

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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