComEleven that steamship companies were expressing concern over the safety of their properties because of the proximity of the petroleum storage in the harbor area. The Assistant Commandant believed that these waterfront oil storage tanks should be kept empty and the ships loaded directly from the more remote refinery storages of the oil companies. He had attempted to get the oil interests to cooperate in setting up their own control among themselves to administer the pooling of the oil lines and the assignment of these lines to the companies when loading of vessels was necessary, but the various oil concerns apparently had been unable to reach an agreement. At that time there was no instrument of the Federal government to compel the oil companies to carry out such security measures. Therefore, the Assistant Commandant recommended that Executive Order No. 8403 of 7 May 1940 be amended so as to include the inner harbor areas of Los Angeles, Long Beach, and San Pedro within the jurisdiction of the naval defensive sea area therein prescribed and thus afford means by which the Navy or the Coast Guard could enforce

necessary security measures regarding the marine oil loading terminals.(44)

Despite the anxiety felt for the safety of the harbor installations and industrial plants of the adjacent oil storage, it appears that the harbor tanks remained in use for reserve storage purposes until the shock of Pearl Harbor forced the issue. On 9 Dec. 1941, the two and one-half million barrels of fuel oil and gasoline in waterfront storage were pumped into back-country storages located some distance away from the harbor area. This was done pursuant to the President's Executive Order No. 5, F. R. 1661, dated 27 November 1941 and to the Secretary of the Navy's confidential serial 610030 of 2 December 1941 to the Commandant, Eleventh Naval District.(45) As might have been expected, the oil companies and kindred interests were not very happy over this arrangement; they suggested that they should be notified of the impending arrival of a tanker in time to pump oil down to the waterfront storage tanks and thus save time in loading the ships.(46) However, in a letter dated 22 January 1942,(45) ComdtNOB stated that since the oil had been removed from the waterfront storage there had been no delays in the loading of tankers



arriving to be made up for convoys. This letter further pointed out that the facilities of the thirteen terminals in the harbor had been consolidated so that only six were now used and that a pooling arrangement had been effected whereby a ship could be loaded with petroleum products at any of the six docks no matter which company was the owner. ComdtNOB implies in this letter that any complaints regarding delays in loading in the harbor area were merely misrepresentations made in an effort to get the Navy to permit storage once more of large amounts of oil and gasoline in the Harbor area.(45)

There was a keen realization of the potential hazard resting in possible oil or gasoline fires which might result from large spills in the harbor or from the rupture of storage tanks in areas away from the waterfront but ultimately draining into the upper harbor. It had been understood that the Los Angeles Harbor Commission would provide oil spill booms, but as late as 10 February 1942 such protection had not yet been arranged; ComdtNOB made urgent recommendation that at least one and, if possible, two 1000-foot booms be provided to restrict any possible oil spills.(47) The East Basin of Los Angeles Harbor

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was felt to be in danger incident to drainage of oil from Nigger Slough in case the five million barrels of stored products located in that district should be freed and set afire through earthquake or enemy attack. ComdtNOB proposed that this be remedied by preventing such drainage by means of high earth embankments and some form of bulkhead gates to dam off the slough. It was also desired to arrange for drainage from the Union Oil Company storage on San Pedro Hill so that this drainage would be away from the Harbor's West Basin instead of toward it. (48)

Presidential Executive Order No. 9074 of 25 Feb. 1942 charged the Secretary of the Navy with the security of vessels, harbors, and waterfront facilities except those operated directly by the War Department. ComdtNOB regarded this division of jurisdiction as contributing to the danger of fire and explosion in the local harbor area where high octane gasoline and explosives were sometimes loaded at the Army's piers. He desired to have all harbor protective measures under the control of one authority, that authority to be the Coast Guard Captain of the Port. (49)

The billet of Oil Loading Control Officer was set up early in 1942 to control the movement of petroleum

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products to waterfront terminals. This billet was first held by Lt. Comdr. Robert H. Pence,USNR, who had come to NOB in 1941 for work in connection with oil security. The Oil Loading Control Officer was attached to ComdtNOB and functioned under his orders. He worked in close cooperation with the Liaison Office of the oil companies and with the Assistant Port Director for Petroleum in the Office of the Port Director, San Pedro.(50) To avoid blocking of terminals, there had to be the closest cooperation between these agencies. In the latter part of May, 1944, when restrictions were removed as to the amount of petroleum products permitted to accumulate in waterfront facilities, the billet of Oil Loading Control Officer was disestablished.(51)

Near the end of 1942, ComdtNOB was requested by ComEleven to take action on a request of the Vice Chief of Naval Operations that some investigation be made of objections understood to have arisen concerning the local oil control arrangements. In a confidential letter to VCNO, via ComEleven, dated 16 January 1943, ComdtNOB recommended that there be no change in the local oil control arrangements other than the appointment of an Assistant Port Director

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for Petroleum and the moving of the Oil Loading Control Officer to be under the Port Director, San Pedro. As has been shown, the Assistant Port Director for Petroleum was appointed and, in cooperation with the Oil Loading Control Officer, performed an extremely useful and valuable function. It does not appear, however, that the Oil Loading Control Officer was transferred to control of the Port Director, San Pedro. Apparently, the original objections, which resulted in the investigation being ordered and a conference held, came from a Transportation Sub-committee which proposed an amendment to the "War Regulations of Waterfront Petroleum Terminals," issued 4 September 1942. This amendment, as suggested, would have removed oil control from the local Naval authority and would have also removed the limitations on accumulations of oil in waterfront facilities. It was pointed out by ComdtNOB that no specific instances of delays were attributed to the stringency of the Regulations. (52)

The important questions of oil storage and security came up again at the conference held at NOB headquarters on 2 July 1943 to discuss possibilities of acquiring certain needed steel tank storage requested by BuSandA. This storage was needed to enable all

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petroleum products that could be manufactured to be processed and stored and to enable the refineries to continue their operations without interruption by having storage space for Navy oil whenever there should be any interruption in the lifting of such products by tankers. In the course of discussion, it was made evident that the fundamental question was whether the need for this oil storage near the harbor outweighed the security precautions then in force. It was pointed out that the oil industry was not requesting the Navy to release any storage to it, but rather to another department of the Navy. The oil industry claimed to have no storage available for release to BuSandA unless an equal amount elsewhere (in the harbor area perhaps) were released for the industry's use. It was brought out, however, that Admiral Hatch of BuSandA had actually asked the industry to offer the Navy storage for the required maximum amounts of oil desired to be stored in this reserve pool. The industry maintained that it was unable to accede to this request unless more storage was acquired elsewhere in some area not desired by the Navy. Admiral Hatch had demanded about four million barrels more steel storage space than the oil industry

was in a position to furnish. So the whole question resolved itself in the matter of whether the need for the storage was greater than the importance of maintaining the security of the harbor.(53) As has been indicated, large accumulations of petroleum products near the waterfront continued to be strictly regulated.

In the summer of 1943, Mr. George F. Prussing, local representative of the Petroleum Administrator of War, complained that local harbor security rules with regard to oil products were not enforced strictly enough; previously Mr. Prussing had objected to the stringency of the petroleum regulations. In a letter dealing with these new objections, ComdtNOB recommended against establishing such a Port Security Council, as Mr. Prussing had proposed, on the grounds that it would not have authority or responsibility; moreover, it was not needed in view of the coordination already existing between military officials, as well as with municipal fire and police officials.(54)

In a letter to ComEleven, dated 22 January 1944, ComdtNOB recommended that the paragraphs in the "War Regulations for Protection of Waterfront Petroleum Terminals" which regulated the amount of oil that the Terminal operators might place in their waterfront

storage tanks be suspended; "that all petroleum terminals be opened for use alike; and the duties of the Oil Loading Control Officer be changed to the Oil Loading Statistics Officer."(55) Ultimately these recommendations were put into effect. Later, in the summer of 1944, the billet of the Oil Loading Statistics Officer was absorbed by the Naval Fuel Annex, San Pedro.(56)

FIRE PROTECTION

This section must be chiefly concerned with the problems of fire protection as they applied to the San Pedro-Long Beach harbor district and especially to the naval and industrial activities on Terminal Island. It is true that some of the more distant activities attached to Naval Operating Base, Terminal Island (San Pedro), had their fire prevention and protection difficulties. However, in most cases, these matters were the individual concern of the particular activity or were part of the over-all fire protection problem of the local municipal authority. However, in the case of the NOB activities on and near Terminal Island and the harbor district, to a large extent what concerned one concerned the others nearby.

Dangers that existed for naval activities were dangers for the commercial enterprises and vice versa. More than a year before the entry of America into the war, matters of fire prevention and protection were being given serious attention by municipal, civic, commercial, and naval authorities.

The harbor district had lacked, and in the summer of 1940 still lacked, an adequate fire alarm system. The system in use had been inherited by the City of Los Angeles when San Pedro and Wilmington had been consolidated with Los Angeles. The original system of two loops and twenty-seven fire alarm boxes had been enlarged to four loops and one hundred and twenty-nine boxes. However, it was hopelessly inadequate for an area which had so far outgrown it; furthermore, since the San Pedro city hall had been demolished in 1925, the system controls had been housed in a frame building that was badly in need of repair. The efficiency of this sytem, as rated by the National Board of Fire Underwriters, was only forty-five per cent. Among its other deficiencies were lack of underground construction, possible danger to the marine cable to Terminal Island which was rented from the telephone company, need of new lines and of new, modern central

offices and equipment. According to a report made to the Board of Building and Safety Commissioners, efforts to have a new system installed had previously run aground on the disapproval of the Bureau of Budget and Efficiency or of the Mayor. The Chamber of Commerce was urged to take up this matter with the Mayor and the Los Angeles City Council with the idea of having $250,000 appropriated to take care of the installation of a new system in the harbor district. (57)

Considerable attention has already been given to the local concern with dangers from oil fires and other possible dangers from petroleum conflagrations or explosions in the harbor district. The close proximity of lumber yards and oil storage areas along the waterfront combined with the danger incident to neighboring producing wells provided a constant hazard for ships alongside piers as well as for ships building in the shipbuilding plants. The need was felt for additional booms to handle possible spills, additional tugs in a ready status to handle ships in case of a serious fire, and the removal of large stocks of lumber from the waterfront. (58)

The need for additional fire protection for Naval activities on Terminal Island had also been recognized.

On 21 November 1941, the Acting Commandant of the Eleventh Naval District recommended to the Assistant Secretary of the Navy that a Fire Department manned by civil service personnel be set up for the protection of the Naval Air Station on Terminal Island. Equipment for such a service had already been provided for by funds from the Bureau of Yards and Docks; it remained for the civil service personnel to be approved.(59) Action was also being taken toward providing for adequate fire protection for Roosevelt Base, then under construction, as well as for the completed installations.(60) ComdtNOB also took an active interest in promoting the acquisition of a fire tug to be used in the local harbor area. Such a fire-fighting boat was being constructed in a local boat yard through the efforts of the Harbor Commission and the NYA, but delay in completion was threatened unless a priority rating could be obtained for acquiring a fire pump unit and marine engine to be installed in the new boat. ComdtNOB urged the Priorities Division of the OPA in Washington that this priority be granted in the interest of improved safety for the local naval and commercial installations so deeply involved in defense activity.(61) It was felt that there was a very definite

need in the harbor for more fire boat protection, as well as of tugs to handle ocean going vessels in case of an emergency. A letter from the Captain of the Port, Los Angeles, to ComdtNOB, of 26 January 1942, indicates that at that time Long Beach lacked adequate and dependable tug service at night and had no fire boat at all.(62) The danger incident to this lack of tow service and floating fire fighting equipment in the Long Beach area was compounded by the presence of the Bascule Bridge over Cerritos Channel; this bridge, offering an obstruction to the movement of ships in case of a fire in that part of the waterfront, made it dangerous to berth valuable ships in the Harbor's West Basin.(63)

That the protection of the Los Angeles Harbor area from damage and especially from fire hazards was of considerable concern to the Board of Harbor Commissioners is evident from a letter sent to Mr. Morgan Adams of that Board by Mr. Arthur Eldridge, the General Manager.(64) Among the things which were needed in connection with fire protection, this letter mentions: coverage of exposed oil and natural gas lines in the Harbor area, additional guards on both public and private property, provision of sand

boxes on docks and wharves as additional fire fighting protection, better tug service, removal of potential fire hazards at Fish Harbor on Terminal Island where frame shacks had recently been evacuated by Japanese, badly needed improved fire alarm system in Los Angeles harbor area, additional fire boat service, reduction of fire hazards from lumber storage in waterfront area, booms for handling oil spills (at that time the Navy was believed to be building such booms, with Los Angeles to stand expense of providing moorings for them), removal of pleasure boats and motion-picture ships from Cerritos Channel area near Henry Ford Avenue Bridge and from other parts of harbor where their presence might provide a fire or sabotage hazard, additional guards for oil tanks, sand bags and perhaps guards for electric power plants.

A letter from ComdtNOB to the City Manager of Long Beach indicated that in February 1942, Long Beach was contributing in an important way to the safety of the Terminal Island naval installations. This letter requests that the fire company already assigned by that city's Department of Public Safety be continued as it was considered to be essential for the

protection of the defense work and naval activities; there was no other unit available on the Island to respond promptly to an emergency call.(65) Also an organization had been initiated by NOB to cope with the danger from oil fires and spills. This organization was equipped with special vehicles volunteered by various companies in the area and the personnel manning these vehicles were experienced in such emergency work.(66)

A report to the Navy Department by the National Board of Fire Underwriters in August 1942,(67) indicates that fire protective measures on Terminal Island were well in hand so far as the Navy was concerned. The Fleet Operating Base was supplied by two water systems each of which possessed a high degree of reliability; an additional supply of salt water might be obtained. Because of certain closed valves, the pipe system had become a series of dead-ends, thus decreasing the reliability of that portion of the system. A full paid civilian fire department was on duty at the Base, having been organized 1 July 1942 and placed under the supervision of the Security Officer; this organization had a force of 25 men and was under a chief who was a retired captain of the Los Angeles Fire Department.

Most of the members lived within thirty minutes' traveling time of the Base. The equipment consisted of three pumpers, a pick-up truck and panel delivery truck. Both trucks had trailer hitches and there were two other trucks available also, each with trailer hitches. Adequate hose, ladders, nozzles, and other equipment was provided. The fire station was centrally located and well arranged for service. Firemen made regular necessary inspections of conditions. The fire station had telephone connections with the exchange in the administration building and a fire alarm system was soon to be installed. The Board of Fire Underwriters recommended: that the water supply be improved by using salt water in the swimming pool and allowing all the valves to remain open thus removing the dead-ends in the system; that adequate provisions be made for dispersing fire apparatus in case of an air raid; that at least one telephone line, reserved exclusively for fire and emergency calls, be installed in the fire station; that when the fire alarm boxes were installed they be timed to transmit signals at $\frac{1}{2}$-second intervals and that the central office transmitter be timed to transmit at the rate best suited to operate the diaphone.

The presence of nearby commercial plants which were bad neighbors from a fire hazard point of view gave concern to ComdtNOB in the summer of 1942 as Roosevelt Base neared completion and the naval activity on Terminal Island showed signs of continued and rapid growth. A letter from ComdtNOB to ComEleven indicates the need of improved security measures at the Spencer-Kellogg plant on Terminal Island, near the Ford Avenue Bridge. This plant was engaged in the processing of large volumes of vegetable oils with a consequent fire risk of considerable proportions. A bad fire at such a plant would endanger the nearby bridge and traffic across it as well as the waterfront in the neighborhood. Need of a plant survey and improved measures of fire protection were evident. (68)

By December 1942, the need was seen for additional fire apparatus due to the increasing number of wooden structures being constructed on Roosevelt Base and ComdtNOB requested that two more trailer pump units be provided. (69) A letter from BuDocks, dated 23 December 1942, stated that a 500-gallon trailer pump would be shipped to the Base early in January 1943. The installation of automatic sprinklers in Warehouse No. 2 was not approved, such installation

being contrary to BuDocks' policy.(70)

The proposal that a stand-by crew be maintained at night for the San Pedro ferry to Terminal Island to enable additional fire apparatus to reach the Island if needed, was disapproved by the Harbor Engineer. This official based his disapproval of the proposal on the grounds that the night hours were the only time during which it was possible to carry on maintenance and repair activities on the ferry; hence, a stand-by crew would be of no service if the ferry were unable to be operated because of repairs in progress. It was further shown that fire apparatus might reach Terminal Island more quickly by going around by land and crossing Cerritos Channel over the Ford Avenue Bridge than by using the ferry, considering the delays that would be necessary if the ferry were used. Possible alternatives suggested instead of the stand-by crew were the stationing of more fire apparatus on Terminal Island and arranging for the use of the ferry, "T.F." The use of the "T.F." appeared to be of doubtful value in view of the necessity of an additional ferry slip and of the fact that the ferry might not be usable at certain times because of low tides.(71)

The protection of Terminal Island and the Los Angeles-Long Beach Harbor area from fire damage continued to be a matter of serious concern for ComNOB throughout the war. From time to time it was necessary to check the adequacy and alertness of security patrols and to see that these organizations were well acquainted with all fire preventive procedures.(72) Throughout the war, fire protection projects were maintained in the Los Angeles Harbor West Basin area and in the Laguna-Dominguez Channel area to protect the harbor from leakages of gasoline and oil which would constitute serious fire hazards.(73) The Naval Operating Base Emergency Bill included in its mission the control of the spread of fires, explosions, etc. NOB fire fighting equipment and personnel, while organized primarily for the protection of the Naval activities on Terminal Island, were at the call of municipal agencies in case of serious fires or other disasters.(74) That the always imminent danger of a tremendous conflagration in the harbor area was ever-present to ComNOB is shown in his letter to the Assistant Industrial Manager early in 1945. In this letter, ComNOB commented on a fire which had occurred on a ship being repaired by that official and requested

that "adequate security measures be instituted on ships undergoing repairs by the Assistant Industrial Manager."(75) That no serious fires have brought disaster to Terminal Island and the Naval activities there may be attributed, in large measure, to the constant attention given to such matters by ComNOB and his subordinate officers.

SABOTAGE, ESPIONAGE, AND OTHER SUBVERSIVE ACTIVITIES

More than a year before America entered the war, it was evident that Terminal Island and the Los Angeles-Long Beach Harbor area offered a tempting scene of action for enemy agents or sympathizers who might be interested in carrying on espionage, sabotage, or other subversive proceedings. In this district there were valuable naval and commercial installations vital to the defense program and, after our entry into the war, essential to the prosecution of the war effort. Such an important area was an exceedingly tempting target for subversive machinations. Precautionary measures were demanded. In a sense the whole security program of the area was directed against sabotage and espionage as well as against other dangers to defense activities.

In October 1940, Secretary of the Navy, Frank Knox had evidenced his interest in the safety of ships of the Fleet and of shore installations from subversive activity and sabotage.(76) In compliance with SecNav's inquiry as to protective action being taken, the Assistant Commandant (Captain Coffman) wrote to ComEleven in a letter dated 2 November 1940 that these steps had been taken:(77)

> "(a) Running account is kept of merchant vessels registered under belligerent flags in this harbor and their berths.
>
> "(b) In addition to ready accessibility of duty officers after working hours, the Assistant Commandant and his Executive Officer maintain close liaison by telephone during those hours.
>
> "(c) The addition of a permanent chief petty officer's watch, for security, at the Navy landings in San Pedro and Long Beach during the absence of the Fleet.
>
> "(d) Personnel of all activities are especially warned to be on the alert and basically suspicious of all outside strangers making contact.
>
> "(e) Strengthening the already close association with the Coast Guard, Customs, and other Federal agencies in this area."

It should be borne in mind that at this time the United States was still a neutral nation and that the Naval Operating Base as such had not yet been established nor had the activities on Terminal Island assumed the huge proportions which they were to attain during the course of the war. The Eleventh

Naval District Operating Forces were charged with carrying out the Neutrality measures called for under the Presidential Neutrality Proclamations. In the fall of 1940, the Neutrality Patrol duties in the northern part of the District were performed by the San Pedro Section, under Lt. Comdr. W. W. Feineman, USN (Ret).(78) The duties involved patrolling the coastal waters and the waters surrounding outlying islands and transmitting information regarding the movements of vessels of belligerent nations and any activities thereof.

In making a request for an increase in the local Marine Detachment from 170 to 235, the Assistant Commandant mentioned the "prevention of sabotage on the waterfront of this harbor" as one of the emergency duties for which Marines might be needed. Station Security Order No. 20-40 of 6 December 1940 of the Naval Air Station, Terminal Island, directed station personnel to report subversive or suspicious activity and to refrain therefrom themselves; station personnel were also enjoined from coming to work early or remaining at their place of duty after hours.(80)

By the middle of January 1941, the Federal Communications Commission had placed in operation

two radio monitoring stations in the Los Angeles area. Local activities of the Navy were requested to bring to the attention of these stations any cases of suspicious radio signals.(81)

The presence of vessels of belligerent nations was recognized as a menance to the safety of the harbor district and the need for close observation of these vessels and their personnel was realized. Japanese vessels in the spring of 1941 were observed to be taking on petroleum products to the point of overloading.(82)

By the summer of 1941, the Bureau of Navigation saw fit to warn Naval personnel against aiding agents of belligerent nations who might seek to make personal contacts or to gain information through the mails.(83) Persons suspected of Nazi sympathies were investigated and if this situation were found to be true, such persons were barred from entry to Naval establishments.(84) The taking of photographs of Naval vessels and establishments either on the surface or from airplanes had been prohibited under the Espionage Act of 1917 which had been placed in effect by Presidential order and the provisions of this order were more strictly enforced as world war activities became more critical

during 1941.(85) After the attack on Pearl Harbor and our entry into the war, it was found advisable to tighten censorship controls on news releases and on the material used by radio broadcasting stations to prevent leaks of vital information. Early in 1942, it was seen that stricter control over the movements of longshoremen and warehousemen should be exercised so as to prevent any enemy agents who might have slipped among these workmen from planting incendiaries or explosives in the holds of loaded ships, especially tankers. Efforts were undertaken to prevent persons not in the ships' crews from going aboard a ship after it was loaded and measures were taken to see that longshoremen working on ships were properly searched.(86) In March 1942, a notice from the Office of ComdtNOB, San Pedro, made known the important provisions of the Espionage and Sabotage Laws and warned against their violation.(87) Warning against idle speech which might aid the enemy was also voiced by ComEleven.

INTELLIGENCE

As would be understood, the sabotage and espionage counter-measure already discussed were closely related to and bound in with the activities of Naval Intelligence. The Naval Operating Base, Terminal

Island, did not carry an Intelligence organization as a separate, independent part of the local Base activities. However, it worked in close cooperation with the Intelligence agencies set up in this area. Intelligence agencies were a part of the Eleventh Naval District organization and those in the northern half of the District came under District Headquarters at San Diego. However, the Field Intelligence Unit served the activities of the Naval Operating Base as well as other local Naval organizations. As District Service there was located in San Pedro, in the Army & Navy YMCA, the Zone Intelligence Office which carried on investigative activities in this part of the Eleventh Naval District and whose duties were only slightly related to the Naval Operating Base.

In the "Regulations of the Naval Operating Base" for 1943 and for 1945, provision is made for a billet on the staff of the Commander, Naval Operating Base, San Pedro, for an Intelligence Officer who is assigned to duty as Officer in Charge of the Field Intelligence Unit which served all the activities of the Naval Operating Base. Section 611 of the "Regulations" for 1945 states: (88)

"(1) The Intelligence Officer, under the Commander, is the Officer in Charge of the Field Intelligence Unit serving activities of the Naval Operating Base.

"(2) As an integral part of the District Intelligence Office, he is authorized to communicate directly with that office in matters pertaining to the Intelligence Service, keeping the Commander, Naval Operating Base, informed of all such matters relating to his command.

"(3) The Naval Operating Base Intelligence Unit is staffed by Intelligence personnel assigned by the District (DIO Serial A2-JB dated 6-26-42). Additional personnel needed for investigation and clerical duty will be furnished as directed by the Commander, Naval Operating Base. The Intelligence Unit maintains close liaison with other investigation agencies, particularly the Military Intelligence Service and the Federal Bureau of Investigation....

"(4) The Intelligence Officer shall, under the Commander, maintain close liaison with the Federal Bureau of Investigation and State and municipal police in the Long Beach-San Pedro area. He shall receive agents of the Federal Bureau of Investigation who desire to enter the Naval Operating Base and shall grant or deny permission to such agents to contact the person or persons he desires to interview, in accordance with 11ND General Order No. 5-45.

"(5) The officers and personnel of all activities are enjoined to cooperate in every respect with the Intelligence Unit in the fulfillment of its mission."

In actual practice, the Intelligence Officer appears to have received logistical support from the Naval Operating Base and to have served ComNOB and the activities under his command in all intelligence

matters, but to have been more or less directly under the District Intelligence Officer in San Diego so far as the conduct of his office in technical details was concerned.

Some statement regarding the Intelligence organization in the northern half of the Eleventh Naval District may be pertinent at this point. As has already been mentioned, Zone Intelligence Offices, under the direction of the District Intelligence Officer, formed part of the District Intelligence Service. These Zone Intelligence Offices were at Los Angeles; San Pedro; Phoenix, Arizona; and Oxnard, California. They worked in close conjunction with the District Intelligence Office in San Diego. Also in San Pedro was maintained the office of the District Intelligence Officer's representative in the northern half of the District; the Assistant District Intelligence Officer. It is seen that even before the Naval Operating Base, Terminal Island, had been established, close liaison existed between this Intelligence representative and the ranking Naval authority in this part of the District in matters of public relations and intelligence. This is seen in the assignment, in August 1940, of Lieut. Comdr. W. W. Drake, USNR, to the post of

Liaison Officer between the Office of the Assistant Commandant, Eleventh Naval District, (Captain R. B. Coffman) and the office of the Assistant District Intelligence Officer in San Pedro to act in connection with "releases and coordination of matters pertaining to Public Relations."(89) This officer was also to function as Public Relations Officer for the Assistant Commandant. On 10 December 1940, there was established, in the Federal Building in Los Angeles, the Branch District Intelligence Office which was to be under the direct administration of the Assistant District Intelligence Officer in San Pedro and under the supervision and jurisdiction of the District Intelligence Officer in San Diego. Shortly after the establishment of this branch in Los Angeles, Lieut. Comdr. Drake was placed in charge of it.(90)

After 7 March 1941, administrative matters of the office of the Assistant District Intelligence Officer were conducted at the Los Angeles office, but the San Pedro office continued to be maintained for investigations pertaining to commerce, travel and waterfront activities. At this time, the Assistant District Intelligence Officer was Lieut. Comdr. K. D. Ringle, while the Officer in Charge of the

San Pedro branch was Lieut. Comdr. M. F. Heslip and the Officer in Charge of the Los Angeles branch was Lieut. Comdr. W. W. Drake. Lieut. Comdr. Drake continued to have collateral duty as supervisor of Public Relations in the Los Angeles area. The A.D.I.O. Order No. 3 directs the Officers in Charge in the Branch District Intelligence Offices in Los Angeles and San Pedro "to report promptly and fully to the Assistant Commandant of the Eleventh Naval District any pertinent matters relative to the performance of his duties of direct administration of San Pedro port for all Naval affairs (including assignment of berths and anchorages and supervision of Naval ships, property, and personnel, and probably, in the near future, shore patrol)."(91)

With America drawing closer to war as 1941 wore on, increased stringency of security measures against espionage and subversive activities became necessary. Naval personnel and civilian workers were warned against talking with strangers, against suspicious contacts with seemingly innocent strangers, and against loose talking, particularly when under the influence of alcohol. A closer supervision of publicity relating to Naval matters and the release of

news concerning Naval activities became necessary.[92] After 7 December 1941, and America's entry into the war, stricter control needed to be exercised over radio news releases especially in such matters as announcements of submarine and anti-submarine activity. While it is possible that some persons reported as potential spies and saboteurs may have been quite innocent of evil intentions, it was realized that in so thickly populated an area as the Los Angeles-Long Beach region it was inevitable that enemy agents would be attracted by the tempting presence of many military and Naval activities and by the chance that their actions might go unobserved.[93] In March 1942, the Secretary of the Navy made a statement stressing the importance of all Naval personnel realizing the seriousness of irresponsible loose talk and the importance of preserving the security of naval information.[94]

The importance of the effective coordination of intelligence activities with those of the operational forces was set forth in a confidential letter, dated 7 September 1942, from the Vice Chief of Naval Operations to all commanders of Sea frontiers and commandants of naval districts except the sixteenth

(that district being then sadly out of touch with other naval establishments insofar as direct control was concerned).(95) In this letter, it was pointed out that:

> "...successful conduct of operations against enemy submarines requires... effective cooperation and coordination between the operational and intelligence organizations in order to utilize vital information collected and evaluated by competent trained intelligence personnel .... By boarding incoming ships and interrogating survivors of ships which have been sunk, the Commerce and Travel Sections obtain information concerning incidents observed at sea, as well as information concerning enemy submarine attacks. The Coastal Information Sections have developed extensive facilities for obtaining information concerning coastal activities of naval interest and are staffed with officers trained to evaluate such information and furnish it promptly to the operating forces. Some of these officers have been detailed to Section Bases where they obtain information from Commanding Officers of task units. Information concerning suspicious incidents in the coastal areas is often received first by representatives of the District Intelligence Office. This information is shown on plots maintained by the Coastal Information Sections of the District Intelligence Office, where possible, adjacent to the operational office. Such plots are being extensively utilized by operation agencies in the Naval Districts."

During the course of the war increasing care was found necessary in preserving the security of radio and telephone communications. The importance of such care is indicated in a Communication Circular

Letter issued by the Vice Chief of Naval Operations in the fall of 1942.(96) It was also necessary to take increasing precautions to see that enemy sympathizers or agents were not allowed to work in defense activities or near naval and military installations.(97) As the scope of naval activities and industrial concerns on Terminal Island developed during the war, the numbers of civilian employees increased tremendously. The Field Intelligence Unit on Terminal Island, working in close cooperation with ComNOB, made the necessary routine investigations, and such special investigations as were required, of all civilian employees on the Island whether these people were working for a naval activity or a commercial company. This work was in addition to the normal functions of the unit in providing intelligence services for the activities under ComdtNOB.(98) The command relationship between ComdtNOB and the Officer in Charge of the Field Intelligence Unit had been stated in a confidential letter from ComEleven to ComdtNOB and the Commanding Officer of the Naval Air Station, Terminal Island, in June 1942. This letter points out that the Officer in Charge of an intelligence unit is under the <u>military command</u> of the commanding officer of the activity concerned, but

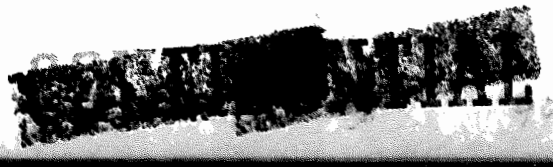
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that he is also an integral part of the District Intelligence Organization and, as such, is authorized to deal directly with the District Intelligence Officer, of course, keeping his immediate commanding officer informed of all matters relating to that officer's command.(99) A chart of the Field Intelligence Unit Organization is to be found in Appendix D.

OTHER SECURITY MATTERS

The "Regulations of the Naval Operating Base, Terminal Island," for April 1945, set forth the duties of the Security and Damage Control Officer for this command as follows:(100)

> "(1) The Security Officer shall, under the Commander, inspect, supervise, and coordinate all internal security and passive defense matters within the Terminal Island area as defined in the Manual of the Eleventh Naval District, 1942.
>
> "(2) He shall conduct internal security and passive defense supervision and inspections of Naval activities and important private commercial plants in the Terminal Island area when directed by the Commander for the purposes of advising as to the effectiveness of internal security and passive defense measures in the Terminal Island area. He shall execute, for the Commander, such security measures as are initiated by higher authority and shall keep the Commander constantly advised of conditions pertaining to the internal security and passive defense of all activities of the Naval Operating Base."



As the chart included in Appendix D indicates, the work of this office was carried on chiefly through the Terminal Island Security Force and, for a time, through the Navy Pass Bureau and the Pass and Record Bureau. Study of this chart should reveal clearly the administrative machinery of this staff office and its inner relationships. In the early days of the establishment of the Naval Operating Base, one officer (Lieut. Jack W. Hardy, USNR) was assigned the three billets of Legal Officer, Assistant Security Officer, and Civilian Personnel Officer.(101) Later, of course, the burden of duties in such matters required their distribution among other officers.

On 25 February 1942, President Roosevelt signed Executive Order No. 9074, which directed the Secretary of the Navy "to take action necessary to protect the vessels, harbors, ports and waterfront facilities."(102) This authority, delegated by the President to the Secretary of the Navy, was in turn delegated to the Commandants of Naval Districts and other subordinate officers. In the Los Angeles-Long Beach-Terminal Island area, ComdtNOB was responsible for the execution of the internal security and passive defense measures found to be necessary. A letter to local

Naval activities, dated 25 February 1942, notified them of blackout arrangements to be put in force. The Navy worked with the Army in defensive measures for this area and the Fourth Intercepter Command Controller had the sole power to order a general blackout. However, by an agreement of 10 December 1941 with the Fourth Interceptor Command, ComdtNOB would, in an emergency, exercise the right to order a blackout for Naval activities in the local harbor area. All activities, including commercial concerns on Terminal Island, were by this time under general jurisdiction by virtue of their location within the Defensive Sea Area as defined by Presidential Executive Order of 27 November 1941. Therefore, ComdtNOB assumed the responsibility of notifying them whenever a blackout was ordered.(103) The Office of the Commandant, Naval Operating Base, San Pedro, was at that time located on Pier "A" in Long Beach. The blackout procedure established was designed to place on the alert or to blackout this office and all of Pier "A" on which it was located. This blackout procedure was also designed to "notify all Naval Activities in the San Pedro-Long Beach area and ComEleven of the Alert or Blackout order and to maintain a lookout over the

harbor area to ascertain that both naval and civilian activities carried out the Blackout order issued by the Fourth Interceptor Command, and relayed by the Commandant, Naval Operating Base, San Pedro, to Naval Activities."(104) The effectiveness of the blackout procedure, as described in a letter to ComEleven,(104) was tested on the night of 24-25 February 1942. In this regard, this pertinent material is quoted:(104)

> "On the night of February 24-25 the building in which the Commandant, Naval Operating Base, San Pedro, office is housed was blacked out and completely ready for an emergency in three minutes; all naval activities in the harbor were notified in eight minutes; the lookout on the roof detected several areas and a dredge in the harbor which were not blacked out. These last were rapidly taken care of by notifying the police.
>
> "The final blackout was practically total. Several small lights in the business district downtown were all that escaped turning off."

For a brief time, from 28 February 1942 until 5 March 1942, Lieut. Comdr. C. H. Fogg, USN, (Ret) was assigned duties as Terminal Island Security Officer in the Los Angeles-Long Beach area. To assist him in his security duties, he was assigned twenty-five chief petty officers. In general,

this patrol was to be used to prevent the access to Terminal Island of all aliens and of all persons of Japanese ancestry, no matter of what generation. It was not intended that this be a roving patrol.

On 5 March 1942, Captain J. D. Colomy, USMC, the Commanding Officer of the Terminal Island Marine Barracks was given temporary and additional orders as Terminal Island Security Officer, thus relieving Lieut. Comdr. Fogg of this duty. (105) For carrying out the duties of this billet, there was to be a Marine Detachment of about sixty men. Guard posts were to be established at the Terminal Island side of the San Pedro ferry, on the dock on Mormon Island which was the water taxi terminal for the California Shipyard ferry, on the north side of the Henry Ford Avenue Bridge adjacent to the Ford plant, and on the Long Beach side of the channel at the terminal of the ferry that ran across this channel to Terminal Island. As has been indicated, aliens and Japanese were to be barred from the Island. (105) As Long Beach and Los Angeles civil authorities still maintained civil jurisdiction on Terminal Island at this time, Captain Colomy was ordered to cooperate with these organizations as well as with the Harbor Police of

these cities and with the patrol established by the Captain of the Port.(105) ComdtNOB, in a letter dated 7 March 1942, requested the assignment of ninety-six enlisted marines and an additional marine officer so that the emergency posts then set up might be established permanently and regulations issued governing the exclusion of enemy aliens and persons of Japanese ancestry from Terminal Island.(106)

From this letter of 18 March 1942, it appears that the Assistant District Intelligence Officer viewed with considerable apprehension the prospect of the Branch Intelligence Office, Los Angeles, having the task of checking all the persons having access to Terminal Island in order to issue identification passes to them.(107) It was estimated that at that time there 40,000 persons regularly employed on the Island and a monthly turnover of some 4,000. The ADIO considered the prospective task impracticable from the point of view of the labor involved and probably ineffective as far as carrying out the purpose of control over Island personnel. The ADIO reflected the impression obtained by many who have had to deal with problems in this area when he wrote of an apparent lack of familiarity with the local situation

(107)
on the part of officials in Washington. He said:

> "It is submitted that the official in the Navy Department who framed reference despatch (SecNav confidential despatch to ComllND 111817 February 1942) must have been far from familiar with the layout of Terminal Island when he says that 'The Department proposes... (b) to institute at once a system of identification passes or buttons to assure that none but desirable persons shall gain access to the Island.' I think he had an idea that when the cannery employees were excluded from the Island there would be nothing left but the canneries themselves and the naval installations."

The ADIO went on to propose that each employer set up his own system of identification passes or buttons. Even then he was doubtful of the control that might be exercised over railroad employees, truck drivers, longshoremen and others who might come on the Island temporarily. (107) He goes on to state another possibility:

> "6. If all naval properties are properly barricaded with wire fencing and other means and efficiently patrolled and guarded and people entering and leaving these properties are required to satisfactorily identify themselves as desirable persons, it would seem to comply with the Department's requirements in a practical way and one which could be made effective in accomplishing the desired end."

In writing this paragraph, the ADIO seems to have had a rather short-sighted comprehension of the probable development of activities on Terminal Island and to

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have overlooked the fact that the security of all activities on the Island was of great importance, and not simply that of those installations coming under direct Naval control. Furthermore, it is not clear just how the ADIO expected persons coming and going upon the Island to "satisfactorily identify themselves as desirable persons" unless proper investigations had been made and they had been certified as such and issued official passes.

A general information letter concerning Terminal Island Security was issued by ComdtNOB to commercial activities on Terminal Island and in the local district, Federal Governmental activities, Los Angeles and Long Beach fire and police departments, and all Naval activities in the Los Angeles-Long Beach-San Pedro area on 20 March 1942. In this letter was set forth the prospective security and identification system to be established.(108) Under this system, identification cards and badges were to be issued by the Navy to personnel working on the Island and visitors badges to persons coming on the Island for short periods of time. On 19 March 1942, the Security Officer for NOB had recommended that six warrant officers be assigned to the Security Office to serve in training, organizing,

and supervising civilian guard forces, police investigation of employees, safety engineering and fire prevention, inspection of fuel storage and waterfront property, and passive defense measures.(109)

The billet of Officer in Charge, Security, Terminal Island, created by ComdtNOB on 24 March 1942 is apparently the same as that which is later referred to as Officer in Charge, Security Center, Terminal Island.(111) This officer and his organization were charged with eliminating undesirables from Terminal Island and the early activity in this regard is shown in the letter of 4 April 1942 from this officer to ComdtNOB.(110) This billet was not to be confused with that of the Security Officer, NOB; the Security Officer, NOB, was concerned with over-all plant security.(111) The general directives issued to the Officer in Charge, Security, Terminal Island, on 10 April 1942, by ComdtNOB, indicate the purposes and duties of this organization.(112) In summary, these duties were: the control of ingress and egress of Terminal Island by means of identification passes and guards; administration of civilian guards then employed by the Public Works Officer for the security of structures in Fish Harbor area recently taken over by the Navy. Administration of recently established

Marine guard posts, of course, remained with the Commanding Officer of the Marine Barracks at the Naval Air Station. The security of waterfront areas, including docks and piers, was recognized to devolve upon the Coast Guard Captain of the Port, but the OinC, Security, Terminal Island, was urged to co-ordinate his activities with those of the Captain of the Port. In connection with the identification pass system, ComdtNOB desired that this be established and put in operation as quickly as possible and "that the relative matters such as the fingerprinting and investigation which are to follow be accomplished as a sequel to the establishment of this system."(112) ComdtNOB's letter of 13 April 1942 authorized for the organization of the Officer in Charge, Security, Terminal Island, a complement of four boatswains, a prospective commissioned naval officer, a Marine first lieutenant, three enlisted Naval personnel, and twelve civil service personnel.(113) Later, the shipyards were to be processed. On 22 April 1942, ComdtNOB issued a security directive to all activities located on Terminal Island in which was set forth the identification and personnel control system which was established on the Island.(114) In this directive,

notice was given of the establishment of a Navy Security Center on Terminal Island. This organization, under the direction of Lieut. Comdr. O. M. Murphy, took over the work hitherto conducted under the designation of Officer in Charge, Security, Terminal Island. The details of this directive are to be found in the appendix.(114) The first of June 1942, control points were established at six places on Terminal Island. These were manned by civil service guards who were assisted at first by State Guards.(115) Some three months later, the State Guard removed its men and their patrol duties were assumed by Coast Guard personnel for a time. Apparently the replacement of the State Guard by the Coast Guard was viewed as an improvement in arrangements.(116)

In September 1942, the security of Roosevelt Base, then recently commissioned, was enhanced by the issuance of regulations governing the access to this area. Civilian personnel not in the classified civil service were not to be allowed in the recreation and operations areas of Roosevelt Base except for specific duties.(117)

During the summer of 1942, arrangements were made to reduce the amount of glare and bright lights in the coastal area of the Eleventh Naval District.

It was realized that with shipyards and other industrial plants operating around the clock and with much construction work going on in the northern half of the District, it would be impossible to reduce the light at night below a certain reasonable minimum. However, Naval activities and commercial organizations cooperated in the efforts to reduce the glare from their establishments as much as possible. Also arrangements were made to provide for quick blackouts in case of alerts. Ultimately, such a plant as the huge California Shipbuilding yards could be blacked out in the space of five minutes.(118)

Provisions for air-raid warnings in the Los Angeles-San Pedro-Long Beach section of the Eleventh Naval District were contained in Eleventh Naval District General Order No. 23-42 of 15 September 1942.(119) In this order, a chain of air-raid warning communications was arranged which made use of telephone, teletype, radio, and dispatch.

While the Navy had the primary responsibility for the protection of the San Pedro-Long Beach-Terminal Island locality, especially with respect to internal security and passive defense, its work was coordinated with the duties of the Coast Guard and

(120)
the Army. Presidential Executive Order No. 9074 of 25 February 1942 had placed on the one agency of the Navy the responsibility for protecting harbors with all their waterfront installations and the vessels in them or alongside. This responsibility had in turn been delegated to the Commandants of the Naval District and by them to the proper subordinate officers. The Army might be requested to furnish men for patrols on shore areas; is such arrangements could not be made, it was up to the Navy to see that proper patrols were provided. The broad powers bestowed by the President upon the Secretary of the Navy, and by him delegated to the proper authorities throughout the Naval establishment, made it possible to bring pressure to bear so that owners of piers and other waterfront installations would provide proper lighting facilities, guards, and fire protection. The protective responsibilities were largely police functions and as such were usually those delegated to the Coast Guard. These functions remained to a large extent a part of the duties of the Captain of the Port organizations which worked under the commandant of the naval district. However, under this wartime arrangement, there was no restriction placed upon the

District Commandant as to his use of other forces and facilities which he might deem necessary for safeguarding the areas for which he was responsible. It is to be observed that the Captain of the Port's organization, primarily a harbor police unit, was placed directly under the District Commandant and not under the Commander of the Inshore Patrol Force which was intended primarily for action against hostile forces.(120)

The Captain of the Port, Los Angeles, in a letter to the District Captain of the Port, dated 8 April 1942, discussed the local security situation and made recommendations concerning the work of the NOB security forces and the Coast Guard.(121) In this letter, the Captain of the Port, Los Angeles, pointed out that NOB already had a working arrangement set up for security measures. This security set-up had preceded the then recent Captain of the Port organization. It was recommended that the interior security forces of Terminal Island be continued as the responsibility of ComdtNOB and under the command of the Terminal Island security officer, but that this officer not be responsible for the coordination of the entire harbor area. For him to be so responsible would involve him

in "ship control, anchorage, berthing, submarine net, and other functions (then) delegated to the Commander San Pedro Section, Port Director, and the Captain of the Port. The coordination of the whole of these activities (appeared) to be a responsibility of the Commandant of the Eleventh Naval District." The Captain of the Port would supplement the work of the security forces under ComdtNOB by "safeguarding marine premises and vessels and by a boat patrol of the waters surrounding the Island." The Captain of the Port also recommended closer cooperation in the security efforts of the local Army, police and fire departments and of the Coast Guard with the Terminal Island Security Center.(121)

On 1 November 1942, Lieut. Comdr. O. M. Murphy, USNR, was relieved of duty of Officer in Charge, Navy Pass Bureau (formerly Security Center), Terminal Island, to continue duty as Officer in Charge of the Field Intelligence Unit, NOB, San Pedro, to which he had been assigned by ComEleven.(122) On this date, Lieut. Comdr. Perry M. Wood, USNR, became the Security Officer of Terminal Island under ComdtNOB.(123)

A Notice to Mariners issued as of 12 December 1942 detailed the regulations which applied to vessels in

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the anchorage area of Fish Harbor and to vessels moored to shore facilities in the local harbor area.(124) These regulations are to be found in the appendix.

The fame of the "Horse Marines" is by no means dim. Perhaps it is not so well known that the Navy also had its cavalry forces during the war. However, such a statement needs modification. The Navy did have its cavalry, but the personnel retained its civilian status. A force of fifteen horses and their riders was maintained as a mounted patrol to ride the fences which surrounded the extensive area of the Naval Fuel Depot, San Pedro. The fenced boundaries of this area of approximately a square mile amounted to about a four-mile beat, most of which was not visible from nearby highways or was inaccessible from nearby pathways or roads. Protection of these boundaries would have required an impracticable number of men on foot. So arrangements were made for the mounted patrol.(125)

In July 1942, considerable anxiety was felt for the safety of a large concentration of tankships in the outer Harbor Anchorage. Efforts were made to restrict the number of tankers brought together in

the local harbor at any one time awaiting convoy or for other reasons and thus to avoid the dangers incident to providing too tempting a target for enemy attack. It was proposed that Cerritos Channel, which might offer protection from torpedo attack, be used for mooring tankships (126) and that, if possible, tankers which had loaded be allowed to proceed instead of remaining in the local harbor. (127) ComdtNOB took these matters under consideration and indicated arrangements in view would probably prevent such concentrations. (128)

Toward the end of 1943, ComdtNOB recommended that the Navy Pass Bureau be discontinued and the security measures then in force be modified outside of the Naval activities and the Coast Guard waterfront responsibilities. (129) A survey of the internal security conditions of NOB, Terminal Island, was conducted and ComEleven approved a modified security program for the Island and urged that changes under this modified arrangement be made as rapidly as was consonant with safety of the plants on the Island. (130) A conference was held at NOB headquarters on 5 February 1944 to discuss these arrangements, and it was determined to change over to the modified security program on 1 March 1944. (131) This modified program (the details

of which may be found in the enclosure which was issued and which is included in the appendix of this chapter) (132) relieved the Naval authorities of some of the large burden of security activity which had been theirs in connection with the control of persons on Terminal Island, but did not indicate any relinquishment of the Navy's jurisdiction over the Island.

On 17 March 1944, ComdtNOB reported to the Chief of Naval Operations that: (133)

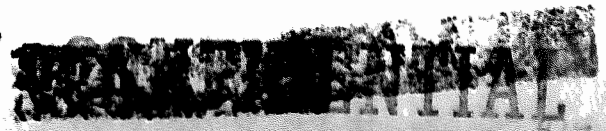
> "...Naval maintenance of Terminal Island Security Guards at nine separate posts outside of regularly established naval activities, had been discontinued, excepting (a) for maintaining a 24-hour two-way car patrol to observe and report violations of good security practices; (b) manning two posts in the Navy Salvage Yard; and (c) maintaining the guard headquarters office.
>
> "...The Navy Terminal Island Pass Bureau, which furnished Terminal Island identification pass badges has been discontinued.
>
> "Personnel presently authorized are:
> Civilian Guards (civil service) 200
> Civilian Fire Fighters (civil service) 37
>
> "Personnel presently employed are:
> Civilian Guards (civil service) 53
> Note: Twenty guards are awaiting transfer to other activities which should be completed by 1 April 1944, leaving a required complement of 33.
> Civilian Fire Fighters (civil service) 33."

This letter went on to show that 134 civil service guards had been released since 1 January 1944. It was further pointed out that any seeming excess of fire equipment was actually merited because of the numerous temporary frame structures in the area and because of the continued construction work going on at the Naval Drydocks and at Roosevelt Base, both of which were served by the NOB Fire Department. It was also shown that the fire-fighter force as it then existed was undermanned and that the fire-fighter supervisor who had been requested was needed to coordinate the various fire fighting units within the Naval Operating Base and to obtain the maximum possible use of the available personnel. By 1 June 1944, the Security Police force had been reduced to the revised allowed number of thirty.(134) However, it was thought advisable that former guard Posts 5 and 6 in the Lend Lease area be manned to provide proper protection for the materials stored there and the work going on there. The guard force of thirty was not sufficient to permit this and therefore ComNOB requested that an additional seventeen guards be authorized, thus to bring the force to forty-seven.(134)

In September 1944, an 11ND confidential letter to pertinent activities gave notice of the modification of passive defense measures in the Eleventh

Naval District in compliance with CNO and VCNO directives.(135) Under these modifications, it was arranged that in U. S. Naval activities in the continental United States there should be no new construction or installation for passive defense purposes; that passive defense measures requiring the extensive use of manpower, such as for bomb watches, maintenance of special equipment, or air-raid warden organizations should be discontinued. However, emphasis was to be placed on developing efficient fire-fighting and fire-prevention organizations. In coastal areas, it was provided that necessary black-out and dim-out precautions should be carried out and necessary minimum air-raid alarm equipment maintained. Camouflage and black-out painting already existing was to be retained as long as practicable and in coastal areas the provision whereby buildings and plant installations were to be able to black-out in five minutes was to remain in force. Also anti-submarine measures were to remain in force.

In October 1944, there was issued an "Outline of the Functions of the Army, Navy and Coast Guard relative to the Security of Ports and Harbors as Governed by Established Regulations, Directives and Local Agreements." This confidential information is



included in the appendix for reference for those who wish to study a summarized account of the relative responsibilities borne by these forces in protecting harbors, coastal areas, and waterfronts.(136)

A confidential letter issued by ComEleven on 29 June 1945 to the District Coast Guard Officer, ComNOB, Industrial Manager, Terminal Island, AIM, Terminal Island, and AIM, San Diego, set forth the port security responsibilities which were to obtain for the Navy and the Coast Guard in the Eleventh Naval District.(137) Under this directive, the Navy had the responsibility for:

"A. All Naval establishments.
B. Commercial plants assigned to the Navy on the MIRL for Internal Security and Passive Defense, except their waterfront facilities offshore of the bulkhead line.
C. All Naval vessels, including those out of commission.
D. Any vessel being constructed, converted or repaired under contract with the Navy Department. In the event special circumstances of a local nature may jeopardize the safety of these vessels, and in order to augment the normal protection furnished by the contractor and BuShips (SupShips), the Coast Guard will furnish such protection as may be directed by the Commandant.
E. Foreign men-of-war and Naval auxiliaries.
F. Waterfront facilities operated directly by the Navy."

The Coast Guard had responsibility for:

"G. All Coast Guard establishments and Coast Guard vessels not assigned to other Naval commands.

H. Vessels and waterfront facilities offshore of the bulkhead line (except vessels under construction not waterborne and those here listed as being a Navy responsibility, or those operated directly by the Army). (In the case of waterfront facilities only temporarily used by the Navy, the Navy agency using such facilities will keep the Coast Guard informed of periods of use).

I. Enforcement of the Regulations Governing Transportation of Military Explosives on Board Vessels During Present Emergency. Existing directive applicable to Naval facilities and commissioned Naval vessels in San Diego are to remain in effect.

J. Establishment and regulation of anchorages, other than Naval anchorages.

K. Control of anchorages and movement of vessels other than Naval vessels.

L. Enforcement of Naval instructions relative to sealing of radio apparatus on all vessels, except public.

/s/ W. L. Friedell
Commandant ."

Provisions were made to take care of damage control and to render necessary assistance should disasters occur in the Los Angeles-Long Beach area either within or outside of the Naval establishments. The central control for Naval shore establishments in the northern portion of the Eleventh Naval District

was in the NOB Damage Control Center in the Administration Building of NOB Headquarters. There the Security Officer was empowered to take steps required to coordinate Naval action in this area. (138)

LOCAL DEFENSE

As has been indicated already, the primary duties of ComNOB and his subordinate commanding officers, insofar as the protection of the areas under their command was concerned, were those of passive defense and internal security. The responsibility for the local defense of the coastal areas of the Eleventh Naval District rested with the Local Defense Forces with regard to the sea protection offered by inshore and offshore patrols and other seaward defense measures. The Local Defense Forces in the San Pedro-Long Beach area were not responsible to ComNOB but to ComEleven. However, ComNOB cooperated with these forces and with those of the Army which were also concerned with protective measures in the local area, especially with regard to anti-aircraft defenses and air-raid warnings and interception. In view of these facts, it does not appear warranted to go into an elaborate and detailed discussion of these activities

in this history. They belong properly in the account of the defense activities of the Eleventh Naval District Commandant and the Commander, Western Sea Frontier. However, some further attention must be given to the part played by NOB in coordinating its efforts with those of the Local Defense Forces and the Army.

Establishment of the San Pedro Section Base was authorized by Secretary of the Navy Knox on 24 Jan. 1941. This and other Section Bases were to be units "ashore of the organization of the Naval Local Defense Forces of the Naval District under direction of the District Commandants."(139)

A letter to ComdtNOB, dated 28 December 1941, from the Commander San Pedro Section, gives a rather clear picture of the local defense activities of this organization. This letter is quoted here in that it shows clearly a number of activities in the local area which were not and did not come under the cognizance and control of ComdtNOB. The Section Base and the Frontier Base received the cooperation of ComdtNOB and his subordinate activities and often obtained logistic support therefrom, but they remained outside the jurisdiction of ComdtNOB. The letter

mentioned above stated:

> "(a) For normal and routine operations all Section activities are controlled through the Section Base Communications Office ... Watch Officers are on duty here at all times. All communications facilities are located in this office including televox, leased lines, teletype, and radio. Instructions and reports received here are relayed to the proper Section activities.
> "(b) During periods of emergency or 'alerts,' Harbor Entrance Control Post assumes control of the gate and the responsibility of routing traffic to appropriate Section activity.
> "2. Section activities are as follows:
> (a) Captain of the Port--Security of Shipping and harbor facilities.
> (b) Pilotage--movement of ships between station vessel and examination anchorage.
> (c) Operations--mine sweeping and patrol duties.
> (d) Nets and booms--installations and maintenance of net installations.
> (e) Harbor Entrance Control Post--for Joint Army-Navy action in protecting the Harbor Area.
> (f) Detection Defenses.
> (g) Section Base--logistic support, repairs, and maintenance."

Western Sea Frontier General Order No. 1-42, of 7 February 1942, notified all concerned that what had hitherto been known as the "Pacific Southern Naval Coastal Frontier" would henceforth be the "Western Sea Frontier." The Commandant, Eleventh Naval District, was designated as "Task Force Commander in Command of the Local Defense Forces, Eleventh Naval District," and as "Task Force Commander in Command of the Surface

Forces, Southern Sector, Western Sea Frontier." The Commander, Western Sea Frontier, served under the Chief of Naval Operations as Commander of the Local Defense Forces of the Districts of the Frontier, the Commandants of the Eleventh and Twelfth Naval District being designated as Task Force Commanders under the Commander, Western Sea Frontier.(141) ComEleven exercised his command of the Local Defense Forces, Eleventh Naval District, and of the Surface Forces, Southern Sector, Western Sea Frontier, through a Patrol Commander who was designated as the commander of the Operating Forces of the Eleventh Naval District.(142) As is indicated elsewhere in this history, there were at times differences of opinion as to just what were the proper lines of demarcation between what were to be considered strictly operational activities and what were to be considered strictly logistic activities. As a result of this, administrative difficulties sometimes arose. In the reorganization referred to, the Inshore Patrol was incorporated into the organization of the Local Defense Forces while the Offshore Patrol was brought into the organization of the Frontier Forces.(143)

Although the Frontier Forces installations were moved to Roosevelt Base territory on Terminal Island

from their former location in San Pedro in late summer, 1945,[144] not long before the disestablishment of the Frontier Base, this does not indicate any military connection between these activities and ComNOB. The Base was for a short while located on Roosevelt Base; it was not a part of NOB though barracks, BOQ, messing and recreation facilities of Roosevelt Base were made available to its activities.[145]

After the surrender of the Japanese, the necessity for some of the Section Base, San Pedro, activities ceased to exist. The Able Gate and its adjacent nets and booms were cleared for unrestricted traffic on 8 September 1945 and the station vessel brought in shortly thereafter. After this, there was no further necessity for the Harbor Entrance Control Post and the military pilotage which had existed between the station vessel and the examination anchorage. However, the information obtained from vessels by HECP was vital to the work still being carried on by the Port Director, San Pedro, Ship Control and NOB Operations. Hence, arrangements were made for temporary continuance of the work of the signal towers until that work should be taken over by other activities.[146] The Frontier Base, San Pedro, and the San Pedro Section were disestablished in November 1945; the facilities

of the Frontier Base were transferred to Roosevelt Base to be used in the maintenance and repair activities conducted by forces under the Commanding Officer, Roosevelt Base, for the boats of the mobile and stationary Fleet Boat Pool. (147)

JOINT ARMY-NAVY DEFENSES

Plans were prepared for fleet-opposed and Army-opposed invasion and kept ready for execution. As activities of the Eleventh Naval District, the Naval Operating Base, Terminal Island, and other activities in the northern portion of the District were assigned duties in support of these plans. A very detailed account of such war plans is not properly a part of this history. Such an account finds its place in the story of the Eleventh Naval District as a whole and, in the case of measures against fleet-opposed invasion, in the story of the Western Sea Frontier and the forces of the Pacific Fleet. It does appear, however, that some statement is desired concerning the assigned parts of ComdtNOB and other local activities in the plans prepared for withstanding an Army-opposed invasion in this area.

In May 1943, there was promulgated the Eleventh Naval District Plan for Joint Emergency Action Under

a State of Army-opposed Invasion (Short Title-11ND-JEA-8).(148) A state of Army-opposed Invasion in the Eleventh Naval District was defined as:(149)

> "...a situation wherein all organized opposition by United States and Allied Naval Forces in the Pacific has been eliminated and an invasion of the coast by the enemy is imminent. The existence of such a state will be declared jointly by the War and Navy Departments whereupon the unity of command of all military and naval forces in the Southern California Sector of the Western Defense Command becomes vested in the Commanding General, Southern California Sector."

Emergency action to be taken was divided into three phases as follows:(149)

"Phase One	The organization of all combatant personnel with arms, ammunition, and equipment to be sent to areas as directed by the Commanding General, Southern California Sector.
"Phase Two	The removal of non-combatant Naval personnel and valuable Naval material from activities in close proximity to the Coast.
"Phase Three	Demolition of unremovable material that would be of value to the enemy if left to fall into his hands."

ComEleven formed a task organization composed of all activities within the Eleventh Naval District. This task organization was divided into Task Groups

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with respect to the geographic location of the activities. ComdtNOB was designated as Commander of Task Group "O". Task Group "O" included all activities which were part of the Naval Operating Base, Terminal Island (San Pedro), as well as these additional activities which were located in this northern part of the Eleventh Naval District: The Resident Inspector of Naval Material, Long Beach; District Coast Guard Officer, Long Beach; Assistant Supervisors of Shipbuilding, Terminal Island; Senior Patrol Officer, Long Beach-Los Angeles-San Pedro Area, Long Beach. These activities were units of Task Group "O".(149) The essential portions of Task Group "O" Supporting Plan (Short Title-11ND-JEA-8-NOB-TI) are to be found in the appendix to this chapter together with a detailed chart of this organization.

Precautions were also taken and plans prepared against enemy commando raids, defense against such to be by joint Army-Navy action.(150) Mock commando raids(151) and other drills and practice alerts were held to test these precautionary measures and to see that all hands were thoroughly acquainted with all the steps to be taken in event of enemy attacks.

SHORE PATROL

Before the departure of the Fleet from the San

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Pedro-Long Beach area in April 1940, the responsibility for Shore Patrol matters had rested, to a very large extent, with the Fleet and the Base Force. After the Fleet left, such patrol activities as remained under Fleet cognizance amounted for the most part to posting watchmen at the Fleet landings in San Pedro and Long Beach to guard Navy property. It is apparent that, even before Shore Patrol matters had been actually taken over by the shore establishment in this locality, it was seriously considered that such an activity would eventually have to be handled on the District level rather than as a purely local concern.(152) On 7 April 1941, Lieutenant Clarence H. Fogg, USN, who had long previous experience as Senior Patrol Officer,(152) was detailed to duty as Senior Patrol Officer for the San Pedro-Long Beach area.(153) For a time, Lieut. Fogg (later promoted to Lieutenant Commander and then Commander, retired) held the billet of Officer in Charge of the Target Repair Base, San Pedro, as well as that of Senior Patrol Officer.(154) Under authority of a directive from the Commander in Chief, U. S. Fleet,(155) the Commandant, Eleventh Naval District or his designated representative had been requested to assume

the administration of Shore Patrol in the local area and Lieutenant Fogg had been made available for such duty.(156) The ultimate authority for the administration of the Shore Patrol had been delegated to ComEleven's local representative, the Assistant Commandant (Captain Coffman).(157) As the patrol existed in the spring of 1941, it consisted of seven men attached to the Target Repair Base, then a part of Forces Afloat, and eight retired Fleet Reservists who had previously been assigned duty in connection with the security watch on the Fleet Landings in San Pedro and Long Beach.(158) It was necessary to continue the maintenance of this security watch; moreover, the seven men attached to the Target Repair Base were in a temporary status. Hence, it was obvious that a larger force on a more permanent basis would have to be obtained in order to establish an adequate local Shore Patrol. Large numbers of men passing through the area as well as increasing numbers of personnel assigned to activities in this area would naturally present problems which would require the services of a larger patrol force. The Assistant Commandant estimated that about 2000 men were at that time (May 1941) stationed in the Los Angeles-Long Beach area in addition to transient

personnel. For purposes of providing a Shore Patrol for police headquarters, Navy Landings, and roving patrol, the Assistant Commandant recommended the authorization of eighteen men for the Long Beach area, fifteen men for the San Pedro area, and eight men for the Los Angeles area; a total of forty-one men, necessitating an additional thirty-three men to be assigned.(158) It was realized that at that time the usual practice of supplementing the Shore Patrol force by requesting men from Forces Afloat when there were ships in the harbor would be of little help in view of the fact that ships were now seldom present and during the existing emergency seldom would be.(159) Apparently there was some doubt at District Headquarters in San Diego as to why the Assistant Commandant had requested forty-one men for the Los Angeles-Long Beach area, with approximately two thousand men attached there, while San Diego, with thirty thousand men in the area, had a Shore Patrol nucleus of only thirty-six. It was necessary for the Assistant Commandant to point out that where San Diego had only one police station to be covered, the Patrol in the northern part of the District would have to station men in three police stations: Los Angeles,

San Pedro, and Long Beach. Furthermore, it was pointed out that a large part of San Diego's thirty thousand naval personnel appeared to be accustomed to using the local northern area of the District for their liberty in view of the fact that more than fifty per cent of the cases apprehended here were of men who were attached to units in San Diego. At the time these statements were made, there were twenty-five retired Fleet Reservists serving with the local Shore Patrol; the Assistant Commandant requested that an additional sixteen Fleet Reserve personnel be assigned to bring the Patrol up to the recommended strength of forty-one.(159) The necessity for these additional sixteen men was felt to be even more acute in the fall of 1941 and the recommendation was repeated, with the added information that, in early October, the Army had established a Military Police force of about one hundred men for the Los Angeles-San Pedro-Long Beach area.(160)

With the establishment of the Naval Operating Base, San Pedro, under the authority of General Order No. 154, Lieutenant Commander C. H. Fogg, the Senior Patrol Officer, was detached from duty in the office of the Assistant Commandant and placed under the

authority of the Commandant, Naval Operating Base, San Pedro, as Senior Patrol Officer, San Pedro-Long Beach area.(161) This change was largely that of a paper change rather than of any material alteration in the set-up of the local Shore Patrol arrangements, for Captain Coffman had become ComdtNOB and the post of Assistant Commandant in this area was abolished.

The local Shore Patrol organization, as of 11 December 1941, consisted of the Senior Patrol Officer, nine enlisted men attached to the Base Force Patrol Unit, and thirty-seven men attached to the Eleventh Naval District Patrol Unit.(162) On 1 April 1942, ComdtNOB (Captain Coffman) wrote to ComEleven and recommended that the authorized complement of enlisted men and officers for the local Shore Patrol be increased to a minimum total of seventy-five men and three officers and that additional transportation equipment be assigned to this Patrol.(163) It had been previously indicated that,(164) with America's entry into the war and the consequent increase in mobilization, the numbers of naval personnel in the Los Angeles-San Pedro-Long Beach area had grown tremendously. Although only five men were available for the very essential roving patrol duty in this area, at least

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thirty-six men were considered as needed for this work.

Toward the end of August 1942, ComEleven suggested the appointment of a District Shore Patrol Officer who would correlate the activities of the Patrol throughout the District and maintain a consistent policy in this regard between the several units of the Naval service and the multiple forces of the civil law enforcement agencies, municipal, county and state, within the Eleventh Naval District. It was made clear in this proposal that it was not intended to affect the authority of ComdtNOB, San Pedro, over the Long Beach Shore Patrol.(165) ComdtNOB concurred with this idea that the appointment of a District Shore Patrol Officer was desirable. In information given for use in connection with the Joint Army-Navy Defense Plans in August 1942, the strength of the local Shore Patrol organization was given as fifty-two with a maximum strength of eighty. It was also indicated that the Patrol was still not a permanent activity.

With the creation of the rating of Shore Patrol Specialist and the recruiting of men for such work(166) and with the increased need for these men, one hundred

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men were assigned to the local Shore Patrol under ComdtNOB, San Pedro.(167) However, the assignment of men to duty aboard trains operating out of Los Angeles was not taken into consideration when this additional one hundred men were assigned. When the Senior Patrol Officer in this area was required to make such assignments,(168) it was obvious that more men would have to be detailed to duty with the Long Beach-San Pedro Patrol; accordingly, the Senior Patrol Officer requested sufficient men to bring the local force up to two hundred so that this duty could be performed.(169) Difficulty and some considerable delay was experienced in obtaining the assignment of these men from San Diego and in January a request was sent to ComEleven requesting that BuPers authorization for a complement of two hundred men for the local Shore Patrol be obtained. This request of the Senior Patrol Officer was forwarded with ComdtNOB's approval.(166)

By Eleventh Naval District General Order No. 11-43 of 30 March 1943, ComdtNOB, Terminal Island (San Pedro), was designated as being responsible for the establishment and administration of the Shore Patrol in the Coastal area from San Pedro to Laguna Beach, inclusive.(170) Also by direction of ComEleven, the Senior Patrol

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Officer, Los Angeles, was to act in a joint capacity as Senior Patrol Officer, of the San Pedro-Long Beach-Laguna Beach area with headquarters in Los Angeles. This dual billet was held by Lieutenant Commander Fogg. In the general order mentioned above, the District Patrol Officer was made responsible for the supervision and coordination of all Shore Patrol activities within the District while various other commanding officer, in addition to ComdtNOB, San Pedro, were given Shore Patrol responsibility for appropriately designated geographic portions of the Eleventh Naval District. In this connection, the Senior Patrol Officer in this area, in addition to his duties under ComdtNOB, had duties as Patrol Officer of Los Angeles which gave him responsibility for all of Los Angeles county except that coastal portion assigned to ComdtNOB and for train patrols operating out of Los Angeles Patrol Headquarters. Of course, in his capacity under ComdtNOB's authority, the Senior Patrol Officer held a dual billet as mentioned above. (170)

With the tremendous increase in the number of naval personnel attached to activities on Terminal Island as the months of the war moved on, it became evident that an augmented Shore Patrol organization

was needed for duty on the Island. Therefore, on 9 October 1944, ComNOB directed that a Terminal Island Shore Patrol be established.(171) Personnel for this patrol were furnished by Roosevelt Base and by the Receiving Station, each activity furnishing two shore patrol units. In addition, the Receiving Station furnished two patrol units for the Long Beach Shore Patrol.(172) This Terminal Island Patrol was needed at the time of its establishment in the fall of 1944 to handle the situations arising from the presence of the large numbers of naval personnel who were on the Island at the peak of the training and pre-commissioning programs. With improved transportation and the reduction and discontinuance of these programs on the Island, after the end of hostilities there was no longer the need for the Terminal Island Shore Patrol and it was disestablished on 9 September 1945.(173)

The report of the Senior Patrol Officer for Long Beach-San Pedro Patrol activities for 1944 showed these arrests:(174)

AOL	AWOL	STRAG.	DSRT.	ESCP.PRISON
1032	567	791	69	65

INTOX.	INVEST.	MISC.	SICK-INJ.	TOTAL
2165	979	1245	786	7699

This showed an increase of 186.63% over 1943 activity.

As of 23 January 1945, ComNOB, San Pedro, made available for temporary shore patrol duty in the Long Beach-San Pedro-Terminal Island area a total of one hundred and three ratings. Because of the temporary status of large numbers of the Shore Patrol personnel, the Senior Patrol Officer felt that efficiency was considerably reduced. Therefore, he recommended that the use of enlisted men in a temporary status be discontinued and that a sufficiently large permanent complement be authorized to provide for all Shore Patrol details. Of the five hundred personnel requested, one hundred were indicated as the number of men to be assigned to the Shore Patrol for the Long Beach-San Pedro-Laguna Beach area.(175) It does not appear that this increased permanent complement for local Shore Patrol purposes was authorized.

After the end of hostilities, many ships returned to San Pedro-Long Beach Harbor. This, of course, resulted in a tremendous increase in the number of Naval personnel passing through the area or on a leave or liberty status. Shore Patrol arrangements as previously set up, as indicated above, were hardly sufficient to cope with these large numbers of men. Therefore, ComNOB undertook to have the numbers of Shore Patrol personnel augmented by men assigned from

ships in the harbor. Through the office of SOPA, orders were issued which required the assignment of men to Shore Patrol duty for periods of from two weeks to one month. (176)

The size of these units assigned was determined by the size of the complement of the vessels. A modified standard unit was specified to consist of two chief petty officers, one petty officer first class, and five petty officers any class. All battleships, carriers, cruisers, and auxiliaries with complements in excess of five hundred men were required to furnish one standard modified unit. All other ships, with certain exceptions were required to furnish one petty officer third class. Those ships which were not required to furnish any shore patrol were: those in which all liberty had been cancelled, those with a complement of less than two hundred, and those present for less than one week. All shore patrol details were ordered to duty under the Senior Patrol Officer, Long Beach-San Pedro area, and remained under his direction while serving in this capacity.

Officers from ships present in the local harbor were cautioned that all representations to civilian law enforcement agencies in behalf of Naval personnel

should be transacted through the Senior Patrol Officer.

PORT DIRECTOR, SAN PEDRO

In view of the fact that the office of the Port Director, San Pedro, was not a part of the Naval Operating Base, Terminal Island (San Pedro), it is not intended to discuss the history and activities of this office at great length in this history. The former Port Director, Captain G. W. D. Dashiell, USN (Ret), prepared an account of the wartime record of his office before he was relieved in September 1945. His account tells the story of this office clearly and amply. In this section of the NOB history, it is intended only to draw attention to certain matters concerning ComNOB and Port Director, San Pedro, relationships.

'From 12 January 1941 to 20 June 1942, Commodore (then Captain) S. F. Heim, USN, held the dual billets of Port Director, San Pedro, and District Port Director. After becoming Commandant, Naval Operating Base, Terminal Island, Commodore Heim continued to hold the post of District Port Director until this billet was disestablished on 29 February 1945. The post of District Port Director became largely a

supervisory and coordinating function, the holder of this duty doing no actual port directing as such. Actual port director activities were carried on by the Port Directors, San Pedro and San Diego, respectively. It should be emphasized that there was always close cooperation between ComNOB and the Port Director, San Pedro, in all matters affecting the welfare and effectiveness of naval activities in the Harbor area.

The offices of the Port Director, San Pedro, were (and still are) located in the city of San Pedro at 242 West Seventh Street. When the Administration Building at Roosevelt Base on Terminal Island was planned, space was allotted to the Port Director. However, in January 1942, when the question of moving into these quarters was considered, it was recommended by the Port Director that such a move not be made and that the lease be renewed on the quarters in San Pedro and that these quarters be occupied for the duration of the emergency. In this connection, it was pointed out that the San Pedro location was well known to the masters of vessels, shipping companies, and civilian officials with whom the Port Director dealt to a very large extent and that to

move the office would create considerable confusion and would result in inconvenience for the masters of vessels.(177) However, the retiring Port Director (Captain Dashiell), in his "History of the Port Director (NTS), San Pedro," recommended that in the event of another emergency the offices of the Port Director, Hydrographic Office and Hydrographic Distributing Office be located in the Administration Building, NOB, Terminal Island, and enumerated these as the advantages of such a location:(178)

> "(a) Close proximity to Commander, Naval Operating Base, who represents the Commandant in the San Pedro-Long Beach Area.
>
> (b) Port Director Berthing Officer and Naval Operating Base Operations Officer in close proximity to each other, thus eliminating numerous telephone calls.
>
> (c) Offers clear view of harbor and harbor entrance. This is important as it would permit the Routing Officer to observe the formation and departure of convoys, or other harbor movements. It would also eliminate the numerous necessary telephone calls between the Port Director, as now located, and other Naval activities having this clear view to ascertain the progress of harbor movements.
>
> (d) Makes available the services of the Naval Operating Base, namely, telephone switchboard, communications (elimination of present courier service), small boats, Issuing Office, B.O.Q., Allen Center for meals, and repairs and upkeep to Government automobiles.

(e) Close proximity to Fleet Post Office, thus eliminating the present Armed Guard Post Office."

Elsewhere in this history of the Port Director's office is shown that the necessity of courier service between the Office in San Pedro and the NOB Communications Office on Terminal Island caused considerable inconvenience and delay in connection with secret despatches. Coding and decoding were not performed by the Port Director's Communications Office but by that at NOB on Terminal Island. As is to be expected, the Port Director's Routing Officer maintains close liaison and cooperation with the NOB Operations Officer.

Mention has already been made in this chapter concerning the work of the Oil Loading Control Officer who worked under orders of ComNOB and in close association and cooperation with the Assistant Port Director for Petroleum, who was assigned to duty under the Port Director, San Pedro.

It is worth pointing out that the Port Director's Office did not actually assign berths in the local harbor to merchant vessels, this being a part of the Coast Guard Captain of the Port's functions through the Ship Control Station and the Pilotage and Tug Control Station. Port Director, San Pedro, simply

acted as liaison between the merchant vessel agents and the Captain of the Port's offices. For vessels other than merchant vessels, the obtaining of berths rested with the NOB Operations Office for all USS vessels except those placed under the Port Director during fitting out periods; with AIM for vessels to be repaired or converted under his supervision; and with Target Repair Base for Service Force vessels and Navy allocated tankers for loading and repairs. This was the situation as of 22 December 1943.(179)

With the end of the war, many of the security and protective measures were no longer necessary in the Harbor and Terminal Island area and the local security activity very largely was allowed to revert to the civic and private commercial interests as it applied to their premises. For the most part, henceforth, the Navy's attention was devoted to guarding and protecting Naval property from damage, unwarranted trespass, or other loss.

NOTES ON CHAPTER
ON
SECURITY AND PROTECTION

(1)* A16-3/Presidential Executive Order #8403 of 7 May 1940; quoted in General Order #140.

(2)* General Order #160 quoting Presidential Executive Order #8953; 27 November 1941

(3) Confidential Dispatch from Coml1 to ComdtNOB; Serial #38; 12 February 1942; quotes Executive Order #8972.

(4) ND11/CF-33/(A1-Bn) (Serial A:082) 12 February 1942; ComEleven to ComdtNOB. (Confidential).

(5) NB46/A16-1/h (Serial C-64) 5 March 1942; ComdtNOB to ComEleven.

(6) NB49/A16-1/W:h/ (Serial C-68) 12 March 1942. (Confidential) ComdtNOB to ComEleven.

(7) VCNO ltr. 021893 of 29 August 1942, to ComEleven.

(8) NB66/A16-1/K (Serial C-222) 7 September 1942; ComdtNOB to ComEleven; Confidential.

(9) The "reference (a)" mentioned here is SecNav Dispatch 111817 of February 1942, already referred to.

(10)* ND11/A18-6/A10-fa/Serial X-3836/ Serial 197199; Confidential; 29 March 1943; ComEleven, acting, to ComdtNOB.

(11) OpNav/ C/L Op30523-1h, Serial 248830, of 15 December 1943, to All Shore Stations.

(12) SecNav ltr. GSP/bab (SC)A8-6/NB49 (038300A) of 27 August 1942, to VCNO.

(13) NB66/A16-1(Serial 012) 6 January 1944; ComdtNOB to ComEleven. (Confidential).

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(14) A1-3 (A7-Sr) SC--Serial W-1270; 15 January 1944; ComEleven's Confidential ltr to ComNOB.

(15) A16-1(3) 8 January 1944 re: NB66/A16-1(3) (Serial 1) from E. J. Amar, Los Angeles Port Manager to ComdtNOB.

(16) Ltr. from S. E. Vickers, City Manager of Long Beach to ComdtNOB; 15 January 1944.

(17) A16-1(3)/ 13 January 1944; W. F. Towle, U.S.C.G. to ComdtNOB; (Restricted ltr)

(18) ND11/L5-4(1)/A3-1/A10-FA/ Serial X-6796; 29 January 1944; ComEleven's Confidential ltr to ComdtNOB.

(19) NB66/A16-1(3) (Serial 341); 23 February 1944; ComdtNOB to City Manager, Long Beach.

(20) Memorandum to NOB Chief Staff Officer from Staff Legal Officer (Lt. Comdr. H. K. Lyle) re: "Jurisdiction of ComNOB over Terminal Island outside of Naval Activities"; 6 April 1945.

(21) N15 (7368); 21 August 1940; ComBase Force to ComEleven.
ASSTND/11/N15 (Serial 130) MLG. 1st End. on above; 9 September 1940; Asst. Comdt. (SP) to ComEleven.

(22)* ASSTND/11/A16-1/Serial 121 cjh 3 February 1941; AsstComdt to Mr. Perry S. Newcomb, Pres., L.A. Steamship Assn.

(23) ASSTND/11/A16-1/Serial 234/ 26 February 1941; AsstComdt (Captain Coffman) to ComEleven.

(24) ASSTND/11/53-1/(Serial 336)cjh 6 March 1941/

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

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(25) Confidential letter from Comdr. J. H. Everson, USN, Planning Officer for District Operations, to Lt. Comdr. F. D. Higbee, USCG; 3 April 1941.

(26) Confidential memorandum from Captain of the Port to the Assistant Commandant; approximate date around 24 April 1941.

(27) Ltr. from Captain of the Port to Comdr., Los Angeles District; 24 April 1941.

(28) ASSTND/11/N2-1/Serial 918) 2 June 1941; 1st End on ltr of Commander, L. A. District, USCG; AsstComdt. to ComEleven.

(29) Memorandum to AssistComdt (Capt. R. B. Coffman) from Inspector Naval Petroleum Reserves in Calif. (signed, W. R. Osgood); 19 May 1941.

(30) ASSTND/11/A16-1/serial 958 cjh/ 6 June 1941; restricted; from AssistComdt to ComEleven.

(31) ND11/A16-1QM (LA to LB Harbor) (A8-C-Hn) (Serial #1-461;) 17 June 1941, ComEleven to AsstComdt, SP.

(32) ASSTND/11/A16-1 (Serial 1052) 18 June 1941; 1st End; from Asst. Comdt. to SupShips Bethlehem.

(33) Los Angeles Steamship Association Information Bulletin #21; 9 July 1941; signed by Perry S. Newcomb, Pres.

(34) ASSTND/11/L24-"Z"/Serial 1027 cjh/ 17 June 1941; 2d End; AsstComdt SP to Director, U. S. Maritime Commission.

(35) L9-2/N14-3/Serial #3052; 27 December 1941; ComdtNOB (Capt. R. B. Coffman) to BuDocks.
also
Ltr from OinC, CG#6; to CO, Los Angeles Base; 5 January 1942.

(36) NB66/N14/K (Serial 1111) 1 April 1942; ComdtNOB's Memorandum to NOB Public Works Officer.

(37) ND11/L11/A16-1/Serial B (SD) -858; 23 January 1942; from ComEleven to ship owners.

(38) OP-30B2-LH/A8-6/QH(16) (411118) Serial 80030; 7 February 1942; CNO to Naval District Commandants and others.

(39) Ltr from Captain of the Port to ComdtNOB; 19 February 1942.

(40) MLG/8-26-40/ASSTND/11 Minutes of a meeting held in Mayor Bowron's Office; Friday, 16 August 1940, to discuss proposed Defense plan.

(41) Meeting of Defense Committee of California Oil and Gas Association; 27 November 1940. This report found its way into the files of the Assistant Commandant indirectly; seemingly it was not originally intended to come before the eyes of the Navy.

(42) Memorandum from Inspector of Naval Petroleum Reserves in California (W. H. Osgood) to Assistant Comdt. S. P., 4 March 1941.

(43) ND11/A8-1/A16-1/QM(NPRO(A8-C-Be) Serial I-210; 27 March 1941 ComEleven to BuNav.

(44) ASSTND/11/L24/Serial 433/ 9 April 1944; AsstComdt to ComEleven.

(45) NB49/A16-1/d/ Serial 244; 22 January 1942; ComdtNOB to Comdr. Robert W. Cary, USN, in Office of CNO, Washington, D. C.

(46) Ltr of Comdr. Robert W. Carry, USN to ComdtNOB; 11 January 1942.

(47) NB49/N15-1/Serial 454/10 February 1942; ComdtNOB to Mr. Arthur Eldridge, General Manager of LA Board of Harbor Commissioners.

(48) NB49/A16-1/Serial 462; 11 February 1942; ComdtNOB to Col. E. C. Kelton, U. S. Army, District Engineer.

(49) NB66/A16-1(Serial C-108); 20 April 1942; ComdtNOB to ComEleven.

(50)* NB66/P16-8 (Serial 5466); 29 December 1942; ComdtNOB to ComEleven.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(51) History of Port Director (NTS) San Pedro (Confidential); pp. 15 & 16.

(52) NB66/A16-1/K (Serial C-16); 16 January 1943; from ComdtNOB to VCNO, via ComEleven.

(53) Minutes of Oil Conference held at NOB, 2 July 1943.

(54)* NB66/JJ7/(Serial 2581) 22 August 1943; ComdtNOB to ComEleven, via Captain of the Port, L.A., and District Coast Guard Officer, 11ND.

(55)* NB66/JJ7/Serial 127/22 January 1944; ComdtNOB to ComEleven, via District Coast Guard Officer, 11ND.

(56) A3-1/GWDD/jh/Serial B-SP-1576; 26 October 1944; Memorandum from Port Director, SP, to Dist. Planning Officer.

(57) Report to the Los Angeles Chamber of Commerce from the Board of Building and Safety Commissioners; 1 July 1940.

(58) A report of Captain of the Port of Los Angeles on security of S.S. Agwimonte; 24 June 1941.

(59) ND11/P16-5 (A70U1) Serial W-337; Second End on CO, NAS, RB, TI, ltr NA26/P16-1/ L0(1)/KP/(3128) dated 7 November 1941. This end. dated 21 November 1941; from ComEleven to AssistSecNav, via Chief of BuAer.

(60) NB49/N27/(Serial 2456); 1 December 1941; ComdtNOB, to Capt. E. C. Seibert, CEC, USN, OinCC; Roosevelt Base.

(61) NB49/N27/(Serial 2510); 3 December 1941; ComdtNOB to Production Manager, Priorities Div., OPA, Washington, D. C.

(62) Ltr. from Capt. of Port, LA, to ComdtNOB; 26 January 1942.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(63) Ltr. from District Engineer to Captain of the Port, LA, 6 January 1942;
and
Ltr. from ComdtNOB to District Engineer; 20 January 1942.

(64) Ltr. from Mr. Arthur Eldridge, General Manager of Harbor Dept. LA, to Mr. Morgan Adams of Board of Harbor Commissioners, LA; 16 March 1942.

(65) NB49/N27/Serial 429/7 February 1942; ComdtNOB to City Manager of Long Beach.

(66) NB66/A16-1/B:Z/Serial 1604; 8 May 1942; ComdtNOB to Inspector, Calif. State Highway, Patrol, L.A.

(67) Report on Fire Protection to Navy Dept. by Advisory Bureau of Fire Protection of National Board of Fire Underwriters; August, 1942.

(68) NB66/A16-1/Serial 4296; 4 August 1942; ComdtNOB to ComEleven.

(69) NB66/N27/NB66/N27-7/Serial 5320/RNE:mf; 3 December 1942; ComdtNOB to BuDocks, via ComEleven.

(70) ND11/(1)/N27/23 December 1942; BuDocks to ComdtNOB.

(71) NB66/L20-1/Serial 120/ 20 January 1943; ComdtNOB to Los Angeles Harbor Commission.
also
Report to Mr. E. C. Earle to Mr. Arthur Eldridge, General Manager of L.A. Board of Harbor Commissioners; 2 February 1943.

(72) ND11/N27/A10-fa/Serial X-8314/Restricted; 28 July 1944; 11ND C/L 92-44.

(73) NB66/N27(PW) /NB66/N27/A1-1/JJ7/Serial 1890; NBG:ms; 13 July 1945; ComNOB to ComEleven.

(74) NB66/A16-1(4)/N27/Serial 0218/15 May 1944; ComdtNOB to All Naval Activities, Long Beach-San Pedro Area; Subj: Naval Operating Base Emergency Bill. Confidential.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(75) NB66/L11-1/LST/A16-1(3) Serial 0341; 16 January 1945; End-2 on COTP, L.A. Conf. ltr. (1) 6614.3 dated 27 December 1944; ComNOB to Assistant Industrial Manager, San Pedro.

(76) A8-5(21)Nav-HH/14 October 1940; restricted; SecNav to All Ships and Stations.

(77) ASSTND/11/A8-5/(Serial 420) cjh: 2 November 1940; Asst.Comdt., to ComEleven.

(78) ND/A14-6/Serial W-111/(A7-Cb); 19 November 1940; 11ND Operation Order #1 (Restricted).

(79) ASSTND/11/KP/(Serial 471); 22 November 1940; AsstComdt to Senior Aide to ComEleven via numerous staff officers.

(80) Station Order #20-40; 6 December 1940, of Naval Air Station, Terminal Island.

(81) ASSTND/11/A8-5/(Serial 45) cjh; 16 Jan. 1941; ComEleven to various local (SP,LB) Naval activities.

(82) Report of Coast Guard, dated 13 March 1941.

(83) Nav-1433-VM/A8-5(36); 22 July 1941; Chief BuNav to All Ships and Stations.

(84) ND11/EF30/A8-5/(A8-An-Hn) DIC-517; 26 March 1941; Restr. Memo. signed by ComEleven.

(85) AsstND/11/A8-5/Serial 1566; 11 August 1941; AsstComdt to ADIO, LA;
also
Ltr. from Coast Guard Captain of the Port, LA, to Catalina Upland Co. 12 November 1941.

(86) Ltr. from Capt. of the Port, Los Angeles to ComdtNOB; 21 January 1942 (661-6072).

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(87)* Notice from office of ComdtNOB, San Pedro: March 1942.

(88) "Regulations of the Naval Operating Base, Terminal Island (San Pedro), Calif.," April 1945; Section 611, pp. 23, 24.

(89) ASSTND/11/P16-4/00/A7-1/Serial 83/ 9 August 1940; from ComEleven to Lieut. Comdr. Wm. W. Drake, 1-V(S), USNR.

(90) A8-1/N3-1 (A8-Ca-Ls); 17 December 1940; ComEleven to the AssistComdt;
also
ND11/A8-1/ND11/A8-1/N3-1(A1-Ve-Be) Serial 1-616; 17 December 1940; ComEleven to CNO (Director of Naval Intelligence).
also
ASSTND/11/A2-1(Serial 551 cwh) 30 December 1940; from ComEleven to Chief of Bureau of Navigation.

(91) A3/SP-140/3 April 1941; A.D.I.O. Order #3.

(92) Memorandum from Public Relations Officer to AssistComdt; 4 September 1941.

(93) Memorandum from E. G. Bemis to Executive Officer; 3 March 1942; Concerns potential saboteur.

(94) A8-6(420303)/A8-6/(31); 31 March 1942; Restricted, SecNav (Knox) to All Ships and Stations.

(95) Op-16-1/(SC)A8-2/Confidential; Serial #01889616; 7 September 1942; from VCNO to Commanders, All Sea Frontiers and Commandants, All Naval Activities, except sixteenth.

(96)* Op-20-K/mh/(Serial 603220) 6 October 1942; VCNO to All Ships and Stations.

(97)* NB66/P1-5/Serial 2598/26 August 1943; ComdtNOB to VCNO.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND. SEE OFFICE OF NAVAL HISTORY FILES

(98) QB/NMSB/Enclosure #2 on Field Intelligence Unit, NOB, T.I., (S.P.), Calif.; in Report of Naval Manpower Survey Board, 4 January 1944.

(99) ND11/A8/(A2-Dj) Confidential, 26 June 1942; ComEleven to ComdtNOB and CO, NAS, TI.

(100) "Regulations of the Naval Operating Base, Terminal Island (San Pedro)"; April 1945; Section 612, p. 24.

(101) NB49/P16-3/00/Serial 2748/MLG 19 December 1941; ComdtNOB to Lieut. Jack W. Hardy, USNR.

(102)* A2-8(420228) F/LH:JF; 25 February 1942; Executive Order No. 9074. 7 F.R. 1587 (N.41)

(103)* NB49/A16-1/W:h (Serial 617) 25 February 1942; ComdtNOB to local activities.

(104) NB49/A16-3/EGB/h (Serial 718) 5 March 1942; ComdtNOB to ComEleven.

(105) NB49/A16-1/W-nb/(Serial 725) 5 March 1942; ComdtNOB to Capt. J. D. Colomy, USMC; via CO, NAS, TI.

(106) NB49/P16-3/K (Serial 754) 7 March 1942; ComdtNOB to Commanding General, USMC, Dept. of the Pacific.

(107) AD10/ND11/P16/LL(NOB) Serial LA/307/re/ 18 March 1942; AD10 to District Intelligence Officer.

(108) NB49/A16-1/W:nb/(Serial 906) 20 March 1942; ComdtNOB to various activities in local (S.P.-L.B.) area.

(109) Ltr. of 19 March 1942 from NOB Security Officer (Bos'n D. DiMarzo) to Comdr. L. P. Wessell.

(110)* NB49/A16-1/W:nb ... 4 April 1942; Comdr. L.P.Wessell to ComdtNOB.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(111)* NB66/A3-1/K (Serial 1807); 25 May 1942; ComdtNOB to ADIO.

(112) NB66/A16-1/h (Serial 1220) 10 April 1942; ComdtNOB to Officer in Charge, Security, Terminal Island.

(113) NB66/LL/Serial 1232/13 April 1942; ComdtNOB to OinC, Security, T.I.

(114)* NB66/N16-1/K (Serial 1335); 22 April 1942; ComdtNOB to all activities located on Terminal Island.

(115) Ltr. of 23 May 1942, from Lt. Comdr. Murphy, Navy Security Center, T.I., to Lt. Comdr. Leslie H. Baird.

(116) NB66/NSC/A16-1 (My-mg) (Serial 970) 7 September 1942; Officer in Charge, Navy Security Center, T.I. to ComdtNOB.

(117) NB66/A2-14/Serial Q-848; 26 September 1942; ComdtNOB to all concerned.

(118) HM23/L8-2/A16/(Serial 546) 17 August 1942 from CO, Rec. Sta. to ComEleven, via ComdtNOB.

also

NT4-59/A1-1/(Serial 595) 11 September 1942; from CO, U.S.N. ABD, Port Hueneme, Calif. to ComEleven, via ComNOB.
Statement re: blackout in plants from Operations Officer, NOB. (1946).

(119)* ND11/A16-3/A16-1(c)/Serial A-2319 15 September 1942; 11ND General Order No. 23-42.

(120) A8-6/AH(16) (411118); 9 March 1942 from CNO (Adm. Stark) to ComEleven (Adm. Holmes). This letter refers to these documents:
(1) Executive Order of the President No. 9074, dated 25 February 1942.
(2) Ltr. from SecNav to CNO; 28 Feb. 1942.
(3) Ltr. from CNO to Comdt. of Coast Guard and to Comdts. of Naval Districts; 28 February 1942.
(4) Ltr. from CNO to Comdt. of Naval District; 4 March 1942.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(121) 688; 8 April 1942; ltr. from Captain of the Port, Los Angeles, to District Captain of the Port.

(122) NB66/P16-4/00/(Serial 5063); 1 November 1942; ComdtNOB to Lieut. Comdr. OM. Murphy USNR.

(123) NB66/P16-4/00/Serial 5064; 1 November 1942; ComdtNOB to Lieut. Comdr. Perry M. Wood, USNR.

(124)* NB66/A16-1(Serial 5361); 12 December 1942; ComdtNOB to Port Director (NTS), San Pedro,Calif.

(125) NT2-18/L9-2/LW-1-9 19 January 1943; from Prospective OinC Naval Fuel Depot, San Pedro, to ComdtNOB, via Supply Officer-in- Command, NSD, S.P.
also
NT2-18/(MTS:ab) (Serial A-183-3) 23 January 1943; 1st End. on above ltr.; Supply Officer-in-Command, NSD, S.P., to ComdtNOB.
also
NB66/L9-2/K (Serial 163); 26 January 1945, 2d End. on above; ComNOB to ComEleven.
also
ND11/L5-4(1)/A10-Ia)Serial 3447); 1 February 1943; Third End. on above; District Security Officer to Assistant Port Security Officer.
also
NDSO/ND11/A8-6/QN (USN Fuel Depot) (Serial LA/104/1e); 4th End. 5 February 1943; Assistant District Security Officer to District Security Officer.
also
ND11/L5-4(1)/A10-AO/Serial X-3523; 8 February 1943; 5th End. ComEleven to Prospectice OinC Naval Fuel Depot, S.P., via ComdtNOB, S.P.

(126) 661/7 July 1942; Captain of the Port, Los Angeles, to District Port Director and ComdtNOB, S.P. Confidential.

(127) 668/8 July 1942/ Confidential ltr. from Captain of the Port, Los Angeles to District Port Director and ComdtNOB, S.P.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(128) NB66/L24 "Z"/(Serial C-163); 11 July 1942; ComdtNOB & Port Director, 11ND, to ComWes SeaFron, via ComEleven.

also

A16-1/QA-QN/(WSF-14-Sm) Serial 973; 26 July 1942; ComWesSeaFron, via ComEleven to ComdtNOB & Port Director, 11ND.

(129) NB66/A16-1/Serial C-401/18 December 1943; ComdtNOB confidential ltr. to ComEleven.

(130) ND11/L5-4(1)/A3-1/A10-fa/ Serial X-6796; 29 January 1944; ComEleven Confidential ltr. to ComdtNOB.

(131) Ltr. to local activities from ComdtNOB dated 15 February 1944, (Confidential).

(132)* Recommendations regarding the Modified Security Program for NOB, Terminal Island.

(133) NB66/LL/L9-2/Serial 508/ 17 March 1944; ComdtNOB to CNO via ComEleven.

(134) NB66/A16-1(3)/Serial 0267/ 23 June 1944; ComNOB to ComEleven (D Sec O).

also

NB66/L9-2(Serial 0303); 24 July 1944, ComNOB to AssistSecNav. (SECP), via ComEleven, BuDocks, CNO.

(135) ND11/A16-3(10)/A10-cu/Serial X-8663; 9 September 1944, ComEleven to Activities Concerned. This letter quotes pertinent material from CNO conf. ltr. Op30-351-1h (SC)A8-6/NN Serial 0667730; dated 23 August 1944.

also

VCNO conf. ltr. Op3051-1h(SC)A8-6/NN Serial 0203830, dated 5 October 1943.

(136)* Confidential Outline of Functions of Army, Navy and Coast Guard Relative to the Security of Ports and Harbors as Governed by Established Regulations, Directives and local Agreements; October 1944.

(137) ND11/A4-1/A10-HEA (Serial X-10626) 29 June 1945; ComEleven to District Coast Guard Officer; ComNOB, IND.Man; T.I., AIM, T.I., AIM, San Diego.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(138) NB66/A16-3(1)/L5-4/N27/ Serial 1819; 15 July 1945; ComNOB to All Activities, Long Beach, San Pedro Area.
also
Disaster Plan for Ports of Los Angeles and Long Beach; July 1945.

(139) Op-30B3-AJ/NB/ND(410124) (Serial 202030; 24 January 1941; from SecNav.
also
OP-30B2-MD/NB/ND(410124)/A3-1/(Serial 38730) 11 February 1941; SecNav to Bureaus and Offices of Navy Dept.

(140) NB30/A3-1 (OPser-169-a) 29 December 1941; Commander, San Pedro Section to ComdtNOB.

(141) (CF-01-ct) 7 February 1942; WesSeaFron General Order #1-42; Cancelled by ComWesSea-Fron ltr A6-5(1) (WSF-12-wn) Serial 1654; 19 May 1943.

(142) ND/11/A-29(a)(A7-Sr)Serial W-427; 28 February 1942; 11ND General Order #6042. (Cancelled by 11ND G.O.1943 of 24 Sept.1943).

(143) ND11/A3/N11/(A7-Sr) (Serial W-543; 17 July 1942; from ComEleven.

(144) NB66/NT4-93(PW)/NB66/L8-3/N34/A1-3/ Serial 2193/LMS:mh/ 16 August 1945; ComNOB to BuSandA; via (1) ComEleven and (2) ComWesSeaFron.

(145) NB66/NB30/(PW)/NB66/NB30/Serial 434; End-1 on ComEleven ltr NB (A7-Sr) Serial W-1636; 12 Jan. 1945; ComNOB to ComEleven.

(146) NB30/A4-1 (Opser-902-MS) 7 September 1945; Commander, San Pedro Section to ComEleven via ComNOB.

(147) NB66/NB30/A4-2/(Serial 3377) 27 November 1945; ComNOB to CO, US Naval Frontier Base, San Pedro Section, San Pedro, Calif.
also
Op24-pd/Serial 142P24/7 December 1945; SecNav (Forrestal) to All Ships and Stations.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND. SEE OFFICE OF NAVAL HISTORY FILES

(148) ComEleven conf. ltr. ND11/P17-1 (A7-Sr)SC Serial W-1040; dated 7 May 1943.

(149) NB66/A16-1(Serial C-121) Confidential ltr. from ComdtNOB to various commanding officers; 22 May 1943.

(150) NB66/A16-1(1)(Serial C-272) 4 October 1943; Memo signed by NOB Operations Officer.
also
NB66/A16-1(1)(Serial C-281) 11 October 1943;

(151) NA26/A16-s/CF-193-43/25 November 1943; from CO, NAS to ComdtNOB.

(152) ASSTND/11/P16-3/00/Serial 371/25 March 1941 (3rd End.) AssistComdt to ComEleven.

(153) ASSTND/11/P16-4/00/Serial 524/cjh/7 April 1941; 2d End. from AsstComdt to Lieut. C. H. Fogg, USN.

(154) S3-1/10 February 1942 (?)/AsstComdt to Chief of Staff 11ND.

(155) OinC U. S. FLEET ltr. P16-3/00/QR/Serial 605, 4 March 1941 to ComEleven.

(156) P16-3/00(604) 4 March 1941; 1st End. - to ComBase for ltr. P16-3/00/(1318) of 27 February 1941; from CominCh, U. S. Fleet, to BuNav, via ComEleven.

(157) ComEleven serial A-405 of 13 March 1941; AssistComdt to ComEleven.

(158) ASSTND/11/P16-3/Serial 707/13 May 1941/ AssistComdt to ComEleven.

(159) ASSTND/11/P16-3/Serial 978 cjh/ 12 June 1941; 1st End.; AsstComdt to ComEleven.

(160) ASSTND/11/QL/(Serial 2043) cjh; 14 October 1941; 1st End; Asst. Comdr. to ComEleven.

(161) ND11/00-F/WWW/Serial W-05997; 31 October 1941; ComEleven to Lieut. Comdr. C. H. Fogg, USN, (Ret).

(162) NB49/A9/(Serial 2912) MLG; 25 December 1941.

NOTE: *: This item is to be found in Appendix D, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(163) NB/P16-1/H:K/Serial 1098/ 1 April 1942; ComdtNOB to ComEleven.

(164) Sen.Pat.Off. ltr. to ComdtNOB; 13 March 1942; QL/P13/(LB).

(165) NB66/A3-1/K(Serial 4504)27 August 1942; ComEleven to ComdtNOB.

(166) P16-1/QL/8 January 1943; Sen.Pat.Off. to ComEleven, via ComdtNOB.

(167) ComEleven ltr. Ser. Q-0636 of 30 September 1942 to U. S. Navy Recruiting Inspector, Western Div.

(168) ComEleven ltr. to Mr. George B. Hanson, General Passenger Agent, Southern Pacific Railway Co., Los Angeles; 3 October 1942.

(169) Sen.Pat.Off., Long Beach, ltr.; QL/L20-1/ LB/ 27 October 1942; to ComEleven.

(170) QL/(SD)/A2-9/Serial 269/ 30 March 1943; 11ND General Order no. 11-43.

(171) ComdtNOB, SP, ltr. NB66/QL/Serial Q-2957em/ 9 October 1941.

(172) QL/NM23/26 April 1945; from CO Rec. Sta. to ComNOB.

(173) NB66/QL/Serial 2403/7 September 1945.

(174) QL/LA/A9/CH.f/Ws/Serial 71/ 13 January 1945. Sen.Pat.Off. to ComEleven.

(175) QL/LA/P16-1/MM/CHF/Wm/Serial 145/23 January 1945; Sen.Pat.Off. to ComEleven.

(176) OF22/QL/(Serial 249); 4 December 1945; from Senior Officer Present Afloat, Los Angeles-Long Beach Harbor, California, to All Ships Present.

(177) L4-3/GWDD/hmb/Ser. B-SP-144; 22 January 1942; from Port Director, S.P., to ComEleven, via ComdtNOB.

(178) Confidential History of Port Director (NTS), San Pedro; p. 29.

(179) A4/GWDD/jh/Serial B-SP-2087; 22 December 1943; Port Director, SP, to ComdtNOB.

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THE ADMINISTRATIVE HISTORY OF THE NAVAL OPERATING BASE, TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

Chapter V

TRANSPORTATION

The problem of transportation throughout the Los Angeles - Long Beach Area and especially to and from Terminal Island was of paramount concern to all Naval activities in the northern portion of the Eleventh Naval District. In this thickly populated area in which the number of privately operated automobiles was very high, the curtailment of gasoline and rubber complicated the problem and added an extra load to an already over-burdened public carrier system. The transportation difficulties were acute everywhere in this area, but the problem presented in getting personnel and material to and from Terminal Island was one which was ever-present for ComNOB and the activities under his cognizance. It is with this aspect of local Transportation that this chapter is chiefly concerned. Before the outbreak of hostilities and all during the war, matters of transportation and traffic offered besetting difficulties to the Naval activities on the Island. Even before these activities had undergone their great development and the numbers of workers had so greatly in-

creased, there was the necessity of moving construction workers on and off the Island and of bringing materials where they were needed. Involved in the Transportation problem were matters of access roads to the Island as well as of the roads required on the Island itself, bridges and ferries and even a proposed tunnel, and the matters of private automobile traffic, busses, and railroads.

The Naval Activities to be served on Terminal Island included principally Roosevelt Base, The Naval Drydocks, the Naval Air Station, the Receiving Station, and the Disciplinary Barracks. The shipyards, of which the California Shipbuilding Corporation and the Bethlehem Steel Company Shipbuilding Division were the largest on the Island, were the civilian activities with the greatest transportation problem; next to the shipyards in this respect came the several canneries located near Fish Harbor in the western part of the Island. In addition to these great users of transportation, there were a number of other business activities doing essential war work which had their carrier problems.

TUNNELS

Before the Naval and civilian activities in the harbor area had developed to the extent that they did during the war, the need had been recognized for an

improved transportation system throughout the harbor district. Congressional attention to this matter even before the outbreak of World War II is indicated in the bill introduced on 1 August 1939, in which the possible construction of a "T" tunnel is proposed.(1) This bill, introduced by Mr. Geyer of California, was referred to the House Committee on Military Affairs. This "T" tunnel proposal later came to the attention of the Senate when, on 4 March 1940, the Vice President laid before the Senate a resolution of the San Pedro Civic Council favoring such a survey for the possible "T" tunnel as had already been proposed in the bill mentioned above.(2) This matter was again brought to the attention of the House of Representatives on 11 March 1940, when the petition of the San Pedro Civic Council with reference to their resolution was referred to the Committee on Military Affairs.(3) The "T" tunnel project continued to be strongly advocated, especially by civic leaders interested in the development of the Los Angeles - Long Beach Harbor District. This is indicated in letters, dated 14 September 1940, from the San Pedro Civic Council, over the signature of Edward Kosin, Chairman of the "T" Tunnel Committee, to Captain Richard B. Coffman, then Assistant Commandant of the Eleventh Naval District, with Headquarters in San Pedro. In one of

these letters it is brought out that the "T" tunnel project is still being advocated to the President of the United States and to Congress and the support of the Assistant Commandant is requested.(4) Referring to a report compiled by the Los Angeles City Engineer Department in March, 1938, Mr. Kosin states:

> "...it is estimated that the 'T' tunnel project will save $1,198,744 annually in transportation costs; the Federal Government collected $223,300,000 in the 1939 gasoline tax, of which California contributed $18,800,000, and also that from the Port of Los Angeles - Long Beach, California, now accrues the second largest amount in revenue to the Federal Government. Wherefore, the benefits of the project in comparison with the actual cost involved, is of such great magnitude that no kind of reason should further delay the necessary legislation...."

In the second of these letters Mr. Kosin indicates that the plan for the "T" tunnel is to be brought to the attention of Secretary of the Navy Frank Knox who was to be on Terminal Island on 19 September 1940.(5) Despite the activity of this local committee and the introduction of the matter into the halls of Congress, the "T" tunnel project was dropped. The probable value of such a means of communication was recognized, but with the entry of the United States into the war and the increasingly critical situation with regard to construction materials and personnel it was considered unwise to undertake such a large project.

Naturally the Navy had been interested in the improvement of access to Terminal Island at the time of the earlier proposals to build a "T" tunnel. With the coming of war and the tremendous acceleration of military and industrial activity on Terminal Island, the great difficulties of getting large numbers of military personnel and industrial workers on and off the Island were increasing under consideration by the Commandant, Naval Operating Base, Terminal Island, and his subordinate officers as well as by the District Commandant. ComdtNOB concurred in the opinion of ComEleven that the tunnel project should be deferred until after the war.(6) The use of a tunnel again came to the fore in 1943 as a possible means of communication between Long Beach and Terminal Island. The Commandant of the Naval Operating Base, Terminal Island, Commodore Heim, mentioned the tunnel project in a letter to Mr. W. R. Martin, President of the Board of Harbor Commissioners of the City of Long Beach, in which the probability of such a tunnel being built during the war was rejected and the construction of a temporary pontoon bridge urged.(7) Vice-Admiral Ben Moreell, Chief of the Bureau of Yards and Docks, in his letter to Mr. Thomas H. MacDonald, Commissioner of the Public Roads Administration, on 25 June 1943, doubted that it would be practicable

to undertake a tunnel to Long Beach at that time, but asked that the Public Roads Administration prepare the needed plans and specifications so that such a tunnel might be built later.(8) In a letter dated 28 October 1943, Mr. MacDonald wrote to Vice-Admiral Moreell that the Public Roads Administration could not justify using defense access funds to pay for the preliminary engineering for the proposed tunnel. In this letter Mr. MacDonald referred to a bridge over Cerritos Channel which had been proposed as a solution to the access problem and said that the tunnel would serve only twenty-five per cent of the total traffic entering and leaving Terminal Island yet would cost $7,500,000 or about eighty-eight per cent of the probable cost of the bridge.(9) In the meantime a "Preliminary Engineering Report on the Proposed Vehicular Tube to Terminal Island " had been submitted to the Long Beach Harbor Department, under date of 30 September 1943, by Robert R. Shoemaker, Chief Engineer. A copy of this report is included in the appendices for the information it contains on the tunnel project and other pertinent data on Terminal Island transportation matters. (See Appendix E, TRANSPORTATION)

So far as undertaking the tunnel project during wartime as a solution to the access problem from

Terminal Island to Long Beach, the matter seems to have been dropped temporarily, at least, toward the end of 1943. Mr. James Forrestal, as acting Secretary of the Navy, wrote as follows to Mr. Carl Vinson, Chairman of the House Naval Affairs Committee, in a letter dated 15 November 1943:(10)

> "The purpose of the bill (H.R.3276) is to authorize the Secretary of the Navy to undertake the construction of permanent access facilities under the Long Beach ship channel to naval activities on Terminal Island, California, with funds appropriated under the heading 'Public Works, Bureau of Yards and Docks', by Public Law 92, Seventy-eighth Congress.
>
> "From a long range point of view, the construction of a subaequeous tunnel between the Naval Fleet Base (sic) on Terminal Island and the Naval Hospital, Naval Aviation Station and the residential sections of Long Beach is considered desirable. However, the cost of such a project would be in the neighborhood of $10,000,000 and the diversion of the necessary critical materials and manpower from other essential activities cannot be accomplished without interference with the war program.
>
> "The bill would also result in the diversion of funds now appropriated for urgent naval works in favor of a project which is not immediately essential as current needs may be taken care of by the construction of a temporary pontoon bridge, a project that is now being processed.
>
> "In view of the foregoing, the Navy Department recommends against enactment of the bill H.R.3276 as the matter can be more appropriately disposed of in an omnibus public works authorization bill when the need for the facility is considered sufficient to warrant undertaking its construction."

When Secretary of the Navy Knox wrote to Mr. Vinson less than a month later, on 3 December 1943, regarding H.R.3455, he recommended against enactment of the bill.(11) Bill H.R.3455 proposed to "authorize the Secretary of the Navy to construct a T-tunnel as a means of communication and transportation between San Pedro, Wilmington, and Terminal Island, California." Secretary Knox also objected on the grounds that manpower and materials would be diverted from essential war activities. He pointed out that even as a long-range public works development "it might not be a Navy project because it would involve existing facilities other than naval."

BRIDGES

With tunnels out of the transportation picture except as dream children, bridges and ferries remained as means of access to Terminal Island. Of the three bridges to Terminal Island which ultimately offered means of approach, only one of these existed previous to the augmented development of naval and industrial activities on the Island during the second World War. This was the Bascule Bridge carrying the Union Pacific Railroad and Henry Ford Avenue across Cerritos Channel to the north side of the Island. The presence of the railroad across this bridge naturally limited the vehicular traffic. Of the three bridges, the Bascule

or Ford Avenue Bridge was the only permanent structure as the other two bridges were built by the Navy as temporary expedients with the understanding that they would be removed after the war.

With only the one bridge leading to the northern and eastern portion of Terminal Island and with the San Pedro ferry system offering limited access, at best, to the western end, the need for expanded means of vehicular approach was felt long before the entry of the United States into World War II had brought with it a tremendously increased burden of military and industrial traffic. In a memorandum report of a conference held at Terminal Island on 8 January 1941 there is evidence of serious consideration of a project to build a bridge across Cerritos Channel as well as a system of roadways connecting such a bridge with the principal travel routes on the mainland.(12) At this conference representatives were present of all the principal military and industrial as well as civic activities interested. It was indicated that a survey and preparation of plans were to be authorized by the Public Roads Administration from Seaside Avenue on Terminal Island to State Street in Long Beach; road and street connections and a separation structure at Anaheim Boulevard were to be included. Considering plans to extend the roadway to State

Street, with a six lane width and separation arrangements of the railroads and highway, it was estimated that the cost of the bridge and roadway would amount to $4,640,000. At this meeting, Commander J. T. Mathews, District Public Works Officer, urged prompt action because of the probably increasing shipbuilding activity on the Island which, added to the growing naval base and the expanding of the facilities of Los Angeles - Long Beach Harbor, would certainly cause an increase in the amount of traffic to and from the Island. This increase would be especially concerned with an added amount of heavy trucking as docking facilities on the Island expanded. Hence, it was believed that provision for six lanes was warranted. In a letter of 5 February 1941, the Commandant of the Eleventh Naval District, Rear Admiral C. A. Blakely, indicated to the Chief of the Bureau of Yards and Docks how strongly the Naval authorities felt was the need for early action in getting this improved access to the Island.(13)

In a despatch to the Secretary of the Navy, dated 14 March 1941, ComEleven recommended immediate action to provide an access road of four lanes and a later appropriation for installation of a permanent bridge as recommended by the Public Roads Administration. This despatch was sent at the recommendation of the Assist-

ant Commandant in San Pedro who had reported increasing traffic congestion on the Island with about 7000 men working on various projects at that time. This figure was expected to increase to 20,000 by July of that year and in addition to the growing number of personnel there would be greatly increased need for transportation of supplies. On 18 March 1941 BuDocks indicated in a despatch to ComEleven that the problem had been given consideration in the Navy Department. It was felt that WPA should not be relied upon because of the urgency of the matter. The Navy Department was willing to proceed if Long Beach and Los Angeles would assist in the building of the approach roads. A Conference was suggested. On 21 March 1941, there was published, over the signature of Lt.Col. Edwin C. Kelton, U. S. Army District Engineer, official notice that the Division of Highways of the California State Public Works Department had made application for approval of plans for "a proposed lift type highway bridge across Cerritos Channel, between Henry Ford Avenue and the Turning Basin, Long Beach Inner Harbor, California." The structure proposed would have a "horizontal clearance of 200 feet and a maximum vertical clearance of 175 feet above highest observed tide,...."(14) Further correspondence at this time indicates that the District Engineer was hopeful that some arrangement

could be made for improved access to the Island which would avoid the necessity of building a temporary trestle bridge across Cerritos Channel, thus blocking the channel for navigation.(15) ComEleven indicated to BuDocks, in a despatch of 17 April 1941, that the District Engineer had about completed his investigations and that consideration would be given to building a trestle bridge if either ComEleven or Long Beach submitted a request.(16) Apparently, it was realized that the proposed high-level lift span bridge and roadways could not be built soon enough to provide a solution for the rapidly growing problem of traffic congestion. A despatch from BuDocks to ComEleven on 26 April 1941 showed that the Navy Department was to finance the access roads by distributing the costs among various benefiting Naval appropriations. So ComEleven was requested to apply for the trestle bridge. It had been learned, unofficially, that the District Engineer favored the project if a swing span should be included in the trestle. As for the improvement of the access roads, obtaining the necessary funds would require the leasing of the roads from the municipal authorities. It was suggested that an attempt be made to get a lease for one dollar a year, renewable during the emergency.(17)

As workers were added at the military and industrial projects under construction or in operation, there was a rapidly increasing traffic flow to and from Terminal Island. This is evident from the importance attached by the District Engineer to the maintenance of the regulation closed periods for the Henry Ford Avenue (Bascule) Bridge. In a notice to "Boat Operators and others concerned", dated 23 April 1941, Lt.Col. Kelton warned that raising of the draw during the closed periods must be kept to a minimum or it might be necessary for the regulation to be so revised that opening of the draw during the closed periods would be entirely prohibited.(18) It appears, however, that traffic congestion, with its attendant confusion and danger, increased to such an extent that ComEleven felt justified in recommending that the War Department approve a recommended modification of the drawbridge regulations so as to alleviate the situation by restricting the opening of the bridge during rush periods.(19) On this same date, 27 May 1941, ComEleven wrote another letter to the District Engineer requesting that officer's co-operation and the approval of the War Department in the construction of a temporary bridge across Cerritos Channel, such as had already been proposed. Application for the Navy to build this bridge parallel to the Henry Ford Avenue Bridge had been made to the War Department on 21

May 1941. It was pointed out that this additional means of access was essential and that the need for it would increase as the need for transporting personnel and material grew with the development of Naval and industrial activities on the Island. The Navy Department constructed this temporary bridge as an addition to the Roosevelt Base construction contract.(20) A letter from the Officer-in-Charge of Construction, Roosevelt Base, Terminal Island, to the Chief of the Bureau of Yards and Docks reported that the new temporary bridge across Cerritos Channel, built as an addition to Contract NOy-4279, had been completed and put into operation on 1 December 1941. In this letter the Officer-in-Charge inquired whether insurance should be taken out on this structure.(21) He was informed by BuDocks that, in accordance with established policy, no insurance would be taken out on the bridge.(22) Operation was undertaken by the Navy using civilian employees, while policing and traffic control of approach streets and temporary roadways was handled by Long Beach and Los Angeles.(23) During the time when a need was felt for guards at this bridge, Army personnel fulfilled this duty.(24)

By the middle of 1941 the possible need of a second railroad connection to Terminal Island was forseen by Naval authorities concerned. This is

evident from the letter of the Officer-in-Charge of Construction, Roosevelt Base, (Captain E. C. Seibert) to the Chief of the Bureau of Yards and Docks and in the First Endorsement thereof by the Assistant Commandant, Eleventh Naval District, (Captain R. B. Coffman). In these letters the need was urged of building a second railroad bridge at an estimated cost of $231,200.[25] It was pointed out that the disabling or destruction of the single railroad bridge to the Island -- the Henry Ford Avenue Bridge -- would seriously cripple Federal activities in the area inasmuch as all of the steel for the Naval Operating Base and the shipyards on the Island must be fabricated at points outside and brought to the Island over that bridge. Most of the other materials used in the construction work also had to be brought over that railroad bridge. BuDocks disapproved this proposal at the time it was submitted, but in a letter dated 29 January 1942, ComEleven suggested that it be resubmitted in view of changed conditions and indicated that he would favorably endorse it.[26] In letters to BuDocks on 20 April 1942[27] and to ComEleven on 23 April 1942,[28] ComdtNOB (Captain Coffman) brought up the matter of added railroad access to the Island. The matter was again broached in a letter from ComdtNOB to ComEleven on 29 May 1942.[29] Nevertheless,

despite these early efforts and the keenly felt need, this extra railroad bridge to Terminal Island was not built. A factor entering into this matter was the opposition of the Army District Engineer to the building of further low level spans across Cerritos Channel. The extra navigational hazard and danger to shipping in case of an oil fire were felt to out-weigh the value of such a bridge.

By May 1943, with work well underway at the new U. S. Naval Drydocks and with the shipyards on the Island adding workers, the traffic situation had become more acute. Need was evident for more direct highway communication between the Long Beach mainland and Terminal Island, via Seaside Avenue, across the east entrance channel. The idea of a tunnel under this channel to the Island came up again; however, it was realized that such a tube, if undertaken at all, would have to be postponed until after the end of hostilities. As a temporary solution, the erection of a pontoon or barge bridge was proposed.(30) It was estimated that such a bridge could be built in about 110 days at a cost of about $300,000. With 20,000 additional workers expected to swell the total number of workers on Terminal Island to 100,000 within the coming twelve months, according to estimates of the Long Beach Harbor Department, it was thought that this bridge should be undertaken as soon as possible.

A public hearing was held by the District Engineer on 3 August 1943 and ultimately approval was granted by the Army in September.(31) The proposed structure was to be a retractable type bridge using two 90 foot spans mounted on 120 foot barges.(32) The Navy Department granted approval in October and work began shortly thereafter on a bridge to accommodate four lanes of traffic and to cost $350,000.(33) However, before the bridge was completed and put in limited operation in July, 1944,(34) appropriation for $660,000 was made. The bridge was placed in normal operation at 1200, Saturday, 14 October 1944.(35) Arrangements were made to keep the bridge closed to waterborne traffic during the busiest hours of vehicular traffic.

Consideration was given to the building of a high level, lift span bridge of steel construction over Cerritos Channel even before the United States entered World War II. In a letter to ComEleven, dated 29 September 1941, the Assistant Commandant (Captain Coffman) referred to the probable passage of a bill by both houses of Congress which would carry appropriations "for the construction of still another access to Terminal Island in the way of a six-lane freeway over Cerritos Channel on the north to Terminal Island. "This freeway, it is understood," said Captain Coffman, "is a project which no doubt will be completed within

the next year."[36] Alas, for the Assistant Commandant's sanguine hopes, Pearl Harbor came a few months later and the necessary restrictions on the use of steel and manpower caused this project to be postponed, but not dropped. It was understood that temporary bridges across the channel would have to be removed after the war in compliance with agreements with the War Department. In consideration of this fact, the Navy Department procured an appropriation of $10,000,000 in 1942 to which the Public Works Administration added another $4,000,000 for the construction of the freeway and steel lift bridges. However, when the matter again came under consideration in the autumn of 1945, Secretary of the Navy Forrestal took the position that the project, though approved during wartime, should not be built in peacetime with Navy funds. He suggested that State or municipal authorities be consulted as to the possibility of their building the improvement. All such officials consulted indicated that there was no possibility of procuring funds from their agencies. They felt that the Navy had the primary interest in improving access to the Island.[37] Ultimately the Navy Department withdrew its opposition to the project and it was reinstated as a Naval undertaking.

FERRIES

Of the ferries and water taxis running between Terminal Island and the mainland only one offered transportation to vehicular traffic. This was the ferry running between San Pedro and the western end of Terminal Island. Until the Municipal Ferry Service took over the service between San Pedro and the Island, these services were privately operated. The Municipal Ferry Service went into operation in the fall of 1941.(38) The passenger services between Wilmington and the northwest side of the Island and between Long Beach and the east end continued to be privately operated. After the pontoon bridge across the east channel was put into operation in October 1944, the water taxi service there was discontinued.

In the spring of 1942, according to the report prepared by E. C. Earle of the Los Angeles Harbor Department, approximately 14,000 persons were reaching Terminal Island and leaving it each day by means of the three ferry services.(39) At that time, the workers employed at Roosevelt Base and the Naval Air Station, together with those working at the California Shipbuilding Corporation and Bethlehem Steel Shipbuilding yards, as well as a few other industries, totalled about 42,600 each twenty-four hour day. It was then thought that the peak number of employees

on Terminal Island would be 50,000. At the time of this report the Municipal Ferry Service between San Pedro Mainland and the western side of Terminal Island was handling approximately 5,500 employees each day. The H-10 Ferry Service, running between Wilmington and the northwest side of the Island, was handling about 8000 daily while the Long Beach - Terminal Island Ferry, a passenger water-taxi service across the east channel, handled about 400 each day. It was estimated that this number of 14,000 amounted to about thirty-three per cent of those employed on the Island. It was believed that the Municipal Ferry could handle during each twenty-four hour day 18,000 employees in three thirty-minute shifts. If, as the numbers of employees grew, the hours of work commencement were staggered at the shipyards into three stages within the plants, it was thought that the Municipal Ferry could handle as many as 54,000. In the light of subsequent developments in Island transportation, paragraph 4 of Mr. Earle's report is interesting:(39)

> "...it is apparent that the Municipal Ferry Service alone is sufficient to efficiently handle the entire peak number of employees that now is being contemplated to be employed on Terminal Island at any given time. In short, the Municipal Ferry Service at San Pedro will be able to transport all employees engaged in work on Terminal Island at a rate faster than rail and bus service will be able to deliver such employees to the Ferry terminus. The bottle-

> neck definitely will lie with the land transportation facilities and shipyards --if the peak employment rate now contemplated is reached--Will have to stagger hours of work commencement within each of the employment projects to permit rail and bus service of the required time for delivery of Terminal Island workers from the various residential areas throughout the county to the Ferry terminal."

This report also states that the H-10 Water Taxi Company, running between Wilmington and the Calship yard, believed it could handle the entire peak load of that company's employees. In paragraph 6 of his report Mr. Earle further states:

> "...adequate ferry service is now available between the mainland and Terminal Island and...the problem of getting men to and from their jobs on Terminal Island is not one of ferry transportation but one of land transportation. In short, the ability of land carriers to place the employees at ferry termini, in units sufficiently large, and with sufficient frequency to meet work requirement schedules of the yards, is the nut to be cracked."

In September of 1942 hindering of ferry service on the Municipal Ferry System between San Pedro and the Island was projected into the transportation picture when crew members of the ferries threatened to resign unless their demands for wage increases were met by the Harbor Commission.(40) Negotiations continued over several weeks and the matter was eventually settled amicably without the threatened tie-up of service.

In the spring of 1943 a proposal was brought forward for a standby or auxiliary ferry and ferry slips on the San Pedro system. ComdtNOB submitted a project to BuDocks for an auxiliary ferry slip to be built on Terminal Island as a Navy project.(41) However, the Vice Chief of Naval Operations disapproved this proposal on the grounds that existing fire-fighting equipment on Terminal Island was adequate protection for all Naval activities located there and hence the auxiliary ferry service would not be required as a means of bringing more fire equipment from the mainland.(42)

That the Navy Department and local naval authority as represented by ComNOB had little inclination to participate in ferry operation or maintenance in the latter years of the war is indicated in ComNOB's endorsement to a letter of the Commanding Officer of the U. S. Naval Drydocks in 1944 regarding additional ferry facilities.(43) Here it is stated that both the Federal Government and the Navy are "committed to bridge transportation from the mainland to Terminal Island." Disinclination to participate in ferry building or operation is again indicated in ComNOB's letter to the Commanding Officer of the Drydocks in 1945 when the matter of additional ferry service once more was brought up.(44)

ComNOB's statement in 1944, in his letter to the Commanding Officer of the Naval Drydocks, that he regarded the ferry from San Pedro to Terminal Island as a purely commercial affair brings to mind the attitude of the Los Angeles Board of Harbor Commissioners in the fall of 1942. At that time arrangements were being made for the Pacific Electric Railway to serve the transportation needs of California Shipbuilding Corporation as well as other activities on the Island. The Board of Harbor Commissioners protested vigorously against the plan to have the Pacific Electric Railway serve Terminal Island under the sponsorship of the United States Maritime Commission. It would appear from the report of the conference held on 16 September 1942 that the Harbor Commissioners were far more concerned with the money to be earned by the Municipal Ferry than with the necessity of adequate and convenient transportation for workers on Terminal Island. Certain passages from the memorandum report of this conference are illuminating:(45)

> "The conference was called at the request of the Maritime Commission for the purpose of discussing the question of compensation to the Board of Harbor Commissioners for the use of Badger Avenue (Henry Ford Avenue) Bridge by Maritime Commission trains operated by the Pacific Electric Railway to and from the Calship property.

"The Board of Harbor Commissioners had previously submitted to the Maritime Commission at Washington, D.C., through Mr. C. A. Smith of the Pacific Electric, a proposal of ½ cent per passenger, minimum of $2000 per month, as a basis for compensation. This the Maritime Commission felt was too high and for that reason called the above conference.

"At this conference it developed that this ½ cent per passenger has within its make-up certain contemplated losses to the Board by reason of its feeling that the Pacific Electric tracks into Calship property will divert some of its revenue-paying passengers from its San Pedro ferry operation, thus causing it a loss which it feels the Maritime Commission should make up. The extent of this loss has not been determined.

.....

"The Maritime Commission...feel that the ½ cent per passenger, minimum $2000 per month, is excessive for the reason that on this basis the Maritime Commission would pay a minimum charge for use of one lane of the bridge structure of $24,000 per year, whereas for the five fiscal years' operation, 1936-1941 inclusive, the total average maintenance and operating expense of the entire structure, including the Union Pacific's portion of certain items, averaged $24,140.72. The Maritime Commission does not feel that the Board should require it to pay as a minimum the total actual maintenance and operating expense of the entire structure, for use of ½ of the bridge structure.

.....

"In view of the attitude of the Harbor Board with respect to the San Pedro Ferry, the Maritime Commission representatives will not recommend that the employees of the Bethlehem Steel Corporation, or any of the industries on the

Island southerly of Calship property, be permitted to ride on Maritime Commission trains to and from the Island. That these workers be required to come through San Pedro ferry as at present.

"With respect to the Navy operations on the entire Island outside of the industries concerned, the Maritime Commission will be glad to consider any proposition that the Navy Department has in mind with respect to use of its trains by Navy workers, always keeping in mind the fact that the Maritime Commission doesn't desire to enter competition with the Harbor Board on its San Pedro Ferry operations." (underlining that of the Historical Officer.) (46)

RAILWAYS

Transportation of materials by railroad freight service was provided by the Union Pacific and Harbor Belt Line railroads on Union Pacific tracks extending across Cerritos Channel over the Henry Ford Avenue (Bascule) Bridge over which the Union Pacific Railroad has a permanent easement. Demands for freight operations were so heavy on these lines that they were not in a position to assist in the transportation of commuting personnel. In the spring of 1942, with the daily flow of personnel to and from Terminal Island showing a steady increase, consideration was given to making provision for the Pacific Electric Railway to provide service for workers in industrial plants on the Island as well as for military personnel. On 1 May 1942 a meeting of representatives of interested

activities was held in the rooms of the Los Angeles Harbor Commission to consider the problems of providing extended railway transportation. The main conclusion drawn from this meeting was that if any passenger transportation were provided, it would have to come through Maritime Commission sponsorship of Pacific Electric facilities. On 20 May 1942, a conference was held in the office of the California Shipbuilding Corporation, Los Angeles, which was attended by representatives of the U. S. Maritime Commission, the interested railroads, and the shipbuilding company.(48) At this meeting the groundwork was laid for providing transportation to Terminal Island for Calship workers via Pacific Electric. As ComdtNOB indicated at a conference on transportation on 6 August 1942, it was apparently intended to make this a private railway line to Calship.(49) At this meeting, the possibility of extending the line to Bethlehem Steel at the southwestern end of the Island and to the other industries and Naval activities in that part of the Island was considered favorably. The contract, as arranged at that time between the Maritime Commission and Pacific Electric, did not provide for allowing other than Calship employees to ride the trains. However, ComdtNOB opposed this sort of monopoly and it was indicated that probably the contract was open to amendment. Strangely,

the Maritime Commission, in undertaking so extensive a project as the extension of railway service to Calship, had seemingly given no thought to the possible transportation needs of other activities in the area. At a meeting of interested parties, held in the office of Mr. N. H. Landon, Calship Resident Planning Engineer, on 12 August 1942, plans were considered for extending the Pacific Electric facilities southwest toward Bethlehem Steel as far as the Receiving Station (Disciplinary Barracks) and, possibly, eastward toward the Southern California Edison plant. ComdtNOB was represented at this meeting by Lieut. Comdr. O. M. Murphy, USNR, of the Navy Security Center, and by Lieut. Comdr. R. N. Ernest, (CEC), USN, Assist. Public Works Officer, NOB.(50)

In a letter to the Chief of the Office of Procurement and Material, Navy Department, via ComEleven, ComdtNOB urged that the contract between the Maritime Commission and the Pacific Electric Railway be amended so as to allow personnel of activities other than Calship to use the proposed facilities. ComdtNOB also brought up the fact that the railway extension as planned would interfere considerably with highway facilities to Terminal Island and Aggravate traffic difficulties; he suggested the possibility of running the Pacific Electric line to a point opposite Calship

on the mainland. In connection with the proposal to extend the planned rail facilities to other parts of the Island, ComdtNOB wrote:(51)

> "... The question of extending these rail facilities from the proposed terminal at the California Shipbuilding Corporation to serve the remainder of the Island has been investigated. It is feasible but will require the expenditure by the Navy Department or other appropriate Government agency of $350,000 for a two mile extension to the west and $200,000 for a 1.1 mile extension to the east. It will also be necessary for the several activities to stagger working hours with a three-hour differential from the California Shipbuilding Corporation hours. It is considered more appropriate and economical to provide service from the California Shipbuilding Corporation rail terminal by twenty existing busses, both Navy and privately owned, by existing trucks, or by foot for shorter distances."

It is to be noted, too, that ComEleven in a letter to the Chief of the Office of Procurement and Material, via BuDocks, on 4 September 1942, complains of the fact that the contract between the Maritime Commission and the Pacific Electric was referred neither to ComEleven nor to ComdtNOB under whose jurisdiction Terminal Island lay. ComEleven agreed with ComdtNOB that "any additional electric transportation facilities of the nature covered in the contract...should be available to all personnel engaged in the war effort."(52) ComEleven also insisted that "any additional means of transportation between the mainland and

Terminal Island should be approved by the Navy."[52]

On 26 September 1942, two representatives of the Maritime Commission, Mr. T. D. Geoghegan and Mr. D. E. Lawrence, wrote to ComdtNOB concerning the projected railway extension, outlining a plan for contract carrier operation with fares dictated by the Maritime Commission, separate policing of personnel by industry and Navy, and arranging for use of facilities by activities other than Calship. This letter closed with this statement:[53]

> "11. It is the purpose of the Maritime Commission, in co-operation with the Office of Defense Transportation, to provide a maximum service to the maximum number of workers on the Island and to this end it seeks the co-operation of the Navy and the other industries on the Island. It is the purpose of the Maritime Commission to get this line in operation at the earliest possible date and tentative figures have been given by the Pacific Electric to the effect that it may be in operation shortly after the first of December. In any event the Commission contemplates the line will be in full operation around the first of January."

In a letter to BuDocks, via ComEleven, 15 October 1942, ComdtNOB reviewed the development of the plan to extend Pacific Electric facilities to Terminal Island.[54] In this letter, he pointed out that while security of naval interests would be improved if automobiles could be prohibited from coming on the Island, at the same time, until an adequate mass

carrier arrangement could be set up, it would be disastrous to the production schedules of the war industries and naval activities if such an order were issued.

When construction of the Pacific Electric extension was undertaken it was realized that the proposed location of the roadway south of Cerritos Channel was such as to cause serious obstruction to automotive traffic and to reduce the temporary connecting roadway, at that time recently constructed by the Navy and the City of Long Beach, from a much needed four-lane highway to a two-lane highway. Protests on the part of the Long Beach Board of Harbor Commissioners and ComdtNOB brought about a relocation of the rail line.(55)

The Pacific Electric trains to Terminal Island began regular operations on 19 March 1943.(56) The operational policy of the trains appears to have been dictated by the Maritime Commission through its local representatives. The number of the trains and their schedules were governed by the apparent need for them as indicated by the number of people using them. This is evident in a letter to ComdtNOB from Mr. John R. Jago, Maritime Commission Resident Plant Engineer at Calship.(57) In this letter is stated the general policy of the railway's operation. Workers wearing a

Navy badge as well as any personnel in United States service uniforms were allowed to ride the trains. Schedules were to be arranged to allow for the different work schedules on the Island in so far as this could be done and still provide a large enough load on each run to pay for the operation of the train. Already, at the time of the writing of this letter, several trains had been discontinued because the patronage was not sufficient to justify their continuance.

Early in 1943 the blocking of vehicular traffic at grade crossings by railway traffic was recognized. Freight trains were regarded as the principal factor though the future operations of the Pacific Electric passenger trains on the Island were also considered. This was a serious matter not only as a cause of loss of man-hours in the industrial activities but also as an extremely dangerous means of blocking military access to the Island. From the results of a survey conducted in December 1942, it was believed necessary that at least two grade crossings be eliminated by rearrangement of the tracks through connecting tracks. It was felt that the elimination of the two grade crossings was all the more urgent because of the installation of the new Pacific Electric tracks. It was also urged that train movements be curtailed as much as possible

during rush hours and that the length of freight trains be limited.[58] In a meeting of the Terminal Island Traffic Committee at Calship on 2 March 1943, Mr. Laughlin, of the Harbor Belt Line railroad, voiced the opinion of the railroads that little could be done in connection with the blocking of crossings by freight trains in so far as restricting train movements because such an arrangement would restrict train operation six hours out of the twenty-four. However, the elimination of two crossings by the projected construction of another connection was expected to alleviate some of the trouble.[59] Since the changes in track arrangement would not benefit them, the Union Pacific Railroad declined to stand the expenses of construction. ComdtNOB agreed with this point of view and recommended to the Chief of the Office of Procurement and Material that the Navy Department provide the funds to pay for the installation of this necessary connection and urged that it be accomplished as soon as possible so as to prevent increasing interference with Naval and industrial activities.[60] A survey was made of railroad traffic on Terminal Island between 12 July and 16 July 1943 and it was observed that there had been:[61]

> "...little effort on the part of the railroads to route their traffic so as to alleviate congestion. ... As a

corrective measure, it (was) suggested that the railroads operating on Terminal Island be requested to run no trains during the peak rush hours of 0000 to 0100, 0700 to 0800 and 1600 to 1700 respectively. ... It is felt that by adhering to the foregoing schedule the congestion caused by rock trains would also be reduced to a minimum and the necessity for moving the barge loading facilities nullified, thus saving critical materials and the services of a dredge and pile driver."(61)

In a despatch from ComdtNOB to the Secretary of the Navy, dated 29 December 1943, are to be found these figures pertinent to the Transportation and traffic problems on Terminal Island:(62)

"Estimated current number persons entering Terminal Island daily now eighty thousand; CMA 30 June 1944 eighty-eight thousand; CMA December 1944 ninety thousand. Current number employees Bethlehem (Steel) seven thousand four hundred and thirty-six; CMA June 1944 eight thousand five hundred thirty-seven; CMA December 1944 eight thousand five hundred thirty-seven. Current number employees Calship forty thousand; CMA June 1944 forty thousand. Current number employees Naval Drydocks six thousand eight hundred; CMA June 1944 fourteen thousand; CMA December 1944 fifteen thousand. Estimated current number passenger automobiles entering Terminal Island daily now twenty thousand..."

ROADWAYS

Inasmuch as the problems involved in bus and private automobile transportation, traffic congestion, parking and other transportation difficulties are almost inextricably related, they must be considered

here as forming varied aspects of what was one great problem: that of getting personnel and materials on and off Terminal Island.

To some extent the number of workers and the increase in the amount of traffic was anticipated early in 1941. In a report to the Los Angeles Board of Harbor Commissioners, dated 28 March 1941, Mr. E. C. Earle, Harbor Engineer, made recommendations for the handling of some of the traffic and transportation difficulties it was then thought would arise in the not so distant future. Among other suggestions, he advocated a more or less dictated policy for industrial workers who drove private automobiles, as well as for those who used other means of getting to work. He said:(63)

> "...these workers should be informed by the shipyard managements, and by the City officials having to do with traffic to the Island, that workers may reach the shipyards on schedule via certain routes, using designated facilities, and under definitely prescribed traffic controls, and that if they attempt to reach the plants in their private automobiles, or by facilities other than those covered in the plant instructions, that they do so at their own risk and at their expense as regards to loss of time and loss of wages."

This looks very nice on paper. However, it should be remembered that the industrial workers both at the private shipyards and at the U. S. Naval Drydocks

were private citizens possessing independence of action and movement. At a time when shipyards elsewhere and other manufacturing enterprises were begging for workers, skilled or otherwise, it is doubtful that the thousands of men and women who ultimately worked on Terminal Island ever would have accepted a dictated policy of transportation. And the activities on the Island were not in a position to risk the loss of large numbers of personnel. Mr. Earle's report also suggests the use of a fleet of motor lorries (trucks) or busses owned and operated by the shipyards as a means of getting their workers to and from the mainland.

In June 1941 the traffic situation on the Island was the principal subject under discussion at a meeting between Captain H. S. Jeans, Supervisor of Shipbuilding, Bethlehem Steel, and Mr. Arthur Eldridge, General Manager of the Los Angeles Harbor Commission, held at the suggestion of the Assistant Commandant, Captain Coffman.(64) It was brought out at this meeting that efforts were under way by the Navy and the City of Long Beach to improve access to Terminal Island from Anaheim Street to Seaside Avenue and along Seaside Avenue in the Long Beach portion of the Island. However, these improvements would be of little help

tc the western portion of the Island which lay almost entirely in the Los Angeles city limits. Mr. Eldridge asserted that Los Angeles would undertake the widening of the Los Angeles portion of Seaside Avenue, but that there would be need of utilizing a fifty foot strip along that street which had been taken when the Navy took over Reeves Field. It was understood that this probably would be available. It was intended that the city should furnish only the funds for planning and preparing engineering details while the expenses of actual construction would be borne by the Federal Government. After construction, it was understood that the respective local civic authorities would maintain the roadway. Mr. Eldridge said that the Los Angeles authorities were ready to assist in locating a terminal for the water-taxi service running between Long Beach and the Fish Harbor section of the Island if it could be arranged without interfering with water-borne traffic in that area. In the matter of parking facilities for workers at the various shipyards at the western end of the Island, Mr. Eldridge was definitely opposed to allowing parking near the roadways there though he thought arrangements could be worked out for Naval personnel and employees. Shipyard workers in that section of the Island, he believed, should be required to

park in parking lots for which fees were charged -- an arrangement which the Navy regarded as not entirely feasible nor fair.(65) In the meantime, it appears that improvement of access to Terminal Island was not progressing satisfactorily in the area bordering Roosevelt Base (then under construction). This is evident from a letter written by Comdr. E. C. Seibert (CEC), USN, the Officer-in-Charge of Construction at Roosevelt Base, to the Acting Commissioner of the Works Projects Administration, requesting that official's co-operation and assistance in speeding up this work. From this letter, it appears that, although the project had been set up as a five month's job, already six months had passed and the unsatisfactory situation still existed, with access to Roosevelt Base made difficult by reason of the narrow roadway and the rough, uncompleted surface which was deep in either dust or mud, depending upon the season.(66)

In August 1941, the parking situation and the dangers to pedestrians at the western end of Terminal Island had not yet been elleviated and the Assistant Commandant (Captain Coffman) wrote to the Los Angeles Board of Harbor Commissioners asking for information as to their intentions in these matters and urging action on their part to improve matters.(67)

In September 1941, the Officer in Charge of

Construction at Roosevelt Base was authorized by Bu-Docks[68] to direct the contractor to undertake the construction of Seaside Avenue on Terminal Island and the necessary surveying and plans were completed by November. Work was scheduled to start on this improvement on 12 November 1941.[68] At this time it was recommended by the OinCC that certain changes might be made in the project which would result in a greater benefit in road and traffic conditions in the western portion of the Island. These suggested changes were concurred in by Bethlehem Steel, Calship, the City of Los Angeles and the Navy and included: building of an eight foot side walk along Seaside Avenue to Bethlehem Steel from Terminal Way southerly in lieu of widening Seaside Avenue with its necessary acquisition of expensive rights of way and moving of buildings; improving access to Naval Air Station by re-building and widening part of Ferry Street; improving and extending Riverside Place from Seaside Avenue to Dock Street so as to relieve congestion of traffic at Calship.[68]

The traffic difficulties and parking problems in the western area of Terminal Island were matters of worry to both Navy and Army authorities as the numbers of personnel working there grew larger. The situation in this area was considered serious from the standpoint of emergency access to military act-

ivities as is shown in a letter from the acting Commanding Officer of the Receiving Station to ComdtNOB. In this letter, it is pointed out that, under parking conditions then existing, "in the event of any emergency it would be practically impossible for the Army, Police or other official vehicles to travel between the ferry landing and the South end of this station (Naval Receiving Station)."(69)

To bring about some action on the bad parking situation in the western part of the Island, ComdtNOB (Captain Coffman) on 15 February 1942 directed the Supervisor of Shipbuilding, Bethlehem Steel, to organize a committee to include representatives of the larger industrial plants on the Island to make a study of the various transportation problems then being faced.(70) In the meantime, negotiations were undertaken to have BuShips acquire and operate a parking lot on South Seaside Avenue near the Terminal Island Ferry terminus where parking space might be allocated to defense workers in that area. This action was requested by the Manager of Bethlehem Steel shipyard and concurred in by Supships, Bethlehem, and by ComdtNOB (Captain Coffman).(71) The study of transportation problems initiated by ComdtNOB submitted its report as of 31 March 1942.(72) For the

value of its information concerning conditions at that time, the complete report is included in Appendix E , TRANSPORTATION.

On 9 April 1942 ComdtNOB (Captain Coffman) appealed to the Chief of Police of Los Angeles and the City Manager of Long Beach to assist in alleviating the traffic congestion on Terminal Island by helping to work out a plan to eliminate such difficulties and by furnishing more police for traffic control.(73)

In a letter to Lieut.Comdr. A. G. Berry, Navy Representative on the War Production Board in Los Angeles, ComdtNOB (Captain Coffman) suggested the need of a "Federal co-ordinator" to bring together all the elements involved in the transportation problem and to work out solutions with the use of Federal funds. He said:(74)

> "We have such a diversified number of interests involved: state, municipal, city and civilian, that I believe the matter should be strictly placed under some one federal co-ordinator in order to execute any plan which might be adopted."

By May 1942 the seriousness of the general transportation situation throughout the country was recognized in Washington and the Chief of the Office of Procurement and Material issued a letter, dated 12 May 1942, in which he called to the attention of all district commandants the probable drastic reduction

in the use of private automobiles which was approaching and instructed the commandants to assign an officer immediately to give full-time attention to transportation matters.(75) Mid-May reports from Terminal Island activities to the Chief of the Office of Procurement and Material show that efforts were being made to cut down the number of automobiles in use on the Island and the consequent use of rubber as well as traffic congestion by organizing group transportation or share-the-ride organizations as well as by encouraging men living within walking distance of other means of transportation to use them.(76)

BUSSES

The problems involved in improving access to Terminal Island by means of widened and newly constructed roads and by ferries and bridges has already received some attention in this chapter. The extension of railroad facilities in the area has also been discussed. However, the almost entire lack of public carrier services for activities in this area in the early days of NOB should not be overlooked. As was shown in the account of Pacific Electric development in the Harbor Area, the Pacific Electric trains were sponsored by the Maritime Commission primarily for the use of the Calship workers. Indeed it was only after

the insistence of ComdtNOB and ComEleven that permission for use of the P.E. trains was granted for employees of the Naval activities and for service personnel as well as for workers in other defense industries on the Island. When the naval activities on the Island first began to develop into a great Naval Base, there were no public carriers providing service there. The railroads that came to Terminal Island hauled freight only. There was only one bus line operating there. Hence the only means of getting to and from the Island or from one place to another in that area was by taxicab, private automobile or foot. Usually distances were too great for pedestrian activity to be very extensive. And taxi fares were too costly to permit their regular use as a rule. As the Los Angeles County area was one in which the private ownership of automobiles was probably greater than in most other parts of the country, the use of the private car by workers and naval personnel might have lasted as long as tires were available and the automobiles kept running. However, before the middle of 1942 it was realized that the supply of rubber for tires for privately owned automobiles would be sharply curtailed and that public carriers must be provided for employees of naval activities as well

as of private industries if the anticipated necessarily high rate of production were to be maintained. For if men and women had no reasonably convenient means of getting to and from work, they would certainly leave their jobs on the Island and go elsewhere to come more conveniently situated industry which would almost surely need them. In addition to the problem of the non-service personnel, there was the necessity of moving officer and enlisted naval personnel to and from their places of duty on the Island. Many of these people lived ashore in homes in the Los Angeles or Long Beach harbor area. Many others who were quartered on the Island rated liberty frequently and deserved some inexpensive means of getting to the mainland. Moreover, there was the need of providing some means of transporting the hundreds and eventually thousands of naval personnel coming to the Island for training or to be transferred to ships in the harbor. Busses had to be made available for much of this travel.

In a letter from ComdtNOB (Captain Coffman) to the Chief of the Office of Procurement and Material, 29 May 1942, it appears that ten busses had been allotted to NOB and were considered to be the absolute minimum required to supply the needs of the command for transportation of naval personnel.(77) It was believed that the anticipated growth in the

number of naval personnel in the area because of draft consignments, ship repairs, and permanent personnel stationed at the various naval activities would make the need for these busses imperative. It was proposed to operate this fleet of busses from a central pool under ComdtNOB's control. Although negotiations were already underway for a private company to extend its services to Terminal Island, these services were not yet available nor did it appear that they soon would be. Meanwhile the need for getting personnel to and from the Naval activities on the Island was present and the numbers of such personnel growing all the time. On 31 August 1942 ComdtNOB (Captain Heim) submitted to the City Manager of Long Beach a request for a permit to operate bus transportation over three routes in that city. It was pointed out that immediate initiation of this program was desired, that at first no fares were to be charged, and that this Navy bus schedule was to be operated only so long as was necessary until public transportation by commercial carrier could be provided.(78) In the meantime, The Termi- l Island Transit Company, owned by Mr. Pete Drake, was making arrangements to operate a bus line on the Island which would serve most of the Naval activities. It appears that this company contemplated

using several busses leased to it by the Navy in carrying on its operations. Both Captain Coffman and Captain Heim encouraged the inauguration of this service.(79) On 10 October 1942 the State Railroad Commission authorized the Terminal Island Transit Company to operate a direct-connecting bus service from the San Pedro ferry on Terminal Island to the Receiving Station, the Air Station, and Roosevelt Base. This company was already operating busses across the Island from the ferry terminal to Wilmington and from the ferry to Calship. It was indicated that the company contemplated using busses for this new service which had previously been operated by the Navy.(80) It seems, however, that, with the needs of Navy-owned busses increasing daily and with the approaching inauguration of Pacific Electric service to the Island, it was felt that it would be unwise to release any Navy busses for private operation as had been planned.(81) In a letter to ComEleven dated 10 February 1943,(82) ComdtNOB (Captain Heim) requested the release of two busses which had been requested for use at the Receiving Station (Disciplinary Barracks) to move drafts of enlisted personnel. It is stated in this letter that:

> "(D) Present means of travel is by foot, hitch-hiking and inadequate bus service. Some private taxi service is available at sporadic intervals.

"(E) No public transportation service extends to the Receiving Station on Terminal Island.

"(F) Lack of sufficient carriers prevents establishment of common carrier service to the Receiving Station. The Terminal Island Transportation (sic) Company, operating under franchise on Terminal Island, does not include the Receiving Station in its service. ...

"(G) No other means of transportation exist in this vicinity. ...

"(H) Due to existing need and contemplated growth of this need for transportation of naval personnel between the Receiving Station and Long Beach and between Roosevelt Base and Long Beach, the use of the two additional busses previously requested are urgently needed. These busses should be operated by the Navy in view of the wide and varied trips that may be required in the official transportation of Naval personnel. These busses will be garaged and serviced by the Navy, and will be loaded to capacity on the several trips on which they will be despatched.

"2. It is requested that the necessary release of the subject busses be obtained and that they be assigned to this Command as soon as practicable.

S. F. HEIM"

At a meeting of the Terminal Island Traffic Committee at Calship, 23 March 1943, the question of shuttle busses came up. Several industrial representatives claimed that the railroad (Pacific Electric) was no help to them on the schedule then in effect and hence shuttle busses were not needed However, in this connection, Lt.Comdr. Birchfield

stated that the Terminal Island Transportation Company was in a position to furnish feeder busses on the Island whenever there should be sufficient demand for them.(83)

A memorandum issued by the U. S. Naval Drydocks, dated 1 July 1943, notified employees of that command that there was bus service available for them from First and Pine Streets in Long Beach to the Navy Landing in that city and ferry service thence to the Drydocks, in both directions.(84)

In a letter to the Assistant Secretary of the Navy (Transportation Branch), in August, 1943, ComdtNOB gave a resume of the Terminal Island bus situation as a background in connection with his decision not to lease NOB busses to a local commercial operator.(85) It was brought out in this letter that the ten Diesel-electric busses, each with a capacity of forty-four persons, and the two gasoline busses, each with a capacity of thirty-two persons, were in continuous use and were a vitally important factor in carrying on the work of the Base. They were being used for the emergency transport of from 200 to 1200 enlisted men on short notice, for the transport of from 400 to 3000 personnel arriving on incoming vessels to various points for hospitalization, for the immediate transfer of Armed Guard personnel from ship

to station and from ship to ship on short notice, for the transport of men from ships undergoing repair at the Drydocks to various Southern California training centers, and for transport of SCTC trainees to various instructional points in the area. Furthermore it was necessary to have equipment immediately available to transport men to strategic points of defense in case of an emergency. It was also emphasized that, since commercial transportation facilities remained inadequate, it was necessary that Navy busses be used to carry civilian employees to and from Naval activities on Terminal Island and in the nearby cities. Otherwise this vitally necessary civilian force would be lost, for they had stated that unless transportation were furnished they would have to find work elsewhere.(85)

A letter from Captain W. B. Jones, NOB Chief Staff Officer, to COTCPac Subordinate Command, San Pedro, indicates that the bus service operated by the NOB Transportation Pool to the ferry landing had been extended to include the Receiving Station on 20 August 1943 and was still being run in November, 1943.(86)

At the end of 1943 civilian personnel were still being provided transportation on Navy owned busses since it was considered necessary, although not de-

sirable, to do so. However, it had been arranged to have bus service provided by the Terminal Island Transit Company to begin around 1 February 1944 between the Drydocks and Wilmington Hall, a dormitory for Drydocks employees.(87) On 16 January 1944 the bus service between NOB and the San Pedro Ferry, which had been provided hitherto by the NOB Transportation Department, was discontinued. The transportation of both Naval and civilian personnel was taken over by the Terminal Island Transit Company to and from San Pedro. This extra load together with the providing of the service between the Drydocks and Wilmington Hall placed a burden on this company so large that it did not consider that it was able to give adequate service with the equipment which it then possessed. Hence, ComdtNOB urged the War Production Board to authorize the release to this company of an additional 45-passenger bus.(88) Meanwhile, the Naval Supply Depot, in the latter part of March, 1944, still had an unsolved transportation problem and had not been able to get adequate bus service. They had asked Lang Transportation Company for busses but they had not been furnished.(89)

For about eight months in 1944 busses operated by the NOB Transportation Department had to be used to carry Civil Service personnel to and from their work on Terminal Island and especially at Roosevelt

Base and NOB offices and activities. This was necessary or risk the loss of their very necessary services. For a while Naval officers as well as enlisted personnel were also carried by these busses between the Base and Long Beach. Overloading resulted in enlisted personnel being refused permission to ride these Navy busses, thus creating an anomalous and explosive situation decidedly detrimental to morale on the Base. More busses, including liberty busses, had to be provided until commercial carriers, Lang and Terminal Island Transit, could handle the passenger transportation in the area.(90) In a letter to the Commanding Officer, U. S. Naval Drydocks, 2 August 1944, ComNOB indicated that it was important that it be realized that the passenger busses assigned to the motor vehicle pool under ComNOB, TI, were provided for military necessities and should be used as far as possible for those purposes contributing directly to military need. Since the Base bus transportation was limited in capacity it was necessary to limit the number of people authorized to ride on the system according to the importance of their mission as related to military necessity.(91)

By the middle of October, 1944, the demands on the NOB vehicular pool had grown to such an extent that ComNOB found it necessary to request the assignment of six additional 33- or 44-passenger busses

and 20 jeeps to the NOB pool. In his letter to Com-Eleven, ComNOB pointed out the growth in demands for personnel transportation both on Terminal Island and from Terminal Island to various Naval activities in the mainland area. During the month of September, 1944, the pool busses had moved 114,478 men and stake trucks had moved 42,130 men. A shuttle service was operating continuously from 0600 to 2000 between the Receiving Station and Roosevelt Base and from 0600 to 1800 daily between the Drydocks and Roosevelt Base. It was anticipated that stepping up of the tempo of the war in the Pacific would bring about an increase in the number of men in training, ships going into commission, and ships coming to the Drydocks for repairs, with a consequent hardship on many activities because of the lack of transportation from the NOB Pool.(92) On 21 December 1944 a Navy liberty bus schedule was set up to meet the requirements of the Commanding Officers of the ships at the Drydocks for repairs in transporting their officers and enlisted personnel. This facility was to be discontinued when adequate public carrier transportation became available. Early in January 1945 it was understood that the Terminal Island Transit Company would soon acquire enough busses to serve the Island adequately with half hour service throughout

a twenty-four hour day to a terminus in Long Beach. This service was to be in addition to that furnished to the Drydocks at rush hours by the Lang Motor Bus Corporation.(93)

The effect on transportation of the change from three eight-hour shifts to two ten-hour shifts in the shipyards was among the problems discussed at a meeting of Federal, local, and Naval representatives in late March, 1944. Mr. W. S. Van Doren of Calship brought forward the proposal to improve bus transportation for industrial workers between points along the Pacific Electric and their homes. He said that their plan would not interfere with the regular operation of the busses nor would it require additional equipment. However, Mr. C. Bush, the ODT representative, pointed out that local equipment could not stand up under twenty-four hour operation and that the additional use proposed would not allow sufficient time for the busses to be put in the shops for inspection and repairs. As for acquiring new busses, Mr. Bush stated that they were practically impossible to obtain. Furthermore, it appeared doubtful that tires for more busses could be found.(94) Another meeting of parties interested in the problems incident to the change from three to two shifts in the shipyards was held 13 April 1944. It was again brought out at this

meeting that operating under a two shift arrangement would cause more people on each shift than ever before and that the peak load on public carriers would thereby be greatly increased. It would also result in one and possibly two deadhead round trips for the public transportation equipment. The industries seemed to agree that the change from three to two shifts was desirable in connection with a partial solution of the manpower problem and an increase in production, but felt that some improvement in public transportation would have to be arranged. The Calship representative said that some arrangement would have to be worked out for approximately 1900 workers in the Long Beach area. It was indicated that NOB planned to put its workers on two nine hour shifts, with 75% on the day shift and 25% on the night shift and odd hour maintenance. Both Mr. Stewart of the Lang Company and Mr. McHenry of the Long Beach Bureau of Franchises asserted that with the equipment then at Lang's disposal it was impossible to carry more people on busses. The most important factor from the standpoint of the Terminal Island Transit Co. was enough spread among the shifts of the three large yards which they served to permit movements of automobiles.(95) At a meeting of the Mayor's Wartime Committee held in the Mayor's Office, Long Beach, also on 13 April 1944, the urgent

need of the Lang company for more equipment was emphasized. This need was especially felt in connection with transporting Drydocks personnel. It was pointed out that of the 130 pieces of equipment which the Lang concern was then operating, 40 busses were over twelve years old.(96)

The serious need of improved common carrier transportation so near the end of the war as the end of January 1945 and the deep concern of ComNOB in this vital matter are evident in a letter to the State Railroad Commission of California in which it was urged that such favorable action be taken on petitions then before that body as would serve the needs of public transportation on Terminal Island. In this letter these needs were clearly indicated. It was pointed out that Roosevelt Base needed public carrier service for approximately 7,500 service personnel, of whom about 75% were entitled to liberty each day, and about 1,000 civilian personnel having a working day from 8:15 A.M. to 5:00 P.M. It was anticipated that the Roosevelt Base service personnel would soon increase to 10,000. The U. S. Naval Drydocks were shown to have the largest numbers of persons either employed or attached, with 12,600 employees of whom approximately 6,000 lived in Long Beach. Moreover, because of additional and urgent needs anticipated,

the employment ceiling of the Drydocks had been raised to 30,000. It was shown that the number of those who would have to use public transportation would rapidly increase and that such transportation would be necessary for Drydocks personnel twenty-four hours in the day. In addition to the need of public carriers for the Drydocks civilian workers, transportation was necessary for the approximately 3,000 men rating liberty from the crews of ships under repair at the Drydocks. Added to these needs were the 500 employees of construction contractors at work at the Drydocks. Besides the Drydocks and Roosevelt Base, the U. S. Naval Air Station had a service complement of 2,000 and employed 450 civilians, all of whom required transportation. The U. S. Receiving Station had an average of 8,500 service personnel of whom about two-thirds rated liberty each evening and the personnel at this Station was expected to increase. It was emphasized that the Navy was vitally interested in bringing about improved transportation service for <u>all</u> activities on the Island, whether service or civilian, in view of the fact that they were all, without exception, "engaged in work essential to the prosecution of the war."(97)

TRAFFIC CONTROL

Within the first year after America's entry into the war, with the rapid increase in the number

of workers on Terminal Island both in industrial and military activities, the problem of proper traffic control became a matter for serious consideration on the part of Naval, civic, and industrial authorities. The elimination of non-essential residences and places of business, the staggering of shifts, and the inducement of owners of private cars to carry more passengers and thus reduce the number of cars coming on the Island resulted in an improvement in traffic conditions by the middle of 1942.(98) But under wartime conditions the traffic problem could not remain a static affair. Greatly increased use of Terminal Island roads by both passenger vehicles in larger numbers and by heavy commercial transport bringing equipment and supplies to the industries and construction projects resulted in rapid deterioration of these streets. Moreover, most of these roads were narrow and therefore inadequate to handle the huge and ever-growing volume of traffic. Moreover, parking along the roads was customary in some parts of the Island where parking lots were not equal to the need. These factors coupled with the lack of sidewalks in areas where there was considerable pedestrian travel resulted in a hazardous situation. This was especially true in late 1942 in the western part of the Island in the area around the San Pedro ferry terminal, the Receiving Station and the

Bethlehem Steel Shipbuilding Plant. Removal of several small businesses in that area, widening of the roadways, and building of sidewalks in the most critical areas were proposed as means of relieving the congestion and thus avoiding increased pedestrian accidents and a serious emergency tie-up.(99)

Early in 1943 it was made vividly apparent that a traffic plan worked out for the satisfaction of a single large activity, without necessary consultation and compromise with other Island activities, could, and almost surely would, result in an untenable situation for most of the other activities if not for all concerned. This was revealed when Calship inaugurated a traffic plan for their employees apparently without due consideration for the needs of the Naval Operating Base activities nor for other industrial plants. This resulted in a bad jamming of traffic and a serious delay in moving private and public carriers to places other than Calship. As a result, there were vigorous protests on the inadequacy of the traffic arrangement on the part of the Contractors and Sub-contractors of Contract NOy-4279, concerned with construction work on Roosevelt Base, as well as a report from the NOB Transportation Officer to ComdtNOB.(100) Meetings were held of the interested parties in March, 1943, at which several possible remedies

were considered. Among these was prohibiting, partially or entirely, the use of private automobiles on Terminal Island; security officials of the Navy were interested in this from the point of view of the safety of Naval activities. Another suggestion was the use of shuttle busses to run from parking spaces north of the Island to the various activities. It was expected that the inauguration of the Pacific Electric service would alleviate the difficulties to some extent. Therefore, definite action was postponed until this railway service should have been in operation long enough to permit judgment of its affect.(101) Seemingly this particular crisis in traffic troubles passed over to some extent; at any rate, no further mention is found of this conflict in local peak-hour operations.

Yet traffic congestion continued to be a problem of considerable concern to ComdtNOB as activity on Terminal Island grew in volume in 1943. A meeting on 5 October 1943 of those interested in the local traffic problems resulted in an agreement that Los Angeles and Long Beach Police Departments should handle all Terminal Island traffic, with the Navy and private industry assisting.(102) As a result of the request made to the Chief of Police of Los Angeles and Long Beach in the letter written at this time by Captain

W. B. Jones, the Chief Staff Officer of NOB,[102] the two police departments co-ordinated their efforts in providing a traffic control system which resulted in the practical elimination of the previous confusion of traffic which had existed during shift changes.[103] Before the inauguration of this system of traffic control, shift changes had required about thirty-five minutes; afterwards only from sixteen to twenty minutes were required. Moreover, due to this organized procedure slower automobile speeds resulted; between the inauguration of the new system and the middle of December accidents decreased approximately 30%.[104]

The enforcing of dimout regulations on Terminal Island brought increased traffic hazards and with them their toll of accidents and death. A meeting of interested parties was held in April, 1943, to see whether some sort of subdued lighting could be used to help cut down the mounting number of injuries and fatalities.[105] It was also believed advisable to widen Seaside Avenue on Terminal Island near the approaches to the projected pontoon bridge across the Long Beach (East) Channel so as to take care of the impending increase in traffic that would be created by having this more convenient access from Long Beach.[106] BuDocks disapproved the request from ComdtNOB asking that Seaside Avenue, from its then existing terminus

to the approaches to the pontoon bridge, be widened to the full width of ninety-four feet. This rejection was made on the ground that the estimated cost of $350,000 was too high and that the full width was unnecessary since the pontoon bridge, as then planned, was intended to have only two lanes. The matter was turned back to ComdtNOB for reconsideration.(107) In view of BuDocks' objection to the more comprehensive project to widen the road to its full width up to the bridge, a more restricted project was proposed for improvement of the road, but to a lesser extent and costing only $40,000. It was suggested that this be ties in with Contract NOy-8012 which was concerned with the building of the western approaches to the new pontoon bridge. ComdtNOB urged early construction of this improvement to take care of the expected increase in traffic over Seaside Avenue when the bridge was opened.(108) Ultimately the road from the former terminus of Seaside Avenue to the western approaches to the new pontoon bridge was improved to accommodate the increased traffic.

RUBBER SHORTAGE and SHARE-THE-RIDE

It came to be realized that it would hardly be practicable to discontinue the use of private automobiles on Terminal Island and in the Harbor Area generally; however, soon after the entry of America

into the War it was felt that, with the serious curtailment of our supply of natural rubber and the doubtful prospect of adequate supplies of synthetic rubber, some reduction in the use of private automobiles would be imperative. Also, as has been indicated, fewer automobiles were desired on the Island and in the Harbor area because of the inevitable traffic tie-ups which would result. More from the standpoint of improved security than from that of traffic control and conservation of material, it was suggested that perhaps all privately operated automobiles might be barred from the Island. However, the lack of thoroughly adequate means of public transportation to and from industrial and military activities made this inadvisable. It appears from the minutes of the conference to discuss transportation matters, held in the offices of ComdtNOB on 6 August 1942, that the facts concerning the rubber supply had been very uncertain until shortly before that time -- and perhaps still were. Nevertheless, it was understood that Mr. Eastman, of the Office of Defense Transportation, encouraged all efforts to get Terminal Island traffic on rails as far as possible. Much of the discussion at this meeting was concerned with the problems of inaugurating the Pacific Electric service to the Island.[109] However, the rubber situa-

tion did receive serious attention at this conference. Mr. R. T. Dorsey, Traffic Engineer of the City of Los Angeles, revealed that a continuous study had been underway for some time in connection with the reduction in the number of privately operated automobiles on the local roadways due to the shortage in rubber and the consequent lack of tires; this study had been undertaken even before Calship had begun building boats. At the time of this meeting it was estimated that Los Angeles traffic had already fallen off 30% from its normal flow and that by 1943 traffic would have fallen down 50% as far as private automobiles were concerned. It was revealed that, despite statements of radio news commentators that there would be rubber for retreading of the tires of all war workers, actually the rubber situation was just as critical as when first investigated, if not more so. Hence, it was felt imperative to reduce the travel on all tires as much as possible. Moreover, it was believed that the rubber for bus tires would become scarce in the very near future.(109) Some felt that the only way to get workers to use public conveyances would be to reduce possible access for privately operated automobiles to Terminal Island or to nearby parking facilities -- and, of course, to make public conveyances available and convenient to

all workers. Even in these events, it was believed that most workers would still insist upon using their own cars as long as tire rationing Boards continued to function. This was borne out by experience at the local aircraft plants. However, it was thought unlikely that a sufficient supply of tires would continue to be available for aircraft workers or other workers and that, therefore, eventually public transportation would have to be used and careful rubber conservation exercised.

A letter, dated 22 October 1942, from ComdtNOB to the State Ration Administrator, shows that at that time there were 300 permanent employees at NOB headquarters and attached staff functions (civilian), using 140 privately operated vehicles in which 250 of this number were transported. Of this number, it was estimated that 40 could use some other means of transportation and that 20 automobiles might thereby by eliminated from home-plant transportation, thus leaving 120 as the possible net number of vehicles being thus used.(110)

Some mention of the share-the-ride project has been made already as well as of parking difficulties in connection with other transportation problems. Further discussion is again pertinent. The seriousness of the transportation situation throughout the nation

and particularly in war activity areas with reference to availability of vehicles as well as to the supply of tires is reflected in NOB C/L 14-43,(111) dated 20 September 1943. By this time the wear and tear on vehicles and tires and the lack of replacements for either, as well as a probable shortage of gasoline for non-military use made careful conservation of all these items imperative. This impending reduction in the number of vehicles available to transport workers made it necessary that every public conveyance carry a full capacity load and that "Share-the-Ride" agreements be worked out and strictly complied with. The seriousness of the situation is indicated in this quotation from a letter from the Office of Price Administration which placed the actual administration of the "Share-the-Ride" plans in the hands of the Plant Transportation Committees:(112)

> "Unused space in automobiles or busses is out-and-out waste and MUST NOT be allowed to continue. ALL VEHICLES MUST MOVE WITH A FULL LOAD OF WORKERS. The Office of Price Administration has handed this responsibility over to the PLANT ADMINISTRATION COMMITTEES so that no injustice may be done to anyone entitled to the use of his car.
>
> "No car should be allowed to enter or leave your place of business WITHOUT the passengers that have been signed up as regular passengers; WITHOUT A PERMIT from the TRANSPORTATION COMMITTEE PROPERLY SIGNED.
>
> "All cars are to be checked on the highways near your place of business and those that DO NOT HAVE a full complement

of riders or that DO NOT HAVE a written permit from YOUR TRANSPORTATION COMMITTEE WILL HAVE their B and C Gasoline Ration Books taken up and VOIDED WITHOUT FURTHER NOTICE."

Share-the-Ride arrangements were worked out both at NOB and at other activities on the Island and functioned until after the end of hostilities. As a general rule these arrangements were worked out as one-plant set-ups, with the cars in any particular plant carrying workers from that plant.(113) At a transportation meeting in late March, 1944, it was felt that further development of the Share-the-Ride program along with greater use of rail facilities were the most important possible solutions to the Terminal Island transportation problem.(113) In connection with the greater use of rail facilities, it was thought at this time that planned reduction of gasoline should be effected so that use of rail facilities would thereby be required.(113) However, at a meeting held on 13 April 1944 to discuss Island Transportation problems in connection with the change from three to two shifts, Mr. d'Orr, of the OPA, indicated that the fullest use would have to be made of private as well as public transportation in view of the difficulties being experienced by the public carriers in obtaining equipment, repair parts, and manpower. He also stated that at that time cars were being removed from the highways

at the rate of 150,000 per month and that all efforts must be made to increase the scope of the Share-the-Ride program. Moreover, there was no forecast to be made regarding gasoline and tires other than that the supply would get shorter and shorter; already the stock-pile of tires had practically ceased to exist.(114) At Consolidated Steel it was believed that the change from three to two shifts would result in an increased occupancy percentage of the private automobiles. At Bethlehem, where the two shift arrangement was already in effect, and where the workers depended chiefly on private transportation, the average was well over three persons per car. It was of course realized by those at this meeting that, as irreplaceable automobiles wore out, tires became unobtainable, and gasoline was more strictly rationed, the scope and effectiveness of the Share-the-Ride program would be greatly reduced; hence, additional bus and electric railway service would have to be provided for the Harbor and Island activities as the war was prolonged.(114)

STATION TRANSPORT SERVICES

In addition to those transportation matters already discussed, there was, of course, the problem of supplying services for both passengers and material in connection with the various NOB activities. Most of the activities had their own transportation depart-

ments with a full time officer and staff devoting their time to these matters and with their necessary fleets of trucks and passenger vehicles to care for the needs of the activity. Most of the time the needs for such vehicles were far greater than the number available. An indication of this need is found in a letter from ComdtNOB to BuDocks, via ComEleven, dated 24 March 1943, requesting authority to purchase twenty coupe-pickup vehicles needed at NOB. In this letter are revealed the need of assigning Transportation Pool vehicles to ships of the Fleet while in port and of giving additional service when such ships were present, the need of vehicles for transportation unobtainable by common carrier to distant stations in Southern California requiring inspection and adjustment of public works and utilities, and the need of additional vehicles for courier service of the Base.(115)

As has been indicated, the providing of parking space for the privately owned vehicles of workers on Terminal Island offered a difficult problem throughout the war; in many cases no real, lasting solution of this difficulty was possible. This matter was particularly acute at the U. S. Naval Drydocks. There close-in areas were limited because of the fact that most of the surface area nearby was part of an oil well drilling development. Lands in front of and immediately adjacent to the Naval Drydocks on

the North and East were offered for automobile parking by the Union Pacific Railway and Long Beach Harbor Department which controlled the mineral rights. The offer of this area for parking was on a temporary basis only and at the Navy's expense for improvement for such use. It was realized that later development of a permanent parking area for the Drydocks would have to be undertaken elsewhere and that no close-in area could be made available.(116)

Providing the military and industrial enterprises on Terminal Island with transportation facilities was a problem fraught with seemingly innumerable difficulties and offering continually changing obstacles to be surmounted. Apparently those not on the spot and thus not compelled to deal directly with these problems found it hard to comprehend the needs of the Harbor District and of Terminal Island and to understand how extensive were the tremendous developments in progress on the Island throughout the war. As the numbers of men and material involved in Terminal Island activity grew, the burdens and the additional needs of public and private carriers inevitably grew also and became more involved. Very early all forms of land and water transportation were either considered or actually utilized in keeping the Island activities supplied daily with

men and materials. In all these matters, ComNOB was deeply and vitally concerned and his influence was felt either directly or, indirectly, through the functions and activities of his command. The U. S. Naval Base, Terminal Island, the inheritor of the naval developments which experienced their difficulties of growth during the hectic war years, must almost inevitably continue to be interested in many of these problems of transportation.

NOTES & REFERENCES

TRANSPORTATION

(1) H.R. 7447, 76th Congress; first session.

(2) Congressional Record, p. 4018, proceedings and Debates of the 76th Congress, third session.

(3) Congressional Record, p. 4094.

(4) Ltr. from San Pedro Civic Council to Asst. Commandant, 11ND, San Pedro.

(5) Ltr. from San Pedro Civic Council to Asst. Commandant, 11ND, (AsstND/11/A15-1 (Serial 235).)

(6)*Com11's 2nd End. on SecWar ltr SO 630 327 dated 29 June 1942 (NB66/N2 (Serial P-6964) j-Bn. 23 July 1942)
also
*ComdtNOB's ltr to Com11 (NB66/N2/Serial 4137 dated 19 July 1942).

(7)*NB66/N14-1 (Serial RNE:mf 2013) May 29, 1943.

(8)*N2-1/ND11/C8/June 25, 1943.

(9)*Ltr. from Mr. Thomas H. MacDonald, Commissioner of Public Roads, to Admiral Ben Moreell, Ch. BuDocks, dated October 28, 1943.

(10)Ltr. from Acting Secretary of the Navy Forrestal to Hon. Carl Vinson, Chairman of House Naval Affairs Committee, regarding H. R. 3276, dated November 15, 1943.

(11)Ltr. from Secretary of the Navy Knox to Hon. Carl Vinson, Chairman of House Naval Affairs Committee, regarding H.R. 3455, dated December 3, 1943.

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*: This item is to be found in Appendix F, Transportation, which is arranged chronologically.

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(12)* Memo Report of Conference at Terminal Island on Jan. 8, 1941. On letterhead of Federal Works Agency, Public Roads Administration.

(13) NB/N2 (Long Beach) Serial # P-1904, dated 5 Feb. 1941, Comll to BuDocks.

(14) War Dept., United States Engineer Office, 741 South Figueroa St., Los Angeles, Calif., No. 15, dated March 21, 1941.

(15) Ltr. from Lt. Col. Edwin C. Kelton, District Engineer to Comll, dated March 28, 1941.

(16) Despatch from Comll to BuDocks on 17 April, 1941.

(17) Despatch from BuDocks to Comll, dated 26 April 1941.

(18)* Notice from Lt.Col. Edwin C. Kelton, District Engineer, to "Boat operators and others concerned", dated April 23, 1941.

(19) NB/N2 (Terminal Island) Serial No. P-2897, dated May 27, 1941; Comll to U. S. District Engineer, Los Angeles, Calif.

(20)* NB/N2 (Terminal Island) Serial No. P-2898, dated May 27, 1941; from Comll to U. S. District Engineer, Los Angeles, Calif.

(21)* NOy-4279 (PW) N14-3, dated 3 December 1941; OinCC, R.B., T.I. to Chief BuDocks, via ComdtNOB.

(22) NDll(1)/N14-1/C-4-3E/egp?15 Dec. 1941; from BuDocks to OinCC, Contract NOy-4279, R.B., T.I., Cal., via ComdtNOB.

(23) NOy-4279 (PW)/N14-2/S:4; dated Sept. 9, 1941; from OinCC, R.B., T.I. to BuDocks, via Asst. Comdt., llND, and Comll.
NOy-4279 (PW)/N14-3/27 Nov. 1941; from OinCC, R.B., T.I. to U.S. District Engineer, L.A.
NOy-4279 (PW)/N14-3/N2-127 Nov. 1941 to City Engineer of Los Angeles and Port Manager of Long Beach from OinCC, R.B., T.I., Calif.
NOy-4279 (PW)/N14-1; Dec. 2, 1941 from OinCC, R.B., T.I. to ComdtNOB, S.F.

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*: This item is to be found in Appendix E, Transportation, which is arranged chronologically.

UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(24) L9-2/N14-3 (Ser. 3052) 27 Dec., 1941; from ComdtNOB, S.P., to BuDocks.

(25) NOy-4279 (PW)/N29/N14-3; July 15, 1941 from OinCC, R.B., T.I. to BuDocks. AsstND/11/N2-1/ Serial 1366 cjy, July 21, 1941; from Asst.Comdt. 11ND to BuDocks.

(26)* NB66/N2 (Serial No. P-5113; January 29, 1942; Coml1 to ComdtNOB.

(27) ComdtNOB to BuDocks, 20 April 1942.

(28)* NB66/N15/z (Ser. 1414) 23 April 1942; ComdtNOB to Coml1, paras, 7 & 8.

(29)* NB66/N14-1 (Ser. 1841); 29 May 1942 ComdtNOB to Coml1.

(30) Articles in Long Beach Press-Telegram for May 7, 1943 and for
* May 22, 1943.

(31) Despatch from ComdtNOB to BuDocks, 28 September 1943.

(32)* NB66/N14-5(PW) Aug. 3, 1943 to PWO, NOB, TI.

(33) NB66/N14-1(PW) NB66/N14-4 Ser. 3036, CLM:JC; 11 Nov. 1943; ComdtNOB to BuDocks.

(34) ComNOB's ltr. NB66/N14-1 Ser. 1201 dated 10 July 1944.

(35) NB66/N14-4 Ser. 1934; 16 Oct. 1944; ComNOB to District Engineer.

(36) AsstND/11/L20 (Ser. 1926) cjh; Sept. 29, 1941 AsstComdt. to Coml1.

(37)* N14-1, 26 Nov. 1945 (Minutes of Conference at Headquarters, NOB.)
* NB66/N14-1(PW) Ser. 3405, 29 Nov. 1945; ComNOB to BuDocks.

(38) AsstND/11/L20 Serial 1612; 18 August 1941.

(39) Report of E. C. Earle, L.A. Harbor Dept., Chairman of Ferry Sub-Committee. May 1, 1942

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*: This item is to be found in Appendix E, Transportation, which is arranged chronologically.

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(40) Shipyard Times; 8 Sept. 1942.

(41) Comdt.NOB, S.P., ltr NB66/L20-1 (Serial 829); dated April 22, 1942.

(42) End.-5 on above letter (Comdt.NOB, S.P., NB66/L20-1 (Ser. 829) dated 22 April 1943); Op-20H1-RAO/505 1988 Serial 769430; 5 July 1943.

(43)* NB66/L20-1 (Serial 1542) 29 August 1944; End-1 on CO, USND, TI ltr. LL/L20-1(c) 804 dated 22 July 1944.

(44) NB66/L30-1(PW)/NB66/YFB/A4-3/L20-1 Serial 2182; 14 August 1945.

(45) Memorandum of Conference held in Office of Board of Harbor Commissioners, Room 189, City Hall, Los Angeles, Calif., on 16 Sept. 1942 at 1030 AM.

(46) The Los Angeles Examiner, October 22, 1942.

(47)* File 199-A, May 6, 1942; Minutes of Conference of Engineering Committee... to consider transportation requirements for Harbor Area, held in (Harbor) Commissioners (Office) on May 1, 1942.

(48)* Memo Report of Conference held in Office of Calif. Shipbuilding Corp., Los Angeles, on May 20, 1942.

(49) Minutes of/...Conference Held in Office of Comdt.NOB, SP, to discuss transportation facilities serving TI; August 6, 1942.

(50)* L20-1/Memo Report for Comdt. NOB, SP, of Transportation Meeting held in Office of Mr. N. H. Landon, Resident Planning Engineer, Calship, on August 12, 1942; dated August 13, 1942.

(51) NB66/L20-1 (Ser. 4481) August 26, 1942; ComdtNOB to Chief of Office Procurement & Material, via BuDocks.

*: This item is to be found in Appendix E, Transportation, which is arranged chronologically. UNBOUND, SEE OFFICE OF NAVAL HISTORY FILES

(52) ND11/L20-1/A1(Bm)/ Ser. A-3364/ 4 Sept. 1942; Coml1 to Chief of Office of Procurement & Material, via BuDocks.

(53) Ltr. from Messrs. T. D. Geoghegan, and D. E. Lawrence, USMC, to ComNOB, SP, on 26 Sept. 1942.

(54) NB66/L20-1/Ser. 4909/15 October 1942; ComdtNOB to BuDocks, via Coml1.

(55) Ltr. from E. J. Amar, Port Manager, and R. R. Shoemaker, Chief Harbor Engineer, Board of Harbor Commissioners of the City of Long Beach, to ComdtNOB., Dec. 11, 1942. Despatch from Admiral E. S. Land, U.S. Maritime Commission, to ComdtNOB, Dec. 18, 1942.
Ltr. from John R. Jago, Resident Plant Engineer, USMC, Calship to ComdtNOB, January 19, 1943.
ComdtNOB's reply to above ltr., 30 Jan. 1943.

(56) Memo to Capt., Heim from Comdr. Ernest March 16, 1943; also article in Long Beach Press-Telegram, April 10, 1943.

(57)* Ltr. from John R. Jago, USMC, Resident Plant Engineer, at Calship to ComdtNOB, May 15, 1943.

(58) NB66/L20-1/Serial 86/RNE:mf/16 January 1943; ComNOB to Mr. L. T. Jackson, Union Pacific R.R.

(59) Terminal Island Traffic Committee Meeting at Calship; March 21, 1943.

(60) NB66/L20-1/Serial 533/ March 12, 1943; ComdtNOB to OP&M.

(61) Railroad Traffic Survey, Terminal Island, July 12 to 16, inclusive and accompanying, letter over signature of Lt.(jg) Joe W. Erven.

(62) A16-1(3) 29 December 1943, ComdtNOB to SecNav (Despatch).

(63) Unofficial report of Mr. E. C. Earle to the Board of Harbor Commissioners of Los Angeles; March 28, 1941.

(64) AsstND/11/A16-1/Serial 1014; June 14, 1941 1st-End.

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*: This item is to be found in Appendix E, Transportation, which is arranged chronologically.

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(65) Minutes of Conference between Capt. H. S. Jeans, SubShips, Bethlehem, and Mr. Arthur Eldridge, Gen.Man., L.A. Harbor Commission; June 19, 1941, also; A16-1(S)/FSJ:eks/23 June 1941; SupShips, Bethlehem to Asst. Com.ND.

(66) NOy-4279 (PW)/N2-1/June 28, 1941; OinCC, R.B. to Mr. Howard O. Hunter, Act. Commissioner of Works Projects Admin., Washington, D. C.

(67) AsstND/11/L20/Serial 1694; August 26, 1941; and AsstND/11/L20/1698; August 26, 1941; both Asst.Comdt., 11ND, to L.A. Board of Harbor Commissioners.

(68) NOy-4279 (PW)/N2-1/N1-15/Nov. 12, 1941; OinCC, R.B., Contract #NOy-4279, to Chief of Bureau of Yards and Docks.

(69) N1-15/Serial 088/ 25 February, 1942, Act.CO, Rec.Sta. to ComdtNOB.

(70)* L20-1/NB49/A16-1(3)/Serial 497/15 February 1942; ComdtNOB to Sup Ships, Bethlehem.

(71) Letters as follows:
N1-15/BS(S)(3045), March 24, 1942; SupShips to Bethlehem Steel Co.
* N1-15; 4 April 1942; Manager, Bethlehem Steel to SupShips, USN.
N1-15/BS(Ser. 3610) April 7, 1942; SupShips to BuShips via ComdtNOB; 1st End on above;
* NB66/N1-15/C:h/ Ser. 1257/April 15, 1942, ComdtNOB to BuShips; 2nd-End on Bethlehem Steel ltr of April 4, 1942.

(72)* L20-1/A16-1 Traffic/(S)(3541) April 6, 1942; Report and ltr. SupShips, Bethlehem, to ComdtNOB.

(73) Ltrs from ComdtNOB:
NB66/L20/Serial 1207; 9 April 1942 to C. B. Horrall, Chief of Police, Los Angeles; and NB66/L20/Serial 1208, 9 April 1942 to Carl Erickson, City Manager of Long Beach.

(74) Ltr. (personal) from ComdtNOB (Capt. Coffman) to Lt.Comdr. A. G. Berry, Jr., USNR, Navy Representative, War Production Board, Los Angeles, April 15, 1942.

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*: This item is to be found in Appendix E, Transportation, which is arranged chronologically.

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(75) PM451 - RFR - 97 - ssd; 8560; 12 May 1942; Chief of OP&M to all commandants of Naval Districts in United States.

(76) NB66/L20-1/2 (Serial 1713); May 16, 1942; ComdtNOB to Chief of OP&M.
NM23/L20 (Serial 301), May 15, 1942; CO, Receiving Station to CH. OP&M.

(77) NB66/N33-1 (Serial 1874) 29 May 1942 ComdtNOB to Chief of OP&M.

(78) NB66/L20-1 (Serial 4530); 31 August 1942; ComdtNOB to City Manager of Long Beach.

(79) NB66/N1-13(Serial 2029); June 11, 1942 ComdtNOB (Capt. Coffman) to Terminal Island Transit Company.
NB66/L20-1 (Serial 4527); August 31, 1942, ComdtNOB (Capt. Heim) to California Railroad Commission, Los Angeles.

(80) San Pedro News - Pilot, 10 October 1942.

(81) L20-1 (W-260) 29 December 1942; Memo for Chief of Staff from Lt.Comdr. Welden, Exec. Off. R.B.
NB66/N33(B)(PW)/NB66/N33-1/Serial 195 RNE;mf/ 1 February 1943; ComdtNOB to---?

(82) NB66/N33(B)(PW)/NB66/N33-1/Serial 263/ RNE:mf; 10 February 1943; ComdtNOB to Comll.

(83) Minutes of Terminal Island Traffic Committee at Calship; 23 March 1943.

(84) U.S. Naval Drydocks Memorandum #17, 1 July 1943.

(85) NB66/N33-1/Serial 2518/12 August 1943; ComdtNOB to Assistant Secretary of the Navy.

(86) NB66/L20-1/Serial 3162/29 Nov. 1943. Ch.Staff Off., NOB to COTCPac, Subord. Command, S.P.

(87) NB49/N33/T-18-Sr:DT-1904; 29 December 1943 and memo of same date; both to Domestic Transportation Officer and both signed E. D/ Cone.

(88) NB66/N33/L20-1/Serial 333/19 February 1944; ComdtNOB to WPB, LA.

(89) A18-3, 20 March 1944; Statement of Commander R. Gerring, NSD, SP, at Meeting of Federal, local, industrial and military representatives held in offices of CCPA.

(90) Interview; Captain W. B. Jones, Chief Staff Officer, NOB.

(91) NB66/L20-1; Serial 1370; 2 August 1944; ComNOB to CO, USNDD.

(92)* NB66/N33/Serial 1935/ 16 October 1944; ComNOB to Comll.

(93) NB66/L20-1.Serial 27/ 3 January 1945; ComNOB's end-1 on CO, USNDD, T.I., Calif., ltr LL/L20-1(A)/L20-1; Serial 7299; Dec. 29, 1944; to SecNav, via Comll.

(94) A18-3/L20-1/ 27 March 1944 Meeting on Transportation.

(95) Transportation Conference, April 13, 1944 (In Transp. File).

(96) A16/13 April 1944; Meeting of Mayor of Long Beach's Wartime Committee.

(97) Ltr. from ComNOB to Railroad Commission of the State of California; End of January 1945.

(98) NB66/N2/Serial P-6964; J-Bn/23 July 1942; end on SecWar ltr. SO 630 327; 29 June 1942; from Comll to VCNO.

(99) 481 California Access Road Report; 12 December 1942.

(100) Report on C.L. Keith, CBM, Transportation Officer, to ComdtNOB, 19 February 1943. Ltr. from Contractors, Contract NOy-4279 to ComdtNOB, 18 February 1943. Ltr. from C.N. Fulcher, Resident Manager, Southwest Welding & Mfg. Co. to ComdtNOB, 19 February 1943.

(101) Report on Terminal Island Traffic Committee Meeting at Calship; 2 March 1943. Articles in Long Beach Independent, 7 March 1943.

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(102)* NY13/0N3/A3-2(1)/P2-3/3 Sept. 1943; Drydocks Memo #29; and especially notes on accompanying routing sheet.
* NB66/L20-1(Serial 2860); 9 October 1943; Chief Staff Officer, NOB to Chief of Police, Los Angeles and Long Beach, California.

(103)* A19; 29 November 1943; Memo from Transportation Officer to Chief Staff Officer.

(104) NB66/L20-1/N33 (Serial 3281); 18 December 1943; ComdtNOB to Mr. Ralph W. Robinson, Manager, Greater Los Angeles Safety Council.

(105) Shipyard Times; 13 April 1943.

(106) NB66/N2-1(PW) (Serial 269)/Airmail) 11 Sept. 1943; ComdtNOB to Chief BuDocks, via Comll.

(107) BuDocks ltr. N2-1/ND11-(1) C-9, to Comdt. NOB, T.I., dated 20 September 1943.

(108) NB66/N2-1(PW) Serial 695; 13 April 1944; ComdtNOB to BuDocks, via Comll.

(109)* Minutes of Informal Conference held in office of Comdt., NOB, T.I., S.P., to discuss Transportation facilities Serving Terminal Island Activities; 6 August 1942.

(110) NB66/L20-1/Serial 4987/22 October 1942/ ComdtNOB to Mr. Paul Barksdale d'Orr, Station Ration Administrator, Los Angeles.

(111) NOB C/L 14-43, dated 20 Sept. 1943.

(112) NB66/L20-1/JJ7(1)/Serial 2772; 20 September 1943; NOB C/L # 14-43.

(113) A18-3/L20-1/27 March 1944; Transportation Meeting.

(114)* Conference to Discuss Transportation Problems imposed upon the harbor area by change-over from three to two shifts per day; 13 April 1944.

(115) NB66/N33(PW) Serial 634; RNE;mf; 24 March 1943; ComdtNOB to BuDocks, via Comll.

(116)* NB66/NY13(PW)/NB66/N1-15/N33/NY13/Serial 1657/ HSW:d/14 June 1945; ComNOB to CO, USNDD, TI.

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Chapter VI

HOUSING

A discussion of the housing problems with which ComNOB and his subordinates were concerned logically resolves itself into a study of on-station and off-station housing activities. Some attention to the on-station housing seems advisable in this chapter though it is realized that berthing, as well as messing, is very closely linked with the other logistic problems which were involved in the establishment and administration of the various activities which formed the Naval Operating Base. Every activity or function which came under ComNOB's cognizance required berthing space for its officers and enlisted personnel. This had to be provided either as a part of the facilities of the particular organization itself or, if circumstances did not appear to warrant setting up quarters arrangements, then by another activity conveniently located and properly equipped. These facts will be understood as applying generally to all NOB activities. Where the activity was so located as to make it convenient to berth men in barracks in another activity some distance away, the provision of quarters, either in new buildings or in old buildings recently

taken over, had to be an important part of the establishment program. In the case of such an activity as the U. S. Naval Drydocks, the off-station housing of many thousands of civilian workers naturally offered the greatest difficulty. In view of the foregoing considerations, it is not intended, nor deemed advisable or necessary, to present an entirely comprehensive study of on-station housing. Rather it is believed pertinent here to call attention to some of the on-station housing matters which seem significant in connection with the development and administration of the Naval Operating Base. In another section of this chapter, are discussed the tremendous and ever-growing problems of off-station housing.

ON-STATION HOUSING

Roosevelt Base and the U. S. Naval Receiving Station: The early development of berthing facilities at these two activities is closely related. Originally planned as a recreation and servicing facility for the Fleet, Roosevelt Base ultimately came to be the location of extensive training work and to have the responsibility for furnishing logistic support to this training activity. The greatly increased needs for berthing space which this use of the Base brought with it do not appear to have been anticipated in the original

planning for its development. Despite early advice from officers on the spot that barracks requirements were almost certain to be larger than those proposed, berthing space remained limited and necessary additional barracks had to be requested from time to time and often hurriedly erected. As for the Receiving Station facilities, this activity, as such, was not contemplated in the original project at Terminal Island. Personnel plans for the Eleventh Naval District did call for a Receiving Barracks, not a Receiving Ship, in the San Pedro area. This facility was to take care of the temporary housing of men en-route from ship to ship or shore and of enlisted personnel awaiting ships, as well as of enlisted men in the crews of ships undergoing repairs. ComEleven recommended barracks, with cooking and messing facilities, to care for 500 to 1000 men.(1)

The early plans for the Fleet Operating Base on Terminal Island placed the chief emphasis upon the recreational and repair facilities to be provided, but it was believed that barracks space would definitely be needed on the Base. At the conference of interested officers and the construction engineers, held aboard the U.S.S. New Mexico, 9 October 1940, the matter of barracks was discussed and it was agreed

that berthing space would be needed. Moreover, it was felt that barracks space for about 1200 men should be provided rather than for 600 as then proposed.(2)

The Marine Detachment on the Island, aside from the separate group at the Section Base, were housed and messed at the Naval Air Station. There, in the late fall of 1940, facilities existed for housing and messing 200 men.(3) It appears that under the construction contract for Roosevelt Base, no provision of funds was made for building Marine Barracks at that base although the plan tentatively called for future barracks. It was assumed that a Marine Guard would be provided and would of course need berthing and messing facilities. In June 1941, ComEleven recommended the provision of barracks for 114 Marines, together with necessary messing and garage facilities.(4) However, a year later it seems that the Marines were still being quartered at the Air Station. And ComdtNOB requested that a standard Marine Barracks for a detachment of 200 men be approved for construction at Roosevelt Base.(5) The urgent need for these barracks was emphasized in the eighth endorsement to the above request in which ComdtNOB pointed out that the Naval

Air Station had increasing need for its berthing space and that this need would grow greater during the course of the war.(6) Ultimately adequate barracks were built at Roosevelt Base for the Marines on duty with NOB.

In the fall of 1942, barracks facilities at Roosevelt Base were sufficient for quartering 952 enlisted men. Additional barracks for 100 men had been approved and construction was expected to begin in October. It was thought that these new barracks would be available to house crews of ships under repair.(7) The military population of Roosevelt Base grew from 1009 on 1 September 1942 to 1813 on 8 December 1942. These figures included some Coast Guard personnel housed for the Captain of the Port, the personnel of the Army Anti-Aircraft battery located on the Island, as well as Naval officers and men. In addition to the barracks space already available, the locker rooms of the swimming pool and gymnasium were used as living quarters by utilizing portable bunks. In the meantime, construction of barracks for an additional 1000 (instead of 100) men had been undertaken and these were expected to be completed by 15 February 1943.(8) It appears that by this time ComdtNOB's suggestion, that the mission of

Roosevelt Base be modified to the extent of adapting its facilities to use as a personnel center during wartime, had met with favor in Washington. This seems to be indicated in the recommendation made and approved by BuPers that Roosevelt Base barracks and messing facilities be expanded to allow for an additional three thousand men; this was in addition to the one-thousand-man addition already under way.(9) By 19 February 1943, the on-station housing situation of Roosevelt Base presented this picture: accommodations for 2500 men and 36 officers, BOQ for 104 officers almost ready for occupancy, barracks authorized for an additional 3400 men, barracks proposed for 50 commissioned Waves and 300 enlisted Waves.(10)

The need for Wave quarters on Terminal Island received attention in October 1942, when ComdtNOB recommended the construction of quarters at Roosevelt Base for 20 officers and 200 enlisted Waves. It was believed that Waves attached to Navy Disbursing and Transportation Office in San Pedro could be quartered in the Barracks at Roosevelt Base, though not those at NRAB, Los Alamitos.(11) The enlisted Waves barracks were placed in service on Friday, 1 October 1943, at which time all enlisted Waves attached to NOB were required to move aboard.(12) Wave officers quarters were

placed in service 15 November 1943 and after 2400, 14 November 1943, rental was not allowed to Wave Officers attached to NOB.(13)

In March 1943, the Bureau of Naval Personnel proposed to the Commander in Chief, U. S. Fleet, that a small craft assembly and training center be located in the San Pedro area and suggested the facilities and available space at Roosevelt Base as being adequate to take care of the estimated requirements for housing and messing among other things.(14) A conference held at Roosevelt Base, 22 April 1943, brought out these facts concerning the housing needs of SCTC: that quarters would have to be provided for approximately 5000 men and 700 officers, this latter figure to include those officers on the training staff of the school; that, since the barracks at that time available on Roosevelt Base had been erected for another purpose and hence would have to be replaced, it would be advisable to request the Navy Department to provide funds for building the barracks required for the full number of 5000 men and 700 officers. Also at this conference, it was proposed that additional barracks for 2000 men be requested to take care of the men of crews awaiting commissioning of ships building in the area and who were not attached to SCTC;

it was suggested that these barracks might be located on Terminal Island on land adjacent to the Receiving Station (formerly the Federal Correctional Institution).(15) This matter was mentioned by ComdtNOB in a letter to BuPers dated 27 April 1943 in which he discussed the quartering facilities at Roosevelt Base. This letter was in reply to a letter from BuPers asking whether(16) the project already requested for construction of housing, messing, recreation and services for 3000 additional men at Roosevelt Base, at a cost of $880,000.00, would take care of all quartering needs in connection with the shipbuilding and commissioning program in the San Pedro area.(17) In his reply, ComdtNOB stated that it was estimated that the maximum quartering capacity of Roosevelt Base proper would be 7000 men; this took into account the furnishing of facilities for an additional 890 officers. At the time of this writing, there were facilities for quartering and messing 2000 enlisted men and 140 officers. Proposed projects previously submitted to the Navy Department would provide for quarters for 350 Marines, 224 enlisted Waves, 50 commissioned Waves, and 3000 enlisted Navy men.(17) A letter from ComdtNOB to BuDocks, dated 19 May 1943, indicates that further study was made to find cut what would be the minimum

expansion necessary to provide the facilities to meet the needs of the SCTC program. The resulting total estimated cost was shown to be $2,429,760 to provide for quartering and messing facilities for an additional 1500 men and 700 officers.(18) A letter from the Commanding Officer, SCTC to COTCPac states that at the time of writing (12 June 1943) two buildings, accommodating 138 officers were used as BOQ's. Three of the eight then existing barracks buildings had been turned over to SCTC for their use; the other barracks continued to be used by Roosevelt Base ship's company, Marine Corps and Army personnel. Projects were under way to provide additional housing for approximately 5000 men and 800 officers. The first of these projects, involving about $1,000,000, had been submitted to bidders; it was anticipated that actual construction would begin about the middle of June.(19)

The taking over of the facilities of Roosevelt Base for use by the Small Craft Training Center resulted in complications in on-station housing as well as in other matters indicated elsewhere in this history. The Commanding Officer of SCTC appears to have considered, for a while at least, that when his training activity was placed on Roosevelt Base everything on Roosevelt Base became subject to his use--no

matter what had been its previous assignment. At the end of June 1943, ComdtNOB indicated to ComEleven that, since there were no other NOB barracks available, it was presently necessary to berth at Roosevelt Base the overflow of personnel from the Receiving Station which amounted then to about 100 men. ComdtNOB also stated that the Naval Air Station should not be required to berth excess personnel from other stations with the exception of general detail personnel who might relieve aviation specialists for their technical duties.(20) Apparently this did not satisfy the Commanding Officer of Fleet Operational Training Command, Pacific, for he wrote to ComEleven complaining of the quartering of 199 men from AK's 100 and 103 at, as he said, SCTRACEN.(21) He said further:

> "It is assumed that the Commandant will move these men to other quarters as the requirements of the Small Craft Training Center increase, so that the Small Craft Training Center may have maximum barracks space available on Roosevelt Base."

However, it appears that neither ComdtNOB nor ComEleven agreed with this assumption. ComdtNOB in his endorsement stated:(22)

> "The existing barracks and messing facilities at Roosevelt Base are over and above the construction program requested by the Fleet Operational Training Command, Pacific, for the Small Craft

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Training Center...and should continue in use for their original purpose.... Therefore, the crews assembling for the AK 100 and AK 103...are properly quartered at Roosevelt Base. The Small Craft Training Center has no barracks completed at this date and is, therefore, quartering no personnel. The personnel of the Small Craft Training Center are quartered at present in Roosevelt Base Barracks along with other personnel."

ComEleven wrote to the Commanding Officer, Fleet Operational Training Command, Pacific, indicating that he did not concur in the assumption of that officer regarding the moving of personnel from Roosevelt Base. (23) He said:

"The 1000 man barracks at Roosevelt Base were constructed for the housing of transient drafts, crews of vessels undergoing overhaul, and General Detail overflow from the Receiving Ship. They were constructed prior to the establishment of the Small Craft Training Center and for needs which are separate and distinct from that program for which special construction is now underway....

"As long as space is not fully occupied by the personnel of Roosevelt Base, ships present and the Receiving Station overflow, it will be available to house personnel of the Small Craft Training Center on a temporary basis."

It is clearly seen that neither ComNOB nor ComEleven considered the barracks in question a part of SCTC at that time.

Even in the spring of 1944, it appears that COTCPac was not satisfied with the scope of authority

of the CO SCTC nor with the housing arrangements, for he wrote to Cominch recommending that men receiving pre-commissioning training through SCTC but berthed at the Receiving Station should be placed completely under the military control of the CO SCTC. (24) He stated further:

> "...I strongly recommend that the physical limits of SCTC...be extended to include the housing facilities for 4500 trainees at the new Receiving Station....Inasmuch as all trainees should...report to the Commanding Officer, SCTC...for duty, that official must of necessity assume cognizance over their housing and berthing and provide for proper policing...I desire to go on record as stating that whenever the space at the Receiving Station...is not entirely needed by me it can be and will be made available to the Commanding Officer of the Receiving Station...."

It is not evident that this recommendation was ever put into effect.

The need for Receiving Station facilities on Terminal Island was realized early in the development of the Naval Operating Base although such facilities had not been foreseen in the original plans for Roosevelt Base. Plans were authorized for a 500 man Receiving Ship barracks and a BOQ for 50 officers and these plans were later supplanted by a project for 1000 man barracks and messing facilities on Roosevelt Base, just west of the main

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gate of the Base. In the meantime, as early as the summer of 1941, the acquisition of the Federal Correctional Institution in the western part of Terminal Island had been proposed. However, in view of the Receiving Ship barracks project already undertaken, ComEleven did not concur in ComdtNOB's recommendations that the prison be taken over.(25) However, with the outbreak of the war in December, 1941, and the consequent upswing in recruiting, the need was more strongly felt for housing space for the men mobilized. In a letter to SecNav, 29 December 1941, ComEleven reversed his former position regarding the acquisition of the prison and recommended that it "be taken over at no cost to the Navy for temporary use as a receiving barracks with the principal objective of providing at once, accommodations for personnel."(26) Furthermore, he recommended that the 600 man barracks originally recommended for Roosevelt Base be constructed as a part of the permanent base in lieu of the 1000 man temporary barracks. The Chief of the Bureau of Naval Personnel (then Bureau of Navigation), in his letter of endorsement to the Chief of Naval Operations, stated that he believed that the number of transients enroute to the Pacific Fleet in January 1942 would exceed the capacity of receiving ships on the West Coast and urged that the

acquisition of the prison property be expedited.(27)

It was recognized that, in addition to its use as a receiving barracks, the prison offered possibilities as a place of detention for General Court Martial prisoners.(28) Accordingly, arrangements were made to use part of the space of the erstwhile prison as a brig. By May 1942, the former Federal Prison was in use as a Navy receiving station.(29) In August 1942, the total housing capacity of this barracks was 2200, of whom 242 men were prisoners and brig inmates.(30) By midsummer of 1943, the population of the Receiving Station had grown to 3000 and that number was expected to increase to 4000 in a short time.(31)

The housing of prisoners and free men under circumstances where they were almost inevitably thrown together resulted in an unfortunate and untenable situation. Hence, it was felt advisable to separate the Receiving Station personnel from the prisoners, to set up the former Federal Prison as a Naval Disciplinary Barracks, and to erect a new Receiving Station on Terminal Island. It was recommended, by ComdtNOB in a letter to ComEleven, that land to the west of the Naval Air Station which had formerly been used by the Japanese colony should be chosen as the location of the proposed 4500 man receiving station.(32) It was estimated that the total cost of the conversion

of the prison buildings at that time, housing the receiving station, the building of the new station, and collateral expenses would amount to $4,600,000. In his second endorsement of ComdtNOB's letter, BuPers wrote to BuDocks approving of this project with the assumption that if ultimately approved and the new facilities built, then the previously approved projects for expanding the housing facilities of the Receiving Station (old Prison) by 2000 enlisted men and 200 officers at an estimated cost of $1,100,000, would be cancelled.(33)

Before the project for the new Receiving Station was well under way, it was felt that the capacity of these facilities should be increased from 4500 to 6000. This increase in capacity would call for the erection of seven additional B-1-B barracks, a cooks' quarters, two wings to the BOQ, and an additional ward to the dispensary; all this would cost an additional $680,000.(34) It was not anticipated that this projected new Receiving Station would be ready to house personnel before July 1944. Yet, even in January 1944, quarters for housing personnel on Terminal Island were inadequate. Makeshift arrangements, such as housing men in auditoriums and gymnasiums, had to be adopted.(35) It was anticipated that certain barracks, occupied by Army

Anti-Aircraft battalions on Terminal Island, would be vacated in the near future and that possibly these barracks spaces might be left to the use of the Navy.(36) In February 1944, the capacity of the Receiving Station (former Federal Prison) was estimated to be 3406 on a basis of 25 square feet per man.(37) By the end of February 1944, the curtailment of the Small Craft program made more barracks space available on Roosevelt Base and ComdtNOB was able to state that the use of the Immigration Service Building on Terminal Island, formerly requested, was no longer required.(38) In the 3406 capacity of the Receiving Station mentioned above, the detention unit was estimated at 1212 and the Receiving Station proper at 1294.(39)

By April 1944, the unsatisfactory condition resulting from the mingling of regular personnel and prisoners, together with general overcrowding, was sufficiently serious to warrant ComdtNOB's requesting that the new Receiving Station be completed with all possible haste. It was believed that the nine new barracks buildings would be completed by May, and it was urged that construction of the galley and mess hall be expedited so as to have them finished in time to be used when the barracks were ready to be occupied.(40)

Near the end of May, the nine new barracks were

ready for occupancy and part of the Receiving Station personnel were moved into them, leaving a large part of the old prison site to the Disciplinary Barracks command and its re-training program. The messing and galley facilities were not yet ready and until they should be, the personnel at the new site were messed at the Naval Air Station. However, this situation was expected to last for only a few days.(41) This messing difficulty was soon cleared up. However, because of delays in completing the remainder of the new Receiving Station facilities, it was necessary that all of the Receiving Station prisoners and part of the ship's company be berthed at the old site, henceforth the Disciplinary Barracks, until November 1944.(42) This delay in completion of facilities, coupled with the retarding of the APA program in the area, caused a considerable banking up of personnel in the Receiving Station, Roosevelt Base, and SCTC quarters to the extent that in September 1944, these berthing facilities were 40% overloaded. Because Cominch had placed berthing accommodations at the Receiving Station at the disposal of COTCPac on as-needed basis to further the APA program, it was necessary to keep the normal functions of the Receiving Station at the lowest possible minimum. In view of

these facts, ComNOB requested the Port Director of the Twelfth Naval District to divert ships carrying personnel requiring berthing away from the San Pedro area until this temporary crowding could be relieved.(43) This situation cleared up in the next few months.

U. S. Naval Drydocks: The housing problem for this activity was essentially a concern involving off-station housing. Throughout the wartime development of the Drydocks, there was an ever-increasing population of civilian workers for whom housing had to be found at locations reasonably near to Terminal Island. As for the ship's company personnel of the Drydocks, quarters at Roosevelt Base provided berthing for enlisted personnel and the BOQ's were open to officer personnel. Somewhat more difficulty was encountered in providing quarters and messing for crews of ships undergoing repairs at the Drydocks, but on-station arrangements for taking care of this personnel were also worked out, using Roosevelt Base facilities.(44) Considerable off-station housing had also to be provided for these men and their families.

OFF-STATION HOUSING(45)

The Commander, Naval Operating Base, Terminal Island, was directly concerned with the off-station

housing of three categories of naval personnel and their dependents. These were: (1) men and their families stationed at activities in the area; (2) men and their families in the area on a temporary basis while ships were being repaired or overhauled, or pending reassignment to new duties; (3) men on an overnight or temporary basis pending other arrangements.(46) In addition, ComNOB was indirectly concerned with the adequate housing of the many thousands of civilian workers who were employed at the U. S. Naval Drydocks and other local Naval activities during the war.

Before the summer of 1940, it had been foreseen that greatly augmented naval as well as civilian defense activity would bring increasingly larger numbers of people into the Los Angeles-Long Beach area and would thus cause a greater need for emergency housing. At that time, 900 family dwelling units were under construction in the Harbor area; these were the Carmelitos (Cal. 2-1) project in North Long Beach and the Harbor Hills (Cal. 2-2) project in San Pedro.(47) The first group of 150 houses were expected to be completed by September 1940, while the remainder were expected to be ready for occupancy early in 1941. Some naval personnel were numbered among the applicants for

prospective tenancy. It was understood that a large proportion of these units would be made available to persons who should prove to be eligible under the provisions of the National Defense Housing Amendment to H.R. 9822 of 1940.(47) Apparently, the local housing authorities, city and county, were in a position at that time to undertake further housing construction should such be authorized to be built with funds provided by the United States Housing Authority.(47)

In view of subsequent developments, portions of a letter from ComEleven to BuDocks, dated 29 July 1940, are of interest in connection with efforts to provide low-cost housing for married enlisted naval personnel.(48) In this letter, ComEleven wrote:

> "2. Mr. Melville Dozier, Jr., Executive Director of the Housing Authority of the County of Los Angeles, called at the Eleventh Naval District on July 26, 1940 and discussed the aided defense housing in the Los Angeles area. He stated that it was the sincere desire of the Authority, which he represents, that all possible measures be taken to assist in the providing of low-cost housing units for married enlisted personnel of the Navy. In furtherance of this desire, he proposed to offer 607 units at a project known as Carmelitos, and 300 units at a project known as Harbor Hills for immediate exclusive use by the Navy as soon as units are completed and become available. At Carmelitos, the first 150 units will be completed in September 1940, and the remainder in January 1941. The first 120 units of the Harbor Hills project will be completed inJanuary 1941, and the

and the remainder in March 1941.... The Authority has acquired enough additional land at both sites to construct 1000 or more additional units when, and if, it appears necessary to do so.

"3. Under the present California State law, the exclusive use of these low-cost housing units by the Navy is not allowable. However, it is believed that the United States Housing Authority is able to declare the need for these projects for national defense purposes, and that this would supersede the State law and allow the immediate use of these projects for the exclusive use of married enlisted personnel. It is understood that the State would very probably enact enabling legislation at its next session in January, providing it is not essential to occupy the first 150 units at Carmelitos before that time.

"4. It is recommended that the Department accept the proposal of the Los Angeles County Housing Authority and take the necessary action to effect the immediate acquisition of these two projects as soon as parts of them become available. The total number of units is 907, which approximates the number the Commandant has previously recommended for this area."

It is apparent from a letter, written in December 1940, that at this time housing officials were doubtful of the need at that time for additional housing for naval enlisted personnel and wondered whether funds for housing to be built under the Lanham Act might not be used to better advantage elsewhere than at Long Beach. Indeed, there appears to have been a fear that additional building in the Harbor area might bring about an increase in the vacancy rate which

was then 6%.[49] Further evidence of this trend of thought is found in the letter from Mr. Philip Norton, Los Angeles representative of the Office of the Defense Housing Coordinator, to Mr. Jacob Crane, Assistant Defense Housing Coordinator.[50] In this letter, Mr. Norton indicated that he regarded the problem of providing housing for enlisted Navy personnel in the lower brackets as one for the Navy to solve and that other than that Long Beach was in "the best shape for defense housing already on hand and proposed by private enterprise of any place on the Pacific Coast...." However, it is indicated in a letter from the Assistant Commandant to ComEleven[51] that Mr. Norton scarcely qualified as an entirely unbiased observer on housing matters for enlisted personnel in view of his extensive personal interests in real estate in Seal Beach and Palos Verdes. In this letter, it is further stated that recent investigations on the part of local Navy authorities showed that at that time there were scarcely any dwellings in San Pedro suitable for rental to married enlisted men of the low income brackets. The only place where the rent came within the proper income range was located in a district bordered by another area largely inhabited by Mexican laborers and therefore thought unsuitable as a place to domicile

American women and children. The Army and Navy Y.M.C.A. reported that about fifty men employed at the shipyards were living at the Y.M.C.A. because they had been unable to find suitable quarters for their families. Enlisted men's families were then living, in large measure, in substandard quarters. This letter concluded with the recommendations that the 1500 family units contemplated for Long Beach be completed and that at least 500 low rent units be provided in San Pedro in addition to all past construction.

In January 1941, a Naval Defense Housing Management Activity was set up at San Diego under the cognizance of the District Public Works Officer. This officer was designated to act as the representative of the District Commandant "in all matters pertaining to the rental, operation and maintenance of Defense Housing Units now nearing completion and any additional units which may be acquired or constructed in this District in the future."(52) At this time, there were 1600 houses under construction in the District to be made available to enlisted personnel of the Navy and Marine Corps; of this number, 400 houses were in the development being built in the vicinity of 2053 Santa Fe Avenue in Long Beach.(52) At the time the first family housing units constructed under the Defense Housing Authorization Act of 1940 were made available to naval

personnel, these people were considered as defense workers and hence were eligible for occupancy of defense housing. Initial occupancy of these 400 dwelling units began in February 1941 and was at first limited to enlisted personnel of the Navy, Marine Corps, and Coast Guard. Later, however, this eligibility was broadened to include officer personnel up to and including the rank of Lieutenant, senior grade, or its equivalent.(46) Because regulations required that applications for this housing be initiated by the male members of families, some delay was experienced in getting these applications submitted due to the fact that so many of the men whose families wished to move into the development were on ships operating in the Pacific between Long Beach and Australia.(53) By the time the second and third Defense Housing Bulletins were issued by the Eleventh Naval District, the majority of the Navy Defense Housing Units in the District were occupied.(54) At this time, the eligibility of Navy and Marine Corps personnel was still limited to enlisted men with the grade of Chief Petty Officer or Master Sergeant and under. The eligibility of civilian personnel employed by the Navy was limited to those having an annual income, including that from legal dependents, of $1800 or under. However,

the units available to these civilian employees at that time consisted of only 100 units at the Marine Corps Base and 100 units at the Destroyer Base, both in San Diego.(54)

Some dissatisfaction was expressed on the part of the families living in the Housing Project in Long Beach in connection with the revision of rent schedules for families receiving rental allowances. Defense Housing Bulletin No. 2, dated 16 May 1941, had indicated such new rentals were to become effective 1 July 1941.(54) Some calming of troubled waters was necessary in the course of which it was pointed out how great was the improvement of the tenants' new homes over their former quarters.(55) However, it was recognized that it was undesirable to have a great variation in the rentals charged in various projects and in the basis for fixing rental rates. Therefore, BuDocks established a uniform rental policy to go into effect 1 September 1941 for all Navy developments and based primarily upon the size of the unit occupied.(56)

The question of the jurisdiction of local police within the boundaries of Navy Housing projects came up not long after the Long Beach project began operations. In mid-July 1941, the Assistant Commandant

wrote to ComEleven requesting advice as to the propriety of allowing local police to make arrests on this Federal reservation.(57) It was pointed out in this letter that at that time there were no Federal police established in the area and that by granting free access to local police the housing area would be better protected and hence would not tend to become a refuge for criminals or other low characters. As precedents for such a policy, it was pointed out that the housing development was dependent upon the city fire department in an emergency, that the city owned the public utility equipment and that transformers and feeders for electric utilities were privately owned.(57) This matter of police jurisdiction in both San Diego and Long Beach Naval housing development was brought to the attention of the Judge Advocate General of the Navy. He rendered an opinion according to which local police should be allowed to exercise their functions in Navy housing areas so long as those areas were not wholly under Federal control. The legality of such an arrangement existed in view of the fact that the Navy Department had never filed with the Governor of California an acceptance of exclusive jurisdiction over the areas concerned.(58) In view of this opinion of the Judge Advocate General, the

Assistant Commandant requested the City Attorney of Long Beach to undertake arrangements so that municipal fire, police, and sanitation protection might be available for the Santa Fe Avenue Housing Project.(58) The City Attorney of Long Beach reversed his former opinion regarding local police jurisdiction in the project and police protection was provided there.(59)

At the end of August 1941, there were still some vacancies remaining for naval personnel in the Navy Defense Housing Project.(60) Originally, these Navy low-cost Housing Units, both at Long Beach and at San Diego, were set up as independent naval activities "under the exclusive jurisdiction of the District Commandant."(61) Under this arrangement, the management and rental of the projects was handled entirely by the District Public Works Officer, with a board for passing on applications and establishing priority lists under Commander Herrill S. Dyer, USN, as Senior Member. A temporary dispensary was to be set up at each of the projects under a Medical Officer who came under the supervision of the District Medical Officer.(61) Toward the end of the year 1941, the Long Beach housing project was included in a list of public works matters in the San Pedro-Los Angeles-Long Beach

area which were to be placed under the cognizance of the NOB Public Works Officer who was to report directly to ComEleven in connection with these duties. However, due to the overload on the civil engineer officer personnel at NOB Public Works at that time (thirty million dollars worth of construction work was going on then) and for other pertinent reasons, the Long Beach Housing project remained for that time in its original status under the direct supervision of the District Public Works Officer in San Diego.(62)

Early in February 1942, it was learned that Navy warrant and commissioned officers not above lieutenant senior grade might be assigned dwellings in a new non-Navy Housing project in Long Beach. It was thought that the Navy could use 150 units and that it would be advisable to set off a separate section for Naval personnel, if possible, near the Navy project.(63) This was the Cabrillo Homes Public Housing Project. Moreover, until July 1942, Naval personnel were also eligible for occupancy of other local public and private defense housing units.(46)

Early in February 1942, the Secretary of the Navy, in the interest of conservation of materials, equipment, and labor for more essential war construction, issued a directive(64) which resulted in the Bureau

of Yards and Docks ceasing to request construction of defense housing for married military personnel.[65] The effect of this edict was revealed when BuDocks was unable to comply with the request of the Commanding Officer of the Naval Reserve Aviation Base for 150 dwelling units for married enlisted personnel at the new Base located at Los Alamitos.[66]

Procurement of off-station housing for Naval personnel and their families in the Harbor area was made increasingly difficult by the "Directive for Procurement of War Housing Constructed Under the Provisions of the Various War Housing Acts," issued jointly by the War Department, the Navy Department and the National Housing Agency on 16 July 1942.[67] This joint directive prohibited the construction of any more off-station housing for military personnel. Moreover, it "declared military personnel to be ineligible for occupancy in existing public or contemplated new private war housing units. The directive was issued for the purpose of conserving critical materials and manpower on the assumption that military families should not attempt to follow service men who were subject to transfer on short notice. Nevertheless, a considerable number of men assigned to shore duty in the area for a one-to-two-year period (did) bring

their families with them. Similarly, Navy men who (were) in the area on a temporary basis while ships (were) being repaired or overhauled, or who (were) awaiting reassignment, (felt) entitled to have their families with them during this period. The effect of the directive of 16 July 1942 was to force all Naval personnel bringing their families into the area to find quarters in existing housing. This problem was unusually difficult in the Long Beach-San Pedro area because the in-migration of thousands of civilian war workers had already caused the development of an acute housing shortage."

Some further attention may be given at this point to the Navy Defense Housing Project at Santa Fe Ave. in Long Beach. As has been shown, this project was originally set up, along with the projects in San Diego, as an activity directly under ComEleven as represented by the District Public Works Officer. In late 1941, it had been considered advisable to turn over the responsibility for the project to the NOB Public Works Officer, but, as we have seen, this officer's staff was not adequate to the task of handling this housing activity and carrying on the multifarious construction work then in progress. By May 1942, however, it was considered advisable by the District Public Works Officer

to transfer the administration of this housing development to ComdtNOB because of the distance of the project from District headquarters in San Diego and because of the fact that a large number of the tenants were connected with NOB.(68) At this period, there were still about sixty-five vacancies in this development.(69)

The need for better laundry facilities was early recognized and the Assistant Commandant (Capt. Coffman) had recommended either that suitable wash tubs be installed in each unit or that several community-centered laundry rooms be located in the project.(70) He had also recommended that suitable recreation facilities be set up in the area for small children. When the Day Nursery, to be operated in connection with the project, was nearing completion in June 1942, ComdtNOB (Captain Coffman) objected to the necessity of the nursery having to be licensed by the State Department of Social Welfare, on the ground that this was a Navy project and hence should not come under State supervision.(71) However, ComEleven, through the District Legal Officer, held that the licensing requirement was a valid exercise of the State police power as defined in the Judge Advocate General's opinion already mentioned in connection with the extension of

local police protection to the development.(72) After November 1943, the occupancy of the project by naval personnel was limited to the families of men stationed in the area and these families were required to vacate their apartments within thirty days after the men were detached.(46)

The District Rental Board Organization was formulated in a letter, dated 7 January 1944, to Captain H. F. Dyer, (ChC) USN, who was designated as Senior Member. This board was thereby made responsible for Project No. 3 at Santa Fe Avenue in Long Beach, as well as for the other two projects in San Diego.(73) Comdr. J. E. Johnson, (ChC), USN, had previously been designated as Long Beach Member of such a board on 23 June 1943. No assistant manager of any project was made a member of this District Rental Board. This letter set forth the general policies which were to govern the management of the Navy Housing Projects. The basis for ComEleven's requirement, that matters relating to the Long Beach Housing Project be handled by the District Rental Board rather than locally, is to be found in the Navy Department's desire that all such matters be handled by the District Commandant.(73) In a letter of 19 December 1944, ComEleven requested ComNOB to

designate an officer to act in a similar capacity for the Long Beach project as the Recorder and Executive Secretary of the District Rental Board was acting for the San Diego projects. In connection with these duties, the officer designated was to report to the Senior Member of the District Rental Board.(73) Lieutenant A. B. Scott, USNR, the officer directing the Naval Housing Service Office in Long Beach, was given these duties in addition to those then assigned to him.(74)

By the summer of 1943, off-station housing for naval personnel in the Los Angeles-Long Beach area had become critically serious. This is evident from the report which Lieut. Comdr. G. L. Dickson prepared in compliance with a request from ComdtNOB in July that a study of local housing be made. This report, dated 3 August 1943, indicated that the housing problem was growing increasingly acute, especially for the middle income bracket of enlisted personnel with children. For all practical purposes, there were no vacancies available for families. This was particularly true in regard to apartment rentals where children were involved. Though it was reported that Federal housing was planned for the Harbor area sufficient to provide 2500 family units, these would not

be ready before 1944. Even then, they would not greatly aid the Navy's housing situation. Officers and their families could not be housed in this new development though enough pressure had been brought to bear to cause the regulations to be relaxed sufficiently to permit enlisted personnel to be admitted in public housing when units were available--which was rare. The Joint Army-Navy Housing directive tended to prohibit service people from using public housing or even privately built housing that was newly constructed.(75) This report recommended that a local Navy Housing Board be established by ComdtNOB to be composed of representatives from major establishments to coordinate the over-all housing efforts of the area.(46) This board was appointed by ComdtNOB on 14 August 1943, with Lieut. Comdr. Dickson as chairman.(76)

In September 1943, the Navy Housing Service Office, implemented with money from the NOB Welfare and Recreation Fund, was established for the purpose of developing the maximum use of available space in the area for naval personnel. Office space was provided in the Council of Defense Headquarters in Long Beach. This office adopted as a basic plan for obtaining housing for naval personnel the development

of good will between property owners and the Navy. Owners were assured that their property and contract rights would be respected if they worked through the Navy Housing Service in renting their property. In this connection, applicants for housing were required to sign a Statement of Intention (77) which guaranteed to the owner, through the Navy Housing Service, that rent would be paid and compensation for damages provided and that premises would be surrendered within thirty days after receiving a notice to vacate. Lt. (j.g.) A. B. Scott, USNR, previously attached to SCTC while carrying on work in connection with housing, was appointed Housing Officer, in charge of the Navy Housing Service Officer, in October 1943. However, for some months he continued to be attached to SCTC. Later, Lieut. Curtis P. Summers, USNR, relieved Lieut. Scott in this duty. In addition, civil service personnel, Naval personnel, and members of the AWVS served on the staff of the Office. This Navy Housing Service received the cooperation of the Council for Defense, the Apartment Owners Association, the Hotel Association, the Naval Aid Auxiliary, local builders, and other groups. It became highly successful in housing Naval personnel in the Harbor area. Some indication of this success is the fact that between

September 1943 and 1 July 1945 the service made more than 4,370 room and 4,850 dwelling unit placements. The good will developed and bore fruit in that many property owners came to give the Navy first preference on available rental properties.(46) Moreover, the formation of this housing service brought about unified control in the distribution of off-station housing to naval personnel whereas previously the NOB activities needing such space had each handled its own. The result had been competition among the various activities for the little available space and, hence, a scarcely tenable situation.

In September 1943, the Citizens' Service Corps of Long Beach organized a housing section under the chairmanship of Mr. W. F. Boice, Lt. Comdr. G. L. Dickson was designated by ComdtNOB to act as his representative with this group.(79) In a letter to Mr. Albert C. Ramsey, the Executive Officer of the U. S. Citizens' Service Corps, ComdtNOB stressed the urgent need of additional housing for both Naval personnel and civilian workers in the Harbor area.(80) He especially stressed the need for housing for officers stationed in the area who were barred from occupying Government housing. He pointed out that many Naval officers, stationed at local activities to

serve the vital needs of the forces afloat, were unable to find places for themselves and their families to live; that many property owners were refusing to rent to Naval Officers with children; that there were many guests in hotels and apartment houses who were in Long Beach for pleasure and who were not contributing to the war effort; that, if properly distributed, there was enough housing to take care of the housing needs of the officers. He recommended: that visitors to Long Beach who still considered the Harbor area a pleasure resort be discouraged from coming, that homes be shared by civilian and Navy families, that there be a more liberal attitude created toward renting homes or apartments to families with children, and that a plan to protect property owners be worked out.(80) Because of the difficulties encountered in finding a place to live, officers ordered to NOB activities were warned not to bring their families into the area until quarters had been obtained. Officers assigned to SCTC briefly for training were warned not to plan to bring their families at all.

In September 1943, the Navy Housing Service and the Citizens' Service Corps came to the conclusion that the harbor area, with its housing capacity at that time, could double its war-working population within a

year if landlords could be reimbursed $5.00 per month for each additional tenant, if housing facilities could be utilized in full to take care of war-workers families, and if such plans could be arranged without interfering with the OPA rent control structure.(81)

A basis for priority rating was set up which assigned points according to:

1. Previous sea duty.....5 Points
   Hospitalization.....5 Points
2. Family
   Wife.....3 Points
   Each child.....2 Points
   Other legal dependents...1 Point
3. Rank or rate.....1 to 7 Points
4. Months tour of duty here...1 per quarter.

It was felt to be advisable that the Navy Housing Service become as little involved as possible in the actual negotiations between the tenant and the landlord; hence, in the Statement of Intention, it was made clear that that office was interested only in the payment of rent and of proven property damage. It was found that the Statement of Intention was all the landlord required to open up his property to Navy rental. By December, the Navy Housing Service had made more than 600 placements since 7 September, without a single case requiring arbitration.(82) In January, 1941, it was arranged that Navy Housing Service would henceforth pay no more than one-half of the first month's rent as a deposit to hold rental property and

when the property was taken over by the tenant, he was to pay directly to the landlord the full first month's rental and the landlord was to return the deposit to the Navy Housing Service.(83) Moreover, before property was submitted to prospective tenants for rental, it was to be checked with the OPA with regard to maximum rent ceiling. It was also provided that landlords should not be allowed to re-rent premises during a rental period without refunding to the previous tenant the proportionate amount of the advance rent payment.(83)

Early in 1944, the need was evident that more off-station housing was required and that this need would grow greater. A report, prepared at ComdtNOB's request for the House Naval Affairs Committee, recommended, as of 15 February 1944, that the Army, Navy, NHA, WPB agreement of 16 July 1942, be abrogated; "that 600 public units be provided for enlisted personnel stationed in the area; that 200 public units be built for men temporarily in the area while ships were being repaired; that families of enlisted men be given the status of in-migrant war workers for purposes of securing war housing; that men ordered for training be discouraged from bringing their families into the area, but that every effort should be made to absorb the

families that did come into the local community; that Navy Housing Service as set up by ComNOB, TI, be studied as a plan for all congested areas; that 200 furnished private housing units be built and leased by the Navy for occupancy by Naval officers."(46)

In his comment to the Assistant Secretary of the Navy on Lt. Comdr. Dickson's recommendations, in a letter of 28 February 1944, ComEleven stated that he was in complete agreement with this study of the Los Angeles-Long Beach Housing situation as it applied to service personnel.(84) He said further:

> "The Department is aware that some relaxation in the Joint Army-Navy-NHA Directive of 16 July 1942 to allow some relief to service personnel has been recommended in previous correspondence by the Commandant, Eleventh Naval District. In each instance, the reply stated no change in conditions has occurred since the date of the Directive which would warrant a change in the policy set forth therein. It must be assumed that the Department is aware that, in recent months, a considerable number of officers and enlisted men, after serving extended periods in the combat areas, have been assigned to duty with Shore establishments of this Naval District. It is quite possible the Department has not been informed to what extent the morale of these officers and men is affected by a realization that they are excluded from receiving any relief in the procurement of housing, and that they in no way participate in the service extended to civilian employees of private 'war' plants and shore establishments of the Navy. More and more officers and enlisted men with long

> months of combat-area service will no doubt come to this Naval District as a result of the rapid expansion of Naval activities in the Long Beach-San Pedro area, and undoubtedly a continuance of the critical problem of housing these officers and men will remain with no prospect of relief."

Partial relaxation of the rule prohibiting housing construction for military personnel was made and in July 1944, the Secretary of the Navy "approved the construction of 5000 housing units for the families of naval personnel returned from overseas duty and stationed at activities on the West Coast. Based on an analysis of the needs of activities within the Long Beach-San Pedro area, 356 housing units were allocated there. Sites were selected for 268 of these units in Long Beach and 88 in San Pedro. ...Management of the project in San Pedro (was) delegated to the Los Angeles City Housing Authority."(46)

As early as the fall of 1943, the crying need for housing for the transient families of combat personnel had been realized both at NOB and at Eleventh Naval District Headquarters. In October, the request for housing units for these families had been raised from 100 to 200 units.(85) It was realized that men either hospitalized in the area or temporarily located there while their ships were being repaired deserved to have their families with them if it was at

all possible. It had been suggested that:(86)

> "Quonset huts should be furnished in this area for transient occupancy to dependents of...(such) men.... The time limit for occupancy of the Quonset huts should be within the discretion of the commandant, rather than controlled by regulations of the Navy Department in Washington."

A letter from the Chief of the Bureau of Yards and Docks to the Assistant Secretary of the Navy, dated 28 January 1944, states that there had been no change in conditions which would warrant a change in the advice which that Bureau had given in November 1943 against abrogating the Directive of 16 July 1942 so as to allow housing of Naval shore based personnel on the same basis as similarly situated civilian personnel.(87) The proposal to build Quonset huts for returned transient personnel and their families met with much the same negative attitude. Among other things, it was stated:(87)

> "4. The policy decided upon with respect to provision of transient housing facilities for the combat categories specified is to recommend such accommodations from public funds, only where it is evidenced that existing or impending private facilities of the furnished type are inadequate to meet the need. Available public War housing is to be utilized for meeting the problem wherever possible, at those locations where the facilities must be provided and operated from public funds. No such quarters are to be provided from public

funds for families of hospitalized personnel. The Bureau of Medicine and Surgery after careful consideration of the proposal to establish such accommodations a t Naval hospitals for dependents of personnel in this category has recommended that such facilities be not provided. Many Navy Hospitals have guest rooms furnished where dependents of patients who are seriously or critically ill may have temporary accommodation if their presence is indicated.

"5. The Commandant, Eleventh Naval District, requested transient housing for the Los Angeles-Long Beach area for hospitalized personnel only, and in view of the above policy in this regard no action has been taken to make these facilities available. It should be pointed out that the Quonset Hut transient housing program is a limited one which was undertaken to meet the most pressing requirements, and is restricted in all cases to location within Naval reservations. The Bureau feels that in the large Metropolitan areas the need for transient housing can be best met through the facilities of the National Housing Agency, since that Agency is already operating in such centers on a relatively large scale and has a pool of accommodations, as well as the trained personnel and organization, to meet this problem efficiently and expeditiously. Any new construction by the NHA for this purpose, however, will depend on the adequacy of their funds after meeting their principal responsibility of housing essential in-migrant civilian labor engaged in War production.

"6. With regard to the time limit for occupancy of the Quonset Hut transient quarters, the Sub-Committee should be advised that this restriction was placed on occupancy, pursuant to a ruling of the Comptroller-General governing rental of such temporary quarters on a value-received basis in the presence of payment by the Government of greater allowances. Request has been made of the Comptroller-General to increase the limit for occupancy so the quarters can be assigned for the average period of overhaul."

Reading these paragraphs is rather maddening. One gains the impression of distant officialdom handing down decrees on matters which touched it slightly and with which it was only remotely concerned. It appears that the observance of rules and regulations, of protocol and precept, was of far greater importance than giving a square deal to the service personnel concerned. The lack of available housing for this personnel from sources then existent surely should have been evident. The notion that in-migrant war workers must be provided with housing whether service personnel obtained any or not is indeed interesting. It was understood that the civilian war workers could, and doubtless would, refuse to remain with industries in areas where they could not bring their families--an understandable attitude. On the other hand, the service personnel were bound by military regulation and discipline and had no choice as to whether they would stay where they were assigned. Civilians, being free agents, must be provided with homes; military personnel, serving in the cause of their own and others' freedom, should be considered last of all--or not at all. That necessity dictated policy is altogether probable. That justice, and perhaps even common sense,

entered into such handling of housing programs with regard to the needs and just deserts of service personnel is not so evident.

A letter from the office of the Assistant Secretary of the Navy to BuDocks commends "the concept and operation of the Navy Housing Service which appears to be obtaining the maximum utilization of existing non-war housing in the area for the benefit of naval personnel."(88) This letter also suggested the revision of BuDocks' comments regarding housing for transient combat personnel and their families as set forth in the letter of 28 January 1944 already discussed above. This revision was suggested in view of the fact that ComEleven was making a request for such transient housing.(88)

In February 1944, ComEleven was informed by the Regional Representative of NHA that 100 units in the Banning Homes Public Housing Project were to be assigned for housing naval personnel in the area temporarily while ships were being repaired.(89) Accordingly, ComEleven instructed ComdtNOB to consult with the City of Los Angeles Housing Authority regarding vacancies and control.(90) Administrative matters were worked out with this authority and rent arrangements

were arranged with the OPA, taking into consideration added service costs, incident to rapid turnover in occupancy, and the expense of furnishings. Forty units, fully equipped, became available on 1 May 1944 and occupancy by duly authenticated personnel began. These units in the Banning Homes Public Housing Project were in place of the Homoja type units which the Navy usually favored for temporary housing. They had been occupied previously by civilian employees of the U. S. Naval Drydocks. The necessary funds for linen, dishes, and other essential household articles were made available to the City Housing Authority by the National Housing Agency, while the Naval Aid Auxiliary assisted with curtains and other touches of interior decoration. The management of the homes remained in the hands of the Los Angeles Housing Authority.(91)

Further need for such temporary housing was felt as the increasing tempo of the war in the Pacific brought more and more ships into the area for repair and overhaul. In view of the evident value of the 100 units already assigned for temporary housing, ComNOB, on 5 August 1944, obtained the use of 100 family trailers which were part of a 1000-unit assignment originally obtained for civilian employees of the U. S. Naval Drydocks. It was stated that:(46)

"Civilian employees of the Drydocks had indicated an unwillingness to live in the trailers, and as a result a large number (had become) vacant. Rather than to have the trailers remain vacant, the Commanding Officer of the Drydocks consented to the occupancy of another 400 trailers by Naval personnel on a temporary basis. In the event trailers (were) needed for civilian employees of the Drydocks, naval personnel (were) required to vacate within forty-eight hours. Before occupancy (was) permitted, enlisted men and officers (had to) sign an agreement to vacate within the time specified."

At the end of March, 1945, the directive of 16 July 1942 was still very much a thorn in the side of those attempting to improve the housing conditions for Naval personnel. This is evident from the statement of Comdr. G. L. Dickson, Admin. Assist. to ComNOB, in a letter dated 30 March 1945 in which he states that efforts to use private capital to build for Navy use go aground on this original directive; that, while FPHA had "been made for private building for Navy families."(92)

The needs of additional housing by Naval personnel in the area while their ships were under repair was expected to be alleviated somewhat by the construction of 200 Homoja units in San Pedro at the Naval Fuel Annex, near Anaheim and Gaffey Streets. The Bureau of Yards and Docks entered into the contract for these units on 24 April 1945 with the

expectation that they would be completed in 150 days.(46) On 28 April 1945, ComNOB requested 750 additional Homoja Huts or other furnished accommodations for housing naval personnel in the Long Beach-San Pedro area. He pointed out that, while the estimated demand would probably be for 1700 Homoja units, the reliable supply would probably be about 900 accommodations; hence, it seemed likely that in the coming six or eight months approximately 900 additional units would be needed.(93) Though BuPers recognized the need for this housing, it stated, in a memorandum dated 24 May 1945, that funds were not available.(46)

The housing units at the Naval Fuel Annex were placed under the NOB Public Works Department for management, repair, and upkeep, and under the Area Housing Officer for the screening of the personnel who were to occupy the houses.(94)

On 9 June 1945, the National Housing Agency approved the allocation of 200 furnished family dwelling units in the Western Terrace Public Housing Project for use by naval personnel, with arrangements to be made with the Federal Public Housing Authority for linen, dishes and other furnishings, and with the OPA for approval of the necessary rent increase for operating expenses and depreciation charges. These

units were made available both to enlisted men and to officers and their families while ships were in port for repairs.(46)

On 24 July 1945, 100 double-bedrooms in the Wilmington Hall Dormitory Project were made available to naval personnel. These rooms had been originally designed for occupancy by single male employees of the shipyards, but recent cut-backs in shipyard employment had resulted in some vacancies. As a further effort toward obtaining and controlling as far as possible available, moderately priced, private housing for families of men in port during overhaul of ships, the Enlisted Men's Club was organized. "By leasing apartments, the Club (assured) control of tenancy by the Navy and 100 per cent occupancy for the owner. It (was) evident that the handling of transient groups (required) an adequate office staff and a reserve fund to absorb vacancy losses due to turnover. To take care of these items and also to give special services of information and convenience to men and their families, the Naval Aid Auxiliary and the Navy Housing Service (cooperated)."(46)

Local civilian organizations, both official and private, took an interest in the housing problems presented by the great development in military and

industrial activity in the Harbor area. At a meeting in the office of the Mayor of Long Beach, the Mayor's Wartime Committee was organized on 20 March 1944, with a number of Naval officers as non-voting participants. Captain F. M. Earle, the Commanding Officer of the Naval Drydocks, and Lieut. Comdr. G. L. Dickson, Administrative Assistant to ComdtNOB, were present. In connection with the Navy's housing problems, it was brought out that when Navy men who had been living in the community went to sea, their families were asked to move out of the community or go into war work; about 70% of the families remaining were then in war work. It was further revealed that, of the 52 military units in the community, 28 were naval activities, with 3,000 officers and 22,000 enlisted men stationed in the area. Lieut. Comdr. Dickson said that the community could possibly handle 20,000 more with the accommodations then available if all beds were to be occupied by at least one person. He advised that a thorough canvass be made to secure unoccupied space for rental.(95) At another meeting of this committee,(96) it was pointed out that a proposal to r emove people who were not engaged in essential war activity from rooms in local hotels could not be put

into effect because of an OPA ruling which prevented it. It was also pointed out at this meeting that the building of much needed housing in the Harbor area had been delayed by such things as a lumber shortage, delays in getting other materials, differences of opinion as to whether this housing should be public or private--with private construction winning. Furthermore, it was brought out that it was thought that the housing then planned was likely to be sufficient.(96) A committee under the chairmanship of J. H. Wadsworth, of Calship, was appointed to study the local employee housing situation and make a report. Such a report was prepared and sent to Mr. John Blandford, Jr., Administrator of the National Housing Agency in Washington, as well as to Congressmen Ward Johnson and Cecil R. King and Senator Sheridan Downey.(97) One result of this report was a visit from Mr. Eugene Weston, Jr., of the Regional Office of the National Housing Agency in Los Angeles and the understanding that an additional 500 housing units recommended for the harbor area. It also appeared that Washington was under the impression that when the housing already undertaken for this area was completed there would be ample housing to take care of all needs in the Los Angeles-Long Beach section. This reaction

to the committee's report met with considerable acrimony. The 500 additional housing units proposed for the area were regarded as "a mere drop-in-the-bucket in comparison to ... needs." It was decided to send a strong statement to Washington concerning the need for more housing in the area.(97)

Of the 5000 dwelling units approved in January 1945 by the Navy Department for construction on the West Coast for naval personnel returned from overseas duty and stationed on the Coast, 270 were allocated to Los Angeles area activities. Of this number, 80 were assigned to San Pedro sites and 190 to Long Beach. ComEleven set aside 100 of these units to be occupied by personnel of the Naval Air Station at Los Alamitos and the Ammunition Depot at Seal Beach.(46)

A plan for the administration of all District housing, with an administrative representative for housing and a District Housing Board, was set up in Eleventh Naval District Circular Letter 57-45 of 31 March 1945. ComNOB was appointed "Area Housing Officer" for activities jointly served by projects in the Long Beach, Terminal Island, San Pedro area. An Area Housing Representative was appointed by ComNOB and an office established at 222 Pacific Avenue to administer the 988 housing units available for naval

establishments in the area. A committee composed of representatives of major naval establishments was appointed to assign units in the various housing projects.(46)(98)

In a memorandum to ComNOB dated 9 November 1944, it was stated that two projects were soon to be under way to provide houses for naval personnel returned from battle zones and assigned permanently to the staffs of naval activities in the area. Also, this housing was to be available to officers through the grade of Lieutenant. One of these projects was to be on a site adjoining the Navy's Santa Fe Avenue development in Long Beach while the other was to be located at 19th and Western Avenue in San Pedro; the former was to include 265 furnished units, while the latter was to have 85 units.(99)

In a letter dated 21 November 1944, Comdr. G. L. Dickson stated that, in the past thirteen months, the Navy Housing Service had placed about 3700 officers and men in houses, apartments or rooms.(100)

On 23 January 1945 ComNOB requested the Chief of Naval Personnel that an increase in the enlisted complement of NOB be made to allow for eleven men to assist in the administration of the Navy Housing facilities in the area. In this letter, it was stated:(101)

"The Officer-in-Charge of Navy Housing Service...administers and will administer the following housing facilities:

"(a) Navy, FPHA and LAHA Housing, consisting of:

1. 100 furnished homes in Banning Homes (San Pedro) operated as transient shelter for officers and men immediately returned from battle area.
2. 250 FPHA trailers for enlisted men immediately returned from battle area and on ships in port.
3. 400 homes in Navy Housing Project #3 for men on shore duty.

"(b) Approximately 550 additional units, 265 of whichare Homoja Huts, will be ready for occupancy in 60 to 120 days for housing of Naval personnel.

"(c) The construction of an additional 290 units at sites to be selected in the Long Beach or San Pedro areas has been approved.

"(d) An effective effort has been made to utilize an increasing amount of private housing facilities for naval personnel by the development of good relations with property owners' associations and individual landlords. 4116 Navy families have been placed by this service which requires a considerable amount of administration. From 300 to 500 applicants for housing visit the office daily and the incoming telephone calls average 150 per day on three phones.

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"The three civilian employees... stay in the office at all times and are not considered adequate to perform all the work required to efficiently administer and maintain this housing service. With the constantly increasing number of naval personnel returning from sea duty and combat areas, the demands for housing are greatly augmented and will continue to be."

Since the Navy Housing Service had been inaugurated, 1 October 1943, until 30 May 1945, the Welfare and Recreation fund, Allen Center had advanced approximately $1750.00. This had been the Service's only support; it was now thought necessary to request that the remaining and probable assets of the Service amounting to about $616.58 be augmented by $2000.(102) In February, arrangements to systematize the use of Welfare and Recreation money had been made.(103)

During March 1945, these placements of transient combat personnel were made:(104)

"Government Housing	Private Homes	Hotels	Total
Officers 70	352	50	472
Enlisted 160	154	170	484."

The letter carrying these figures also pointed out that 40 applicants had presumably found their own accommodations and that, furthermore, these figures indicated only actual placements during the

month of March and did not consider carry-over. At the time of writing, 20 April 1945, there were on file 151 applications of officers and men needing housing. A plan had been developed for obtaining apartments for combat personnel which were being occupied by non-essential, non-war-working personnel; it was hoped that this plan would make available 100 to 200 apartments. Conclusions reached and recommendations made in this letter to ComEleven were: (104)

> "Navy families of men who have been temporarily in port are not leaving the area and our reservoir of rooms in private homes and in apartments is drying up.
>
> "O.P.A. is establishing a very low price on rooms in private homes recently registered and many are being withdrawn from the market.
>
> "Pressure groups are developing to take over housing made available in F.P.H.A. projects by shipbuilding cut-backs, and may absorb housing upon which we are depending.
>
> "There are not sufficient teeth in the laws governing housing privately built for V-card workers, and there is a constant leakage of this housing away from the war effort.
>
> "The Army is moving this way and in their ponderous and ruthless way will probably hitch their mule to our wagon.
>
> "Every pressure group is scrambling without regard for the over-all picture, and as we cannot become a pressure group we must take other means to protect our own.

"Astronomical figures on housing needs are being presented, and we understand that this will probably be our last chance to obtain any consideration for the Navy.

RECOMMENDATION:

"The ideal situation is controlled, low-priced housing for men of the Fleet, and it is becoming apparent that the uncontrolled market which we have been developing may dry up.

"While we should continue to develop and to hold our gains in this field, we should insure the future by erecting 750 additional portable units for combat personnel, and it is strongly recommended that this be done."

HOUSING FOR DRYDOCKS PERSONNEL

Many months before the U. S. Naval Drydocks began actual operations, both naval and civilian leaders realized that, with the development of industrial activity in the Harbor district on a tremendously large scale, far more housing than was either extant or planned would have to be provided. More than a year before the Drydocks actually began to work on ships, it was estimated, at a War Workers' Housing Conference in Los Angeles, that about 80,000 new families would move into the Los Angeles area within a few months. It was understood that much housing would be needed as well as rent control to keep prices at a level within the range of war workers' incomes. (105)

(Apparently, the high wages to be earned by many workers in shipyards and other plants had not yet been envisaged.) In late May 1942, the housing planned to accommodate shipyard workers in San Pedro and Wilmington included: a 2000-man dormitory project, between C and F Streets and Island and Neptune Avenues in Wilmington; a 600-family unit project near Peck Park in San Pedro; two projects, one of 385 units between C and F Streets and Hawaiian and Wilmington Avenues and one of 400 units at Vermont Avenue and Pacific Coast Highway; and the Ranch San Pedro project of 285 dwelling units in San Pedro. The 2000-man dormitory and the 1670 family dwelling units were intended for workers in the local industries and presumably workers at the Naval Drydocks would be eligible to occupy them.(106) A survey of local housing conditions, completed by the National Housing Agency on 20 June 1942, showed that, in an area six miles in diameter in the vicinity of the Douglas Aircraft plant in Long Beach, out of 15,000 houses there were only 17 vacancies; this gave an availability of about 1/10 of 1%.(107) In a report to the District Manager of the Twelfth Civil Service District, ComdtNOB stated that, in addition to the housing already mentioned in this paragraph, these further steps were being taken to

Alleviate the shortage: The Federal Housing Administration had been authorized to build approximately 18,000 homes in Southern California; 130 units were being added to the Carmelitos project in North Long Beach; 500 units were being constructed in Compton, about nine miles north of Long Beach.

On 10 February 1943, a conference was held at NOB headquarters at Roosevelt Base on Terminal Island to discuss plans for inaugurating operations at the new U. S. Naval Drydocks then nearing completion.(108) After much wavering back and forth, it had finally been determined that the ship repair facilities there were not to be operated by a private shipbuilding concern (Bethlehem) as had first been considered, but were to be developed and operated by the Navy. It was planned to bring to the Drydocks about 350 key men so as to be able to start off with trained and experienced industrial personnel; these men were to be brought to Terminal Island from other Navy yards. After these men had gotten operations under way and as development of the facilities proceeded, it was believed that approximately 4,000 men would have to be recruited to fully man the yard. (A far cry from the figure of more than 15,000 set for the yard two years later!) Naturally, it was desired to locate

these men, both the early key group and the employees to come later, in areas as easily accessible to Terminal Island as possible. Inquiries at this conference as to possible housing brought out these facts: Ample vacancies for single men in the 3000-man dormitory in Wilmington; for families, practically no vacancies in the Harbor area as far as private construction was concerned; possibly a few vacancies for key family men in Federal projects. It was felt that perhaps, with full absorption, Long Beach might still take a few more. Of the 350 key personnel soon to come to the Drydocks, about 50 would be women, about 60 would be single men; this would leave 240 families to be provided with homes. It was desired and was feasible to earmark homes for these people before they were brought to the area, but it was seen that not many family dwelling units would be available within the thirty days within which they were expected to arrive. The most likely place to make units available to these people appeared to be in a project for 600 units then building in San Pedro. Dwelling units would have to be earmarked through the National Housing Agency; rooms could be booked through the War Housing Centers in Long Beach and San Pedro.

(108)

On 25 February 1943, it was confirmed that the West Coast Regional Office of the National Housing Agency would reserve for key personnel coming to work at the Drydocks 300 family units and dormitory accommodations for 60 single men and 40 single women. These accommodations were to be available on 15 March 1943; the family units were located in San Pedro and the dormitory units in Wilmington.(109) While it was realized that probably some of the personnel coming to work at the Drydocks could be accommodated in possible apartment vacancies or in rooms in homes, it was believed that the only ultimate solution of the need for more houses for families with children would be to secure more new houses through additional building.(110) Furthermore, need was felt for some liberalization of the OPA ruling regarding rental ceilings and the right of landlords to evict. The regulations regarding evictions were liberalized to some extent when, on 1 August 1943, landlords were authorized to evict, according to local law, from single furnished rooms not constituting separate apartments. This amendment did not change OPA's restrictions against arbitrary eviction in the case of apartments or of rooms let to more than one outside family in the same house.(111)

In the fall of 1943, according to the report of

W. F. Boice, chairman of the Long Beach Housing Committee, the difficulties in connection with housing were becoming a threat to the adequate development of local industrial activity so vital to the prosecution of the war. It was understood that in some defense jobs as many as 20% were quitting because of inadequate housing accommodations. It was thought that perhaps the War Housing Rental Agency could be used to locate people in the area, not employed in war-essential work, in places away from the industrial area, thus making space available for essential war workers. It was also believed that some arrangement should be made for reclassifying many workers at that time classed as non-essential, but who were engaged in maintenance, servicing and development enterprises in the area, many of which contributed to the needs of the essential personnel. Among these would be construction workers engaged in building new housing; at the time of this report, such workers were classed as non-essential! It was further brought out in this report that there was a tremendous need of re-housing for many workers who were forced to travel long distances to and from work, to the detriment of their morale and efficiency. Another change in housing arrangements was felt to be called for in connection with increasing

the number of houses in Federal Housing projects subject to rental rather than sale. It was pointed out that although regulations allowed the sale of only one-third of these houses, in actual practice almost all of them were being sold rather than rented. (112)

At the organization meeting, 20 March 1944, of the Mayor's War-Time Committee in Long Beach, Captain F. M. Earle, Commanding Officer of the Drydocks, stated that there was a shortage of some 18,000 men in the Drydocks, Port of Embarkation, and harbor area and that proper housing was one of the first essentials required to bring the necessary men to the industries. He further pointed out that, though the in-migration into the Los Angeles area was approximately 4000 per month, yet during the month of February only 900 to 1000 housing units were provided and the prospects for additional units did not indicate an increase beyond 2000 housing units per month. Hence, the area would be far short of being able to handle the total in-migration. Captain Earle also stated that of 3500 housing units approved for Drydocks personnel, 1000 houses were to be finished for occupation that month. Of these 3500 units, 500 were to be permanent private homes, 2000 were to be temporary housing units, and 1000 were to be trailers. (113) At a meeting in April, 1944, of the

Mayor's War-Time Committee, Captain Earle inquired as to why there had been a delay in starting the construction of the 18,000 housing units alloted to the Drydocks and was told that many things, such as material shortages, lumber priorities, and the fight over whether war housing was to be public or private had delayed such construction. (114)

In mid-March 1945, it was estimated that, by 15 July 1945, there would be needed 7,943 employees in addition to the 11,557 employed at the Drydocks as of January 1945. An increase of 2545 employees was estimated to be required for other naval activities in the area by 15 July 1945. In addition to these additions which would require housing in the area, there was contemplated a need for more housing to take care of the in-migrant workers who would be required to replace those lost in normal labor turnover. It was estimated that there would be a labor turnover of 6% which would mean a labor loss of about 7600 employees in Naval establishments in the area; about 25% of this loss would have to be replaced through in-migration. Since only a small proportion of those leaving their jobs would be residents in public housing, their leaving the area would not release an appreciable amount of public housing for rental. Hence, it was realized that as the war prolonged and the need for

workers continued, there would be increasing demands for both public and private housing for employees of the Naval Drydocks as well as for other civilian employees of the Navy. (115)

At the time that the Administrative Assistant to ComNOB, Comdr. G. L. Dickson, submitted his report on housing at the end of July 1945, less than 2000 Government or Naval housing units had been made available to meet the needs of an estimated 17,500 married officers and enlisted men stationed at shore establishments or attached to ships undergoing repair in the harbor area. Through the efforts of the Navy Housing Service Office in obtaining the greatest possible use of civilian housing facilities in the area, over 9000 families of officers and men had been housed. Among the owners and builders who cooperated with the Service, Artcraft Builders, Inc. and Murphy Bros., Inc. opened large amounts of rental housing to Naval personnel. For temporary or overnight housing, the local hotel operators cooperated in setting aside 200 rooms free from the usual five-day occupancy limitation. (46) The Y.M.C.A. activities in the harbor district were also cooperative in assisting in temporary housing. (116) As of 30 July 1945, the Government housing projects available to Naval personnel were as follows: (46)

"Government Housing Allocated to Men Stationed at Activities in the Area

Project & Location	Family Units	Status
(a) Navy Defense Housing #3 Santa Fe Ave., LB	400	Occupied
(b) Savannah Homes Santa Fe Ave., LB	268	"
(c) Long Beach Homes Traffic Circle, LB	192	Building
(d) Portsmouth Homes Twenty-fifth St., SP	88	Occupied
(e) Portsmouth Homes Add'n Twenty-fifth St., SP	40	Building
(f) Banning Homes Gaffey St., SP	96	Occupied
(g) Los Cerritos Trailers Long Beach	500	"
(h) Western Terrace San Pedro	200	"
(i) Homoja Homes Fuel Oil Annex, SP	200	Building

In summing up the housing situation as it affected the Naval Operating Base, in his report to ComNOB, Comdr. Dickson stated: (46)

> "...we can expect no more building for naval personnel and must depend on ingenuity to meet the increasing demand for housing. We must keep in constant touch with all Government housing agencies to the end that part of the housing made available by civilian cut-backs may be made available to military personnel. In this, we will be in contest with pressure groups such as discharged veterans and service-connected families. In addition, we must see that Naval Housing Service is supplied with proper personnel to continue it as a going business in a highly competitive market."

NOTES & REFERENCES

HOUSING

(1) Ltr. Comll to CNO, 4 June 1941.

(2) NOy-4279 (PW), 9 October 1940; Memo on conference of parties interested in new Fleet Operating Base; held aboard U.S.S. New Mexico, 9 October 1940.

(3) ND11/KP102(A7-C6) Serial W-93; 7 November 1940; Comll to Commanding General, Marine Corps Base.

(4) Ltr. of Comll to CNO, 4 June 1941.

(5) Ltr. of ComdtNOB to BuDocks, via Comll and VCNO; 7 October 1942; N4-2, Ser. 4818.

(6) NB66/N4-2K (Serial 5387) 14 December 1942; Eighth End. on ComdtNOB-SP. ltr. N4-2 Serial 4818; 7 October 1942.

(7) NB66/N4-2 (Serial 4744); 26 September 1942; ComdtNOB to Comll; 1st End. on Comll ltr. Serial Q-0547; 25 September 1942.

(8) Draft of proposed ltr., attached to memo from ComdtNOB to District Planning Officer; 10 December 1942.

(9) ComdtNOB's Airmailgram to BuPers; Serial 152; 15 December 1942. Also: BuPers Airmailgram to ComdtNOB on 24 January 1943.

(10) NB66/P21-1/L1-2 (Serial 376) 19 February 1943; CO, RB (Capt. Heim) to ComEleven.

(11) NB66/N4-1/K (Serial 4894); 13 October 1942; ComdtNOB to Comll.

(12) A-2(1) 28 September 1943; NOB Personnel Memo #1-43.

(13) P-2255; 13 November 1943; NOB Personnel Memo #2-43.

(14) BuPers Serial P-2423 of 17 March 1943 to Cominch.

(15) A19/A3/ 23 April 1943; Notes of Conference held at Roosevelt Base, 22 April 1943.

(16) BuPers Ltr. No. Pers 1012-PL; 30 March 1943 to ComdtNOB, S.P.

(17) NB66/NB49/N4-2(PW)/NB66/N4-2 Serial 854; 27 April 1943; ComNOB, S. P., to Chief BuPers, via Comll.

(18) NB66/SS1(PW)/NB66/P11-1(1) (Serial 1019); 19 May 1943; ComdtNOB to BuDocks, via Comll.

(19) P11-1/Serial 133/12 June 1943/4th End. on BuPers ltr. P-24?30rb/FF12-23 of 3 April 1943; CO, to COTCPac.

(20) NB66/N4-2(Serial 2335) 30 June 1943; ComdtNOB to Comll; End-1 on CO, RB, T.I. ltr. N4-1/Serial 161/ 26 June 1943.

(21) Ltr. CO, FOTC to Comll, 7 July 1943.

(22) ComdtNOB to Comll; 2d End. to above letter of note 21; 20 July 1943.

(23) Ltr. of 27 July 1943 from Comll to CO, FOTC.

(24) Ltr. from COTCPac to Cominch; Serial 01538; 8 May 1944.

(25) Op-30D1-EP/RA26/N1-13(410124) Serial 417830; 6 August 1941; CNO to Comll.
Also:
NB49/ON9/N12/Serial 2852/S:H/ 19 December 1941; ComdtNOB to Comll.

(26) Ltr. from Comll to SecNav 29 December 1941.

(27) Nav. 10-EL/NB49(9); 31 December 1941; 1st End. Chief of BuNav to CNO.

(28) ND11/NM(A7-Cb) Serial W-414; 2d End on CO Rec.Sta.SF ltr N4-15/Serial 22 of 10 February 1942; dated 17 February 1942.

(29) Life Magazine, 4 May 1942, p.33.

(30) NM23/A9-6/Serial 604; 27 August 1942; CO, U. S. Nav. Rec. Sta. to Chief BuPers.

(31) NM23/P16-1/Serial 1155/ 16 July 1943; CO, Rec. Sta. to Chief BuPers.

(32) NB66/NM23(PW)/NB66/N4-2/Serial 2488; 27 August 1943; ComdtNOB to Comll.

(33) Pers-1053-MMB; 27 September 1943; End-2 on ComdtNOB's ltr of note (32) above; BuPers to BuDocks.

(34) NOy-8008-(PW)/NB66/NM23/N1-13 Serial 3022/CLM:JC/ ComdtNOB to BuPers.

(35) NB66/N19-7/(Serial 41) 10 January 1944; End-2 on Dist.Med.Off. ltr. dated 3 January 1944; ComdtNOB to Comll.

(36) NB66/N19/Serial 140/24 January 1944; ComdtNOB to Office of 37th Brigade Engineer.

(37) NB66/N4-1/A14-2/Serial 212/2 February 1944; ComdtNOB to AssistComdt (Logistics) 11ND.

(38) ND11/LL/A18-3(6) A16:ek/Serial V-226; 28 February 1944; Comll to Asst. SecNav.

(39) NM23/P16-1/A3-1/Serial 449/ 27 March 1944; CO, Rec.Sta. to BuPers, via ComdtNOB & Comll.

(40) NB66/NM23/L4-3(1) Serial 637; 4 April 1944; End-1 on OinCC, NOB, TI ltr NOy-8008, dated 28 March 1944; ComdtNOB to BuDocks, via Comll.

(41) ND66/NM23/Serial 901/17 May 1944; ComdtNOB to CO, Rec. Sta.

Also

NM23/(Serial 915); 29 May 1944; CO, Rec.Sta. to ComdtNOB.

(42) A9-1/NF(7)/JFK;jpm/Serial 1221/14 August 1945; Annual Report of Disp.Bks, 1 July 1944 - 1 July 1945.

(43) NB66/S33/Serial 1598/ 6 September 1944; ComNOB to Port Director, 12ND.

(44) NB66/N4-2/Serial 234/ 17 July 1943; ComdtNOB to CO, Roosevelt Base, T.I.

(45) To a very large extent this account of wartime off-station housing in the Los Angeles-San Pedro-Long Beach area is indebted to a report submitted to ComNOB by his Administrative Assistant, Comdr. George L. Dickson; shortly before that officer's detachment in the fall of 1945. From time to time, where pertinent, this report is referred to or quoted. The general indebtedness of this section of the housing chapter to that report, is hereby acknowledged. Additional acknowledgement is due to Comdr. Dickson and to Lieut. Curtis P. Summers, Housing Officer, in charge of the Housing Service in Long Beach, who discussed housing matters with the Historical Officer.

(46) Housing Report to ComNOB from Administrative Assistant; 20 July 1945; mentioned in note #45 above.

(47) Ltr. from Mr. Melville Dozier, Jr., Exec. Director of Housing Authority of Los Angeles to Comll; 15 July 1940.
Also
A2-11/FF1(2)/N4/(Serial 1735); 25 May 1940; Cominch to Fleet.

(48) ND11/L24/Serial #P816 B.RI; 29 July 1940; Comll to BuDocks.

(49) Ltr. from Mr. Jacob Crane, Assist. Defense Housing Coordinator, to Lt. Comdr. I. A. Bickelhampt, CEC, USNR; Navy Dept. 5 December 1940.

(50) Ltr. from Mr. Philip Norton to Mr. Jacob Crane, Assist. Defense Housing Coordinator, 23 December 1940.

(51) AsstND/11/L24/Serial 530cjh; 26 December 1940; AssistComdt 11ND, San Pedro, to ComEleven. (signed Richard B. Coffman - W. W. Heineman, by direction)

(52)* Defense Housing Bulletin #1; Serial #P-1736; 14 January 1941.

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* This item is to be found in Appendix F, which is arranged chronologically.

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(53) AsstND/11/L24/Serial 324cjh; 17 March 1941; Lt. Comdr. W. W. Feineman, Exec. Off. to Mr. Frank A. Mucha of the Federal Housing Administration, Los Angeles.

(54)* ND11/L24/Serial P-2840; 16 May 1941; Defense Housing Bulletin #2;
Also:
* ND11/L24 - Defense Housing Bulletin #3.

(55) AsstND/11/L24/Serial 937; 3 June 1941; AsstComdt. (Capt. Coffman) to Com11.

(56)* ND11/L24/A3-2/L9-3/Serial #P-3602; 18 August 1941; Com11 to 11ND addressees; in this letter is quoted pertinent material from BuDocks C/L N4-1 of 7 August 1941.

(57) AsstND/11/L24 (Serial 1320); 15 July 1941; from AsstComdt, SP, to ComEleven.

(58)* Ltr from Judge Advocate General of the Navy to ComEleven; 20 August 1941;
also:
AsstND/11/L24/Serial 1958; 3 October 1941; from Asst. Comdt., 11ND to City Prosecutor, City of Long Beach.

(59) NB49/L24/Serial 2323 ch/ 17 November 1941; from ComdtNOB (Capt. Coffman) to Chief of Police, city of Long Beach.

(60) ND11/L24/(bn) (Serial N-313) 27 August 1941; Eleventh Naval District C/L #77-41.

(61) A7-1(b) Serial #A-1390; 12 September 1941; Eleventh Naval District Memorandum. Subj: Management and Rental of low cost housing.

(62) ON9/31 December 1941; from NOB PWO San Pedro to ComEleven via ComdtNOB, S.P.
Also:
ND11/L24/A3-2/L9-3 (Serial P-4890) 9 January 1942; ComEleven to ComdtNOB, SP.

(63) NB49/L24/H:K/Serial 507/ 17 February 1942; ComdtNOB (Capt. Coffman) to Mr. John E. Peterson, Housing Manager, Federal Works Agency, Long Beach, Calif.

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* This item is to be found in Appendis F, which is chronologically arranged.

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(64) AlNav from SecNav; NP34, Ø31549/34, February 3, 1942.

(65)* ND11/N4-1/13 April 1942; BuDocks to CO, USNRAB, Municipal Airport, Long Beach.

(66)* QR/NA16/L24/18 March 1942; CO, NRAB to BuDocks, via ComdtNOB and ComEleven.

(67)* Directive for Procurement of War Housing Constructed under the provisions of the various War Housing Actc; 16 July 1942.

(68) NB66/ND11/L24(PW) 2 May 1942 from District PWO to Chief of Staff.

(69) NB66/L24/CAP;fs/13 May 1942 from PWO, NOB, to ComdtNOB.

(70) ASSTND/11/L24 (Serial 1803); 9 September 1941; AsstComdt. to ComEleven.

(71)* Ltr from ComdtNOB (Capt. Coffman) to Comdr. H. W. Johnson, CEC, USN, District PWO; 1 June 1942.

(72)* ND11/L24/N4 (Serial J-1775) JLF/Da/10 June 1942; Memorandum from District Legal Officer to ComdtNOB (Capt. Coffman).

(73)* Memorandum to Comdt. G. L. Dickson, USNR from Comdr. Brooks Gifford, USNR, i.e.; Navy Defense Housing Project No. 3 28 December 1944.

(74) NB66/L24-1(8) Serial 4; 1 January 1945; ComNOB to Lieut. A. B. Scott, USNR.

(75)* Report on Housing from Lt. Comdr. G. L. Dickson, USNR, to ComdtNOB; 3 August 1943.

(76)* NB66/L24-1(2a) Serial 2540; 14 August 1943; ComdtNOB to interested activities.

(77)* Statement of Intention, used in Navy Housing Service.

(78) Ltr from Comdr. G. L. Dickson to Capt. Frank P. Traynor; 6 December 1943.

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* This item is to be found in Appendix F, which is arranged chronologically.

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(79) L24-1(2); 4 September 1943; ComdtNOB to Mr. Albert C. S. Ramsey, Exec. Off., U. S. Citizens' Service Corps, Long Beach.

(80) Ltr. from ComdtNOB to Mr. Albert C. S. Ramsey, Exec. Off. of Citizens' Service Corps of Long Beach; 4 September 1943.

(81) Los Angeles Examiner for 8 September 1943.

(82) Ltr. from Lt. Comdr. Dickson to Lt. Col. Thornton Wilson, USMC, 12ND, San Francisco; 6 December 1943.

(83) NB66/L24-1(2)/Serial 93; 15 January 1944; from Lt. Comdr. Dickson to Lt. (jg) A.B.Scott.

(84) ND11/LL/A18-3(6)/A16; ek/Serial V-226; 28 February 1944; ComEleven to AsstSecNav.

(85) L24-1(2); 11 October 1943; Admin. Asst. (Dickson) to Chief Staff Officer.

(86) NB66/A18-3 (Serial 119); 21 January 1944. Chief Staff Officer, NOB, to various Administrative Officers.

(87) ND11/N4-1/C-8A/28 January 1944 BuDocks to AsstSecNav.

(88) SECP-228-vmf; 7 March 1944; AsstSecNav to BuDocks.

(89) Ltr from Eugene Weston, Jr., Regional Representative NHA, to ComEleven; 3 February 1944.

(90) Forwarding End. on ltr of note 89-- ND11/LL/N4-1(11) (L) A16lek, Serial V-175; Com11 to ComdtNOB, TI.

(91) Correspondence and information regarding this undertaking are to be foun in:
Housing Report to ComNOB from Administrative Asst. to ComNOB (Lt. Comdr. G. L. Dickson); 30 July 1945.
NB66/L24-1(6) (Serial 540); 21 March 1944; ComNOB to ComEleven.
NB66/L24-1(6) (Serial 592); 29 March 1944; ComNOB to Los Angeles Housing Authority.
NB66/L24-1(6) (Serial 604); 30 March 1944; Adm.Assist. to ComNOB (Lt.Comdr. G. L. Dickson) to Mr. David Berry, Jr., of OPA in Los Angeles.

(91) Cont'd)
NB66/L24-1(6) (Serial 792); 2 May 1944; ComdtNOB to Chiefs of BuDocks, and BuPers; via ComEleven.
Ltr. to Mrs. Leigh Battson, 2d Vice Pres. Naval Aid Auxiliary, Hollywood, Calif. from ComNOB; 7 October 1944.

(92) Ltr. from Comdr. G. L. Dickson to Adm. Ralston Holmes, 30 March 1945.

(93)* NB66/L24-1(3) (Sr) (Serial 1257) 28 April 1945; ComNOB to ComEleven.

(94) NB66/L24-11 (Serial 2101); 4 August 1945; ComNOB to NOB, PWO.

(95)* Minutes of Organization Meeting - Mayor's War-time Committee; 20 March 1944.

(96) A19-Meeting of Mayor's War-time Committee; 13 April 1944.

(97) Meeting of the Mayor's War-time Committee; 8 June 1944.

(98) QB/L4-3/28 October 1944; ComEleven to District Patrol Officer.

(99) Memorandum from Comdr. G. L. Dickson to ComNOB; 9 November 1944.

(100) NB66/P15/Serial 3153; 21 November 1944; Comdr. G. L. Dickson to Capt. W. T. Towle, U.S.C.G.

(101) NB66/P16-1/MM/Serial 243; 23 January 1945; ComNOB to BuPers, via ComEleven.

(102) Dn-30 May 1945; Memorandum from Assist. Area Housing Officer (Comdr. G. L. Dickson) to ComNOB.

(103)* NB66/L24-1(2); 20 February 1945; Memorandum to OinC, Navy Housing Service from G. R. Harris.

(104) NB66/N4-1/Serial 1158/ 20 April 1945 from ComdtNOB (by Comdr. Dickson) to ComEleven.

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* This item is to be found in Appendix F, which is arranged chronologically.

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(105) Article in New Republic; 9 March 1942; p. 317.

(106) Exhibit "F" in Report of Chairman of Housing Sub-Committee for Wilmington - San Pedro Area to Mr. Wm. H. Gorman, Director, Southern District, Railroad Commission of State of California, Los Angeles.

(107)* NB66/L24/Serial 4059; 7 July 1942; from ComdtNOB to Mr. Harry T. Kranz; District Manager, Twelfth U. S. Civil Service District, San Francisco, (To be found in Appendix___, Civilian Personnel.)

(108) Minutes of Conference Regarding Drydocks; held 10 February 1943 at NOB Headquarters, Roosevelt Base.

(109) Radiogram to Eugene Weston, Jr., Regional Representative of Administrator of National Housing Agency, San Francisco, and to Capt. Fred M. Earle, CO, USNDD.

(110) Article in Long Beach Press-Telegram, for 20 March 1943.

(111) Article in the Shipyard Times, 10 August 1943.

(112) Report on Housing by Mr. W. F. Boice, Chairman, Long Beach Housing Committee; L24-1(2); undated, but presumably presented in fall of 1943.

(113)* Minutes of Organization meeting of Mayor's Wartime Committee; Long Beach; 20 March 1944.

(114) A19; 13 April 1944; meeting of Mayor's Wartime Committee; Long Beach.

(115) NB66/L24-1(2) (4:Sr) (Serial 780) 16 March 1945; ComNOB to Asst.SecNav; End-1 on USNDD ltr LL/L24-1(A) 9875, dated 28 February 1945.

(116) Long Beach Press-Telegram; 20 May 1943.
Also:
Ltr from ComdtNOB (Capt. R. B. Coffman) to Mr. Leonard Dahlquist, Exec. Sec. Army-Navy Y.M.C.A., San Pedro; 27 April 1942.

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THE ADMINISTRATIVE HISTORY OF THE NAVAL OPERATING BASE TERMINAL ISLAND (SAN PEDRO), CALIFORNIA

Chapter VII

CIVILIAN PERSONNEL

The material presented in this chapter, while not so detailed as that in other chapters of this history, should serve to give a reasonably clear conception of the administrative structures and the organizational machinery which served the civilian personnel needs of the Naval activities in the northern portion of the Eleventh Naval District. For the most part this information was submitted to the Historical Officer by persons directly concerned with Civilian Personnel affairs and is placed in this chapter very largely in the form in which it was submitted, with only minor revisions.

As is indicated, there has been no Civilian Personnel Department as such at the Naval Operating Base Headquarters in the sense of a department established with a Naval officer in charge of it. The Civilian Personnel affairs have been carried on by civil service personnel, working under the supervision of the Chief Staff Officer (1) and the Assistant Chief Staff Officer

in more recent years. However, it is not necessary to tell here what is contained in the following sections of this chapter.

Civilian Personnel Administration at the Naval Operating Base.(2) In September 1941, the U. S. Naval Operating Base was established at "Pier A" in Long Beach, California, and the nucleus of the Civilian Personnel Office was formed. On 1 September 1942, Roosevelt Base was placed in commission and the Naval Operating Base moved its headquarters to Roosevelt Base. The Civilian Personnel Office had the responsibility of setting up the machinery for recruitment, employment, and placement of civilian personnel for U. S. Naval Operating Base Headquarters and Roosevelt Base.(3)

On 14 September 1942, the Commandant, Naval Operating Base, established a Civilian Personnel Classification Board to function for NOB and for other activities in the Long Beach-SanPedro-Los Angeles area of the Eleventh Naval District. This board consisted of Lieut. Comdr. Fred Welden, USN (Ret), as Senior Member, Lieut. Comdr. Ronald Shero, (SC)-V(S), USNR, Lieut. Comdr. Ralph N. Ernest, (CEC), USN, as members, and Mr. George Sowers as Recorder.

On 16 February 1943, it was deemed desirable and

practical to have the Public Works Department set up its own civilian personnel section to process all Public Works employees. This was done because of the size of the Public Works Department and its non-relation to administrative functions.(5) With this change,(6) Miss Ruth Lahann was placed in charge of the Civilian Personnel Office under the direction of the Chief Clerk's Office and the Chief of Staff of the U. S. Naval Operating Base.

In June 1943, the Small Craft Training Center was established and the Commanding Officer of that activity was given additional duty as Commanding Officer of Roosevelt Base. A separate Civilian Personnel Office was set up to function for these two activities.

Later, in April 1944,(7) in order to maintain uniformity and to effect economy in civilian personnel administration and because of the proximity of these activities, the Civilian Personnel Office for U. S. Naval Operating Base Headquarters assumed the responsibility of administering the personnel of Small Craft Training Center and Roosevelt Base.

With the advent of V-J Day, a new activity came under the jurisdiction of the U. S. Naval Operating Base; namely, the Naval Personnel Separation Center.

This activity was to employ and administer civilian personnel who assisted in the separation of naval personnel. In order to do this, a nucleus force was formed for a Civilian Personnel Section under the direct supervision of Mr. C. J. Helton, Chief Clerk to the Commandant, U. S. Naval Base.

Long Beach Labor Board.[8] With increasing expansion in the Eleventh Naval District in 1941 and new activities being established in the Los Angeles-Long Beach-San Pedro areas, employment of civilian personnel increased to the extent that the San Diego Labor Board sent Mr. George Sowers[9] as Representative to set up a Branch Labor Board in the Long Beach-San Pedro Area in the spring of 1941.[10] This Branch Office was located in San Pedro for several months. Later, it was moved to its present location in Long Beach. However, at that time, the floor space of the office was only approximately one-sixth of its present space.[11]

The Branch Labor Board functioned until March 16, 1942, at which time a separate Labor Board was officially established in Long Beach. Lieut. Jack W. Hardy, USNR, was the first Senior Member. His office was maintained at the Commandant's Office, Naval Operating Base, and he visited the Labor Board from time to time. On March 16, 1942, Mr. H. P. Hobbs was appointed

Recorder of the Labor Board. On January 21, 1943, Lieut. D. M. Evans (now Commander) was appointed Senior Member of the Labor Board and Assistant District Civilian Personnel Director of the area. Board members alternated on assignments of duty at the Labor Board. The chief problem being one of recruitment, other than for this, there was seldom any business requiring a general meeting, and only six official Labor Board meetings were held from March 1942 to January 1946.

When the U. S. Naval Drydocks was originally established in February 1943, civilian personnel was procured by the Long Beach Labor Board. The first Civil Service employees were taken up on the Naval Drydocks payroll on March 8, 1943. This Board served the Drydocks until November 1944, when their own Labor Board took over.(12) This Drydocks Labor Board was established by the Civil Service Commission and the Navy. At that time, this office had processed 14,607 persons for the U. S. Naval Drydocks, and their employment figure stood at 11,740.

In order better to serve the seventy-five activities in the Long Beach area, the floor space at 330 East Broadway was increased, a production line system of processing introduced, an intensive publicity

and recruiting program put under way, and additional personnel trained to handle the increased work load. Total complement was increased to forty. Insofar as is known, this production line system of processing was the first of its kind to be used by a Labor Board in processing applicants for employment. It consisted of a counter with seven windows. At each window was stationed a clerk who was assigned specific processing duties. Window No. 1 was the information window. At this window, it was determined whether the services of applicant could be used. This was determined from requisitions for the various skilled trades placed by Naval activities with the Labor Board. A check of the requisition indicated whether or not the person's services could be utilized. If his services were desired, he reported to Window No. 2 where the obverse side of the application was typed, after which he was sent to Window No. 3. At Window No. 3, the reverse side of the application was typed. He then reported to Window No. 4 where a rating examiner examined the information contained on the application, including citizenship, arrest record and former employment record. This examiner also evaluated the man's experience as shown on his application, asked any questions necessary to determine whether or not

the man was properly qualified, and then returned the application. If the man was found to be eligible, he was told to report to Window No. 5 where the Declaration of Appointee was completed and the top part of the fingerprint chart was filled out. He was then told to report to Window No. 6 where the top of the Medical form was completed, and the man was sent to the medical office for a physical examination. The processing procedure took approximately thirty to forty minutes to complete. During the time the man was being processed, other operations took place within the Labor Board, such as a check through the District Intelligence Office, a check of the Civil Service Commission Bar and Flag cards, the preparation of a record card and, at Window No. 7, the preparation of the final appointment, form 1200. When the man completed the medical examination and was on his way back to Window No. 7, he was fingerprinted. He then was handed his appointment form 1200 and told how, when, and where to report for work. This method proved so successful that representatives of the Navy Department were sent to the Long Beach Board to study the system, and it was eventually adopted by other Labor Boards in the country.

Commander Evans' foresight in securing donations

of space in the newspapers was a very valuable aid in recruiting. Local advertising resulted in 7500 hires in about ninety days. This Labor Board still assists the U. S. Naval Drydocks in securing and processing their personnel, and since November 1944, 1920 persons have been processed for them through this Board. The 1920 persons processed for the Naval Drydocks were handled due to the period of transition before full operation of their Board. The Long Beach Labor Board began with two employees. The highest number of employees was forty-four as of January 1944, and this number was maintained for approximately one year. The present number of employees is thirty-three. This number includes the Medical Corps and officer personnel assigned to this office. The civilian complement for 1946 has been set at twenty-nine.

Owing to War Manpower Commission restrictions, the Labor Board found it was losing a large number of applicants who lacked Availability Certificates. Commander Evans took up with the War Manpower Commission the advisability of having Mr. Hobbs, the Recorder, made a special representative of the War Manpower Commission with power to issue Availability Certificates. This authority was used to an advantage

and saved the Labor Board numerous losses of applicants who would have been lost if they had been required to report to the War Manpower Commission for an Availability Certificate.

Working relations between the Naval Operating Base and the Labor Board have been excellent. Five of the members of the Labor Board are men appointed from the Naval Operating Base. During the last four years, the Labor Board members have not functioned as was originally intended. The purpose of the Labor Board members, originally, was to function as an examining group in the rating of per diem employees who had applied for positions under the register system. Due to the under supply of labor, it was necessary to recruit employees directly, without recourse to the Civil Service register. This accounts for only six meetings being held by the Labor Board. Another function of the Labor Board members is to make and interpret local Navy policy.

ADMINISTRATIVE MACHINERY:

The Labor Board is composed of the Administration Section, Employment Section, IVb Certification Section, a Record Section and Rating Section. In areas outside the immediate geographical radius of Long Beach,

detached Board members were set up. Authority was delegated to these detached Board members to recruit, process and appoint employees for the needs of their activity. Temporary rating was authorized also; final rating was completed by the Long Beach Labor Board. When the Labor Board was first inaugurated and the supply of employees exceeded the demand, certification was made from registers but later, when demand exceeded supply, registers were no longer used and people were hired directly. The Labor Board conducted training in the administration of branch Labor Boards for new employees who were hired to manage and operate these detached sections. Another administration function of the Labor Board was to check the personnel forms, give the final rating for detached members and assist Naval activities with personnel problems.

PERSONNEL PROBLEMS DEALT WITH:

Personnel problems dealt with were everything from how to set up an organization in the preparation of organization charts to the interpretation of Civilian Personnel Instructions and Civil Service regulations. They included: Instructions on the appointment of personnel, promotions, disciplinary

actions, separations, efficiency ratings, leave regulations, reduction in force, reemployment rights, demotions, transfers and administrative problems.

TYPES OF POSITIONS WHICH WERE FILLED BY THE LABOR BOARD:

The employment and rating section recruits, rates, processes and appoints persons as laborers, helpers, and skilled tradesmen used by the seventy-five activities served in this area. Originally, certification was made from a register. A return to this procedure is anticipated after March 7, 1946.

The IVb Certification recruits, processes, and in some cases, rates persons in limited CAF, CPC, SP, and P classifications.

RELATIONS WITH THE CIVIL SERVICE COMMISSION:

For employees in Groups I, II, III and IVa, at the beginning of the Long Beach Labor Board, when the register was being used, it was the procedure to send an announcement of examinations to the Civil Service Commission for approval. During the war years, examinations were not held, but a return to this procedure is anticipated at an early date. The Labor Board is governed by rules and regulations set down by the Civil Service Commission and by the Navy Department in Navy Civilian Personnel Instructions.

The Civil Service Commission gave the Long Beach Labor Board the authority to recruit and set up eligible registers for the certification, processing and appointment of persons in groups I, II, and III and at one time in IVa. At various times, the Civil Service Commission has delegated to this office a degree of authority to appoint group IVb employees. The Labor Board has aided Naval activities and the Civil Service Commission by taking over much of the responsibility in the processing of IVb employees. During the war, this office was given authority to recruit and rate up to a CAF-7 and to certify IVb employees for appointment. During the war, a representative of the Civil Service Commission was stationed in the Labor Board office to give Naval activities on-the-spot authority to appoint.

HOW AND WHERE PERSONNEL WAS PROCURED:

Employees were recruited for the activities through the Labor Board by representatives stationed at USES office at Long Beach, Los Angeles and San Pedro. But many people were recruited in this area through a very successful advertising campaign which was conducted by Commander Evans through the generous cooperation of the local merchants and newspapers. In addition to this, a radio program was conducted by the

Civil Service Commission with time allocated to the Navy for the purpose of recruitment. The Naval Drydocks, at one time, conducted a national recruiting program and many transferees and new employees who responded to this recruitment program were processed at the Long Beach Labor Board. This entailed many long hours, including Sunday work and evening work; in fact, the Labor Board was operated on a double shift plan open from 0800 to 2200 and was open on Sundays better to facilitate the employment of people recruited under this national program. Although many people were hired from other areas, the greater percentage of people employed at the Naval activities in this area came from this area. Although the nation-wide-recruiting program appeared expensive and the comment has been made that many employees brought in by this recruitment program were not of the best quality, still it is felt that the expense was justified and the program was a success. Many skilled employees were recruited through this program from other areas and in general these employees have contributed to the success of the war effort in this area.

STATISTICS SHOWING GROWTH OF NAVAL ACTIVITIES IN THE NORTHERN PART OF THE ELEVENTH NAVAL DISTRICT WITH REGARD TO CIVILIAN PERSONNEL EMPLOYED.

The monthly report of the Labor Board, Long Beach, November 1942, shows a total of 2,423 employees employed at all nineteen Naval activities in this area. The monthly report of March 1946, shows a total of seventy activities under this Board with 33,018 employees. The major activities noted with the most employees are as follows: Naval Shipyard, San Pedro, 11,719; Naval Supply Depot, San Pedro, 3,512; Advance Base Depot, Port Hueneme, 6,000; Naval Ordnance Test Station, Inyokern, 2,485; Naval Base, Terminal Island, 1,112; Marine Corps Air Station, El Toro, 2,112.

PERSONNEL RECRUITED FOR ORIGINAL CONSTRUCTION OF PUBLIC WORKS AND THE NAVAL DRYDOCKS:

There is no record of any recruitment of personnel by the Long Beach Labor Board for private contractors engaged in the construction of the Naval Drydocks, Public Works Naval Operating Base. The Atkinson and Pollock construction companies did most of the construction work and procured their employees through the USES or from private sources. At one time, many of these employees were transferred over to civilian jobs in the Navy and most of these transfers were conducted by the Labor Board, Long Beach.

STATISTICS ON NUMBER OF PERSONS PROCESSED BY LABOR BOARD, LONG BEACH:

JANUARY 6, 1945 - FEBRUARY 28, 1946:

January,	1945	1598	January,	1946	1930
February,	1945	1638	February,	1946	3983
March,	1945	1575			
April,	1945	1273			
May,	1945	892			
June,	1945	1769			
July,	1945	1617			
August,	1945	1429			
September,	1945	550			
October,	1945	1090			
November,	1945	1481			
December,	1945	1223			
TOTAL:		16,135	TOTAL:		5,913

	TOTAL:	22,048
July, December,	1942 to 1944	32,616
	GRAND TOTAL:	54,664

VOCATIONAL TRAINING:

When Vocational Training was first inaugurated in the Eleventh Naval District, the District Training Office was located in San Diego, but it became

apparent very soon that the bulk of the training activity would be in the Long Beach-Los Angeles area. Approximately 4,500 manufacturers were working on Navy contracts with provision for reimbursement on any training costs incurred by the contractors while engaged in producing articles for the Navy.

The first Training Officer assigned to this district as Area Training Officer was Lieut. Ralph Miller who was assigned in 1943. Shortly thereafter, Lieut. Barlow was added to the staff. In 1944, Lieut. E. M. Savage was added to the staff of the Training Office and was made District Vocational Training Officer. In February 1943, Lieut. (jg) Edward King was added to the staff, followed shortly by Lieut.(jg) Robert Loken. In July 1944, Lieut. (jg) G. B. Julian was also assigned as Vocational Training Officer. Lieut. Comdr. Savage, from 1944 to June 1945, had five Training Officers working in this district. Lieut. Helen Dobbie was sent out by SECP to conduct Clerical Training under Lieut. Comdt. Savage.

At least 60% of the time of the Training Officers was spent with the Navy Contractors organizing, supervising and coordinating reimbursable training with these manufacturers. A great deal of this training was done under the War Production Plan with the

cooperation of various city school systems. Long Beach city schools did an outstanding job training approximately 90,000 war workers in this area. The Los Angeles school system also trained well over 100,000. At least 50% of these people, at one time or another, were engaged in work on Navy contracts. Among the 4500 Naval contractors in this area, the major ones demanding the greater part of the Training Officers' time were the aircraft manufacturers and the Naval Shipyards.

VOCATIONAL TRAINING - NAVAL OPERATING BASE:

At the Naval Operating Base, the first training given through the Labor Board and the Vocational Training Office was Supervisor Training. This training was inaugurated at Public Works, Naval Operating Base, 27 July 1944, and was conducted by a Vocational Training Officer. There were eighteen leadingmen and foremen in attendance. The training course covered Job Management, Human Relations and Job Instruction. This course continued for seven weeks. Meetings were held for one and one-half hours twice weekly. A second training group for leadingmen and snappers was conducted 14 September 1944 to 31 October 1944. Twenty-two supervisors attended. During 1944 and 1945,

Supervisor Training was conducted for all supervisors at Public Works, Naval Operating Base. Sheetmetal Training was conducted in the Sheetmetal Department under the War Training plan sponsored by the Long Beach School system. On October 16, 1944, the Electrical Training classes were started for the Naval Operating Base Public Works Electrical Department under the sponsorship of the War Production Training, Long Beach City Schools. Classes on-the-job were conducted eight hours per day, five days per week. This course of instruction also included theory. In Nov. 1944, the following Electrical classes were being conducted at Public Works:

(1) Electrical Training, Section 1, 14 Trainees.
(2) Electrical Training, Section 2, 13 Trainees.
(3) Electrical Training, Intermediate, Section 1, 10 Trainees.
(4) Electrical Training, Intermediate, Section 2, 10 Trainees.
(5) Electrical Training, for Maximum Electricians, 9 Trainees.

In addition to the above, an Auto Body and Fender class was also conducted through the sponsorship of the Long Beach schools. Additional training in blue-print reading was provided at the John Dewey Vocational School in Long Beach for Supervisors and Craftsmen.

NAVAL AIR STATION, VOCATIONAL TRAINING:

A program very similar to the Naval Operating Base Vocaticnal Training Program on Supervisor Training was conducted for all supervisor employees, at the Naval Air Station, Terminal Island. This training was conducted during the spring and summer of 1945.

VOCATIONAL TRAINING FOR CLERICAL EMPLOYEES:

A very intensive training program for clerical employees and supply clerks was conducted at the Naval Supply Depot by a Vocational Training Officer. During 1944, as many as 302 applicants were interviewed and tested in one month at the Long Beach Labor Board, but half this number were hired and placed in training at the San Pedro High School. This training was conducted under the supervision of the Navy by the War Production Training Program of the Los Angeles City School System. In addition to the training for supply clerks, storekeeper training and a class for clerk-typists were conducted at the high school. On November 27, 1944, all members of the training committee of the Naval Supply Depot attended the Training meeting conducted by Lieut. Earl P. Strong of SECP, Washington. Lieut. Strong again conducted a clerical improvement conference February 26 to March 10, 1945 at the Naval Supply

Depot. This training proved very beneficial to the clerical employees of this activity. In addition to the above training, Supervisor Training on Job Management, Job Relations, and Job Instruction was provided for all supervisor employees of the Naval Supply Depot, San Pedro.

TRAINING IN THE SHIPYARDS HAVING NAVAL CONTRACTS:

The two shipyards having the greatest amount of training activity in this area were Todd Shipyard (formerly Los Angeles Shipbuilding Corporation) and Western Pipe and Steel Company, both located in San Pedro. At the Todd Shipyard, during 1943-44 and part of 1945, there were approximately 1200 to 1400 people in training each month. A total of approximately 12,000 people passed through at least one type of training paid for by the Navy. Much of the training done at Todd was done under the War Production Training Plan, sponsored by the Los Angeles schools. San Pedro high school was used as a training center for machine shop, sheet-metal and welding. At one time, the training budget at Todd amounted to well over $200,000.00 per quarter. This training was under the direct supervision of the Cost Inspector, SupShips. The determination of the need for training, types of training to be given, extent of training and unit cost of training was determined

and approved by the Vocational Training Officer assigned to that activity.

Western Pipe and Steel Company in San Pedro had a program very similar to Todd Shipyard. Many thousands of workers were trained under Navy contract at this activity. Much of the Training was done under the Los Angeles School system on War Production Training.

AIRCRAFT COMPANIES UNDER NAVAL CONTRACTS:

Goodyear Aircraft Corporation, Phoenix, Arizona:

One of the major programs of training was conducted on a reimbursable basis at the Goodyear Aircraft Corporation, Litchfield Park, Arizona. Approximately 12,000 people took various types of training under Navy contract, including Induction Training, Supervisor Training, On-the-Job Production Training, and Pre-production Training. This training program was originally handled by the Contractor, but later was transferred under Navy supervision to the War Production Training Plan of the Phoenix Technical School. The training budget at Goodyear Aircraft Corporation at the peak of training amounted to approximately $180,000.00 quarterly. Training similar to the Phoenix program was also handled by the Vocational Training Officers for Lockheed Aircraft Corporation,

Van Nuys, and Douglas Aircraft Corporation, El Segundo, also various smaller contractors on aircraft work.

It is hard to estimate the direct savings to the Navy through careful check, supervision and approval of training conducted under Navy Contract. But it is safe to say several hundred thousand dollars were saved through the efforts of the Training Officers in giving the Navy full value for money spent on these Navy Training Contracts.

NOTES & REFERENCES
ON
CIVILIAN PERSONNEL

(1) NB66/P16-3/00/Serial 1740); 21 September 1944; Chief Staff Officer NOB to Assist. SecNav (SECP-Code 170); re: Officer Assigned to Civilian Personnel Administration Duties.

(2) The material concerning the administration of Civilian Personnel at NOB was supplied by Miss Ruth Lahann, who is in charge of the Civilian Personnel Office at NOB Headquarters.

(3) NB66/LL/(Serial 4828); 8 October 1942; ComdtNOB to Asst. SecNav (Division of Personnel Supervision and Management.)

(4) NB66/LL/K/(Serial 4646); 14 September 1942; ComdtNOB to Lieut. Comdt. Fred Welden, USN, (Ret).

also

NB66/LL/(Serial 4647) 16 September 1942; ComdtNOB to All Naval Activities, Long Beach-San Pedro-Los Angeles Area.

(5) Minutes of Conference Regarding U. S. Naval Drydocks, Roosevelt Base, Terminal Island, Calif.; held 10 February 1943, in Administration Building at NOB Headquarters.

(6) NB66/LL/r/(Serial 3070); 13 November 1944; Chief Staff Officer, NOB, to Navy Dept. (SECP) Wage Administration and Classification Branch.

(7) NB66/LL/(Serial 735) 22 April 1944; ComdtNOB to CO, RB & SCTC. Administration of Civilian Personnel (Civil Service).

(8) The account of the development and activity of the Long Beach Labor Board was submitted by Lieut. G. B. Julian, USNR, and is presented in this chapter with only minor revision.

(9) NB49/LL/Serial 2175; 1 November 1941; ComdtNOB to ComEleven; re: Mr. George Sowers, recommendation for duty as Recorder of Long Beach Labor Board.

(10) AsstNB11/LL (Serial 514); 21 April 1941; Assist Comdt. to ComEleven. Estab. Labor Board in L. A.-S.P.-L.B. Area.

also

File 50; Despatch from ComEleven Public Works Officer to BuDocks; 13 May 1941.

(11) AsstND/11/LL/A3/(Serial 1352); 21 July 1941; AsstComdt's Memo for All Naval Activities in L.A.-S.P.-L.B. Area; Establishment of Branch Office of 11ND Labor Board in Long Beach.

(12) NY13/A3-1(C)/1880/19 July 1943; CO, USNDD to SecNav (Asst) (Shore Establishment Division)

also

End-1 on above; NB66/A3-1/Serial 2375/ 20 July 1943; ComdtNOB to AssistSecNav.

also

End-2 on above; ND11/LL/NA(26)/A16:or Serial V-629/3 August 1943; ComEleven to CO, USNDD (Returning basic letter)

also

End-3 on basic ltr, of CO, USNDD, NY13/A3-1(c)/2498/LL/Labor Board, L.B. 16 August 1943; CO, USNDD to ComEleven.

also

LL/Labor Board/ND11/LL/NA(26)(a)/ A16:Or/Serial V-695/25 August 1943; ComEleven to AsstSecNav (Shore Estab. Div.)

also

LL/Labor Board/PS&M-2-WM/4 September 1943; Director of Civilian Personnel to U. S. Civil Service Commission.

also

LL/Labor Board/PS&M-2-LMN/End-1 on ltr. from USCSC - CF:ETG; 7 September, 1943; 10 Sept. 1943; Dir. Civ. Pers. to CO USNDD.

also

13-A3-1/Labor Board/ A3-1/20 October 1943; CO USNDD to AsstSecNav (Personnel Supervision & Management).