

SEMPER PARATUS

THE JACKSTAFF NEWS

U.S. NAVAL FORCES II, III, IV, CORPS VIETNAM

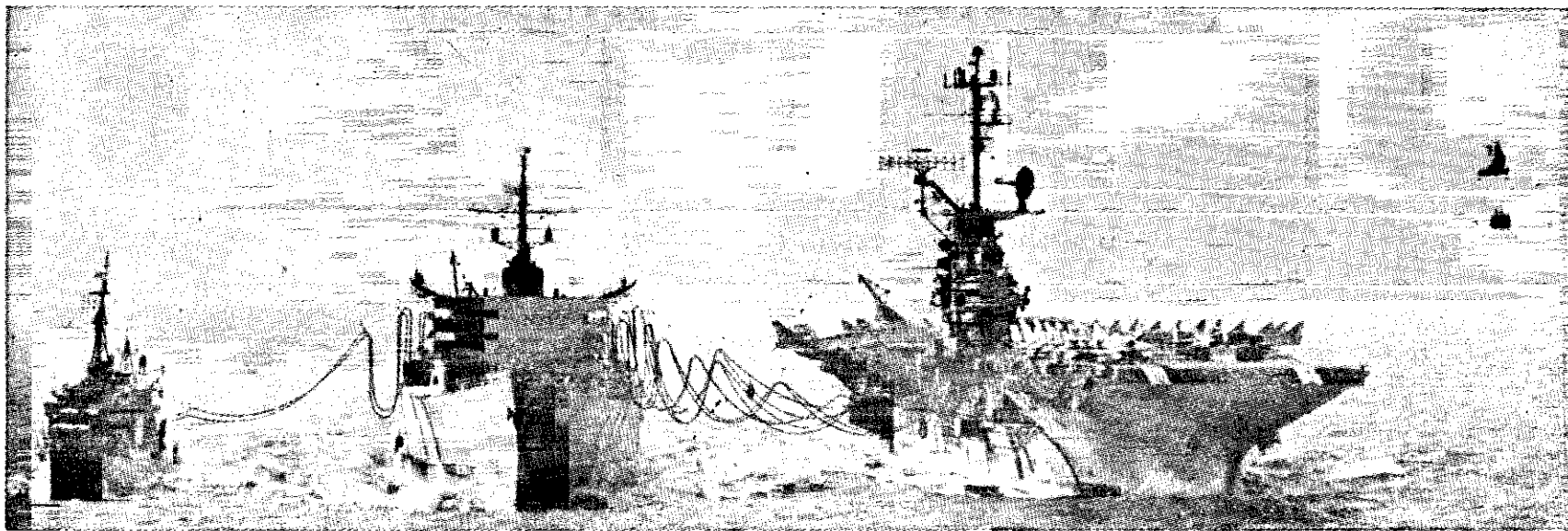
FEB. 27, 1967



SPECIAL ISSUE

HUMPHREY

ServPac Celebrates 25th Anniversary



REPLENISHMENT AT SEA — Is a vital part of the logistical support given to the United States Pacific Fleet by the Service Force. The USS Sacramento (AEO 1), shown here simultaneously replenishing a carrier and destroyer, is the first of a new class of multi-product replenishment ships that provide "one stop service". Vertical replenishment by helicopters is another new development.

Message from Adm. Hooper

Rear Admiral Edwin B. Hooper, USN, has sent the following message on the occasion of the 25th anniversary of the Service Force, U.S. Pacific Fleet:

As we of the Service Force pause to observe our silver anniversary, it can truly be said that we have been engaged in vital service—service to our country and its armed forces, service to the mightiest Fleet the world has ever seen, the United States Pacific Fleet.

Building on its predecessor, the Base Force, the Service Force has been a fundamental element of modern sea power for a quarter century, an element which has sustained the Fleet, and enhanced its readiness, mobility and endurance. The many faceted contributions that have covered three major conflicts have been extensive and crucial.

The dedicated efforts of all hands in the Service Force team from the highest ranking officer to the lowest seaman have contributed to this mobility and endurance of the combat forces by providing "25 Years of Service to the Fleet." The job being done by the Force today is just as important as the one 25 years ago when the Force was founded, for once again our Navy is heavily committed far from our country's shores and reliant upon our ability to provide quick and responsive support.

A milestone has been reached in the history of the Pacific Fleet Service Force. We of the Force will continue to strive to render the best possible support to those who depend upon us to get whatever is needed, where it is needed in providing "Service to the Fleet."



Rear Admiral Edwin B. Hooper, USN

Twenty-five years of service to the Fleet. This is the legacy that has been fashioned by the Pacific Fleet's primary logistic command, the Service Force.

Founded during the early days of World War II, on Feb. 27, 1942, the Service Force is celebrating its silver anniversary this year.

The job of this unique organization; composed of over 46,000 officers and men who man the 117 ships, 13 shore activities and numerous staffs and mobile units of the Force; is to provide logistic support for the entire U.S. Pacific Fleet.

Webster defines logistics as "that branch of the military art which embraces the details of the transport, quartering and supply of troops."

To the Service Force, the meaning of logistics is getting the Pacific Fleet what is needed, when it is needed, where it is needed. For the past 25 years it has done just that—during World War II, Korea . . . and now Vietnam.

In the Vietnam War, the many faceted contributions of the Service Force have been extensive and crucial. They have included:

- . . . furnishing underway logistic services, repairs and supplies to the afloat forces of the Seventh Fleet from Service Force mobile logistic support ships.

- . . . salvage of ships aground and the clearance of damaged ships and other obstructions from the rivers of Vietnam by Service Force salvage ships, fleet tugs and Harbor Clearance Unit One.

- . . . treatment of wounded at the Service Force operated hospital ashore at Da Nang and afloat in hospital ship USS Repose.

- . . . hydrographic surveys and the production of high quality charts on the scene by Service Force surveying ships.

- . . . surveillance of Russian trawlers monitoring Seventh Fleet operations by Service Force fleet tugs and salvage ships.

- . . . sending a message thousands of miles through space from a major communications relay ship to inaugurate the first link between the operating forces afloat and communications ashore through the use of a satellite.

- . . . support of U.S. and other Free World fighting forces ashore in the I Corps Tactical Zone of Vietnam through the Service Force Naval Support Activity, Da Nang and its detachments at Chu Lai, Hue, Phu Bai and Dong Ha.

- . . . development of bases along the coast and up the rivers in the Delta regions of Vietnam and the provision of supplies, repair services and other logistic support to naval forces in Vietnam, including Market Time and Game Warden, by the Service Force Naval Support Activity, Saigon and its detachments.

- . . . construction of airfields, port facilities and camps—over a million dollars worth of combat construction per week—by the famed SeaBees who are part of the Service Force team.

- . . . the provision of ship repairs, supplies, ammunition and other service from Service Force supply depots, ordnance facilities and magazines and ship repair facilities in the Western Pacific.

The Vietnam war in addition to stretching the length of supply lines, has also made huge demands for supplies from the Service Force.

One of the largest increases has been in the demand for jet aviation fuel for high performance aircraft. Over a 400% increase has occurred since the start of the conflict adding up to about 16 million gallons per month.

(Continued on Page 8)

ServPac Handles Navy Supply in the Pacific

ComServPac, as principal logistic agent for Commander in Chief U.S. Pacific Fleet, is responsible for monitoring and overseeing Pacific Fleet supply operations. Emphasis is placed on mobile support in which material is transported from West Coast ports, principally the U.S. Naval Supply Center at Oakland, Calif.

Underway replenishment of supplies, fuel oil, provisions and ammunition minimizes the dependence of warships on shore bases. Efficiency of underway replenishment has been greatly improved since World War II with new techniques, new ship-to-ship transfer equipment, vertical replenishment by helicopters, and most dramatically with the design of a "one-stop" replenishment ship capable of transferring the full range of "beans, bullets and black oil" at one replenishment.

Fast combat support ship USS Sacramento (AOE-1), the first ship of this class, is presently assigned to the Force, with USS Camden (AOE-2) soon to follow. Another new class ship — USS Mars (AFS-1) — is designated a combat stores ship and combines the qualities and characteristics of the refrigerated stores ship and general stores issue ship. Mars is homeported in Yokosuka.

Similar to commercial firms, the Navy has a stock listing containing some 1.2 million items. This stock listing, called a Fleet Oriented Consolidated Stock List, is a segment of the Department of Defense Stock Catalog. This listing has been especially tailored and reduced into a Fleet Issue Load List for afloat "branch stores" — general stores issue ships and combat stores ships — so that the fighting ships can be resupplied by underway replenishment in the operating area with most of their needs.

With this Fleet Issue Load List of over 20,000 line items, ServPac stores ships are able to meet about 85% of the Fleet requirements. The remaining 15% are furnished from ComServPac's Supply Depots in the Western Pacific or shipped direct to the end user from the Continental United States by air or sea. In addition the AKS/AFS's deliver clothing and other items of personal use to the Fleet at sea.

ComServPac employs a fleet of oilers to deliver fuel to ships at sea. Aircraft carriers, cruisers, destroyers, and other warships would have limited reach were they to rely on land-based fueling stations. Underway refueling, a technique developed in World War II, extends their range many-fold. Oilers go forth to the customer and refuel task groups without appreciably interrupting operations.

To illustrate the capacity of Service Force oilers and gasoline tank-

ers, one month's statistics showed that over 50,000,000 gallons of aviation fuel and Navy Special Fuel Oil were transferred underway to customer ships ranging from destroyers to guided missile ships; minesweeping craft to aircraft carriers.

While the oilers are delivering fuel for mobility, ammunition ships are maintaining another strength at sea in the form of explosives. ComServPac deploys ships assigned the specific mission of delivering ammunition to ships at sea. The ammunition ships carry conventional stocks as well as guided missiles. Mines, although not carried by ammunition ships, are under the direct control of ComServPac for issue from the various Magazine and Ordnance Facilities in the Pacific.

In support of the Southeast Asia operation, ServPac ammunition ships are now delivering over 20 times as much ammunition monthly to the combatant ships during replenishments at sea as was delivered monthly in 1964. An excellent example is the record of one ship which delivered more ammo in one 22 day period than she had in all operations during her previous five years of commissioned service. Service Force ships currently transfer an average of over 8,000 short tons of ammunition each month.

With the introduction of larger and larger numbers of men and equipment comprising the forces now engaged in fulfilling our commitments to the Republic of Vietnam, the task of supporting these forces has increased at even a greater rate. Along with this was an increase in ammunition requirements. To cope with this increase, construction programs have been accelerated and ComServPac has assumed inventory control and reporting for the entire Pacific Fleet and its overseas ammunition support activities.

Through close monitoring, all commitments of the Seventh Fleet have been met and the most efficient utilization of assets has been maintained. ComServPac will continue to provide support services that will enable the Fleet unit commanders to focus their attention on operational matters.

Naval operations are not sustained with fuel and gun powder alone. In the food department, ComServPac has the responsibility of delivering food to over 75,000 Navymen at sea. A gargantuan task, but experience and organization combined with hard work on the part of ServPac reefer ships get the job done in an outstanding manner.



VERTICAL REPLENISHMENT — is one of the new techniques of replenishment at sea. Here UH-46A Sea Knight helicopters are being directed from the new combat stores ship USS Mars (AFS 1) to the flight deck of an aircraft carrier.

New Techniques Developed For Replenishment at Sea

Naval warfare in the twentieth century has become a thing of continuous change as scientists and military men have devised one new weapon after another. To keep pace with the times, the Navy and ComServPac are constantly striving for newer and better methods of replenishment at sea. New systems and techniques as well as new ship types are being or have been developed.

One of the most revolutionary new methods of transfer at sea developed has been vertical replenishment, the use of helicopters to transfer stores and ammunition. Vertical replenishment makes it possible for a receiving ship to get its supplies without having to slow down or break away from regular operations.

It makes it possible, for example, for an attack carrier to be able to carry out air strikes while being replenished by helicopters at the same time. With vertical replenishment, ServPac's logistic support ships can even provide to ships over 70 miles away or to hard-to-get-at places such as isolated shore bases or to fleet units in rivers or other small waterways.

To handle the rapid, safe delivery of missiles and other ammunition required by today's combatants, the Fast Automatic Shuttle Transfer (FAST) System has been introduced aboard some Service Force ammunition ships and the USS Sacramento. FAST has reduced transfer time from an average of about 40 minutes per component to less than two minutes.

Probe fueling is a new system which reduces rig and unrig times and increases pumping rates in refueling at sea. The probe eliminates manual attachment of the fueling hose to the fuel trunk of the receiving ship. Its operation is similar to air-to-air probe fueling.

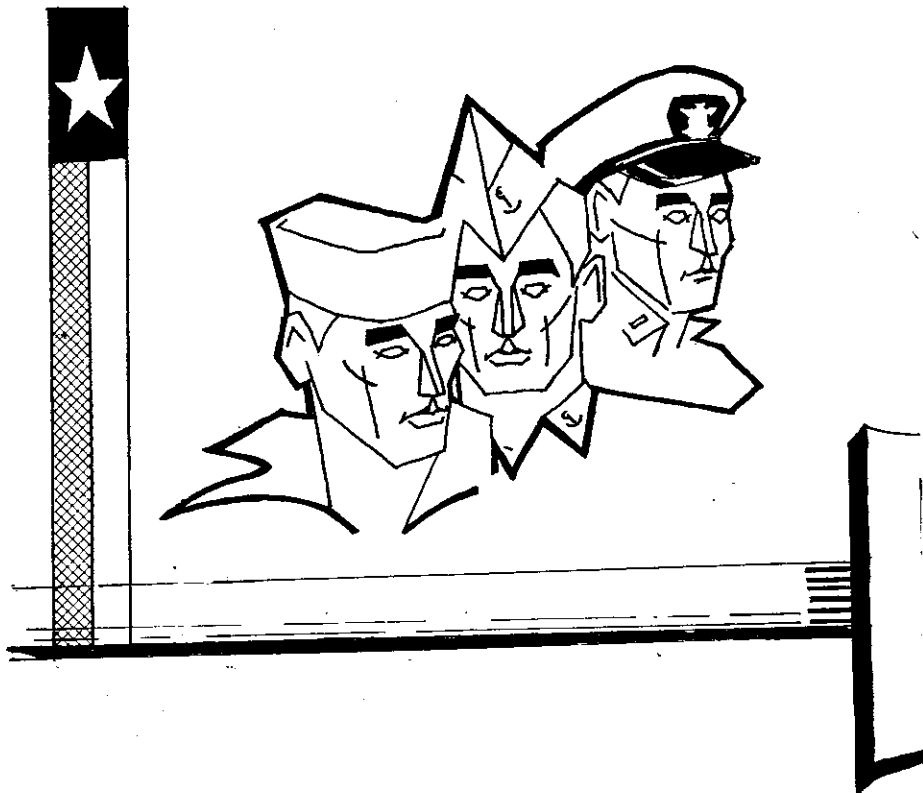
Another alongside innovation has been the development of the Ram Tension Span Wire. This device provides continuous compensation for ship movement. It was devised to improve personnel safety, place less reliance on operator skill, provide larger ship separation, permit higher load capacity and better heavy weather performance.

Some of the Force's older fleet oilers have their fuel capacity increased by a process known as "JUMBOIZATION" whereby the ship is literally cut in half and a new center section added to increase the length.

Future shipbuilding programs call for more AFS's and AOE's. These, of course, are the newest type replenishment ships.



On the scene. During an inspection trip to Vietnam, Rear Admiral Edwin B. Hooper, Commander Service Force U.S. Pacific Fleet, confers with Captain Herbert T. King, Commander Naval Support Activity Saigon.



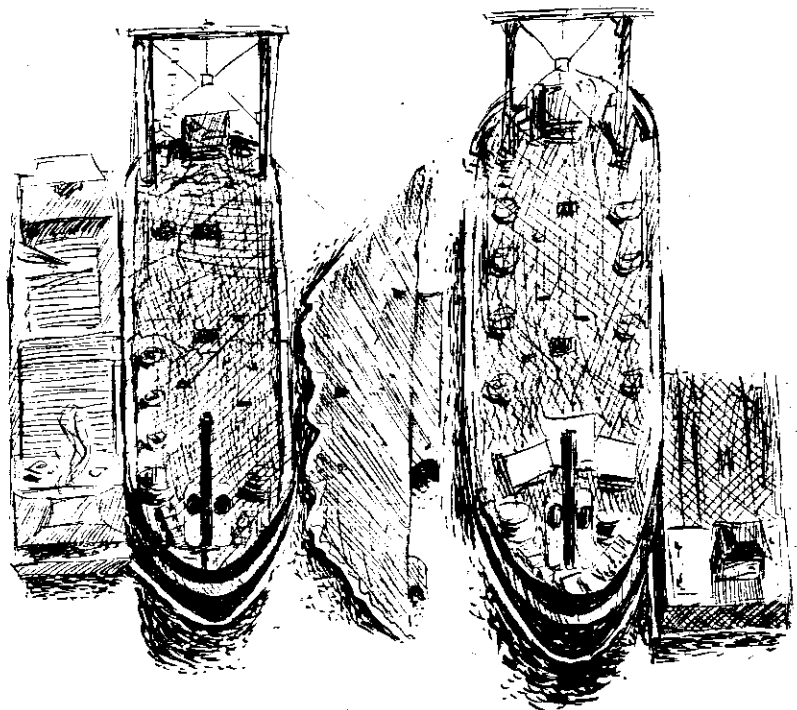
ServPac Has Vital Role

The Service Force, U.S. Pacific Fleet finds itself playing a vital role

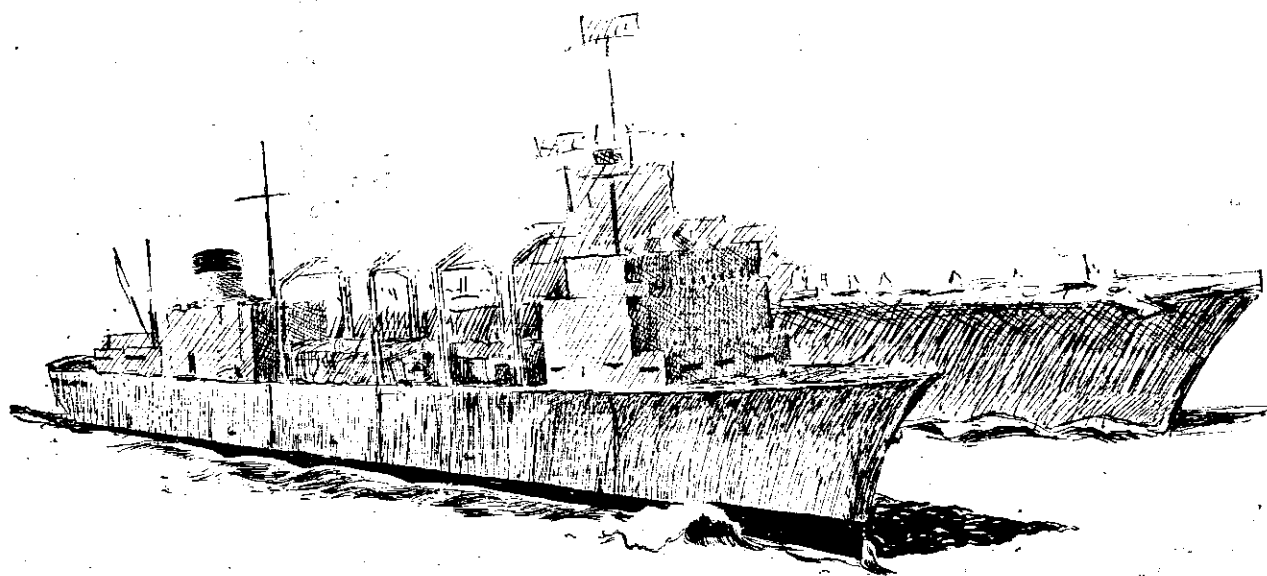
Replenishment at sea keeps the ships of the Seventh Fleet supplied with the means to keep the pressure on the enemy through air strikes and shore bombardment.

Support is brought in many ways to the ships in the fleet. When a ship is underway and needs fuel, a tanker will come alongside and send over her fuel hoses. Cargo and ammo ships will highline needed supplies. A new and speedy technique now in use is vertical replenishment, using helicopters to airlift supplies from one ship to another. This technique has enabled ServPac ships to bring critical items to carriers and gunfire support ships so that they can continue their missions on station without interruption.

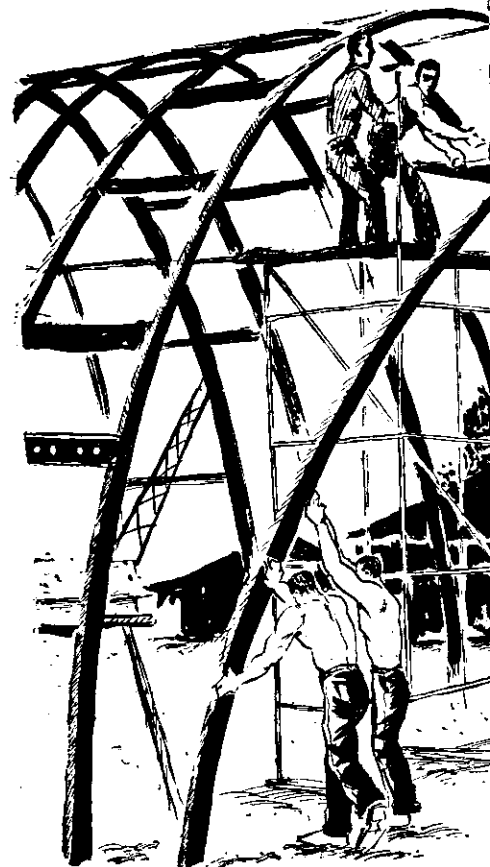
In South Vietnam, the decision to cut off waterborne Viet Cong infiltration by patrolling the rivers with Navy river patrol craft (Operation Game Warden) and the coast with Navy "Swift" boats, Coast Guard Cutters and other units (Operation Market Time) required establishment of a network



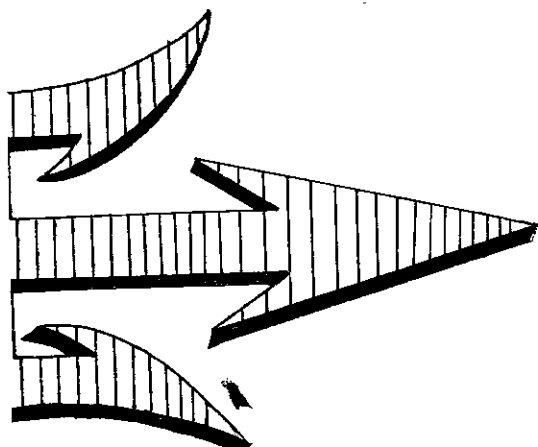
Clearing the debris. Another ComServPac task in Vietnam is harbor clearance.



Replenishment at sea. Seventh Fleet ships are able to stay on station pounding the enemy with bombs and shells for extended periods because of the highly developed art of replenishment at sea accomplished by ComServPac ships.



The Seabees have been again demonstrating impossible in construction feats. The Seabees



Support in Vietnam

Support in the Navy's effort in Vietnam.

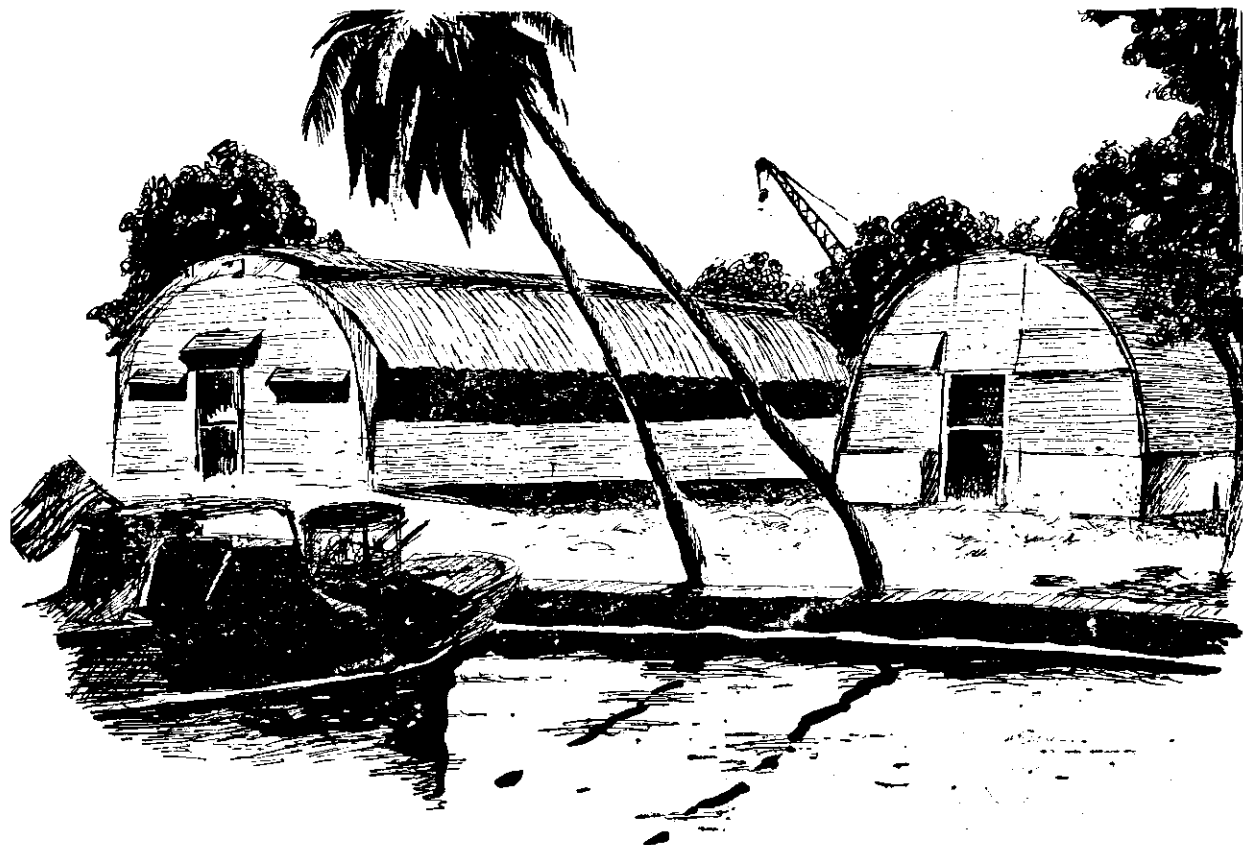
of support bases.

The support bases were established under the command of Naval Support Activities in Saigon and Danang, each under the Administrative command of ComServPac.

Under Commander U. S. Naval Support Activity, Saigon, detachments were established at Qui Nhon,



Working in Vietnam their famed ability to achieve the impossible. These men are part of the ComServPac team.



Support where it's needed. A network of bases was setup in Vietnam to supply and maintain the Game Warden and Market Time operations.

Cam Ranh Bay and Cat Lo in support of Market Time operations.

Two ServPac repair ships, USS Tutuila (ARG 4) and USS Krishna (ARL 38) have been placed under the operational control of the Commander U. S. Naval Support Activity, Saigon. They are assigned at Vung Tau and An Thoi, respectively, where they support Market Time and Game Warden units as well as ships of the Seventh Fleet.

In the Mekong Delta area, Game Warden operations necessitated the building of support bases at Long Xuyen, Vinh Long, Can Tho, Sa Dec, My Tho and Nha Be. Additional facilities were established at Cat Lo, making it the only base to support both Market Time and Game Warden units.

At each base; supply, repair, messing, berthing, medical and recreation facilities were made available to the operating units.

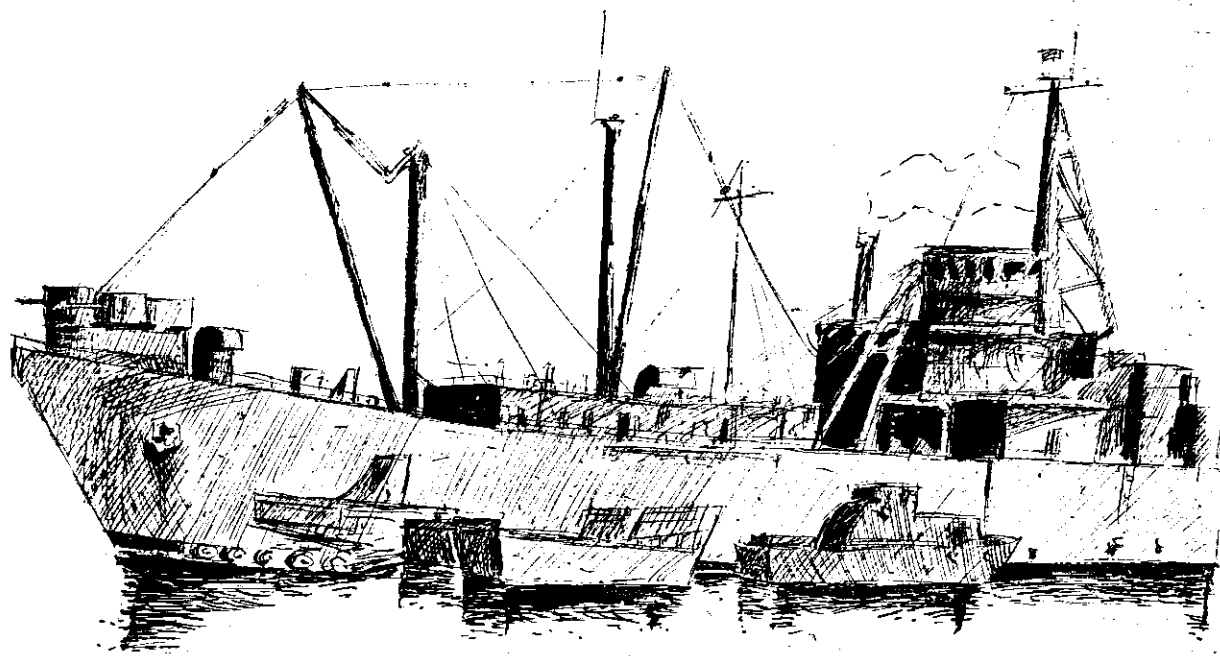
Helping to build the bases and ports, along with roads, bridges, hospitals and storage facilities were the Pacific Fleet Navy Mobile Construction Battalions (NMCB's), another ServPac activity. More than half of the U. S. Navy's Seabees are now in South Vietnam.

Supplying these bases, many of which are in areas of poor transportation facilities, is made even more difficult by Viet Cong harassment. The supplies are brought into Saigon, Danang or Cam Ranh Bay by ship. From there they are flown to the various Market Time

and Game Warden bases by planes, or transported over land in armed truck convoys or on the waterways in convoys of armed LCM's (Mike boats).

Two light cargo ships, USS Mark and USS Brule, also make regular passage through the rivers of the Mekong Delta to reach the Game Warden bases.

The success of the Market Time and Game Warden operations have dealt a severe blow to the enemy by cutting off vital supply arteries. The Viet Cong have reacted viciously with numerous ambushes of the patrol craft but in nearly all such attempts have come out second best as the Navymen have learned to adapt themselves to a new type of warfare.



Floating repair shop for Viet Cong throttlers. The ComServPac ships USS Krishna (ARL 38) (illustrated here) and USS Tutuila (ARG 4) are serving as floating workshops in Vietnam to keep Operation Market Time boats operational.

Service to the Fleet - -

"Service to the Fleet" has been the task of the Pacific Fleet Service Force ever since it was founded 25 years ago. And service is just what the Force has given the Fleet. Services ranging from supplying fighting ships at sea with food, ammunition and fuel to charting the hidden reaches of the vast Pacific Ocean.

The job of the busy Service Force can best be summed up in one big word—LOGISTICS—the hinge upon which turns the effectiveness of military organization and the success of military operations.

From his headquarters on the rim of an extinct volcano at Pearl Harbor, Commander Service Force, U.S. Pacific Fleet (ComServPac), Rear Admiral Edwin B. Hooper, functions as the principal logistic agent for the Commander-in-Chief U.S. Pacific Fleet and is one of eight Type Commanders within the structure of the Pacific Fleet.

As the principal logistics agent for the Pacific Fleet Commander in Chief, ComServPac supervises and coordinates the planning, conduct and administration of services and the supply of materials to the more than 470 ships and 300,000 Navy personnel of the Pacific Fleet.

Presently the bulk of this logistic service is directed at supporting U.S. and allied military forces engaged in the war in Vietnam. The principal afloat forces supported there are five carrier strike groups, one anti-submarine warfare group, two amphibious squadrons and the special anti-infiltration patrol forces off the coast of Vietnam.

Items being supplied to these forces include Navy Special Fuel Oil, JP-5 Jet Fuel, aviation gasoline for propeller driven planes, bombs, projectiles, missiles, refrigerated and dry provisions, general stores, repair parts, mail and movies.

To carry out his mission, ComServPac as a Type Commander, has command of more than 115 ships, 22 different types, as well as 13 maintenance and supply activities ashore at various locations in the Western Pacific.

ComServPac's ships are organized into two Service Groups and three Service Squadrons. In the Western Pacific, Service Group Three provides mobile logistic support to the Seventh Fleet. In the mid-Pacific, Service Squadron Five provides support. Service Squadrons One and Seven, operating under Commander Service Group One, service the Eastern Pacific area.

Commander Service Group Three is ComServPac's representative in the Western Pacific and is also

Commander Task Force 73, the principal logistics agent for Commander Seventh Fleet. ComServGru Three is responsible for providing logistic services and support to Commander Seventh Fleet. This includes towing and salvage services and coordinating the work of repair ships and shore repair activities to ensure all ships entering port receive necessary repairs and equipment.

The big job, of course, is supplying the Seventh Fleet at sea, enabling its ships to remain on station indefinitely. To do this ComServGru Three provides fuel, food, ammunition, spare parts and general supplies which are transferred to the combatant ships via underway replenishments. Other supporting efforts include machinery repair, dry docking and providing technical assistance for the upkeep of radar, sonar and other electronics equipment.

The discharge of ComServGru Three's duties is not an easy task, and this is especially true since the increase of operations in the South China Sea in support of the Vietnam war. The powerful Seventh

Fleet is composed of more than 175 ships, 700 aircraft and 75,000 men.

Replenishing these ships at sea is a specialized task. Commander Service Group Three has ships designed to do just that. They are fleet oilers (AO), ammunition ships (AE), store ships (AF) and general stores issue ship (AKS). In addition to these, ServPac's two newest ship types, a combat stores ship (AFS) and a fast combat support ship (AOE), combine the talents of the other replenishment ships to provide "one-stop" customer service in support of the Seventh Fleet.

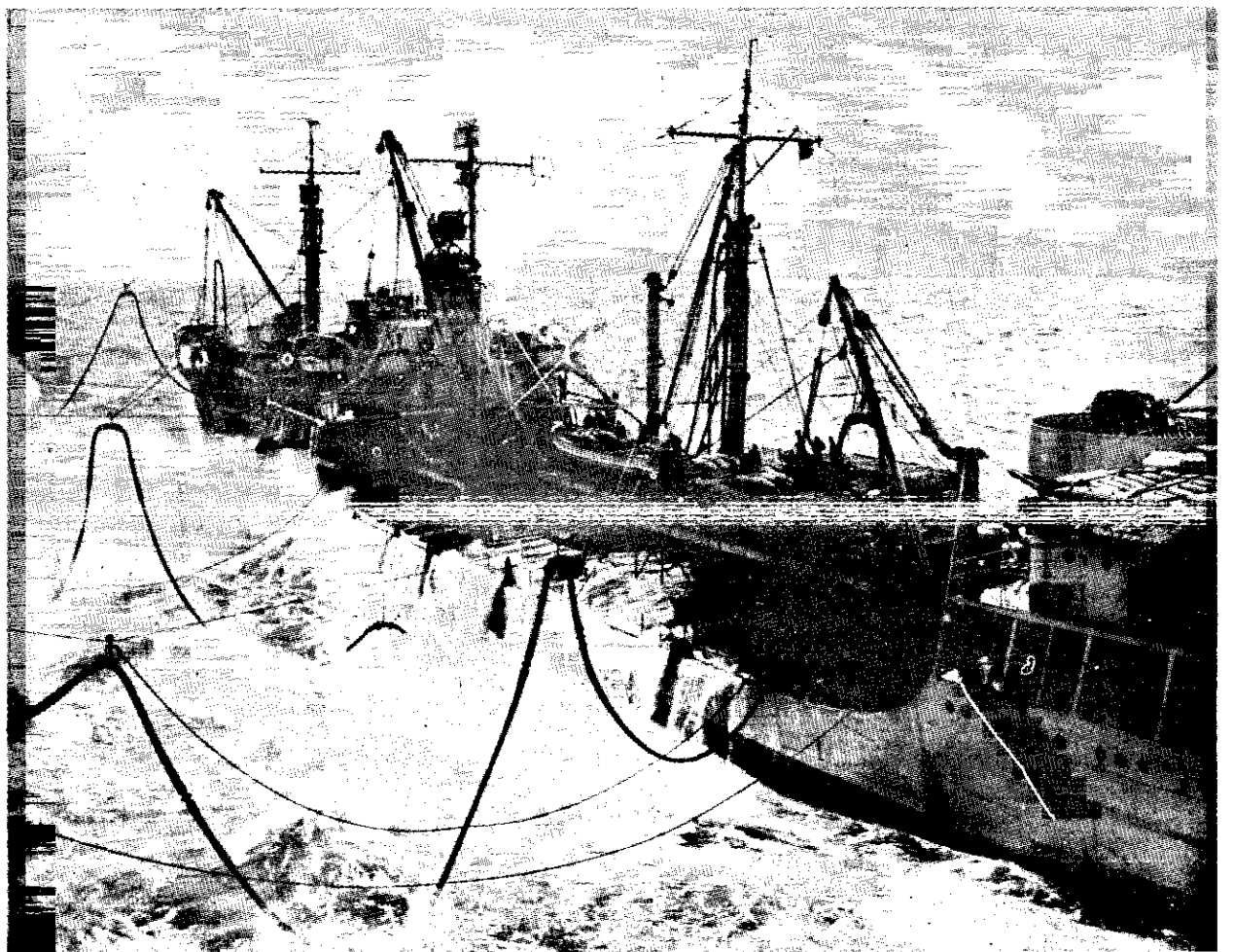
Other units operating with ServGru Three include repair ships (AR), fleet ocean tugs (ATF), salvage ships (ARS), a degaussing ship (ADG) a hospital ship (AH), major communications relay ships (AGMR), gasoline tankers (AOG), floating dry docks (ARD), mobile support units (located in the Republic of the Philippines, Japan and the Republic of China) with barges for issue of general supplies, fuel oil and water at advanced bases, plus Mobile Technical Units (MOTU).

The majority of ServGru Three

ships are deployed to the Western Pacific from their homeports on the U.S. West Coast or Hawaii for operations with the Seventh Fleet for periods of six to nine months at a time. However, several ships (including ComServGru Three's flagship, a repair ship usually based in Sasebo, Japan) and the mobile units are permanently based in the Western Pacific.

Commander Service Group One is ComServPac's representative on the West Coast for operations, maintenance, reactivation and administrative matters affecting Service Force ships and units. In addition, he is responsible for the logistic and maintenance support, as well as certain phases of the escorting and routing of ships which are being transferred to foreign governments under the Military Assistance Program (MAP).

In the discharge of his duties, ComServGru One cooperates with the Fleet, Force, Sea Frontier, Type, Naval Base, Naval Shipyard and Pacific Reserve Fleet commanders whose headquarters are on the Pacific Coast. ComServGru One also reports to Commander U.S. First



OLDIE BUT GOODIE — The fleet oiler USS Cimarron, commissioned in 1939, is the oldest ship in the U.S. Navy still on active duty and is still performing like a champ although older than the Service Force itself. Over 76% of the oil, fuel and gasoline burned by the fleet in the Western Pacific is issued by fleet oilers of this type.

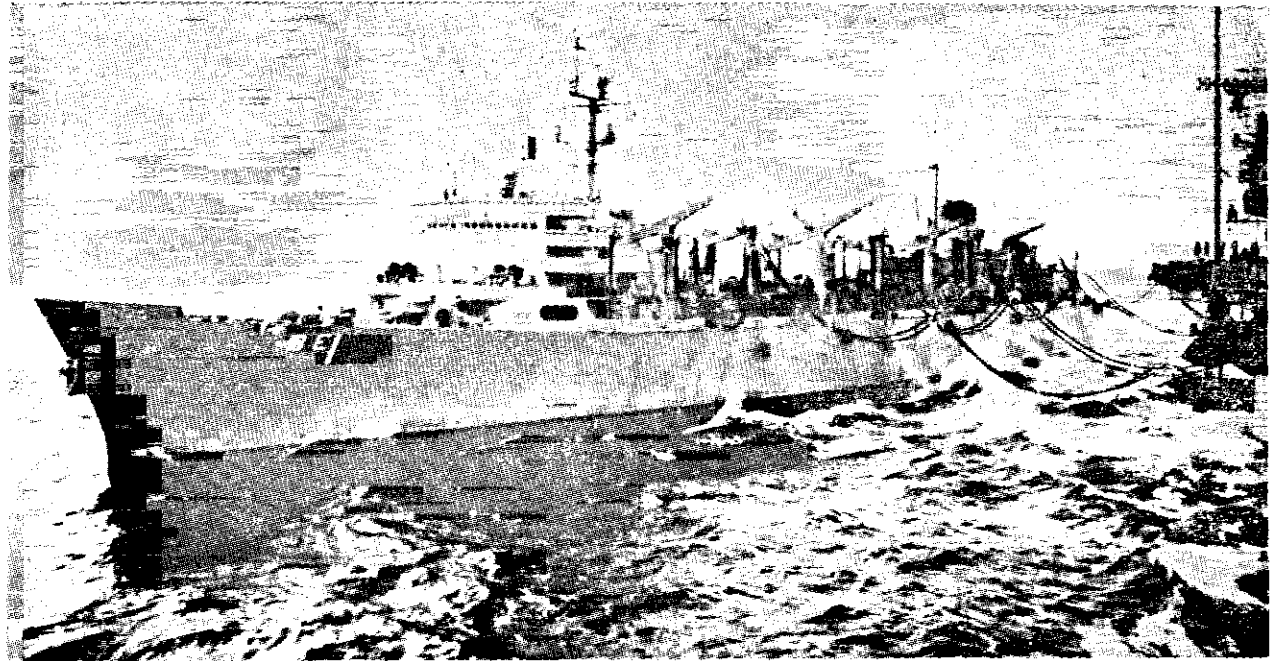
ServPac Task for 25 Years

Fleet as Task Force Commander of the First Fleet Replenishment Group and Ready Service Group.

ComServGru One has command of more than 50 ships and units which are divided into two squadrons. Commander Service Squadron One, based in San Diego, and Commander Service Squadron Seven, based in San Francisco, answer to him as their immediate superior in command. ComServGru One usually has operational control of from 25 to 30 of the two squadron's ships at any one time.

Although ComServGru One and his staff are permanently assigned to the Pacific Coast, most of the ships in his two squadrons deploy to the Western Pacific at regular intervals where they report to Commander U.S. Seventh Fleet and are assigned to ComServGru Three in his capacity as Commander Task Force 73.

Service Group One is composed of a variety of ship and units including ammunition ships, a fast



NEWEST MODEL -- The newest replenishment ship on the Service Force team is the fast combat support ship USS Sacramento (AOE 1) which makes serving a "one-stop" effort and which has been breaking almost every replenishment record on the books.

combat support ship, fleet oilers, store ships, a surveying ship (AGS), repair ships, fleet ocean tugs, a drone catapult control ship (YV)

and several Mobile Technical Units. These ships and units are homeported in San Diego, Long Beach, San Francisco, and Seattle.

The middle Pacific area is covered by Service Squadron Five, composed of various type ships homeported in Pearl Harbor.

Service Force Is Busy Ashore, Too

ComServPac commands 13 shore activities in the Western Pacific in addition to his ships and other units. There are three Naval Supply Depots, two Naval Ordnance Facilities, two Naval Magazines, three Ship Repair Facilities, one Headquarters Support Activity and two Naval Support Activities.

Naval Supply Depots are located at Yokosuka, Japan; Subic Bay in the Philippines and Guam. The primary mission of these depots is to provide logistical support to the Fleet and a multitude of U.S. shore installations and units. Each is a combination giant supermarket and spare parts distribution center whose customers require the most extensive shopping lists.

ComServPac's Ordnance Facilities are at Yokosuka and Sasebo, Japan. His Naval Magazines are at Subic Bay and Guam. Basically, the missions of the Ordnance Facilities and Naval Magazines are identical, although the Ordnance Facilities were planned to have a greater rework capability than the magazines. They are all doing the same job today however. The tasks of these activities are to receive, renovate, maintain, store and issue ammunition, explosives, expendable ordnance items, weapons and technical ordnance material.

Ship Repair Facilities are situated at Yokosuka, Subic Bay and Guam. These three facilities provide logistic support in the form of ship-repairs and overhauls, dry dockings and the installation and maintenance of electronics equipment.

The moment a ship slides down the ways, it starts getting older. New ships as well as old require periodic overhaul. Hence, upkeep is of vital importance in maintaining the Pacific Fleet's readiness and mobility. In this area of ComServPac's mission, repair capability is kept up-to-date to meet the operational requirements of the Pacific Fleet.

ComServPac's three strategically located shore based repair facilities in the Western Pacific provide ship repairs, overhauls, dry dockings and installations of electronic equipment to ships of the Seventh Fleet.

These facilities include both floating and graving dry docks. The floating dry docks are of great value to support deployed ships in that they can be moved to any area and be ready to provide on the spot repair and dry docking for ships needing hull work.

ServPac's repair mission has its mobile segment in the repair ships. These hard-working ships follow the fleet to provide services on the spot wherever needed.

Under ComServPac, the efforts of shore repair facilities, repair ships and floating dry docks are coordinated to pro-

vide timely, efficient repair and maintenance service to the Fleet anywhere in the Western Pacific.

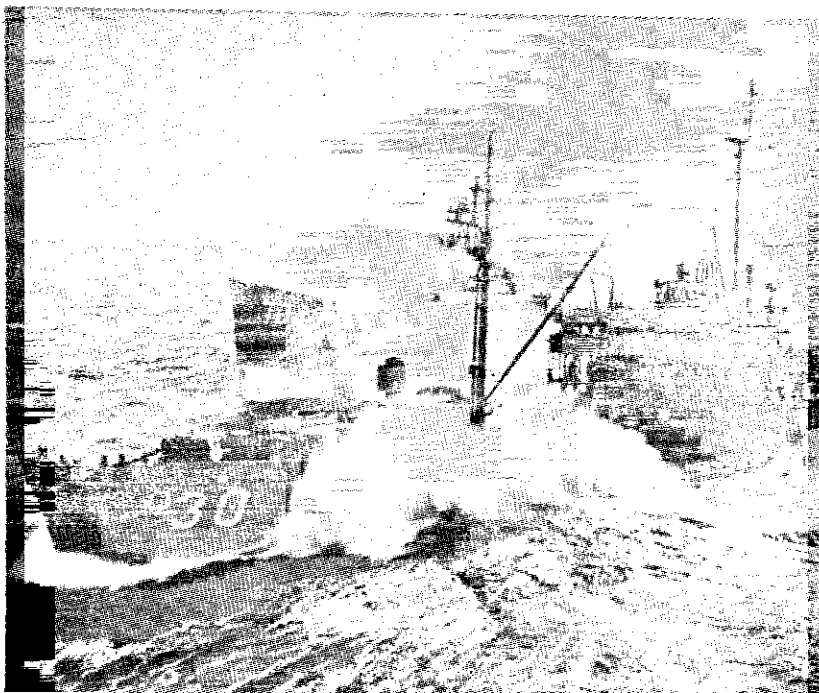
ComServPac has two Naval Support Activities, both in Vietnam—one located in Da Nang and the other at Saigon.

Naval Support Activity, Da Nang performs the vital mission of providing logistical support for all U.S. and Free World Forces in the Republic's First Corps area. About 7,000 personnel are assigned to this new activity which was activated in October 1965. Their tasks include operating a supply depot, off-loading ships and handling supplies through the port of Da Nang and over the beaches from the demilitarized zone in the north to Chu Lai in the south. More than 200,000 measurement tons of incoming material are handled every month by the activity.

Naval Support Activity, Saigon is ServPac's newest facility in Vietnam. The activity was established in May to provide consolidated logistic support for expanding activities of the U.S. Navy in Vietnam. These include river assault and coastal surveillance operations. Such support is provided for River Patrol boats

working from bases in the enemy infested Mekong Delta as well as Market Time ships operating along the coast of Vietnam. These forces are choking off Viet Cong supply and infiltration efforts along water routes in Vietnam's II, III and IV Corps areas. The activity also provides emergency logistic assistance to operating forces of the Seventh Fleet. About 1,100 men are assigned to the command.

ComServPac's Headquarters Support Activity is located in Taipei, Republic of China. This command maintains personnel records for Taiwan Defense Command and numerous other agencies, provides legal aid, religious programs, athletic and recreational facilities, training and education, housing, and billeting assistance plus medical and dental services for military personnel on the island. Also, it affords a three-outlet Armed Forces Radio Network which uses AM, FM and FM-stereo and short-wave, a weekly newspaper, and exchanges and commissary stores which supply an array of life's necessities to widely scattered American communities throughout the roughly 13,885 square miles comprising the Taiwan complex.



FILL 'ER UP — Some 21 fleet oilers of the Service Force refuel the Pacific Fleet on station. An oiler such as the USS Chemung shown here carries enough fuel to keep a cruiser at sea for nine months. Heavy seas are no barrier to replenishment!

Evolution of ComServPac

The necessity for today's Service Force may be traced back to 1907 when President Theodore Roosevelt, former Secretary of the Navy and long an advocate of a strong naval arm, sent the Great White Fleet around the world as a show of U.S. Naval might.

At this time the science of naval logistics was so little understood that 73 per cent of the coal needed for the voyage had to be obtained from foreign sources, even in San Francisco!

The work of mobile destroyer tenders at Queenstown, Ireland in support of U.S. Naval forces operating with the British Grand Fleet during World War I confirmed the importance of floating support facilities and opened the door for future advances in mobile logistic support.

With the end of the Great War, most of the United States Fleet was transferred to the Pacific Coast. It was then that the Fleet Base Force — was formed on Dec. 24, 1921. Later, on April 1, 1931, the designation was changed simply to Base Force.

This harbinger of today's Service Force was made up of oilers, fresh and frozen food ships, repair ships, fleet tugs and target repair ships.

It was this group that made the first contribution to modern underway replenishment techniques.

Oiler USS Cuyoma performed the first alongside underway refueling of another ship on Jan. 11, 1924. Cuyoma fueled the light cruiser USS Omaha and the minesweepers USS Kingfisher and USS Tern. This evolution took place in calm seas. Cuyoma, traveling at four knots, towed Omaha.

It was not until 1939 that an aircraft carrier was refueled underway and not until 1940 the first battleship.

In 1925 the operating force of the Navy consisted of 234 ships. Of these, 75 were support vessels of the Fleet Base Force.

The depression brought tight purse strings on military spending. Because of it, a serious lack of high speed oilers and store ships set in.

Still, by 1940 the Navy had grown in size to 344 combatants and 120 service ships.

With the advent of Pearl Harbor and World War II, the United States Navy in the Pacific was opposed by an enemy whose fleets operated thousands of miles from America's shores. To fight such a war effectively, logistic planning and techniques were developed to a fine art.

When the fleet moved, so did huge numbers of mobile logistic support ships and craft

By August 1945 the Service Force totaled 2,930 ships and craft, performing the tasks of supplying the largest Navy the world had ever seen and one which was spread across the entire Pacific Ocean.

In the early 1950's the Service Force was called again to supply and service a mighty U.S. Fleet operating far from the shores of the United States.

Fortunately, from Korea to the nearest supply bases in Japan, the distance was only 200 miles although from there it was another 5,000 to the United States.

Today, in the Vietnam conflict the supply lines extend some 6,300 miles from the United States to bases in the Philippines and an additional 700 to 1,000 miles to Vietnam itself.

ServPac's Anniversary

(Continued from page 2)

The demand for ordnance has increased at a phenomenal rate. Service Force ammunition ships now transfer as much as 11,000 tons of ammunition per month, a jump of nearly 2,900% since the start of the war.

In fact, the scope and tempo of operations in the Vietnam War by the Service Force have only been exceeded by the World War II years of 1944 and 1945.

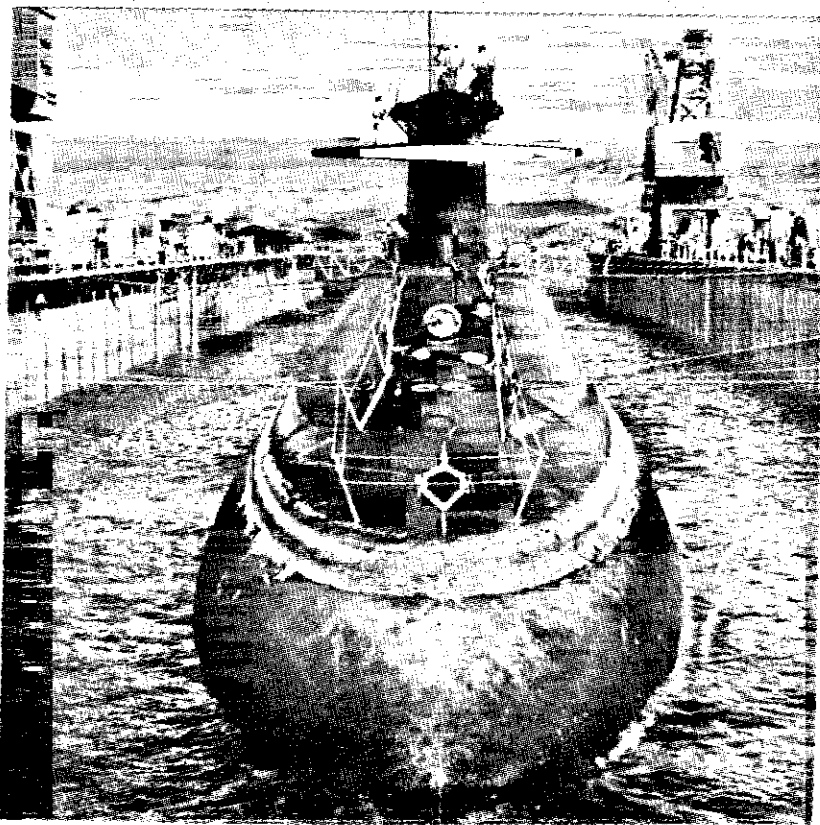
To keep up with such large demands, Service Force personnel have been increased by about 40% during the last year and over 20 ships have been added since the spring of 1965.

And since World War II the concepts and techniques used by the Service Force in providing logistic support have continually advanced. For instance, such things as vertical replenishment by helicopters, the ram-tension highlines and the sophisticated fast automatic shuttle transfer (FAST) system for the speedier delivery of missiles have all been developed.

The force has added two multi-product replenishment ships, USS Sacramento and USS Mars, in the last three years. These new workhorses provide one-stop service in a variety of products.

But for the most part, the 117 ships in the Service Force today saw action in World War II. Two oilers, USS Cimarron and USS Platte, are the two oldest ships in the Navy. Both were commissioned in 1939 and have been on continuous active service ever since. The older Service Force ships have held up well and are doing the job—a tribute to their dedicated and hard-working crews.

Now under its 11th commander, Rear Admiral Edwin B. Hooper, the logistic support provided by this unique command is just as vital to the United States Navy today as it has been in the past.



NEEDS FIXIN' — ServPac has ship repair facilities at Subic Bay, Guam and Yokosuka. The workload has more than doubled at these facilities since the buildup in Vietnam. Here, the nuclear-powered submarine Tecumseh is being drydocked at SRF Guam.

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