

of industrial support services to naval facilities they are used in broadly specialized areas and, thus, no one activity provides the full range of support services required. Certain of the activities, because of long experience and particular capability, specialize in submarine construction. Others operate almost purely as overhaul activities with the types of overhauls assigned being limited only by consideration involving facilities, skills or hydrography. The principal uses to which the naval shipyards and the naval repair facility are put are as follows:

(a) Portsmouth Naval Shipyard—Construction of Polaris and other nuclear submarines; overhaul of all types of submarines.

(b) Boston Naval Shipyard—Conversion, modernization and overhaul of surface vessels up to but not including *Forrestal* carriers.

(c) New York Naval Shipyard—Construction and modernization of all types of surface vessels.

(d) Philadelphia Naval Shipyard—Construction, conversion, modernization and overhaul of all types of surface vessels except aircraft carriers and overhaul of fleet submarines.

(e) Norfolk Naval Shipyard—Modernization and overhaul of all types of surface vessels including nuclear and overhaul of nuclear and fleet submarines; serves as major fleet repair base.

(f) Charleston Naval Shipyard—Conversion, modernization and overhaul of surface vessels up to and including cruiser types and overhaul of fleet and nuclear submarines including Polaris submarines; serves as Polaris submarine operating base.

(g) Long Beach Naval Shipyard—Overhaul, modernization, and repair of all surface vessels up to but not including *Forrestal* type carriers; serves as major fleet repair base.

(h) San Francisco Naval Shipyard—Conversion, modernization and overhaul of all types of surface vessels and overhaul of fleet submarines.

(i) Mare Island Naval Shipyard—Construction of Polaris and other nuclear submarines; overhaul of all types of submarines.

(j) Puget Sound Naval Shipyard—Conversion, construction, modernization overhaul of all types of surface vessels.

(k) Pearl Harbor Naval Shipyard—Modernization and overhaul of all types of surface vessels and overhaul of fleet and nuclear submarines.

(l) Naval repair facility, San Diego—Overhaul of surface vessels up to but not including cruisers and emergency repair of all types of surface vessels.

From the above, it can be readily seen that there is little duplication, by coast, in the uses to which shipyards are put.

On the east coast, Portsmouth is unique in that it builds Polaris submarines; Charleston in that it is being developed as a Polaris submarine base; Norfolk in that it is a major center of fleet operations and must meet a much greater than normal number of unscheduled fleet demands. New York has been, and may again be, unique because of its *Forrestal* class carrier construction capability and experience. Philadelphia and Boston do have broad elements of similarity in their workload but both are well loaded because of the volume of work required under current appropriations.

On the west coast, Mare Island is unique because of its part in the Polaris shipbuilding program; Long Beach and Pearl Harbor in that they are major centers of fleet operations and must meet a much greater than normal number of unscheduled fleet demands; Naval Repair Facility, San Diego also serves as a fleet repair base but on a smaller scale; San Francisco and Puget Sound do have broad elements of similarity in their workload, including aircraft carrier overhaul and major conversion work, but both are well loaded because of the volume of work required under current appropriations.