

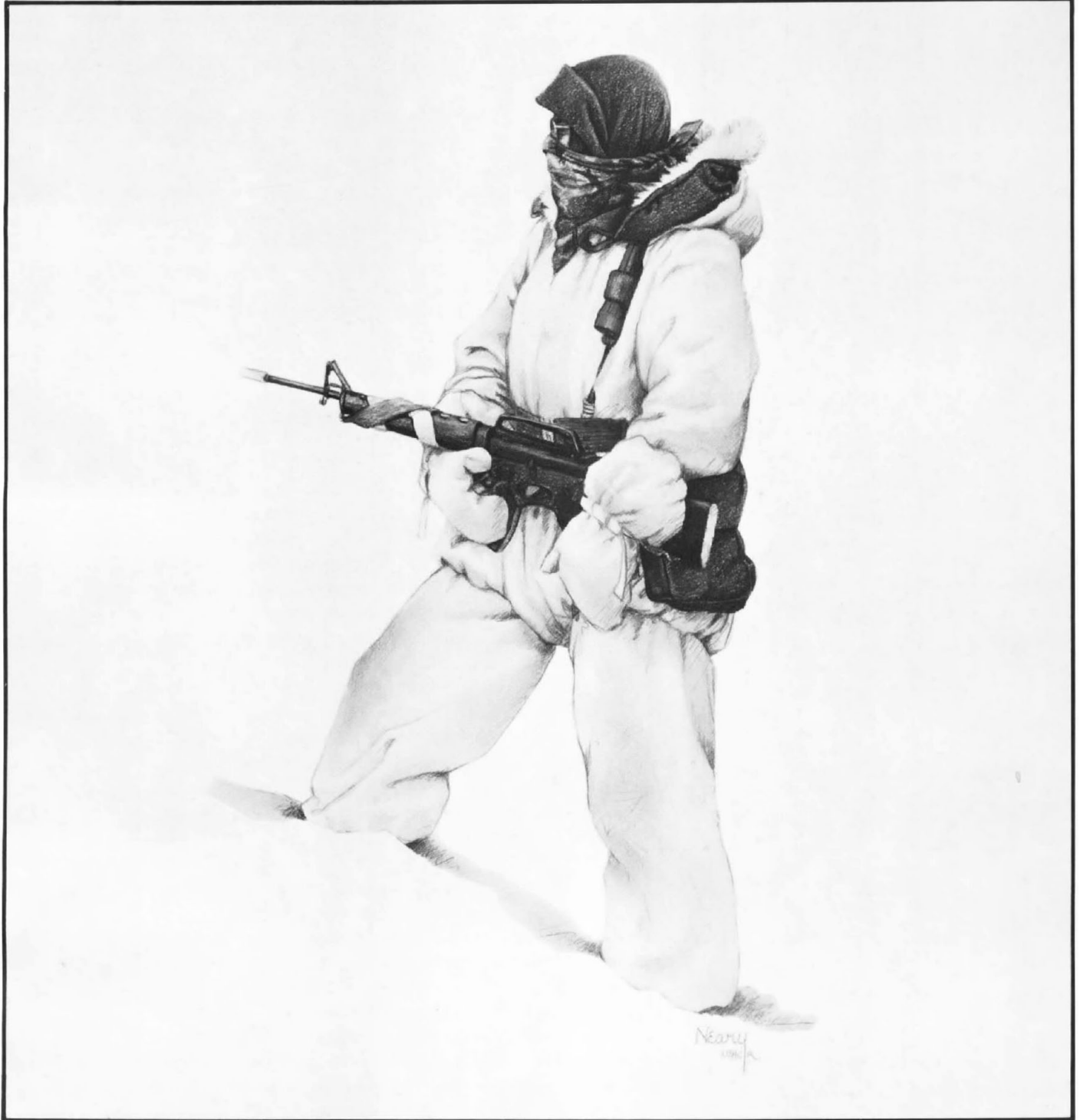
FORTITUDINE

NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

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ARTIST DEFIES ARCTIC COLD TO RECORD MARINE EXERCISE . . . MAJOR WALLER, HERO OR VILLAIN? THE MILITARY ORDER OF THE CARABAO DECIDES . . . VETS OF THE 'GREAT WAR' DESCRIBE GRUELING MARINE EXPERIENCE . . . REFURBISHED AIR-GROUND MUSEUM REOPENS . . . FLIGHT LINES: DOUGLAS SKYTRAIN

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FORTITUDINE

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

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Spring 1986

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THE COVER

Maj Donna J. Neary, USMCR, is a professional artist, the originator of the *Marine Corps Uniforms 1983* color plates on display throughout the Corps, and a frequent contributor to *Fortitudine*. The self-portrait sketch at right and the cover for this issue are products of her participation in a Marine cold-weather exercise in Norway, when a canvas map case served to carry her sketchbooks, pens, pencils, and camera. The artwork is part of a collection described by the artist in an article beginning on page 15. On the cover, a Marine—two days after the landing in northern Norway—stands alert for signs of the enemy in an all-white snowscape.



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BGen Simmons

Waller at Samar

There are certain things in life that are unchangeable and immutable. One of those things is that the Wallow of the Military Order of the Carabao is held on the first Saturday evening in February. So it was that 976 members of the Herd and guests gathered at the 86th Annual Wallow at the Sheraton Washington Hotel in Washington on 1 February.

The luminaries at the head table were too numerous to be listed here and they might not want to be listed anyway. It is an unabashedly chauvinistic and jingoistic evening. BGen Charles L. Cogswell, USMC (Ret), as Grand Paramount Carabao, presided. Gen Paul X. Kelley, our Commandant, made the head table but was well down the list in seniority.

The Marine Drum and Bugle Corps was deafeningly present and, as always, brought the audience, mostly grayheads,

The program cover of the annual Wallow traditionally features a caricature of the current Grand Paramount Carabao by noted cartoonist Gib Crockett. BGen Charles L. Cogswell, USMCR (Ret), is the most recent Marine to hold the highest office.



to its feet. The Marine Band had an even larger role to play. This year, as always, there was a satirical musical revue the exact nature of which is best left unreported. The members of the band double as the chorus and some of the principals of the Carabao Players. Baritone MGySgt Michael Ryan is a particular favorite. Band Director Col John R. Bourgeois is the Director del Musico. The last time John Philip Sousa directed the Marine Band before his death was at a Carabao Wallow.

The Marines have always been strong in the Carabao and with good reason. The order was organized in Manila in November 1900 as a parody of the Order of the Dragon, formed in Peking by officer participants in the Boxer Campaign. Membership originally was limited to officers who fought in the Philippines from 1898 to 1902 and this included a good number of Marines. Membership criteria have since become considerably more elastic. To quote a 1939 history of the Order: "The 'Days of Empire' grow remote as time passes, but the memories of those days of spirit, adventure, danger and romance will live forever through the Veteran and Associate Carabaos, and the Teneros, or Calf-Carabaos, those adult sons of the original Veterans who are also full members." There are now also Amphibious Carabao, Companero Carabao, and Honorary Carabao, the last classification being reserved for Presidents of the United States and former Governors-General of the Philippines.

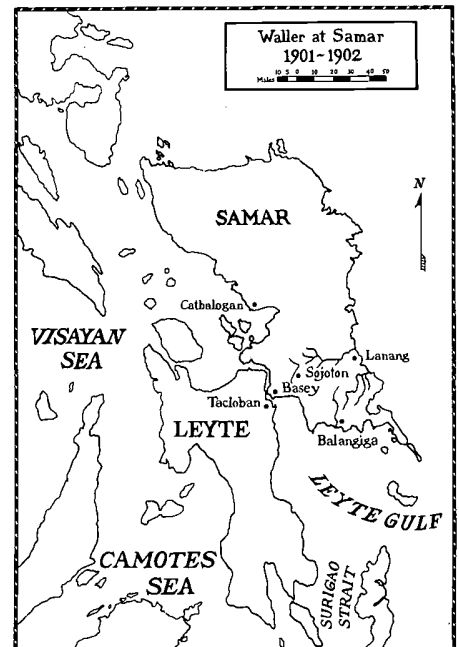
Headquarters of the Carabao is traditionally the Army and Navy Club on Washington's Farragut Square. That club is currently being re-built so the headquarters is somewhat dispersed. We are storing some of the records and paraphernalia at the Marine Corps Historical Center. The winter season's monthly luncheons are being held at Blackie's House of Beef. I had the honor of speak-

ing at one of those luncheons on 21 January.

The subject of my talk was Maj Littleton W. T. Waller, USMC. His Virginia family was so proud of that name "Waller" that they used it twice, combining it with another good Virginia name, "Tazewell," so his full name was Littleton Waller Tazewell Waller. On 29 February 1902 he returned with his battalion to Cavite. As he testified later:

"Leaving Samar without the faintest suspicion of anything wrong we reached Cavite . . . we expected a warm welcome home. This welcome we received from the flagship *New York*—the ship's sides were lined and cheer after cheer went up for us . . . I went to report to my Commander-in-Chief and was met with the charge of murder."

Most of my audience at the luncheon were retired senior officers. I supposed that most of them had sat on a general court-



martial at one time or another, but I doubted if many, if any at all, had ever sat on a court where the charge was murder. So I suggested that they now had that chance and that we would re-try a case that was now almost 85 years old.

The case really began in September 1901. Company C, 9th U.S. Infantry, was three months back from China and now occupying Balangiga in southern Samar. Balangiga was a collection of nipa huts clustered around the only two real buildings in the town, a city hall and church built of coral and plaster. The soldiers were barracked on the second floor of the church and their mess tents were set up close-by.

About a year earlier, Gen Vicente Lucban, half-Chinese and half-Tagalog, had come to Samar to organize the insurrection. The Americans called the natives "Moros," but they were basically Negritos with Chinese, Moro, and Spanish blood mixed in, and they spoke a Visayan dialect. The Spanish had left them in close to their aboriginal state. No road went into the interior and there were few trails.

Gen Vicente Lucban's insurrectos were armed with muzzle-loading muskets, bolo knives, and a fearsome reputation.



Lucban's followers had some muzzle-loading muskets, numerous "bamboo" cannon called *lantacas*, a fearsome reputation, and, of course, bolo knives. They used dead-falls, mantraps, and pits lined with sharpened bamboo stakes. A native police chief suspected of collaborating with the Americans was burned at the stake with a kerosene-soaked American flag wrapped around his head.

The commanding officer of Company C, 9th Infantry, was Capt Thomas W. Connell, U.S. Military Academy, Class of 1894. He was a good man and he thought that with kind words and deeds and improved sanitation, he could keep insurrection from coming to Balangiga. On returning from patrol on 27 September 1901, he learned of President McKinley's assassination. He ordered his men to wear black arm bands.

The next morning was Sunday and the troops, at their own pace, came wandering into the mess tents for breakfast. Hash, biscuits, and coffee were being served. Only three sentries were under arms.

Then, while the church bells rang out in frantic alarm, *insurrectos* came in at the soldiers from all sides. Very few of the soldiers reached their Krag-Jorgenson rifles or .45-caliber revolvers.

Of the three officers and 71 enlisted men at Balangiga only 26 men survived. Some of these managed to reach Basey, some 30 miles up the western coast. Company G, 9th Infantry, the garrison at Basey, piled into the gunboat *Vicksburg* and came charging down on Balangiga. Before they landed, the 1,000-ton *Vicksburg* worked over the town with her six 4-inch guns.

Company G went ashore and found 250 native dead as well as the mutilated bodies of 36 of their comrades from Company C. The decapitated body of Capt Connell was found in a latrine. His finger had been cut off to get his class ring and his head had been slow-roasted over a fire.

Twenty of Lucban's stragglers were rounded up, put to digging a mass grave for the American dead, and then turned over to a firing squad made up of survivors of Company C. The native dead were piled in a heap, doused with kerosene, and burned.

Lucban continued his insurrection. On 16 October, Company D, 9th Infantry, met



Bolomen at Weyler carried Krag rifles probably taken in the Balangiga attack.

400 bolomen at Lower Gandara, killed 81 of them, but lost ten dead and six wounded themselves. Next day the garrison at Weyler was attacked by 100 natives, some of them armed with Krag rifles apparently taken at Balangiga.

The U.S. Army commander in the Philippines was MajGen Adna Romanza Chaffee, a tough, leathery 60-year-old who had come up through the ranks during the Civil War. He had fought Indians on the plains and more recently, during the Boxer troubles, had commanded the U.S. forces in China. He was a member of the Order of the Dragon and would be the Grand Paramount Carabao in 1902.

To put down the insurrection in Samar he activated the Sixth Separate Brigade to be commanded by BGen Jacob H. Smith, USA, a small man with a big voice that gave him his nickname "Hell-Roaring Jake." Smith set up his brigade headquarters at Tacloban, across the Straits of San Juanico from Basey. There weren't enough soldiers to fill out his brigade so he suggested that the Navy might provide a battalion of Marines from the two-regiment brigade at Cavite.

Chaffee telegraphed back to Smith: "Admiral Rodgers offers three hundred

Marines. Where is the best place to send them?"

Smith replied, "Would recommend Marines be sent Basey and east including Balangiga."

On 21 October, Maj Waller received written orders naming him "Commanding Officer of the Marine Battalion destined for service in the Island of Samar . . ." On the following day he received an important modification to his orders: he was not to regard himself as detached from the 1st Brigade of Marines.

Waller was then 45 years old, a short, sturdy man with a strong nose, and an impressive mustache. In the Spanish-American War he served in the *Indiana* and was present at Santiago de Cuba in the defeat of Adm Cervera's fleet. After the battle he was sent ashore with a landing party to take off the wounded and prisoners from three Spanish ships. For this he received a special meritorious service medal.

He commanded a battalion (and at times the Marine regiment) in the Boxer Rebellion and was advanced two numbers on the lineal list and brevetted a lieutenant colonel for distinguished conduct in the Battle of Tientsin. His men invariably referred to him as "the Colonel." His

Maj Waller's battalion on Samar consisted of 13 officers, two Navy doctors, and 300 Marines in broad-brimmed field hats.



friends called him "Tony." He was known to like his whiskey.

His battalion, consisting of four companies, embarked in the *New York* on 22 October, altogether himself, 13 Marine officers, two Navy doctors, and 300 Marines in broad-brimmed field hats, blue flannel shirts, khaki trousers and leggings, and heavy marching order.

Next morning the *New York* reached Catbalogan in the Straits of San Juanico. Gen Smith came on board for a conference with RAdm Fred Rodgers, Commander, Southern Squadron. Smith defined the territory in which Waller was to operate and made clear his wishes, afterwards reported as "I want no prisoners. I wish you to burn and kill. The more you burn and kill, the better it will please me."

Waller then drafted his basic operation order, dividing his battalion into two parts; half to go to Balangiga, the remainder to stay at Basey with the battalion headquarters. Patrol operations, which Waller called "expeditions," began immediately from both Basey and Balangiga.

Smith specifically directed that the campaign be waged in accordance with General Order 100 of 1863. This order, issued by Lincoln, was a code of 157 articles for the "government of armies in the field . . ." General Order 100 had served the Army well in the Civil War and in the Indian Wars. It prohibited wanton violence under penalty of death but it also gave commanding officers broad powers under martial law to punish treachery.

Smith at Tacloban was soon receiving almost daily reports from Waller of so many bolomen and carabao killed, so many huts burned, so many boats sunk or destroyed. Lucban's base, however, was at Sojoton where he had a fortified position in 200-foot-high cliffs that appeared almost impregnable.

On 17 November, Waller made a three-pronged attack against Sojoton, coming himself by way of the Cadacan River, while two other columns under his two senior company commanders, Capt David Porter and Capt Hiram Bearss, marched by land. The Marines went up bamboo scaling ladders to get at the *insurrectos* and in hand-to-hand fighting killed 30 of them. Waller recommended that Porter and Bearss be given either Medals of Honor or brevet promotions. Gen Smith, Gen Chaffee, and everyone up to and in-

cluding the Secretary of War, Elihu Root, congratulated Waller and his Marines on their performance at Sojoton.

Patrolling went on and so did the killing of insurgents, but the assault on Sojoton seemed to end organized resistance in southern Samar. Smith now ordered Waller to run a telegraph wire from Basey to Balangiga, then to go on around to Lanang on the east coast, and from there scout a telegraph route overland across Samar back to Basey.

Waller marched out of Basey on 8 December. For the next several weeks he operated from Balangiga, getting into several firefights and coming back to the coast on Christmas for a holiday menu of roast carabao with boiled potatoes, onions, and biscuits, and a reading of Dicken's *A Christmas Carol* by Waller himself. Next day, with fifty men, he started up the shoreline for Lanang. The rest of his command returned to Balangiga.

Waller arrived at Lanang, which was garrisoned by Company K, U.S. 1st Infantry, on 27 December. His plan was to go up the Lanang River as far as possible, then across the mountains to Sojoton, and then down the coast into Basey. The straight-line distance looked to be 35 or 40 miles. Waller figured it to be a four to six day march. An Army lieutenant, who had just returned from a 12-day patrol, however, warned him that the supposed trail across Samar to Sojoton did not exist.

Next morning, 28 December, the expedition, consisting of Waller, five officers including Captains Porter and Bearss, 50 enlisted Marines, some soldiers from Company K, 33 native porters or *cargadores*, and two native guides named Smoke and Slim, loaded into boats the Filipinos called *bancas* and started up river. They made 17 miles the first day and eight miles the second day. From then on it would have to be overland. The boats were sent back with the 1st Infantry soldiers. It rained incessantly and Waller's men were already suffering from leeches and being constantly wet.

On the 31st they reached the crest of the mountain range and next day, New Year's Day 1902, they started down the slope following a compass course of west southwest. This should have brought them to the Sojoton River but it did not. The river they intersected was the Suribao and it flowed

(Continued on page 7)

Acquisitions

Samar Marine's Rare Linen Coat Given to Museum

by John H. McGarry III, Registrar

When Maj Waller's column reached Basey after their arduous trek through the mountains, Waller reported that one sergeant turned to him and said, "I don't think we would show up well at a drawing room." Waller stated the condition of his own uniform as rags, and his hat a hat by courtesy only.

Included with the annual report to the Commandant for the year 1902 is a description of material issued to the battalion of Marines ordered to Samar to quell the insurrection. Among the items provided to Marines for field service that year were linen coats.

These uniquely Marine Corps coats traditionally have puzzled the curatorial staff. None were known to be in existence and photographs of the period are lacking sufficient detail to see how they were constructed. It was known that the linen coats were developed for service in Cuba. In the 1898 report to the Commandant, Maj F. L. Denny, Quartermaster of the Marine Corps, says the health of the men in this tropical campaign was greatly enhanced by the issue of linen campaign suits. These suits are described as light in weight, and of strong texture. They are listed among items procured by the Quartermaster over the next several years.

The procurement of clothing at the turn of the century was handled in practically the same way it had been during the Revolutionary War, more than a century earlier. The Quartermaster purchased bolts of cloth by contract. When received, the material was cut to a specific pattern by a professional cutter who was a civilian employee of the Marine Corps. The cut cloth was issued to "operatives" for assembly. These women (widows and orphans of Marines being given preference) would take the cut cloth to their homes and sew them together. After completion, they would be returned to the Quartermaster for inspection, and the operatives would be paid on a piecemeal basis.

The Marines in the foreground of this photograph of the Peking relief expedition are believed to be wearing the linen tropical-weight coats also issued to Marines in the Philippines.



By 1900 the linen coats were being issued to Marines stationed in hot climates, including the detachments in the Philippines. This accounts for the descriptions of the linen coats appearing in the relief columns sent to aid the Legation Guard during the Boxer Rebellion. Not all Marines in the relief column, nor in the Philippines brigade, would have been seen in the linen suits, as the khaki trousers and blue flannel shirts were more widely worn. But the photographic record indicates that these lighter-weight garments did in fact see service. Until quite recently, however, there was no hard evidence of the fact.

In November 1984, Charles S. Morgan made a visit to the Historical Center to conduct research on his father, who had served with Maj Waller in the Philippines and took part in the march across the mountains. In later correspondence with BGen Simmons, Mr. Morgan asked if the Museum would be interested in his father's effects from this service. One year later, two boxes arrived from Concord, Massachusetts. The boxes contained an assortment of handmade bolo knives and scabbards, a Filipino blow gun, buttons, insignia, and a brown linen uniform coat!

Upon inspection, the coat appears to be made of a medium weight pure linen fabric. It has a rise-and-fall collar, and two slash front breast pockets. It is well made, carefully cut and machine sewn, exactly as an item supplied by the Philadelphia Quartermaster Depot should appear. Unfortunately, it lacks any of the traditional quartermaster inspection marks, but this is not unusual in uniforms of the time.

The coat is in excellent condition, and appears never to have been worn. The material, while no doubt comfortable in a tropical climate, without constant care would have shown wear quickly—perhaps helping us to understand why Maj Waller's sergeant would not "show up well at a drawing room."

The donation of his father's brown linen Marine Corps uniform coat by Charles S. Morgan helped curators fill a known gap in the Museum collection and provided needed facts.



(Continued from page 5)

east not west. Rafts were built but would not float, their maps, bad as they were, were lost. The expedition was soon down to one-third rations.

By 3 January it was obvious to Waller that most of his men were no longer in a physical state to keep up. He decided to press on to the west coast with one lieutenant and 13 of the Marines who were still in good shape. Capt Porter was left behind with the main column. Porter's instructions were to follow at a slow pace along a trail which Waller would mark.

At mid-day on the 3rd, Waller and his men reached a clearing. Waller made a fire with the lens of his field glasses and his patrol dined on bananas, palm hearts, and roasted sweet potatoes.

About this time Capt Bearss and a corporal caught up with them with a message from Porter, apparently asking permission to return to Lanang. Waller sent off a native runner named Victor with a reply to Porter telling him to come forward to the clearing and rest his men there.

The next day, 4 January, Waller's party

reached another clearing, this one inhabited. They captured five natives, two of whom, a man and a boy, said they knew the way to Basey. The other captives were released and these two were placed under guard to act as guides.

On the 5th they reached the Sojoton River but found it too rain-swollen to cross. During the day Victor, the runner whom Waller had sent with the message to Porter, rejoined Waller's party. He said that he had been unable to get through to Porter. That night, sleeping under a blanket, Waller felt someone stealthily removing his bolo from his side. He kicked the knife out of the intruder's hand and put his pistol to his head. The intruder turned out to be Victor.

Waller's party reached the Cadacan River the following day. Here they were met by a cutter sent up by the garrison at Basey. They tumbled on board and by mid-afternoon were in Basey. Waller said of these men: "Cut, torn, bruised, and dilapidated they had marched without murmur for twenty-nine days, and, having accomplished what no white troops had done before, they thought not of it

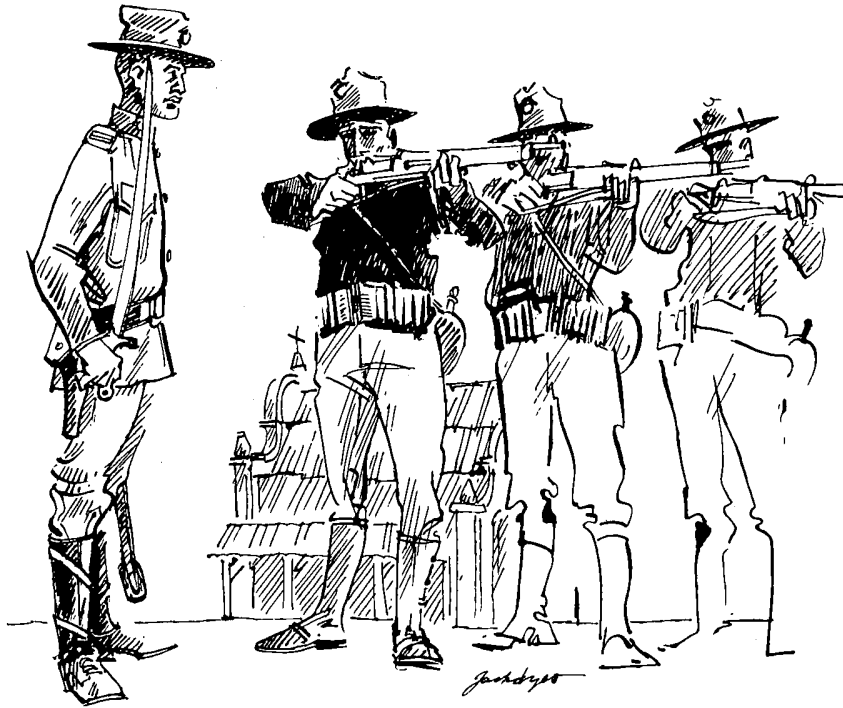
but of each other." Since 8 December when they first left Basey, they had marched 190 miles.

Waller changed into a clean uniform and crossed over the Straits of Tacloban to report to Smith. A relief party left that evening to search for the Marines he had left behind. Waller himself joined the relief party two days later. The party remained out in the bush for nine days but could find no trace of Porter and his Marines. On 17 January Waller returned to Basey and collapsed with fever and exhaustion.

Capt Porter, failing to receive a reply to the message he had sent forward with Capt Bearss, had decided to return to Lanang. Like Waller, he also decided to go ahead with a party of Marines in the best physical shape. In this case he took 1stSgt John Quick, who already had a Medal of Honor from Guantanamo in 1898, six Marines, and six natives. He started back on 3 January, leaving behind the rest of the patrol under 1stLt Alexander Williams. Upon reaching the Lanang River, Porter dropped off four of his seven Marines who were too

Waller felt someone stealthily removing his bolo from his side. He kicked the knife out of the intruder's hand and put a pistol to his head. It was the native runner, Victor. (Special illustrations for this article are by Maj John T. Dyer, Jr., USMCR [Ret]).





Early in the afternoon of 20 January a lieutenant marched nine of the natives under guard down Basey's main street to the town plaza. A Marine firing party shot the nine in groups of three. Among those executed were the native runners Slim and Victor.

weak to proceed. He reached Lanang four days later, on 11 January.

Because of flood conditions it was not until 14 January that Company K, 1st Infantry, could start a relief party back upriver. A day later they reached the four men Porter had left behind and on 16 January reached Williams and the remainder of his party. Williams had been stabbed several times by one of the native porters. Ten of his Marines had been dropped off along the trail. Five were known to be dead. Five simply disappeared. Those who were left were in wretched condition.

The gunboat *Arayat* took the 24 surviving Marines and the ten remaining *cargadores* from Lanang to Basey on 19 January. Waller was still sick with a fever that sometimes went up to 105 degrees. He listened to his officers and non-commissioned officers, all of whom recommended that the *cargadores* be shot.

Early afternoon on 20 January a lieutenant marched nine of the natives under guard down Basey's main street to the town plaza. A Marine firing party shot the nine in groups of three. Another Filipino had been executed the day before and one more would be executed later in the day. One of those executed was the native guide Slim. Another was Victor.

On 22 January Waller reported the executions in a telegram to Smith, saying: "It became necessary to expend eleven prisoners. Ten who were implicated in the attack on Lieutenant Williams and one who plotted against me."

On 23 January Gen Chaffee arrived at Tacloban.

"Smith," he asked, "Have you been having any promiscuous killing in Samar for fun?"

Waller heard of this inquiry but was not disturbed. On 19 February welcome orders came from Marine Brigade headquarters. On the arrival of the transport *Lauton*, his battalion would return to Cavite.

So it was that Waller and his battalion arrived at Cavite on 29 February where he learned that Gen Chaffee had preferred charges against him for the murder of 11 natives of the Philippine Islands. Chaffee, it must be said, was reluctant to court-martial Waller but he had his orders straight from the Secretary of War, Elihu Root.

The general court-martial convened in Manila on the morning of 21 March 1902. Presiding was BGen William H. Bisbee, USA, himself a tough old Indian fighter. The remainder of the court consisted of six Army and six Marine officers.

Waller's first plea was to challenge the jurisdiction of the court. His counsel, going back to Walker's original orders as modified, argued that he had not been detached from the 1st Marine Brigade and thus did not come under the Army's Articles of War. The court concluded that this was indeed the case, but their decision was overruled by Gen Chaffee, the convening authority. Chaffee was under considerable political pressure and was not going to have the charges dismissed because of a technicality.

The trial went on in the stifling Manila heat. In his defense, Waller cited Article 82 of General Order 100 which stated that guerrillas, "if captured, are not entitled to the privileges of prisoners of war, but shall be treated summarily as robbers and pirates."

"Hell-Roaring Jake" Smith, called to testify for the defense, turned out to be an evasive witness. He denied that he had ever told Waller to "kill and burn." He denied that he had ever mentioned General Order 100 to Waller. This was an evasion of the worst sort: he had perhaps not discussed the order in conversation but he had referenced it in his written orders for the conduct of the campaign.

The trial went on for 18 long days. Then, after less than a half-hour's deliberation, the court announced its verdict.

Before telling the assembled Carabaos how the court voted, I asked them for their own verdict. There were about a hundred present at the luncheon and only one found Waller guilty. (Later it turned out he had misunderstood some of the circumstances.)

The Manila court-martial had voted for acquittal, 11 to two.

Secretary of War Root did not like the results of the court-martial and said so. The Judge Advocate General, however, eventually threw out the whole proceedings. As Waller's counsel had first argued, he determined that the court was without jurisdiction.

Immediately after Waller's trial, "Hell-Roaring Jake" Smith was himself court-martialled, found guilty of "conduct to the prejudice of good order and discipline," and sentenced to be admonished. The mild sentence did not please President Theodore Roosevelt who ordered Smith placed on the retired list.

Waller and his battalion were sent home in May 1902. Ahead of Waller were many years of distinguished service. He commanded Marine brigades in active campaigning in Panama, in Cuba, at Vera Cruz, and in Haiti. He did not, however, become Commandant, as well he might have, if it had not been for the business of Samar.

During World War I he was side-lined in Philadelphia as the commanding general of the Advance Base Force. He retired in 1920 as a major general and died in 1926.

His two senior company commanders, Capt Porter and Capt Bearss, eventually received Medals of Honor for Sojoton, but not until 1934 when they got them from Franklin D. Roosevelt.

As I told the Carabao luncheon, they are all gone now, those Marines who served with Waller, but while they lived, when a survivor of the march entered the officers mess, there was a toast: "Stand, gentlemen, he served on Samar."

The gentlemen at the luncheon stood and repeated that toast once again, perhaps for the last time:

"Stand, gentlemen—*they* served on Samar." □1775□

USMC Grand Paramount Carabaos

The following distinguished Marines have served as Grand Paramount Carabaos:

MajGen George F. Elliott.....	1907
MajGen Wendell C. Neville....	1921
MajGen Ben H. Fuller.....	1930
BGen Hugh Matthews.....	1935
MajGen James G. Breckinridge.	1939
BGen Charles R. Sanderson....	1946
Gen Clifton B. Cates.....	1950
Gen Lemuel C. Shepherd, Jr....	1956
Col Jean W. Moreau.....	1960
Gen Graves B. Erskine.....	1964
LtGen Alan Shapley.....	1969
Gen Leonard F. Chapman.....	1973
LtGen Frederick L. Wieseman..	1977
LtGen Herman Nickerson, Jr....	1981
BGen Charles L. Cogswell.....	1985

Three Sources for Marine Pictures

by Danny J. Crawford
Head, Reference Section

Regular readers of *Fortitudine* may recall that in the Summer 1981 issue, we reported that the Marine Corps Historical Center was losing its Still Photo Archives. At that time all Marine Corps still photographs from 1941 to the present, held at the Center since its opening in 1977, were moved to the new Defense Audiovisual Agency (DAVA) facility at the Anacostia Naval Station in Washington, D.C.

The Department of Defense had created DAVA in October 1980 with the goal of providing centralized management and control of all the Armed Forces' still and motion media facilities, and to provide cost savings by eliminating duplication of personnel and equipment.

The loss of the Center's photo resources, however, created difficulties not only for our visiting researchers who had grown accustomed to doing their "one stop" historical research at the Center, but also for numerous in-house needs such as photo support for museum displays, historical monographs and articles, and other projects produced in the Division. Initially, the Reference Section assigned one of its historians the additional duty of assisting with in-house and other official photographic requests, while serving as a liaison between our Division and the various photographic depositories. It soon became apparent, however, that a full-time photo researcher was needed in the Division due to the heavy volume of photo requirements.

By the end of 1983, Mrs. Regina Strother, who had worked with Marine Corps photographs for nine years, both at the Center and later at DAVA, was hard at work meeting the diverse photographic needs of the History and Museums Division. Over the past two years, Mrs. Strother has responded to hundreds of in-house and official Marine Corps photo requests and has established a historical photographic file which now contains more than 1,000 images. Having a full-time photo researcher, and the photographic file, has enhanced the operations of our publications and exhibits program and improved the service we can provide to Headquarters Marine Corps.

A review early last year of the functions and responsibilities assigned to DAVA convinced the Secretary of Defense that these functions and responsibilities could be more effectively performed by operating on a decentralized basis, and he directed the disestablishment of DAVA effective 30 September 1985. The Navy Department has been assigned executive agent for all still photo holdings.

The Marine Corps still photo collection, containing more than 500,000 images, will remain in its present location at the Anacostia Naval Station, accessible to researchers of Marine Corps photos covering the past 45 years. The depository is now called the DOD Central Still Photo Depository.

Photos depicting the Marine Corps prior to World War II have been held at the National Archives and Records Administration since 1972. Researchers should write to the proper activity for photographic assistance:

For still photographs taken prior to 1941 and motion pictures taken prior to 1960: National Archives and Records Administration (NARA), Audio-Visual Department, Washington, D.C. 20408; telephone (202) 523-3236.

For Marine Corps photographs dating from 1941: DOD Central Still Photo Depository, Building 168, NDW, Anacostia Naval Station, Washington, D.C. 20374; telephone: (202) 433-2166/2168.

For motion pictures dating from 1960: DOD Central Motion Media Depository, Norton Air Force Base, California 92409; telephone: (714) 382-2513.

How Biggest Ship Was Sunk; O'Day's Lucky Camouflage

TORPEDOING THE HIEI

I was pleasantly surprised to see the picture of the "Turkey," the TBF Avenger, the type of aircraft I flew in as a turret gunner during World War II [*Fortitudine*, Fall 1985].

I was more surprised when the article "Flight Lines," on page 29, mentioned my old squadron VMTB-131.

I was most pleasantly surprised to see the mentioning of the first flight of Marine aircraft to torpedo attack the battleship *Hiei*, the largest battleship in the world.

However, you did not mention by name who were the pilots and crews

One of those TBFs was flown by Lt Martin Roush. The radioman was PFC Maynard and the turret gunner was Sgt Dominick Pace. I do believe Lt Roush was the flight leader of that section. . . .

This is how I remember that mission:

The pilots assembled in the operations tent on that morning of 11 November (maybe the 10th) and drew "lots" for their targets. Some went after the cruisers, or the battlewagons, etc.

Roush drew the battleship for our target.

We took off on that morning from Henderson Field. We climbed and slowly circled to the right, keeping the scattered cloud layer between us and the Japanese battlewagon. *Hiei* was in the middle of their fleet.

When we were east of the battleship, the other planes broke from the formation and it was every plane for themselves.

Lt Roush put us east of the target so we would be coming in out of the sun, and also, we would hit them and continue toward Guadalcanal and home base.

Roush immediately "dropped" that plane from about seven thousand feet to wave-top high. We came in at sea level and I mean sea level. We were attacking them from their 10 o'clock position.

I swivelled my turret as far to the left as I could (normally the turret faces aft.) so that I could see over the .50 caliber (which is on my left side). And it offered me a little more protection.

The radioman, Maynard, was down in

the "hole" not knowing just what the hell was going on. I tried to tell him as much as I could using hand signals.

As Lt Roush bored on in, I could see that "wagon" getting bigger and bigger. They were throwing everything at us. We couldn't miss. I remember praying that Roush wouldn't get hit. We had no chance of bailing out. The "red golf balls" kept streaking past us. Our propeller tips must have been inches from the wave tops.

When we got close to range, Roush had to "set-up" for the torpedo launch. For that minute or so (seemed like an hour) we were like sitting ducks. Roush had to be at the right altitude, so, he had to climb a little; we couldn't be in any kind of a sideslip; and we had to be perfectly level. And at the same time figure in the correct amount of lead for the torpedo to course. All this while under intense anti-aircraft fire.

Roush held that torpedo until absolute minimum range.

Immediately after the launch, we dove for wave-top level and continued toward the *Hiei* presenting a minimum profile. When we got to just before the bow of the wagon, Roush pulled up and put the plane in a hard starboard turn. We flew close to the ship (couldn't have been more than 150-200 feet) and parallel from bow to stern.

Flying parallel to the battlewagon, I could now use my weapon. I had the perfect strafing position. And that I did. I raked that ship from bow to stern. I can still see those tracers bouncing in the gun "tubs" off the decks and into open hatches. I can also remember the Japanese sailors in the gun tubs firing at us.

Maynard couldn't get an angle to strafe. All he could do was look out the little side port hole and pray, I guess. He had the hard part.

We flew away from the stern of the ship, climbing slowly, away from all ships and back to Henderson bomber strip.

I do believe Lt Roush was the only one who scored a direct hit on that first historical flight.

Miraculously, we did not take many hits. I think there were only seven or eight holes in our plane. But there was a large rip,

about a foot long through the left elevator.

Lt Roush and I flew together from that first mission until the end of the war, two combat tours.

GySgt Dominick Pace, USMC (Ret)
Pascagoula, Mississippi

WAR BETWEEN THE STATES?

. . . my attention was drawn to the list of battle honors inscribed on the Marine Memorial [*Fortitudine*, Winter 1985-1986]. I note with interest that the Marine Corps, as opposed to other Federal agencies, chose as a title for the conflict of 1861-65, "War Between the States" vice "Civil War." Can those of us from south of the Potomac surmise that this inscription includes an indirect salute to those gallant men of the Confederate States Marines? I wonder what the story is behind this point?

David O. Hale
Woodbridge, Virginia

EDITOR'S NOTE: In February 1952 the 20th Commandant, Gen Lemuel C. Shepherd, Jr., reviewed a proposed list of wars and campaigns to be inscribed on the Marine Corps War Memorial. Gen Shepherd, a Virginian and graduate of the Virginia Military Institute, in his own hand substituted "War Between the States" for the typed entry "Civil War" on the list. The term, "Civil War," had become preferred usage only relatively recently. In the south the war had been known variously as "War of Secession," "War of Northern Aggression," and "War Between the States." In the north it was officially "War of the Rebellion." Gen Shepherd may have been reacting to the southern influences of his youth.

VETERAN REPEATS FLAG RAISE

Many thanks for the excellent article regarding MajGen James L. Day and the return of the 48-star flag to Okinawa for the 40th anniversary [*Fortitudine*, Winter 1985-1986]. It is important to add to the article the fact that on 21 June 1985 that hallowed flag was raised by former machine gunner Cpl Dan Dereschuk, a survivor of G-2-22 who raised that same

flag on both the northern and southern ends of that bloody battlefield in 1945. Dan was also nearby when Maj Courtney, executive officer of 2-22, was killed on Sugar Loaf and subsequently awarded the Medal of Honor. Dan now lives in Santa Rosa, California and his daughter Jean is a Marine captain stationed on Okinawa.

Charles J. Leonard, Jr.
Danville, California

SEARCHING KHE SANH VETS

I am author of *Chosin: Heroic Ordeal of the Korean War*, *76 Hours: The Invasion of Tarawa*, and *The Root: The Marines in Beirut*.

I am presently writing a narrative account of the Siege of Khe Sanh (January-April 1968) and need to receive detailed personal accounts from participants.

I would appreciate hearing from anyone who served at or in support of the Khe Sanh Combat Base (including air and artillery) during the siege.

Eric Hammel
1149 Grand Teton Dr.
Pacifica, California 94044

THE BRITS WORE 'TOP HATS'

A note to say how much I enjoyed reading your article "The Battles of Craney Island and Hampton" in the Fall 1985 issue of *Fortitudine*. It is a most interesting account of a little-known incident and since it in part concerns my old Corps, the Royal Marines, it was naturally of more than passing interest to myself. In general I found this issue of the magazine to be of outstanding quality as to content and congratulate all concerned in its production.

I am sure you will not object if I mention that apart from the drawing on page 7 showing an officer, none of the other drawings can depict Royal Marines as they never at any time wore the head-dress shown—the so-called "Belgian" shako—nor for that matter did they wear its predecessor the "stove-pipe" shako. Whilst the British Army was wearing these types of head-dress the Royal Marines converted from the centre company tricorne, light company cap and grenadier company bearskin to the famous "top hat" head-dress as worn at Trafalgar and elsewhere during the Napoleonic wars. I assume

either your artist worked from incorrect information or he was depicting either the British Army or Canadian troops involved. Even the Royal Marine Artillery wore the "top hat" with a very large and ornamental plate on the front, specimens of which may be seen in our Corps museum and in reference books. The infantry Marine used the plume or tuft which in the case of the officer illustrated on page 7 should be at the left side and not at the front as shown. The officers' "top hat" came into use a considerable time after the enlisted men adopted it, the officers continuing in their bicorne certainly until well after 1805.

I have been fortunate enough to be supplied with *Fortitudine* for a number of years now and I say it is a most excellent specialist publication and am very grateful that through the kindness of your illustrious Corps I am able to receive a copy.

With best wishes for the continued success of the History and Museums Division.

P. G. Tilbury
Hornchurch, Essex
United Kingdom

EDITOR'S NOTE: Mr. Tilbury's letter launched an immediate, intensive search for material supporting the illustrations. The search proved Mr. Tilbury absolutely correct and the artist wrote thanking him for his constructive and accurate criticism. Mr. Tilbury responded with a full-color Royal Marines Christmas card showing the accurate uniforms of the period and a wish that the artist need not be "keelhauled or whatever . . ."

VMFA-115 MEMENTOES

I am in the final stages of writing the official history of VMFA-115 for the Marine Corps Historical Center. If any of your readers have written or photographic material relating to this squadron, I would be most grateful to hear from them.

Capt John C. Chapin, USMCR (Ret)
Marine Corps Historical Center
Building 58, Washington Navy Yard
Washington, D.C. 20374-0580

HARD-TO-FIND BOOKS

I am writing to enlist your help in finding some out-of-print books . . . I thought that some of your readers . . . might . . . assist in my search.

Historical Division, Headquarters, U.S. Marine Corps, Washington, D.C., published two multi-volume sets of histories following WW II and Korea. I have three volumes of one set and four volumes of the other. I am missing three volumes to complete both sets. Since I participated in both these "wars," I am extremely interested in completing these sets. The volumes I need are: *History of U.S. Marine Corps Operations in World War II* (Vol III, *Central Pacific Drive*, and Vol V, *Victory and Occupation*) and *U.S. Marine Corps Operations in Korea* (Vol I, *The Pusan Perimeter*). . . . I have been trying to obtain these books for over 10 years.

Billy J. Hill
806 Mitchell Road
Jacksonville, North Carolina 28540

FALLEN TREE HID O'DAY

I have read Phil [LtGen James P.] Berkeley's letter in the fall [1985] issue of *Fortitudine* with more than passing interest. I too was a recent arrival in Nicaragua at that time and had just established a one platoon garrison at El Sauce. My orders required that I go to Esteli to pick up 27 horses and I was in Esteli at the same time Eddie O'Day was there for the same purpose. I got my horses first and left to return to El Sauce. Our route followed a narrow trail over mountains and it was not long before our 27 horses were strung out a mile or so from end to end and the nine men of the patrol scattered throughout. As we neared El Sauce the trail split with a well defined branch continuing straight ahead and another branch following the telegraph wire to the left. When I reached that point the leading elements were well down the poorer trail following the wire. An old man begged me to get them back and follow the better trail and warned that the one we were taking was only to service the wire and was almost impassable. He actually dropped to his knees and begged me. I saw no possibility of reassembling the patrol and so when he said that the wire led to El Sauce we continued on down that trail. It was dark when we reached El Sauce and the town was quiet and dark with not a light showing. We found our small garrison alerted to repel a bandit attack. They had information that a bandit group had laid an ambush for us on the better trail. By getting lost

we had eluded them. I think it was two days later that O'Day was ambushed at Bromaderas. (In *Fortitudine* it is spelled Bromadros).

I was not present at the battle at Bromaderas so my knowledge of it is second-hand as told to me by Slim Chappell (2dLt Guy D. Chappell who had been my roommate at Annapolis). At the time of the incident I believe he was at Palacaguina. He said that they heard the shooting and he took a patrol to investigate. They reached the scene of the battle just at daybreak and after a short exchange of fire drove the bandit group off. O'Day, who had spent the night hiding under a fallen tree crawled out but was so badly bitten by insects that he was not immediately recognized. I think Slim said that O'Day's hair had turned white but I am not sure of that. I saw Eddie O'Day later and his account was much the same as the above. I believe he told me that bandits sat on the fallen tree under which he

was hiding and kicked him with their heels. He thought they were speculating on where he was.

A year later while I was at the Battalion Headquarters at Pueblo Nuevo I was ordered to take a patrol to Bromaderas to disinter the bodies and prepare them for return to the States. For reasons I no longer remember Lt. Harris replaced me and made the trip along with Dr. Dickensen. The task proved to be more gruesome than expected as the dead had been wrapped in ponchos before burial and were only partially decomposed. The patrol had to remove the ponchos and bury the bodies again. I was glad to have missed the trip. It is my recollection that there were eight bodies to be recovered.

Slim Chappell was killed in a plane crash in the summer of 1930 when the top wing of a plane he was testing folded over the cockpit trapping him. I accompanied his body to Arkansas for the funeral. His

widow gave me a blood stained Nicaraguan coin with a 30 caliber hole in it; a souvenir of the Battle of Bromaderas.

Col Frank M. June, USMC (Ret)
Pebble Beach, California

P.S. After writing the above I looked through some old papers to see if I could find any reference to the incident in question. I located some fragments of old intelligence reports of the period and in one for March 1928 I find this entry: A native, Francisco Melendez, reported that Sandino personally supervised the ambushing of Lt. O'Day's patrol. Melendez was said to have escaped from bandit captivity and was interviewed by the C.O. at Jicaro on March 14. He supplied almost a full page of information. Elsewhere in the same report is an item indicating that Daraili is the main message center for Sandino. I presume this may be the Darali referred to in the Berkeley letter. □1775□

Historical Quiz

Some Entertaining Marines

by Reference Section, Marine Corps Historical Center

1. This famous comedian saw active duty in the Marine Corps during World War II as a sea-going Marine and as a light-antiaircraft gun crewman, and participated in the occupation of Japan.
2. This well-known actor, a PFC who fought on Kwajalein and Eniwetok, and was later wounded in action on Saipan in June 1944, relived the past by portraying a sergeant in the World War II movie epic "The Big Red One."
3. This 1964 Olympic Gold Medalist in the 10,000-meter run, a former first lieutenant in the Marine Corps Reserve, continued competing in track, representing the Corps until he left active duty in June 1965.
4. This successful humor columnist served with the Marine Corps from 1942-1945, stationed for almost two years on Eniwetok in the Pacific where he edited his outfit's newspaper.
5. Although he eventually attained the rank of "captain," this favorite children's television personality served as an enlisted Marine during World War II.
6. This member of the Baseball Hall of Fame alternated his Marine Corps service as an aviator and jet pilot in World War II and Korea, with his civilian career with the Boston Red Sox.
7. This well-known talk-show co-host served as a Marine fighter pilot in World War II, and was later called back to active duty during the Korean War, flying over 85 combat missions, which earned him six Air Medals. He is now a colonel, USMCR (Ret).
8. This renowned motion picture star, a former sergeant in the Marine Corps Reserve, was assigned duty as a motion picture production technician, and later helped in the staging and broadcasting of the "Halls of Montezuma" radio program originating at Marine Corps Base, San Diego, during World War II.
9. This popular screen personality, remembered for his role as the cocky American POW in "The Great Escape," enlisted in the Marine Corps in 1947 and served as a rifleman and an amtrac crewman.
10. This former World Heavyweight Boxing Champion was a member of the Marine boxing team at Camp Lejeune and his last fight as a Marine earned him an Olympic Gold Medal in June 1976.

(Answers on page 30)

Visiting Marine Vets Share Memories of World War I

by J. Michael Miller
Curator of Personal Papers

“We were at the foot of this hill This plane came over and right on its tail was a German He [the German] came back We had tracer bullets and we got credit for knocking this plane down It must have had 1500 holes in it Everybody was firing at it The pilot was living, was wounded, but the fellow with him [the rear gunner] was dead.”

These reminiscences of the St. Mihiel offensive in 1918 were part of a recent oral history interview with John C. Ashworth during his visit to the Marine Corps Historical Center. Another former Marine who recalls the “Great War” is James H. Draucker. Both Mr. Ashworth and Mr. Draucker were interviewed as part of the Museum’s current effort to collect additional papers and memorabilia of World War I.

Mr. Ashworth became a Marine on 7 June 1917 when he was sworn in at the Marine Barracks in Portsmouth, Virginia. Only the top four of his group of 34 were selected for the Marines; the remainder were sent to the Army and Navy. He received his basic training at the Portsmouth Naval Base and found time to play baseball against teams from visiting battleships. His recruit company was sent to Quantico to form a machine gun company, but the men were given leave until barracks and firing ranges were completed.

Following training at Quantico with Lewis machine guns, Ashworth and the



Former Marine John C. Ashworth is second from right in this photograph taken outside Belleau Wood on 2 June 1918, as Cpl Ashworth’s machine gun crew awaited the German advance. Retreating French soldiers pause behind the Marines for the picture.

company shipped to France on board the converted German steamer *Dekalb*. After duty in a quiet sector and training on the French Hotchkiss machine gun, his company of the 4th Marine Brigade went into action at Belleau Wood to halt the German advance.

Ashworth entered the Wood on 11 June and came out on 23 June: “We got into position . . . looking off to Bouresches This place stunk to beat hell And come to find out there were a couple of dead Germans right at the gun position [We had] six hours of it. Their heads would knock about when we fired.”

On a tour of the Museum, John C. Ashworth points to the Indian head patch he wore as a member of the 6th Machine Gun Battalion in France in 1918. Mr. Ashworth saw combat in the battles of Belleau Wood, Soissons, St. Mihiel, and the Meuse-Argonne.

His next combat came at Soissons and in the St. Mihiel offensive. His machine gun crew would follow the main assault waves, and Ashworth added, “You were very good if you could follow at a hundred yards If they needed help, they would call They would look [at you] a little cockeyed because they knew that a machine gun would draw fire.”

On 19 July 1918, his 77th Machine Gun Company was supporting Maj John “The Hard” Hughes’ battalion of the 6th Marines. The battalion was to be relieved by the French, but a violent discussion took place between the American interpreter and a relieving French officer. Hughes stepped in, and asked what was being said. The interpreter attempted to explain the delay, but, according to Ashworth, Hughes walked up to the French officer and said, “Look! Germans! La! La! La!”, pointing with his finger, and turned around and said, “Come on!”, and withdrew, leaving the Frenchman behind.

Ashworth ended his combat in the Meuse-Argonne. On 1 November, “A fog settled in It was bad All of a sudden we heard these things rattling It was men coming to deliver rations.





Men of Company E, 11th Regiment, 5th Marine Brigade, pose together at Montierchaume, France, in 1918. First on the left is Pvt James H. Draucker. Pvt Draucker earlier served at the Washington Navy Yard under the supervision of GySgt Dan Daly.

That was the last we saw until November 8. We were living on our backs.”

Following the end of the war, he returned to the United States and paraded in New York City. Ashworth then went to Quantico to be reviewed by President Woodrow Wilson, and was discharged shortly thereafter.

Former Marine James H. Draucker’s service in World War I was quite different from Mr. Ashworth’s. Mr. Draucker belonged to the 11th Regiment of the 5th Marine Brigade and arrived in France too late to see combat. However, Draucker’s service is representative of the thousands of Marines who never reached the front, serving in possibly less glamorous but vital duty during the war.

Draucker was first stationed at the Brooklyn Navy Yard and then went to the Washington Navy Yard. While stationed in Washington he served with GySgt Dan Daly. Draucker remembered one morning inspection, when “Daly made a sharp left turn and walked right up to me within inches. His steel grey eyes met mine like a laser beam. He said, ‘What is your name?’ I replied [and] he then said, ‘Your uniform freshly pressed?’ I answered, ‘No sir, I wore it on liberty last evening for only two hours.’ He replied immediately, ‘Sergeant, put this man on the restriction list.

No shore liberty for two weeks.’ I remarked, ‘Jeepers! I’m mixed in with 70 men and he could spot a little thing like that!’ ”

He then shipped to France after joining the 11th Marines at Quantico. The regiment was at sea for two weeks before reaching France, when Draucker and his comrades happily put their feet back on dry land. There followed a period of training for combat and orders to go to the front when the armistice was declared. The 11th and 13th Marines were shipped to Brest, France, prior to returning home where they were greeted by the commander of the 5th Brigade, BGen Smedley D. Butler.

Gen Butler formed both regiments into a large field and “gave a 20-minute speech and wished us *bon voyage*. He said, ‘Let’s all sing the *Marines’ Hymn*.’ With no music, he started it by using his megaphone. After about a minute and a half, he shouted, ‘Stop, stop, stop!’ Believe me, there was a sudden silence all over the field. Then for four minutes he just looked at us. He then raised the megaphone to his mouth and said very firmly, ‘Men, I know I can’t make you sing the *Marines’ Hymn*, but I can make you wish you had. So, let’s try it again.’ And he started it again. When it was completed, he said, ‘That was much

better. Thank you! Bon voyage!’ He then ordered the brigade dismissed.”

Before Draucker returned home, he was assigned as a guard at Camp Pontanezen, which served as a departure point for American units preparing for the return voyage. He volunteered for unlimited duty in the 15th Separate Battalion, the last combat unit to leave Europe. Draucker protected supply posts from black market hijackers and guarded military prisoners. One of his most interesting assignments was at the so-called “brides camp,” officially known as the separation camp, where Americans and their foreign brides were processed before returning home. The camp was divided down the middle by a fence and Draucker recalled, “The men were quartered on one side, the women on the other. . . . I walked along the fence several times each night to be sure that regulations were obeyed. My reward for doing my duty was to be cussed at, pleaded with, cajoled, etc.”

On 10 December 1919, Draucker left for the United States after serving 15 months overseas and reached Philadelphia at the end of a 16-day journey. His battalion was disbanded on 30 December at Quantico but he continued to serve in the Marine Corps until 12 April 1920 when his discharge was approved.

Both Mr. Draucker and Mr. Ashworth are proud of their service in the Marine Corps. Places, names, and events are fresh in their memories despite the years that have gone by. □1775□

World War I Marine James H. Draucker comments on his donation of personal documents for curator J. Michael Miller.



New Art for Collection Portrays Marines in the Arctic

by Maj Donna J. Neary, USMCR

Two years ago, in March 1984, I was assigned a period of active duty with the 4th Marine Amphibious Brigade (MAB) as a combat artist, to record visually the events and people participating in NATO exercise Teamwork 84. This operation was held above the Arctic Circle in the Troms region of northern Norway.

Since then, I have finished a selection of watercolors and other pieces for the Marine Corps Art Collection illustrating the rigors of a Marine exercise in a landscape of deep snow and unaccustomed wet cold.

The 4th MAB, commanded by BGen Norman H. Smith, consisted of Regimental Landing Team 2, Marine Aircraft Group 14, and Brigade Service Support Group 4, and was joined by Marine Reservists of the 1st Battalion, 25th Marines. Allied military forces from the United Kingdom, the Netherlands, West Germany, Italy, Luxembourg, Canada, and Norway also participated.



"Teamwork" for white-clad U.S. Marines in this recollection is pulling a well packed "polk" through the frozen landscape of the Troms region of northern Norway.

A Norwegian Home Guard soldier from the Refresher Training Camp at Maukstad Moen near Skjold, leads a pack horse from the Horse Transport Company over the snow-covered hills. These

sturdy horses, native to Norway, can be fitted with round snow shoes made of iron and bamboo, and employed to pull sledges loaded with supplies into otherwise inaccessible terrain.





Aboard an Air Force C141 departing for Norway from Cherry Point, North Carolina, via Goose Bay, Maj Neary watched Ma-

rines Col John J. Hilgers and 1stLt Norma S. Stewart steal some sleep before the long days ahead in the Arctic-weather exercise.

An Italian soldier, from a unit assigned to act as the opposing force, acknowledges his capture by a U.S. Marine in white parka and snowshoes from 4th MAB's Regimental Landing Team 2, during an action fought three days after the landing at icy Rossford. Other Marine units participating in the NATO exercise were from Brigade Service Support Group 4 and the Reserve's 1st Battalion, 25th Marines.

Two warmly dressed German paratroopers proceed towards an assembly area where they will join allied troops for training jumps over the frigid Norwegian terrain from a German UH-1D helicopter. Marine air was present for the exercise from MAG-14.



Wishing to be as mobile as possible throughout the exercise, I kept my materials for sketching and drawing to a minimum, depending heavily on my camera and notebooks. When in the field, I carried a canvas map case, which was ideally suited to hold several sketchbooks and a variety of pens and pencils, and a 35mm camera with telephoto and wide-angle lenses. After the first few days I also carried candy bars and trail mix, as I was moving around considerably and missed many meals.

The Allied Press Information Center (APIC) in Bardu, about 15 miles south of Bardufoss Airfield and 50 miles from the landing beaches at Rossfjord and Balsfjord, was my home base. This was ideal for my purposes, as all press representatives reported in and out of the APIC, and their transportation to and from the camps and exercise area were arranged there. Participating NATO nations had military representatives assigned to the

APIC who were invaluable in assisting me in visiting the various allied camps.

There were times when I found myself not well equipped for the task at hand, such as when I had the opportunity on short notice to visit a Norwegian Army unit that was camped high in the mountains north of Skjold.

In the woods, away from roads, and in snow that was more than waist deep, the unit was engaged in a mock battle. They moved about easily, being equipped with snow shoes. I had none with me, but was determined to do my best to follow their movements. Being fairly light in weight, I was able to take two or three steps at a time before falling through the thin, frozen crust into the soft snow below—a rather exhausting and inefficient way to travel. The Norwegian soldiers were very much “at home” in the snow, and most individual tents were cozy and warm, having “split-level floors” dug into the snow, and reindeer-skin rugs (provided by the occupants).

The ground was totally snow-covered throughout the exercise, and it continued to snow periodically, but the weather often was warmer than expected. This, unfortunately, kept the snow on the ground fairly wet, exposing troops to a lot of cold moisture. Several times, the vehicle in which I was riding was commandeered by corpsmen in order to transport Marines suffering from hypothermia to field hospitals or back to ships.

In the days prior to the combined U.S.-U.K.-Netherlands landing, I visited the Norwegian Refresher Training Camp at Maukstad Moen; the Allied Command Europe Mobile Force (AMF) camps made up of units from Canada, West Germany, Italy, Luxembourg, the United Kingdom, and the United States; the German field hospital; the U.S. Marines' camp near Red Beach; and the landing beaches along the Malengen, Bals, and Ross fjords before their scenic isolation was disrupted by the cacophony of activity that accompanied what was then the largest combined landing exercise in Arctic zones. □1775□

A Norwegian Home Guard soldier from Brigade North carries a machine gun. Both soldier and weapon have snowshoes.



Having removed his pack and web gear during a rest in the wet snow, a Marine provides a dry writing surface for a buddy.



Remodeled, Expanded Air-Ground Museum Reopens

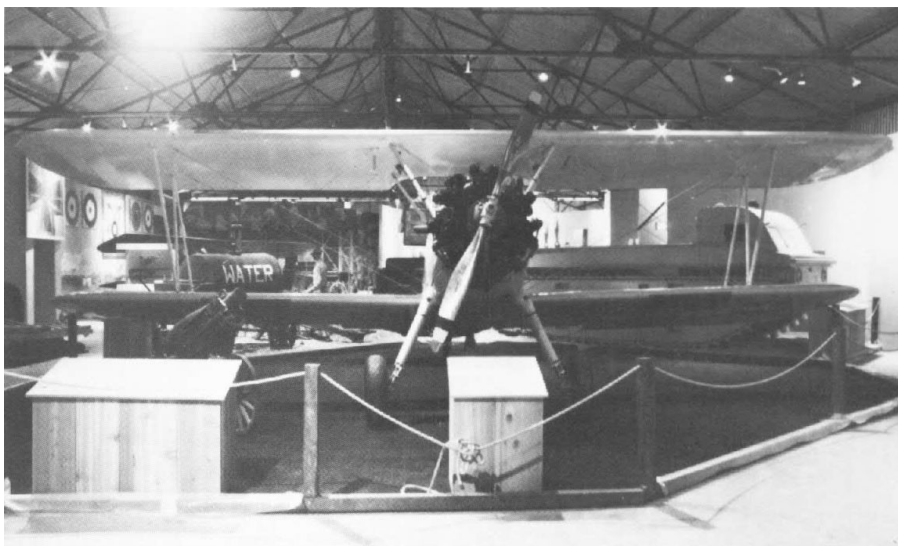
by Col Brooke Nihart, USMC (Ret)
Deputy Director for Museums

As this issue of *Fortitudine* hits the streets the Marine Corps Air-Ground Museum at Brown Field, Quantico, will open for the season after its 1 December to 30 March winter hibernation.

These pages [*Fortitudine*, Fall 1981-Winter 1982; Fall 1984] have already told of our plans designed to upgrade the former Aviation Museum to the Air-Ground Museum, presenting the Marine Corps' development of air-ground team doctrine, organization, and operations. Indeed, on 1 April 1985, when the museum opened for the season, it was redesignated with the new title. Sufficient ground weapons and equipment had been integrated into the aircraft exhibits to justify the change.

The acquisition and restoration of additional aircraft and major pieces of ground equipment demanded their addition to the exhibit hangars. While the "World War II" hangar with its memorable Grummans, Douglas SBD, Corsairs, and others remained open, the "Early Years, 1912-1940" hangar was closed in order that new exhibits incorporating additional gear might be installed.

"... In the Air, on Land and Sea . . ." theme panel at entrance to the "Early Years" hangar at the Marine Corps Air-Ground Museum at Quantico, shows all arms and services of the Corps at work in the 1912-1940 period. Museum opens on 1 April.



Stearman N2S training biplane at north end of "Early Years" hangar was used in the late 1930s into World War II. M1A1 75mm pack howitzer is seen under the right wing.

First, the buildings within a building, familiar to past visitors and containing exhibits on early Marine aviation heroes and an art gallery, were removed to make more room for floor exhibits. Changes comprised three elements: an island containing the crew-served and artillery weapons of the 1900-1914 period;

a second island with World War I artillery and vehicles on one side and a 1939 pre-production Amtrac on the other; and an astro-turf section suggesting a grass airstrip with an N2S Stearman "Yellow Peril" training plane and crew-served weapons of the 1930s.

Around the periphery of the hangar, false walls provide space for inset cases containing mannequins in Marine uniforms and personnel equipment presenting Marines of the 1900-1940 period.

Aside from these major additions, the "Early Years" hangar looks much the same as before, at first glance. The yellow shel-lacked fabric and bamboo framework of the 1912 Curtiss A-2 Pusher is in its old place, as are the DH-4 DeHavilland fighter-bomber and Thomas-Morse Scout, all to the right front as the visitor enters. The 1917 Renault-type light tank remains the same as before and the FB-5 and F4B-3 Boeing biplane fighters are still at the hangar's north end.

But follow me for a quick tour: As we enter from the parking area on the right of a short hall we see a thematic photo-montage with the title, "On land and sea and air." The photographs show every activity of the Marine expeditionary forces of the early 1900s—machine guns,



French 75mm gun M1897 is of the type which supported World War I Marines in France and continued in use by Corps artillery into the 1930s. The water wagon filled Marines' canteens and radiators during the Central American Banana Wars of the 1920s.

artillery, aircraft, tanks, motorcycles, balloons, motor transport—a preview of the equipment we will see inside shown in actual use. On the left, we can examine photographs of Brown Field, site of today's Air-Ground Museum, in the 1920s and 30s, and Quantico's introduction to fixed wing aircraft in the 1890s as Professor Langley of the Smithsonian Institution conducted unmanned flights from a barge anchored nearby in the Potomac.

Immediately ahead is the first island where we can observe in a natural setting of beach rocks and jungle foliage weapons of the early 1900s. Included are a M1901 .30-caliber Gatling gun, a Navy M1876 3-inch breech-loading rifle landing gun, and a M1895 Colt-Browning machine gun, the Marine Corps' first, on light wooden-spoked cart wheels.

Gatling guns had been used by the Corps from shortly after the Civil War, the 3-inch landing gun saw service at Guantanamo Bay in 1898, while the M1895 machine gun provided essential firepower in the Boxer Rebellion in 1900. Captions give details on the weapons and describe how they were employed in the combined arms team of the time.

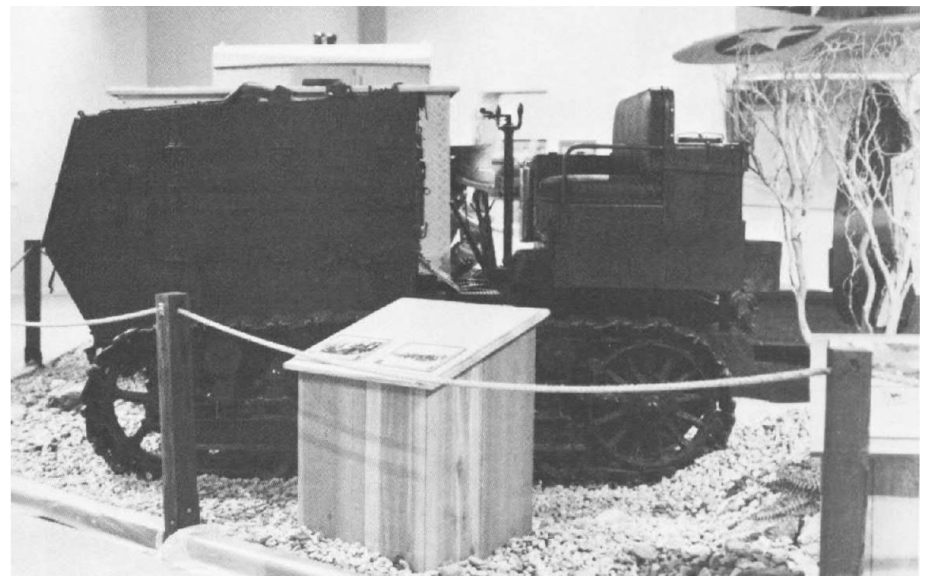
Continuing counter-clockwise around the island we view the M1909 Benet-Mercie machine rifle, the Corps' first light machine gun; a tripod-mounted M1895; and a M1902 3-inch gun, all of the type used by Marines of the Advanced Base Force of 1913 and at the Vera Cruz inter-

vention of 1914. Captions tell of their use in the Advance Base Force and of the first air-ground team in the Culebra maneuvers of 1913-1914. Overhead hangs a wicker balloon basket and its Marine observer of World War I and the 1920s, when observation balloons were based at Quantico.

On the wall opposite the M1909 is a case with a pre-World War I Marine aviator in flight gear of the period and another case with a Marine ground officer of the same period as he may have looked during the 1912 Nicaragua intervention.

Walking up the gentle ramp that circles the Curtiss Pusher we come to a case

Holt 5-ton tractor M1917 was made by the forerunner of the Caterpillar Tractor Company and armored by the York Safe Company. It served as WWI artillery prime mover.



containing a Marine on a jungle trail of a Caribbean island or a Central American banana republic. Speaking to the Banana Wars of the 1920s, the case and its captions also pay a tribute to the Marines' best friend of the period, the M1903 Springfield rifle. Further around the ramp we come to another case with a USMCR(F), a World War I woman Marine, in a Washington office scene of the time.

We are now at the DH-4 DeHavilland where a cutaway Vee-12 Liberty engine, and fragments of a Marine DH-4 which crashed in the Shenandoah Valley during the 1924 maneuvers, have been added to the exhibit.

Passing the Tommy-Morse Scout we see on the left a World War I Marine displaying photographs of Marines and their weapons of that war. Next to him on the island will be a M1917 Ford Model "T" military truck of the type SgtMaj John Quick loaded with ammunition and engineer tools and drove madly to succor Lt Clifton B. Cates' 96th Company at Bouresches close by Belleau Wood.

A free-standing case displays the machine guns used by Marines in France and beyond that on the second island can be seen an M1897 French 75mm gun and its prime mover, when six horses were not used, an M1917 Holt 5-ton tractor. The M1917 6-ton tank completes the World War I ensemble. Captions explain combined arms and air-ground organization and tactics of that war.

(Continued on page 22)

LVT's Direct Ancestor Ready for 'Early Years' Exhibit

by Anthony Wayne Tommell
Curator of Ordnance and Heavy Equipment

On 18 December 1946, President Harry S. Truman awarded Donald Roebling the Medal of Merit. The citation read:

Donald Roebling, for exceptionally meritorious conduct in the performance of outstanding services to the United States. Mr. Roebling conceived, developed, and perfected an amphibian vehicle capable of traversing both land and water, presented it to the Government of the United States and released it for manufacture without compensation. Conceived originally in December 1934, for humanitarian purposes as a means of carrying emergency supplies to inundated and isolated areas in Florida during the hurricane seasons, and completed after five years of intensive research, tireless effort, and tremendous personal expense, his fourth model, the "Roebling Alligator" is the forerunner of all amphibian tractors constructed for the Navy, the Marines, the Army, and Lend-Lease. The Roebling Amphibian Tractor contributed to the success of our armed forces in Africa, and in addition, rendered valuable service during landings on the Pacific Ocean Islands, and with its unique ability to negotiate surf and beach terrain, moved supplies and equipment to otherwise inaccessible locations, broke trails through the jungle and formed pontoons for temporary bridges permitting the passage of troops. Mr. Roebling's unselfish devotion to the perfecting of an effective war weapon, released without thought of benefit to himself, was a vital and inspiring contribution to the defense of his country.

The Roebling Alligator Amphibian Tractor that will be on display in the renovated and redesigned "Early Years" exhibits at the Marine Corps Air-Ground Museum was the last of the privately owned and fabricated Roebling Alligators. It is believed to be "Alligator 3," designed in 1939 and completed in May 1940. It was powered by a 95-horsepower Mercury V-8 engine and incorporated a number of improvements, designed in response to problems and experience gained with Roebling's earlier Alligators.

Alligator trademark copyrighted in 1938, here reproduced from a Roebling Company helmet in the Museum's collection.

THE ALLIGATOR



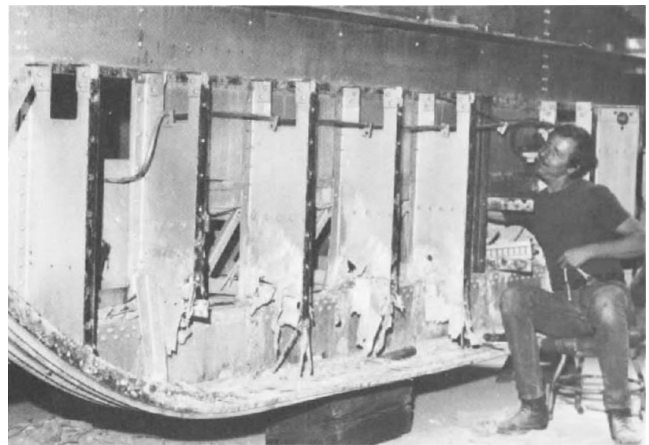
Roebling "Alligator 3" amphibian tractor is seen at Clearwater, Florida, in about 1940. The "Alligators" were developed, beginning in 1934, to cope with hurricane season flooding.

The "fourth model" mentioned in the presidential citation was a Roebling Amphibian Tractor contracted and purchased by the Navy's Bureau of Ships and completed in October 1940. This vehicle was actually the first government (or U.S. military) Alligator. It was very similar to "Alligator 3," and often has been confused with it mistakenly in publications. It was powered by a 120-horsepower Lincoln-Zephyr engine and incorporated a number of changes suggested by members of the Marine Corps Equipment Board, especially BGen Emile P. Moses and Maj Ernest E. Linsert. This purchased Alligator amphibian tractor was first shipped to Quantico and later to the Caribbean for testing.

What is probably "Alligator 3" was donated to the Marine Corps by Roebling's widow in the mid-1960s. It had been held by the Inspector-Instructor staff of the 4th Assault Amphibian Battalion at Tampa, Florida. In November 1984 it was shipped to the Museum at Quantico at the request of LtGen David M. Twomey, Commanding General of the Marine Corps

(Continued on page 35)

Preliminary cleaning of "Alligator 3" is performed by Ron Gay of the Museum's Restoration Section. Worst damage probably was from "exfoliation" apparent along the visible supports.



Soviet Vehicle in Collection Thanks to 2d AAV Bn

by Anthony Wayne Tommell
Curator of Ordnance and Heavy Equipment

On 19 December 1985 a long-bed tractor-trailer rolled into the Marine Corps Development and Education Command (MCDEC), at Quantico, Virginia. It carried an interesting if ominous-looking cargo, a Soviet model BRDM-2 armored reconnaissance vehicle. The cargo was delivered to the Marine Corps Air-Ground Museum, where the Curator of Ordnance and Heavy Equipment inspected the vehicle and with members of the Restoration Section carefully unloaded it from the trailer.

The BRDM is a particularly important addition to the Museum's vehicle collection because it comes with a direct, detailed, and historically important provenance, with recent Marine Corps history. It is one of two such vehicles given to the Government of Grenada by an agreement dated 9 February 1981 with the Soviet Union and delivered in the same year. It was captured on or about mid-morning of 26 October 1983 by an element of the 2d Assault Amphibian Vehicle (AAV) Battalion of the 2d Marine Division in Operation Urgent Fury on the island.

The details of the taking of the BRDM were revealed in conversations with a number of Marine participants. Interviews with LtCol Ray L. Smith, commander of Battalion Landing Team (BLT) 2d Battalion, 8th Marines; 1stLt John E. Holloway, leader of the 4th Platoon, Company A, 2d Assault Amphibian Vehicle Battalion; and SSgt Allan F. Chase, a member of the 4th Platoon, developed the following scenario: A dismounted patrol from the 4th Platoon discovered the BRDM around 0100 in a rural area just west of the village of D'Arbeau. D'Arbeau is near the western edge of Queen's Park Race Course, designated Landing Zone Racetrack, and north of the capital city of St. George's.

The interviewed Marines think that the vehicle had been abandoned by its crew. Near it were found small piles of Grenadan People's Revolutionary Army (PRA) uniforms and weapons. Also near the BRDM was a Toyota "Land Cruiser," which according to information given to Lt Holloway by

Marine 1stLt John E. Holloway of the 2d Assault Amphibian Battalion poses in front of the Soviet BRDM-2 on Grenada.



The BRDM in storage at Quantico is being prepared for eventual exhibition at the Marine Corps Air-Ground Museum.

a local farmer, was used by the crew for transportation to and from town every night. In the armored vehicle itself were found an operator's manual in English and a letter, by a member of the crew, explaining why he had an accident with a PRA truck. A Marine guard was posted and the decision was made to move the vehicle back to the LZ since efforts to start it on site had not proven successful. With SSgt Chase steering the BRDM, a LVTP-7 towed it back.

Pl T. J. Anderson and other members of 4th Platoon worked on the Soviet vehicle and got it running. Taking a ride in the BRDM became an interesting and educational diversion for other Marines. To make sure that no tragic mistake occurred the Marines marked "USMC" in large white letters on both sides. Lt Holloway then asked to take the vehicle along with his unit to Lebanon in hopes of eventually bringing it back to Camp Lejeune. LtCol Smith felt this was "a reasonable request at the time" and approved it, but advised Holloway that the intelligence agencies might end up with the vehicle once it got "stateside." The BRDM was loaded onto the tank deck of the LST USS *Manitowoc* as elements of the 8th Marines embarked on 31 October at Grand Mal Bay. The vehicle remained on board the *Manitowoc* during the deployment in Lebanon. It was unloaded and reloaded once on the return trip to the United States, at Rota, Spain. But as LtCol Smith had predicted, the BRDM was "sequestered" by Defense Department intelligence agencies upon its arrival in the U.S. and shipped to Aberdeen Proving Grounds in Maryland.

At a meeting held at the Defense Intelligence Agency on 5 July 1984 it was decided to hold the BRDM at Aberdeen for about one year, after which it would be shipped to the Air-Ground Museum. After some delays the vehicle eventually arrived at Quantico for preparation for display in the Museum.

(Continued from page 19)

In the wall near the tank is a case telling the story of a 1920s Marine activity analogous to today's anti-terrorist deployments: guarding the U.S. mails from a wave of robberies. The scene is the inside of a railway post office car looking out on the station mail platform. The Marine in the car is armed with a M1897 trench shotgun and surrounded by mail bags.

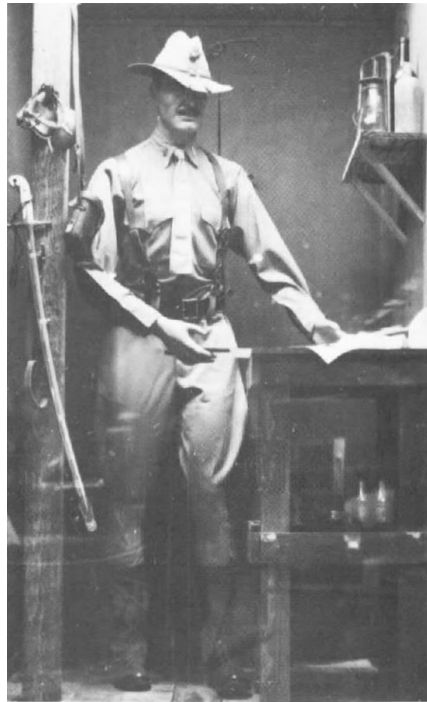
The two Boeing biplane fighters are in the familiar positions but between them are exhibited the heavy weapons of the 1920s and 30s, the M1917 Browning heavy machine gun and the 81mm Stokes-Brandt mortar. Facing these exhibits on the "grass" is the Stearman trainer. With it are displayed an M1 75mm pack howitzer and the Browning Automatic Rifle and Thompson Sub-machine Gun, made famous by Marines in Nicaragua. We think we have a lead on a 1918 motorcycle and side car, the jeep of World War I, which, if we get it, will be added to the "grass." As before, captions explain development of combined arms and air-ground organization and tactics of the day.

We have circled the hangar and are approaching the point where we entered. Here on the second gravelled island is Donald Roebbling's 1939 all-aluminum Alligator, his third experimental model, which immediately led to the LVT-1 amphibian tractor of 1941. On the wall opposite, in photographs and captions, is the story of the air-ground team in amphibious operations and the development of this doctrine in the 1930s.

Ending this era is an exhibit on the Japanese attack on Pearl Harbor and the Marine participation in its defense.

The World War II hangar is undergoing a similar upgrading but is not as far advanced. In addition to aircraft- and aviation-related exhibits, we now include exhibits on the defense battalions, on seagoing Marine detachments, an LVT-1 amtrac, a ¼-ton truck or Jeep, a 75mm pack howitzer in its World War II pneumatic-tired configuration, and case exhibits on the Marine rifleman and Navy hospital corpsman.

Planned for early addition to the hangar are exhibits that speak to ground reconnaissance, antitank, infantry supporting weapons, parachute Marines, and artillery support. Undergoing restoration is



Display recreates Marine officer's quarters during the 1912 Nicaragua campaign. Swords were used only for ceremony.

an M3 armored scout car that our division scout companies used in 1941-1942 until we got involved in the jungles. Interpretation with it will talk about the reconnaissance mission in general and how it was conducted from submarines and rubber boats in the Pacific island war.

Also undergoing restoration at this time are an M3 37mm antitank gun and a pneumatic-tired French 75mm gun of the type also used by regimental weapons companies early in the war. A 2.36-inch rocket launcher or "bazooka" along with photographs of the weapons in action and the story of the few actions against Japanese tanks will round out this exhibit.

A case exhibit of Marine parachute units will be placed in the hangar close to the exit where our recently restored R4D transport is on exhibit. We plan to restore our French Schneider M1917 155mm howitzer of the type used by 4th Battalion, 11th Marines, on Guadalcanal and exhibit it along with a 105mm howitzer when one can be released to us from war reserve. These pieces will be used to dramatize the stories of artillery support, naval gunfire support, and fire support coordination told by photographs and narrative captions. As with the Early Years hangar, infantry-supporting weapons—machine guns and mortars—will be exhibited and their role explained.

A third hangar at Brown Field requires extensive repair work to the hangar doors and other components before being opened to the public. This work has been scheduled by base public works but a date for completion has not been set. Meanwhile, many aircraft and vehicles have been restored for exhibit in this hangar, which is to be titled, "Jets, Helicopters, and the Korean War." Planning for the layout and interpretation of these exhibits is already underway.

Aircraft already restored and awaiting display include a Sikorsky HO3S, first helicopter used by the Marine Corps. A large model of the Marine Corps' first transport helicopter, the Piasecki HRP, will be exhibited at the entrance. A Bell HTL and Sikorsky HRS used extensively in the Korean War also will be exhibited. The Corps' first carrier-capable jet, a McDonnell FH-1 Phantom fighter, will be exhibited, as well as a Grumman F9F-3 Panther, which flew with VMF-311 in Korea. VMO-6 will be represented by an OE observation and liaison plane. The enemy will be represented by a MiG-15 recently arrived from China.

Most of the ground weapons used in Korea were the same as in World War II. However, exhibited will be such new weapons as the 75mm recoilless rifle, 4.2-inch mortar, and the 3.5-inch rocket launcher. An M26 tank of the type used by the 1st Tank Battalion for the first year of the war will be exhibited outside the hangar as will be a Douglas AD-5 attack aircraft and F3D night fighter.

Story lines will cover development of the helicopter and the Marine Corps' vertical envelopment concept, jet engine and jet aircraft development, and close air support and the air-ground team in Korea.

The Air-Ground Museum is in a fortuitous location next to the Officer Candidates School and on the same base with the various officers' command and staff courses. Illustrating and dramatizing, as it does, the development of combined arms and air-ground team organization, doctrine, and tactics, it can form an instructional supplement to the schools' consideration of these subjects. How and why we did things in the past and how changes evolved can provide a better understanding of today's solutions and of coping with tomorrow's problems. □1775□

Language Officers Recall Combat Roles in the Pacific

by Col John C. Erskine, USMCR (Ret)

The World War II mobilization of persons with special skills in Japanese language was commemorated by a gathering of former Marines this past fall. Participants numbered 12 officers and 11 others including wives and guests. Five former 5th Marine Division officers were responsible for organizing the reunion: John M. Farrior; John K. McLean; Edward G. Seidensticker; J. Owen Zurhellen, Jr.; and myself. All five saw action at Iwo Jima and participated in the occupation of Sasebo and surrounding regions of Kyushu, Japan.

Other Japanese-language officers present had varying duty assignments. Eugene P. Boardman participated in the Guadalcanal, Tarawa, Saipan, and Tinian campaigns with elements of the 2d Marine Division. Jerome L. Elswit was on the staff of the III Marine Amphibious Corps in Guam, Okinawa, and North China. Thomas N. Flournoy accompanied naval gunfire elements conducting the pre-invasion bombing of Iwo and later went ashore there with the V Marine Amphibi-

ous Corps staff. Richard A. Gard served on the staff of the Commander, Amphibious Forces South Pacific in the Solomons. Reed J. Irvine joined the 2d Marine Division in time for the Saipan and Tinian landings and stayed with the division through the occupation of Southern Kyushu. Glenn W. Nelson served with the 6th Marine Division on Okinawa and in North China, and with the 2d Marine Division in Sasebo. Walter J. Rockler participated with the 4th Marine Division in the Kwajalein, Saipan, Tinian, and Iwo operations.

Boardman, Erskine, and Gard were part of the group of 13 Japanese-language specialists commissioned in the Marine Corps Reserve in the spring and early summer of 1941. On being called to active duty they were ordered to Marine Barracks, Pearl Harbor, where they were enrolled in a *sub-rosa* language class at the University of Hawaii. Particular attention was given there to schooling in military vocabulary to supplement proficiencies ac-

quired by some through residence in Japan or Asian-language studies at American universities.

The nine other linguists at the reunion had been recruited after the outbreak of war by the U.S. Navy, primarily on the basis of exceptional intellectual qualifications (e.g., membership in Phi Beta Kappa scholastic society), and given 14 months of intensive schooling in Japanese at the Navy's Japanese-language school at the University of Colorado (Boulder). Most of them held enlisted ratings before commissioning; all had volunteered for assignment to the Marine Corps.

The scarcity of persons skilled in Japanese in those days was such that medical authorities waived many otherwise disqualifying physical conditions: height, weight, eyesight, and chest expansion. Badly needed to accompany combat troops, most of these Marines were given a minimum of military orientation, let alone survival skills.

In the peacetime years before tensions mounted between Japan and the United States, the Marine Corps was content to have one officer engaged in Japanese-language study while serving as an assistant naval attache in Tokyo along with a handful of Regular Navy officer language students. In the period 1939-1941, two Marine officers were so assigned. In December 1941, these two plus a former language student with a limited-duty status, and another, engaged in helping to decipher Japanese naval communications and therefore unable to serve where there was a risk of capture, were the only Regulars with Japanese language qualifications in the Marine Corps.

About 1,500 Reservists were brought into the naval service and trained as Japanese-language officers during the war years. Of these, 150 were Marines, 70 were Waves, and 20 were Navy Regulars. About 150 Marine Corps enlisted personnel were also trained as Japanese-linguists in schools at Camp Elliot and Camp Lejeune and in other schools set up by line organizations in the field. For the most part, these schools were the result of the efforts of lan-

At the language officers' reunion are, from left in back row: Glenn W. Nelson; Edward G. Seidensticker; J. Owen Zurhellen, Jr.; Eugene P. Boardman; Jerome H. Elswit; Thomas N. Flournoy; and Walter J. Rockler. From left in the front row: Reed J. Irvine; John C. Erskine; John K. McLean; John M. Farrior; and Richard A. Gard.



guage officers to maintain their own skills and of the curiosity and initiative of enlisted Marines. A few line officers undertook this training and received appropriate MOS designations. Still others with natural linguistic talents became able to handle the movement of prisoners of war. Japanese-Americans were not taken into the Marines but constituted the main strength of the U.S. Army's Japanese language capabilities in the Pacific. Army teams—composed usually of an officer and ten or so enlisted *Nisei*—augmented Marine language sections in combat operations.

Organizationally, Marine linguists were, with a few exceptions, considered intelligence personnel. Their chief functions were: translation of captured documents; interrogation of prisoners of war and captured civilians; identification of captured enemy equipment; authorization for the release of souvenirs; and, on occasion, transcription, translation, and interpretation of intercepted tactical communications. Typically significant to Marine commanders was information on the location and nature of fortified positions, troop strength, order of battle, and logistic capabilities. Of interest to higher authorities were such items as captured signal code books and reports of airfield site surveys.

In the occupation of Japan, linguists accompanying Marine landing forces facilitated the establishment of control of portions of Kyushu beyond the beachhead, assisted civil affairs officers in the movement and billeting of troops, and in other housekeeping and security matters. They also assisted in liaison with Japanese authorities, support of public information programs, and in the handling of all kinds of interaction with Japanese individuals.

Two Marine Japanese-language officers were killed in action. The first was 1stLt Ralph Cory, who left the U.S. Foreign Service to join the Marines. Assigned to the 1st Marine Division on Guadalcanal, he was a member of a patrol led by the G-2, LtCol Frank Goettge, which was ambushed on 12 August 1942 while nearing a rendezvous with what was reported, by a POW, to be a large body of starving Japanese who wanted to surrender. Less than a week later (16 August), 2dLt Gerald P. Holtom, language officer with the 2d Marine Raider Battalion, was hit by a



Instructional panel prepared by the R-2 Section of the 27th Marines in 1944 recommended some language to use in capturing Japanese prisoners: "TE WO AGERO! KOICHI KOI!" (The prisoner is told to hold his hands up and to come forward.)

sniper during the raid on Makin Island.

Wounds received in action at Peleliu, Saipan, Iwo Jima, and Okinawa earned Purple Heart medals for five Marine language officers. One of these, Ray Luthy, lost a leg at Iwo. Another, William Brown, suffered an unusual injury—a child captive he was carrying out of a cave on Saipan bit him on the abdomen.

Although he died a few years ago, many language officers recall Capt Sherwood "Pappy" Moran, more than 50 years old at the time of his service as an interrogator on Guadalcanal. His language skills had come incidental to his employment as a YMCA worker in pre-war Japan.

Translating Japanese official documents, personal letters, and diaries gave intelligence officers insights into Japanese society and culture. In subsequent years, many linguists followed careers growing out of these experiences. Taking the twelve attending the reunion, two spent long careers in the foreign service, four became federal employees, one became a lawyer, another a business affairs analyst, and still another a banker. Academe claimed one for his entire career, two more for major parts of their lives. One of the latter, Ed-

ward Seidensticker, who was in charge of the 5th Division translation group on Iwo, became a renowned translator for Japanese novelists, among them Yasunari Kawabata, winner of a Nobel Prize for Literature.

The acknowledged expert on Japanese language activities associated with the Navy and the Marine Corps is Capt Roger Pineau, USNR (Ret), a product of the Boulder school. Pineau remained on active duty after the war and assisted RAdm Samuel Eliot Morison, the Navy's historian for the Pacific War. Pineau's last assignment was as Director of the U.S. Navy Museum at the Washington Navy Yard. Most recently he collaborated with John Costello, author of *The Pacific War*, to complete a book begun by the late RAdm Eddie Layton, Pacific Fleet flag intelligence officer for Admirals Kimmel and Nimitz. Layton was a Japanese language specialist. The book, *And I Was There: Pearl Harbor and Midway—Breaking the Secrets*, was a Book of the Month Club alternate selection for December 1985. Pineau is now assembling materials for a book on the Navy Department's Japanese Language program in World War II, and seeking contact with former participants and observers. □1775□

Island War Planner, Former History Director Dies

by Benis M. Frank
Head, Oral History Section

LTGEN JOHN CRAWFORD MCQUEEN, USMC (RET), who once headed the Marine Corps historical program, died at the age of 86 on 7 December 1985 at his home in Menlo Park, California. He was cremated and his ashes were to be scattered at sea. A memorial service was held for him on 9 December.

A native of Carrollton, Missouri, he claimed Colorado Springs, Colorado, as his home. He was a member of the Naval Academy Class of 1921, was commissioned a Marine second lieutenant that June, and attended Basic School. In the late 1920s, he served in Haiti, commanded the detachment on the *Cleveland*, and served in Nicaragua with the *Guardia Nacional*. In 1936 he was commander of the detachment on the recently commissioned *Quincy*, which was assigned to evacuate American citizens and foreign nationals from Spain during the Spanish Civil War.

In the late 1930s, Maj McQueen, with Capt Verne McCaul as his pilot, spent six weeks flying along the east coast below Norfolk looking for a suitable area to house a Marine training base. They recommended the area around New River and Jacksonville, North Carolina. Their recommendation was evaluated and adopted, and both received Letters of Commendation for their efforts in locating the site.

Maj McQueen was ordered to London as an observer in 1940, and witnessed the

LtGen John C. McQueen



massive bombing of London and its outskirts by the Nazis. He consulted with the British about amphibious operations and observed the training practices and areas of the Royal Marines. Reporting back to Headquarters Marine Corps, LtCol McQueen was assigned to the Division of Plans and Policies and again became involved with the selection of a Marine training site, this time on the west coast. He recommended the Rancho Santa Margarita area as suitable, and it was later chosen as the location for Camp Pendleton.

His next assignment was to Amphibious Forces, Pacific Fleet, as a force intelligence officer. While in this billet, he was a member of the Joint Planning Staff for the Attu and Kiska operations, and participated in their capture. When V Amphibious Corps set up its headquarters at Pearl Harbor, Col McQueen was designated operations officer and participated in the planning for and conduct of operations in the Marshalls and Marianas. He remained G-3 when VAC became Fleet Marine Force, Pacific, under LtGen Holland M. Smith.

In November 1944, Col McQueen joined the newly organized 6th Marine Division at Guadalcanal prior to the 1945 operation against Okinawa, in which he took part. He went to North China with the division to accept the surrender of the Japanese forces in Tsingtao, and then was transferred to Little Creek, Virginia, to become chief of staff of Troop Training Unit, Atlantic.

Upon promotion to brigadier general in 1950, he was transferred once again to Headquarters Marine Corps to become Director of Information, Recruiting, and History. It was under his direction that the 1st Provisional Historical Platoon was organized and its ranks filled with Reserve officers who were also professional historians called to active duty and assigned to historical teams with both the 1st Marine Aircraft Wing and the 1st Marine Division in Korea.

In 1952, Gen McQueen became the Director of Reserve and two years later assumed command of the Marine Corps

Recruit Depot, San Diego. His last active duty assignment was as Chief of the Military Assistance Advisory Group to the Netherlands in the Hague.

Gen McQueen retired on 1 July 1958 and was advanced to lieutenant general on the retired list for having been decorated in combat.

BGEN ARCHIE E. O'NEILL, USMC (RET), died at his home in Columbia, South Carolina, on 16 January 1986, at the age of 81. He was appointed to the Naval Academy from Williams, West Virginia, and was a member of the Class of 1927. During his career, he commanded the Marine detachments on the *Wyoming* and *Augusta* and the 5th Artillery Group at San Diego. He served in Nicaragua and was at Midway when World War II broke out. He participated in the Central Solomons campaign and in the retaking of Guam. Gen O'Neill retired on 1 July 1957. He was buried on 18 January at the Greenlawn Memorial Cemetery in Columbia, South Carolina.

Then-Col Archie E. O'Neill in 1955



BGEN ELLIOTT E. BARD, USMC (RET), a veteran Marine aviator, died at the age of 81 on 6 December 1985 in a convalescent hospital in Monterey, California. Born in Nome, Alaska, in 1905, he later attended the University of Washington. He was commissioned a Marine second lieutenant and appointed a naval aviator when he

received his wings following completion of flight training in 1929. Gen Bard commanded a variety of aviation units during his career and served in World War II where he logged over 80 combat missions. He also served in the Korean War as chief of staff of the 1st Marine Aircraft Wing. Gen Bard was buried at Golden Gate National Cemetery in San Bruno, California, on 13 December 1985.

Then-Col Elliott E. Bard in 1956



LTCOL JACK T. KLINE, USMC (RET), the 21st Director of the U.S. Marine Band, 1974-1979, died of cancer on 18 January 1986 at Bethesda Naval Hospital. He was buried with full military honors at Arlington National Cemetery on 22 January 1986.

LtCol Kline was born in Appleton, Wisconsin, and raised in Louisville, Kentucky, where he was educated. He studied music at the University of Louisville, where he received his degree. He served in World War II with the U.S. Army 79th Infantry Division, and before joining the Marine Band, played with the Louisville Symphony. He began his career with the band in 1947 as a clarinetist and saxophonist, was appointed assistant conductor, and commissioned in 1968. He assumed directorship of the band six years later. As a bass clarinetist, saxophonist, and director, he performed before Presidents from Harry S. Truman to James E. Carter. After his retirement, he remained active as a guest

conductor, singing with church choirs, and transcribing band music. LtCol Kline was a member of the American Bandmasters Association, and a director of both the Military Order of the Carabao and of the Gridiron Club. □1775□

Then-1stLt Jack T. Kline in 1968



Memoir Describes Spectacular Okinawa Attack

*by J. Michael Miller
Curator of Personal Papers*

Memoirs penned in 1946 by Maj Christopher S. Donner, USMC (Ret), are a notable recent addition to the Marine Corps Personal Papers Collection. Maj Donner writes of World War II experiences in the Pacific. He first served with the 9th Defense Battalion in the Central Solomons campaign and later with the 11th Marines on Okinawa. The 114-page memoir begins in April 1943 and closes with the writer's return to San Diego in 1945.

The account of the Central Solomons landings is a detailed view of a little studied although crucial Pacific campaign. "Now the earth began to vibrate with blasts," Donner wrote of the first Japanese air attack, "Above the sound of the firing came the high scream of planes diving, and bullets smacked into the palms over our heads. Others strafed the L.S.T.'s fifty yards from us . . . One of our boys was last seen running with a powder charge in his arms. No trace was ever found of him though it could be estimated where a large bomb had carried him to earth."

After the New Georgia campaign and a trip home, Donner joined the 11th Marines then in the Russell Islands for training for the invasion of Okinawa. Fully half the manuscript details this period of preparation and ensuing combat in 1945 when Donner served as a forward

Then-Lt Donner was subject of Pacific island snapshot during World War II.



artillery observer, first attached to the Army and then to various units of the 1st Marine Division. His account of the fighting on the Shuri line is detailed and graphic.

He remembers one attack when a "great wave of Marines sprang to their feet from the grass and moved forward, 10 or 15 feet separating each man. They blazed away in front of them with rifles and B.A.R.s. Thirty yards behind them, covering the breadth of the valley, another wave appeared, and then another. The attack was in force, battalion in column. Up ahead dive bombers and fighters helped prepare the way . . . Suddenly, I had the feeling that I was a kid again sitting in a movie like 'The Big Parade,' and having a great thrill from the spectacle. It did thrill me."

Maj Donner's memoir now becomes one of the many primary sources in the collection, providing color and detail to supplement official reports, that allows historians to present a well balanced view of Marine Corps history.

Center Treated to Call by Real Iwo Jima Flag Raiser

by Danny J. Crawford
Head, Reference Section

It has been suggested—here at the Marine Corps Historical Center—that a society might be formed of “Iwo Jima Flag Raisers and Chesty Puller’s Jeep Drivers.” Reference historians cringe when they receive another letter or phone call from a former Marine who, overlooked for 40 years, now wants to set the record straight on his participation in the flag raising on Mount Suribachi. BGen Simmons has said that “if all those persons were really up on Suribachi raising flags it must have been a veritable flag pageant!”

Understandably, when I received an intercom call last fall announcing that “an Iwo Jima flag raiser” was on his way up to our office I was skeptical. My suspicions were allayed, however, when I met Mr. Charles W. Lindberg and his wife.

Mr. Lindberg was born at Grand Forks, North Dakota, on 26 June 1920. After enlisting at Seattle, Washington, in January 1942, he trained at the Marine recruit depot at San Diego before going to the Pacific.

Cpl Charles W. Lindberg, then 24, in 1945 carried a flame thrower with Company E, 28th Marines. He took part in raising the first flag atop Iwo Jima’s Mount Suribachi and earned a Silver Star Medal for bravery.



Mr. Lindberg points to himself in a photograph in the Museum’s display of Iwo Jima flag-raising items, which also gave him his first look at the Missoula flag since 1945.

A 24-year-old corporal who was a combat veteran of the Guadalcanal and Bougainville campaigns, Lindberg watched the intense bombardment of Iwo Jima but realized that the landing at Red Beach One would be anything but easy. “The Japs had the whole beach zeroed in. Most of the fire was coming from Suribachi,” he recalled. “Suribachi was easy to take; it was getting there that was so hard.”

Surrounding Mount Suribachi were cliffs, tunnels, mines, booby traps, and ravines. The hostile terrain proved to be as tough an enemy as the Japanese who were firmly entrenched on the mountain.

Cpl Lindberg carried a flame thrower with Company E, 28th Marines, 5th Marine Division on Iwo Jima from 19 February to 1 March 1945. As a member of the first combat patrol to scale Mount Suribachi he took his flame thrower up the steep slopes and assisted in destroying the occupants of the many caves found in the rim of the volcano. For his heroism he received the Silver Star Medal and his citation reads in part:

Repeatedly exposing himself to hostile grenades and machine-

gun fire in order that he might reach and neutralize enemy pillboxes at the base of Mount Suribachi, Corporal Lindberg courageously approached within ten or fifteen yards of the emplacements before discharging his weapon, thereby assuring the annihilation of the enemy and the successful completion of his platoon’s mission. While engaged in an attack on hostile cave positions on March 1, he fearlessly exposed himself to accurate enemy fire and was subsequently wounded and evacuated.

Mr. and Mrs. Lindberg spent the first hour of their visit to the Center in the Reference Section carefully reviewing the files we hold on the battle for Iwo Jima and those on the flag raising. Although dozens of visitors look at those files each year, I was apprehensive seeing an honest-to-goodness flag raiser scrutinize the material.

Mr. Lindberg gently reminisced as he reviewed the articles, newspaper clippings, photographs, and other items. I gave him a copy of our pamphlet, *The United States*

Marines on Iwo Jima: The Battle and the Flag Raising, and told him how popular this pamphlet has been, with nearly 15,000 copies distributed over the past 20 years. The pamphlet, incidentally, details both flag raisings on Iwo Jima and lists the names of all participants.

We then went down to the Museum for a look at the Iwo Jima exhibit, through the eyes of one of the few Marines still living who witnessed the events atop Suribachi on 23 February 1945. Mr. Lindberg's platoon had been sent up the mountain under the command of 1stLt Harold G. Schrier with orders to climb to the summit, secure the crater, and raise the 28-by-54-inch flag from the attack transport *Misoula*. Sgt Louis R. Lowery, a

Leatherneck magazine photographer, joined the patrol. Shortly before 1030, the platoon reached the lip of the crater, found a long piece of pipe and fixed the flag to the pole. As the flag was planted by Cpl Lindberg and his fellow Marines, Lowery snapped a series of photographs. Below, troops cheered, ships blew horns and whistles, and soon the American people would hear of the event.

Looking at the Museum's exhibit, Mr. Lindberg pointed at several of the photographs, identified his Marine comrades, and amplified on the details. He also showed the easy way to identify himself in the series of pictures—part of the index finger on his left hand is missing from an earlier injury. As his attention shifted to the flag he helped to raise more than

four decades ago, we were struck by the notion that it was the first time he had seen the banner since it flew atop Mount Suribachi.

I asked Mr. Lindberg if he might consider coming back to the Center for an oral history interview. He agreed to return the next day for a meeting with oral historian Benis M. Frank. Mr. Lindberg also sent us additional information from his home in Richfield, Minnesota, for our reference files.

The photograph of Mr. Lindberg looking for cave entrances at the Suribachi crater rim which accompanies this article also came to us from Mr. Lindberg, and has been added to the historic photo file.

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Reserve Historical Unit Report

Field Historian Provided for 2d MAB in Exercise

by LtCol Cyril V. Moyher, USMCR

Maj Ronald J. Brown, USMCR, a member of Mobilization Training Unit (History) DC-7, participated in the 2d Marine Amphibious Brigade's Command Post Exercise 1-85 at Camp Pendleton, California, from 10 to 24 August 1985. Maj Brown was assigned as the MAB field historian and tasked with the preparation of the historical reports and the testing of the MTU's provisional standing operating procedure for field historians.

The CPX scenario called for the 2d MAB to act as a Maritime Prepositioning Ships (MPS)-equipped follow-on force landing in the Persian Gulf area, and to reinforce the amphibious landing of another MAB. In the second phase of the exercise, the two staffs combined to form a MAF staff.

Working out of the Combat Operations Center, Maj Brown maintained a historical journal which he is currently using to write a narrative of the exercise as if it had been an actual combat operation. He also recorded approximately 18 hours of oral history interviews, most of which were conducted under field conditions, and wrote narrative summaries of significant events and military biographies of key unit members. Further, he provided the G-3/Operations and the G-3/Plans with information on threat doctrine, weapons, operations, and military history. Because of his knowledge of the exercise, Maj Brown conducted briefings for newly arrived members of the staff and visiting VIPs, and contributed to the exercise debriefing.

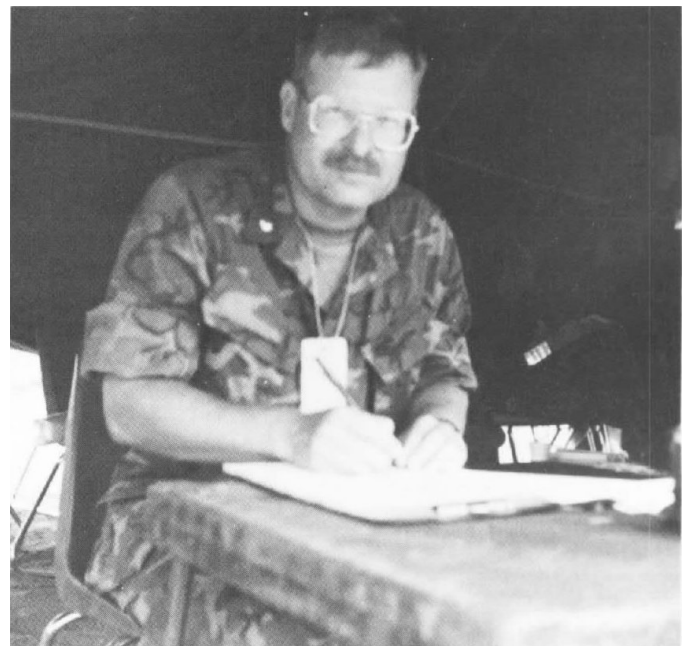
According to Maj Brown, everyone benefits when a historical officer is added to the staff for an exercise. The Marine Corps benefits by receiving an accurate, comprehensive record of the events that took place. The unit benefits by getting a dedicated officer, responsible for the historical efforts of the unit. Finally, the individual benefits by sharpening his professional

and technical skills, thus making him better prepared for mobilization.

Maj Brown's participation in the exercise was deemed a success as evidenced by the numerous "spin-off" assignments requested by the MAB G-1, G-3, and G-5, and the 4th Division liaison officer. His recommendations are currently being integrated into the SOP.

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Maj Brown writes at his makeshift desk at Camp Pendleton during CPX 1-85. The MTU (Hist) DC-7 member provided support as the 2d MAB field historian during the desert exercise.



Modern Wars Dominate Offerings to Marine Readers

by Evelyn A. Englander
Historical Center Librarian

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

Paybacks. Christopher Britton. Donald I. Fine, Inc. 317 pp., 1985. This novel about the Marine Corps in 1971 deals with Vietnam, military justice, and the Corps' approach to recruit training. It is the story of a Marine Corps lawyer and his defense of a drill instructor charged with the murder of a recruit from his platoon. The author served as a Marine Corps officer in Vietnam and as a military defense counsel. \$16.95.

The Royal Marines, 1956-84. Text by William Fowler. Color plates by Paul Hannon. Osprey Publishing, Ltd. 40 pp., 1985. A new volume in the Men-at-Arms series. Includes Suez, 1956; Cyprus, 1955-56; Aden and the Gulf; Northern Ireland; and the Falklands. Also has sections on training exercises and logistics and support. Illustrated with color plates and black-and-white photographs. \$5.50.

Vietnam, the War in the Air: A Pictorial History of the U.S. Air Forces in the Vietnam War: Air Force, Army, Navy and Marines. Col Gene Gurney, USAF (Ret), comp. Crown Publishers, Inc. 277 pp., 1985. This book is illustrated with more than 300 photographs and maps. Air operations in South Vietnam are presented in two sections: 1962-1964 and 1965-1972. Also included are chapters on the air war in North Vietnam, Army airmobility, naval air operations, Marine Corps air operations, American POWs, and operation Homecoming. The chapter on Marine Corps air operations was written by LtGen Keith B. McCutcheon for the May 1971 *Naval Review*. Includes index. \$17.95.

The Root: The Marines in Beirut, August 1982-February 1984. Eric Hammel. Harcourt Brace Jovanovich. 448 pp., 1985. An account of the Marines' mission in Lebanon told from their perspective. It details their escalating involvement in battles fought in and around Beirut. And it presents the terrorist attack on the headquarters compound

on 23 October 1983. The book focuses on the nearly 200 Marines interviewed by the author and on their reactions to the attack. \$19.95.

Gallipoli 1915: Pens, Pencils and Cameras at War. Peter H. Liddle. Brassey's Defense Publishers. 162 pp., 1985. This year is the 70th anniversary of the Gallipoli campaign. The photographs, diary entries, letters, and cartoons published here show the campaign through "1915" eyes. The material is from the Gallipoli section of Peter Liddle's *1914-1915 Personal Experience Archives*. \$17.50.

Uniforms of the Indo-China and Vietnam Wars. Leroy Thompson. Blandford Press, distributed by Sterling Publishing Co., Inc. 159 pp., 1984. Black-and-white and color illustrations and plates of the uniforms of the various armed forces of the Vietnam and Indo-China Wars. The chapters on the Marines in Vietnam include a brief narrative and illustrations of the U.S. Marine Corps uniforms and insignia. \$17.95.

(Also new from Blandford Press is a paperback reprint of John Mollo and Malcolm McGregor's *Uniforms of the American Revolution*, \$6.95, and *Uniforms of the Napoleonic Wars* by Philip Haythornwaite. \$12.95, hardcover. [Both titles distributed by Sterling Publishing Co.]

Corsair: The F4U in World War II and Korea. Barrett Tillman. Naval Institute Press. 219 pp., 1979. The history of the Corsair in World War II and Korea, including its service with the Marine Corps. This was a unique aircraft with bent wings, which was a day fighter and a night fighter, a dive bomber, and a reconnaissance plane, and which flew land-based and carrier-based missions. Included, too, is its use by the French, the Argentines, and the Honduran Air Force. Illustrated with black-and-white photographs. Includes list of Corsair aces and a bibliography. \$17.95.

U.S. Navy and Marine Corps Bases, Overseas. U.S. Navy and Marine Corps Bases, Domestic. Paolo E. Coletta, Editor, and K. Jack Bauer, Assistant Editor. Greenwood Press. 2 volumes. 1985.

These two companion volumes describe every Navy and Marine Corps base, ever in existence, both past and present. They are alphabetical listings by location, giving the history and function of each base and facility. The volumes include bibliographies, cross references, and general subject indexes with appendixes listing the base by major function, by geographical location, and by date. \$95.00, volume on domestic bases; \$75.00 volume on overseas bases; or \$170.00 set of two volumes.

The Naval War of 1812: A Documentary History, Volume I. William S. Dudley, editor; Michael J. Crawford, associate editor. Department of the Navy, Naval Historical Center. 714 pp. 1985.

The first of a three-volume documentary history of the War of 1812, this book begins with an introduction summarizing the status of the American Navy from 1775-1805 and concludes with the USS *Constitution's* victory over HMS *Java* in December 1812. The two succeeding volumes will cover 1813 and 1814-1815, respectively. The documents were selected to create an overall picture of the war effort. They are arranged chronologically with an explanatory text to introduce individual documents or groups of documents. For sale by Superintendent of Documents, Government Printing Office, \$34.00.

Maneuver Warfare Handbook. William S. Lind. Westview Press, Inc. 133 pp. 1985.

Mr. Lind's presentation of his theories on maneuver warfare; a bibliography of suggested readings; a series of lectures delivered by Marine Col Michael D. Wylie at Amphibious Warfare School during the 1981-82 academic year. \$16.50.

Falklands Commando. Capt Hugh McManners, R.M. William Kimber & Co., Ltd. 224 pp. 1984.

Falklands Commando is a description of the Falklands War as seen through the eyes of the commander of a five-man naval gunfire forward observer team. Capt McManners takes the reader through his war, from his team's first initial attachment

to the Royal Marines Special Boat Squadron (SBS) until the Argentine surrender and his return to the United Kingdom aboard the *Canberra*. The book shows the role played by naval gunfire support, especially that played by the men who spotted for the guns. Illustrated with black-and-white photographs, all but eight taken by the author. (Copies of the book available from Articles of War, Ltd., 7101 North Ashland Ave., Chicago, Illinois 60626. (312) 338-7171. \$15.50

To Bear Any Burden: The Vietnam War and its Aftermath in the Words of Americans and Southeast Asians. Al Santoli. Dutton. 367 pp. 1985.

This volume details the experiences of 48 Americans and Southeast Asians during and after the Vietnam War. This second volume of oral histories includes not only the military, but also foreign aid advisors, revolutionaries, journalists, diplomats, relief workers, and refugees. \$17.95.

American Intervention in Grenada: The Implications of Operation "Urgent Fury." Peter M. Dunn and Bruce W. Watson, editors. Westview Press. 185 pp. 1985.

Chapters in this volume cover the logic of the military option, media coverage of the invasion, lessons of the intervention and its aftermath. Included also is a chap-

ter on amphibious aspects of the operation and a chronology of events. \$15.00.

Recent reprints of interest include these titles from the Marine Corps Association Heritage Library Series (original editions of these books are occasionally available through out-of-print book sources):

U.S. Marines and Amphibious Warfare by J. Isely and P. Crowl. \$11.95.

Old Gimlet Eye: The Adventures of Smedley Butler by Lowell Thomas. \$8.95.

Reminiscences of a Marine by MajGen John A. Lejeune. \$8.95.

Victory at High Tide by Col R. D. Heinl, Jr. \$18.95.

Battle for Guadalcanal by BGen Samuel B. Griffith. \$18.95.

A reprint of a World War II monograph is:

The Recapture of Guam by Maj O. R. Lodge (available from Marine Corps Association Bookservice or Marine Corps Historical Foundation Gift Shop). \$13.90.

Two World War II division histories are also available:

The Old Breed: A History of the First Marine Division in World War II by George McMillan. Reprinted by Zenger Publishing Company. \$35.00.

History of the Sixth Marine Division by Bevan Cass. Reprinted by University Microfilms, Inc. \$78.50. □1775□

Historical Quiz

Some Entertaining Marines

(Answers to questions on page 12)

1. Jonathan Winters.
2. Lee Marvin.
3. Billy Mills.
4. Art Buchwald.
5. "Captain Kangaroo" (Bob Keeshan).
6. Ted Williams.
7. Ed McMahon
8. Glenn Ford.
9. (Terrance) Steve McQueen.
10. Leon Spinks.

New Publications of the History and Museums Division

The following publications are available on request to the History and Museums Division by Marine Corps units, research libraries, and military schools.

OCCASIONAL PAPERS

Alligators, Buffaloes, and Bushmasters: The History of the Development of the LVT Through World War II. (1975) By Maj Alfred D. Bailey, USMCR (Ret).

A new title published by the History and Museums Division. This is a reproduction of a master of arts thesis in history at the University of Iowa.

Vietnam Historians Workshop: Plenary Session. (1983)

Vietnam Revisited: Conversations with William D. Broyles, Jr. (1985)

Bibliography on Khe Sanh Marine Participation. (1985) By LtCdr Ray W. Stubbe, ChC, USNR (Ret).

REVISION

The Marines in Vietnam, 1954-1973: An Anthology and Annotated Bibliography.

Revision includes articles from the *Marine Corps Gazette*, *Naval Institute Proceedings*, and *Naval Review* covering operations through 1975. Individuals may obtain copies from Superintendent of Documents, stock number 008-055-00168-4, price \$22.00.

PRINT SERIES

United States Marine Corps Uniforms 1983. By Maj Donna J. Neary, USMCR.

May be requisitioned by Marine Corps units from MCLB, Albany (PCN 100-000010-00). Individuals may obtain copies from the Superintendent of Documents, catalog number D214.16/UN3/983, price \$14.00.

HISTORY AND MUSEUMS DIVISION
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Base Facilities Named to Honor Vietnam War Heroes

by Robert V. Aquilina
Assistant Head, Reference Section

Regular readers of *Fortitudine* will recall that a section of the Spring 1983 issue was devoted to an update of the Marine Corps Commemorative Naming Program. The purpose of this program is to recognize and pay tribute to distinguished and heroic deceased Marines, by naming bases, camps, streets, buildings, and other facilities in their honor. To date, more than 650 facilities are so named, and more than 450 Marines recognized.

The Reference Section of the History and Museums Division, which administers the Commemorative Naming Program, has noticed an increasing interest among Marine Corps commands in Marine candidate names from the Vietnam War. From 1983 to the present, over 30 deceased Vietnam-era Marines have been honored by a commemorative naming. Eleven Marine Corps commands, from The Basic School at Quantico, Virginia, to Marine Barracks, Hawaii, have used the names of these Marines in dedicating streets, clubs, classrooms, and barracks, along with a theater and a chapel.

Several Marine commands have requested names of Marines from the local command area who were killed in ac-

tion during the Vietnam War for use in multiple street or road namings, while other Marine facilities have used the names of Medal of Honor recipients for specific namings of buildings, barracks, and clubs. Included among the commemorative naming actions approved by the Commandant of the Marine Corps are the following requests to honor Medal of Honor recipients from the Vietnam War:

From the Commanding General, Marine Corps Base, Camp Smedley D. Butler: To name a new bachelor enlisted quarters at Camp Schwab in honor of PFC Douglas E. Dickey, USMC:

A native of Greenville, Ohio, PFC Dickey was serving as a rifleman with Company C, 1st Battalion, 4th Marines, when he was killed in action on 26 March 1967 while participating in Operation Beacon Hill 1. PFC Dickey was posthumously awarded the Medal of Honor for sacrificing his life by throwing himself upon a grenade to save the lives of fellow members of his platoon.

From the Commanding General, Marine Corps Base, Camp Pendleton: To name a landing craft air cushion complex (LCAC)

access road in honor of Col Donald G. Cook, USMC:

A native of Brooklyn, New York, Col Cook was awarded the Medal of Honor posthumously for conspicuous gallantry and intrepidity at the risk of his own life while interned as a prisoner of war by the Viet Cong from 31 December 1964 until his death in captivity on 5 December 1967. His "personal valor and exceptional spirit of loyalty in the face of almost certain death reflected the highest credit upon himself, the Marine Corps, and the United States Naval Service."

From the Commanding Officer, The Basic School, Marine Corps Development and Education Command, Quantico: To name the new enlisted men's club at Camp Barrett in honor of PFC Oscar P. Austin, USMC:

A native of Phoenix, Arizona, PFC Austin was serving as an assistant machine gunner with Company E, 2d Battalion, 7th Marines, when he was killed in action on 23 February 1969 near Da Nang, Republic of Vietnam. PFC Austin was posthumously awarded the Medal of Honor for heroism in sacrificing his own life to save the life of a fellow Marine.

□1775□

Col Donald G. Cook, USMC



PFC Douglas E. Dickey, USMC



PFC Oscar P. Austin, USMC



Douglas R4D-6/C-47J Skytrain

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

The Skytrain was a military version of the Douglas DC-3, a twin-engine, low-wing transport airplane that first flew in 1935. Larger, faster, and more economical to operate than any previous transport, by 1938 the DC-3 was the aircraft of first choice with America's major airlines.

When war broke out in Europe, the DC-3 was the only sizable multi-engine aircraft actually in production which had all of the "bugs" worked out. Douglas

geared up for mass production of the plane's military versions, the Army C-47 and the Navy R4D, but because of the higher priority given to production of tactical aircraft, Navy orders for the transport were not delivered until early 1942.

The first Marine Corps unit to receive R4Ds for operational use was Marine Utility Squadron 252 (VMJ-252) stationed at Ewa airfield on the Hawaiian island of Oahu. Two R4D-1s arrived from the main-

land on 30 May 1942, and two days later the first Marine R4D combat support mission was carried out when Capt Albert S. Munsch piloted an overloaded Skytrain on an unescorted, long-distance, emergency resupply flight to Midway Island.

Aerial logistics support and the R4D became increasingly important as the United States took the offensive. In November 1942, during the Guadalcanal campaign, the South Pacific Combat Air Transport Command (SCAT) was established from resources primarily assigned to Marine Aircraft Group 25. Using R4Ds from VMJs -253, -152, and -153, as well as C-47s from the Army's 13th Troop Carrier Squadron, SCAT carried high priority cargo and replacements into the combat zone. Equally important, SCAT aircraft were used as aerial ambulances for the first large-scale evacuation of the wounded. SCAT transports were also used as navigational escorts for fighter planes being ferried on long, overwater transits. In November 1943, the Central Pacific Theater's counterpart to SCAT was established. Designated the Central Pacific Combat Air Transport Service (CenCATS), it was supported with R4Ds from VMJ-252 and -353. In March 1944 CenCATS was succeeded by the Transport Air Group (TAG). At some point during the war, the R4D picked up the famous "Gooney Bird" nickname, which it shared with the comical albatross found on many Pacific islands.

After World War II, Marine transport squadrons were reequipped with larger aircraft, but R4Ds continued to serve as group, wing, and station aircraft.

In 1962 all Navy aircraft were redesignated to comply with the existing Air Force system. Skytrain configurations to and including the R4D-6 were redesignated as part of the C-47 series, eg., C-47H (formerly R4D-5), C-47J (formerly R4D-6). "Flight Lines" coverage of the Skytrain series will conclude with a discussion of the R4D-8/C-117D in the next issue. □1775□



The R4D-6 on display at the Air-Ground Museum has been partially refurbished using funds donated by Marine Air Group 25 and SCAT Veterans of World War II, Inc.

Technical Data

As depicted for a loaded cargo transport mission in the R4D-1,-3,-5 and -6 airplane characteristics and performance chart issued 1 August 1945.

Manufacturer: Douglas Aircraft Company, Santa Monica, California.

Type: Troop and cargo transport.

Accommodation: Crew of three and up to 27 troops.

Power Plant: Two 1,200-h.p. Pratt & Whitney R-1830-90C engines.

Dimensions: Span, 95 ft.; Length, 64 ft., 5½ in.; Height, 24 ft., 8 in.

Weights: Empty, 17,571 lbs.; Gross, 29,000 lbs.

Performance: Max. speed, 213 m.p.h. at sea level; Service ceiling, 24,700 ft.; Range, 1,610 st. mi.; Climb at sea level, 1,060 ft. per min.

Features: The R4D-6 configuration incorporated a wide cargo door, astrodome, 24-volt electrical system, and provisions for litters.

Korean War Chronology

November-December 1950

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

Following the successful conclusion of the Inchon-Seoul campaign, the 1st Marine Division was relieved by Eighth Army elements and proceeded by sea around the Korean peninsula to seize Wonsan. The collapse of North Korean resistance was so rapid, however, that resurgent Republic of Korea forces took the port city without a fight. Subsequently, the 1st Marine Division made an unopposed landing on 26 October. While the 1st Marines were assigned patrolling and blocking missions in the vicinity of Wonsan, the 5th and 7th Marines were ordered by X Corps to proceed north to Hamhung, in preparation for a major United Nations drive towards the Yalu River and Manchurian border.

Although considerable intelligence placed large numbers of Chinese Communist forces across the Yalu River, Allied Headquarters in Tokyo stalwartly minimized the enemy presence, and ordered the 1st Marine Division to continue its northwest drive towards the Chosin Reservoir, the site of an important hydroelectric plant. Shortly after midnight on 3 November, the 7th Marines had the first large-scale action of American forces with invading Chinese Communists. In four days of fierce fighting, the 7th Marines soundly defeated the 124th Chinese Communist Division, and on 10 November entered Koto-ri. By 15 November, the regiment reached Hagaru-ri, followed in turn by the 5th and 1st Marines, as MajGen Oliver P. Smith brought his 1st Marine Division regiments together along the main supply route from Hamhung to the southern tip of the Chosin Reservoir.

Cold and weary troops of the 7th Marines pause to rest in sub-zero temperatures near Hagaru-ri, during their heroic breakout from the Chosin Reservoir combat zone on 6 December 1950.



A heavy snowfall and extreme cold complicates the movement of the hard-pressed 1st Marine Division from Koto-ri towards Hamhung and the port of Hungnam on 8 December 1950. Engineers destroyed all supplies which could not be carried.

On the march south from Koto-ri on 10 December 1950, a column of 1st Division Marines ignores a roadblock arranged by the enemy, who earlier blew up a concrete power plant and bridge across a gorge. Marines erected their own bridge.



On 24 November, Gen Douglas MacArthur launched simultaneous offensives of the Eighth Army in western Korea and X Corps in the northeast. MajGen Smith's 1st Marine Division would proceed westward to form the northern arm of the Eighth Army's pincer envelopment. The earlier warnings of massive Chinese intervention now proved all too true. On 25 November, Chinese forces struck the Eighth Army's right wing, and effectively brought the Allied advance to a halt. The 5th and 7th Marines, having dutifully advanced westwards to Yudam-ni in support of the Eighth Army offensive, were struck by three Chinese divisions on the night of 27 November. Additional Chinese divisions cut the supply route held by the 1st Marines, while other elements struck at Company F, 7th Marines, holding the vital Toktong Pass.

At beleaguered Hagaru-ri, MajGen Smith opened his command post on 28 November to direct operations. The 5th Marines was ordered to hold its position, while the 7th Marines was assigned the grim task of clearing the zone from Yudam-ni to Hagaru-ri. At Koto-ri, Col Lewis B. "Chesty" Puller was ordered by MajGen Smith to put together a relief column to aid the hard-pressed defenders of Hagaru-ri. The resulting Task Force Drysdale, composed of the 41 Independent Commando, Royal Marines, with elements of U.S. Marine and Army units, arrived on 29 November in Hagaru-ri after nine days of bitter fighting along the road from Koto-ri. The situation at Hagaru-ri was by now almost desperate; heavy night attacks by bugle-blowing Chinese were repulsed on 28 and 30 November. From 2 to 4 December the 5th and 7th Marines battled through to Hagaru-ri over a twisting 14-mile mountain road in sub-zero temperatures, relieving Company F which still held tenaciously to Toktong Pass. At Hagaru-ri, the reunited 1st Marine Division was supplied by air-drops from the Air Force's Combat Cargo Command and transports of the 1st Marine Aircraft Wing. More than

Meeting on Christmas Day 1950 are Marine leaders in Korea, from left, LtCol Raymond L. Murray, 5th Marines Commander; MajGen Oliver P. Smith, 1st Division Commanding General; and Col Lewis B. "Chesty" Puller, 1st Marines Commander.



In one of a frequently published set of photographs from the Chosin Reservoir campaign, a burst of flame and billows of smoke attest to the accuracy of close air support from Marine F4U-5 Corsairs at Hagaru-ri for advancing units of the 1st Division.

Col Homer L. Litzenberg, Jr., led the 7th Marines' heroic resistance to attack by elements of three Chinese divisions.



4,000 casualties were evacuated by C-47s from an improvised airstrip.

On the morning of 6 December, the breakout southward from Hagaru-ri to Koto-ri began in earnest with Marine engineers blowing up supplies that could not be transported. On 8 December the 1st Marine Division with the Royal Marines 41st Commando and elements of the U.S. Army's 7th Division left Koto-ri and advanced towards Hamhung and Hungnam. The allied column reached Hungnam on 11 December and by the 15th the last elements of the 1st Marine Division sailed from Hungnam for Pusan.

The Chosin Reservoir campaign had cost the 1st Marine Division over 4,000 battle casualties. Fourteen Marines were awarded Medals of Honor for heroism during the advance to the Chosin Reservoir and subsequent breakout during November and December 1950; seven of the medals were awarded posthumously. The Chinese plan to destroy the 1st Marine Division lay shattered in the frozen landscape of northwest Korea, along with an estimated 25,000 dead Chinese. "Bloodied but unbowed," the 1st Marine Division unloaded at Pusan harbor for a well-earned Christmas rest. □1775□



Over frozen scrub, 1st Marine Division troops and tanks fan out to guard the flanks of the division's main column on the road between Koto-ri and Hagaru-ri in early December 1950, during the arduous breakout from the Chosin Reservoir battle zone.

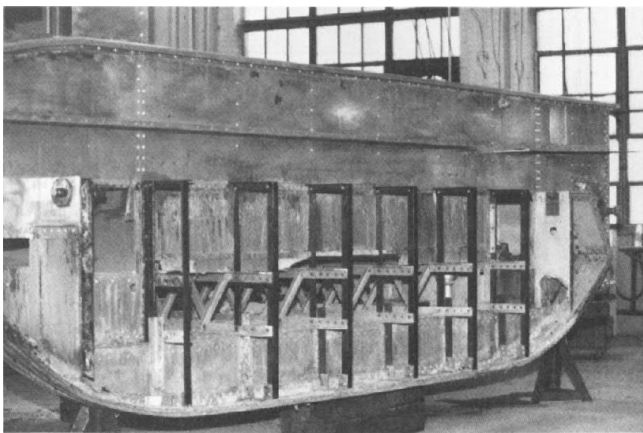
LVT's 'Grandpappy' On Display

(Continued from page 20)

Development and Education Command. Working with Gen Twomey's staff, particularly Col (now BGen) Gail M. Reals, the Museum has placed the vehicle inside Building No. 72, the "Early Years" exhibit hangar, thus providing improved conditions for long-range preservation.

Exposure to the elements and the salt air at Tampa was accelerating the deterioration of the Alligator. When it arrived at Quantico an inspection revealed a great natural loss (massive exfoliation) of material from the duraluminum hull. The Restoration Section of the Museum was assigned to do a partial restoration in an attempt to preserve as much of the original fabric of the vehicle as possible. The section spent the better part of four months at the task.

Work on "Alligator 3" by the Museum's Restoration Section over four months is evident in the replacement supports along the early LVT's side. Most of the original metal remains.



The "amphibian tractor" of the Navy Department's Bureau of Ships, the famous "fourth model" of the Alligator, was photographed undergoing tests in 1940 in the Caribbean Sea.

As work progressed, research by the Museum's Curator of Ordnance and Heavy Equipment revealed that "Alligator 3" appeared to have undergone a number of modifications subsequent to its period of historical significance (1940-1941). The original Mercury engine had been replaced. There were changes to the drive train and transmission, which were probably done when the engine was replaced. Papers and blueprints of Donald Roebing in the Personal Papers Collection at the Marine Corps Historical Center also revealed that the cleated tracks of the vehicle may have been modified in 1946 or 1947, possibly by Roebing himself.

Research continues on "Alligator 3" and with the reopening of the Air-Ground Museum this year, visitors will be able to view this historically significant amphibian tractor, a "Grandpappy" of every Landing Vehicle Tracked (LVT) in the world.

Gen Thomas Biography to be Written by Col Millett

The Marine Corps Historical Foundation has announced an agreement with Col Allan R. Millett, USMCR, to write a biography of the late Gen Gerald C. Thomas, USMC. Col Millett is the author of three major historical works: *The General: Robert L. Bullard and Officership in the U.S. Army, 1881-1925*; *Semper Fidelis: A History of the U.S. Marine Corps*; and (with Peter Maslowski) *For the Common Defense: A Military History of the United States*.

Even before his death, the Marine Corps Historical Foundation had a biography of Gen Thomas as an objective. Col Angus Fraser was at work on such a biography, under a small grant from the Foundation, until interrupted by failing health and halted by his own death.

Gen Thomas (1894-1984), whose active service in the Marine Corps spanned the years 1917 to 1958, is considered to have been one of the best loved, most respected, and most influential Marine officers of his era. His combat experience extended from that of a sergeant at Belleau Wood to command of the 1st Marine Division in Korea.

With the approval of the Thomas family, admirers of Gen Thomas have donated to the Foundation a sufficient fund to underwrite a scholarly biography.

Col Millett, a professor at Ohio State University and a member of the Foundation's Board of Directors, has assigned any royalties from the book to the Foundation.

As of 17 January, the Foundation has 1,080 members. Those who have joined since the listing in the Winter 1985-1986 issue of *Fortitudine* are:

Col Mary L. StremLOW, USMCR (Ret)
Col Joseph A. Bruder, USMC (Ret)
LtGen Bernard E. Trainor, USMC (Ret)

LtGen Herman Nickerson, Jr., USMC (Ret)
Winnebago Detachment, Marine Corps League
LtCol George E. Zawasky, USMC (Ret)
SgtMaj C. A. "Mack" McKinney, USMC (Ret)
CWO John L. Farris, USMC (Ret)
Mr. John W. Turk, Jr.
Mr. Marshall McV. Austin
CWO Floyd O. Schilling, USMC (Ret)
MajGen Robert E. Friedrich, USMCR (Ret)
Mr. William S. Dwinnell
Mr. Paul A. Ferraro
Maj M. G. Carter, Jr., USMC
LtCol Donald N. Rexroad, USMC (Ret)
LtCol John C. Jordan, Jr., USMC (Ret)
Mr. Leslie Davis
LtCol Andrew J. Ley, USMCR
LtCol Gardelle Lewis, USMCR (Ret)
LtCol Allen E. Weh, USMCR
Mr. Thomas M. Rodgers, Jr.
Col William W. Rogers, Jr., USMC (Ret)
Col George M. Lhamon, USMC (Ret)
LtCol Jonathan F. Abel, USMCR (Ret)
MajGen Dennis J. Murphy, USMC
Mr. Charles D. Dickey, Jr.
Mr. James L. Orr
Mr. Richard W. Johnson, Jr.

and with apologies to recent member, Maj Robert C. Sebilian, USMC (Ret), whose name was misspelled in the listing in the winter issue.

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