



watched a 22-pound ball loosed from a mallet head held by a hammer thrower grow larger and larger until it blacked out the viewfinder of his reference-gathering Cine-Kodak 8mm movie camera, and finally whisked the cap from his head as he plunged to the grass.

Jimmy Cannon, sports columnist of the *New York Post*, wrote: "John Groth is the only artist I know who gets the truth of sports in his work."

He also gets at the truth of combat in World War II, Korea, French Indo-China, Africa, the Dominican Republic, and South Vietnam.

Groth tells these stories on himself:

His sketchy drawing style developed when an art director for a major publication who later confessed he was just trying to "get rid of the kid," advised him to make 100 drawings a day, every day. Groth came close to 100 a day for years, and then it was a habit. He advocates the sketch book as a constant artist's companion.

He says he wore a beard for years be-

cause he thought "artists were supposed to look like that."

Sepia ink became a favorite "because Rembrandt drew in brown."

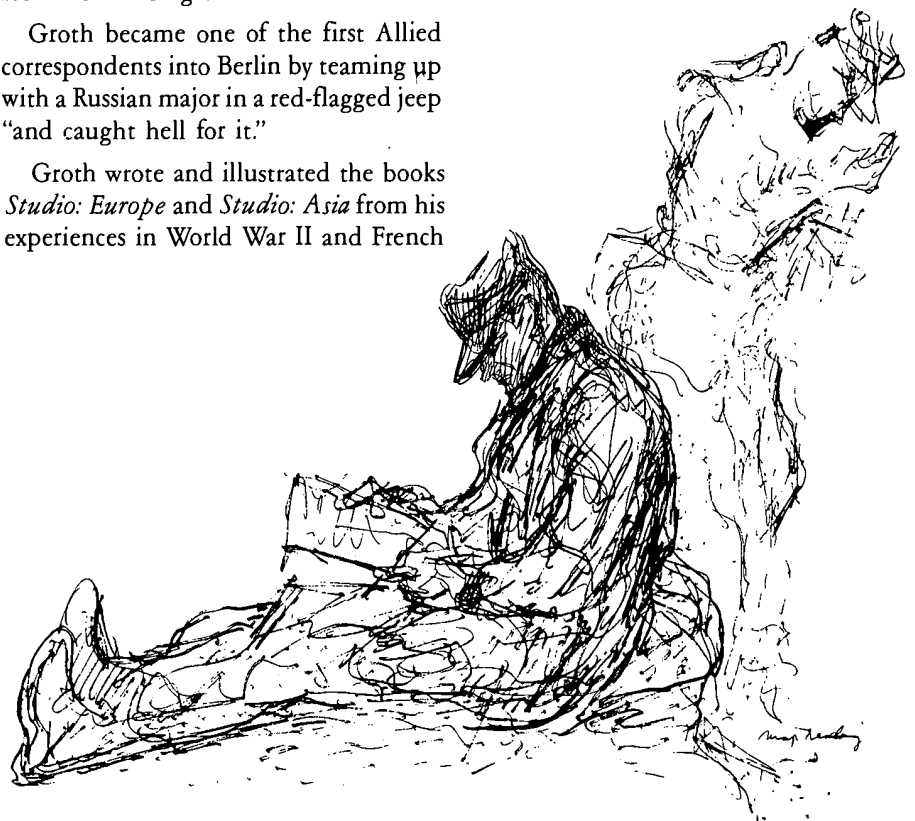
He hoped to trade Picasso sketch-for-sketch when he located him in Paris during World War II by simply looking him up in the phone book, but "this didn't pan out." He turned a large number of German troops over to U.S. Army personnel after they'd surrendered to him. He "felt like Sergeant York."

Groth became one of the first Allied correspondents into Berlin by teaming up with a Russian major in a red-flagged jeep "and caught hell for it."

Groth wrote and illustrated the books *Studio: Europe* and *Studio: Asia* from his experiences in World War II and French

Indo-China. He illustrated classic editions of *Grapes of Wrath*, *Gone With the Wind*, Mark Twain's *The War Prayer*, *War and Peace*, *Men Without Women*, and the one he had always wanted to do most, *All's Quiet on the Western Front*.

Groth is represented in the Museum of Modern Art and the Metropolitan Museum of Art in New York, the Museum of Western Art in Moscow, the Chicago Art Institute, the Library of Congress in Washington, and, of course, the Marine Corps Historical Center. □1775□



Looking for the Legation Guard in Peking

by J. Robert Moskin

Armed, by the courtesy of BGen Simmons and staff members of the Marine Corps Historical Center, with a photocopy of a map that had been hand drawn 80 or 90 years ago, I set out in Beijing this spring to find locations related to the Marine Corps' defense of the Legation Quarter during the bloody Boxer Rebellion of 1900. The Boxer Rebellion was a colorful and prominent incident in the Corps' history, involving such characters as "Handsome Jack" Myers, Smedley Butler, Dan Daly, "Tony" Waller, and Ben Fuller.

In the spring of 1900, the Boxers—fanatical, anti-foreigner, anti-Christian—had spread across China to Peking (Beijing). They were murdering missionaries and priests and even Chinese converts to Christianity. By May, they threatened the 500-some foreigners in the Legation Quarter, where officials and their families from 10 or 12 foreign nations huddled together in a prescribed area about three-quarters of a mile square. It was located just southeast of the Forbidden City where the Empress Dowager Tzu Hsi held court.

On the southern side of the Legation Quarter rose the so-called Tartar City Wall, a venerable defense line of the city, 60 feet tall and 40 feet wide. At the west end of the Quarter, the wall was pierced by the Qin Men Gate and at the east end of the Quarter was the Hata Mon Gate. About halfway between them was the Water Gate through which ran a small canal, almost bisecting the Quarter north and south. Running east and west across the Quarter was Legation Street.

The American Legation was south of Legation Street and tucked in the southwest corner of the Quarter. Its southern side backed up to the Tartar Wall. When the Boxers began to threaten the city, 49 Marines and three sailors with a Colt automatic gun, all under the command of Capt John T. Myers, were sent to the Legation Quarter as part of a force of 337

men of six nations from ships off China's shore.

The legations pooled their meager military forces to defend the foreign population. Women and children were collected in the British Legation, which was the most spacious. The Marines built a barricade on top of the wall facing west toward the Qin Men Gate. The Germans, whose legation was also south of Legation Street, built another barricade atop the wall facing east toward the Hata Mon Gate.

Capt Myers sent Lt Newt H. Hall and 20 Marines down Legation Street and out of the Quarter to the Methodist Mission across the road to defend the foreigners who had taken refuge there. The Marines brought them back to the Quarter.

The Boxers surrounded and isolated the Legation Quarter on 20 June and began a 55-day siege. By 3 July, a quarter of all the foreign military professionals had been killed or wounded. At 0300 that morning, Captain Myers led 14 Marines, 16 Russians, and 25 British Marines over the barricade and killed many Chinese in hand-to-hand fighting. Myers was badly wounded by a Chinese spear. Two Marines and one Russian were killed.

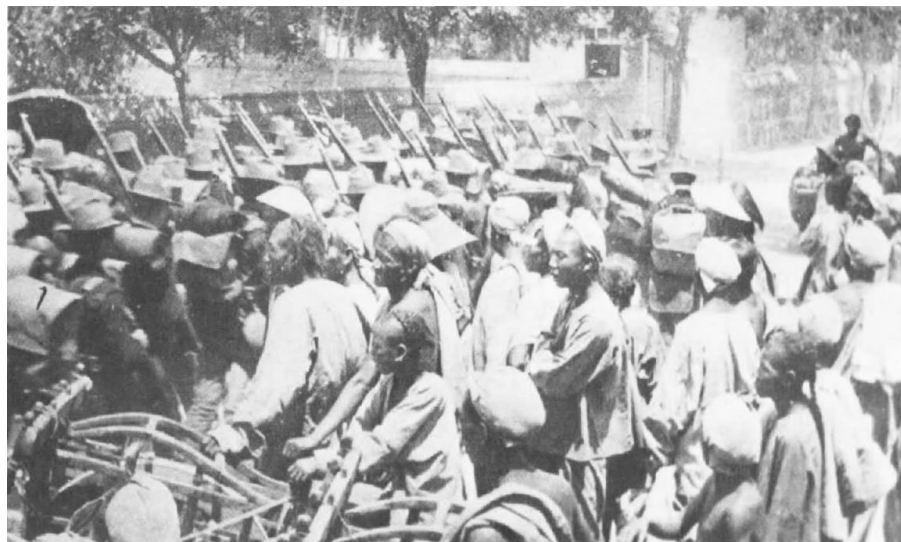
On 13 July, the foreigners were pressed back. The Germans saved their area with

a bayonet charge and the Americans fought fiercely on the wall. Two nights later, Pvt Daniel J. Daly volunteered to stay on the wall and hold the Marine position alone with his bayoneted rifle all night.

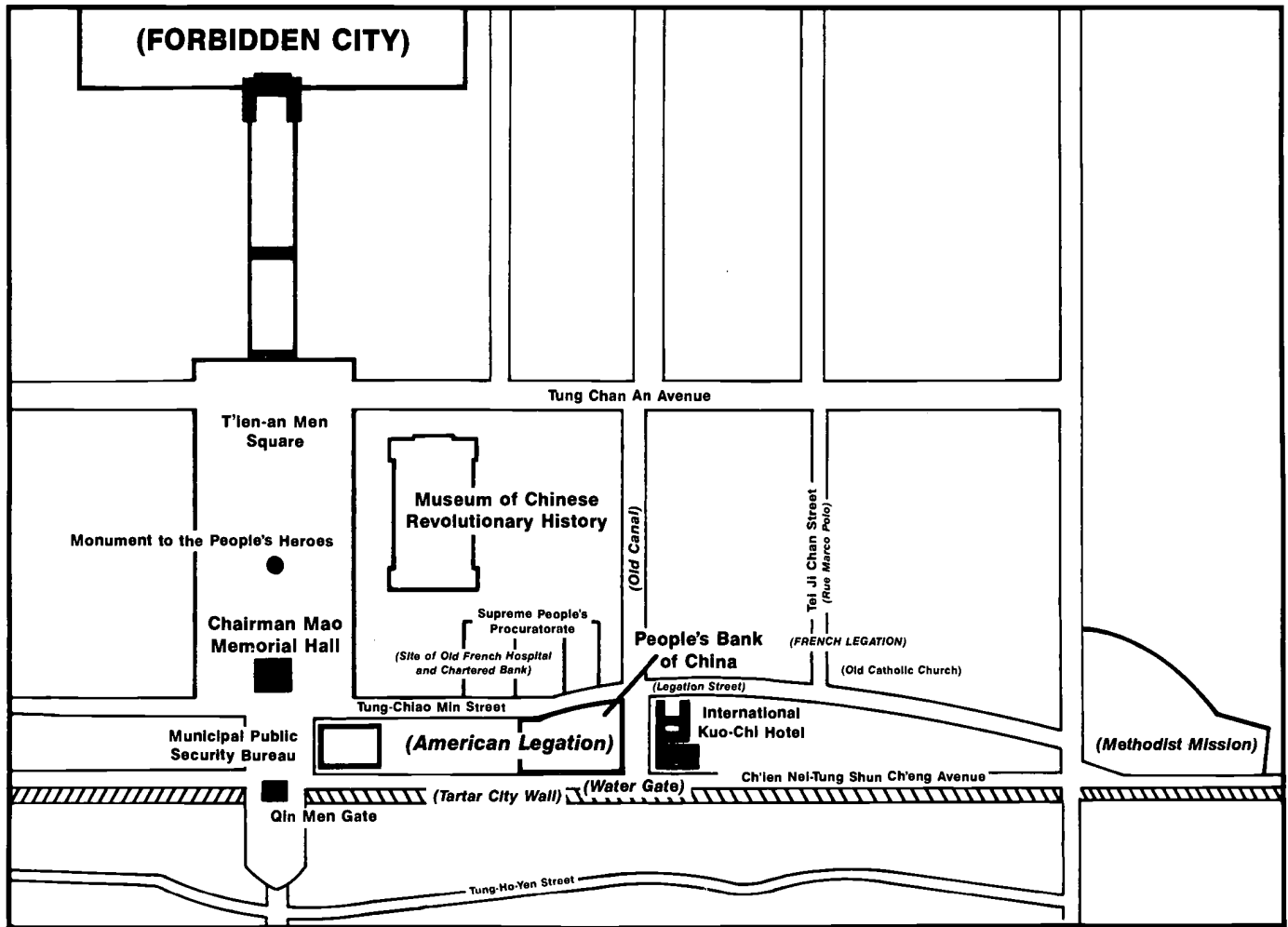
On 4 August, the first units of an International Relief Force marched out of Tientsin to lift the siege of Peking. The relief force included 2,000 Americans with the 1st Marine Regiment of 451 officers and men commanded by Maj William P. Biddle, and the U.S. 9th Infantry. The first battalion of Marines was commanded by Maj Littleton W. T. Waller; the second, by Capt Franklin J. Moses; and F Company of artillery, by Capt Ben H. Fuller, a future Commandant.

As the relief force fought its way toward Peking, the battle in the city rose in intensity. The relief force attacked the city on 13 August. Two companies of Marines struck at Qin Men Gate. 1stLt Smedley D. Butler was wounded in the chest but saved by a button on his blouse. Pvt Daly earned his first Medal of Honor. Myers' Marines cleared obstructions. And at 1430, British Indian troops emerged through the Water Gate onto Canal Street and the siege was broken. Sixty-six foreigners had been killed and 150 wounded.

On 31 May 1900, under the curious gaze of Chinese onlookers, the 52-man landing party under Capt "Handsome Jack" Myers marches to the railway station at Tientsin for transportation to Peking, there to join the six-nation guard at the Legation Quarter.



J. Robert Moskin is the author of The U.S. Marine Corps Story, published by McGraw-Hill. He is a senior editor of World Press Review.



W. STEPHEN HILL

Eighty-six years later, I tried to locate these places of Marine Corps history. First, I was taken to the Museum of Chinese Revolutionary History on T'ien-an Men Square, the huge open area immediately south of the Forbidden City and reputedly the largest square in the world. In the museum, curator and historian Ma Jing Jiang walked me through the display devoted to the massive Taiping Rebellion of 1850, which was put down by British Maj "Chinese" Gordon, and the display related to the Boxer Rebellion. Most of the items were documents and primitive weapons related to the Boxers. There was one posed picture of Marines.

I quickly learned that to the Communist Chinese the Taipings and the Boxers were the heroes and the foreigners were the enemy. In Chinese eyes, the Boxers were part of the anti-imperialist and anti-foreign struggle that the Communists finally won in 1949. The Boxers tried to wipe out Christianity and foreign imperialism from China. The Communists admit that the murder of Chinese converts was excessive but feel that this was the

price that had to be paid for a larger cause.

Mr. Ma and Chen Sui Zhi, deputy director of the All-China Journalists Association, took me on a tour of the area where the Legation Quarter and the Tartar City Wall had stood years ago. Today, the Tartar Wall is gone, replaced by a broad, straight boulevard called Ch'ien Nei-Tung Shun Ch'eng Avenue, with the Beijing subway running beneath it. Above the subway rises post-revolutionary housing. The whole area is the heart of Beijing and no longer needs a defensive wall.

Qin Men Gate still stands, an imposing classic-style Chinese multi-roofed building just south of T'ien-an Men Square. Directly north of the gate rises the massive Chairman Mao Memorial Hall. The gate where Butler was wounded is now a subway stop.

Legation Street, which was just north of the American Legation, is now called Tung Chiao Min Street. It is a graceful curving street. At its western end one faces the huge square and directly in front looms the Chairman Mao Memorial Hall.

Mao's body rests in this giant mausoleum but is on display in its glass casket only on special occasions or for special visitors. Immediately north of the memorial is a tall obelisk, a Monument to the People's Heroes, bearing on one side a message inscribed in Mao's calligraphy.

Most of the legation buildings have
Navy crew of the Colt automatic gun poses with a Marine sentry in the courtyard of the American Legation prior to the siege.





Oscar Upham Collection

Boxers held the Tartar City Wall tower in the foreground while the American Marines held the nearest stone barricade, only several feet away, the morning of 3 July 1900.

been replaced since 1900, and the Municipal Public Security Bureau—the not-so-secret police—is now housed in a building on the site of the American Legation. The old buildings of the French Hospital and the Chartered Bank across Legation Street are still in place. Along the street to the east stand the main office of the People’s Bank of China and the International Kuo-chi Hotel. The Methodist Mission to the east is entirely gone.

The Water Gate, where the International

Relief Force penetrated the Tartar City Wall, is also gone; but the canal, which now seems to be a small brook, is there and is known rather grandly as the Royal River. On its west bank stood the British and Russian Legations.

Rue Marco Polo, which ran north and south just east of the canal between the French Legation and French barracks and Catholic Church, is now called Tei Ji Chan Street. The Catholic Church still

stands, but its spires are broken and their crosses have disappeared.

The north side of the Legation Quarter is still marked by Tung Chang An Avenue, the broad handsome boulevard that is Beijing’s most important street and runs east and west between T’ien-an Men Square and the Forbidden City.

When I first expressed interest in the history of the United States Marines in China, I was regarded with puzzlement. Why would a friendly visitor like me be interested in those imperialist invaders? I explained that the story of the Marines in China was part of American history and the expansion of American influence and power across the world. They understood that.

I found that the journalist Edgar Snow who wrote *Red Star Over China* is in the Chinese pantheon of American heroes. But none of the educated journalists, scholars, and diplomats I talked with had ever heard of Capt Evans F. Carlson, USMC, who in 1937-38 went to Yen-an at Snow’s urging and learned from the early Chinese revolutionaries living in the Yen-an caves about guerilla warfare, small unit action, living off the land, and Gung Ho. He brought back all this and it became part of the tradition of Marine Raider units in World War II. This story fascinated my Chinese friends. The Marines could be friends after all. □1775□

The 1st Regiment of Marines, 451 officers and men under Maj William P. Biddle, marches to relieve Peking in August 1900. Major Littleton W. T. Waller sits atop a white horse to the left

of the column. Also in the force was artillery commander Capt Ben H. Fuller, a future Commandant. Wounded in the relief, but saved by a blouse button, was 1stLt Smedley D. Butler.

Waller Collection



15th Infantry Meets Butler's 3d Brigade, Tientsin 1927

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

Seeking confirmation of one's favorable self-image can be a risky business and often a humbling experience. Since much of what we do at the Historical Center is of that nature, it is pleasing to us when there comes to light a bit of sincere praise of our Corps, and from an unexpected quarter.

Longtime supporter of the historical program, frequent donor, and former Peking Legation Guard Marine, Clem Russell has sent us a copy of a chapter from a book published in 1961 and titled *The Old China Hands*. It is by Charles G. Finney, who was a soldier in the 15th U.S. Infantry, which garrisoned Tientsin, China, from 1912 to 1938. Fortuitous for our story, Finney served with the "Can Do" or "Manchu" regiment in 1927. He witnessed the arrival of BGen Smedley D. Butler's 3d Marine Brigade in Tientsin, where it had been dispatched to reinforce Western defenses against the possibility of Chiang Kai-shek's approaching Northern Expedition endangering European and American lives and trading interests. Finney has left a soldier's discerning tribute to the professionalism and combat readiness of Butler's Marines and a humorous account of the effect the spit-and-polish Army garrison regiment had both on Butler and on his salty Marines.

"French 75"—caisson, limber, crew, and prime mover—from 10th Marines battery with the 3d Marine Brigade, grinds down Racecourse Road in Tientsin. The brigade was a combined arms team with artillery, tanks, engineers, and service support troops.



BGen Smedley D. Butler, hatless and back to camera, receives "Blessing Umbrella" in Tientsin. Right, 6th Marines drum major wears the skimpy lapelled khaki blouse.

The pages Russell sent us were from Chapter 10, "The Marines Land." Finney writes:

So the British brought in more men, and the French brought in more men, and the Italians

brought in more men, and so did the Japanese and the Americans. The Japanese brought in more men than anybody else, and formed what was later to become known in World War II as the Kwangtung Army. The United States brought in the Fourth [sic] Brigade [actually the 3d Brigade with the 6th Marines as the major element]—four thousand men—under Brigadier General Smedley Butler. . . .

The Marines' arrival naturally occasioned much barracks discussion among soldiers of the 15th. According to Finney, one of them, Cpl Fautz, had served a four-year cruise in the Marines and his loyalty remained with his first love:

He was very proud of the globe and anchor. "A first-class

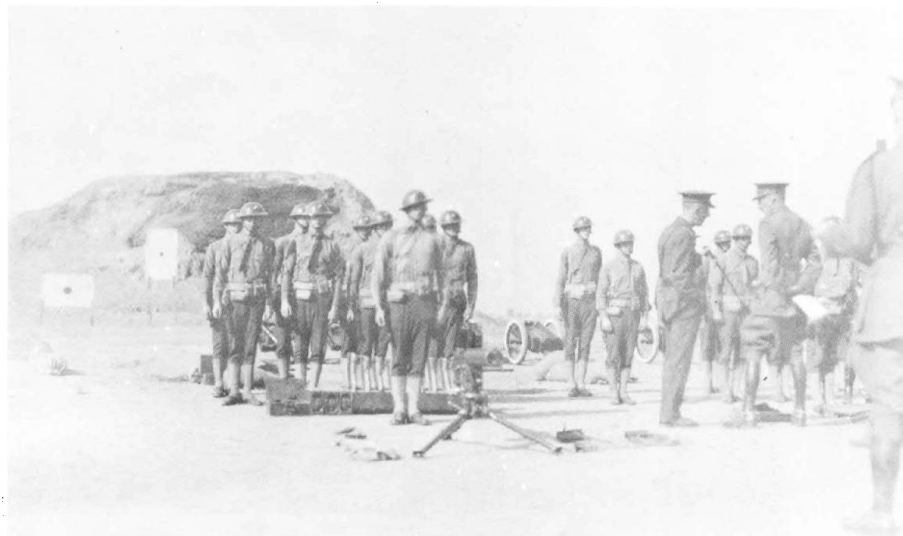


BGen Butler poses with "Blessing Umbrella" awarded to him by city elders in 1928.

private in the Gyrenes . . . has got to know more—a hell of a lot more—than a second lieutenant in this lint-picking outfit. And as for officers, well, one of our lieutenant colonels wouldn't make a pimple on the nose of a leatherneck shavetail."

Fautz's evaluations didn't go unchallenged, of course, but hear Finney describe the landing. Finney and two of his pals headed for the Bund in jinrikshas to watch the Marines come up the Hai Ho in coal lighters from their transports anchored at Taku Bar:

Browning machine gun crew of the 73d Company demonstrates gun drill for BGen Butler, right hand in pocket at right, and guest from British Border Regiment in October 1927. By this time, Marines had shined their previously camouflaged helmets.



BGen Joseph Castner, U.S. Army garrison commander, flanked by foreign military and diplomatic dignitaries, takes Marine Corps birthday parade at Tientsin Racecourse.

A tug brought up the first three lighters of Marines and lodged them, with much banging and clattering, against the concrete rim of the Bund. Lines were thrown ashore and made fast. The lighters were aswarm with young Americans in forest-green uniforms, very dirty, very disheveled. Each man wore a steel helmet and carried a pack, a horseshoe-shaped blanket roll, a Springfield rifle with bayonet fixed, a cartridge belt jammed

with shiny .30-06 ammunition clips, and an extra bandolier of cartridges over his shoulder.

This impressed the soldiers, one of whom recalled that when they went on patrol their belt pouches were filled with wooden blocks so as to appear full.

Finney continues:

The three lighter loads of marines emptied onto the Bund; there was nothing to stop them . . . we of the 15th Infantry backed away from their determined enterprise. Out of the bowels of their lighters—which had been previously used for transporting coal, and hence were rather sooty—the landing parties hoisted machine guns, Stokes mortars, 37mm howitzers. They did it quickly, efficiently, seemingly without effort, as do well trained teams. They brought out sandbags; and in something like ten minutes they threw up a horseshoe-shaped barricade, facing the city and sealing off their portion of the Bund. This barricade bristled with weapons.

Finney's soldiers were in their usual street dress, the new roll-collar tunics adopted just two years before, well tailored and worn with white shirts, black ties, and

pressed slacks. Their fair leather belts and cap bills were spit-shined and they carried swagger sticks. The Marines assumed they were officers and salutes were exchanged. The soldiers played along with the Marines' confusion, complimenting a Marine here for his efficiency, reprimanding one there for failing to salute. Marines and soldiers were off to a shaky start.

Finney describes the newcomers' appearance:

The tunic the Marine wore was the highcollar World War I model with black buttons. Their uniforms had gathered much coal-dust grime from the trip upstream in the lighters. Their officers wore uniforms of similar cut and color, but of better-grade cloth. As did the enlisted Marines, they wore steel helmets. They were distinguishable by their leather boots and field Sam Browne belts and collar insignia. Most of them were company grade. A lieutenant colonel was in over-all command of the landing. He knew exactly what he was doing. The operation reminded me of a circus's arrival, by wagon-load, at its show grounds. It seemed at first glance to be nothing but confusion compounded. But it wasn't that at all. It was a well-planned procedure, economically and beautifully executed. Even our critical officers began to be impressed.

Boeing FB-1 fighter of VF-10M waits at Tientsin, 1927. The "Red Devils" left San Diego as VF-3M, were redesignated shortly after arriving in China. Today the squadron flies as VMFA-232. The pennant on the FB-1 fuselage denotes excellence in gunnery.



Coal lighter transferring members of the 6th Marines up the Hai Ho from USS Henderson off Taku Bar, arrives at dock in Tientsin. Finney says Marines debarked sooty from coal dust and wearing steel helmets instead of the field hats shown here.

The Army officers weren't overwhelmed, however. Finney overheard a captain say to his companions, "You can't tell a Marine a damned thing. They don't have to battle their way ashore here. All they have to do is land and march off. But no, each landing has to be bloodier than the rest. They bring along their own correspondents, you know. Pretty soon, the papers in the States will be full of stories how the Marines against odds of one hundred to one captured Tientsin . . ."

When darkness fell the Marines rigged acetylene floodlights and continued the flow of men and material

ashore. A second wave of lighters brought in tanks, trucks, and artillery. The first six-ton M1917 tank to be unloaded broke the dockside boom, but that didn't deter the Marines. According to Finney, "The Marines cursed, found bridge timbers somewhere, bridged the lighter to the Bund's ramp, and simply drove their tanks and trucks ashore after that."

A Marine advance party had preceded the brigade to pick the Bund landing site, billets, and routes to them. The party worked with the 15th Infantry staff, American diplomats, the foreign business community, and Chinese civic officials to lease "yamens, godowns, compounds, honges, hotels, and anything else empty, or which could be emptied hurriedly, that had a roof over it." Says Finney, "Absolute order prevailed, and their time schedule was observed down to the minute. The officers, of course, knew there wasn't any war going on, but they were only too happy to practice a large-scale landing operation in a large, foreign city, and they went at it with gusto."

Finney describes the professional embarrassment suffered by the Army's garrison showplace at the appearance of the Marine air-ground team of combined arms, ready for action:

We were amazed at the amount of material the [3d] Brigade brought with it: tanks,



Not a "junk on the table" inspection, but one of the competitive displays begun by BGen Butler to keep his Marines on their toes and impress other military men. Crossed rifles on Marine's coatsleeve indicates a private first class. Ammunition is stacked at rear.

field artillery, trucks, civilian-type automobiles, great heaps of military stores—and, to cap it all, twenty airplanes. We of the 15th Infantry had only mule-drawn forage wagons. Compared to Smedley Butler's Marines, we were a regiment out of the Civil War . . . brave with banners and muskets, and that was about all. In our barracks we talked it over and became rather sullen about it. We, too, should have liked to have modern trucks, tanks, artillery, and airplanes. Our officers were a bit miffed also. For one thing, Smedley Butler ranked Joseph Castner. That meant, if any shooting started, the 15th would have to fight under a Marine. General Butler was world-famous . . . He had always believed in setting forth his views loudly, lucidly, and practically interminably.

Eventually Gen Butler learned about his Marines saluting soldiers mistaken for Army officers because of their well-turned-out uniforms. His first reaction was to issue an order against the practice. When he came down off the overhead his

more tempered response was to sharpen up the appearance of his Marines. The high collared blouses must be converted to the new rolled lapelled style like the Army and bronzed buttons polished to shiny brass. Every tailor in Tientsin was mobilized for the effort. According to Finney:

The result was rather unhappy, because the high collars on the tunics didn't provide enough cloth for a decent roll collar, and what the tailor did achieve was always skimpy and, in many instances, downright silly looking . . . the Marines were ordered to scrape the black paint off their buttons and shine the metal. They did so, and produced buttons which looked like ancient, unwashed pennies. Our steel helmets were buffed and shellacked and bore shiny "Can-Do's" on them. The Marines had to scrape the sanded camouflage off their helmets and buff and shellac them, and then drill holes in them and mount shined-up anchors and globes on them. They didn't like any part of it, but they did it.

The 15th's '03 rifles didn't escape Butler's gimlet eye. He visited their commanding officer and the 15th turned out a company as guard of the day. Butler asked to inspect it and inspect he did. The soldiers were impressed with his thoroughness, which they reckoned was better than any of their West Pointers. But Butler was equally impressed with the condition of the soldiers' Springfields, especially of the stocks. Admiring the highly polished stock of one of Finney's friends, Butler observed questioningly, "Linseed?" "Yessir" was the response, "and elbow grease." Butler gave a little appreciative nod and moved on.

As Finney describes it, "That very evening, every Marine who toted a Springfield was put to work scraping the stock of his rifle with a bone and rubbing in linseed oil, with an added advisory of 'not to spare the elbow grease.' They were infuriated: What the hell was wrong with their Springfields the way they had been issued to them? They were weapons, not jewels. If the bores were clean and the bolts worked, what the hell else was necessary?" There was resistance from the men with officers sympathizing. Butler felt explanation was in order. He told of inspecting the Army and of being impressed with the rifle stocks. The Marines' stocks must be equally beautiful. "Anything a soldier could do, a Marine must do twice as well." Finney reports that this infuriated the leathernecks even more: "They considered themselves as being strictly a rugged combat outfit, living under field conditions, raring to go. The idea of polishing and shining so as to compete in appearance with a sissified, understrength Army regiment was abhorrent." But they knew by now that Butler meant every word of an order, "and the price of linseed oil soared in Tientsin."

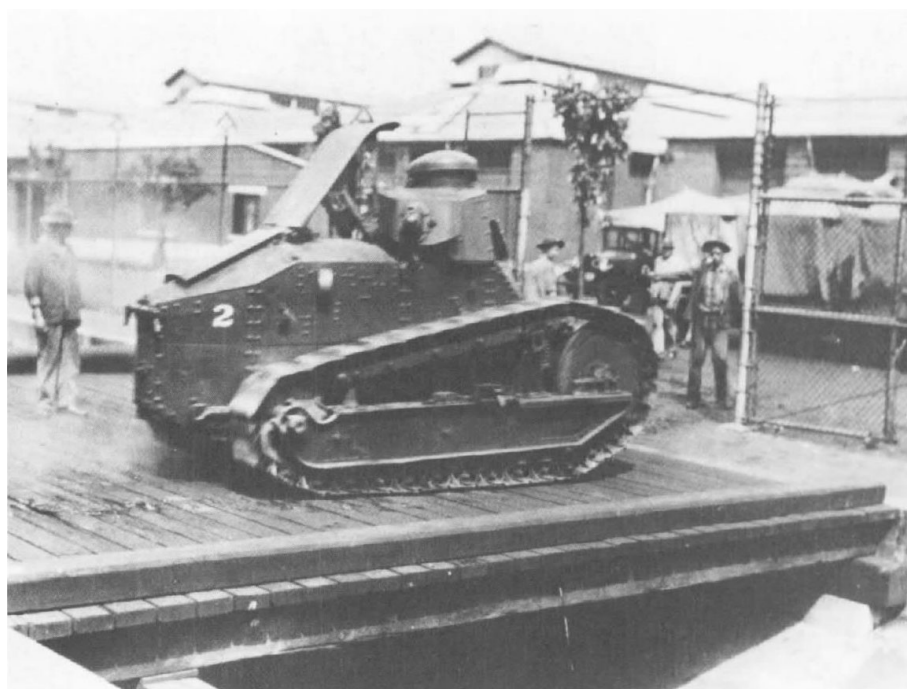
What Butler and his Marines didn't know was that every soldier in the 15th had two stocks for his rifle; one for dress and one "for drill and hikes and maneuvers and target practice and were ordinary, as issued, untouched, sturdy walnut." The soldiers "over the years, had boned and scraped and honed and rubbed linseed oil into the dress stocks . . . until they had become as beautiful as the finest ever turned out by the master gunmakers of France." And when not being used for parade and guard mount they were wrapped lovingly in linseed-oily rags.

Thus the Marine-Army relationship deteriorated further. Aside from the initial saluting deception the soldiers didn't press the advantage of being on their own turf. They even invited a few Marines over to their mess halls for dinner, but Army food in well established messes was so much better than the Marines' that Army mess funds couldn't keep up the hospitality. The inevitable happened. Marines invaded the limited number of bars and cafes catering to the military trade and tried to drink China dry. Fights ensued and Butler was forced to place the entire 15th Infantry end of Tientsin out of bounds to Marines.

Finney concludes:

In Tientsin that year no war developed, except the war between the Marines and the 15th Infantry. It was only a tepid, athletic war fought on basketball courts, baseball diamonds, in boxing rings, and once on a football field. The Marines won all the contests.

With no civil war to threaten U.S. and foreign interests in Tientsin, all elements of the 3d Marine Brigade were withdrawn in January 1929. The 15th Infantry soldiered on until March 1938, when it was withdrawn incident to the real



U.S.-built, French-designed M1917 tank of 3d Marine Brigade lands from coal lighter at Tientsin in July 1927. The brigade arrived khaki-clad, not in the winter greens Finney recalled. Photographic evidence shows the shift to greens taking place in the fall.

war between Japan and China which opened in North China in July 1937. A 200-man detachment from the 500-man Marine Legation Guard at Peking arrived at Tientsin and occupied the 15th Infantry barracks as the Army pulled out. The Legation Guard remained in North China until surrendered to the Japanese short-

ly after the 7 December 1941 attack on Pearl Harbor.

The 40-year era of Marines in North China thus ended except for a brief reprise from 1945 to 1947 when the III Amphibious Corps with the 1st and 6th Marine Divisions occupied Peiping, Tientsin, and Tsingtao. □1775□

Academy Issues Call for Papers For 1987 History Symposium

The History Department of the U.S. Naval Academy will sponsor its 8th Naval History Symposium on Thursday and Friday, 24-25 September 1987. Past symposiums have brought together historians concerned with the entire range of naval history—including U.S., European, and Third World navies—and encompassing ancient, medieval, and modern periods.

Assistant Professor William B. Cogar, director of the 1987 symposium, has issued a call for papers and an early invitation to individuals interested in attending the conference. Those who wish to propose a paper, or to offer an entire panel, should submit an abstract to Professor Cogar at the History Department, U.S. Naval Academy, Annapolis, Maryland 21402-5044. Deadline for proposals is 1 March 1987.

Foundation Adds New Members

(Continued from page 36)

MajGen Wood B. Kyle, USMC (Ret)	Mr. Robert F. Kelley
Mrs. Florence P. Leon	Mr. John S. Miller
Mr. Stuart J. Land	Mr. Paul H. Casebolt
Mr. Leif Larsen	Col Ralph De Lucia, Jr., USMCR
Mr. Alfred A. Mannino	SgtMaj Herbert J. Sweet, USMC (Ret)
Maj Edwin F. Kelly, USMC (Ret)	Dr. Forrest C. Pogue
Mr. Joseph P. Ganey	Col John R. Grove, USMC (Ret)
Col William L. Dickens, USMCR (Ret)	LtCol John C. Hudock, USMC (Ret)
Mr. William E. Holliday	Mr. John W. Witte
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Mr. David P. Della Penta	LtCol Raymond L. Valente
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BGen Robert M. Gaynor, USA (Ret)	Col William R. Bennett, USMC (Ret)
CWO-2 Robert T. Donald, USA (Ret)	Mr. LeRoy N. Schneider

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.

Marine Band Replays Century-Old Role in N.Y. Harbor

by 1stLt Michael D. Visconage, USMC
Public Affairs Officer, Marine Barracks, Washington, D.C.

The Statue of Liberty's rededication on 4 July in New York Harbor included the participation of several Marine Corps organizations. It was not a first-time event for some of the units, most notably "The Presidents Own" United States Marine Band.

In 1886 the Marine Band, led at that time by John Philip Sousa, played for the original dedication of the statue. The band is prominent in one of the paintings of the event by Edward Moran. Moran, who painted several works documenting America's sea battles in the 1880s and 1890s, shows the band on a barge in the foreground of his painting titled "The Unveiling of the Statue of Liberty Enlightening the World."

Newspaper articles from the 28 October 1886 dedication specifically mention Sousa and the Marine Band. Historical accounts also describe the many military units, including Marines, that participated in the grand parade which wound through the city that day.

Honor guard from the Marine detachment of the USS Iowa joined the Marine Band in welcoming President Ronald Reagan on the morning of 4 July. The President observed the International Naval Review from the battleship's number one gun turret.



Edward Moran's "The Unveiling of the Statue of Liberty Enlightening the World" depicts the U.S. Marine Band, lower right.

One hundred years later, on the morning of 4 July 1986, the Marine Band played for the President as he arrived aboard the USS Iowa. The president reviewed the Marine detachment on the battleship before

taking his position on gun turret number one (with the band playing at the base of the turret) to observe the International Naval Review.

Transferred to the deck of the aircraft carrier USS John F. Kennedy for the evening's "Fireworks Spectacular," the band again played honors for the President's arrival. The nationally broadcast music accompanying the fireworks display was written especially for the event and was prerecorded in May by the band—allowing exact choreography between the music and the fireworks.

Finally, the band played in the International Classical Concert with the New York Philharmonic Orchestra, under the direction of Zubin Mehta, on 5 July in Central Park.

Marine Corps participation also included the 3 July performance of the Silent Drill Platoon at the pre-opening ceremonies on Governor's Island. In addition to the Silent Drill Platoon, the Washington Barracks provided Marines for several joint-service color guards, for state and territorial flag details, ceremonial flag

President and Mrs. Reagan were transported to various rededication ceremonies in New York Harbor by "Marine One," presidential helicopter operated by HMX-1.



raisings, and the color guard for the closing ceremonies at Giants Stadium on 6 July.

Marine helicopter squadron HMX-1 transported dignitaries such as President and Mrs. Reagan and French President Francois Mitterrand to and from the

celebration events. II Marine Amphibious Force provided Marines and equipment for a static display aboard the USS *Nashville* for public tours during the weekend. From the 2d Marine Aircraft Wing, two AV8B Harriers and two A6 Intruders took part in a fly-over of the International Naval

Review on 4 July. The 2d MAW Band also appeared at several events and in a parade through the city. Marine detachments from the *Kennedy* and *Iowa* cooperated in several patriotic ceremonies, including a "Marine Night" on 2 July for a baseball game at Yankee Stadium. □1775□

Foundation Presents Heinl, Geiger Memorial Awards

by LtCol Richard Alger, USMC (Ret)
Executive Director, Marine Corps Historical Foundation

The Marine Corps Historical Foundation recently honored winners of its annual competitions for the best articles on Marine Corps history and Marine Corps aviation published during the previous year.

Gen Wallace M. Greene, Jr., 23d Commandant of the Marine Corps and honorary chairman of the Foundation, was assisted by Mrs. Nancy Heinl and LtGen Keith A. Smith, USMC, the Marine Corps' deputy chief of staff for aviation, during the presentation of awards for articles printed in 1985.

Russell Werts of Pueblo, Colorado, received the Colonel Robert D. Heinl, Jr., Memorial Award in Marine Corps History for his article, "The Ghosts of Iwo," in the *Marine Corps Gazette* of February 1985. The author fought on Iwo Jima 40 years ago, and his article was praised by jurors for its vivid recollections of being initiated into combat and the difficult days that followed; it is said to capture the feel, sounds, and smells of small-unit combat with accuracy and sensitivity. Werts writes, ". . . my baptism of fire came on 6 March. Early in the morning, we started moving toward the front. For the new men of Company A, it was the beginning of a 19-day walk through the 'valley of deep shadow.' Over half of us would not finish the walk. Prior to this day, we were fairly certain that when we went to bed at night we would be alive in the morning, or when we ate breakfast we would be around for the noon meal. But everything we had taken for granted, all the security of the moment, would be taken away and be replaced with a constant danger that we must now react to individually . . ."

A series of articles received an honorable mention in the Heinl Award compe-

tion. That honor went to LtCol Donald B. Bonsper, USMC (Ret), for his "Vietnam Combat Memoirs," in the *Marine Corps Gazette* issues of June-December 1985.

LtCol Bonsper's articles recount the experiences of the familiar "good young officer who lacks experience." It illustrates how, for a newly assigned platoon leader, that "lack of experience" issue is difficult at best, disastrous at worst. LtCol Bonsper faced many trials and tribulations as a lieutenant assuming his first command, and he has been able to recreate those important moments in his serialized memoirs. Some of the titles of these reflective pieces: "Welcome to Vietnam," "Hill 179," "The LP Doesn't Answer," "Ambushed," and "Rain, Bait, and Mortars."

The *Marine Corps Gazette* has continued to run the series during 1986. LtCol Bonsper recently retired from the Marine Corps and currently is a professor on the staff of Defense Resources Management Center, Monterey, California.

Literary reviewers often are pleased and excited when they can include in an article a statement such as, ". . . the author's first published work is being widely acclaimed . . ." The Historical Foundation's judges felt similar pleasure as they presented to Maj Gerald W. Caldwell, USMC, the General Roy S. Geiger Award for the best article on Marine aviation to appear in the *Marine Corps Gazette* during 1985. "The Destruction of the Soviet Air Defense System," from the December 1985 issue, was Maj Caldwell's first major publication, and one which has received the praises of senior professional aviators: he is the first winner of the Geiger Award, sponsored by the Founda-

tion in what will become an annual competition.

The author's examination of the threat posed by the battlefield presence of a sophisticated air defense system was considered to be timely and significant. By addressing the factors of doctrine, training, tactics, and improved weapons systems, Maj Caldwell presents a case for change and emphasizes the crucial nature of preparedness to destroy such an enemy system.

Maj Caldwell currently is assigned to FMFPac, Hawaii. □1775□

Law Restricts Use of USMC Seal, Emblem

Limited uses of the Marine Corps seal, emblem, name, and initials permitted under U.S. Code, are spelled out in Marine Corps Order 5030.3, issued this past June. No use may be made which suggests official approval, endorsement, or authorization of non-governmental promotions, goods, services, or commercial activities.

Reproduction and use of the Marine Corps seal itself is restricted to materials which originate at Headquarters, U.S. Marine Corps.

The Marine Corps emblem, names, or initials *can* be used in instances where it imparts a Marine "accent," except that the use may not imply any official or unofficial connection between the Corps and the user. The order further explains and defines this rule for potential users. In nearly all instances, permission for use must first be obtained in writing from the Commandant of the Marine Corps (HQSP).

Pacific War Engineer, Famed Marine Bandit Fighter Die

by Benis M. Frank
Head, Oral History Section

MAJGEN GEORGE E. TOMLINSON, USMCR (RET), died of cancer at the age of 80 on 13 August at Arlington Hospital, Arlington, Virginia. He was buried in Arlington National Cemetery on 18 August with full military honors.

Gen Tomlinson was born in Gulfport, Mississippi, on 24 June 1906. He graduated from the University of Mississippi in 1926 and received bachelor of engineering and master of arts degrees from the same institution the following year, and a degree in civil engineering in 1933. Although he was commissioned in the Army Reserve in 1932, he entered the Marine Corps Reserve in 1942 as a major. He served for six years on the engineering faculties of Texas A&M College and the Universities of Mississippi and Tennessee before joining the staff of the Tennessee Valley Authority shortly after it was organized in 1933.



MajGen Tomlinson

Gen Tomlinson served on active duty in the Marine Corps from 1942 to 1946. He participated in the New Georgia and Bougainville operations as engineer officer, Service Command, FMFPac. His other Pacific assignments included duty as officer in charge of all engineering supply in the South Pacific and III Amphibious Corps staff engineer officer during the Peleliu, Angaur, and Ulithi operations.

Following his release from active duty,

Gen Tomlinson remained in the Marine Corps Reserve, commanding several Reserve units in the Washington area, where, in civilian life, he worked for the U.S. Department of the Interior. At the time of his retirement in 1972, he was chief engineer of the Federal Power Commission. Gen Tomlinson was a charter member of the Marine Corps Historical Foundation.



Then-Col Hanneken in 1943

BGEN HERMAN H. HANNEKEN, USMC (RET), who was awarded the Medal of Honor for his deed of valor while serving in the Garde d'Haiti in 1919, died at the age of 93 in La Jolla, California, on 23 August. He was buried in Fort Rosecrans National Cemetery, San Diego, with full military honors on 27 August.

A native of St. Louis, Missouri, Gen Hanneken enlisted in the Marine Corps in 1914. He was a Marine Corps sergeant and a second lieutenant in the Haitian gendarmerie when— together with Cpl William R. Button, disguised as Cacos—in an extremely daring exploit he penetrated the camp of Haitian guerrilla leader Charlemagne Peralte and killed him. During a visit a few years ago to the Marine Corps Historical Center, he participated in an oral history interview, telling of these events which led to his Medal of Honor.

Shortly after his confrontation with Peralte, he also shot and killed Osiris Joseph,

another bandit chieftain. For this, Gen Hanneken was awarded his first Navy Cross. He received his second in 1928 while serving with the Second Brigade, when he captured Sandino's chief of staff, General Jiron.

In World War II, Gen Hanneken served with the 1st Marine Division in the Guadalcanal, Cape Gloucester, and Peleliu operations, commanding the 7th Marines in the latter. He retired in July 1948 and was advanced to the rank of brigadier general for having been decorated in combat.

ERRATUM: In the summer 1986 issue of Fortitudine, the birthplace of the late LtGen John C. Munn, USMC (Ret), was incorrectly stated as Prescott, Arizona. He actually was born in Prescott, Arkansas. The general died in April. The Commandant of the Marine Corps recently approved the naming of the Camp Pendleton airfield after the veteran Marine aviator and former commander of the base. □1775□

Answers to Historical Quiz

Women in the Marine Corps

(From page 10)

1. Lucy Brewer
2. Pvt Opha Mae Johnson
3. Col Ruth Cheney Streeter, USMCWR (Ret)
4. Col Katherine A. Towle, USMC (Ret)
5. BGen Margaret A. Brewer, USMC (Ret)
6. BGen Gail M. Reals, USMC
7. Col Mary V. Stremlow, USMCR (Ret)
8. SgtMaj Bertha L. Peters (Billeb), USMC (Ret)
9. "Molly Marine"
10. Patty Berg

Corps History Bibliography, Sea War Paintings Offered

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.

Vietnam, the Valor and the Sorrow: From the Home Front to the Front Lines in Words and Pictures. Thomas D. Boettcher. Little Brown & Co. 472 pp., 1985. This book is intended to be a comprehensive history of the Vietnam War. Complementing the basic text are more than 500 photographs with accompanying captions and anecdotes which add to the reader's understanding. Mr. Boettcher, a graduate of the Air Force Academy, served as Air Force liaison to the press in Vietnam, 1968-69. \$27.50.

Brothers in Arms: A Journey from War to Peace. William Broyles, Jr. A. A. Knopf. 284 pp., 1986. Broyles, a former editor of *Newsweek* magazine, spent four weeks in Vietnam in 1984 visiting places he had been 15 years ago as a young Marine lieutenant, at one time serving as aide to the Historical Center's present director, BGen Simmons. His 1984 journey took him to both North and South Vietnam, where he talked with the people: tribesmen, fishermen, Communist party officers, and former members of the Viet Cong and North Vietnamese Army. His reminiscences capture the essence of the war and its aftermath. \$17.95.

An Annotated Bibliography of U.S. Marine Corps History. Paolo E. Coletta, Comp. University Press of America. 417 pp., 1986. Written with the assistance of a Marine Corps Historical Foundation grant, this book is a bibliography of 4,000 titles relative to Marine Corps history. Its basic historical arrangement includes also subject bibliographies and listings of Marine Corps histories and relevant periodicals. \$37.50.

War at Sea. John Hamilton. Blandford Press, distributed in the U.S. by Sterling Publishing Co. 272 pp., 1986. A beautifully presented, comprehensive history of

the naval battles of World War II. The author's research provides an accurate account of events to accompany his 176 color paintings in the volume. The paintings, which capture the continuous struggle of warships, aircraft, submarines, and landing forces for control of the sea, bring the events of the naval war to life. \$49.95 (also a special limited edition for \$250).

Strength for the Fight: A History of Black Americans in the Military. Bernard C. Nalty. The Free Press, a Division of Macmillan, Inc. 424 pp., 1986. Nalty's book traces blacks in the armed forces from the 1600s to the 1980s. It is a history of America analyzed from the perspective of the black fighting man. Illustrated with black-and-white photographs, it looks at the experiences of blacks in all the services. Author of *Air Power and the Fight for Khe Sanh*, co-author of volume three of *History of U.S. Marine Corps Operations in World War II*, co-editor of the 13-volume *Blacks in the Armed Forces: Basic Documents*, Nalty is now a historian with the Office of Air Force History. \$22.50

Peacekeeper at War: A Marine's Account of the Beirut Catastrophe. Michael Petit. Faber and Faber. 229 pp., 1986. As a former corporal with the 24th Marine Amphibious Unit in Beirut, Petit survived the bombing of the Marine Barracks on 23 October 1983. This is his story of his time with the Marines in Beirut. His account of the bombing, its aftermath, and the mood of the survivors is effective and honest. \$17.95.

Once They Were Eagles: The Men of the Black Sheep Squadron. Frank E. Walton. University Press of Kentucky. 248 pp., 1986. Walton, who served as intelligence officer with Marine Corps Fighting Squadron 214, "The Black Sheep Squadron," has written a history of the unit's experiences in the South Pacific in late 1943. The second part of the book is a record of his interviews 40 years later with the 34 survivors of the original 51 squadron members. These "Black Sheep" share their experiences in the years following. With

an introduction by former Commandant, Gen Wallace M. Greene, Jr. \$18.00.

Villard Military Series' Elite Forces is a new series' of books in military history published by Villard Books. The series editor is Ashley Brown, with consulting editors BGen James L. Collins, Jr., USA (Ret); Dr. J. Pimlett; and BGen Edwin H. Simmons, USMC (Ret). The first four titles are: *The U.S. Marines in Action*; *British 22nd SAS Regiment: Undercover Fighters*; *Israeli Airborne Troops: Strike from the Sky*; and *U.S. Special Forces from Vietnam to Delta Force: The Green Berets*. Each volume is softbound, with black-and-white and color photographs and uniform plates. 96 pp. They trace each force's development and give a history of its recent deployments. \$4.95 each. □1775□

Special Care Given Quantico's Rare Books

More than 1,500 old or rare books from the collection of the James C. Breckinridge Library at the Marine Corps Development and Education Command, Quantico, will be housed and cared for in the library's new rare book room, dedicated in August.

Volumes receiving the special attention include a "History of the English Army" dating from the American Revolution.

All of the books were formerly shelved in the main library collection. They include hard-to-find volumes supplied by retired or former Marines, including MajGen Comdt John A. Lejeune, whose signature appears in some, and Col James T. Breckinridge, son of the library's namesake, who donated a part of his father's personal library.

Special conditions for use of the rare book room are aimed at protecting the books from defacement by writing implements, liquid spills, or cigarette smoke.

World War I Crewman Hero Honored in BEQ Naming

by Robert V. Aquilina
Assistant Head, Reference Section

Later this year, a completely renovated bachelor enlisted quarters (BEQ) will be dedicated at the Marine Corps Air Facility, Quantico, in honor of 1stLt Robert G. Robinson, USMCR. The dedication honors the only enlisted Marine crewman to earn the Medal of Honor in World War I. His battlefield heroics, along with his pioneering influence on the development of what is now the Marine Naval Flight Officer specialty, make him uniquely qualified for the honor at Quantico.

A native of Wayne, Michigan, Robinson was born on 30 April 1896. He enlisted in the Marine Corps on 22 May 1917 at Port Royal, South Carolina, and was subsequently transferred to the 92d Company at Quantico. He joined the 1st Marine Aviation Force on 14 April 1918. After additional training at Armer School,

GySgt Robert G. Robinson, awarded the Medal of Honor for heroism in the air over Belgium, displays early U.S. flying gear.



Wright Field, Fairfield, Ohio, Robinson embarked on the USS *DeKalb* in July 1918, arriving in France several weeks later.

While he was serving as an aerial observer/gunner with Squadron 9, 1st Marine Aviation Force, GySgt Robinson's plane, piloted by 2dLt Ralph Talbot, USMC, became detached from its squadron mates and was attacked by 12 enemy scouts. The citation accompanying Robinson's Medal of Honor describes the fierce dogfight over Pittham, Belgium, as well as an earlier action:

"For extraordinary heroism as observer in the First Marine Aviation Force at the front in France. He not only participated successfully in numerous raids into enemy territory, but on October 8, 1918, while conducting an air raid in company with planes from Squadron 218, R.A.F., he was attacked by nine enemy scouts and in the fight which followed he shot down one of the enemy planes. Also, on October 14, 1918, while on an air raid over Pittham, Belgium, his plane and one other became separated from their formation on account of motor trouble and were attacked by twelve enemy scouts. In the fight which ensued he behaved with conspicuous gallantry and intrepidity. After shooting down one of the enemy planes he was struck by a bullet which carried away most of his elbow, and his gun jammed at the same time. He cleared the jam with one hand while his pilot maneuvered for position. With the gun cleared he returned to the fight, though his left arm was useless, and fought off the enemy scouts until he collapsed after receiving two more bullet wounds, one in the stomach and one in the thigh."

Although wounded 13 times, Robinson assisted Lt Talbot in bringing their aircraft



Marine artist Col John J. Capolino recalled the gallant repulse of 12 enemy scouts by 2dLt Ralph Talbot and GySgt Robinson.

down in Belgian territory. The surgeon-general of the Belgian Army successfully grafted GySgt Robinson's wounded arm. Sadly, Lt Talbot, who also received the Medal of Honor for his role in the dogfight over Pittham, was killed several days later in a plane crash.

GySgt Robinson was transferred to the U.S. Naval Hospital at Brest, France, in November 1918. He was honorably discharged in 1919 as a gunnery sergeant, and appointed a second lieutenant in the Marine Corps Reserve. Retired on disability in 1923, he was promoted to first lieutenant in 1936. 1stLt Robinson made his home in St. Ignace, Michigan, and lived to see the initiation of the Robert G. Robinson Award in 1971. Awarded annually to the "Marine Flight Officer of the Year," the award symbolizes the quiet strength and determination of the gunnery sergeant who earned the Medal of Honor against severe odds.

1stLt Robinson died at his home in St. Ignace in 1974, and was buried with full military honors at Arlington National Cemetery. □1775□

McDonnell FD-1 Phantom

*by Maj G. Ross Dunham, USMC
Historical Writer*

McDonnell's FD-1 (FH-1) Phantom made its first flight as the XFD-1 on 26 January 1945. Bureau number 48235 flew twice that day for a total of 49 minutes. It ended its brief aviation career when it crashed on 1 November 1945. Its sister craft (bureau number 48236), the only other experimental Phantom in service, earlier had crash landed after a dual engine failure at 250 feet during final approach on 24 August 1945. This craft redeemed itself on 21 July 1946 when it became the first jet propelled aircraft to land on a carrier. The carrier trials, including several take-offs and landings, took place on board the USS *Franklin D. Roosevelt* (CV 42) and justified the use of jet aviation by the naval service.

Yet naval aviation had to overcome one more obstacle if jet carrier operations were to become feasible. Deck space on a carrier represented prime real estate used for spotting aircraft and could not be traded for takeoff runway. The catapult appeared to offer a solution, but neither the XFD-1 or any other jet aircraft had ever been launched from the deck of a carrier by this means. Ironically, it was an Army Air Force aircraft on loan to the Naval Air Test Center, Patuxent River, Maryland that first accomplished this feat. A Lockheed F-80 Shooting Star, piloted by then Marine Maj Marion Carl, achieved this "first" on 1 November 1946 when the USS *Roosevelt* catapulted it into flight.

Even though the XFD-1 never exper-

enced a catapult launch and had its flight demonstration for 1946 cancelled, it so pleased the Navy with its overall performance that they ordered 100 of the production model, designated FD-1, an improved version of the XFD-1. On 23 July 1947, Navy squadron VF-17A took delivery of two FD-1s. One month and five days later, the Navy changed McDonnell's designation letter from a 'D' to 'H', making the FD-1 an FH-1. This did not alter the fact that the aircraft was officially known by the popular name Phantom. Some of the major changes to the aircraft included replacement of its two Westinghouse 19B engines with Westinghouse 19XB (J30) engines; modification of the gunsight and instrumentation arrangement, the fuel system, and the seat position; plus redesign of the empennage, and use of a heavier and longer airframe.

The FH-1 Phantom, the first jet fighter designed for naval use to be operated by the Marine Corps, was assigned to VMF-122, MAG-11, 2d Marine Aircraft Wing at Cherry Point, North Carolina. Thus in November 1947, VMF-122 became the first operational Marine Corps squadron to fly jet fighter aircraft. Additionally, the FH-1 served as the demonstration aircraft for the first and only Marine Corps flight demonstration team, dubbed the "Marine Phantoms." The "Flying Leathernecks," as they were also known, flew FH-1s marked with a yellow sawtooth design on the tail.

By the end of 1949, the flight team had been disbanded and the F2H Banshee had replaced the FH-1 Phantom. A few lingered on until VMF-122 received its full complement of F2H-2s.

The McDonnell Corporation "Phantom" at the Marine Corps Air and Ground Museum was acquired by exchange/sale with Mr. William C. Yarborough of Marietta, Georgia and has been fully restored by the museum staff. Bearing bureau number 11768, this "Phantom" first joined the Marine Corps on 23 October 1947 when VMF-122 accepted delivery. It currently resides in Hangar 3 at Quantico, Virginia awaiting display in a future exhibit. □1775□



McDonnell FD-1 Phantom, bureau number 11768, resides in Hangar 3, at Quantico.

Technical Data

Based on Airplane Characteristics and Performance Chart, Model FH-1, October 1949.

Manufacturer: McDonnell Corporation, St. Louis, Missouri.

Type: General purpose Navy-Marine Corps fighter.

Accommodation: Single-seat.

Power Plant: Two Westinghouse J30-WE-20 jet engines rated 1560 lbs., @ 17,000 rpm at sea level.

Dimensions: Span, 40 ft., 9 in.; Length, 38 ft., 9 in.; Height, 14 ft., 2 in.

Weights: Empty, 6,699 lbs.; gross combat, 9,974; maximum take-off and landing, 12,500 lbs.

Performance: Max speed, 410 knots at sea level; Service ceiling, 29,500 ft.; Range, 670 n.mi.; Climb at sea level (gross combat), 4,800 ft. per min.

Armaments: Four .50-cal nose guns firing 1,300 rounds total; MK23 Mod 0 gunsight.

September-December 1951

*by Robert V. Aquilina
Assistant Head, Reference Section*

As the Communist delegates walked out on the Kaesong truce talks late in August 1951, all units of the 1st Marine Division were alerted to prepare immediately for offensive operations. The heavily reinforced division's strength now was 1,386 officers and 24,044 enlisted Marines; most of its Inchon-Seoul and Chosin Reservoir veterans had rotated back to the United States.

On 30 August, the division, commanded by MajGen Gerald C. Thomas, jumped off toward objectives in the Punchbowl area of east-central Korea. The ensuing three weeks of fighting witnessed some of the hardest operations mounted by the division in Korea. Throughout the period, the division was supported by the Korean Marine Corps Regiment (KMC), which proved its mettle in fierce fighting against Communist Chinese and North Korean units. Enemy forces occupied strongly defended positions in the mountainous terrain surrounding the Punchbowl, and fortified their defensive zones with heavy artillery and mortars. The tenacity of the Chinese and North Koreans in defending their positions reminded Marine veterans of World War II of Japanese defensive tactics in the Pacific.

With brief interludes until 20 September, all three infantry regiments of the 1st Marine Division, ably assisted by the KMC, *Earning a role in history are 1st Division Marines on the eastern front in Korea who took part, in the autumn of 1951, in what is reckoned to be the Corps' first helicopter vertical envelopment*



Marine HRS-1 transport helicopter from HMR-161 delivers cold-weather gear to 1st Division troops on the front lines. The transport squadron was the first to arrive in Korea and subsequently made history in operations Windmill I and II in September 1951. Such tactics boosted the effectiveness of the division by allowing it to enter previously inaccessible terrain as the drive against Communist Chinese forces went on.





Medals of Honor: 2dLt George H. Ramer, Sgt Frederick W. Mausert, Cpl Jack Davenport, Cpl Joseph Vittori, PFC Edward Gomez.

slugged it out with North Korean and Red Chinese forces. The Marines fought doggedly to secure a seemingly endless series of fortified hills which comprised the enemy defenses. Artillery and mortar fire, and supporting air strikes (when available) of napalm, rocket, and strafing fire, were used to drive the enemy out of entrenched bunker positions. The lack of close-air support for Marine ground units became a mounting problem, as MajGen Thomas stated flatly that the air support supplied to his Marines by the Fifth Air Force was unsatisfactory. The 1st Marine Aircraft Wing, operating under the control of the Fifth Air Force, was engaged in Operation Strangle, an interdiction operation consisting of massive aerial strikes against enemy road networks used to supply Red Chinese and North Korean forces. While designed to cut the flow of enemy vehicular and rail traffic, the operation severely limited the availability of Marine close-air support sorties during the Punchbowl operation.

The mountainous terrain surrounding the Punchbowl challenged Marine Corps logistical ingenuity in supply operations. While Marine Corsair and Panther jets smashed enemy

LtGen Lemuel C. Shepherd, Jr., soon to become Commandant, visits men of the 11th Marines in Korea on 8 November 1951. Although there was a lull in fighting, patrolling continued.



supply lines during Operation Strangle, the tactics of vertical envelopment took root in the forbidding terrain of east-central Korea. On **13 September 1951**, HMR-161, the first helicopter transport squadron to arrive in Korea, made history by completing the first large-scale helicopter supply operation in a combat zone. Operation Windmill I succeeded in supplying the 2d Battalion, 1st Marines with 18,848 pounds of cargo while evacuating 74 casualties from the battalion's combat zone. A similar operation, Windmill II, was conducted on **19 September**, and two days later, HMR-161 successfully transported 224 Marine combat troops, along with 17,772 pounds of cargo to the front. The Sikorsky HRS-1 transport helicopters launched a new era in Marine Corps air-ground teamwork. Operations Windmill I and II raised the effectiveness of 1st Marine Division units in inaccessible terrain as they continued their drive against Communist forces. Though inflicting grievous losses on North Korean and Red Chinese units, the Marines also suffered heavy casualties.

On **18 September**, a particularly bitter engagement pitted the 2d Battalion, 5th Marines against a determined North Korean assault. The resulting struggle for the "Rock," which included helicopter support of the battalion in Operation Windmill II, resulted in some of the fiercest fighting of the Punchbowl operation. North Korean forces repeatedly charged Marine positions, and were finally driven off by **20 September** by the grenades and automatic weapons of Companies E and F. The battle for the "Rock" was the last major action of the Punchbowl campaign. The intensity of the fighting over the three weeks was reflected in the five Medals of Honor, all posthumous, which were awarded to members of the 1st Marine Division for heroism during the period **5-21 September 1951**.

Shortly after a visit to the front in **mid-September**, LtGen James A. Van Fleet, Commanding General, Eighth U.S. Army in Korea, issued orders curtailing X Corps offensive operations after **20 September 1951**. While conferences at Panmunjom between United Nations and Communist representatives were held to discuss repatriation of prisoners of war, the 1st Marine Division resumed patrolling activities in the east-central portion of Korea. The relative lull allowed training exercises for the benefit of newly arrived Marine replacements from the United States.

Christmas 1951 found the 1st Marine Division in possession of 11 miles of front on the north face of the Punchbowl. While HMR-161 continued its untiring supply and evacuation for front-line units with rations, fuel oil, requisite cold-weather gear, and transport of casualties, the conflict that was not officially a war refused to end. □1775□

Historical Foundation Notes

New Directors' Elections at Annual Meeting

The official ballots for electing directors to fill the seven vacancies that occur on the board of the Marine Corps Historical Foundation in November have been distributed to the membership. Terms expire for the following directors:

Dr. Philip A. Crowl
LtCol Lily H. Gridley, USMCR (Ret)
Col Alan R. Millett, USMCR
Col Roger Willock, USMCR (Ret)
Col John E. Greenwood, USMC (Ret)
SgtMaj George F. Meyer, USMC (Ret)
Mr. Robert L. Sherrod

All incumbents, except Col Greenwood, SgtMaj Meyer, and Mr. Sherrod, are qualified for reelection. Gen Alan Armstrong, chairman of the Nominating Committee, was to announce the results of the election at the annual meeting of the membership on Monday, 3 November.

On the day before—Sunday, 2 November—the Foundation was to sponsor an early daytime visit to the Marine Corps Air-Ground Museum at Quantico. Bus transportation between Washington, D.C. and Quantico, and a luncheon, were included in plans. Sunday evening was to be highlighted by the annual dinner party at the Marine Corps Museum, Washington Navy Yard.

As of 17 July, the Foundation has 1,219 members. Those who have joined since the listing in the Summer 1986 issue of *Fortitudine* are:

Robert L. Kurth, M.D.	LtGen Lewis J. Fields, USMC (Ret)
Col Samuel S. Wooster, USMCR (Ret)	LtCol R. T. MacPherson, USMC (Ret)
MajGen Oscar F. Peatross, USMC (Ret)	LtCol Thomas H. Hughes, USMC (Ret)
Sidney C. Phillips, M.D.	Mr. Samuel C. Plott, Jr.

Mr. Bernard Gray	SgtMaj Neal D. King, USMC (Ret)
Ms. Theresa M. Sousa	SSgt Donald B. Woods, USMCR (Ret)
Cpl James T. Jamara, USMCR	Mr. Joseph Morkeski
LtCol Eleanor M. Wilson, USMCR	Mr. Harold W. Gray
Maj Albert A. Grasselli, USMC (Ret)	Col Warren E. McCain, USMC (Ret)
Col Joseph T. Fisher, USMCR	Capt George H. O'Kelley, USMCR
Mr. Daniel B. Potochniak	LtCol Harry M. Parke, USMCR (Ret)
Col Richard H. Jeschke, USMC (Ret)	Mr. John J. Auman
LtCol Warren H. Keck, USMC (Ret)	LtCol James D. Munson, USMC (Ret)
Col Verle E. Ludwig, USMC (Ret)	Mr. Jack R. Williamson
Sgt Jeffrey R. Dacus, USMCR	Mr. Robert J. De Villiers
Mr. Richard R. Hayes	BGen Virgil W. Banning, USMC (Ret)
Maj Charles E. Conway, Jr., USMC (Ret)	Maj Eugene W. Gleason, USMC (Ret)
Mr. W. E. Simons	Maj James C. Harrington, USMC (Ret)
Judge James M. Macnish, Jr.	Mr. John C. Wirth
1stSgt Mac A. Tracy, USMC (Ret)	Mr. John L. Russell
Dr. M. Lynn Hieronymus	Maj John H. Borleis, Jr., USAF (Ret)
Mr. James R. Connor	Mr. Jerald L. Frandsen
Mr. Charles L. Henry, Jr.	Mr. Forrest F. Gesswein
Mr. Elbert J. Kimble	Maj Bruce R. Jones, USMC (Ret)
Mr. James J. Bierbower	LtCol James W. Loop, USA (Ret)
LtCol Byron F. Brady, USMC (Ret)	MSgt John J. Morgan, Jr., USMC (Ret)
SgtMaj John E. Lelle, USMCR (Ret)	Mr. Andrew H. Cain
Col James B. Carpenter, Jr., USMC (Ret)	CWO-4 Robert E. Smith, USMCR (Ret)
Mr. Douglas W. Kingery	Dr. James E. Halpin
Mr. Tom J. Stanley	GySgt John F. DeWitt, USMC (Ret)
Capt Gordon M. Nettleton, USMC (Ret)	Mr. James Ivanoff
Col John H. Lauck, USMC (Ret)	
Mr. John E. Chester	
Col Alfred V. Jorgensen, USMCR (Ret)	
Mr. James W. Symington	
MajGen Michael P. Ryan, USMC (Ret)	

(Continued on page 27)