

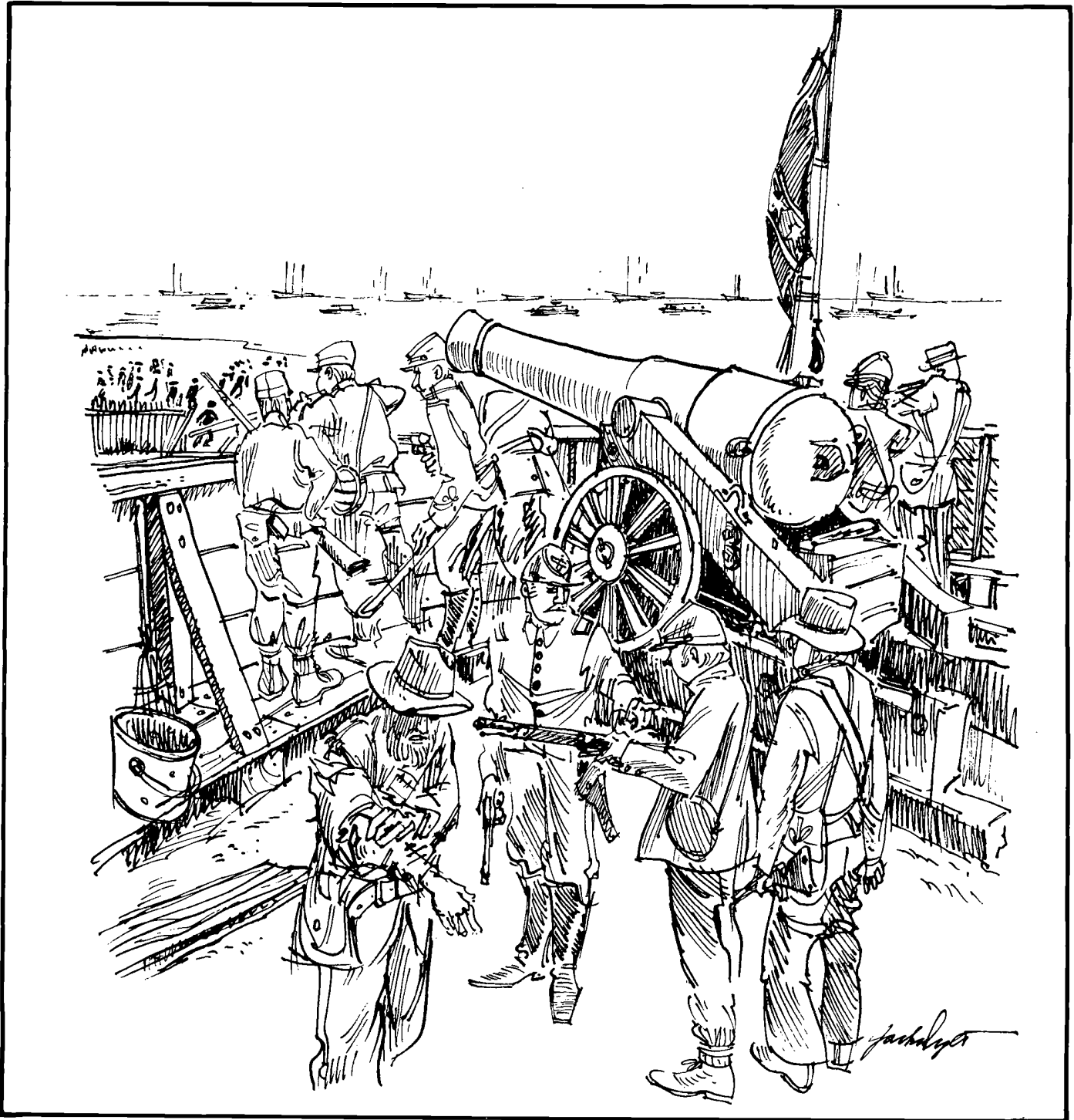
FORTITUDINE

NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

VOLUME XVI

SUMMER 1986

NUMBER 1



THE CLIMACTIC AMPHIBIOUS ASSAULT OF THE CIVIL WAR . . . WORKHORSES OF TWO WORLD WARS ADDED TO QUANTICO MUSEUM . . . A RICH ASSORTMENT OF 20TH CENTURY MARINE PHOTOGRAPHS ENHANCES COLLECTION . . . NEW ILLUSTRATIONS FOR MARINE UNIFORM REGULATIONS . . . FLIGHT LINES: C-117D

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HISTORY AND MUSEUMS DIVISION

Marine Corps Historical Center
Building 58, Washington Navy Yard
Washington, D.C. 20374-0580
Telephone: (202) 433-3838, 433-3840, 433-3841

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Editor *Fortitudine*
Mr. Robert E. Struder

Staff Photographer, *Fortitudine*
Dr. V. Keith Fleming, Jr.

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

Volume XVI

Summer 1986

No. 1

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THE COVER

Fort Fisher at the mouth of North Carolina's Cape Fear River was the scene of one of the Civil War's spectacular battles; according to BGen Simmons, the one which provided an "amphibious" finale to the war. For the cover, Museums Branch Art Curator Maj John T. Dyer, Jr., USMCR (Ret), has recreated the view from the fort of the Union landing force in assault at the angle where the fort's main faces joined. Other sketches by Maj Dyer accompany "Director's Page" beginning on page 3.



Maj Dyer

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Fort Fisher: Amphibious Finale to the Civil War



BGen Simmons

In the rolling hills of rural western Maryland the Civil War is still a palpable thing. Antietam is the centerpiece. After more than a hundred years of respectful attention, the battlefield now has a parade-ground—or possibly cemetery—cleanness and precision. But in September 1862, when the armies of Lee and McClellan came together on that compact field outside of Sharpsburg, their meeting was neither clean nor precise and the soldiers in blue and gray were made of vulnerable flesh and blood, not imperious marble.

I was thinking about these things during the early evening of 24 April as I took the back roads through western Maryland farm country on my way to speak to the Hagerstown Civil War Round Table. I was conscious also of Gettysburg to the north and Harpers Ferry to the south.

The Hagerstown Civil War Round Table meets at the Chewstown Community Center. Chewstown is a village where, if you stand just right so as to exclude from view the gas stations and convenience stores, you have the feeling that things have not changed that much since the Civil War. The Community Center is new; it would be nice if there was a still-surviving Grange Hall for such meetings. The dinner was prepared and served by the ladies of the community; it was bountiful. There is a strong German ethnic streak in rural western Maryland and it shows in the cooking with its sweet-and-sours. There were 75 or 80 persons present and I had the feeling that the good cooking was a stronger draw than the evening's speaker.

With some trepidation, I announced the premise of my talk: that the operations that reduced Fort Fisher, North Carolina, were in fact an amphibious finale to the Civil War.

These operations have been much neglected in most histories of the Civil War. When mentioned at all they tend to

be treated as a sort of sideshow to the larger land operations of Grant and Sherman. They deserve more attention.

By the summer of 1864, the U.S. Navy's close blockade had sealed off the South's long coastline with one exception. Along the Atlantic, Wilmington, North Carolina, was the one gateway that still remained partially ajar, feeding a thin trickle of supplies to Lee and Johnston.

“Something must be done to close the entrance to Cape Fear River and port of Wilmington,” Secretary of the Navy Gideon Welles wrote in his diary on 30 August 1864. To Welles there seemed to be some defect in the blockade which made Wilmington appear almost an open port. Part of the fault, he believed, lay with RAdm Samuel P. Lee, commander of the North Atlantic Blockading Squadron and incidentally a cousin of Robert E. Lee.

Adm Porter's sailors were armed with "well-sharpened" cutlasses and revolvers.



Welles didn't question Adm Lee's loyalty; he did find him lacking in dash and daring.

Welles had been urging a “conjoint attack”—what we would now term an “amphibious assault”—against Wilmington for months, but there was no great enthusiasm for it. President Lincoln agreed with Welles but did not want to press the matter on Secretary of War Edwin Stanton. Stanton, in turn, seemed to agree but was disinclined to press Gen Grant.

Welles got around Stanton by sending his Assistant Secretary, Gustavus V. Fox, to work with MajGen Henry W. (“Old Brains”) Halleck, the Army's chief of staff. On 2 September, the War Department agreed, with some reservations, to a joint operation.

Welles now had to find a leader for the Navy's half of the expedition. He ran down the list of admirals—going past Farragut, DuPont, Lee, and Dahlgren—and decided on David D. Porter. Porter, then commanding on the Mississippi, received orders on 22 September telling him to come East to take command of the North Atlantic Blockading Squadron.

Porter, 51-years-old, arrived in Washington on 6 October, got a one-day briefing at the Navy Department, and left the next day for Hampton, Virginia, where on the 12th he relieved Adm Lee.

Grant specified that the troops for the expedition come from the Army of the James and be under the command of MajGen Godfrey Weitzel. The commander of the Army of the James, Benjamin F. Butler, smelled a chance at glory and interposed himself on top of Weitzel.

“I don't trust them West Point fellows,” Butler would say, “They're trying to keep me from being successful.”

I didn't have to tell a Civil War Round Table audience that Ben Butler, the “Beast of New Orleans,” was more of a Massachusetts politician than a general. I did remind them that Butler's expedition

against Fort Hatteras early in the war had been everything an amphibious operation should not be. When Fort Hatteras surrendered on 29 August 1861, the Confederate commander, Commo Samuel Barron, refused to give his sword to Butler because the troops ashore had done nothing, but surrendered instead to the naval force commander, Commo Silas H. Stringham.

Wilmington, as it was in 1864, lay six miles up the Cape Fear River. There were two mouths to the river, six straight-line miles apart but 40 miles apart by sea because of the projection of Smith's Island and Frying Pan Shoals. Confederate MajGen W. H. Chase Whiting was in charge of the Wilmington defenses. Whiting had been one of Lee's division commanders, but he had a deep streak of pessimism that made him unsuited to command in the Army of Northern Virginia. He was a good engineer—in fact, he had graduated first in his class at West Point—and he had been at Wilmington since November 1862. Col William Lamb, a good engineer and officer, commanded Fort Fisher itself.

Fort Fisher was on the low sand spit that is Cape Fear. At some distance away on the very tip of Cape Fear was Battery Buchanan manned by the Confederate Navy. There was a provisional guard company of Confederate States Marines in Wilmington under command of Capt Alfred C. Van Benthuyzen, CSMC. A detachment from this company was sent to Battery Buchanan in November and by December the battery, commanded by Lt Robert T. Chapman, CSN, was garrisoned by 19 Confederate Navy officers and warrant officers, 136 seamen, and 25 Confederate Marines under 2dLt James Campbell Murdoch, CSMC.

Fort Fisher had two major fronts. The north or land front was 682 yards long and effectively sealed off land approach to the fort. Cape Fear peninsula was about 700 yards wide at this point. The east or sea front ran 1,898 yards down the beach. Together these two fronts formed an "L" lying on its back. To the rear of Fort Fisher itself was a line of rifle pits, protecting the fort from the unlikely event of an enemy approach from the river side of the peninsula.

The fort had the reputation of being the strongest earthwork fort in the world. The

land front was 20 feet high and 25 feet thick, with traverses rising 10 feet higher and running back 30 or 40 feet. Between each traverse were one or two heavy guns, 24 of them, ranging from two 10-inch Columbiads down to three 5½-inch Cohorn mortars. In front of the parapet was a shallow ditch and a log palisade. In front of the palisade was a 200-yard belt of electrically controlled land mines—so-called "torpedoes." Positioned 80 feet apart, each was filled with 100 pounds of powder.

The longer sea front was a series of batteries, mounting a total of 24 heavy guns. Within the fort there was 14,500 square feet of bomb-proofs for personnel and magazine protection.

The Union plan was to land north of Fort Fisher and to assault the land front after a general bombardment by the fleet followed by further naval gunfire.

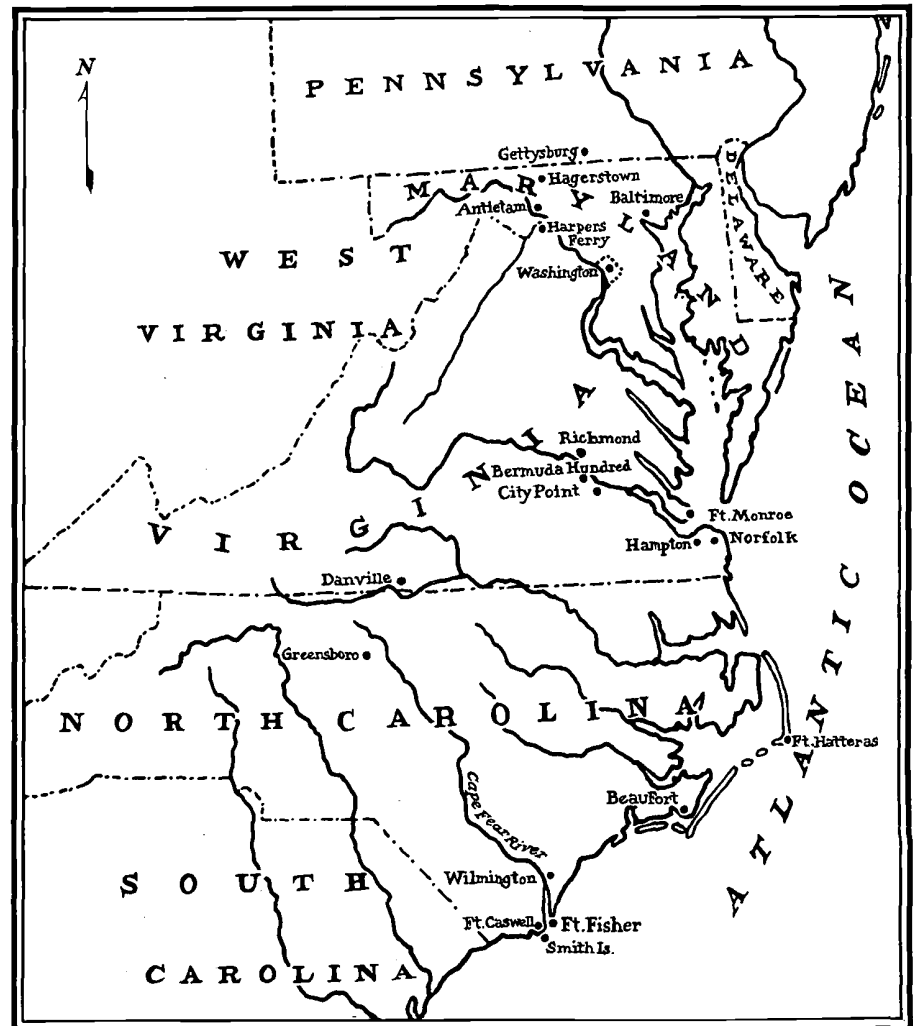
Someone came up with the idea of a powder ship. The Navy blames it on Butler, but Porter did agree to it. The idea was to explode an old steamer filled with

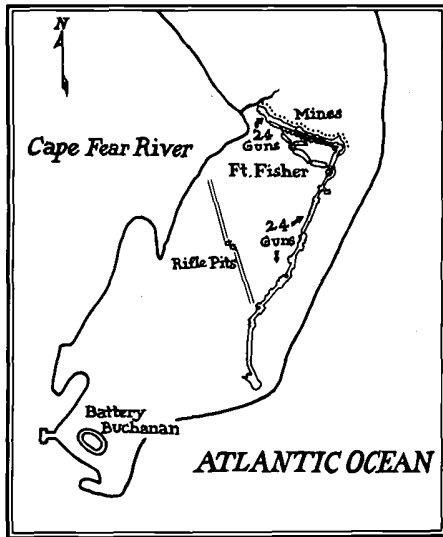
powder close to the fort. The resulting blast was supposed to knock down the walls of the fort and stun its defenders.

An old screw-driven cotton trade steamer, the *Louisiana*, was brought down from New York to Craney Island in Hampton Roads and packed with 215 tons of powder. By now it was early winter and Grant was nudging Butler to get started, telling him on 4 December to move "without delay with or without your powder boat."

Meanwhile, on the southern side, Braxton Bragg had relieved Beauregard as commander of the Department of North Carolina and Southern Virginia.

On 7 December, Butler staged a force of 6,500 men at Bermuda Hundred, Virginia, and the next day they embarked in their transports and moved into Hampton Roads off Fortress Monroe. The two major units of the expeditionary force were the 2d Division, 24th Army Corps, under BGen Adelbert Ames, and the 3d Division, 25th Army Corps, under BGen Charles J. Paine. The 2d Division





had 13 regiments organized into three infantry brigades. The 3d Division had nine regiments of Negro troops organized into two brigades.

Butler arrived off Fort Fisher with his transports on 15 December. Porter and his squadron arrived three days later. The powder ship was to go in that night but the explosion had to be delayed. The weather which had been good turned bad. The transports after ten days waiting had to go to Beaufort, North Carolina, for coal and water. It was not until the night of 23-24 December that the *Louisiana* with a skeleton crew of volunteers ran into within 300 yards of the fort, dropped anchor, activated the various fuses, and set the ship on fire.

The powder ship exploded at 1:40 a.m. 24 December. Twelve miles away the Federal fleet barely felt the shock, but they steamed hopefully forward to see the damage. The results were so feeble that Col Lamb, commanding in the fort, did not even recognize the effort for what it was. He thought a Union gunboat had gone aground and destroyed herself to prevent capture.

Regardless of the success or failure of the powder ship, Porter was ready to put into motion the Navy half of the attack. His fleet was the largest assemblage of combatant ships ever collected under the American flag up to that point in time. He arranged them in three lines plus a reserve. The first line included five ironclads for short-range fires against the northern face of the fort. The second and third lines were older ships which were to engage the seaward face of the fort. Al-

together, Porter had something like 50 ships and 600 guns.

Butler's plan was to send a strong reconnaissance party ashore about four miles north of the fort. Then, in the words of his plan, "if from the reconnaissance it is deemed practicable to attempt an assault on Fort Fisher, the assault will be made." Weitzel would be in charge of the actual landing. The Army had enough special landing boats to get the reconnaissance party ashore but asked for ships' boats to help in the main landing.

Porter began his naval gunfire at 11:30 a.m. 24 December and, after an hour and 15 minutes of bombardment, return fire from the fort had stopped. Two magazines had been seen to blow up and the fort was on fire in several places. Butler, however, failed to get his transports in place to make a landing on the 24th. The naval gunfire preparation was repeated on Christmas Day, and Butler's troops went ashore without incident or opposition. The Confederates had two batteries flanking the landing beach but these were surrendered without a shot being fired.

Weitzel pushed his skirmish line to within 50 yards of the northern face of the fort. The naval gunfire had caused the defenders to take cover in their bomb-proofs. Three or four Federals actually reached the parapet and one carried off a Confederate flag.

But darkness was falling, and although he had 3,000 men ashore, Butler's courage failed him. He decided that nothing short

Fort Fisher on Cape Fear, North Carolina had the reputation of being the strongest earthwork fort in the world. It had two major fronts. The longer sea front—1,898 yards down the beach—was a series of batteries, mounting a total of 24 heavy guns.



of a deliberate siege would reduce the fort and he ordered his troops reembarked for movement back to Hampton Roads.

Butler was in such a hurry to get off the beach that he left a regiment or so ashore. Next day, Porter sent a message to the captain of the *Brooklyn*: "We must get those poor devils of soldiers off today or lose them . . ." Porter ended his message with: ". . . ain't a soldier troublesome? Go at it as soon as it is light enough; we can have them all off by 12; there are 700 ashore." It took a little longer than that, but the *Brooklyn* did get them all off.

On the Confederate side, the Federal intentions had not been apparent until the arrival of Butler and Porter off Fort Fisher on the 18th. Lee ordered Robert F. Hoke's division, about 6,155 strong, to move to Wilmington. The rail line was cut and Hoke had to travel by way of Danville and Greensboro. Hoke was a 27-year-old North Carolinian who had made a reputation early in the war as a ferocious fighter. He would not live up to that reputation in the battle that was about to begin.

In the fort on 24 December, Col Lamb had 928 defenders, 788 of them regulars, 140 of them junior reserves. Organizationally, he had five companies of the 36th North Carolina Regiment, two artillery companies of the 10th North Carolina Regiment, and the 7th Battalion, Junior Reserve. Gen Whiting joined Lamb in the fort at about 1 p.m. on 24 December at about the time the initial naval bombardment lifted. Whiting did not assume command but remained an observer. Rein-



A landing party of Union sailors and Marines was to storm the bastion where the fort's land and sea faces came together. Marines were to cover the assault with musket fire.

forcements arrived that night bringing the number of defenders up to 1,371. Capt Van Benthuyzen arrived at Battery Buchanan on Christmas Eve with further Confederate Marine reinforcements. On Christmas Day two-thirds of the Buchanan garrison was shifted to Fort Fisher. Lamb's casualties were light: altogether 13 killed or died of wounds and 58 wounded in the two-day action.

Union losses were also light. Porter had lost 45 killed and wounded. Butler reported one man drowned, two killed, ten wounded by stray naval gunfire, and an officer who wandered through the picket line and got captured.

On 29 December, Porter's official report on the fiasco reached Gideon Welles in Washington. Welles, accompanied by Fox, went immediately to Lincoln with the dispatches. Lincoln read them carefully. There was nothing in the Navy's performance to criticize. As for the Army, Lincoln said, "I must refer you to General Grant."

Avoiding Stanton, Welles telegraphed a dispatch directly to Grant at City Point, Virginia. By the 31st he had Grant's reply: he, Grant, would organize another expedition and would get off sealed orders in not more than three days.

On 2 January 1865, a series of concise, apparently unrelated, messages left City Point over the signature "U. S. Grant."

One to Gen Butler suggested bluntly that Weitzel be given 30 days' leave.

A second, to MajGen Philip H. Sheridan at Winchester, ordered Sheridan to detach a division and send it to Balti-

more. Sheridan received the order at nine at night and had the division ready to go at the rail head at 10 the next morning.

A third dispatch ordered MajGen Alfred H. Terry, commanding 24th Corps, to report to Grant at City Point. Terry, a good man in a fight, arrived at Grant's headquarters that day and learned that he was to command a second expedition against Fort Fisher.

Before midnight on the 2d, Ames' and Paine's divisions were pulled out of the Army of the James lines and their generals ordered to report to Terry at 9 a.m. 3 January.

On the 3rd, Grant dispatched a letter to Porter which began:

I send Maj. Gen. A. H. Terry, with the same troops Gen. Butler had, with one picked brigade added, to renew the attempt on Fort Fisher. In addition to this I have ordered Gen. Sheridan to send a division of infantry to Baltimore to be put on sea-going transports, so they can go also if their services are found necessary.

This division was to be held at Fortress Monroe, ready to sail on an hour's notice.

Grant also had some things to say about command relations: "General Terry will consult with you fully, and will be governed by your suggestions as far as his responsibility for the safety of his command will admit of."

Meanwhile, Porter had taken his fleet back to Beaufort for coaling and resupply, leaving just the regular blockaders

off Cape Fear. Disgusted with Butler and not yet in receipt of Grant's letter, he had written his old friend of the Western campaigns, William T. Sherman, then at Savannah, asking him to send him some troops by transport. Sherman answered on the 31st of December that as he was coming north anyway, he would march through the Carolinas to Wilmington, "tearing up the roads and smashing things generally."

Butler was not yet completely out of the picture. On 3 January he filed his official report of the operation. Grant sent it forward on 7 January with a blistering endorsement substantiating that he had never intended Butler to have command of the expedition in the first place. The day before, Grant had telegraphed Lincoln requesting that Butler be removed from command of the Army of the James. Lincoln agreed and Butler was ordered home to Lowell, Massachusetts.

Terry began his embarkation at Bermuda Landing on 4 January, the transports collected in Hampton Roads, and were underway before dawn the next morning. Grant came down to see them off. For the assault Terry had 440 officers and 8,385 men. The additional brigade was the 2d Brigade, 1st Division, 24th Army Corps. Terry rendezvoused with Porter at Beaufort on 8 January. The weather was bad and the two fleets did not sortie for the objective area until 12 January.

At four the next morning they formed up for the landing, Porter's ships in three lines essentially as they had been for the Christmas attack. Landing hour was set for 8 a.m. The ironclads in the first line opened fire at 1,000-yard range and soon beat down the return fire from the fort.

Terry landed on schedule about three miles north of the fort. He met a little scattered resistance in establishing his beachhead, and took some prisoners who were identified as being from Hoke's division. By 3 p.m. he had 8,000 men ashore. First order of business was to throw up a line of field fortifications across the peninsula facing north to block any further reinforcement by Hoke.

During the night Terry moved a mile closer to the fort and dug in once again. Porter in the meantime was not idle. Porter was determined that there would be no heavy guns left in the fort to hinder Terry's assault. On the 13th he sent his



As they tried to get through the palisade the 1,600 sailors were caught at 40 yards range by withering Confederate rifle fire.

shallow-draft gunboats close inshore for deliberate fire with their 11-inch guns to dismount the fort's remaining guns.

On the 14th, Terry landed his 10 pieces of light artillery and put them on his right flank where the naval gunfire could do him the least good. That evening Terry went on board Porter's flagship *Malvern* to coordinate the next day's attack. It was decided to begin with a heavy bombardment which would lift on Terry's signal. Terry's soldiers would go against the western half of the land face while a landing party of sailors and Marines stormed the northeast bastion where the land and sea faces of the fort came together. The sailors, rather romantically, were armed with "well-sharpened" cutlasses and revolvers and were to "board the fort on the run in a seaman-like way." The Marines were to cover the assault with musket fire.

The shore bombardment began promptly at eight on the morning of the 15th. Curator of Material History Kenneth L. Smith-Christmas has completed the research for a major historical painting now being undertaken by Col Charles H. Waterhouse, USMCR, which will show the landing phase. The painting as now visualized will show ship's boats rendezvousing to the seaward of the stern of the steam frigate *Minnesota*. It is 11 a.m. on 15 January. The sun is shining through a few scattered cumulus clouds. In the background, a mile away across a relatively calm sea, is Fort Fisher shrouded in white smoke. The angle in the palisade where the assault is to be made can be seen. In the foreground there will be three ship's boats. One is a 16-oar launch with a

24-pound Dahlgren boat howitzer in the bow. The launch will be filled with sailors, some armed with Sharps rifles but most with M1860 cutlasses and M1851 revolvers. A second boat will be a 12-oar cutter with a 12-pound Dahlgren in the bow and with the Marine detachment from the big sidewheeler *Vanderbilt* embarked. The Marines, armed with M1861 Springfields, will be in blue uniforms with white crossbelts. The third boat, another 12-oar cutter, will be loaded with Marines from the screw sloop *Ticonderoga*, similarly uniformed but armed with tin-plated Spencer rifles.

The landing force reached the beach, a mile-and-a-half north of Fort Fisher, at about noon. Here LCdr Kidder R. Breese took command, directing that the force form up in four lines. The first line was to be the "battalion" of 400 Marines under Capt Lucien L. Dawson. This line was to send forward a party of sappers with shovels to dig rifle pits as close to the fort as possible. Marines were then to occupy these rifle pits and provide covering fire for the sailors who would be coming up from behind for the assault. The 1,600 sailors were to be in three lines of about equal strength. They were formed up on the beach into "companies" with "sergeants" and "corporals" being designated on the spot.

The enthusiastic sailors, who saw the whole thing as something of a lark, jumped off before Dawson could get his rifle pits dug and his riflemen into position. The sailors converged in one dense column at the angle where the main faces of the fort came together. Here as they tried to get through the gaps in the palisade they were caught at 40 yards range by withering Confederate rifle fire. Some actually reached the parapet but could not hold their position. The whole Navy attack, with a fifth of its numbers dead or wounded, fell back in confusion.

The Navy's failed attack did create a useful diversion. The Confederates thought it was the main attack and shifted a good portion of their infantry to the angle in the fort. Dawson was also able to salvage about half his Marines and some of the seamen and with these he moved off to join Terry.

Fortunately, Terry's attack was proceeding according to plan. Ames' division had been chosen for the assault. Paine's divi-

sion stayed behind to fill the defensive line facing Hoke. At 2 p.m. Terry sent 100 volunteer sharpshooters forward with Spencer repeating carbines and shovels. Dodging through Confederate rifle and shell fire, the sharpshooters got to within 75 yards of the parapet and began digging rifle pits. Nothing came of the dreaded electrical "torpedoes." The wires must have been cut. A brigade was worked forward to dig more rifle pits. Finally Ames' whole division advanced in what has been described as a beautiful demonstration of fire and movement.

The palisade had been blasted apart by naval gunfire. Axe-men now cleared lanes through the splintered logs. At 3:25 Terry signalled Porter to lift his fires and Ames began his assault. There was heavy hand-to-hand fighting as the soldiers got into the west or river end of the fort. They then began rolling up the Rebel defense closely supported by Porter's gunboats which were delivering fire within 50 yards of the advancing Federals. Terry put in another brigade at 6 p.m. and at 9 p.m. was able to signal Porter that he had the fort. A brigade was then sent off to take Battery Buchanan at the tip of the peninsula.

The Confederate prisoners taken totalled 112 officers and 1,971 enlisted men. Terry could also report the capture of 169 guns and 2,000 stand of small arms. His own casualties, mostly in Ames' division, totalled 110 killed, 536 wounded, and 13 missing.

Except for the number of prisoners, there are no good figures as to the number of Confederate casualties. Porter esti-

Confederates mistakenly believed the naval column was the main attack.





The first-line "battalion" of 400 Marines was to dig rifle pits as close to the fort as possible, and provide covering fire for the sailors who were coming up from behind.

mated that 400 were either killed or wounded. Porter's own casualties were 88 killed, 271 wounded, and 34 missing.

Bragg and Whiting had first become aware of the impending new attack on 12 January. Whiting had rejoined Lamb at the fort where Lamb then had about 1,800 men. Bragg ordered Hoke with his 6,000 men to take position on the peninsula well north of the fort, prepared to counterattack. Bragg himself joined Hoke on the 13th. Hoke, nevertheless, failed, as we have seen, to do more than harass the landing. Next morning, Bragg ordered Hoke to attack but Terry's defensive line looked too strong and the attack was called off.

That afternoon Whiting telegraphed Bragg for reinforcements. Bragg tried to send him 1,100 troops by steamer but the steamer went aground and only 500 reached the fort. Bragg thought, however, that with 2,300 men Whiting and Lamb could hold the fort and with the first bad weather the fleet would have to withdraw and Terry's force, without artillery or cavalry, would be easy prey for Hoke. Of course, it did not work out that way.

At 7:30 in the evening on 15 January Whiting sent this message to Bragg:

The enemy are assaulting us by land and sea. Their infantry outnumber us. Can't you help us? I am slightly wounded."

Bragg ordered BGen Alfred Colquitt to proceed to Fort Fisher and take

command. Actually, Whiting was quite severely wounded as was Col Lamb. Capt Van Benthuyzen, also wounded, had a squad of Marines carry Whiting and Lamb to Battery Buchanan, which was filling up with demoralized and disorganized Confederates. Colquitt arrived at Buchanan by rowboat at about 9 p.m. He saw that the battle was lost and there was nothing for him to do but row back up river to Bragg's position and report the calamity. Van Benthuyzen had hoped to evacuate Whiting and Lamb to Wilmington but no boat was available and so he surrendered at about 10 p.m. A total of six Confederate Marine officers (four of them wounded) and 66 NCOs and privates were taken prisoner either at Buchanan or Fort Fisher itself.

Bragg decided that he could not hold the remaining Cape Fear defenses. He ordered Fort Caswell blown up and the lesser fortifications evacuated. Wilmington soon fell to the Federals. As Welles, Grant, and others had foreseen, this put the final seal of doom on the Confederacy.

In making my case to the Hagerstown Civil War Round Table, I closed my remarks with a quote from no less an authority than Douglas Southall Freeman, who wrote:

Loss of the mouth of the Cape Fear River destroyed the last contact of the South with the outer worlds, except for the remote and undeveloped route through Mexican territory.

The bitterness of the debate over where the fault lay for the failure of the naval assault tinged Navy and Marine Corps relations for years to come. Kidder Breeze, who was highly critical of the performance of Dawson's Marines, retired as a captain in 1874. A World War I destroyer (DD 122) was named for him. The *Breeze* survived the Japanese attack on Pearl Harbor to serve as a minesweeper in a string of amphibious operations beginning with New Georgia in 1943 through Okinawa in 1945, ending the war with ten battle stars painted on her bridge.

Dawson had no destroyer named for him but he did receive a brevet promotion to major. He resigned from the Corps in 1880.

On the other side, the intrepid Capt Van Benthuyzen recovered from his wound, was exchanged, and returned to Richmond in time to assist Jefferson Davis in his efforts to escape.

Gen Whiting died of his wounds in March 1865 while a prisoner at Governor's Island, New York. But before his death, he succeeded in writing an extensive official report putting much of the blame for the Confederate defeat on Braxton Bragg's timidity and giving much of the credit for the Union victory to the effectiveness of naval gunfire. □1775□

Fort Fisher Location Near Camp Lejeune

The area of the battle for Fort Fisher is now a North Carolina State Historic Site. The remains of the fort are undergoing restoration work, including six of the original gun mounts. The site, which is open from 9 a.m. to 5 p.m. Monday through Saturday and from 1 to 5 p.m. on Sunday, features a tour trail around the fort to provide visitors an idea of how the attack progressed. During the summer months there are four guided tours daily. From the Camp Lejeune area, travel south on U.S. Route 17 for approximately 50 miles to the intersection with State Route 132. Turn left on 132 and travel south for 10 miles, until 132 joins Route 421. Continue on 421 south to the Fort Fisher State Historic Site. For further information call (919) 458-5538.—JHMcG

No Canadians at Hampton; A Marine Patrol in Haiti

THE WALLER COURT MARTIAL

In BGen Simmons' very enjoyable capsule of "Waller at Samar" [*Fortitudine*, Spring 1986], he made no mention of an excellent book devoted entirely to the Samar experience. The book is *The Ordeal of Samar*, by Joseph L. Schott, published in 1964 by the Bobbs-Merrill Company.

In the author's own words, it is "a chronicle of the Philippine insurrection against American troops immediately after the Spanish-American War—and of the sensational court martial that changed history."

The book was given to me by the late BGen "Taz" Waller, USMC (Ret) [BGen Henry Tazewell Waller, second son of Maj-Gen Littleton W. T. Waller, the Waller of Samar.]. Gen Waller was for a brief period my executive officer, serving in the 2d Battalion, 12th Marines, 3d Marine Division, and remained my close friend until his recent demise.

Today's Marines who are interested in the "old Corps," and how it lived and operated, will enjoy [this book]. Even our Marine Corps lawyers of today will find the legal aspects of Gen. Waller's court martial quite fascinating.

New subject: In your coverage of the Chosin Reservoir campaign ["Korean War Chronology," Spring 1986], you state that Task Force Drysdale arrived on 29 November in Hagaru-ri after *nine days* of bitter fighting. Task Force Drysdale was on the road only about 36 hours all told. It is only about eight or nine miles from Koto-ri to Hagaru-ri. I am painfully familiar with the progress of TF Drysdale as I was on the command net radio with Doug Drysdale most of the time that he was fighting his way into Hagaru-ri (I was at that time G-3, 1st Marine Division at Hagaru-ri).

LtGen A. L. Bowser, USMC (Ret)
San Diego, California

BOGUS CANADIANS

With regard to the article on the bat-

tlers of Craney Island and Hampton [*Fortitudine*, Fall 1985] and Mr. P. G. Tilbury's letter [Spring 1986], may I be permitted to add some comments on the following points:

1) "Canadian troops involved" refers undoubtedly to Col Beckwith's report published in *The Times* of 16 August 1813 which mentions "two companies of Canadian Chasseurs," which has been taken up by many historians since. These were in fact a corps of Independent Companies of Foreigners brought over from Europe after having been formed from the worst elements of mostly French P.O.W.'s and deserters from Napoleon's army. Formed in Spain in 1812, they were disbanded after having proven themselves a desperate *banditi* in March 1814. The *real* Canadian Chasseurs were formed by converting the 5th Battalion of Lower Canada Select Embodied Militia into a light infantry unit 12 March 1814. They never went near the sea or Hampton, Virginia, serving south of Montreal, and were part of Prevost's unsuccessful expedition to Plattsburg in September 1814. These real Canadian Chasseurs were a provincial corps composed of mostly French Canadian militia drafts or volunteers. They were disbanded in March 1815. They wore a grey uniform trimmed in black like the Canadian Voltigeurs and were decent citizen soldiers.

2) With regard to the round hats, or "top hats," these were ordered worn by the enlisted Marines on 26 March 1799 and for officers on 1 June 1812 (but bicorns were to be worn at Court). The round hats were replaced by "caps" (i.e., shakos) by order of 9 April 1821.

3) Royal Marine Artillery were to wear the same uniform as the rest of the corps but in 1811, blue uniforms similar to the Royal Artillery were sanctioned for the men and blue undress jackets and "caps" on 18 August 1812 for the officers on artillery service. There is a recorded issue in March 1814 of blue jackets, grey trousers, half-garters, and "caps" for gunners, drummers, and sergeants of the Royal Marine Artillery.

4) Round hats similar to the Marines' were ordered adopted on 26 October 1816 and the brass plate for these hats was ordered adopted on 9 December 1816 for the Royal Marine Artillery.

The above information on uniforms is taken from C. Field, *Britain's Sea Soldiers* (2 vols., Liverpool, 1924) and Edward Fraser and L. G. Carr-Laughton, *The Royal Marine Artillery 1804-1923* (2 vols., London, 1930).

From this information it appears that all ranks of Royal Marine infantry wore round hats and that according to Field, II, p. 25, plumes may have been worn in front from c. 1815. Royal Marine Artillery for their part had "caps" which are usually interpreted as meaning shakos in the British (and American) services of the early 19th century. Shako is a continental word that crept into the English language later on as the accepted word for designating that headgear type.

Rene Chartrand
National Historic Parks and Sites Branch
Parks Canada
Ottawa, Ontario

EDITOR'S NOTE: M. Chartrand is quite probably the world's leading expert on 18th and 19th century French Canadian forces and their uniforms; however, nowhere does the article say "Canadian troops involved." The article uses the title "Canadian Chasseurs," but explains "it was a battalion euphemistically called the 'Canadian Chasseurs' or 'Chasseurs Britanniques' but actually made up of Frenchmen taken prisoner in Spain. . . ." Mr. Tilbury in his letter uses the phrase "British Army or Canadian troops involved" in a more general sense.

LARKIN MATERIALS NEEDED

I am currently in the research phases of writing a biography of the late LtGen

Claude Arthur "Sheriff" Larkin, USMC. . . . He enlisted in December 1915, was commissioned in July 1917, and became a naval aviator in May 1930. He was in command of Ewa Mooring Mast on 7 December 1941. He retired in March 1946.

I am particularly interested in [hearing from readers who have knowledge of Gen Larkin during] the time frame 1930 to 1941, and July 1945 to December 1945, [when he was] in northern China.

Kent S. Freeman
P.O. Box 1752
Beaverton, Oregon 97075

EDITOR'S NOTE: In a separate letter to the Historical Center Mr. Freeman, a retired Army sergeant first class, noted that Gen Larkin was the oldest brother of his mother, the second of the family's 11 children. In producing the biography he expects also to draw on his own and his cousins' recollections of the general.

HOW A BIG SHIP WAS SUNK

The spring issue of *Fortitudine*, like its predecessors, was of high quality, but I must take exception to a statement in GySgt Pace's interesting letter on page 10. I have never tried to strafe a Japanese battleship in the waters off Guadalcanal, but I do know that in November 1942 the *Hiei* was not "the largest battleship in the world." Commissioned in August 1914 as a battle cruiser of the *Kongo* class, the *Hiei* was considerably smaller than the battleships that followed before 1941, not to mention the gigantic *Yamato* and *Musashi*. Admittedly, it may have seemed the largest when one is flying at wave-top level.

Richard W. Leopold
Evanston, Illinois

EDITOR'S NOTE: Dr. Leopold, professor emeritus of Northwestern University's History Department, is correct. The daring torpedo attack on the Hiei by TBM-3 Avengers from Marine Scout-Bomber Squadron 131 at Guadalcanal is one of the great action stories of World War II. Although his characterization of the Japanese battleship is wrong, GySgt Pace's first-hand account—"our propeller tips must have been inches from the wave tops"—is exciting. The headline above the

letter reflects the editor's error-compounding enthusiasm for this welcome contribution to the record.

KIND COMMENT

I simply want to express my appreciation for the consistent excellence of *Fortitudine*. It is the finest magazine I receive . . . and the only one I read cover to cover and I do that the day it arrives.

BGen Hugh S. Aitken, USMC (Ret)
Alexandria, Virginia

'A MARINE PATROL'

EDITOR'S NOTE: Former Marine Cpl Homer L. Overley of Monon, Indiana, in April wrote to Headquarters Marine Corps enclosing a handwritten, third-person memoir of his participation in "A Marine Patrol" in Haiti in 1921, while he was a member of the 57th Company, 8th Marines. Mr. Overley writes that he is "aware that manuscripts are usually typed, but 85-year-old fingers don't lend themselves readily to type." Mr. Overley, who later was assigned to the Guard Company at the Philadelphia Navy Yard, concludes his covering letter "with best wishes to every Marine." Excerpts from the account of the five-man patrol, as he remembers it, appear below.

Evening chow had just gone and a few slow eaters were shuffling along back to

Mr. Overley includes with his manuscript a photograph of buildings and tents of the 57th Company, 8th Marines, at "Camp Bon Repose, Haiti, 1921, looking west."



their tents when a repeated, double-time assembly was sounded by the music, putting everyone in a run.

The company clerk, knowing every face and name, eyeball inspected them and turned to the first sergeant to report all present or accounted for. The sergeant then told them that the courier from the signal station had just brought word and orders from headquarters, that a big concentration of natives was marching toward Port [au Prince]. As they passed the road camp on Butlerville Hill the estimate of their number was 100 . . . , but as there were no firearms showing, they allowed the marchers to pass unchallenged. The orders were to break up the concentration at once. [The first sergeant] warned all that there would be no talk with natives, not even at the Gendarme post at the prison on Hill North, and that [Marines] were to answer the clerk's calling all guard posts by proceeding to their posts on the double.

When all posts had been covered there were four privates and one corporal left in ranks. To the corporal the sergeant said, "Well, corporal, it looks like you are it." At which the corporal said, "O.K., but aren't the odds pretty long," and the reply was, "No. One group of natives against one Marine patrol.

"You will outfit yourselves as if for action. Each man should also carry three bandoliers of 30-30 ammunition extra."

The corporal [said] that they understood the orders and would proceed. To



"Posed, but typical," former Marine Homer L. Overlay writes of this snapshot in Haiti fronted by stacked rifles. Then-Pvt Overlay of Indiana is at left, with Marines he identifies as Pvt Cantwell of Texas, center, and Cpl Brinaman of New York.

the men he said, "Collect gear and report to the main gate in five minutes." They were there with seconds to spare.

[The corporal] announced their march in varying speed steps—route march, quick-step, and double-time, 100 steps in each—in order to conserve energy and breath. This should give them approximately three miles per hour with rests as needed, to arrive at action with good breath and before total dark, if they made contact somewhere east of the Marine outpost at Pont Beaudet.

So the miles were covered at the estimated speed and time. They first came to the Gendarme sentry at Croix de Beaudet crossroads, who was warned not to mobilize his post unless he heard gun fire.

Then they proceeded on to [a] large flowing well of cold water, the best and purest on the island, where they filled canteens. Here the corporal warned them to take care of bayonet and canteen noise, and "no talking."

At the Marine outpost at Pont Beaudet he ordered the corporal in command to break out all hands and to stand by. If they heard gunfire, they were to reinforce him on the double. Then on east they route-stepped for a half mile before they began to see light flashes in the air on the road

ahead. He surmised these were coming from torches, possibly pine knots. Soon after, they began to hear a noise of singing and shouting.

Soon after this they saw a shadow in the road ahead, which the corporal assumed might be a scout or vanguard, so they deployed to the sides of the road, to surround and take him prisoner. At that point there was a cactus hedge fence, reinforced with sharp picket stakes. [The scout] had no place to go, but tried to climb over the fence. The Marines quickly overpowered him, and the corporal, warning [the prisoner] to make no outcry, tied his hands and bent legs behind him, with a choke rope around the throat. He tried to get answers to a couple of questions, but made no headway, so he gagged the prisoner and rolled him into a side ditch for safekeeping. Then they waited a few minutes for the rioters to come even with them.

The corporal fired the one allowable shot to get attention, and speaking in Haitian Creole, in which he was considered very fluent, he asked to talk to the leader, who came forward and said he was the chief . . . in their home community in the hills.

The corporal asked him why the march,

and the chief said they were on their way to make dance . . . for Madame Margaret. He asked him just who this Margaret was and the chief said she was the "Grande Mamalie" of their church.

Then the corporal asked him if he knew the President had ordered the Gendarmes to shoot all Cacos and Voodoos. To which the chief insisted they were not Cacos and that usually the Gendarmes let the Voodoos go free. He also asked the chief if he didn't know that there were . . . Gendarmes stationed at Croix de Mission where they said Margaret lived. And that he didn't want to see all these marchers get shot, so if they dispersed and went to their homes and stayed there, he would not tell the Gendarmes of the march.

To this they all agreed and were soon on their way back up east on Mirebalaie Road toward their homes. A couple of times the Marines broke up a small get-together of a few of the marchers who stopped to build a small fire to warm themselves, as it had begun to drizzle rain. The Marines kicked out the fires and started them on a run toward the hills.

As there was no other display of rioters, the corporal decided the event was over, so ordered a return to camp. He also gave the all-clear to the Marine outpost and the Gendarme sentry at Croix de Beaudet crossroads.

Though they were tired from their forced march the Marines made good time back to camp, arriving just at finish of breakfast. While waiting for the cooks to put together a breakfast for them and their prisoner, who promised not to run away, the hospital corpsman dressed the slight wound in the corporal's left shoulder which could have come from some swinging machete, or from a fence picket, and the scratches and slight puncture in the prisoner's abdomen. After they had eaten they heard the lieutenant say there might be some complications if the prisoner stated to his friends that he had been shot, so the Marines chipped in and gave him several gourdes in money, a couple of packs of U.S. cigarettes, and a clean shirt for his promise not to tell he was one of the marchers to the Gendarmes who would surely send him to prison as a Caco suspect, to which he seemed glad to agree, and through fear of the Gendarmes and prison, probably kept his promise.

□1775□

Acquisitions

Father Eugene B. Kelly's Collection Enriches Museum

by John H. McGarry III
Registrar

A significant collection of personal papers, photographs, and artifacts of a Navy chaplain who served with World War II Marines on Okinawa has been received by the Museum from the estate of the late Reverend Monsignor Eugene Bernard Kelly.

Father Kelly received his commission as a lieutenant junior grade in the Naval Reserve on 6 November 1943. Travelling from his home at Spring Lake, New Jersey, he reported to the San Diego, California naval base and on 11 November 1944 was assigned to the 6th Marine Division. He met the division at Guadalcanal, where it was preparing for the invasion of Okinawa.

For the remainder of the war, Father Kelly served as chaplain to the 22d Marines. Landing with the first wave at Okinawa, he marched alongside the men of the regiment from one end of the island to the other.

1stLt Daniel J. McFadden, serving with the regiment's Headquarters Company, became a close friend of Father Kelly during the fighting that spring. Years later, Lt McFadden described the chaplain's arduous work:

I spent at least an hour telling him that his proper position was at the collecting point where wounded of the regiment would be brought and he listened very attentively. I thought I had him convinced so then [I] briefed him

Embroidered veil made in Tsingtao, China was used to convert Navy-issue safe into a tabernacle for a regimental chapel.



Chaplain (Lt) Eugene B. Kelly conducts Thanksgiving Mass following successful fighting by the 22d Marines to secure southern Okinawa. Father Kelly landed with the first wave on Okinawa and marched with the men from one end of the island to the other.

on the plan of attack and [in response to] his pointed questions, told him where we suspected trouble would be the greatest.

The following day found him in the thick of it, and every day thereafter. Some of the battalions would have it easy one day, hard the next. He had it hard every day and sometimes before he would fall asleep from exhaustion each evening, I would point out to him on the operations map the biggest area of trouble the following day I believed the guy to be unlike anyone else, as his strenuous activity showed.

The duties of the chaplain were many and varied. Lt McFadden remembered vividly one that "Father Gene" performed:

Many nights during combat he would somehow get back to the landing area, board ship, and sign for medicinal brandy and Coca-Cola syrup. He would then mix and pour it into canteens.

The following day he would be plugging along with seven or eight canteens on his belt and as he saw an officer or responsible non-com, he would politely swap canteens with the admonition that it should be used only for an emergency. On many a cold,

bitter night full of hell, I believe a teaspoon of his special mix was the difference between sanity and insanity.

By the way, after the war he was still being billed personally for the supplies he picked up aboard ship for his troops.

The March muster roll for the 22d Marines shows that Father Kelly was promoted to full lieutenant. He entered China with the regiment for occupation duties. There he continued his ministry, and included local Catholics in his services. As Marines are often forced to do, he had to procure materials for his duties out of the material at hand. Father Kelly converted a Navy-issue safe into a tabernacle to be used on the altar of the regimental chapel set up at Shantung University in Tsingtao. The safe was covered by a locally made and embroidered veil.

While traveling in the field, Father Kelly carried the Blessed Sacrament in a small handmade aluminum box, made especially for him from scrap metal.

The materials donated to the Museum include his dog tags and the religious medal he wore throughout the war. The medal is a miniature of the "Infant of Prague."

The collection includes a large number of period photographs and many personal papers. In addition to documenting Father

Kelly's career, these also contain a wealth of material on the Chaplain Corps during the war. A researcher studying the history of the 22d Marines would also find much of interest.

Father Kelly remained in the Naval

Reserve until September 1950. He continued in the service of the church, and his last post was with the Church of the Immaculate Conception in Somerset, New Jersey. He died on 29 January 1985.

□1775□



Among the personal papers and effects of Father Eugene B. Kelly are a large assortment of photographs, many of them snapshots taken

during his service with the 22d Marines in the battle for Okinawa.

Two of these personal snapshots illustrate the famous "Woodhouse flag" now located at the Marine Corps Museum, which was carried by the 2d Battalion, 22d Marines on Okinawa and was the subject of an article in the Winter 1985-1986 *Fortitudine*. The flag was raised at both the northern and southern ends of the island during the course of the battle and was ceremonially flown on Okinawa once again during last year's 40th anniversary of the invasion.

The photograph at top is of the burial services on Okinawa for LtCol Horatio C. Woodhouse (to whom the flag belonged), attended by LtGen Lemuel C. Shepherd, Jr. (head bowed, center left), a cousin to LtCol Woodhouse and later Commandant of the Marine Corps. In the photograph at left, men of Company M, 2d Battalion, hoist the flag at the island's southern tip.



Private Kopple's Upsetting Morning

The U.S. Marine Corps and the U.S. Navy have sailed and campaigned together for more than 200 years, mostly under amicable terms, always as comrades in arms. That individual quarrels do sometimes occur, however, is borne out by history and documents such as this 1863 grievance letter housed in the National Archives and Records Service:

U.S. Stmr. "Union"
At Sea May 11th 1863

To Col. John Harris
Commandant
U.S. Marine Corps
Washington
D.C.

Sir

I have to report to you Acting Ensign Warren Hallett for Striking, Kicking, and Damning Private Jacob Kopple while in the exercise of his duty.

While drilling the Guard on the Port side of the spar deck on or about seven bells in the forenoon, Private Jacob Kopple was taken sick: and passing from the Ranks to the side of the ship in the act of vomiting, some of the vomit was blown on said Mr. Hallett's coat. Whereupon he struck the said Private Kopple on the back once and kicked him three or four times on his seat, at the same time damning his soul several times.

And also threatening all the Guard or any one that would step out and take it up for him,

I am Sir
Very Respectfully
Yr Obdt Servant

Henry Maloney

Orderly Sergt in charge Guard

Marine Scout Car Added to World War II Exhibit

by Anthony Wayne Tommell
Curator of Ordnance and Heavy Equipment

In a booklet entitled *Modern Reconnaissance*, which was published during World War II, LtCol Allen D. Hulse, USA, wrote "The collection of information concerning enemy and terrain has been a vital factor in the success of every military operation since the dawn of history." This need for a long-range reconnaissance ability has never been lost on the U.S. Marine Corps. With the activation of the 1st and 2d Marine Divisions on 1 February 1941 thought was given to divisional reconnaissance organizations. On 1 March the 1st Tank Company, 1st Marine Division, was redesignated the 1st Scout Company. On the West Coast two weeks later, on 15 March, the 2d Scout Company was activated in the 2d Marine Division. The newly activated divisions now each had a unit whose primary mission was long-range reconnaissance.

In 1941, with the world's attention fixed on the fighting in North Africa, long-range reconnaissance generally meant lightly armored vehicular reconnaissance. By the summer, both scout companies had been equipped with between 14 and 16 M3A1 scout cars. The design of these vehicles was based on a 4-wheel truck chassis with an armored body and powered by a 6-cylinder, 110-horsepower, Hercules JXD gasoline engine. They were built by the White



The Air-Ground Museum's M3A1 scout car, forerunner of the jeep, is on display inside the World War II hangar. Restoration Section spent nearly three months on repairs, referring to a contemporary technical manual and old photographs.

Motor Company. Their armament generally consisted of an M2, heavy barrel, cal. .50, Browning machine gun and a lighter M1917A1, cal. .30, Browning machine gun, both mounted on a skate rail which encircled the interior body of the scout car. Sometimes additional cal. .30 machine guns were mounted for more firepower. Marine scout companies also used motorcycles for liaison and road reconnaissance.

The Restoration Section of the Museum spent the better part of three months in restoring the M3A1

scout car that is now on display inside the "World War II" exhibit hangar at the Air-Ground Museum. The restoration crew referred to the contemporary basic technical manual, TM9-705.

Providing data on exact markings for World War II period Marine vehicles is always a difficult research project at best. Fortunately, the Museum was able to enlist the assistance of Col Edward J. Driscoll, Jr., USMC (Ret.), a member of the 2d Scout Company in 1941 and 1942. Col Driscoll loaned a series of photographs of the 2d Scout Company during training near Cuyumaca, California, in late 1941 and early 1942. These primary source photographs provided the basis for markings used to complete the restoration of the scout car.

Scout car used by 2d Scout Company, 2d Tank Battalion, 2d Marine Division pictured at Cuyumaca, California in 1942. The unit's mission was reconnaissance.



M3A1 scout cars saw only limited service with the Corps from 1941 until about 1943. The four scout cars of the 3d Platoon, 1st Scout Company formed part of the 1st Marine Brigade (Provisional) on Iceland in 1941. Marine scout cars were shipped to New Zealand in 1942, but proved nearly unusable in the island jungles of the South Pacific. By late 1943 most if not all scout companies had replaced their scout cars with Jeeps.

Like-New Model T Truck Shines at Quantico Museum

by Col Brooke Nihart, USMC (Ret)
Deputy Director for Museums

If the motorcycle with sidecar served as the jeep of World War I, the Ford Model T pickup of that war was the equivalent of the much more capable 3/4-ton weapons carrier of World War II.

The Marine Corps Air-Ground Museum at Quantico recently was most fortunate to acquire a near-mint condition 1918 Ford Model T military truck of the type used by the U.S. Army and Marine Corps in France. The little Ford came to us through the good offices of former Marine tanker and Historical Foundation member Fred N. Ropkey of Indianapolis. Mr. Ropkey collects, restores, and operates World War II armored vehicles as a hobby. The Ford, desirable as it was, just didn't fit into Ropkey's collection. We were the beneficiary of the misfit.

Put reportedly, the Ford was knocked down and crated for overseas shipment at the time of the Armistice. A mid-west farmer bought two or three surplus, assembled one for farm use, and stored the others in his barn where they were discovered in more recent times. The only deterioration, according to Ropkey, was to the canvas, which was rotted, and the floorboards, which suffered from dry rot. Mr. Ropkey had fabricated a new canvas tarp and replaced the floorboards. The only work to be done by Joseph E. Payton's Restoration Section at the Museum was to repaint some of the sheet metal in the World War I shade of olive drab, and letter the canvas tarp.

How were vehicles marked in World War I? Mrs. Regina Strother, Reference Section's photo researcher, discovered a photograph of a Model T ambulance at Quantico in 1917. The canvas tarp was lettered "U.S. Marine Corps" in black.

GySgt William P. Graybill of the Restoration Section had the T cranked and running in no time and announced himself experienced in the T's unique planetary transmission. It features three pedals, one a foot brake, one pushed for reverse, and the third in combination with the hand brake used for various forward speeds. Graybill drove the truck from the restora-



Photo by Kenneth L. Smith-Christmas

The Ford Model T pickup was the World War I utility truck. The Museum's 1918 example is in near-mint condition.

tion shop in Larson Gym (the old AES-hangar to real old-timers) to the Early Years hangar across the RF&P railroad tracks where it joined the World War I exhibit. A backup tow vehicle accompanied the short trip to avert a disaster in case the Ford stalled on the mainline tracks with the Florida special approaching at 80 miles per hour.

The Ford Model T was the weapons carrier and utility truck of World War I. Although variously rated as having a carrying capacity of 3/4- or 1/2-ton, cross-country capability was really limited to about 750 pounds. Needless to say, it was usually overloaded. While it had good cross-country mobility it didn't possess the rough terrain speed and durability of the Dodge 3/4-ton weapons carrier of World War II and the Korean and Vietnam Wars, or of today's HMMWV or "Hummer." Actually, when specifications were drawn up for a 1/4-ton truck, which was to become the jeep, before World War II, the Army had in mind dimensions and capabilities of the earlier war's Model T.

During World War I the Army ordered 12,000 of the trucks and 10,000 of the am-

bulance model, with more than 7,200 trucks and 4,400 ambulances delivered overseas by the 11 November 1918 Armistice. These are figures for official government shipments. The Allies bought many thousands more, and private relief organizations such as the Red Cross and American Friends Service Committee shipped ambulances. Privately owned trucks were brought by National Guard units.

The Ford Model T had a 100-inch wheelbase and different versions weighed between 1,200 and 1,500 pounds and cost from \$325 to \$525. It was powered by a four-cylinder, watercooled, 20-horsepower engine driving rear wheels through the unique planetary transmission operated by the three foot pedals. Top speed was about 45 miles per hour.

Brigade machine gun battalions as the 6th Machine Gun Battalion of the 4th Marine Brigade were motorized with the Model T, while regimental machine gun companies moved by one-mule machine gun carts.

In the same operation of which Belleau Wood was a part, the 7th Machine Gun Battalion of the 3rd U.S. Infantry Division was on the right flank of the Marine Brigade. The 7th led its division to contact with the Germans on an epic 22-hour, 110-mile forced march from the division training area to Chateau Thierry. The overloaded little trucks had to be pushed up hills and repaired by the legendary "baling wire and chewing gum." But the Fords and guns got to Chateau Thierry on time. The battalion arrived in the afternoon of 31 May 1918 and went into position covering the bridges and fords on the Marne River. Unaware of the Americans' arrival, the Germans attacked across the river at dawn. The German attack was stopped dead at the far bank of the Marne—a victory for American machine gunners and the Ford Model T.

The Marine Corps' memories of the Model T are perhaps epitomized by the wild ride the night of 6 June 1918 by

the famed SgtMaj John Quick. Quick had been awarded the Medal of Honor for his heroism in Cuba in 1898 and distinguished himself with Waller on Samar in 1901 and again at Veracruz in 1914.

Quick was sergeant major of the 6th Marines at Belleau Wood on 6 June 1918, at the age of 48, when he volunteered to drive a truckload of ammunition along a fireswept road to beleaguered Marines in the village of Bouresches.

But going back one week, in a vicious defensive battle from 28 May to 5 June, soldiers and Marines of the 2d U.S. Division, flanked by the 3d and 28th Divisions, stopped cold the German's summer offensive down the Marne Valley. Now it was the Americans' turn at the offensive. The 4th Marine Brigade jumped off the morning of 6 June against Hill 142, Belleau Wood, and the village of

Bouresches—key points in the hastily organized German defense.

By nightfall Marines had taken Hill 142 and were into the edges of the wood and the village. Losses were heavy from German machine guns and artillery. The remnants of Capt Donald Duncan's 96th Company under 2dLt Clifton B. Cates (later Commandant, 1948-1952) were into Bouresches with bayonet and grenade but were low on ammunition. A runner got back to Maj Thomas Holcomb's (later Commandant, 1936-1943) 2d Battalion, 6th Regiment command post with an urgent plea for more ammunition for the Marines' Springfield rifles and Chauchat automatic rifles along with plenty of hand grenades. SgtMaj Quick and 2dLt William Moore, who had starred at halfback for Princeton the year before,

volunteered to take the truck the two miles from the village of Lucy-le-Bocage to Bouresches.

The road was under heavy machine gun and artillery fire, but the Marines in the Ford got through and those in Bouresches held out. Quick and Moore both were awarded the Navy Cross and the Distinguished Service Cross for their heroic acts.

It is appropriate that the Museum's Ford Model T commemorates this exploit. Our Ford is in the midst of the World War I section of the Early Years, 1900-1940 hangar. According to the bullet-scarred road sign it is on the outskirts of Bouresches with Vaux 3 kilos to the right, the village of Belleau 4 kilos to the left, and Lucy 3 behind. A mannequin in the combat uniform of a Marine sergeant major representing John Quick is crouched behind the wheel. □1775□

Reserve Historical Unit Report

Col Millett Extended as CO; Three New Members Assigned Projects

*by LtCol Cyril V. Moyber, USMCR
Historical Writer*

The commanding officer of Mobilization Training Unit (History) DC-7, Col Allan R. Millett, USMCR, has been extended in the billet for an additional year. Col Millett, who also is president of the American Military Institute (AMI), was the speaker at the 24 April joint Council on America's Military Past-AMI dinner during the 20th Annual Military History Conference in Toledo.

Col Millett previously spoke at the 4th Annual Caribbean Basin Conference in Cleveland on 22 and 23 March, giving an illustrated lecture on "Low Intensity Warfare: The Marine Corps Experience in the Caribbean, 1915-1934."

MTU DC-7 member Col Richard L. Hemenez, USMCR, reported to Camp Pendleton, California, for one week of active duty in April and another in May. During that time, he researched portions of his current project, the history of Camp Pendleton. This history will become a part of the History and Museums Division's base history publications series. To date, one base history, *Quantico: Crossroads of the Marine Corps* by LtCol Charles A.

Fleming, USMC; Capt Robin L. Austin, USMC; and Capt Charles A. Braley, USMC, has been published. The base histories program is coordinated by Dr. V. Keith Fleming, Jr. Five other volumes, including the history of Camp Pendleton, are in various stages of completion.

Recently joined to the unit is LtCol Doris A. Bell, who has served since 1968 in either active duty or paid Reserve billets in various capacities including communication, logistics, and special projects. She is employed as a logistics analyst in Washington, D.C. Her MTU project consists of organizing the personal papers of BGen Samuel B. Griffith, USMC (Ret), and preparing a finding aid for visiting scholars.

Joining the unit as a specialist officer-historian is Capt Bruce R. Kuniholm. Capt Kuniholm served in Vietnam as a Marine infantry officer and was released from active duty as a captain in 1971. He received his doctorate in history from Duke University in 1976, and on 10 Oc-

tober 1985, accepted a commission in the Reserve.

Dr. Kuniholm is the director of Undergraduate Studies at Duke University, where he also is employed as an associate professor of history and public policy. His current MTU project assignment is a history of the Marines in the Cuban missile crisis.

Commissioned on 26 October 1985, 2dLt Bernard W. McLane has also joined the unit as a specialist officer-historian. Lt McLane is a former Marine sergeant, discharged in 1970, who received his doctorate in history in 1979 from the University of Rochester, where he is currently employed as an assistant professor of history and the manager of the university's research accounting office.

Lt McLane's MTU project is to provide research assistance on the "History of the Marine Corps Reserve, 1966-1968," now in production. He is slated to participate in the Northern Wedding/Bold Guard exercises this fall as a historian. □1775□

Center Seeks Scholars for Marine History Research

by Dr. V. Keith Fleming, Jr.
Historical Writer

The Historical Center's publication of new brochures on its Grants and Fellowships Program marks the beginning of a campaign to advertise the existence of financial support for scholarly work in Marine Corps history.

Funding for the program, which includes fellowships for doctoral dissertations and masters' theses, research grants, and college internships, comes from the Marine Corps Historical Foundation. A preliminary mailing of brochures went to a select group of history professors with an interest in military and naval history. Next fall, brochures will be mailed to all universities offering graduate programs in history.

The Historical Foundation has raised the stipend for dissertation fellowships to \$7,500, and agreed to fund three thesis fellowships at \$2,500 each. The deadline for applications for 1986 was established as 16 June. Thereafter, applications are to be postmarked no later than 1 May each year.

Both types of fellowships are for topics in U.S. military and naval history with a direct relationship to the history of the U.S. Marine Corps. Within that context, the topic may encompass wars, institutions, organization and administration, policy, biography, civil affairs and civic action, civil-military relations, weaponry and technology, manpower, training and education, strategy, tactics, and logistics, as well as diplomatic, political, economic, social, and intellectual trends affecting the Marine Corps during peace and war.

These fellowships are not restricted to persons pursuing advanced degrees in history. They also are open to students in the social and behavioral sciences as long as their proposed topics are history-based and relate to some aspect of Marine Corps history.

Every proposed topic must have the approval of the student's university since the parent institution retains full

responsibility for the direction and control, progress, and final approval of the dissertation or thesis. The Historical Center will appoint an advisor to assist the student, and will make its collections and specialists available to the maximum extent possible. In addition, the student can have desk space in the Historical Center. A portion of the research must be done in the Washington, D.C. area, and the fellowship recipient must deposit a copy of the university-approved dissertation or thesis in the Historical Center Library.

Another program offers research grants of \$400 to \$2,000 to encourage graduate-level and advanced study in Marine Corps history and related fields. Grants also may go to other qualified persons with the ability to conduct advanced study in American military history and museum activities directly related to the U.S. Marine Corps. Grants are awarded for the same wide spectrum of topics as fellowships.

Applications for research grants may be submitted at any time. The Center makes the final determination on awards of less than \$1,000. Grants of \$1,000 or larger must receive the approval of the Historical Foundation's Grants and Fellowships Committee.

The program gives preference to

projects covering the pre-1975 period where records are declassified, or can be most readily declassified and made available to scholars. In all cases, the research must result in a finite product which directly furthers or illuminates some aspect of the history of the Marine Corps. Examples are an article in a professional journal, a publishable monograph or essay, a bibliography, works of art, a museum display, or a diorama.

The intern program offers college students the opportunity to participate on a professional level in the Center's many historical and museum activities. The intent is to give students the chance to earn college credit while gaining meaningful experience in fields in which they might seek employment or pursue an avocational interest.

Each intern is regarded as a beginning-level historian, curator, librarian, or archivist. All internships are served either in the Historical Center or in the Air-Ground Museum at Quantico, Virginia. Each intern receives a small grant of daily expense money from the Historical Foundation.

Copies of the brochures, application forms, and additional information are available from the Historical Center.

Brochures advise prospective applicants on gaining financial support for scholarly work in Marine history; funding is by the Marine Corps Historical Foundation.



Williams Papers Illuminate 20th Century Marine Life

by J. Michael Miller
Curator of Personal Papers

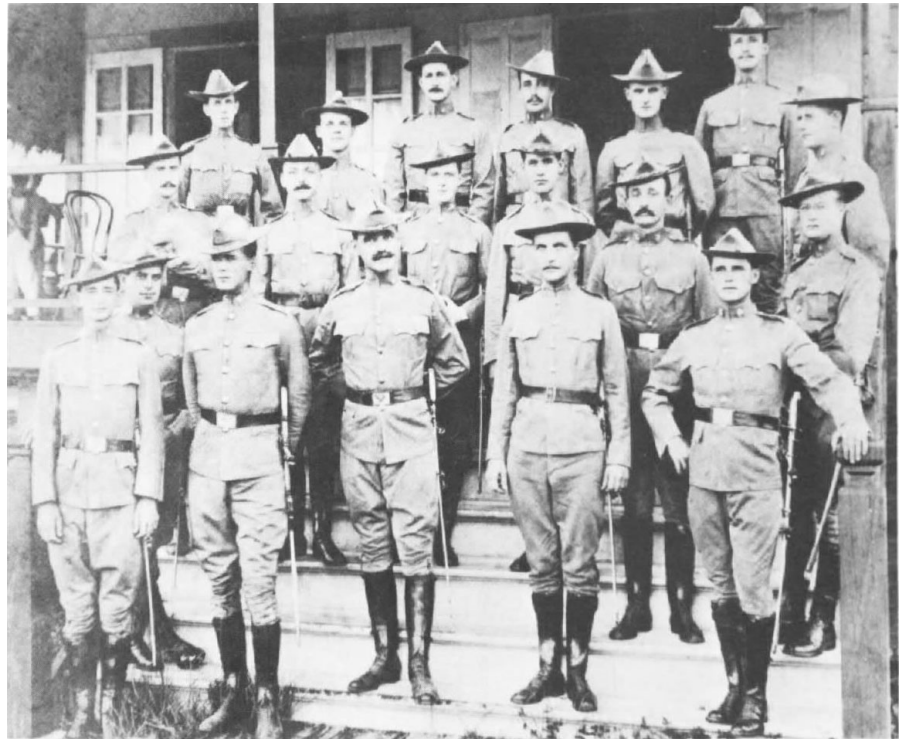
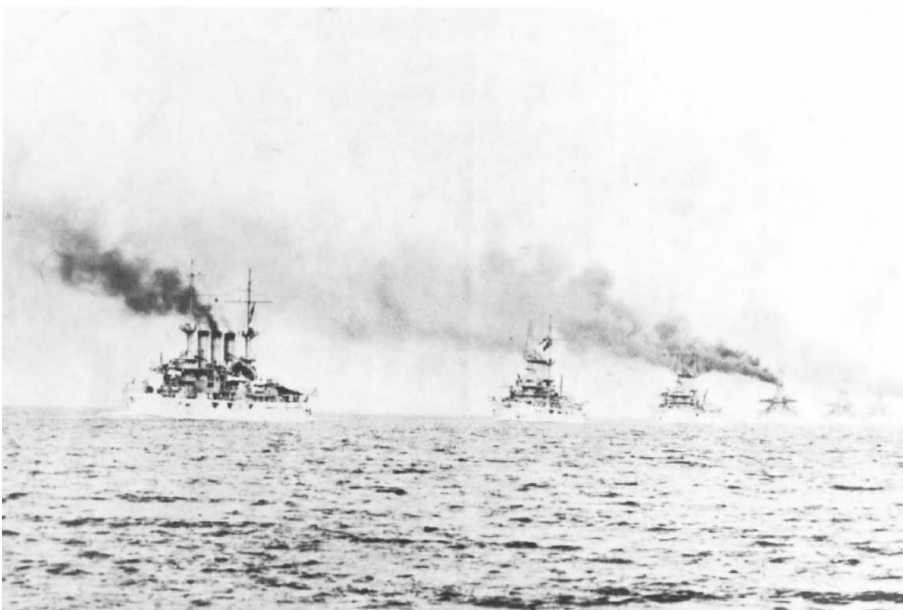
A cloisonne vase, presented by the Empress of China, is among the artifacts, photographs, and papers included in an exciting collection of personal memorabilia recently presented to the Museum by the family, through Col and Mrs. Horace E. Knapp. The items illuminate the career of BGen Richard P. Williams, whose Marine experience began in the early years of this century.

Williams was first assigned to a tour of duty in the Philippines with the 1st Brigade, followed by service on board the USS *Albany*, *New Orleans*, *Virginia*, and *Hancock*. The Empress' vase represents his duty during the voyage of the Great White Fleet.

The future general participated in the expeditions to Panama and Cuba and then was assigned to duty with the Legation Guard in Peking. A photograph of the assembled military attaches in Peking in 1909 is evocative of his tour in China. He followed this assignment with one at Headquarters Marine Corps concerned with marksmanship training.

In 1918, Williams went to France in command of the 3d Replacement Battalion and was detached to duty with the

Photograph from the Williams collection illustrates the precise and impressive maneuvers of the nation's Great White Fleet in its world tour early in this century.



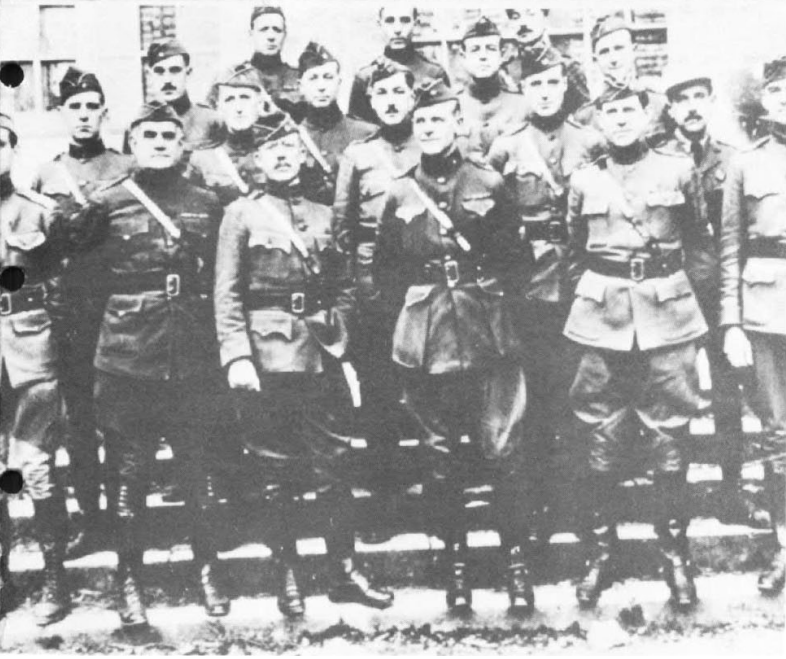
Future BGen Williams is second from left in the back row of this group of officers of the 1st Marines in the Philippines in 1903, awaiting detached duty in China.

Army's 6th and 90th Divisions as assistant chief of staff. Following the close of the war, he saw service in the Dominican Republic and Haiti. An original watercolor

painting of a member of the *Garde de Haiti* by Col John W. Thomason was received when Williams was in command of the Haitian guard from 1930 through 1933. Among his papers is a citation from the President of Haiti received in 1932.

Williams spent the remainder of his career in the United States, with tours of duty at the Army War College, as officer-in-charge of the Marine Corps Reserve, and as commander of the 7th Marines and the 1st Marine Brigade. In 1940, he retired as Commanding General, Department of the Pacific.

The Williams donation contains valuable papers relating the details of his Marine assignments, but perhaps the treasures of the collection are a group of rare photographs; those accompanying this article are but a sampling. There are many group portraits of Marine officers, in which such prominent figures in Marine Corps history as Col Anthony J. D. Biddle, Gen Thomas Holcomb, and Gen Lemuel C. Shepherd, Jr., appear at an early age. □1775□



Clockwise from top left: Col Williams, then Division G-3, is third from right in the front row of this photograph of officers of the 6th Army Division in 1918. Men of the Marine Detachment are seated in the foreground of the period crew photograph, top right, from the USS California. Two future Marine Commandants appear with Williams in the 1912 photograph of officers of the Legation Guard in Peking, bottom. John H. Russell is fifth from right in the second row, Thomas Holcomb is third from left in the fifth row, with Williams next to him. In what is one of the clearest available depictions of Marine uniforms of the period, left middle, a company of Marines passes in review circa 1900.



Neary Artwork to Illustrate New Uniform Regulations

by Capt Steven M. Berkowitz, USMC
Secretary-Recorder, Permanent Marine Corps Uniform Board

In fall 1985, the President of the Permanent Marine Corps Uniform Board, BGen Edwin H. Simmons, USMC (Ret.) and I met to discuss the possibility of undertaking a major revision and simplification of the *Marine Corps Uniform Regulations*. By then I had served as secretary-recorder to the board for almost three years. Being tasked with the administrative responsibility of maintaining, updating, and explaining the Corps' uniform regulations, I was well aware of how cumbersome and confusing they had become. Additionally, it seemed reasonable, if we were going to recast the regulations, to replace the illustrations of earlier editions with some of the crisp figures from Reserve Maj Donna J. Neary's newly published *Marine Corps Uniforms 1983*, to enhance both the visual impact and the clarity of the uniform regulations. Gen Simmons gave me the "green light" to devise a program which would adapt as many of Maj Neary's existing figures as possible and minimize the number of new figures that would have to be painted.

The 1983 full-color prints are displayed by every Marine Corps reporting unit



Figure 1: Plate I, Officers' Service Uniforms, of Maj Donna J. Neary's *Marine Corps Uniforms 1983*, shows the perspective and occasional overlapping which were to be accounted for if figures were to be adapted for Marine Corps uniform regulations.

Figure 2



Figure 3



Figure 4



Figure 5





Figure 6



Figure 7



Figure 8



Figure 9

around the world. Additionally, the print sets are sold extensively through the Government Printing Office, the Marine Corps Association, and the Marine Corps Historical Foundation; and individual plates have been featured in the *Marine Corps Gazette* and the Marine Corps Exchange's uniform mail order catalog.

The uniform prints project began when Gen Simmons, in his dual capacity as Director of Marine Corps History and Museums and President of the Uniform Board, saw an opportunity to create a series of prints that would serve two purposes: providing easily understood, highly accurate supplement to uniform regulations and recording for historical purposes the appearance of then-current Marine Corps uniforms. As Gen Simmons was well aware of Maj Neary's artistic talents (locally, her paintings hang in the Pentagon and at Headquarters Marine Corps), she was called to active duty for the project.

Before Maj Neary started painting, representatives of the History and Museums Division, the Inspection Division, and the Uniform Board met and carefully selected the uniforms, the format, and the background scenes that were to be il-

lustrated. After a pencil "composition sketch" was approved, Maj Neary started painting, using as a guide photographs of actual Marines in the uniforms to be illustrated. Throughout the project, the sponsors and the artist scrutinized each stage of the completed paintings to ensure that even the most minute details were recorded accurately. The result may well be the finest set of military uniform prints ever produced.

With both an outstanding set of illustrations and their artist available, not to use the Neary prints within the *Uniform Regulations* itself would have been unthinkable. All we had to do was overcome a number of technical and logistical problems and, as always, fill out the required paperwork.

Consulting with our publications and printing experts at Headquarters, we determined that black-and-white glossy photographs of each painted figure would enhance accurate reproduction when the revised *Uniform Regulations* was printed. Further, if new figures needed to be painted, rendering them in black and white would be easier than producing full-color illustrations. In the photo reproductions that were made, backgrounds were elimi-

nated from each print, several incomplete figures were finished where they had overlapped in the original prints, and some figures were re-sized to overcome problems which resulted from the perspective Maj Neary had used in the original paintings.

Since the uniforms for the uniform prints were a representative sample of all of our uniforms, and the illustrations in the *Uniform Regulations* show almost every uniform variation that exists, a decision had to be reached on which uniforms would and would not be shown in new illustrations to the regulations. Several uniforms that had been left out of the prints were determined to be important for the regulations; these included staff NCO evening and mess dress (female), maternity uniforms, all-weather coat (female), blue dress "D" (male), and several Marine Band uniforms. In addition to the new figures that were required, several of the existing figures required modification to bring them up to date with uniform regulations changes that have occurred over the past three years. These changes include rank insignia on the utility cap cover, green undershirts with the utility uniform, white V-neck undershirts with the men's short sleeve shirts, and changing the placement of miniature medals on



Figure 10



Figure 11



Figure 12

evening and mess dress uniforms for females.

In an effort to economize and avoid having to paint a great many new figures, we wanted to see if it would be possible to paint over the figures in the new photographs. While air-brush techniques have been used on photographs for years, this method is not nearly exact enough for the very fine details required in uniform illustrations, leaving us with the problem of finding an alternative method. Maj Neary reached into her bag of tricks and produced “OO” (extremely fine) paintbrushes similar to those she had used to paint figures for the original prints. Armed with these special brushes, and black-and-white watercolor paints, she modified the necessary photographs so that the Government Printing Office (GPO) could test how well they would reproduce. After inspecting GPO’s test results and deciding that they were acceptable, Maj Neary was once again called to active duty to painstakingly create the artwork which finally will be used in the 1986 revision of the *Marine Corps Uniform Regulations* (MCO P1020.34E).

Figures 3 and 5 through 12 are some of the illustrations that will be used in the revision. Look closely at figures 2 and 3. In figure 3 you should notice that captain’s bars have been added to the cap,

the undershirt is now dark (it’s green), and for visual clarity, the canteen on the right hip has been deleted. Maj Neary also highlighted various seams and edges so that the details reproduce more clearly. Figures 4 and 5 show the service “A” uniform. In the original prints, both the officer and enlisted service “A” figures display the frame cap with the service cover; so we decided that for the regulations, the enlisted figure (figure 5) should illustrate the garrison cover. So much for minor modifications—now for the tough part.

Figure 6 shows the female officer’s mess dress uniform. To make this a staff NCO uniform and to illustrate the short skirt (figure 7), Maj Neary deleted the captain’s bars, added chevrons, painted out the bottom of the long skirt and added legs. Additionally, so that it would not appear that the young captain who had posed for the original prints had also posed for the staff NCO figure, she changed the face and hairstyle used in figure 7.

Figures 8 and 9 display more extensive modifications. To change the Marine Drum & Bugle Corps’ female uniform (figure 8) into the Marine Band’s female ceremonial uniform required changing the cap and shoulder cord, adding shoulder knots and coat-front braid, deleting the bugle and gauntlets, and adding a thin white stripe to the “bloodstripe” on the slacks. Again, so as not to mistake the

Drum & Bugle Corps model as a member of the Marine Band, the face and hairstyle were changed.

In figure 10, a minor, but difficult modification was required, as the Marine Band had added a row of braid below the belt (figure 11) to Bandmembers’ uniforms since the 1983 prints. In the last of these figures (figure 12), the male Bandmember’s full dress uniform was transformed into the special full dress (blue) uniform. Maj Neary accomplished this by repainting the entire coat to eliminate the rows of braid and the belt, replacing the shoulder knots with epaulettes, and adding the Marine Band’s dress blue trousers.

When the *Uniform Regulations* revision project is completed, Maj Neary will have created at least eight new figures, made major modifications to six figures, and made minor modifications to a host of others.

The regulations themselves will be substantially reformatted. The changes aim at eliminating redundancy, streamlining and simplifying the language, and, by providing an index, helping readers readily find those portions that answer their questions. This revision will provide all Marines with precisely illustrated and comprehensive *Marine Corps Uniform Regulations*, easily read and understood, that leaves few unanswered questions as to how to wear our uniforms correctly. □1775□

The Navy Secretary Who Was a Parris Island Marine

by LtCol Merrill L. Bartlett, USMC (Ret)

Today's Marine Corps owes a great deal to a public servant who served briefly as Secretary of the Navy (1921-1923). When President Woodrow Wilson's Secretary of the Navy, Josephus Daniels, ousted the 12th CMC, George Barnett in June 1920 and replaced him with John Lejeune, the 13th CMC was not confirmed by the Senate that fall as expected.

Because the Republicans swept the presidential elections of that fall, all lame-duck appointments such as Lejeune's were set aside to await the pleasure of the new administration of President-elect Warren G. Harding. Thus, Lejeune's commandancy might have ended on inauguration day if the new president and his Secretary of the Navy-designate Edwin Denby chose to accede to Republican demands for a CMC with Republican political leanings (obviously, a return of the ousted Barnett). As a lifelong Democrat and protege of Secretary Daniels, Lejeune stood a good chance of being squeezed out of the post; however, Edwin Denby—himself a Marine—chose to retain Lejeune in the Corps' highest post.

Denby was born in Evansville, Indiana on 18 February 1870. He studied law and graduated from the University of Michigan in 1896. During the Spanish-American War he served with the Detroit Naval Militia rising to the rank of gunners mate second class, and then returned home to enter politics. After serving in Michigan's low house, Denby won a seat in the Congress representing his state's 1st District.

Defeated in the Democrats' landslide in 1910, Denby returned home to practice law. When the bugle sounded again in 1917, he enlisted in the Marine Corps and although overage and overweight managed to complete recruit training successfully.

The author taught history at the U.S. Naval Academy, 1977-1982. In 1980, he was the first winner of the Marine Corps Historical Foundation's Heintz Award. His biography of LtGen John A. Lejeune has been accepted for publication by the Naval Institute Press.

For the remainder of the war, he served at Parris Island lecturing new recruits on patriotism and citizenship. By the time the war ended, Denby had risen to the rank of major.

As a reward for stumping for Republican hopeful Harding in 1920, Denby received the portfolio of Secretary of the Navy the following spring. Because his predecessor held little confidence in the administrative abilities of Gen Barnett, Daniels assigned his assistant secretary, Franklin D. Roosevelt, almost fulltime duties supervising HQMC; however, expressing more confidence in Lejeune, Denby assigned his own assistant (Theodore Roosevelt, Jr.) general duties throughout the Department of the Navy and otherwise allowed Lejeune and his staff to operate with reasonable independence. Denby's tenure, however, was to be shortlived.

In 1923, Denby convinced President Harding to transfer the Navy's underground oil deposits at Elk Hills, California, and Tea Pot Dome, Wyoming, to the office of the Secretary of the Interior. Den-

by had concluded that neighboring oil drillers had begun to draw off the Navy's oil; additionally, the transfer would result in valuable oil certificates which would allow the Navy to maintain readily usable fuel for the fleet in above-ground containers. Unknown to Denby, however, Secretary of the Interior Albert B. Fall subsequently sold the oil leases to private companies and pocketed the money.

In the hue and cry that followed public disclosure of this and other scandals of the Harding Administration, the Senate passed a resolution calling for Denby's resignation although no evidence existed that he had profited from Fall's illegal practice. Returning to his native Detroit, he resumed the practice of law. Gen Lejeune remembered him by ordering his promotion to lieutenant colonel in the Marine Corps Reserve just two years before Denby's death on 8 February 1929.

Secretary Denby's personal papers were donated in two parts, in 1945 and 1966, to the Burton Collection, Detroit Public Library. In October 1985, I examined the papers as part of my research on John A. Lejeune and George Barnett; a grant from

Assistant Navy Secretary Franklin D. Roosevelt and Marine Commandant MajGen George Barnett, fifth and third from right, respectively, join a summertime office watermelon feast in this photograph donated to the collection by A. R. Hales, Jr.



the Marine Corps Historical Foundation supported my historical inquiry.

Essentially a local history repository, the Burton Collection is in the Detroit Public Library and located on 6th Avenue in the downtown area near Wayne State University. The papers donated in 1945 are contained in four green boxes labeled with the inclusive dates of the correspondence, and letters are filed by date

and title of the correspondent. The papers given to the collection in 1966 are found in four grey boxes with no labels and are filed by subject. Much of the material relates to the ouster of Gen Barnett and the efforts of his wife to seek redress (materials that I've found in the personal papers of other public officials of the era). A fair share of the total collection pertains to Denby's part in the oil scandal which ousted him from office.

A register of the collection has been prepared and is available from the Marine Corps Historical Center. Archivists at the Burton Collection will provide photographic copies of materials from the Denby papers at a fee of 15 cents a page. The bulk of the materials from Denby's short tenure as Secretary of the Navy are found where they should be: in Record Group 80 and 127 at the National Archives. □1775□

New Books

Volumes Call Attention to Marine Air's 75th Anniversary

by Evelyn A. Englander
Historical Center Librarian

From the library of the Marine Corps Historical Center, recently published books of professional interest to Marines. These books are available from local bookstores or libraries.

The History of U.S. Naval Air Power. R. L. Lawson, editor. The Military Press. 256 pp., 1985. Like the other aviation books reviewed in this issue, the publication of this book coincides with the 75th anniversary of Naval Aviation. Illustrated with 500 photographs and line drawings, it traces the development of Naval Aviation from 1911 through World War II, Korea, Vietnam, the Middle East, and the periods between the wars. Unfortunately, the book gives only passing coverage to Marine Corps achievements. It does, however, present overall the first 75 years of Naval Aviation developments through color and black-and-white illustrations and text. \$14.95.

Marine Air; First to Fight. John Trotti. Photography by George Hall. Presidio Press. 154 pp., 1986. Trotti's book traces the history of Marine Corps aviation, describes today's MAGTF and projects Marine Air into the Nineties and beyond in a breezy style. He also describes the aircraft, including the Hornet, the Skyhawk, the Phantom, the Hercules, the Harrier, the Huey, the Bronco, and the Sea Knight. Accompanied by black-and-white and color photographs. By the author of *Phantom Over Vietnam* (Presidio, 1983) \$12.95.

McDonnell Douglas F-4 Phantom II. Robert F. Dorr. Osprey Publishing, Ltd.,

distributed in the U.S. by Motorbooks, International. 220 pp., 1984. \$19.95. *Phantom, A Legend In Its Own Time.* Francis K. Mason. Motorbooks, International. 184 pp., 1984. \$16.95. Two new books tracing the development of the Phantom, its role in Vietnam, and its use by other countries. Both books are illustrated with black-and-white photographs of the Phantom in action. Dorr, in describing the Phantom's introduction to Navy and Marine Corps service, traces its beginnings with VMFA-314, VMFA-513, and VMFA-531.

Vietnam War Almanac. Col Harry G. Summers, USA (Ret). Facts on File. 414 pp., 1985. Colonel Summers, well known for his neo-Clausewitzian *On Strategy: A Critical Analysis of the Vietnam War*, and now senior military correspondent with *U.S. News & World Report* has compiled a well-arranged, useful, one-volume ready-reference to the war. Largest part of the book is an alphabetized set of articles ranging from "Abrams, Creighton Williams, Jr., (1914-1974)" to "Zumwalt, Elmo (Russell), Jr., (1920-?)." The other two sections of the book are an introductory history, and a chronology of military and political events from 1959 to 1975. With maps and photographs. Includes bibliography. \$24.95.

The Naval Aviation Guide, 4th edition. Capt R. C. Knott, USN, editor. Naval Institute Press. 431 pp., 1985. This fourth edition of the guide reflects the latest developments in naval aviation, with new illustrations and revised, updated text. Like

the previous editions, it brings together vast amounts of information under one cover. Thirteen appendices of ready reference material, including: squadrons, air stations, aces, acronyms. \$17.95.

The U.S. Rapid Deployment Forces. David Eshell. Arco Publishing. 208 pp., 1985. The rapid deployment forces, drawing from all the services—Army, Navy, Air Force, Marines—are designed to intervene if needed at short notice. The book traces the development of these forces and their central command. It describes their weapons and their training along with actions in Lebanon and Grenada and training exercises in the Middle East and the U.S. Includes special sections on the Marines and Marine Air, along with the other services, and charts outlining the central command and rapid deployment forces units plus maps and a bibliography. Illustrated with black-and-white and color photographs. \$19.95.

The Korean War. Pusan to Chosin: An Oral History. Donald Knox. Harcourt Brace Jovanovich. 697 pp., 1985. In writing this book, the author interviewed hundreds of Korean veterans from riflemen to commanding officers. He intersperses their personal stories with battalion and regimental records creating a day-by-day record of the first seven months of the war. He covers the defense of the Pusan Perimeter, the landing at Inchon, the sudden massive Chinese intervention and the Marines' breakout at the Chosin Reservoir. \$24.95. □1775□

Help Wanted!

Answers to 6,000 Requests Given by Historians in 1985

by Danny J. Crawford
Head, Reference Section

The morning after the mid-April U.S. bombing of the Libyan port cities of Tripoli and Benghazi, calls began to come into the Reference Section at the Marine Corps Historical Center inquiring about the history of Marines and Libya; the taking of the fort at Derna, Tripoli in 1805; and the origins of *The Marines' Hymn* and specifically the phrase "to the shores of Tripoli." The Center's reference historians fielded these questions from the news media, Marine veterans, and the public, using the section's extensive files and collection of reference books.

In 1985 the Reference Section responded to more than 6,000 requests for information on all aspects of Marine Corps history. The number of requests for historical information has more than doubled since the section set up shop on the third floor of the Historical Center when it opened in 1977. The Reference Section is staffed by five historians and a clerical assistant. The historians have a combined total of more than 30 years of experience in research and reference work specifically in Marine Corps history.

A great deal of public interest and awareness in Marine Corps history is reflected in the thousands of written and telephoned requests received each year from researchers, scholars, and the general public. From all 50 states and from all over the world, but especially from countries where the Marine Corps has a historical connection such as Great Britain, France, Australia, New Zealand, Japan, and the Philippines, letters arrive from schoolchildren and scholars alike. Frequently, requestors need assistance in preparing articles or books dealing with Marine Corps operations or the lives of individual Marines. Often, however, the letters ask for more unusual help such as the recent request from a woman in California inquiring about the explosion of LSTs in West Loch, Territory of Hawaii in 1944, or the manufacturer of Swiss watches who needed a list of the "most famous Marine battles" to inscribe on a watch he is design-



Mrs. Regina Strother is developing a historical photographic file to join other specialized files in Reference Section.

ing, or the man who needed copies of his dog's honorable discharge papers from World War II (the dog was gun-shy).

Hundreds of active duty Marines, veterans, scholars, and tourists visit the Reference Section each year. On a recent fairly typical day, the section was assisting the following individuals with their diverse areas of research:

—A writer who recently published a well-received history on the battle for Iwo Jima researching the biographical files on World War II general officers.

—A Polish graduate student working on his dissertation on Marines in the Far East between 1898 and 1920.

—A young Marine officer preparing a paper on the development of Marine Corps officer training in the 20th century.

—A World War II Marine examining muster rolls to compile a list of the men in his unit for a reunion.

—Two archivists from the Smithsonian gathering background material for a display on Marine Corps flags and streamers.

A review of visitor logs from the past few months reveals a wide variety of subject areas including research into the lives of famous Marines such as Holland M. Smith, Archibald Henderson, John Rus-

sell, and the first Director of Woman Marines, Katherine A. Towle, and research on Marine battles and operations such as Wake Island, Iwo Jima, Hue City, Chu Lai, and the Inchon landing. Other topics included the Navajo Code Talkers in World War II, Civil War reenactments by Quantico Marines in the 1920s, Marines in the "V-12" program in World War II, Marine casualties at Harpers Ferry in 1859, Marine Corps aviation in China in the late 1920s, and Marine Combined Action units in Vietnam in the 1960s.

Active duty Marine officers working on individual papers or staff studies frequently visit the section for historical background so that the lessons of the past are not forgotten in planning for the Marine Corps of tomorrow. Recent topics have included the history and evolution of the Marine rifle squad, the development of expeditionary airfields or short airfields for tactical support (SATS), Marines and cryptography, the history of the Marine Corps Institute, the development of Marine Corps engineer units, the role of the "gun" in close air support, and organizational changes in the Marine Corps since 1970.

Of particular significance among the duties of the Reference Section staff is the research support provided to the various Divisions of Headquarters Marine Corps and major Marine Corps commands. Examples of recent projects with which Reference Section has assisted:

—A Forward Deployment Study directed by Plans Division at the request of the Department of Defense—a historical overview of the development of Marine Corps basing and deployment patterns from 1945 to 1985 was prepared by Reference Section.

—A review by Decorations and Medals Branch of Marines who participated in operations from 1975-1985, including the *Mayaguez* operation, Iranian rescue mission, Lebanon and Grenada. Reference Section assisted in identifying the units

and Marines who participated by reviewing after-action reports and command chronologies.

—A Headquarters Marine Corps study on establishing transient facilities in wartime in which command chronologies and tables of organization for the Okinawa-based transient facility during the Vietnam War proved extremely useful.

—A CMC-requested historical review of the present division/wing alignment in FMFPac where historical records of the Korean War period revealed the origins of the current alignment.

—A FMFLant study of Marine Corps special operations capabilities for countering terrorism where historical records of operations since World War II revealed valuable insights into the conduct of special purpose, quick-response operations.

One of the newest areas of Reference Section activity is found in the historical photographic support that is provided to Headquarters Marine Corps, units in the field, and internally for the History and Museums Division. Since the Still Photo Archives was moved out of the Marine Corps Historical Center in 1981, Reference Section has assisted in meeting short-fuse requests for official Marine Corps photos and has developed a historical photographic file, complementing the

existing subject, biographical, unit, and geographical files, housed in the section.

Ongoing photographic support is provided to various sections throughout the Marine Corps Historical Center. In recent weeks, Reference Section researched and provided photos for a number of Museum displays and projects, including displays on Combined Action units in Vietnam and Marine events and advisors in Vietnam, and a study on World War II events and personalities for selecting appropriate commemorative stamps for planned 50th anniversary activities.

Photographic support is also provided for Historical Branch publications such as that provided recently for histories of Women Marines, Vietnam operations, Marine squadrons, and Marine Corps aviation. Similarly, photos frequently are provided to *Fortitudine*, *Marines* magazine, *Leatherneck*, *Gazette*, and *Naval Institute Proceedings* to assist these periodicals in quickly obtaining suitable photos.

In summary, reference historians field requests for assistance from a great many places and from many different people on just about any imaginable topic dealing with Marine Corps history. They strive to find the answers to the often difficult, sometimes painful, questions that they receive. A recent letter from a

lady in New Zealand illustrates this point. She wrote in part,

About 1942 I met a Marine who was stationed at Paekakariki in New Zealand . . . We were engaged briefly, which was broken prior to his sailing for Guadalcanal. From then on we lost touch. News came that he had been killed in action though it was never truly confirmed.

Please can you tell me what happened to him. If he is still alive I would like to write to him. I would appreciate whatever news you could give me of him.

Those of my generation can never forget the sacrifices made by those courageous and gallant Americans who were stationed down here in the Pacific—our heartfelt thanks flow toward those who made the victory possible. The sorrow runs so deep for those who died and for those who still carry the scars of battle.

The Marine PFC had survived the Guadalcanal campaign but ironically the casualty report showed that he had been killed in action in early July 1944 on Saipan. This, then, was our sad response to the touching letter we received. □1775□

Historical Quiz

Famous Marine Aviators

by Lena M. Kaljot
Reference Historian

1. Who was the first Marine Corps aviator?
2. Which Marine pilot and his gunner became the first aviation Medal of Honor recipients?
3. Which aviator in October 1927, in Nicaragua, was instrumental in pioneering use of dive bombing in support of Marine ground troops?
4. Who was the Marine Corps' first "ace"?
5. What Marine pilot flew the first jet mission against an enemy?
6. Name the Marine aviator who, in 1950, commanded HMX-1, the Corps' first helicopter squadron, and designed programs which served as a focal point for the expansion of the Marine Corps helicopter program.
7. Who was the Marine pilot who, in 1957, set the transcontinental speed record, becoming the first man to span the continent at a speed faster than sound?
8. What helicopter pilot received the only Medal of Honor awarded a Marine pilot during the Vietnam War?
9. Who was the Marine Corps' first black aviator?
10. Name the Marine helicopter pilot who participated in the October 1983 Grenada mission, survived serious injuries, and was awarded the Silver Star for heroism.

(Continued on page 30)

Eleven Distinguished Marines Speak for the Record

by *Benis M. Frank*
Head, Oral History Section

I spent most of February in the San Diego-Oceanside area interviewing 11 well-known retired general officers for the Marine Corps Oral History Program. In many ways, the careers of these Marines are parallel—with two exceptions, they all were commissioned before World War II or at the beginning of the war, they all fought in three wars, and they all are decorated combat veterans and commanders.

Three are aviators, two of whom had considerable infantry experience before getting their wings. Two of them had enlisted service before commissioning. All of the aviators logged many hours in most of the different aircraft the Marine Corps owned during their periods of active duty. One worked on the development of the Corsair as a civilian in the prewar period before entering active duty. Another was a POW in the Korean War.

The officers interviewed were: LtGens Leo J. Dulacki; Joseph C. Fegan, Jr.; Edward J. Miller; and William G. Thrash. MajGens William G. Joslyn; Kenneth J. Houghton; Frank C. Lang; and Raymond L. Murray. BGen Leonard E. Fribourg; Frank E. Garretson; and Jay W. Hubbard.

MajGen Murray, a member of The Basic School Class of 1935—"the class the stars fell on"—had previously been interviewed in 1975 about his tour in Vietnam. Eleven years later, we discussed the rest of his career, beginning with his Basic School days and subsequent assignment to the 6th Marines and China in 1936, and his World War II and Korean War experiences in which he earned two Navy Crosses and four Silver Stars. He took the 5th Marines to war in Korea and commanded the regiment during the epic Chosin Reservoir campaign.

The aviators, LtGen Thrash, BGen Hubbard, and MajGen Lang, all experienced the transition of Marine air to the jet age. Gen Hubbard enlisted in the Corps with his high school buddy, now-retired LtGen Leslie E. Brown, and they served together in their early years as sea-



Camp Pendleton History and Museums Officer Kathleen R. Graler arranged for the Center's Benis M. Frank to hold an oral history seminar for staff historians at the base.

going Marines. After the beginning of World War II, Gen Hubbard was commissioned and Gen Brown not long after him. Gen Hubbard's first assignment was to Camp St. Louis in Noumea, but he was soon able to wangle a transfer to the Raiders before their redesignation as the 4th Marines. He was a platoon leader in the Guam and Okinawa operations before winning his wings as a Marine aviator after the end of the war. Before his retirement, he was Director of Information at Headquarters Marine Corps and commanded MARTCOM at Glenview, Illinois.

Like Gen Hubbard, BGen Fribourg served with the Raiders and 4th Marines, and also took part in the Guam and Okinawa operations. He was wounded in the latter campaign. He, too, has had a mixed career of interesting assignments, including being the technical advisor on the set of the Hollywood film, "Sands of Iwo Jima." Much of his career was spent at Camp Pendleton where he retired after a long and rewarding career.

LtGen Miller was also an enlisted Ma-

rine before his commissioning. He underwent parachute training but when the Paramarine program was disbanded, he was assigned to the 26th Marines, with whom he landed on Iwo Jima. He spent a number of tours in the Far East, including posts in China, Japan, Thailand, Indonesia, and Vietnam. He commanded the 4th Marine Division when it moved from Camp Pendleton to New Orleans, and in his last duty tour, he commanded FMFLant.

A graduate of Georgia Tech, and a varsity football player, LtGen Thrash was commissioned in 1939, and spent his first two years in the Corps as an infantry and engineering officer. He pinned on his wings in March 1942, and went overseas with the 1st Marine Aircraft Wing. He flew a considerable number of combat missions as a fighter pilot, as he did in Korea, before he was shot down during the Korean War and made a prisoner of war. His post-Korean War assignments also included command of fighter units and in

1969 he was designated CG of the 1st MAW. His last assignment was as CG, MCDEC.

The third aviator, MajGen Lang, is a native of New Rochelle, New York, who worked at Silorsky in Stratford, Connecticut, before he entered the Corps. As a civilian engineer, he was one of many involved in the development of the Corsair, and flew one in combat in World War II. A veteran of the fighting in Korea and Vietnam, Gen Lang's career was a mix of aviation staff and command assignments, which included a tour in Europe with CinCEur, and a tour as Director of Operations, J-5, on the staff of CinCPac. He retired in 1978 while serving as deputy commander of FMFPac.

Although his career was a mix of staff and command, MajGen Houghton considers himself primarily an infantry troop leader. During the Korean War, he commanded the 1st Marine Division Reconnaissance Company and before the Vietnam War, 3d Battalion, 5th Marines. In Vietnam, he commanded the 5th Marines. He has commanded both the 1st and the 3d Marine Division, and his final assignment was as commander of the San Diego Recruit Depot.

Like Gen Houghton, MajGen Joslyn spent considerable time with troops in both the 1st and 2d Marine Divisions. He commanded a rifle company in Korea and was III MAF chief of staff in Vietnam. At the time of his retirement, he commanded the 2d Marine Division.

LtGen Dulacki began his interview with us 11 years ago, immediately following his retirement, at which time the interview fundamentally concerned his Vietnam experiences. In a marathon session lasting well into the night and early morning, we discussed the rest of his career in depth. He spoke of his Russian language training and subsequent assignments to Moscow and Helsinki. He also spoke of his HQMC assignments as well as his command of the 5th Marine Division. These matters, in addition to the material he provided concerning his tours as chief of staff of III MAF in Vietnam, will make for interesting and useful reading when accessioned into the Oral History Collection.

The progress of my interviewing in the Camp Pendleton area was made all the

easier by the hospitality and facilities afforded me by Camp Pendleton commander MajGen Robert E. Haebel, and by the base's History and Museums Officer, Kathie Graler, who is vigorously pursuing a program of preserving Camp Pendleton's history and heritage. She also arranged for me to hold an oral history seminar for the staff historians of the tenant commands. During a one and one-half hour session, I discussed the oral history program and described what kind of interviews we would like to receive from the field.

Basically, we would like interviews which shed light on what units are currently doing to fulfill their missions as well as interviews which highlight unusual events and/or assignments. We suggested that end-of-tour interviews with departing unit commanders would not be amiss, and we further pointed out that these interviews could be used to supplement the command chronologies each unit is required to submit. We perhaps should have pointed out in previous columns that we have been receiving interviews from the field—not as many as flowed in during the Vietnam War—but occasional ones from FMFPac, 1st Marine Division, Camp Pendleton, 5th Marines, VMFA-333, and the 3d Amphibious Assault Vehicle Battalion. We hope that this trend continues.

Since publication of the last issue of *Fortitudine*, the Oral History Section completed an interview it began in December 1985 with retired LtGen Bernard E. "Mick" Trainor, who retired from HQMC as Deputy Chief of Staff, for Plans, Policies, and Operations. He enlisted in the Corps in 1946, was accepted into the NROTC program and graduated from Holy Cross College in 1951, when he went to Basic School and then on to Korea. His career has been a mix of staff, command, and teaching assignments. While Military Officer Instructor at University of Utah, Gen Trainor completed all requirements for a doctoral degree in history with the exception of the writing of a dissertation.

We have also accessioned into the Oral History Collection an interview with MajGen Jonas M. Platt, whose uncle of the same name was a famed Marine in World War I and the 1920s. A graduate of Norwich University, Gen Platt served in the *Washington* at the beginning of the war, participating in the dangerous

convoys to Russia as well as six operations in the Pacific. After a brief respite in the U.S., he returned to the Pacific to join the 1st Marine Division for the Peleliu and Okinawa operations. After the war, he organized and commanded the Provisional Marine Guard at the United Nations in New York. He also commanded 1st Battalion, 5th Marines in Korea; Marine Barracks, 8th and I in Washington; the 6th Marines; and, as ADC of the 3d Marine Division in Vietnam, Task Force Delta. Gen Platt retired in 1970 while serving as G-1 at HQMC.

In January we lost the services of Mrs. Sandy Chaker, who was a bulwark of the Oral History Section for the past four and one-half years. Astute, capable, competent, Mrs. Chaker was a hard-working associate. It was through her efforts that we were able to accession as many completed oral history interviews into the collection as we have. Mrs. Chaker is now living in Luxembourg with her three daughters and her husband, Lucien, who is the NATO Director of Logistics. □1775□

Oral Records Bring Recognition to 11

Recent awards of Certificates of Appreciation issued on behalf of the History and Museums Division to persons who have made significant contributions to the Marine Corps Historical Program are as follows:

To the following retired Regular Marine general officers, for service in the Oral History Program:

LtGen William G. Thrash
LtGen Leo J. Dulacki
LtGen Joseph C. Fegan, Jr.
LtGen Edward J. Miller
MajGen Raymond L. Murray
MajGen Kenneth J. Houghton
MajGen William G. Joslyn
MajGen Frank C. Lang
BGen Jay W. Hubbard
BGen Leonard F. Fribourg
BGen Frank E. Garretson

Each Party Eyes The Other in Historical IG Inspection

by Dr. V. Keith Fleming, Jr.
Historical Writer

The historical portion of the Marine Corps Inspector General's inspection provides an opportunity for a positive exchange of ideas between the inspected organization and the History and Museums Division of Headquarters Marine Corps. As a member of an IG team this past spring, I learned that this exchange may be more beneficial to both parties than the particulars of the inspection checklist itself.

In reality, both parties to the exchange are being evaluated, because the Division uses the opportunity to monitor its own effectiveness in fostering the Marine Corps' historical program. Recent IG inspections prove the program is on track; however, some problem areas have kept us from gaining an unqualified outstanding mark.

There is, first of all, the widespread misperception that Headquarters Marine Corps has all the information about everything Marines do. This is true only insofar as Headquarters staff is composed of veterans of tours in the operating forces and the various posts and stations. A large amount of recent and varied field experience is thereby concentrated at a single place and time. Histories, however, generally are compiled after events have receded into the past. Then, the current headquarters staff as a body probably no longer knows what previously was widely known. The Marine historian is thus obliged to rely on filed accounts. If they are not available his work is frustrated.

These records consist of an assortment of documents: command chronologies, after-action reports, post exercise reports, oral history tapes, photographs, messages, unit diaries, personal papers collections, and articles in military journals and other periodicals. Most of these originate within Marine commands; the slight remainder are generated elsewhere. Commanders and historical officers must come to the realization that often the *only* documents available to historians will be the ones submitted by the command itself. The command thereby has the most significant influence on how history will

judge its actions and ultimately those of the Corps.

The command chronology is the key document of the historical program. It is the commanding officer's primary method of recording the achievements of his tenure in command. From the point of view of the historian, it is not an exaggeration to say that if an account of an event does not appear in the command chronology, the command didn't do it. Commanders who submit bland, minimal-effort command chronologies cannot then expect published histories to dwell on their units' accomplishments. Historians are most likely to use a command chronology that is meaty, with complete documentation of events and accomplishments.

The primary deficiency IG inspectors find in command chronologies is a lack of supporting documents. These constitute the fourth section of the command chronology, and include such items as staff studies, captioned photographs, exercise reports, new standing operating procedures, newspaper articles—anything that illuminates the activities of the command during the reporting period. They help to identify the *why* of actions taken, clarify the issues, and highlight leadership and initiative worthy of mention in a historical narrative.

In another area, too many regiments, aircraft groups, and higher commands do not have viable oral history programs. In addition to being a major inspection discrepancy, the absence of these programs is a marked loss for Corps history since oral recordings are an excellent—and sometimes the only—means of capturing the experience Marines have gained in a wide variety of assignments. Oral history doesn't receive the attention it deserves because Marines too often see their day-to-day activities as routine, the sort of thing everyone knows about. Experience shows, however, that it is often "minor detail" which clarifies questions surrounding whole campaigns.

A story told to me at New River illustrates the value of oral history. An officer

described a deployment which involved the USS *New Jersey*. Since that ship has teak decks, her officers did not allow landings by helicopters with skids to scuff up the decks. As a result, CH-46 helicopters provided all the VIP flights to the *New Jersey*. This seemingly minor piece of information would clarify many questions about helicopter operations during that deployment.

Marines know far more than they suspect. One historical officer related to me that it took considerable persuasion to get an outgoing squadron commander to sit down with a tape recorder and answer some written questions. The commander thought he couldn't fill more than a half-hour of the tape. Once he began, however, it took him nearly four hours to cover the high points of his tour.

Some matters of importance are not discovered to be so until the IG inspector arrives. One of these is the requirement to report all original art held by a command to the History and Museums Division. I checked the officers' club at one base and found an unreported painting by a well known artist whose work sells in the \$20,000 range. The base didn't pay that price; the painting was a donation. The result was that accountability and security were lax. The painting should have been reported to History and Museums Division for inclusion in the list of works in the Marine Corps combat art collection.

Trophy weapons have been another matter for stricter scrutiny since Beirut and Grenada. Several organizations have AK-47s mounted on wooden plaques as souvenirs of service in those two combat zones. These trophies, as all weapons an organization owns, must be reported to the Naval Weapons Center, Crane, Indiana. So far, every organization has submitted the required "Crane Report" and demilitarized the weapon according to instructions. Unfortunately, some units failed to send a copy of the Crane Report to the History and Museums Division, which controls weapons of historical im-

portance. This is a discrepancy during an IG inspection, though failure to report the weapons to Crane would have been a far more serious matter.

Inspectors also check to see if other historical objects are on hand, and whether they have been reported to the History and Museums Division. This requirement acts to insure proper custody of important items. Reporting an artifact does not mean losing it to Headquarters, even though theoretically the Museum

might borrow an item temporarily for a special exhibit. The division seeks to identify and protect all of these items, not to hoard them.

IG team members from History and Museums Division emphasize that the division is a *service* organization, constituted to serve the needs of the Marine Corps and as close as the telephone or mail box. Inquiries from all Marines (Regular, Reserve, retired, or former) are welcomed. □1775□

Answers to Historical Quiz

Famous Marine Aviators

(Continued from page 26)

1. Three months after receiving his orders for flight training, 1stLt Alfred A. Cunningham soloed for the first time on 20 August 1912, after only 2 hours and 40 minutes of instruction.
2. 2dLt Ralph Talbot and GySgt Robert G. Robinson were awarded the medals for heroism in combat on the European front during October 1918 while attached to the 1st Marine Aviation Force.
3. In October 1927, Marine pilots led by Maj Ross E. Rowell used dive-bombing techniques against an organized enemy in support of ground troops in Nicaragua.
4. Capt (later LtGen) Marion E. Carl became the first "ace" on 26 August 1942. He shot down a total of 18 planes during World War II, and later became the Corps' first helicopter pilot, as well as one of the outstanding test pilots in naval aviation history.
5. On 9 September 1950, Capt (later LtGen) Leslie E. Brown piloted an F-80 while attached to an Air Force fighter-bomber squadron in Korea. Two weeks later, he became the Corps' first jet aircraft combat casualty when he was hit by enemy antiaircraft fire while destroying a gun position.
6. Gen Keith B. McCutcheon, considered to be the father of Marine Corps helicopter aviation, died in July 1971 of cancer at the age of 55. McCutcheon Field at MCAS New River was named in his honor in June 1972.
7. On 16 July 1957, Maj John H. Glenn, Jr. completed the first nonstop supersonic coast-to-coast flight in 3 hours and 23 minutes in a F8U-1 Crusader aircraft. Later, on 20 February 1962, Col Glenn, a member of NASA's Project Mercury, orbited the earth three times in 4 hours and 56 minutes.
8. On 19 August 1967, Maj Stephen W. Pless landed his UH-1E gunship, despite heavy Viet Cong fire, in order to rescue four wounded soldiers who had been stranded on a beach. Although the overload caused difficulty in take-off, Maj Pless succeeded in bringing the wounded men to safety.
9. LtGen Frank E. Petersen, Jr. was designated a Naval Aviator in October 1952. Gen Petersen, a combat veteran of the Korean and Vietnam Wars, also became the first black Marine to attain flag rank.
10. Capt Timothy B. Howard and his co-pilot, Capt Jeb F. Seagle, were hit by antiaircraft fire while attempting to neutralize enemy gun positions. Howard managed to control and land the helicopter despite serious injuries to his right arm and leg and neck. Co-pilot Seagle and two other Marines were killed while attempting to rescue Howard.

I&I Staffs Dominate In Best IG Reports

*by Joyce E. Bonnett
Historical Center Archivist*

The following Marine Corps units have met the high standards set to attain an outstanding rating by the Inspector General on the units' historical programs. For the period April 1985 - April 1986, the following units have been judged "outstanding" based on planning, execution and overall achievement:

Inspector-Instructor Staff, Headquarters Company, 6th Communications Battalion; Communications Support Company; Electronics Maintenance Company, 4th Maintenance Battalion, Fort Schuyler, Bronx, New York

Inspector-Instructor Staff, 4th Maintenance Battalion, 4th Force Service Support Group, Charlotte, North Carolina

Inspector-Instructor Staff, Company H, 3d Battalion, 24th Marines, 4th Marine Division, Johnson City, Tennessee

Inspector-Instructor Staff, Auto Contact Maintenance Platoon, Sacramento, California

Marine Corps Recruiting Station, Dallas, Texas

Units rated "excellent" by the IG can well be proud of their performance, too. However, inspectors frequently note that only a little extra effort by these units would have propelled them into the outstanding category.

One of the discrepancies most frequently found by inspectors is lack of attention to the Command Historical Summary File. An upcoming change to the "Manual for the Marine Corps Historical Program," MCO P5750.1F, will outline additional direction and guidance in establishing thorough and comprehensive Command Historical Summary Files.

Past ACMC LtGen Munn, WM Chief Col Towle Die

by Benis M. Frank
Head, Oral History Section

LTGEN JOHN C. MUNN, USMC (RET), former Assistant Commandant of the Marine Corps and a veteran Marine aviator, died on 14 April at the age of 80 in Encinitas, California. A native of Prescott, Arizona, he entered the Naval Academy in 1923 with the Class of 1927 and was commissioned a Marine second lieutenant upon graduation. His first assignment following Basic School was to the 2d Marine Brigade in Nicaragua. He returned to Quantico in 1929 and received his wings as a naval aviator in January 1931, beginning his long career in aviation.

In October 1931, he joined Marine Scouting Squadron 14-M, which went on board the *Saratoga* the following month as one of the first two Marine squadrons to serve in Navy carriers. In 1938, he was detailed to Colombia to become Naval Attache and Naval Attache for Air at the American embassies in Colombia, Panama, Ecuador, and Peru.

He served with the 1st Marine Aircraft Wing on Guadalcanal as wing G-2, and then G-3 of the 2d Wing when it arrived. Before leaving the Pacific, he commanded MAG-11 in the New Hebrides. From September 1943 to February 1945, he was assistant head of the Aviation Planning Section on Adm King's CinCUS Staff. He returned to the Pacific to command

Then-MajGen John C. Munn in 1964



MAG-31 in the Okinawa operation, in which his pilots destroyed 180 enemy aircraft.

His postwar assignments included duty as Aviation Plans Officer as well as Fleet Marine Officer on the staff of CinCPac; commander of Marine Wing Service Group 2; Chief of Staff of Air, FMFLant; student at the National War College; and a member of the Joint Strategic Plans Group, Joint Staff.

In the Korean War, he was Chief of Staff of the 1st Marine Aircraft Wing in Korea. He was Inspector General of the Marine Corps before becoming CG of the 2d Wing at Cherry Point in 1956. In February 1958 he was appointed Director of Aviation at HQMC, and was promoted to lieutenant general and Assistant Commandant of the Marine Corps in January 1960. He served as ACMC until March 1963, when he took command of Camp Pendleton. He retired in July 1964.

BGEN ROBERT LIVINGSTON DENIG, JR., USMC (RET), son of a Marine general officer, and grandson of two naval officers who were Naval Academy graduates, and descendant of Robert Livingston of New York, signer of the Declaration of Independence, died on 11 February. He was buried in Arlington National Cemetery on 20 February with full military honors.

Gen Denig was also a graduate of the Naval Academy and was commissioned a Marine second lieutenant in 1932. Following Basic School, he was assigned to the Philippines and then to the 4th Marines in Shanghai. He returned to Quantico and the 5th Marines in 1935. Following graduation from the Army Infantry School in 1936, where he was a student in the Tank Course, he began his first Marine Corps assignment in tanks. This was as a resident inspector of material at the Marmon Herrington Company in Indianapolis, which was developing light tanks for the Marine Corps.

At the outbreak of World War II, he commanded Company B, 2d Tank Battalion, which landed on Guadalcanal on 4 November 1942 to join the 1st Marine Di-

vision in the campaign. He was an observer with the 3d Armored Amphibian Battalion in the Peleliu operation, and in 1944 took command of the 6th Tank Battalion of the newly formed 6th Marine Division, leading it in the battle for Okinawa.

Following the end of the war, he commanded the 4th Marines; the 1st Battalion, 6th Marines (BLT for the Sixth Fleet in the Mediterranean) and the Marine Barracks, Vallejo, California, where he was serving at the time of his retirement in 1959. He was promoted to the rank of brigadier general for having been decorated in combat.

In civilian life Gen Denig worked for Aerojet General Corporation and later Lockheed Missiles and Space Company in Sunnyvale, California. For the Marine Corps Oral History Program, Gen Denig interviewed his father, BGen Robert L. Denig, Sr., a well-decorated World War I veteran, veteran of the Banana Wars, and Director of Marine Corps Public Affairs in World War II who developed the combat correspondent program.

In turn, Robert L. Denig III interviewed his father for the program. When this interview is transcribed and accessioned, it will mark the first time a father and son are represented in the Oral History Collection. Together the two interviews will represent over half a century of Marine Corps history, beginning with the experiences of a young Marine officer assigned to the Great White Fleet and ending with the retirement of his son in 1959.

COL KATHERINE A. TOWLE, USMC (RET), second director of the Women's Reserve in World War II and first Director of Women Marines after World War II, died at the age of 87 at a retirement home in Pacific Grove, California, on 1 March 1986. She was born in Towle, California, a town named after her ancestors who settled the area in the 1850s. At the time she was commissioned in the Marine Corps in 1943, she was associated with the University of California at Berkeley, where she eventually became Dean of Students. In



Col Katherine A. Towle in 1949

1944 she was appointed as assistant to Col Ruth Cheney Streeter, Director of Women's Reserve, later succeeding her. She returned to Berkeley after the end of the war, but returned to active service in 1948 to become Director of Women Marines. She retired in 1953. A memorial service was held for Col Towle at the Naval Security Station Chapel in Washington on 30 April.

COL JAMES L. JONES, USMCR (RET), died of cancer at the age of 74 at Fort Lauderdale, Florida. He was buried in Arlington National Cemetery with full military honors on 3 April. He commanded the Reconnaissance Company, V Amphibious Corps in the Gilbert and Marshall Islands campaigns, and the Amphibious Reconnaissance Battalion, FMFPac in the

Saipan-Tinian and Okinawa operations. He was awarded the Silver Star Medal, the Legion of Merit with Gold Star, the Army Bronze Star Medal with Oak Leaf Cluster, and a Letter of Commendation from Gen Joseph W. Stilwell for service in these campaigns.

MRS. LEDA BASS THOMASON, widow of the famed Col John W. Thomason, Jr., died at the age of 92 in late March in a Terrell, Texas hospital after a short illness. She was buried on 26 March in Terrell, her home for the past 40 years. Her son, John W. Thomason III, who served in World War II and was awarded the Silver Star Medal for heroic services on Iwo Jima, was killed in the late 1940s in an airplane crash in India, where he was serving as U.S. Vice Consul in Calcutta. □1775□

Museum Inspires Visitors' Patriotism

by Mary Helen Nihart
Museum Docent

Some recent comments gleaned from the Marine Corps Museum Guest Register (with editorial comments in parentheses) are:

"It's nice to see such an honor given to men like my great uncle, Henry T. Elrod (Wake, 1941)." (Elrod received a posthumous Medal of Honor for his heroism at Wake Island.)

"Most impressive display of history I've seen in Washington."

"How about some Sousa music softly in the background?" (Sousa is seldom soft, but we are reinstituting this audible exhibit.)

"The Union Shall Be Preserved." (A Civil War slogan)

"Very educational for young, beautiful kids like me to see."

"Proud to have brought my son."

"With emotion, I saw what I've read so many times." (Commander, Argentine Navy)

"When I became an American citizen I said it was one of the happiest days of my life. I was right then—and now. God bless America!"

"Quality, not quantity." (From a Royal Marine)

Flight Lines

Iwakuni Ditty Celebrates C-117D Skytrain

This song was found in a collection of 1stSgt Kenneth M. Runyan's personal papers, which are held at the Marine Corps Historical Center.

HUMMER '801'

(Sung to the tune of Wabash Cannon Ball)

Listen to the rumble and hear the hummer roar
We're flying over Fuji like we never did before
Hear the rush of propwash and hear the hummer moan
We'll wait a bit and say a prayer and hope it gets us home

Iwakuni tower this is hummer "801"
We're turning on the downwind leg, our flying day is done
Our engine's overheated, soon we'll have just one
You'd better call the crash crew and get them on the run

Hummer "801" this is Iwakuni tower
I cannot call the crash crew, this is their coffee hour
And you're not cleared to land yet, that is plain to see
So take it around again, we have a VIP

Iwakuni tower this is hummer "801"
We're turning on the base leg and we're not having fun
Our engine's running ragged, the jugs are gonna blow
And we may crunch this hummer so look out down below

Iwakuni tower this is hummer "801"
We're turning on the final, the landing gear is hung
We're gonna land this hummer, no matter what you say
To go around again is over our crew day

Douglas R4D-8/C-117D Skytrain

*by Maj Frank M. Batha, Jr., USMC
Aviation Historian*

From its introduction in the mid-1930s through the end of World War II, the Douglas DC-3 (to include its military versions, the Army C-47 and the Navy R4D) set the standard for economy, safety, and dependability in air transportation. In the late 1940s, however, the airlines and federal aviation officials began a campaign to replace the DC-3 with a more efficient airplane.

Douglas, recognizing the special market that existed due to the extensive use of war

surplus DC-3s by smaller “feeder” airlines, decided one approach was to rebuild existing airframes. For a fee of \$250,000 the company would convert DC-3s “turned in” by participating airlines into Super DC-3s.

The first Super DC-3 was flown in 1949. The conversion included: new, higher-powered Wright R-1820 “Cyclone” engines; a lengthened fuselage; larger tail surfaces for low-speed controllability; new outer wing panels with slotted flaps and new ailerons;

aerodynamically cleaner nacelles; and strengthened landing gear. As a result of these modifications the “new” airplane offered substantial increases in payload, range, and cruising speed.

The Super DC-3 prototype was purchased and tested by the Air Force, but when that service turned to newer aircraft designs for its transport needs, the Douglas prototype was transferred to the Navy. After a successful evaluation, the Navy approved a modernization program to convert 98 earlier models to the same standard, which was given the designation R4D-8. Delivery of the improved Skytrain started in late 1951, and those assigned to the Marine Corps were used as group, wing, and station aircraft for general logistics support.

In addition to its use for logistics support, the Skytrain picked up an important new mission during the Korean War, when the 1st Marine Aircraft Wing fitted an R4D-8 with a launching chute that permitted the plane to drop target illumination flares during night interdiction and close air support missions. Over a decade later, the aircraft’s value as a “flare ship” was again demonstrated by Marine Skytrains operating in Vietnam.

In 1962 the Department of Defense mandated a single designation system for all U.S. military services, and R4D-8s were redesignated C-117Ds. Around the same time, the plane also picked up a new nickname—the “Hummer.”

Phaseout of the C-117 began in the 70s, and in 1982 the last C-117 in use by any branch of the active U.S. armed forces was taken out of service when MCAS Iwakuni retired its “Hummer.”

Although Iwakuni’s C-117 was older than most of the crewmembers who flew in her, that it was still thought of with affection may be seen from “Hummer 801,” a song composed by C-117 personnel at Iwakuni during 1975-1976 (see sidebar for verses).

The Marine Air-Ground Museum’s C-117 (bureau number 50834) is on display at the Quantico air station. It is the sister ship of the last C-117 used by the Corps. □1775□



Douglas' R4D-8, the military version of its Super DC-3, entered service with the Marine Corps in 1951. In 1962 this model in the Skytrain series was redesignated the C-117D.

Technical Data

As depicted for a maximum load cargo transport mission in the “Standard Aircraft Characteristics” publication (NAVAIR 00-110ATC117-1), dated 1 July 1967.

Manufacturer: Douglas Aircraft Company, Santa Monica, California.

Type: Cargo and personnel transport.

Accommodation: Crew of three and up to 35 troops.

Power Plant: Two 1,475-h.p. Wright R-1820-80 engines.

Dimensions: Span, 90 ft.; Length, 67 ft., 9 in.; Height, 18 ft., 3 in.

Weights: Empty, 19,500 lbs.; Max. take off 36,800 lbs.; Max. landing, 30,000 lbs.

Performance: Max. speed (at normal power), 230 knots at 4,900 ft.; Service ceiling, 19,200 ft.; Range, 610 n. mi.; Climb at sea level, 970 ft. per min.

Features: In addition to carrying passengers and cargo, the C-117 could be modified to drop illumination flares.

January-August 1951

by Robert V. Aquilina
Assistant Head, Reference Section

After a brief but well-earned rest following the Chosin Reservoir campaign, the 1st Marine Division passed from X Corps control into Eighth Army reserve. Now under the command of LtGen Matthew B. Ridgway, the Eighth Army succeeded in establishing a line south of Seoul, in response to a January 1951 Chinese offensive. A North Korean guerrilla division infiltrated, however, south of this line to the rugged hill country around Pohang and Andong. The 1st Marine Division was assigned to this sector by LtGen Ridgway, with orders to neutralize the North Korean force. The resulting Pohang "guerrilla hunt" occupied the division from mid-January to mid-February 1951, and crippled the 10th North Korean Division.

On 15 February 1951, the 1st Marine Division was attached to IX Corps for Operation Killer, which placed the division in the main battle line of the Eighth Army. As the 1st and 5th Marines led the assault, MajGen Oliver P. Smith's Marines jumped

The 1st Marine Division's commanding general, MajGen Gerald C. Thomas visits infantrymen at a helicopter loading zone.



Providing artillery support in June 1951 for 7th Marines infantrymen from an emplacement in the Yanggu area of North Korea is a 105mm howitzer crew from Battery I, 11th Marines.

off north of Wonju on the east-central front on 21 February. With the death of IX Corps Commander, MajGen Bryant E. Moore, USA, on that same day, MajGen Smith was named by LtGen Ridgway to the temporary command of IX Corps. The permanent IX Corps Commander, MajGen William H. Hoge, USA, relieved Smith on 5 March.

Operation Killer was succeeded by Operation Ripper, as LtGen Ridgway continued his strategy of keeping the enemy off balance in anticipation of an expected Chinese counteroffensive. From 7-26 March, the 1st Marine Division led the IX Corps advance, securing Hongchon and Chunchon while driving to the 38th parallel. In the process, Chinese and North Korean units abandoned Seoul (once more) to advancing United Nations forces, and withdrew about 15 miles north to Uijongbu. The 1st Korean Marine Corps Regiment was attached to the 1st Marine Division late in March, and gave a good account of itself in fighting alongside the 5th Marines. LtGen Ridgway ordered a continuation of the Eighth Army offensive early in April, again, to forestall the anticipated Chinese spring counterassault. In the face of these preparations came a startling announcement from Washington. President Truman relieved Gen MacArthur of his United Nations command, replacing the controversial commander with LtGen Ridgway. The newly appointed Eighth Army Commander was LtGen James A. Van Fleet.

The long anticipated Chinese assault was launched in earnest on 21 April near the Hwachon Reservoir. After rolling over the



Promoted to colonel and awarded the Silver Star and a second Legion of Merit, Raymond L. Murray, 5th Marines commander, right, is congratulated by MajGen Oliver P. Smith in 1951.

6th Republic of Korea Division, the Red Chinese opened a 10-mile gap in the United Nations front lines. Col Francis M. McAlister's 1st Marines raced forward from reserve to plug the gap, and stabilize the front. The 1st Marine Division was further reinforced with the arrival of the British Commonwealth 27 Brigade, along with elements of the 1st Korean Marine Regiment. The Chinese effort ground to a halt by the end of April, with only limited territorial gains to show for 70,000-100,000 casualties inflicted by United Nations forces. On 26 April, Gen Smith turned over command of the 1st Marine Division to Maj-Gen Gerald C. Thomas, who found his Marines once again part of X Corps, and in a defensive position at Hongchon.

On the morning of 16 May 1951, an estimated 125,000 Chinese began the second phase of their spring offensive by rolling back the I and II Republic of Korea Corps, and penetrating more than 30 miles into United Nations lines. The 1st Marine Division advanced to the aid of the exposed 2d U.S. Infantry Division and repulsed repeated Chinese attacks. By 19 May, the steam had gone out of the Chinese assault, and LtGen Ridgway seized the long awaited chance to place United Nations forces on the offensive. The Eighth Army faced Chinese divisions which were battered, bleeding, and ripe for a knockout blow. Estimates of Chinese casualties from 15-31 May ran to 105,000, including 17,000 dead and over 10,000 prisoners. Only the mountainous

terrain of eastern Korea, to which they fled, saved the Chinese from a complete defeat.

By the first week of June, the 1st Marine Division deployed to the Hwachon Reservoir sector, to engage North Korean forces covering the Chinese retreat. Close air support from the 1st Marine Aircraft Wing provided air strikes against enemy positions in the difficult mountain country of Yanggu. During Operation Strangle in June, 1st MAW pilots flew more than 1,800 combat sorties against suspected enemy supply routes in support of United Nations forces. Meanwhile, regiments of the 1st Marine Division, supported by the 1st Korean Marine Corps Regiment, clawed their way forward through treacherous mountains to capture enemy-held hills surrounding their zone of action. By 20 June, the 1st Marine Division was entrenched in a ridgeline overlooking a deep valley in eastern Korea appropriately nicknamed the "Punchbowl." Several days before the first anniversary of the Korean conflict, the Chinese indicated their willingness to engage in truce talks. The first negotiations began on 10 July at Kaesong between United Nations and Communist representatives. It soon became apparent that the prime Chinese objective in proposing the peace talks was to buy time while the battered Red Armies recuperated from their recent mauling by UN forces. The Chinese delegates soon walked out on the truce talks, and by late August, all units of the 1st Marine Division were alerted for the renewal of offensive operations at the "Punchbowl." The end of the war was not yet in sight. □1775□

Marines of the 1st Division advance against Chinese Communist forces at Wonju in Operation Killer on 23 February 1951. The joint operation with the IX U.S. Army Corps in the main battle line was commanded by Marine MajGen Oliver P. Smith.



Historical Foundation Notes

Winning Authors for Heintz, Geiger Awards Named

The Marine Corps Historical Foundation's Board of Directors held its semi-annual meeting at the Historical Center on 7 April. Honorary Chairman Gen Wallace M. Greene, Jr., USMC (Ret), along with 17 of the 21 elected directors, was briefed by the Executive Committee and the chairman of each standing committee.

BGen Edwin H. Simmons, USMC (Ret), reported that ". . . all original goals of the Foundation's five-year projection, covering the period 1981 through 1985, were met or exceeded"

The Board of Directors reaffirmed previous decisions and approved for implementation or other appropriate action the following items:

- A proposed major revision of the Foundation's by-laws.
- Colonel Robert D. Heintz Award for 1986: The winner is Russell Werts, for his article, "The Ghosts of Iwo." Honorable mention goes to LtCol Donald E. Bonsper, USMC (Ret), for his "Vietnam Combat Memoirs."
- General Roy S. Geiger Award: The winner is Maj G. W. Caldwell, USMC, for his article, "The Destruction of the Soviet Air Defense System."
- 1986 budget (revised).
- New long-range plan for 1986-1991 (revised).

The next issue of the *Marine Corps Historical Foundation News* (July 1986) will discuss the proposed revision of the by-laws and the presentation of the Heintz and Geiger awards.

As of 21 April, the Foundation has 1,122 members. Those who have joined since the listing in the spring issue of *Fortitudine* are:

- Mr. William A. Barnes
- Mr. John L. Sudler
- Mr. James R. Henshaw
- Mr. Robert P. Carson
- LtCol Paul Mazzuca, Jr., USMC (Ret)
- Mr. William J. Owen
- LtGen Joseph C. Fegan, Jr., USMC (Ret)
- Col Robert R. Dickey, USMC (Ret)

- MajGen Wilbur F. Simlik, USMC (Ret)
- Maj John K. McLean, USMC (Ret)
- Col Barber B. Conable, Jr., USMCR (Ret)
- Col Frank W. Harris, III, USMC (Ret)
- Sgt Robert L. Barker, USMC (Ret)
- Mr. William D. Graham
- LtCol William L. Gallagher, USMCR (Ret)
- Col Marvin L. Ross, USMC (Ret)
- CWO-3 Fuller Curtis, USMC (Ret)
- Mrs. Kathleen R. Graler
- Mrs. Amy A. Price
- LtGen William R. Maloney, USMC (Ret)
- Mr. Joseph H. Riley
- BGen Frank E. Garretson, USMC (Ret)
- Mr. Michael E. Yaggy
- Col Malcolm S. Underwood, Jr., USMC (Ret)
- BGen Robert S. Raisch, USMCR (Ret)
- Prof. David L. Bershad
- Mr. Richard S. Villano
- Maj Ronald H. Spector, USMCR
- Mr. K. David Milburg
- Mr. William Calomiris
- Mr. John S. Heaps
- Mr. Arthur H. Naylor
- LtCol Wayne A. Babb, USMC (Ret)
- Mr. John J. Esham
- Mr. Joseph Mastice
- Mr. Michael Fedorochko
- Mrs. Mary S. Zarpas
- Col Robert L. Bryson, USMC (Ret)
- Dr. Jack Sweetman
- Mr. Joseph A. Baute
- Mr. Vincent J. Zito
- Mr. Joseph E. Prenatt

Inquiries about the Foundation's activities may be sent to the office at the Historical Center or calls can be made to (202) 433-3914 or 433-2945.