

FORTITUDINE

NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

VOLUME X

FALL 1980

NUMBER 2



DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

PCN 10401220100



FORTITUDINE

Motto of the United States Marine Corps in the 1812 era.

Volume X

Fall 1980

No. 2

HISTORY AND MUSEUMS DIVISION

Telephone: (202) 453-3838, 453-3840, 453-3841

DIRECTOR

Walter Edwin H. Simmons, USMC (Ret)

HISTORICAL BRANCH

Col Oliver M. Whipple, Jr., USMC
Deputy Director for History

Mr. Henry L. Shaw, Jr.
Chief Historian

Historical Section: Maj Frank M. Batha, Jr., USMC, Maj William R. Melton, USMC, Maj Edward F. Wells, USMC, Mr. Jack Shulman, Mr. Charles R. Smith, Dr. Russell J. Parkinson, Mr. V. Keith Fleming, Jr.

Reference Section: Mrs. Gabrielle M. Santelli, Mr. Danny J. Crawford, Mr. Robert J. Cressman

Oral History Section: Mr. Benis M. Frank

MUSEUMS BRANCH

Col F. B. Nihari, USMC (Ret)
Deputy Director for Museums

Mr. Jack B. Hillard
Chief Curator

LtCol Charles H. Waterhouse, USMC(R)
Artist-in-Residence

Personal Papers: Mr. Charles A. Wood, *Military Music:* Mr. Judson E. Bennett, Jr., *Marine Barracks, Special Projects:* Mr. Richard A. Long, *Art:* Mr. John L. Dyer, Jr., *Exhibits:* Mr. Carl M. DeVere, *St. Regis:* Mr. Kenneth L. Smith-Christmas

Museum Activities, Quantico
LtCol Herman C. Brown, USMC
Officer-in-Charge

Ordnance: Mr. Leo S. Champion, *Artisan:* Mr. Joseph F. Paston, *Exhibits:* Mr. C. Edward Thayer, *Accounts:* Sgt Gregory A. Nance

SUPPORT BRANCH

LtCol Frank W. Martino, USMC
Head, Division Executive Officer

Administrative: CW04 Robert M. Skidmore, USMC, *Security:* CvsSgt Carl J. Butler, USMC, *Archives:* Mrs. Joyce E. Bonnett, *Library:* Mrs Evelyn A. Englander

Publication/Production: Mr. Robert E. Sander, *Production:* Miss Catherine A. Stoll, *Graphic Arts:* Mr. Richard A. Hillman, *Typetting:* Cpl Joseph J. Hynes, USMC

Editor, *Fortitudine*
Mr. V. Keith Fleming, Jr.

Assistant Editor
Mr. William R. Melton

TABLE OF CONTENTS

Director's Page: <i>Inchon Remembered</i>	3
Certificates of Appreciation.....	7
The Readers Always Write.....	8
Acquisitions.....	12
Museum Gets Woodbridge Uniform Sketches.....	13
Lighter-Than-Air Craft Produced Buoyant Part of Aviation Story.....	16
Latest MOH Recipient Anthony Casamento Tours Historical Center.....	20
The Inspector General Reports.....	20
<i>In Memoriam</i>	21
Events at the Center.....	22
Two Anniversary Honors for Rosenthal.....	24

THE COVER

This drawing, by George Woodbridge, is one of a series he recently donated to the Center. It represents the Marines who, under the command of Robert E. Lee, ended John Brown's attempted insurrection at Harpers Ferry, Virginia, in 1859.

On 1 October 1980, the History and Museums Division relinquished control of the Marine Corps Still Photo Depository and the Marine Corps Motion Media Depository. These two activities, as well as all other Defense Department audio-visual production, distribution, and depository systems have been consolidated into the new Defense Audio-Visual Agency (DAVA). For the present, the two former Marine Corps depositories will remain in their current locations. They will continue to support the Marine Corps and the public in the same manner as in the past. Their new addresses are:

DAVA Still Photo Depository
Marine Corps Historical Center
Bldg. 58, Washington Navy Yard
Washington, D.C. 20374

DAVA Motion Media Depository
Marine Corps Development and Education Command
Quantico, VA 22134

Director's Page



BGen Simmons

Inchon Remembered

The 15th of September was the 30th anniversary of the landing at Inchon, an anniversary not much marked nor remembered by the media or American public, but not apt to be forgotten by the participants. In Korea they have longer memories and there was a suitable ceremony at Inchon which a good number of Americans attended as guests of the Republic of Korea.

Earlier, on 4 September, Mr. Chi Kap-Chong, chairman of the UN Korean War Allies Association, visited Headquarters, U.S. Marine Corps, and presented to the Assistant Commandant, Gen Kenneth McLennan, a remembrance of the landing. The memento was a 70-pound piece of cut rock from the famed Inchon sea wall the Marines had scaled 30 years earlier.

It was unfortunate that the Commandant was not in town to receive the remembrance Mr. Chi had brought so carefully from Korea. Gen Barrow has good reason to remember 15 September 1950. As company commander of Company A, 1st Battalion, 1st Marines, he landed across Blue Beach.

Gen Douglas MacArthur says in his *Reminiscences*:

The target date, because of the great tides at Inchon, had to be the middle of September. This meant that the staging for the landing at Inchon would have to be accomplished more rapidly than that of any other large am-

phibious operation in modern warfare. . . . My plan was opposed by powerful military influences in Washington. The essence of the operation depended upon a great amphibious movement, but the chairman of the Joint Chiefs of Staff, General Omar Bradley, was of the considered opinion that such amphibious operations were obsolete – that there would

For the 30th anniversary of Inchon, Mr. Chi Kap-Chong presented a stone from the city's seawall to the Marine Corps. Gen McLennan accepted the gift.

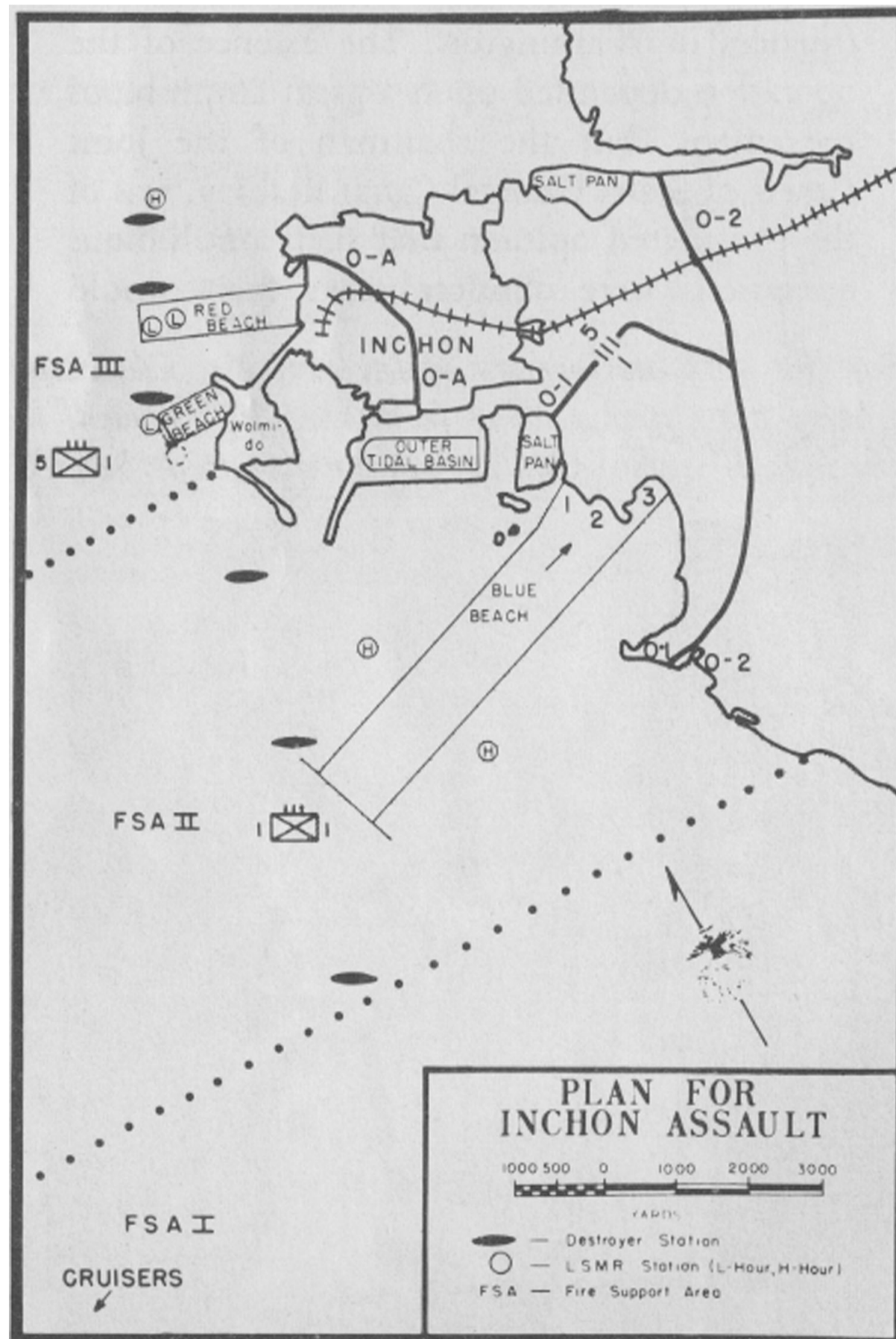


never be another successful movement of this sort.

Then-LtGen Lemuel C. Shepherd, Jr., was Commanding General, Fleet Marine Force, Pacific. On 15 July, when the war was only 15 days old, he had met with MacArthur in Tokyo. The Commander-in-Chief, Far East, had gone to his wall map of Korea and stabbed at the port of Inchon with the stem of his corn-cob pipe and said, "If I only had the 1st Marine Division under my command again, I would land them here. . . ."

Most of the combat elements of the 1st Marine Division, skeletonized by the economies of President Truman and Secretary of Defense Louis Johnson, were already on their way to Korea as the 1st Provisional Marine Brigade, to be flung into the Pusan Perimeter to fill a fire brigade role.

Shepherd told MacArthur the rest of the 1st Marine Division could be ready by the first of September. It was a bold promise because after the Brigade sailed from San Diego on 12 July, not much more than a corporal's guard was left at Camp Pendleton.



Those who currently debate the respective merits of a three- or four-rifle-company infantry battalion should be reminded that in the shrunken force structure of 1950 there were only *two*. Two rifle platoons made up a company. Two rifle companies and an emaciated weapons company made up a battalion. The wry tactical formula of the day, as practiced by the 5th Marines in the Pusan Perimeter, was "two up and none back."

The two-ness of things did not extend to the number of infantry regiments. The peacetime 1st Marine Division had only *one*, the 5th Marines, and it was argued whether the 1st Marine Division should go to war with two infantry regiments or three. As it turned out, they went to war with two and with a third regiment joining on the battlefield.

On 4 August the 1st Marines, which had gone out of the force in 1949, was reactivated by the redesignation of the 2d Marines, 2d Marine Division. The quondam 2d Marines was sent rattling across the United States, along with most of the 6th Marines and a good bit of the remainder of the 2d Marine Division, from Camp Lejeune to Camp Pendleton. Arriving they found that their regimental commander would be Col Lewis B. "Chesty" Puller, who had last commanded the 1st Marines at bloody Peleliu. Puller had been commanding the Marine Barracks at Pearl Harbor. On learning that the 1st Marines was being reactivated he had pummeled Washington with requests for its command and MajGen Oliver P. Smith, CG of the 1st Marine Division, had assented.

The 7th Marines, which also had been deactivated in 1949, was called back into being at Camp Pendleton on 17 August with command given to Col Homer L. "Litz the Blitz" Litzenberg.

The new regiments and their corresponding slices of combat support and combat service support units were plumped up to wartime strength with Marines from posts and stations and the mobilized Marine Corps Reserve. The 1st Marines sailed from San Diego on 17 August and was followed by the 7th Marines on 1 September; that is, two-thirds of the 7th Marines. The regiment's intended 3d Battalion was in the Mediterranean as the 3d Battalion, 6th Marines. It was given orders to proceed to the Far East by way of the Suez Canal.

The 1st Marine Division (minus the 5th Marines reinforced, busily engaged in the Pusan pocket, and the 7th Marines, reinforced, on the high seas) arrived in increments at Kobe, Japan from 29 August to 3

September. A U.S. Army band was on the dock to greet the transports with brassy renditions of "St. Louis Blues" and "The Marines' Hymn." Typhoon Jane stirred up things with winds that gusted up to 75 knots. Shifting from administrative loading to combat loading was a soggy business. There were also five hundred 17-year-olds to strip out of the landing force by order of the Secretary of the Navy.

It was not at all certain that the 5th Marines could be freed from the fighting at Pusan in time for the landing. The regiment made a last successful attack on 5 September, then broke off contact, and was trucked back to the port of Pusan on 7 September. In less than a week they had to re-fit, pick up replacements (including the much-needed third rifle companies), help train the new 1st Korean Marine Regiment (which was to land in Division reserve), and load out for Inchon.

Here's how I told the story of the landing in my short history *The United States Marines, 1775-1975* (Viking Press, 1976):

The Attack Force would have to come up to Inchon from the Yellow Sea through narrow and tortuous Flying Fish Channel. When the tides went out they ripped through the channel at seven or eight knots, leaving vast mud flats across which even amtracks could not expect to crawl. The hydrographers said the best date would be 15 September. Morning tide (an incredible 31.2 feet) would be at 0659, evening high tide at 1919. The landing would have to accommodate to these times.

Much of the Navy's Amphibious Force was a rusty travesty of the great World War II amphibious armadas. Many of the LSTs to be used in the landing had to be reclaimed from Japanese charters. Some came complete with a Japanese crew. Other crews had to be made up from Navy Reserves flown to Japan. . . .

Lifting the Landing Force would be Amphibious Group 1, under Rear Admiral James H. Doyle. Superimposed on top of the Landing Force was X Corps, under Major General Edward M. Almond, USA, MacArthur's former chief of staff. The 7th U.S. Infantry Division would be in reserve. Pyramided over X Corps was Joint Task Force 7.

There were estimated to be about 2200 second-rate North Korean troops in Inchon. Inland, in the vicinity of Seoul, there were thought to be about 21,500 enemy of better



At Inchon, Marines used juryrigged ladders to scale the seawall from their landing craft at Red Beach.

quality. A battalion of the 5th Marines would land at daybreak on Green Beach on Wolmi-do, an island separated from Inchon itself by a six-hundred yard causeway. Then there would be a long wait of twelve hours until evening tide was in and the main landings could be made. The rest of the 5th Marines would then land across Red Beach to the north and the 1st Marines across Blue Beach to the south — although calling them "beaches" was a misnomer; the harbor was edged with sea walls which would have to be scaled with ladders.

There was five days of air and naval gunfire preparation of the objective area. L-Hour for Wolmi-do was 0630. BLT 3/5, commanded by LtCol Robert D. Taplett, missed the touch-down time by three minutes. MacArthur, Shepherd (present as an advisor), Almond, Doyle, and Smith were watching from the bridge of the command ship *Mount McKinley*. Just before seven o'clock they saw an American flag go up over 351-foot Radio Hill. "That's it," said MacArthur. "Let's get a cup of coffee."

It was George Company, led by 1stLt Robert D. Bohn (now MajGen [Ret]), that put the flag on top of Radio Hill. The flag rests now in the Korean War case of the Marine Corps Museum and behind it is O. P. Smith's operations map showing the landing force beaches and objectives.

H-Hour for the main landings was 1730. During the day the target area became increasingly obscured with smoke from the burning city mixed in with rain and fog. The 5th Marines, commanded by LtCol Raymond L. Murray (now MajGen [Ret]), landed across Red Beach to the north of Wolmi-do, BLT 1/5

on the left, BLT 2/5 on the right. They were joined by Taplett's battalion coming across the causeway to the mainland. By midnight, the 5th Marines had seized Cemetery and Observatory hills.

Puller's 1st Marines landed to the south. BLT 2/1 was to land on Blue Beach One and BLT 3/1 on Blue Beach Two. In the smoke and confusion, the assault waves criss-crossed during the run-in to the sea wall and all the sorting out wasn't complete before it was dark. Two of the Corps' present lieutenant generals, John M. Miller and Richard E. Carey, landed as second lieutenant platoon leaders across Blue Beach Two. There was less use of the scaling ladders than anticipated because many of the amtracks found breaks in the sea wall and were able to waddle ashore.

The 1st Battalion, 1st Marines, of which Barrow's Company A was a part, was in regimental reserve. They had gone over the side of their transport and were waiting in landing craft (LCVPs) when shortly after H-Hour they received word from Puller to land over Blue Beach Two. In the gloom Companies A and B were misdirected by a searchlight beam from the control ship and landed at the outer tidal basin, some two miles to the northwest of their intended beach. When it became obvious that they were at the wrong place they re-embarked in their LCVPs and chugged southwest to Blue Beach Two, landing in pitch darkness. By midnight the assault elements of the 1st Marines were safely ensconced on the series of hills that marked their 0-1 line.

In all, it had been a good day's work. Resistance had varied from negligible to moderate. The costs, as such things go, had not been high: 20 killed, 1 died of wounds, 1 missing, and 174 wounded. There was no clear count of enemy casualties but the defenders had ceased to exist as a viable fighting force.

The piece of rock delivered to Gen McLennan by Mr. Chi came, he said, from the last bit of sea wall remaining at what had been Blue Beach. All the rest of that shoreline, vividly etched in the memories of

those who landed there, had long since been overlaid by 30 years of building and modernization of the port of Inchon.

Col Bob Taplett, retired from the Marines since 1960, went back for the 30th anniversary observance and found that he was looking for places that were no longer there, an eerie feeling. Taplett was one of some 256 veterans of the 1st Marine Division, wives, and others who had made the journey back to Inchon at the invitation of the Korean Veterans Association. "Korea Remembers" read their baggage tags and the Korean government outdid itself in its hospitality. Four Korean F-86 Sabre jets of Korean War vintage flew in tight formation over the harbor and dropped green, red, and blue smoke to mark the beaches (which is better than they were marked in 1950). A landing craft took a party out into the stream with a memorial wreath of dahlias and chrysanthemums. Another wreath was laid at the foot of the statue of Gen MacArthur in Freedom Park. In the afternoon there was the dedication of a monument and two-story memorial hall on Subong Hill. The monument includes the sculptured figure of a Marine rifleman flanked by a Korean Marine and a Korean soldier.

To tell briefly what happened after the landing I will again resort to the way I told it in my previously mentioned book:

The X Corps' plan was to move inland following the landing, capture Kimpo airfield, cross the Han, recapture Seoul, and then act as the anvil against which the NKPA would be crushed by an Eighth Army drive up from the south. The axis for the twenty-mile advance to Seoul was the intertwined road and railroad. In the morning the Division moved out, 1st Regiment astride and right of the road, 5th Regiment on the left. On the morning of 17 September, MacArthur and other notables came ashore to visit the front. On the highway they saw the still-smoking hulks of a column of T-34s which had tried a counterattack at dawn. MacArthur gave Craig, Murray, and Puller Silver Stars, and Smith was told that the 7th Infantry Division would land next day and move in on the right of the 1st Marines.

That same day, 17 September, Murray's 5th Marines took Kimpo airfield. Swimmets were put across the Han and Lieutenant Colonel Robert D. Taplett's 3d Battalion went over in amtracks at dawn on the twentieth, followed a

For a definitive account of Inchon there is no substitute for Col Robert D. Heinl's superb *Victory at High Tide: The Inchon-Seoul Campaign*. Originally published by J. B. Lippincott in 1968, the book has recently been re-printed by the Nautical and Aviation Publishing Company of America in Annapolis, Maryland.

few hours later by the 2d Battalion. This put the 5th Marines in position on the high ground north of Seoul.

The 1st Marines, coming up along the Inchon-Seoul Road had found it tougher going, there had been a hard fight at Sosa, and it was the nineteenth before they reached the hills overlooking Yongdong-po. This finished the enemy west of the Han.

On the twenty-fourth, Puller's 1st Marines crossed the river. The next day the 1st and 5th Marines went into Seoul itself, the 1st Marines attacking up Ma Po Boulevard toward Ducksoo Palace, the traditional seat of government. Supporting arms had to be used sparingly because of the civilian populace and the fighting was largely grenade and rifle, barricade-to-barricade, and house-to-house. That night the NKPA tried a final tank-infantry counterattack with everything they had left in the city. It failed, and by the

twenty-seventh Seoul was secure. Two days later Syngman Rhee, escorted by MacArthur, made a triumphal re-entry into the capital. On 30 September Litzenberg's 7th Marines, who had joined the 1st Division in Seoul, moved out along the Seoul-Pyongyang highway, reaching Uijongbu, ten miles to the north, under the approving eye of visiting General Cates. The 1st Cavalry Division, new armor gleaming, now passed through the 1st Marine Division, which then made a motor march back to Inchon to re-embark.

In the years to come, Gen MacArthur would always regard Inchon as his strategic masterpiece, a classic turning action that changed the direction of the war. The nearly victorious North Korean Army was forced to relinquish its stranglehold on the Pusan Perimeter and to fall backward in ever increasing disarray to its homeland. Seldom is a battle so decisive. Inchon deserves to be remembered.

Certificates of Appreciation

During recent months, numbers of Certificates of Appreciation, issued on behalf of the Commandant of the Marine Corps, have been awarded to persons who have made significant contributions to the Marine Corps Historical Program.

For participation in the oral history program:

LtGen Frederick E. Leek
LtGen John N. McLaughlin
LtGen Herman Nickerson, Jr.
MajGen John R. Blandford

MajGen Lowell E. English
MajGen Jonas M. Platt
MajGen Bennett Puryear, Jr.
MajGen Wilbur F. Simlik

BGen Victor F. Bleasdale
BGen Robert C. Kilmartin, Jr.
BGen Robert H. Williams
Col Ralph M. Wismer

For donations of historical materials:

Board of Directors, 8th Defense
Battalion Reunion Association
Maj Eugene Gleason
CWO Floyd O. Schilling

MGySgt John S. Burroughs
Dr. Thomas C. Nixon
Mr. Milton C. Boesel
Mr. Solomon Bogard

Mr. Wayne Johnson
Mr. Preston Sewell
Mr. Joseph P. Sheridan
Mr. George Woodbridge

For service as museum docents:

Mrs. Margaret Greenwood
Mrs. Mary Helen Nihart
Mrs. Shortie Simmons
Mrs. Martha Snowden

Mrs. Donna Anthony
Mrs. Maureen Cole
Mrs. Mary Davidson

Mrs. Liz Duffield
Mrs. Marylou Frank
Mrs. Carol Irons

The Readers Always Write

Thank you for sending me a copy of *Marine Corps Aviation: The Early Years, 1912-1940*. I have read this volume with great interest as I have seen Marine Aviation grow up from a few dedicated aviators to a vital arm of the ground forces of our Corps during the years I was on active duty.

I had my first flight in 1921 with Sandy Sanderson and have since flown many hundreds of miles with Marine aviators. Many of the old aviators were personal friends of mine. Among them were Tex Rodgers, Hayne Boyden, Frank Schilt, Oscar Brice, Nuts Moore, Greatsinger Farrell and many others whose names escape me at the moment.

Please extend my congratulations to Lieutenant Colonel Edward Johnson for his exhaustive research and first draft of the history and to Dr. Graham H. Cosmas for editing the original manuscript. The excellent collections of photographs of Marine Corps aircraft brought back memories of the early years of Marine Corps aviation and the courageous pilots who flew them.

Lemuel C. Shepherd, Jr.
Gen, USMC (Ret)
La Jolla, California

Aviation Article Corrected

I was most pleased to see the write-up on the Marine Corps Aviation Museum in *Fortitudine* (Summer 1980). However, I would like to clarify the use of Thomas-Morse aircraft in early Marine aviation. Specifically, the museum at Quantico has on display a 1917 vintage Thomas-Morse S4-C, not an MB-3 [as identified in *Fortitudine*].

The first Marine aviators at Miami in early 1918 had 3 of the S4-Cs on hand. [This was the prototype] that had failed to become one of America's first mass-produced pursuit/fighter designs. This little bird was "hot" and tricky to fly, and *only* the most experienced pilots were allowed to do so. 2dLt [John H.] "Peco" Weaver landed one in the Miami canal. A second was wrecked in a fast, hard landing. The third was then deadlined by then Maj [Alfred A.] Cunningham lest someone be killed by the ungainly little biplane!

The USMC *did* obtain the Thomas-Morse MB-3 as its very first fighter aircraft. This was done through a deal between then Col Roy S. Geiger, USMC and the late BGen Bill Mitchell, USA. The MB-3 was quite different from the S4-C "Speed Scout," being a 1920s vintage in-line-engined fighter/interceptor and an Army hand-me-down.

The Marines' third and final [experience with] a Thomas Morse aircraft was the flying, testing, and racing of an experimental high-wing monoplane, the MB-7, for the Navy by the late LtGen Francis P. "Pat" Mulcahy. Pat was on loan to BuAir at this time and did very well racing the MB-7. However, the design was not a success . . . and it was not accepted.

. . . I got (all of this) first hand from those gallant old Marines who were there . . .

Walter F. Gemeinhardt
MSgt, USMC (Ret)
Central Point, Oregon

MSgt "Fritz" Gemeinhardt, an authority on Marine aircraft, is the master craftsman who created the dioramas in the Marine Corps Aviation Museum. In his honor, the Aviation Museum now awards the Gemeinhardt Trophy to the builder of the best scale model of a Marine aircraft entered in the annual Marine Corps Scale Rally at Quantico.

The airplane in question at the Aviation Museum is indeed a Thomas-Morse S4-C "Speed Scout," not a Thomas-Morse MB-3.

Boxer Rebellion

In Danny Crawford's article on United States Marines' defense of the embassies over the years (*Fortitudine*, Winter 1979-80), he identifies the Boxer siege of the Peking legation as possibly the most famous. It is also traditionally regarded as the first occasion on which both our Corps fought side by side; an achievement which is commemorated in one of the tableaux on the Royal Marine memorial near Admiralty Arch in London. The officer leading a joint assault party can be clearly recognized as an

American Marine who is, in fact, the Captain "Handsome Jack" Myers referred to in the article.

Actually he was never in charge of the gallant, combined force of international defenders who repulsed thousands of fanatical attackers for over two months. Sir Claude MacDonald, the British Ambassador, commanded the contingent of 500 or so Marines and seamen, which included Russians, French, Germans, Austrians and Japanese; the largest unit being supplied by the Royal Marines. Reputedly another significant link is that Captain Halliday, RM, the senior surviving Royal Marines officer, earned a Victoria Cross during the siege, while Captain Myers gained the equivalent Medal of Honour?

LtCol N.F. Vaux, RM
Royal Marine Representative
MCDEC, Quantico, Virginia

Capt John T. Myers did not receive the Medal of Honor for his service in Peking. Instead, he was brevetted a major and advanced four numbers on the seniority list for heroism. His heroic conduct was specifically mentioned in President McKinley's message to Congress in February 1901. After the Marine Corps Brevet Medal was authorized in 1921, Myers was one of 23 Marines who received it retroactively. He retired a major general in 1935 and was advanced to lieutenant general on the retired list in 1942. LtGen Myers died in 1952.

The Town of Marines

Enclosed is a book (*Marine, Illinois: An Historical Review* by Earl E. Shepard, D.D.S., 1975) that I wish to add to the museum's library.

I don't know how many towns in the U.S.A. are named "Matine," but, I was driving to Scott AFB on Route No. 55. I noticed a sign with the name on it, plus an arrow pointing east. Having time on my hands, I became curious as to why "Marine" was so-called, so I detoured to the town of 900. Sad to say, it had little to do with the Marine Corps, but it was still fun and interesting to visit the town.

John F. Sullivan
Superintendent
Friendship Facilities Center for the Handicapped
Ottawa, Illinois

Mr. Sullivan is an old friend of the Historical Center and a former Marine who served with the 2d Amphibian Tractor Battalion. The town of Marine, Illinois gained its name because of the sentiments of several former sea captains who settled there in 1819.

Another community by the same name was recently brought to our attention by Maj John B. Gilmer, USMCR (Ret), an attorney in Louisa, Virginia. This was Marines, North Carolina, which was located in that area of Camp Lejeune now known as Courthouse Bay. The federal government first established a post office at a place called Marines on 31 August 1885; however, it was discontinued in 1886. Mr. Wiley Marine (no pun intended!) was the only postmaster. The name Marines was resurrected in 1890. In that year, the post office at Pollard, originally established in 1885, was changed to the name of Marines. This is the "Marines" that appears on old maps of Camp Lejeune. Of the several postmasters recorded, Mr. Lewis Marine served from 1897 to 1914. The government closed the post office at Marines on 30 September 1941 because of the establishment of the base then called New River, now Camp Lejeune. This information came from Commonwealth of Onslow: A History, by Joseph Parsons Brown and published in New Bern, North Carolina in 1960.

Mrs. George Barnett

The article on Mrs. George Barnett, "Mother of Marines," in the Winter 1979-80 issue of *Fortitudine* was most interesting to me as her reputation was still legendary years later during the time I served at 8th and I in the 1950s.

That Mrs. Barnett was a "doyenne of society" was indeed true, and as history shows, she did use the Commandant's home to serve as "a meeting place for friends and relatives of Marine Officers" – and on occasion to introduce her own relatives, one whom was to become famous, or infamous, depending on which side of the Atlantic one happened to be!

It was at the Marine Barracks that Mrs. Barnett's cousin, Wallis Warfield of Baltimore, was introduced to Washington society at a tea dance in the Band Hall. This young lady was later to become the Duchess of Windsor.

The Duchess' connection with the Corps was not restricted to Mrs. Barnett: Brigadier General Robert L. Montague, and Francis Montague Dyer, wife of

Brigadier General E. Colston Dyer, were also related to her.

Warren P. Baker
Col, USMC (Ret)
Fairfax, VA

Mottoes of the Corps

Permit me to enter the "Semper Fidelis Sweepstakes" with the information that I learned to my delight and pleasure many years ago that the McCahill family had the same motto as the Marine Corps.

... my younger brother, Capt Robert McCahill, USMC, was killed in action on Iwo where he was a company exec. In one of his last letters home he wrote that if he drew an unlucky number on the upcoming invasion (he had been in the 3d Parachute Battalion in combat before joining the 5th Marine Division), "I'll stand a good chance of joining those many Marines guarding Heaven's scenes." Semper Fidelis!

Bill McCahill
Col, USMCR (Ret)
Arlington, Virginia

... another coincidence: the current motto of the Clan MacRae is *Fortitudine*. I [also] have an old clan crest, dated circa 1873, which clearly shows that the MacRae motto used to be *Semper Fidelis*. This crest predates the Marine Corps' adoption of *Semper Fidelis* by more than five years. It may be worthwhile to search the [Marine] archives for a [Marine of that era named] MacRae who may have advocated *Semper Fidelis* as the Corps' motto.

Of further note, the MacRae tartan's colors are scarlet, gold, blue, and forest green...how appropriate!

Keith S. Rasmussen
Walnut Creek, California

As is the case with most Latin phrases which express an exalted idea in a pithy manner, Semper Fidelis has a long and honorable history among mottoes. For instance, at least three of the ancient Irish families employ it as their motto: the Molyneux, the O'Madigans, and one of the junior branches of the

House of O'Connor. Semper Fidelis is used by the Devonshire Regiment and by several families in England and Scotland.

The Marine Corps adopted Semper Fidelis in 1883 as a successor to the various other tentative mottoes, including Fortitudine, used in the early 1800s. In the late 1870s, Per Mare, Per Terram, sometimes used in its English form, "By Sea and by Land," had been blatantly borrowed from the Royal Marines. The Corps' new motto, Semper Fidelis appears to have been selected as expressing what Marines considered their cardinal virtue.

Canadian Invitation

On behalf of the branch I am extending an invitation to any serving or retired U. S. Marine if they happen to be in the City of Vancouver.

Per Mare Per Terram

Frank Helden
Royal Marine Assoc.
Western Canada Branch
3622 Haida Dr.
Vancouver, BC, Canada
V5M3Z4

7-Inch Guns

Thank you for including me on the mailing list for *Fortitudine*. I am intrigued by the title. I am curious about its derivation and significance. As a matter of fact, I am not sure of its pronunciation.

I read with interest Maj Buckner's article about the 7-inch gun (*Fortitudine*, Spring 1980). I would suggest to him that he have a suitable brass plaque made for it and inscribed with the following words:

*This gun kept us out of World War I.
The 10th Marines.*

My recollection about this gun is entirely dependent upon a fading memory of over 60 years. My principal criticism of it is that it had an extremely limited arc of horizontal traverse (train). Switching to another target meant picking up a ponderous trail piece, which must have weighed at least 5 tons, and moving it left or right. And since the trail was an integral part of the whole mount, including the gun

barrel itself, shifting to another target was no little problem. A better design would have been a split trail of two parts which would open up like a pair of scissors. But people like Baldwin, whose locomotives don't require steering, would never think of that.

What ammunition the Navy proposed to furnish this gun, I don't know. At that time, the Navy had 3 types of projectiles: armor-piercing which had great penetration but a relatively low bursting charge, a high capacity projectile with a thin shell and a relatively high bursting charge, and a "common shell" which was sand-loaded and used only for target practice. What targets did they have in mind?

Navy officers always were a bit over-enthusiastic about what could be accomplished by large-caliber guns against shore or land-based targets even up to and including World War II.

I suggest that the 7-inch gun should be designated as a "track mounted" gun rather than "tractor mounted." The latter might imply that the gun was mounted on a self-propelled (or tractor) mount.

I am not at all surprised that this gun was dropped from consideration as suitable for Marine Corps use. As a member of the Marine Corps Equipment Board in the 1930s, I am mindful of the frequent admonition we received from the Navy Board to limit our requirement to a "5-ton lift" aboard ship. As a result, we wasted considerable time and money on a Marmon-Harrington 5-ton "tank" (God save the mark!). And I remember in particular the verbal dressing down that I received from BGen Holland M. Smith for recommending the procurement for trial of a 15-ton US Army tank. This was in 1938 and

BGen Smith, at Headquarters, Marine Corps, was then a member of the Navy General Board. Note: During WW II the Navy was lifting 35-ton tanks.

John Kaluf
Col, USMC (Ret)
Libertyville, Ill.

Col Kaluf was one of many readers who had trouble with the pronunciation of Fortitudine. The correct pronunciation of the Latin motto is: For-tih-too-dih-nay. It means "with fortitude" or, in modern slang, "guts." Sadly, we have learned that Col Kaluf, a long-time friend of the Historical Program, died on 22 October and was buried in Arlington National Cemetery. A full obituary will appear in the Winter issue.

Regarding the article on World War I Tractor Guns, the 41st Company on Guam at that time (1929-31) had 7-inch guns that were moved by Holt Tractors. There were also 7-inch guns at Orote Point and Mt. Tenjo.

[In addition], while preparing to move to new quarters I found the enclosed photo . . . LtGen Silverthorn was a captain stationed in Sumay at the time this photo was made.

Joseph E. "Caribou" Johnson
1st Lt, USMC (Ret)
Chelsea, Massachusetts

Mascots of the 1930 Guam boxing tea were sons of then-Capt Merwin H. Silverthorn, now a retired

lieutenant general. Merwin, Jr. and Russell retired as a colonel and a lieutenant colonel, respectively.



Acquisitions

During the summer, the Museums Branch received a Sperry-Univac BC/7.611 computer for automating our museum records. Initial experience has confirmed our curators' belief that computerization of records is a very useful and practical step, especially when the inventory of historical materials grows as large as ours. A forthcoming article in Fortitude will detail the computer's capabilities and our progress in switching from a manual records system.

The Center's new computer demonstrated its value in the preparation of this article. Formerly, to discuss recent acquisitions required considerable effort. One had to pull each separate accession folder and sort through the various records on each donation. This time-consuming process has now been replaced by a single command to the computer, cutting the total work involved by half. In a few minutes, the computer provides a print out containing only the applicable elements of the full accession record. These elements are the description of the item, the donor's name, and the item's historical provenance. With this information, writing an acquisitions article is relatively simple.

The majority of the items donated during the summer of 1980 were uniform articles and insignia. Dr. Mary A. Gardner, Col, USMCR (Ret.) donated several boxes of uniforms dating from late WW II through the mid-1950s to help "round out" our collection of women Marines' uniforms. Mrs. Robert D. Heintz, Jr., again gave us some more of her late husband's uniforms, among them the ubiquitous Army-style woolen "jeep cap" of WW II vintage. From Mr. Milton C. Boesel of Toledo, Ohio, we received a pair of late WW II electrically-heated flying trousers. Perhaps our most noteworthy gift of uniforms during the summer came from Mr. Wayne Johnson of Moline, Illinois. Mr. Johnson's late father was a member of the 13th Marines during WW I and kept his uniforms in excellent condition after his service in France. Included in this donation was his complete winter field service green uniform with the rare 5th Marine Brigade insignia, his summer service

uniform and all of his medals, in addition to a fine collection of personal papers and photographs.

Rivalling the numbers of uniform parts accessioned were the large number of personal papers collections received. Mr. Donald G. Forbes sent in material pertaining to Quantico during and just after WW I. Col John B. Sims, USMC (Ret) of McLean, Virginia, gave us papers and photographs that belonged to his father, BGen Amor L. Sims, relating to the 7th Marines at New Britain and Guadalcanal. LtGen Edward A. Craig, USMC (Ret), donated a selection of poems by Mrs. Jean De Maranza, the "Marine's Mother." Other papers collections were received from Col William P. McCahill, USMCR (Ret), (a long time supporter of the historical program), Col George B. Kantner, USMC (Ret), Miss Anna Kronenbitter of Williamsburg, Virginia, and Col Harry S. Connor, USMCR. During their Basic School class's 40th anniversary reunion, held at the Center, Col Kenneth C. Houston, USMC (Ret), delivered to Col Nihart a booklet describing Winston Churchill's review of the forces in Iceland. Mrs. John Zaremba sent in a collection of personal papers dating from her service in the Women's Reserve during WW II.

Upon his recent retirement, Col Thomas M. D'Andrea, Jr. donated all of his personal papers to the Museum as well as a collection of squadron insignia. Another insignia collection was received from a long-time friend of the Museum, Maj Eugene W. Gleason, USMC (Ret). Mr. Arthur H. Bechtold of Indiana gave us his WW II winter service uniform which bore the insignia of the 4th Marine Division.

Photographs literally poured into the collection during the summer. Among those donating photographs were Col Henry Aplington II, USMC (Ret), Col Bernard T. Kelly, USMC (Ret), LtCol Thomas W.P. Murphy, USMC (Ret), and the 8th Defense Battalion Reunion Association. In addition, we received several photographs of the Marine Band performing in Washington just prior to WW I from Mr. George J. Kaiser of Manassas, Virginia. Mr. Kaiser's donation also included some rare early medals awarded to Principal Musician Hans Wunderlich of the Marine Band.

As is always the case, space does not permit the listing of all donors who have kindly helped us through their gifts. Nonetheless, we would again like to extend our most sincere thanks for the generosity shown by all those who have contributed to the Museum's collections. KLS-C

Museum Gets Woodbridge Uniform Sketches

by Kenneth L. Smith-Christmas

Mr. George Woodbridge, a well-known American artist, has donated to the Historical Center a series of drawings he originally executed for the monumental work, *American Military Equippage, 1851-1872*. The donation was one result of a meeting this summer between BGen Simmons and Mr. Woodbridge at a muster of recreated Revolutionary War units at Valley Forge, Pennsylvania. The artwork arrived at the Center in August.

Mr. Woodbridge's drawings, notable for their ac-

curacy and attention to detail, include both scale renderings of insignia and full-figure uniform studies of Marines of the Civil War era. Among the insignia illustrations are those of the various enlisted and officer ranks, branch of service devices, and cuff and button details. The full-figure drawings concentrate on particular uniforms, but one is a tableau of the Marines who captured the abolitionist John Brown and his followers at Harpers Ferry in October 1859.

As he worked on the series of drawings, the artist





OFFICERS' DRESS CAP
DEVICE, 1852-1859



ENLISTED DRESS CAP
DEVICE, 1852-1859



OFFICER AND ENLISTED
UNDRESS CAP DEVICES,
1859-1872



DRESS CAP DEVICE
(ALL RANKS)
1859-1872

consulted a wide variety of sources, including the Marine Corps Historical Division and its antecedents. Photographs, paintings, personal accounts, official uniform regulations and [manufacturing] specifications, and existing artifacts were important sources. Mr. Woodbridge also consulted individuals knowledgeable in Marine Corps uniforms and accouterments of the period. Among these was Mr. Ralph Donnelly, formerly senior reference historian for the Historical Branch. Mr. Donnelly's life-long avocation has been the study of the Confederate Marine Corps.

Mr. Woodbridge himself has developed over the years an international reputation as an expert on military uniforms. After being discharged from the U.S. Army in 1952, where he was an illustrator, as well as serving with the Old Guard at Fort Myer, he studied at the School of Visual Arts in New York City. After graduating in 1956, he became a free-lance commercial artist, illustrating a wide variety of books, magazines, and journals. Many younger readers of *Fortitudine* will remember his work in *Mad* magazine, a satiric favorite since the early 1950s. During these years, however, his personal in-

terest was researching and illustrating military uniforms.

As his reputation grew, all the major American military museums, as well as many of the better known foreign military museums, either consulted him or commissioned drawings. As a result, Mr. Woodbridge was a logical choice to do most of the illustrations in the *American Military Equipage* series.

This multi-volume work was started by Col Frederick P. Todd, USAR (Ret) around 1959. Based on Col Todd's "study albums," it was originally intended to be a single volume that described American military uniforms and equipment between 1851 and 1872. Further research indicated that a single volume would not sufficiently cover the subject and the project was expanded to seven volumes. The first volume was published in 1974, with two subsequent ones coming out in 1977 and 1978, all under the aegis of the Company of Military Historians. The final four should be published in the near future. As with all research endeavors, there is more to be learned on the subject, but the coverage of the Civil War-era Marines of both sides is the most complete yet published.



FIRST SERGEANT,
1859-1892.



LIEUTENANT,
FULL DRESS, 1861.



OFFICERS'
UNDRESS,
1859-



DRUM MAJOR, 1860

WOODBRIDGE

All drawings by George Woodbridge used in this issue are from *American Military Equippage*, Vol. III, copyrighted by the Company of Military Historians, 1978.