

FOR TITUDINE

NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

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FOR TITUDINE

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

Volume IV

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NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

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THE COVER

"The First Uniform" by Maj Charles H. Waterhouse shows a brand new Continental Marine mightily pleased with himself and well aware that he has some female admirers. This new work by the Corps' "artist-in-residence" was completed as a follow-on to his 14-painting series Marines in the Revolution which had its West Coast premiere this spring at the Los Angeles County Museum of Natural History, as described elsewhere in this issue.

Director's Page



On Sunday, 13 April, Col Brooke Nihart, LtCol Tom D'Andrea, and I flew down to NAS, Pensacola, to attend the impressive ceremonies dedicating the new Naval Aviation Museum. The Secretary of the Navy, J. William Middendorf, II, presided. Mississippi's Senator John C. Stennis represented President Ford. The CNO, Admiral James L. Holloway III, himself a distinguished Naval Aviator (the Museum's handsome A-4D is painted with the markings of VA-83 and the 1958 squadron CO, then-Cdr Holloway) and CMC, Gen Robert E. Cushman, Jr., were among those present as were many, many personages connected in one way or another, past or present, with naval aviation. The day's ceremonies included a chapel service, a luncheon at the Mustin Beach Officers Club, the dedication of the Museum itself, an air show featuring the Blue Angels, and a banquet.

It is easier to collect old aircraft than it is to restore, exhibit, and preserve them. Howitzers and tanks are relatively weather-proof and vandal-proof and can be parked out in the open with no more attention than an occasional coat of paint but airplanes need protection and care or else they deteriorate rapidly. They also require space and covered space is expensive.

The Naval Aviation Museum actually got its start in 1962 and was temporarily housed in a building that offered only 6,800 square feet of exhibit space. The Navy's solution was to form in 1966 a Naval Aviation Museum Association under the leadership of the late Admiral Arthur W. Radford. NAMA's purpose was to raise funds to construct a proper museum which then would be turned over to the Navy to operate and maintain. The original design, by Architect Paul K.Y. Chen, was for a concrete and masonry building of about 150,000 square feet at an estimated cost of \$4,000,000. Rising costs and an eroding economic situation made it necessary that Mr. Chen redesign the structure into one, using pre-engineered steel components, which could be built in stages as money became available.

The first increment, which was dedicated on 13 April, provides 70,000 square feet of space and in it are displayed 18 of the Museum's 72 aircraft, ranging from a replica of the Navy's first aircraft, the A-1 Curtiss Triad, to Cdr Holloway's

A-4D Douglass Skyhawk. There are three more increments planned which eventually will bring the total number of square feet up to 260,000.

None of the aircraft that I saw had Marine Corps Markings. However, the 72 planes listed in the Navy inventory include two presently at Quantico, a fully-restored FG-1D Goodyear Corsair and an F7F Grumman Tigercat in lamentable condition, which we are trading to them in exchange for a fully-restored F4U-5N Chance-Vought Corsair.

Swapping and trading are the prime means by which aviation museums manage their inventories. The idea is to trade something you have and don't need for something you don't have and want. The Naval Aviation Museum has published a "want" list of some 19 aircraft types that they consider "very significant." The "most significant" aircraft missing from their collection they say is the F-4F (or FM-2) Wildcat.

Somewhat smugly I am pleased to report that the Marines have an F4F-4 Grumman Wildcat at Quantico although it is not in the best of condition. In fact, it is a Displayable (C) Status aircraft. Museum aircraft are divided into five categories:

A. *Restored*: Aircraft returned to a former, normal, or unimpaired state or condition.

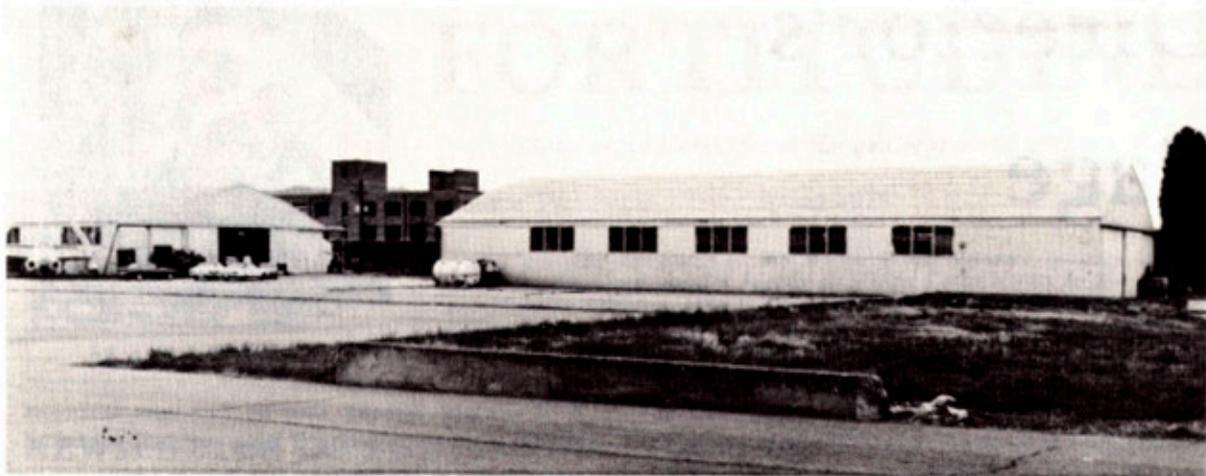
B. *Restored (Ltd)*: Aircraft that have been returned to near normal state but lack their previous operational ability to function (e.g. non-flyable, explosives removed, cosmetic accessories).

C. *Displayable (A)*: A non-restored aircraft that would be suitable for public display with less than one hundred direct labor man-hours.

D. *Displayable (X)*: A non-restored aircraft that would be suitable for public display with an excess of one hundred direct labor man-hours.

E. *Undetermined*: Aircraft that are incomplete, used for parts, or are in remote storage.

We have 44 aircraft in our Marine Corps Museum inventory, including seven that are Status A, which compares rather favorably with the inventory of the Naval Aviation



Hangars 1 and 2, and 3, MCAS, Quantico.

Museum. What we don't have is an adequate place to display them.

I had the opportunity to talk to the Quantico chapter of the Marine Corps Aviation Association about his and some other aviation historical matters at a dinner meeting on 5 March. Of our 44 aircraft, 31 are at Quantico which means they are parked in or around Hangars 1 and 2. These are old tin structures joined end-to-end, reputedly themselves veterans of Haiti or Nicaragua or both. They can best be described as a workshop and storage area. It would be euphemistic in the extreme to call them a "museum."

There is little or no chance of getting appropriated funds to build a Marine Corps aviation museum. It would be a long, up-hill struggle for some organization (most obviously the Marine Corps Aviation Association) to raise the funds for an adequate building. (The first increment of the Naval Aviation Museum cost some \$1,600,00.) The alternative, then, is to find sufficient space at a useful location.

One site that seems to come immediately to everyone's mind would be one of the old lighter-than-air hangars at Santa Ana, California. This certainly would offer enough room. (We could probably fly our airplanes around inside and perhaps have enough room left over for an indoor gunnery range.) But we don't know when one of these hangars might be

declared surplus. We do know that these gigantic wooden-framed buildings are difficult and expensive to maintain. Still, such a hangar does offer a well-located possibility somewhere in the future.

For the short term, we need a more modest solution and one that is closer to home. We have explored two possibilities at Quantico. One possibility is one of the old seaplane hangars, now used as a hobby shop, and the other is Hangar 3, next to our present Hangars 1 and 2, which is now used for storage by HMM-263. Each of these alternatives offers certain advantages and disadvantages. The seaplane hangar is slightly larger — 10,440 square feet — but Hangar 3 with 9,340 square feet is more conveniently located. It would be big enough for the interior display of eight or nine of our aircraft. Hangar 3 is the short term solution we presently favor.

Meanwhile, we continue to acquire aircraft. The most recent acquisition is a near-mint condition SBD-5 Douglas Dauntless dive-bomber. Another good thing on its way is a B-25 North American Mitchell which paint will convert into a World War II PBJ. We also have a "want" list and high on the list of aircraft we would like to have which will round out our inventory are:

Grumman F3F; Boeing F4B-4; Brewster F2A "Buffalo"; Vought SB2U "Vindicator"; Curtiss SB2C "Helldiver"; and Vought O2U "Corsair."

Model of Hangar 3 as converted for museum display.



Search for the Eagle, Globe, Anchor

By Emil Stefanacci

There are a number of militaria collectors specializing in Marine Corps items. One of these is Emil J. Stefanacci, former World War II 4th Division Marine and medal winning competition shooter in the first postwar matches. A resident of Ambridge, Pa., for the past 23 years, he has been a career municipal police officer. Last year we wrote to several of these collectors suggesting that they write a short piece on their collection for Fortitudine and proposing at some future time an exhibition of their collections in the Marine Corps Museums. The following article is Mr. Stefanacci's response. It reveals the motivation of a dedicated collector, the thrill of a long sought acquisition, and the pleasure of sharing a collection with others. The valuable role of the private collector in preserving our heritage must be recognized, particularly when it is recalled that many public museums began as private collections. Moreover, the private collectors often discover and preserve rare items not held by museums. Emil Stefanacci is no exception.

The Editors

What charm is there in a military hat? What grace in a helmet? Is there any beauty in a pair of field shoes? Only in the eyes of the beholder, I'm afraid.

What then is the fascination in collecting military artifacts? Some psychologists call it a "fetish" and would analyze it as man's basic need for ego satisfaction in terms of retaining and displaying a trophy of his or some other's engagement in some feat of great physical endurance, of combat perhaps.

Label this fascination as you may, the fact is that this hobby has flourished. One has but to attend any of the gun or military shows held throughout the land to have this impression confirmed.

Any number of reasons for fascination are plausible. The one I would apply would be an association with a particular period of history, since so much history centers around military establishments. There remains then, only the individual's preference for a phase of a military history or military organization that most appeals to him.

Acquisition of Marine Corps items has fascinated many of these military collectors. As one so inspired I feel fortunate, considering supply and demand, that I became afflicted with the malady before inflation (when treatment was still available at a reasonable fee). This situation, however, has changed completely, and treatment in the form of new acquisitions can be most expensive.

One symptom of the disease is depression and the feeling that nothing is turning up. However, relief comes with the acquisition of, for example, a helmet with division markings, or maybe a tunic with shoulder patch, or perhaps a piece of insignia.

Although the satisfaction in acquiring such items is in itself complete, the real challenge is to be able to determine



Former Marine Stefanacci and part of his collection.

when or where or by whom the item was used. In many cases, this will be all but impossible, but where it can be done, one will have achieved the ultimate in the hobby — documentation and authentication of an artifact.

Authentic display of one's collection is imperative. Nothing can be more flattering to the collection and the collector than to have all material properly exhibited. For example, correct insignia must go on an article of uniform and the proper headgear as well. The average person viewing the exhibit might not know the difference, I'm sure, but lack of attention to this most important detail can destroy the effect of an otherwise fine collection when it is viewed by a military historian or another collector.

My interest in military collecting began quite early in life with several helmets and uniform parts around the house brought back as mementos of the "Great War" by my father, a veteran of that conflict. Unfortunately, the collecting urge lay dormant after those early years and the collection never really got off the ground until years later, after my World War II service in the Marine Corps.

My personal collection of Marine Corps items spans the period 1875 through World War II, and had its beginning



World War I helmets with 6th Marines markings.

with a couple of pieces of insignia, of which one was the enlisted bronze hat device, pattern of 1912-1917. Having acquired these pieces a need for their proper display was felt. A field hat without insignia turned up; off we went full out into collecting and displaying. The search was on for more and varied "eagle, globe, and anchors" and the uniforms on which to display them. All effort was applied, all leads followed.

Although several good pieces were turned up at gun and military shows, the best sources I've found were through good contacts with other collectors. Some of the most unusual items in my collection were acquired in this manner. For example, I have a World War I enlisted Army tunic with the insignia of the First Marine Aviation Force on the sleeve as a shoulder patch and on the standing collar is the 1918 pattern Marine Corps collar disc, slightly modified with a large "J" superimposed. I'm still trying to authenticate that one.

Other interesting items in the collection include World War I steel helmets with bronze Marine Corps insignia affixed. There are examples of these representing both regiments of the 4th Marine Brigade, with the parent 2d Infantry Division insignia in various colors and shaped backgrounds to indicate different battalions and regiments.

Headgear reflecting different uniform periods, along with the appropriate uniforms, are also in the collection, along with accoutrements, swords, insignia, and medals. Documents, photos, and posters relating to the period uniforms add interest to the collection.

Among the more difficult items to obtain are those of individual equipment. But, by being persistent and knowing what to look for, one can on occasion turn up some of



Photograph of Gunnery Sergeant Dan Daly with frame cap of type he is wearing.



Headgear of the 1875, 1890, and 1912 periods.

this material. Patience is the key here, for it may take sorting through tons of canvas and web gear to find one piece marked with "USMC" or one fitted with bronze Marine Corps button fasteners. It will be well worth the effort though, as field gear has always been an important part of the Marine, second only to his rifle.

I was lucky enough to acquire from a World War I Marine, the Model of 1910 web pistol belt, with the sought-after model 1912 leather holster for the Colt .45 caliber automatic pistol. This holster has "USMC" embossed on the flap, and has the long leather extension that permits the pistol to be carried low on the thigh, western style. The outfit came complete with leather strap, extra magazine pouch, first aid pouch and packet, and canteen cup and cover. All are marked "USMC" or having the bronze button fastener — an unusually complete set.

Another rare item acquired recently, was the cavalry-type leather holster for the Colt Marine Corps Model of 1909 caliber .45 revolver, of which only several thousand were manufactured. On this holster, "USMC" is embossed on the frame cover. The piece was worn on the right side, but forward.

In any collection photographs and documents are an invaluable addition for purposes of research. Contemporary photographs can authenticate items and can be used to add interest to the collection. There are not always easily ob-

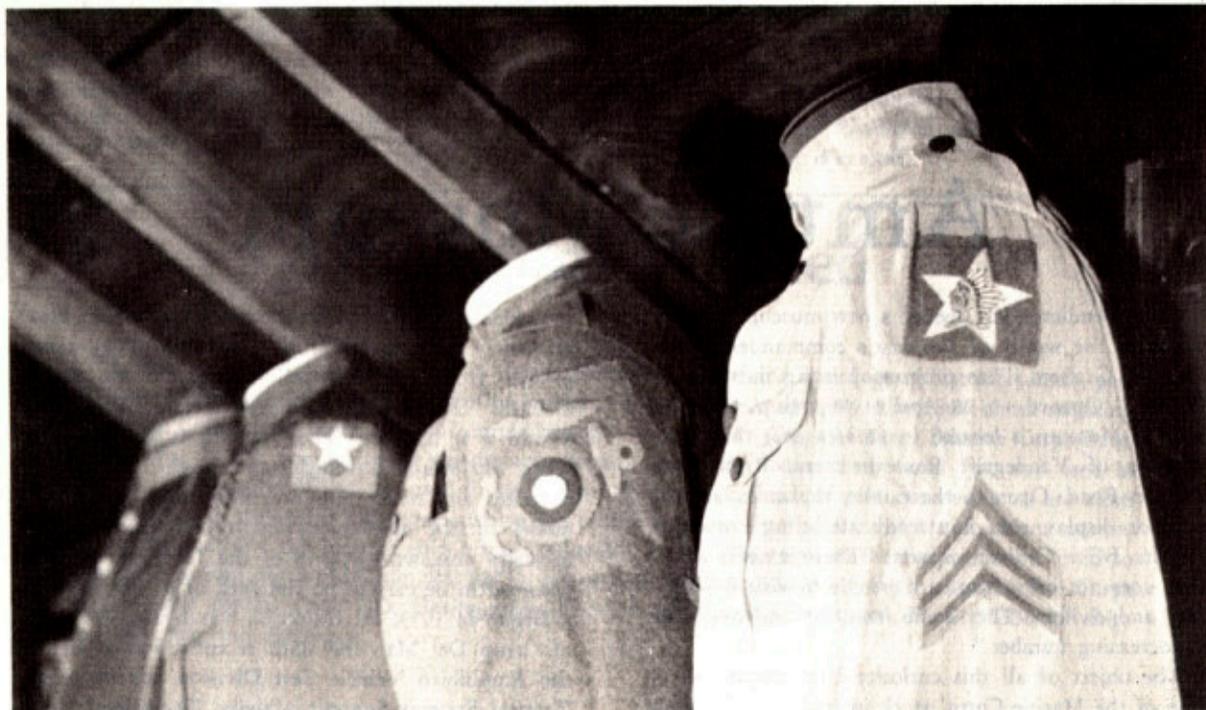
tained for quite naturally people often don't care to part with family memorabilia. Here, persistence and a proper approach are most important. In my collection are samples of war service certificates and wound certificates, as well as photographs and posters.

Books, too, are desirable additions to a collection as their study provides an understanding of the men and events associated with items in a collection. The classics, which include works by Blakeney, Metcalf, Thomason, McClellan, and Montross, to name a few, have found their way into my library. As most are out-of-print, prices can be high and many are as much collectors items as the artifacts.

A rewarding aspect of collecting is being called upon by historical organizations to set up a display. On several such occasions people have offered items to add to my collection once the prospective donor has seen for himself that the item will be given a proper home and has been instilled with the exhibit's esprit de corps.

its scarcity. Nevertheless, for me the feeling will be alive and well for some time to come that the certain hat or piece of insignia is waiting to be discovered in some dusty old attic or perhaps in that little shop that I pass by so often with faded sign hanging over it, the words barely legible, "Antiques and Collectables" . . . and my search for the Eagle, Globe, and Anchor will continue.

Marine coats of World War I. Second from right bears insignia of First Marine Aviation Force, hitherto unknown as a shoulder patch.





Amtrac Museum

Camp Pendleton has opened a new museum facility, which in the words of the base's commander, BGen Paul G. Graham, "has progressed in an outstanding fashion." Opened on 28 April 1975, the Amphibian Vehicle Museum is located in 12 area near the upper junction of Vandegrift Boulevard and Rattlesnake Canyon Road. Open to the public, the macadamized outdoor display area is already attracting numerous visitors. BGen Graham reports: "There is never a day that does not bring scores of people to visit it—military and civilian. They come from far and near and in increasing number."

The object of all this curiosity is a unique collection of the Marine Corps' stock in trade, the Landing Vehicle Tracked (LVT). Twenty-nine of the amphib-

ian vehicles are parked on the black top exhibit area, all newly painted and fully identified. They range in size from the 3,000-pound Otter to the 88-ton Goliath. They include combat veteran LVTs from World War II, Korea, and Vietnam as well as prototype types, one-of-a-kind vehicles that were used for test purposes and never put into production. There is a model of the amphibious hydrofoil, which proved basically unseaworthy, and of the Japanese Katasha, designed to be carried on the deck of a submarine.

Begun in 1953, the collection was housed for years at Camp Del Mar and until recently was a part of the Amphibian Vehicle Test Division, Marine Corps Tactical Systems Support Activity. The salt air from the sea was having a deteriorating effect on the



Foreign officers visiting the new amphibian vehicle museum stand with BGen Graham (center) in the bow of the LVTU-X2 Goliath.

vehicles and it was determined to move them to the main base. The new museum is a part of the command museum system and like all such museums, including that of Parris Island (*Fortitudine*, winter 1974-75) is provided technical assistance and support by the History and Museums Division.

A museum building adjacent to the outdoor displays is planned. Needed for the exhibits there are models of LVTs, particularly World War II vehicles,

photographs and movies of LVTs in tests, training, and any memorabilia or artifacts associated with amphibian vehicles and the units which operated them. Anyone having such material who is willing to donate it is urged to contact the Marine Corps Museum, Marine Corps Base, Quantico, Va. 22134. Donations will be accessioned, documented, and forwarded to Camp Pendleton for display when the museum building is erected.

Donations Wanted

The History and Museums Division is always interested in receiving donations of historical items, personal papers, photographs, weapons, uniforms, medals, insignia, and equipment, in fact just about anything with Marine Corps significance. Material should be sent to the Marine Corps Museum, Marine Corps Base, Quantico, Va. 22134. The donations will be accessioned, cataloged, documented, cared for, and used in exhibits or for research. When not used immediately at Quantico or Headquarters, donated items are often made available to command museums, such as the recently opened Parris Island Museum. Your nearest Marine Corps activity can mail or ship historical items for you. The requirement and authority to do so is contained in Marine Corps Order P5750.1D, paragraphs 3205 and 3206. If there is no Marine Corps activity nearby, contact Code HD, Headquarters, U.S. Marine Corps, Washington, D. C. 20308 for shipping instruction and assistance.



Museum's ordnance specialist Leo Champion seated behind the twin 30-caliber machine guns he just installed on the SBD-5.

SBD—Slow but Deadly

The Barge, the Clunk Speedy-D — call it what you will — the pilots who flew her will all agree that the Douglas SBD "Dauntless" was World War II's premier dive bomber and carrier killer.

Of the 5,396 SBD's produced by the Douglas Aircraft Corporation during World War II, only two remain in original flying condition. One is maintained and flown by the Confederate Air Force at Harlingen, Texas, and the other, flyable but no flown, is at the Marine Corps Museum in Quantico, Virginia.

Restored to original delivery condition by Mr. Jack Tillman of Athena, Oregon, the plane was later sold to Mr. Douglas Champlain of Enid, Oklahoma. Following a year of negotiations, the SBD was flight ferried on 16 March 1975 from Enid, Oklahoma to MCAS, Quantico. It is now "officially" part of the Marine Corps Museum's Aviation Collection.

To detail the contribution of the SBD (Scout Bomber Douglas) to the winning of World War II in the Pacific, would take a book in itself and has, indeed, been the subject of many books. Not the fastest nor the heaviest load-carrying dive bomber, it was the best balanced, the most trouble-free, and the easiest to fly and maintain. In short, it was every-

thing the classic dive bomber was suppose to be. After it, other dive bombers seemed superfluous.

Especially successful in the hands of Marine Corps flyers, the Dauntless played a role in Leatherneck prosecution of the Pacific aerial war from the Battle of Midway, where one half of Major Lofton R. Henderson's VMSB-241 was SBDs, through the invasion of Guadalcanal and the exploits of the Cactus Air Force to the final phases of the campaign to retake the Philippine Islands. Less publicized than the exploits of the fighters, the role of the dive bombers at Guadalcanal was no less gallant and crucial to the eventual recapture of the Solomon Islands. No greater tribute could be paid a fighting airplane than to apply to the machine the same evaluation that U.S. Army Commanders afforded the Marines of MAGs-12, -32, and -24 (MAGSZAM), typically: "We hope hope that your organization will be paving the way for our advances in any future operations. . . ."

Hopefully, the museum's SBD will serve as an ever-present reminder to those who flew her in combat, not only of events which affected their personal lives, but also of events that may have influenced the course of the war. For others, it will stand as a symbol of a critical era in the history of Marine Corps Aviation and of our country.

Oral History Accessions

Of the 140 interviews in depth with distinguished retired Marines conducted by the Oral History Unit, 131 have been transcribed in manuscript form and 68 bound and accessioned into the Oral History Collection. All of these transcripts are available for research at the History and Museums Division, and copies of many of them are also deposited of Quantico's Breckinridge Library, Columbia University's Butler Library, and the U. S. Naval Institute's Oral History Collection at the Naval Academy. A complete listing of the interviews with descriptions of their content is contained in the 1975 edition of the *Marine Corps Oral History Collection Catalog*, which is available from the division.

The latest interviews accessioned into the collection include those of the following retired general officers:

LIEUTENANT GENERAL GEORGE F. GOOD, JR., USMC

After his graduation from the Naval Academy in 1923, General Good served the normal tours experienced in that era by young Marine officers at various posts and stations in the United States, on expeditionary duty in Haiti and Nicaragua, and at sea as detachment commander of the Marines in USS *Pennsylvania*. During the period 1934-1936, he was aide to MajGen Commandant John H. Russell, Jr. Early in their development, Gen Good became involved with the Marine Corps' defense battalions. He was Chief of Staff of the 2d Marine Division in the later years of World War II and again several years later, 1948-1950. Upon attaining general officers rank, he commanded successively Troop Training Unit, Atlantic; 2d Marine Division; Camp Pendleton; and, Department of the Pacific, his last command before retirement in 1958 after 35 years of service.

LIEUTENANT GENERAL JOHN C. MUNN, USMC

Gen Munn was also a Naval Academy graduate, class of 1927, who served as an infantry officer with the 2d Brigade in Nicaragua for two years before undergoing flight training and receiving his wings. His early flying experience included tours on board the old carriers *Saratoga*, *Langley*, *Ranger*, and *Lexington*, as well as participation in the prewar Fleet Landing Exercises. In the three years before World War II, he was Assistant Naval Attache for Air at the American embassies in Colombia, Panama, Venezuela, Ecuador, and Peru. During World War II Gen Munn served with the 1st Marine Aircraft Wing on Guadalcanal and in the Solomons, and commanded Marine Aircraft Group 31 during the Okinawa operation. In the Korean War he again was with the 1st MAW, this time as Chief of Staff. His memoir also discusses his tours as Commanding General of the Marine Corps Air Station, El Toro; Assistant Commanding General, Aircraft, Fleet Marine Force, Atlantic; Inspector General of the Marine Corps; Commanding General, 2d MAW; Director of Aviation, HQMC; Assistant Commandant of the Marine Corps; and Commanding General, Marine Corps Base, Camp Pendleton.

MAJOR GENERAL MELVIN L. KRULEWITCH, USMCR

A public utilities attorney in New York as a civilian, Gen Krulewitch served as an enlisted Marine in World War I in the 78th Company, 2d Battalion, 6th Marines, participating with that unit in all its battles and campaigns in France and in the postwar occupation of Germany. Following his discharge as a sergeant in 1919, he returned to Columbia University to obtain a law degree. He was commissioned a second lieutenant in the Marine Corps Reserve in 1927 and thus began a long relationship with reserve activities. Gen Krulewitch returned to active duty in World War II, serving in the Pacific with the 4th Marine Division in the Kwajalein, Saipan, Tinian, and Iwo Jima operations. Returning to civilian pursuits after the war, he remained active in Marine Corps Reserve affairs. Upon his retirement in 1955, he was promoted to major general.

BRIGADIER GENERAL BANKSON T. HOLCOMB, USMC

BGen Holcomb has the unusual distinction of having enlisted in the Marine Corps in April 1925 in Peking, where he was then living with his family, and having undergone his boot training while a serving member of the Legation Guard. His father was a first

cousin of Gen Thomas Holcomb, 17th Commandant of the Marine Corps. General Holcomb's memoir contains recollections of enlisted and Naval Academy days (he graduated in 1931), his return to China and assignment to the 4th Marines in Shanghai, and his tour as a Chinese language student. His career is unique in that he was not only a qualified Chinese language officer, but also fluent in Japanese as a result of his stint as a Japanese language student in Tokyo, 1939-1941. He was part of the cryptographic team in Pearl Harbor involved in "Magic," the operation which broke the Japanese code and subsequently intercepted and translated Japanese radio communications. This transcript also contains a narration of his other intelligence assignments, his tour in Korea, and retirement at Juan-les-Pins on the French Riviera.

**BRIGADIER GENERAL CHARLES L. BANKS,
USMC**

A graduate of the Virginia Military Institute in 1936, BGen Banks was initially an artillery officer in the prewar Fleet Marine Force. Shortly after the beginning of World War II, he joined the Marine Raiders, serving as Executive Officer of the 1st Raider Battalion and Commanding Officer of the 4th Raider Battalion, participating in the New Georgia operation. Following other postwar assignments, Gen Banks took command of the 1st Service Battalion in time to depart from the west coast with 1st Marine Division for Korea, where he was awarded the Navy Cross for his actions during the breakout from Chosin Reservoir. His memoir contains some interesting comments on Marine Corps personalities, as well as an insider's view of the Raider program.

**BRIGADIER GENERAL FREDERICK J. KARCH,
USMC**

Following his graduation from the Naval Academy in 1940, Gen Karch began an almost career-long involvement with Marine Corps artillery, interrupted only by school and staff assignments. Of great importance and interest in this interview is the period November 1964–November 1965, when he served successively as Assistant Division Commander of the 3d Marine Division and Commanding General, 9th Marine Amphibious Brigade. In these positions, Gen Karch prepared for and directed the Marine Corps landing at Da Nang. His frank and incisive comments provide an important addition to Vietnam War documentation.

**BRIGADIER GENERAL GEORGE A. ROLL,
USMC**

An Army ROTC honor graduate from the University of Pittsburgh, General Roll relinquished his Army commission to become a Marine Corps officer. His early years in the Corps were spent in base defense and antiaircraft artillery units. As a 5th Marine Division staff officer, he participated in the Iwo Jima operation and later the occupations of Japan and North China. As an inspector-instructor in the field and later a staff member of the Division of Reserve at HQMC, Gen Roll was closely involved with the reorganization and build-up of the Marine Corps Reserve in the post-World War II years. His memoirs offer some very cogent comments also on Department of Defense personnel policy based on his three-year tour in the Office of Manpower Requirements, Office of the Secretary of Defense, following the Korean War.

A Continental Marine is depicted on a new stamp, one of a block of four commemorative stamps honoring the 200th anniversary of American armed forces. The other stamps depict figures in contemporary uniforms that represent the Army, Navy, and Militia. The first class stamps were officially issued on 4 July and are now available at local post offices. Edward Vebell, who designed the stamps, is a well-known artist who specializes in uniform illustrations. His Marine is shown wearing the green uniform with red facings worn by Captain Mullan's company in Philadelphia in 1779, the only known instance when the Continental Marine uniform was not green with white facings.

