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The Naval History
of
TREASURE ISLAND





THE
NAVAL HISTORY
OF
TREASURE
ISLAND



U. S. NAVAL TRAINING AND DISTRIBUTION CENTER
SAN FRANCISCO
COMMODORE R. W. CARY, USN, COMMANDING

Edited by Lt. Comdr. E. A. McDevitt, USNR

TREASURE ISLAND, CALIFORNIA, 1946



COMMODORE
R. W. CARY, USN



F O R E W O R D

Treasure and Yerba Buena Islands, connected by a causeway and collectively known as the U. S. Naval Training and Distribution Center, San Francisco, form the principal Naval personnel gateway to the Pacific area. Through this portal passed, during the war period, in the neighborhood of 4,500,000 of the world's finest fighting men. It is for them that this book was created. The developments on these islands were generated by the needs of an expanding Navy under war conditions. The characteristics are in some respects unique among Naval stations. Unknown to many, it has been, during the war period, one of the largest stations the Navy has had. It appears at present that the two islands will become one of the Navy's permanent shore establishments. Its importance will probably increase with the passing of the years.

The primary purpose of this volume is to serve as a souvenir rather than as a detailed history. The publication expenses were borne by non-appropriated Welfare funds derived from profits of the Ship's Service. It may be of interest to Naval personnel who have passed through this command to know that all entertainment, recreation and athletic facilities on these islands are maintained from these same funds. In this way it has been possible to return the Ship's Service profit to the men who created it, in the hope it would add something to their happiness by making the surroundings as pleasant as possible under the exigencies of war conditions.

It is hoped that this book will in the years beyond the war, remind those who passed through this Pacific gateway, of the Island's wartime accomplishments and recall some of the more pleasant features of their association with it.

A handwritten signature in black ink, appearing to read "P. W. Cary". The signature is written in a cursive, flowing style with a large initial "P" and a long, sweeping underline.



DEDICATION

To the countless thousands of Bluejackets
Who, in the course of their Naval service,
Found Treasure Island a Port o' Call . . .

To those who came . . .

To those who have gone . . .

To those who stayed . . .

. . . this book is humbly dedicated.



Paul S. Edwards



The GOLDEN GATE BRIDGE

Welcome Home—Well Done!



Vice Admiral Greenslade, USN

An Annapolis graduate with the class of 1898, Vice Admiral John W. Greenslade, USN (Ret.) is a veteran of the Spanish-American War, the Philippine Insurrection, the Cuban Pacification Campaign, and both World Wars. In World War I Admiral Greenslade received the Distinguished Service Medal for his work during mine laying operations in the North Sea, and served throughout World War II, first as Commandant, Twelfth Naval District, and later as the Commander, Western Sea Frontier. ¶Formally retired in December 1945, Vice Admiral Greenslade aided materially in the administrative development and wartime growth of Treasure Island.



Vice Admiral Wright, USN

Youngest man in his Class (1912), and, at the time of appointment, youngest Navy officer of that rank, Rear Admiral Carleton E. Wright, USN, added another "first" to his outstanding record when named Commandant of the Twelfth Naval District in 1944, thus becoming the youngest District Commandant in the Naval service. ¶ Commanding officer of the USS AUGUSTA at the historic conference of President Roosevelt and Prime Minister Churchill aboard that ship, Rear Admiral Wright was later transferred to the Pacific Fleet, commanding a task force during the Japs' last attempt to relieve their forces on Guadalcanal.

¶ Rear Admiral Wright succeeded Vice Admiral Greenslade as "Com12" and was long identified with the later development of Treasure Island.



Rear Admiral Osterhaus, USN

Assuming command of the local Patrol Force, based on Treasure Island, in 1941, Rear Admiral Hugo N. Osterhaus, USN (Ret.), resumed a Naval career which had begun in 1900. In the first World War he commanded one of the first transports to carry American troops to France, and established a Naval base in the Azores. Shortly after the war he was appointed captain of the Mare Island Navy Yard, and again held that position when originally retired in 1935. ¶Recalled to duty when the threat of Japanese aggression became apparent, Rear Admiral Osterhaus was long associated with the development and expansion of Treasure Island as a Naval Base.



Commodore R. W. Cary, USN

Holder of the Congressional Medal of Honor, and wartime skipper of the USS SAVANNAH and USS BROOKLYN during the invasion operations at Sicily, Salerno, and Anzio, Commodore Robert W. Cary, USN, assumed command of TADCEN in April 1944, at a time when Treasure Island attained the position of the Navy's key Base on the West Coast. ¶Annapolis graduate (1914), Commodore Cary was awarded the Navy Cross for heroic actions during the first World War. In this war he has four times received the Legion of Merit, three from the Navy, one from the Army. ¶In the two years of Commodore Cary's command, millions of bluejackets have passed through Treasure Island on their way to or from our Pacific battlefronts.

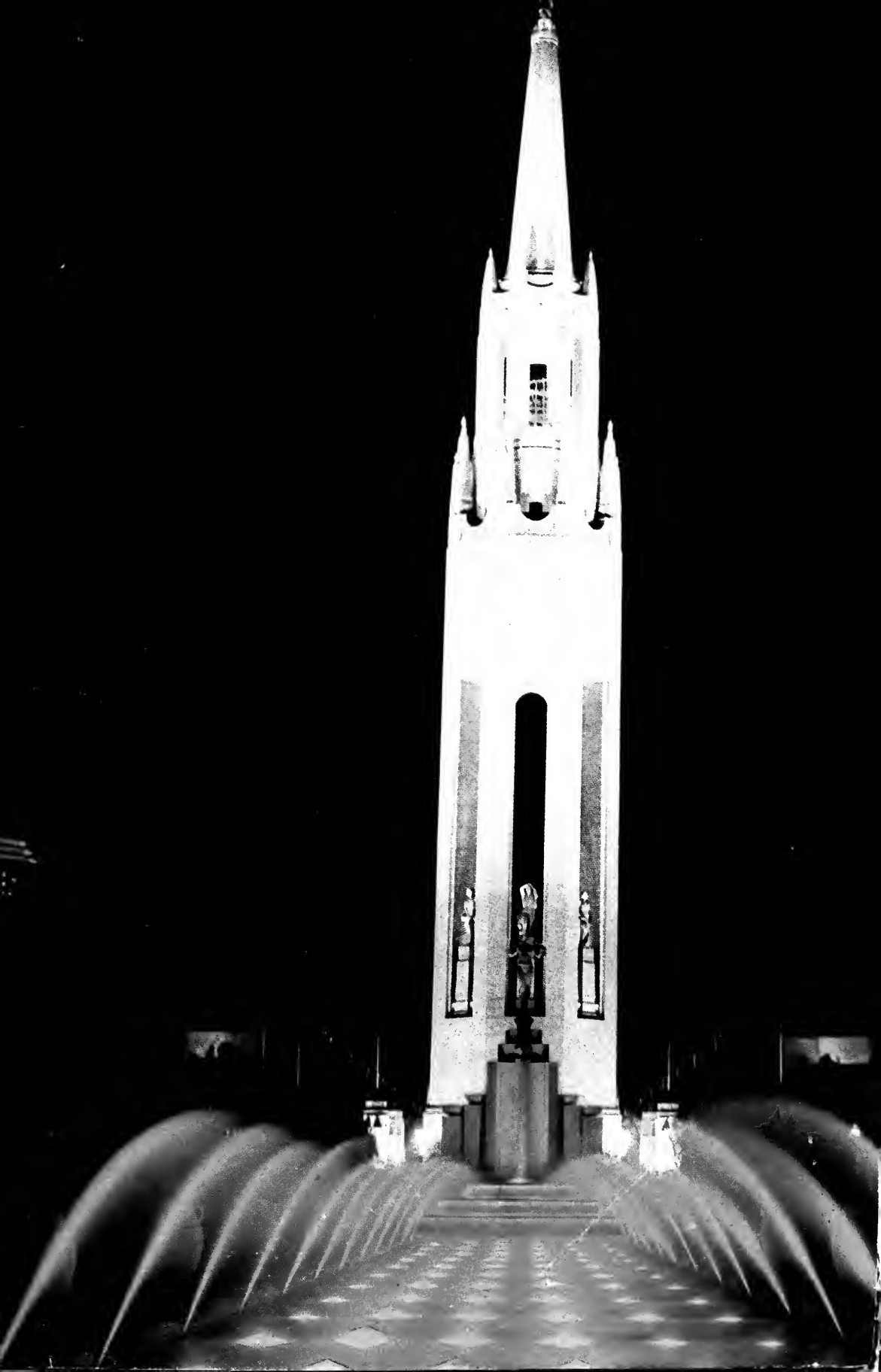




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*Additional copies of this book may be obtained for \$2.50 per copy.
Make check or money order payable to Welfare Officer, U. S. Navy
Training and Distribution Center, Treasure Island.*





CHAPTER I

An Island is Built



TREASURE ISLAND has made history as one of the world's great naval bases, not solely by chance nor destiny, but through an intriguing combination of both. It is a story to be told . . .



San Francisco Bay joins the blue waters of the vast Pacific Ocean through a deep majestic strait, the Golden Gate. How nature created this magnificent harbor geologists may never know. But here, rimmed by spectacular hills on the central coast of California, are four hundred fifty square miles of sheltered anchorage with a mile-wide gateway to the sea.

This Bay could accommodate at one time all the ships of the world.

For nearly three hundred years after the discovery of the new world, vessels of the Maritime nations searched for this legendary harbor. Spain's treasure galleons, beating down the coast after the long voyage from Manila . . . and the navigators, Cabrillo, Drake, Viscaino, all missed the Golden Gate.

What the sailors missed the soldiers found. A land expedition led

← *Court of Pacifica (just outside present Ship's Service)*

San Francisco from Twin Peaks. To the left is man-made Treasure Island •



by Captain Don Gasparde Portola discovered San Francisco Bay in 1770. In 1775, Don Juan Manuel de Ayala sailed the first ship through the Golden Gate, charted San Francisco Bay, and the underwater shores off Yerba Buena Island.

It was inevitable that there should be here a city worthy of this harbor. Yerba Buena was its childhood name . . . a drowsy pueblo where the ranchers traded hides and tallow from their ranches for the things the shrewd New England traders brought. Then gold was discovered at Coloma, in the American River in 1848. Ships from all the seas set sail for the Golden Gate. In 1849, half a thousand vessels lay in the Bay abandoned by their gold-crazed crews and the city was born. San Francisco! Fortright, wholehearted, cosmopolitan, a city of the sea.

One hundred years later, in celebration of the two great bridges across this harbor now rimmed by huge cities, centers of trade, com-

• *One of San Francisco's Famous Cable Cars*



merce, and industry, California invited the world to visit the Golden Gate International Exposition . . . a Fair built upon a newly created island in the center of the San Francisco Bay, unsurpassed in the spectacular beauty of its setting. With typical Western forethought, it was planned that this man-made island would become a metropolitan air terminal for trans-Pacific and transcontinental air transports in the years following the Fair.

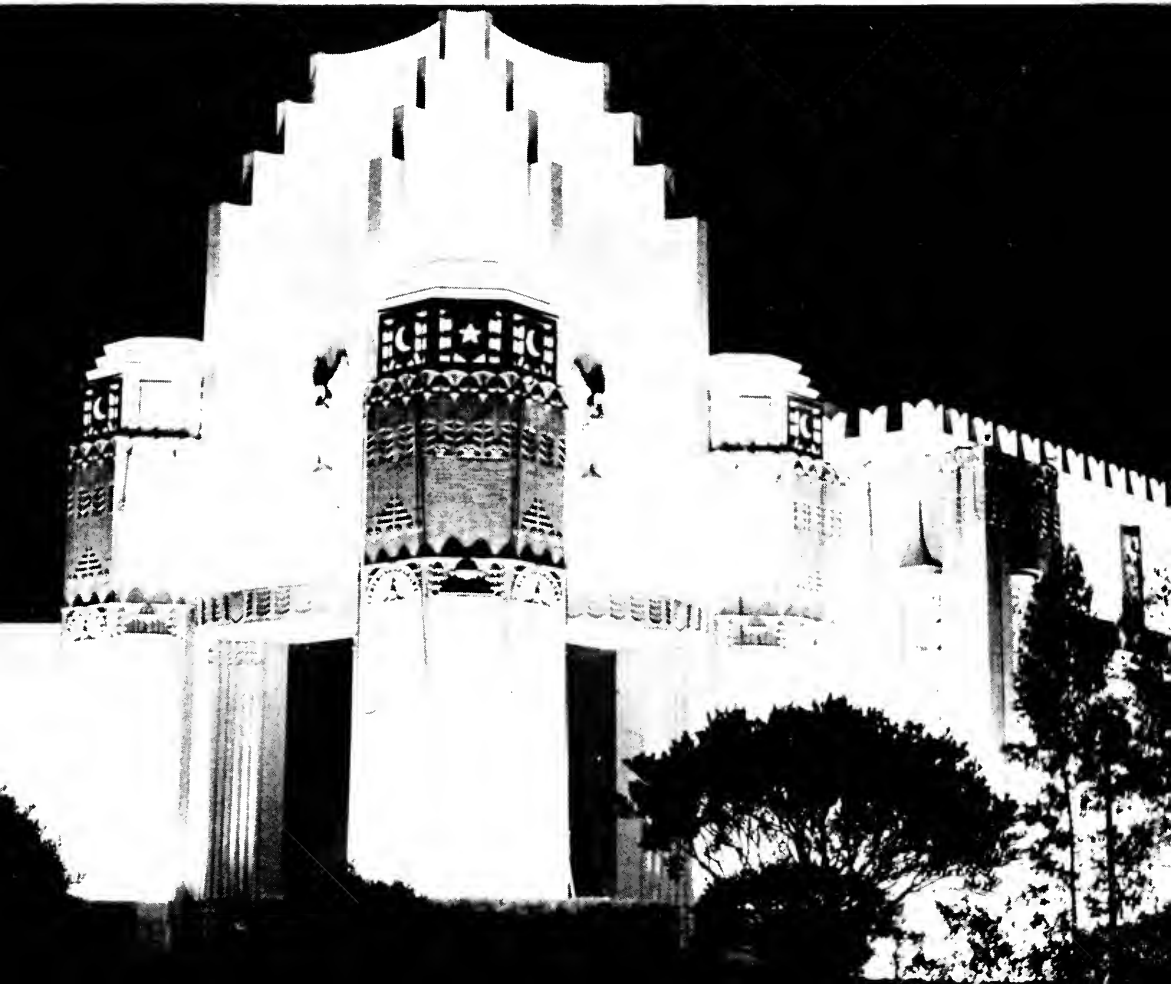
For two years millions came to view, to gaze in awe and wonder at the dramatic exhibits, at the beauty and color of the Pageant of the Pacific on Treasure Island. Here, where previously there had been a submerged shoal off Yerba Buena, there had risen above the tide an island over a mile in length and a little over three-fourths of a mile in width . . . a magic-walled city of the Pacific, the Fair that thrilled the multitudes with mystic forms, giant Pyramids, muraled courts, long pavilions of light and shadow, and flower-

On the north shore of San Francisco and inside the Golden Gate is the far-famed Fishermen's Wharf •





- *Across the Lagoon*
- *Foods and Beverages Palace, now the Main Mess Hall*



laden avenues. Towering skyward, the Exposition's Spire of the Sun translated mass into height matching the breathless loom of the Bay Bridge towers.

Yes, Treasure Island had its days of festivals—but they were ominous days, and there was treachery at the feast. Supposedly fostering better relations with the nations bordering on the Pacific Ocean—the South Seas, the Antipodes, Central and South America, and the Orient . . . there was one amongst them whom we knew not —“one of the most extensive exhibits of foreign nations was that of Japan. All materials, even the workmen, were brought from Japan aboard one of the palatial 'Maru' liners . . . A picturesque tea garden provided a pleasant atmosphere for visitors to rest, sip fragrant tea, and eat cakes made from rice. The Japanese pavilion was the focal point of many such functions both in 1939 and 1940. Host and hostess were the genial Consul General and wife . . .”

Oriental Dancer •





CHAPTER II

Life Begins in Forty



THREE months before the final curtain fell on the gigantic stage setting that was the Fair, in the Fall of '40, the wheels had been set in motion towards the acquisition of Treasure Island for naval purposes.



While California's original plan in ceding the Island to San Francisco, had stressed the use of the land as an air terminal the Navy, locally, was well aware of the important use that could be made of such an ideal spot, if acquired . . . 400 acres in the middle of the Harbor connected (by a six-lane causeway) to Yerba Buena Island (a Naval Station since 1898), provided excellent anchorage in the Port of Tradewinds, the Lagoon between the two islands; permanent buildings, roadways, and ferry slips, made Treasure Island unlike the site of many former Fairs a highly prized and coveted location.

By letter to the Secretary of the Navy in July 1940, the Commandant, Rear Admiral John W. Greenslade, Twelfth Naval District, invited the attention of the Navy department to the status of Treasure Island, and to the importance of acquiring it for use by the Navy. The Lagoon afforded an excellent sheltered mooring for

← *Homes and Gardens Building*

South Pier and Port of Trade Winds •



small craft, the Hangars would adapt themselves as Armories; the island offered unlimited facilities for storage, training station activities and a Receiving Station. The accessibility and convenience of location to other Naval activities was a further point.

But the War was being fought in the Atlantic . . . and attention in Washington was focused in the East and *not* in the West, where World Fairs not World Wars, were the Topic of the Day. Due to the cost involved in leasing the site from the City of San Francisco, the Navy department said, "No!"

The Fair closed in September 1940. The Commandant sent a letter to the Mayor of San Francisco, requesting that in the National Emergency (strong words for such peaceful times) the City grant permission to use the island. This was done with the understanding that it would be relinquished when the National Defense Emergency ceased to exist, and that its use would not impede the City's planned Airport. The City permitted the Navy to use the island in return for assistance in obtaining the Federal funds to develop the Airport.

The Navy was "in."

Three months later the Navy was in entirely. For, in November

• *Stern-Wheeler River Boat, the Delta Queen*



the Secretary of the Navy by dispatch directed that negotiations be made to "take over at the earliest possible moment and for the duration of the emergency as much or all of Treasure Island with suitable buildings as required for a Navy Section Base with barracks for four thousand and to serve as a combined Receiving Station, Distribution, and Training Center" . . . Treasure Island was leased from the City and County of San Francisco on February 28, 1941!

Interesting days followed. Construction of piers and slips for the berthing of district craft on the east side of the Island was started. Exposition buildings and Hangars found early use as barracks.

The establishment of the Section Base in the Spring of '41 has all the background but hardly the color of Mark Twain's "Tom Sawyer." A Sacramento river boat, the Delta Queen, her great paddle wheel slowly turning to a stop, was made fast to the ferry slip. This was no casual visit . . . the stately Delta Queen, carrying her years with the grace and dignity of her title, was to be the barracks and classroom for all personnel of the Local Defense Force on the Island. To read the Supply Officer's account—"The Supply activities of the 'Delta Queen Navy' consisted principally of messing and this was accomplished after strenuous cleaning of the galley spaces. Grease was so thick that the best efforts failed to dislodge all of it, with the resultant galley fire, which thoroughly did the job of eliminating this grease hazard.

"The office consisted of flat boards on saw-horses, which had a tendency to fall apart at the passing of each rowboat. When requisitions were made for desks the answer was, 'what for?' Finally, by begging, pilfering, and other means, sufficient equipment was acquired to permit some semblance of an office."

But at the other end of the Island, in the ultra-modern Administration Building of the Exposition, the Navy was setting up its military organization in preparation of the defense of our coastal waters. There were rumors of sinkings of U. S. vessels in the Atlantic, rumors of submarine activities along the Western coast, and where the Axis wolf pack might strike next, no one was sure. The Commander, Patrol Force, Rear Admiral Hugo R. Osterhaus, USN, moved on to Treasure Island—on June 12, 1941.

Navy men were now reporting for duty and training. Inshore

and offshore patrol, coastal lookouts, mine forces, net defenses, and Section Bases were the salty jobs that Treasure Island sailors now had to face.

With Captain Culp as Commanding Officer of Section Base and Rear Admiral Hugo W. Osterhaus in command of Patrol Force, Treasure Island steadily converted from a deserted Fair ground to an industrious Naval Station. Barracks were set up in the old Hall of Western States, a galley was commissioned in what had been the Federal Building, fishing boats were converted to mine sweepers, and yachts to patrol craft. A Local Defense School under Commander Northcroft began the practical training of Naval Officers.

Months went by rapidly; months in which the Patrol Force of Treasure Island had little time to organize for the terrific jolt that was to come. And come it did! December 7, 1941, found the entire

• *First Draft Reports Aboard*

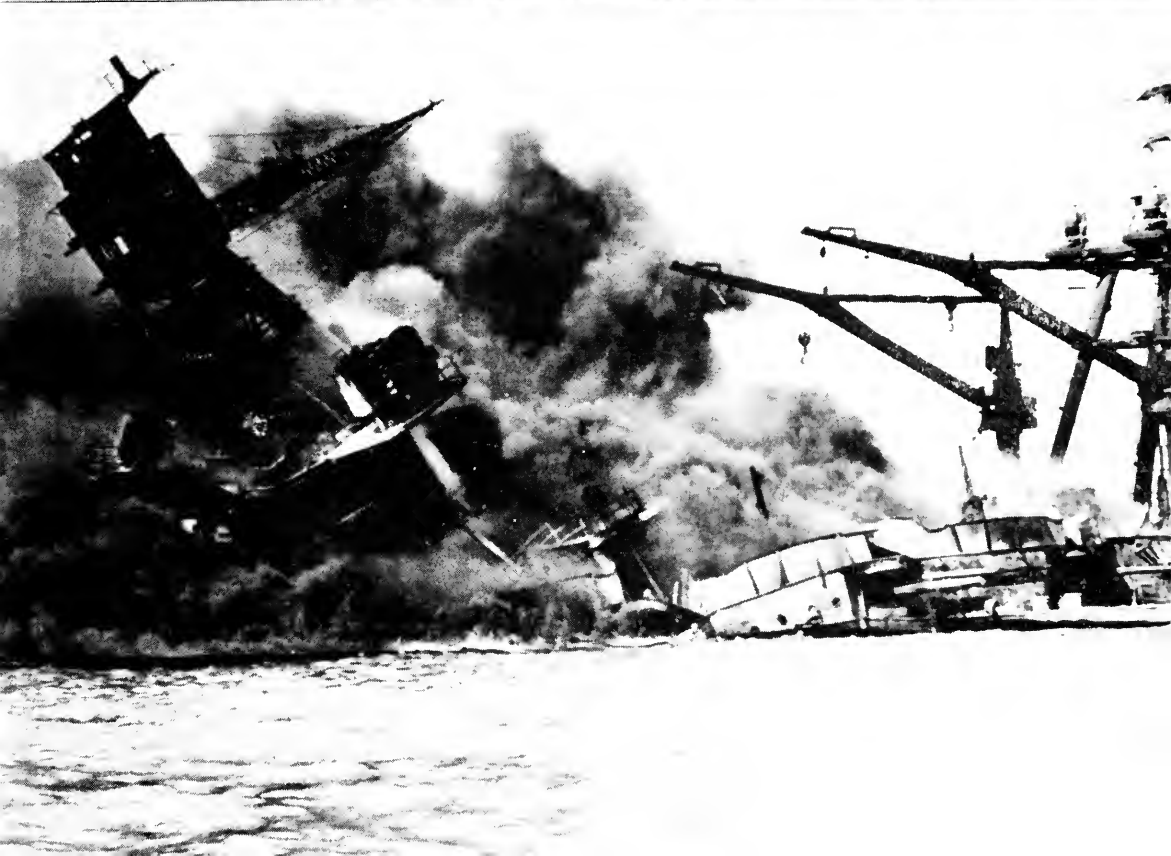


West Coast shocked by the news of the disastrous blows struck by the Japs at Pearl Harbor!

Sneak Attack •









CHAPTER III

Growing Pains



WITH the outbreak of war, there was great fear of an enemy-landing on the West Coast. The vigilance of all coastal patrols of the northern sector of the Western Sea Frontier rested with Treasure Island. It was an amazed Dock-



• *Net Tenders Guard the Golden Gate*

master who on the morning of December 8, 1941, gazed out on the Island's Lagoon to find it jammed with fishing vessels, small craft and luxurious yachts released by their owners for emergency Naval Patrol service.

While Coast Guard Patrols were immediately increased, one lone squadron of PBY planes (the 9th Squadron) covered the air patrol from Oregon to southern California. Combined Army-Navy look-outs, signal watchers, and plotters joined in the endless vigil.

Our Coastal tankers were the target of enemy submarines. Merchant vessels demanded gun crews and escorts, and until the quick arrival of four destroyers from San Diego, a grey-painted fishing vessel with good lines, fair speed, a couple of gun mounts, and a Navy crew, served as a "blind date" escort for anxious Merchantmen as they slipped through the huge net which spanned

Convoy Escort •



the Golden Gate channel guarding the Harbor from submarine attack.

But this was the mere beginning, the first pebbles of an avalanche that was to descend on Treasure Island; for war in the Pacific meant a Naval War. Overnight, enlistments and recruit figures soared. Washington deluged the Twelfth Naval District Headquarters and the Island with new men, new directives, new tasks. It was now that Treasure Island wished her creators had mixed rubber with the nineteen million cubic yards of sand dredged from the bottom of the Bay to build a man-made island. Then perhaps Navy tugs, anchored to the Island's corner, but headed away and pulling hard, could s-t-r-e-t-c-h the four hundred acres to make room for the newcomers . . . And they thought the Fair was crowded!

The Spring of '42 saw the Island growing like Topsy . . . it just

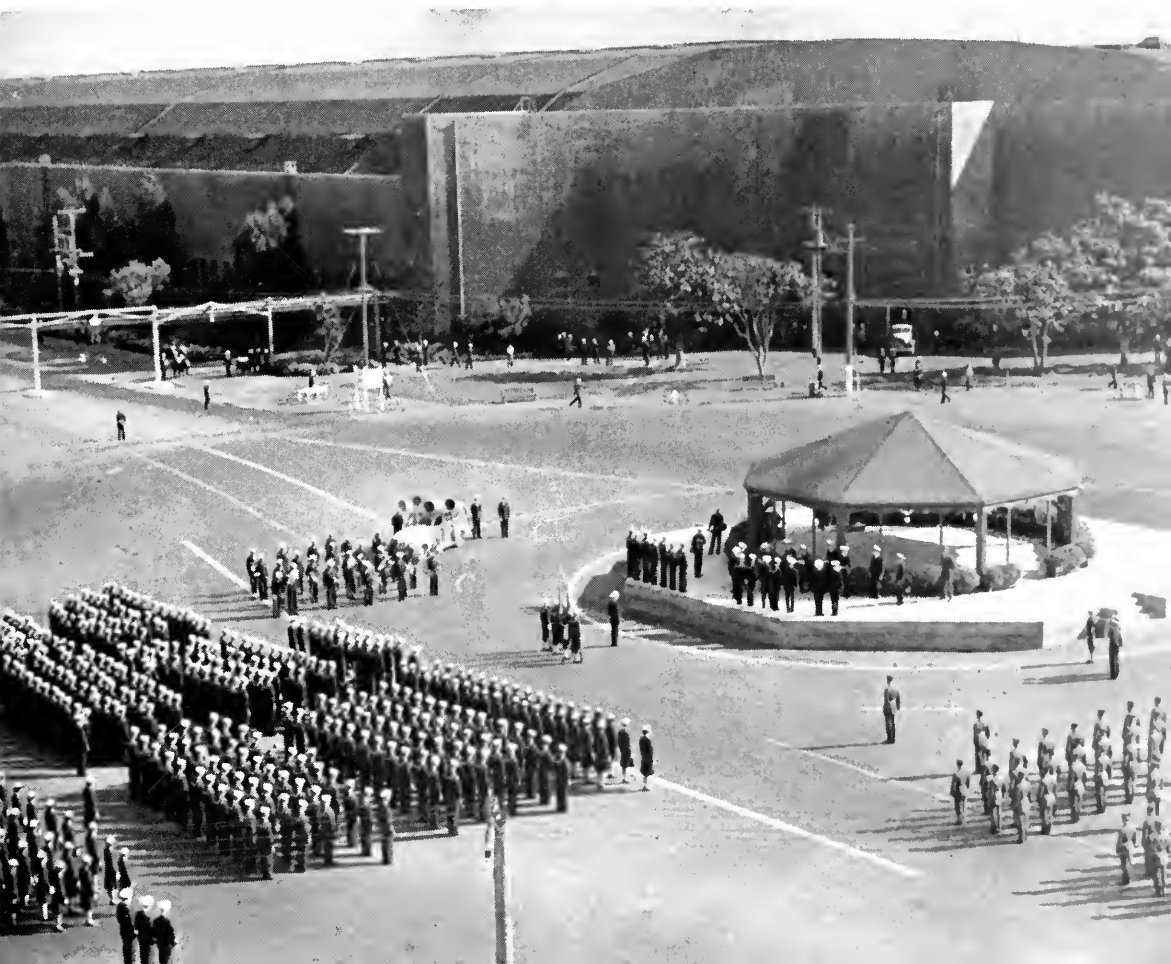
• *The late President Roosevelt witnesses drawing of first Selective Service number*

—WORLD WIDE PHOTO



grew! New activities, new schools, new commands, joined in the mushroom growth that was part of the Navy's mustering strength. These sudden arrivals placed a heavy demand on Section Base and the Island command; turning toward the "Ship's Company" for working personnel, building materials and supplies which somehow were nearly always delayed and followed far behind the newcomers. In June of '42 the Command was reorganized in an effort to provide maximum service to the many new units dependent on the station for a multitude of services. Mess halls, GSK, Disbursing, Dispensary, Public Works, Transportation, Fire Protection, Security, General Detail, Ship's Service, Welfare, Recreation, and a host of other important functions of each new Command were to be provided by the station. Thus, a Coördinator-of-Services was designated to handle all matters regarding services directly with any

Spit 'n Polish •





• *Traveling Sailmen*

unit on the Island; matters involving change of policy were taken up with Commander Patrol Force. This arrangement, operating with gratifying success, saw the development of many of Treasure Island's present attractive features. The huge galley "K" whose vast pavilion formerly housed the Fair's food and beverages exhibit was completed, serving chow to seven thousand men an hour. Where the Fair's Billy Rose Aquacade had thrilled the visitor there now stood a mammoth gymnasium to provide athletics and combat training. A giant Ship's Service, two theaters, an athletic field, a beautiful chapel became realities while thousands of men poured on the island for intensive training and sea duty. They came from everywhere. Men who had followed the sea for years stood shoulder to shoulder with young lads from the farm lands of Dakota, and the wheat

fields of Kansas; lads who had never seen the ocean, many who had never so much as set foot in a rowboat.

The ancient Receiving Ship on Yerba Buena Island had experienced nothing in World War I to equal the over-crowded condition that developed in the first year of Pacific war. Recruits, transfers, survivors crowded over the hilly little station like a swarm of ants. Overflows of men from Yerba Buena Island were continually arriving in drafts at Treasure Island, where despite the huge numbers there was always room for more. The giant Exhibit Palaces offered what seemed to be almost inexhaustible barracks space.

Because of her central position the Island became the focal point for movement of personnel as well as a Training Center. The Military Command was enlarged to include Camp Parks and Fleet City, these stations forty-five miles inland from the Bay.

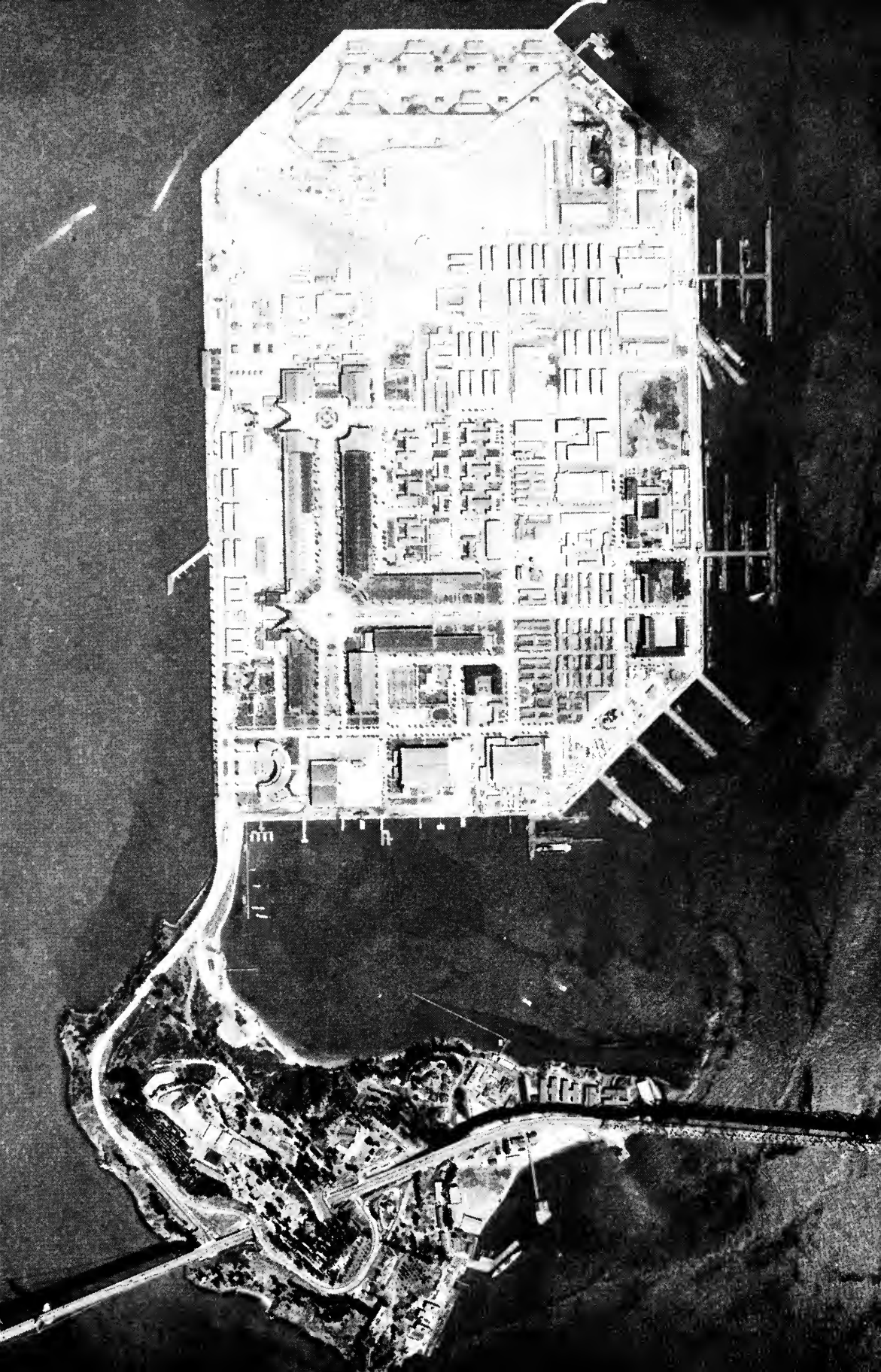
From Farm Hands to Deck Hands •





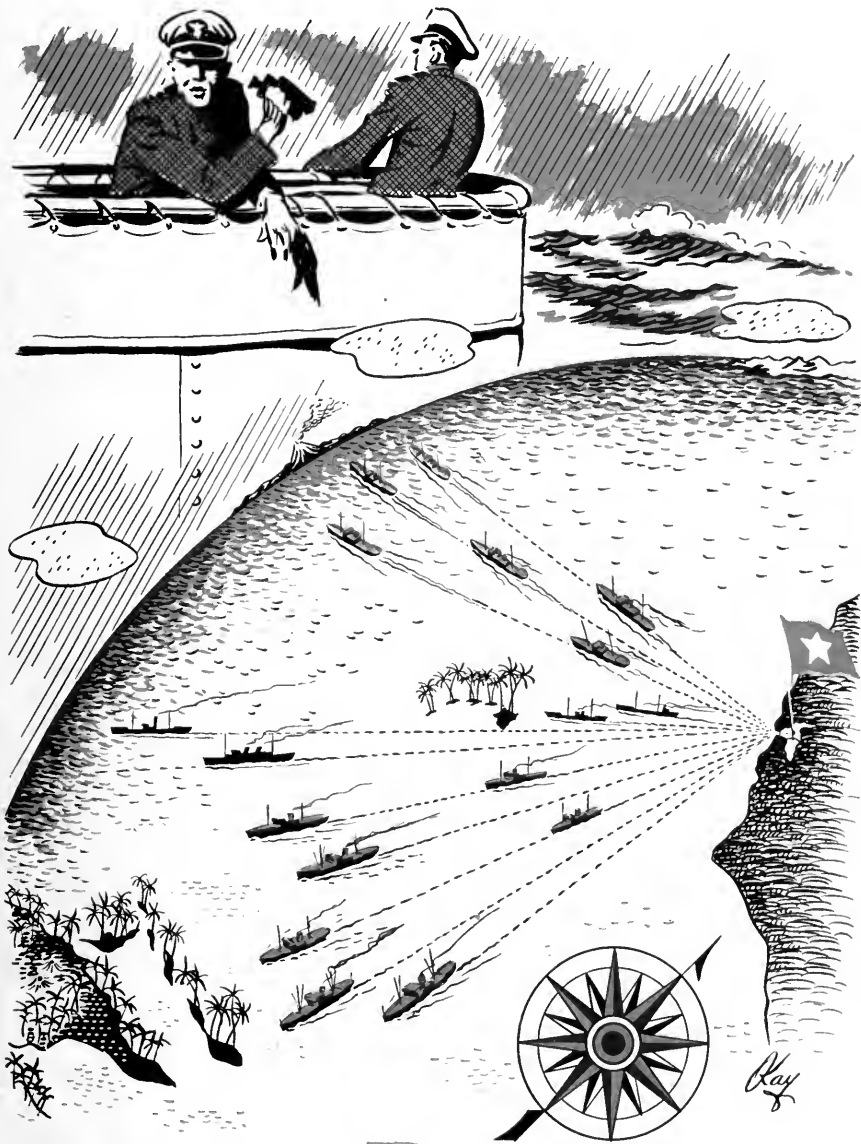


• From Atop Yerba Buena



CHAPTER IV

Treasure Island Delivers



DURING what seemed a United Nations' war policy to place secondary emphasis on the Pacific area, the Spring of '43 found the "Hitler First Methods" denying Pacific land and naval forces the resources necessary to a total war effort against the Japs.



• 0900 *Saturday*

Closer to the Pacific than any spot within the continental limits of the nation, Treasure Island felt the impact of each naval battle with the Nips—sending replacements of trained bluejackets and officers, and commissioning new fighting ships on the one side . . . and on the other, standing ready to give immediate hospital care to the wounded veterans or comfort and new strength to the weary, who stepped off the battered ships.

Rapid expansion of all training programs highlighted the feverish activity of those troubled days. Fleet Operational Training School, Radio Materiel School, and the Advanced Naval Training School, devising new methods and intensive courses, stepped up their schedules to meet the needs of the growing Fleet.

Throughout the entire period of unprecedented growth, continued improvements were made in the administration of the Island's many operations by maintaining and establishing clear-cut relationships and responsibilities between the many independent units on the Island, and the Commander, United States Naval

Training and Distribution Center, more generally referred to as "ComTadCen."

In May of '44, Rear Admiral Osterhaus, after three years at the helm during which the Island expanded from a fledgling naval installation to a vital shore establishment, was relieved by our present Skipper, Commodore (then Captain) R. W. Cary, who had recently returned with a distinguished service record as Commanding Officer, of the Cruisers, USS SAVANNAH during the amphibious assault on the Island of Sicily and Salerno, and the USS BROOKLYN at Anzio.

An organizer and administrator, Commodore Cary undertook a complete and searching analysis of the many and complex relationships which had developed during the rapid growth of the Island in both size and importance, with a view to streamlining its

Eyes Right •





• *"Tokyo Bound"*

effectiveness in internal operation and in services to forces afloat. Preparations to meet even greater demands in both training and distribution of personnel were considered necessary, and were undertaken. A pre-embarkation barracks area was constructed at the north end of the Island to handle the movements of large overseas drafts, in a smooth, rapid and accurate process. Further consolidation of general services and increases in berthing, messing, and recreational facilities found Treasure Island equipped to handle, in the following and final year of the war, three times its supposedly maximum capacity.

Active in every phase of supporting the advance of the Fleet even to the extent of huge War Bond Drives and Blood Bank con-

tributions that rocketed skyward, Treasure Island stepped from high gear to overdrive.

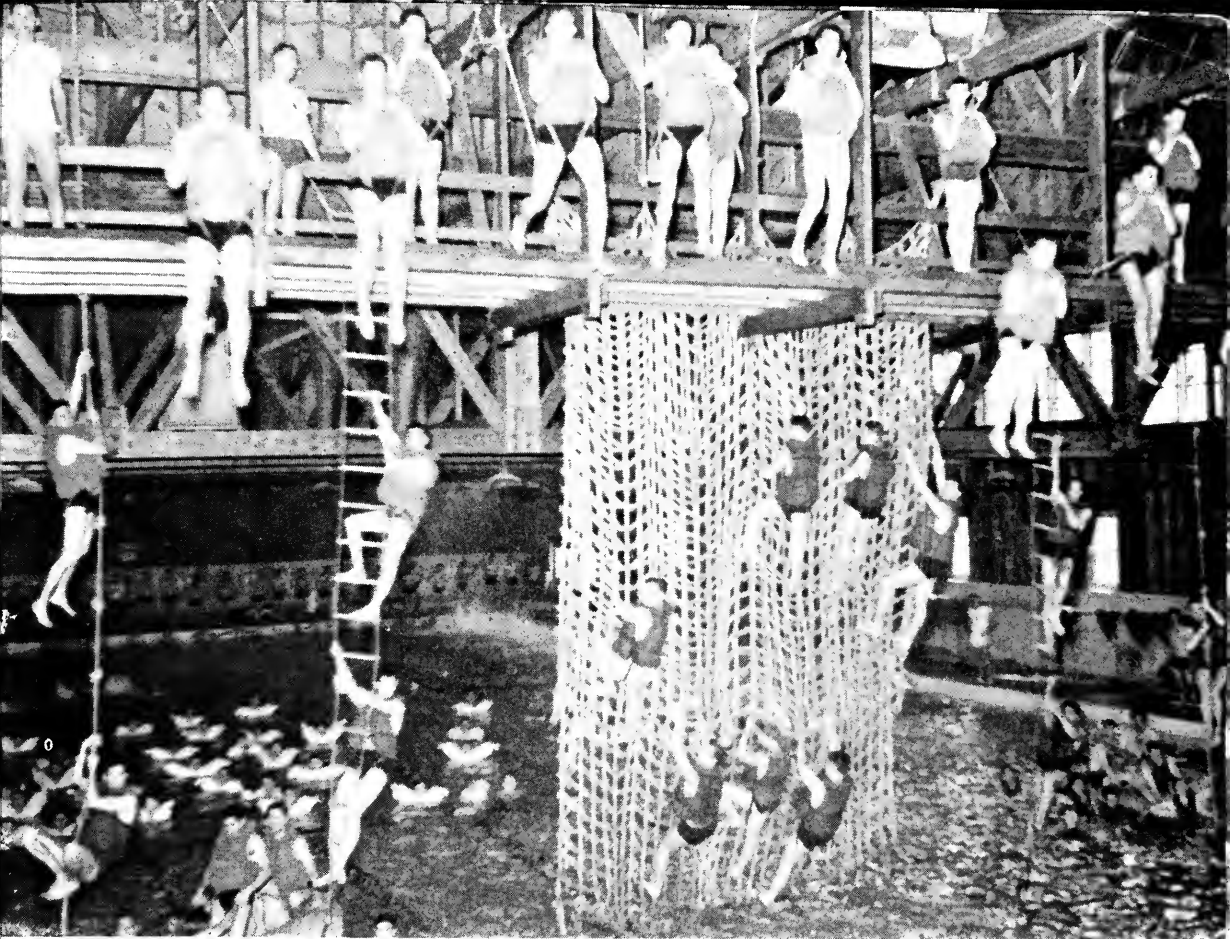
But we're getting ahead of our story. The tales of the individual commands that have made history here are worth the telling, and might well be told before we attempt to keep pace with the Island's swift headway toward the present.

However, in order to give a clear picture of the many and complex operations of the Island, it seems wise to go first behind the scenes and show Treasure Island as she carries on her day-by-day tasks.

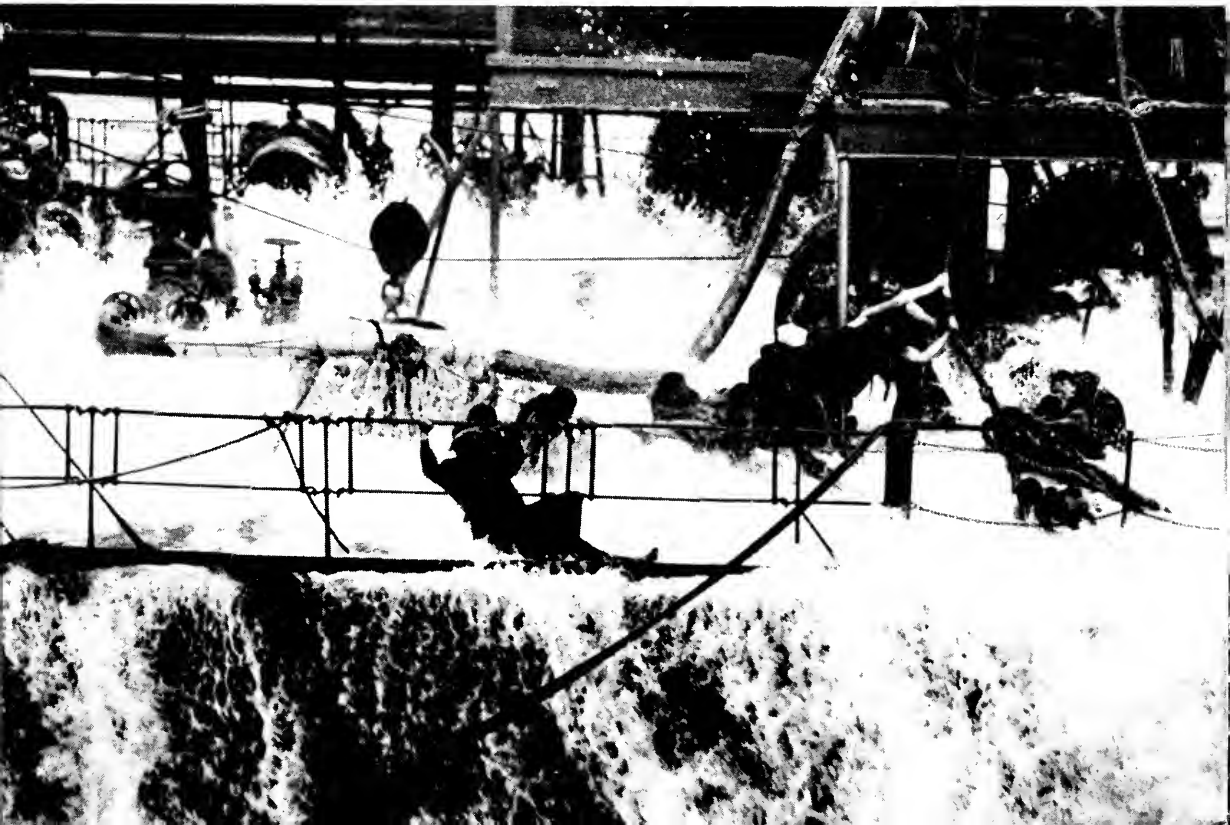
The Wounded Get Back •

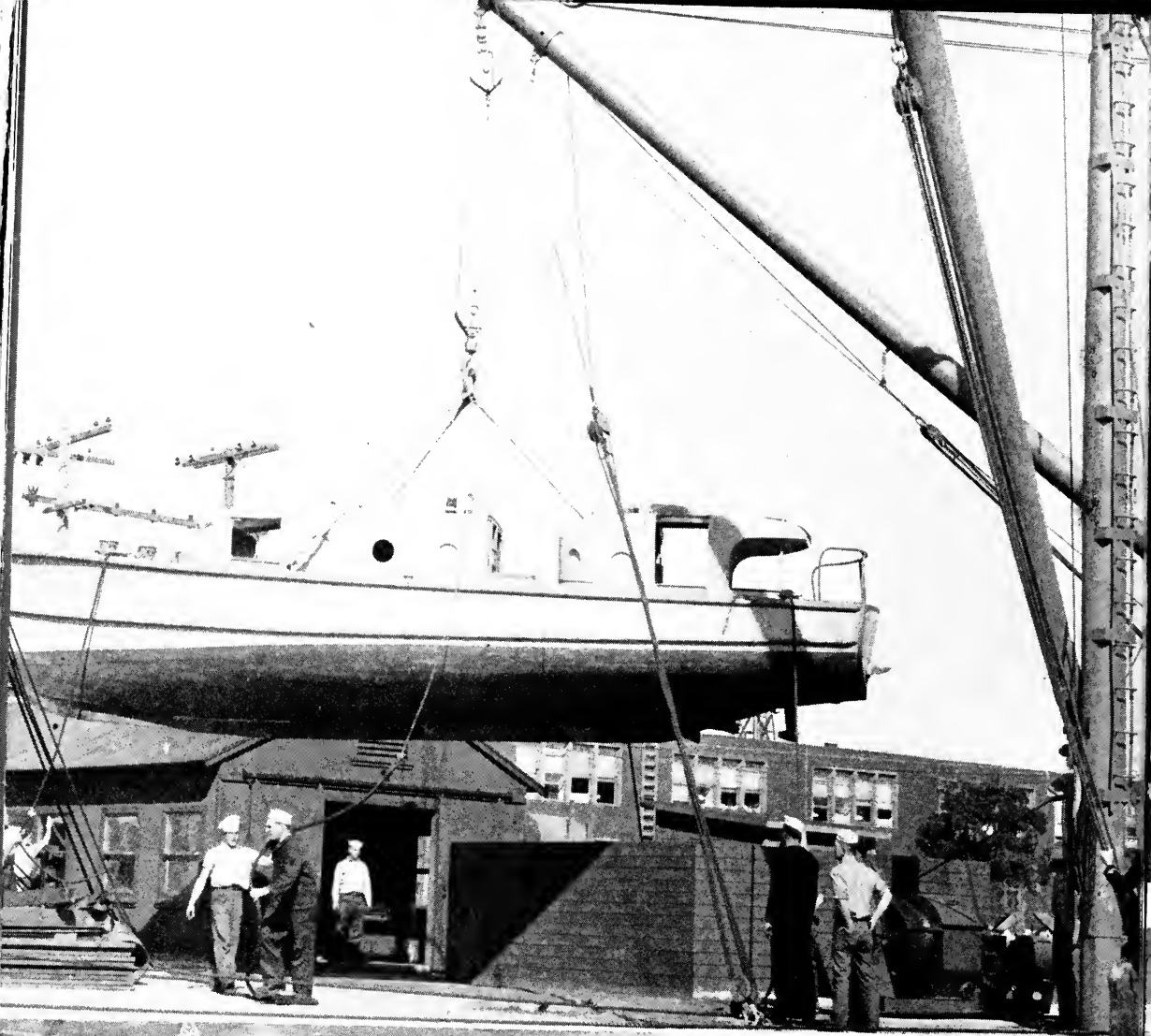






*Abandon Ship Drill •
Refueling Drill Prepares Men for Actual Operation Such as This, etc. •*



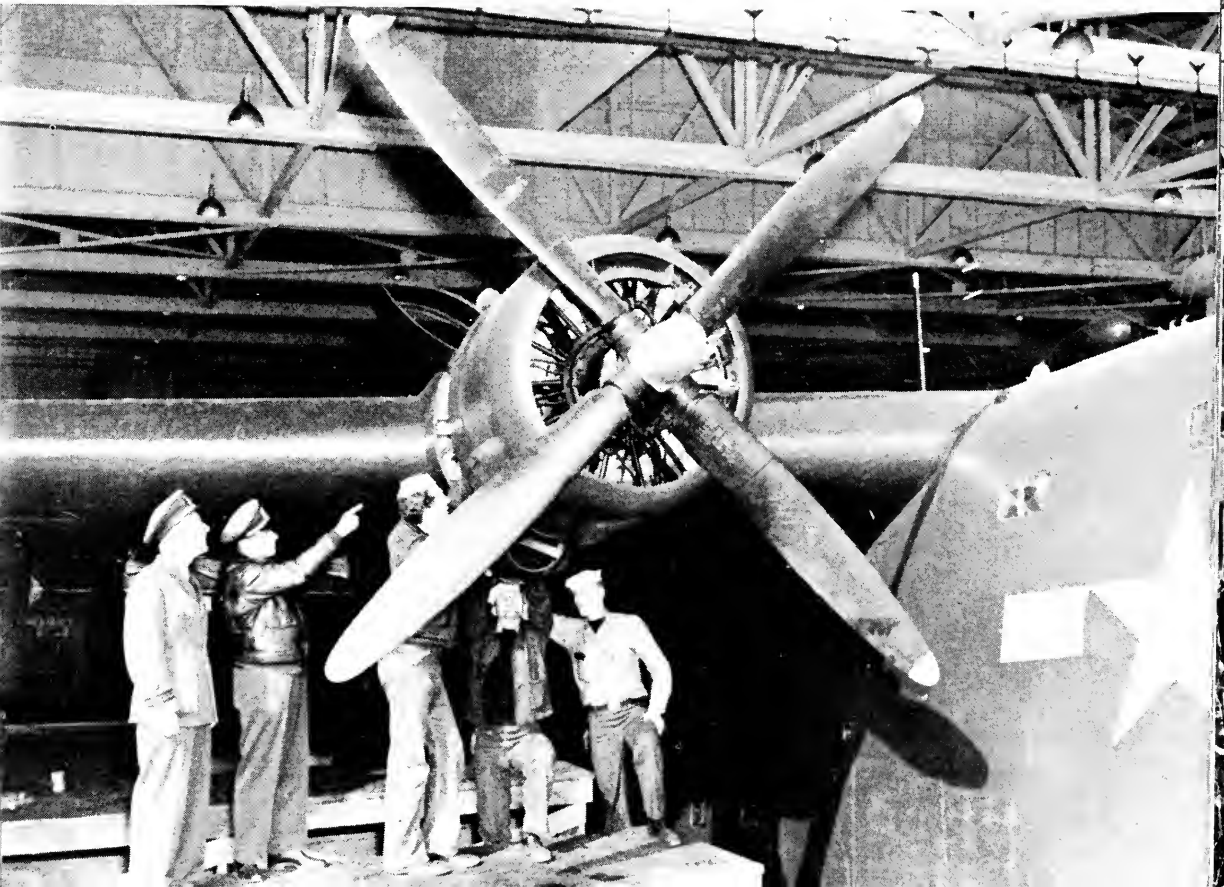
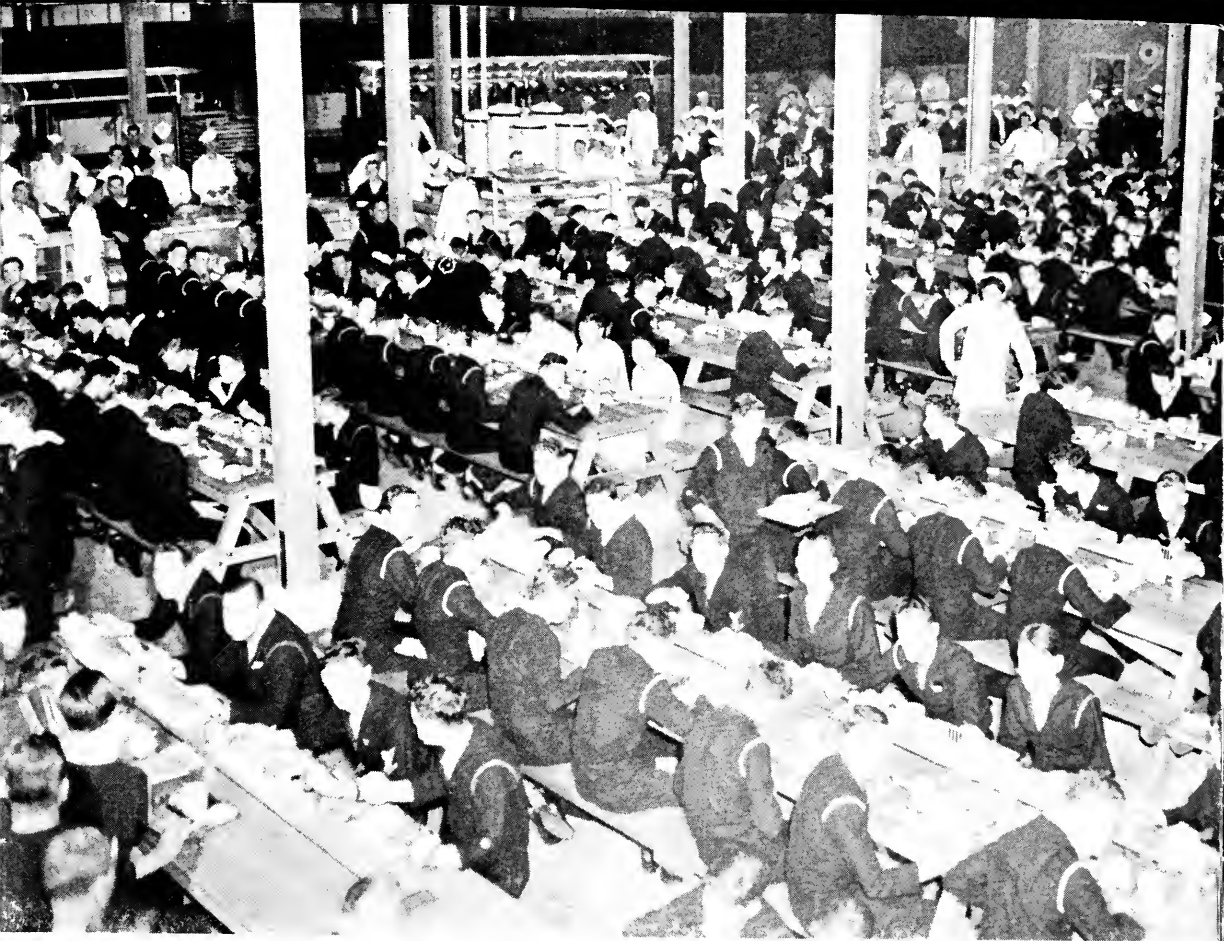


• *Operational Training*

(opposite page)

• *Giant Mess Hall (8000 meals
an hour)*

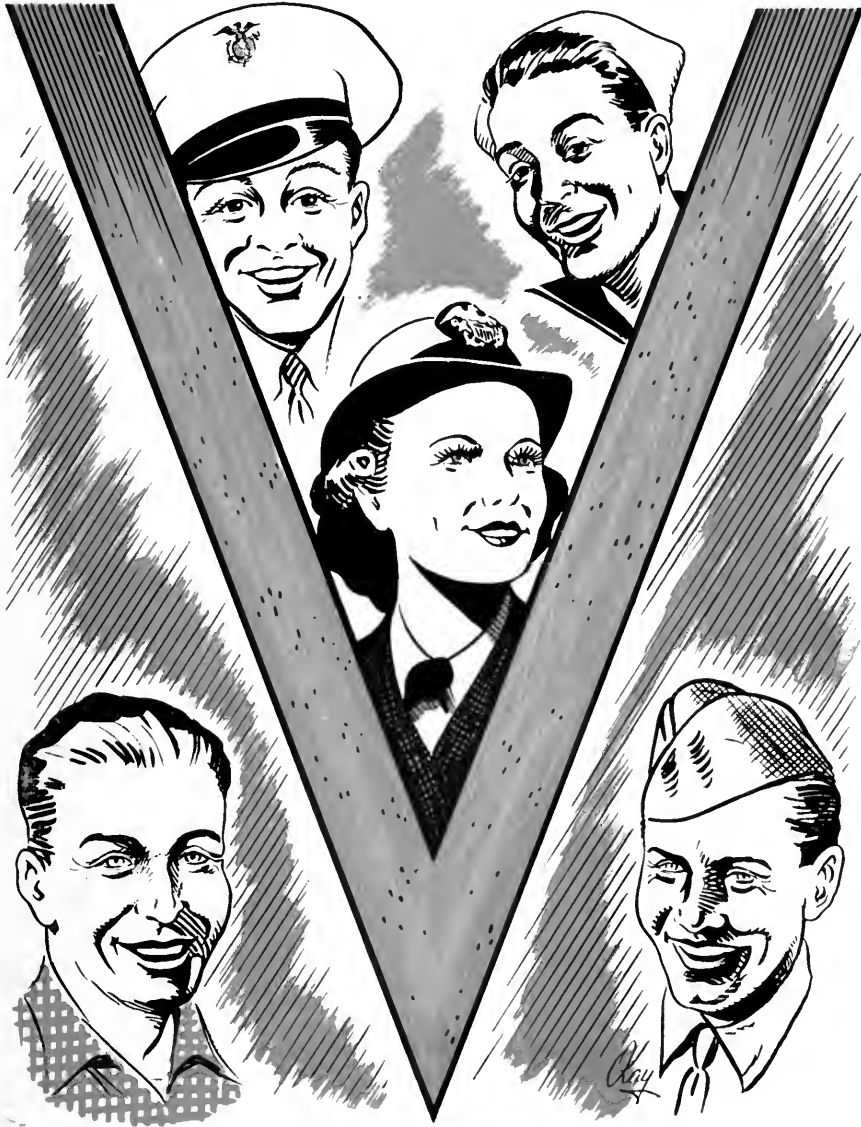
Nats Inspects Engine Overhaul



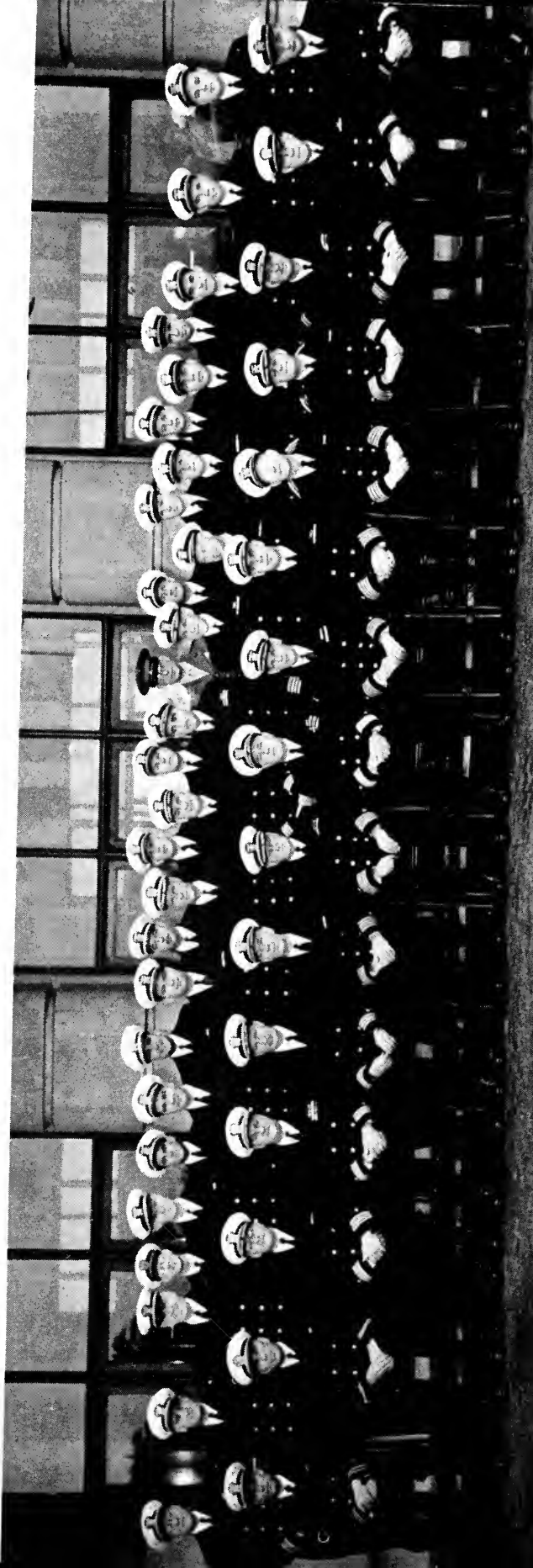


CHAPTER V

Treasure Island Today



BEHIND the everyday happenings at this great Naval Center are many stories of the men who comprise the Island's character . . . men who live, eat and sleep; study, work, and play here. In back of these men are the multitude of



SEATED, left to right: Lt. E. L. Cary, USNR; Lt. C. E. Smith, USNR; Cmdr. R. A. Ibach, USNR; Cmdr. S. Hansen, USNR; Cmdr. E. D. Flaherty, USNR; Capt. H. F. Breckel, USNR; Capt. P. M. Thornton, USN; Commodore R. W. Cary, USN; Capt. H. E. Schonland, USN; Capt. E. F. Helmkamp, USN; Capt. H. G. Gaffin, USN; Capt. G. Herman, USN; Comdr. H. S. Doulton, USNR; Lt. Comdr. W. H. Cady, USNR; Lt. L. B. Johnson, USNR. STANDING, left to right: Lt. Comdr. H. G. Rhodes, USNR; Lt. Comdr. R. E. Delaney, USNR; Lt. Comdr. W. J. Quinn, USNR; Lt. (ig) A. B. Lindsley, USNR; Lt. Comdr. W. A. Martin, Jr., USNR; Lt. Comdr. D. A. Yarru, USNR; Lt. Comdr. W. A. Kinney, USNR; Lt. E. M. Hazard, USNR; Lt. Comdr. J. M. Compton, USNR; Lt. Comdr. A. S. Judy, USN; Major C. R. Millham, USMCR; Cmdr. W. E. Gist, USN; Lt. H. C. Watson, USNR; Lt. J. D. Williams, USNR; Capt. A. S. Judy, USN; Major C. R. Millham, USMCR; Cmdr. W. E. Gist, USN; Lt. H. C. Watson, USNR; Cmdr. O. A. Dole, USNR; Lt. E. A. McDevitt, USNR; Lt. Comdr. Schubert, USNR; Lt. L. D. Turner, USNR; Lt. Comdr. O. C. Haltonson, USNR; Lt. C. F. Lindsley, Jr., USNR; Lt. J. A. Iglehart, USNR; Lt. H. W. Hall, USNR; Lt. H. A. Lincoln, USNR.

tasks, the countless supplies and materials, the many facilities and services that are provided to help make each day a success. Each, in its way, is part of this Island's story . . .

Operating under three main groups—Supply, Personnel, and Operations—are some twenty separate divisions each charged with several specific responsibilities to the proper operation of the Island, under the administration of the Chief Staff Officer. Let's first take a look at the Divisions under the

STAFF SUPPLY GROUP

The Supply activities began the very first day the Navy Department took over here. Responsible for the food, clothing, equipment, and pay of all personnel places Supply in the "No. 1 Spot." It's another case of "delivering the goods."

- *Commander R. E. Ramey, Staff Supply Officer; Captain E. H. McMenemy, Staff Operations Officer; Captain R. S. Morse, Chief Staff Officer, and Captain E. W. Young, Staff Personnel Officer*



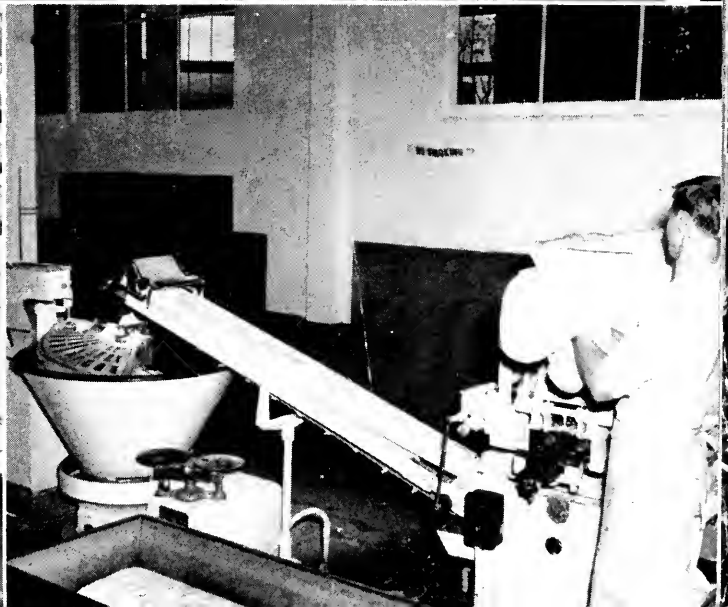
COMMISSARY

No one cares to deny the interest every healthy hard-working bluejacket has in good chow. Three galleys have provided the chow for the men stationed on or passing through Treasure Island. Galley "K," in the former Foods and Beverages Palace of the Exposition, and probably the largest mess hall under one roof in the entire world, is a food preparation plant whose record rivals that of Kaiser and Ford in their respective fields. It serves one man a second, operating six feeding lines at once; and seating three thousand men at one time, Galley "K" has on occasion fed eighteen thousand men in a two-hour period.

To satisfy its huge patronage, the galley employs a total of one hundred cooks and five hundred mess cooks, including all watches. Modern machinery in bakery, galley, and scullery makes the task easier for the cuisine creators.

• *Sometimes We Waited in Line*





In the bakery at Galley "K" are produced all the bread and pastry consumed on the entire Island. This work occupies one hundred bakers. They prepare five thousand pounds of bread daily, and fifty thousand doughnuts when these are on the menu.

If the menu calls for pies, about four thousand are baked. The apple pies served on Christmas required over five tons of apples, which were cored, peeled, and diced by special machines.

Statistics on quantities of food used for a single meal are staggering. Three hundred gallons of soup are served. About fifty gallons of mayonnaise, prepared fresh every day, go on the salad. Two tons of steak are needed, and on it go two hundred gallons of gravy.

Where does all this food come from? "Right from the grower, producer, or slaughterhouse, and from every state in the Union," says the Chief Commissary Steward.



“Our fowl comes from Iowa and Missouri. We receive apples from Washington. Wisconsin, Minnesota, and Iowa ship us our butter. California supplies most of our fresh fruits and vegetables.

“Since we purchase by carloads right from the producer, our provisions do not go through storage. Thus they are better than many of your folks can buy at home.

“You may wonder where we get our recipes. Our individual cooks come from the north, the south, the east, and the west. The Navy welcomes these men with their varied experiences, but it tells them to keep their recipes for home cooking.

“The Navy has its own cookbook. It consists of tried and true recipes which are used uniformly throughout the naval service. It gives approved techniques, temperatures, and principles of food preparation.

Put It Over There •





“If you like Navy chow and want your wife or mother to use Navy recipes at home, don’t ask the chef for a copy of his cook-book. Its quantities are based on a minimum unit of 100 men, and they are multiplied by tens to serve a large number.”

PROVISION WAREHOUSE

Prior to October 1944, all food provisions were handled by the Commissary Officer, but such quantities required the construction of a provision warehouse to not only service the Island but all ships here or calling in, all Navy troop trains, the Fleet Post Office, and District messes. Handling over fifty million pounds of food-stuffs in 1945 alone is the astounding job accomplished by this unit.

GENERAL STOREKEEPING

Ready to dish out anything from a box of paper clips to 15,000 gallons of Diesel fuel oil at a moment’s notice is the promise of General Storekeeping of Treasure Island’s Supply Department.

GSK works a ’round-the-clock schedule to meet the supply needs of Treasure Island activities and ships temporarily or permanently based on the Island.

More than two hundred workers are on hand to procure, store, keep records for, and issue the \$1,000,000 stores on hand. Two trucks daily bring in stores from Naval Supply Depot, Oakland, and occasionally from Mare Island, so that a three months’ supply of all gear can be maintained.

Here, two trucks stand by to deliver some of the three hundred daily issues.

The GSK warehouses are located in different parts of the base, according to security and convenience.

Small, “over the counter” items are issued in Building 260, the



main GSK office. The other buildings are the Metal Locker for heavier gear, and the Paint Locker for paints and fuel.

Fuel tanks are equipped with underground pipes to help facilitate the handling of fuel for ships at the piers or for use here on the Island.

Since no tank trucks are allowed on the Bay Bridge because of their potential fire hazard, all fuel is brought in to Treasure Island by barges.

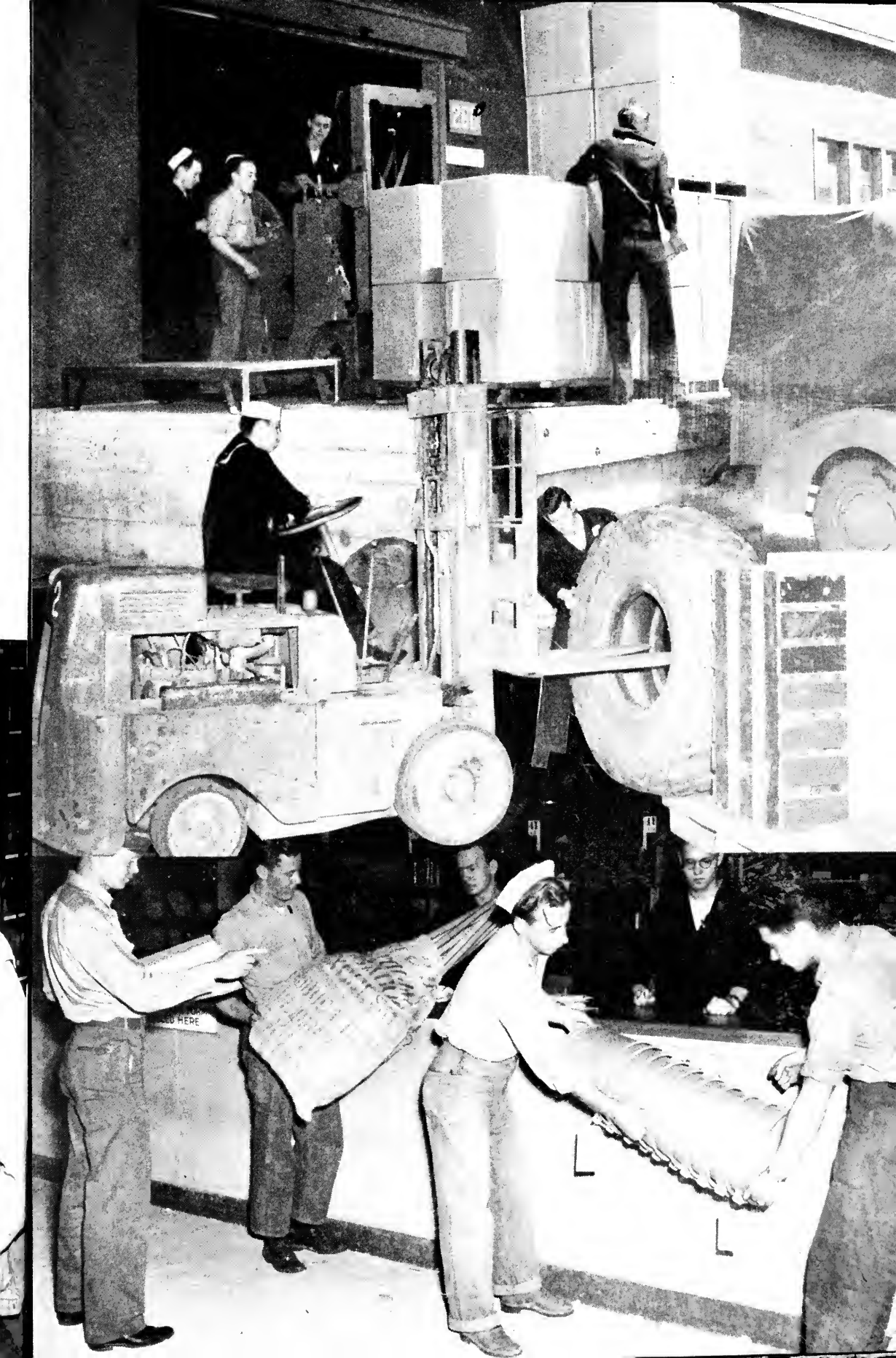
GSK maintains a "clearing house" topside in Building 260 where records of all incoming, present supply, and outgoing material is maintained. A running inventory is kept so that there is no necessity of "closing shop" at any time.

This clearing house also acts as the department's purchasing agent and is able to obtain "anything," whether current in the Navy's supply depots or not.

• GSK

More GSK →





The operation of General Storekeeping is a thing often overlooked and taken for granted by the men who benefit from it. The heat in the barracks, the gasoline in the vehicles, and galley gear all come to the attention of the men of GSK.

SALVAGE

The Salvage department of Supply is not so much interested in issuing as it is in collecting. They are able to salvage and resell as scrap or garbage approximately \$10,000 worth of thrown-out gear each month. Tons of paper, cardboard, scrap iron, cloth, and food garbage is collected daily by the department's unusual looking "dumpsters," to be sorted out by detentioners for resale or to be burned.

An estimated \$20,000 worth of gear collected is still usable and is returned to departments where the articles may be applied.

• *Salvage*

Salvage →





This department also operates a magnetic mechanism which tours the Treasure Island streets, picking up nails and other metallic objects which would otherwise play havoc with vehicle tires.

DISBURSING

Preceded only by the Mess Hall in the popularity poll, the Disbursing Office is visited eagerly every two weeks. Strictly in the "upper crust brackets," the Paymaster's department lets a million and a half dollars slip through their hands every month.

For each man on the Island there is in the Disbursing Office a small metal plate with his name, service number, and other data pertinent to each particular pay day. It is this small plate combined with an addressograph machine and pay chit that makes for accuracy in adjusting pay records.

Besides writing over twelve thousand checks for each pay day

• Pay Day





Top—Destroyer Depth Charges
Lower—Bond Drive Rally

and the task of boosting the morale of every man on the base twice a month, Disbursing Office is assigned numerous other duties. Included is the constant stream of hurried sailors who "haven't been paid for three months," or who were "in the dispensary last pay day." Also on the list are such things as expense accounts, travel allowances, insurance deductions, disciplinary deductions, not to mention war bond allotments, and family allowances.

This office showed the way when Treasure Island personnel set a record in the mighty Seventh War Loan Bond Drive, purchasing over half a million dollars.

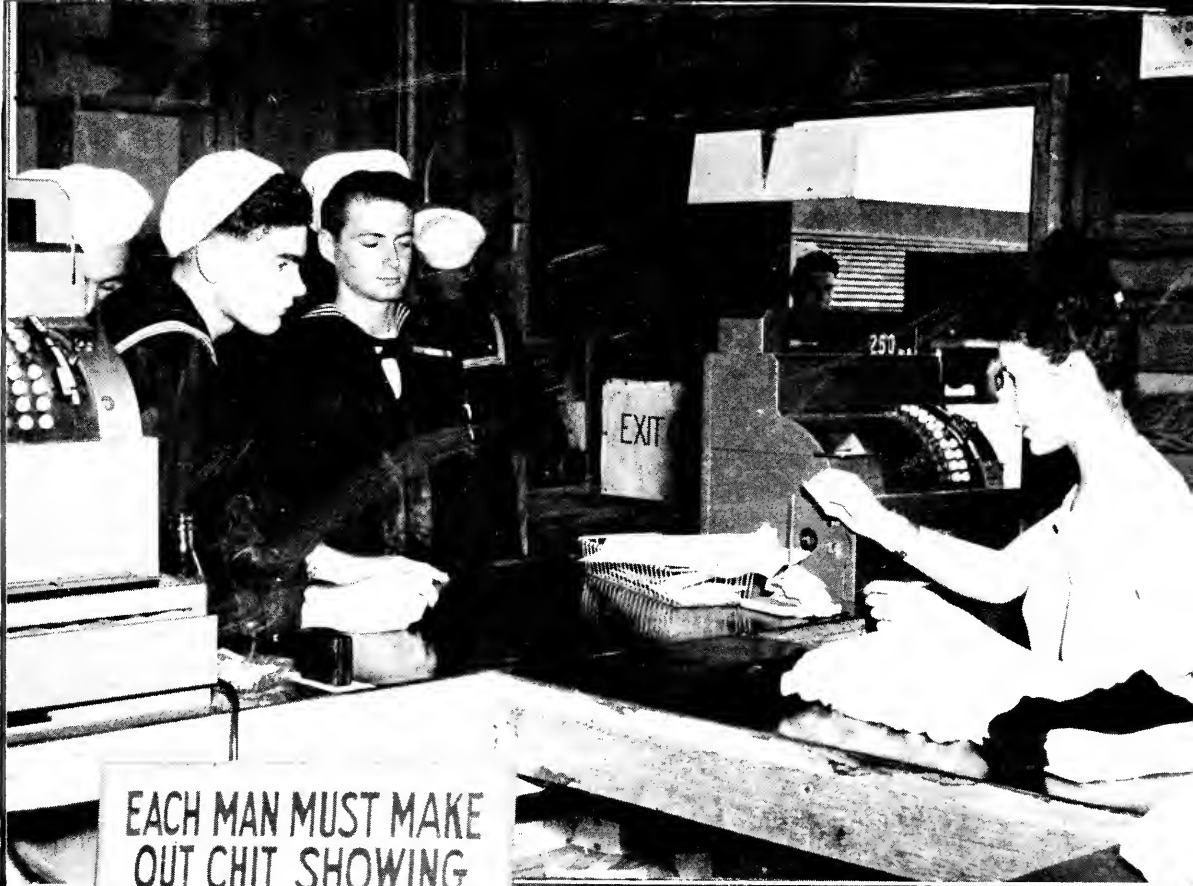
SMALL STORES

While a retail clothier would pray for this kind of business; to men working in Clothing and Small Stores the thousands of items going over the counter are part of "just another day." Small Stores

Small Stores →

• *Pay Day Aboard Ship*





**EACH MAN MUST MAKE
OUT CHIT SHOWING
NAME, QUANTITY, & SIZE DESIRED
NO ADDITIONS WILL BE MADE
TO CHITS IN ISSUE ROOM**



sells about fifteen thousand dollars worth of clothing daily to about three thousand customers. But probably the biggest job of the issuing room is that of taking care of all survivors. These veterans who arrive at any hour in any number require complete re-outfitting within a few hours notice, and such issues have run more than two thousand a month. Last winter when the "magic carpet" brought thousands of our fighting men back from the tropics, Small Stores took on the job of supplying blue dress jumpers, trousers, and overcoats sorely missed in San Francisco's chilly weather. In three winter months, eighty-eight thousand heavy pea-coats alone were handed out.

Besides doing a 4.0 job for the island receiving station and intake center, Small Stores has the reputation with Fleet and Districts as "*the place to go.*"

• *The Bank*



SHIP'S SERVICE

Ship's Service represents one of the Navy's biggest businesses and to the bluejacket it represents the "Main Street" of his home town, for the list of its activities reads like the store fronts in the shopping district of the average American community.

The Island's Ship's Service consists of three main stores and one store with restaurant on Yerba Buena Island, with branch services covering everything from a tire change to a permanent wave. Visiting the main store is equal to a visit at Macy's. Under one roof is the general merchandise section, cigar, drug, and candy counter, restaurant, barber shops, photograph studio, travel bureau, jewelry, watch repair shop, magazine, luggage, book store, florist, frosted malt shop, officers' clothing store, and dining room. Sales figures reveal that a million candy bars are sold each month and at one

Snack Bar •



time cigarette sales soared to thirty-two thousand packs a day. Homeward bound bluejackets, after months in the tropics, deluge the frosted malt counters for that long-dreamed about milk shake. Ten thousand frozen malts have been sold daily, and in the opening two weeks, the malt shop sold eighty-four thousand cones.

In its branch services there are two restaurants, five barber shops, a laundry, cobbler shop, three tailor shops, gasoline station, auto service shop, six snack bars plus a chain of coca-cola, cigarette and candy vending machines. The laundry has a weekly quota of ten thousand bundles. The Army may travel on its stomach but the Treasure Island cobbler shop knows otherwise about the Navy, repairing fifteen hundred pairs of shoes each week. Saturday morning inspections bring twelve hundred daily customers to the barber shops. The Travel Reservation Bureau working in conjunction with

Top—Tobacco Shop →
Center—Jewelry and Watch Repair →
Lower Left—Frozen Malt Shop →
Lower Right—Gas and Oil →

• *Clip Joint*





railways, airlines, and bus lines makes complete arrangements for tickets, Pullman, and reserved seats. Also aiding the traveler through coöperation of the Bank of America branch office on the Island, more than two hundred thousand dollars in Traveler's Checks are sold monthly.

It has required as many as seven hundred fifty civilian employees and a Navy crew of eighty enlisted men to stock, distribute, sell, and account for Ship's Service merchandise. The value of goods sold plus that of services rendered has totalled a monthly gross of almost a million dollars. Every dollar of profit is turned over to the station Welfare Fund to be allotted subsequently to the Island's Welfare Department activities, for the benefit of naval personnel

Top Right—Laundry →
Top Left—Travel Office →
Center—Tailor Shop →
Lower Left—Chief Gets Commission →
Lower Right—Cobbler Shop →

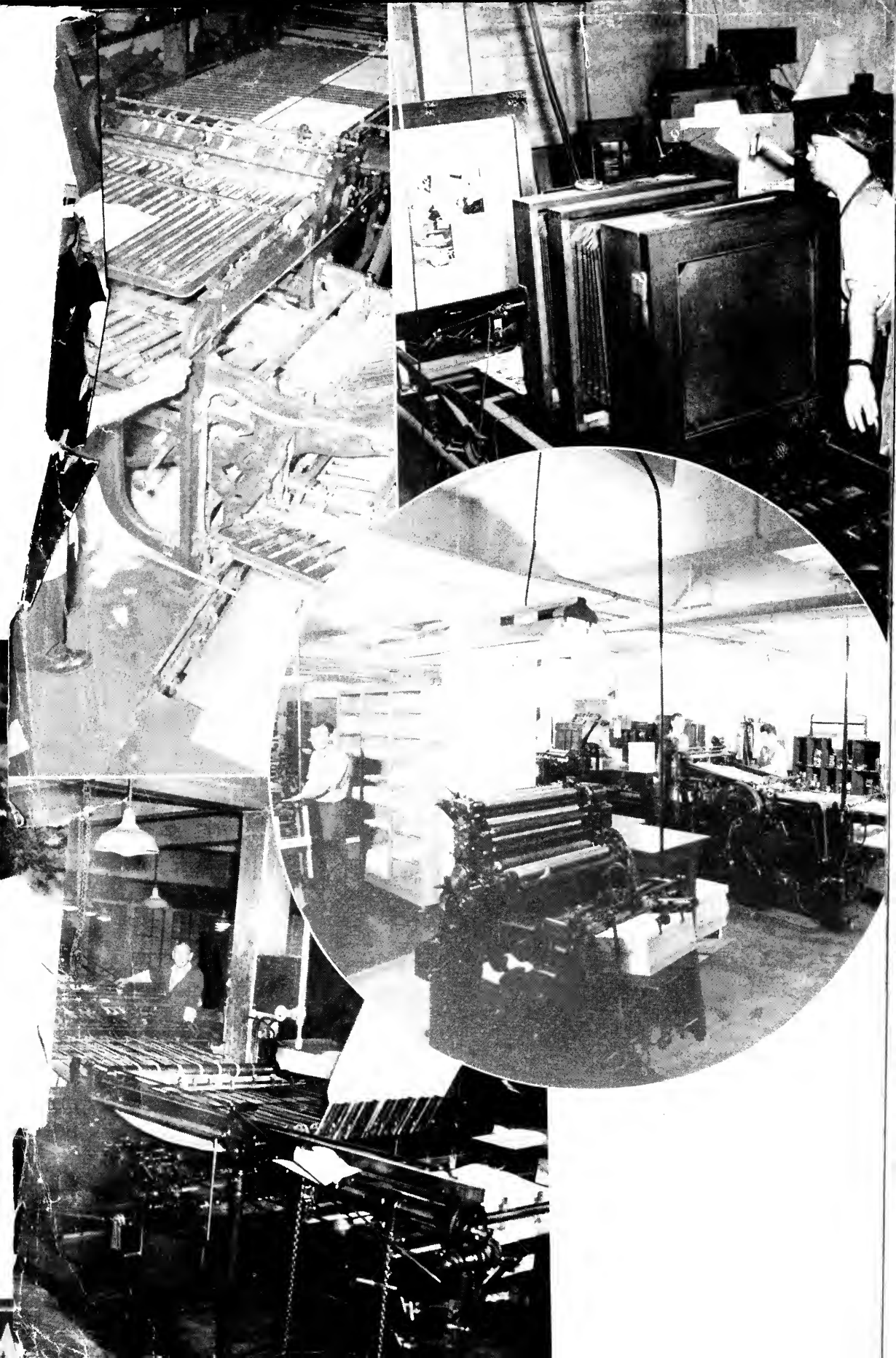
• *Long Distance Phone Calls*



TRAVEL OFFICE
SHIP'S SERVICE DEPARTMENT

COMMERCIAL
AIRLINE
TICKETS





here. All athletic and gymnasium equipment, the four motion picture theaters, and their entertainment, are provided by this fund. The Recreation Center Building, Hostess House, Library, are operated with this money. Picnics, dances, printing of the Masthead, even flowers for the Chapel are furnished through Welfare. Each separate command on the Island receives a monthly welfare allotment derived from Ship's Service profits.

With so many "good buys" the bluejacket bids "goodbye" to his spare cash, and understands why the Navy hasn't bothered to put pockets in his jeans.

PUBLICATIONS AND PRINTING

What is now known as the District Publications and Printing Office, was at one time a little shop belonging solely to Treasure Island. The transformation to the present excellently equipped printing establishment housed in the Island's Administration Building took place as the result of an official survey ordering consolidation of the district's fifteen printing offices. Two print shops were designated to serve the entire district, Mare Island being the other.

The division has control of publications and the distribution and composition of forms; in other words the plant now receives every printing order in the district and determines whether the job is to be handled here, at Mare Island, or by a commercial establishment—and when it is to be done.

Three or four hundred printing requests are being processed at all times both here and at Mare Island. The shop is equipped with both letter press and offset. When work orders pile up, a temporary priority system is used and naturally during the war the Fleet received first preference. All printing is done in accordance with Navy regulations and while shortages of personnel, paper, type, and film made the wartime job a difficult one, the boys managed to keep the presses rolling.

STAFF PERSONNEL GROUP

PERSONNEL OFFICE

Of the many divisions responsible to the Staff Personnel Officer, the one which most vitally concerns every man and woman in uniform is the *Personnel Office*, itself; for through its handling of

records and files, it has you "coming and going." All papers in relation to personnel (and they are legion); the education program, benefits and insurance, and Naval housing are the important jobs by which "Feather Merchants" helped to win the war with paper.

From the day the enlisted man or officer reports aboard he becomes a stepchild of the Personnel Office. Preparing applications for housing, leave, commuted rations, vouchers for pay adjustments, maintaining service records, and processing qualification records and fitness reports merely scratches the surface.

Besides moving Navy men around as a master-mind moves the chess pieces, determining what job a man will do and where, this office has the additional duty of handling all papers in connection with discharges, transfers, or matters involving disciplinary action.

While taking care of your arrival, your stay, and your eventual

• *Shipping Over*



departure, this foster mother looks after your education through courses of study, advancement in rate, and applications for appointment to commission. The Personnel Office is directly concerned with your family and relatives, handling the benefits and insurance problems of each man under the administrative command.

MEDICAL DIVISION

The growth of the Dispensaries on Treasure Island parallels the story of expansion which took place in every activity here. In July of 1941 four Medical Officers and one Dental Officer opened the first Sick Bay. Charged not only with providing medical, dental, and dispensary services; the sanitation of personnel, buildings, messing and water were responsibilities of the medical division.

In the first year the drainage system on the Island consisted of

"Take this back to your Division Officer and get it signed . . ." Education Office •



the remains of the Fair's temporarily-planned set-up, and required constant repair of bogged-down sections. Because of excellent preventive measures, and vigilant check-ups of the sanitary conditions, there has been no serious epidemic during the entire four years.

Early dispensary records report that the Fair buildings which were converted into barracks provided excellent ventilation, good lighting, and sufficient heat. The water supply, pumped from the municipal reservoirs of San Francisco, was of good quality and in sufficient amounts, sewage disposal was by direct outlet to the waters of the harbor, and garbage and refuse were hauled off the Island daily.

With only nineteen corpsmen to provide care for the patients in the initial wing of a single-story stucco building, the Senior Medical Officer was immediately aware of the need for a large, well equipped dispensary. He requested space sufficient to house medical and dental services consisting of forty dental units, five prosthetic operating units, and a laboratory with medical facilities for the handling of all medical cases. In April of 1942 the first dis-

• *Before and After*

Check Up →





dispensary was commissioned with Captain E. E. Curtis (MC), USN (Ret.), as Senior Medical Officer, and Captain F. H. Delmore (DC), USN, named as Senior Dental Officer.

The outbreak of the war had thrown terrific demands on the dispensary's staff and facilities. Dental work increased until it was encroaching on the over-taxed medical section, and new quarters were set up to accommodate sixty dentists. In order to medically process and screen transient personnel, and give final check-ups to drafts, a dispensary unit was located near Receiving Ship barracks at the north end of the Island. Continuing to expand, the medical division maintained dispensaries at Yerba Buena Island, on Market Street in San Francisco, and in order to give medical examinations to the overseas drafts a separate dispensary was operated within the Pre-embarkation barracks.

Doing the job of the First Aid Kit and the medicine cabinet in the average home, the five dispensaries of the medical division hold three sick calls daily, admit patients to one of the seven dispensary wards when indicated, or make transfers to Naval hospitals.

CIVILIAN PERSONNEL

Over four thousand civilian Navy employees marched daily through the guard gates of Treasure Island, replacing many a sailor or dischargee at important tasks. From secretarial work to truck driving, almost every type of a job, is undertaken by these home-front patriots. In the industrial shops, marine and maintenance electricians, shipfitters, sheet metal workers, wood caulkers, pipefitters, drillers, and diesel machinists help repair destroyer escorts and patrol ships. The majority of positions filled are Civil Service ratings and personnel is governed by Civil Service regulations. Materially contributing to the winning of the war the splendid service of civilian employees on Navy shore establishments has won the appreciation of all. On V-J day, Admiral C. W. Nimitz gave a special commendation to all civilian employees on a job well done.

CHAPLAIN CORPS

Perhaps no other branch of the Navy finds its tasks so interwoven in the gamut of human emotions as the Chaplain Corps. From officiating at the joyful marriage ceremony of a happy young couple, to administering at funeral services represents the different





ways in which the Chaplain provides for the religious needs and spiritual welfare of those in the service.

As Treasure Island grew, the duties of the small number of Chaplains originally stationed here greatly increased, and where religious services had formerly been comfortably conducted in small barracks rooms, the large theaters were used as chapels. As each new command arrived, Chaplains were assigned to care for the religious needs of personnel there.

The standard Navy sympathetic comment "tell it to the Chaplain" may have its lighter side, but actually much of the Chaplain's days and evenings are spent individually advising, assisting, and counseling in matters of spiritual and family welfare. In a year's time sailors held over fifty thousand interviews with Chaplains here on the Island.

Several commands have set aside their own small chapels, and the Station in the summer of 1943 dedicated our beautiful chapel where religious services of all faiths are conducted. Over twenty-two hundred newlyweds have met the shower of rice as they stepped through the Chapel's arched doorway. The chapel's choir provides music for local services, as well as filling a complete calendar of outside engagements.

← Chapel Altar

Treasure Aisle •



Navy Relief cases, baptisms, invocations at ship launchings, hospital visits, and conducting services for the prisoners of war are ways in which the Chaplain finds the day too short.

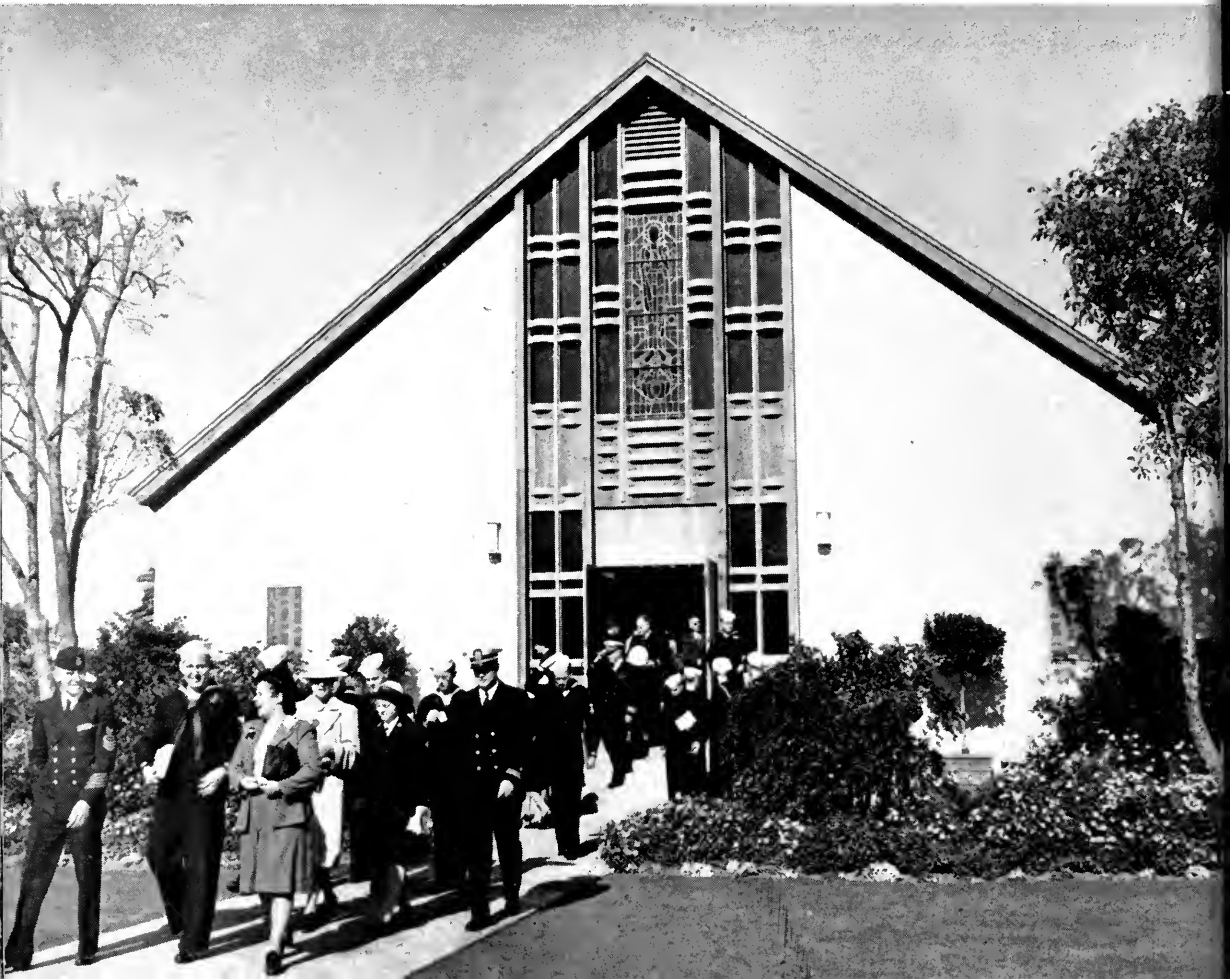
For those who need solace in the brig (and who wouldn't), a Chaplain is on constant call and thousands of interviews are requested by prisoners each year.

The Chaplain Division also visits ships in the harbor and distributes non-sectarian programs, each one containing subject matter for Sunday services, to fill requests for religious matters made by vessels with no Chaplain on board.

Carried aloft by the gentle breeze from the Bay, the soft tones of the carillon chimes go forth from the Chapel tower as a benediction and a reminder to all, of a place of understanding and spiritual comfort.

• *Some Sunday Morning*

Divine Services →





WELFARE DIVISION

A former Fair Ground for the entertainment of millions of visitors, Treasure Island has carried on its tradition through the station's Welfare Division. No effort has been spared to provide for the comfort, contentment, and morale of the men since the inauspicious start which provided only a left-over athletic field and one small theater, when the Navy arrived in 1941.

Undoubtedly the greatest single sacrifice made by our service men and women has been the severance of home and family ties during the war years. To fill that gap caused by the absence of home influence, the Island has steadily increased its entertainment and recreational facilities to provide wholesome and interesting leisure time hours.

Conveniently placed throughout the station are three large

Grand Ladies Doing a Grand Job—A.W.V.S. Sewing Unit →

• *'Twas the Night Before Christmas—Hostess House*





theaters, two gymnasiums, three swimming pools, three large athletic fields, bowling alleys, Hostess House, Recreation Center, and CPO club. All barracks have their own recreation lounges and reading rooms, and each separate command receives a monthly allotment from the station Welfare Fund to supplement the general Welfare program with its own special events, athletics, picnics, or purchases of welfare equipment.

The Masthead, an eight-page weekly station paper entirely staffed by enlisted personnel meets a Saturday morning deadline with twenty thousand copies "put on the street" immediately following Captain's Inspection.

HOSTESS HOUSE

Hostess House, where guests may visit in an atmosphere of informal comfort, has all the serenity and beauty of a country home.

• Barracks Recreation Room

Newsbawks →



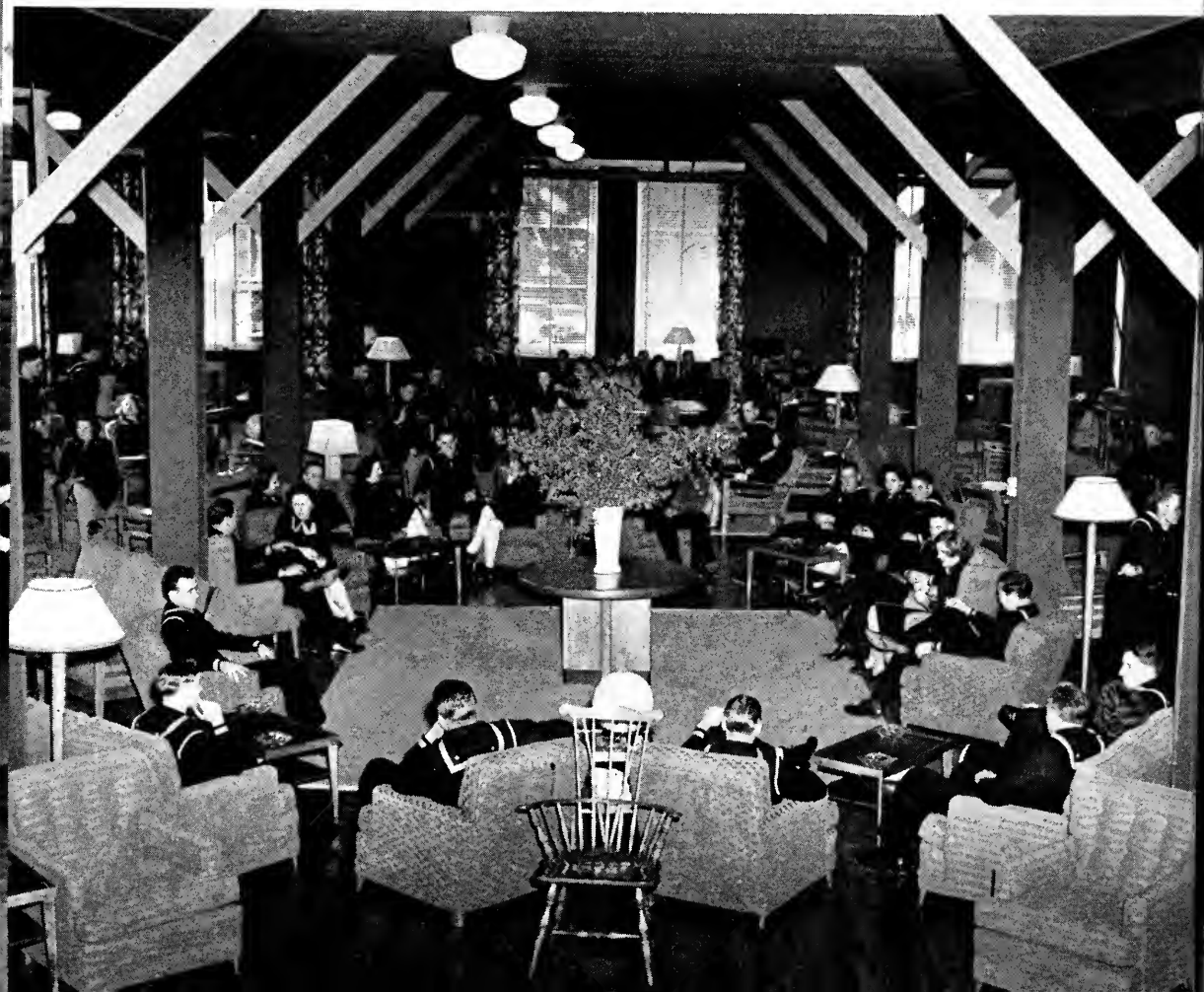
Beautifully landscaped gardens, flower beds, and patio are viewed with complete relaxation from the easy chairs of the tastefully appointed lounge. Ceiling-high windows on either side allow the streaming sun to pour in during the day making the spacious room a house of glass. The ceiling is sound proof, most of the light is indirect, and symphonic recordings complete the restful mood. One may join the group by the cheery fireside, enjoy a game of cards, or seek a secluded room for meditated reading.

In the evening a "cup of Joe" and a snack from the kitchen, served by a gracious civilian hostess, are pleasant delays before returning to the barracks.

Among its many features Hostess House provides dressing rooms for brides at the adjoining chapel, play-pens for the little tots, and

• *Recreation Center Lounge*

Hostess House →





in cases of emergency make sleeping quarters available to the immediate relatives of critical cases at the Navy hospital.

CPO CLUB

Latest addition to the chain of recreation buildings is the recently completed CPO club, whose interior decoration, furnishings, and modern appointments provide a place of good fellowship and pleasant hours for Chief Petty Officers and their guests.

RECREATION CENTER BUILDING

A two-story structure, this building has been the first bit of state-side for thousands of returning Navy and Marine veterans, and the last touch of home for thousands about to go overseas.

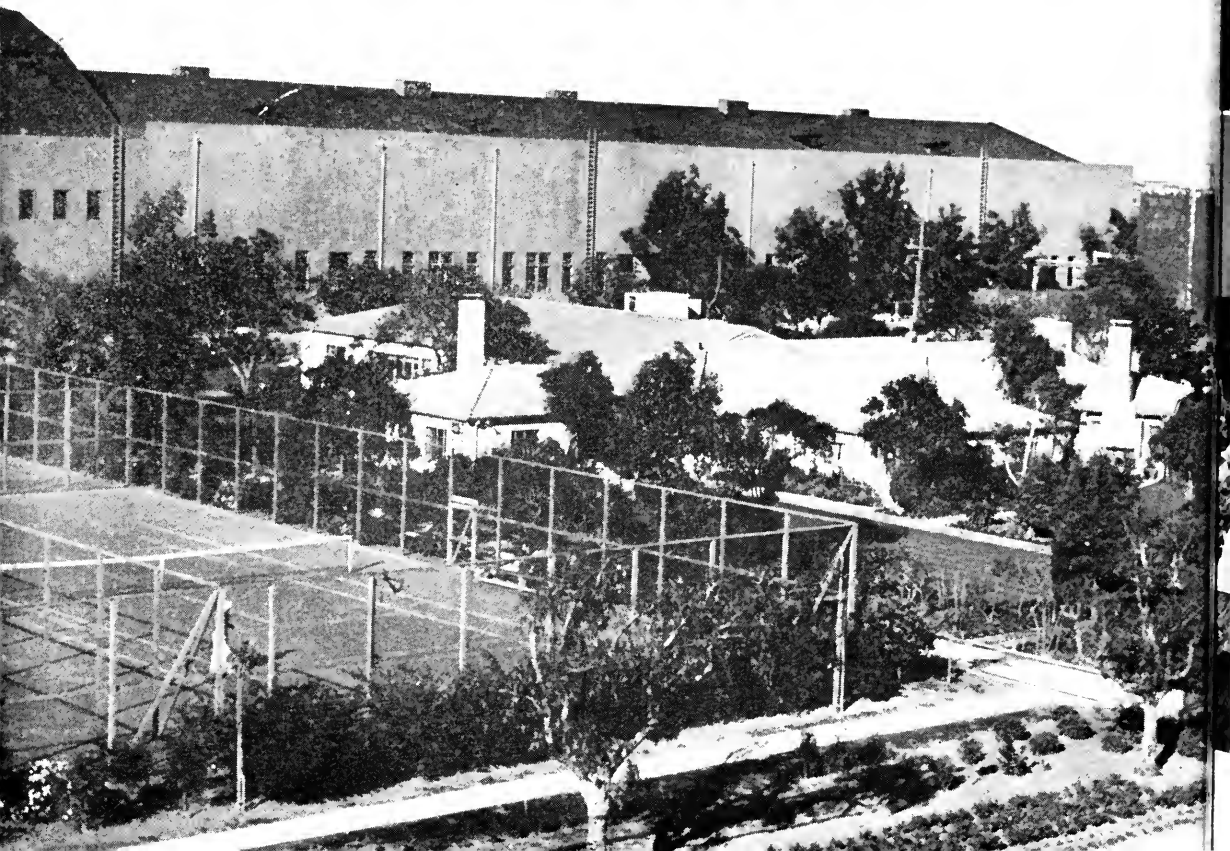
Devoted entirely to indoor recreation, the building features an immense lounge with an abundance of divans and overstuffed chairs for reading, talking, or just relaxing. There is a Steinway,

• *C.P.O. Club*

Recreation Center →









Hobby Shop •

← *Top—Commissioned Officers Recreation Building*
← *Lower—Commissioned Officers Mess*



and two radio phonographs for the musically inclined. The pool and billiard room accommodates fourteen tables, and in the adjoining Hobby and Craft shop, painting, drawing, leather, metal, or wood working tools, and materials are available. Making scale models of various type ships is a favorite pastime.

On the upper deck a well-lighted library offers fifteen thousand volumes of the latest fiction, and best sellers, and has a newspaper room with at least one newspaper from each of the forty-eight states. Across the hallway is the music appreciation room, and a sixteen millimeter motion picture theater.

PHYSICAL TRAINING AND ATHLETICS

“Sink or Swim—Survive or Perish” might be the watchword of the Physical Training and Athletic staff of officers and specialists, for while operating a recreation and athletic program of popular

- ← Top—Hometown newspapers
- ← Center—Library and Music Room
- ← Lower—Library and Bulletin Board

Treasure Island Scores Again •



sports, these men conducted combat training courses, swimming, and lifesaving classes, abandon ship drills, and standard strength tests that prepared men for emergencies which might be encountered overseas.

Development of keen interest and rivalry in competition for the Commodore's Trophy highlighted a station-wide intramural athletic program that included all sports through a year-round calendar. Varsity teams for off-station competition gave creditable showings but continuous vacancies occurred through orders for overseas duty, which limited the number of top flight teams during the war; which is of course as it should be. We had our share of champions during the four years and now that peacetime has decreased the transient factor, Treasure Island stands in a favored position to consistently produce athletic teams of championship calibre.

• *Intramural Contest*





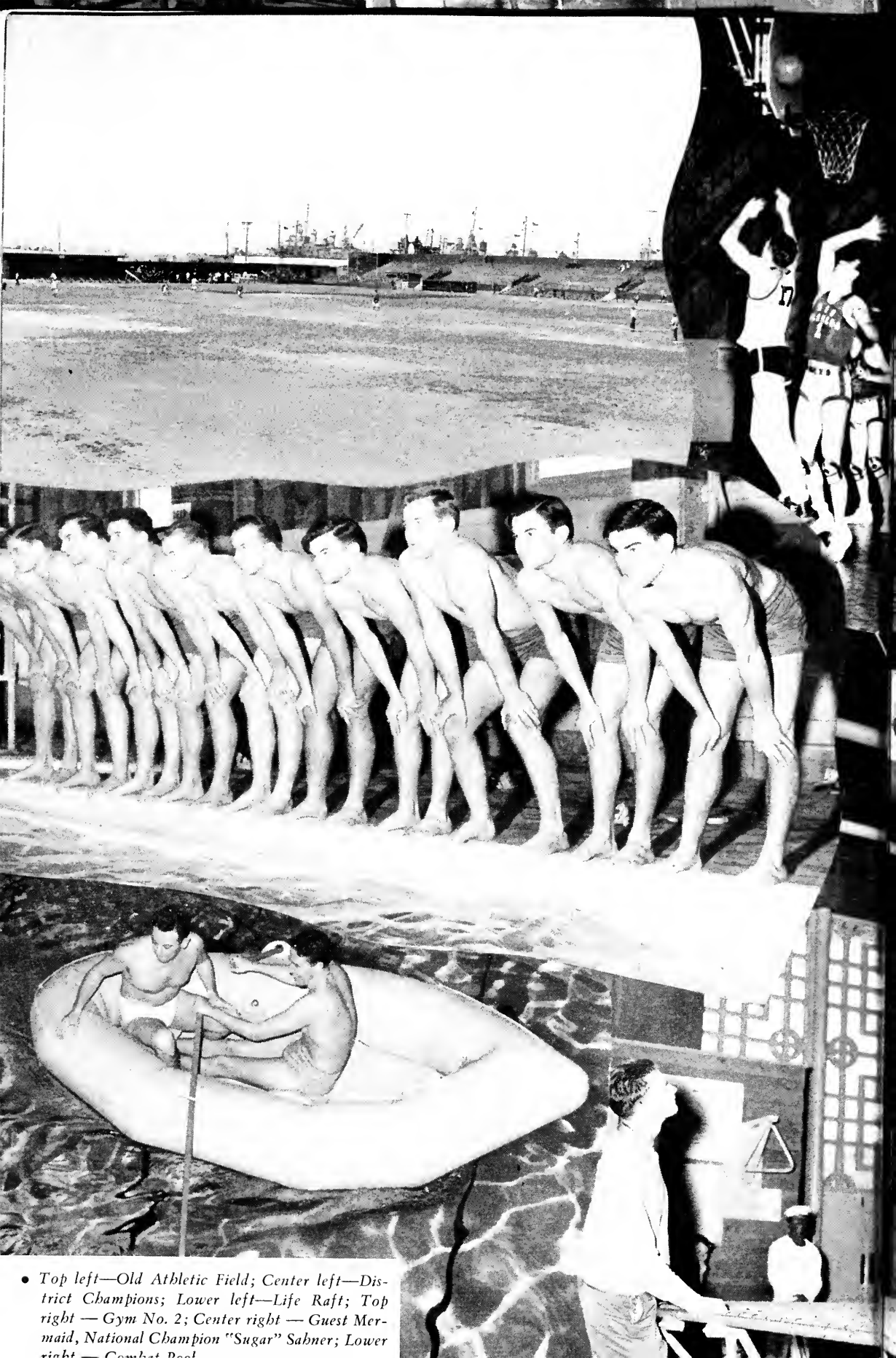
Top—Combat Tank Instructors
Center—T.I. versus Calif. Bears
Lower—Station Tennis Courts



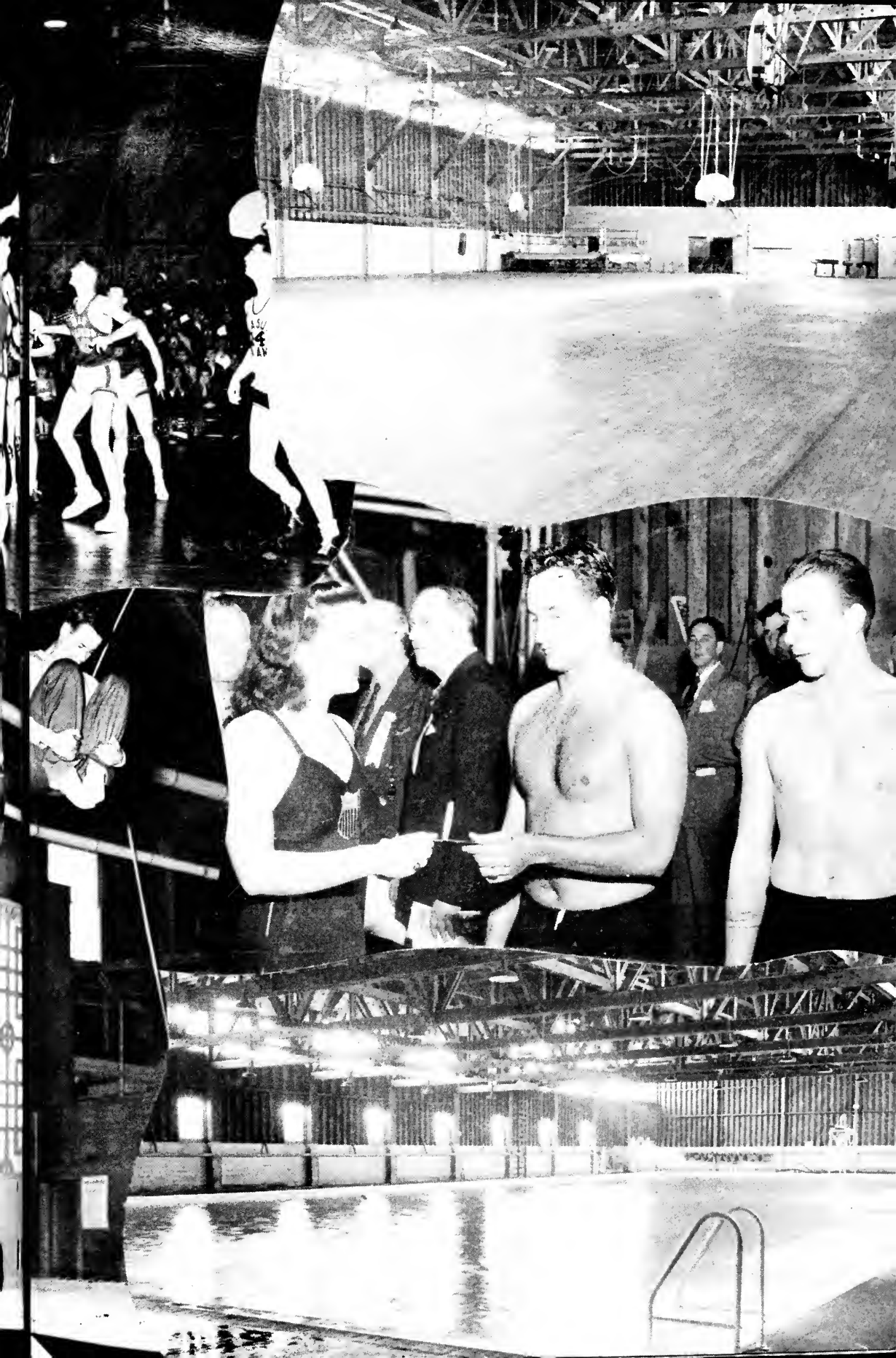
• Top—Smoker in the Big Gym
Lower Right—Judo Instruction



Intramural Athletic Competitions Climaxed by Commodore Trophy Award Banquets •



• Top left—Old Athletic Field; Center left—District Champions; Lower left—Life Raft; Top right — Gym No. 2; Center right — Guest Mermaid, National Champion "Sugar" Sabner; Lower right — Combat Pool

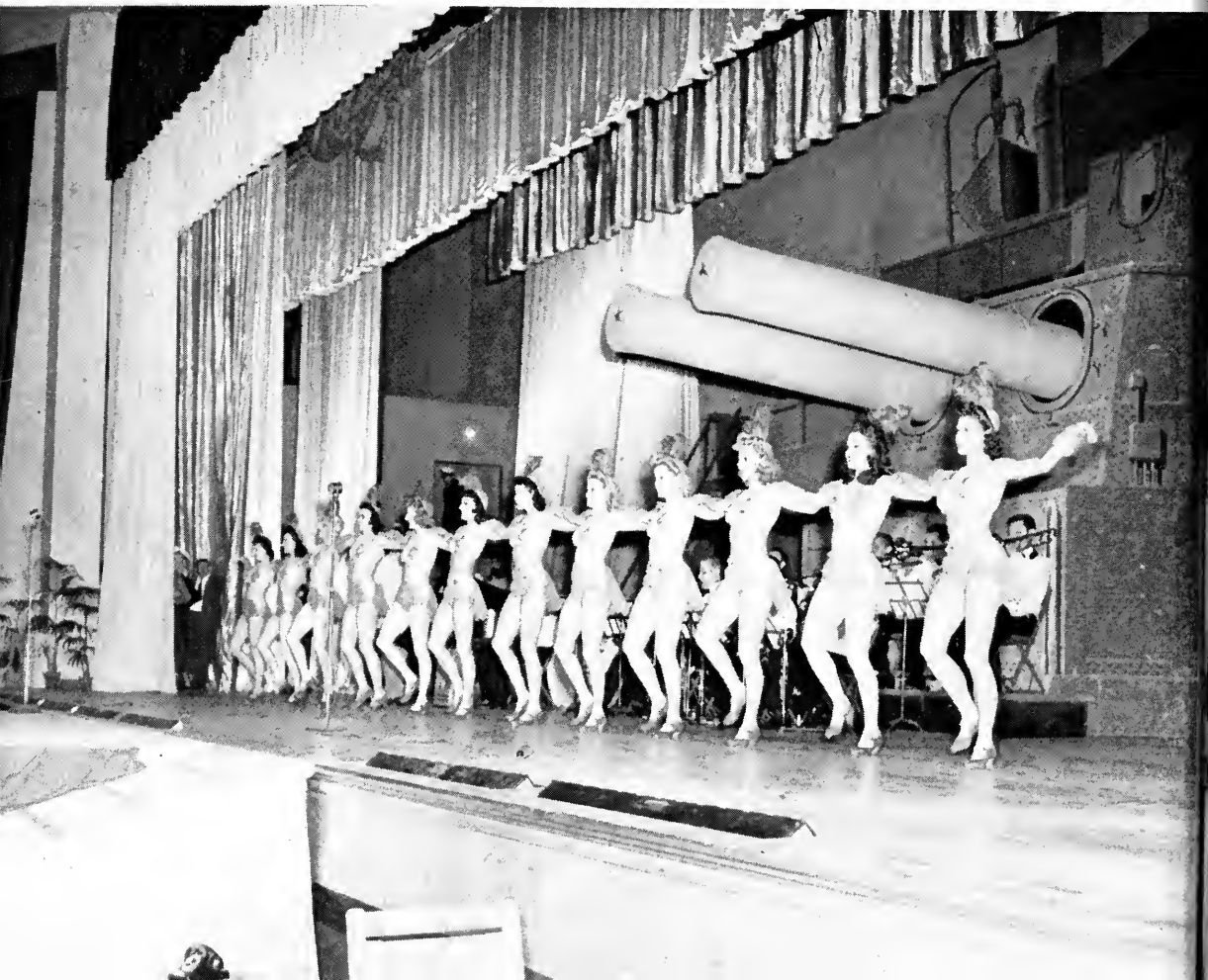


ENTERTAINMENT

Three theaters that ran a regular seven-day schedule of two shows every evening and matinees on Saturday and Sunday, brought Hollywood to Treasure Island both on stage and screen. The list of personal appearances of Hollywood stars behind the footlights of the Basilone, Miller and O'Hare theaters literally runs off the page. Frequent return engagements were greeted by new, but just as enthusiastic audiences in the pack-jammed showhouses. Besides the Hollywood stars, there were the USO Camp Shows, Inc., that brought a well-selected variety of stage plays from Broadway, swing bands, vaudeville, and musical comedy. Dance bands on tour, night club floor shows, the S. F. Symphony Orchestra, and nationally acclaimed musical stars gave generously of their talents to the men in uniform.

• *See-Duty!*

Hollywood Constellation →





Station dances in the big gymnasium were held regularly with hostesses arriving by bus from USO Hospitality Houses, sororities, and civic clubs of the Bay area to dance with the four thousand bluejackets to the rhythms of spotlight orchestras or our own Navy bands.

Special events highlighted the crowded schedule of the entertainment section, including such mammoth shows as a complete three-ring circus, the Ice Follies, a championship Wild West Rodeo, and an Aquacade. To provide adequate background for such spectacular shows, a well equipped work shop produced artistic sets and properties, on a par with those which made Ziegfeld famous.

Most modern of the station's theaters, the Basilone, has a complete broadcasting and recording studio, from which nation-wide hookups of leading radio shows and special events have originated.

Just listing at random a few of the artists who have thrilled Treasure Island audiences—Bing Crosby, Bob Hope, Jeannette McDonald, Grace McDonald, Gracie Fields, Kay Kyser, Bill Robinson, the Marx Brothers, Jose Iturbi, Sonja Henie, Orson Welles, Carmen Miranda, and Linda Darnell, shows how "galaxy of stars" became a well-known expression in the waiting lines outside show palaces on Treasure Island.

Wild West Rodeo →

• *Hope and Crosby*

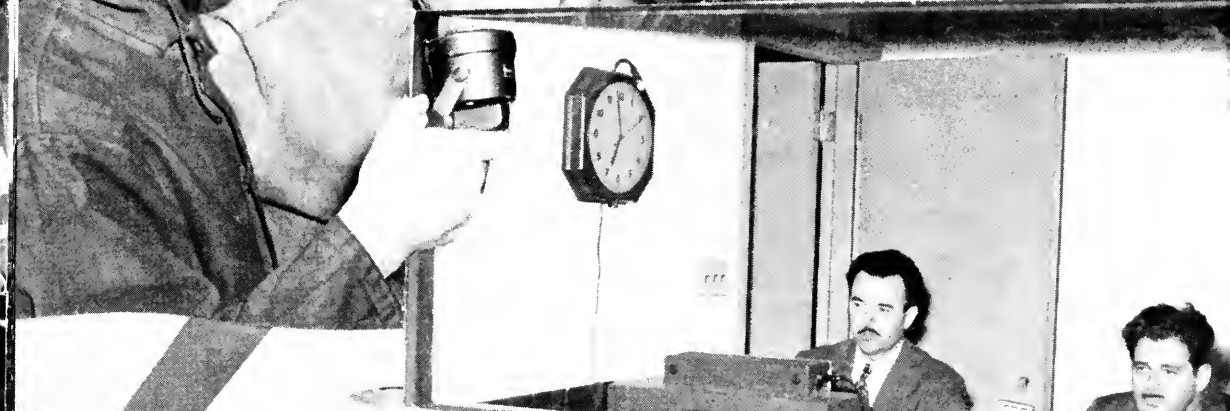




SPOTLIGHT
BANDS







• *Nationwide Radio Broadcasts*

Theatrical Workshop →



STAFF OPERATIONS GROUP PUBLIC WORKS

Shortly after the Navy acquired Treasure Island, the job of converting the numerous palaces and other structures to Navy use was undertaken by the district offices. Under private contract, on a cost-plus basis, the distinctive Fair features of the buildings were removed, partitions were set up, and plumbing and heads were installed in preparation for arrival of the thousands who were to make the Island their temporary home.

Many new commands made improvements and repairs within their own activity, with the guidance and approval of the Navy Section Base. But as the Island's purposes rapidly expanded a Navy Public Works Division took responsibility for the design, construction, maintenance, and repair of all public works and utilities which

• *Design Section*



came under the cognizance of the Bureau of Yards and Docks. There is no magic formula used to keep the Island's physical plant, barracks, training school, warehouses, piers, drydocks, and mechanical equipment in the best possible condition. The only magic is hard work, mental and manual labor. No one person can be solely responsible for such a gigantic task; it's a joint endeavor of all members of Public Works Section, both Navy and civilian.

Five major divisions are under the administration of the Public Works Officer—design, power, mechanical, maintenance, and transportation sections, and they stand ready to tackle any of the many problems which arise on both Treasure Island and Yerba Buena Island.

The design section prepares the plans, specifications, and estimates for all types of construction, major repairs, and alterations.

Nursery •



The ingenuity of the maintenance section is illustrated by an incident in which the transportation pool sent out an SOS for a heavy truck, one capable of hauling a thirty-ton load. Somebody said it was impossible to get one. But the pool had to find one, if important war materials were to be transported on schedule. So the Public Works garage built one. Not content with building one, they completed No. 2 and No. 3 in short order. Reversing the usual procedure of "off the road into a junk pile," the garage takes parts out of the junk pile and puts them on the road moving vitally important Navy material.

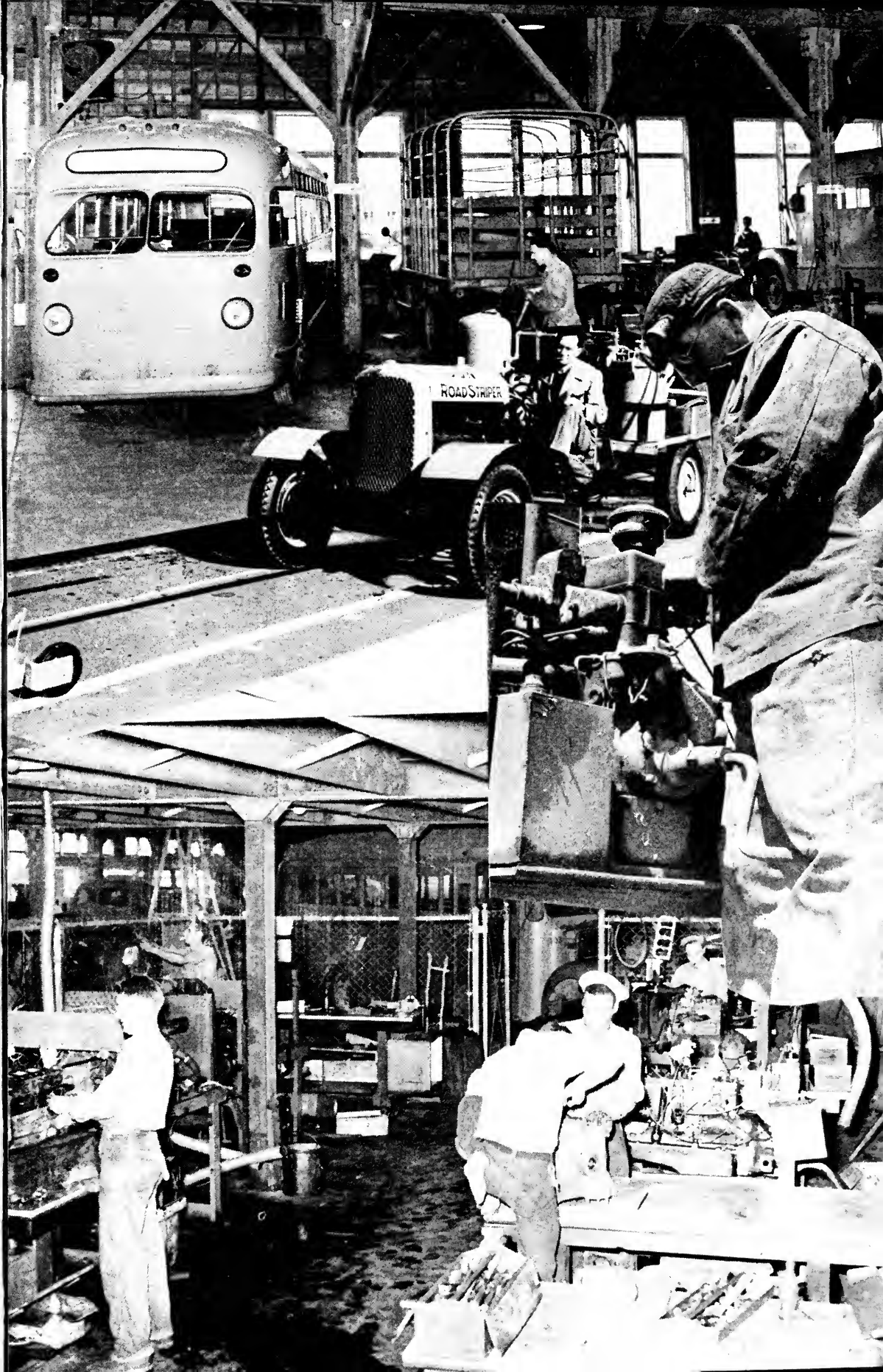
Fourteen men in the Paint Shop keep eight hundred official trucks and cars in a clean condition. They completely repaint two vehicles every day to keep up with their schedule. Doing fifteen thousand dollars worth of maintenance work a month, the shop has nine Navy men and sixty civilians working full time. It operates a furniture repair and paint office, a glass works; restripes the streets and repaints building fixtures. Painting of traffic and building signs is also done in this department.

Besides operating all weight handling equipment, the transportation section maintains and repairs all vehicles of the industrial and district transportation pool and operates a check station for servicing over seven hundred vehicles.

Much of the present day pleasure which the shrubs, hedges, trees, spacious lawns, and numerous varieties of plants afford the visitor is the result of the careful planning of the Public Works Nursery. Hiding their light behind a fence the Nursery men operate two green-houses, and in an adjoining outside area develop thousands of young plants and cuttings each month. Staffed by civilian gardeners and Navy working parties, the division has transformed the pitiful remnants of the once beautiful Fair site when all top-soil had been paved over, trees cut down and lawns neglected, into the present abundant and colorful landscaping that adds so much to the Island's beauty.

TRANSPORTATION DIVISION

Established as a central headquarters in 1943, the Transportation division handles the moving of all drafts of personnel and their equipment and is responsible for all official transportation within



the Island and the Twelfth Naval District activities located within a one hundred fifty mile radius. Starting with a pool of only twenty-four drivers this organization has moved over five million men and their gear in little over two years' time and has had a safety per mile record surpassing any commercial truck or bus line in the nation; a record that rivals that of the railroads.

While a Navy activity, civilian personnel (and mostly women) fill the important jobs of "keep 'em rolling." Women drivers are put through a short but intensified training program which enables them to take over any vehicle and operate the machine as an independent unit or in a convoy with other vehicles. They receive a short course in mechanics, learn the best driving routes, loading zones and bus stops within each Naval base.

Hub of the entire system is the dispatcher's office where requests

• *Keep 'em Rolling*



for transportation are received, drivers are assigned, and in the shortest time possible buses and trucks are on their way for another load of men or equipment.

When the over-crowded Island reached the population proportions of a big city the transportation pool inaugurated a twenty-four hour bus service on the station. At peak travel hours a total of eight tractor-trailer buses now circle the Island along two routes which begin and end at the main gate connecting with buses going to the bridge trains. Reminiscent of the elephant trains of the Fair, the station's two bus routes run parallel but in opposite directions. Clockwise, the circuit is known as the red route, counter-clockwise as the blue, and a red or blue rectangle on the side of the bus indicates which route it's traveling. Carrying sixty-five passengers these buses are a welcome sight to many a bluejacket

Cattle Car •



whose sea legs are still with him. These shuttle buses have carried eight hundred thousand passengers in less than a year's time.

Another innovation and important service of the transportation division during the peak months was the operation of a water taxi service to San Francisco. Designed to relieve congestion on the bridge trains, the taxi service made the Navy phrase, "going ashore," a literal one for Island liberty goers. Ten motor launches carrying two hundred passengers made the trips across the Bay in eleven minutes.

COMMUNICATIONS

Holding the lines of a many-tentacled system, the Communications Division handles a task so momentous that it would quickly have wing-footed Mercury running for extra help. All methods of communication are used from the oldest visual signalling to the

- *Water Taxi to S. F.*



latest radio transmission. In the course of a single day over five hundred messages flash over the teletype in the communications office, while the radio relays approximately one hundred messages pertaining to Treasure Island activities.

The registered publications section is operated under this department and handles the coding and decoding of messages.

In conjunction with the Pacific Telephone Company, the telephone section operates a switchboard which handles over eighteen hundred calls an hour with a staff of thirty operators. A directory service supplies information on the address of every staff officer and others on the Island corrected to within twenty-four hours. But they do not supply the address of that "sailor named Joe" who knows everyone on the Island, and wears a white stripe on his shoulder.

Teletype—Signal Tower •



Going out of its way to please bed-ridden sailors, the telephone company has made bedside telephones available to those confined to hospital or dispensary.

Three visual communication towers, more commonly known as signal towers command masterful views of the Bay. Located atop Yerba Buena Island, at the Golden Gate Bridge, and at Point Bonita, these three giants are the seeing eyes of the Bay region and keep it posted on the activities of the various ships and stations. From Yerba Buena Island warnings of storms and other important information are quickly relayed to ships in the harbor.

FIRE PROTECTION

The extremely low fire loss sustained by this command during the course of the war is a direct credit to the Fire Protection Division of the Operations Group.

• *Big Town*



The natural fire hazards existing on the Island when the Navy took it over and the highly inflammable and flimsy structures hastily erected for housing personnel created a situation which was a definite invitation to the hazard of a conflagration. An incipient fire, undetected and aided by prevailing winds, could have swept the Island, caused losses that run into millions of dollars, and seriously handicapped the war effort.

Starting with one fire engine and some passive equipment which had been used by the Fairgrounds, and faced with the problem of replacing and correcting the original water system, this division faced a gargantuan task. Fire protection development was predicated upon the four main principles without which no fire protection program can be successful or effective: modern equipment, trained men, fire alarm communication system, and adequate de-

Modern Equipment, Trained Men •



pendable water supply and distribution systems. Responding to an average of over four hundred alarms a year, the firemen, with one exception, have extinguished and controlled in its incipency every fire occurring on the station. The one exception was a barracks building of temporary construction which was completely involved when the alarm was turned in. Efficiency of the department was readily demonstrated for within twenty-one minutes the fire was under control and completely extinguished.

Protecting the waterfront piers, and ships berthed at the Island, a modern well-equipped fire boat, pumping two thousand gallons of water a minute, also answers emergency ship calls in the Bay, San Francisco and East Bay Harbor fires.

The fire protection organization on this station is believed comparable to that of any major city in the country and the efficiency

Top—Stairway to a Star →
Lower—Fire Boat →

• *Out in Twenty Minutes!*





of its fire prevention, protection, and extinguishment program have set an example in restriction of fire losses that has drawn praise from fire underwriters and other notable fire officials.

SECURITY

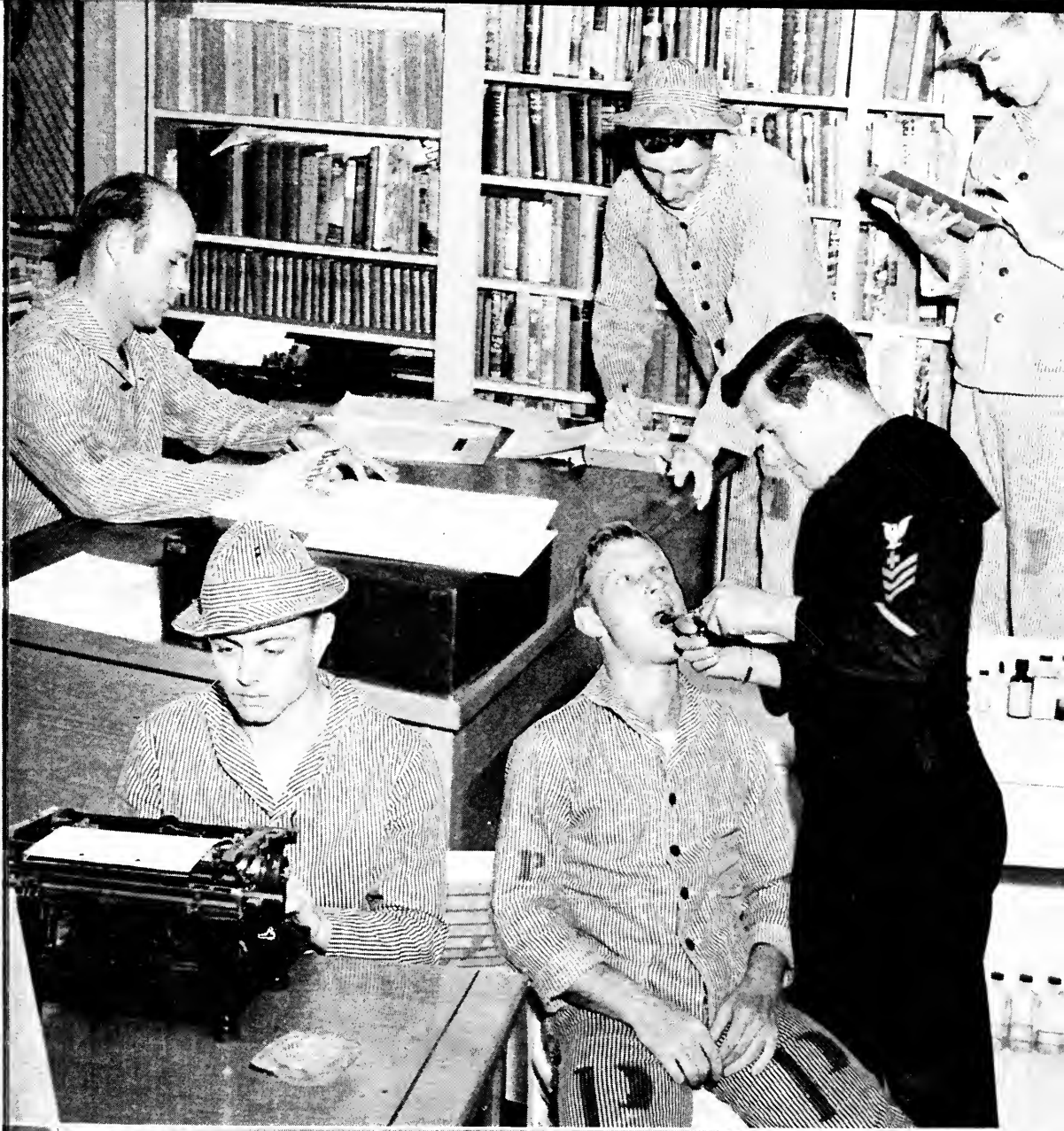
Of the many interesting divisions on a Naval Station, the one which no bluejacket cares to become acquainted with personally is the brig. Granted that respect for law and order is a fine thing, most sailors will prefer to learn about the security division through pictures and the written word.

Organized as a Security Office in July 1942, the division has responsibility for the protection of all installations and personnel under this command from all hazards other than direct open attack by the enemy, and the duty of handling all violations of regulations.

Top—Brig Library →
Center—Sick Call →
Lower—Chow →

• *The Brig*





Operating as a modern police department for a city of sixty thousand residents (and here many of them are transients) the security division has an organization complete in every detail. The solitary and general confinement sections are modernly equipped, and provide all services necessary for the care, health, and welfare of prisoners. A dispensary, library, barber shop, laundry, mess hall, and recreation yard contribute to the rehabilitation and proper mental attitude of the prisoners. Much important economy work of the Island is performed by those confined. Laundry work is received daily, laundered and returned. Work parties of prisoners are organized and sent to various commands and divisions on the Island to perform necessary manual tasks.

The security division has handled thousands of prisoners during its existence, without a single escape against its record.

Modern in every phase of police activity the security office utilizes the polygraph (lie detector) to determine guilt, and the inspectascope to curtail theft. One of the most important adjuncts in the security office is the Lost and Found Property Bureau which has restored thousands of dollars worth of valuable property, keepsakes, heirlooms, and souvenirs to their proper owners.

The Pass Office operates as a section of the Security Division and acts as the butler at the front door. Over two thousand persons crowd daily through this office to obtain visitors' passes, employees' passes, ID cards, vehicle permits, and numerous other authorizations. Few persons know that the Pass Office prepares ID cards for several outside activities and ships of the Twelfth Naval District averaging fourteen hundred newly-made cards every day.

This office also has the sad task of explaining to visitors that their sailor relative has already been transferred or shipped out.

Sifting out invalid requests to come aboard the station is just part of the job. The case of the woman who applied several times for permission to visit her husband, each time giving a different name for her spouses is typical.

Fingerprinting by the Pass Office of all new Civil Service employees and referring the prints to the police and FBI has eliminated many an undesirable job applicant.



Also under this division's jurisdiction were over thirteen hundred German prisoners of war who worked on the Island from June 1945 until last March. The station patrol is supervised by Security and handles direction of traffic, enforcement of station orders, and Navy regulations through the assignment of personnel from various commands to this important police duty.

Through its vigilance and service twenty-four hours a day, every day in the year an excellent record of law and order, observance of regulations, prevention of crime and apprehension of offenders has been maintained.

POST OFFICE

Mail—a morale factor? One skipper put it this way, "The first thing that goes over the side when we pull in is the line—and the Mail Orderly is tied to the end of it." The spirit of that statement

- *"Do I look like THAT?" (I. D. Card)*



has been uppermost in the minds of those who organized and operated the Treasure Island Naval Activities Post Office and the command whose full coöperation enabled the activity to expand and keep pace with the tremendous task assigned to it.

During its beginnings, the Post Office was operated by one CPO and five men, and emphasis was directed only toward delivery of the mail. Soon an officer was assigned, the organization began to take shape, and records were kept. A Directory Section of thirty-five civilian women was set up to maintain the files and handle the forwarding of mail to the thousands of men going overseas from this station.

Expanding in July, 1944, the Post Office moved into a new building to meet the needs of this rapidly growing activity. The new location provided three times the working space to eventually ac-

Parcel Post •



commodate a crew of three officers, one hundred and twelve rated mailmen, and eighty civilian women.

At its peak the Post Office handled an average of 205,000 pieces of incoming and outgoing mail per day, and a quarter of a million dollars worth of business in money order and stamp sales was transacted monthly. The Parcel Section alone was a job of herculean proportion. The "Christmas Season," extending from October into March, entailed the handling of approximately 3,000 parcels per day.

In addition to the main unit in building No. 258, four branch post offices at Yerba Buena Island, Receiving Ship Annex in San Francisco, Radio Materiel School, and Pre-embarkation, providing both stamp sales and delivery of mail, and eleven sub-post offices set up in barracks were maintained for the convenience of service.

That Link with Home, Sweetheart, Family—Mail! →

• *Biggest Morale Factor—Mail*



CALL FOR HENTY GURPS
A D L
FOR WINDOW

Orders
nos 23 24



Six trips were made daily for the dispatch and pickup of mail to and from the Rincon and Fleet Post Offices in San Francisco—a schedule which was augmented by additional trips and trucking facilities to handle the tremendously increased load during the holiday seasons.

The history of the Post Office has been a sensitive barometer to the expansion and development of Treasure Island. The personnel who shared the responsibility of “carrying the mail” for Treasure Island, and the forwarding of mail overseas from this station should be proud of a job well done.

• *Remember?*



ROSTER OF OFFICERS—U. S. NAVAL TRAINING AND DISTRIBUTION CENTER*

COMMAND

Rear Admiral H. W. Osterhaus, USN, (Ret.)
Commodore R. W. Cary, USN

CHIEF STAFF OFFICERS

Comdr. G. A. Miller, USN (Ret.)
Captain H. E. Schonland, USN
Captain E. H. McMenemy, USN
Captain R. S. Morse, USN

STAFF SUPPLY

Captain G. C. Tasker, USN (Ret.)
Comdr. W. E. Gist, USN
Comdr. R. E. Ramey, USNR

SUPPLY

Lt. Comdr. G. N. Lantz, USNR
Lt. Comdr. K. L. Adcook, USNR
Lt. D. E. Worcester, USNR
Comdr. W. E. Scott, USN
Comdr. H. F. Hake, USN
Comdr. D. A. Vann, USNR

COMMISSARY

Lt. R. A. Russo, USNR
Ens. L. R. Smith, USNR
Lt. R. E. Eggleston, USNR
Lt. (jg) H. R. McCarthy, USNR
Lt. (jg) R. S. Nohlgren, USNR
Comdr. O. A. Dole, USNR
Lt. Comdr. D. P. Andross, USN

DISBURSING

Lt. R. H. Van Iderstein, USNR
Lt. Comdr. C. F. Lindsley, Jr., USNR

SHIP'S SERVICE

Lt. P. Finnel, USNR
Lt. W. A. Kinney, USNR
Lt. Comdr. W. A. Martin, USNR
Lt. C. H. Roderick, USNR
Lt. Comdr. A. L. Corbin, USNR

COMMISSIONED OFFICERS' MESS

Lt. Len P. Himmelman, USNR
Lt. Chas. deYoung Thieriot, USNR
Lt. E. M. Manning, USNR
Lt. C. S. Smith, USNR
Lt. W. E. Price, USNR

STAFF PERSONNEL

Comdr. E. M. Moore, USNR
Captain E. W. Young, USN

PERSONNEL

Lt. C. S. Smith, USNR
Comdr. E. M. Moore, USNR
Comdr. J. C. Compton, USNR

MEDICAL

Captain E. E. Curtis, USN (MC)
Captain C. K. Youngkin, USN (MC)
Captain A. S. Judy, USN (MC)
Captain W. E. Epstein, USN (MC)

CIVILIAN PERSONNEL

Lt. H. D. Ellett, USNR
Lt. Comdr. E. M. Hazzard, USNR
Lt. A. G. Bergesen, USNR

CHAPLAIN CORPS

Lt. Comdr. F. T. Barkman, USNR
Lt. Comdr. M. Forgy, USNR
Comdr. R. Schmieder, USN
Captain H. G. Gatlin, USN

WELFARE AND RECREATION

Lt. R. S. Kimbell, USNR
Lt. C. W. Easterbrook, USNR
Lt. Comdr. J. C. Fennelly, USNR
Lt. Comdr. E. A. McDevitt, USNR
Comdr. E. M. Moore, USNR

ROSTER OF OFFICERS—U. S. NAVAL TRAINING AND DISTRIBUTION CENTER*

STAFF OPERATIONS

Comdr. G. A. Miller, USN (Ret.)
Comdr. J. C. Fennelly, USNR
Comdr. W. A. Kinney, USNR
Captain E. H. McMenemy, USN

PUBLIC WORKS

Lt. Comdr. G. A. Dierking, USNR
Comdr. C. E. Langloif, USN
Comdr. A. L. Kuykendall, USNR
Comdr. H. H. Mahon, USNR
Comdr. A. T. Roth, USNR

TRANSPORTATION

Lt. Comdr. G. Schultzer, USNR
Comdr. H. G. Rhodes, USNR

COMMUNICATIONS

Lt. Comdr. S. J. Fass, USNR
Lt. Comdr. W. Munter, USNR
Lt. Comdr. E. B. Gamble, USNR
Comdr. E. H. Schubert, USNR

FIRE PROTECTION

Comdr. R. E. Delaney, USNR

SECURITY

Comdr. W. J. Quinn, USNR

POST OFFICE

Comdr. G. P. Maushart, USNR
Lt. L. D. Turner, USNR
Lt. jg() M. DuCoty, USN (WR)
Lt. (jg) W. R. Russell, USN

INDIVIDUAL COMMANDS

RECEIVING SHIP (Yerba Buena)

Capt. H. J. Abbett, USN
Capt. C. A. Bailey, USN
Capt. E. S. Helmkamp, USN

OPERATIONAL TRAINING

Comdr. H. E. Stone, USNR
Capt. C. J. McWhinnie, USNR
Capt. H. D. Wolleson, USN
Lt. Comdr. R. W. Mackin, USNR

WAVES

Lt. Comdr. I. Williamson, USN (WR)
Lt. M. E. Bruns, USN (WR)

RADIO MATERIEL

Captain H. G. Breckel, USNR

U. S. NAVY HOSPITAL

Captain E. C. Curtis (MC), USN
Captain F. L. McDaniels (MC), USN
Captain J. H. Robbins (MC), USN
Captain B. P. Davis (MC), USN
Captain G. G. Herman (MC), USN

EMBARKATION BARRACKS

Captain H. S. Douulton, USNR

ARMED GUARD

Capt. E. D. Flaherty, USNR
Comdr. E. E. Jaques, USNR
Comdr. E. C. Miller, USNR
Lt. Comdr. W. W. Cowan, USNR
Lt. Comdr. B. Costello, USNR

MARINES

Major C. R. Milham, USMC

FRONTIER BASE

Captain R. S. Culp, USNR
Comdr. J. Heintz, USNR
Comdr. M. Carlson, USNR
Comdr. S. Hansen, USNR
Captain Jokstad, USNR
Captain C. Jokstad, USNR

*Chronological order in which they served.



CHAPTER VI

The Armed Guard



TWELVE days after Japan's sneak attack on Pearl Harbor, the Armed Guard Center (Pacific) came into existence. Created of necessity and sired by adversity the Armed Guard, despite it all, has grown to be one of the largest single commands of the United States Navy.



Fantail Five of a Victory Ship

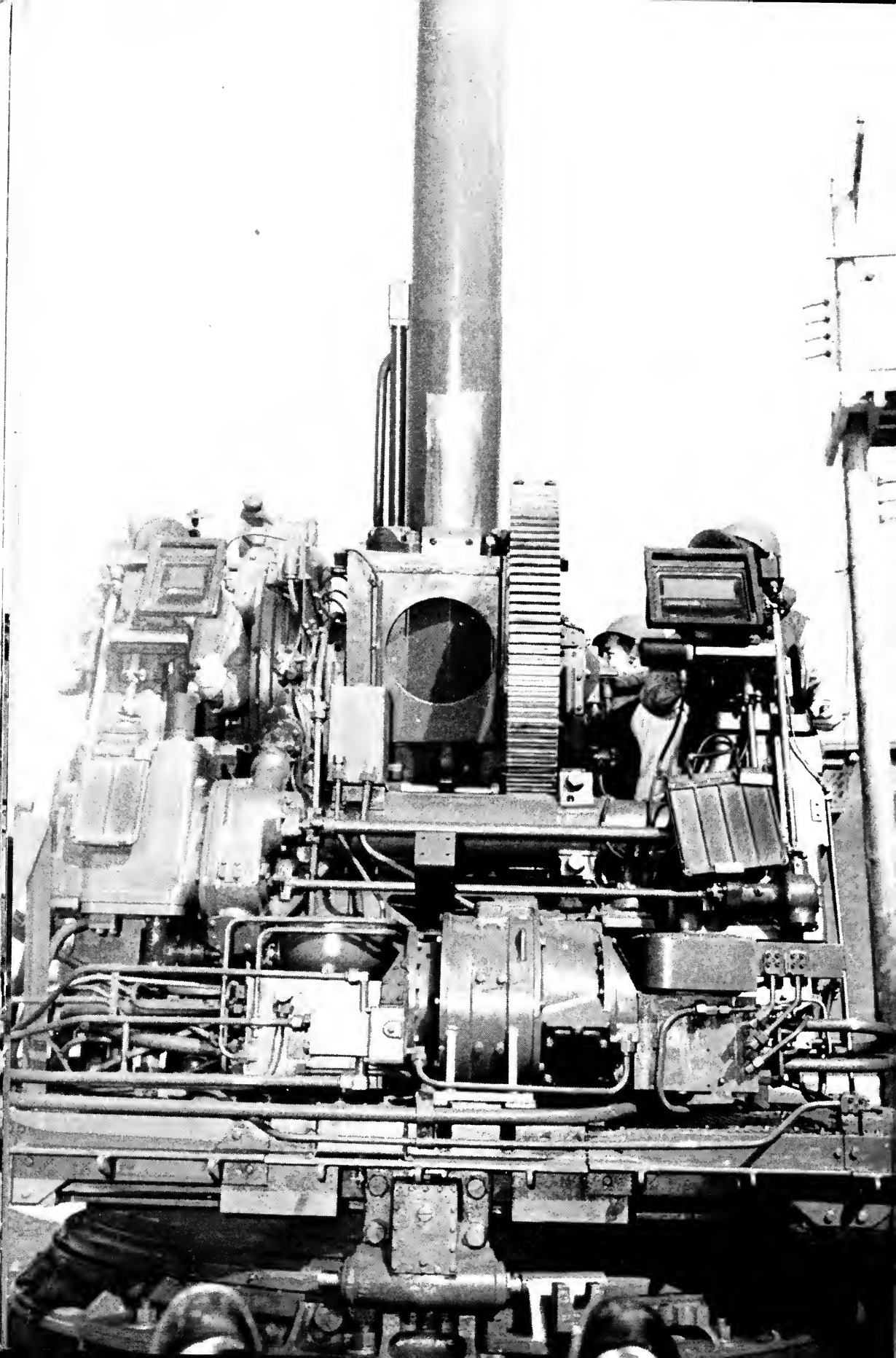
*On opposite page: A 3" dual purpose demonstration and practice→
A 5" 38 caliber dual purpose gun manned by the Armed Guard aboard a Victory Ship→*

In the fearful and threatening first days of the Pacific War our defending forces, struggling to maintain a foothold on their already battered bases were pleading for men, munitions and supplies to carry on the fight.

Here, on a Coast line plunged into the blackout darkness, the arc lights of teeming shipyards cast a tell-tale glow against the blackened sky. Merchant ships, fighting ships, were sliding down the ways . . . smooth hulls dedicated to the task of carrying supplies and reinforcements to our fighting men.

To every Merchant ship and Transport vessel that set a westward course the Navy department ordered a crew of sharp-shooting bluejackets. It was the job of the Armed Guard Center to assemble, train and equip, and assign these vitally important crews, to protect the slow-moving, heavily laden cargo ships from





marauding enemy planes and submarines. It was a task fraught with obstacles from the outset, but now, in the closing days of its career Armed Guard proudly looks at its record of a job superbly done.

Indicative of the pre-war Navy's inability to envision the magnitude of the task ahead of Armed Guard is this excerpt from the directive authorizing the establishment of the Center: "It is contemplated that the administrative load will not exceed a maximum of one hundred fifty officers and one thousand two hundred men both at the Center and on duty at sea."

The first type Allowance Lists for Armed Guard units provided among other things for only ten pounds of cleaning rags and two gallons of dark grey paint. Special clothing was limited to a set of

← *Hydro-electric turns this mighty weapon*

Gunner's Mate instructs on the breech mechanism of a 3-inch •





• *Eyes Aloft*

• *Armed Guard crew members under instruction as to use of telephone and proper reporting via telephone. Shipboard communication instruction.*



rain gear including pants, hat, and coat for each member of the crew.

The first Armed Guard crew was assigned to duty aboard a Merchant vessel on the 20th of December 1941, at the request of the Port Director who had gathered all available data on new construction and arming in Bay region shipyards from the War Shipping Administration, Assistant Industrial Manager, and the shipyards themselves. On January 13, 1942, the Officer-in-Charge was relieved by a Naval Reserve Officer, Lieutenant Commander, fresh out of civilian life, now Captain E. D. Flaherty. The new Officer-in-Charge was to serve in the activity until after the war as Officer-in-Charge, Assistant Commanding Officer, and Commanding Officer, in that order.

As an organization the Armed Guard Center at that time had no status, the activities which dealt with it locally had little or no knowledge of the Center's functions and delays and difficulties in operation pressed hardships on men charged with the task of supplying gun crews to Armed Merchant vessels. Gear was limited and so were men, in fact officers were so scarce that many a crew went



• *Special Delivery—TOKYO*



• *Commander Flaberty Addresses Armed Guard*





Inspection •

to sea in charge of a Petty Officer. Trained personnel to handle office requirements were rare as the "Goony Bird." Despite these handicaps thirty-six vessels were equipped in the ten-day period between 26 January and 5 February 1942. While every effort was made to speed up the training program from headquarters, the manpower shortage continued and in April, the Bureau of Navigation sent a representative from Washington to make a first-hand inquiry into personnel problems and needs of the Center. There was an air of hushed expectancy as the day approached for the Bureau of Navigation Captain's visit. The Center was getting somewhere, everyone figured. Came the day! A telephone call and the Officer-in-Charge rushed to the office of the Island's commanding Admiral. Introductions were made and the Officer-in-Charge was



- *Sending a "visual." Armed Guard signalmen being utilized by the Signal Tower on Yerba Buena Island*

directed by the Admiral to conduct the Bureau visitor on an inspection of the Armed Guard Center.

The inspection party came to the enlisted personnel office.

"Who are these people?" queried the Captain from BuNav, indicating a group of enlisted men, gunners' mates and coxswains working typewriters and huddled over files.

"Yeomen, sir," responded the Officer-in-Charge.

"Yeomen?" the visitor's eyebrows raised as he pointedly glanced at a right arm rating.

"These people actually are gunners doing yeomen work," qualified the Officer-in-Charge.

"Send them to sea!" roared the visitor.

The Officer-in-Charge pointed out that the men were needed

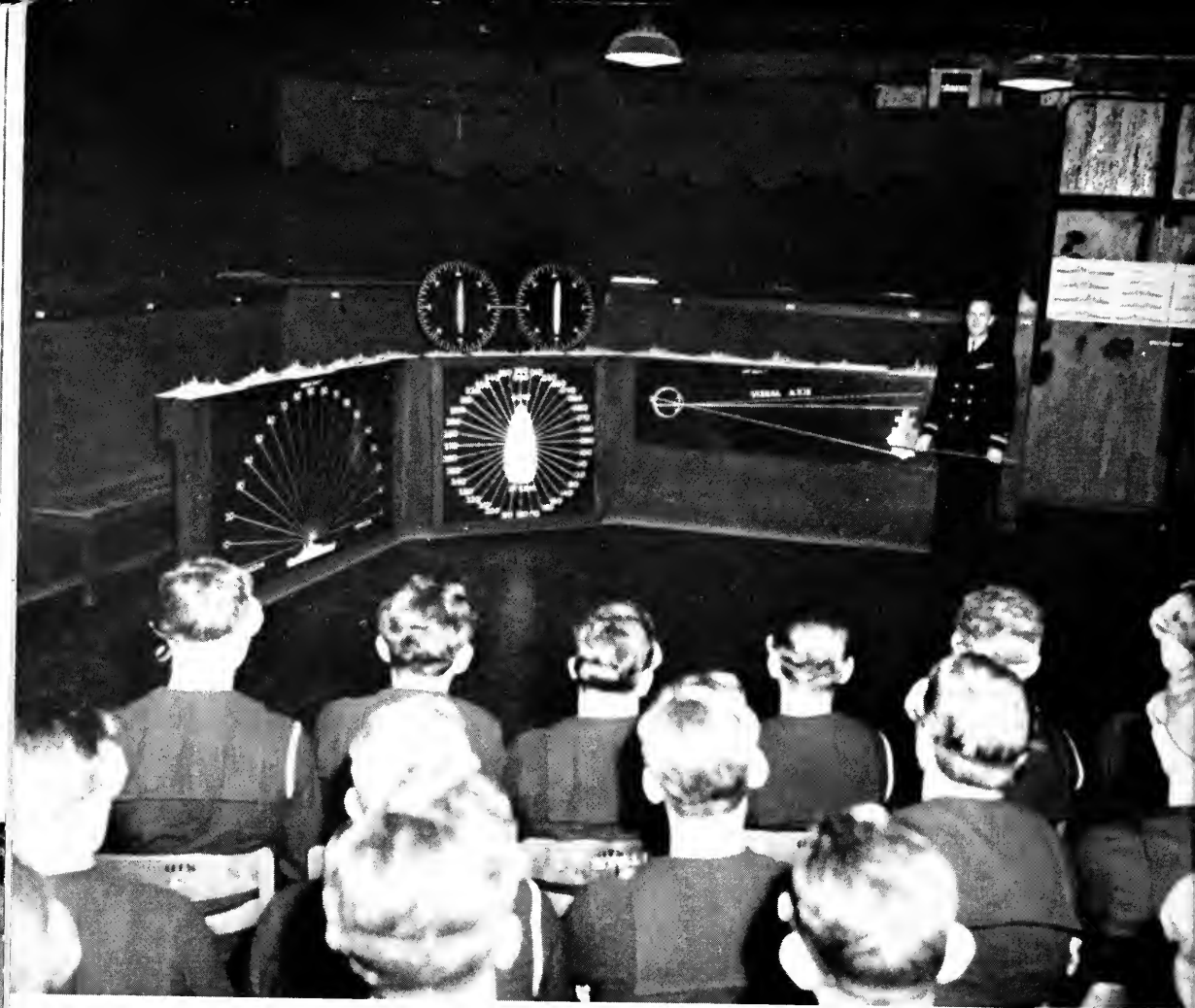
and that only six ratings had been assigned to the Center for administrative purposes.

Faced with convincing arguments the visiting Captain withdrew his order to send the office workers to sea with the understanding that they would be sent out after a ninety-day period, the first humble beginnings of the Rotation Programs.

In June '42, the Twelfth Naval District designated the Center as a Command. In its six months of activity not once had a ship been delayed in sailing for lack of a crew. After one year there were over 8,000 Armed Guard men and four hundred officers aboard Merchant vessels and Transports plying their way across the treacherous ocean waters. Rumors of numerous sinkings resulted in Armed Guard men being singled out as men on "suicide duty." Such scuttlebutt humor created Armed Guard mottos of

Signalmen •



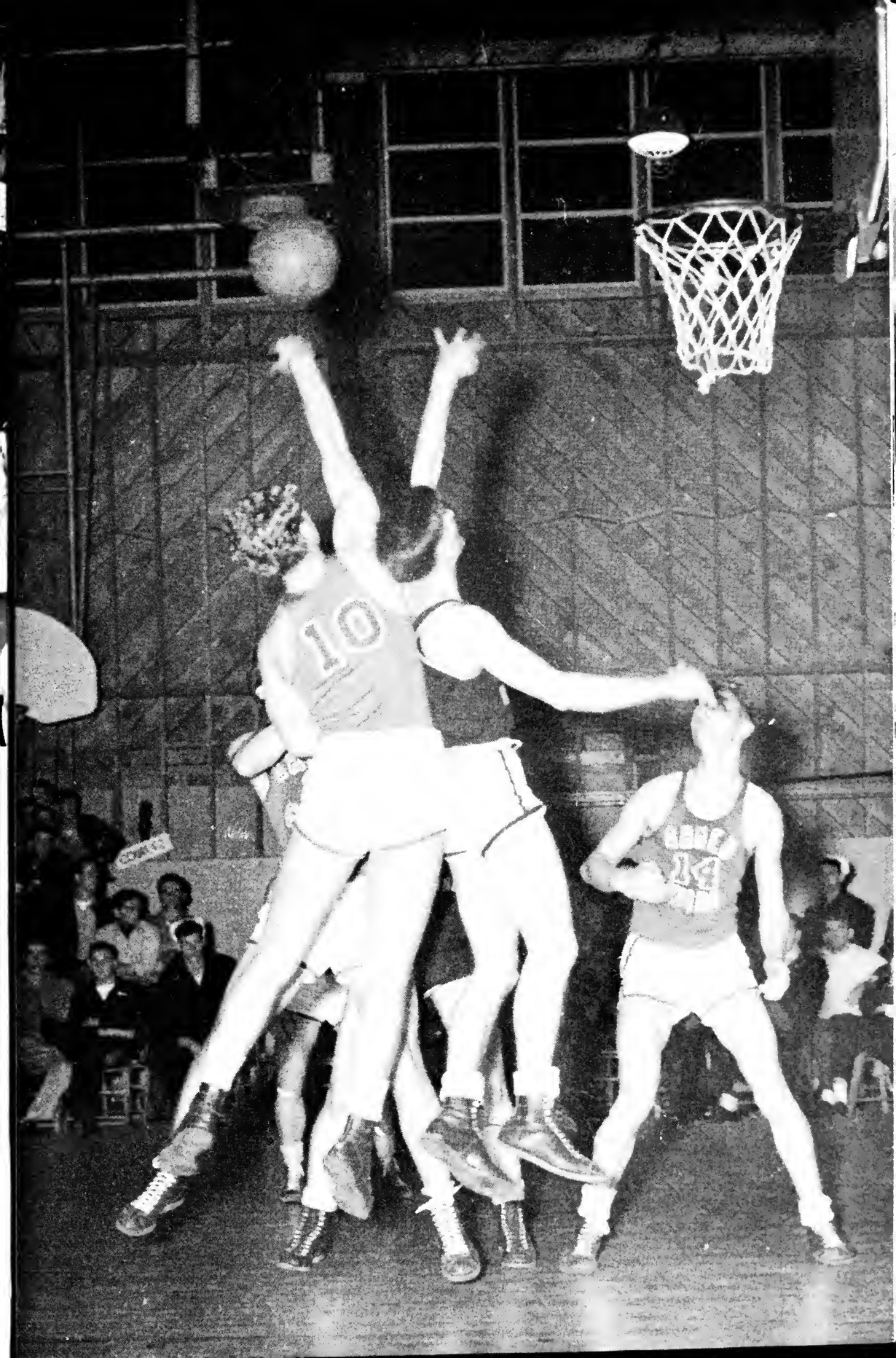


• *Night Vision*

"Sighted sub . . . blub . . . blub . . . blub . . .," and "Ready! Aim! . . . Abandon ship!" Such discouraging chatter was taken in stride.

Establishment of a system of Armed Guard pools was undertaken by the Center in December '42 when it transferred a draft of officers and men to Com. 14, at Pearl Harbor. Under this pool system men were sent to advance areas to fill vacancies in gun crews. The pools were also to serve in relieving crews assigned to inter-island and advance base shuttle service. Records were retained at the Center and periodical replacements were sent to the pool. Pearl Harbor and Melbourne pools were the first of many such units to be established throughout the Pacific in the next two years.

In '43 as the Yanks hit the center of Jap Defenses in attacks on Munda, Makin, Tarawa, upwards of seven hundred new Merchant





- *Our Allies Enroll. Foreign seamen, as well as American, were trained at the Armed Guard Center schools*

ships were constructed on the West Coast, and with the increase of gun crews from ten to eighteen men per crew Armed Guard Center was supplying over a thousand fighting men each month. The end of this eventful year saw a total of twenty-five thousand personnel on the Center's rosters. At the peak, about the end of June '45, there were forty-five thousand enlisted personnel and over two thousand officers attached to the Command.

And so it goes . . . through page after page of a brilliant record. Probably no other branch of the Naval Service placed on its officers and men a higher degree of responsibility than did the Armed Guard. Once assigned to a vessel they were responsible for the defense of that vessel wherever she sailed in addition to their responsibility for the maintenance and operation of armament



Award Ceremony •

and all Naval installations aboard. In hot combat areas where they were exposed to attack from the air, day after day, the Armed Guard officer faced the limitations which did not permit the complete manning of all guns by Naval personnel and endeavored to fill the gaps by using Merchant personnel. But he found in many cases he could not rely on them, and Masters were either outwardly stubborn to the plan or reluctant to have their men perform gunnery duties. On Foreign Flag ships to which he was assigned the Armed Guard officer found he must fight a lone battle against the various agencies concerned in the arming of vessels. He accepted as routine the sailing over dangerous waters for weeks on end without benefit of radar and sound apparatus and other highly technical apparatus possessed by the fighting ships. The crew looked

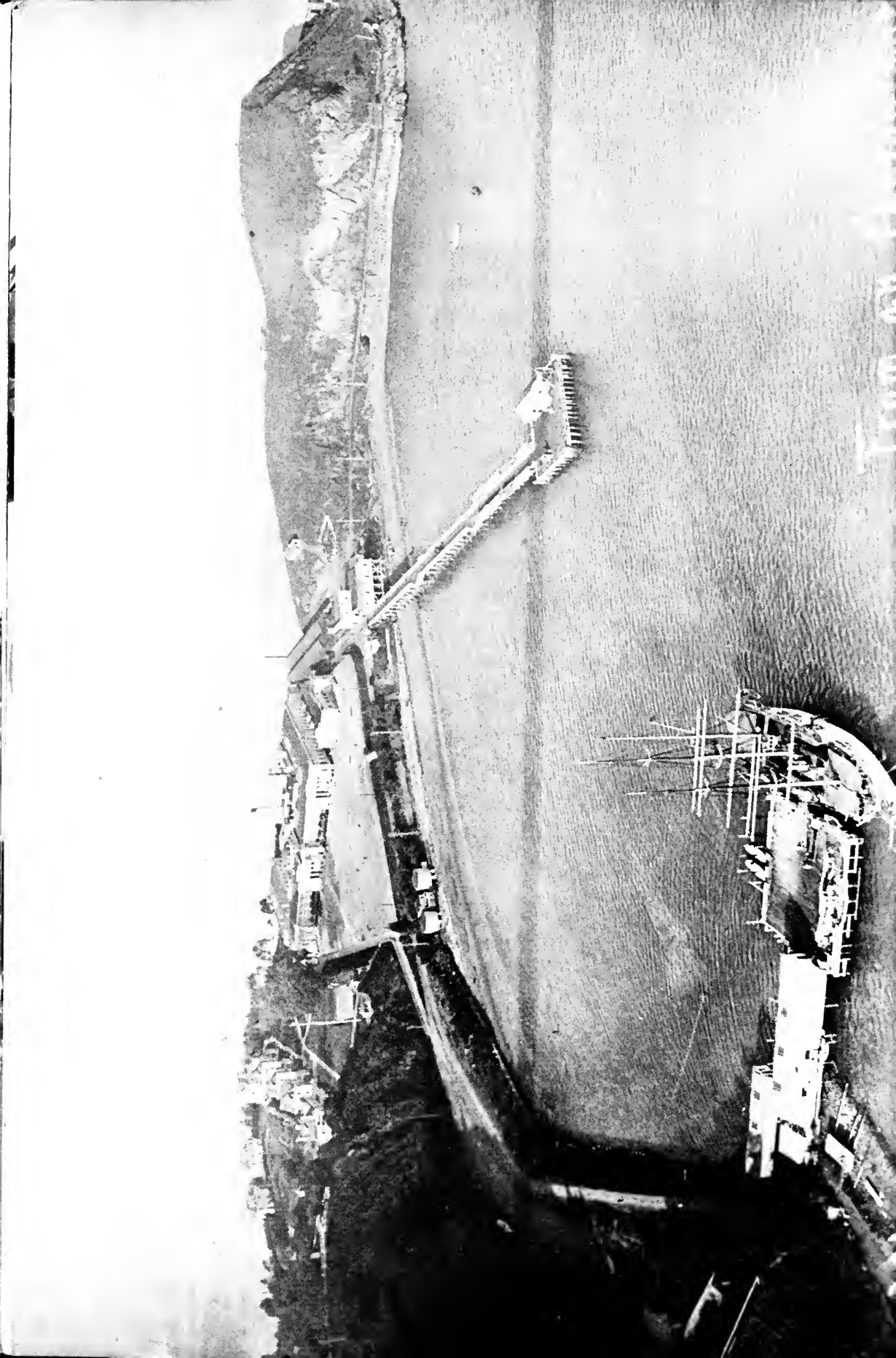


• *Shipmates*

upon it as part of the job when the ship underwent ceaseless attack from the air for weeks waiting to discharge her cargo. And when the ship was sunk and some of them were lost, the weary crew considered itself lucky to be alive and took comfort in the fact that they had done everything within their power to knock off their enemy.

Deep in the affections and high in esteem of Treasure Island, Armed Guard closes a colorful chapter in our history. Besides her brilliant record afloat, her men have contributed much to be cherished at her home port. Cheerfully and willingly assisting in the many chores required to operate a great naval base the officers and men of Armed Guard take their rightful place as the Big Brothers of Treasure Island's mighty family.





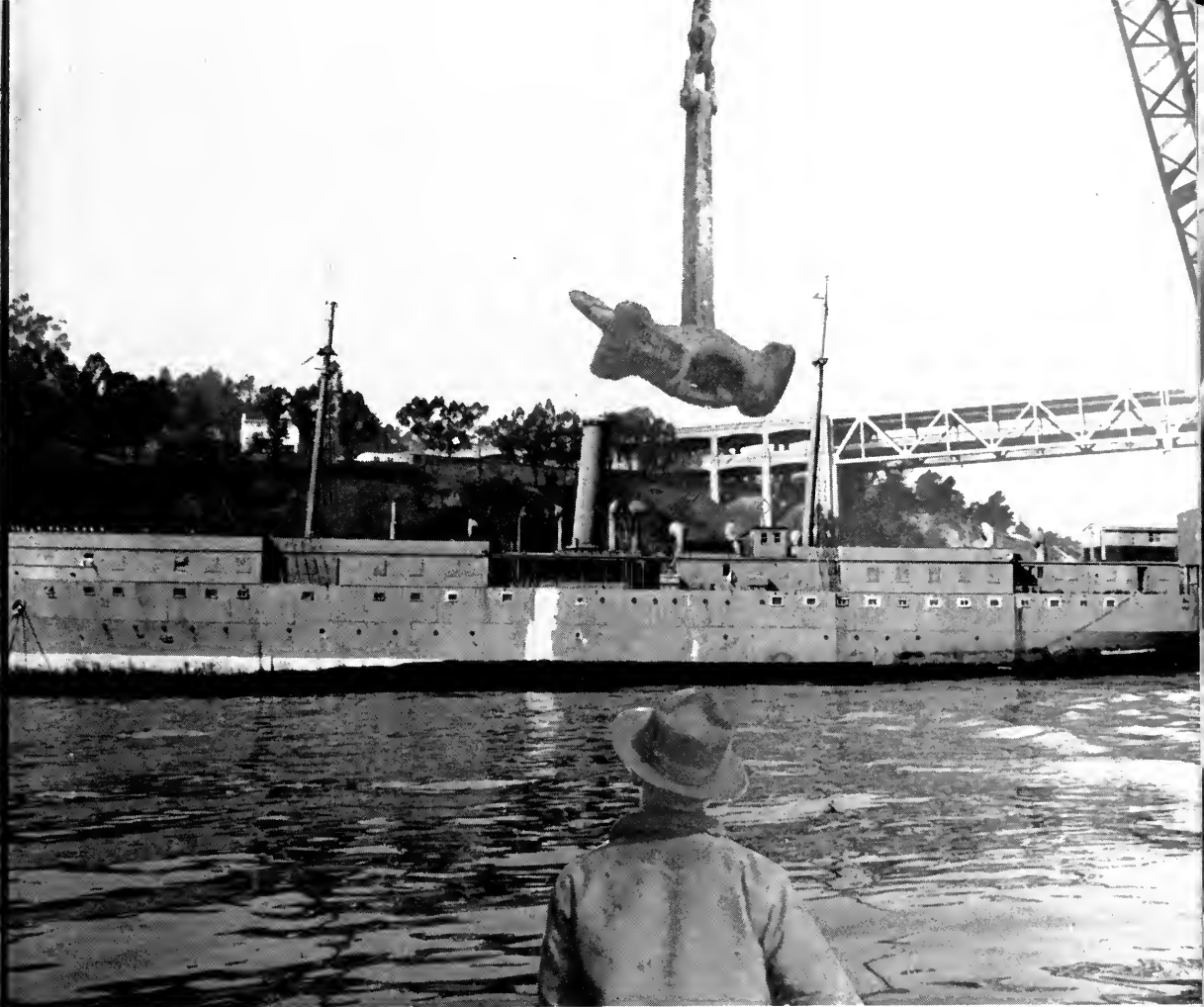
CHAPTER VII

Receiving Ship



RECEIVING SHIP's story begins with the early chapters of California's history, when Yerba Buena Island in San Francisco Bay was ceded to the United States by Mexico in 1866.





USS Boston •

Old Spanish and Mexican charts referred to the Island as Yerba Buena Island, which translated means "good herb." But hardened and more practical Yankee gold miners preferred the name Goat Island. The more homely cognomen stuck and it was not until 1931 when a group of civic minded women in San Francisco wrote to the Bureau requesting that it be changed to Yerba Buena Island, that Yerba Buena Island became its official name.

In 1898 Congress made an appropriation for the establishment of a Naval Training Station and Receiving Ship for apprentices, on the island that was the home of many legends, tales of pirate treasure and irrepressible smugglers of olden days. The Training Station was first commissioned by Rear Admiral Henry Glass, USN,



and operated as a Seamanship School and Receiving Barracks from then on.

In World War I the Island became overcrowded, but when hostilities ceased and the Navy reduced in size, the Island went back to its usual peacetime existence.

In August 1923, the Training Station was decommissioned and transferred to San Diego, leaving the Receiving Ship in sole control with a complement of approximately five hundred men to discharge the function of receiving and transferring men to and from the Fleet.

In 1940 after having been alongside the dock for more than twenty years the historical cruiser USS BOSTON, last remaining unit of the famous White Squadron and the only ship that was hit at the battle of Manila Bay took a new lease on life. She was used

• *"Where's the Red Cap?"*







New Construction on Filled-in Land, Yerba Buena Island •

as a Training Ship for Navy Radio Operators. Affectionately referred to as a "land mark" at Yerba Buena Island, the Boston's colorful history endeared her to Navy men. Originally commissioned in 1887, she joined the Navy's White Squadron on a courtesy visit to European waters returning in time for the Chicago World Fair.

At the battle of Manila Bay the BOSTON was struck twice, the Spanish shell passing through her smoke stack and the other pierced her hull and landed in the wardroom but failed to explode. After completing her regular sea service the craft had been moored at Yerba Buena Island to act as a Receiving Ship.

In 1937 it was planned to sell her for scrap but while being towed off the mud she began leaking so badly the plan was cancelled and the veteran cruiser was allowed to remain alongside the dock.

The outbreak of the war found the Receiving Ship's compact organization sorely inadequate in manpower and facilities to serve the great volume of men, even the theater and library buildings being used for housing space. Excess transient personnel were berthed in barracks and fed in the galleys at Treasure Island. Additional buildings were rented on Market Street in San Francisco and more barracks were built on Yerba Buena Island, at what is now known as Army Point.

In spite of all the berthing space allocated, the demands of the

Fleet were so great that the men could not be accommodated. This resulted in a reduction of Receiving Ship's function primarily to that of receiving only men returning from overseas to be processed, sent on leave, or to other assignments. The liberal policy of granting liberty to men from overseas did much for their morale and enabled Receiving Ship to handle a far greater number than could have been otherwise.

At this time new office space was provided on Treasure Island for the Commanding Officer, Executive Officer, Personnel and Disbursing Departments of Receiving Ship.

In 1943, approximately six and seven-tenths acres were added to Yerba Buena Island by fill-in ground. Most of this new area was devoted to recreational facilities, athletic field, theaters, gymnasium and bowling alleys.





Grand Hotel •

In 1944, with a continued increase in barracks space on Treasure Island, Receiving Ship turned over its medical, dental, supply, and public works departments to TADCEN, eliminating duplication of services.

During the course of the war Receiving Ship handled an average of one thousand five hundred men daily and has handled as high as twelve thousand men in a single day.

When the Magic Carpet of Aircraft carriers, huge transports and liners brought returning veterans "stateside" at the end of the war, the Receiving Ship work was more than doubled. An intake center was established to assemble the thousands of men who came off the ships destined for various separation centers and their ultimate discharge. Wearily but audibly thrilled as their feet touched



good American soil for the first time in many months, these men were checked physically, re-outfitted if necessary, paid, and sent quickly on their way to their homes for well earned leaves, before returning to either a separation center or further duty. The intake center shuttled out approximately three thousand five hundred men each day despite transportation and railway tie-ups and the constant arrival of four thousand returning veterans daily.

As the men returned, each individual received a personal interview to determine his future billet, transportation was arranged and new clothing issued. The Intake Center operated a square-deal system of assigning men to draft lists, selecting names from the top of muster sheets; newcomers were placed on the bottom. In that way first come—first served. This attitude of fairness to all hands extended even for plane seats to Boston and New York, seventy-

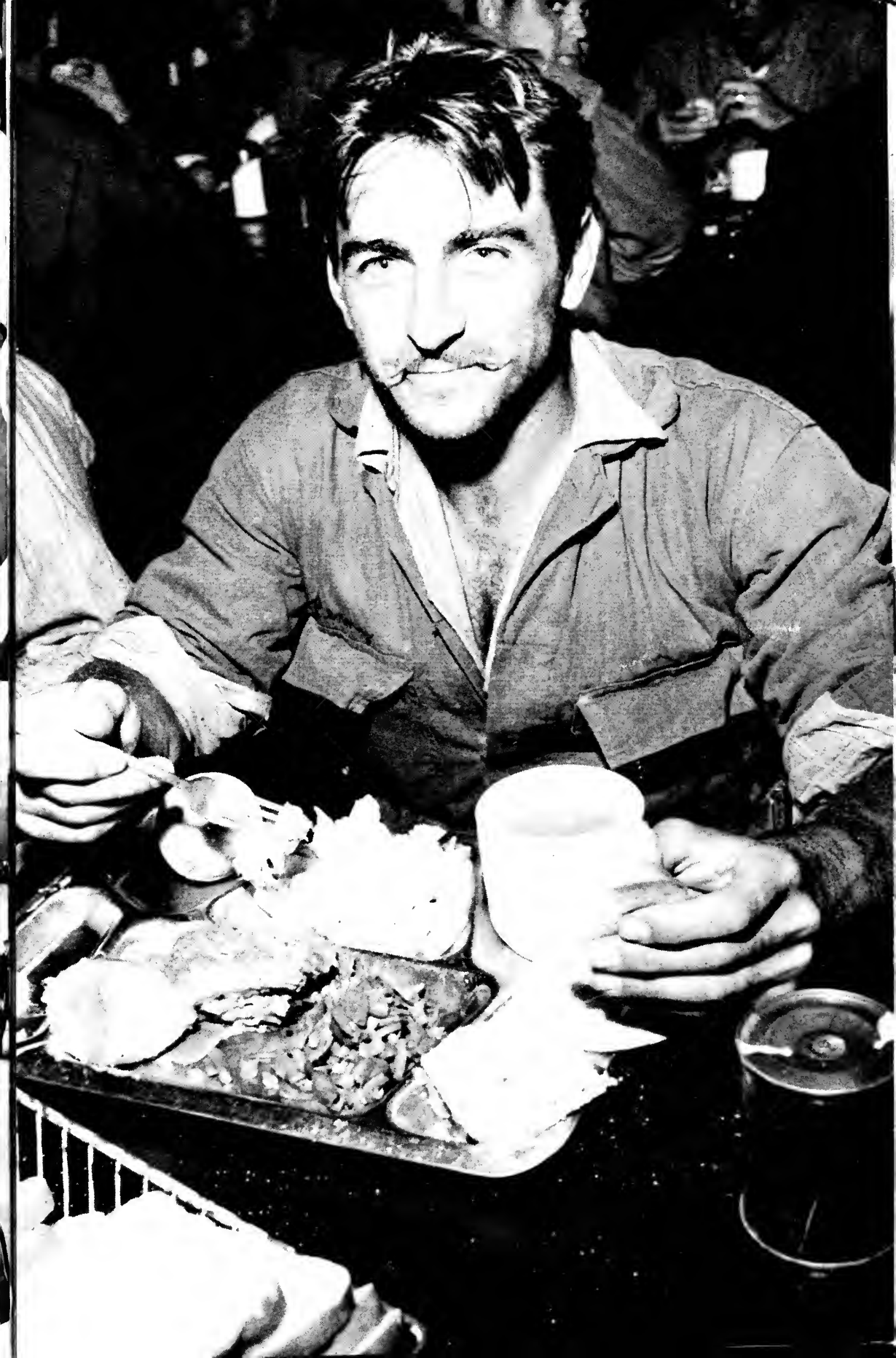
• *Welcome Home—Well Done!*





- *First Stateside Chow*
- *Dischargees*





two seats being available every day and the lucky occupants chosen by the same method of first come—first served.

The weeks of hectic experience when the first deluge of veterans swarmed down on Receiving Ship, pyramiding to one hundred thousand in a single month, quickly developed into a streamlined system which received a man, processed him, and sent him speedily on his way in an average time of seventy-two hours.

Recently Receiving Ship has been officially designated by the Navy department as Receiving Station Treasure Island.

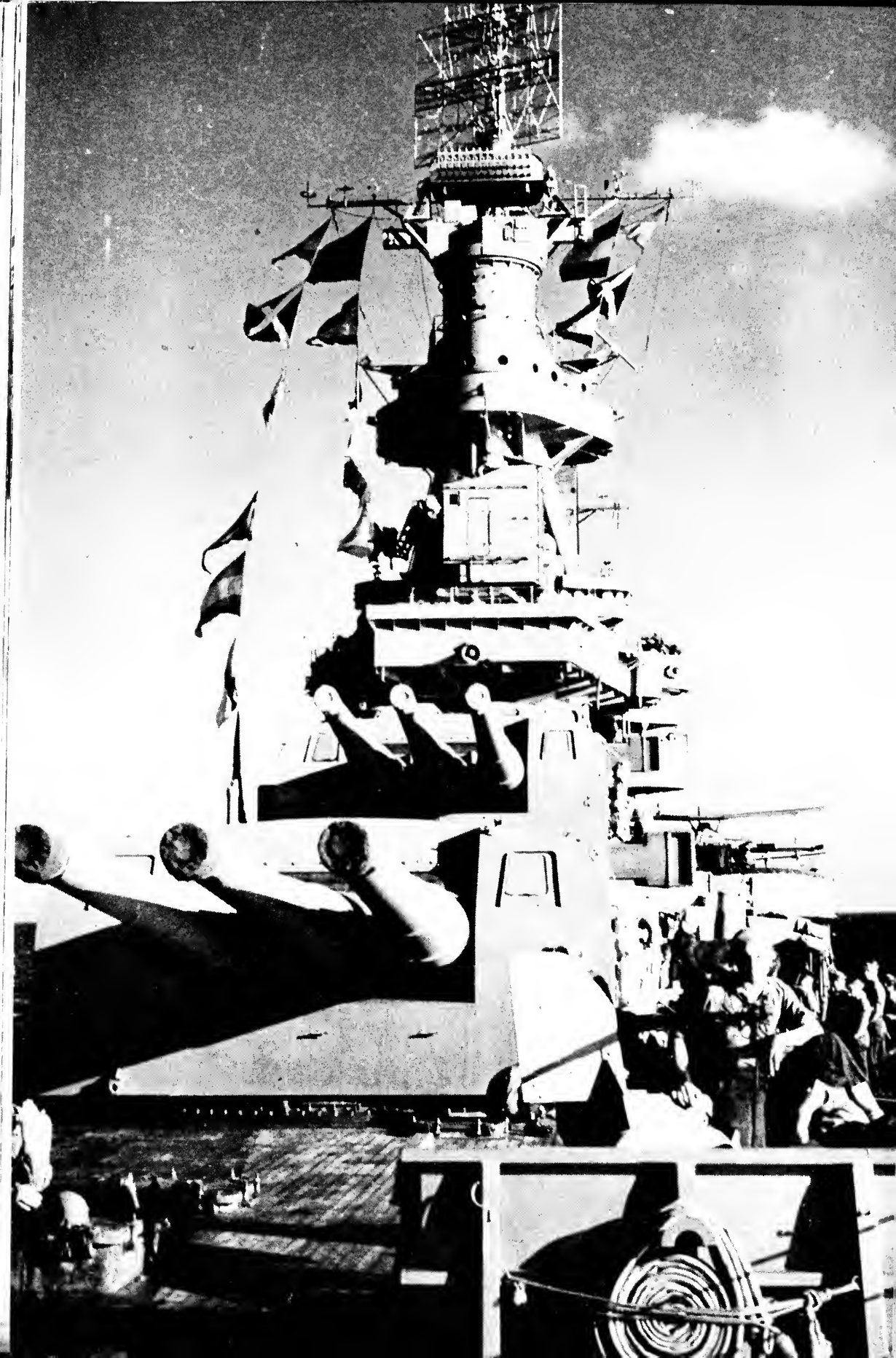
• *Stateside!*





Lodging for the Night •





CHAPTER VIII

Operational Training



IT MIGHT be said that as the Navy grew so grew the Operational Training School at Treasure Island . . . but it might equally be said that as the Operational Training School grew so grew the Navy.

First training on the Island was started by the Commandant, Twelfth Naval District, just prior to the outbreak of the war.

From a humble beginning as a Local Defense School attached to Section Base and directed by Captain P. W. Northcroft, USN (Ret.), the school completed the training of twenty-five hundred Reserve Line officers, and gave deck training to numerous crews in the first eighteen months of the war.

Developing and expanding as the primary training unit for the Precommissioning Center, the Operational Training School has formed and prepared crews for fast hitting cruisers, for destroyers of the rugged Tin Can Navy, for the large auxiliaries of the vital "A" Fleet, for "work horses" Coast Guard Cutters . . . and has given post-graduate refresher training to thousands more, mostly from combatant and auxiliary ships of the Pacific Fleet, but also

Navigation →

• *Captain's Inspection*





including Armed Guardsmen and ratings of the Royal Canadian Navy.

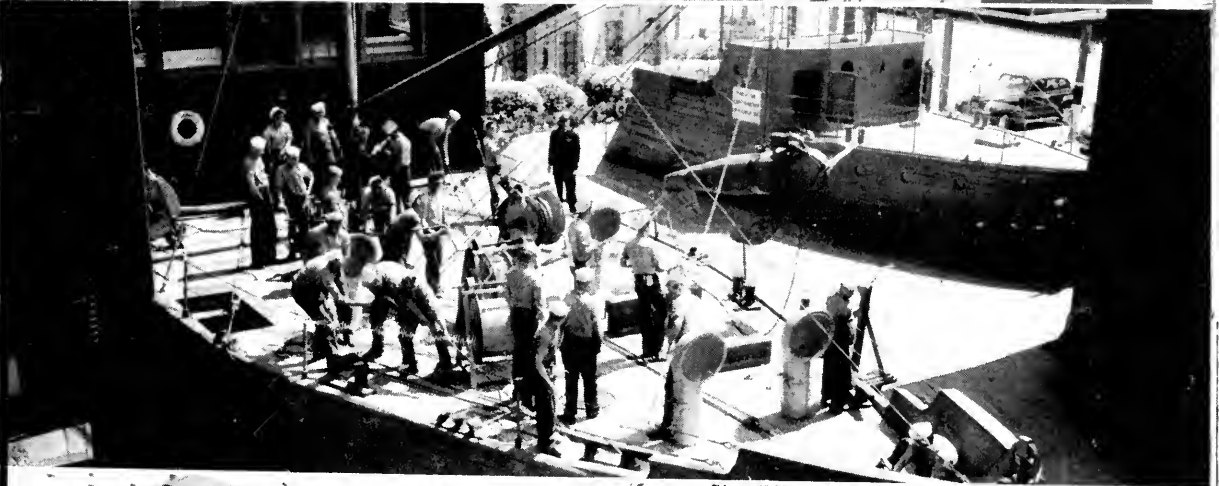
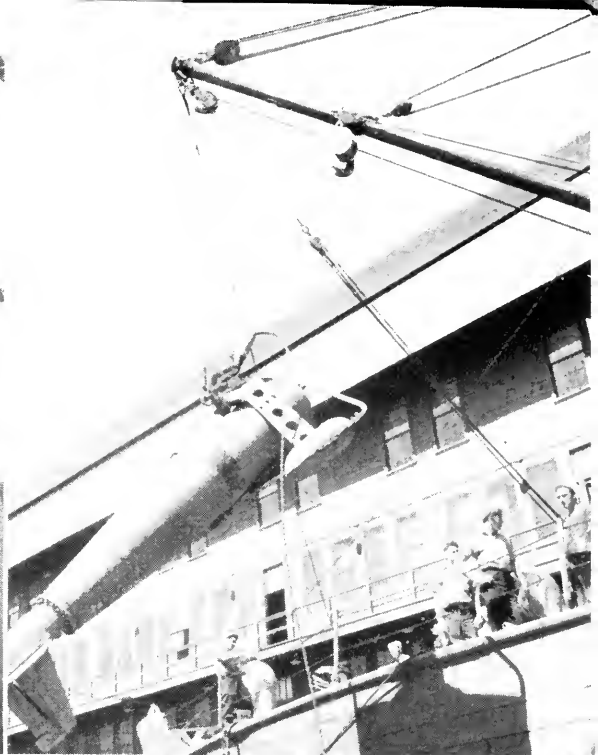
Operational Training School combined with Precommissioning Training Center comprised a "Treasure Island University" for the Navy ships that steamed out the Golden Gate. From this "campus" Operational Training professors have imparted the facts of Navy life to more than one hundred thousand officers and bluejackets. This institution of higher naval learning trained thousands of crews to fight a winning war at sea.

The first step in setting up a training program in the spring of '43 was to take inventory of the available training activities and to catalog them in some form so that information could be disseminated among prospective commanding officers of crews awaiting their ship. Due to the fact that none of the personnel whose train-

• *Knotty Problems*

Cargo Handling →





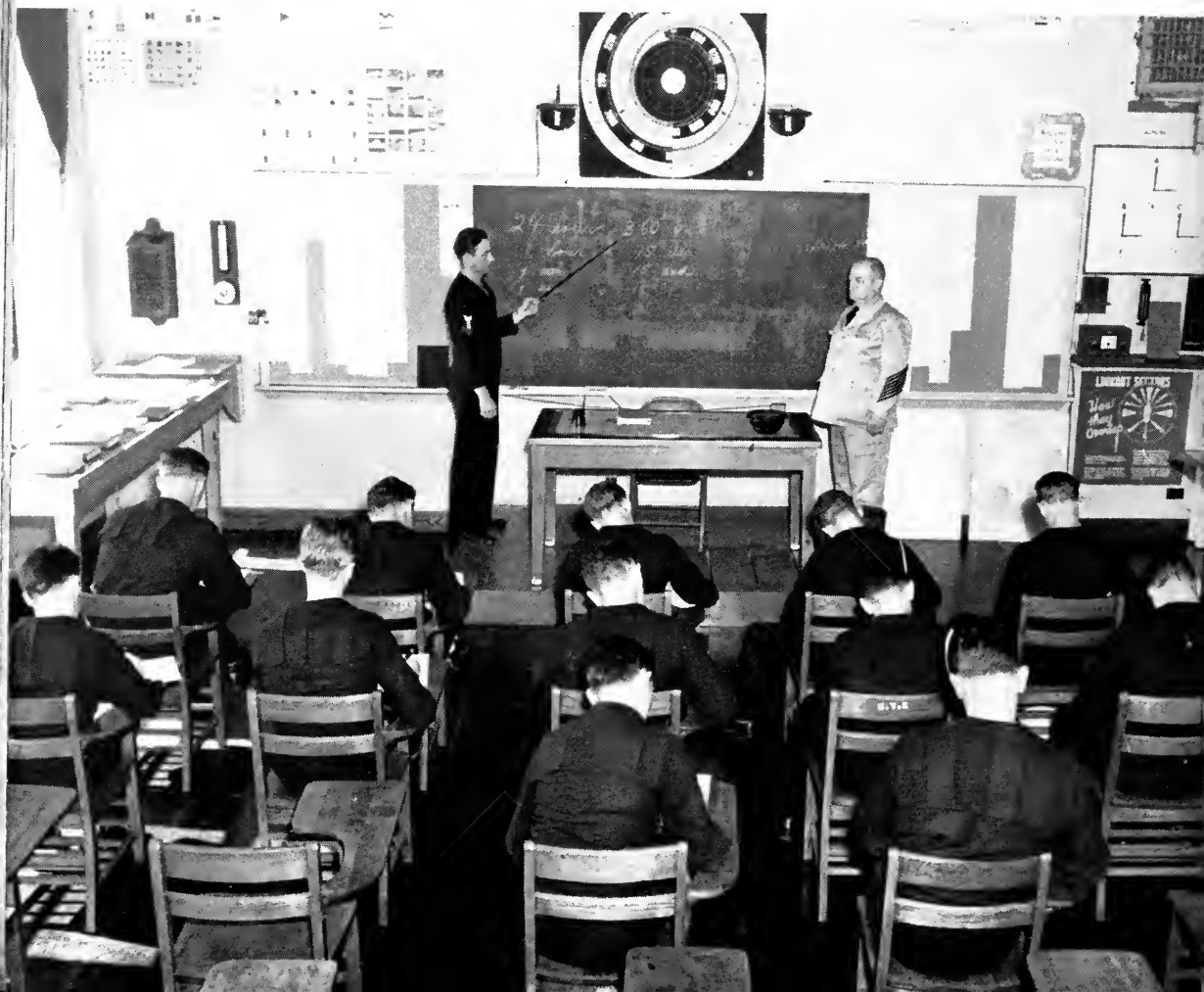
ing he was responsible for reported to him made the problem of Precommissioning Captain O. C. Laird a rather difficult one.

During this period the training consisted of fire fighting at the Navy Yard, Mare Island, gunnery training at Point Montara, look-out at the Navy Defense School, gunnery and gyro training at the Island's Advanced Fleet Training School, and whatever the ship's officers might give through the medium of lectures. Personnel were gravely concerned that there might not be enough students to keep the schools running. Little did they expect that their facilities would be increased four-fold and be strained to the breaking point.

In May 1944, military control of the men was placed under the Commanding Officer. An orderly form of training was now able to take form. This was aided by the establishment of a classifica-

• *Beginners' Navigation*

Flagwavers →





tion center which stressed placing the right man in the right billet and completing each crew with an even balance. The fact that ships were being manned by fifteen per cent who had sea experience and eighty-five per cent who had never been on the ocean shows the importance of this balance.

To accomplish training afloat Captain Thornton and later Captain R. H. Smith, successors to Captain Laird directed a tidy force of training ships, an AP, a Destroyer, a PC, a YP and the beautiful converted yacht Palomas CIC training vessel whose services are described . . .

(1) AP USS ARLINGTON—

All officers and men of each Auxiliary type ship being newly commissioned obtained a minimum of one week afloat on board the Auxiliary training vessel. Officers and men usually embarked

• *Dryland Sailors—for Awhile*

Engineering →



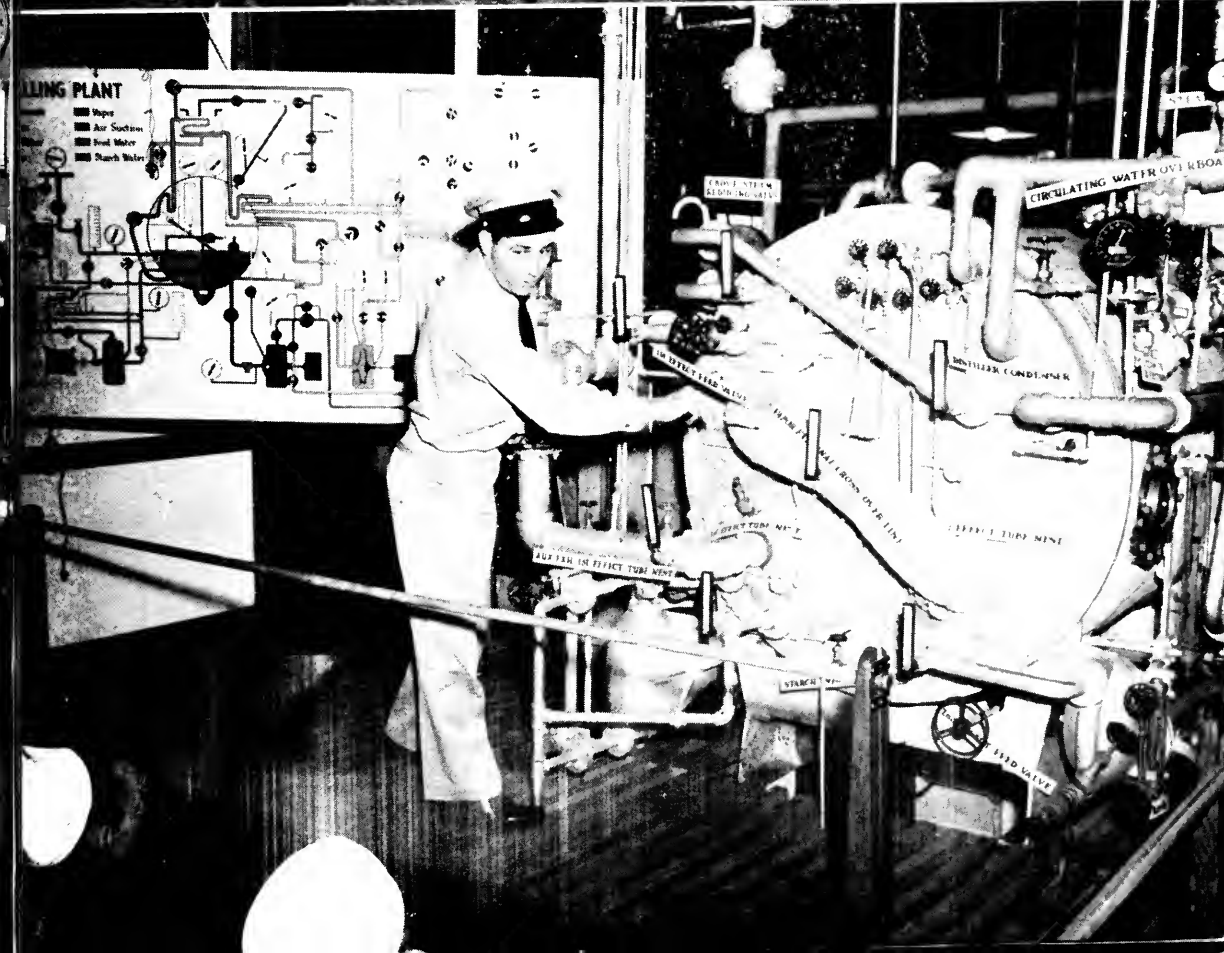


on Monday and debarked on the following Saturday. The first few days aboard were occupied with at anchor instruction in ship's organization, watch, quarter and station bills, deck seamanship, etc. The remainder was spent underway with instruction and practice in gunnery exercises, seamanship, shiphandling, communications, radar, engineering, fueling at sea, streaming paravanes, etc.

(2) A Destroyer USS HAYNESWORTH 2200 ton class destroyer which was rotated every three months. The majority of officers and men of each crew or destroyer being newly commissioned obtained a minimum of one week afloat aboard the destroyer training vessel. For purposes of taking afloat training the crews was organized into the following teams: Combat Information Teams, Fire Control, Gunnery, and Engineering Teams,

• *"This dial represents . . ."*





(Fireroom, Engine room, and electrical). Selected teams went aboard ship on Sunday which day was spent in indoctrination and ship's organization. Usually the first half of the week was spent on a round-trip to San Clemente Island. During this trip the following exercises were conducted:

- (a) Simulated shore bombardment.
- (b) Boat handling.
- (c) Fighter director and radar countermeasure.

• *Underwater Repair*





One day per week, usually Thursday, was spent at anchor. The latter part of the week the ship was underway conducting gunnery and torpedo firing exercises. An unfortunate experience occurred with the training destroyer while moored at the South Pier on Treasure Island, the training destroyer in pumping out its tanks proceeded with a wrong hook-up which resulted in pumping contaminated water from the Bay into the entire Treasure Island and Yerba Buena Island water system, which caused a holiday in drinking water for a period of several days, and a highly chlorinated drink for the following week.

(3) P. C. (Together with ASW target such as YP).

This type of ship used primarily for training Anti-submarine shore teams of DD's. Also used for deck seamanship, signalling, helmsman and quartermaster training, conducting daily ASW operation inside San Francisco Bay with formed ASW teams using Y.P. as target vessel.

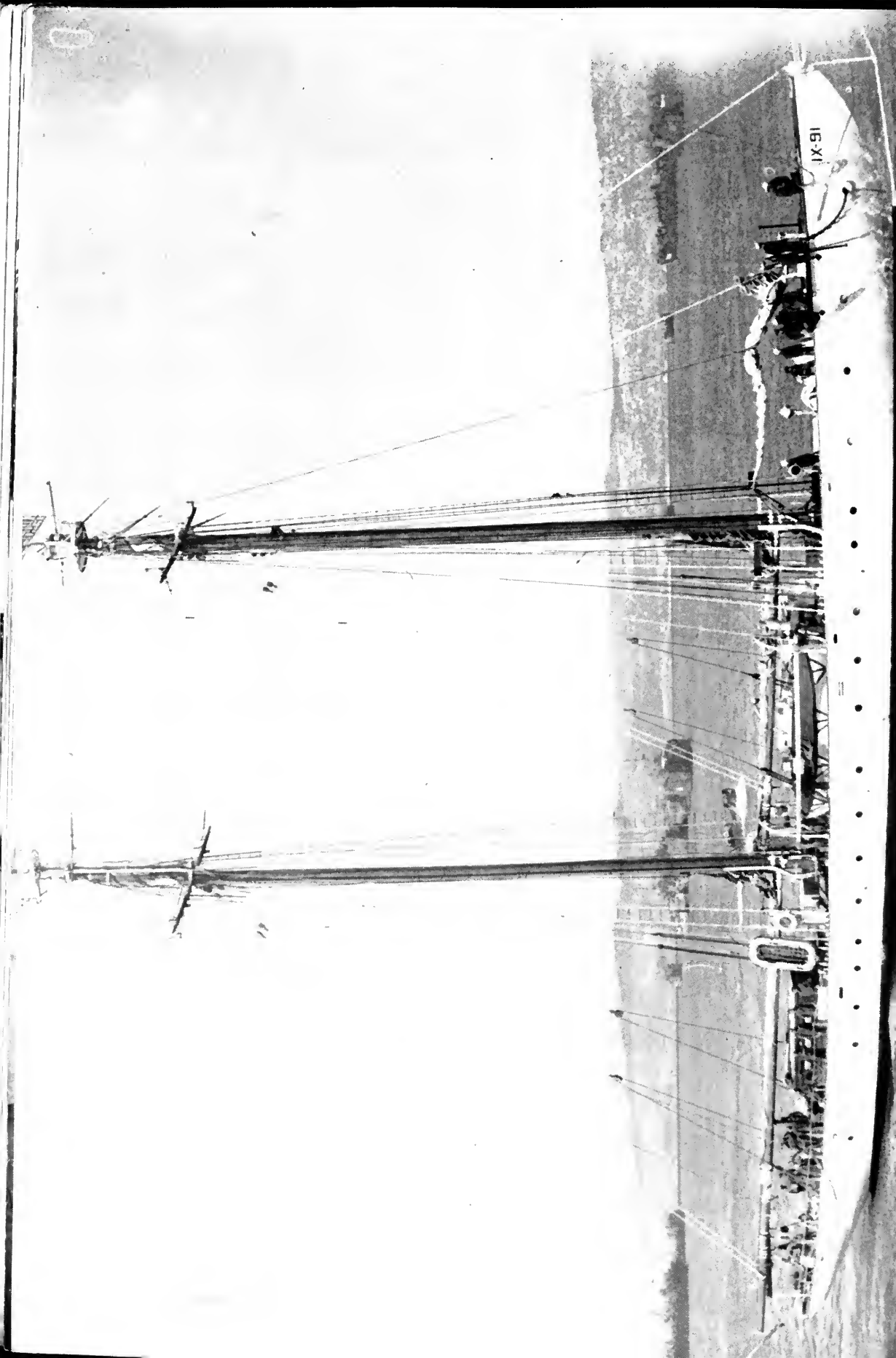
(4) Y.P.

Used for deck seamanship, helmsman, gunnery, signalling, and

• *Damage Control*







15-XI

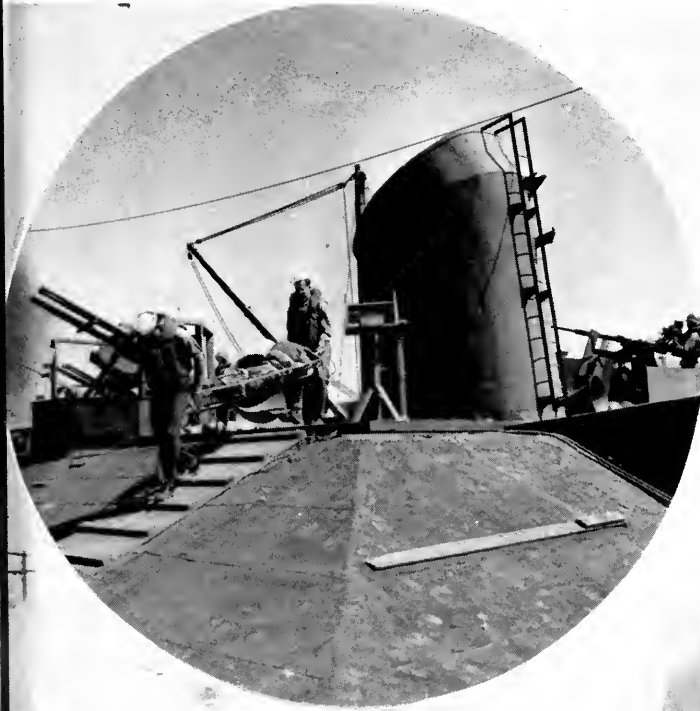
quartermaster training vessel, conducted daily operations inside San Francisco Bay with signal and deck force trainee personnel.

(5) Y.F.—843

Specially equipped Anti-submarine training barge, used primarily for anti-submarine refresher training proceeding daily to alongside ships in the San Francisco Bay where instruction was conducted in anti-submarine warfare.

To accomplish training ashore the Command worked in close coordination with Commander Huford E. Stone, USNR, and later with Captains C. J. McWhinnie and H. D. Wolleson (then Commanders), Commanding Officers of the Operational Training

Battle Casualty •



School where precommissioning and refresher training curriculums were carried out.

From the Fleet, from the boot camps and from Class "A" Naval Training schools, the bluejackets reported to Treasure Island University, slated perhaps for the DD pool or the auxiliary pool, then for assignment to an individual ship's company, precommissioning training ashore and afloat and finally duty aboard a newly commissioned ship.

For instance . . . Strawfoot, Joseph (n), 999-99-99, S2c, USNR, newly deposited on Treasure Island, was shown where to park his seabag and himself. "Aha," said a classification specialist, "just the man for deck hand on an APA." So Joe's service record, pay account, I.D. card and dog tags were checked, his bag was inspected and his teeth examined.

Certified okay, Joe Strawfoot became a full-fledged member of the auxiliary pool and was put through a hectic little routine called "basic processing": simply training in first aid, chemical warfare, ammunition handling, night lookout and fire fighting—and tests

• *Shipboard Communication*



for night vision and swimming ability—and physical conditioning—and perhaps some military drill.

Next Joe and two or three hundred other bluejackets were formed into a balanced crew. Their ship's Prospective Executive Officer took over, and Joe and his new mates were moved to a section of a barracks all their own, henceforth to sink or swim together.

As a prospective deck hand, Joe got more processing: three weeks of gunnery recognition and reporting, seamanship, physical conditioning, telephone talking, day lookout, helmsman's training; then a week's firing at AATC, Point Montara, Calif.; then a week's hatch and winch training back on Treasure Island.

Joe, by this time, knew something about being a seaman. He had learned, first, from the instructors, second, from those of his shipmates who were already experienced deck petty officers. Meantime, his other shipmates—signalmen, yeomen, radiomen, shipfitters, cooks and all the rest—had been studying too, or practicing the work they were to do aboard ship.

The ship's officers from the skipper down had also been hitting the books. The exec., for example, studied fire fighting and chemi-

Words a Minute •



cal warfare on Treasure Island, spent a week at the CIC Indoctrination School in San Diego and another week at the NTS (Damage Control) in San Francisco.

An ensign assigned as a watch and division officer dug into fire fighting, chemical warfare, O.O.D. duties, sound-powered phones, lookout and recognition, transport doctrine, tactics, basic gunnery, AATC firing and the fine points of mustering and administering a division. He then took a deep breath and, if time permitted, went the rounds of damage control, piloting, basic communications, coding, basic CIC, winch operation and—whew—courts and boards.

A lot to know? Certainly, but there's a lot to running a ship, Joe and the rest of the crew found that out when they got their first taste of sea duty ashore—on the "USS Apakamok," Fleet Training Center's dry-land training ship, built for practice in ship's evolutions and battle drills—and their first taste of sea duty (the wet kind) aboard one of Task Group 14.5's training ships.

Auxiliary engineering and deck trainees, which included friend Joe, got their third week of deck training aboard the auxiliary training ship. All officers and men spent at least a week aboard the training ship.

The Center tried to coordinate the schedules of their training destroyer and their training APA so the two could operate in company one or two days a week for fueling-at-sea exercises, tactical and signal drills and formation steaming.

Even before precommissioning training had ended, certain officers and key ratings reported to the commissioning detail for duty in connection with fitting out the ship. Then on commissioning day

• *Night Lookout Trainer*

Firefighting →







• *More Firefighting*

all hands reported aboard. They included, naturally, Seaman Joe Strawfoot, most likely convinced that he knew as much about seamanship as a Chief warrant bos'n with 30 years.

Well, Operational Training Center, as was to be expected, had made a pretty good man out of Joe.

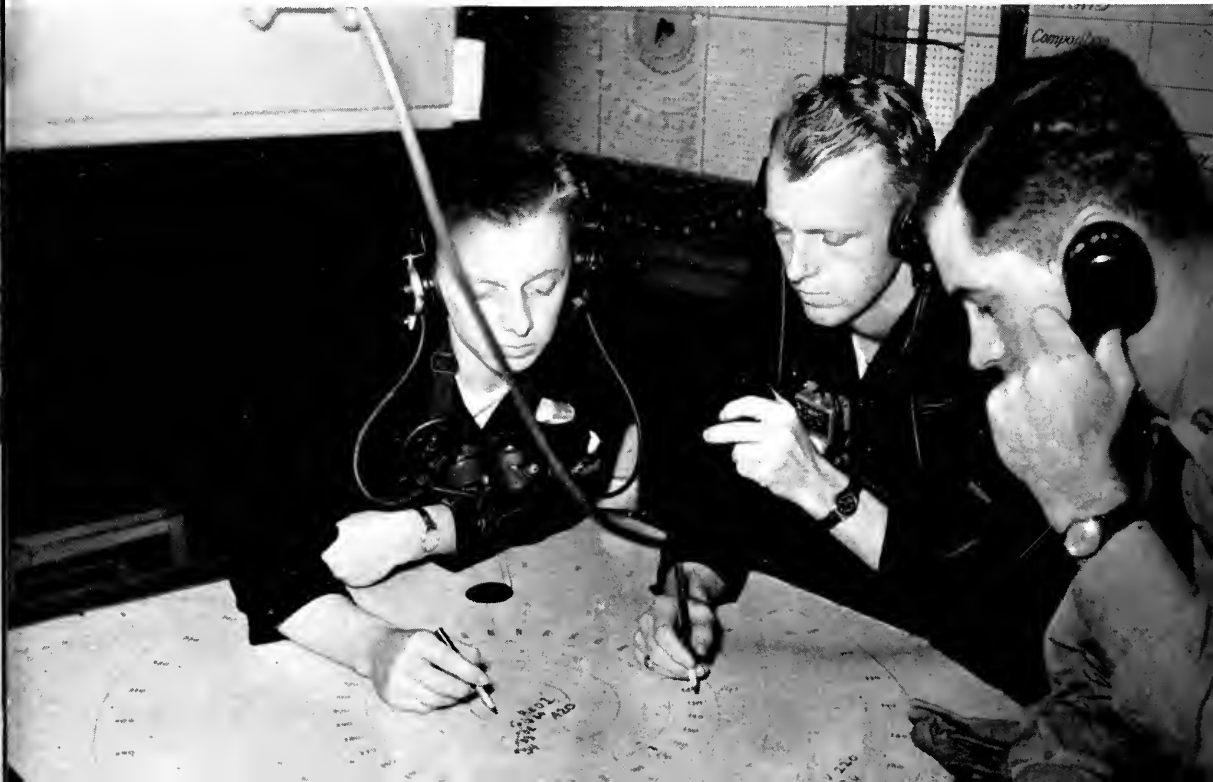
(But he may still have a bit to learn.)

Should you be around Treasure Island University one year later, you might see Joe Strawfoot again. It is several invasions later, and Joe's ship has returned to the West Coast for repairs. Joe is a coxswain now, and he and several other officers and men off the ship are back on Treasure Island for refresher training.

Refresher training is designed to make better ships out of good ones. It gives officers and men new skills, teaches them to do their jobs as you can teach only men with experience behind them. Joe may get his refresher training in gunnery or as boss of a winch team; there is training available for every shipboard rating.

Shortly after it steamed into the Bay area, a destroyer, for instance, was informed as to the minimum training requirements. It was requested to furnish the liaison officer with plans for refresher schedules and quotas, and prior to departure it is requested

Plotters •







← *Gunnery*

Eyes and Ears •

to tell the liaison officer what training was actually accomplished.

Recent additions to the Treasure Island University were the facilities of the six Naval Training Schools, Treasure Island: Fire Control, Gunner's Mates and Electric Hydraulic, Gyro Compass, Rangefinder Operators, Advanced Welders and Underwater Cutting and Welding. The schools were originally commissioned by BuPers to give advanced training to graduates of Class "A" Schools, later changed to accommodate men direct from sea duty. Now they are incorporated into Fleet Training Center.

Comdr. J. H. Falge, USN, CO of the Schools from their establishment in 1942, to their decommissioning in 1945, had expressed satisfaction that the schools service the forces afloat. "During the school's existence," he said, "we graduated over 8,000 enlisted trainees from comprehensive courses averaging 12 weeks in length . . . many additional thousands of men had received short pre-commissioning or refresher courses."

Although the successful prosecution of the war had eased the need of training men in such large numbers, the need for refresher courses was constant. These finely equipped schools proved to be of infinite value to Fleet Training Center in providing necessary training within this area.



CHAPTER IX

Waves



SIX MONTHS after the Japs struck Pearl Harbor, the first WAVES donned uniforms in the wartime Navy, pooling their talents and efforts with those of 3,000,000 other individuals in as tremendous a demonstration of teamwork as the world has ever seen. In November '42, seventeen reported aboard

Treasure Island. As operations overseas called more and more Navy men, the WAVES took over an increasing number of jobs to keep the large station in running order until more than 800 officers and enlisted women were attached to fifteen different activities. Most of them came as seamen and a large number as third-class petty officers. Many have been commissioned from enlisted ranks and several are now chief petty officers.

The largest group of WAVES were on duty at the Training and Distribution Center. Many of the offices, including the supply office, the disbursing office, the dispensary, the commissary, and the fire fighters' school all had WAVES.

Other activities on the island to which WAVES were assigned included the Operational Training School where men were taught such shipboard procedure as signalling, damage control, lookout

• *T. I. WAVES on Review*



recognition, and navigation. Ten of the WAVES served as gunnery instructors at the school.

A large number of WAVES were on duty at the Armed Guard Center. There, storekeepers worked with enlisted and officer pay records, they processed applications for allotments and family allowances, and prepared mileage vouchers and travel claims. In the material office they typed invoices of issue to ships, gave out ordnance publications, and prepared reports for the Port Director's office of issues and returns of material from ships. WAVES also taught gunnery, kept signal and school records, and typed correspondence for the personnel offices.

Enlisted women worked in the personnel office at the Precommissioning Training Center where crews of most of the new ships in construction on the West Coast were trained. Yeomen and sea-

Eyes Right •



men were on duty at the Frontier Base which dealt with ships temporarily stationed there as well as with small craft such as SC's and YP's which were attached to Treasure Island and patrolled the Pacific. The majority of the WAVES were in the personnel office, while others served in the industrial division. Yeomen and storekeepers worked in the activity which issued ammunition to various ships. WAVES also were among the personnel at the Naval Training Schools and the Hospital. At the Receiving Ship WAVES worked in the personnel office and in the disbursing office.

The Radio Materiel School boasted the only WAVE printer on the station and one of the few in the country. She worked on textbooks used by men in their studies. A specialist (P) at this activity worked in photography, developing, and printing material for instructional use.

• *The Photographer's Mate Was NOT a WAVE!*





A Pleasure, I'm Sure •

Some WAVES who were attached to the Western Sea Frontier and District Local Defense Forces were located on Treasure Island and dealt directly with the operations of ship and aircraft in the Pacific. The communications division was manned almost entirely by WAVES.

Six barracks and a separate mess hall for the Treasure Island WAVES and nearly all recreational facilities were enjoyed by them. Three theaters, classes in bridge, knitting, Spanish, and art as well as a sports program made for busy off-duty hours, while in addition the San Francisco Bay area offered endless opportunities for entertainment.

An interesting first-hand account of the WAVES' arrival aboard is told by Betty Sayer, Chief Yeoman, who is the only WAVE of the original eighteen still on active duty.

"We were welcomed aboard, 18 strong, amid shouts, whistles, and cat-calls, on 30 November 1942. Thus started our Navy career on Treasure Island.

"WAVES were quite a novelty, so for a while we were stared at and I'm afraid not very welcome in 'this man's Navy.' However, when it became inevitable that we were here to stay things began

to become 'squared away,' and we were considered a part of Treasure Island.

"There was only one WAVES Barracks, one gymnasium and two theaters at that time. We ate in the CPO mess at Galley K and fared quite well. For a few months after our arrival we had flowers adorning our table, and no trays. Then, as all good things must, this came to an end. One morning in May of 1943, when we entered the mess hall we were greeted by trays. However, we didn't complain, and soon became quite used to them.

"When we first reported aboard we were restricted to the barracks for a week. The main reason being no recreational facilities. That was soon remedied, however, and a section was set aside in one of the theaters for us, also certain hours were set aside for us at the gymnasium.

• Mail WAVE







"One of our first experiences on the Island was when we were given gas mask drill. Most of us had never seen a gas mask before and were fairly frightened to death. We went through the gas chamber, however, with not one casualty, and consequently felt we were pretty well initiated into the service.

"With the advent of more WAVES we began to see many changes, new barracks, a WAVES beauty parlor, WAVES galley, etc. Seemed for a while the V-10's might take over T.I.

"In February 1945, the number of WAVES on Treasure Island reached its peak with approximately 800 WAVES. Since that time many discharges have been effected and the number of WAVES is slowly decreasing.

"Many of the first WAVES who reported here received commissions as Ensigns and returned for duty. A few were transferred and





• *Short Wave*

Birthday Dance →
Good Sports →



others received discharges. By December 1945, there was only one WAVE from the original 18 left.

"On the whole, I can truthfully say that we all enjoyed and benefited by our experience as Navy WAVES."

We of Treasure Island, join Betty Sayer in saying that we have all enjoyed and benefited by having WAVES with us. Their coöperation and hard work has been invaluable to the various commands which they served and all agree that their combined efforts were necessary so Treasure Island could do its share in winning the war with Japan.

Admiral King's tribute to the Women's Reserve—"An inspiration to all hands in the Naval service," continues to stand solidly against the hands of Time.

Bon Appetite →





"Gracious—but it's spacious!" •



CHAPTER X

Radio Materiél



AS THE great task force moves through the blackened waters seeking out the enemy, its eyes and its ears are no longer the high-powered glasses of the look-out, nor the phones of the radio operator in the radio shack. Electronic

equipment developed during this war leaps beyond horizons to sight the enemy or plunges under the surface to detect the slightest movements of objects far beyond the horizon. The technical knowledge required to understand and operate this equipment in offensive and defensive actions of fighting ships requires skilled instructors, and intelligent students.

Turning out skilled Radio Technicians was the wartime mission of Radio Materiel School, Treasure Island, from its commission date, February 1942, under the command of Captain Harry F. Breckel, USNR (then Lt. Comdr.), with Comdr. Ray H. Parker, USNR (then Lt.), as Executive Officer, Lt. Paul G. Fritschel, USNR, Educational Officer, Comdr. M. M. Holt, USN (then Ensign), as Assistant Educational Officer.

On V-J day the school had contributed more than 10,000 Radio

• *Between Classes*



Technicians to the Navy, representing more than one-half of all Radio Technicians trained for the Fleet during that time. The Navy operated two other similar schools, one at Bellevue, with a somewhat smaller capacity than Treasure Island, and one at Chicago, with a somewhat larger capacity. But the latter did not open until June of 1944, at which time it was established under the technical and organizational direction of Captain Breckel, and the Radio Materiel staff here.

Looking back, the first day when nine Officers, nine Chiefs, and six hundred students stepped into two incomplete buildings to start the school, seems a far cry from the complete and modern plant of today. The Bay Area rainy season was in full swing and remained so for the first forty-five days; the heating plant had blown up, a donkey boiler had been installed to provide warmth.

Capt. H. F. Breckel, USNR •





Plans made several months previously in Washington, to supply the necessary books and equipment to operate the school had failed to materialize and the only material on hand was some radio equipment that could not be utilized for some months to come. Classes were started using mimeographed pamphlets brought from Bellevue by some of the officers and men.

Examinations were given previous to commencement of the school for the six hundred students, and the highest fifty that showed possibilities of being instructor material were chosen and in a very short time were given an outline of what would be expected of them in the next few days as teachers instead of students. Fortunately among this first group were several Electrical Engineers, men of high caliber, who later became excellent instructors.

The school had originally been planned to be double the size of

← *Atop Yerba Buena*

Early Expansion •

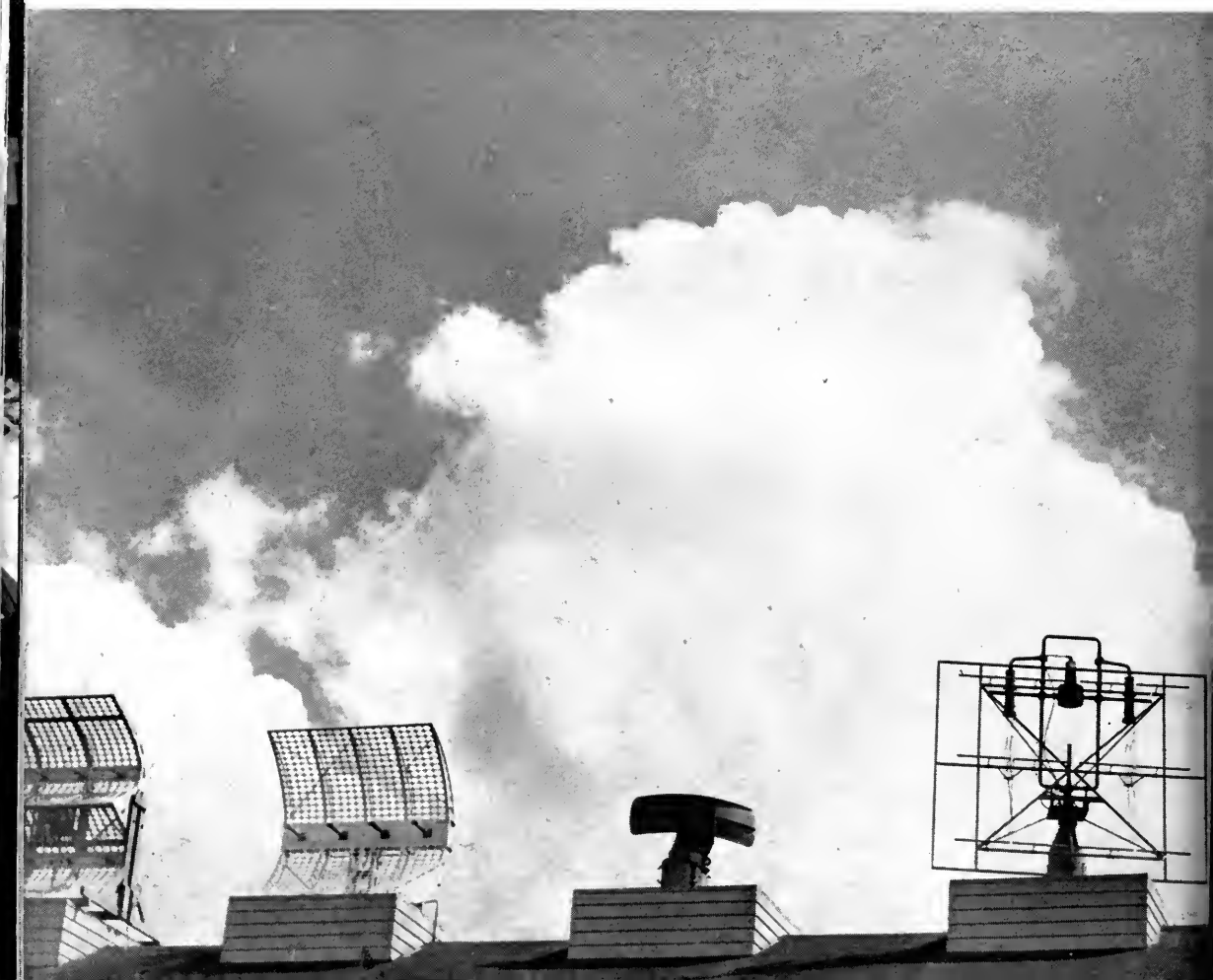


the school at Bellevue, conceived on the basis of turning out one hundred graduates per month. Within one week of the opening, shipboard demands showed that the number of graduates required would be at least two hundred or more.

The plan to increase the figure to two hundred forty per month was accomplished, eliminating the first three months of the course at Treasure Island, and handing it over to advanced colleges throughout the United States, where the elementary and fundamental subjects that were being taught in the early months could equally as well be taught in any civilian college.

By June of '42, with the graduation of the first class, the primary phases of the course were no longer being taught at Treasure Island, and new students had started to arrive from the various colleges throughout the country. Soon the quota of students was lifted from

• *Bed Springs*



two hundred forty per month to four hundred each month; one hundred graduates leaving the school each week for sea duty.

With the first graduated class and every class that graduated since, each man has taken on board a questionnaire from the school asking the Commanding Officer to give constructive criticism that might aid the school in changing its methods in order to meet the needs of the Fleet. In this questionnaire there was also space provided to rate the men as excellent, good, fair, or poor. More than eighty per cent of the returns received rated the men as excellent. Approximately two per cent of the men were indicated as poor, and there was usually an explanation accompanying such poor reports to show that the man was either a chronic sea-sick case, or in some instances, an outstanding student turned out to be nothing more than an outstanding student, who showed no initiative, no common

Radio Direction Finder •





• *Sonar*

sense, and no real ability. Judging from the large number of excellent reports received through these questionnaires, and other records which show that twenty-five per cent of all students or graduates have, during the war, received Warrants or Commissions, in addition to the numerous commendations received by the school, the mission has been accomplished and the job well done.

From the very beginning Radio Materiel has enjoyed the local reputation of being able to do anything on short notice. Among the early students recruited almost every trade was in attendance. So it was the usual practice for many activities on the Island to call the school to find a particular skill or trade to handle a difficult repair or maintenance job. In one instance, a hurried call came in, reporting a plane call off the north pier and asked if any trained divers might be in attendance. In a very few minutes eight divers

were dispatched to the pier; another outfit provided the suits and these men were able to salvage the Army plane that had unfortunately crashed.

The Navy's recruiting campaign in the Fall of '41 had attracted most of the amateur radio volunteers throughout the country, and with the advent of the draft, it was necessary that a selection system be adopted by the Navy Department in order to get student material. This was accomplished through permission to examine the records of recruits in the training stations. The top seventeen per cent of the entire intake into the Navy was examined for radio suitability, and thirty per cent of that top bracket were chosen. In the final analysis, this means the Radio Technician training program receiving the top three to five per cent of the Navy as indicated by the particular tests involved, although undoubtedly many

Transmitter Lab •





• *Test Instrument Lab*

good men were overlooked through the strenuousness of the tests, and the speed with which selections, of necessity, had to be made.

Clothed in secrecy, Radio Materiel carried on its important work in the quiet unobtrusive way that is so characteristic of people who really have something worthwhile to offer. The exterior of the school's nine buildings, other than the radar antennæ, gave no indication of the highly technical and costly equipment within, which totalled in the neighborhood of \$20,000,000.

One factor that caused the school to operate successfully during its early stages was the serious effort to hand-pick every graduate for his particular job. In this the school was more fortunate than most schools, receiving a variety of orders from the Navy Department direct to various types of ships. This permitted the school not only to give each man almost exactly what he wanted but to evaluate the men, and knowing what was required of each type of ship, place the right man in the right job at the right time. While this naturally could not be carried through in every instance a large percentage of the men were so placed, and undoubtedly this has had bearing on the good results obtained.

Treasure Island's contribution of more than half the entire Radio



Radio Physics Oscilloscope Lecture •

Technicians furnished to the Navy during the electronically fought war has been an important one.

Some realization of the difference between V-J day and the pre-radar days of 1938 may be gathered from the fact that the ratio of men required to fight the war in Electronics on V-J day in August 1945, was at a ratio of 200 to 1, while the Navy's overall expansion was roughly 30 to 1. Still more remarkable is the comparison in training time required. The addition of numerous skills such as radar and sonar had doubled the time and school hours required. Thus it might well be said that the training required to prepare a man for his job in the Navy's Electronic war was 400 times greater than required in 1938.

As the story closes the Radio Materiel School is a permanent post-war Electronic School, operating on a full scale basis. Continued expansion is planned to carry on the training of regular Navy students as qualified Electronic Technician's Mates for Fleet and shore bases of the post-war Navy and to perform the task of maintaining the complex electronic equipment so vitally necessary in modern warfare, where the sciences are playing an ever-increasing role.

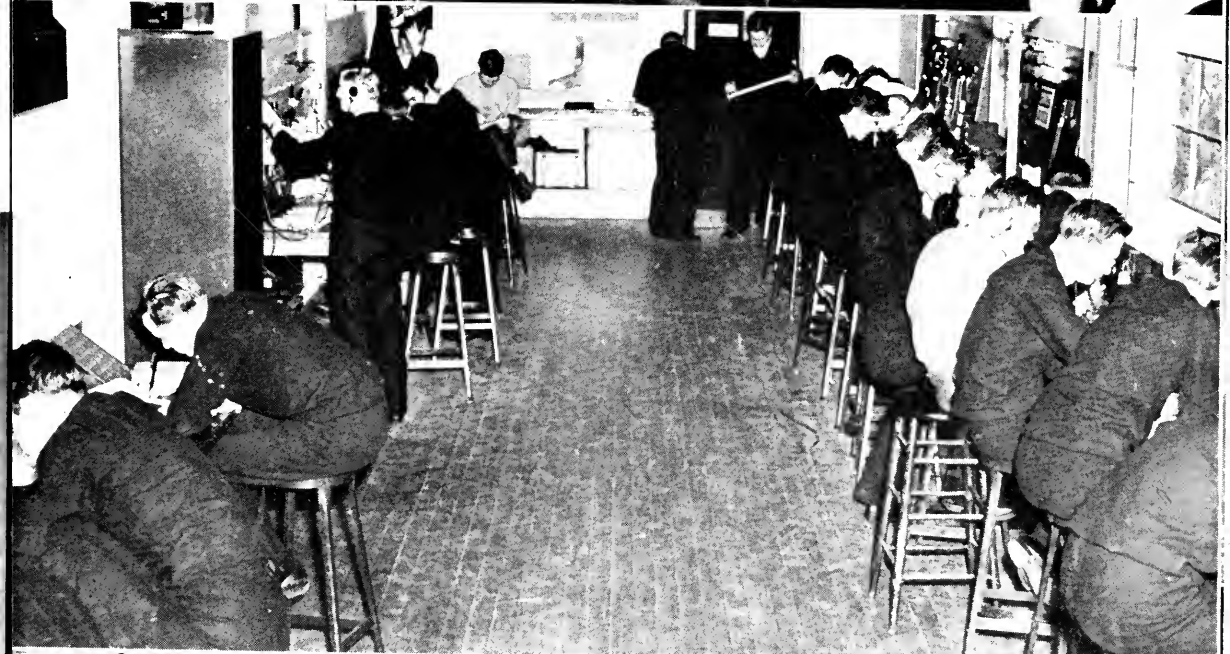
Outstanding in their work, the Officers and men of Radio Materiel School are also outstanding in the every day life of Treasure Island. Eagerly participating and taking a leading part in athletics, socials, and all events of a civic nature, the men of Radio Materiel have earned and won the respect, admiration, and friendship of all those fortunate enough to have served the Navy with them.

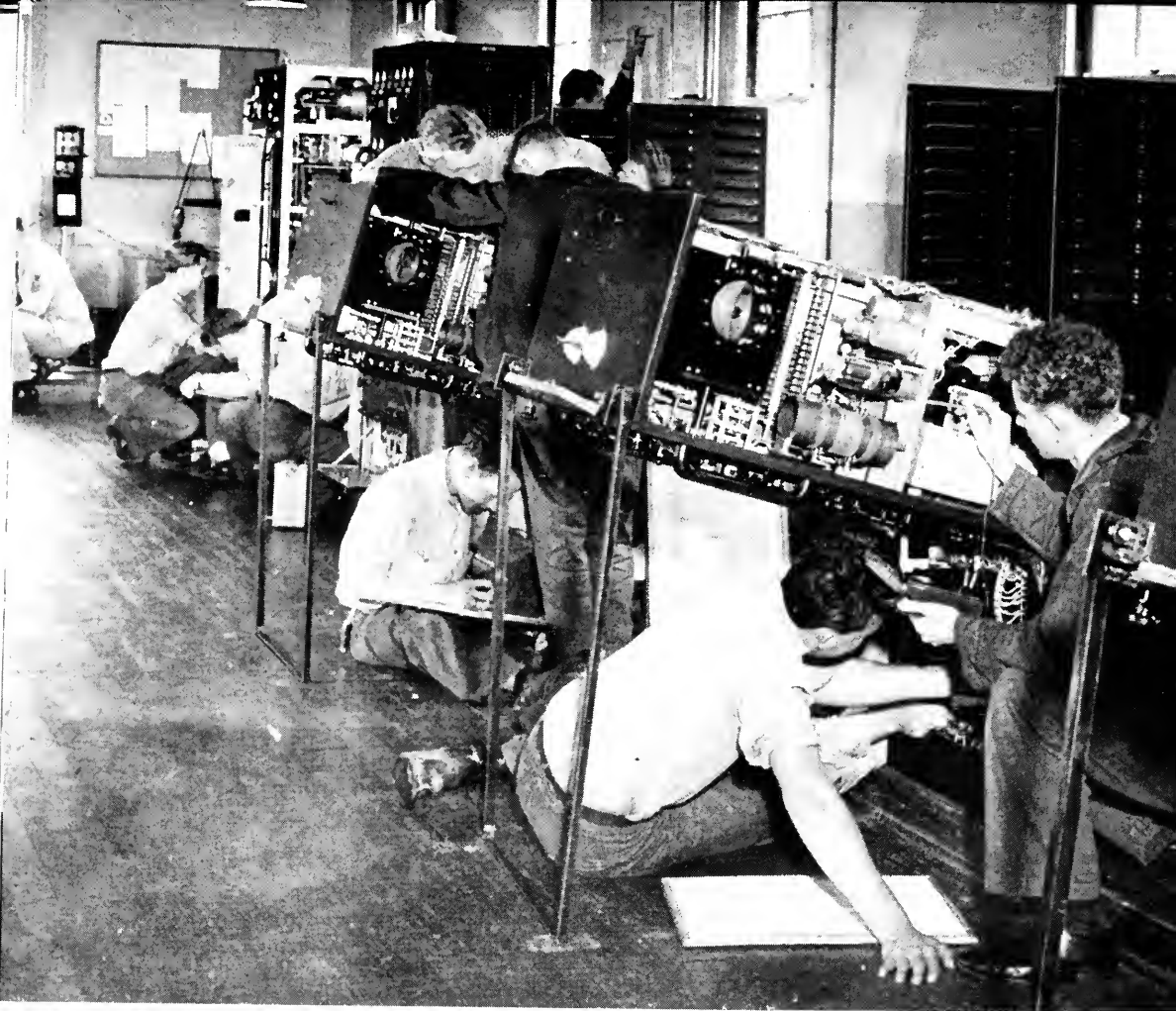
Navigation Fundamentals →

Six Months Along →

Plenty to Learn →

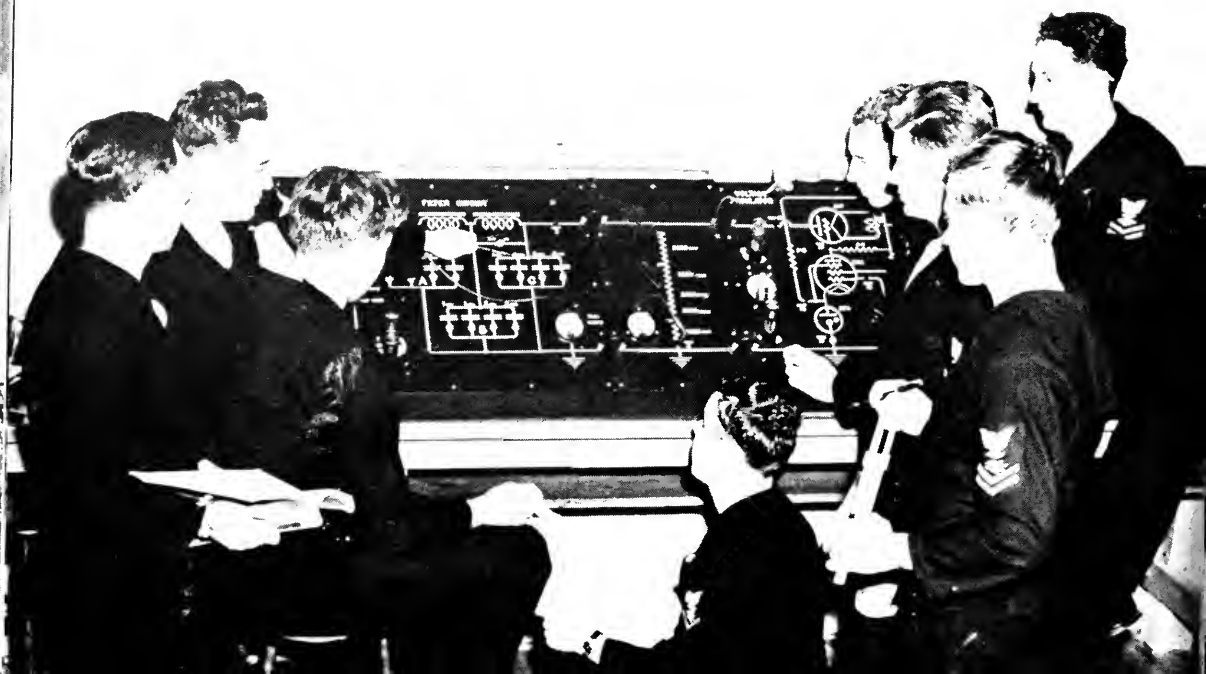






• *Transmitter*

• *Parts Identification*







30

U.S. NAVAL HOSPITAL
SURGICAL SECTION

KEEP
GRASS

CHAPTER XI

U.S. Naval Hospital



GRIMLY preparing for the return of casualties from the Fleet, the U. S. Naval Hospital at Treasure Island started its Naval career with commissioning ceremonies even before construction had progressed far enough for the hospital to

accept patients. On 4 April 1942, Captain E. E. Curtis, (HC), U. S. Navy (Ret.) Senior Medical Officer of the Training and Distribution Center, was assigned additional duty as Medical Officer in Command pending the arrival of the regularly assigned Commanding Officer. The first patient was admitted from the USS PYRO on 15 July 1942, and from this time on the Hospital has had a steady admission of patients, far greater than ever anticipated even in the dark days of the first year of Pacific war. Captain F. L. McDaniel, USN, took command in September '42, when there were two hundred and sixty-seven patients, but as yet no permanent accommodations established for them. Designed as a general hospital of five hundred bed capacity to care for cases to be drawn from district activities and locally based ships, the hospital's space was soon found inadequate to care for the wounded. It was neces-

• *Hello, Mom!*





Chief Nurse, Jap prisoner for three and a half years, receives national honors. •

sary to limit patients to acute medical or surgical cases, and overflow convalescents were then sent to other nearby hospitals. To quote the Medical Officer, in command in December of '42, when over two thousand five hundred patients had been cared for: ". . . even to take care of patients from the Island itself, ships and stations in the immediate vicinity of Treasure Island . . . we should have a minimum capacity of eight hundred beds here."

Carrying on through '43, with the duty personnel totalling less than sixty officers and nurses and about three hundred enlisted men, the hospital with its limited facilities established a record of admitting over ten thousand patients.

As the WAVES were added to the complement an "H" type building was constructed to house one hundred and eight enlisted

women and four officers and designated WAVE Hospital Corps Quarters. The building formerly designated as SOQ overflow was converted to the women's ward to care for hospitalization of service women. The Physio-Therapy Department was added and placed in full operation in March 1943, with a WAVE Officer in charge, and manned almost entirely by WAVE hospital corpsmen.

Six months later another important addition joined the staff when Epidemiology Unit Number 12 reported for duty after serving in Panama. Assigned a small laboratory space in the Medical Storeroom Building this unit served the needs of the entire district.

Facilities for hospitalizing service women were increased by converting an entire building to this use. The new Nurses' quarters were constructed complete with dining room, lounge, and visitors' rest room. With approximately the same number of working per-

Orthopedics →

• *Men in White*





sonnel as in the previous year, 1944 saw the war's toll increase the number of patients to over seventeen thousand five hundred.

Supporting and relieving the Fleet hospitals in the forward areas, all patients flown in by plane from the South and Central Pacific were sent to Treasure Island Hospital for care.

Never refusing almost unsurmountable tasks, the hospital required further construction for expansion. A new structure was erected to house the Clinical Laboratory, Epidemiological Unit, Blood Bank and School of Tropical Medicine.

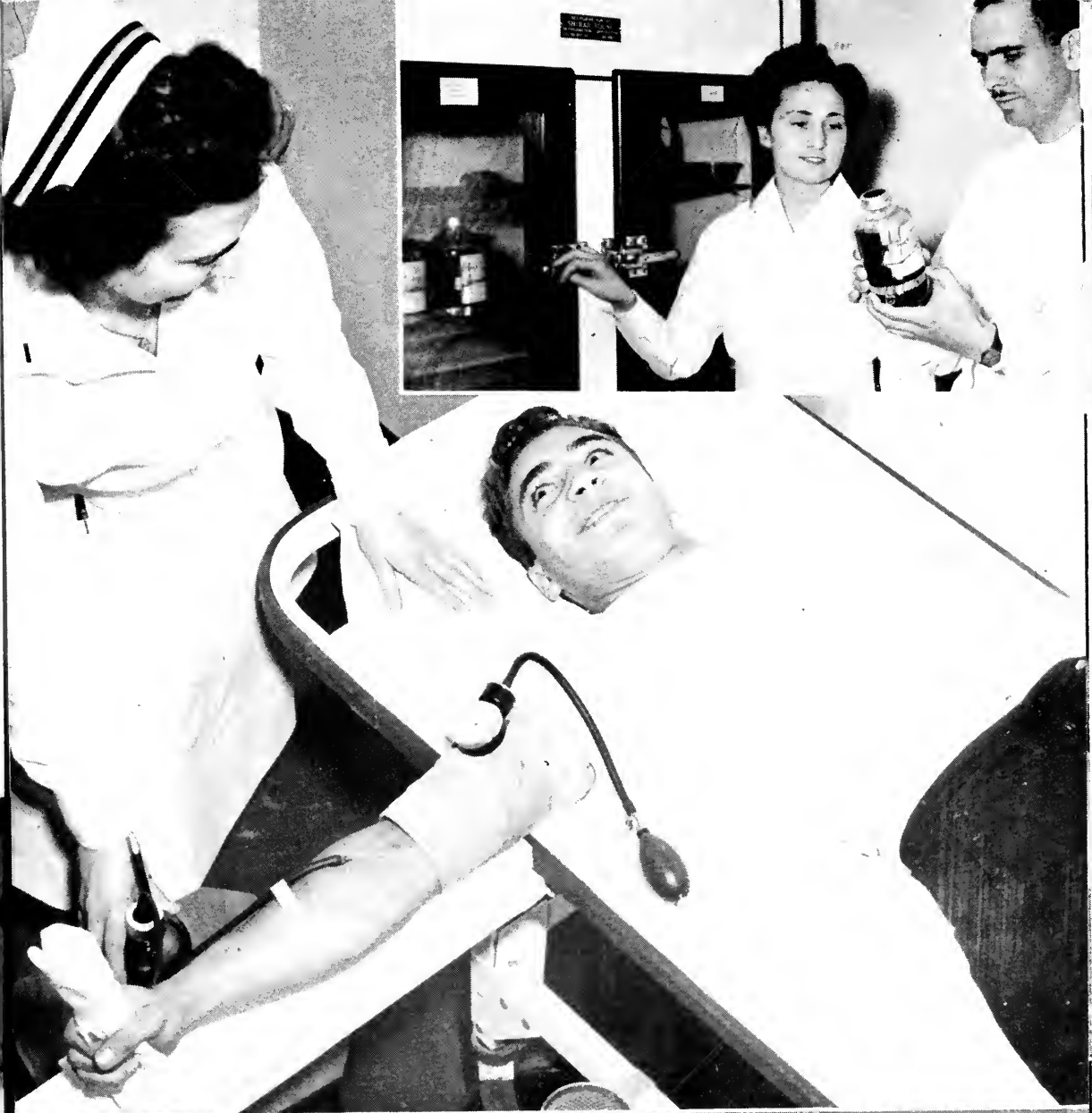
The Blood Bank in addition to handling all transfusions for the hospital, furnished whole blood elsewhere. It prepared plasma for ships being sent to the war zones.

The response to the appeal for blood donors was excellent. In order to obtain an extra supply of plasma, several ships would send large numbers of their crew members to donate

• *Orthopedics*

Blood Bank →





blood which converted into plasma, was then returned to the respective ships to supplement regular allotments from Supply Depots. Many donors were also accepted from the staff, Naval personnel, and civilian employees on duty at Treasure Island.

The School of Tropical Medicine was established for the purpose of training Medical Officers and Corpsmen in the diagnosis, treatment, prevention and control of tropical diseases and conditions to be faced in the island-hopping war. The entire west wing of the new building was used for the school. The curriculum called for five weeks' training for Medical Officers and ten weeks for enlisted men, with the additional teaching material furnished by laboratory examination on blood smears from malaria.

In order to bolster the hospital's small staff of both officers and enlisted men the district Medical Officer, through Com12, assigned

School of Tropical Medicine →





Medical Officers and corpsmen to the hospital on temporary duty from units being assembled and awaiting transportation overseas. This greatly relieved the working load.

Turning to new endeavors in April 1945, the Hospital received one hundred and three repatriates, civilians returned from Japanese prison camps in the Philippines. Quartered at the hospital, they were given necessary treatment, physical check-ups and Red Cross assistance pending the return to their homes. Operating through the final year of the war with approximately the same number in staff, the hospital continued to have a patient census of over ten thousand and provided hospitalization for the Training Center, all ships in the harbor, and all activities in the Bay area.

The hospital's history has its lighter side. Operating a Welfare and Recreation department to provide comfort and entertain-

The Ole Bing →
Sonja Henie Visits the Wards →
'Twas the Night Before Christmas →

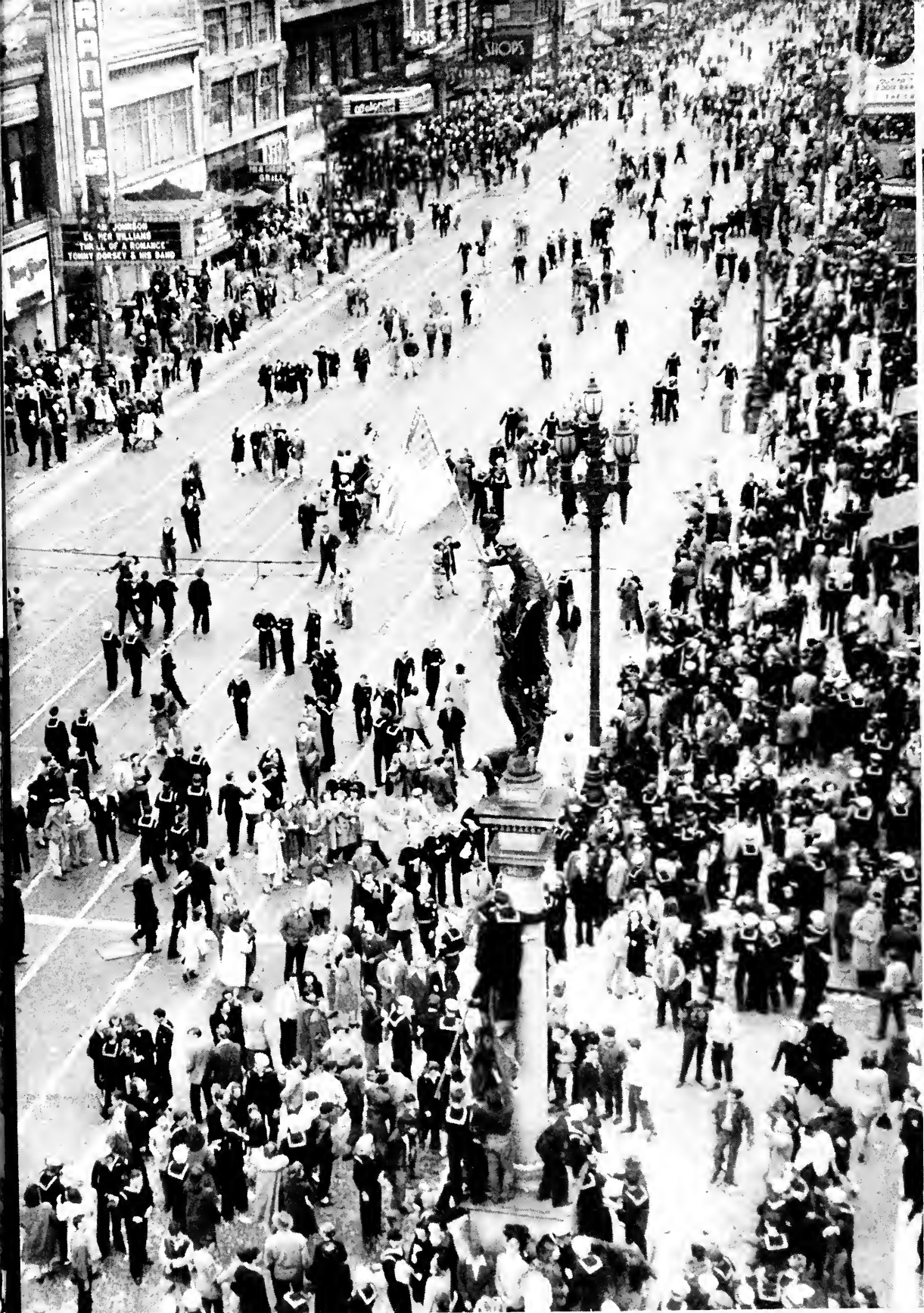




ment for both ambulatory and bed-ridden cases, the hospital experienced many happy hours. Visits from stars of stage and screen, the Grey Ladies of the Red Cross, movies, hobby and craft shops, helped the battle-scarred veterans back on their feet. Captain Hermann, Medical Officer-in-Charge, smilingly observes: "... our busiest day of the hospital's history was V-J day when three complete surgical teams worked twenty-four hours around the clock doctoring casualties from the liberty celebration, including a whole ward of fractured jaws. But of the one hundred and twenty-five cases that night, not one of them was a corpsman!"

• *Sun Bathers*





V-J Day (there were casualties) •

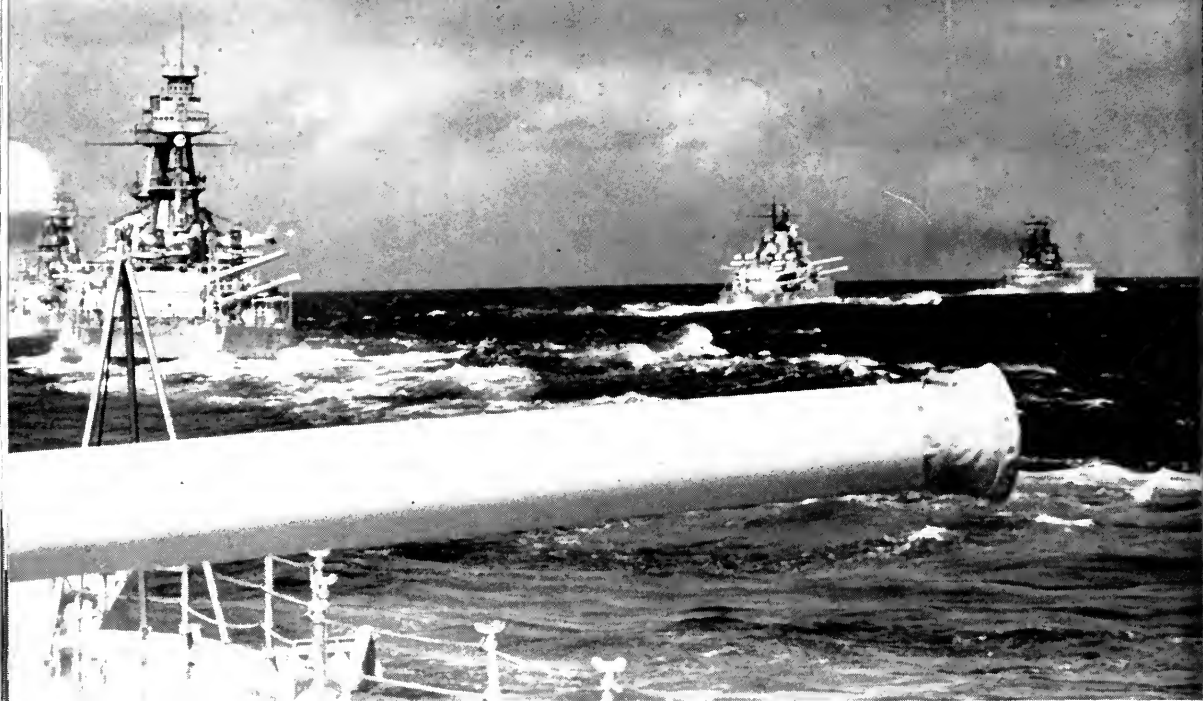


CHAPTER XII

Embarkation Barracks



HAVING expanded four times its regular size, Treasure Island Preembarkation Center, final point of organization for fighting men enroute to the Pacific war zones looks back upon a brief but successful career and a job well done.



• *Fighting Men—Fighting Guns*

With the war in the Pacific being geared to its maximum tempo a continuous flow of men and equipment through this gigantic assembly pool—the only one of its kind in the United States—made it necessary to perfect its organization to a point where the timetable in the Pacific could be met on schedule.

In the beginning of the war, getting men aboard ships for overseas was the responsibility of the Port Director. Each ship designated to carry troops was assigned a Loading Officer who proceeded to make arrangements for the embarkation of the men. While this plan seemed adequate on paper it seldom worked smoothly in practice. Inability to properly control movements and arrivals of troops, to gather accurate musters, records, and pay accounts made the Loading Officer's assignment doomed from the

start. Also in those days, overseas kits were not standardized and drafts frequently arrived at piers with improper or inadequate equipment for the type of duty to which they were being transferred. In August of '43, an experimental embarkation barracks was placed in operation on Treasure Island, in the woefully inadequate berthing space of Barracks "J" where six hundred bunks were made ready.

Faced with all the difficulties of the Loading Officer, the barracks had these additional troubles: Shoemaker, a great Navy Distribution Center and the main supply of manpower, was located some forty miles inland and the men and their gear were transported by trucks and buses. Loading operations started of necessity in the middle of the night so that drafts would be ready and organized for afternoon sailing. Inadequate shelter and the rainy season col-

Barracks Construction •



laborated to make life generally miserable for many of the drafts. Finally the problem was made even worse by the fact that no particular pier could be designated as a loading pier. Frequently a cargo vessel would be in the act of loading on the opposite pier at the same time troops would be loading on the other side.

But despite these handicaps—this being the period of our great mid-Pacific offensive, large numbers of men were embarked, the average being 20,000 to 25,000 per month. In spite of all difficulties, loadings had been speeded up from 300 men per hour to a thousand men per hour. It had been proved that the basic idea of an embarkation barracks was well conceived and effected; for a pattern of handling had been developed, and a plan for the future.

Early planning conceived the unit as a function of Receiving

Plenty of Time to Read →
Pick-up Game →

• *Ferry Ride to the Loading Dock*





Ship. However, to insure that the new facility would be operating wholly along the lines intended and not be subject to possible conversion, it was finally determined that the embarkation barracks should be established as a separate command under ComTadCen, with responsibility for its technical work to ComTwelve.

By the time the new facilities were ready for occupancy in May 1944, the basic processing procedure was well established under Captain H. S. Doulton (then Commander), who has continued in command.

When a draft arrives the job at times in keeping a man in the same condition in which he arrives until he shoves off, has become increasingly difficult; sometimes painstaking. Especially as the man needs a variety of services—from getting a tooth brush and cleaning his teeth, to getting a legal advisor to help clear up his domestic

• *Divine Service*



entanglements. To give adequate service to men who need it there were several essential departments which required an extensive staff of Officers, ship's company, and ship's service personnel. Dispensary check-ups, legal assistance, Red Cross, and Chaplain's services all shared an important part in a man's departure.

Much comment both within the service and on the outside has revolved around the "barbed wire confinement" of overseas drafts. Scuttlebutters have exhausted their vocal chords in dull conversation about "why do they fence us in, we aren't prisoners, we're patriots!" While men destined for overseas duty might have felt they were in a brig—there were two important reasons for the wire confinement:

"First, shipping schedules changed rapidly, making it imperative to hold a muster any minute. In such event, the public address sys-

At the Pier •



tem was used to hold a quick muster; and the men had to be on hand so they would not cause a delay in ships sailing schedules.”

“Second, all persons who went overseas had to go through a tremendous amount of processing. They were checked for dog tags, I.D. cards, service records; they were given last-minute medical and dental treatment; they were issued government equipment and outfitted with overseas gear from our small stores; they were checked against the certificate they brought with them from their old station to see that they were preserved in the same condition as they arrived. For example, a man having been processed—if permitted to leave the area—might wander up to ship’s service and sell his dagger to buy cigaret lighter fluid. He shouldn’t have lighter fluid because it’s against regulations, as a fire hazard and source of possible light in a darkened ship’s deck. Multiply this example by

• *Hollywood Hope*



hundreds of others and the Processing Officer, would have had an extremely difficult time processing the men.”

To make life as pleasant for the men as possible while confined, regular movie features were shown in the assembly shed. Hollywood stars made plane trips to entertain the men; lounge rooms were added to each of the eight barracks. Sports were favorite pastimes and all free areas within the center were utilized for games.

Some idea of the expansion in the embarkation process during its brief period can be gained from the preparations that were made to handle 60,000 men at the time that the war was won. Due to V-J day, that figure was never attained but strangely enough the largest number of personnel was handled two months after the war was over, when 43,000 enlisted personnel walked the plank. Loadings have declined rapidly since that time.

Start of a Long Journey •



• *"Hey! Wait for Me!"*



• *Walking the Plank*





CHAPTER XIII

Marines



ON MAY DAY 1941, a Marine Guard was quartered on the SS DELTA QUEEN, anchored in the lagoon between Yerba Buena Island and Treasure Island. On detached duty from the Marine Barracks of the Receiving Ship Marine Barracks,

← Pulitzer Prize Photo—Flag Raising at Suribachi. AP Photo.



its sole function was guard duty. In October of the same year a Marine Barracks was established with added responsibility for perimeter security and control of vehicular and pedestrian traffic.

As the war progressed all enlisted Marines stopping at San Francisco, enroute either to or from zones of separation in the Pacific, were quartered, fed, clothed, and equipped by the Casual Company established on the Island in November 1942. Another duty which devolved upon the Barracks and for which no precedent could be found, was that of providing Marine personnel for duty aboard civilian ships chartered by the Navy as troop transports. These men were placed aboard the ships on a temporary status and varied in number from two men on the smaller ships to eight men on liners of the Matsonia or Lurline type. The pool grew from twenty ships

in June of '43, to thirty-five ships in 1945, and from the original sixty non-commissioned officers, the Marine pool increased to one hundred and three men.

Until 1944 almost all Marines passing through San Francisco were outbound but when rotation became effective the movement was both in and outbound. The total of men handled by the Casual Company from November '42, to August 1945, was in excess of fifty-five thousand, and in the final year of the war more than sixty-five thousand enlisted Marines passed through Treasure Island.

From the early days, the issue of proper clothing to outgoing Marines presented a problem which was always met and eventually completely solved, over a quarter of a million dollars aggregate value being distributed to transient Marines by the company. When

Colors •





• *"Square that bat, Sailor!"*

in the summer of 1944, Marine Barracks were consolidated on Treasure Island, the responsibility for the security of the Detention Barracks on Yerba Buena Island was added.

Setting a military standard of precision and alertness, the Marines have contributed to the smooth operation of this Naval Station, and have exemplified in every task their slogan "Semper Fidelis."

Top left—Marine Jap Prisoners Return to U.S.A. →

Top right—Color Guard

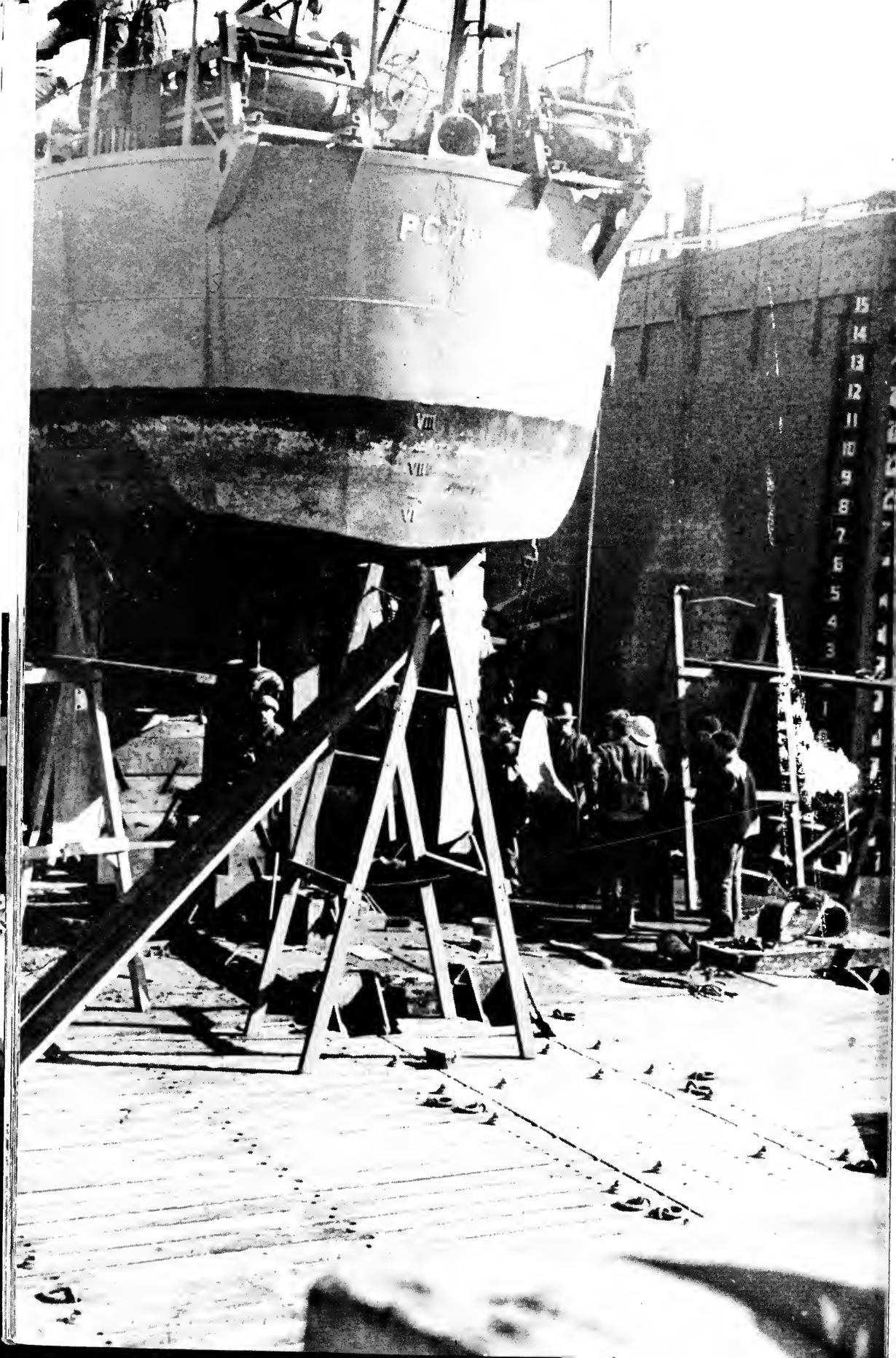
Center right—Vehicle Gates

Center left—K-9 Corps.

Lower left—Main Pedestrian Gate

Lower right—"Go on thru, Navy!"





CHAPTER XIV

Frontier Base



THE LOCATION of this command's story in the pages of this book is in no way related to the importance of its contribution or place in the Island's accomplishment of

its wartime job, for if such were the case Frontier Base might well have been the first story to be told.

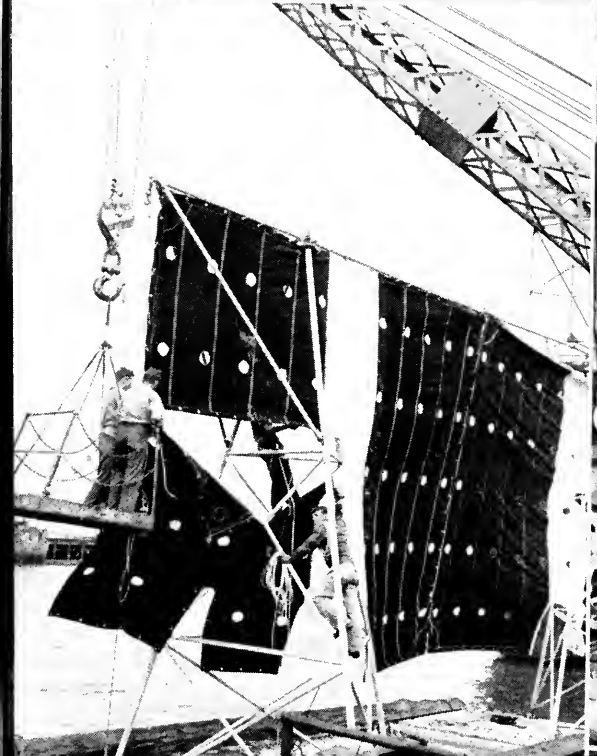
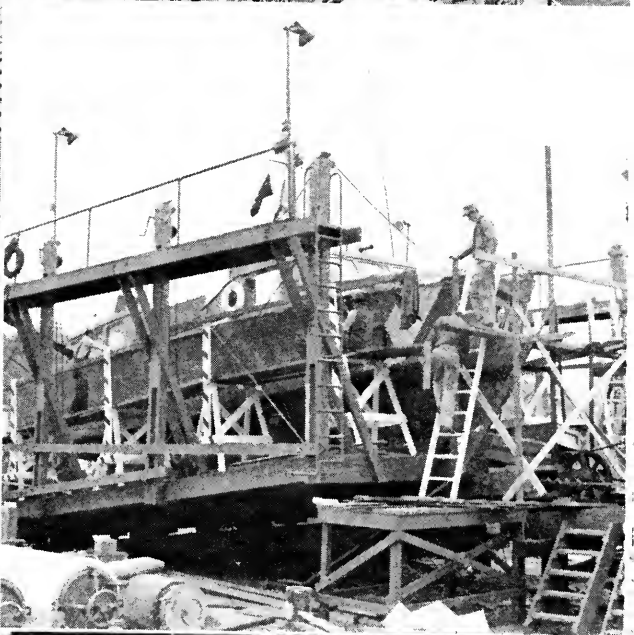
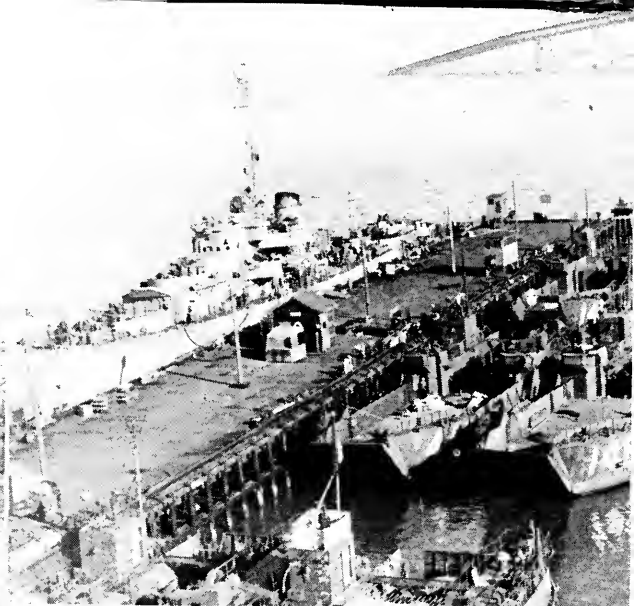
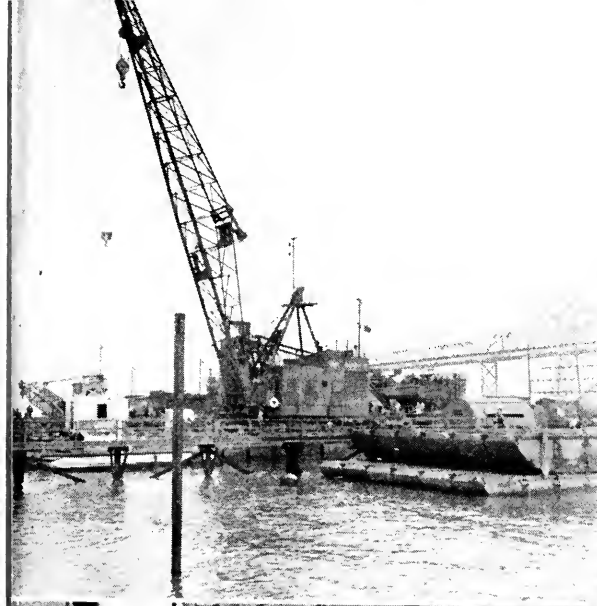
In the early part of the war there was established in the various Naval districts small shore establishments called Section Bases, whose functions were to provide support for Local Defense Forces. While the characteristics of Section Bases varied somewhat it may be said that in general they were to provide a foul weather refuge for small patrol craft, harbor and offshore; provide for supplying these small craft with stores, food, and undertaking minor repairs. Quarters and recreational facilities were provided for crews while in port for prolonged periods.

Some of the larger of these Section Bases were subsequently re-designated Frontier Bases, servicing craft assigned to Sea Frontiers, as well as local craft. The original Section Base on Treasure Island

• *Small Craft*

Repair Operations →





was so redesignated and became one of the largest Frontier Bases, its repair facilities being expanded far beyond what was originally contemplated for a Section Base.

Supplementing similar repair facilities around the Bay area which were overloaded, Frontier Base took on the important job of completely servicing inshore and offshore operations, voyage and transient repairs, to all craft up to and including twenty-two hundred ton destroyers. Its other functions of furnishing quarters for the crews of small craft, supplying them with fuel, food and general stores and paying the crews continued.

The waterfront facilities of this Island were operated by and formed a part of the Frontier Base.

The facility termed the Industrial Department of the Frontier Base, although small compared to other industrial yards, achieved

Industrial Shops •

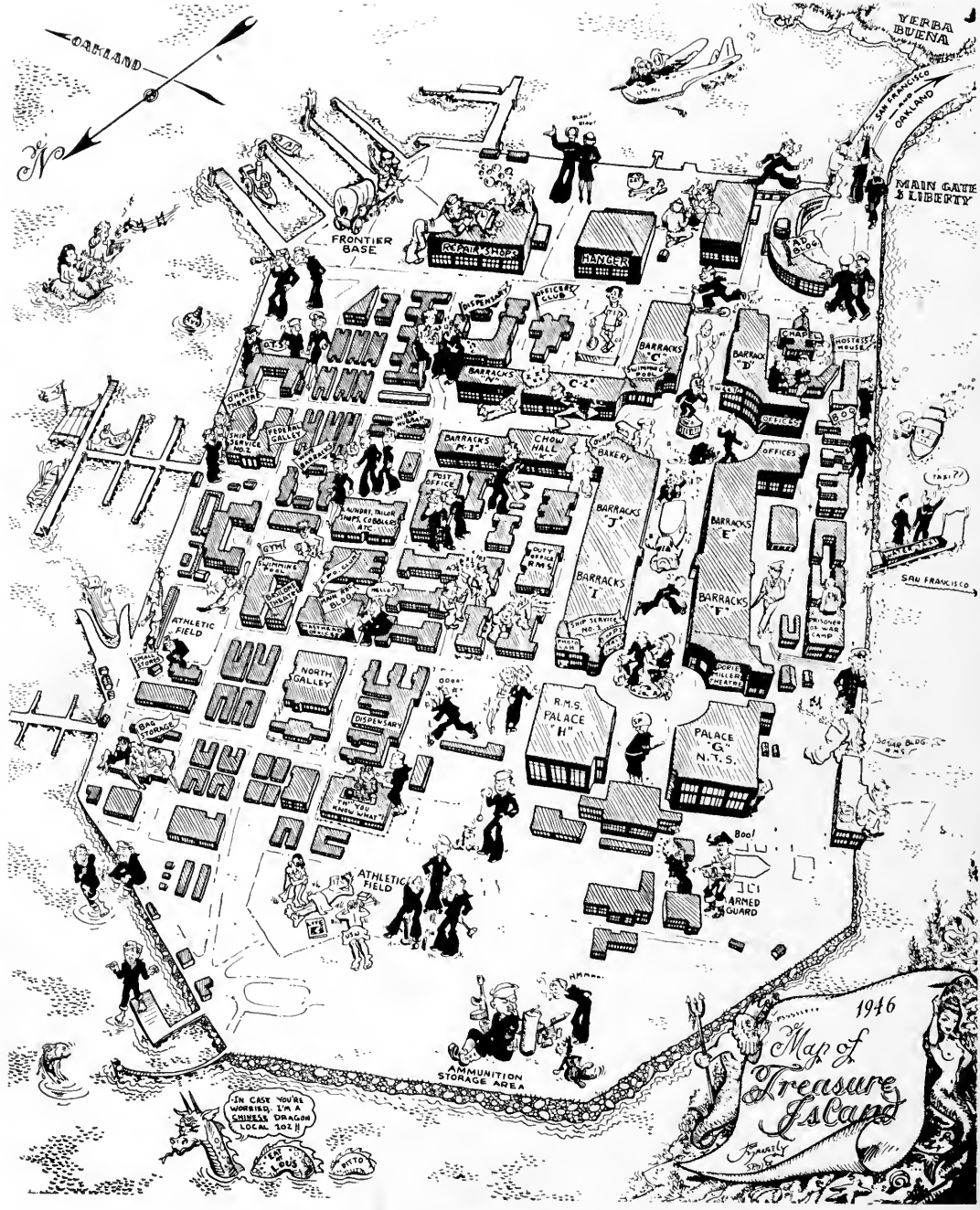


an enviable reputation for itself in both quality and quantity of the work completed. With work performed by Naval enlisted personnel and civilian personnel in about equal numbers, they achieved an esprit de corps and a record of which they can well be proud. Paralleling an Horatio Alger success story with an expansion that equals that of the Woolworth Dime Stores, the original Section Base on Treasure Island might be compared to a tiny one-pump gas station which had developed into a gigantic overhaul garage providing the finest in repairs and service.

After V-J Day the Frontier Base was disestablished as such and redesignated U. S. Navy Small Craft Facility whose previous functions continued on a reduced scale.

LSM's ready for decommissioning •





OAKLAND

YERBA BUENA

MAIN GATE & LIBERTY

FRONTIER GATE

RETAIL SHOP

DANGER

SAN FRANCISCO

ATHLETIC FIELD

R.M.S. PALACE "H"

PALACE "G" N.T.S.

ATHLETIC FIELD

AMMUNITION STORAGE AREA

1946

Map of Treasure Island

Randy

IN CASE YOU'RE WORRIED, I'M A SIBERIAN DRAGON LOCAL 105

CHAPTER XV

Lucky Bag



AND SO Treasure Island's Naval story reaches its final chapter. Telling it has been much like packing your seabag . . . you're bound to have a few things left over. Try to give 'em the "deep six" and they end up in the Lucky Bag. The following pages are our Lucky Bag—turn 'em—you're apt to find anything.

Dog Days





CHOW! AT IT!



(FIRST OF ALL WE MUST HAVE A HUNGRY SAILOR... (WHICH SHOULDN'T BE TOO HARD TO FIND)...)



(THEN... AH YES... A CHOW HALL... PLUS A LINE!)



(FORTUNATELY THERE'S ALWAYS A GUYS SOMEBODY ON HAND TO DIRECT YOU... THAT IS, TELL YOU WHERE TO GO...)



(THE LINE IS SHORTER YEAH, BUT THE REMAINS OF SOME BOYS WHO JUST 'DROPPED STRAID!'...)



(NEXT, THE DRIVING HERE OF THE CAR... THE POWER OF THE MOTOR... YOUR CAR AND WIFE... MESS COOK!)



(THE REAL "PIN-UP" BOY OF THE GALLEY, IS THE DESSERT MAN HE HANDLES ICE CREAM, PIE, CAKE ETC... AND ALL TH' BOYS LOVE HIM... (BUT IT DOESN'T DO ANY GOOD)...)



(AT THE END OF THE LINE JOE REALLY BEGINS TO LIVE... HERE IS LIFE IN THE RAUK AS IT WAS INTENDED TO BE... MEN FIGHTING TO SURVIVE... NO FOOD...)



(ON YOUR OWN... OUT YOUR TORN ET TALKER BY A CONVOY'S ATREDAIN... YOU'RE FULL, CONGRATULATED... BAD AT LAST... OVER!)



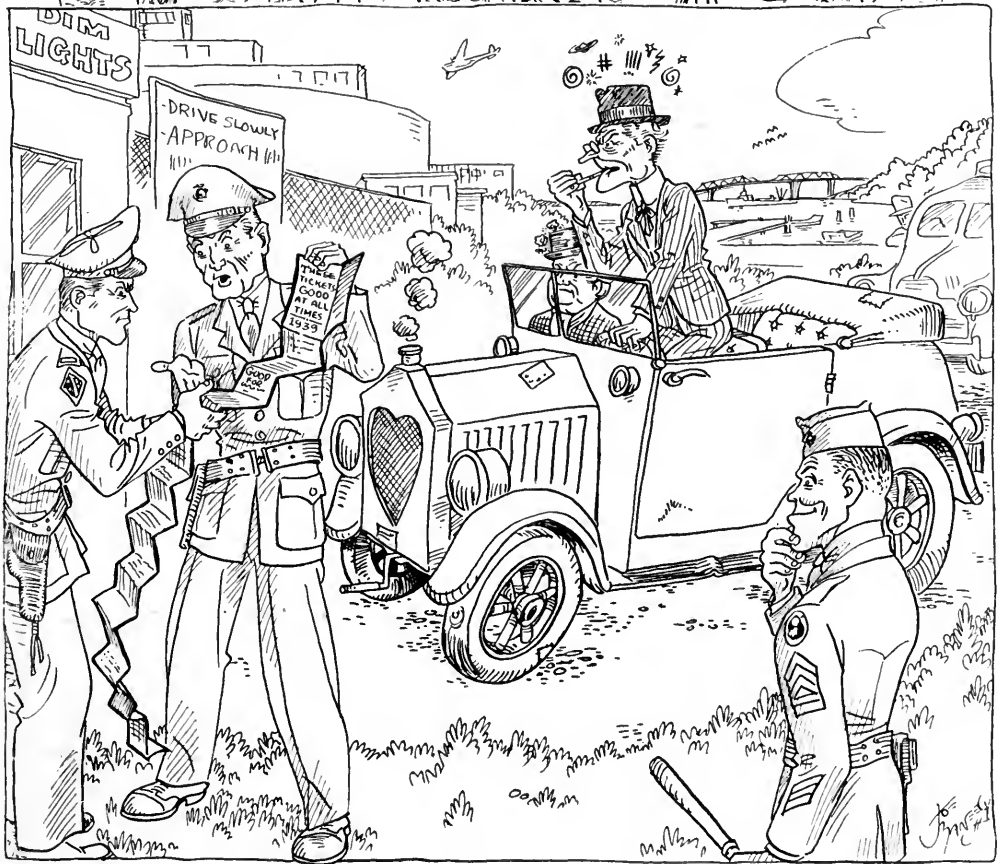
(COME A BORE... REAL... OF A BORE... LUCKY US!)

Happy Days



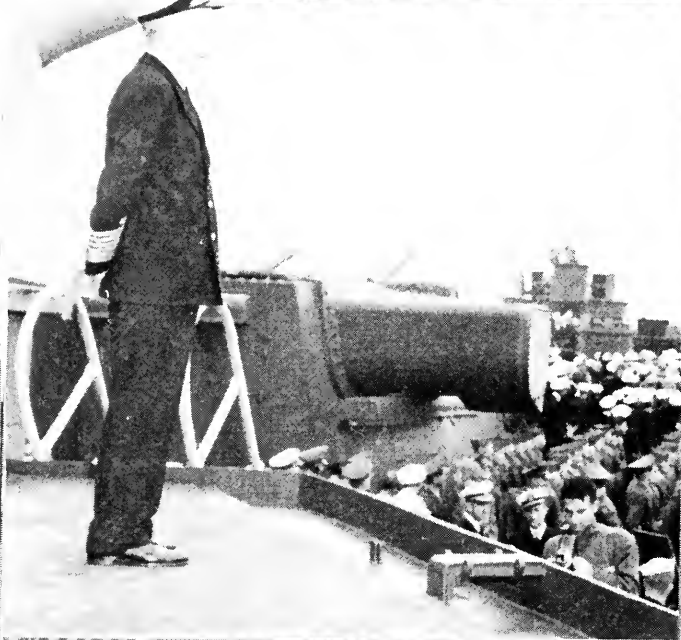
THE MOVIE LINE.... ALA T.I.

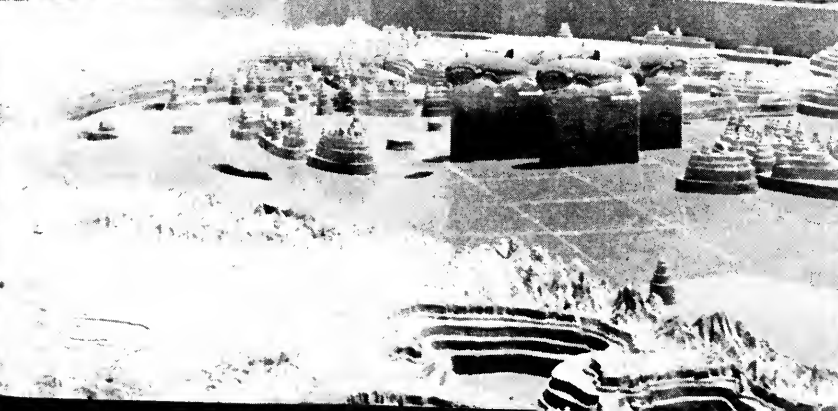
GRAEVELY



"Sir, do we have a command on th' island called 'Vacationland'?? This joker sez he has tickets for it!!"

Holidays







and Saturdays

Jus



Lt. Comdr. E. A. McDevitt, USNR

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Most of the illustrations in this book are from photographs by the station Photo Laboratory, or were taken by staff photographers of the numerous commands and activities, and are official U. S. Navy photos.

BRIAN DEGRAFFENRIED
Chief Photographer

BETTY GREEN
Yeoman

C. MARSHALL
N. G. WASHINGTON



ROBERT KEYES
Yeoman

R. W. DiTULLIO
R. REED

JOE MANEELY
Cartoonist

