

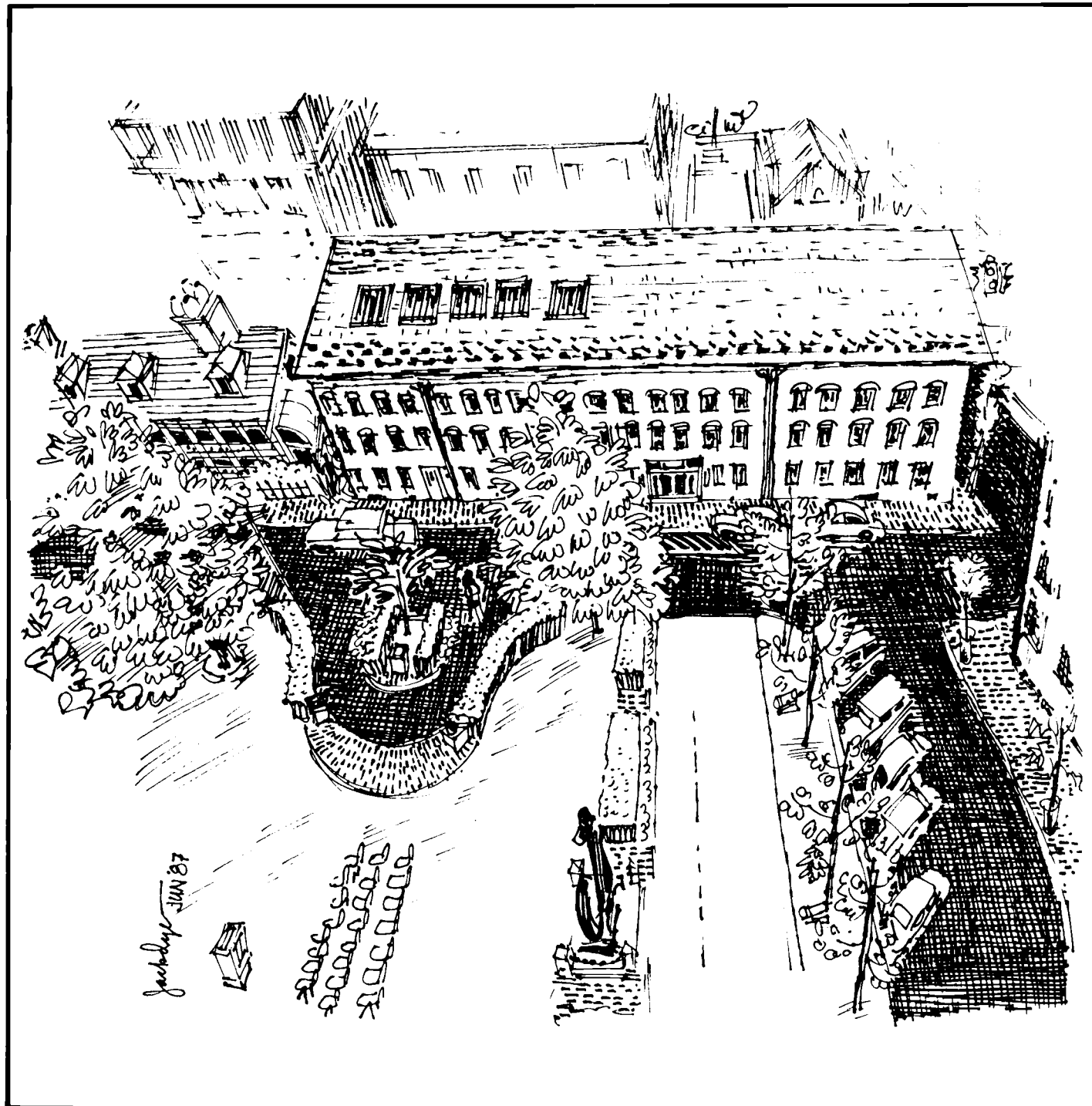
FORTITUDINE

NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

VOLUME XVI

SPRING 1987

NUMBER 4



HISTORICAL CENTER CELEBRATES ITS TENTH ANNIVERSARY . . . SCULPTOR TELLS HOW VIETNAM MEMORIAL CAME TO SAN ANTONIO . . . PACIFIC MONUMENTS STUDIED . . . WATERHOUSE PAINTS CIVIL WAR MARINES IN FORT FISHER ACTION . . . NEW MARINE SECURITY GUARD PACT SIGNED . . . FLIGHT LINES: D-558-1 SKYSTREAK

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

PCN 10401220100



HISTORY AND MUSEUMS DIVISION

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

DIRECTOR
BGen Edwin H. Simmons, USMC (Ret)

HISTORICAL BRANCH
Col James R. Williams, USMC
Deputy Director for History

Mr. Henry I. Shaw, Jr.
Assistant Deputy Director for History
Chief Historian

Histories Section: Mr. Jack Shulimson; LtCol Gary D. Solis, USMC; Maj G. Ross Dunham, USMC; Maj Charles D. Melson, USMC; Mr. Charles R. Smith; Dr. V. Keith Fleming, Jr.

Reference Section: Mr. Danny J. Crawford; Mr. Robert V. Aquilina; Mrs. Ann A. Ferrante; Miss Lena M. Kaljot; Mrs. Regina Strother.

Oral History Section: Mr. Benis M. Frank; Mrs. Meredith P. Hartley

Archives: Mrs. Joyce E. Bonnett.

MUSEUMS BRANCH
Col F. B. Nihart, USMC (Ret)
Deputy Director for Museums

Mr. Charles A. Wood
Chief Curator

Artist-in-Residence
Col Charles H. Waterhouse, USMCR

Marine Barracks, Special Projects: Mr. Richard A. Long. *Exhibits:* Mr. Carl M. DeVere, Sr.; SSgt Michael V. Gaither, USMC; Mr. Benny L. Lenox, Sr. *Art:* Mr. John T. Dyer, Jr. *Personal Papers:* Mr. J. Michael Miller. *Registrar:* Vacant.

Museums Branch Activities, Quantico
LtCol Rudy T. Schwanda, USMC
Officer-in-Charge

Assistant Officer in Charge for Branch Activities: Mr. Kenneth L. Smith-Christmas. *Assistant Officer in Charge for Museums Operations:* Capt Jetty W. Swebston, USMC.

Ordnance: Vacant. *Restoration:* Mr. Joseph E. Payton. *Aeronautics:* Mrs. Jody Y. Ullman. *Exhibits:* Mr. Ronald J. Perkins. *Uniforms:* Mrs. Nancy F. King. *Security:* SSgt Paul C. McKenna, USMC

SUPPORT BRANCH
Maj Arthur F. Elzy, USMC
Head/Division Executive Officer

Administrative: CWO2 J. C. Owens, USMC; Sgt Ronald E. Henry, Jr., USMC. *Security:* GySgt C. W. Viar, USMC. *Library:* Miss Evelyn A. Englander.

Publications Production: Mr. Robert E. Struder. *Production:* Mrs. Catherine A. Ketns. *Graphics:* Mr. William S. Hill. *Typesetting:* PFC Javier Castro, USMC.

Editor, *Fortitudine*
Mr. Robert E. Struder

FORTITUDINE

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

Volume XVI

Spring 1987

No. 4

This quarterly newsletter of the Marine Corps historical program is published for the Corps and for friends of Marine Corps history in accordance with Department of the Navy Publications and Printing Regulations NAVEXOS P-35. Individuals and institutions desiring *Fortitudine* on a complimentary regular basis are invited to apply to: History and Museums Division, Headquarters, U.S. Marine Corps (HDS-1), Washington, D.C. 20374-0580.

The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing of this publication have been approved by the Navy Publications and Printing Policy Committee.

TABLE OF CONTENTS

<i>Director's Page:</i> Marine Corps Logistics in World War II.....	3
<i>Readers Always Write:</i> Saw China Marines Sail Away;	
That Was No Arisaka!.....	10
<i>Acquisitions:</i> Donated Ammo Pouch Helped Save Khe Sanh Vet's Life.....	12
'Hill 881 South': San Antonio's Vietnam Memorial.....	13
Steps Taken to Improve Memorials to Pacific War Dead.....	16
The Historical Center at Age Ten: Retrospective and Prospective.....	17
Fifty-Five Student Volunteers Have Aided Center's Work.....	20
Senior Assistants Make Major Contributions.....	21
Students Who Together Gave a Decade of Service to Marine History.....	22
<i>Historical Quiz:</i> Marines in the Movies.....	22
Among Queries, Gen Kelley's on Predecessors.....	23
Fort Fisher Panorama Boosts Marine Historical Art Series.....	24
Marine Guards, Foreign Service Have 200-Year-Old Ties.....	27
<i>Historical Essay:</i> Message Sent to U.S. Diplomatic Posts with Marine Security Guards.....	28
<i>New Books:</i> Two Firms Sell Reprints of Korean War Volumes.....	31
<i>Answers to Historical Quiz:</i> Marines in the Movies.....	31
<i>In Memoriam:</i> Corps Mourns Medal of Honor Holder Gen Frank Schilt.....	32
<i>Flight Lines:</i> D-558-1 Skystreak.....	35
<i>Korean War Chronology:</i> July-December 1952.....	36
<i>Historical Foundation Notes:</i> Annual Report Cites Burgeoning Rolls, Programs.....	38

THE COVER

The Marine Corps Historical Center, located along Leutze Park in the "historic district" of the Washington Navy Yard, is celebrating its tenth anniversary this year. The building which houses the Center, seen in the gull's-eye view by art curator Maj John T. Dyer, Jr., USMCR (Ret), is on the site of a pre-1814 structure and is itself a mid-19th century building, converted to a Marine barracks in 1941 and remodeled in the late 1970s for use as the Historical Center. Neighbors on the Yard are the Naval Historical Center, at right in the drawing, and Quarters B, home of the Commandant, Naval District of Washington, at left. Historic Tingey House, residence of the Chief of Naval Operations, is outside of the picture at the left.

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 newsletter is printed on 70-pound, matte-coated paper by offset lithography.



BGen Simmons

Marine Corps Logistics in World War II

Professional development seminars are very much in vogue just now at Headquarters, U.S. Marine Corps. In January I was invited to speak by the Department of Installations and Logistics to one such seminar on Marine Corps logistics in World War II. I took with me a vintage copy of the *Marine Corps Manual* 1940 edition. This was the basic administrative manual throughout World War II.

It was very complete. There were 31 chapters that dealt with everything from "Entry into the service" to "General Accounting Office," but there was no chapter on logistics. "Logistics" was not even to be found in the index. There were, however, some interesting entries under the heading of "Expeditionary service." As for example:

When serving with Army.—

Marine officers commanding detachments of marines under orders to act on shore, in cooper-

ation with troops of the United States Army, and during the time such detachment is acting or proceeding to act, shall make requisitions upon the officers of the Quartermaster Corps, United States Army, for the necessary camp equipage, also for the necessary transportation for officers and troops, their baggage, provisions, and cannon.

There was also guidance on the issue of field hats. The field hat or "campaign hat" was considered the mark of the Marine on expeditionary service. The *Manual* provided that, "In the event of mobilization, the necessary field hats to complete uniform equipment of personnel will be issued at the point of mobilization."

There was a list of articles of clothing and equipment to be taken by each enlisted Marine embarked for foreign tropi-

cal expeditionary duty. Commanding officers were enjoined to ensure that each article was in good and serviceable condition and were also to see to it that each man was "supplied with a clothing bag, and the necessary toilet articles, including toilet and washing soap."

Commanding officers were also authorized, when in the field, to obtain "such quantity of straw or hay for the bedding of troops" as they "may deem necessary to preserve the health of the troops."

The words "amphibious" and "amphibious operations" did not appear in the *Marine Corps Manual*. Until 1941, the Marine Corps had never deployed a unit larger than a brigade. The expeditions of the 1920s and 1930s to such places as Haiti, Santo Domingo, Nicaragua, and China were probably well served by the *Marine Corps Manual*, but they were not in any sense amphibious. They all involved disembarkation by way of established harbors and commercial piers.

Captured Japanese trucks were used to deliver combat gear and supplies to Marines moving toward front lines on Guadalcanal in December 1942. Slightly more than a year later, Lt Simmons' assignment was to help unsnarl a South Pacific supply logjam.

Department of Defense (Marine Corps) Photo 51400





Department of Defense (Marine Corps) Photo 94308

Marine amtracs are “parked” at a devastated Guam beachhead from the 5th Field Depot began landing supplies “on the heels on 22 July 1944, ready for offshore supply runs. Shore party teams of the assault battalions at H plus two hours” on 21 July.

The far-sighted work that the Marine Corps did in getting ready for amphibious operations was a largely theoretical effort done at Quantico and tested out in rather modest-sized Fleet exercises. Even earlier studies were done by Marine Corps and Navy officers at Newport before World War I.

One of these Marine Corps officers was George C. Thorpe, who is best known in Marine Corps history for the adventures he had as a captain in 1903. It was in that year that Capt Thorpe and 19 Marines, mounted on mules and camels, escorted a diplomatic mission in a 300-mile march from the Horn of Africa to the court of Ethiopia’s Emperor Menelik II in Addis Ababa. Thorpe came out of Africa with a medal from Menelik and two live lions that the Emperor sent as presents to President Theodore Roosevelt.

Thorpe went to the Naval War College in Newport in 1914, first as a student and then on the staff. There he wrote a book, published in 1917, entitled *Pure Logistics: The Science of War Preparation*. This book, forgotten for many years, was rediscovered a few years ago and republished by the National Defense University Press. The editor of this new edition, military historian Dr. Stanley L. Falk, says that

“Thorpe . . . may well be one of the few military thinkers anywhere in the world to employ the term [logistics] prominently at this time [1917]—and almost certainly the only one to attempt to define it carefully as a science.”

As a sampling, here are two quotations from *Pure Logistics*:

Napoleon never used the word *logistics*. Of course he employed all the elements of Logistics necessary to war in his day, as he did the elements of Strategy and Tactics. But while he conceived of the two last-named functions as distinct divisions of labor, he did not realize (except, perhaps, when it was too late) that logistical functions comprised a third entity in war functions.

And,

Nearly every civilian is familiar with the terms *strategy* and *tactics*, and nearly all intelligent patriots know that the former has reference to the general plan for the employment of the nation’s

fighting forces and the latter to the manner of fighting. But, if we may judge of the matter from the silence of books on the Science and Art of War, the conclusion is irresistible that the military themselves know next to nothing about Logistics.

The Marine Corps does not appear in Thorpe’s book nor do the words “amphibious operations,” although he does make passing mention of advanced base forces. A straight-line relationship between *Pure Logistics* and the subsequent development of a viable amphibious doctrine at Quantico cannot be demonstrated, but it can be assumed some of the individual officers involved had read and were influenced by the book.

The evolution of amphibious doctrine is a large subject in itself. It is enough to say, in the way of a very quick summary, that our doctrine was built on an analysis of the mistakes made by the British at Gallipoli in 1915 and that by 1934 Marine Corps thinkers had collected their findings into a *Tentative Manual for Landing Operations*.

The two major logistical considerations

inherent in the tentative doctrine were the matters of ship loading and unloading, and the ship-to-shore movement.

Most of the contributors to the *Tentative Landing Operations Manual* were veterans of World War I and they perceived the ship-to-shore movement in terms of their experiences in Western Front attacks in 1918; that is, the equivalent of an artillery preparation, approach march, deployment, and assault by infantry.

Two major problems to be solved were getting the troops off the ships and into their landing boats and then controlling and guiding their movement to their assigned beaches. The general concept was that the troops and landing craft should be transported together. That is, the attack transport was envisioned as a tactically self-sufficient ship capable of transporting and landing the embarked troops.

"Combat unit loading" of the transports was considered the key to amphibious logistics. It was seen as a practical process designed to make supplies and equipment immediately available to the assault troops in the order needed, disregarding, to a large extent, the amount of cargo space that might be wasted.

Each amphibious ship's company was to have a Marine officer who was designated the TQM or transport quartermaster, the equivalent of today's combat cargo officer.

The *Tentative Manual* provided for a beach party commanded by a naval officer designated as the beachmaster and a shore party commanded by an officer of the landing force. The beach party and shore party were independent of each other.

This concept did not get a realistic testing until landing exercises in the summer of 1941. There was a considerable delay in unloading because of the divided responsibility and an inadequate number of labor troops. The deficiencies were duly reported by the landing force commander, MajGen Holland M. Smith, to the Commander in Chief, Atlantic Fleet, Adm Ernest J. King, and by the summer of 1942 the consolidation of the beach and shore parties under landing force control was reflected in a change to *FTP-167*, the successor to the *Tentative Manual*.

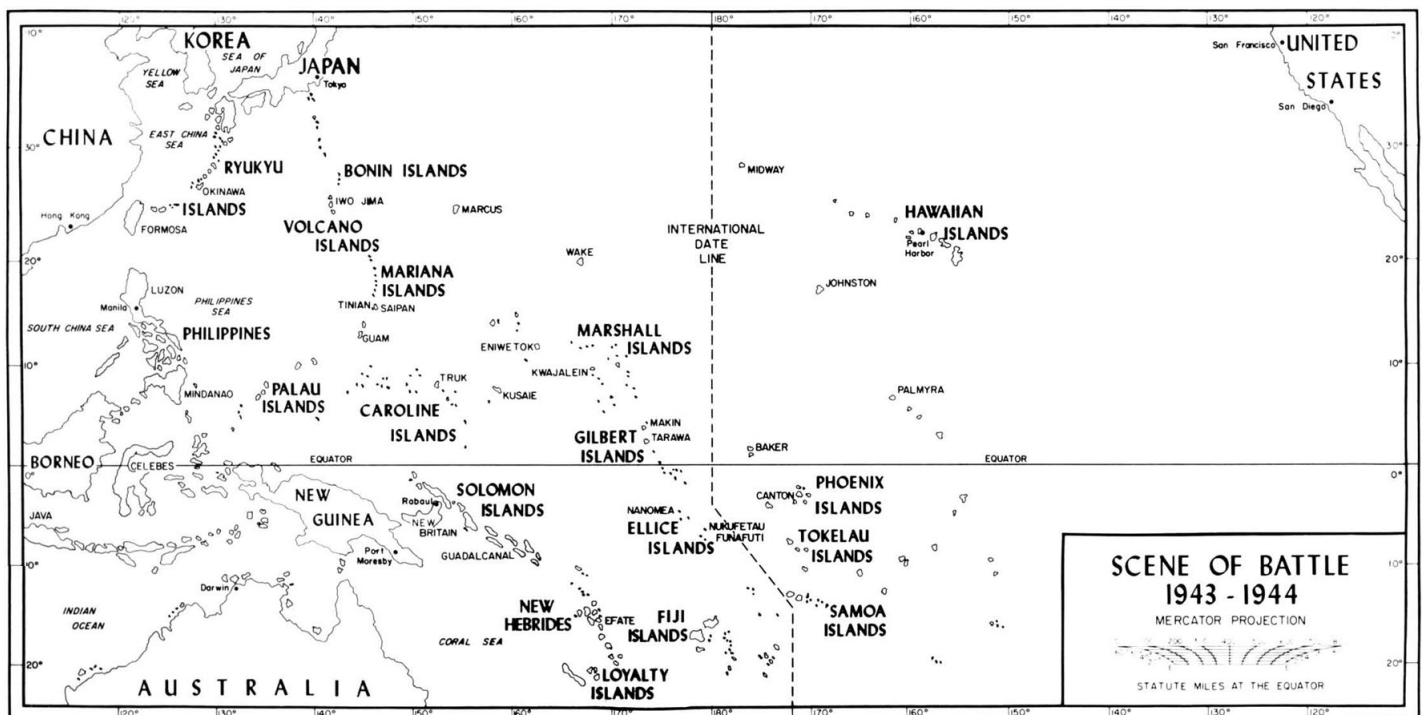
The Marine Corps had also moved toward solving the labor problem by adding a pioneer battalion to the Marine division. The pioneer battalion was the immediate ancestor of the shore party battalion which, in turn, has now become the landing support battalion.

I was a second lieutenant undergoing instruction at Quantico during the summer of 1942 and I remember well that there were certain fundamental rules that were drilled into us. One was that a Marine should never be separated from his

pack; the ship that carried him should also carry everything he needed to fight. Another rule was not to put all your eggs in one basket, or, more correctly, spread loading so that the loss of one ship and its contents would not jeopardize the operation. And you had to be able to unload selectively so that flow of weapons, equipment, and supplies ashore and its contents would be responsive to the demands of the tactical situation.

As for the ship-to-shore movement, all the basic types of landing craft derived from the famous Higgins boat were well along in their development by 1938. Similarly, the Roebling "Alligator," invented for rescue work in the Florida Everglades, was adopted by the Marine Corps in 1940 and became the prototype of the IVT family of amphibian tractors. Roebling did not have facilities for mass production of his "Alligator" and the first production model of what was designated the IVT(1) came off the assembly line of the Food Machinery Corporation plant at Dunedin, Florida, in July 1941.

Not much thought was given to continued logistical support once the landing force was ashore. The pat answer was that after the Marines had established an adequate beachhead, the Army would land behind them and provide a generous logistical tail until the Marines could leave to go fight some other place. A variation





Department of Defense (Marine Corps) Photo 110128

LVTs carry the initial Marine assault force toward Iwo Jima at H-hour on 19 February 1945. Since Iwo is not surrounded by a reef, planners expected an easier transfer of logistical items.

But a heavy sea broached many landing craft and experimental use of pallets to mount out up to 50 percent of units' supplies, in the absence of special handling equipment, was unsuccessful.

to this optimistic solution was that the Navy would land behind the Marines with all the paraphernalia needed to establish an advanced base. The first testing, in a limited and almost catastrophic way, of this rudimentary logistic doctrine would come at Guadalcanal in the late summer of 1942.

The D-4 (we were not yet using the designation G-4) of the 1st Marine Division at the time of Guadalcanal was Lieutenant Colonel Randolph McCall Pate, a future Commandant. The planning time for the Guadalcanal operation was almost impossibly short. The second echelon of the 1st Marine Division arrived at Wellington, New Zealand, on 11 July 1942 and was immediately put to work loading out the division. Most of the supplies were still in their commercial pack and these cardboard boxes deteriorated rapidly in the incessant rain. Despite all the difficulties, the division was able to sail from Wellington, with 60 days of supplies and 10 units of fire, on 22 July.

There were two simultaneous landings on 7 August, one on Tulagi and one on Guadalcanal itself. There was some stiff fighting on Tulagi but for-

tunately there was no Japanese resistance at the water line at Guadalcanal where the main effort was being made. Before the day was done the Guadalcanal beaches were in a mess. The 500-man 1st Pioneer Battalion just could not handle the unloading from the landing craft onto the beaches and then the movement to the supply dumps. The division commander, MajGen Alexander A. Vandegrift, would not draw down on his fighting strength to provide additional working parties. The Navy did put some sailors ashore to help. From the Guadalcanal experience came the rule of thumb that it took a hundred men on the beach for each ship that was discharging cargo. Air attacks that afternoon further interrupted the unloading. Next day there were more attacks, but fortunately for the Marines, the Japanese concentrated their attention on the shipping rather than the beaches. That evening RAdm Kelly Turner, the amphibious task force commander, informed Vandegrift that he would be taking his transports out of the objective area in the morning.

Before the night was over, a bad situation got worse. A Japanese surface task force came into Sealark Channel, separating Tulagi from Guadalcanal, and, in what

came to be called the Battle of Savo Island, sank most of the cruisers in the screening force. Next day Kelly stayed with his transports as long as he dared, but when he sailed away on the afternoon of 9 August the Marines were left on the beach with just four units of fire and a scant 37 days of rations. For two months or more the Marines ashore at Guadalcanal stayed alive by virtue of scant supplies landed in the first 48 hours, captured Japanese stores, and emergency resupply brought in by transport destroyer "blockade runners" and air transport. Malaria and malnutrition caused far more casualties than Japanese bullets.

The 1st Amphibian Tractor Battalion landed with the division at Guadalcanal and a company of the 2d Amphibian Tractor Battalion landed at Tulagi. Their LVTs were not used to land troops but purely as cargo carriers. Much of the work of moving supplies from beach dumps to permanent sites was done by amtracks. Later they were used with mixed success as artillery prime movers. There were also brave but misguided efforts to use them as light tanks and armored personnel carriers.

The first real testing of LVTs as assault vehicles in the ship-to-shore movement would come a year later. At Tarawa the 2d Marine Division had to land directly against a heavily fortified beach. On the tiny island of Betio, the Marines intended to land 732 wheeled and tracked vehicles plus 205 trailers. An orderly logistical effort would require that beach party and shore party units land with the assault battalions.

The shore party plan for Tarawa was predicated on there being enough space within the beachhead for the unloading of supplies and evacuation of casualties. But during the first day at Betio the assault waves were not able to clear the beach; they fought with their backs against the sea. It had been assumed that much of the unloading of incoming boats could be concentrated at the long pier that jutted out into the lagoon from the waist of Betio island. A trickle of supplies moved by landing craft—LCVPs and LCMs—to the end of the pier and from there could best be moved to the front lines by LVTs. During much of the first day, the wounded were placed in rubber boats and towed by hand to the edge of the reef where they were transferred to landing craft. Later, as LVTs became available, the wounded were brought back by tractor to the end of the pier, given emergency treatment, and then moved by landing craft back to the transports.

The great positive logistical lesson of Tarawa was that amphibian tractors could cross reefs and then go on to land troops and supplies on a hostile beach. Tarawa

also proved that a transfer could be made at the reef line from landing craft to amphibian tractors.

While these epic events were taking place in the Pacific, I was still safely at Quantico. After graduating from the Reserve Officers Course—the wartime equivalent of The Basic School—in late August 1942, I was kept on at Quantico to be a platoon leader in the Officer Candidates Course which was then expanding. After awhile it was discovered that I had graduated from Lehigh University. It was assumed that if I was from Lehigh I must be an engineer, and I was made an instructor in map reading. No one seems to have noticed that I actually had graduated with a degree in English and journalism.

After a little more than a year at Quantico, I was transferred, as a first lieutenant, to the Training and Replacement Command at Camp Lejeune and I sailed from Norfolk with a replacement company in December 1943 and after some adventures en route I arrived at the transient center in New Caledonia in January 1944. The Bougainville operation was still being fought. It was determined that by virtue of my being a Lehigh graduate and an instructor in map reading at Quantico that I was a trained engineer and I was ordered, to Branch 3, 4th Base Depot.

No one at the transient center was quite certain where Branch 3, 4th Base Depot, might be or even what it was, but it was reported that it had come off Bougainville and was somewhere in the middle Solomons. It was suggested that I go to

Guadalcanal and inquire as to its whereabouts.

I took passage on an LST bound for Guadalcanal. It was the first time I had ever seen an LST. I was very seasick. At that time, as I remember, the Navy still tethered barrage balloons to the fantails of landing ships, the theory being that obliging Japanese bombers would fly into the cables.

My LST went to Tulagi rather than Guadalcanal which lay ominously across Iron Bottom Sound. At Tulagi I learned that my Branch 3, 4th Base Depot, was at Banika, one of the Russell Islands, some miles to the north. I got a ride to Banika on a patrol craft of some sort.

Once there I learned that the 4th Base Depot had been activated at Noumea, New Caledonia, a year earlier, on 1 April 1943, as a direct result of the logistical logjam in the South Pacific. Despite the Army's best efforts there was a confused tangle of equipment and supplies piled up at New Caledonia and Guadalcanal which had threatened to sideline the New Georgia operation. The 4th Base Depot, with 61 officers and 1,367 men, moved first to Guadalcanal and then to Banika to relieve the situation.

They had done a good job at both New Georgia and Bougainville. To support Bougainville they had established a forward base at Vella Lavella and then Branch 3 had moved to Puruata, a little island just off the Cape Torokina beaches which proved to be a favorite dumping ground for Japanese medium bombers.

Snapshot from the official "Guam Operation" scrapbook of "Fifth Field Depot, Supply Service, FME, Pacific, 21 July to 30 Aug. 1944" shows weather-proofed Ordnance Company equipment area. Scrapbook is recent addition to Historical Center collection.





The 5th Field Depot's Guam scrapbook, which Gen Simmons shot of the "engineer assembly department" in 1944. FMFPac as a young officer helped to compile and design, includes snapshots of the "engineer assembly department" in 1944. FMFPac Supply Service became FMFPac Service Command in June 1945.

About the time of my arrival, Branch 3, 4th Base Depot, was redesignated the 5th Field Depot. It was organized as an over-large battalion with seven organic companies: Headquarters, General Supply, Engineer, Signal, Ordnance, Motor Transport, and Military Police.

I was assigned to the Engineer Company and, because of my supposed expertise in mapping, was made the Survey and Reconnaissance officer. As such I was sent to the neighboring island of Pavuvu to help lay out the camp for the 1st Marine Division which was returning from Cape Gloucester. It is enough to say that the 1st Marine Division despised its camp at Pavuvu.

At this time it was expected that the next operation for the I Marine Amphibious Corps and the 3d Marine Division would be a landing against Kavieng, a large Japanese base on New Ireland. This operation was cancelled, but a detachment from the depot did go with the 4th Marines on what turned out to be the bloodless conquest of Emirau Island, off of Kavieng.

The center of gravity of the Marine effort in the Pacific was now shifting from the South Pacific to the Central Pacific. In the offing was the Marianas campaign with landings planned for Saipan, Guam, and Tinian in that order.

D-day for V Amphibious Corps at Saipan was 15 June 1944. A 7th Field Depot had been organized for the Saipan landing. The landing of III Amphibious Corps at Guam, originally set for 18 June, had to be delayed because of the great naval air battle known as the Marianas Turkey Shoot, until 21 July.

During the assault 5th Field Depot was to provide shore party teams to the 3d Marine Division, which was to land near Asan north of Agana on Guam, and to the 1st Provisional Marine Brigade, which was to land near Agat south of Agana. The first of these teams began landing on the heels of the assault battalions at H plus two hours. Under their respective Shore Party commanders, the 5th Field Depot teams along with other service and pioneer units began the business of landing supplies over the shelf-like coral reef jutting out a quarter to a half mile from the beach. Chief Japanese interference was from isolated strong points and sniper fire, with occasional sporadic mortar and light artillery fire. On the brigade front, one 75mm Japanese gun in the nose of coral that separated White from Yellow beaches knocked out 17 amtracks.

Pontoon barges were brought in lashed to the sides of LSTs and anchored just off the reef's edge to be used as unloading platforms for the transfer from landing craft to LVTs and DUKWs—a "DUKW" was a rubber-tired amphibious truck developed by the Army which was particularly useful for the landing and movement inland of artillery ammunition.

My own particular job, primarily, was to verify the suitability of the supply dump locations that we had picked out largely on the basis of aerial photographs. To our dismay, most of the nice smooth patches of open grassland we had selected turned out to be unusable rice paddies. The best site allocated to us was at the base of Orote peninsula and it was the scene of a bloody

tank and infantry battle a day or so before our occupancy. In cleaning up the area we buried nearly a thousand Japanese in an area of less than a hundred acres. The rats, flies, and smells of the area were beyond adequate description.

After about a week of shore party operations the 5th Field Depot pulled its pieces together and began functioning as a unit, moving increasingly into a garrison mode. By the end of the month the depot was in a semi-permanent 1,000-man camp with five smaller camps for outlying companies and sections. In addition to its organic companies, two ammunition and six depot companies had been added to the depot. The rank and file of the ammunition and depot companies were black Marines. All officers were white. Both kinds of company had black NCOs but the more technical ammunition companies had white staff NCOs.

The 3d Marine Division stayed on at Guam. The 1st Provisional Marine Brigade went back to Guadalcanal and became the 6th Marine Division.

With the organization of Fleet Marine Force, Pacific, in August 1944 all the field depots and base depots were brought together into a Supply Service. At that time, in addition to the 5th Field Depot at Guam and the 7th Field Depot at Saipan, there was a 1st Field Depot in New Caledonia, a 3d Field Depot in New Zealand, and a new 8th Field Depot being formed in Hawaii. The 4th Base Depot remained in the Russell Islands and there was a 6th Base Depot at Oahu.

Peleliu had been fought while we were still mopping up on Guam. Iwo Jima would come next. Eighth Field Depot was ear-marked to go to Iwo in support of V Amphibious Corps which would include the 3d, 4th, and 5th Marine Divisions.

Since Iwo is not surrounded by a reef, it was supposed that all types of landing craft would be able to beach without the time-consuming transfer at the reef line. This supposition led V Amphibious Corps to authorize subordinate units to mount out up to 50 percent of their supplies on pallets. Pallets were something brand-new to the Marines. I remember that the 5th Field Depot established a "pallet factory" on Guam where, with the help of a working party from the 3d Pioneer Battalion, a rude assembly line was set up and pallets turned out at the rate of 350 a day. It was also planned to use Marston matting to overcome the trafficability problem of soft sand and volcanic ash.

The first wave of LVTs hit the beach at 0859 on 19 February 1945, one minute ahead of schedule. It was an open beach and a heavy sea was running. The landing of supplies was difficult. Many of the landing craft broached.

Pallets were not a great success. They were heavy and awkward. There was no special handling equipment. There weren't even proper tools to cut the steel banding. In many cases this was done with bayonets or by Marines swinging axes.

The Marines left Iwo on 27 March. There was one more great battle to be fought before the war would end—Okinawa. The Tenth Army would have two corps at Okinawa. One would be the Army's XXIV Corps. The other would be the III Amphibious Corps with the 1st and 6th Marine Divisions.

To quote an Army historian, the logistics plan for Okinawa "was the most elaborate one of its kind developed during World War II, involving prearranged movement of both assault and cargo shipping over vast ocean distances." The supply line stretched 6,000 miles across the Pacific, with 11 different ports of call, to support the mount-out of 193,852 troops encumbered with some 824,567 measurement tons of cargo loaded into 458 assault transports and landing ships. After the assault phase, a staggered series of supply shipments would replenish the Tenth

Army in accordance with a prearranged schedule.

To assist in logistical planning and preparations, FMFPac established a 1st Field Service Command in the Marianas, to concern itself primarily with the 2d and 3d Marine Divisions, and a corresponding 2d Field Service Command on Guadalcanal to assist the 1st and 6th Divisions. These Field Service Commands were essentially liaison units between the supported units and the Marine Supply Service in Hawaii. In some minds, they were an unnecessary echelon.

The 7th Field Depot, veterans of Saipan, was assigned to the III Amphibious Corps for Okinawa. The Army's XXIV Corps and our III Amphibious Corps landed abreast across the Hagushi beaches on the western side of the narrow waist of the island on 1 April. There was no opposition.

The initial lack of resistance allowed the Marines to get ashore at an accelerated rate, but this upset the unloading schedules. There weren't enough landing craft to bring both troops and cargo ashore. Trucks and other prime movers were also slow in getting landed and it soon developed that neither Marine division had enough motor transport to supply itself adequately nor to move its artillery.

Initially the beaches were worked by battalion shore parties. By nightfall the divisions had assumed control of shore party operations. There was a coral reef. LVTs and DUKWs shuttled cargo across the reef. Only at high tide could landing craft cross over the reef and then only at certain places.

Unloading was further disrupted by *kamikaze* attacks against the shipping, the congested nature of the beaches, and the difficulties of movement inland because of the poor roads which the spring rains turned into bottomless mud. A chronic shortage of artillery ammunition was aggravated by the sinking of three ammunition ships by *kamikazes*. Even so, the immense tonnages I mentioned earlier making up the assault and the echelon of resupply were all unloaded by the end of April.

The III Amphibious Corps began the campaign with four LVT battalions and a total of 421 amphibian tractors. By the end of the operation there were only 146

tractors still in operation. Supply of the front lines was sometimes done by air drop, sometimes in very imaginative ways. As for example, Marine torpedo bombers were used to drop prepackaged loads to both the Army and the Marines.

The mount-out for Okinawa had demonstrated that the Marine Corps supply system in the Pacific was overly cumbersome. There were also great morale problems in the Supply Service. There were serious racial problems. The ammunition companies, who had a definite mission and who tended to have better officers, performed better and had better morale than the depot companies. The depot companies, who were parcelled out in working parties, did not have this sense of mission. They needed good leadership and in many cases they did not get it.

The Chief of Staff, Fleet Marine Force, Pacific, BGen Merritt A. Edson, began to give the organization of the Marine Supply Service and its related morale problems some personal study. This was "Red Mike" Edson who had commanded the 1st Raider Battalion and the 5th Marines on Guadalcanal, who had also been at Tarawa and Saipan, and who had the Medal of Honor, the Navy Cross, the Silver Star, and two Legions of Merit.

On 1 June 1945, Supply Service, FMFPac, was redesignated as Service Command, FMFPac. The 7th and 8th Field Depots became the 7th and 8th Service Regiments. Instead of one large battalion, the service regiments were subdivided into three manageable battalions. Shortly thereafter Gen Edson was made commander of Service Command.

He recognized the importance of what we then called "public relations" and what is now called "public information" to morale. He wanted the Marines of Service Command to have pride in what they were doing and to get some recognition for it. He had a good public relations officer detailed to his staff and that officer knew me. I was sent to Okinawa with a very fine photographer to see if I couldn't get some favorable publicity for the 7th Service Regiment. That gave me the opportunity to observe the mount-out for China. But also, by that time, the war had ended and so must this piece on Marine Corps logistics in World War II. □1775□

Saw China Marines Sail Away; That Was No Arisaka!

LEFT BEHIND IN SHANGHAI

A footnote to the article "On the Trail of the China Marines" (*Fortitudine*, Winter 1986-1987). After World War II I was in North China for a time in charge of public affairs for the 1st Marine Aircraft Wing, and returned as a civilian in 1947, based in Shanghai, as a U.S. Information Service officer.

With the advance of the Communist army our military was ordered out. In Tsingtao, our major naval base, some 1,600 Marines sailed away leaving one battalion afloat in case needed to evacuate Americans.

Although warned to leave by our Consulate, some 2,000 Americans remained in Shanghai. We worked up an elaborate evacuation plan. Shanghai was divided into sections. A member of the Consulate living in that part of town was appointed as leader and issued a shortwave radio. Collection points were established: the Columbia Country Club, the American School, and the Consulate itself.

Each section leader was assigned a squad of Marines from the 700-man force living on the USS *Bayfield* anchored in the Whangpoo. The main collection station was on the Whangpoo opposite where the *Bayfield* was moored. A messhall was established, supplies laid in, while *Repose*, a Navy hospital ship stood by.

The idea was, in a crisis, word would be spread by radio and runners. Americans were to head for the nearest collection center. Here, Marines would help keep order. Passports would be given a quick examination. People would be moved by truck, through back alleys, if necessary, to the central collection point where they would be taken out to sea.

In April 1949, a million Chinese Communist troops swarmed across the Yangtze, in the process catching the British sloop, *Amethyst*, like a sitting duck. China's rivers had become a dangerous place for foreign warships. Our Navy ships, waiting for evacuation, were ordered to up anchor and leave for the ocean. They were the last Marines in China for a generation.

Meanwhile, I, along with a small group,

was asked to "stay behind" in Shanghai. Our Consulate was on the Bund, next to the British Consulate, overlooking Garden Bridge Park, Garden Bridge, and Soochow Creek.

As the Nationalists retreated they left their rear guard stretched out along Soochow Creek. The Communists came from the other direction and our Consulate wound up in no-man's-land. We took a lot of hits, but that is another story. Six months later the Communists allowed some of us to leave.

Maj Earl J. Wilson, USMC (Ret)
Potomac, Maryland

SHARP-EYED MARINE READER

I had the opportunity of reading an article in *Fortitudine*, Vol XVI, Number 2 of Fall 1986 about the Japanese military rifles. It really stimulated my enthusiasm upon seeing the photograph of the rare "Type 44" Arisaka carbine donated by GySgt Carl R. Lobb, in which I myself per-

sonally own one but of a different model.

During the early invasion of the Philippine Islands by the Japanese Imperial Forces, several battles were recorded from Lingayen, San Manuel and Porac areas. Philippine and American soldiers fought the attacking enemy fiercely until the futile surrender on Bataan. The Japanese suffered heavy losses but at the same time captured many firearms from the retreating Philippine and American troops.

The U.S. Enfield M1917 was the service rifle issued to the Philippine Army while the Springfield M1903 and the M1 Garand were used by the American soldiers at that time. Thus, I would like to note that on the second photograph featured on the same page of the article, the Japanese soldiers shown debarking on the island of Corregidor did not carry any type of Arisaka rifles but in reality were armed with U.S. Enfield M1917 rifles. These rifles were probably some of the captured firearms from the landing at Lingayen through the fall of Bataan. The wooden stocks, placement of sling and the front sight assem-

Reader LCpl Mario D. Dizon says Japanese infantrymen in this photograph from Fall 1986 *Fortitudine* are armed with the U.S. Rifle M1917 (Enfield), not Arisaka rifle models.



And he appears to be right. A Japanese 1905 Arisaka, top, is distinguished from the U.S. M1917 rifle below by the features he mentions: stock, sling placement, and sights.



blies definitely show proof of recognition. But I would like to admit that I do not have any knowledge as to why those particular Japanese soldiers were carrying captured weapons.

LCpl Mario D. Dizon, USMC
VMA(AW)-242, MCAS El Toro
Santa Ana, California

KOREA'S HELICOPTER 'FIRSTS'

In Winter 1986-1987 *Fortitudine* Col Houston "Tex" Stiff and LtGen Victor H. Krulak comment on "Korean War Chronology" of the Fall 1986 issue and HMR-161's introduction into the Korean War. The History and Museum's Division's *A History of Marine Medium Helicopter Squadron 161*, pp. 4-5, clarifies the matter. Operation Windmill I was the first operation of 161 in Korea, a resupply and evacuation mission to Hill 673 on 13 September 1951 in support of 2d Battalion, 1st Marines fighting for Hill 749. Windmill II on 19 September was another resupply mission in support of the 5th Marines, although 2/5 was not specifically mentioned. Operation Summit, two days later, lifted the Division Recon Company to Hill 884 on the division's exposed extreme right flank and was thus the first troop lift. Operation Blackbird, on 27 September and again involving 2/1, was indeed the first night troop lift traversing a tortuous mountain gorge into the "Punchbowl."

Col Brooke Nihart, USMC (Ret)
McLean, Virginia

THE BELL OF BALANGIGA

It seems necessary that I open this letter with a resounding pun—your article "Waller at Samar" in the Spring 1986 edition of *Fortitudine* certainly rings the bell with Army readers who have served with the 9th U.S. Infantry. When I reported to the 9th Infantry at Fort Lewis in 1948, the Bell of Balangiga—the relic of the massacre of Company C on 28 September 1901, which you so well reported—was in our small regimental museum, along with the Liscum Bowl and other treasures. But we made a sudden departure for Korea in July 1950, and only recently did I inquire into the present status of the bell.

I enclose a recent letter from the Curator of the 2d Division Museum at Camp Casey, Korea, which indicates that the bell is in his custody, but may soon be moved back to Fort Ord, California. . . .

Your article was another reminder of the several historical associations of the Army's 9th Infantry and various Marine units. Before Samar, there was their joint service in the Boxer Rebellion. The 9th was, along with the 23d, in the Army's Third Brigade in the AEF's 2d Division (the home of the Marine Brigade of the 5th and 6th Marines), and I can give personal account that the 9th Infantry and the 5th Marines were in the Naktong Perimeter of Korea in summer 1950.

Col Rolfe L. Hillman, Jr., USA (Ret)
Arlington, Virginia

EDITOR'S NOTE: Karl R. Wolff, curator/director of the 2d Infantry Division Museum, Camp Casey, Korea, wrote to Col Hillman that the Balangiga bell has been in Korea since the 2d Division's return in July 1965. It has been on display at the museum since.

"Many artifacts of the 9th are on display also at the museum on loan, however, the Bell is the property of the Center of Military History therefore, a request of the 2d of the 9th to the Center of Military history has been made to return it to Fort Ord," he wrote. "The Center of Military History is the deciding factor. I have not been informed of the decision as of yet to release."

HOLDS CORPS AIR TEST TITLES

On occasion I read or hear statements to the effect that certain individuals were the Marine Corps' first jet and/or helicopter pilots. As I'm now in my 74th year with little prospect of again passing a flight physical, I thought it best to set the record straight. I am both the Marine Corps' first jet and helicopter pilot. The circumstances are as follows:

In May 1943 I was ordered to the Naval Air Test Center, Patuxent River, Maryland, where I served as a flight test pilot until January 1945. In that capacity I flew a number of new and experimental aircraft including the first U.S. jet and helicopter. To verify the above I attach a copy of my flight log and an article that appeared in *Naval Aviation News* in March 1963, en-

titled, "They Flew the U.S. Navy's First Jets."

By way of explanation the first attached sheet of my flight log (July 1944) shows

July 1944

Date	Type of Machine	Number of Machine	Duration of Flight	Character of Flight	Pilot
7-5-44	JRC-1	55772	1.2	T	SEIF LT. Cdr. Wood
7-5-44	"	"	1.2	T	SEIF LT. Cdr. Wood
7-5-44	RB-1	39292	.9	R	SEIF LT. Cdr. Wood
7-11-44	F7F-1	80260	1.0	R	SEIF
7-18-44	VP-8A	10012	.7	E	"
7-22-44	GH-1	09270	.5	R	"
7-23-44	PBY	32230	7.0	R	"
7-25-44	JRC-1	55772	.7	T	"
7-25-44	JRC-1	55772	.5	T	"

18 July as the date of my first flight in Bell Jet YP59-A, Bureau Number 00012. This flight is also confirmed in the *Naval Aviation News* article.

My first helicopter flight was on 30 March 1944 in an experimental Sikorsky machine XHNS-1, Bureau Number 39034. I was accompanied by a Lt. Cdr.

MAR. 1944

Date	Type of Machine	Number of Machine	Duration of Flight	Character of Flight	Pilot
3-7-44	JRC-1	55772	.6	M-T	SEIF Comdr. Ramsey
3-8-44	B-26F	96239	2.5	R	SEIF LT. Cdr. McNEELY
3-9-44	B26F	96239	1.5	R	SEIF Comdr. Phelan
3-10-44	PBJ-1	35094	.8	R	SEIF LT. Cdr. KALABY
3-10-44	"	"	.7	R	SEIF LT. Cdr. KALABY
3-11-44	FM-2	15853	1.3	K	SEIF
3-11-44	PV-1	27873	1.0	E	SEIF LT. Cdr. Maxwell
3-16-44	RB-1	39293	1.5	E	SEIF
3-17-44	RB-1	39293	1.0	R	SEIF Comdr. RAMSEY
3-22-44	JRC-1	55772	.7	D	LT. Cdr. Bumbard
3-30-44	HNS-1	39034	.7	E	LT. Cdr. MILLER
3-31-44	RB-1	39293	.8	R	SEIF LT. Cdr. Bumbard

Miller, USNR, who had some previous experience in Pitcairn autogiros but none in helicopters. We made twelve flights together between March and October 1944. On 3 November 1944 I made a solo flight of 0.8 hours in XHNS-1, Bureau Number 39046. I flew several additional solo flights after that date until relieved of flight test duty in January 1945.

I attach no particular significance to the events other than I had the good fortune of special duty assignment at an exciting time in aviation history.

Col Desmond E. Canavan, USMC (Ret)
Hanover, New Hampshire

Donated Ammo Pouch Helped Save Khe Sanh Vet's Life

by John H. McGarry III

In battle, strange incidents sometimes occur which make participants stop and wonder. Military historians are familiar with the many occasions when Civil War soldiers' lives were saved by bibles, diaries, or common everyday objects contained in coat pockets.

Such seemingly magical incidents are not confined to the nineteenth century, witness the case of Sgt Charles B. Saltaformaggio, USMC.

A native of Metairie, Louisiana, Sgt Saltaformaggio arrived in the Republic of Vietnam in November 1966. He was serving with Company K, 3d Battalion, 9th Marines. On 30 April 1967, halfway through his tour, his unit was ordered to assault Hill 881 near the soon-to-be-famous Khe Sanh combat base. In a letter written to his family a few weeks later he describes what happened:

Sgt Charles B. Saltaformaggio poses for an October 1967 snapshot in Vietnam. His letters home form a part of his donation.



I'm on Hill 881, we have been here since May 2 when we finally took it and held it. . . but April 30 when we first came up this hill the lead was flying hot and heavy.

We first came to Khe Sanh to help 3d Battalion, 3d Marines off of Hill 861. Then three days later 881 had to be taken and held. The North Vietnamese hard core were on top and dug in. Third Platoon of Kilo and Mike Company of 3/9 were first up . . . but they were hit hard and pinned down . . . so my platoon was sent up to get them down. We got up there, got pinned down ourselves for about an hour, but finally got the wounded off right before dark.

It was all hell that day. I had one real close call. . . . Sgt Butterworth, myself, and another member of my squad made a run (across a 25-yard clearing). . . . We hit the deck right at the tree line and found a bunker. I threw a grenade in it and was still out in the clearing when one of those little gentlemen popped up on my right and started shooting at me. He didn't mess around either. They all had automatic rifles, and the dirt was flying all around me. When I got to cover I had a hole in my pants leg, and a small nick on my knee . . . a small cut on my arm, and a bruised rib from another round. . . . All in all it was a little too close for peace of mind.

The burst of fire from the AK-47 automatic weapon was closer than Sgt Saltaformaggio knew at the time. Like any other infantryman in Vietnam, he was carrying plenty of spare ammunition. This included an extra pouch for M-16 magazines which he wore on the back of his ri-



Round from an AK-47 automatic weapon passed through the ammo pouch and was deflected from the center of the sergeant's back by the magazines stored inside.

fle belt. Upon inspection, he found that a round from the Vietnamese burst had passed through the pouch and been deflected away from the center of his back.

The other wounds that he received, as he thought, proved to be minor. Had the pouch and magazines not deflected the accurate round, this certainly would not have been the case.

Mr. Saltaformaggio made a visit to the Marine Corps Historical Center last year. He later wrote to the curatorial staff to inquire if the Museum would be interested in the personal letters that he wrote during his tour in Vietnam. He also said that he had a pouch and two magazines from his service days. When the staff learned of the unusual story behind the equipment, they asked if he might be interested in donating these as well. The package arrived and the items were examined.

The pouch itself shows a medium-sized tear from the entry of the bullet. The magazines show how the round entered and was deflected away, permanently bending and tearing the stamped sheet-metal case.

These recent acquisitions to the Marine Corps Museum collection will help to document the equipment used by Marines in Vietnam, and one of the more unusual experiences of a Marine in combat. □1775□

'Hill 881 South': San Antonio's Vietnam Memorial

by Austin Deuel III

I started writing this looking over the hood of a bright, fire-engine red, 18-wheeler Peterbuilt, its twin stacks straining with the roar of the engine and their shining surfaces reflecting the soft West Texas dawn breaking before us on the flat horizon. The monument follows on its trailer, the covering of fresh morning dew drying by the winds of its journey. I'm reflecting on the events of the last ten and one-half months of work to complete this memorial and the twenty years of pain for me and millions of other Vietnam veterans and their families which are its reason for being.

This event started twenty-one years ago at a Western Art Show in Death Valley, California, which led to a hill in Vietnam called "Hill 881 South" in April of 1967. Through a driving force I cannot explain, I wound up joining the Marine Corps again as a Private First Class to become a combat artist in Vietnam. This hill was my first involvement in a major combat action though not, I'm sorry to say, my last. 881 South turned out to be one of the bloodiest encounters of the war for the Marine Corps. It exposed me to the extreme horrors of war, both physically and emotionally, that were to scar me and many others forever. I know this part of the war was the same as any other wars in history. Our difference was yet to come. . . the going home! We came home to rumors and facts of the unpleasant response to our



Plaster form from which the bronze casting would be made rests in the Scottsdale, Arizona, studio of artist Austin Deuel III. In the sculpture, Deuel recalled a Marine radioman aiding a dying comrade on Hill 881 South at Khe Sanh in April 1967.

homecomings. We made plans for our arrivals to scatter over this country and melt back into its society with as low a profile as possible, trying to put our lives back together while living with the scarlet letter V for Vietnam. The burden of this war morality, which publicly went from war to murder, fell on those who served. The events that followed have continued that tone of judgement such as granting am-

nesty to those who fled to Canada. Who grants amnesty to those with no legs or arms, or those who live in the VA hospitals with only one chance to check out and that is by death? Those who served did not know they had a choice, either legally or morally. This, plus other actions, has added much trauma to the wounds like a staph infection.

The outpouring of emotion on this trip came as a great surprise to us. When seen, the memorial seemed to lance a nasty boil, pouring forth the emotional pus of these past times for a final time, and destroying the destructive grip it has had on our lives. We who were initially involved in the memorial's beginning hoped for its importance to be seen and felt, but what was happening was beyond our wildest thoughts. After so many years of stifled emotions, the dam breaking was spontaneous and heartfelt. Glen said it best, "It's title should be 'Truth' which was so lacking in Vietnam."

This all came to pass because those involved in its concept and its being were Vietnam veterans. John D. Baines, the driving force and the man who commissioned the piece, served two tours—one as

Fortitude readers may believe that all interpretation of Marine Corps history either originates with or is supported by the History and Museums Division. Of course, this is not so. We often learn of extramural historical activities in a roundabout way, frequently from alumni and friends, sometimes by the public press. San Antonio's Vietnam Memorial falls into this category. Col Houston "Tex" Stiff, Marine combat commander in two wars and combat artist in Vietnam, called to tip us off about the accomplishment of his Scottsdale, Arizona neighbor and fellow Marine Corps artist in Vietnam, Austin Deuel III. Deuel created the heroic-scale statue of a Marine radioman succoring a dying comrade on Hill 881 South near Khe Sanh. The article on this page is Deuel's account unedited and in his own words of moving the huge bronze casting from his studio to its final resting place in San Antonio, the help by fellow Marines, and the emotional impact it made during the trip across the southwest and at its destination. Except for John Baines, a SeaBee and SEAL, who commissioned the sculpture, it was an all-Marine project. Yet we didn't know about it; Public Affairs didn't know about it; nobody sent us newspaper accounts of the dedication. It was only through a personal contact that we learned about the inspiring memorial.



a Navy SEAL; Glen Kirkpatrick, who made the arrangement for the truck to haul the memorial and finished his truck driving career with this last load, served two tours in Force Recon USMC; and there were countless other veterans who assisted.

You never realize those who have been touched by this war until a project such as this is started. I've known John and Ann DiTommaso in the art business for years. They stumbled onto this project in its final days of completion. It came out that Ann's brother, a PFC in the Marine Corps and from Texas, was killed May 1, 1967, nearly the same time as this battle. She came every day until its final loading on the truck to head for its permanent home in San Antonio. She gave me, Glen and

The bright, fire-engine red, 18-wheeler Peterbilt truck, top, which was used to transport the bronze to San Antonio stops for gas in El Paso, Texas. At a West Texas rest stop, right, a truck driver and his blind brother "see" the memorial, the brother by touching it with his hands. In place on its pedestal in downtown San Antonio, below, "Hill 881 South" attracts ribbons, flowers, flags, notes, and photographs from visitors. Deuel recalls at the dedication the sound as "a squad of marines in full combat gear pulled the covering off the monument, that far off whoop-whoop-whoop that pulses in your ears, then the sudden appearance of a formation of Hueys overhead and the radioman on the monument looking up at them."



Bobby (the two truck drivers) a small yellow rose, then tied a yellow ribbon to the memorial and gave me one large yellow rose for her brother. I told her I would put it under its final resting place for him. We had no idea this was just the beginning of our trail of tears.

We stopped that first night in Eloy at the Toltec 76 truck stop. Eloy, in Spanish, means the land of the forsaken. The owner allowed us a prestigious spot for parking the truck for viewing and insisted on feeding us dinner and breakfast. Glen could not sleep; he kept an all-night vigil with the memorial. By morning it was streaming with added yellow ribbons. One truck driver went into the gift shop in the night and bought three yellow T-shirts to tear up for the additional

ribbons for those who wished to use in memory of a loved one or friend. Written messages and money were also left during the night; some messages were short, with just a name or "we miss you." One remembering note found in the new day's light read,

We called you Little Feather,
You were our friend.
Your body is gone now
But your spirit lives on
Inside this statue.
You live still
And in our hearts
You always will.
I miss you, Ben.

Sgt. Ben J. Hogan (Little Feather)
Missing in Action, August, 1970.

Glen and I cried with so many others to come on this trail to San Antonio. As we drove further, more sorrows were tied to the monument, now streaming with yellow tears. Even at night its magic could not be hidden by the darkness and its speed of 65 mph.

The CB screeched, "Where are you going, woman?"

She replied, "Did you see the statue?"

He: "What statue?"

She: "The one on that red Peterbuilt. I'm going to get a better look."

Her 18-wheeler pulled alongside and slowed with her bewildered follower in his truck. Glen, who was running the front door in my truck, broke in with his deep, slow Texas drawl, "That's the Vietnam War Memorial for Alamo City."

The woman truck driver said, "I was a medic for five years, 1967 to '72."

Some of the people involved in the memorial project, most of them Marine veterans of the Vietnam War, gather for a dedication photograph. Subsequent visitors were so numerous that even at 2:30 in the morning small groups were still there. One volunteer said to Deuel, "It rained just a little bit. Austin, you won't believe it. It cries!"



Glen answered, "You might've taken care of me, darlin'!"

She said, "I only took care of the marines."

Glen said, "I was a marine!"

She replied, with sadness showing in her voice, "There were so many, I wouldn't remember." Then she added, "That statue has a lot of feeling. Whoever did it was there. Well, I'm going to Florida and when I get to Alamo City, I'll look it up."

Glen said, "You do that. We all love you, darlin'," as the tail lights of her truck disappeared into the darkness of a New Mexico night.

Glen and Bobby and I still were not prepared for the events of the next day as we penetrated deep into Texas. Just before the turnoff on 10 to San Antonio, the most desolate part of the trip, other 18-wheelers requested we stop at the upcoming rest stop before the turnoff so they could have a better look. We pulled in with a dozen trucks peeling off behind us, and parked at an angle across the truck parking area. The trucks lined up for a look, standing there like giant caterpillars, the headlights creating a haunting stare. A cool West Texas breeze blew briskly over the area and there was nothing as far as the eye could see. The quiet was shattered by the easy idle of those giant diesels tapping out their patient wait as their drivers gathered around for a look-see. One driver had his brother with him who was obviously his constant companion. His brother was blind and the driver guided him over to the lowboy trailer the monument was using as its temporary pedestal and helped

him onto it and to the bronze to allow him to "see" with his hands. There wasn't a dry eye in the place. A woman truck driver walked up to me, grabbed my hand and with a thankful squeeze said, "Thanks."

Glen, Bobby and I gathered ourselves as we had so many times to head down the final stretch. . . Alamo City.

We arrived the next morning in misty rain and by that afternoon, the monument was placed in its final resting place to stay until the end of civilization.

Sunday, November 9, was the unveiling at which I was surrounded by friends and family and the great spirit of the Alamo. I met my foxhole buddy, now Sgt. Major Dick Schaad (until this event I hadn't known if he'd lived through his next tour) and Don Hossack (the radioman depicted on the memorial), who was wounded on the hill and the only radioman to survive, now a detective in Kalispell, Montana. There were the usual speeches by dignitaries, two jet fly-bys, then that so-familiar sound to all as a squad of marines in full combat gear pulled the covering off the monument, that far off whoop-whoop-whoop that pulses in your ears, then the sudden appearance of a formation of Hueys overhead and the radioman on the monument looking up at them. I didn't think I had any more tears in me, but they came! Then the surge of the crowd for a closer look, veterans openly crying and hugging each other, then placing their medals on the monument. The bouquets of flowers grew by the minute, American flags, notes, photographs. This continued for days. I tried to go back for a moment by myself later, but even at 2:30 in the morning small groups of people were still there.

I've been through some great highs in the art world and some special moving moments through public reaction to my work. One such moment was the opening of an art show called "The Vietnam Experience" in 1982 in New York City. But to have a piece of artwork turn from art to an altar, as happened in San Antonio, is moving beyond description.

Glen had made one last early morning visit to the monument. I met him there to say goodbye. "It rained just a little bit," he said. "Austin, you won't believe it. It cries!" He and I hugged for a last time, sealing the moment forever between us.

□1775□

Steps Taken to Improve Memorials to Pacific War Dead

by Robert V. Aquilina
Assistant Head, Reference Section

In recent years, the History and Museums Division has noted an increasing interest among Marine veterans of World War II in the battle monuments of the Pacific region. Typically, a concerned veteran, or veterans' group, will inquire as to the proper procedures for renovating an already existing monument in need of repair, or of the feasibility of planning and constructing an entirely new memorial. Indeed, American visitors to the sites of the various World War II campaigns in the Pacific are often puzzled by what appears to be a disparity in the number of Japanese versus American war memorials and monuments.

Following World War II, monuments commemorating U.S. Marine Corps campaigns in the Pacific theater were erected at Wake Island, Tarawa, Guam, Iwo Jima, and Okinawa, and a plaque was dedicated at Honiara, Guadalcanal. The relative paucity of suitable American monuments in the Pacific can be explained partially by the divergent Asian and American cultural and religious attitudes towards memorialization of the dead, and partially by the proximity of the Pacific battle sites to Japan. Several ongoing efforts have been initiated recently, however, which should help to rectify the present status of American monuments in the Pacific region.

The federal agency responsible for commemorating the services of American forces in foreign countries is the American Battle Monuments Commission. It is responsible for the erection of suitable memorial shrines and for maintaining permanent American military burial grounds overseas. Three World War II memorials were erected by the Commission on United States soil. The East and West Coast Memorials commemorate by name the missing in action and those lost or buried at sea in American Atlantic and Pacific coastal waters. The Honolulu Memorial commemorates the missing in action and those servicemen lost or buried at sea in the Pacific War areas of World War II other than the Southwest Pacific, and the Korean and Vietnam conflicts. In addition, the 14 overseas World War II cemeteries administered by the Commission contain small museums with battle

maps. The use of these sites as burial grounds, including the Manila Cemetery in the Republic of the Philippines, has been granted to the United States in perpetuity and without charge or taxation, by the host governments concerned.

The National Park Service is proceeding with plans to develop and maintain a centrally located "Pacific National Historic Park." This park, located on Guam, is to "commemorate the bravery and sacrifice of those participating in the campaigns of the Pacific theater during World War II." In addition, the Secretary of the Interior has been authorized to conduct a "study of additional areas associated with the Pacific campaigns of World War II" to determine their suitability as parks and/or locations for memorials. In order to ensure these Pacific sites were accurately located and historical events adequately interpreted, a historian from the National Park Service was assigned to research official records of World War II, with the cooperation and assistance of the Marine Corps, as well as the other Armed Forces.

A tangible result of these cooperative research efforts was the official dedication on 20 October 1986 of the Roi-Namur Battlefield as a National Historic

Landmark. The World War II landing beaches on Saipan, Mariana Islands, along with the Peleliu battlefield, Palau Islands, have also been designated by the Secretary of the Interior as National Historic Landmarks.

In addition to the efforts of the American Battle Monuments Commission and the National Park Service, a number of veterans' groups are striving to construct memorials and monuments in the Pacific. For example, the 2d Marine Division Association has worked closely with the Government of the Republic of Kiribati in constructing a new memorial on the island of Tarawa in commemoration of the pivotal battle waged there in 1943. The 6th Marine Division Association, likewise, is working with Japanese groups to construct a suitable memorial on Okinawa.

The Marine Corps is not authorized to expend appropriated funds for the erection of memorial plaques, historical markers, or monuments. Consequently, the burden for erecting specialized plaques and memorials honoring Marine Corps campaigns in the Pacific rests with the designated federal agencies and commissions. The History and Museums Division continues to provide significant historical research support and encouragement to these efforts. □1775□

Monument on Guam honoring four Marine Corps Medal of Honor recipients from World War II campaign on the island was completed in 1984, funded by the Korean Marine Association of Guam. New Pacific National Historic Park will be on Guam.



The Historical Center at Age Ten: Retrospective and Prospective

by Col Brooke Nihart
Deputy Director for Museums

After five years of planning and 18 months of construction, the Marine Corps Historical Center in the Washington Navy Yard opened 12 May 1977 with an elaborate reception. Guests included commandants past and present, distinguished Marines, Navy luminaries, and Administration officials.

Aside from the exciting interior architecture of the freshly minted Center itself, the main attraction was the art exhibition filling the Special Exhibits Gallery of the main floor Museum. Arranged by the late Col Raymond Henri, first head of the combat art program during the Vietnam War, and one of his combat artists, CWO Wendell A. "Tex" Parks, the show traced the history of the Marine Corps through contemporaneous art.

Also in place for the opening were the standing exhibit cases of the Time Tunnel, which replicated the exhibits in the old museum at Quantico, plus new material, and the display which is a tribute to the heroism of Marines at Iwo Jima, including the two American flags flown from atop Mount Suribachi.

The second and third floors were open for inspection as well. The second featured well laid out offices and conference rooms plus cleverly designed cubicles for the

historical writers and carrels for visiting historians. Main feature of the third was the large, open 25,000-volume library in what was once a sail loft, lighted by roof skylights and supported by uninterrupted trusses. Also on the top floor were the Personal Papers Collection, Military Music Collection, Archives, Reference Section, and multipurpose room where meetings, lectures, and receptions came to be held.

Ten years later the same functions are performed on these floors. The Marine Corps Historical Foundation and photograph researcher's offices have been added to the third floor, while the library has grown to 35,000 volumes and the Military Music Collection has been moved to the newly expanded and renovated Marine Band library at the nearby Barracks.

The ten-years span has seen the completion and publication of most of the *U.S. Marines in Vietnam* series of histories—1954-1964, 1965, 1966, 1967, 1970-1971—with 1969 about to go to the printers. *Chaplains with Marines in Vietnam*, 1962-1971, and *A History of the Women Marines*, 1946-1977, plus numerous squadron and regimental histories have been published. Registers of personal papers collections of former commandants Clifton B. Cates, George Barnett, and

John H. Russell were published, with the register of the Thomas Holcomb papers being readied for publication. The Publications Production Section set the type for all of these works on its computer-based Compugraphic typesetters and laid them out ready for the printer. These tasks included the quarterly publication of *Fortitudine: Newsletter of the Marine Corps Historical Program* which, in these years, grew from an eight-page typescript journal to a 36-page slickpaper periodical.

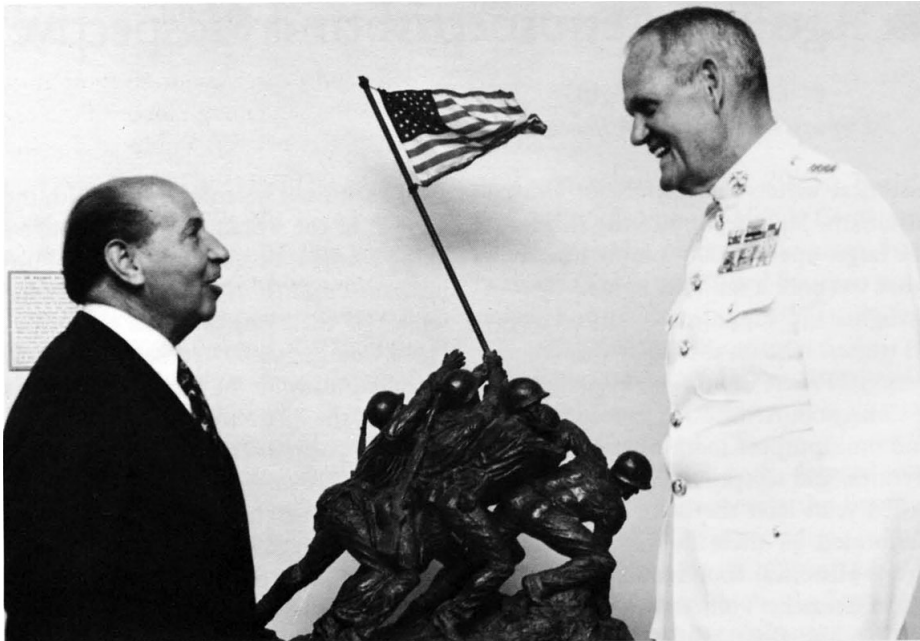
Other sections of the Center were equally busy in these years. The Historical Reference Section, which started the decade responding to about 1,500 queries each year now answers 6,000 written, telephoned, and walk-in queries for historical information about Marines and their Corps. At the same time it researches and compiles 50 or 60 lineage and honors statements for Marine Corps units.

The oral historian conducted about 200 interviews which were transcribed and accessioned. In addition to in-depth career interviews and field interviews, there were instituted issue-oriented interviews as with members of the Security Guard Battalion, including all the Iran hostages. On-the-scene and follow-up interviews of Lebanon and Grenada participants were conduct-

Director of Marine Corps History and Museums BGen Edwin H. Simmons sits amid the rubble of reconstruction work in an area of the mid-19th century building, later a Marine barracks,

which would become his office in the new Historical Center, in a photograph from the Spring 1976 issue of Fortitudine. The Center opened on 12 May 1977 with an elaborate reception.





Distinguished guests at the 1977 opening of the Center were Dr. Felix W. de Weldon, left, sculptor of the Marine Corps War Memorial—the Iwo Jima Memorial, and then-Commandant Gen Louis H. Wilson, Jr. Bronze casting of scale model is in the Museum.

ed and proved to be important sources of research material for monograph histories of the two deployments. All living former Commandants have been or are in process of being interviewed in depth.

The official archives are held by the Center and include the Corps' operational records all under the same roof as other research collections. This facilitates the work of researchers and writers in a synergistic manner. The Archives Section also leads in the declassification of non-current records and can call up from the Federal Records Center in nearby Suitland, Maryland, operational records dating back to 1941.

By 1979 the Center was squared away enough that one of the Director's more ambitious goals could be undertaken. This was the organizing of an unofficial support group to help the Historical Program in ways that couldn't be done with only appropriated funds. Key members of the staff plus friends of the program such as Col Robert D. Heintz, Jr.; Gordon Heim; LtGen Alpha A. Bowser; Billy Bob Crim; Gen Wallace M. Greene, Jr.; Robert Sherrod; Maj Richard Spooner; and Col Barry Zorthian banded together and incorporated the Marine Corps Historical Foundation. The Foundation has grown to nearly 1,500 members and has supported the program by sponsoring receptions for museum show openings, purchasing rare historical material, making research

grants, and presenting awards for historical writing and art.

The Center has its own program of professional development seminars for the staff but also with Historical Foundation members, Headquarters staff officers, and other service historians invited. Seminars are conducted monthly and annual themes have included military history research resources in the Washington area, the Marine Corps in the 80s and 90s, uses of military history in analysis and planning, and writing military history. Speakers have included prominent academicians, senior officers of all services, and policy-making government officials.

The Center staff hasn't accomplished all of this unassisted. Since 1977, 55 interns from local universities including the Naval Academy have been afforded the opportunity to acquire valuable professional experience for academic credit while making a solid contribution to Center goals. The Historical Foundation supports the interns with lunch and commuting money. It also has supported with grants two doctoral fellows and two master's degree fellows, the latter a new program. The Foundation's goal is to fund one PhD grant and three MA fellows per academic year.

The Museums Branch didn't rest on its laurels after crafting the Time Tunnel exhibits and the opening art exhibition. It

installed eight dioramas of Marine battles from 1800 to 1918 from the old museum at Quantico and the Marine Corps Memorial and Museum in Philadelphia in a small gallery under the title "Marines in Miniature." A fine collection of early American firearms donated by former Marine Thomas A. Grant, Jr., was installed in innovative cases inserted into the deep window cuts in the Center's thick brick walls. The muskets and rifles exhibited trace the weapons which armed Marines from the Revolution to 1900. Numerous small single-topic exhibits have been shown for short periods near the Museum entrance as well as a case to present noteworthy "Recent Accessions" to the collections.

The Museums Branch also has found time to initiate and direct the establishment and growth of the Air-Ground Museum at Quantico, the reinterpretation and design of the Marine Corps Memorial and Museum at New Hall in Philadelphia's Independence National Historical Park, assistance to the Command Museum at MCRD Parris Island, and changing exhibits and art shows in the Headquarters Marine Corps lobby.

The creation and exploitation of fine art is a major part of the Museum program. The two-fold program strives to recreate on canvas important events of the Corps' history and to cover current operations, where possible. This resulted in the creation of series by Col Charles Waterhouse on "Marines in the Revolution," "Marines in the Conquest of California," and "Marines in the Frigate Navy." All three exhibitions have been shown widely in the United States with "Revolution" finding a permanent home in New Hall and "California" at Camp Pendleton. "Frigate Navy" is soon to appear at the Navy-Marine Corps Museum, Treasure Island, San Francisco. During the decade Marine combat artists have covered NATO exercises in Norway, Germany, and Greece-Turkey; maneuvers at Twentynine Palms; aircraft tests at Patuxent River; interservice rifle matches and The Basic School at Quantico; and Beirut. A Marine artist, LtCol Albert M. "Mike" Leahy, under Navy auspices covered Grenada. These works plus those earlier accessioned works from Vietnam, Korea, World War II, and earlier years form a corpus of over 6,000 pieces which are constantly being drawn upon for loan shows to Marine and public sector ac-

tivities and for hanging in the offices of general officers and senior civilian officials.

The activity most apparent to the visitor over the years has been the changing major exhibitions in the Museum's Special Exhibits Gallery. The gallery, a 20- by 100-foot room paralleling the Time Tunnel, has been the scene of over a dozen shows, usually filling the entire space. The exhibitions of art normally have lasted for about six months while those exhibiting three-dimensional objects being more demanding of mounting and captioning usually continue in place for a year or more.

The initial show of historical art was followed by Col Waterhouse's "Marines in the Revolution" series. "Wings of Gold," a showing of aviation art was next and then an exhibition of early-to-current recruiting posters and recruiting materials. The powerful charcoals of artist Kerr Eby, who covered the campaigns of Tarawa, Bougainville, and Cape Gloucester in late 1943, followed. One of the more popular shows was LtCol David Douglas Duncan's "This is War," 101 salon photographs which have been shown widely elsewhere as well as at the Historical Center. Col Waterhouse's series of historical reconstructions on "Marines in the Conquest of California—1846" and "Marines in the Frigate Navy—1798-1834" were shown as was "Through the Wheat—Marines in World War I," a combination of art, weapons, uniforms, and equipment. "Arms and Men" traced the technological development of Marine infantry weapons—individual, crew-served machine guns, portable firepower weapons, infantry mortars, and antitank weapons—relating them to changing organization and tactics. It remained in place for 18 months and still may be seen at the Center by special appointment.

More recently exhibitions have been:

"Every Clime and Place," a show of Marine combat artists covering ten years of NATO exercises, maneuvers, and deployments from 1975 to 1985; "Marine Corps Uniforms, 1983," original paintings by Reserve Maj Donna J. Neary reproduced as a widely distributed series of prints; "Grenada and Lebanon," with both art and souvenirs from those deployments; "From Dawn to Setting Sun—Marines in the Pacific War," with every campaign from Iceland and Pearl Harbor to the Occupation of Japan and North China recount-

ed with weapons, uniforms, insignia, medals, flags, maps, photographs, and documents; and finally, just removed, "75th Anniversary of Marine Corps Aviation—A Tribute," a 41-piece exhibition of aviation art from 1912 to the present. In-house designed posters advertised the exhibitions while catalogs were available to visitors. Openings usually featured a reception hosted by the Museums Branch or the Historical Foundation and attended by staff and museum and art community colleagues, Foundation members, Headquarters Marines, and distinguished officials.

While all this was going on, the Museums Branch found time to provide exhibits and exhibit material to command museums. "From Dawn to Setting Sun," for example, has just been shipped to the Parris Island Museum. A system of easily portable modular exhibits has been designed and a number of topical exhibits created which circulate to Headquarters, the Naval Academy, and to various activities at Quantico. Recently, the exhibit on "FDR and the Marines," contained in five of the three-by-four-foot modular cases was relocated to Camp Pendleton.

All-in-all, the activities and results achieved by the History and Museums Division in its new Historical Center quarters have been remarkably productive. This has been due to several factors: the synergistic effect of consolidating Historical and Museums Branches plus the art program under the same roof for the first time; the acquisition of Compugraphic computer-based typesetting equipment for setting type for all publications as well as all Museum labels, and several Lexitron word processors excessed by Headquarters; institution of a computer-based catalog for all Museum holdings; and a continuous advance on the learning curve by all activities. All this has been accomplished with no increase in staff. How the tempo of activities and production could be further increased is not apparent, especially if prospective cuts in staff due to budgetary constraints need ever to be placed into effect. But it has been an exciting 10 years and the Marine Corps has become much more aware of its history.

The future of the Center holds much promise. We have entered the computer age with our museum inventory computer, our Lexitron word processors, and our Compugraphic typesetters, but the best is

still to come. We have already received 10 Leading Edge personal computers and printers and expect about 20 more during the summer; enough for one for every historian and curator. Production is expected to increase commensurately.

A new major exhibit will be mounted in the Special Exhibits Gallery this summer titled "Multi-National Force 1900: Marines in the Boxer Rebellion." It will include weapons, uniforms, medals, and equipment of the campaign, plus more than 400 photographs, many never before published. At about the same time a new exhibit, "Women Marines: 1946-1977," will be installed at the end of the Time Tunnel. A number of the Time Tunnel exhibits will be upgraded this year with more to follow. The modular exhibit program will continue to expand with more of the small special exhibits being made available beyond the Washington area.

The Command Museums program is expanding as well through the initiative of local commanders and with help from the Museums Branch. The San Diego Recruit Depot Museum will open this year. MCAS El Toro has established an outdoor aviation museum near its main gate with a dozen historical aircraft, some of which were supplied by the Air-Ground Museum. MCAS Cherry Point and the town of Havelock are cooperating in a plan for a joint aviation museum while Camp Pendleton is exploring ways to raise money for a museum to memorialize Marines in the Pacific.

On the Historical Branch side of the house, the two volumes of the Vietnam War operational histories series for 1968 are well underway, are the 1971-73 and 1973-75 volumes and a volume on Marine legal affairs in Vietnam. A major history, "Marines in the Frigate Navy, 1798-1835," which will make use of Col Waterhouse's paintings of the same title, is also well on the way.

The art program continues apace with a series on current aircraft in prospect. Artists will continue to cover current exercises and developments while Col Waterhouse and Maj Neary will continue to produce paintings of Marine Corps historical events.

The Historical Center will undergo a refurbishment over the next year with interior repainting and a replacement of some of its carpeting scheduled. □1775□