

FORTITUDINE

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AMPHIBIOUS ASSAULT ON INCHON 'REPLAYED' IN CENTER EVENT . . . JAPANESE STRAGGLER'S ILLUSTRATED DIARY IN MARINE ARCHIVES PIQUES RESEARCHER'S CURIOSITY . . . FINE COLLECTION OF HISTORIC AIRCRAFT MAKES EL TORO OPEN-AIR MUSEUM . . . NEW ROLES FOR OLD BARRACKS . . . FLIGHT LINES: STEARMAN N2S-3

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FORTITUDINE

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

Historical Bulletin Volume XVII

Fall 1987

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This quarterly bulletin of the Marine Corps historical program is published to educate and train Marines in the uses of military and Marine Corps history.

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THE COVER

Possibly the most famous photograph to come out of the Korean War, SSgt Walter W. Frank's print of fellow Marines scaling the sea wall at Incheon on 15 September 1950 has been published and used as a reference for artwork frequently in the intervening nearly 40 years. Here the photograph has been "posterized" by photostatic camera to give it the appearance of a pen-and-ink sketch, the traditional cover medium for *Fortitudine*. The operation itself was much studied at the Center this fall, as the famous rapid assault was "relived" by participants of the Incheon War Game sponsored by the Center for officers of the organization of the Joint Chiefs of Staff. BGen Simmons describes the suggestion behind and the extensive preparations for the game, and discusses some of the insights he personally developed in the process, beginning on page 3. Korean War topics are further explored in a report beginning on page 17 on the restored aircraft on display now at MCAS El Toro, and in a recounting of the air war in this issue's "Chronology," appearing on pages 22 and 23.

Fortitudine is produced in the Publications Production Section of the History and Museums Division. The text for *Fortitudine* is set in 10-point and 8-point Garamond typeface. Headlines are in 18-point or 24-point Garamond. The bulletin is printed on 70-pound, matte-coated paper by offset lithography.



BGen Simmons

War-Gaming Inchon

The landing at Inchon and the fight for Seoul were refought this fall at the Marine Corps Historical Center, almost on the 37th anniversary of the original operation.

It took the form of a war game held on the afternoons of 22 and 26 October. For the first session the conference room at the Center simulated Gen MacArthur's conference room at his headquarters in the Dai Ichi building in Tokyo on 23 August 1950. For the second session, our conference room became the wardroom of the command ship USS *Mount McKinley* (AGC 7) on 15 September 1950, D-Day for Inchon.

The game was played by the J-7 Directorate of the JCS' Joint Staff. The J-7, Maj-

Gen Frederick M. Franks, Jr., USA, is the Joint Staff's Director for Operational Plans and Interoperability. He had asked us to prepare a historical study of the Inchon-Seoul operation in the form of a "staff ride."

Secretary of the Army John O. Marsh, Jr., an avid military historian, has revived the old practice of historical staff rides for senior officers of the Army. Secretary Marsh, a Virginian, is particularly partial to Virginia battlefields.

MajGen Franks, himself widely read in history, has carried the practice over to the Joint Staff. Yorktown was the subject of a previous staff ride for the J-7 Directorate. Gen Franks was interested in looking at

Inchon at the command level as a joint or combined operation.

Conducting a staff ride involves three essentials: First, there should be a "read-ahead" package so that the participants can familiarize themselves with the battle or campaign. Second, there should be a visit to the battlefield or campaign area—a literal "ride," although in these prosaic days, busses must usually suffice for horses. Third, there should be a discussion to get at whatever lessons are to be learned.

There was no possibility that we could go, literally, to Inchon or Seoul. I suggested, therefore, that we change the concept to that of a map exercise and war game.

I was told that I could assume that there

Specially hung for the Inchon War Game in the Center's conference room was an exhibition of Korean War Marine photographs, such as this one, by famed combat photographer LtCol

David Douglas Duncan, USMCR (Ret). The room "became," successively, Gen MacArthur's headquarters in the Tokyo Dai Ichi building and the wardroom of the USS Mount McKinley.





Gen MacArthur is welcomed off the Mount McKinley to Yellow Beach at Inchon by MajGen Oliver P. Smith, Commanding General of the 1st Marine Division, on 16 September 1950, the day after the Marines' famous "over the sea wall" landing.

would be nine players: branch and division chiefs of the J-7 Directorate, and, in grade, lieutenant colonels and commanders, colonels and captains, of the Army, Navy, Air Force, and Marine Corps. We tried to pair off the players so that they would play a commander of their own service.

Thus Col James H. Curd, USMC, played LtGen Lemuel C. Shepherd, Jr., Commanding General, Fleet Marine Force, Pacific, and Col Fred R. Crowley, USMC, played MajGen Oliver P. Smith, USMC, Commanding General, 1st Marine Division.

Other roles to be played included:

Gen Douglas MacArthur, USA, Commander-in-Chief, Far East Command (CinCFE).

Gen J. Lawton Collins, USA, Chief of Staff, U.S. Army.

VAdm Arthur D. Struble, USN, Commander, Seventh Fleet, and Commander Joint Task Force 7 (CJTf-7).

LtGen George E. Stratemeyer, USAF, Commanding General, Far East Air Forces (CG FEAF).

RAdm James H. Doyle, USN, Commander, Amphibious Force, Far East, and Commander Task Force 90 (CTF 90).

MajGen Edward M. Almond, USA, Chief of Staff, Far East Command, and Commanding General, X Corps.

MajGen David G. Barr, USA, Commanding General, 7th Infantry Division.

Two weeks before the games began each player received a highly individualized notebook. These notebooks were purposely "loaded." The objective was to have each player bring to the game the biases, prejudices, and problems of the original participant.

Thus the Army "generals" received U.S. Army accounts of the operation; for example, excerpts from the Army official histories of the Korean War, *Policy and Direction: The First Year* by LtCol James F. Schnabel, USA (who was himself present at the game's second session), and *South to the Naktong, North to the Yalu* by LtCol Roy E. Appleman, USA.

The version of Inchon-Seoul provided

"General Stratemeyer" was that found in *The United States Air Force in Korea, 1950-1953* by Robert F. Futrell.

The Navy "admirals" got excerpts from the Navy's official history, *History of United States Naval Operations: Korea* by James A. Field.

The Marine players got liberal doses of the writings of Marine historians Col Robert D. Heini, Lynn Montross, Ernest H. Giusti, and Kenneth W. Condit, as well as LtGen Victor H. Krulak, USMC (Ret), who, as a colonel, accompanied Gen Shepherd throughout the planning and execution of the operation.

Of the nine commanders played in the game, Gen Shepherd is the only one who is still alive. The notebooks of the eight other players contained the obituaries of their principals. All notebooks had considerable biographical materials.

Better yet were the words of the principals on the planning and conduct of the Inchon-Seoul operation, codename Operation Chromite. In some cases there were published memoirs as with Gen MacArthur's *Reminiscences* and Gen Collins' *War in Peacetime*.

Wherever we could, and with the cooperation of the other Service history offices, we tried to get at more primary sources, particularly the thoughts of the commanders as they set them down at the time. Not only were we able to retrieve messages and reports, but, even more revealing, we were able to find personal journals kept by some of the commanders.

We reproduced, for example, LtGen Stratemeyer's and MajGen Almond's personal diaries for the period, and MajGen Smith's remarkably detailed "Aide-Memoire." There were also oral history extracts and lectures given by the commanders, most notably RAdm Doyle at the Naval War College.

Most historical studies are analytical in nature and the analysis is the work of one omniscient person or group. This Inchon war game of ours attempted to synthesize an understanding of the operation from the interplay of the actions and opinions of the participants.

The first session of the game focussed on the planning phase of the operation. The assumed date, 23 August 1950, and place, Gen MacArthur's Toyko headquarters, were taken because this was the con-

ference when the decision supposedly was to be made as to whether or not there was to be a landing at Inchon on 15 September.

For such an important conference it is strange that memories and records vary so greatly as to what transpired — or even, for that matter, who was there. For the game's sake, we assumed that all nine participants were at the conference although we know that some were not.

To help the simulation, the cork wall at the head of the room was filled with contemporary maps of Korea that could have been found in MacArthur's headquarters. The two side walls were hung with enlargements of LtCol David Douglas Duncan's evocative photographs of Marines in the Pusan Perimeter and in

the fight for Seoul. The far wall had personality photographs and biographies of the participants.

Each of the participants' notebooks contained a list of questions that they could expect to be asked. Without exception the players prepared themselves well. Even when the discussion heated up, as it happily did, most stayed in character.

MajGen Franks acted as umpire, halting the play whenever he wished to make what he termed "teaching points."

I acted as moderator and narrator, and occasionally entered the play as a 29-year-old major commanding Weapons Company, 3d Battalion, 1st Marines.

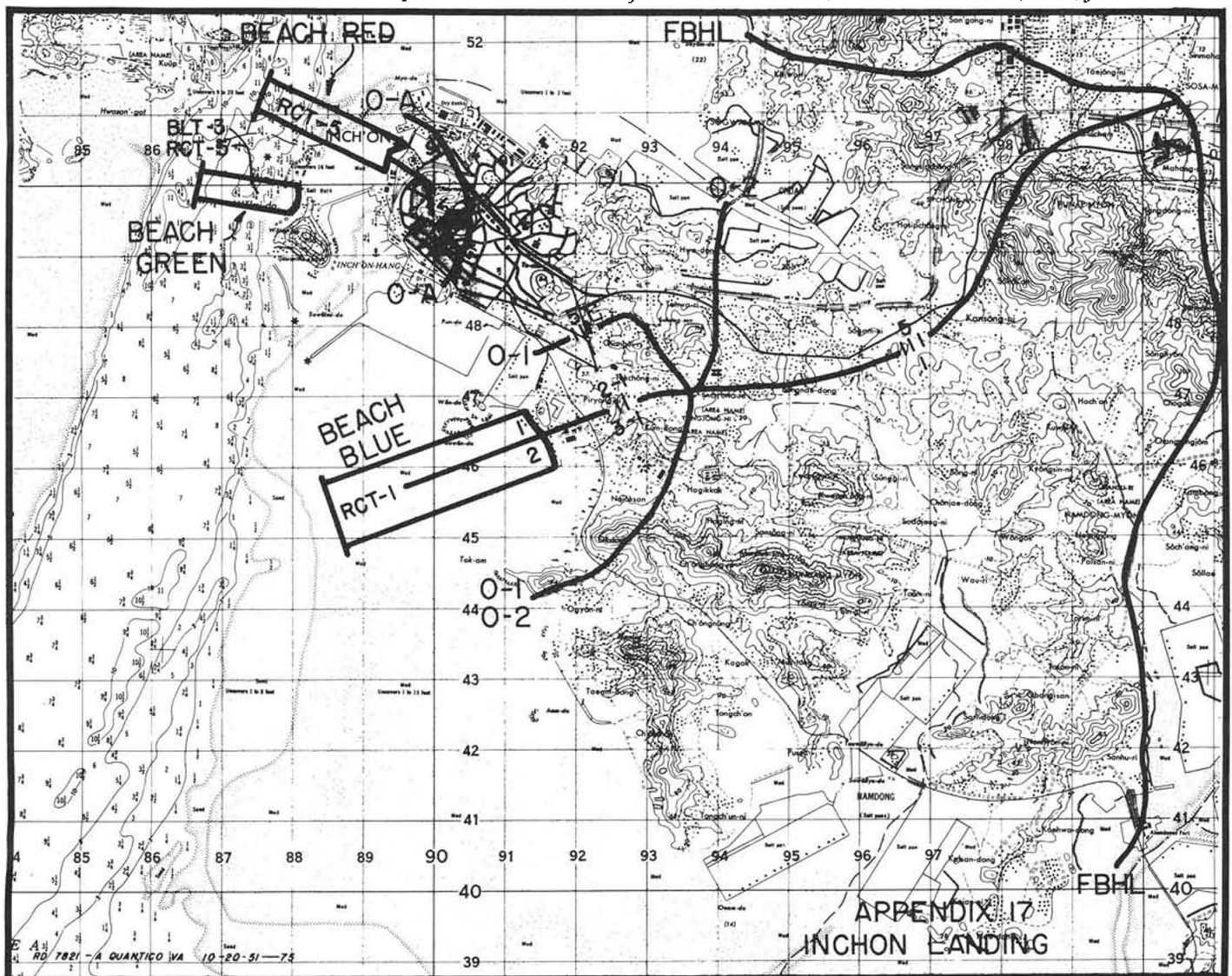
The second session, played on 26 October, and simulating the situation

as it was on D-Day, 15 September, covered the execution phase. For this session the cork wall was hung with the actual 1:50,000 maps used by MajGen O. P. Smith in the campaign. On the far wall we hung action photos including those of Gen MacArthur's much-publicized visit to the "frontlines" on 17 September.

Also present at the game were nine alternate players (call them "deputies" or "chiefs of staff" of the nine commanders), representatives from the other Service history offices, several Service planners, a few senior members of the History and Museums Division, and MajGen John P. Condon, USMC (Ret), president of the Marine Corps Historical Foundation and himself an air commander in Korea, although not at the time of Inchon. There were 30 people in the room and that was capacity.

Gamers had the benefit of a collection of contemporary Korean War maps displayed at the head of the room. Other materials made available to them included leaders' published works and

personal diaries, and the remarkable "Aide-Memoire" prepared by MajGen Oliver P. Smith. Of the original commanders, only former Commandant, Gen Lemuel C. Shepherd, Jr., is still alive.



The play really did not get down to the tactics level, but stayed at the higher command level. MajGen Franks was most interested, understandably, in the relationship of CinCFE to the JCS, and in the interoperability (a term not known in 1950) of the diverse Service components.

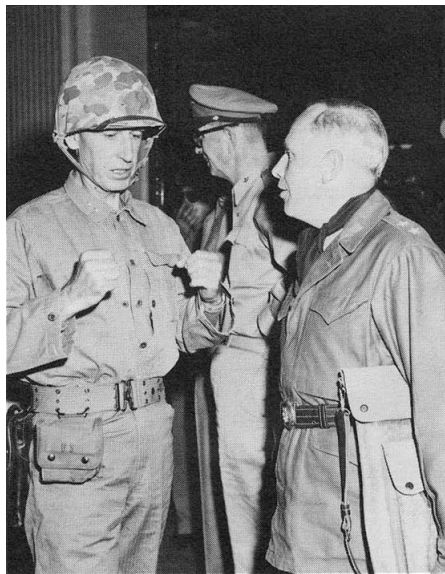
What emerged from all this? Probably each player and observer took something away from it, but I think there would be agreement on at least the following:

Gen MacArthur was convinced, from the time of his first visit to Korea on 29 June, four days after the beginning of the war, that only an amphibious operation against the North Korean flank would reverse the course of the war and he soon reached the conclusion that the target of the landing must be Inchon. He ruled as Commander-in-Chief, Far East, from the Olympian level, not deigning to get into the technical details and problems.

The operation was a "joint" one at the planning and command level (there were no non-Americans, for example, at the 23 August conference) and a "combined" one at the execution level (there were many Koreans involved, a large number of Japanese civilian crew members, a significant number of British ships, and even one over-age French frigate).

Gen Collins, as Chief of Staff, U.S. Army, and Executive Agent for the JCS, had to balance MacArthur's requests for more troops against the requirement of keeping some semblance of a strategic reserve for possible employment elsewhere in the world, particularly for the defense of a weak and troubled Western Europe against an aggressive Soviet Union. Collins also brought with him some of the skepticism of the JCS Chairman, Gen Omar Bradley, who believed that the day of large-scale amphibious operations had passed.

For Gen Shepherd there was the pivotal meeting with MacArthur on 10 July at which he promised to get him a combat-ready 1st Marine Division by the first of September if the JCS would approve the action. There was also the disappointment of not being given command of X Corps, a command for which he was preeminently qualified.



MajGen Edward M. Almond, USA, right foreground, Commanding General, X Corps, confers with Marine MajGen Oliver P. Smith in Seoul in September 1950.

MajGen Almond, MacArthur's chief of staff, singlemindedly carried out the wishes of his chief as he saw them. He was rewarded by being given command of X Corps. Aggressive and sometimes abrasive, he regarded the technical details of an amphibious landing as purely "mechanical" and this brought him into conflict with RAdm Doyle, the Attack Force Commander, and MajGen Smith, the Landing Force Commander. Curiously, perhaps because they were both Virginians and graduates of Virginia Military Institute, Almond and Shepherd, who went along as an observer, got along very well.

LtGen Stratemeyer, thoroughly immersed in Air Force doctrine, labored to gain recognition that he was the Far East Command's air commander and aspired to have the same personal relationship with MacArthur as Gen George C. Kenney had enjoyed in World War II. He resented the press coverage that compared the performance of his Fifth Air Force unfavorably with that of carrier-based Navy and Marine air, regarding it as part of a Washington-based campaign to discredit the Air Force. (The Air Force had been an independent service for just three years and the scars of the Services' infighting incident to the passage of the National Defense Act of 1947 were still fresh.)

VAdm Struble, more "joint-minded" than most of his Navy contemporaries, got along very well with MacArthur, and, although himself very experienced in am-

phibious operations, left most of the details of the planning up to RAdm Doyle.

Doyle, the consummate master of amphibious warfare, had to resolve the myriad problems incident to landing at Inchon. The best that he could say about prospects of success was that the landing was "not impossible."

MajGen Smith, given command of the 1st Marine Division at Camp Pendleton in mid-July, had to rebuild that division, which had been stripped down to few more than 3,000 Marines by the mount-out of the 1st Provisional Marine Brigade for Korea, to combat strength and readiness in time to arrive at Inchon on 15 September. Thoroughly steeped in World War II amphibious operations and Quantico studies, he found in RAdm Doyle a kindred spirit. Together, the two made the landing.

MajGen Barr, the commanding general of the follow-on 7th Infantry Division, had to rebuild that division, stripped to the bone by drafts sent off to the Army divisions already in Korea, by taking into his ranks some 8,500 untrained Korean recruits.

Above all else the Inchon-Seoul operation was a test of the respective limitations of the authority of a theater commander and the Joint Chiefs of Staff as it was then constituted.

They were all remarkable men and what they accomplished was even more remarkable. Somehow (and "somehow" is a word responsible historians abhor, because it means you are skipping over the explanations) it all worked. MacArthur achieved his strategic masterpiece. Hopefully the play of the problem gave some insights into how it all came about.

For the History and Museums Division, putting together the game was an interesting exercise and something new. We are now looking around at Virginia's and Maryland's conveniently close Civil War battlefields and remembering Quantico's pre-World War II staff rides and reenactments at those battlefields. In the concept stage is a combination war game and staff ride at Antietam, where, on 17 September 1862, Gen Robert E. Lee and the 40,000-man Army of Northern Virginia stopped Gen George B. McClellan and the 87,000-man Army of the Potomac. □1775□

Personal Photos, Illustrated Letters Enrich Holdings

*by Kenneth L. Smith-Christmas
Assistant Officer-in-Charge,
Museums Branch Activities, Quantico*

A wide variety of items were donated to the Marine Corps Museum during the summer of 1987, helping to fill gaps in the collection and providing additional resource materials for the study of Marine Corps history.

Most of the new incoming items went to the Personal Papers Collection and, for the most part, dealt with the World War II period. Mr. J. Frederick Haley of Oakland, California, who served with the 2d Marine Division, sent in his memoirs which centered on the Division's stay in New Zealand. On the subject of the Guadalcanal campaign, the Museum was given papers from Mr. Harry Horsman and Mr. Herbert C. Merillat, two of our long-time contributors. Mrs. Mardi Noyes Rose and Mrs. Marianne Noyes Robinson donated a very interesting series of illuminated letters their father sent home from the Pacific. The sketches and drawings on these show a mixture of comedy and poignancy which is often missing in official accounts.

Our personal papers collection also contains private, unofficial photographs, photograph albums, and scrapbooks which are often donated as part of a papers collection. A fascinating photograph album was

donated by a former Marine Raider, Mr. Charles Linhart, who learned of our interest in it through a research project undertaken by a Marine Corps Historical Foundation member, Mr. Eric Archer. An article on the use of shotguns by the Marine Corps in World War II was the result of Mr. Archer's project and was published in the 1988 issue of *Gun Digest*.

Another contributor to the photographic collection was Mrs. Katherine Burch of Oklahoma City, who sent in her late husband's photographs of the 4th Marines in Shanghai, taken prior to his being made prisoner at Corregidor.

Col John Scharfen and Mr. Dale Ruse gave the museum some illuminating material on China. In an interview with the editor of *Leatherneck*, Mr. Tom Bartlett, Mr. Ruse related some of his reminiscences of life in Peking before the war. Mr. Ruse gave a rare fur cap from the Peking Legation Guard to the Museum. This is only the fourth of its kind in our collection.

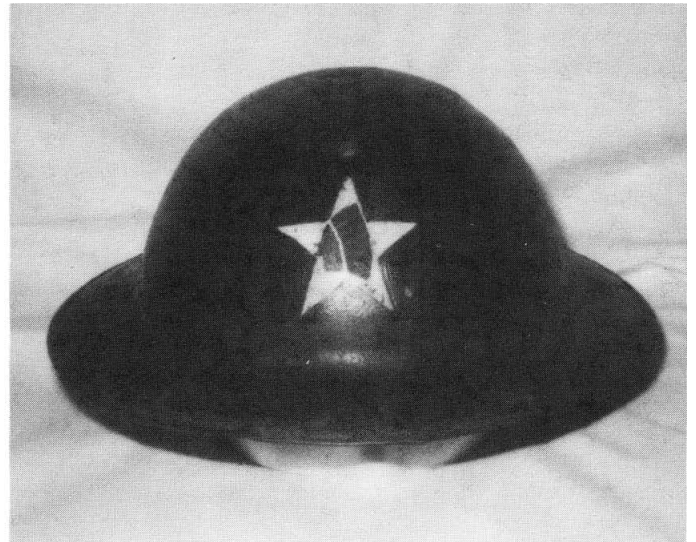
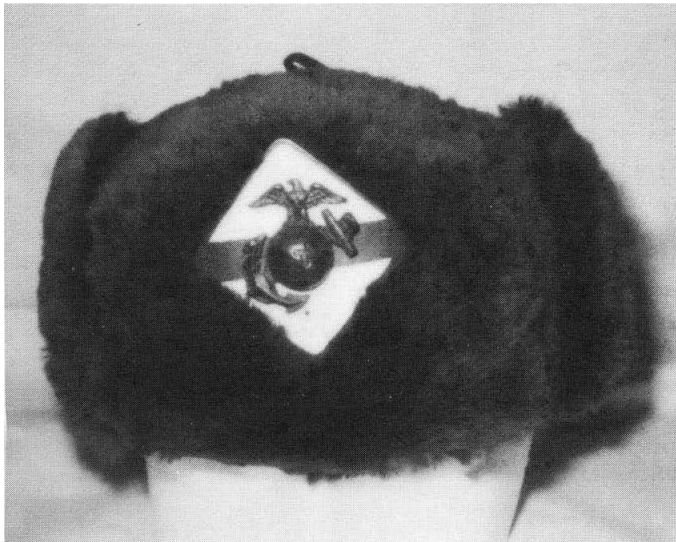
Through the assistance of the U.S. Army Transportation Museum at Fort Eustis, Vir-

ginia, the Museum was given a collection of uniforms and equipment by the widow of former SSgt Amos Pop, a veteran of both world wars. Included in this gift was one of the scarce Marine Corps M1912 pistol holsters, as well as a much-needed grouping of military police items. Another rarely encountered item which the Museum was given this summer was an exercise suit, dubbed the "peanut suit," worn by Women Marines in the late 1940s. This example was donated by retired SgtMaj Helen H. Gambell.

During the summer, gifts came from staff members, both former and present. Retired MGySgt Walter "Fritz" Gemeinhardt sent in several items, among which was a set of M1944 utilities in perfect condition. These were welcomed into the collection as we have been "stockpiling" them for some time in anticipation of future exhibits at MCRD San Diego and MCB Camp Pendleton. MGySgt Gemeinhardt was instrumental in building models and exhibits while serving as aviation curator during the formative years of the Marine Corps Air-Ground Museum at Quantico. A relatively recent newcomer to

Headgear recently donated to the collection include a rare fur cap from the Peking Legation Guard, a gift of Mr. Dale Ruse,

and a World War I helmet worn by a 5th Marines member of the 2d Division, AEF, given by Mr. and Mrs. Joseph Kirsopp.



the staff, historian Maj Charles D. Melson, proffered, among other artifacts, a Japanese artillery slide rule which his father captured on Guadalcanal and then used throughout the balance of the war while he served as a sergeant in the 9th Defense Battalion.

Another captured item, a circa-1847 Mexican cavalry saber, was purchased by the Marine Corps Historical Foundation and then given to the Museum for display in the new MCRD San Diego Museum. It was purportedly captured by the crew of the USS *Cyane* during the conquest of

Tracking Unusual Artifacts

Tin Roadside Sign Attracted Interwar Years Recruits

by Richard A. Long
Special Projects Curator

Another faithful reader of *Fortitudine* has responded, not only with information, but also with a treasure. Capt Alfred L. Johnson, USMC (Ret), President of the Flik-Orrick Travel Service, Syracuse, New York, received a gift late in 1986. Its unusualness prompted him to write to the Reference Section for assistance in the identification of a recruiting sign.

Mrs. Ann Ferrante—knowing that Mr. Charles A. Wood (now Chief Curator) and I had several years before collected a large and diverse assortment of early Marine Corps recruiting materials from throughout the country and had made a detailed study of them—referred it to us for additional information.

In an effort to reply quickly, we adjudged it to be one of the World War I window signs, from one-third to one-half the size of the conventional recruiting A-Sign, designed to be placed inside a window facing outward. Minute printing in the lower right-hand corner, a portion of it hidden in the frame, was examined from the photograph. The words “New York” were identified, indicating that the sign had probably been manufactured there prior to 1922, before the Marine Corps Recruiting Bureau transferred its operations to Philadelphia.

Mrs. Ferrante sent this information to Capt Johnson, requesting him to correspond with me and to provide further information on the unintelligible printing.

Captain Johnson replied that the full

California. This is not the only sword with a significant provenance that came to us during the summer, however. Mr. John L. Green brought in his father’s Marine Corps officer’s sword which had been left to him when his father, Capt Kirt Green, was killed at Belleau Wood.

From the World War I period, the museum was given a goldmine of photographs and insignia by Mr. and Mrs. Philip Sapir. Mrs. Sapir’s father was Herman Peterson, an aviator who served with the 1st Marine Aviation Force. A former

Marine who served on the ground in France with the 2d Division, AEF, Mr. Charles H. Barnes, also sent in his insignia and medals, while Mr. and Mrs. Joseph Kirsopp of Erie, Pennsylvania, donated the uniforms and equipment of Mrs. Kirsopp’s father, former Marine Elmer Graff, who fought through the entire war with the 5th Marines. These items have come at an opportune time, as our reserves of World War I material are lowered by supplying more and more on loan to command museums and historical holdings throughout the Marine Corps. □1775□

citation was “L. D. Nelme Signs New York,” and that the “window sign” was of tin, with nail holes in each corner.

No longer trusting my recollection of material already in our collections, I referred to that most valuable source of recruiting information, *The Recruiters’ Bulletin*, of which the Historical Center Library has only two or so very tattered and frequently-used sets. The *Bulletin* was published monthly by the Bureau, beginning in November 1914, and was mailed to each officer and enlisted man on recruiting duty. Its columns were reserved

for matters of interest to them and to the service of recruiting for the Marine Corps. All manner of recruiting ideas and literature were solicited from the field. The *Bulletin* acted as a clearing house, describing various recruiting materials being developed and released, and additionally relaying policy established by the officer in charge of recruiting. None of the other contemporary armed forces offered such a service. The *Bulletin* flourished and survived until November 1921 when, apparently the victim of an economy measure, it ceased publication.

One-of-a-kind Marine Corps tin recruiting sign probably was manufactured in New York around 1919. Blue and white letters on dark blue and yellow backgrounds advertise Marines’ opportunities for training in land, sea, and sky specialties—“3 in 1 Service.”



The first tin sign “for use on buildings, fences, etc.” was brought out by the Recruiting Service in February 1917. It measured 10x14 inches, advertising on its first line, in yellow letters on a blue background, “2 in 1 Service.” Following was “Join *The* U.S. Marines,” black on yellow, and “Land and Sea,” in yellow on blue.

In June 1917, the officer in charge of the District of Seattle wrote that “because of its permanent character the metal sign is one of the best publicity agents gotten out by the Bureau.” However, he recommended the size of the present sign be increased

by 50 percent, as an aid to visibility “whether posted along highways or, as most of our signs have been, on vehicles.” He also asked that the address of recruiting offices be included on the signs.

The tin recruiting sign owned by Capt Johnson incorporated the last two suggestions. The Bureau began the distribution of 1,000 tin signs to each recruiting district in October 1919. They were 14x19½ inches in size, with white and blue lettering on dark blue and yellow backgrounds, respectively. In acknowledgment of Marine Corps aviation having come of age, the

signs now read “3 in 1 SERVICE . . . Join U.S. MARINES . . . (Emblem pictured) . . . LAND-SEA-SKY,” and on this particular sign, “305 SO. WARREN ST., SYRACUSE, N.Y.”

Knowing that the Marine Corps Museum had none of this one-of-a-kind recruiting sign, I asked Capt Johnson to consider its donation. A member of the association of VMF-214, the Black Sheep Squadron, he has also encouraged other members of the squadron to donate their memorabilia to the Marine Corps Air-Ground Museum at Quantico, Virginia.

Upright Marines Portrayed in 1880 Artist’s Engraving of Norfolk Review

Museum curators are always searching for specimens within their specialty of research. There is satisfaction in getting a needed common artifact, but when an unusual find occurs, the pleasure in acquiring it is multiplied.

We find some of these gems in dealer’s catalogs, and a case in point occurred re-

cently on the receipt of an Americana offering from Richard Fitch of Santa Fe, New Mexico.

For what seemed to us an economical sum, he offered for sale a black-and-white wood engraving entitled “After the Naval Review at Hampton Roads—Marines gathering delinquent sailors in the streets

of Norfolk.” He advertised it as “perfect for the Marine (or navy man) on your list.” We found it “perfect,” but some of our colleagues in the Naval Historical Center across the street were less than enthusiastic about it.

It pictures several Marines, each shouldering a bayonet-tipped rifle, escort-

Stalwart Marines escort revelling sailors through Norfolk streets 1880. Engraving by Joseph Becker from contemporary newspaper
“After the Naval Review at Hampton Roads,” on 10 November has been added to the Marine Corps Museum collection.



ing three obviously inebriated and happy sailors to an unknown destination. Hopefully, they are only bound back to their ships following a “short leave” during which they “exceeded both their time and their disciplinary instructions.”

So the scene was described by a reporter in *Frank Leslie's Illustrated Newspaper*, 21 November 1880. Its artist was Joseph Becker, an illustrator, painter, and art director of *Leslie's*. He had joined the staff as an errand boy in 1859. The staff artists taught him to sketch, and Leslie himself took an interest in him. In 1863, he left New York to sketch scenes in the Union Army's Army of the Potomac. From 1875 to 1900 Becker was chief of *Leslie's* art department. He died in Brooklyn in 1910.

One of Becker's most unusual assignments happened in 1869. He was invited by George Pullman of Chicago as a passenger on the first Pullman train to cross the Rocky Mountains, speeding from Omaha to San Francisco in 81 hours.

Enroute he made sketches of the western landscape from the rear coach's platform. He did studies of Chinese laborers in California and of the Mormons in Utah. About 40 of these sketches, unsigned but assumed to be those of Becker, were published in *Leslie's*. He also made many of the illustrations of the great Chicago fire in 1871.

However, the wood engraving added to

the collection is the only representation he is known to have made of U.S. Marines.

This trivial incident concluded the day of 10 November 1880. It was 45 years before the Major General Commandant, John A. Lejeune, would declare the date the birthday anniversary of the founding of the U.S. Marine Corps.

On the day before, the then-Colonel Commandant, Charles G. McCawley, and the Marine Band had arrived at Fortress Monroe, Virginia, on the steamer from Washington. That evening the Band played in the pavilion of the Hygeia Hotel for the dancing pleasure of officers and their ladies of the fort and of the U.S. North Atlantic Fleet assembled in the harbor.

On the following morning, the steamers *Dispatch* and *Talapoosa*, bearing President and Mrs. Rutherford B. Hayes and their daughter, Fanny, and members of the President's Cabinet, arrived to kick off the second naval review to be held at Hampton Roads.

The morning was spent in observing exercises of clearing ship for action, general and fire quarters, and torpedo exercise, first on board the flagship *Tennessee* and then on the training ship *Minnesota*. They also watched a broad-sword exercise by expert Navy men and accepted a novel sa-

lute of 21 torpedoes fired from a temporary station near the shore.

In the afternoon all 10 ships in the fleet disgorged their battalions into 60 boats, totaling nearly 1,800 men, to demonstrate the practice of the past six weeks, of landing a force in an amphibious attack. The Marine battalion of 256 men was commanded by Capt Henry A. Bartlett, USMC, and by 1stLt Benjamin R. Russell, USMC, adjutant. A storm signal and rough water created havoc among the lines of boats streaming toward the shore, with several swamped and sailors drenched. Once ashore, there was considerable difficulty in forming the artillery, sappers, trumpeters, and boys in any semblance of order.

Nevertheless, on the advance into the fort, the sailors were reported to have “far surpassed the expectations of those who knew how few opportunities they have had for drill on shore The Marines leading the brigade . . . and led by the Marine band from Washington . . . sustained their old reputation for superb marching and excellence of drill.” At 4 p.m. the President inspected the brigade inside the fort.

A heavy rain that evening prevented a fireworks illumination, but the Marine Band performed for a grand ball at the Hygeia Hotel.—RAL □1775□

Oral History Report

Lengthy Cushman Interview Comments on Controversy

by Benis M. Frank
Head, Oral History Section

In the period since the last oral history report appeared in these pages, the program has continued conducting both issue-oriented interviews as well as interviews-in-depth, and has accessioned the transcripts of both types of interviews into the Marine Corps History Collection.

One of the major interviews so accessioned recently was the one we conducted with Gen Robert E. Cushman, Jr., the late 25th Commandant of the Marine Corps, who died in 1985, shortly after his 71st birthday. Fortunately for the program, he was able to review and correct his 487-page interview transcript before his

death. A native of St. Paul, Minnesota, Gen Cushman was a member of the Naval Academy Class of 1935, and was commissioned in June of that year while yet not 21. His Basic School class was the largest one in Marine Corps history to that date and produced more general officers—including two Commandants—than any other class. Included in this memoir is not only a history of his successful and respected Marine Corps career as a combat leader, which began with his first assignment—to the 4th Marines in Shanghai—and ended with his commandancy. Also included is the 94-page transcript of two Vietnam-

related interview sessions in which Gen Cushman participated with the Marine Corps Historical Center's historians then engaged in writing a history of Marine Corps operations in Vietnam. Also included is the transcript of an FMFPac debrief of Gen Cushman in 1969 while he was returning to the States to become Deputy Director of the CIA following his tour as commander of III MAF in Vietnam. Among the other matters Gen Cushman discussed in his memoirs is the controversy surrounding his succession to his commandancy. Like other interviews in the Marine Corps Oral History Collection, Gen Cush-

man's will be deposited in Breckinridge Library, Marine Corps Combat Development Command at Quantico.

A second recent major accession is the oral history memoirs of LtGen Henry W. Buse, Jr. Gen Buse, a Pennsylvania native, like Gen Cushman, is a Naval Academy graduate, but of the class of 1934. Unlike other Marine Naval Academy graduates, who generally were assigned to the Fleet Marine Force following Basic School, Gen Buse first went to sea and then joined the 1st Brigade at Quantico, returning to it after tours at Marine Barracks, Pearl Harbor, and the Army Infantry School at Fort Benning. He remained with the brigade which was redesignated the 1st Marine Division in February 1941 until 1944, meanwhile participating in the Guadalcanal and Cape Gloucester landings. On the Canal, he was Assistant G-3 first to then-Col Gerald C. Thomas and then-LtCol Merrill B. Twining. Gen Buse is unique in that he is one of the nine surviving Marines who appeared in that historic photograph taken of Gen Vandegrift and his staff on Guadalcanal on 11 August 1942, just four days after the initial landing. During the Korean War, Gen Buse again served with the 1st Marine Division, this time as chief of staff. In 1958, when he was the Chief of Staff of Fleet Marine Force, Atlantic, he was selected for promotion to general officer rank. He commanded the 3d Marine Division on Okinawa in 1962, was Deputy Chief of Staff (Plans and Programs) and then Chief of Staff at Headquarters Marine Corps during the period 1963-1968. He assumed command of FMFPac in 1968, and remained there until his retirement in 1970.

Another recently accessioned interview is the one conducted by Camp Pendleton's Joint Public Affairs Office for the Oral History Program. It was with Col James R. Aichele, who, upon his retirement in 1981 at Camp Pendleton after a 39-year career, was designated "Chief Engineer of the Marine Corps," by the Commandant, Gen Robert H. Barrow, in recognition of his many years of enlisted and commissioned service as a Marine engineer. In his early Marine Corps years, Col Aichele served in the infantry and was a machine gunner at Guadalcanal. But in 1941, before he left for the South Pacific and combat, he was a member of the party which surveyed Camp Pendleton. Of his

total Marine Corps time, 11 years were spent on Okinawa, where he played a major role in Marine Corps military construction on the island. He also was very closely involved with the planning for and events surrounding the reversion of Okinawa to Japanese sovereignty. All of this is chronicled in his interview.

The Oral History Section recently completed an interview in depth with retired LtGen William K. Jones, affectionately known as "Willie K." A well-decorated combat veteran of three wars, Gen Jones was commissioned in 1939 and joined the 1st Battalion, 6th Marines in November of that year. He remained with that unit for almost six years, progressing from infantry platoon leader to battalion commander in that time, and participated in the occupation of Iceland as well as the Guadalcanal, Tarawa, Saipan, Tinian, and Okinawa operations during World War II. Included in his interview are Gen Jones' reminiscences of his various tours of duty, including assignments to staff and command billets, a tour as assistant naval attache in Stockholm, and commands of the 1st Marines in Korea, 3d Marine Division in Vietnam, and Fleet Marine Force, Pacific, where he ended his 33-year career in 1972. A prolific writer, Gen Jones is well known for his series of "Baseplate McGurk" articles in the *Marine Corps Gazette*. His most recent work is *A Brief History of the 6th Marines*, which has just been released by the History and Museums Division.

Among the interviews recently accessioned into the Oral History Collection is a body of 23 Korea-related transcribed interviews which were undoubtedly conducted in 1950-1951 by members of a unique Marine Corps organization, the 1st Provisional Historical Platoon (which may, in itself, be a good subject for another article). These transcripts were found in the Personal Papers Collection holdings of Gen Oliver P. Smith, who commanded the 1st Marine Division in Korea. Some of the better-known individuals whose interviews are in this group are MajGen Edward A. Craig; LtCol Charles H. Brush; Capt Francis I. "Ike" Fenton, Jr.; Col Homer L. Litzenberg; LtCol Francis Fox Parry; Capt Benjamin S. Read; LtCol Jack Tabor; and Maj Martin J. Sexton. These interviews are an important addition to the Marine Corps literature of the Korean War.

In a way, serendipity has played a part in the Oral History Collection obtaining two separate and disparate groups of interviews. The subject of the first group is the late MajGen Gregon A. Williams. These interviews were contributed by CWO-2 Robert T. Donald, USA (Ret), a former Marine who happened upon Gen Williams' uniforms which had been offered for sale at a flea market. Mr. Donald bought the uniforms and then began researching Gen Williams' career. In this endeavor, he conducted a number of interviews with individuals who had been associated with Gen Williams at various points in this somewhat controversial Marine's career, and wrote a biography. One of the more interesting aspects of the biography deals with Gen Williams' tour as assistant naval attache in Shanghai at the beginning of World War II and his subsequent imprisonment and subsequent release because of his diplomatic immunity.

The second serendipitous addition to the collection is a number of interviews containing the experiences and sea stories of Banana Fleet Marines. LCdr Robert W. Blake, USNR (Ret), son of the late MajGen Robert Blake, whose interview is in the Oral History Collection, informed us of this group. In 1935, then-LtCol Blake became squadron Marine officer of the Special Service Squadron, better known as the "Banana Fleet," which patrolled the waters of the Panama/Caribbean area prior to World War II. Several years ago, the Marines who manned the ships' detachments of the Special Service Squadron formed the Banana Fleet Marines, and through LCdr Blake's efforts we were put in touch with retired MSgt Bernard A. "Barney" Daehler, the historian and apparent "chief hanzo" of the group, who has conducted several oral history interviews for our Oral History Program, thus adding to the lore of Marine Corps activities in the prewar period in this part of the world.

We have been remiss in not previously introducing the Oral History Section's new assistant. She is Mrs. Meredith P. Hartley, a native of upstate New York and a graduate of St. Lawrence University. Mrs. Hartley joined the History and Museums Division following nearly six years of active Marine Corps service.

□1775□

Japanese 'Straggler's' Notes Intrigue Researcher at Center

by Craig B. Smith

One of my favorite haunts in Washington, D.C. is the U.S. Marine Corps Historical Center. Whenever I'm in Washington on business I try to set aside an extra day to explore the unique documents contained in its files. For the past several years I've been gathering information on American prisoners of war (POWs) in the Pacific.

It was a particularly bright and cheerful day—early spring, Washington at its sparkling best—when I stumbled across the diary. I'd spent most of the day going through boxes of documents and other reference materials. Among the many files of yellowed papers I examined was one that somehow caught my eye. It contained a police report on the slaying of a Japanese straggler on Guam, many months after the war had ended. As I read the report, I was surprised to learn that fighting continued so long after the war was over.

The report made reference to several diaries the straggler had kept; it stated that these were too weathered to salvage, except for one. By some quirk of fate, the single remaining diary had made the long journey from Guam to the U.S., and now, 40 years later, I opened it.

Then I made another singular discovery. It was written in a notebook that had once belonged to an American Marine, whose

name was in the front. How had it come into the hands of the Japanese straggler, and what had he written in it?

The diary looked interesting; it had neat drawings in colored pencil of various American military planes, and several maps of Guam. A few excerpts of the diary had been translated by the military, enough to suggest that it held an interesting story. I resolved to arrange to translate the entire document, and to try to unravel the story behind the diary!

The notebook was known to belong to Lt Philip Pierce, of the V Amphibious Corps. From notations in the notebook it was apparent that Lt Pierce had undergone training at Camp Tarawa (Hawaii) prior to being shipped out to the Marianas. Somehow the Japanese straggler had gotten hold of Pierce's notebook and used it for his diary.

Guam was the first American territory to be captured by the Japanese. It was bombed the same day as Pearl Harbor. Two days later a force of 5,000 Japanese overran the island, which was defended by a small contingent of sailors, Marines, and a native police force. After being held

Craig B. Smith, with translations by Toshiko Lockwood. *The Diary of Sergeant Itoh*. Los Angeles: Whitlwind Press, 1986.

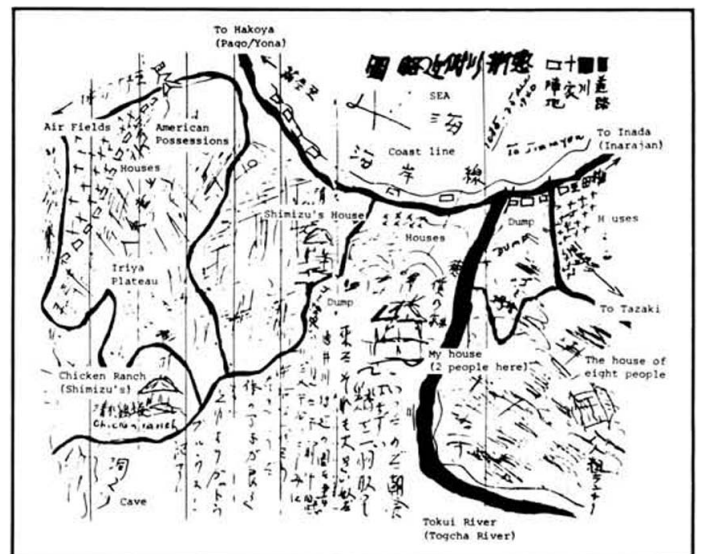
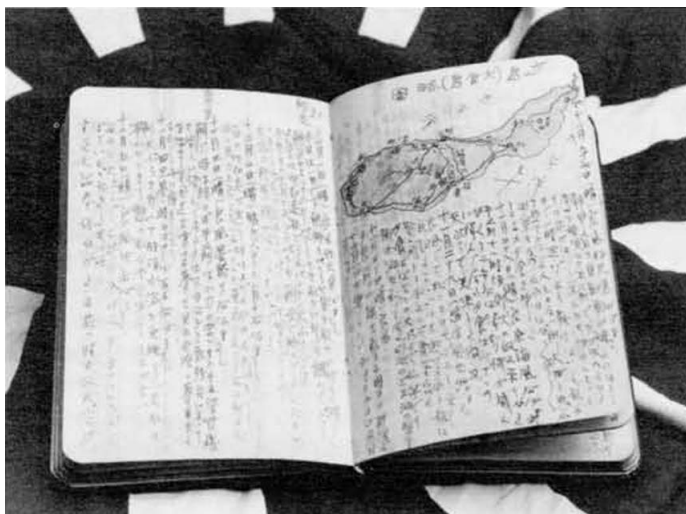
prisoner for a month, the American captives were transported to Japan, where they spent the rest of the war in POW camps. Once the island was secure, the invading Japanese forces were sent on to the South Pacific, where they fought in much more serious battles, and where most eventually lost their lives. A small administrative force of about 500 personnel was left behind to administer Japanese policy and to integrate the island into the "Greater East Asia Co-Prosperity Sphere," Japan's vision of an "Asia for Asians."

The native Guamanians (Chamotros) did not show much interest in collaborating with the Japanese. For the most part, they retreated to their farms and ranches in the interior of the island, and kept out of the way of the Japanese. There were some Japanese settlers on the island prior to the outbreak of the war. They rose in stature with the Japanese occupation.

Matters continued more or less in this vein until early 1944, when the tide of the war had turned and it became apparent that the Americans were drawing closer and closer to Japan. It was only logical that eventually Guam would become a target, so the Japanese began reinforcing the island. They brought seasoned troops from China and Manchuria to Guam, bol-

Displayed on a Japanese flag, the World War II straggler's diary held by the Marine Corps Historical Center has neat drawings in colored pencil. One such sketch is a map, annotated by the

author of this report, which locates the hideout on Guam of the diary's writer and owner, Japanese Army Sgt Masashi Itoh.



stering the defense with 18,000 fighting men.

With the arrival of the experienced combat troops from China, life for the Guamanians became much more difficult. They were recruited to perform forced labor, building defensive positions for the Japanese troops. These troops were much harsher on the Guamanians than the administrative group had been. Possibly because they were veterans of the fighting in China, or perhaps because they sensed that they might never return home from Guam, they began a brutal repression and committed atrocities on the Guamanians. Besides requiring forced labor, priests were killed, civilians were raped and beheaded, there were mass executions, and just before the American invasion, all of the Guamanians were placed in prison camps.²

With the invasion, the Japanese forces were gradually driven to the northern tip of the island. The island was declared secure in August 1944, when the last high-ranking Japanese officer was found dead in his headquarters cave. Yet, following orders to continue the war as long as possible through guerrilla action, many Japanese soldiers slipped through the American lines in small groups and made their way south, hiding in the jungles and living off the land.³

When the American forces landed, they were immediately assisted by the freed Guamanians, who served voluntarily as scouts and guides. Some—perhaps many—of these scouts were Guamanians who had themselves suffered at the hands of the Japanese, or who had lost relatives during the last frantic six months before the Americans invaded. Just before the end of the war they were organized into a para-military group called the Guam Police Combat Patrol. The Combat Patrol's major mission was to locate and capture, or kill if necessary, the remaining Japanese stragglers.

After the Japanese defeat, efforts were made to induce the remaining Japanese troops to surrender. Pamphlets were scattered over the island, and a boat equipped with loudspeakers went along the inaccessible coastal areas, stating that by surren-



The Guam Police Combat Patrol, formed after the August 1944 landing by U.S. forces, was made up of Guamanian native islanders. The major mission of these policemen in 1946 was to locate and capture, or kill if necessary, remaining Japanese stragglers.

dering the Japanese could get food and would be humanely treated. Meanwhile, more and more American troops, better roads, and constant patrolling harassed the Japanese troops unmercifully. Every day some were killed outright, others died from illness, or they committed suicide. Few surrendered.

One year later, the war was over, and many of the American troops went home. The pressure on the surviving stragglers was reduced somewhat, although they still had the Guam Police Combat Patrol to worry about. Leaflets were once again spread over the island, informing the remaining stragglers that the war was over and they should come forth and go home.

Following the end of hostilities, calm slowly settled over the island. There was still a large military presence, and the American war planes still flew in exercises. Troops, supplemented by the Guam Police Combat Patrol, still patrolled the island. The diminishing numbers of Japanese stragglers hid in their caves and deep jungle hideouts, and wondered when the Japanese Army would return. Those who had not died as a result of the fighting and who then had not killed themselves, lived

in a state of suspended animation. They believed that their families would think of them as dead, so disgraceful was their situation. They believed that if they surrendered, they would be killed, and at any rate they could not face the dishonor of capture. Defiant to the last, they elected to take their chances with a third form of death: living on in the jungle.

U.S. military records, which combine actions of Army, Navy and Marine patrols along with those of the Guam Police Combat Patrol, illustrate the difficulties faced by the stragglers. The Combat Patrol was disbanded in 1948. By the early 1950s sightings of stragglers were extremely rare, although a few more turned themselves in.⁴ By 1959 the world had largely forgotten about the Japanese soldiers. Indeed, the Governor of Guam, responding to an inquiry from the U.S. ambassador in Japan, was emphatic in stating that it was highly unlikely that there were additional stragglers on Guam.⁵

4. Kahn, E. J. Jr. *The Stragglers*. New York: Random House, 1962.

5. Governor of Guam Richard Barrett Lowe ltr to Minster William Leonhart, U.S. Embassy, Japan, dtd 8 April 1959.

2. Farrell, Don A. *The Pictorial History of Guam: Liberation-1944*. Micronesian Productions, 1984.

3. Crowl, Philip A. *The War in the Pacific: Campaign in the Marianas*, Vol. 9 of a series. Washington, D.C.: U.S. Army, 1960, 1978.



Useful items for daily living in the jungle made from war materials and natural sources, including rubber-tire sandals, were created by stragglers and photographed in 1960.

The translation of the diary was nearly complete in the summer of 1986, and I made arrangements to return to Guam in the fall to interview surviving members of the Combat Patrol and resolve some unanswered questions related to the translation. Most of these dealt with un-

scrambling the Japanese place names used in the diary, and deciphering some obscure military terms, so the translation could be as accurate as possible.

My research efforts were abruptly jarred onto a different path as a result of a casual conversation with Dick Williams in the

Guam Legislature, one sultry afternoon. "So you're interested in stragglers," he said. "You might like to know that I was on duty the day that Itoh and Minagawa surrendered. When they returned to Japan a few days later, they were met by hundreds of Japanese newsmen and television reporters. . . ."

"Itoh?," I thought to myself— that's the name in the diary. But surely it isn't the same person. Bunzo Minagawa and Masashi Itoh returned to civilization in May 1960. They were the longest holdouts then known, and remained so until 1973, when Shoichi Yokoi was located in the jungle near Talofoto.⁶ If Itoh had survived until 1960, he might still be alive, meaning the police report which claimed he'd been killed was in error.

The next morning I rushed to the library and searched through its newspaper files for May 1960. There was no doubt, the Masashi Itoh who surrendered in 1960 was the author of the diary!

At this point my emotions were on a roller coaster. After nearly a year's involvement with the diary I had grown to appreciate Sgt Itoh. In spite of his trials and tribulations, he unfailingly kept a positive outlook in his writing. He was clever and resourceful. He was obviously the sort of man— friend or enemy— you would like to know better. But was he still living? Would he agree to a meeting, or would he insist on not awakening long-dormant war-time memories? □1775□

6. The longest holdout I am aware of was Hiroo Onoda, an intelligence officer who continued guerrilla warfare on the Philippine island of Lubang for 30 years, finally surrendering in the spring of 1974.

Dr. Craig B. Smith has for several years been doing research for a book dealing with World War II prisoners of war in the Pacific. This is the first part of a two-part article.

Historical Program Certificates Hail Donation, Shop Volunteer Service

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

For his donation of a valuable philatelic collection commemorating the historic flagraising on Iwo Jima:

LtCol Robert W. Geary, USMC

For more than ten years of service as a Museum Shop Volunteer, **Margaret Greenwood**; for more than five years, **Ruth Hammerbeck**, **Betty Townsend**; for more than 714 hours, **Marge Fallon**; for more than 600 hours, **Donald A. Wetherbee**; for more than 500 hours, **Mr. and Mrs. Gordon Heim**, **Fran Read**; for more than 450 hours, **Carol Irons**, **Col and Mrs. James W. Sperry**; for more than 400 hours, **Evelyn Englander**; for more than 300 hours, **Mary**

King; for more than 200 hours, **Wynne Cummings**; for more than 150 hours, **Rosemary Coyne**, **Estelle DeVere**; for more than 136 hours, **Nancy J. Bieger**; for more than 100 hours, **Missy Meadows**, **Nancy Sheridan**; for more than 83 hours, **Cathy Benson**; for more than 57 hours, **Norwood Grinalds**; and for more than 50 hours, **LtCol Harry Edwards, USMC (Ret)**, **Millicent Went**, **Anne Wood**.

□1775□

New Security Companies Carry On Barracks' Traditions

by Danny J. Crawford
Head, Reference Section

One of the Marine Corps' oldest institutions underwent a major transition during the past year. On 16 April 1987, the first of two Marine Corps Security Force (MCSF) Battalions, the foundation of the newly organized Marine Corps Security Forces, was officially established in a ceremony at Marine Barracks, Norfolk, Virginia. The colors of Marine Barracks, Norfolk, were retired and replaced with those of the Marine Corps Security Force Battalion, Atlantic. Three months later, on 31 July 1987, the Marine Corps Security Force Battalion, Pacific, was activated at Mare Island, California, which was the site of the first Marine Barracks established on the West Coast.

The earliest missions assigned to Marines after the Corps was reestablished by the Act of 1798, were serving on board Navy ships and forming guard detachments at Marine barracks in the five Navy Yards, located at Boston, Brooklyn, Philadelphia, Washington, and Norfolk. Marine barracks provided housing for members of both the ship detachments and the yard guards and provided a place to both groups for drill. Throughout the 1800s Marine barracks served as combination recruit depots, training camps, and staging battalions for all Marines. As the

number of naval stations grew throughout the 19th century, the strength of the Marine Corps grew accordingly. The Marine barracks were increasingly called upon to outfit the expeditionary forces that were sent to troubled parts of the world such as Haiti, Nicaragua, the Philippines, Mexico, and Cuba.

With the creation of the Advanced Base Force just prior to World War I, Marine regiments were established and stationed at Marine barracks on the east and west coasts, at Philadelphia and Mare Island. It soon became apparent, however, that the Marine Corps would need expanded facilities in the form of permanent bases to keep pace with the Corps' growing missions in the 20th century. With the performance of the Corps in World War I, and the establishment of amphibious doctrine and tactics in the interwar years, it was clear that Marine barracks would no longer be the focal point of Corps expeditionary activity as they had been throughout the 19th century.

Over the past 50 years, Marines assigned to duty at Marine barracks around the world have continued to provide the critical security needs of the naval stations,

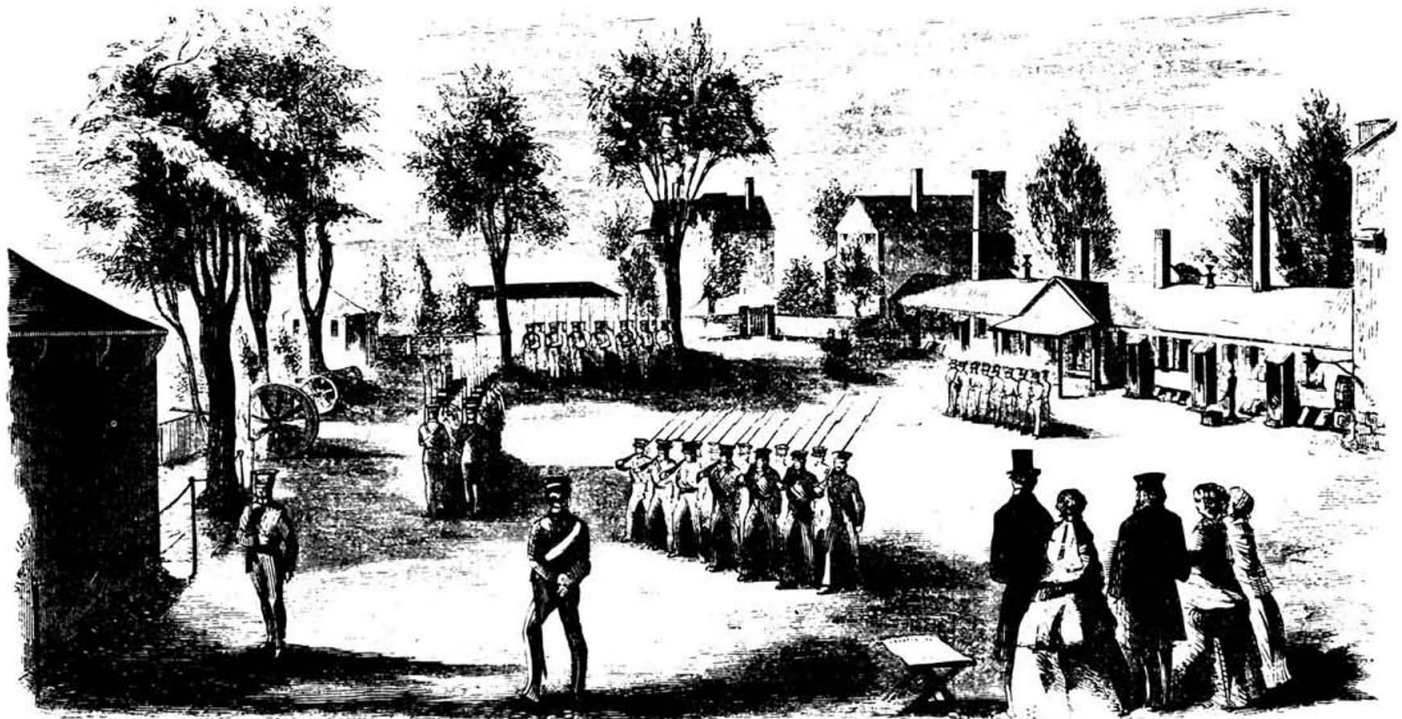
shipyards, and depots to which they were assigned. In recent years, the growing world-wide terrorist threat has placed greater demands on the Marines responsible for physical security at major naval installations.

Last January, John F. Lehman, Jr., then Secretary of the Navy, announced the restructuring of the service's security forces. The Navy initiative was aimed at improving the ability to detect, defer, and defeat terrorism directed against U.S. interests and military personnel around the world. With the April redesignation of the Norfolk Marine Barracks as the Atlantic Fleet's Marine Corps Security Force Battalion, and the July activation of the Pacific Fleet's counterpart at Mare Island, the plan was well under way.

The two Marine security forces battalions will give security training to cadres and Marine companies ashore. Each battalion will consist of a headquarters, MCSF school, cadres assigned to the security departments of Navy installations; security force companies ashore (formerly Marine barracks); Marine detachments afloat, and Marine instructors. Additionally, each battalion will have a Fleet Anti-

Headquarters of the new Marine Corps Security Force Battalion, Pacific, is located since 31 July 1987 at the former Marine Barracks, Mare Island, California, shown here in a photograph taken around 1935. The MCSF Battalion, Atlantic, is at Norfolk.





Marine Barracks have a long history in the Corps, some dating back to 1798. The Charlestown, Massachusetts, installation, pictured in an early engraving, then housed one lieutenant colonel, two lieutenants, six sergeants, four corporals, and 75 privates.

terrorist Security Team (FAST) which is ready to deploy on short notice. The FAST companies will provide added security wherever there is a threat, to include security for nuclear-ship fueling operations.

The new MCSF battalion concept will require changes in the current Marine barracks structure. Many barracks will be revamped as MCSF companies ashore, while others will continue their current mission or will be closed in phases.

The Reference Section of the History and Museums Division has been closely monitoring the recent changes in the designation and mission of the Corps'

oldest units, the Marine barracks. Through the Division's Unit Lineage and Honors Program, the history of service of Marine Corps units is recorded. The certificates of lineage and honors issued to the units are prepared by the Reference Section for the signature of the Commandant of the Marine Corps. They provide a tangible representation of the proud history and traditions of Marine units along with the battle honors and awards earned by those units. Since January 1969, when the lineage and honors program formally began, nearly 800 sets of certificates have been prepared and issued. Prominently displayed by the receiving units, they serve to enhance unit *esprit* and foster pride in the heritage and traditions of the Corps.

played by the receiving units, they serve to enhance unit *esprit* and foster pride in the heritage and traditions of the Corps.

During 1988, lineage and honors certificates will be prepared for the MCSF battalions tracing them from their origins as Marine barracks. These battalions, as well as the individual MCSF companies, will retain the lineage and honors of their predecessor Marine barracks. They will also continue to display on their unit colors the streamers earned over many decades of service by the barracks from which they were redesignated. □1775□

Historical Quiz

Blacks in the Marine Corps

by Lena Kaljot
Reference Historian

Identify the following blacks in the Marine Corps:

1. Who was the Marine Corps' first black aviator, as well as the first black Marine to attain flag rank?
2. Name the first black Marine astronaut.
3. Name the two black former Marines who held world heavyweight boxing titles.
4. Which black general officer had the distinction of being the first black to reach flag rank in the Marine Corps Reserve?
5. Who was the first black Marine to be awarded the Medal of Honor?
6. Name the only major Marine installation named in honor of a black serviceman.
7. Who was the first black woman officer?
8. Who was the first black Marine to hold the position of battalion sergeant major in an infantry battalion?
9. Who was the former black chief drill instructor at San Diego who trained Lou Gossett, Jr., for his role in "An Officer and a Gentleman?"
10. Who was the last of the black Marines who received recruit training in Montford Point during World War II to leave the Marine Corps?

(Answers on page 21)

Historic Aircraft Make El Toro an Open-Air Museum

by Jody Y. Ullmann
Aviation Curator

The main gates of Marine Corps Air Station, El Toro, California, and its squadron entrances are guarded by eight vintage aircraft, all reminders of the historical past of the station and some of its tenant squadrons.

The process of gathering these aircraft began more than two years ago when BGen William A. Bloomer, then the station's commanding general, contacted the History and Museums Division proposing that El Toro be the site of a substantial holding of historical aircraft. Such an effort is encouraged under the guidelines of the Marine Corps Historical Program (MCO P5750.1F), and a working relationship was established between El Toro and the Marine Corps Air-Ground Museum and Museums Branch Activities located at Quantico, Virginia.

Initially, the Air-Ground Museum's historian, Capt David C. Uhley, and the El Toro project officer, Maj Kenneth Harmon, accomplished the necessary research to determine which aircraft were appropriate for El Toro. The next step was to locate, secure, and arrange for shipment of the aircraft to El Toro. This process has been occurring over the past two years and is ongoing. Since the History and Museums Division is the only Marine Corps organization that legally can own historical aircraft, all the aircraft are on loan to El Toro from the Air-Ground Museum.

Grumman F9F-2 Panther sits in the VMF-311 hangar at MCAS El Toro waiting for its wings. The F9F was the 1st MAW's jet fighter-bomber mainstay in the Korean War.



On display at El Toro's main gate, a McDonnell F2H-2 Banshee reminds viewers of Korean War action, when this jet fighter bomber was flown by Marines of VMA-214.

According to 1stLt William G. Doyle, the air station's current project officer, once the aircraft arrives at El Toro, it is assigned, whenever possible, to a squadron which flew it when the aircraft was in service (El Toro's "Adopt an Aircraft Program"). That squadron then is responsible for maintaining the aircraft and, in some cases, restoring as well as painting and marking it as it would have been when operated. Help in identifying the correct colors and markings is given by the Aviation Curator at the Air-Ground Museum.

A Douglas A4C Skyhawk, for instance, was assigned to VMA-211, the "Wake Island Avengers," because 211 was the first squadron in the Navy and Marine Corps

to receive that model. The aircraft is painted with the VMA-211 insignia and displayed near the main gate.

The Douglas R4D-8 (C-117D) Skytrain was the military version of the Super DC-3. The Skytrain saw service from 1941 to mid-1982 and was used as a passenger and cargo aircraft. Flown initially by the then VMJ-252, among others, it was the last of its model to fly. Currently painted in the colors and markings of Marine Corps Air Station, Iwakuni, Japan, its last station, it now sits across the street from the Officers' Club.

Torpedo attack and bombing was the primary mission of the General Motors TBM-3 Avenger flown by VMTB-232, now VMFA-232. Service began for this aircraft in 1942 and ended in 1957. The Avenger sits temporarily at the main gate awaiting adoption and the building of a protective pavilion.

The Piasecki HUP-2 Retriever was a station aircraft used for search and rescue. Used also as a utility and cargo helicopter, it served in the Marine Corps from 1949-64. The Retriever is now placed next to the entrance to the passenger terminal.

The Vought F4U-5N Corsair also currently sits at the main gate awaiting adoption and final restoration. This carrier-based night fighter was flown by El Toro-based VMF(N)-513 during the Korean War. Corsairs of all models saw service with the Marines from World War II to the end of the Korean War.





A station search-and-rescue, and utility, aircraft from 1949 to 1964, a sturdy Piasecki HUP-2 Retriever now is exhibited at the entrance to El Toro's passenger air terminal.

The McDonnell F2H Banshee, which now sits at the main gate, served the "Black Sheep" of VMA-214 in the 1950s as a jet fighter-bomber.

The North American FJ Fury was deployed with Marine squadrons as a land-based fighter right after the Korean War. The FJ-3 aircraft, painted in VMFA-333's markings, sits at the front gate with the jets that are part of El Toro's history.

The Vought F8U-2NE (F-8E/J) Crusader, seen as you enter the main gate, currently carries the markings of the "Black Knights" of VMFA-323. The Crusader was the first naval aircraft to exceed 1,000 mph. In July 1957, then-Maj John H. Glenn set a speed record by flying from Naval Air Station, Los Alamitos, California, to Floyd Bennett Field, New York, in three hours and 23 minutes in a Crusader.

Just recently a North American B25-J (PBJ-IJ) Mitchell was delivered to El Toro from the Air-Ground Museum. These versatile, light bombers were received from the North American factory in Kansas City and shipped to El Toro for refitting and repainting before being flown on to is-

lands such as Emirau, Green, and the Philippines, where they were based during World War II. El Toro is currently seeking volunteers from past PBJ squadrons to restore the airplane and repaint it in the three-toned camouflage of World War II.

In a few months the fuselage of a Beechcraft C-45 Navigator, affectionately known as the "Bug Smasher," will be reunited with the wings, tail section, and engines

Still painted in the colors and markings of MCAS Iwakuni, Japan, last model to fly of the R4D-8 (C-117D) Skytrain is exhibited across the street from El Toro's officers' club.



Familiar Marine aircraft from 1st MAW service in the Vietnam War, a McDonnell F-4B Phantom is displayed in a take-off attitude at MAG-11 headquarters at El Toro.



that are already at El Toro. The fuselage is now being stored by MAG-41 at Andrews Air Force Base awaiting a C-5 opportune airlift. Once this aircraft is restored, it will be painted up in the bright orange and white colors of a station aircraft and put on display next to the R4D-8.

El Toro also has on loan a Grumman F9F-2 Panther. The aircraft is currently painted in the colors of VMF-311 and is awaiting the location and delivery of a new set of wings. When the restoration is complete this aircraft will join the other historic jets in guarding the main gate.

Plans are underway to move the main gate of El Toro; therefore, additional aircraft are being sought by the station for its new main gate display area.

According to 1stLt Doyle, WES-37 Headquarters building and adjoining hangar will be vacated soon. After renovation and repair the building will house a small museum with exhibit areas, a library, and curator's office. Once the

museum building is complete, the station will work with the staff of the Marine Corps History and Museums Division in determining the type of materials that will be presented in the exhibit space. Appropriate artifacts will be identified and shipped to El Toro from the reserve collections at Quantico.

Once this command museum is open to the public, it will afford an opportunity for people on the West Coast to learn not only about El Toro's past, but also about the history of Marine Corps aviation in general. □1775□

Stearman N2S-3

by Jody Y. Ullmann
Aviation Curator

The Stearman Aircraft Company, formed by Lloyd Stearman in 1926, designed what was to become one of America's most familiar biplanes, the NS/N2S. Over 10,000 of these aircraft were manufactured by the Stearman Aircraft Corporation between 1935 and 1945.

The Model 70 began as a private venture to meet the Army's requirement for a new primary trainer. Although this aircraft won the Army Primary Trainer Contest in 1934, a conflict of funding priorities

allowed the Navy to take the first production order. This Navy version was designated the NS-1 and was powered by the 225 horsepower Wright J-5 engine as a move to use up existing stocks. The aircraft was made of mixed wood and fabric construction and had a welded steel-tube fuselage, fixed main landing gear, and a tail skid. Sixty-one NS-1s were delivered to the Navy between 1935 and 1936.

Between 1936 and 1939 the Navy received 250 N2S-1s with Continental

R-670-14 engines, 125 N2S-2s with Lycoming R-680-2 engines, and 1,875 N2S-4s that were virtually identical to the N2S-3 and included 99 diverted Army PT-17s with R-670-5 engines.

Thousands of Marine Corps, Navy, and Army pilots received their initial instructions in "Stearmans" which were considered ideal for teaching basic flying maneuvers, aerobatics, and takeoffs. Landing the Stearman, however, presented a challenge to inexperienced pilots because of restricted forward visibility, lateral instability during rollout, and rough touchdowns. The latter two problems were solved when the tailskids were replaced by tail wheels in later models. This aircraft was one among a number that have been given the nickname "Yellow Peril" in recognition of its potentially dangerous landing characteristics.

In 1939, Stearman Aircraft Company became identified as the Wichita Division of Boeing Airplane Company. Three years later, full interchangeability between the Army and Navy aircraft was achieved with the Model E-75 powered by the Lycoming R-680-17 engine. Known as the N2S-5, the Navy received 1,450 of this last major production variant for U.S. forces. A limited number of these had canopies, cockpit heating, full blind-flying instrumentation, and hood for instrument training purposes.

The Stearman was phased out of military service after World War II and sold to the public for as little as \$700 each. A large number were sold to foreign nations, such as the Philippines, Cuba, and Canada, for use as trainers. Today, considerable numbers of these aircraft can still be found in the civilian community as cropdusters and hobby aircraft.

N2S-3, Bu. No. 07481, which is currently on exhibit in the Early Years hangar, was flown as a trainer for most of its career at NAS Glenview before being sold at auction. This fully restored trainer was flight delivered to the Marine Corps Air-Ground Museum in 1985. □1775□



Example of America's most familiar biplane, a fully restored N2S-3, Bu. No. 07481, flown as a trainer for most of its career, is displayed at the Air-Ground Museum.

Technical Data

Manufacturer: Stearman Aircraft Company.

Type: Primary trainer land biplane.

Accommodation: Instructor and student pilot.

Power Plant: Continental R-670-4/220 h.p.

Dimensions: Length, 25 ft.; Height, 9 ft., 2 in.; Span, 32 ft., 2 in.

Weights: Empty, 1,936 lbs.; gross, 2,717 lbs.

Performance: (For N2S-5) Max speed, 124 m.p.h.; Service ceiling, 11,200 ft.;

Range, 505 miles; Climb, 440 ft./min.

Armaments: None.

China Marine, Early Pilot, Ordnance Expert Recalled

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

MAJGEN JOHN H. MASTERS, USMC (RET), died on 22 October in Mt. Pleasant, South Carolina. He was 74. He was born in Atlanta, grew up in Anderson, South Carolina, and after attending The Citadel for one year, entered the Naval Academy in 1932, and was commissioned in the Marine Corps. He joined his brother, James M. Masters, Sr., who had become a Marine officer in 1936, the year he himself was graduated from the Naval Academy.

Following normal assignments of sea and shore duty, and a tour as aide to the commanding general of the Marine Barracks, Quantico, MajGen Louis McC. Little, in 1942 Maj Masters was sent to China to join the U.S. Naval Group, China. This unit was known as the Sino-American Cooperative Organization (SACO), or more familiarly as "the Rice Paddy Navy," and was there to train Chinese guerrillas. He returned to Washington in 1944 to become aide to the Commandant, Gen Alexander A. Vandegrift, but returned to China the following year to participate in the occupation of North China, first as commander of 1st Battalion, 5th Marines, and later as regimental executive officer.

In 1947, LtCol Masters once again returned to Washington as aide to Gen Vandegrift and then to Gen Clifton B. Cates, the succeeding Commandant. In the interim period, until his promotion to brigadier general in 1960, he command-



MajGen John H. Masters, USMC, in 1964

ed the 8th Marines, the 2d Infantry Training Regiment, and the 4th Marines. He also filled staff billets as G-3 of Camp Pendleton; FMFPac Force Inspector; Assistant Director of Personnel, HQMC; and Legislative Assistant to the Commandant.

In 1962, Gen Masters was detached for assignment to Okinawa, where he was Assistant Division Commander of the 3d Marine Division, which was then commanded by his brother. Until his retirement in 1969, Gen Masters also served as Assistant Quartermaster General of the Marine Corps; CG of the Marine Corps Supply Center, Barstow; and the Deputy Chief of Staff, CinCLant. He was buried with full military honors in Beaufort, South Carolina, on 26 October.

BGEN BOEKER C. BATTERTON, USMC (RET), died at the age of 83 on 17 July in Springfield, Illinois. He was graduated from the Naval Academy in June 1928, when he was commissioned a Marine second lieutenant. He received his wings in 1929 following aviation instruction at Annapolis and Hampton Roads, Virginia, and was then assigned to the 1st Marine Brigade in Haiti.

In April 1941, he joined the U.S. Naval Aviation Mission to Peru, serving there for three years before his reassignment to the Pacific war and participation in the Okinawa operation. In the postwar period, Col Batterton was assigned as naval attache for air at the American embassies in Cuba, Haiti, and the Dominican Republic. In the Korean War, he commanded Marine Aircraft Group 12 in combat.

Gen Batterton retired in July 1958 and was advanced to brigadier general for having been decorated in combat.

COL GEORGE M. CHINN, USMCR (RET), one of the world's leading authorities on automatic weapons, died at the age of 85 in his home in Harrodsburg, Kentucky, on 4 September. He wrote several books and numerous articles on the subject, including the machine gun section in *Encyclopedia Britannica*.

His most notable work is a five-volume history, *The Machine Gun*. Initiated as a Bureau of Ordnance study, he completed the fifth and last volume a month before his death. He developed the MK 19 40mm automatic grenade launcher, which is currently in the weapons inventories of the armed forces. This weapon is an outgrowth of the 20mm aircraft cannon he had developed earlier.

In addition to his work with weapons, he was a recognized historian of Kentucky. Col Chinn was director of the Kentucky Historical Society, 1968-1970, and wrote a number of books on Kentucky history, including the 436-page *The History of Harrodsburg and the Great Settlement Area of Kentucky*. He was buried with full military honors in Harrodsburg on 8 September.

COL HENRY S. SABATIER, USMC (RET), died in Madrid, Spain, on 6 October at the age of 70. He was buried with full military honors in Arlington National Cemetery on 13 October. Born in Louisiana, Col Sabatier was graduated from Louisiana State University in 1941, following which he was commissioned in the Marine Corps and, after flight training, was designated a naval aviator.

He was a fighter pilot with VMO-251 in the Guadalcanal operation, and was the *Col Henry S. Sabatier, USMC, in 1961*



6th Marine Division air officer in the Okinawa campaign. In 1958, he underwent helicopter transition training and later was assigned to Marine helicopter units.

At the time of his retirement in June 1967, Col Sabatier was a member of the Tactical Nuclear Branch, J-5, of the Joint Chiefs of Staff.

DR. K. JACK BAUER, 61, a former Marine Corps historian and prominent military historian who had published widely, died in Troy, New York, on 17 September.

Dr. Bauer joined the Headquarters Marine Corps Historical Branch in 1955 and was assigned to conduct the research for Volume III of *U.S. Marine Operations in Korea*. In 1957, he left the historical program for the Naval Historical Division, where he assisted RAdm Samuel Eliot Morison in preparing the last few volumes of the latter's monumental 15-volume his-

tory of U.S. naval operations in World War II.

Dr. Bauer became a member of the history faculty of Rensselaer Polytechnic Institute in 1965, where, until his death, he specialized in American diplomatic history and the history of technology.

DR. EUGENE P. BOARDMAN, 76, professor emeritus of Asian history at the University of Wisconsin at Madison, an acknowledged expert on East Asian studies and one of the first Japanese language officers recruited in the Marine Corps before World War II, died on 21 August.

Dr. Boardman received his PhD in East Asian studies from Harvard University and upon his commissioning in June 1941, was assigned with other newly commissioned language officers to the University of Hawaii for further training in Japanese. As he related in his oral history interview, Lt Boardman landed with the 1st Marine Division on Tulagi on 7 August 1942, and

in mid-October was sent to Guadalcanal.

Before the war in the Pacific was over, he had served as a language officer in the Tarawa, Saipan, and Tinian operations. For his service in the war, Maj Boardman was decorated with the Legion of Merit. □1775□

New Uniform Kits Represent 10 Eras In Marine History

(Continued from page 24)

specifications and patterns for the uniforms and a list of possible suppliers, while the contracting staff of Deputy Chief of Staff for Installations and Logistics wrote and published the request for proposal. The New Columbia Company of Charleston, Illinois, won the contract on the basis of price and adjudged capability to deliver a satisfactory product.

New Columbia will produce kits of 10 uniforms, with appropriate accessories for each, for the Museums Branch. Historical periods represented are: American Revolution, Quasi-War with France, War of 1812, Mexican War, Civil War, Spanish-American War, World War I, World War II, Korean War, and Vietnam War. Individual uniforms will cost from \$230 to \$1,105 each, depending upon the period.

A message—161954Z Oct 87, Subj: Period Historical Marine Corps Uniforms Kits for Historical Presentations and Pageants—has been addressed to major bases and commands so that they may purchase new kits, should they desire, directly from New Columbia. The kits held at Museums Branch Activities, Quantico, will be used to service the smaller posts and stations. Major commands with greater resources in O&MMC and non-appropriated funds are expected to procure their own kits. While the new kits will not be ready for this year's birthday observances they should be available for any ceremonies after the first of 1988.

After several years of a lessening response to requests for historical uniforms, it appears that we will be able to answer requests once again at the original level. Meanwhile, the few remaining old historical uniforms can become the basis for museum exhibits. □1775□

Answers to Historical Quiz

Blacks in the Marine Corps

(Questions on page 16)

1. LtGen Frank E. Petersen, Jr., was designated a Naval Aviator in October 1952, and on 27 April 1979 he was advanced to the grade of brigadier general.
2. LtCol Charles F. Bolden, Jr., was selected as an astronaut candidate by NASA in May 1980.
3. Leon Spinks won the title in 1978 by beating Muhammad Ali. Ken Norton was awarded the title by the World Boxing Council the same year because they said Spinks had reneged on an agreement to fight Norton.
4. Obtaining his present rank in May 1984, BGen Jerome G. Cooper also had been the first black officer in the Marine Corps to lead an infantry company into combat.
5. PFC James Anderson, Jr. (one of only five black Marines to win the MOH), was posthumously awarded the nation's highest award for action in Vietnam in February 1967.
6. Camp Johnson, formerly Montford Point, the recruit depot for all black Marines in the 1940s, was named for SgtMaj Gilbert H. "Hashmark" Johnson, one of the first black Marines.
7. Annie L. Grimes, the third black Woman Marine, enlisted in Chicago in 1950, became a warrant officer in 1968, and was also the first black woman officer to retire after a full 20-year career.
8. SgtMaj Edgar R. Huff retired on 28 September 1972, after 17 years as a sergeant major.
9. Retired MGySgt Bill Dower is a familiar figure in a popular series of television beer commercials.
10. LtCol Joseph H. Carpenter, USMCR, was honored at a formal retirement ceremony on 12 June 1987.

Air War in Korea Fostered Major Tactical Innovations

by Robert V. Aquilina
Assistant Head, Reference Section

Marine air support, both fixed-wing and helicopter, proved to be a decisive factor in the outcome of the Korean War. From the first week of August 1950, when eight VMF-214 Corsairs catapulted from the deck of the USS *Sicily*, to the signing of the Korean armistice in July 1953, pilots of the 1st Marine Aircraft Wing (MAW) flew 127,496 combat sorties.

Following the North Korean invasion of South Korea on 25 June 1950, stateside Marine air units were alerted for combat duty. Commanded by BGen Thomas J. Cushman, elements of Marine Aircraft Group (MAG) 33 were quickly deployed to Japanese bases for combat duty.

The first Marine air strikes of the war were launched on 3 August 1950 by fighters from VMF-214. Three days later, air strikes from VMF-322, which operated from the USS *Badoeng Strait*, provided close air support for the Pusan ground defenders.

The first medevacs from Pusan were conducted that same week by helicopters from VMO-6. On 10 August, aircraft from VMO-6 became the first Marine helicopters to rescue a downed pilot.

Three MAG-12 fighter squadrons, VMF-212, VMF-312, and VMF (N)-542, joined MAG-33 units during the Inchon-Seoul operations. Operating from captured Kimpo airfield, they

Test cargo weighing 800 pounds drops 10 feet on experimental metal pallet from HMR-161 helicopter, at a helicopter forward base in Korea in January 1952. The squadron had conducted the

assisted in neutralizing enemy fortifications, and provided close air support for the allied campaign. During mid-October, the majority of Marine squadrons deployed to Korea's east coast in preparation for the Wonsan landing and the subsequent northern deployment of Marine infantry regiments. By late October, Marine and allied units were poised for a drive across northwest Korea to the Yalu River.

The massive intervention of Chinese Communist forces in Korea in late November 1950 tested the aerial abilities of 1st MAW pilots. Contending with the sub-zero temperatures and freezing winds of a Korean winter, Marine RD-4s made repeated airdrops of ammunition and supplies, and evacuated casualties during the Chosin Reservoir campaign. Once more, Marine air cover proved decisive as fighter squadrons protected the 1st Marine Division's breakout southward from Hagaru-ri to Hungnam.

From October 1950 to the end of the war, the 1st MAW supported and participated in numerous Fifth Air Force operations.

Among the operations conducted were massive aerial assaults against enemy supply centers adjacent to the 38th and 39th

first helicopter lift of a combat unit—224 Marines and 17,772 pounds of cargo—in September 1951, as the Corps' operational planners launched the era of vertical envelopment tactics.





Marine F4U-5 Corsair aircraft have blasted the contested area to the front of advancing troops at Hagaru-ri, Korea, in December 1950. Close-air support of Marines proved highly effective.

parallels. Marine Corsairs and Panther jets smashed Chinese Communist and North Korean supply lines north of the battlefield, and continued to support allied positions threatened by North Korean and Chinese Communist probes.

Newly developed radar-controlled bombing equipment and innovations in aerial photographic reconnaissance and night-fighter techniques increased the effectiveness of 1st MAW operations, and enhanced the allied mastery of the skies over Korea.

Marine air-ground teamwork was even further developed in Korea with the tactical use of the helicopter. Many lives were saved on the battlefield, as helicopters dramatically reduced the time required to evacuate a wounded Marine to a field hospital or ship. Nearly 10,000 wounded Marines were evacuated by helicopter throughout the Korean War, and more than 1,000 medevac missions were conducted at night.

As an extension of assault operations in Korea, the Corps developed the tactics of vertical envelopment. The first helicopter lift of a combat unit took place on **21 September 1951** when HMR-161 transported 224 Marines and 17,772 pounds of cargo to the front. The HRS-1 transport helicopters launched a new era as farsighted planners glimpsed the unique potential of vertical envelopment.

The 1st MAW received numerous unit awards and many of its pilots were highly decorated for action in Korea. Thirty-five enemy aircraft were downed by 1st MAW pilots, but air superiority was not achieved at a cheap price. The 1st MAW lost 258 Marines and 174 were wounded in action. □1775□



Marine aviators Maj John F. Bolt, above, and Maj John H. Glenn, Jr., below, earned distinctions in the Korean War. Maj Bolt, who shot down six enemy aircraft in World War II, became the Corps' first jet ace in missions over Korea, sometimes flying as an exchange pilot with the Fifth Air Force. Maj Glenn, later to become an astronaut and a U.S. senator, remained unhurt in spite of 375 holes in his Panther jet, including one six inches wide.



Historical Uniforms to be Available for 1988 Pageants

*By Col Brooke Nihart
Deputy Director for Museums*

For the past 30 years or more historical uniforms have been a traditional feature of Marine Corps esprit-de-corps-building ceremonies such as flag pageants, Marine Corps birthdays, organization birthdays, and historical observations.

These ceremonies in the smaller posts and stations have been supported by a stock of reproduction historical uniforms kept by the Museums Branch Activities,

Quantico, and issued to units making application. Many major bases and commands purchased their own sets of these uniforms.

The Museums Branch's stock of historical uniforms has dwindled over the years from wear and tear and non-return to the point that only Quantico and Headquarters Marine Corps could be supported for the ceremonies sur-

rounding the 10 November birthday. Last year, when the matter was brought to the Commandant's attention, he observed that the historical uniforms had become a desirable tradition which Marines had come to expect. While the uniforms were not inexpensive, money was nevertheless found for the project.

Curator of Material History, Kenneth L. Smith-Christmas developed the
(Continued on page 21)

Among the ceremonial reproduction Marine Corps uniforms which will become available next year are, from left, "Ser- geant, 1848;" "Lieutenant, 1861;" and "Private, 1917." Kits will each contain 10 historical uniforms, with accessories.

